

Der Traum Vom Verkehrsfluss Stadtische Verkehrspl

The World Beyond the Windshield Christof Mauch,Thomas Zeller.2008 For better or worse, the view through a car's windshield has redefined how we see the world around us. In some cases, such as the American parkway, the view from the road was the be-all and end-all of the highway; in others, such as the Italian autostrada, the view of a fast, efficient transportation machine celebrating either Fascism or its absence was the goal. These varied environments are neither necessary nor accidental but the outcomes of historical negotiations, and whether we abhor them or take delight in them, they have become part of the fabric of human existence. *The World beyond the Windshield: Roads and Landscapes in the United States and Europe* is the first systematic, comparative look at these landscapes. By looking at examples from the United States and Europe, the chapters in this volume explore the relationship between the road and the landscape that it traverses, cuts through, defines, despoils, and enhances. The authors analyze the Washington Beltway and the Blue Ridge Parkway, as well as iconic roads in Italy, Nazi Germany, East Germany, and Great Britain. This is a story of the transatlantic exchange of ideas about environment and technology and of the national and nationalistic appropriations of such landscaping.

Trams or Tailfins? Jan L. Logemann.2012-11-28 In the years that followed World War II, both the United States and the newly formed West German republic had an opportunity to remake their economies. Since then, much has been made of a supposed "Americanization" of European consumer societies—in Germany and elsewhere. Arguing against these foggy notions, Jan L. Logemann takes a comparative look at the development of postwar mass consumption in West Germany and the United States and the emergence of discrete consumer modernities. In *Trams or Tailfins?*, Logemann explains how the decisions made at this crucial time helped to define both of these economic superpowers in the second half of the twentieth century. While Americans splurged on private cars and bought goods on credit in suburban shopping malls, Germans rebuilt public transit and developed pedestrian shopping streets in their city centers—choices that continue to shape the quality and character of life decades later. Outlining the abundant differences in the structures of consumer society, consumer habits, and the role of public consumption in these countries, Logemann reveals the many subtle ways that the spheres of government, society, and physical space define how we live.

Driving Germany Thomas Zeller.2007 Published in Association with the German Historical Institute, Washington, D.C. Hitler's autobahn was more than just the pet project of an infrastructure-friendly dictator. It was supposed to revolutionize the transportation sector in Germany, connect the metropolises with the countryside, and encourage motorization. The propaganda machinery of the Third Reich turned the autobahn into a hyped-up icon of the dictatorship. One of the claims was that the roads would reconcile nature and technology. Rather than destroying the environment, they would embellish the landscape. Many historians have taken this claim at face value and concluded that the Nazi regime harbored an inbred love of nature. In this book, the author argues that such conclusions are misleading. Based on rich archival research, the book provides the first scholarly account of the landscape of the autobahn.

Sustainable Mobility in Munich Chelsea Tschoerner-Budde.2018-11-11 Chelsea Tschoerner-Budde analyzes discourse in two cases of sustainable mobility policymaking in Munich: cycling promotion and electric mobility promotion. Both cases revealed that the formation and integration of a new, socially driven discourse on everyday mobility was necessary for policy change. Historically, transport policy has been structured to improve flow and manage transport systems. The new 'everyday mobility cultures' approach presents a potential framework for improving policymaking and fostering a transition in the transport sector.

Bayern, München Stephan Trüby,Verena Hartbaum.2019-03-13 Im Jahr 2018 feiert Bayern das hundertjährige Bestehen seines Freistaats; Zeit, sich an die Münchner Räterepublik und die sozialistischen Ursprünge dieses Landes zu erinnern; Zeit, die konservativen wie auch die emanzipatorischen Momente des Freistaates zu rekapitulieren; Zeit auch, die Raum- und Architekturproduktion Bayerns und seiner Hauptstadt München genauer unter die Lupe zu nehmen. Bayern, München untersucht anlässlich des hundertjährigen Bestehens des Freistaats das Städtische im Ländlichen sowie das Ländliche im Städtischen – und entfaltet ein kulturgeschichtliches Panorama, das die Höhen und Tiefen des 20. und 21. Jahrhunderts, das Zeitalter der Extreme (Eric Hobsbawm), aus weiß-blauer Perspektive nachvollziehbar macht. Als Grand Tour durch die Vorstufe zum Paradies (Horst Seehofer) aufgebaut, rücken auch vermeintlich abseitige Orte wie Dingolfing, Ingoldstadt, Kaufbeuren-Neugablonz oder Schweinfurt in den Blick, ebenso die Pyramiden Bayerns, nämlich die Architekturen des Rhein-Main-Donau-Kanals. Spekulative Projekte, die an der University of Looking Good und bei c/o now entstanden, betreiben Raumverfälschungen (Gustav Landauer) gegen bayerische Dahoamigkeiten – und Künstler und Freistaat-Experten wie Stephan Dilleuth, Thomas Meinecke, Michaela Mélian, Andreas Neumeister, Christopher Roth oder Hito Steyerl gewähren Einblicke in ein Bayern, München, die nicht zuletzt aktuelle Themen wie Rechtspopulismus und Separatismus um prononcierte Diskussionsbeiträge bereichern.

Stadt und Kommunikation in bundesrepublikanischen Umbruchszeiten Adelheid von Saldern.2006 Seit den 1970er Jahren unterliegen städtische Öffentlichkeiten einem starken Wandel. Neue Kommunikationsformen und Raumbeziehungen in urbanen und suburbanen Kontexten führen zu einem dynamischen Spannungsverhältnis zwischen Entgrenzung und Revitalisierung des Städtischen. Vermehrt entwickeln sich Städte zu einem Ort gesellschaftlicher Konflikte und Aushandlungsprozesse sowie neuer kultureller Praxisformen. Der Band zeigt zudem auf, wie gezielt Städte image- und ereignisorientierte Repräsentationsstrategien verfolgen. Aus dem Inhalt: Einführungen: Adelheid von Saldern: Kommunikation in Umbruchszeiten. Die Stadt im Spannungsfeld von Kohärenz und Entgrenzung Beate Binder: Urbanität als aMoving Metaphoro. Aspekte der Stadtentwicklungsdebatte in den 1960er/1970er Jahren Kommunikationsmuster in neuen Räumen: Walter Siebel: Zum Wandel des öffentlichen Raums - das Beispiel Shopping-Mall Martina Heiler:

Wissenschaftsenklaven. Die Inszenierung von Kommunikation und Urbanität im suburbanen Raum Jan Logemann: Einkaufsparadies und aGute Stubeo. Fuagangerzonen in westdeutschen Innenstädten der 1950er bis 1970er Jahre Meik Woyke: Mobilität im suburbanen Raum. Das schleswig-holsteinische Umland von Hamburg (1950-1980) Axel Prieb: Suburbane Siedlungsflächen. Wucherung oder gestaltbare Stadtregion? Gottfried Korff: Neue Strukturen einer urbanen Festkultur. Auf dem Weg zur Festivalisierung und Kommerzialisierung Lu Seegers: Die farbige Stadt. Image- und Kommunikationspolitik im Hannover der frühen siebziger Jahre Georg Wagner-Kyora: aWiederaufbau und Stadt-Raum. Streit um die Rekonstruktion des Dortmunder Rathauses und der Alten Waage in Braunschweig (1974-1994) Gregor Hassemer / Gunther Rager: Zur Bedeutung des Lokalen in den Medien Uta C. Schmidt: aLasst uns den Kohlenpott umfunktionieren!o Repräsentationspolitik der Stadtlandschaft Ruhrgebiet Herausforderungen und Aushandlungen: Jorg Huttermann: Islamische Symbole und aavancierende Fremdeo. Konfliktkommunikation in Stadt und Gesellschaft Barbara Schmucki: Stadt-(r)und-Fahrt gegen Verkehrsinfarkt: Motorisierung und urbaner Raum Christian Heppner: Von der aStadtkroneo zum Jugendfreizeitheim. Integrations- und Desintegrationsprozesse in der Gründungsphase eines Kommunikationszentrums in Garbsen Detlef Siegfried: Urbane Revolten, befreite Zonen. Über die Wiederbelebung der Stadt und die Neuaneignung der Provinz durch die aGegenkulturo der 1970er Jahre Adelheid von Saldern/Barbara Zibell: Frauen und Stadträume. Aufbruchsstimmung in den 1970er Jahren .

Bridging Urbanities Bettina Bauerfiend,Josefine Fokdal.2011 This publication offers an oversight of a wide variety of topics that are relevant when discussing urban design in Berlin and Shanghai; topics reflection what has taken place and what has been produced within the last five years of the Dual Urban Design Master Program between the two metropolises of Shanghai and Berlin--Back cover.

The Great Acceleration J. R. McNeill,Peter Engelke.2016-04-04 The pace of energy use, greenhouse gas emissions, and population growth has thrust the planet into a new age—the Anthropocene. Humans have altered the planet's biogeochemical systems without consciously managing them. *The Great Acceleration* explains the causes, consequences, and uncertainties of this massive uncontrolled experiment.

Atlantic Automobility Gijs Mom.2014-12 Offering a sweeping transatlantic perspective, this book explains the current obsession with automobiles by delving deep into the motives of early car users. It provides a

synthesis of our knowledge about the emergence and persistence of the car, using a broad range of material including novels, poems, films, and songs ...

Urban Mobility in a Global Perspective Oliver Schwedes.2017 For the first time in human history, the majority of the world's population lives in cities rather than rural areas. Whereas in industrialized countries urban and transport development has now reached a certain degree of saturation, it is proceeding in other regions of the world with an enormous dynamism. This book presents for the first time a survey of global urban and transport development in order to gain an overview of the magnitude of the global challenges. Against this background, the study proposes a direction for future deliberations that will provide an adequate response to the looming urban mobility problems. (Series: Mobility and Society / Mobilität und Gesellschaft, Vol. 9) [Subject: Sociology, Urban Studies, Transportation, Public Policy]

Die moderne Straße Hans-Liudger Dienel,Hans-Ulrich Schiedt.2010-09-13 Die Straße ist zentral für die Entwicklung des modernen Verkehrswesens. Die Beiträge schildern unter anderem die Erschließung des Raums durch den Straßenbau in Konkurrenz zur und in Kooperation mit der Eisenbahn, die neuen Möglichkeiten des Reisens, Finanzierungsmodelle wie die Maut sowie das Wachstum und die Arbeitsweise der Straßenbau- und Logistikunternehmen.

From Rail to Road and Back Again? Colin Divall.2016-03-03 The coming of the railways signalled the transformation of European society, allowing the quick and cheap mass transportation of people and goods on a previously unimaginable scale. By the early decades of the twentieth century, however, the domination of rail transport was threatened by increased motorised road transport which would quickly surpass and eclipse the trains, only itself to be challenged in the twenty-first century by a renewal of interest in railways. Yet, as the studies in this volume make clear, to view the relationship between road and rail as a simple competition between two rival forms of transportation, is a mistake. Rail transport did not vanish in the twentieth century any more than road transport vanished in the nineteenth with the appearance of the railways. Instead a mutual interdependence has always existed, balancing the strengths and weaknesses of each system. It is that interdependence that forms the major theme of this collection. Divided into two main sections, the first part of the book offers a series of chapters examining how railway companies reacted to increasing competition from road transport, and exploring the degree to which railways depended on road transportation at different times and places. Part two focuses on road mobility, interpreting it as the innovative success story of the twentieth century. Taken together, these essays provide a fascinating reappraisal of the complex and shifting nature of European transportation over the last one hundred years.

Im Strudel Frank Uekötter.2020-09-16 Vor 500 Jahren war der Eukalyptus ein in Australien heimischer Baum, der Dodo lebte friedlich auf einer Insel im indischen Ozean und Holz war das wichtigste Brennmaterial. Heute gibt es rund um den Globus Eukalyptusplantagen, der Dodo ist ausgestorben und die Welt verbraucht jeden Tag 95 Millionen Barrel Erdöl. Menschen und Materialien sind in nie gekanntem Umfang in Bewegung, die ökologischen Folgen unseres Lebensstils sind Schlüsselthemen der Weltpolitik. Doch nur wenigen Menschen ist klar, in welchem Ausmaß unser Reden und Handeln über Umweltfragen von der Vergangenheit geprägt ist. Die Krise der Gegenwart - Klimawandel, Umweltverschmutzung, Artensterben - versteht man aber erst dann wirklich, wenn man sie als Ergebnis einer langen, wechselvollen Geschichte begreift. Frank Uekötter verfolgt in dieser Umweltgeschichte der Moderne, wie sich ökologische Verwerfungen und Konflikte im Laufe der Jahrhunderte entwickelten. Er zeigt zudem die politischen, sozialen und wirtschaftlichen Faktoren hinter den weltweiten Weichenstellungen auf, die von den reichen Gesellschaften des Westens geprägt wurden.

Wende, und dann? Die Verkehrsentwicklung in der Region Berlin-Brandenburg seit der Wiedervereinigung Kendziora, Alexander.2022-12-01 Mit der Wiedervereinigung hatte sich die neue Region Berlin-Brandenburg eine gemeinsame umweltfreundliche und verkehrsmindernde Siedlungs- und Verkehrsentwicklung zum Ziel gesetzt, bei der neue Siedlungsbereiche vorrangig entlang vorhandener Schienenstränge entstehen sollten. Die Zusammenarbeit beider Bundesländer stieß dabei auch aufgrund unterschiedlicher Interessenlagen mehrfach auf Umsetzungsschwierigkeiten, sodass die eintretende Entwicklung hinter den selbstgesteckten Erwartungen zurückblieb. Ziel dieser Masterarbeit ist es, die verkehrsräumliche Entwicklung in der Region Berlin-Brandenburg nachzuvollziehen, maßgebliche Entscheidungen und Akteure zu identifizieren und Schlüsse daraus für die weitere Zusammenarbeit zu ziehen - insbesondere vor dem Hintergrund der derzeitigen Herausforderungen einer stark wachsenden Region. Dafür wurden in dieser Arbeit die entsprechenden Planungen der 1990er Jahre analysiert und mit der tatsächlich eingetretenen Entwicklung anhand von statistischen Datenreihen zur Bevölkerungsentwicklung in der Region abgeglichen. Zudem wurden Experteninterviews geführt, die weitere Aspekte der Zusammenarbeit der Verwaltungen beleuchteten. Die Analyse der Siedlungsentwicklung zeigt, dass eine Steuerung der Siedlungsentwicklung an vielen Stellen trotz einiger Umsetzungsschwierigkeiten als durchaus gelungen bewertet werden kann, auch weil die staatsvertraglich vereinbarte Zusammenarbeit beider Bundesländer in der Raumplanung bundesweit einzigartig ist. Im Bereich der Verkehrsplanung mangelt es jedoch an einer solchen Verstetigung. Dass Leitbilder und Ziele der Planungen in einem von Disparitäten geprägten Raum teilweise im Kontrast zueinander stehen, erschwert die Zusammenarbeit weiter. Es ist daher empfehlenswert, die gemeinsame Verkehrsplanung ähnlich wie die Raumplanung institutionalisiert in einer gemeinsamen Planungsbehörde zu verstetigen. Hierfür muss auch die Definition der Metropolregion zusammen mit den Leitbildern angepasst werden, sodass künftig passgenauere Verkehrs- und Siedlungspolitik für einen sich dynamisch entwickelnden Raum gemacht werden kann. Weiterführende Forschung könnte den Aufbau einer solchen Planungsbehörde im bundesdeutschen Rahmen näher untersuchen. With the German reunification the new Berlin-Brandenburg region had set itself the aim of an environmentally friendly and traffic-reducing settlement and transport policy. New settlement areas were to be created primarily along existing railway lines. Due to different interests, the cooperation of the two federal states encountered implementation difficulties on several occasions, so that the development that occurred fell short of the expectations that had been set for itself. The aim of this Master's thesis is to understand the development of transport in the Berlin-Brandenburg region, to identify key decisions and actors and to draw conclusions for further cooperation - especially against the background of the current challenges of a rapidly growing region. Therefore, this thesis analysed the relevant plans of the 1990s and compared them with the actual development using statistical data series on population development in the region. In addition, expert interviews were conducted to show further aspects of administrative cooperation. The analysis of settlement development shows that despite some implementation difficulties the overall management of the settlement development can be considered a success, also because the cooperation in spatial planning of the two federal states, as agreed in state treaties, is unique in Germany. In the field of transport planning, however, there is a lack of such continuity. The fact that guiding principles and objectives of planning partly contrast with one another makes cooperation in a region characterised by disparities even more difficult. It is therefore advisable to institutionalise transport planning in a joint planning authority, similar to spatial planning. To more precisely tailor transport and settlement policy in the future within a dynamically developing region the definition of the metropolitan area together with the guiding principles need to be adapted. Further research could examine the establishment of such a planning authority in the federal German framework in more detail.

Transport in Capitalism Oliver Schwedes.2022-11-30 Transport is the only sector that has not yet contributed to the reduction of carbon dioxide emissions. To understand why sustainable transport has not been developed yet, Oliver Schwedes highlights the special features of the transport sector and describes the political conditions for a successful change in transport development. He makes clear that technical innovations alone will not be enough; rather, transport policy must be practised as social policy.

Sustainable Mobility in Metropolitan Regions Gebhard Wulforth,Stefan Klug.2016-08-26 This book is focussing on the results of the mobil.LAB Doctoral Research Group "Sustainable mobility in the metropolitan region of Munich" for its first phase. It highlights the key findings of young scientists from diverse disciplines on selected issues of sustainable mobility, such as neighbourhood mobility, sustainable modes, regional governance and spatial aspects. This includes insights of methods used to assess sustainable mobility, the way how to study and how to conceptualize sustainable development in each of the contributions. Each chapter is built on case studies in cooperation with practice partners and based on empirical data in the metropolitan region of Munich. Moreover, a common understanding of sustainable mobility in metropolitan regions and

future research perspectives on mobility cultures are developed. In consequence, the knowledge and experiences are shared in order to generate strategies and actions to address, promote and support sustainable mobility in metropolitan regions.

Nachhaltigkeit in der Geschichte Arnd Reitemeier, Ansgar Schanbacher, Tanja Susanne Scheer. 2019 Nachhaltigkeit ist allgegenwärtig. Der Begriff erscheint in politischen Debatten, in den Medien, in Unternehmensphilosophien und im Supermarkt. In Folge erscheint der Begriff Nachhaltigkeit unscharf und beliebig. Auch in der Wissenschaft existieren unterschiedliche Konzepte und Definitionen, doch diesen gemeinsam ist die Idee von Dauerhaftigkeit, die auf die Forschungsobjekte bezogen wird. Der vorliegende Band versucht Nachhaltigkeit in der Geschichte aufzuspüren. Er folgt der Frage, ob und wie Menschen in der Vergangenheit die eigenen Bedürfnisse an Ressourcen befriedigten und gleichzeitig Rücksicht auf zukünftige Generationen nahmen. Das Buch öffnet dabei ein breites Spektrum an Fallbeispielen, die von den antiken Griechen bis zu Debatten über den Schutz des Waldes im 20. Jahrhundert reichen und neben der Geschichtswissenschaft auch die Archäologie, die Literaturwissenschaft und die Ökologie einbeziehen. Der Sammelband beruht auf Vorträgen, die im Rahmen der zentralen Ringvorlesung des Sommersemesters 2018 an der Universität Göttingen gehalten wurden.

The Electric Car Oliver Schwedes, Marcus Keichel. 2020-08-24 The volume is dedicated to the electric car. It examines the extent to which the electric car can contribute to sustainable transport development as part of a new mobility culture. The technical, cultural, political, social and aesthetic dimensions are considered. It will be shown how the general social framework has to change in order to make the electric car a success. This book is a translation of the original German edition "Das Elektroauto" by "Marcus Keichel", published by Springer Fachmedien Wiesbaden in 2013. The translation was done with the help of artificial intelligence (machine translation by the service DeepL.com). A subsequent human revision was done primarily in terms of content, so that the book will read stylistically differently from a conventional translation. Springer Nature works continuously to further the development of tools for the production of books and on the related technologies to support the authors.

Homeownership, Renting and Society Sebastian Kohl. 2017-04-07 On the eve of the financial crisis, the USA was inhabited by almost 70 percent homeowning households, in comparison to about 45 percent in Germany. Homeownership, Renting and Society presents new evidence showing that this homeownership gap already existed between American and German cities around 1900. Existing explanations based on culture, government housing policy or typical socio-economic factors have difficulties in accounting for these long-term cross-country differences. Using historical case studies on Germany and the USA, the book identifies three institutional domains on the supply-side of the housing market - urban land, housing finance and construction - that set countries on different housing trajectories and subsequently established differences that were hard to reverse in later periods. Further chapters generalize the argument across other OECD (Organisation for Economic Co-operation and Development) countries and extend the explanation to cover historical differences in homeownership ideology and horizontal property institutions. This enlightening volume also puts forward path-dependence theories in housing studies, connects housing with vast urban-history and political-economy literature and offers comprehensive insights about the case of a tenant's country which contradicts the tendency towards universal homeownership. Providing an all-new historic-institutionalist explanation of the German-American homeownership gap, this title will be of interest to postgraduate students and scholars interested in fields including: Housing Studies, Sociology, Urban History, Political Economy, Social Policy and Geography. It may also be of interest to those working in housing field organizations and ministries.

Handbuch Verkehrspolitik Oliver Schöller, Weert Canzler, Andreas Knie. 2008-01-08 Kein Politikfeld ist mit so hohen Investitionen verbunden wie die Verkehrspolitik. Neue Straßen, neue Bahntrassen, aber auch Flughäfen bestimmen das Gesicht von Städten und Regionen. Wer sind die treibenden Kräfte für Verkehr in modernen Gesellschaften? Was kann Verkehrspolitik angesichts eigendynamischer ökonomischer und sozialer Entwicklungen überhaupt leisten? Welche Rolle spielen im föderalen System die Kommunen und die Regionen, in denen der größte Teil der Verkehrsleistung erbracht wird? Wie sehen nicht intendierte Effekte der Verkehrspolitik aus? Wie wirken Herausforderungen wie der Klimawandel, das Altern und Schrumpfen der Gesellschaft und die Krise der öffentlichen Haushalte auf die Verkehrspolitik? Diese und eine Fülle weiterer Fragen werden in dem Handbuch der Verkehrspolitik behandelt. In 38 Beiträgen geben renommierte WissenschaftlerInnen einen Überblick über den Stand der Diskussion zu wesentlichen Themen der Verkehrspolitik. Die Beiträge konzentrieren sich in erster Linie auf Deutschland, sie entstammen einer Reihe von unterschiedlichen Disziplinen und sind auch in ihren Schlussfolgerungen ebenso vielfältig wie das Politikfeld der Verkehrspolitik selbst.

Handbook of Urban Mobilities Ole B. Jensen, Claus Lassen, Vincent Kaufmann, Malene Freudendal-Pedersen, Ida Sofie Gøtzsche Lange. 2020-05-18 This book offers the reader a comprehensive understanding and the multitude of methods utilized in the research of urban mobilities with cities and 'the urban' as its pivotal axis. It covers theories and concepts for scholars and researchers to understand, observe and analyse the world of urban mobilities. The Handbook of Urban Mobilities facilitates the understanding of urban mobilities within a historic conscience of societal transformation. It explores key concepts and theories within the 'mobilities turn' with a particular urban framework, as well as the methods and tools at play when empirical, urban mobilities research is undertaken. This book also explores the urban mobilities practices related to commutes; particular modes of moving; the exploration of everyday life and embodied practices as they manifest themselves within urban mobilities; and the themes of power, conflict, and social exclusion. A discussion of urban planning, public control, and governance is also undertaken in the book, wherein the themes of infrastructures, technologies and design are duly considered. With chapters written in an accessible style, this handbook carries timely contributions within the contemporary state of the art of urban mobilities research. It will thus be useful for academics and students of graduate programmes and post-graduate studies within disciplines such as urban geography, political science, sociology, anthropology, urban planning, traffic and transportation planning, and architecture and urban design.

Consuming Landscapes Thomas Zeller. 2022-10-04 The book explores the clash between prioritizing safety over scenery in the early development of automobile roadways in the United States and Germany--
Cities Beyond Borders Nicolas Kenny, Rebecca Madgin. 2016-05-23 Drawing on a body of research covering primarily Europe and the Americas, but stretching also to Asia and Africa, from the mid-eighteenth century to the present, this book explores the methodological and heuristic implications of studying cities in relation to one another. Moving fluidly between comparative and transnational methods, as well as across regional and national lines, the contributors to this volume demonstrate the necessity of this broader view in assessing not just the fundamentals of urban life, the way cities are occupied and organised on a daily basis, but also the urban mindscape, the way cities are imagined and represented. In doing so the volume provides valuable insights into the advantages and limitations of using multiple cities to form historical inquiries.

The Socialist Car Lewis H. Siegelbaum. 2013-04-18 Across the Soviet Bloc, from the 1960s until the collapse of communism, the automobile exemplified the tension between the ideological imperatives of political authorities and the aspirations of ordinary citizens. For the latter, the automobile was the ticket to personal freedom and a piece of the imagined consumer paradise of the West. For the authorities, the personal car was a private, mobile space that challenged the most basic assumptions of the collectivity. The socialist car-and the car culture that built up around it-was the result of an always unstable compromise between official ideology, available resources, and the desires of an increasingly restless citizenry. In *The Socialist Car*, eleven scholars from Europe and North America explore in vivid detail the interface between the motorcar and the state socialist countries of Eastern Europe, including the USSR. In addition to the metal, glass, upholstery, and plastic from which the Ladas, Dacias, Trabants, and other still extant but aging models were fabricated, the socialist car embodied East Europeans' longings and compromises, hopes and disappointments. The socialist car represented both aspirations of overcoming the technological gap between the capitalist first and socialist second worlds and dreams of enhancing personal mobility and status. Certain features of automobility-shortages and privileges, waiting lists and lack of readily available credit, the inadequacy of streets and highways-prevailed across the Soviet Bloc. In this collective history, the authors put aside both ridicule and nostalgia in the interest of trying to understand the socialist car in its own context.

Infrastrukturen der Stadt Michael Flitner, Julia Lossau, Anna-Lisa Müller. 2016-12-13 Der Band befasst sich mit dem Verhältnis von Stadt und Infrastruktur, von Urbanisierung und Infrastrukturentwicklung. Je nach

Konstellation symbolisieren und reproduzieren Infrastrukturen gesellschaftliche Beziehungen, können diese aber auch mit hervorbringen und stabilisieren. Das Verschwinden eines erkenntnistheoretisch eigenständigen Raums jenseits der Stadt führt dazu, dass aus der Analyse von städtischen Phänomenen zunehmend Erkenntnisse über Merkmale der Gesellschaft insgesamt zu erwarten sind. Die mit diesem Band vorgelegte Auseinandersetzung mit Infrastrukturen der Stadt offenbart damit grundlegende Mechanismen und Funktionsweisen der heutigen Gesellschaft.

European Planning History in the 20th Century Max Welch Guerra, Abdellah Abarkan, María A. Castrillo Romón, Martin Pekár. 2022-08-11 The history of Europe in the 20th century is closely tied to the history of urban planning. Social and economic progress but also the brute treatment of people and nature throughout Europe were possible due to the use of urban planning and the other levels of spatial planning. Thereby, planning has constituted itself in Europe as an international subject. Since its emergence, through intense exchange but also competition, despite country differences, planning has developed as a European field of practice and scientific discipline. Planning is here much more than the addition of individual histories; however, historiography has treated this history very selective regarding geography and content. This book searches for an understanding of the historiography of planning in a European dimension. Scholars from Eastern and Western, Southern and Northern Europe address the issues of the public led production of city and the social functions of urban planning in capitalist and state-socialist countries. The examined examples include Poland and USSR, Czech Republic and Slovakia, UK, Netherlands, Germany, France, Portugal and Spain, Italy, and Sweden. The book will be of interest to students and scholars for Urbanism, Urban/Town Planning, Spatial Planning, Spatial Politics, Urban Development, Urban Policies, Planning History and European History of the 20th Century. The Open Access version of this book, available at www.taylorfrancis.com, has been made available under a Creative Commons Attribution-Non Commercial-No Derivatives 4.0 license.

Das Elektroauto Marcus Keichel, Oliver Schwedes. 2013-06-26 Der Band widmet sich dem Elektroauto. Es wird der Frage nachgegangen, inwieweit das Elektroauto als Teil einer neuen Mobilitätskultur einen Beitrag zu einer nachhaltigen Verkehrsentwicklung leisten kann. Dabei wird neben der technischen, die kulturelle, politische, soziale und ästhetische Dimension betrachtet. Es wird gezeigt, wie sich die gesamtgesellschaftlichen Rahmenbedingungen ändern müssen, um dem Elektroauto zum Erfolg zu verhelfen.

Verkehr im Kapitalismus Oliver Schwedes. 2021-10-31 Der Verkehr ist der einzige Sektor, in dem die CO₂-Emissionen bis heute steigen. Trotz deutlicher Effizienzgewinne durch z.B. ressourcenschonende Motoren hat der Verkehrssektor in den letzten 30 Jahren keinen Beitrag zu den politisch angestrebten Klimazielen geleistet: Das absolute Verkehrswachstum hat alle Einsparungen kompensiert. Daraus folgt die basale verkehrswissenschaftliche Einsicht, dass technologische Innovationen allein nicht zu einer nachhaltigen Verkehrsentwicklung beitragen. Oliver Schwedes zeigt: Eine Verkehrswende erfordert Innovationen auch auf sozialer Ebene - wir müssen unser Zusammenleben neu organisieren!

Understanding Mobilities for Designing Contemporary Cities Paola Pucci, Matteo Colleoni. 2015-12-08 This book explores mobilities as a key to understanding the practices that both frame and generate contemporary everyday life in the urban context. At the same time, it investigates the challenges arising from the interpretation of mobility as a socio-spatial phenomenon both in the social sciences and in urban studies. Leading sociologists, economists, urban planners and architects address the ways in which spatial mobilities contribute to producing diversified uses of the city and describe forms and rhythms of different life practices, including unexpected uses and conflicts. The individual sections of the book focus on the role of mobility in transforming contemporary cities; the consequences of interpreting mobility as a socio-spatial phenomenon for urban projects and policies; the conflicts and inequalities generated by the co-presence of different populations due to mobility and by the interests gathered around major mobility projects; and the use of new data and mapping of mobilities to enhance comprehension of cities. The theoretical discussion is complemented by references to practical experiences, helping readers gain a broader understanding of mobilities in relation to the capacity to analyze, plan and design contemporary cities.

Energy and Power Stephen G. (Associate Professor of History and Director of the Center of European and Mediterranean Studies Gross, Associate Professor of History and Director of the Center of European and Mediterranean Studies New York University), Stephen G. Gross. 2023 A novel exploration of the deeper political, economic, and geopolitical history behind Germany's daring campaign to restructure its energy system around green power. Since the 1990s, Germany has embarked on a daring campaign to restructure its energy system around renewable power, sparking a global revolution in solar and wind technology. But this pioneering energy transition has been plagued with problems. In *Energy and Power*, Stephen G. Gross explains the deeper origins of the Energiewende--Germany's transition to green energy--and offers the first comprehensive history of German energy and climate policy from World War II to the present. The book follows the Federal Republic as it passed through five energy transitions from the dramatic shift to oil that nearly wiped out the nation's hard coal sector, to the oil shocks and the rise of the Green movement in the 1970s and 1980s, the co-creation of a natural gas infrastructure with Russia, and the transition to renewable power today. He shows how debates over energy profoundly shaped the course of German history and influenced the landmark developments that define modern Europe. As Gross argues, the intense and early politicization of energy led the Federal Republic to diverge from the United States and rethink its fossil economy well before global warming became a public issue, building a green energy system in the name of many social goals. Yet Germany's experience also illustrates the difficulty, the political battles, and the unintended consequences that surround energy transitions. By combining economy theory with a study of interest groups, ideas, and political mobilization, *Energy and Power* offers a novel explanation for why energy transitions happen. Further, it provides a powerful lens to move beyond conventional debates on Germany's East-West divide, or its postwar engagement with the Holocaust, to explore how this nation has shaped the contemporary world in other important ways.

Tramway Renaissance in Western Europe Dejan Petkov. 2019-12-13 Dejan Petkov explores the tramway renaissance in Western Europe from a socio-technical standpoint and focuses on the development in Germany, France, and England. A multiple case analysis reveals the drivers, impact forces, actors and interest constellations behind the tramway renaissance in these countries and demonstrates the large variations in local systems and their style. A key finding is that there can be quite different paths to the success of tramway systems, but this success usually comes at a cost and can have a comprehensive character only if the systems are considered an integral part of the overarching strategies and concepts for urban and regional development.

Pacific Automobilm Gijs Mom. 2022-09-13 The beginning of the 21st century has seen important shifts in mobility cultures around the world, as the West's media-driven car culture has contrasted with existing local mobilities, from rickshaws in India and minibuses in Africa to cycling in China. In this expansive volume, historian Gijs Mom explores how contemporary mobility has been impacted by social, political, and economic forces on a global scale, as in light of local mobility cultures, the car as an 'adventure machine' seems to lose cultural influence in favor of the car's status character.

Der Traum vom Verkehrsfluss Barbara Schmucki. 2001 Erscheint: 14. Mai 2001.

Zwischen politischen Vorgaben, Westvergleich und Materialmangel: Die verkehrsgerechte Stadt in der frühen DDR. Konrad Krause. 2013-05-31 Fachbuch aus dem Jahr 2013 im Fachbereich Geschichte Europa - Deutschland - Nachkriegszeit, Kalter Krieg, , Sprache: Deutsch, Abstract: Zum Ende des Zweiten Weltkriegs waren zahlreiche deutsche Großstädte stark zerstört. Das Ausmaß der Zerstörung stellte einerseits große Herausforderungen an den Wiederaufbau, ermöglichte aber andererseits in einer einzigartigen Weise die radikale Umsetzung verkehrspolitischer Leitbilder, die teils bereits während des Nationalsozialismus, teils nach dem Krieg entwickelt wurden. Beim Wiederaufbau nach 1945 sollten die DDR-Großstädte Orte verwandelt werden, die „den neuen Machtverhältnissen Ausdruck verleihen“ und „das nationale Bewusstsein erneuern und verändern“. In den ersten Jahren der DDR überwog das Ziel, repräsentative Prachtbauten und -Straßen zu errichten. Die Anlage überbreiter Straßen galt zunächst vor allem Demonstrationzwecken. Trotz des völlig verschiedenen Motorisierungsgrades in Ost und West und einem unterschiedlichen Mobilitätsverhalten lassen sich deutliche Parallelen der Entwicklung von Mobilitätsleitbildern in DDR und Bundesrepublik erkennen. Die verkehrsgerechte Stadt war im Osten ebenso wie im Westen ein dominierender Faktor der Stadtgestaltung. Fortschrittlichkeit wurde auch in der DDR in besonderer Weise mit dem freien Verkehrsfluss

und einer verkehrsgerechten Umgestaltung der Städte in Verbindung gebracht. Dennoch gab es in der DDR eine ideologische Diskrepanz zwischen Verkehrspolitik und Verkehrsplanung in den 50er und 60er Jahren. Die Massenmotorisierung, wie sie sich seit den 50er Jahren im Westen entwickelte, wurde von der DDR-Führung – zumindest bis Anfang der 60er Jahre – durchaus auch kritisch gesehen. Der verhalteneren Bewertung des motorisierten Individualverkehrs und vor allem des Leitbilds des massenhaften Autobesitzes entsprechend, wurde als Gegenmodell vom DDR-Verkehrsministerium zeitweise sogar die breite Einführung von Leihwagen und der Ausbau des Taxiverkehrs erwogen. Dennoch sind entsprechende Ansätze schnell verworfen worden. Die Arbeit soll der Frage nachgehen, inwieweit das Leitbild der verkehrsgerechten Stadt in der DDR bestimmend war, welche Rolle der Vergleich mit der Bundesrepublik spielte, was einer konsequenten Umsetzung des Leitbilds im Weg stand und was sie beförderte. Insbesondere soll auch untersucht werden, wie sich Leitbilder aus der Sowjetunion auswirkten. Auch stellt sich die Frage, ob es in der DDR eine spezifisch sozialistische Verkehrspolitik gab.

Autophobia Brian Ladd.2008-11-16 From the Model T to the SUV, Autophobia reveals that our vexed relationship with the automobile is nothing new - in fact, debates over whether cars are forces of good or evil in our world have raged for over a century now, ever since the automobile was invented.--Jacket.

Technology in Modern German History Karsten Uhl.2022-01-27 People often associate postwar Germany with technology and with its products of mass consumption, such as luxury cars. Even pop music, most notably Kraftwerk (literally 'power station') with songs such as Autobahn, Radioactivity or We are the Robots, disseminates the stereotype of a close link between German culture and technology. Technology in Modern German History explores various forms of technology in 200 years of German history and explains how technology has been fundamental to the shaping of modern Germany. The book investigates the role technology played in transforming Germany's culture, society and politics during the 19th and 20th centuries. Key topics covered include the different stages of industrialization, the growth of networked cities, and the triumph of a teleological narrative of technology as progress. Moreover, it provides a critical revision of the history of high technology which reveals how high-tech euphoria determined certain paths in history regardless of whether the respective technology proved to be successful. In its second part, the volume introduces new avenues in scholarship. Karsten Uhl examines neglected areas, such as rural technologies or the often-overlooked importance of everyday technologies: How did consumers or workers use new technologies? How did they appropriate and modify them? Lastly, the book considers the final decades of the 20th century and asks if they provided a significant new quality of technological change: To what degree and effects did computerization transform professional and private life in Germany? In culture and politics, reinforced by the German variety of environmentalism, the idea of progress was challenged, as the once prevailing vision of progress gave way to new apprehensions of uncertainty evident to this day. Technology in Modern German History brings fascinating insight into a much neglected area of German history for students and scholars alike.

Das Haus Europa Pim den Boer, Heinz Duchhardt, Georg Kreis, Wolfgang Schmale.2015-10-29 Die Diskussion über den Euro-Rettungsplan, die Finanzhilfen für Griechenland, Portugal und Irland, die Einführung schärferer Grenzkontrollen durch Dänemark haben einen neuen Streit über die Europäische Union entfacht. Driften die europäischen Staaten nach 60 Jahren der immer intensiveren und weiträumigeren Integration wieder auseinander? Spiegeln die Wahlbeteiligungen bei den Europawahlen eine Systemkrise? Geht uns der Sinn für die europäischen Gemeinsamkeiten verloren? Die Europäischen Erinnerungsorte leisten einen Beitrag zur Standortbestimmung. Autorinnen und Autoren aus mehr als 15 Ländern folgen der Annahme, dass es eine Vielzahl von Erinnerungsorten gibt, die für Europäer aller Länder eine Bedeutung haben, die ihre Identität mitformen und die wir mitdenken, wenn wir Europa sagen. Erstmals werden nicht die Erinnerungsorte einer einzelnen Nation, Region oder Epoche beschrieben, sondern Konzepte, Plätze, Ereignisse, Kunstwerke, Konsumgegenstände, die gesamteuropäisch von Bedeutung sind. Der zweite Band illustriert diese Faktoren anhand von Fallbeispielen wie Der Stier, Europa-Hymne, Aachener Karlspreis, Mona Lisa, Dantes „Commedia divina“, Goethes „Faust“, Beethovens „IX.“, Rom, Anne Frank, Frauenemanzipation, Die Alpen, Auschwitz, Die U-Bahn, Das Kaffeehaus, Liberté – Égalité – Fraternité, Die Völkerschlacht bei Leipzig, die KSZE, Pizza und Pizzeria.

Cycling Futures Regine Gerike, John Parkin.2016-03-09 Pointing the way to the future of research and development in relation to cycling as a mode of transport, this book investigates some of the significant recent developments in the technology, provision for, and take up of cycling in various parts of the world. Tensions at the heart of the nature of cycling remain: on the one hand cycling is frequently viewed as being a risky activity, while on the other hand it is seen as being a way of allowing populations to live healthier lives. Reviewing this dichotomy, the authors in this book consider the ways that cycling is planned and promoted. This is done partly in relation to these issues of risk and health, but also from the broader perspective of behavioural response to the changing nature of cycling. A section on methodologies is also included which outlines the current state-of-the-art and points a way to future research.

Public Transport and its Users Hans-Liudger Dienel.2017-03-02 Public transport is essential to the quality of life of its passengers, both as a means to move around but also to achieve a sustainable environment. However, the passenger's position as a customer is weakened by the dominance of monopolies, regulation and political influence in our public transport systems. This book is one of the first to examine strategies for the representation of user interests in public transport from a variety of perspectives. The authors review approaches to integrating the passengers' views in the planning process and to protecting their interests in operations and customer care across a range of European countries, including Austria, Czech Republic, France, Germany, Italy, the Netherlands, Sweden, Switzerland, the UK and EU policies. The book presents the conclusions of this research and examples of good practice. In this respect it will provide useful guidance for policy makers, stakeholder organizations and planners, as well as transport researchers.

Global Interdependence Akira Iriye.2014-01-14 Global Interdependence provides a new account of world history from the end of World War II to the present, an era when transnational communities began to challenge the long domination of the nation-state. In this single-volume survey, leading scholars elucidate the political, economic, cultural, and environmental forces that have shaped the planet in the past sixty years. Offering fresh insight into international politics since 1945, Wilfried Loth examines how miscalculations by both the United States and the Soviet Union brought about a Cold War conflict that was not necessarily inevitable. Thomas Zeiler explains how American free-market principles spurred the creation of an entirely new economic order--a global system in which goods and money flowed across national borders at an unprecedented rate, fueling growth for some nations while also creating inequalities in large parts of the Middle East, Latin America, and Africa. From an environmental viewpoint, J. R. McNeill and Peter Engelke contend that humanity has entered a new epoch, the Anthropocene era, in which massive industrialization and population growth have become the most powerful influences upon global ecology. Petra Goedde analyzes how globalization has impacted indigenous cultures and questions the extent to which a generic culture has erased distinctiveness and authenticity. She shows how, paradoxically, the more cultures blended, the more diversified they became as well. Combining these different perspectives, volume editor Akira Iriye presents a model of transnational historiography in which individuals and groups enter history not primarily as citizens of a country but as migrants, tourists, artists, and missionaries--actors who create networks that transcend traditional geopolitical boundaries.

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