

Figure 12.x (not published): Eight European traffic engineers and three IRF employees at the Wiesbaden reunion in 1955. Left to right: Josef R. Dorfwirth (Austria), Marcel Jenni (Switzerland), Johannes van der Berg (Netherlands), Pierre Doyen (Technical Director, IRF Paris), Arne Grotterød (Norway), Joseph Brischgi (Vice-President, IRF Paris), John Hillier (UK), Edmond Goelen (Belgium), Joseph Elkouby (France), Stig Nordqvist (Sweden), Douglas Clarke (Executive Director, IRF Paris).



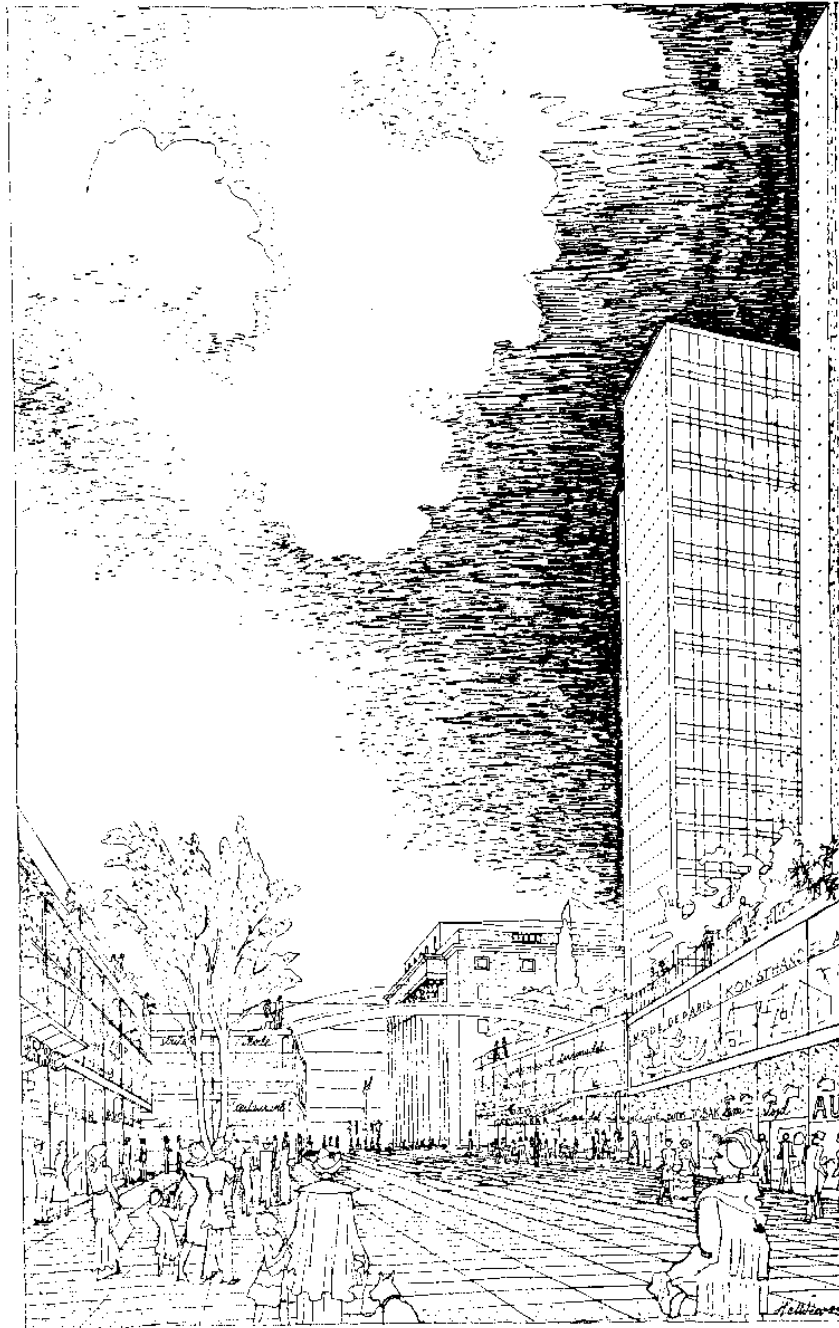
Source: Bureau of Highway Traffic, Yale University, *Annual Report and Bulletin on Graduate Training 1954-1955* (New Haven, Conn., 1955).

Figure 12.1: “The car society is at the door” was the message to Swedish towns in 1958



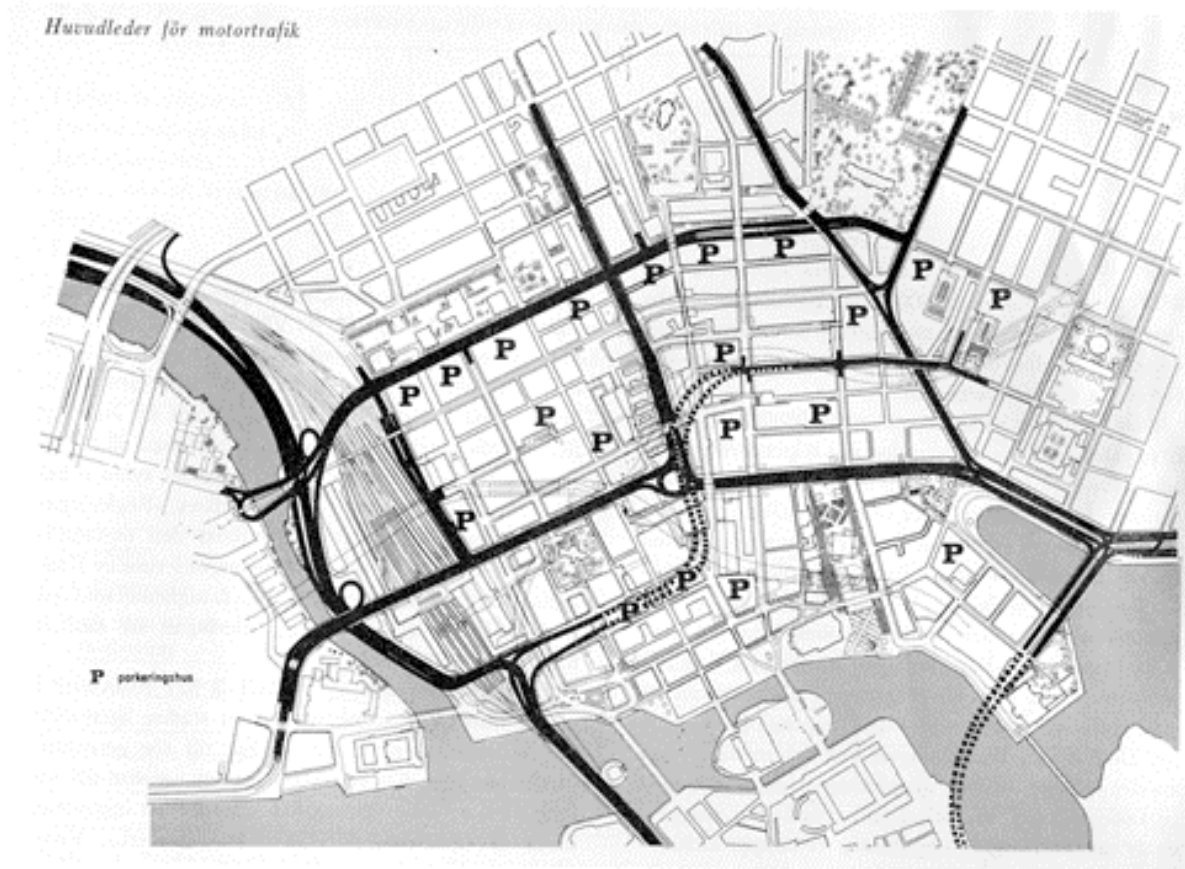
Source: *Rädda Storgatan!* [Save Storgatan!], Handelskamrarnas nämnd (Stockholm, 1958).

Figure 12.2: The district Sergelgatan in central Stockholm was made a pedestrian precinct in the 1950s, the prototypical “pedestrian island in the car society.”



Source: “Storstadens trafikproblem: Föredrag vid Transportforskningskommissionens årsmöte den 11 november 1954” [Traffic Problems of the Big City: Paper to the Annual Meeting of the Transport Research Commission, 11 November 1954], Royal Academy of Engineering Sciences Transport Research Commission, Meddelande 26 (Stockholm, 1955).

Figure 12.3: In “City 67” central Stockholm was designed as a pedestrian system surrounded by main roads and multi-story car parks (P), combining “car-free islands” with a surrounding sea of automobiles.



Source: *City 67: Stockholm: Principplan för den fortsatta cityaneringen framlagd i maj 1967* [Stockholm: Basic Plan for the Continued Redevelopment of the City Presented in May 1967] (Stockholm, 1967).

Figure 12.4: The suburb of Staffanstorp, near Lund in southern Sweden, came in the early 1970s to stand as a symbol of the anonymous, housing area with large-scale planning and total adaptation to the car.



Source: photo by Lars Mongs May 15, 1973.