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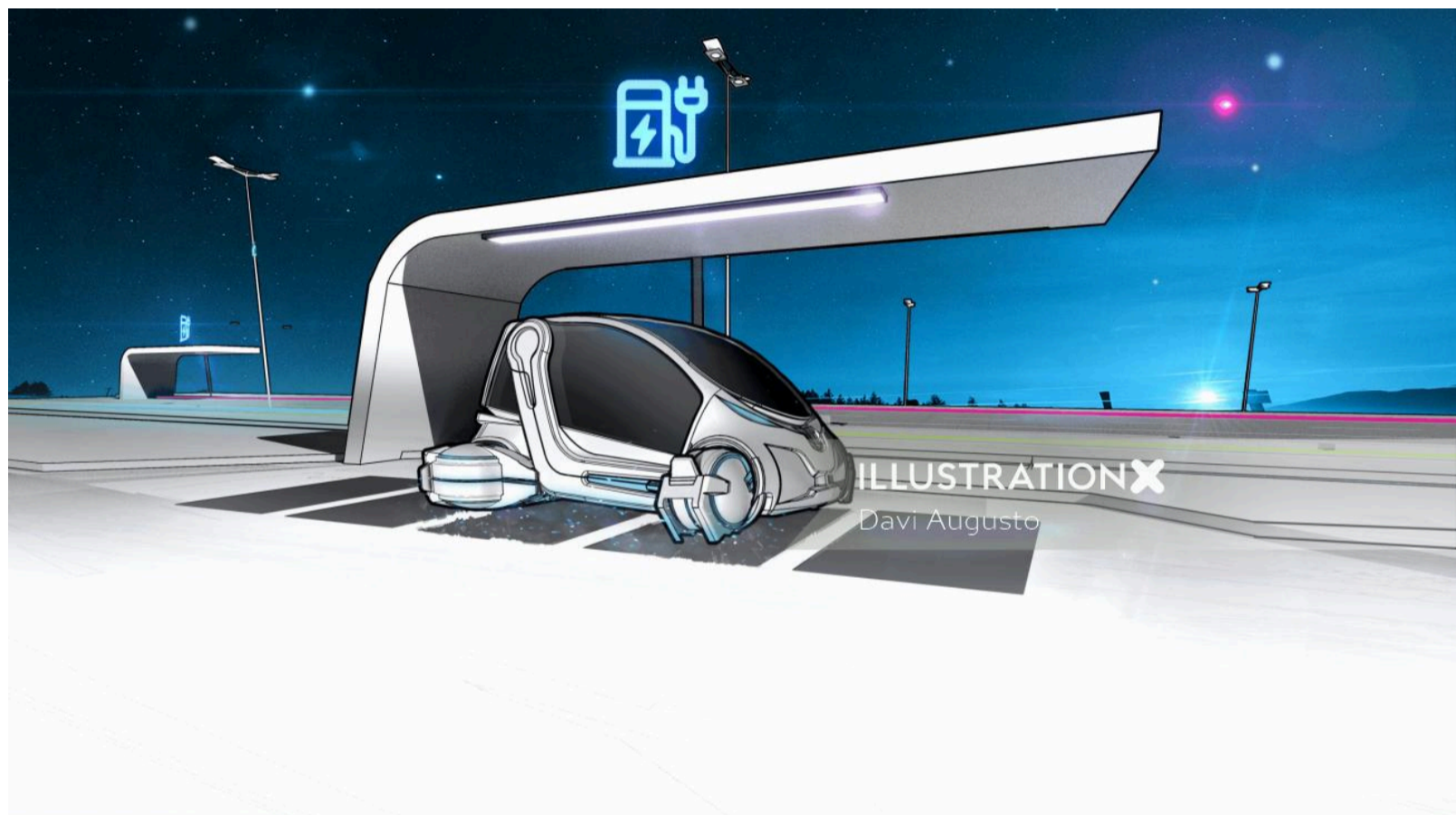
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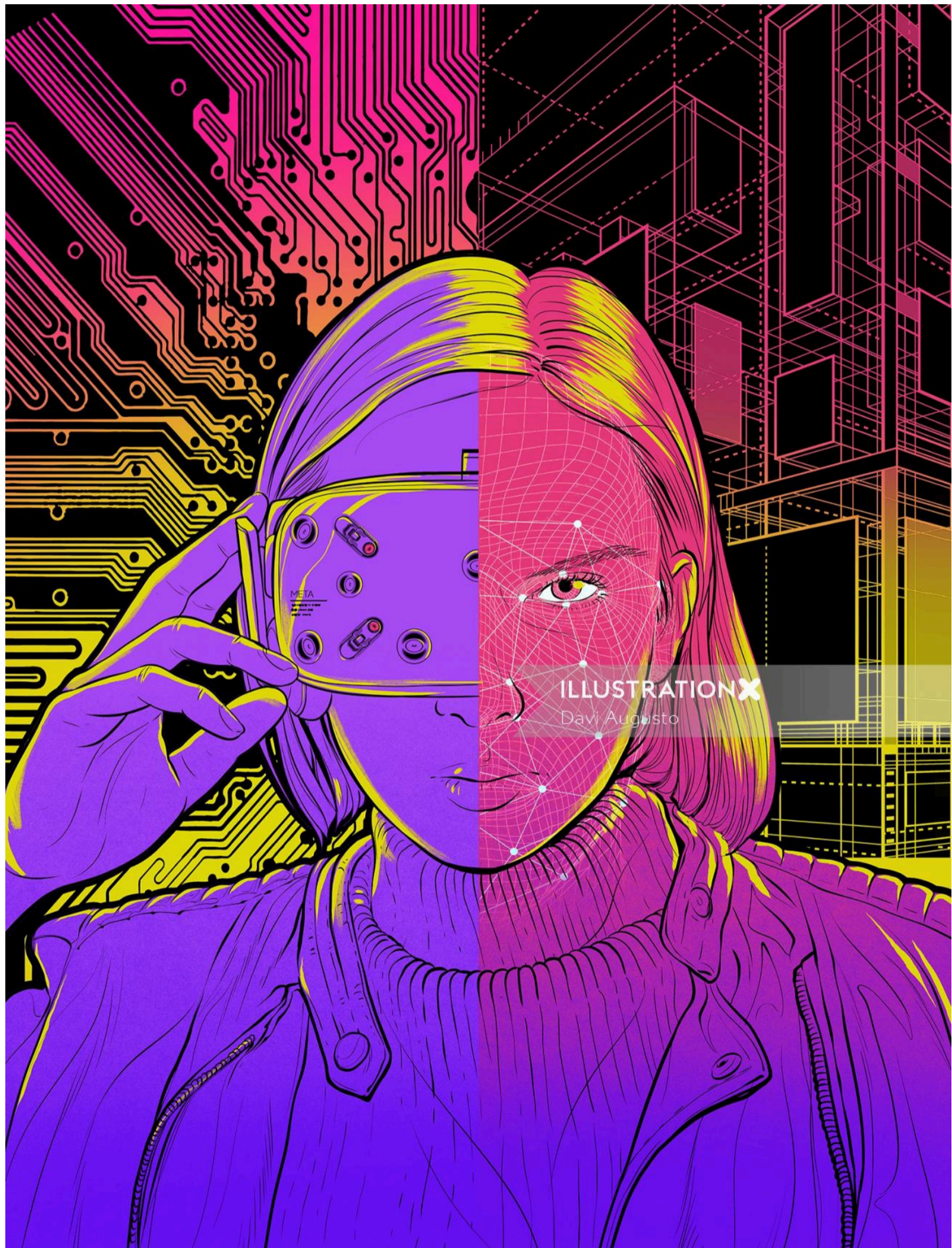
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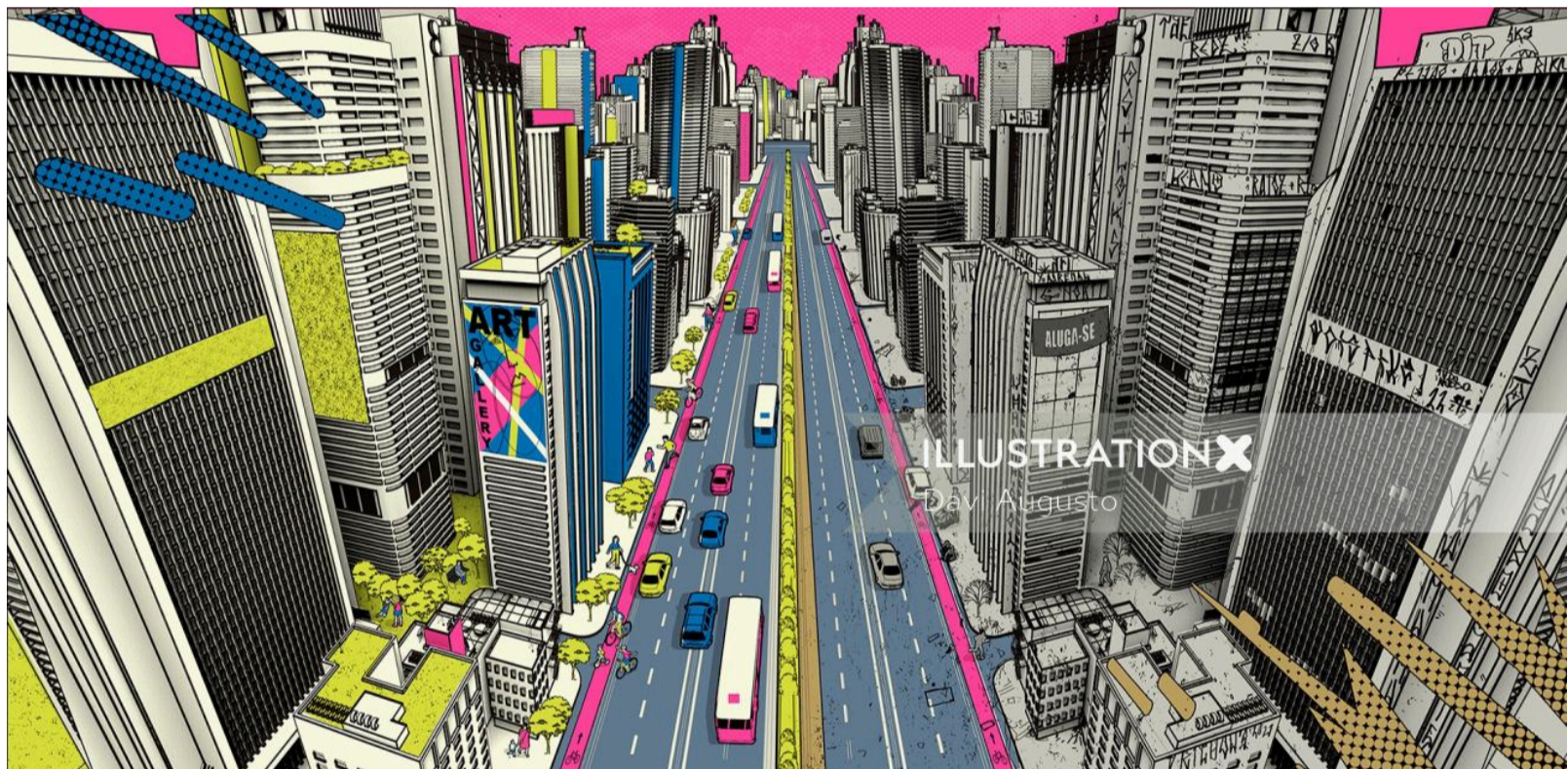
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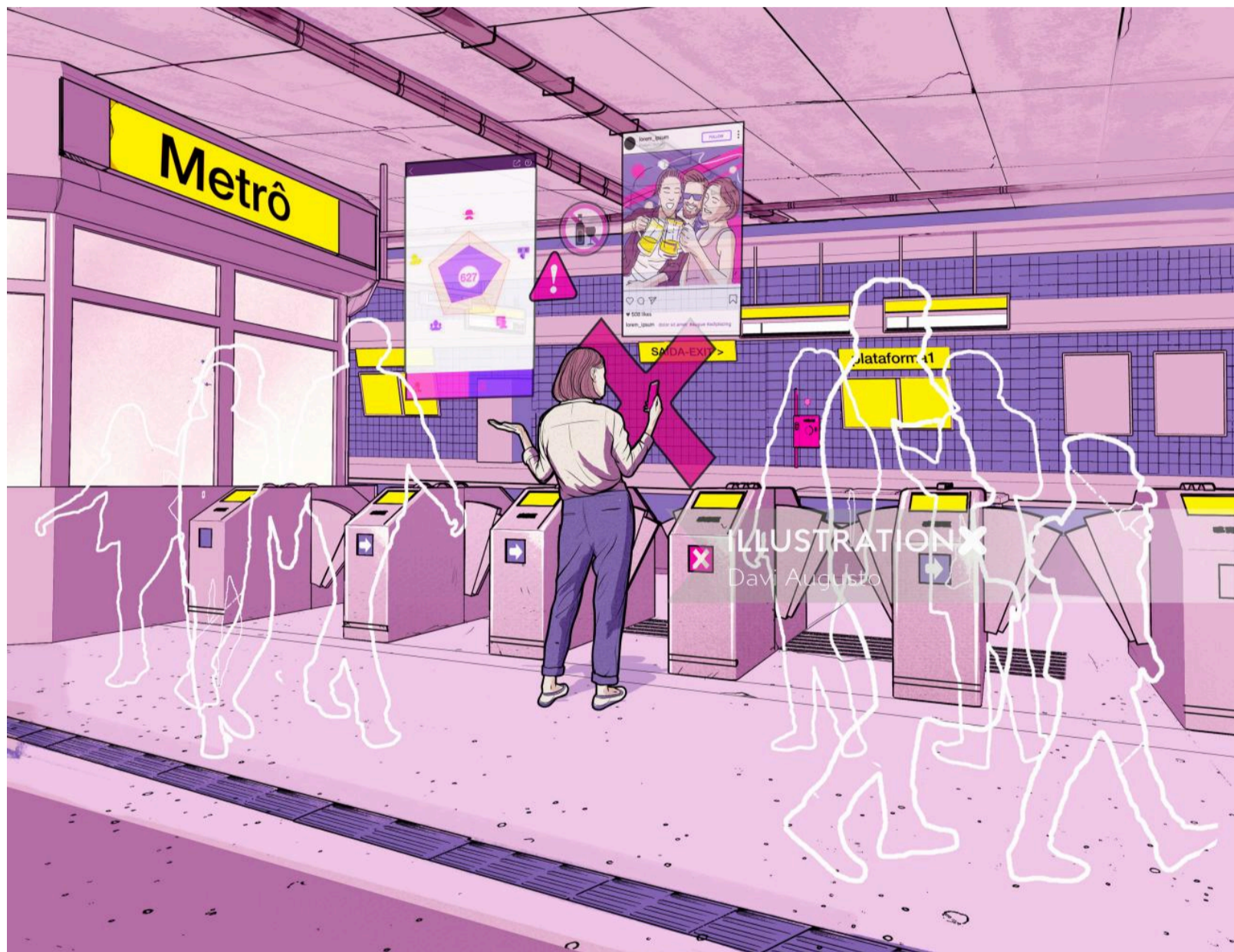
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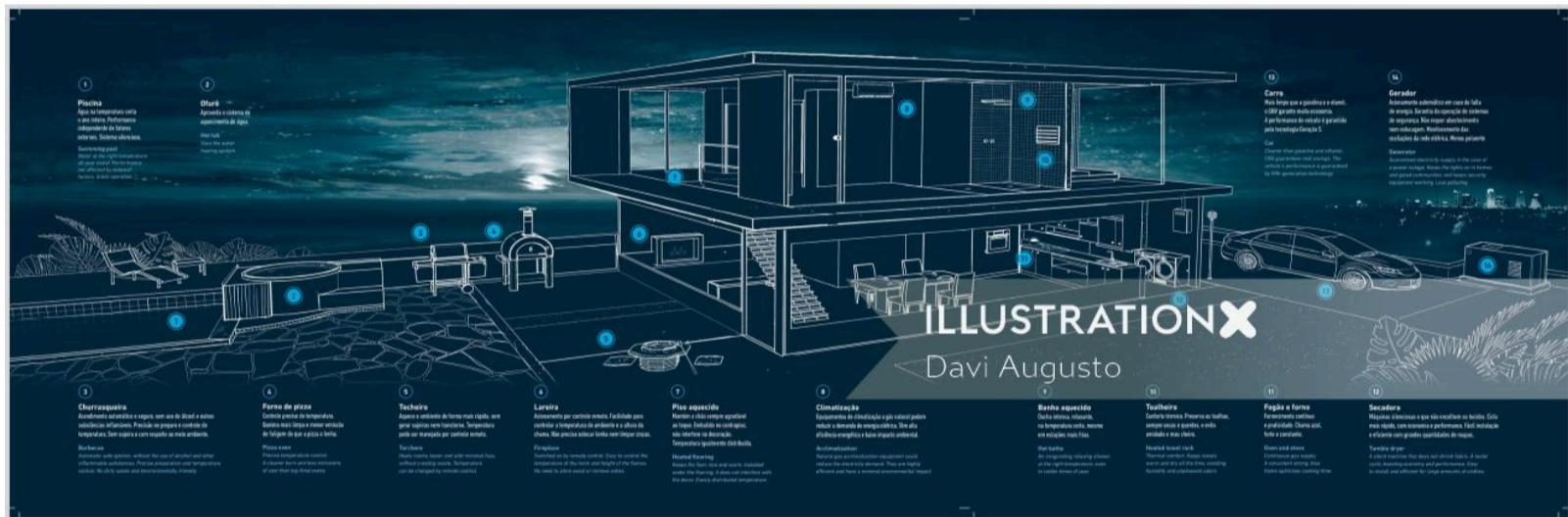
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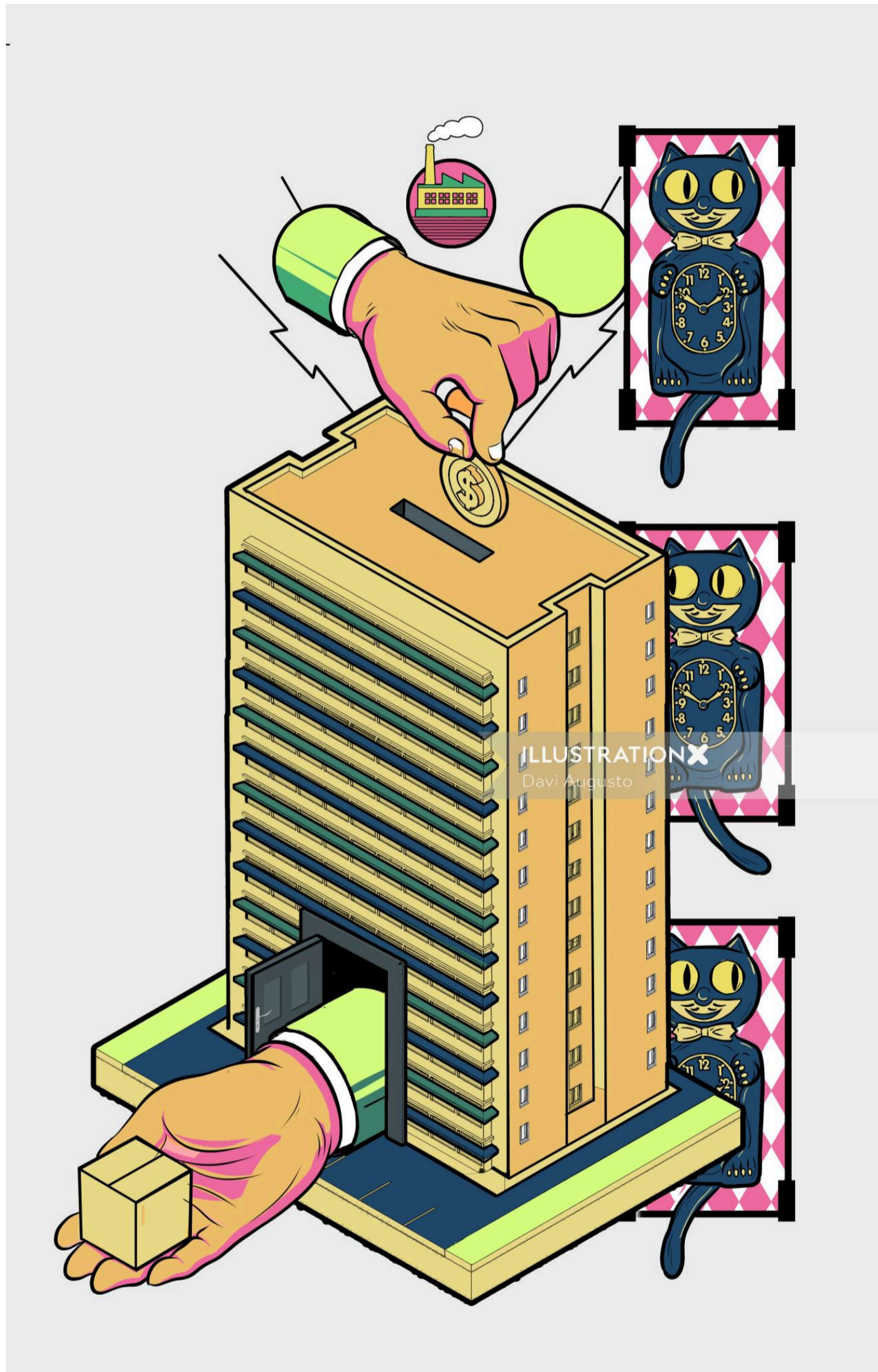
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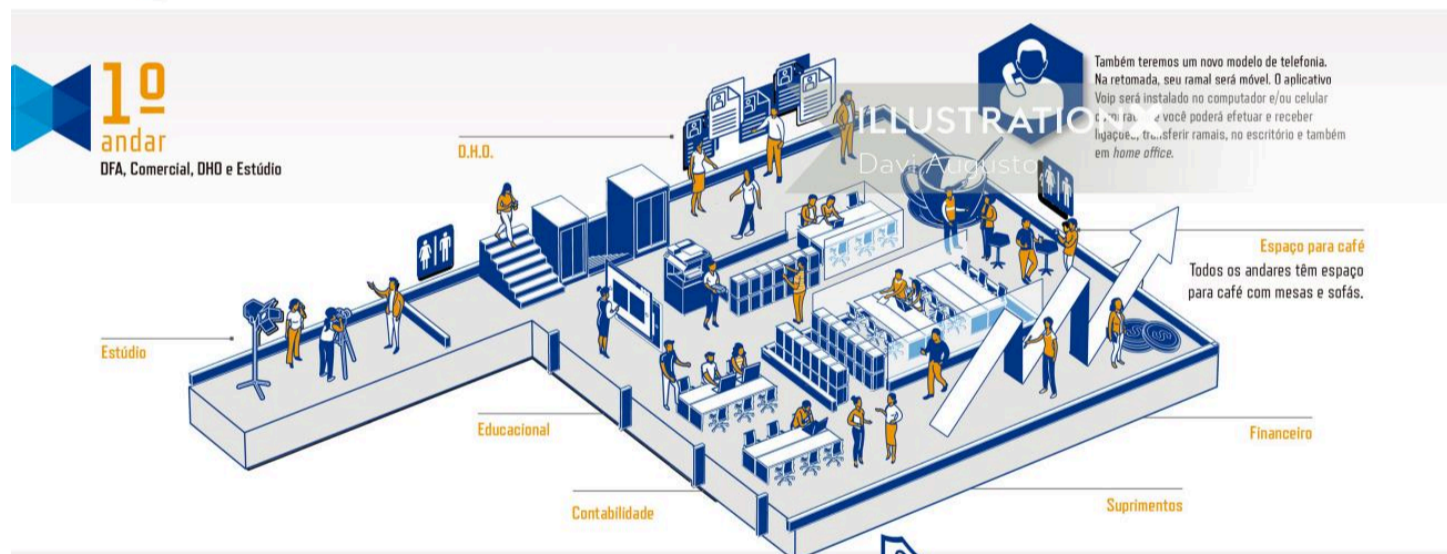
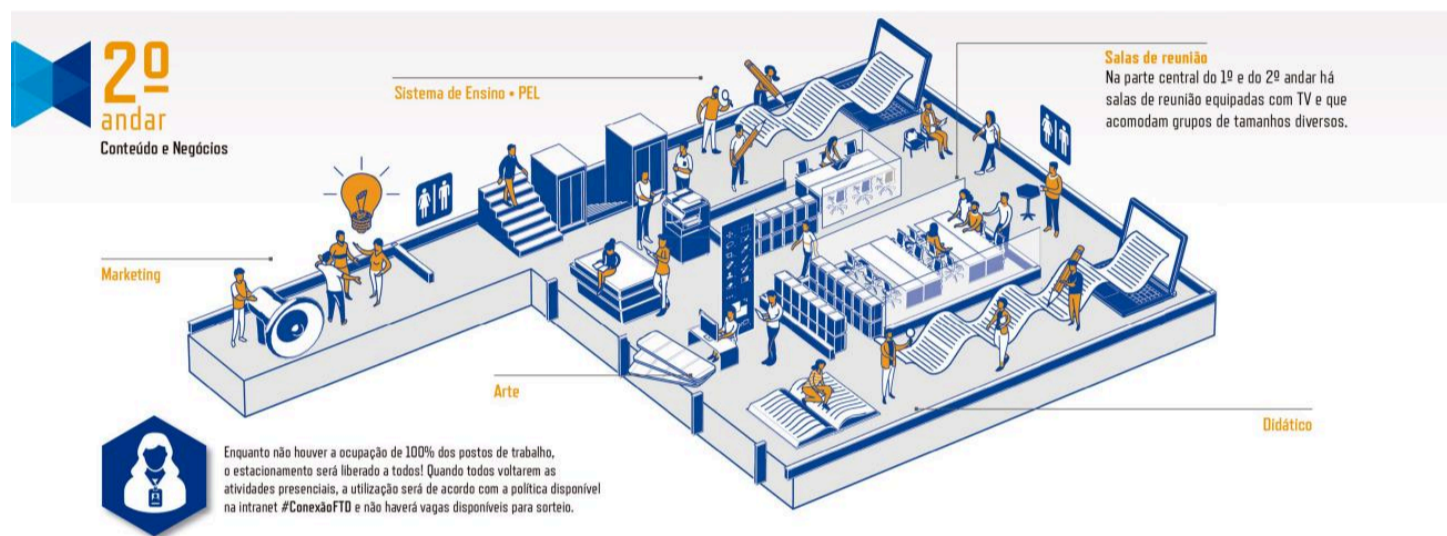
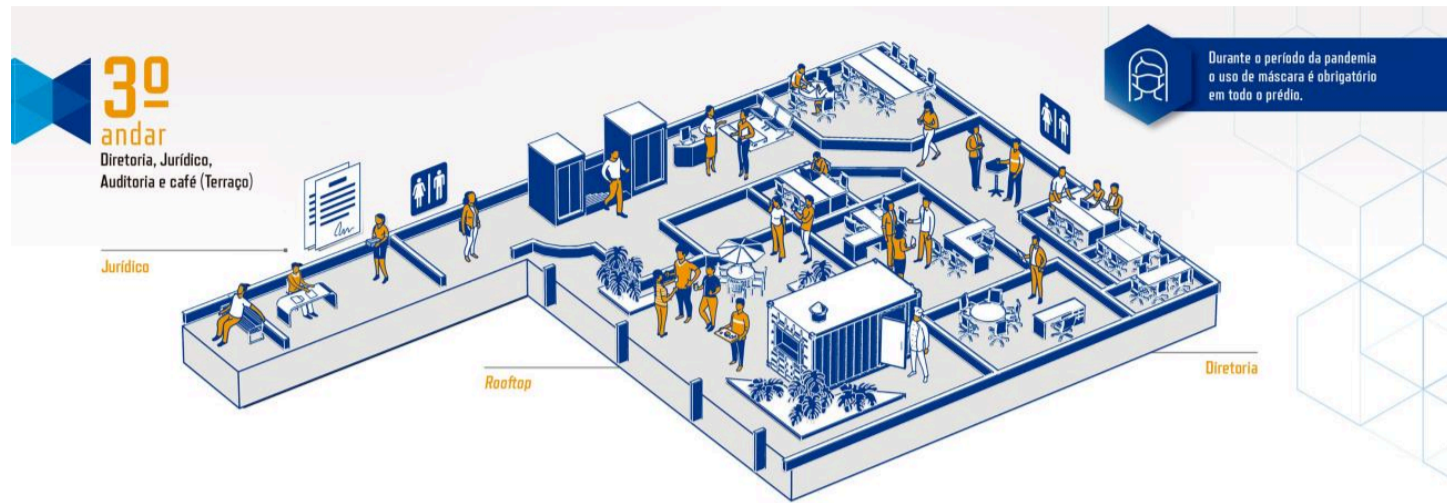
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## Mapa do box de Crossfit

### 1 - Rack

Usado para: Pull Up, Chest to Bar (peito na barra), Toes to Bar (pé na barra) e Bar Muscle Up

### 2 - Barras e anilhas

Usado para: Press, Jerk, Clean, Snatch, Deadlift, Thruster, Bench Press (supino) e agachamentos

### 3 - Argolas

Usado para: Ring Dip, Muscle Up

### 4 - Caixa

Usado para: Box Jump

### 5 - Kettlebell

Usado para: Kettlebell Swing

### 6 - Corda

Usado para: Rope Climp

### 7 - Medicine Ball

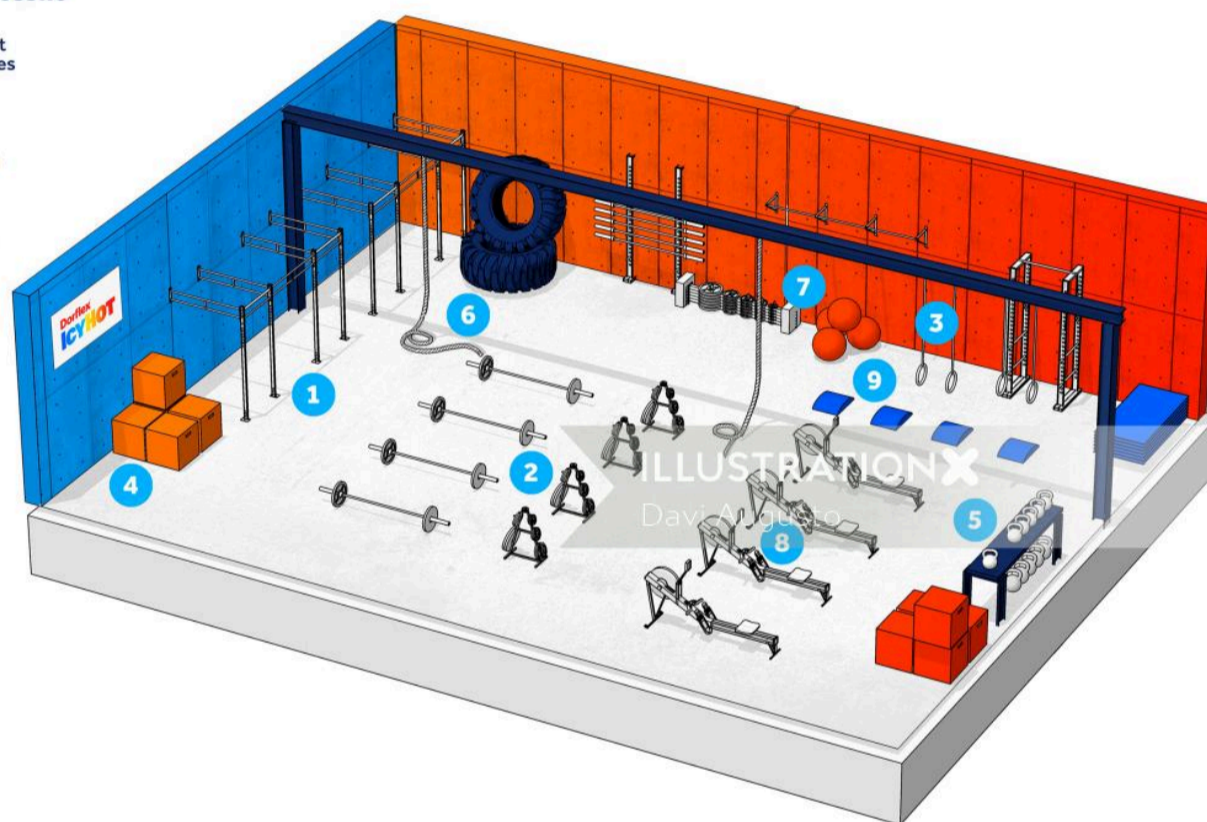
Usado para: Wall Ball

### 8 - Remo

Remada por metros ou Calorias

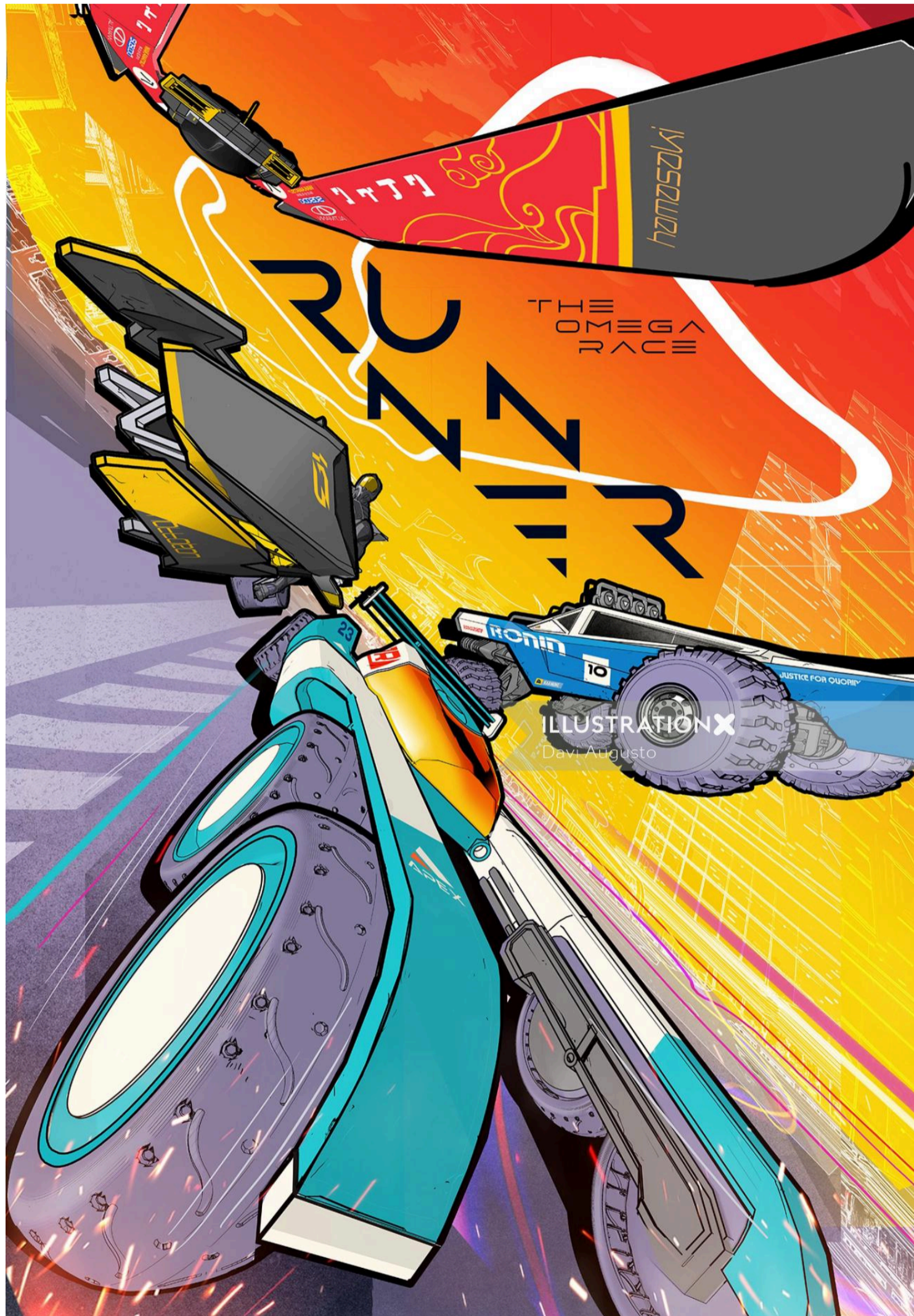
### 9 - Abmat

Usado para: Abdominais



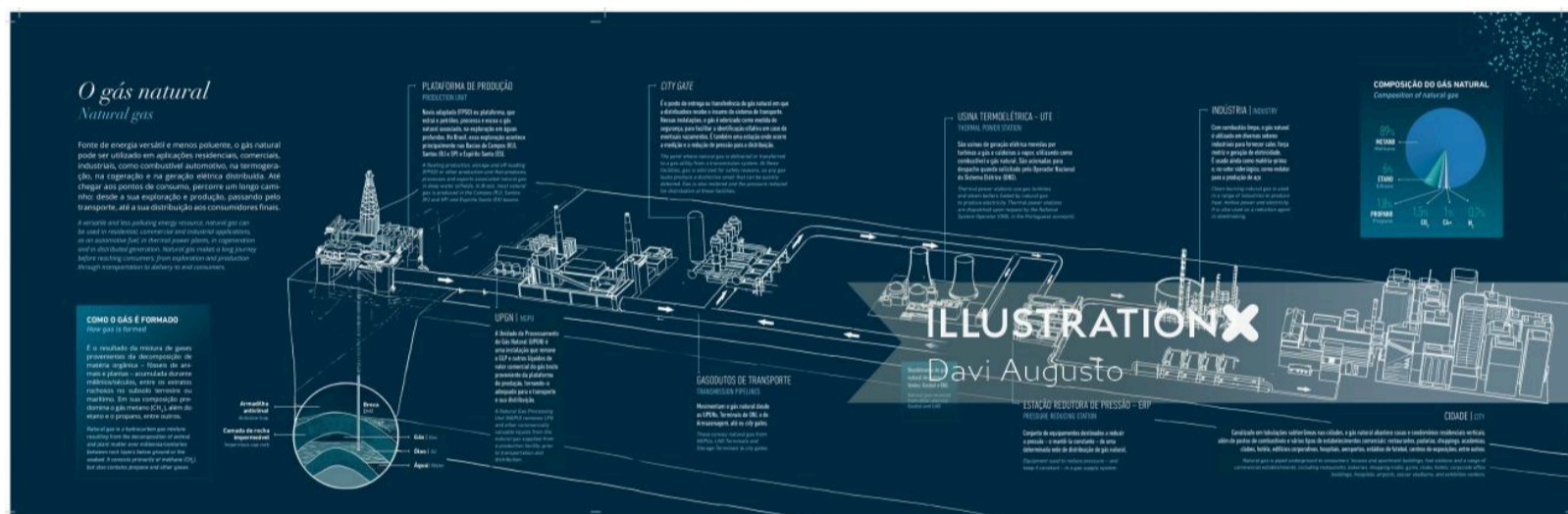
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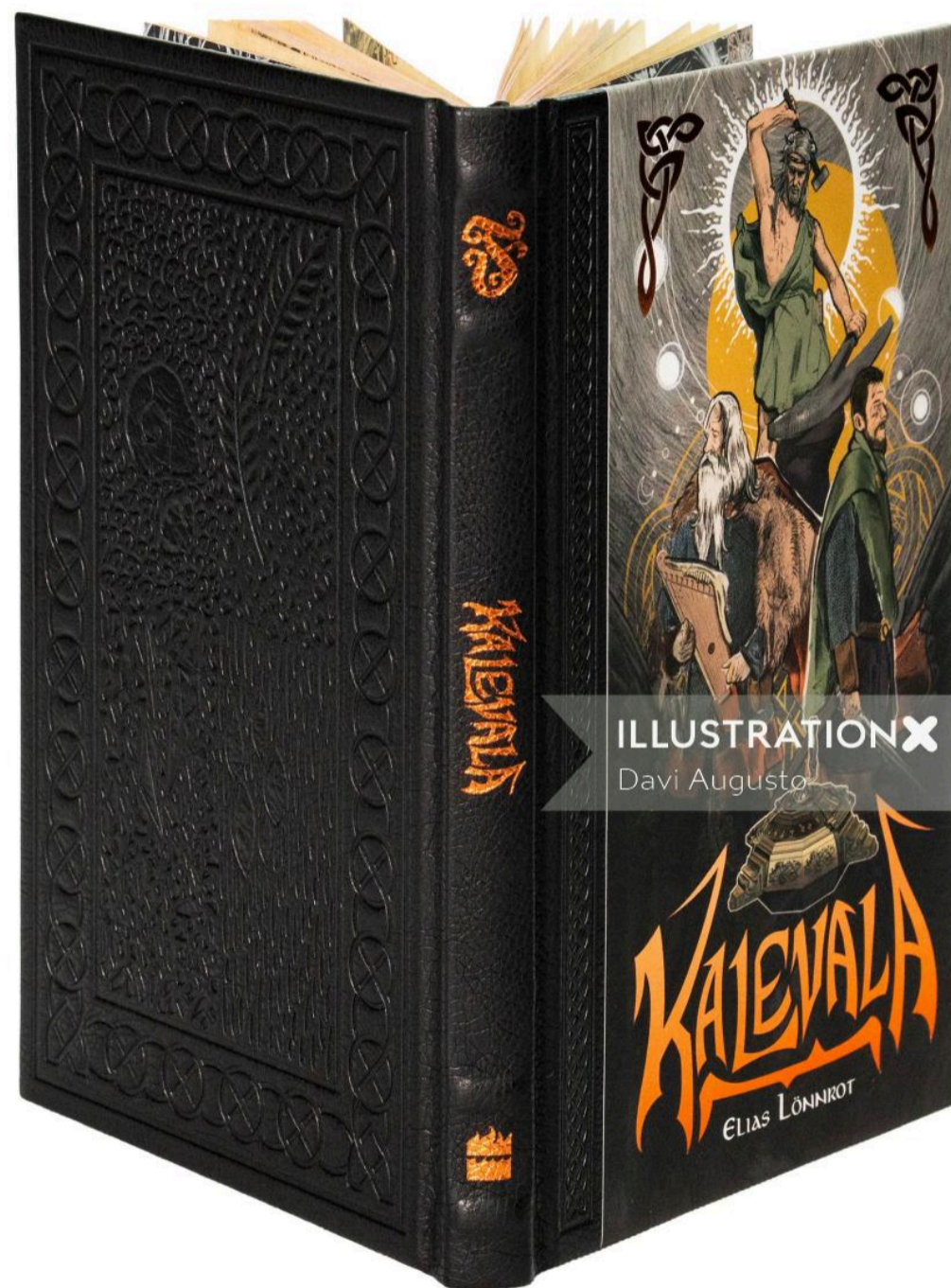
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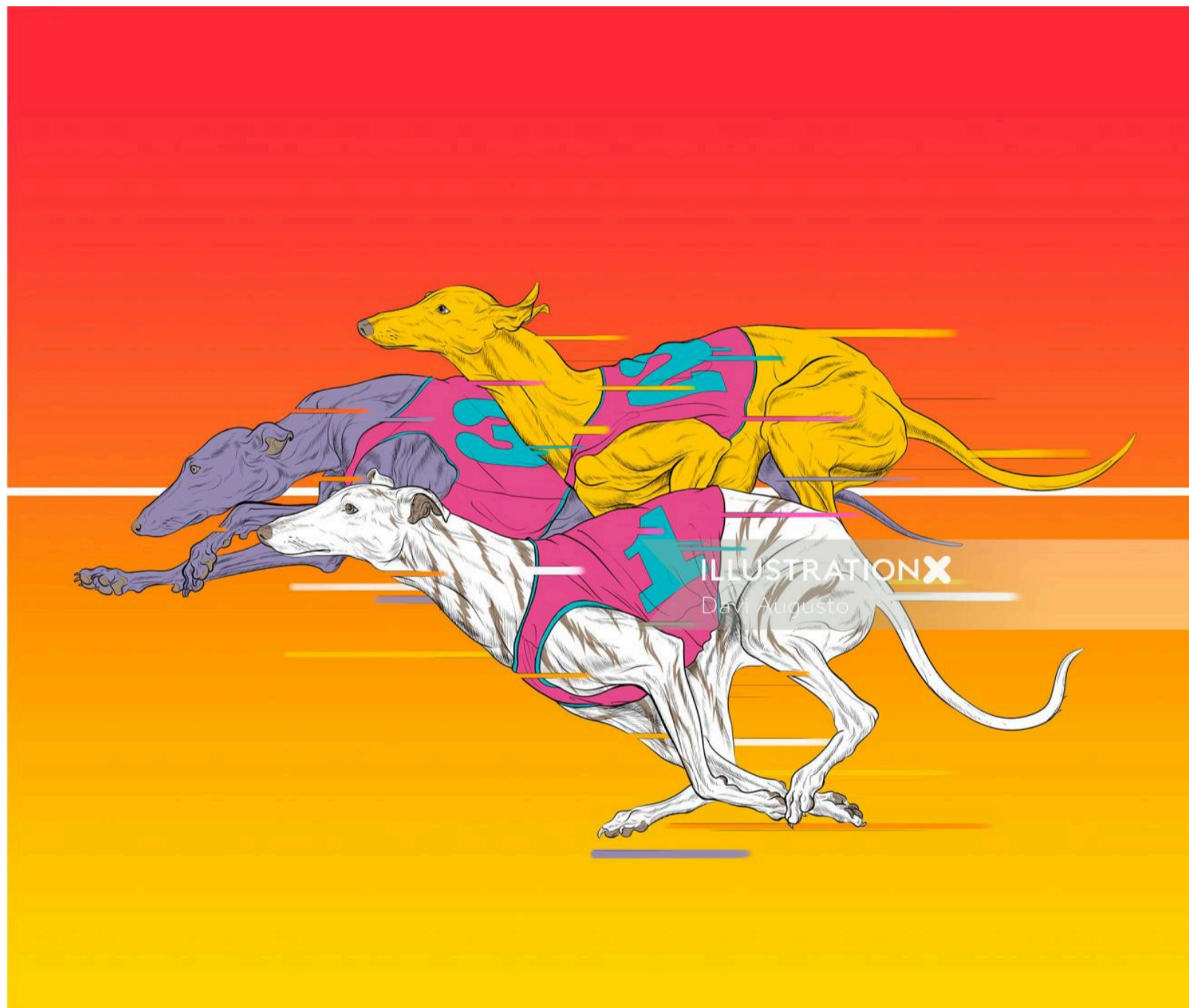
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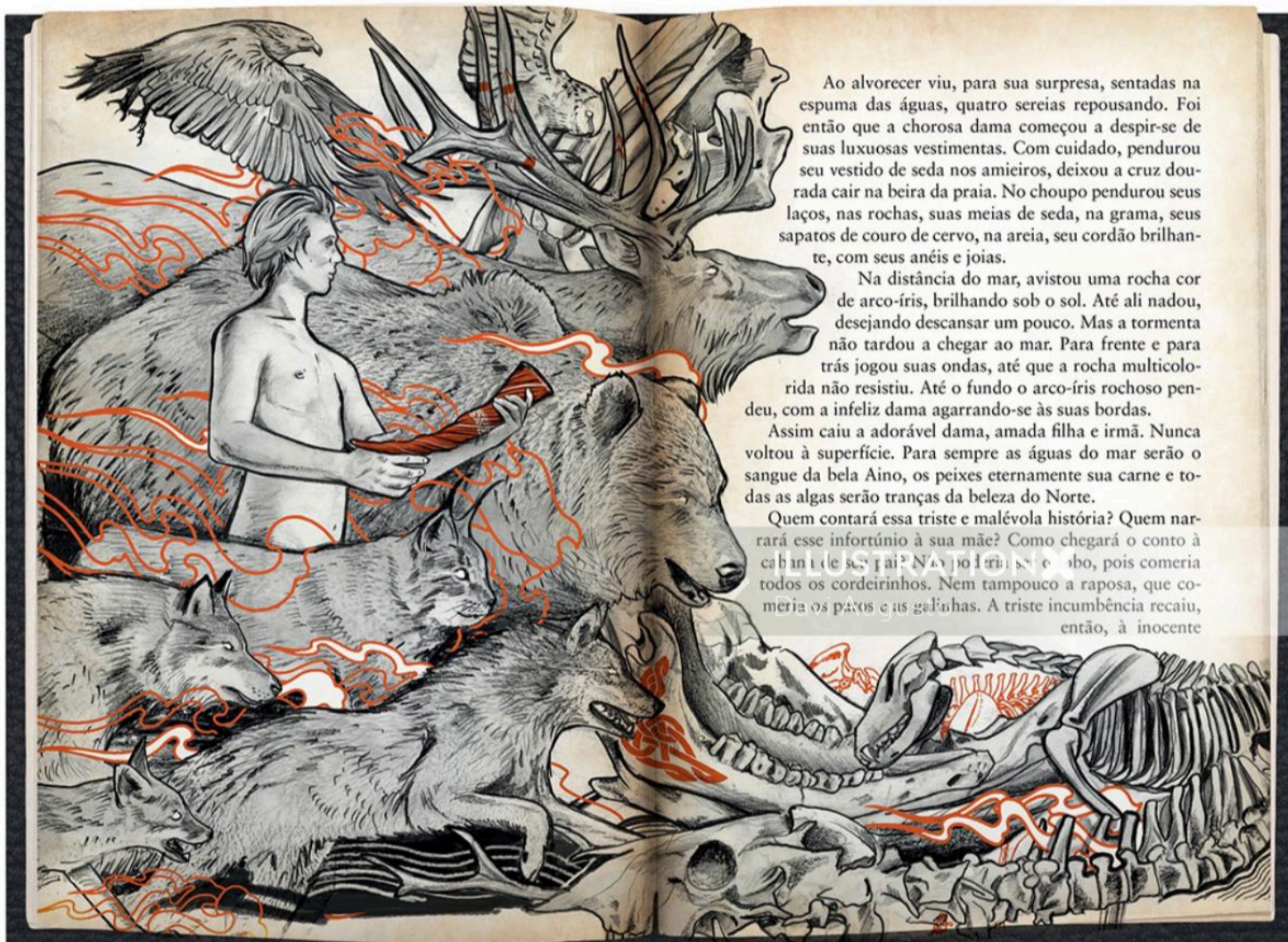
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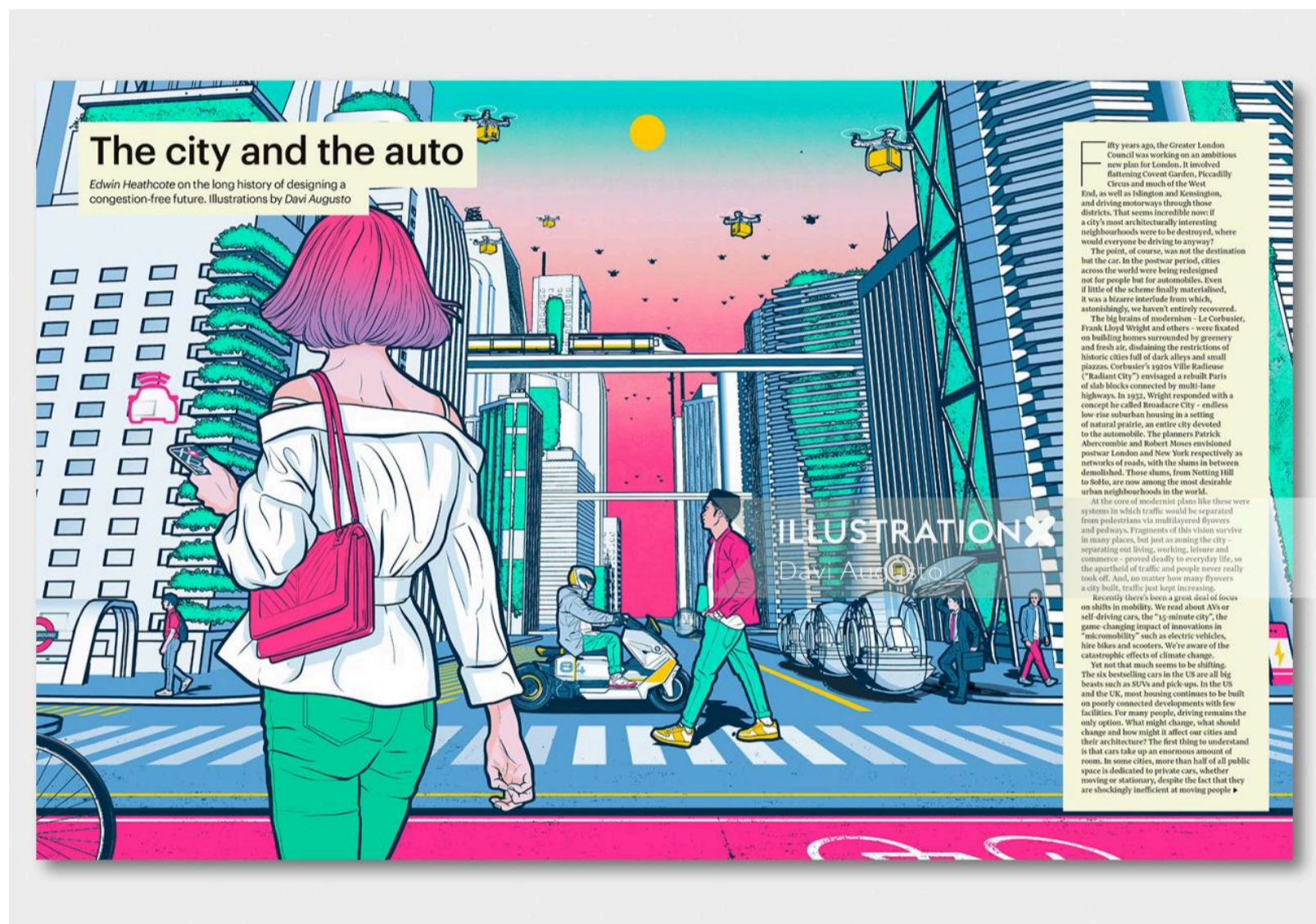
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## The city and the auto

Edwin Heathcote on the long history of designing a congestion-free future. Illustrations by Davi Augusto

Twenty years ago, the Greater London Council was working on an ambitious new plan for London. It involved rebuilding Covent Garden, Piccadilly Circus and much of the West End, as well as Islington and Kensington, and driving motorways through those districts. That seems incredible now: if a city's most architecturally interesting neighbourhoods were to be destroyed, where would everyone be driving to anyway?

The point, of course, was not the destination but the car. In the postwar period, cities across the world were being redesigned not for people but for automobiles. Even if little of the scheme finally materialised, it was a bizarre interlude from which, astonishingly, we haven't entirely recovered.

The big brains of modernism - Le Corbusier, Frank Lloyd Wright and others - were fixated on building homes surrounded by greenery and fresh air, disdaining the restrictions of historic cities full of dark alleys and small piazzas. Corbusier's 1929 Ville Radieuse ("Radiant City") envisaged a rebuilt Paris of slab blocks connected by multi-lane highways. In 1922, Wright responded with a concept he called Broadacre City - endless low-rise suburban housing in a setting of natural prairie, an entire city devoted to the automobile. The planners Patrick Abercrombie and Robert Moses envisioned postwar London and New York respectively as networks of roads, with the slums in between demolished. Those slums, from Notting Hill to SoHo, are now among the most desirable urban neighbourhoods in the world.

At the core of modernist plans like these were systems in which traffic would be separated from pedestrians via multi-layered flyovers and pedways. Fragments of this vision survive in many places, but just as zoning the city - separating out living, working, leisure and commerce - proved deadly to everyday life, so the apartheid of traffic and people never really took off. And, no matter how many flyovers a city built, traffic just kept increasing.

Recently there's been a great deal of focus on shifts in mobility. We read about AVs or self-driving cars, the "15-minute city", the game-changing impact of innovations in "micromobility" such as electric vehicles, hire bikes and scooters. We're aware of the catastrophic effects of climate change.

Yet not that much seems to be shifting. The six bestselling cars in the UK are all big beasts such as SUVs and pick-ups. In the US and the UK, most housing continues to be built on poorly connected developments with few facilities. For many people, driving remains the only option. What might change, what should change and how might it affect our cities and their architecture? The first thing to understand is that cars take up an enormous amount of room. In some cities, more than half of all public space is dedicated to private cars, whether moving or stationary, despite the fact that they are shockingly inefficient at moving people ▶

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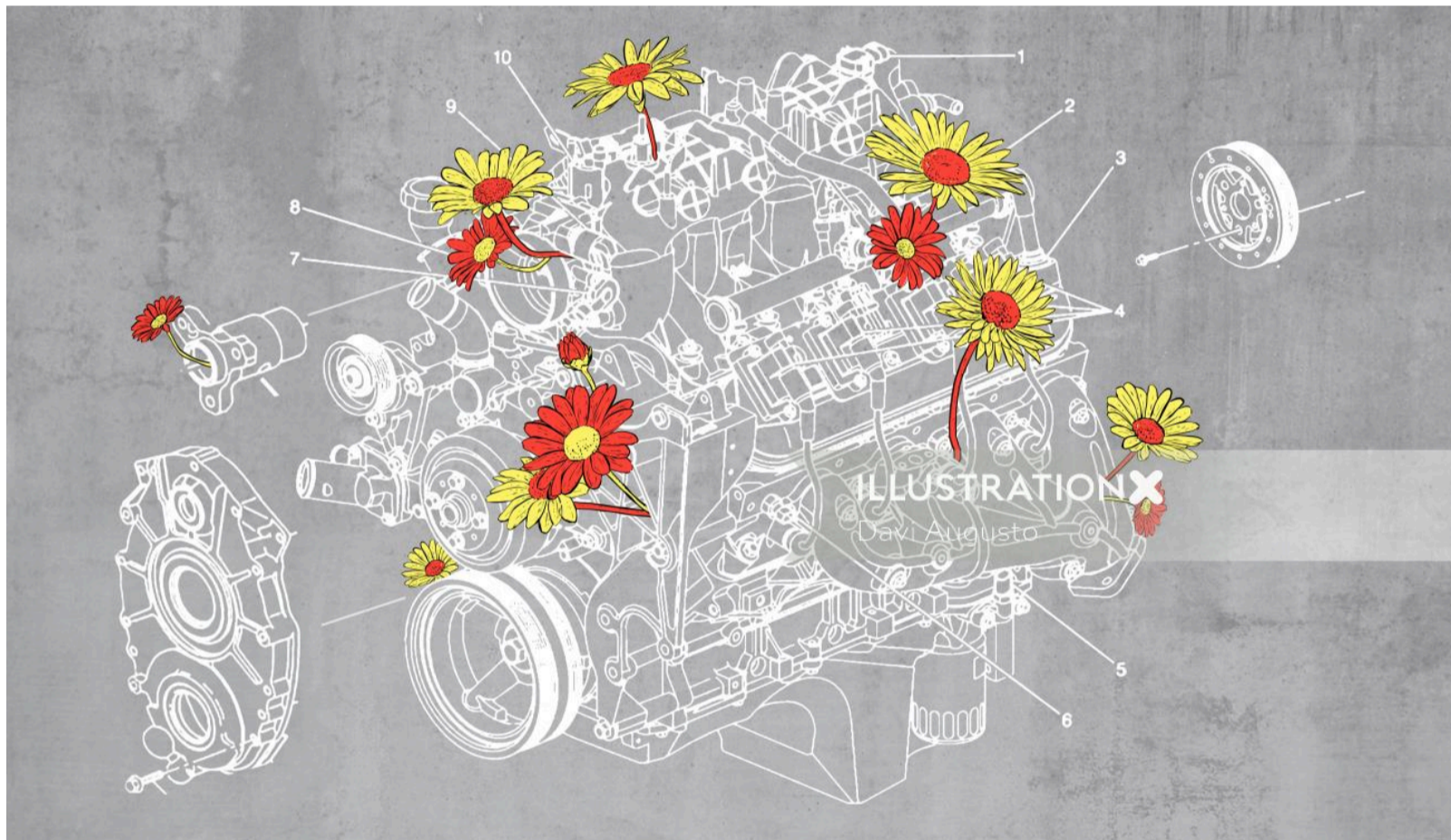
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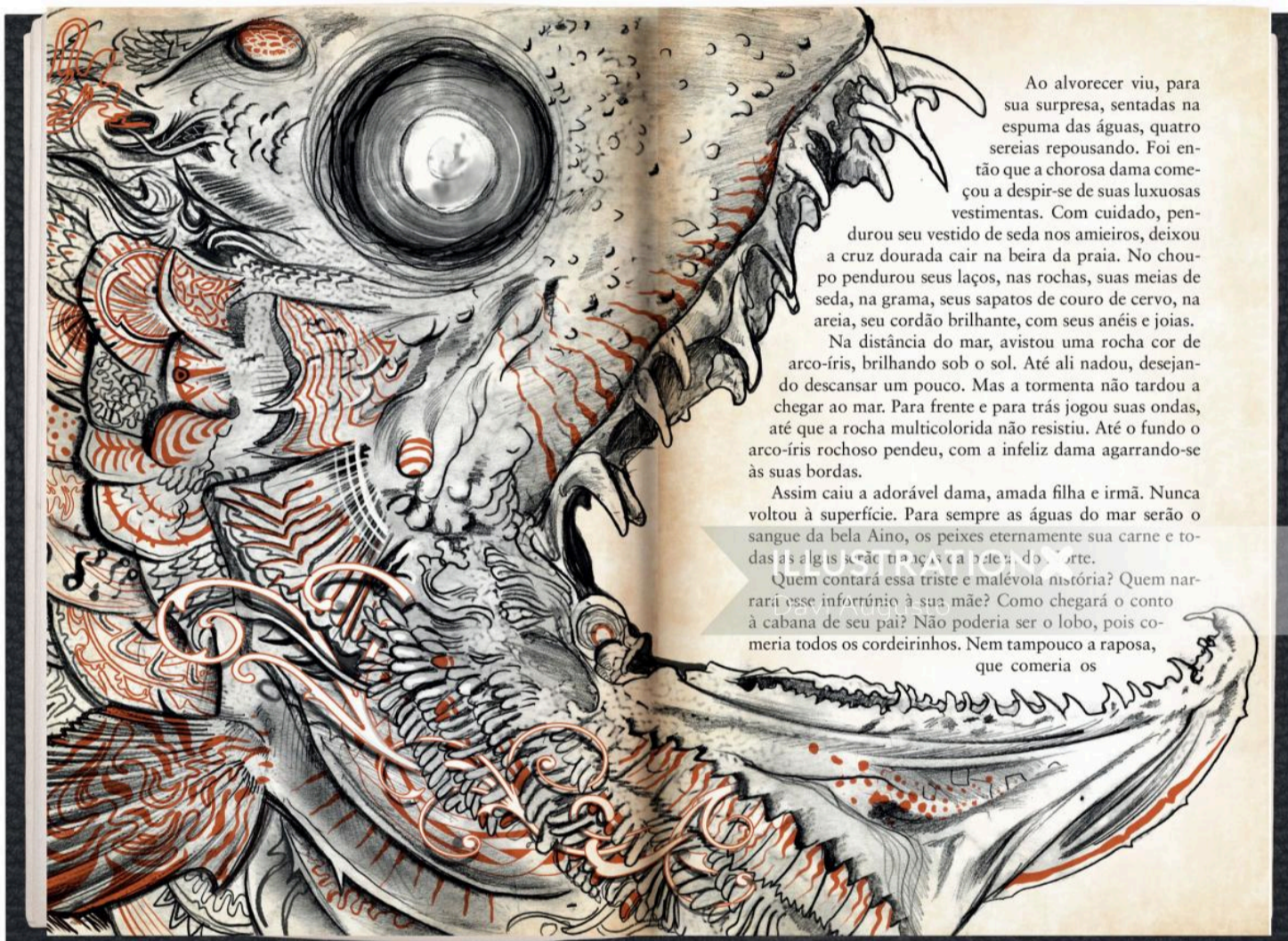
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# 조언이 필요하신가요?

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