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**The risks of urban vélomobility**

In many cities around the globe cycling and the vélomobility of people is restricted and marginalised (e.g. Koglin 2013). The risks people take when getting on their bikes has been analysed by McCarthy (2011) for example. However, such research deals with cycling in cities that could be described as “bicycle hostile”, in countries that are not known for their bicycle culture, e.g. the USA. This paper analyses the risks perceived by cyclists in Copenhagen, Denmark – which is one of the most famous bicycle cities – and compares it to that of cyclists in Stockholm, Sweden. Through two survey studies the problems and risks of cycling are analysed. Questions touched upon in this paper are the differences in the risks perceived by cyclists in cities that have very good bicycle infrastructure to those with less impressive infrastructure. The analysis is set in the theoretical framework of urban space wars (see Bauman 1998) and analysed from a spatial perspective. Cycling is a mode of transport that has been recognised more and more in research. Nevertheless, it remains a marginalised mode in urban areas. It becomes clear through the survey studies that cyclists in both cities see similar problems and perceive similar risks. Through the spatial lens the analysis offers explanations of how those risks are spatially distributed through transport and urban planning.

**References**

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