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Abstract Danish Sociology Congress 2013

Tilll Koglin and Tom Rye

Mobility, theory and bicycle planning

Mobility is a widely researched topic in the social sciences. Within the mobility turn, introduced by Urry (2002) there emerged different subtopics such as automobility and vélomobility (see Urry 2004, Furness 2007). Moreover, it is a field that is theoretically well developed. The field of transport planning is also widely researched and theoretically well developed, although the theoretical development is much more technical and from an engineering point of view (see Allsop 1984 or Brundell.Freij 2008) and less from a social theory point of view as mobility research. Bicycle planning on the other hand is much less theoretically developed. Much research deals with best-practise studies (see Pucher and Buehler 2007 and 2008). In order to create better bicycle planning a better theoretical foundation is needed. In this paper I examine how the theoretical perspective of the politics of mobility (Cresswell 2010) and theoretical perspectives from planning for older people (the ecological model of adaptation and environment by Lawton 1986) could serve as a starting point for the development of a theoretical approach in bicycle planning. This is done by showing how theoretical knowledge has been used in planning for motorised traffic and for creating a view of transport planning as neutral science, which resulted in the automobile societies and how a sound theoretical foundation in bicycle planning could boost bicycling from an often marginalise mode of transport to a more dominant mode for a more sustainable transport system.

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