## Abstract for AAG 2012 New York

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**Modernist planning and cycling – A different way of politicizing mobility**

Urban and transport planning is one important issue, when it comes to create sustainable and just urban spaces. This is also connected to the right to the city. However, this right is often limited in different ways, for example through privatization of public spaces, through surveillance or through the design (see for example Allan 2006 or Degen 2008). Cycling is often seen as sustainable, but cyclists are often marginalized in the public spaces. Many public spaces in western cities are planned from a modernist perspective, which favoured motorised traffic, whereas bicycle traffic was heavily ignored in urban transportation planning. The marginalization of cyclists in many cities around the globe raises questions about the planning of public and traffic spaces and power relations. The conflicts between motorists and cyclists are an outcome of modernistic planning and economic structures and have to be analysed. Modernist planning provided an infrastructure that facilitated fast and efficient movements for motorists and ignored the needs of cyclists and the impact on urban life. This paper develops a theoretical concept for analysing the planning of today’s public and traffic spaces from a modernist perspective and the power relations that are built into today’s infrastructure and that marginalizes cyclists, whereas at the same time favours motorized traffic. These planning ideals and power relations have resulted in a mobility crisis with congestions, pollution and injustice.

**References**

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**Keywords**

Modernism, planning, cycling, mobility, power