

Why is Copenhagen's cycling infrastructure more advanced than that of Cardiff?

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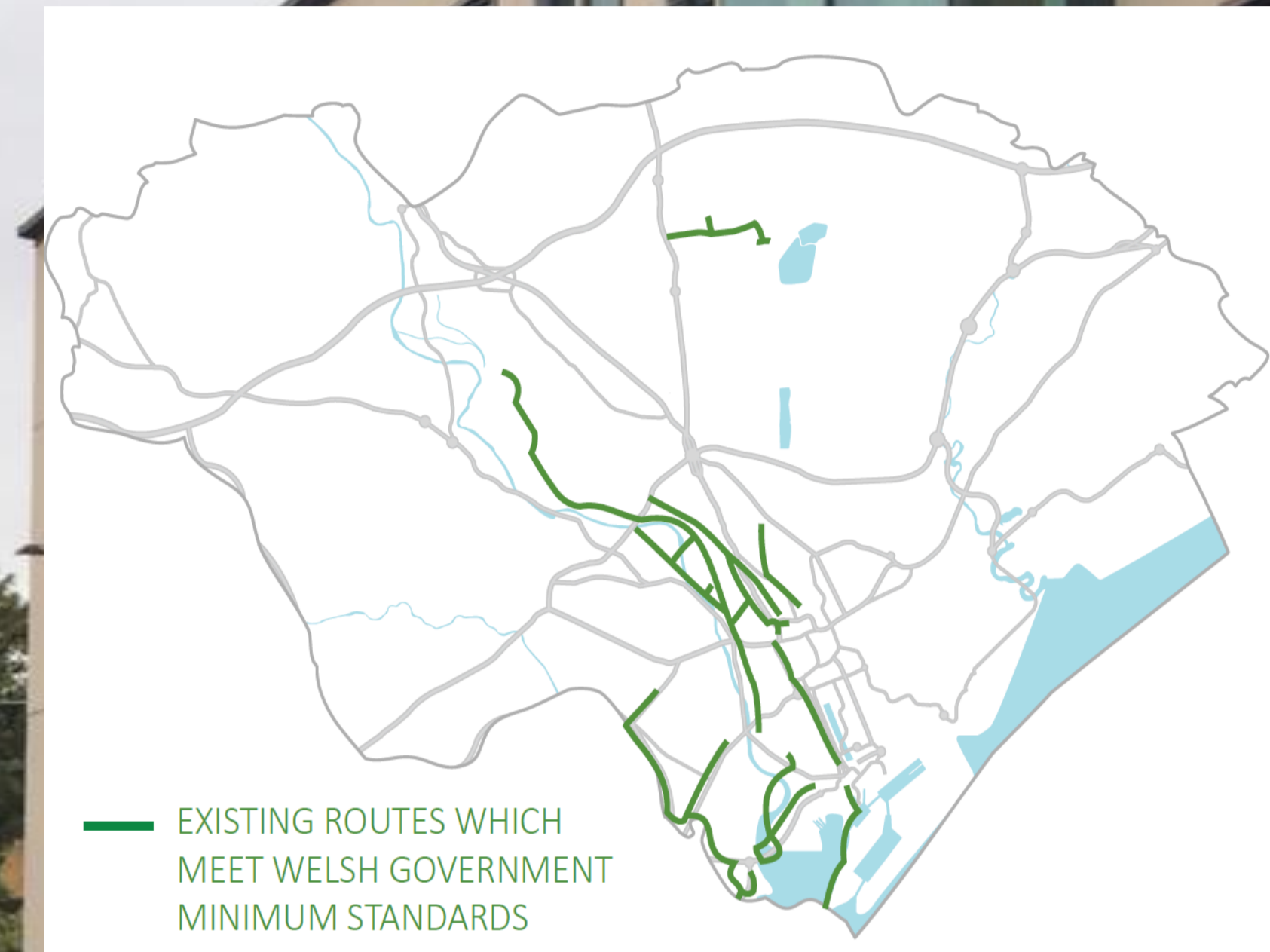
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Background & Objectives

- Copenhagen has long been viewed as the gold standard for cycling infrastructure.
- The automobile has held hegemonic status in Cardiff since the 1950's/60's.
- Trace both cities cycling infrastructure over a 100 year period.
- Consider cultural and economic structures.

Cardiff

- Historically cycling has been an afterthought throughout decades of automobile centric planning and infrastructure.
- The Automobiles hegemonic status is garnered through the economic power exuded by manufactures and associated industries. Moreover, these industries are central to the capitalist state.
- Culturally bicycles hold little importance contrasted with automobiles. They form central to many as part of their identity whilst being continuously linked to freedom, autonomy, masculinity and sex.
- More recently Cardiff Council has made positive plans to improve the cities cycling infrastructure.



Conclusion

- Cardiff's cycling infrastructure has been hindered by the automobile and associated industries.
- This has led to decades long marginalisation of cyclists in Cardiff.
- Copenhagen's cultural and economic structures allowed cycling infrastructure to grow relatively unchallenged
- However, cycling journeys only over took automobile journeys in 2016. Showing the global dominance of automobiles.

Copenhagen

- The lack of an automobile industry in Copenhagen meant cycling infrastructure advocates did not have to compete with the same economic structures as in Cardiff.
- Culturally the bicycle in Denmark is a national symbol. Although important pre-WWII, the bicycle signified freedom under Nazi occupation.

References

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