



# The Right to Cycling in the City

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## Lefebvre and 'Right to the City'

Lefebvre's concept 'right to the city' describes urban areas as a dynamic process created by its citizens as opposed to a place of industry and accumulated capital (Butler, et. al, 2012, p. 143). Lefebvre argues that all citizens have a right to have access city spaces and a right to contribute to the production of space within the city (Gervais & Diamond, 2016, p. 3). 'Right to the city' changes the way public space is approached and understood in the city. "In this way the urban is more or less the oeuvre of its citizens instead of imposing itself upon them as a system, as an already closed book" (Lefebvre, 1996, p. 117).

## Research Questions

- How does the development of a 'cycling city' support the right to the city for all citizens?
- How are landscapes of power created and recreated through street design?
- How does Winnipeg compare to other cities in North America in its development of cycling infrastructure?
- How does cycling infrastructure contribute to the commodification of public space?

## 'Right to the City' and Harvey

"The right to the city is far more than the individual liberty to access urban resources: it is the right to change ourselves by changing the city" (Harvey, 2008, p. 23). Harvey builds on Lefebvre's argument that our actions as citizens affect the city but the city also affects us. (Harvey, 2003. p. 939). Harvey's argument for democratic participation in urban life has major implications for transportation within cities (Harvey, 2003. p. 941).

## Introduction

My research looks at cycling as transportation and cycling infrastructure in Winnipeg. Using the concept 'right to the city' my research focuses on how cycling can create equitable, safe, and just cities that support all citizens. In my research I have compared Winnipeg's current cycling infrastructure and plans for the future to similar cities in North America.

## Current Cycling Facilities in Winnipeg



Citations  
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## Winnipeg, MB

The City of Winnipeg released Winnipeg Pedestrian and Cycling Strategies in 2014 outlining the city's plans for active transportation (City of Winnipeg, 2014, p. 4). I have used this in my research as the basis of knowledge of the current infrastructure and plans for the future in Winnipeg. Winnipeg's plan is quite broad and covers a wide variety of topics and engages a wide variety of stakeholders.



## Calgary, AB

Cycling Strategy was released by the city of Calgary in 2011 to outline the city's plans to become a "bicycle friendly city" (City of Calgary, 2011, p. 3). The plan focuses on cycling in and out of downtown and commuter patterns (City of Calgary, 2011, p. 15). By focussing mainly on one type of cycling trip Calgary's plan is often one-dimensional its its approach to creating a cycling city.

## Minneapolis, MN

Minneapolis' municipal government published a plan for the city entitled Minneapolis 2040 of which many of its policies discussed sustainable transportation and cycling (City of Minneapolis, 2019, p. 39). This document places cycling within the context of other processes in the city such as housing and employment (City of Minneapolis, 2019, p. 6). Minneapolis' approach to transportation is interconnected with other types of planning.



## Ottawa, ON

Ottawa Cycling Plan was published in 2013 outlining plans cycling for transportation in Ottawa (City of Ottawa, 2013, p. 3). This document focuses on cycling specifically and the way it can connect to other modes of transportation such as public transit and walking (City of Ottawa, 2013, p. 32). The plan outlines specific recommendations to improve current infrastructure and includes a variety of data to support decision making (City of Ottawa, 2013, p. 59).