



XXXIII CONGRESSO
GEOGRAFICO ITALIANO



GEOGRAFIE IN MOVIMENTO
Padova 8-13 settembre 2021

VOLUME TERZO

SOGGETTI, GRUPPI, PERSONE

**Pratiche, spazi e dinamiche
delle mobilità umane**

a cura di

Lorena Rocca Benedetta Castiglioni Laura Lo Presti

cleup

XXXIII CONGRESSO GEOGRAFICO ITALIANO

GEOGRAFIE IN MOVIMENTO

Padova 8-13 settembre 2021

VOLUME TERZO

SOGGETTI, GRUPPI, PERSONE

**Pratiche, spazi e dinamiche
delle mobilità umane**

a cura di

Lorena Rocca Benedetta Castiglioni Laura Lo Presti

cleup

XXXIII Congresso Geografico Italiano
Padova, 8-13 settembre 2021

Con il sostegno di



Associazione dei Geografi Italiani



UNIVERSITÀ
DEGLI STUDI
DI PADOVA

Università degli Studi di Padova

DSSGeA

DIPARTIMENTO DI SCIENZE STORICHE,
GEOGRAFICHE E DELL'ANTICHITÀ

Dipartimento di Scienze Storiche
Geografiche e dell'Antichità



Dipartimento di Ingegneria Civile
Edile Ambientale



MUSEO DI GEOGRAFIA

PALAZZO WOLLEMBORG
UNIVERSITÀ DEGLI STUDI DI PADOVA

Museo di Geografia
Università di Padova



MOBILITY & HUMANITIES
Centre for Advanced Studies

Centro di Eccellenza
Mobility and Humanities



Master in GIScience e Sistemi a pilotaggio
remoto per la gestione integrata
del territorio e delle risorse naturali



Sustainable Territorial Development:
Climate Change Cooperation Diversity -
International Master Degree



Associazione
GIShub

Associazione GIShub

Comitato Organizzatore

Marina Bertoncin (coordinatrice), Silvy Boccaletti, Aldino Bondesan, Benedetta Castiglioni, Margherita Cisani, Daniele Codato, Giuseppe Della Fera, Massimo De Marchi, Alberto Diantini, Giovanni Donadelli, Francesco Facchinelli, Francesco Ferrarese, Chiara Gallanti, Laura Lo Presti, Sabrina Meneghello, Marco Orlandi, Salvatore Eugenio Pappalardo, Andrea Pase, Chiara Pasquato, Giada Peterle, Silvia Piovan, Daria Quatrada, Chiara Rabbiosi, Tania Rossetto, Mauro Varotto.

Comitato Scientifico

Marina Bertoncin (coordinatrice), Silvia Aru, Aldino Bondesan, Panos Bourlessas, Giorgia Bressan, Luisa Carbone, Benedetta Castiglioni, Giacomo Cavuta, Margherita Cisani, Annalisa Colombino, Elena Dell'Agnese, Massimo De Marchi, Federica Epifani, Chiara Gallanti, Arturo Gallia, Francesca Governa, Laura Lo Presti, Sara Luchetta, Salvatore Eugenio Pappalardo, Andrea Pase, Giada Peterle, Silvia Piovan, Carlo Pongetti, Chiara Rabbiosi, Andrea Riggio, Lorena Rocca, Tania Rossetto, Mauro Spotorno, Massimiliano Tabusi, Mauro Varotto, Giacomo Zanolin.

Prima edizione: maggio 2023

ISBN 978 88 5495 594 3

CLEUP sc

“Coop. Libreria Editrice Università di Padova”

via G. Belzoni 118/3 – Padova (t. +39 049 8753496)

www.cleup.it

www.facebook.com/cleup

© 2023 Associazione dei Geografi Italiani

Licenza Creative Commons: Attribution-NonCommercial-NoDerivatives 4.0 International
(CC BY-NC-ND 4.0)

Ideazione grafica di copertina: www.studio7am.it

Indice

Marina Bertoncini, <i>Discorso di apertura ai lavori del XXXIII Congresso Geografico Italiano</i>	9
Andrea Riggio, <i>Discorso di apertura</i>	13

NODO 3

SGP. Soggetti, gruppi, persone: pratiche, spazi e dinamiche delle mobilità umane

Lorena Rocca, Silvia Aru, Benedetta Castiglioni, Laura Lo Presti, Mauro Spotorno, Giacomo Zanolin, <i>Introduzione</i>	19
--	----

Internodo AIIG. Cittadinanza Globale: educazione in movimento

Lorenzo Bagnoli, <i>Da immigrati a cittadini globali. Un progetto geografico del Centro provinciale per l'istruzione degli adulti di Desio (MB)</i>	25
Sara Bin, Giulia Andrian, Luisa Fazzini, <i>In20Anno i paesaggi di domani. Esperienze partecipative di cittadinanza attiva</i>	32
Carlo Guaita, Riccardo Russo, <i>Tracce di riflessione per l'integrazione didattica tra testo e immagini nella prospettiva della cittadinanza globale</i>	35
Chiara Gallanti, <i>Per una ricostruzione storica dell'educazione geografica alla sostenibilità: il database degli articoli di «Ambiente Società Territorio. Geografia nelle Scuole»</i>	42
Enrico Squarcina, <i>Un mare di carta. Il mare nelle sezioni di geografia dei libri di testo per la scuola primaria</i>	48
Sabrina Malizia, Antonio Danese, Grazia Arena, <i>Dallo yoga alle parole gentili, i movimenti dell'educazione geografica; due casi studio in una scuola primaria</i>	54
Marco Lupatini, <i>Spazio, pensiero spaziale critico e cittadinanza</i>	57
Isabel De Maurissien, Maria Chiara Pettenati, Matteo Puttilli, <i>Esercizi di futuro. Strategie visuali per allenare a immaginare la scuola di domani</i>	60

SGP 1. Pratiche di mobilità sostenibile. Itinerari per la rifunzionalizzazione di spazi in dis-uso e territori «lenti»

Pierluigi De Felice, Luigi Mundula, Luisa Spagnoli, <i>Introduzione</i>	67
---	----

Barbara Delle Donne, <i>La «Transiberiana d'Italia» e altre tratte storiche: vettori lenti per una rete green</i>	73
Lucia Grazia Varasano, <i>La ciclabile da Potenza a Pignola: nuove prospettive per la riqualificazione dell'ex ferrovia calabro-lucana</i>	79
Anna Bonavoglia, <i>La (ri)scoperta del Cilento attraverso i sentieri</i>	87
Sara Carallo, <i>Il Cammino della Regina Camilla. Un progetto di sviluppo locale partecipato</i>	92
Germana Citarella, <i>Napoli a piedi: a passeggio tra scale, rampe e gradonate</i>	102
Simone Gamba, <i>Along the new cycle paths in Italy: cycle tourism for local regeneration</i>	108
Antonietta Ivona, Rosario De Iulio, <i>Processi di rigenerazione e patrimoni dismessi. Il caso delle case cantoniere</i>	114
Mariateresa Gattullo, <i>La riterritorializzazione degli spazi rurali nell' «opificio» Puglia tra riflessioni teoriche e analisi empiriche</i>	121

SGP 2. Spazi, attori e politiche «in movimento» tra «marginalità» e «centralità»

Paolo Molinari, Carlo Salone, <i>Introduzione</i>	131
Alessandro Carucci, <i>Neo-montanarismo in Val Maira (CN): la montagna per un ripensamento degli stili di vita</i>	137
Alessia De Nardi, <i>Paesaggio e degrado: riflessioni sul ruolo della mobilità e dei flussi</i>	143
Francesca Sabatini, Enrico Mariani, <i>La stagione delle aree interne: geografie e discorsi</i>	149
Venere Stefania Sanna, Aniko Bernat, Vera Lucia Diogo, Agnieszka Lukaszewicz, Joao Felipe Teixeira, Eglè Vaiciukynaitė, <i>Mobilità sostenibile e città dei 15 minuti. Sharing di bike e monopattini elettrici: il futuro della micro-mobilità urbana post-pandemica o soluzioni dell'ultimo miglio?</i>	155
Emilia Sarno, <i>Giovani in fuga dal Mezzogiorno. Una sfida sociale e politica</i>	163
Elia Silvestro, <i>A Density-driven Contagion? Inquiring Into The Spatial Features of Covid-19 Spread throughout Extended Urbanisation in Northern Italy</i>	169
Giulia Vincenti, <i>Nuove centralità e nuove prospettive territoriali</i>	177

SGP 3. Spazi in movimento. Geopolitiche dello sviluppo locale

Vittorio Amato, Girolamo Cusimano, <i>Introduzione</i>	185
Maurizio Giannone, Dolores Ordoñez, <i>Città, reti e trasformazioni urbane nelle politiche dell'Unione europea</i>	187
Stefania Montebelli, <i>Azioni comunitarie per uno sviluppo urbano sostenibile. Il ruolo della mobilità urbana sostenibile e la sharing mobility in Italia</i>	194
Maria Antonietta Clerici, <i>Le traiettorie demografiche delle città medie: verso uno sviluppo coeso e sostenibile? Il caso della Bassa Lombardia, 2010-2020</i>	197
Vittorio Amato, Lucia Simonetti, Stefano De Falco, <i>La rilevanza della transcalarità nell'analisi dei processi di innovazione in seno all'Unione Europea.</i>	204
Girolamo Cusimano, Leonardo Mercatanti, Giovanni Messina, <i>Sviluppo rurale in Italia, una ricognizione sulle prospettive della prossima pianificazione</i>	212
Sandro Privitera, <i>Politica Agricola Comune e conservazione dei paesaggi agrari in Europa</i>	219

Gaetano Sabato, <i>Retoriche della sostenibilità e dell'inclusione nei progetti LEADER: una prospettiva geografica</i>	225
Teresa Graziano, <i>Divari territoriali e digitalizzazione: politiche e pratiche dall'Europa all'Italia</i>	230
Giulia Fiorentino, Francesca Motti, <i>Lagging regions nelle Politiche Europee di Coesione: un problema di programmazione?</i>	236
Stefania Palmentieri, Clara Di Fazio, <i>Nuovi scenari di sviluppo turistico per il Mezzogiorno e la Campania nel post-Covid 19</i>	243
Ornella Albolino, <i>Le dinamiche evolutive di un territorio frammentato: la Strategia Nazionale per le Aree Interne in Basilicata</i>	249
Maria Sorbello, <i>Carinzia. Due modelli opposti di strutturazione economica locale.</i>	257
Maria Laura Pappalardo, Michela Reginato, <i>Il cammino da Abu Dhabi ad Al Ain: un emirato in movimento circolare</i>	264

SGP 4. La montagna che «muove»: saperi, competenze, relazioni, cambiamenti

Salvatore Amaduzzi e altri, <i>La montagna che «muove»: saperi, competenze, relazioni, cambiamenti</i>	273
Monica Meini, <i>Appennino in movimento, alla ricerca di un immaginario utile</i>	274
Viviana Ferrario, <i>Agricoltura, allevamento e rapporti «metromontani» nelle Alpi orientali</i>	280
Federica Burini, <i>Terre Alte in movimento. Dinamiche di turismo responsabile nelle Terre Alte Bergamasche tra saperi, reti e cambiamenti</i>	290
Bernardo Cardinale, <i>Imprenditorialità innovativa e sviluppo sostenibile nelle aree montane</i>	297
Francesca Sabatini, <i>Geografie Sicane. Configurazioni e traiettorie turistiche di un'area interna</i>	303
Fabio Pollice, Antonella Rinella, Federica Epifani, Patrizia Miggiano, Sara Nocco, <i>Quando la «pietra scartata» si fa «social». I racconti online orientativi e attrattivi dei comuni dei Monti Danni</i>	310
Elisa Piva, <i>Turismo e progettualità per la rivitalizzazione delle aree montane</i>	319
Gian Pietro Zaccomer, Luca Dalmazio, <i>Fortificazioni militari e montagna friulana. Nuovi orizzonti per il recupero storico e la valorizzazione mediante una proposta di turismo fotografico in mobilità lenta</i>	327
Giuseppe Di Felice, <i>Il paesaggio culturale delle vie della transumanza. Nuove opportunità di conservazione e riuso a fini turistici</i>	334
Mauro Pascolini, <i>Di nuovo in montagna! Opportunità di sviluppo o nuova colonizzazione?</i>	337
Monica Morazzoni, Valeria Pecorelli, <i>Co-costruire la montagna fragile: lo studio di caso FUTUReALPS in Valtellina</i>	344
Nadia Carestiato, Andrea Conte, Lucia Piani, <i>Una montagna in relazione: risorse e spazi della montagna che si muove</i>	350
Nadia Matarazzo, <i>La classe creativa non vive solo in città: agricoltura multifunzionale e innovazione delle filiere alimentari nei territori a mobilità «lenta» dell'Appennino campano</i>	357
Rebekka Dossche, <i>Is Shrinking really a Bad Thing? A Socio-Demographic Photograph of Inner Areas</i>	364
Sabrina Meneghello, <i>Dalla lunga scala temporale all'evento calamitoso. Le trasformazioni del paesaggio e le dinamiche turistiche in Agordino</i>	374
Silvia Scorrano, Luciano Di Martino, Donatella Vitale, Nunzio Mezzanotte, <i>Il Progetto Floranet Life nelle Aree protette abruzzesi: una valutazione dell'impatto sul movimento turistico</i>	382

SGP 5. Isole e arcipelaghi europei tra mobilità e temporaneità dell'abitare

Stefano Malatesta, Arturo Gallia, <i>Introduzione</i>	393
Dionisia Russo Krauss, <i>Il fenomeno della de-insularizzazione in base a fattori funzionali: il caso Capri</i>	397
Giovanna Di Matteo, <i>Isole e migrazioni: Abitare temporaneo o detenzione forzata? Il caso dell'isola di Lesbo, Grecia</i>	402

Le sessioni 6 e 7 del nodo SGP hanno deciso di non pubblicare i relativi contributi e pertanto non figurano nell'indice.

SGP 8. Geografia e mobilitazione: esplorazioni sui movimenti collettivi fra spazio fisico e spazio mediatico

Isabelle Dumont, <i>Introduzione</i>	413
Margherita Ciervo, <i>I movimenti a difesa dell'ambiente e i processi di legittimazione/delegittimazione attraverso la lettura dello spazio fisico, virtuale e mediatico. I casi di Friday for Future-Italia e NO-TAP Salento</i>	415
Valentina Capocéfalo, Giuseppe Gambazza, <i>Le dimensioni geografiche del conflitto urbano. Movimenti sociali e istituzioni alla prova del verde pubblico. Il caso dell'ex Parco Bassini</i>	423
Giacomo Spanu, Fabio Bertoni, «No volveremos a la normalidad». <i>Appunti interpretativi su pratiche e forme dell'autorganizzazione in pandemia</i>	431
Andrea Simone, Raffaella Coletti, <i>L'azione collettiva a Roma nell'era (post)pandemica: identità e spazialità in transizione</i>	438
Camilla Giantomasso, <i>Pratiche di commoning al Quarticciolo: dalle occupazioni abitative alla gestione partecipata del quartiere</i>	441
Giuseppe Muti, <i>La dimensione spaziale del movimento antimafia civile in Italia</i>	448

Along the new cycle paths in Italy: cycle tourism for local regeneration

Simone Gamba¹

1. Introduction

The growing interest in cycle tourism is widely considered as a positive and desirable indicator in the context of sustainability (Dickinson, Lumsdon, 2010; Rotilio et al., 2016; Duran, 2018). As a practice it contributes to guiding urban policies towards cycle paths planning and innovative mobility solutions (Cresswell, 2020), as a useful trend in the smart cities effort to counteract environmentally negative impact related to motorized transport. Cycle tourism also presents features that focus on the relation between biking and the discovery of places (Gazzola et al., 2018) and is gaining attention as a form of sustainable tourism offering the opportunity to travel long-distances with minimum carbon impact on the environment. In order to diversify and relieve pressure on major destinations hotspots and seize an unprecedented opportunity for a post-pandemic tourism recovery through sustainable mobility, the promotion of cycling also plays a key role.

The reason why cycling is experiencing a significant growth in interest as a slow tourism practice is because it is considered as a relevant tool for local development and tourism management and cycling routes as an opportunity to enhance local identities and cultural itineraries (Di Marcello, 2015; Pileri, 2019). However, as several studies have reported in recent years (Blondiau, Van Zeebroeck, 2014; MiBAC, 2017; EPICAH, 2019; Isfort, 2019; Legambiente-Isnart, 2019), there are a set of critical issues to be addressed, also in view of a post-pandemic recovery of tourist flows.

The study presented here is intended as a preliminary analysis based on available literature and reports with the aim to identify criticalities related to sustainable mobility that can hinder the role of cycle tourism in local and regional regeneration. To this end, it will focus on the potential of the Eurovelo routes under development in Italy, a network that could help to promote either alternative or mainstream tourist flows.

2. Conceptual Background

Cycling has long been a topic addressed in the field of sociology (Cox, 2015; Psarikidou et al., 2020), linguistics (Caimotto, 2020), anthropology (Vivanco, 2013), geography (Nordcliffe, 2015; Stehlin, 2019) and in an interdisciplinary approach aimed to provide a comprehensive overview of the phenomenon (Bopp et al., 2018). Cycle tourism² also is receiving attention essentially for two reasons.

¹ IULM.

² Cycle tourists can be divided into several categories: the «cycle traveler» engages in routes of varying length in terms of distance and time, while the «tourist cyclist» reaches a destination by other means and uses the bike locally and the day trippers use the bicycle for a few hours without overnight stay. In general, cycle tourism can be categorized as follow: «*Cycling holidays* – cycling duration involves one night or more away from home and cycling is the principal purpose of the holiday. It can be center based or as a tour involving staying at different places. A cycling holiday can also be sub-categorized into an organized package or independent tour; *Holiday cycling* – this involves day cycle rides from holiday accommodation or another place (such as a cycle hire at a railway station).

Firstly, cycling is strictly related to environmental sustainability. Precisely because of the potential offered by a means of transport that is considered ecological, carbon-free and perfectly suitable for a travel style based on the idea of slowness (Lumsdon, 2010; Di Marcello, 2015; Pileri, 2019) and for the enjoyment of the landscape (Cisani, 2021). In the available literature, cycle tourism is identified as a way for regional dispersal and off-the-beaten-track experiences (Gazzola et al., 2018), for the revitalization of areas considered as minor destinations (Rotilio et al., 2016), the promotion of sustainable mobility in Greece (Bakogiannis et al., 2016) and bicycle tourism as a form of urban sustainable tourism (Nilsson, 2019); the discourse on cycle tourism is still limited in comparison to sustainable mobility in a broad sense (Privitera, 2011; Hall et al., 2017), where the bicycle is addressed simply as a mean of urban mobility (Jensen, 2013; Behrendt, 2017; Popan, 2019).

Secondly, cycle tourism is currently in vogue as a social practice with a positive outcome on local economies: more and more people experience cycling as a way to discover places and appreciate sceneries with a much lower environmental footprint than other means of transport. Cycling routes, therefore, has been seen not only as a tool for improving urban mobility but also for regional development and transnational cooperation, with strong potential for generating transnational relations among different stakeholders (Kaloyanov, 2016) or as an alternative way of tourism development (Duran, 2018; Han et al., 2017); some also claim that the implementation of cycling in tourist systems requires cooperation and networking between various public and private actors, and raises the question of whether this type of tourism is replicable in medium-developed countries.

Geographers often focus on the role of infrastructures and facilities: Lantham and Wood argue that it is important to attend to the ways that urban infrastructures are reinterpreted through use when it comes to cycling (Lantham, Wood, 2015), while others stretch out the idea that we should better understand the infrastructure, information, and support service needs of bicycle tourists (Lamont, 2007). Lamont also examines existing definitions and proposes a technical definition of bicycle tourism aimed at facilitating more rigorous and consistent statistical measurements regarding this form of tourism (Lamont, 2009).

With regard to Italy, in line with other European countries, cycling represents an important enabler in support of urban mobility, sustainable development and it is considered a way to enjoy the beauty of the national cultural and natural resources. Although still a *niche* tourism, cycle tourism also is a growing phenomenon, as noted by FIAB (2021), promoter of Bicalia, a national cycling network designed to enhance the practice and laid the foundations for the development of inclusive projects involving tourists, inhabitants and territories. This can be seen as a valid opportunity for development and regeneration in areas crossed by cycle paths and greenways, although, as we shall see, several issues must be addressed.

3. The bumpy road to sustainable mobility in Italy

To analyze the potential of cycle tourism development in Italy, it is appropriate to understand how cycling is practiced, perceived and included in the transport system. In terms of urban mobility and transportation, despite recent progress and behavioral changes towards sustainability during the health emergency, some gaps can be pointed out: according to a study, in the last 20 years, long-distance vehicle users have increased, and proximity users have decreased; 6 out of 10 trips are made by car, 5 of which as a driver. While motorized mobility has decreased, car use remained stable from 2001 to 2018 and, in small and medium-sized cities, the share of collective mobility remains marginal – 4-5% – and cars are still prevailing, about 2/3 of the demand served (Isfort, 2020). The rate of sustainable mobility in 2018 was 37%, the same figure as in 2002 and increased in Central and Northern regions of the peninsula, while at the same time it decreased in the South. Furthermore, it appears that the majority of citizens are not inclined to modify their choices in terms of transport: the propensity for modal change seems to have weakened. The rate of motorization is high (second in the EU after Luxembourg) and, on top of the propensity to use motorized vehicles, the car fleet age in circulation is also high, above the European average.

This forms part of the holiday experience but is not necessarily the only one.; *Cycle day excursions* – cycle trips of more than 3 hour duration made from home principally for leisure and recreation» (Peeters et al., 2012).

Although these data do not sound promising in a context of ecological transition, this propensity for motorized vehicles may be explained by another study, according to which the number of Italians who claimed to make long-distance trips was 73% compared to a European average of 46% (Special Eurobarometer 406, 2013). However, a fact that further accounts for the mobility choices among Italians is the inclination to use motorcycles, for which Italy is in second place among the EU member states. Plus, as noted in a more recent study in comparison with central-northern Europe in terms of urban transport and road safety it is penalizing (ASVIS, 2020).

More recently, the European Cyclist Federations' COVID-19 Cycling Measures Tracker, based on data from 736 official bike counters in 106 European cities, allows to identify new trends:

1. A growing number of users switched to cycling because of the coronavirus to avoid crowds on public transport;
2. Indicators highlight the surge of new cycling habits among city dwellers;
3. Bike lanes work as a measure to increase number of bicycle users (Kraus, Kock, 2021).

Nonetheless, focusing on Italian cities, it appears that in many case the gap between kilometers of bike lanes announced and those implemented varies significantly – fig.1 –.

In short, if we take into consideration the data of the aforementioned reports, we could argue that in the last decade mobility policies have encountered significant obstacles to the realization of a transition to sustainable mobility. These data help to understand that the context in which innovative choices of urban policies are made is not easy to manage. The attitude to the use of bicycles in Italy must be taken into account in developing plans involving cycle tourism, such as the completion and promotion of Eurovelo routes, in perspective of both international and domestic tourism development.

4. Eurovelo routes and cycle tourism in Italy

There are three Eurovelo routes in Italy: the Ciclovía del Mediterraneo – Mediterranean Route –, the Ciclovía dei Pellegrini cycle route along the Via Romea Francigena, following a mainly inland route towards heading through Rome to Brindisi, and the Ciclovía del Sole, which stretches from South Tyrol throughout the entire country including Sicily. The same sections are part of large projects underway in Italy, the National System of Tourist Cycle Routes, envisaged by the Ministry for Infrastructures and Sustainable Mobility³. Cycling, as a matter of fact, is one of the new themes proposed by the national strategy of tourism development (MiBAC, 2017), in a perspective of slow travel and to be developed in a medium-long term perspective.

In Italy, to date, neither a national cycling plan nor a specific strategy has been launched. Nevertheless, the government presented a Recovery and Resilience Plan to the European Union envisaging investments that embrace the creation, promotion and maintenance of «cycle networks in urban, metropolitan, regional and national contexts, both for tourist or recreational purposes, and to encourage daily travel and intermodality [...]» (Governo Italiano, 2021) with 50% of the resources allocated to the Southern Regions, precisely where intervention is needed to complete the Eurovelo 7. Indeed, the construction of approximately 570 km of urban and metropolitan cycle paths and approximately 1,250 km of tourist cycle paths is planned.

According to a recent report about the Mediterranean Route (Eurovelo 8), Italy is the country that most benefits from European-funded investments with 80 million euros for 162 actions planned. The vast majority of these planned investments – 90% – are set to go into the field of infrastructure, followed by organizational measures – 8% – and then services as well as promotion – 1% each⁴ –. As for the other recommendations in the report, no other intervention seems to be implemented by national policies, such as the need to establish proper driving and cycling culture. Yet the report contains a varied plethora of recommendations, from policies on traffic management – separation between flows of motorized and non-motorized vehicles –, spatial planning, social, health, and cultural. It is important to stress out this set of recommendations cannot be

³ www.mit.gov.it/en.

⁴ Interreg Mediterranean, Increase the effectiveness and impact of cycle tourism. Policy recommendations, 2020.



Figure 1. ECF, COVID-19 measures tracker. Source: datastudio.google.com/u/0/reporting/1ae589b4-e01c-4c27-8336-f683ea516256/page/arKXB.

ignored at the planning stage: it is essential to create a proactive «cycling culture», by developing community participation and the awareness of benefits on different levels, from the local economy to environmentally sustainability, by encouraging active mobility as a healthy lifestyle.

Another report helps to understand features and trends related to cycle tourism in Italy, providing extensive data about cycling (Legambiente-Isnart, 2019). This outlines a growing demand for tourism as an active holiday and, whether or not practicing a sport activity being the main objective of the trip, riding a bicycle is seen as an ideal form of experiencing the «traveling landscape». Still according to this document, tourists who use bicycle is essentially a homogeneous group in terms of age and gender, with a living component of males compared to females but balanced with respect to age. In terms of origin and distribution on the territory, the situation tends to a polarization: most of these tourists comes from only seven countries – Germany, USA; France, United Kingdom, Holland, Austria and Spain – and 2/3 of the total travel in only 4 regions – Trentino-Alto Adige, Veneto, Emilia Romagna and Tuscany –. With regard to consumer choices, they show a keen interest in excursions and trips, experiences with a strong natural component, while a lower propensity than other tourists towards buying local products, participating in events or shopping. All these components are all to be considered in the planning oriented towards an increase in flows along the Eurovelo network on the Italian territory.

5. Conclusion

In a scenario where sustainability as a contemporary paradigm affects behaviors and choices on a large scale, the bicycle is expected to be central both for urban mobility and tourism. Most of the sources agree on the primary importance of cooperation between public and private, the involvement of local communities in governance processes. They also stress out the importance of greenways and modal share, the opportunities for creating jobs work and the reduction of harmful emissions.

In summary, by analyzing the available literature and studies conducted by European and Italian institutions, with a focus on the Eurovelo network, it is possible to argue that sustainable mobility issues must be addressed for cycle tourism to enhance local and regional regeneration in Italy and to exploit the potential of cycling. In order to develop cycle tourism, infrastructures such as cycle paths have emerged as being essential, although they can be ineffective if no other measures are taken: recovery and conversion of existing infrastructures (disused railway seats, river banks, secondary roads etc.) helps to create a network of greenways. The need for

a «cycling culture», possibly enhanced by cycling embassies and relevant policy makers, is crucial to succeeding in the exploitation of new infrastructures and contribute effectively to local regeneration.

Moreover, rather than a small number of reports, in Italy no comprehensive overview is produced on a regular basis about cycling, one that monitors, aggregates and enhances the work of the various stakeholders involved in mobility management and local governance, as for the Farad-Monitor published yearly in Germany. In 2021, the German Federal Ministry of Transport and Digital Infrastructure also outlined an ambitious plan to become a cycling nation by 2030 achievable by reforming traffic laws, increasing investments and funding for the cause. A similar national strategy plan has been presented in Spain, not only to promote a more active mobility as a mission for society as a whole, but explicitly planned to support the social transformations required to achieve more cycling among citizens, either for commuting to work or for leisure (MITMA, 2021).

References

- ASVIS, *L'Italia e gli obiettivi di sviluppo sostenibili*, 2020 (asvis.it/rapporto-asvis-2020, ultimo accesso 30/05/2021).
- Bakogiannis E. e altri, *Research Review on Cycle Tourism and the Potential Promotion of Sustainable Mobility. Initial Implementations in Greece*, in Lira S. e altri (a cura di) *Tourism 2016 – International Conference on Global Tourism and sustainability*, Green Lines Institute for Sustainable Development, 2016.
- Behrendt F., *Why Cycling Matters for Electric Mobility: Towards Diverse, Active and Sustainable e-Mobilities*, in «Mobilities», 2017 (doi.org/10.1080/17450101.2017.1335463).
- Blondiau T., Van Zeebroeck B., *Cycling Works. Jobs and Job Creation in the Cycling Economy*, European Cyclist Federation (ECF), Brussels, 2014 (ecf.com/system/files/141125-Cycling-Works-Jobs-and-Job-Creation-in-the-Cycling-Economy.pdf).
- Bopp M., Dangaia S., Piatkowski D., *Bicycling for Transportation*, Amsterdam, Elsevier, 2018.
- Caimotto M.C., *Discourses of Cycling, Road Users and Sustainability: An Ecolinguistic Investigation*, Londra, Palgrave Macmillan, 2020.
- Cisani M., *A Ride on the Wild Side. Il ruolo della natura nei paesaggi della ciclabilità*, in «Rivista geografica italiana», 2021, 128, 2, pp. 119-136.
- Cox P., *Cycling Cultures*, Chester, University of Chester Press, 2015.
- Dickinson J., Lumsdon L., *Slow Travel and Tourism*, 2010 (www.researchgate.net/publication/287382696, ultimo accesso 30/05/2021).
- Di Marcello R., *Mobilità dolce e turismo sostenibile. Il ruolo della bicicletta nelle aree protette*, in «Geotema», 2015, 49, pp. 95-99.
- Directorate-General for Communication, *Special Eurobarometer 406. Attitudes of Europeans towards urban mobility*, 2013 (data.europa.eu/data/datasets/s1110_79_4_406?locale=en, ultimo accesso 30/05/2021).
- Duran E., *Cycle Tourism*, in «Journal of Awareness», 2018, 3, 4, pp. 25-34.
- Germany 2030 – a cycling nation. *National Cycling Plan 3.0*, 2021 (www.nationaler-radverkehrskongress.de/wp-content/uploads/NRVP_3.0_EN_RZ.pdf, ultimo accesso 30/05/2021).
- Governo Italiano, Presidenza del Consiglio dei Ministri, *Piano Nazionale di Ripresa e Resilienza*, 2021 (www.governo.it/sites/governo.it/files/PNRR_0.pdf, ultimo accesso 30/05/2021).
- Estrategia de Movilidad 2030*, MITMA, 2021. (cdn.mitma.gob.es/portal-web-drupal/esmovilidad/ejes/211223_es.movilidad_accesibilidad_ALTA_vf.pdf, ultimo acceso 30/05/2021).
- FIAB, *Attività e servizi per promuovere il cicloturismo in Italia* (www.fiab.info/download/Presentazione-FIAB-CICLOTURISMO.pdf, ultimo accesso 30/05/2021).
- Gazzola P. e altri, *Cycle Tourism as a Driver for the Sustainable Development of Little-Known or Remote Territories: The Experience of the Apennine Regions of Northern Italy*, in «Sustainability», 2018, 10, 6, 1863.
- Hall C.M., Le-Klähn D.T., Ram T., *Tourism, Public Transport and Sustainable Mobility*, Bristol, Channel View Publications, 2017.
- Han H., Meng B., Kim W., *Emerging Bicycle Tourism and the Theory of Planned Behavior*, in «Journal of Sustainable Tourism», 2017, 25, 2, pp. 292-309.
- Isfort, *17° Rapporto sulla mobilità degli italiani. La mobilità in Italia tra la gestione del presente e le strategie per il futuro*, 2020 (www.isfort.it/wp-content/uploads/2020/12/RapportoMobilita2020.pdf, ultimo accesso 30/05/2021).
- Jensen A., *Controlling Mobility, Performing Borderwork: Cycle Mobility in Copenhagen and the Multiplication of Boundaries*, in «Journal of Transport Geography», 2013, 30, C, pp. 220-26.
- Kaloyanov K., *Cycling Tourism Routes as an Instrument for Regional Development and Transnational Cooperation within the Lower Basin of the Danube River*, in «Problems of Geography», 2016, 3, 4, pp. 139-149.

- Kraus S., Koch N., *Provisional COVID-19 Infrastructure Induces Large, Rapid Increases in Cycling*, in «Proceedings of the National Academy of Sciences», 2021, 118, 15 (www.pnas.org/content/118/15/e2024399118).
- Lamont M., *Bicycle Tourists in Australia: Infrastructure, Information and Support Service Requirements*, in McDonnell I, Grabowski S, March R (a cura di). *CAUTHE 2007: Tourism - Past Achievements, Future Challenges*, Sidney, 2007, pp. 428-431.
- Lamont M., *Reinventing the Wheel: A Definitional Discussion of Bicycle Tourism*, in «Journal of Sport & Tourism», 2009, 14, 1, pp. 5-23.
- Lantham A., Wood P.R.H., *Inhabiting Infrastructure: Exploring the Interactional Spaces of Urban Cycling*, in «Environment and Planning A», 2015, 4, 2, pp. 300-319.
- Legambiente-Isnart, *Cicloturismo e cicloturisti in Italia*, 2019 (www.legambiente.it/wp-content/uploads/dossier_cicloturismo-e-cicloturisti_2019.pdf, ultimo accesso 30/05/2021).
- MiBAC, *Piano Strategico di Sviluppo del Turismo 2017-2022*, 2017 (www.beniculturali.it/mibac/multimedia/MiBAC/documents/1481892223634_PST_2017_IT.pdf, ultimo accesso 30/05/2021).
- Nilsson J.H., *Urban Bicycle Tourism: Path Dependencies and Innovation in Greater Copenhagen*, in «Journal of Sustainable Tourism», 27, 11, 2019, pp. 1648-1662.
- Nordcliffe G., *Critical Geographies of Cycling: History, Political Economy and Culture*, Londra e New York, Routledge, 2015.
- Peeters P. e altri, *The European Cycle Route Network Eurovelo*, Directorate-General for Internal policies, 2012 (ecf.com/files/wp-content/uploads/The-european-cycle-route-network-EuroVelo.pdf, ultimo accesso 30/05/2021).
- Pileri P. *Rigenerare il grande fiume Po con il cicloturismo di VENTO*, in «Semestrale di Studi e Ricerche di Geografia», 2019, 31, 1, pp. 75-90.
- Popan C., *Bicycle Utopias. Imagining Fast and Slow Cycling Futures*, Londra-New York, Routledge, 2019.
- Privitera D.I., *Parchi e il cicloturismo: Integrazione strategica per lo sviluppo locale*, in «Agribusiness Paesaggio & Ambiente», 2011, 14, pp. 184-190.
- Procopiuck M., Segovia Y.N.S., Procopiuck A.P.V., *Urban Cycling Mobility: Management and Urban Institutional Arrangements to Support Bicycle Tourism Activities — Case Study from Curitiba*, in «Transportation», 2021, 48, pp. 2055–2080.
- Psarikidou K., Zuev D., Popan C., *Sustainable Cycling Futures: Can Cycling Be the Future?*, in «Applied Mobilities», 2020, 5, 3, pp. 225-231.
- Rotilio M., Taballione A., De Bernardinis P., *La Ciclovia dell'alta valle dell'Aterno: tra eco turismo e mobilità sostenibile*, in «Tecnica», 2016, 11, pp. 188-193.
- Stehlin J.G., *Cyclescapes of the Unequal City. Bicycle Infrastructure and Uneven Development*, Minnesota, University of Minnesota Press, 2019.
- Vivanco L.A., *Reconsidering the Bicycle: An Anthropological Perspective on a New (Old) Thing*, Londra-New York, Routledge, 2013.