



A Conceptual Evaluation of Cycling Tourism in the Context of Sustainable Tourism

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Abstract

In recent years, the changes in people's lifestyles, the inactivity caused by work life and sustainable environmental goals have increased the importance of cycling. There are numerous economic, health and environmental benefits of cycling. A significant number of people of all ages around the world have realized these benefits and have adopted cycling as a lifestyle. These people also want to use their bicycles for travelling. Those who use bicycles for sports may travel to participate in bicycle races. Recreational cyclists travel to attend cycling festivals in different cities and countries. Some people make all their trips on bicycles and travel to different cities and even different countries using bicycles. All of these activities carried out by bicycles constitute cycling tourism. This type of tourism, which has an important place among alternative tourism types, also contributes to the efforts of a destination to spread tourism over time and space. Besides, bicycle infrastructure projects to be implemented within the destination will encourage local people to use bicycles. In this study, bicycle tourism, which has become increasingly important worldwide and has limited studies in the Turkish literature, has been discussed in different dimensions. In this context, bicycle tourism has been presented under the titles of "The Development of Cycling Tourism in the World", "Cycling Tourism within the Scope of Sustainable Tourism", "Importance of Bike Sharing Systems in Cycling Tourism", " The Economy of Cycling Tourism" and " The Factors Affecting the Development of Cycling Tourism" by reviewing the literature with the systematic review method.

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INTRODUCTION

The changes in people's lifestyles, the sedentary environment of business life, and sustainable environmental goals have increased the importance of cycling. The number of individuals who realize the economic, health, and environmental benefits of cycling and make cycling a part of their lifestyle is growing day by day. The people who use bicycles for sports travel to participate in bicycle races, and those who use bicycles for recreational purposes travel to participate in bicycle festivals in different cities and countries. Some of them make all their trips on bicycles and travel to different cities and even to different countries using their bicycles. All of these trips made by bicycle constitute cycling tourism. This type of tourism, which has an important place among alternative tourism types, also contributes to the efforts of destinations to spread tourism over time and space.

Recent trends and developments in the international tourism industry show that a strong relationship between tourism and cycling has emerged and is being promoted. Cycling has left its mark on world history in the last century as a tool used in entertainment, transportation, sports and tourism activities (Uğuz & Özbek, 2019; Brent W. Ritchie, 1998). The number of cycling tourists who want to have a cycling vacation around the world is increasing day by day. What distinguishes cycling tourists from other tourists are cycling activities and participation characteristics (Lamont, 2009). People shape tourism activities by participating in cycling activities for different purposes. Some want to ride bicycles during their vacations and visit touristic places by bicycle, while others travel to participate in bicycle races. Some people travel by bicycle. In this study, the relationship between cycling, which is becoming more and more important in our lives, and tourism has been examined. Especially the limited number of academic studies on bicycle tourism in the literature has increased the importance of this study. In this context, the subject of bicycle tourism has been presented under the titles of "The Development of Cycling Tourism in the World", "Cycling Tourism within the Scope of Sustainable Tourism", "Importance of Bike Sharing Systems in Cycling Tourism", "The Economy of Cycling Tourism" and "The Factors Affecting the Development of Cycling Tourism"

The Development of Cycling Tourism in the World

Urban cycling, a practice that has been declining in Europe since the 1960s with the rapid increase in automobile use, has become a common practice again in many cities where cycling had almost disappeared. Urban highways and viaducts built in the 1960s have been reconstructed for a more pedestrian-friendly urban environment. Lyon with Velo'V in 2005, Paris with Veli'b in 2007, and Montreal with BIXI in 2009 have achieved the best bicycle-friendly practices. Similar policies exist in Latin American cities where cycling was phased out but has regained its prominence. The contribution of cycling to reducing "Greenhouse Gas" emissions and its impact on tourism have reinforced such policies. Puebla, a city of 1.5 million inhabitants in central-eastern Mexico, is a good example of the applicability of these policies in the South American context. In Puebla, a UNESCO World Heritage city with a strong tourist value, environmentally friendly policies have generated enormous economic benefits by extending the average length of stay of tourists by several days. These practices have high economic benefits through the tourism industry and are strong in terms of sustainability (Bussière, Torres, Collomb, & Ravalet, 2010).

Over the last decades, many Western European cities have experienced a cycling renaissance in urban transportation. This has led to the development of cycling tourism as a form of urban sustainable tourism, with improved infrastructure and facilities for tourists to cycle. The development of urban cycling tourism is directly proportional to the development of local cycling culture and should not be seen in isolation from the daily cycling of

local people (Nilsson, 2019). Increased participation in physical activities has a positive impact on public health and to encourage this, national governments plan regular sporting events. An example is the Tour of Flanders, Belgium's most popular cycling event. The Tour of Flanders is motivating as a social sporting event to increase cycling tourism and active participation in cycling in the region (Derom & Van Wynsberghe, 2015).

The UK National Cycle Network has increased the opportunities for people to take trips by bicycle and on foot. This has created economic opportunities through health, social benefits, tourism and recreation (Cope et al., 2003). Cycling routes are of great importance in bicycle tourism. In Germany, concrete criteria and indicators have been developed to provide a comparable assessment of bicycle routes (Labuda, 2016).

In Italy, a project for bicycle lanes on historic railways was implemented. The infrastructure system consisting of some historic railway lines, tunnels, toll booths, and stations were no longer able to provide rail service due to various reasons. Approximately 2,000 kilometers of track were left to decay on Italian soil, and since they could no longer be used as active railways, they were used as cycling lanes. There are European and international examples of the redevelopment of these abandoned structures. Old stations, dining halls and reception offices have been transformed into youth hostels, hotels, restaurants and bicycle maintenance centers. In Italy, the landscape, environmental values and rich archaeological heritage of these roads play an important role in the sustainable transformation strategy (Di Ruocco, Sicignano, Fiore, & D'Andria, 2017).

Cycling, as one of the recreational activities carried out in natural areas, is sustainable with its environmentally friendly and nature-friendly characteristics. (Çetiner & Yayla, 2021). In this regard, protected natural areas play an important role in recreational activities. National parks and protected landscapes in the south of the Czech Republic can be good examples. Tourists have been visiting these areas for recreational sports activities such as swimming, cycling, tennis. Active visitors who have participated in bicycle tours are very interested in these areas (Navrátil, Knotek, Pícha, & Fialová, 2015). Natural parks are places where local and foreign tourists can participate in ecotourism activities with their cultural and natural landscape potential. Balamba Nature Park in Bartın, Turkey also has natural landscape values. Ecotourism activities such as botanical tourism, trekking, photography safaris, bicycle safaris and bird / butterfly watching have been organized in this area (Çelik, 2018).

Cycling has been at the center of European tourism, while it has remained on the fringes of the North American tourism industry. However, in Canada and the United States, cycling tourism has recently experienced significant growth and cyclists have begun to be recognized as lucrative customers. Various routes on highway systems have become popular bicycle tourist attractions and cycling tourism have enjoyed great success (Pratte, 2006). In New York State's Adirondack North Country, a regional tourism committee comprised of state agencies, local governments, non-profit organizations and Chambers of Commerce developed a Bicycle Master Plan in the 1990s to create a world-class cycling tourism area (Schuett & Holmes, 1996).

In Japan, the Ministry of Land, Infrastructure, Transport and Tourism and the National Police Agency published the "Guidelines for Creating Safe and Comfortable Cycling Environments" in 2012. It presented information to guide the creation of suitable environments for cycling across Japan in the future. The guide is divided into four sections: planning, design, rule compliance and general initiatives. It provides planning and preparation procedures to create efficient spaces for bicycle travel, detailed methods for creating a bicycle network plan, design of bicycle travel spaces for continuous roads and intersections, and measures for safe cycling (Kobayashi, Honda, & Yoshida, 2014).

In Thailand, promoting cycling has been recognized as a key strategy. Many organizations have been developing campaigns and activities to promote cycling. However, since a large proportion of Thais do not have the habit of cycling, effective policies and models have been developed to promote cycling (Watthanaklang, Ratanavaraha, Chatpattananan, & Jomnonkwao, 2016). For Bangkok, there is planning for cycling routes for cycling tours and tourism that encompass cultural values in the Taling-chan district. The Taling-chan area is a major tourist attraction with its historical background and diverse cultural resources such as temples, floating markets, museums, artworks and traditions. The bicycle paths in this area are highly secured and offer the lifestyle of the local people. A sustainable cycling tourism development was planned with the effective use of cultural resources (Udomkitti, 2014). Bicycle taxi transportation is available in some cities around the world. In Mzuzu, Malawi, bicycle taxi transportation is important in terms of its contribution to sustainable urban transportation and tourism development. In this tourism city, bicycle taxi operators have been periodically trained by road traffic authorities on how to operate on the roads. Bicycle taxis have also been preferred by tourists as they are cheap and can take them to places that are inaccessible to motorized vehicles (Chilembwe, 2017).

In China, despite the declining attractiveness of cycling, cycling for tourism and recreation has gained popularity in recent years. The satisfaction that tourists derive from cycling experiences is important for the development of cycling tourism. A study of cycling tourists on Hainan Island in China showed that the human-bicycle relationship and China's collectivist culture play an important role in increasing the satisfaction level of cycling tourists (Xu, Yuan, & Li, 2019). Advances in information technology have an increasing impact on the satisfaction of cycling tourists. Internet applications have played an active role in the development of the bicycle tourism industry in Taiwan (Chun-Chang, 2011).

Cycling Tourism in the Context of Sustainable Tourism

Cycling tourism is considered as a sustainable tourism type as sustainability criteria are prominent in the behavior patterns of bicycle travelers (Han, Meng, & Kim, 2017). Tourism movements have been changing from mass tourism to experience culture. In particular, new touristic products such as bicycle tourism, which is called environmentally friendly, soft and sustainable tourism, have emerged. Today, cycling tourism has become one of the constantly developing types of tourism, especially since cycling represents a mass of people who are environmentally responsible and conscious and is an indicator of a certain lifestyle (Labuda, 2016).

Cycling tourism is an original tourism product with strong experiential value, focusing on lesser-known regions, within the framework of sustainable tourism, which is becoming increasingly important in industrialized countries. Unlike mass tourism, cycling tourism is a concrete expression of sustainable tourism that allows for limited consumption of natural resources, provides a strong connection with local culture and traditions, and includes more sustainable forms of vacation. In this sense, it has a range of long-term positive impacts on local communities, from positive economic and environmental impacts to nature conservation, the spread of virtuous behavior and good practices, the marketing of the region's attractions and job creation (Pavione & Pezzetti, 2016).

Cycling is one of the most sustainable forms of sporting, recreational and touristic activities and is highly popular as a daily alternative means of transportation. People who use bicycles for recreational purposes prefer to use bicycles as a means of transportation for daily errands. The development of bicycle tourism requires bicycle mobility. More cyclists create the need for more prioritized investment in building bicycle infrastructure and improving existing

services (Gantar, Kočiš, & Pehnec, 2012). Cycling-related activities offer sustainable tourism opportunities in large cities and especially in rural areas, as they are environmentally sensitive, encourage the participation of local people, preserve and enhance cultural heritage (Uğuz & Özbek, 2019).

Since cycling is gaining importance day by day as a means of entertainment, recreation and transportation, a good analysis of the demand potential of bicycle tourism is critical for the future sustainability of the supply side (Brent W. Ritchie, 1998). In order to build a sustainable bicycle tourism infrastructure, regional bicycle route projects are being developed in some countries. One such project is the planning of bicycle routes to improve the socio-economic situation of the Srem region in the Danube-Serbia region. On this route there are numerous lakes, wine trails, monasteries and other tourist attractions. The project planned to provide the necessary services to cyclists, bicycle stations and rest areas, bicycle path markings, analysis of traffic safety, information about the route and tourist facilities (Bogdanović, Basarić, Ruškić, & Garunović, 2016). In Taiwan, bicycles are used as an environmentally friendly sustainable tourism tool and public investments in bicycle paths are increasing day by day. An investment budget of approximately 21 billion dollars has been allocated for 5 years, and bicycle facility models have been planned in 5 categories: transportation and facility type, non-physical type, natural landscape type, man-made landscape type, and earth type in order to provide sustainable transportation in natural areas according to environmental preference criteria (Chang & Chang, 2004). Infrastructure and bicycle-oriented practices are not only tourism products for visitors, but also create healthier, more economical and safer living spaces for local people (Pavione & Pezzetti, 2016), thus establishing an important link between bicycle tourism and sustainable lifestyle.

The Importance of Bicycle Sharing Systems in Cycling Tourism

The number of tourists who intend to cycle while on vacation and want to use urban bike sharing is considerably high. The tourists who enjoy cycling vacations and are happy to be in a bicycle-friendly country show great interest in the bike-sharing system (Kaplan, Manca, Nielsen, & Prato, 2015). In a study conducted in Teide National Park, the most visited national park in Spain, it was reported that 70% of visitors arrive by car and their attitude towards the implementation of a public bike-sharing system is positive. It was emphasized that this would improve the quality of their visits and make mobility management in national parks more sustainable (González, Román, & Marrero, 2018). Liu et al. (2018) stated that tourists benefited from bike-sharing systems in several dimensions such as escape, entertainment, aesthetics, and education.

Advanced bike-sharing systems require long bike lanes, bike stands, and parks, as well as innovative practices to increase the share of tourists and locals using bicycles for transportation (Roman & Roman, 2014). Global trends in bike-sharing systems provide guidance for new implementations. The characteristics of bike-sharing systems in Spain, the Netherlands, and Denmark are being taken into account to improve the systems in other countries. The bike-sharing system in the capital of Kazakhstan is in an effort to improve despite the problems faced by the country's bicycle infrastructure. The infrastructure required in bicycle parks in global examples has been designed with national patterns and modern bicycle lanes have been constructed, contributing to regional tourism (Mamrayeva & Tashenova, 2017).

Bike-sharing systems have been developing rapidly globally as they are more flexible and cost-effective than other transportation systems. The role these systems play in cities varies according to the type of users and their travel purposes, but there may also be variations in usage over time. As different types of users have different expectations,

different applications are required in high-density areas and in areas close to tourism destinations where separate bike lanes and paths are available for convenient use. Accordingly, bike-sharing systems should be supported by planning and policies to respond to changing user needs (Jain, Wang, Rose, & Johnson, 2018).

Bike-sharing systems are considered an environmentally friendly means of transportation and are thought to be a solution to air pollution and traffic jams. Most municipalities have been investing in these systems without a plan, as there is little research investigating their performance. In the planning process, the population of cities, tourism structure, number of bicycle stations per capita, traffic situation, length of bicycle lanes, temperature, and rainfall should also be considered (Bieliński, Kwapisz, & Wazna, 2019).

It is of great importance to effectively promote and manage bike-sharing systems in the context of tourism. Temporal and spatial analysis is possible with geographic information systems (GIS). Although there is a high demand for bike-sharing systems to improve local transportation, not enough attention has been paid to institutionalization. Effective management implementation models should be developed differently for each destination (Hashiguchi, Soshiroda, & Tsutsumi, 2013). Smart bike-sharing systems have become a new trend in China and appeal mostly to tourists.

The Economy of Cycling Tourism

A bicycle is an excellent tool that does not only improve the livability of cities, air quality, and public health but also creates economic value. Within the cycling economy, there are full-time jobs in 5 sub-sectors: sales and repair, manufacturing and wholesale, cycling infrastructure, cycling tourism, and cycling services. In most sectors, bicycle-related job figures are not directly available. It is estimated that more than 650,000 jobs in the EU are linked to cycling and that more than 400,000 new jobs could be created by a doubling of cycling use in the future. The cycling economy has advantages over other sectors, such as more local jobs, more jobs for lower-skilled workers, and also more jobs at lower investment costs. In addition to job creation, there are additional benefits of transportation by making cities more bicycle-friendly and reducing traffic on roads. Cycling as a means of transportation brings social benefits as well as economic growth (Blondiau, Van Zeebroeck, & Haubold, 2016).

The annual economic benefit of cycling in Europe is over 200 billion euros. The rate of European citizens preferring bicycles for transportation is around 10 percent. The economic benefits of cycling can be listed as saving on health expenditures, decreasing traffic jams, saving fuel, lowering CO₂ emissions, and reducing air pollution and noise pollution. It is noteworthy that health expenditure savings represent about 80 percent of the total benefits of cycling. The economic value of European cycling tourism is around 50 billion Euros (Küster & Blondel, 2013).

Different methods should be developed to quantify the existing benefits of cycling in areas such as health, employment, recreation, transportation, quality of life, and tourism. Identifying, monitoring, and categorizing bicycle use accurately are the key steps to understanding the economic effects associated with cycling. In order to calculate economic effects, models linked to industry, tourism, and recreational facilities are required. The benefits of health-related physical activity are self-evident. But cycling needs to be integrated into the physical activity of visitors and locals. Consumer spending and sponsor investment related to bicycle races, tours, and events are important components of cycling's economic effect (Linscheid, Bakshi, Tuck, & University of Minnesota Extension, 2013). Technical definitions that include more rigorous and consistent statistical measurements for cycling tourism are also

required (M. J. Lamont, 2009). Cycling is a valuable resource for sustainable tourism and sustainable economies. The interest in cycling has been steadily increasing thanks to its recreational aspects and usefulness. The bicycle has positive effects on sustainable development as it is less space-consuming, cheaper, beneficial for health and the environment, more efficient, and low-risk for short urban trips (Petrescu & Barna, 2013).

The Factors Affecting the Development of Cycling Tourism

With the potential to revitalize and diversify tourism for economic development in rural areas, infrastructure planning and information sharing are key elements in cycling tourism. In a study conducted in New Zealand on cycling tourists, it was reported that cycling tourists spend a significant amount of time and money on travel and spending attitudes, infrastructure use and length of stay. It was observed that a significant number of the participants drew attention to infrastructure deficiencies (B. W. Ritchie & Hall, 1999). Cycling tourism is one of the popular physical activities for sports tourists, the physical environment plays an important role for cyclists and the condition of bicycle paths becomes decisive in the preference of cyclists. Factors such as safety, lighting, lane design, landscaping and environmental cleanliness are at the forefront of cyclists' perception of environmental quality. Improving these factors increases the number of cyclist trips and the recreational benefits of cycling (Yeh, Lin, Hsiao, & Huang, 2019).

The expectations of bicycle users are of great importance for the development of sustainable urban cycling transportation and cycling tourism. The most common purpose of cycling in the city is to keep fit. In general, cyclists believe that cycling every day is beneficial for maintaining physical and mental health. Cycling tourism is a great opportunity for the development of rural areas. Local governments, tourism agencies and different cycling organizations should promote cycling tourism for its economic, physiological, social and environmental benefits. Identify and develop cycling routes that attract visitors. Bicycle lanes, bicycle parks, bicycle route maps, road signage, and water, toilet and recreational facilities should be planned along the routes (Esguerra, 2013). Favorable climatic conditions, bicycle-friendly facilities, bicycle lanes and sidewalks are the most important determinants of cycling tourism attractiveness. In addition, it is important to provide market and shopping facilities on all designated bicycle routes (Lee & Huang, 2014).

With the acceleration of environmental activities and increasing awareness of sustainable development, cycling and related tourism activities have become a popular travel mode. Cycling tourism, which includes tourism industry, bicycle supply and manufacturing, recreation area, land planning and tourism marketing, requires harmonized efforts in demand and supply. Green industry and green practices that can be applied throughout the country can be combined with cycling tourism in a combination. The success of cycling tourism depends on social, environmental, industrial and political factors (Chang & Chang, 2003). Protected natural areas of high interest to cycling visitors can be organized as nature-based tourism destinations in today's world and in a sustainable way (Navrátil, Knotek, Pícha, & Fialová, 2015).

Cycling tourism is a growing niche tourism market with potential economic, social and environmental consequences for individual participants and host communities. However, the heterogeneity, motivation and behavior patterns of this market should be well analyzed. Travel motivations have significant effects on individuals' cycling behavior (Brent W. Ritchie, Tkaczynski, & Faulks, 2010). In the development process of cycling tourism, the decision processes of those who prefer to travel by bicycle in their leisure time should be meticulously examined. In this

process, two vital constructs in cycling tourism, namely environmental attachment and environmental behavior, play an important role. Attitudes, subjective norms and positive expectations influence the desires and behaviors of cycling travelers (Meng & Han, 2016). Cycling events such as tours, festivals and races increase the interest of cycling enthusiasts in destinations, and then these destinations are promoted through recommendation and destination image is strengthened (Uğuz & Özbek, 2019).

The applicability of the logistics system of tourism destinations to the cycling tourism market is an important issue and requires compatibility with the needs of cycling tourists (Slavić, 2017). In order to ensure tourist satisfaction, a cycling tourism destination should have different characteristics and be compatible with the cycling tour and recreational cycling experience. The provision of emergency services, especially the provision of safety and signage services, and the quality of bicycle lanes are among the most important criteria affecting overall satisfaction. Cycling for recreation, leisure and tourism is experiencing a resurgence worldwide. With good destination management, cycling tours and recreational cycling activities can be increased. Multi-functional businesses and markets along specific bicycle routes, visible signage and information signage for bicycle routes in cooperation with the government and private sector will contribute to the development of cycling tourism and attract high-income cyclists to the destination (Lee, 2014).

Policies designed to enhance cycling tourism can also have an impact on more mundane activities, such as encouraging and facilitating the use of cycling as a means of transportation that appeals to a wider range of social groups and is integrated with public transport. Applications such as mapping, routing guides and global positioning systems (GPS) make it easier for cyclists to travel (Cox, 2012). Lee et al. (2014) stated that the most important features that determine the attractiveness of a cycling tourism destination are food and beverage service, favorable climate, organized bicycle routes and suitable accommodation facilities (M. Lamont, 2009). Cycling tourism has recently become an important niche tourism market and is growing with the increasing awareness of the need for sustainable development. However, integrated systems are needed to use cycling more effectively in the transportation system. Cycling tourists expect bicycle parking, shuttle services, and integrated bicycle-rail transportation services (Chen & Cheng, 2016). Models specific to cycling tourism that are adapted to other tourism systems can be developed. For independent cycling tourists, the destination concept is variable and different transit routes can be created for these tourists (Lamont, 2009). Neighboring countries can work together to develop cycling tourism (Lee & Huang, 2014).

Cycling is seen as a critical component of sustainable urban transportation. It is important to link a recreational or quality of life approach to increasing cycling with a more mainstream transportation approach in urban areas. Effective practices are needed to educate local stakeholders on the importance of cycling to support economic development and enhance tourism (McAndrews, Tabatabaie, & Litt, 2018). Infrastructure and bicycle-oriented practices create not only tourism products for visitors, but also healthier, more economical and safer living spaces. In this respect, integrated projects involving all stakeholders of the region are required at the policy level (Pavione & Pezzetti, 2016).

Conclusion and Implications

In this study, cycling tourism, which is one of the special interest tourism types whose importance has been increasing more and more in global tourism, has been discussed and its importance in different dimensions has also

been emphasized from a conceptual point of view. It is stated that bicycle tourism is growing faster than other types of tourism in the world and bicycle tourism has a special importance within the scope of sustainable tourism. In this context, the critical role of Bicycle Sharing Systems for both local people and tourists, the economic contributions of cycling tourism at the local and national levels, and the factors affecting the development of this type of tourism have been revealed through a systematic literature review method.

Tourism movements have recently changed from mass tourism to experience culture, and new tourism products such as cycling tourism, which is called environmentally friendly, soft and sustainable tourism, have emerged. Today, cycling tourism is an original tourism product with a strong experiential value, as cycling represents an environmentally responsible and conscious attitude towards the environment and is an indicator of a certain lifestyle. Cycling tourism is a tangible expression of sustainable tourism, which includes more sustainable forms of vacation that allow limited consumption of natural resources, build strong ties with local culture and traditions. The development of cycling tourism as a form of urban sustainable tourism has been achieved through improved infrastructure and facilities for tourists. The development of urban cycling tourism is directly proportional to the development of local cycling culture and is intertwined with the daily cycling of local people. More cyclists create the need for more investment in building cycling infrastructure and improving existing products. The number of tourists who intend to cycle while on vacation and want to use urban bikesharing is high. Accordingly, bike sharing systems should be supported by planning and policies to respond to changing user needs.

Since cycling tourism is a great opportunity for the development of rural areas, local governments, tourism agencies and different cycling organizations should promote cycling tourism for its economic, physiological, social and environmental benefits. Identify and develop cycling routes that attract visitors. Bicycle lanes, bicycle parks, bicycle route maps, road signage and water, toilet and rest facilities along the routes should be planned. Favorable climatic conditions, bicycle-friendly facilities, bicycle paths and sidewalks are the most important determinants of cycling tourism attractiveness. Natural parks are areas where local and foreign tourists can participate in ecotourism activities with their cultural and natural landscape potential. Green industry and green practices that can be applied throughout the country can be combined with cycling tourism in a combination. Policies designed to develop cycling tourism can encourage cycling to appeal to a wider range of social groups and to be used as a means of transportation integrated with public transport. Models specific to cycling tourism that are adapted to other tourism systems can be developed. At the policy level, integrated projects involving all stakeholders of the region are needed.

Cycling tourism, which has been discussed in a conceptual framework, should be supported by field studies by collecting data from local people, other stakeholders, and cycling tourists. Learning the motivations and expectations of cycling tourists, on the other hand, determining the perceptions, attitudes, and behaviors of destination managers regarding cycling tourism could be prioritized for future research.

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All authors of the article contribute equally to the article process. The authors have no conflict of interest to declare.

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