

**Interreg
Europe**



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CYCLING WATERWAYS

The potential of cycling in connecting rural areas

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“Investments in cycling infrastructure need to be at the core of European rural development efforts. It is the most effective, green and economical solution to tackle insufficient connectivity within rural areas and with neighbouring destinations, such as urban centres.”

Florence Grégoire, Jonathan Hirschhäuser, Ed Lancaster, *Far from the Madding Crowd: Cycling and Rural Development*
Wednesday, February 10, 2021

https://pro.eurovelo.com/news/2021-02-10_far-from-the-madding-crowd-cycling-and-rural-development

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Rural areas and the car dependent society

In recent decades, people living in rural areas have become more and more **dependent on their connections to larger urban centres** due to sharp decreases in the quality and quantity of local services. Local institutions such as schools, associations, businesses, shops and other service providers are increasingly moving out of rural areas.

Between 50 and 63 % of all commutes in rural areas remain less than 5 km. Such distances offer **high transformational potential towards the bicycle** and the rising acceptance and popularity of e-bikes in many EU countries underscores this potential.

To increase the connectivity of rural areas, the European Cyclists' Federation (ECF) therefore advocates to improve local infrastructure through a combination of, **first**, improved bicycle infrastructure and reduced speeds limits; **second**, a re-introduction and expansion of public transport; and **third**, the consequent utilisation of the intermodal synergies between bicycling and public transport.

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Cycle tourism and local communities

Cycling tourism offers great potential for rural areas to benefit economically and to create the **sense of community between locals and tourists** alike.

In 2020, the cycling tourism sector in Europe, already estimated at **44 billion euros** back in 2012 according to a study commissioned by the European Parliament, has seen numbers rise all over the continent.

Investing in cycling tourism (e.g. through investing in cycling infrastructure) helps communities in rural areas to adapt to current and future environmental challenges through **diversifying and increasing local incomes, creating a sense of community and increasing the connectivity of rural areas**. At the same time, cycling tourism in combination with public transport offers significant potential to mitigate the environmental impact of the tourism sector overall.

Long-distance cycle routes can turn single, scattered villages into **linear interconnected settlements**, providing new identities to ancient territories in crisis today.

Cycling mobility can provide safe and healthy connections in rural areas **using existing infrastructures**.

Linear infrastructures like canals, railways, ancient roads, riverbanks, etc., **shape rural landscapes**.

Small buildings serve these infrastructures all along their extension; nowadays, they can host **services and rest points** for inhabitants and cycle tourists.

**Connecting rural
areas with
existing
infrastructures**



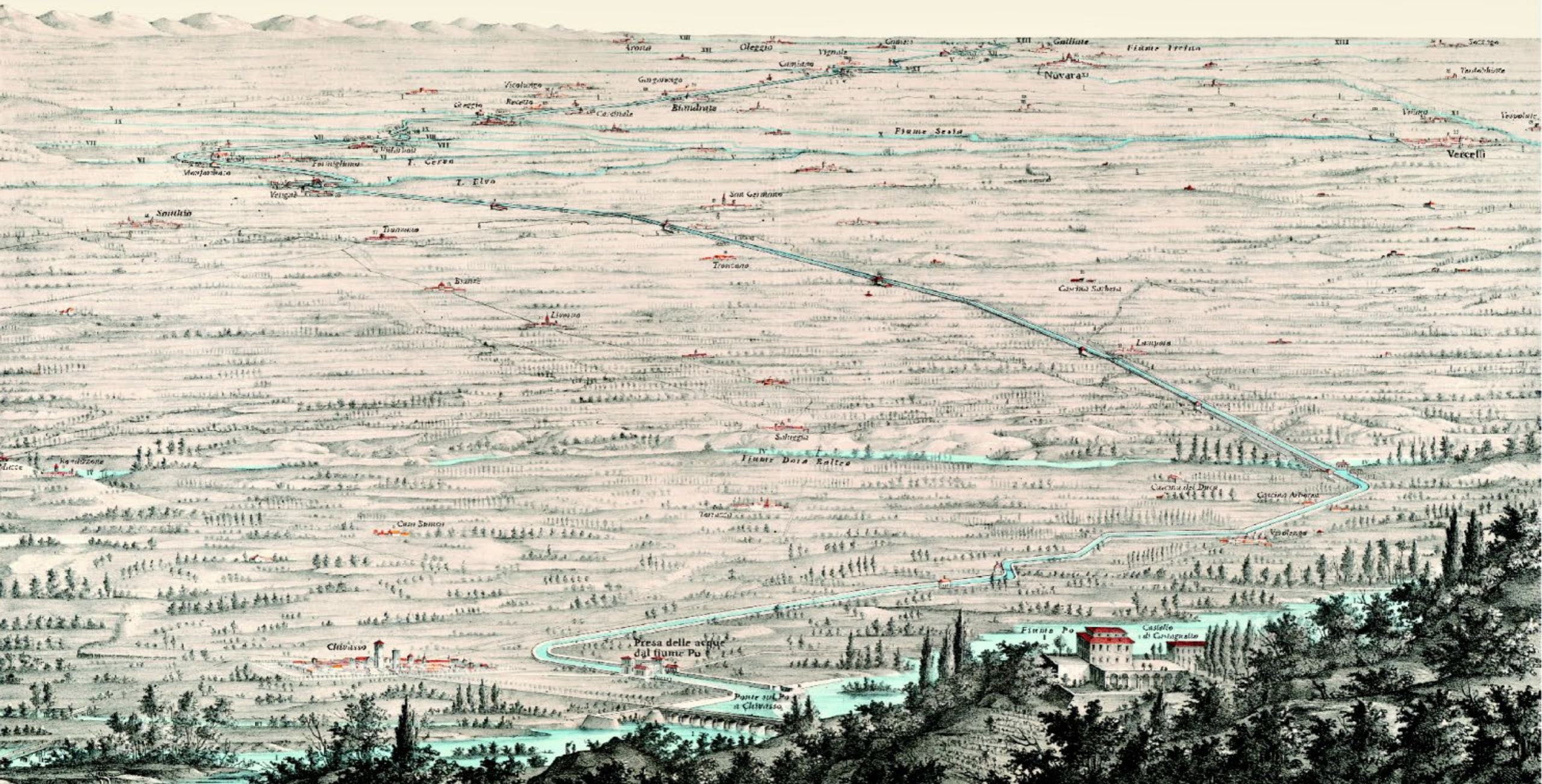
The multiple roles of historical infrastructures

- safe paths
- connection between small rural settlements
- linear monuments
- devices of territorial identity
- geographical architectures



Long-distance cycle routes and historical infrastructures: the project of the Cavour Canal cycle route

VEDUTA PROSPETTIVA
del
CANALE del CAVOUR





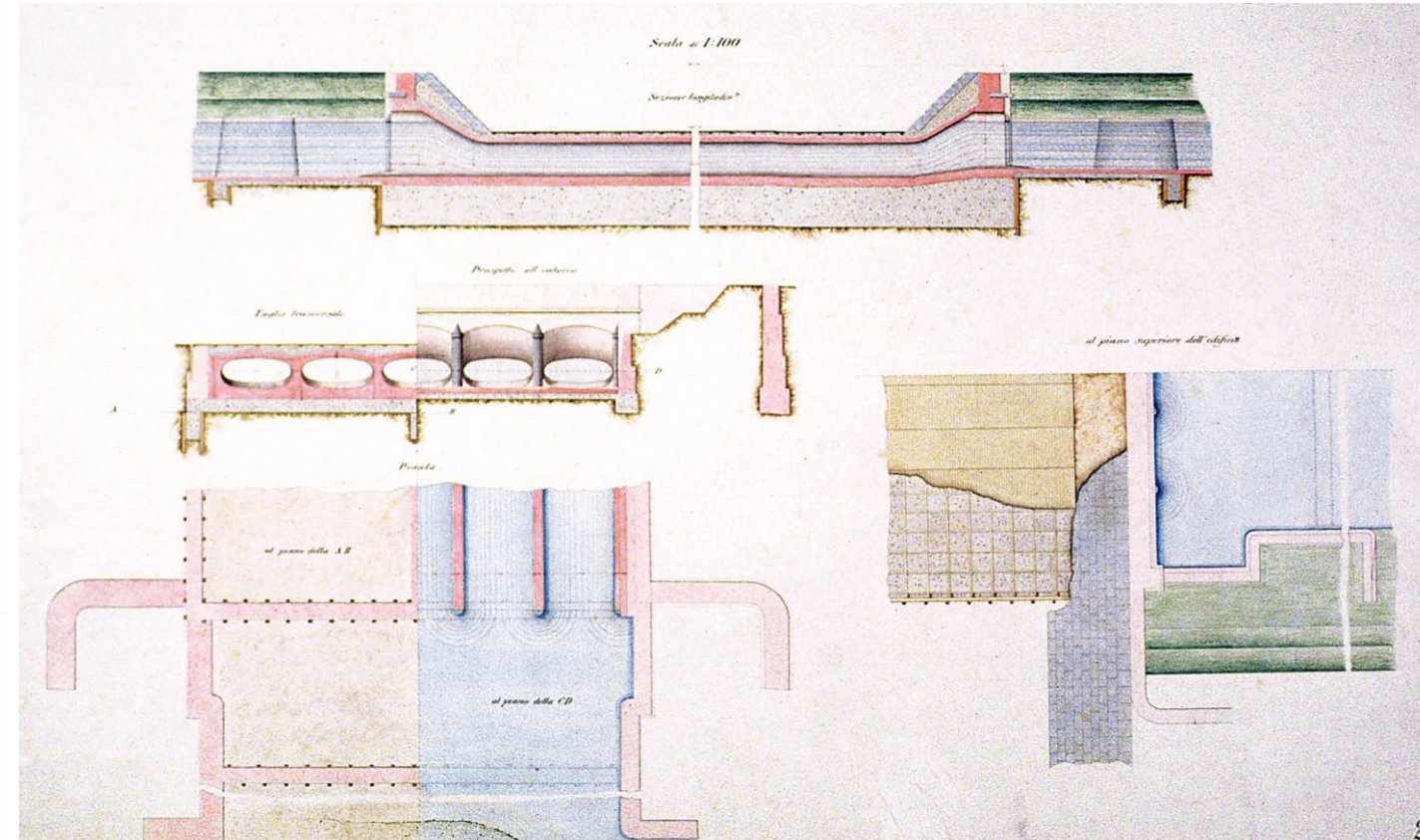
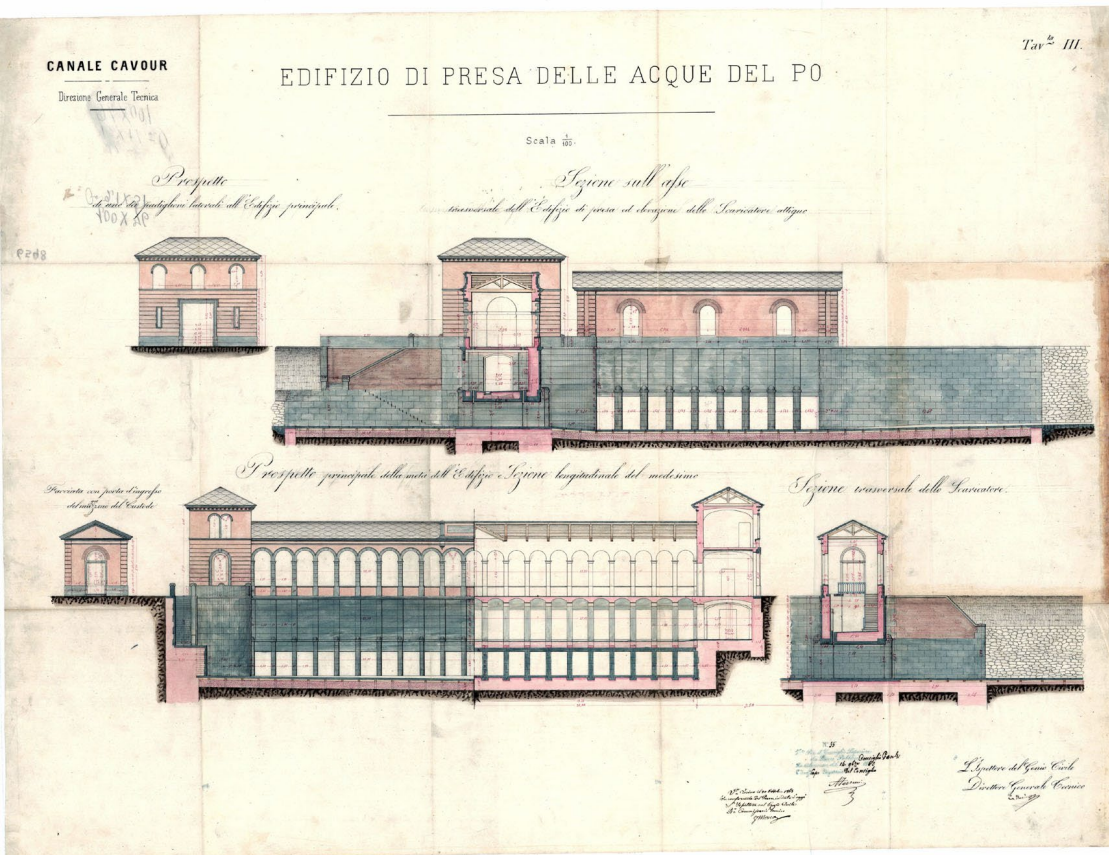






CANALE CAVOUR





The project of the Canal

Cavour Canal, *Intake building*, project original drawing

Cavour Canal, *Siphon*, project original drawing

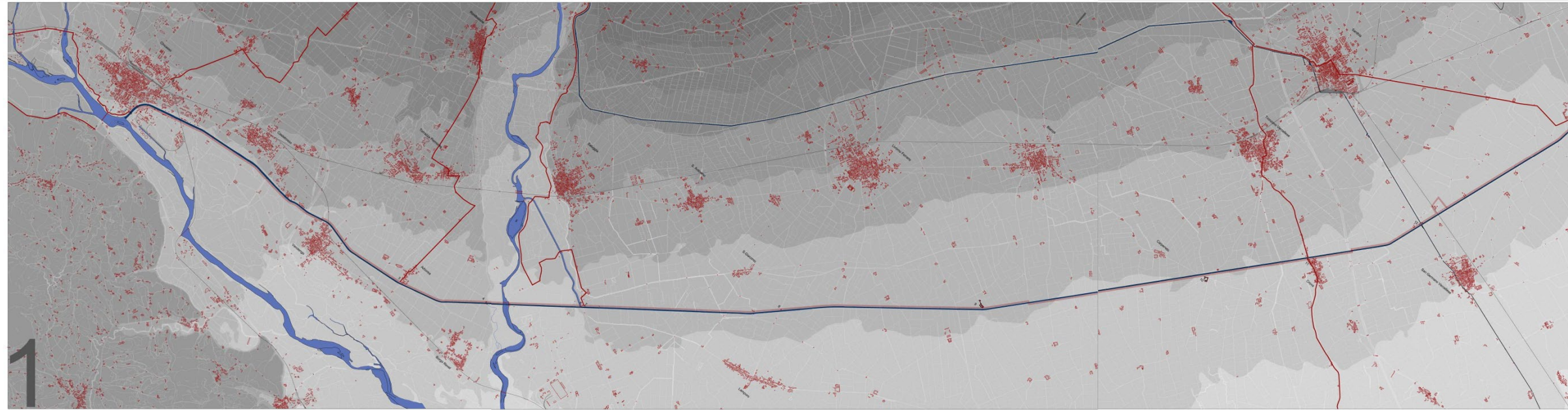


Fig. 20a. Planimetria di progetto del tracciato della ciclostrada del Canale Cavour. Tratto Chivasso - Saluggia.

30

Fig. 20b. Planimetria di progetto del tracciato della ciclostrada del Canale Cavour. Tratto Saluggia - Brianza.

31

to del tracciato della ciclostrada del Canale Cavour. Tratto Brianza - Vettignè.

32

The project of the cycle route

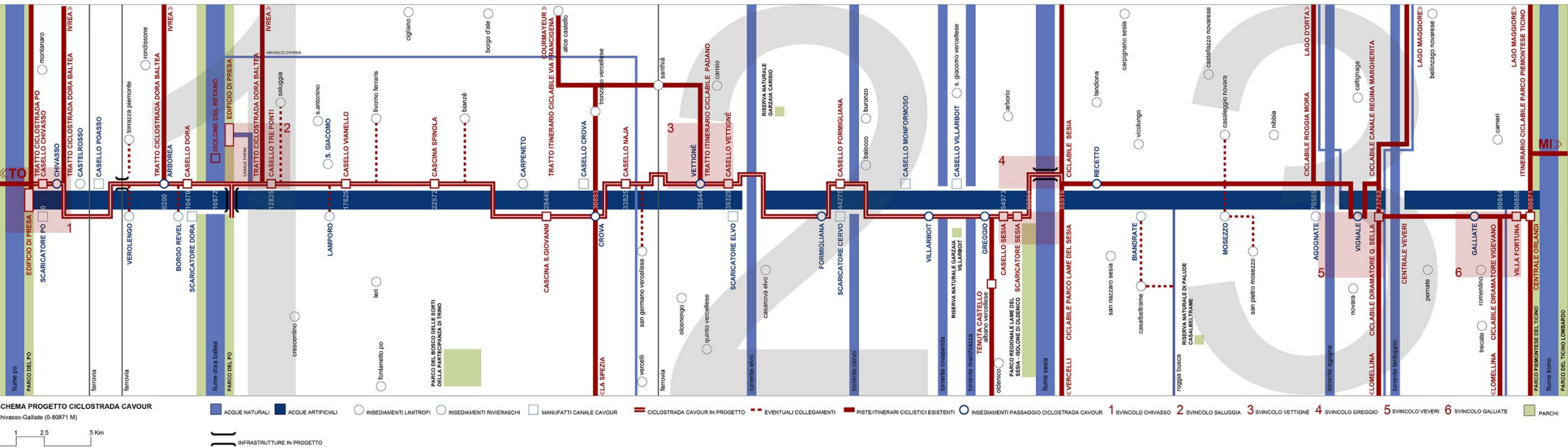
"System of practicability and use of the Cavour Canal in connection with the surrounding territorial resources, the Province of Turin, the Piedmontese provinces involved, and the areas of the Navigli Lombardi," financed with a research contract stipulated between the Department of Architectural Design and Industrial Design of the Polytechnic of Turin and the management body of the Turin section of the Po Park. Research group: C. Ocelli, R. Palma, M. Sassone. September 2010 – January 2011.



The project of the cycle route

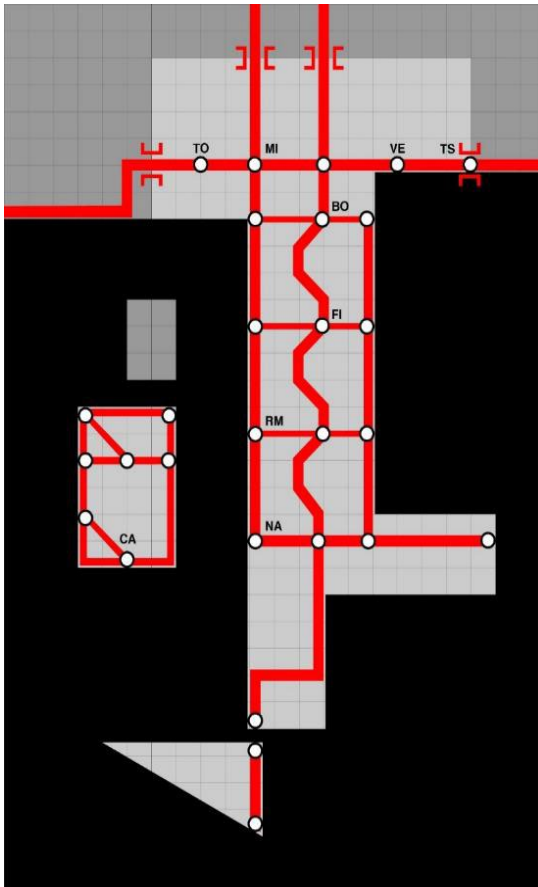
The Euro Velo network of European cycle routes.

The cycle route of the Cavour Canal territorial scheme.

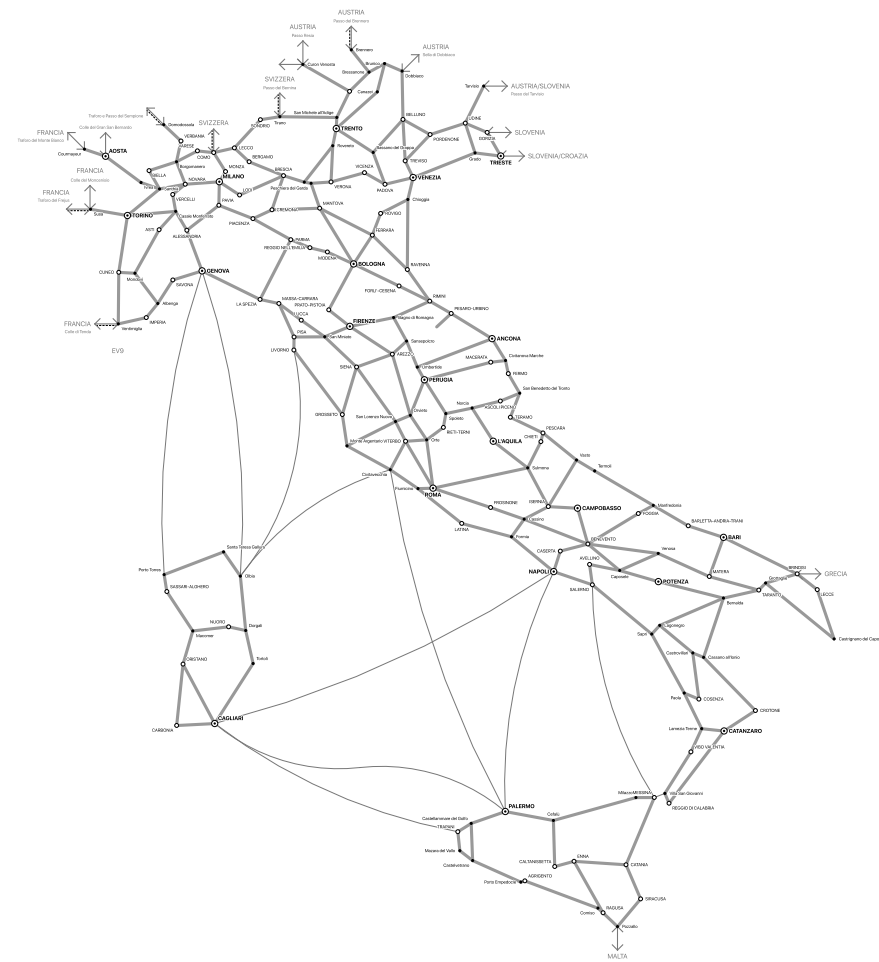
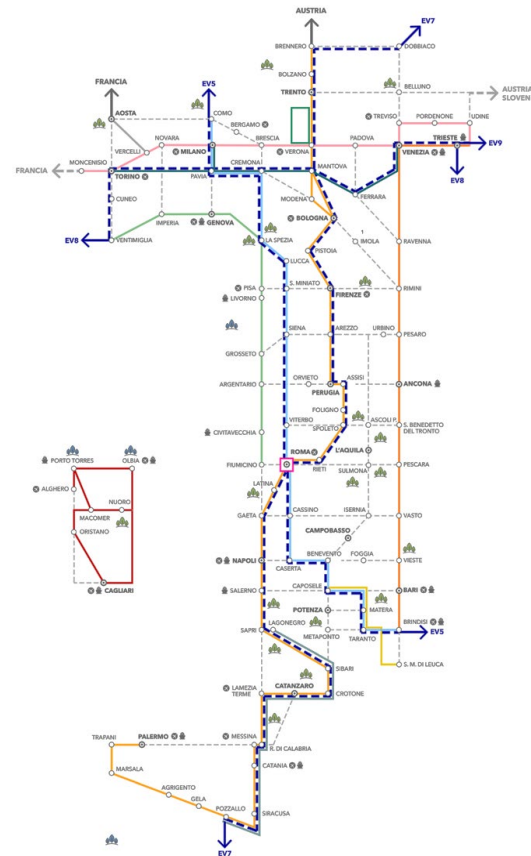


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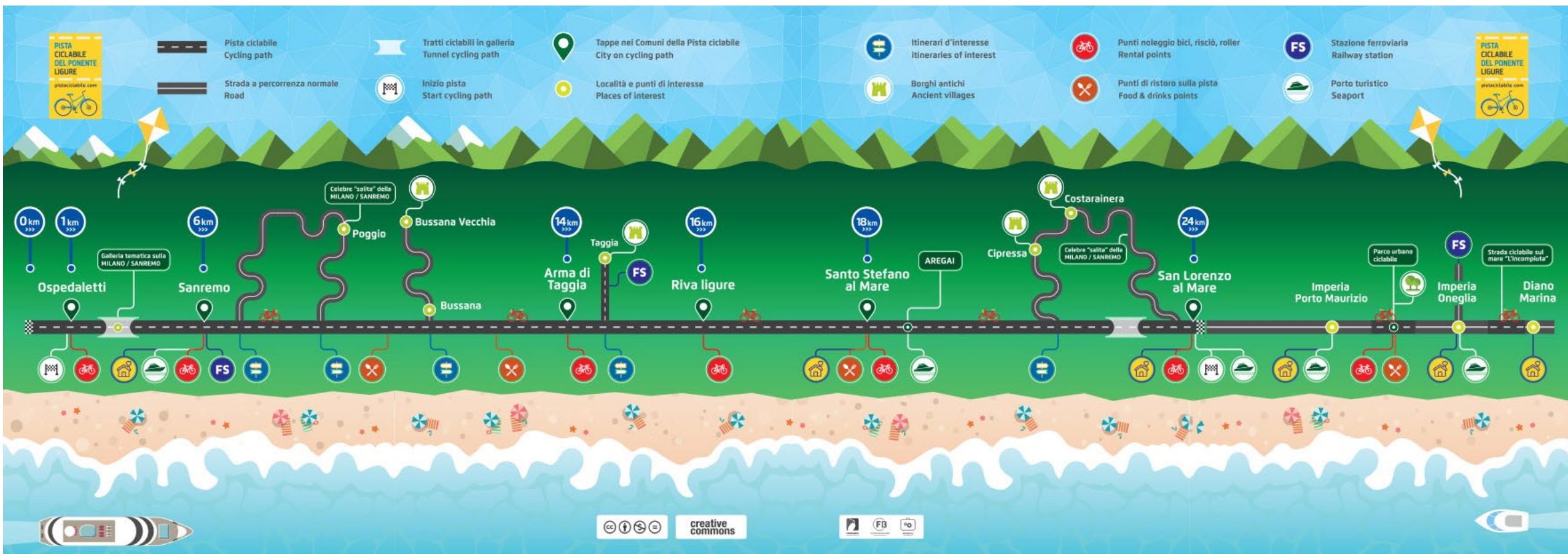
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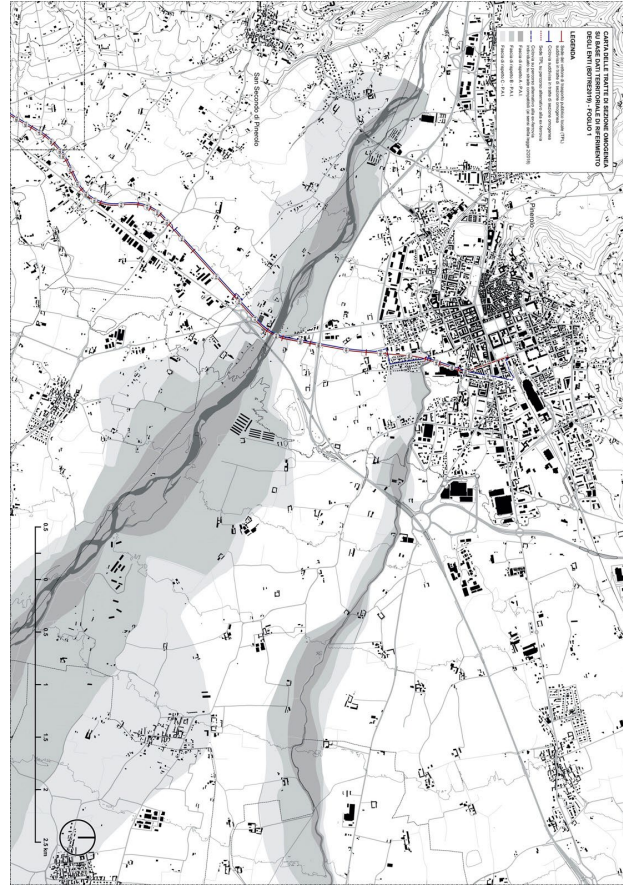
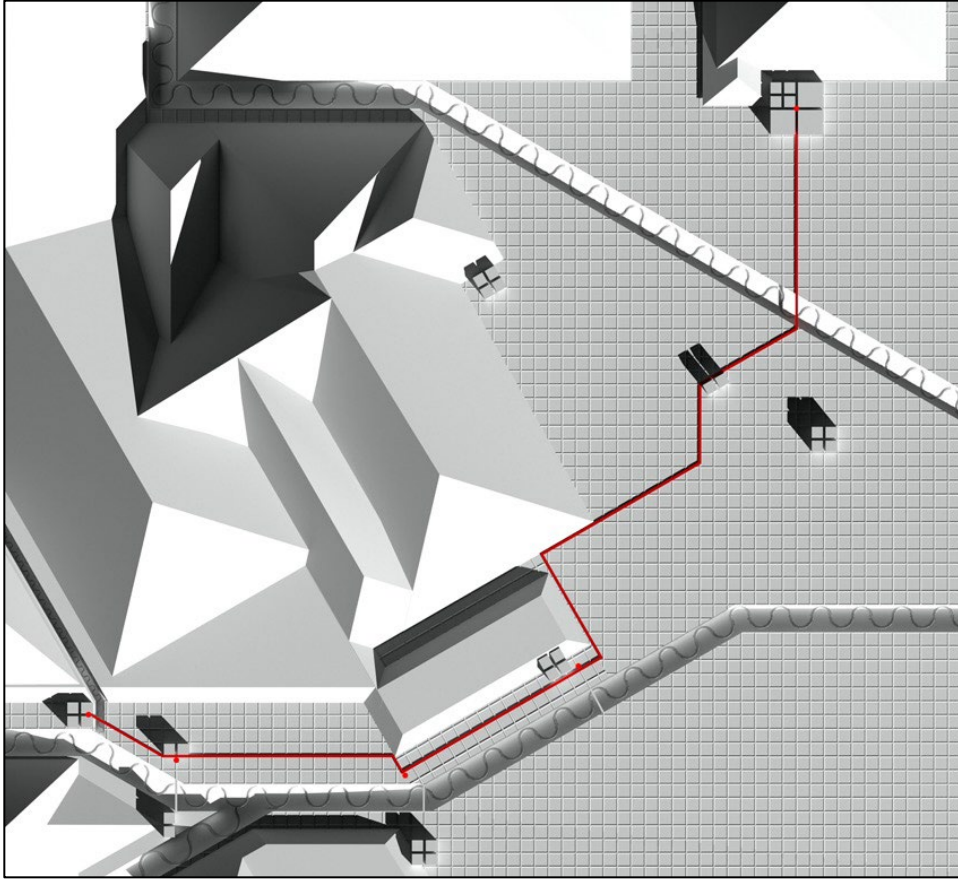
Studies for the National Cycling Mobility Plan



Institutional collaboration agreement under art. 15 of law 241/1990 and subsequent amendments between the Ministry of Infrastructure and Transport, the University of Cagliari, and the Polytechnic of Turin, aimed at identifying the network of cycle paths of national interest and identifying existing infrastructures for cycling purposes and the criteria for their recovery in compliance with their values and architectural and monumental. July 2019 – March 2022.

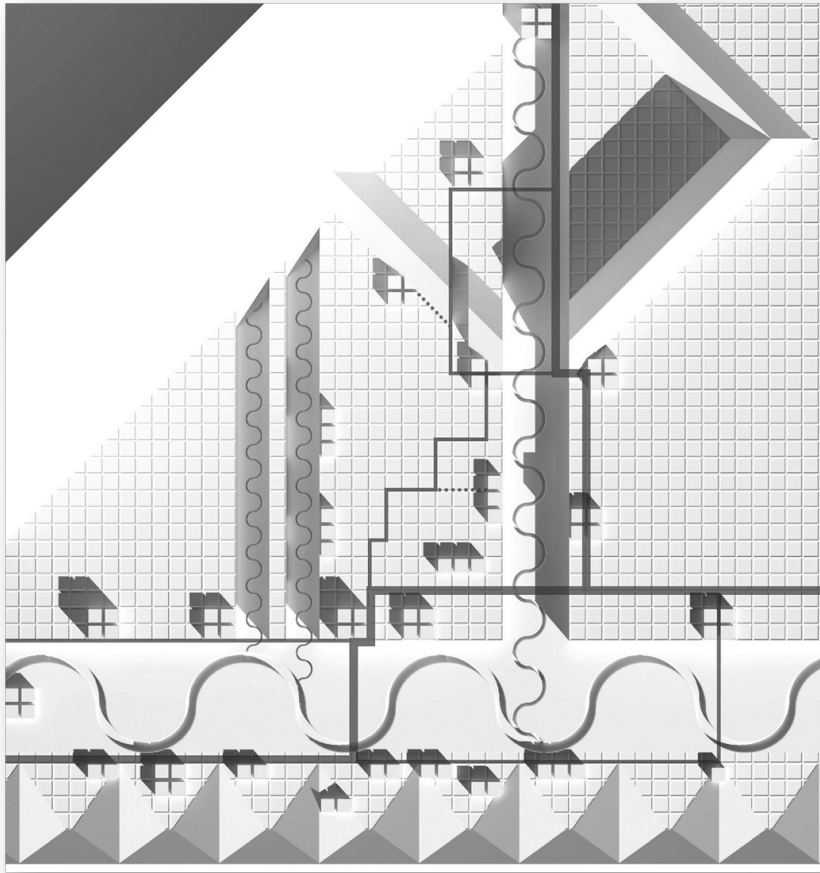
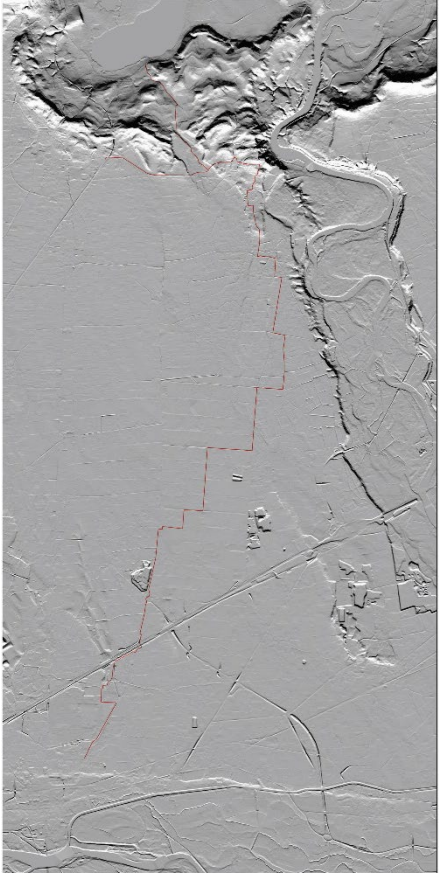


Long-distance cycle routes and historical infrastructures:
 Reconversion of the Pinerolo – Torre Pellice railroad in cycle route and electric bus track



Cycle route + Electric bus

"Service provision contract between Unione Montana del Pinerolese and the Polytechnic of Turin - Department of Architecture and Design, for the technical and economic feasibility study for the design of a cycle path and a location for an electric bus along the Pinerolo railway line – Torre Pellice within the framework of regional cycle-pedestrian mobility networks." October 2020 – February 2021.



Cycle route

"Technical and economic feasibility study of cycle paths in the municipal area of Mazzè for internal mobility and tourist development in coherence with cycle paths already in development in the regional and supra-regional territory" financed by a research contract stipulated between the Department of Architecture and Design of the Polytechnic of Turin and the Municipality of Mazzè (TO). December 2017 - March 2018

Cycling Waterways

Advisory Partner: Politecnico di Torino
Lead Partner: Ayuntamiento de Zaragoza
Scientific Coordinator: Prof. Riccardo Palma
Dates April 2024 - March 2028



€
1,58m
TOTAL

6
EUROPEAN
COUNTRIES

Cycling Waterways aims to develop policies that actively foster the co-functionalization of waterways to promote sustainable mobility.

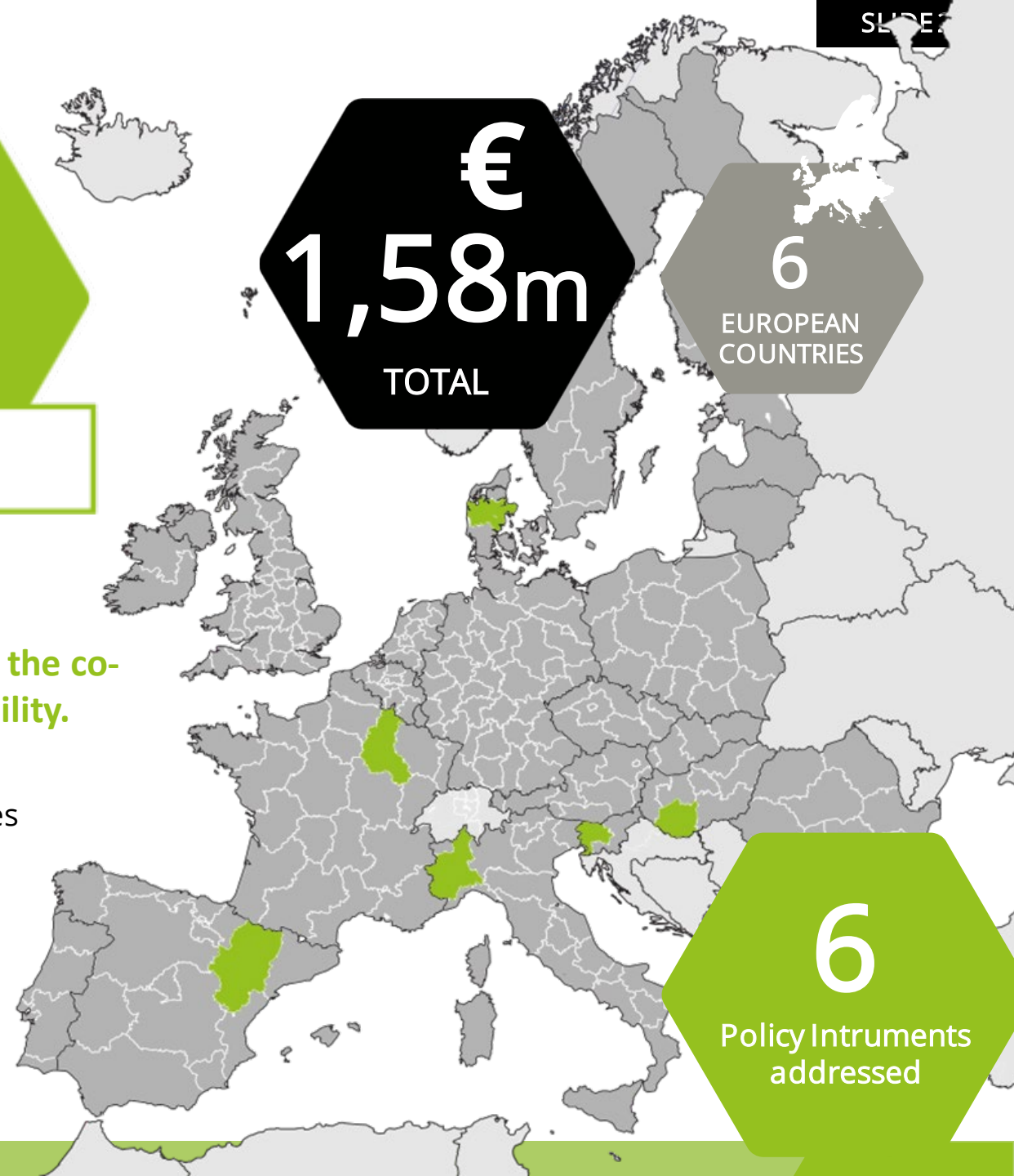
Interreg Europe supports the identification and transfer of good practices among EU regions in order to

improve regional development policies

Helps policy makers to find new solutions to their challenges

- Primarily dedicated to **public authorities**
- Focus on **exchange of experience**

6
Policy Instruments
addressed



Partnership and objectives

Zaragoza City Council

Policy Instrument: Bicycle Master Plan of Zaragoza
Objective: Explore the potential of the waterways for connecting the city centre with the rural neighborhoods

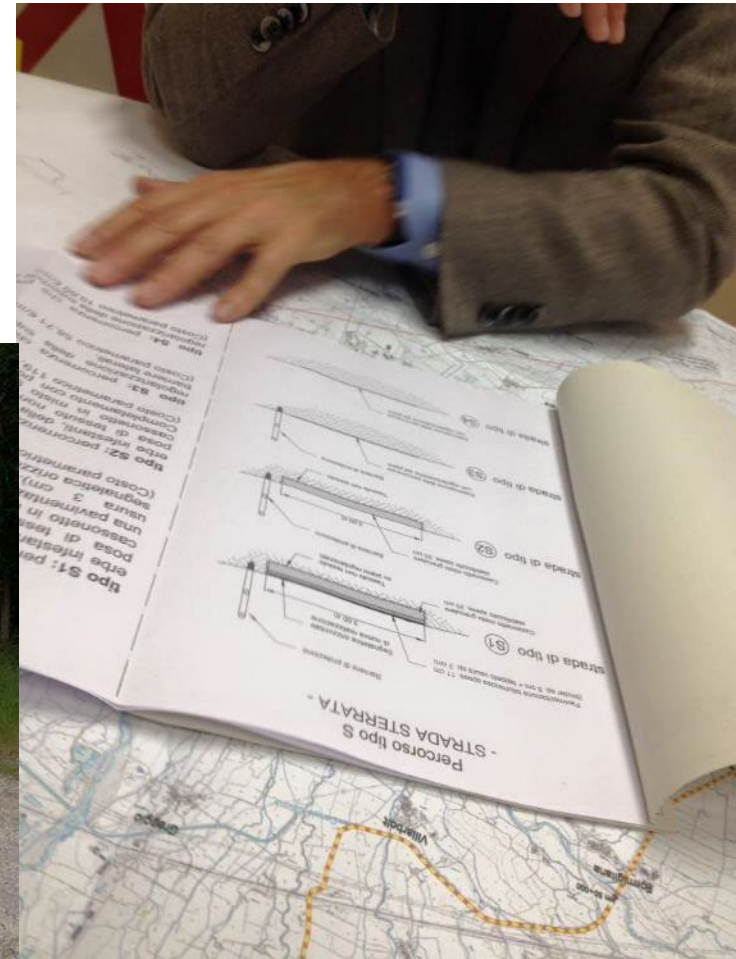


Partnership and objectives

West Sesia Irrigation Association/Regione Piemonte

Policy Instrument: Piedmont Region ERDF
Priority III (€40 M) promotes cycling mobility as a driver of urban mobility systems in the near future, aligning with the Regional Mobility and Transport Plan, the Regional Air Quality Plan, and anticipating the Regional Cycling Mobility Plan.

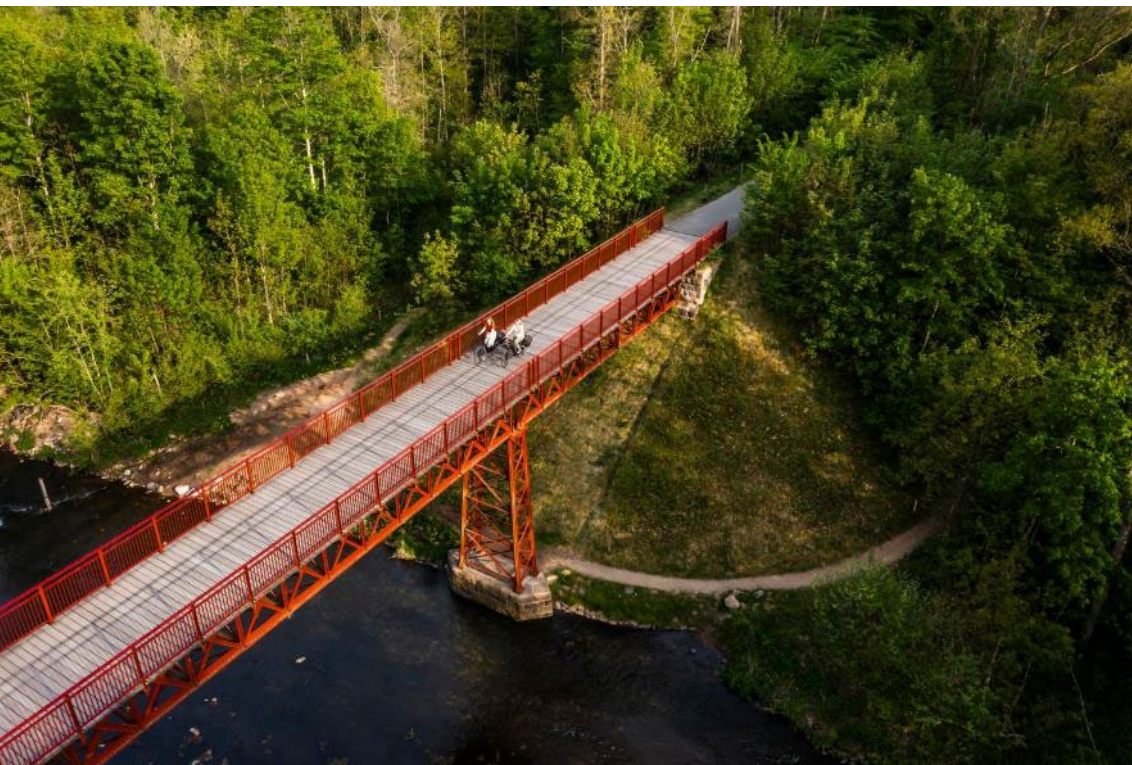
Objective: Unblock the potential
of the water channels system



Partnership and objectives

Destination Kystlandet

Policy Instrument: Kystlandets Tourism Development Plan
Objective: Infrastructure development, co-utilization for tourism and local mobility, and sustainability in municipal connections.



Partnership and objectives

BSC, Business support
centre L.t.d., Kranj

Policy Instrument: Regional Development Program of
Gorenjska Region 2021-2027

Objective: Sustainable Mobility applied to Tourism



Partnership and objectives

Regional Development Agency South-West Oltenia

Policy Instrument: South-West Oltenia Regional
Development Plan 2021-2027

Objective: Priority 4 - Sustainable urban mobility, specifically
Action 1 - Support for sustainable urban transport.



Sharing solutions for
better regional policies



REGIO-MOB

*Interregional Learning Towards
Sustainable Mobility*

*Action Plan
for the South West Oltenia Region*



Partnership and objectives

Ardenne Metropole

Policy Instrument: Ardenne Metropole Cycling Program
Objective: Unlock potential projects to enhance daily mobility, including improving services such as self-service bicycles, secure parking, and bicycle service areas.



Thank you!

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