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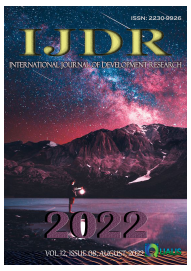

RESEARCH ARTICLE OPEN ACCESS

MOBILITIES OF CYCLE TRAVELERS IN SLOW TRAVEL

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ABSTRACT

Changes in the design of cities, prioritizing pedestrians and implementing infrastructure for the adoption of bicycles as a means of transport, have fostered cycle tourism. Therefore, concepts defined and discussed until now for the tourist activity about spaces and places no longer apply. Thus, from the analysis of the studies, discussions anda concepts of Gehl (architecture), Santos (geography) and Kant (philosophy), in addition to online quantitative research in Portuguese, English and Spanish with South and North American and European cyclists, it was verified slow travel is the best alternative for reflection in the development of studies relating space, place and bike paths. This is because the essence of slow travel is terrestrial, slower and considers the tourist experience from home to destination and during their stay at the destination. In addition, the research found similarities in the mobility behavior of South and North American and European cyclists, differing only in the transport used to start the travel by bicycle when it does not start in a place close to the city of residence or in the same country/continent. And in this case, South Americans use buses more, North Americans use planes and Europeans use trains.

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INTRODUCTION

Space is considered the place where society produces, builds. Based on it, society is defined, as space is "the result of production, a result of its history" (Santos, 2014, p. 68). Space is also identified as the synergy of things, geographical, natural and artificial objects, and society (Santos, 2014).

> On the one hand, a set of geographical objects distributed over the territory, its geographical configuration or its spatial configuration and the way in which these objects appear to our eyes, in their visible continuity, that is, the landscape; on the other hand, what gives life to these objects, their active principle, that is, all the representative social processes of a society at a given moment (Santos, 2014, p.12).

For Santos (2014), space is the sum of physical (natural or artificial) and social (behavior and functions that society attributes to physical elements) elements present in the territory. Considering that cycling takes place between urban areas or not, the space covered differs between dispositions and types of buildings and architecture. In addition, the cycle traveler spends the night in a locality. Therefore, the importance of understanding the space outside the buildings and bringing related concepts. Gehl (2015) presents common areas of the city (streets and squares) as a space of smooth transition, areas where people walk when they are in the city, where they see facades and buildings, where one enters and leaves the buildings, where life inside the buildings interacts with outdoor life. The author explains that the "street signals movement – 'please go ahead' -, psychologically the square signals permanence" (Gehl, 2015, p. 38). About transition spaces:

> The city's transitional spaces limit the visual field and define the individual space. These transitions crucially contribute to the spatial experience and awareness of individual space as place [...]. The transition space along the ground floors is also an area where the entrance doors and exchange points between interior and exterior are located. Transitions provide an opportunity for city life. It is the area where the activities carried out inside the buildings can be taken outside, to the common space of the city (Gehl, 2015, p. 75).

The cycle traveler, when staying in a city, has the opportunity to get to know it. Thus, transition spaces happen along the cycle trip and are part of it, it occurs when the cycle traveler experiences experiences provided by the bicycle trip. For understanding, Caruso (2015, p. 138) is cited. She and her husband stayed on couchsurfing (social network for free accommodation offered over the internet) in the city of Villeneuve-Avignon, France. In an excerpt from her report, she says that they were invited by the hostess to participate in her Tai Chi Chuan class: "on the sand of the beach. Barefoot, in silence, bundled up, feeling the cold wind on our face to the sound of the ocean waves, we made some movements imitating Frida [hostess]".

At another time, in the city of Barcelona, Spain, he said he had arranged to meet the host at Plaza de Catalunya. She describes:

> We wait for Ivan [host] sitting literally in the center of the square, and keeping an eye on the movement of people: students, tourists, workers, children, elderly people, people with dogs, bicycles, scooters, babies in arms and many pigeons, hundreds of them [...]. There were people selling corn to attract them (Caruso, 2015, p. 38).

Gehl (2015, p. 82) states that some people combine activities, such as drinking coffee and enjoying the sun, with the "opportunity to follow life on the street". Cycling, as it is a slower trip, allows the cycle traveler to experience the cultural and social dynamics of the societies through which he passes, and to enjoy, from the senses, the space in his surroundings.

In the philosophical sphere, Kant (1989, p.64) explains:

> Space is not an empirical concept, extracted from external experiences. Indeed, for certain sensations to be related to something external to me (that is, to something situated in another place in space, different from the one in which I find myself) and also for me to be able to represent them as external [and alongside] one another, therefore not only distinct, but in different places, the foundation of the notion of space is already required.

Kant (1989, p. 65) explains that space is an a priori transcendental[1] datum present in the individual, a concept that helps us to know through 'transcendental aesthetics' and 'transcendental logic'. Therefore, its revolution is compared to the Copernican one, given the proposal to move the subject of knowledge to the center, thereby regulating knowledge, and no longer being regulated by the nature of the object as an operator of what is known. Therefore, it justifies that one can only have "the representation of a single space" and when one speaks of "several spaces", it refers to "parts of one and the same space". For Kant (1989), space is one and is previously given to the individual. And, the objects external to this individual are composed of places in space in "geometric proportions" (Kant, 1989, p. 65). The various places cited by Kant (1989) exist simultaneously in space. In relation to his theory, it is said that the cycle traveler travels through a single space determined a priori by his understanding because, regardless of where he is in the world and the objects for which he will find himself in that same world, space is one. Therefore, it is only a place insofar as it is known from a previous condition in the subject (a priori) that determines, from pure forms, what the understanding is made possible to know. In agreement, Santos (2014, p. 15), from the geographical point of view, states that one should consider "space as a totality" and it is possible to "divide it into parts". For the author, there are several possibilities of dividing spaces, being 'the elements of space' one of them. Santos (2014) lists five elements that constitute space. Rodrigues (1992), presents them adapted to tourism (Table 1).

In addition to the elements of space, Santos (2014, p. 69) determines four spatio-temporal structures: (1) forms: "it is the visible aspect of a thing", it is "an ordered arrangement of objects, in a pattern". It may or may not cover more than one function; (2) function: "expected activity of a form, person, institution or thing"; (3) structure: interrelation of all "parts of a whole, mode of organization or construction"; (4) process: continuous action "towards any result, implying concepts of time (continuity) and change". These structural elements, present in the space, can be perceived in tourist spaces, each with different values depending on the place to which it is inserted (Santos, 2014). Thus, it can be considered that tourists and residents perceive different values in some of the structural elements.

Table 1. Elements of space

Element	Santos	Rodrigues
Men	Space elements, whether as job providers, workers, youth, unemployed or non-employed.	Tourist demand, local community and individuals responsible for the functioning of the other elements.
Firms	Their function is to produce goods, services and ideas.	"accommodation services, food, travel agencies and operators", means of transport companies, in addition to "promotion and commercialization systems of all kinds and at different scales, including marketing and advertising companies" (Rodrigues, 1992, p. 66).
Institutions	They produce norms, orders and legitimations.	The superstructure. The following are mentioned: World Tourism Organization (WTO), International Air Transport Association (IATA), Ministry of Tourism (MTur) and Brazilian Institute of Tourism (EMBRATUR).
Infrastructure	"human work materialized and geographicalized in the form of houses, plantations, paths, etc." (2014, p. 17).	Elements of the tourist space, such as transport and communication network, basic sanitation, safety and health.
Environment	"A set of territorial complexes that constitute the physical basis of human work" (2014, p. 17).	Environment where man lives and works, the natural environment and the space modified by it.

Source: Elaboration based on an adaptation by Santos (2014) and Rodrigues (1992).

The complexity in conceptualizing space is noted, as there are different perspectives of approach. In general, ideas converge to the same point: space is one. From this, thoughts are developed according to the area of study, but the areas still communicate. As an example of this communication, there is the idea of space limitation by Kant (1989), which appears in the concept of Santos (2014) represented by the forms. And, it is in this space that the cycle trip takes place, where the cycle traveler can observe the forms, interact with the local community, experience the local context in its complexity so that his cycle trip can result in a positive experience.

Couclelis (1992, apud Suvantola, 2002) identifies five different spaces:

(i) mathematical: related to geometry, it expresses measurable relationships in space (Couclelis, 1992, apud Suvantola, 2002) such as size, distance, scale, among other terms (Hayllar, Griffin & Edwards, 2011);
(ii) physical: it encompasses everything that exists in the universe, it can be formalized in the Newtonian notion of absolute space, it is related to the common sense of space;
(iii) socioeconomic: spatial analysis of socioeconomic regions and phenomena;
(iv) behavioral: perception and human use of space and how behavior is affected from perception, "the ways in which the biased and incomplete information we obtain during the course of our everyday life affects our decision making" (Couclelis, 1992, apud Suvantola, 2002, p. 29).
(v) experiential: abstract space because it needs to be expressed in quantifiable terms. Lived and experienced by people, without scientific concepts.

Haylar et al. (2011), believe that the experiential space is the most important when referring to the tourist experience. The authors add that "space coated with meaning becomes place" (Hayllar et al., 2011,

[1]A priori transcendental: "2. In Kantian philosophy, also characterized as transcendental philosophy, it is the point of view that considers the conditions of possibility of all knowledge. In this sense, it should not be confused with the term 'transcendent'. 'I call all cognition transcendental which, in general, is less concerned with objects than with our a priori concepts of objects. A system of concepts of this kind would be called transcendental philosophy... We should not call all a priori knowledge transcendental, but only that by which we know that and how certain representations (intuitions and concepts) are applied or possible simply a priori ('transcendental' either say possibility or a priori use of knowledge)' (Kant, Critique of pure reason)" (JAPIASSÚ; MARCONDES, 2001, p. 179).

p. 7). For Tuan (1977, apud Suvantola, 2002, p. 29), a space becomes a place when it is known and endowed with value. And, one must consider space as what allows movement, while place allows pause. Santos (2014, p. 21) states that "each place attributes a particular value to each constituent element of the space. In the same place, each element is always varying in value, because, in one way or another, each element of space – men, firms, institutions, the environment – enters into a relationship with the others, and these relationships are largely dictated by the conditions of the place". Based on the idea of physical space, Boullón (2002) presents three types of space (plane, volumetric and space-time) under four dimensions: width, length, height and time. The author also divides physical space into seven typologies: cultural, natural, virgin, artificial, real, potential and vital. And, based on this theory, it develops a new space, the tourist space, determining it from its division into zone, area, complex, center, unit, nucleus, set, corridor, transfer corridor and scale corridor.

Boullón's (2002) tourist space, in a way, limits the tourist in part of the space. An example of this is the radius of influence, which restricts the tourist's round trips, from the tourist center to the attraction, in a total of two hours from two radii of influence, buses and cars, disregarding other means of transport, such as bicycles. Different ways of studying and interpreting space from different areas of knowledge makes its analysis quite complex. It is no different when thinking about tourist space and, when thinking about the cycle traveler's space, a more in-depth study on the subject is needed, since the space occupied by the cycle traveler is as wide as the space itself. This is because, in order to think of space as unique and to determine its value based on the places where encounters occur and where life outside the buildings takes place, it takes time to experience the space and the actions that take place in it. Faced with the fast-paced life scenario where it is not always possible to appreciate the landscape present in the space, when thinking about the cycle trip, this situation is modified, as the cycle trips admit and allow the observation of space, place and landscape. In this bias, there is the slow travel that emerges as the best alternative for experiencing space on a trip, "it is more about deceleration than speed". Slow travel "re-engineers time, transforming it into a commodity of abundance rather than scarcity", as well as reshaping "the relationship with places by encouraging and enabling" engagement "more intimately with the communities" through which it travels (Gardner, 2009, p. 11).

Literature Revision: There are different definitions among academics and scholars about slow travel (Dickinson &Lumsdon, 2010 and 2013; Souza & Galvão, 2011) and travelers themselves present different interpretations (Dickinson, Lumsdon & Robbins, 2011). Terms associated with slow travel, such as slow tourism, slow mobility and soft mobility, are linked to low-carbon travel (Dickinson & Lumsdon, 2010). This tourism practice presents a different approach to tourism activity. Dickinson and Lumsdon (2010) state that there is an emerging basis in the literature that explores the relationship between transport and tourism, most of which are related to transport as a means of developing destinations and as a facilitator of tourism, in which speed, access and travel cost are elements. key. Souza and Galvão (2011) believe that the constant changes in tourism, whether in the market or in the theoretical sphere, resulted in slow travel. For the authors, the segments arise to minimize impacts caused by tourism, "many based on the idea of experience tourism, including slow travel" (Souza &Galvão, 2011, p. 2). Slow travel is an emerging concept capable of offering an alternative to air and car travel, where tourists travel more slowly by land. This type of travel has more experiential elements, such as: importance of the travel experience to the destination and at the destination, use of modes of transport, association with slow consumption of food and beverages, and exploration of locations in relation to cultural heritage at a fast pace. slower (Dickinson, Robbins & Lumsdon, 2010). Dickinson and Lumsdon (2010) distinguish the terms slow travel and green travel. This, say the authors, is directly related to transport, mainly due to the use of its resources and the emission of carbon dioxide during the trip. While travel and destination are important elements for slow travel, referring to the entire tourist experience.

For Souza and Galvão (2011, p. 2) slow travel "is a trend in which tourists seek a slower and more reflective journey, experiencing the experience of traveling in a less aggressive way to the environment, whether natural or cultural". In the environmental context, slow travel can be interpreted by the mentality of the slow traveler, including the experiential element interspersed with environmental awareness, reducing environmental impacts caused by it (Dickinson &Lumsdon, 2010). Bauer and PanossoNetto (2014) explain slow travel as an unfolding of the slow movement, against the capitalist ideology of fast, immediate and exaggerated consumption of goods and services. Slow travel is considered as:

> Determining phenomenon of a part of society that does not accept industrial values in a dogmatic way, especially in the enjoyment of their free time. Its principles are based on the possibility of enjoying a trip in a calmer, balanced, profound, authentic and responsible way (Bauer &Panosso Netto, 2014, p. 26).

The implicit conceptual framework of this discussion focuses on slow consumption, Honoré (2004) considers counterculture to the plethora of products and services that emphasize speed and convenience over quality of experience. The growth of slow activities is based on doing things slowly adding more meaning, understanding and pleasure to any form of activity, be it food or travel (Honoré, 2004).

As a result of the avidity of consumption also present in the tourist activity under the process of massification of destinations, it is observed:

> Uncharacterized territories, where the local culture disappeared, or was profoundly changed, spaces where local populations saw their expectations disappointed and, instead of the supposed structuring development, destinations saw all their sustainability opportunities compromised. Mass tourism is impersonal, where the tourist is a number and does not experience the destination, but a folkloric "make believe" (Publituris, 2009).

Slow travel can be perceived by the tourist as part of the destination, when interacting with the local population, at a pace sufficient to connect with the local culture (Publituris, 2009). Slow travel goes beyond a tourist segment and a sustainable form of tourism, it is about lifestyle (Publituris, 2009; Dickinson et al., 2011; Lumsdon&MacGrath, 2011; Dickinson &Lumsdon, 2013) "based on the new behavioral patterns assumed by a responsible society" (Publituris, 2009). In order to verify the evolution of slow travel, Dickinson et al. (2011) studied the main resources and interpretations on websites and in published academic works, whose methodology was based on the discourse analysis of 11 interviewees. As a result, the authors developed a framework in which there is: (i) context, which considers the tourist experience from origin to destination and at destination; (ii) ingredients (slowness, experience, location and environment), which represent the main components of the slow journey, which may vary from individual to individual, according to the configuration of the trip and from one place to another, and may be more or less significant; (iii) result, which involves the choice of means of transport (Dickinson & McGrath, 2013).

Environmental awareness and the environment element are separate from the others, as Dickinson and Lumsdon (2013) consider them to be of little concern for some slow travelers. The authors state that "for some, the journey will be the destination, while for others it remains a means to an end, but still a means to productively engage" (2013, p. 374). Dickinson and Lumsdon (2013) explain that the choice of means of transport can be an essential ingredient for some slow travelers to make their travel choices based on three modes of transport: bus, train or bicycle. To be considered as a segment that aims to reduce carbon and environmental pollution, slow travel must disregard planes, cars and tourist cruises as means of transport (Dickinson & McGrath, 2013). Slowness is related to the deceleration of the trip, distance and activities carried out on the route and at the destination. It is related to the perception of time and the way of

doing things, and the slowness of involvement between people and place, considering the speed of travel less important than the experience (Dickinson & McGrath, 2011). Travel experience considers that travel should have meaning and not just travel because you have to. Dickinson and McGrath (2011) say that observing and interacting with the local culture and landscape are part of the travel experience as the traveler passes through the places at a pace that allows them to do so. In this case, the trip must essentially take place by land (Dickinson & McGrath, 2011). The observation and interaction of the individual with space happen through the senses of distance (sight, hearing and smell), and the senses of proximity (touch and taste) (Gehl, 2015). Therefore, the choice of means of transport interferes with the travel experience, and those that suggest higher speeds, such as planes and cars, are disregarded in slow travel, as they do not allow adequate observation of the landscape, or even the local culture (Dickinson & McGrath, 2011).

Sennet (2018) explains that walking allows the individual to observe and appreciate the space in more detail than inside vehicles.

> The 5 km/h architecture is based on a cornucopia of sensory impressions, the spaces are small, the buildings are closer together and the combination of details, faces and activities makes for a rich and intense sensory experience. When driving a car at 50, 80 or 100 km/h, we miss the opportunity to observe details and people. At such speeds, spaces need to be large and easily manageable, and all signals have to be simplified and expanded so that drivers and passengers absorb the information. The 60 km/h scale has ample spaces and wide roads. The buildings are seen from a distance and only general features can be perceived. Details and multifaceted sensory experiences disappear and, from the pedestrian's perspective, all signs are grotesquely magnified. A walk through architecture made for 60 km/h is an impoverishing sensory experience: uninteresting and tiring (Gehl, 2015, p. 44).

Bringing this explanation of urbanism to the context of tourism and slow travel, in fact, the means of transport interferes with the traveler's perception. Vehicles with higher speeds impede sensory experiences that contribute to a better travel experience. Finally, environmental awareness, whose concern is directly linked to the reduction of environmental impacts, but this is not the main motivation for slow travelers (Dickinson & McGrath, 2011). In a holistic view of slow travel, the entire tourist experience is considered from the home to the destination and during the stay at the destination (Dickinson &Lumsdon, 2013), combining four strands of thinking: (i) slowness and the value of time; (ii) location and activity at the destination; (iii) mode of transport and travel experience; (iv) environmental awareness (Lumsdon& McGrath, 2011).

There is a direct relationship between slow travel and the type of transport used on the trip. Research carried out by Dickinson and Lumsdon (2011) showed that the choice of means of transport by respondents who declared themselves as slow travelers for the trip were train, urban and travel bus, ferry and bicycle. With regard to modes of transport, Fraga and Botelho (2016, p. 2) state "that the technological evolution of transport determines, in part, the design of tourism in time and space, both in terms of speed and in terms of of slowness". It is interpreted that the use of bicycles as transport in tourism fits into the slow travel segment, as it provides a decelerated tourism. Rhoden and Lumsdon (2006 apud Dickinson & Lumsdon, 2010) carried out a study on the tourist transport experience, investigating the nature of tourist involvement in the transport experience. Based on this study, the authors developed the typology of tourist transport and distinguished transport: (i) as tourism: transport as a desired component of the tourist experience; (ii) for tourism: transport assumes a more functional role.

Within this typology, the authors classify tourist transport as: (i) active: transport that requires the active involvement of the tourist; (ii) passive: transport where the tourist has less involvement.

From these typologies Rhoden and Lumsdon (2006 apud Dickinson & Lumsdon, 2010) present cycling, classified as "transport as tourism" and characterized as "active tourist transport". Active transport offers greater flexibility while traveling. In the case of the bicycle, the tourist has freedom of choice, he can make changes during the route at any time, in addition to considering the act of pedaling as the tourist experience itself. With the bicycle, the tourist elaborates his own route, being able to modify during the trip. Despite the discussions and the concept of slow travel is still under construction, what is known so far, seems to converge the cycle trip to slow travel, because in addition to the environmental issue, there is articulation with the perception of the space where the individual interacts. The interactions of the traveller, in this case, the cycle traveler, take place within a space.

METHODOLOGY

To understand the behavior of cycle travelers and verify if there is convergence between cycle trips and slow travel, an online survey was carried out using Google Forms. This search format was chosen due to the difficulty in finding bike travelers in person. In addition, the social network Facebook was the means of dissemination defined for sharing the questionnaire because specific groups of bicycle travelers and/or people who have an affinity for the activity were found, which together totaled a number of members greater than 30 thousand[2]. The questionnaire included 26 questions, five of which were open and the others were closed, divided into three sections: (i) introduction: presentation, explanation of the research and profile of the respondents (people who took a bicycle trip with a minimum duration of two days); (ii) activities and behaviors: questions such as motivation for the bicycle trip, time of the longest trip ever taken, channels used for trip planning; (iii) characteristics of cycle travelers: questions of a personal nature, such as age group and country of residence. To reach a greater number of respondents and make it possible to relate differences between nationalities, the questionnaire was translated into English and Spanish. The publication of the research in the groups took place from January 10 to March 15, 2020. Despite the high number of members, only 244 responses were obtained, but three of them were excluded because the travel time was less than the minimum necessary to participate (two days). It is believed that the low number of respondents is related to the fact that not all members of the groups are cycle travelers, some of them may be hosts receiving cycle travelers in their homes, as in the case of Warmshowers groups or people interested in taking a cycle trip. The number of respondents by continent was distributed as follows: Oceania, 7; Europe (EU), 56; Asia, 5; Central America, 2; North America (AN), 53; South America (AS), 115 and Africa, 3. There is a greater participation of respondents from AS, EU and AN, therefore, comparisons were made between these three continents.

RESULTS AND DISCUSSION

The age range of respondents varied according to the continent, in AS, respondents between 35 and 44 years old prevailed and, in AN, between 55 and 64 years old. In the case of the EU, the age that prevailed was between 25 and 34 years old, given that it may be influenced by the European incentive in recent years for daily commuting by bicycle in contrast to those over 50 who were influenced by the automobile industry. The age groups from 15 to 24 years old and 65 years old or more were less frequent in cycle trips. People from 15 to 24 years old may be a minority because they still do not have financial independence or even because of the parents' concern about cycling, not authorizing their children to undertake the trip. In the case of the age group of 65 years and over, it is believed that there will be a future increase due to the growth of cycle trips.

[2]Warmshowers Brasil with 1,021 members, Warmshowers.org with 27,118 members, CicloViajantes with 3,631 members and Cicloturista and Cicloviajantes with 2,525 members. The first two refer to the cycling community that offers free accommodation to cyclists who are traveling the world.

It was questioned whether, in the event of meeting(s) with other cycle traveller(s) during the cycle trip, if they cycled together in part of the cycle trip (Chart 2). Although most respondents stated that they had already met other cycle travelers during their journeys, 82 of them did not cycle together.

Table 2. Meetings with cycle travelers

	Yes	No
They met other cycle travelers during the cycle trip.	212	14
They traveled part of the way with bicycle travelers they meet along the way.	130	82

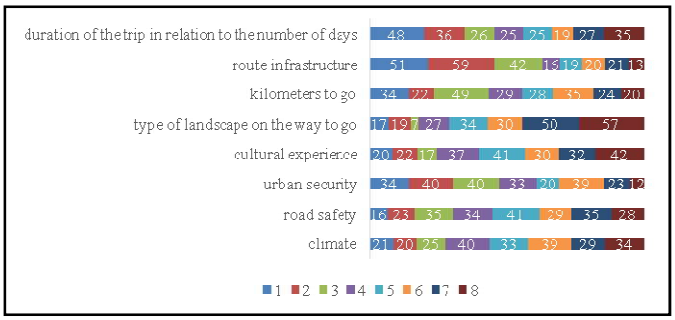
It was not questioned, but the reason for not having cycled part of the route with other cycle travelers found on the way may be related to the fact that cycle travelers usually travel with friends or family throughout the route (AS, 44%; AN, 36% and US, 54%), spending an average of $44 a day and cycling an average of seven hours a day. Closeness was noted among South Americans traveling alone (43%) or with friends and/or family throughout the trip (44%). In the case of North Americans, the majority declared to travel alone (44%). There was a majority of male bicycle travelers (69%) compared to women (31%). A similar percentage result when related to the Brazilian Cyclotourist Report, published in 2019 with reference to the year 2018 (Saldanha, 2019), where men were 83.8% and women 25.5%. When comparing with whom cycle travelers usually do cycle trips with their gender, it is observed that women who travel alone represent 23% of people who claimed to do most cycle trips alone. Low quantity compared to men (77%). Regarding the search for information for the elaboration of the itinerary, a research carried out by Eubike (2013) indicated that cycle travelers planned their trips based on data provided by blogs (40%), "word of mouth" (38%), specialized websites (65%). %) and travel agencies (2%). For this research, other alternatives were added (Table 3).

Table 3. Search for information to prepare the scripts

Information locations	Number of responses
Travel agencies	0
Friends who have traveled by bicycle	46
Blogs	47
Books	5
Social networks	57
Bicycle travel websites	54
Vlogs	5
Others	27

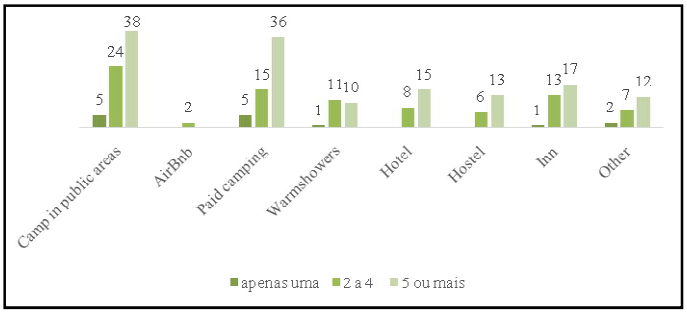
There was a change in the form of search with the suppression of travel agencies and the overlapping of social networks in relation to blogs. There is a likelihood that this migration is related to the spread of social networks, especially Facebook, since in 2013 social networks still did not have a great influence on users and was not so widespread worldwide (Kleina, 2018a; Prisco, 2011). Another pertinent point is the ways in which people relate to each other in the virtual environment (Kleina, 2018a; 2018b). Facebook managed to develop a social network with features that allow the creation of groups, communities created to exchange information between people with common interests who can receive, share information and interact with other members, in addition to participating in discussions and presenting news. According to the G1 (2019), 2.3 billion of the world's population are connected to Facebook. However, in this research, it was observed that 132 respondents indicated that they publish their cycle trips in blogs, vlogs, websites or articles in specialized magazines. Among the items that they believe to be relevant to inform, there are: difficulties that can be found in the routes; distances covered on the route and degree of difficulty; climate of the route region; essential objectives for cycling; whether the experience is recommended for other bikers and road conditions. Since cycle travelers prepare the itineraries according to personal preferences, eight items were presented that should be placed in order of preference by the respondents for the assembly of the script, considering the first as the most relevant (Graph 1).

It can be seen, in graph 1, that the route infrastructure and kilometers to travel are the most important elements for the elaboration of a cycle trip. The type of landscape on the cycle trip is not so important, as it was in the last positions. Such data refute some ideas discussed and presented in this chapter, since, in the concepts of slow travel, the cultural experience and the landscape appeared as relevant points for the trip. On the other hand, the need for infrastructure to enable slow travel should not be disregarded, even if this relationship is not discussed. Even on routes used, it was found that, regardless of the continent (AS, 52%; AN, 58%; EU, 61%), cycle travelers prefer to cycle along routes that pass through rural areas/cities. Comparing this information with Graph 1, where infrastructure, which is more developed and with greater supply in urban spaces, appeared in first and second places in the preference of important items in the elaboration of the route and kilometers to travel in third, there is no justification. to choose from rural areas.



Graph 1. Order of preference when preparing a script

Regarding slow travel, disregarding displacements by plane and car, the research found that the means of transport used to get to the place where the cycle trip begins by cycle travelers, in general, is the plane (27%), followed by the bicycle (24%). bus (17%), private car (15%) and train (14%). When separating by continent, it was noticed that the exclusive use of bicycles is concentrated in AS cycle travelers and, in the case of planes, in AN. In the EU, it is the train that appears as the most used, given that it may be a result of the fact that the S-Train exempts the fee for transporting bicycles in its cars, which ends up facilitating and encouraging its use (Teixeira and Edra, 2018). Analyzing the means of transport made it possible to glimpse where cycle trips occur. In AS, three modes of transport stand out: bicycle, bus and plane. But the people who arrive at the starting point of the cycle trip with their own bicycle or by bus represent 69%, which makes it possible to indicate that the cycle trips occur or start on the continent itself. In the AN, although the plane is more used, the existence of low cost airlines operating within the country cannot be disregarded, which makes it difficult to think if there is a need to use the plane because the origin of the cycle trip is in another continent. Furthermore, following the logic developed for AS, the result of the sum of those who use private cars (23%) and bicycles (25%) is greater than those who use the plane (33%) for commuting.



Graph 2. Type of accommodation x amount of cycle travel

The means of accommodation used by cycle travelers are diverse, but it was found that the more experienced the cycle traveler becomes, the more the camp is used (graph 2). The use of Warmshowers did

not prove to be significant, even though the survey was posted in a specific group. About what they usually do when they spend the night in the city, North Americans prefer to go to establishments indicated by residents (52%), but South Americans (53%) and Europeans (50%) prefer to visit tourist attractions. However, of the total number of respondents who indicated they prefer to visit tourist attractions, 29% said they prefer to travel through non-tourist places, which showed a certain contradiction, as tourist routes are avoided, but tourist attractions are visited. Based on reports by Caruso (2015) and Schmid (2016), seven options of motivations to undertake a cycle trip were presented. The cycle traveler should select only one, the one he considered the main one. As a result, there were: adventure (53%), bicycle trip challenge (17%), cultural experience (15%), detachment from material goods (7%), physical activity and health (2%), travel cost by bicycle (1%) and others (5%). Respondents were also asked to define cycling in one word. Although in different languages, similar meanings were noted, the most cited being: freedom, fun, freedom, adventure and amazing (Figure 1).

Figure 1. Word Cloud

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Final Considerations: The real complexity of the space is a fact, especially when it comes to the tourist space of the cycle traveler. Approached from Boullón, it proved to be fragile, because in addition to limiting the tourist's space, the bicycle is disregarded as a means of transport. On the other hand, the dynamics of interaction between the cycle traveler and the place are understood from the point of view of slow travel, which proposes a new way of traveling, causing the traveler to "slow down" the pace of travel, replacing the mass style of tourism with a more experiential journey. The online survey showed that most respondents prefer rural routes, but they contradict themselves when declaring that they choose to visit tourist attractions. Most of them travel with friends and/or family along the entire route and the main motivation in cycling is adventure. Finally, it can be said that there are still points to be explored about the relationship between cycling and slow travel, configuring more as a lifestyle than a tourist segment.

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