



Project co-financed by the European
Regional Development Fund

Route Evaluation Report Andalusia, Spain

EuroVelo 8 – Mediterranean Route

MEDCYCLETOUR Project



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1 Background

This Route Evaluation Report is part of the requirements formulated in the MEDCYCLETOUR application form (Ref. 629, version 3), Work Package 3 on testing. WP3 is coordinated by project partner Friuli Venezia Giulia based on the methodology provided by the European Cyclists' Federation (developed and tested in numerous former EU projects).

1.1 Mission of the project and report objectives

EuroVelo 8 – Mediterranean Route is a long-distance cycle route connecting the whole Mediterranean from Cádiz to Cyprus. It has a coherent and clear theme based on the Mediterranean Sea and culture in this region. The route is open to all types of users (e.g. classic cycle tourists, tourists occasionally cycling during their holiday, sportive / fitness / recreational cyclists, commuters etc.) and it is an excellent product for sport and wellness activity tourism.

The overall objective of the MEDCYCLETOUR project is to use this route as a tool to influence regional and national policies in favour of sustainable and responsible tourism, providing transnational solutions in coastal areas across the Mediterranean. The main outputs will be action plans and policy recommendations (to generate investments in the route conditions); pilot actions (to test the proposed developments); and updated information and promotion related to EuroVelo 8 (to attract visitors). The MEDCYCLETOUR (EuroVelo 8 – Mediterranean Route project) is financed by the Interreg Mediterranean Program and aims to improve the quality of EuroVelo 8 – Mediterranean Route and develop it as a transnational touristic product.

The project will benefit national, regional and local authorities, service providers and, ultimately, cycle tourists. Taking a transnational approach will enable common challenges (e.g. lack of route infrastructure, missing cycling friendly services, weak branding and promotion) to be tackled together and best practices to be shared, thereby avoiding duplication and increasing the effectiveness and positive social, economic and environmental impacts.

The purpose of this route evaluation report is to have clear, up-to-date information about the route and its quality, including mapping, route conditions, services and promotion. The report also aims to suggest improvements and includes recommendations at which user groups the route should be targeted. It will also provide up-to-date information for the development of promotional tools.

EuroVelo 8 has one of its extremes in Cádiz. The evaluation of the route covers the entire Mediterranean coast of Andalusia, crossing very diverse places, including highly urbanized areas, but also protected areas. The connecting point with the region of Murcia has been previously agreed, after coordination meetings. A similar work is being done in the regions of



Murcia and Valencia, which allows to continue the route to Catalonia, a region that also participates in the MEDCYCLETOUR

1.2 Organization

The initial route survey on which the route evaluation report is based has been carried out by the staff of AOPJA, Agencia de Obra Pública (Public Agency of the Andalusia Regional Government), which has over six years of experience in creating routes for people. The Public Agency is a member of the National EuroVelo Coordinator for Spain and works with partners to promote cycling, developing online mapping tools and printed maps. The Agency drafted the Andalusian Cycle Plan (2014-2020), and has designed and built several cycling routes.

The EuroVelo 8 – Mediterranean Route follows Regional Route no. 5 (named “Litoral”), so the Agency has led on the surveying of the route to establish its condition and characteristics, and the analysis of services along the way. It has also led on the accurate mapping of physical attributes associated with the route and of easily accessible services along the route corridor. Work to establish tourism and promotional opportunities along the route is being carried out by the Agency, with the collaboration of the Andalusian Regional Ministry of Tourist and Sports.

1.3 Brief methodological explanations

AOPJA was asked to survey 16 daily sections from Cádiz to San Juan de los Terreros (through Andalusia, including Cádiz, Málaga, Granada and Almería provinces). AOPJA has carried out the surveying work itself.

Three people of AOPJA staff, fully trained by ECF, did the surveying work of the 16 sections using the provided specific “ECF App”.

Each on-field survey has been completed by important office work to collect some additional data using interactive mapping (google) and official cartography (<https://www.ieca.junta-andalucia.es/>)



1.4 Overview of the sections

A total of 687 km have been surveyed between June and October 2017:

Section	Start location	Destination	Length (in km)	Surveying date
1	Cádiz	Conil	53	21/06/2017
2	Conil	Facinas	55	07/07/2017
3	Facinas	Estación ffcc San Roque La Linea	42	07/07/2017
4	Est ffcc San Roque La Linea	Estepona	50	12/09/2017
5	Estepona	Marbella	32	12/09/2017
6	Marbella	Fuengirola	34	24/10/2017
7	Fuengirola	Málaga	33	13/10/2017
8	Málaga	Torre del Mar	33	31/08/2017
9	Torre del Mar	Almuñecar	47	09/10/2017
10	Almuñecar	Castell de Ferro	46	09/10/2017
11	Castell de Ferro	Adra	38	10/10/2017
12	Adra	Almeria	60	10/10/2017
13	Almeria	San José, Cabo de Gata	45	21/09/2017
14	San José, Cabo de Gata	Carboneras	50	21/09/2017
15	Carboneras	Villaricos	35	22/09/2017
16	Villaricos	Pozo de la Higuera (Pulpí)	34	22/09/2017



Seccion 8 Málaga-Torre del Mar, route inspector Luis Ramajo



Seccion 12 Adra-Almería, route inspector Diego Pavón



Seccion 14 San José-Carboneras, route inspector Pablo Olivares



2 Infrastructure

This chapter provides an overview of the infrastructure in general along the route in Andalusia, Spain. You can find more detailed information per section under heading 6.

2.1 Existing route infrastructure

The conditions and characteristics of the infrastructures covered along the 687 km are very diverse.

22% of the EV8 in Andalusia is on bike paths or cycle-pedestrian paths, and 8% on traffic free paths. Most sections are on lanes with low or very low traffic (54%), but some sections of the seaside route are located in urban areas with heavy traffic (8%).

Roads are generally in good condition, with adequate signposting and pavements.

Some sections are currently badly rideable or not rideable because it is necessary to cross sandy areas or paths with stairs.

Regarding intermodality, there are train stations in Cádiz, Algeciras, Fuengirola, Benalmádena, Málaga and Almería close to the EV8 route.

Access from Jerez and Málaga International Airport is also possible with a direct connection to the EV8.

Road transport systems (busses) are not always equipped for bicycle transportation.

Several commercial and tourist ports are located along the coastline, close to EV8.



Public road along the beach, low traffic (Section 2)



Semi-asphalted path, in Natural Park "Los Alcornocales" (Section 3).



Path built on compacted soil, parallel to public road (Section 9)



Cycle-pedestrian path, in urbanized areas (Section 9)



Special interventions in touristic areas. Wooden walkways in Costa del Sol (Section 6)



Public road with very high traffic. A-7 in Costa del Sol (Section 6)



Infrastructure in Andalusia (sections 1-16, 687 km in total).

Criteria		697		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	17	2%	
	Chicanes <1.3m	9	1%	
Route components	Cycle paths	154	22%	
	Traffic free	57	8%	
	V.low traffic	255	37%	
	Low traffic	116	17%	
	Moderate traffic	59	8%	
	High traffic	18	3%	
	V.high traffic	38	5%	Heavy traffic along the coastline in Costa del Sol (Málaga)
Crossings	Dangerous	11	2%	
	V.dangerous	2	0%	
Surface	Perfectly rideable	510	73%	
	Well rideable	129	19%	
	Moderately rideable	33	5%	
	Badly rideable	21	3%	
	Not rideable	4	1%	
	Insufficient width	44	6%	
Attractiveness	Attractions	176	25%	
	Highly attractive area	361	52%	Natural protected areas, historic city centres, beaches, culture, mediterranean food.
	Noise/dust/smell	63	9%	
	Crime/wild dogs	8	1%	
	Monotonous	17	2%	
Signing	National standard	134	19%	
	EuroVelo	0	0%	
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

2.2 Planned route infrastructure

In the province of Cádiz, there are European Funds to build EuroVelo 8 throughout the province, from Cádiz to Sotogrande (near the province of Malaga). The projects have been drawn up and some sections have been put out to tender. The entire route is expected to be built in 2021. The total amount foreseen is 18 M €.

The Provincial Government of Málaga has a project to build a pedestrian route (compatible with cycling) along the entire coastline of the Province of Málaga. It is named "Senda Litoral", and some tracks have already been built while others are planned. More information: <http://www.sendalitoral.es/en/>



2.3 Critical deficiencies.

EuroVelo 8 in Andalusia aims to be, for the most part, a traffic-free route, which means that it is necessary to carry out actions even in sections where it is currently possible to circulate on public roads (according to the survey).

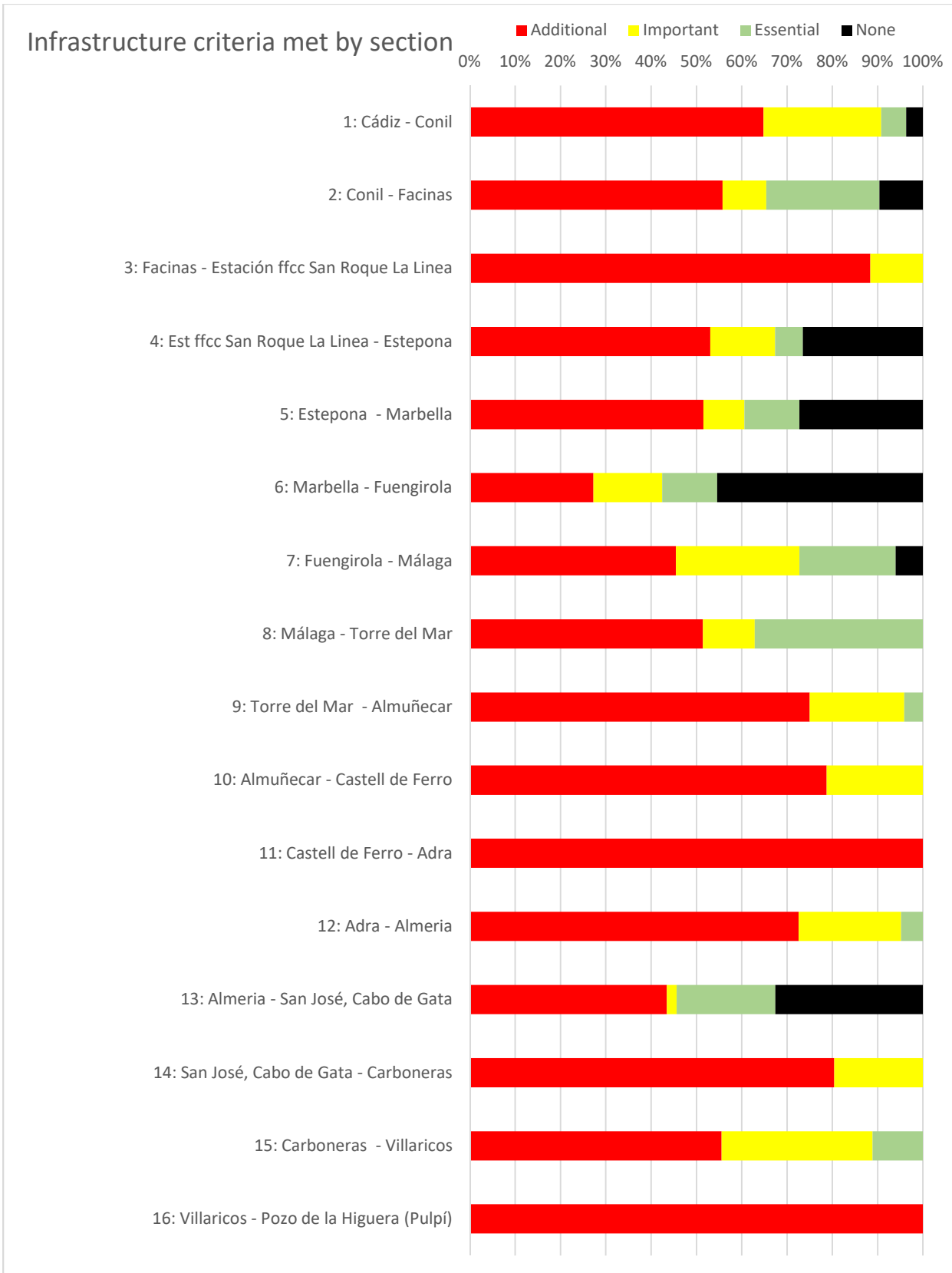
At present, some sections do not meet the essential criteria (sections 2, 4, 5, 6), usually because they include parts where it is currently only possible to continue on roads with heavy traffic.



Section 6, km 7. A-7 Autovía del Mediterraneo. 71,869 veh/day.

This situation is particularly common on the Costa del Sol, Malaga, where a high-traffic road, the A-7/N-340, runs very close to the coast. This area is also densely populated.

The following table shows the 16 sections of Andalusia that meet or do not meet the essential, important and additional criteria of the European Certification Standard. For instance, on section 1, roughly 96% of the section meet the essential criteria, while about 90% of the section meet the essential and the important criteria and 65% meet all the essential, important and additional criteria. Black-coloured parts of a section show which share does not meet any of the criteria, illustrating which sections do not fulfil the minimum requirements (100% of the essential criteria must be met).





3 Services

3.1 Existing services

Based on the survey data, the following services exist along the route:

Daily section	Accommodation					Food/ rest areas		Bike services					Cycling holiday offers
	luxury	standard	budget	camping	cyclist-friendly	food on daily section	food/rest every 15 km	repair shops	self-service	spare parts	e-bike charging	helpline	
1	9	14	14	7	1	28	Yes	6	5	6	0	0	Cádiz
2	2	13	16	13	0	16	Yes	3	0	2	0	0	Conil, Barbate.
3	0	3	1	0	1	6	Yes	1	1	1	0	0	
4	16	10	4	0	0	26	Yes	2	2	4	1	0	
5	15	27	4	1	0	29	Yes	14	0	12	0	1	Marbella
6	8	30	23	3	0	33	Yes	6	2	5	0	1	
7	7	25	21	0	0	26	Yes	9	3	4	1	2	Benalmádena
8	2	10	9	0	0	24	Yes	3	0	4	0	0	Malaga
9	6	17	17	2	0	21	No	3	0	0	0	0	
10	5	13	8	4	1	22	Yes	3	3	3	0	0	
11	0	5	2	3	0	14	Yes	3	3	3	1	0	
12	1	18	18	5	0	33	Yes	5	0	5	0	0	Almería
13	5	6	6	2	0	16	Yes	0	0	0	0	0	
14	8	9	13	4	0	16	Yes	2	2	2	0	0	
15	9	22	24	3	2	26	Yes	7	0	7	0	0	
16	0	2	0	0	0	7	Yes	2	2	2	0	0	

■ = Doesn't meet essential criteria
 ■ = Doesn't meet important criteria
 ■ = Doesn't meet additional criteria

The table shows the diversity of the territory that EuroVelo crosses in Andalusia.

Some sections of the coast are currently very touristic, and are well equipped with accommodation and food facilities. In these sections, localities have already developed bike-related businesses, offering repair shops, spare parts and bike tours.

Along the coast, many municipalities have built urbanized footpaths with rest areas and services. These services are generally of good quality and are well maintained, although some are closed in winter.



Rest areas with services

In the cities (how Cadiz, Marbella, Malaga and Almeria) it is possible to find specific offers for cycling holidays, often run by bike rentals shops.



Bicycle rental service in the Málaga Port.

Few companies have cyclist-friendly certification, although many hotels already offer bike rentals and some facilities.

Other sections cross natural areas with few services (section 3).



3.2 Critical deficiencies

Except in the main towns, such as Cádiz, Marbella, Málaga or Almería, there are few specific services for cycling.

However, there are sufficient facilities for accommodation or food, except in some sections, like 3, 11 and 16.



4 Marketing / Promotion

4.1 Existing promotional tools

Category	Promotional tool		Comments
Web	National/regional website, including information on:	Information on the route, including a detailed map	X Website of the National Coordination Center: http://www.eurovelospain.com/eurovelo-espana/eurovelo-8/ Do not exist regional website In Malaga Province is available http://www.sendalitoral.es/
		Info on signing	X But only in the section 3 (Facinas)
		Info on accommodation	There is no specific information related to the route
		Info on PT connections	There is no specific information related to the route
		Interactive maps	There aren't.
		POIs	There aren't.
		Accommodation online databases	X http://www.ctd.junta-andalucia.es/turismoydeporte/destinosturisticosacesibles/
		PT timetables	X Online. Renfe and PT Business,
		GPS track downloads	X There in the page WIKILOOC and in the future, in http://www.eurovelospain.com/eurovelo-espana/eurovelo-8/
	Overview info about the route on eurovelo.com		
Print	Guidebook		There isn't
	Detailed printed map		There isn't
Other	Information boards / centres on every daily section		There aren't specific information centres related to the route.

= Essential criteria
 = Important criteria

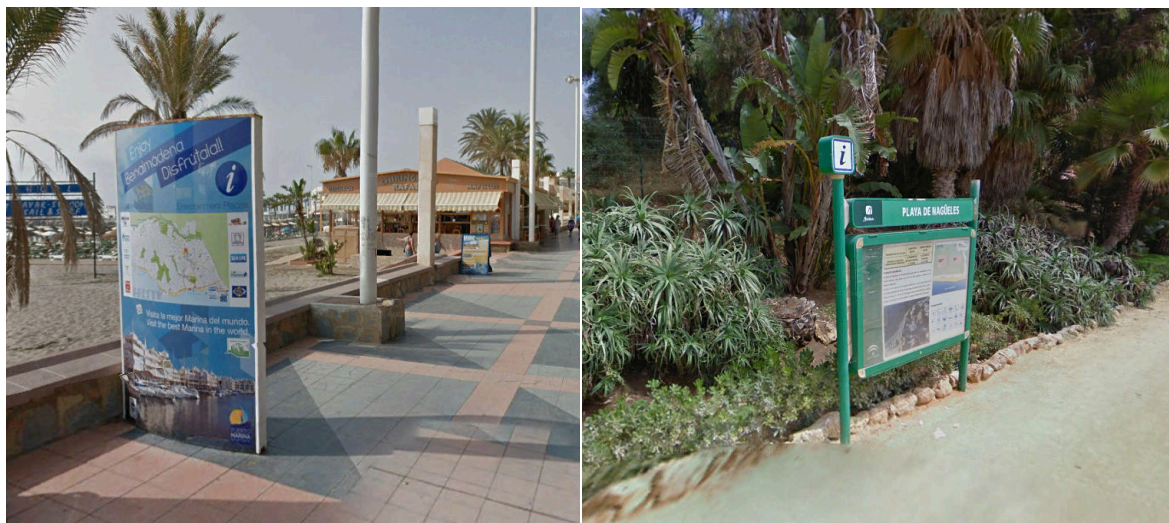
The following tourist information centres and panels exist, based on the route survey:



Tourist information centres / panels per section*

Daily section	info center	info panel	comments
1	0	3	
2	2	3	Cádiz Coastline. There are panels and info centers in touristic locations.
3	0	1	Natural area. Panel about EuroVelo 8 near Facinas
4	0	0	Natural area
5	1	17	Costa del Sol (Málaga). Densely urbanized area
6	0	12	Costa del Sol (Málaga). Densely urbanized area
7	0	17	Costa del Sol (Málaga). Densely urbanized area
8	1	17	Málaga. Densely urbanized area
9	0	0	
10	0	0	
11	0	0	
12	0	0	
13	0	0	
14	1	0	
15	1	0	
16	0	0	

*Based on the route survey.



Tourist information centres / panels

There are tourist information panels, generally located in the pedestrian areas parallel to the beaches.



Also, there are tourist information points in the main towns.

4.2 Planned promotional tools

There are promotional tools planned in Cádiz and Málaga, about tracks on the EuroVelo 8 Route, in the form of guide books, printed maps and interactive maps.

4.3 Critical deficiencies

It is necessary to develop materials to promote the route, both at the national and local level.

The information is widely dispersed and usually can only be found on specialised private applications or websites.



5 Organization / Financing

5.1 Existing organisations for development and maintenance

The route in Andalucía is all on public ways and roads. The responsibility for development and maintenance of the route rests with the authority that is the owner of the infrastructure, as part of their budget.

The roads on which the route runs are locally, regionally or even nationally owned. Some pathways on the route are managed by the regional ministry of the environment (when the paths are in Protected Areas).

The key local authorities associated with the route are:

- Province of Cádiz (Diputación Provincial de Cádiz)
- Province of Málaga (Diputación Provincial de Málaga)
- Province of Granada (Diputación Provincial de Granada)
- Province of Almería (Diputación Provincial de Almería).

Some of the principal municipalities are also involved.

[

5.2 Potential organisations for development and maintenance

Each authority (local, regional or national) will be responsible for maintaining the route, on the stretches of its infrastructure.

Each authority will assume the repair of potholes, signs, crossings, etc.

5.3 Existing financial resources

The entire route in the province of Cádiz is being developed by regional and local authorities with European funds.

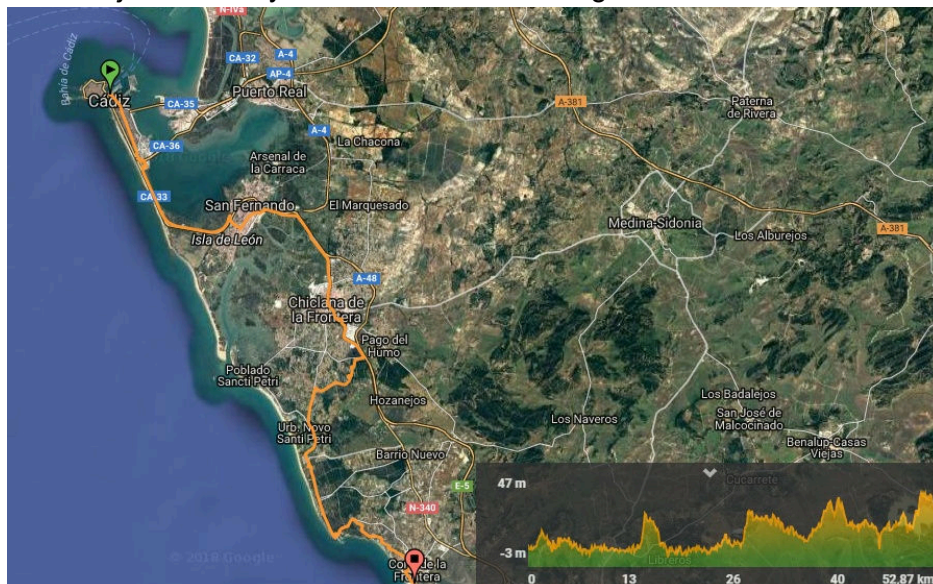
Diputación de Málaga includes in its annual budget funds to implement the “senda litoral”, coinciding with the EuroVelo 8.

6 Description of the route conditions by section

6.1 Section 1: Cádiz to Conil de la Frontera



Section 1 is 53 km long, starts in Cádiz capital (Plaza Sevilla) and ends in Conil de la Frontera (Cádiz). The route leads through cycle tracks, cycle route and public roads with low level of motorized traffic outside summer seasons, highly attractive natural area (Cádiz). The section was surveyed on 21 julio 2017 by Pablo Olivares and Diego Pavón.





Route infrastructure

Criteria		53 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	1	2%	
Route components	Cycle paths	9	17%	
	Traffic free	14	26%	
	V.low traffic	17	32%	
	Low traffic	9	17%	
	Moderate traffic	4	8%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	3	6%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	23	43%	
	Well rideable	24	45%	
	Moderately rideable	4	8%	
	Badly rideable	2	4%	See section 6.1.3 Critical issues (Parque forestal Pinar del Hierro y la Espartosa)
	Not rideable	0	0%	
	Insufficient width	7	13%	
Gradients	Cumulative elevation gain [m]		180	
	Cumulative elevation loss [m]		186	
	Highest (gain+loss)/km [m]		30	PK 14 to PK 15
Attractiveness	Attractions	8	15%	Cádiz, Parque Natural Bahía de Cádiz, Marismas de Sancti Petri, Beach La Barrosa and Conil de la Frontera.
	Highly attractive area	26	49%	
	Noise/dust/smell	5	9%	
	Crime/wild dogs	0	0%	
	Monotonous	4	8%	
Signing	National standard	0	0%	There is no signage and where there was (Tram section) has been vandalized.
	EuroVelo	0	0%	The only section with EV8 signage in Andalucía is section nº3 from pk 7 to 25
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria



6.1.1 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessibility	Carriage of trailers, tandems and hand bikes	Reservation
0	Boat and ferry	Cádiz	Canarias, Bahía de Cádiz	12	120	OK	ok	
1	Train and bus	Cádiz	Jerez Airport, Jerez, Sevilla, Bahía de Cádiz and others villages	12	120	OK		
14	Train tram and bus	San Fernando	Aeropuerto Jerez, Jerez, Sevilla, Bahía de Cádiz and others villages	12	120	OK		
26	Tram and bus	Chiclana de la Frontera	Aeropuerto Jerez, Jerez, Sevilla, Bahía de Cádiz and others villages	48	384	OK		
52	Bus	Conil de la Frontera	Cádiz, Sevilla, and others villages	10	100	OK		

Tandems or trailers cannot be transported in the bus.

There is a port in Conil, but currently public transport by boat between ports do not exist in Andalusia Coast. But it is possible to arrive to the port with a bicycle on the boat, and then, runs through the EuroVelo8 (It is very common to see boats in Andalusian ports with bicycles on board).

6.1.2 Critical issues



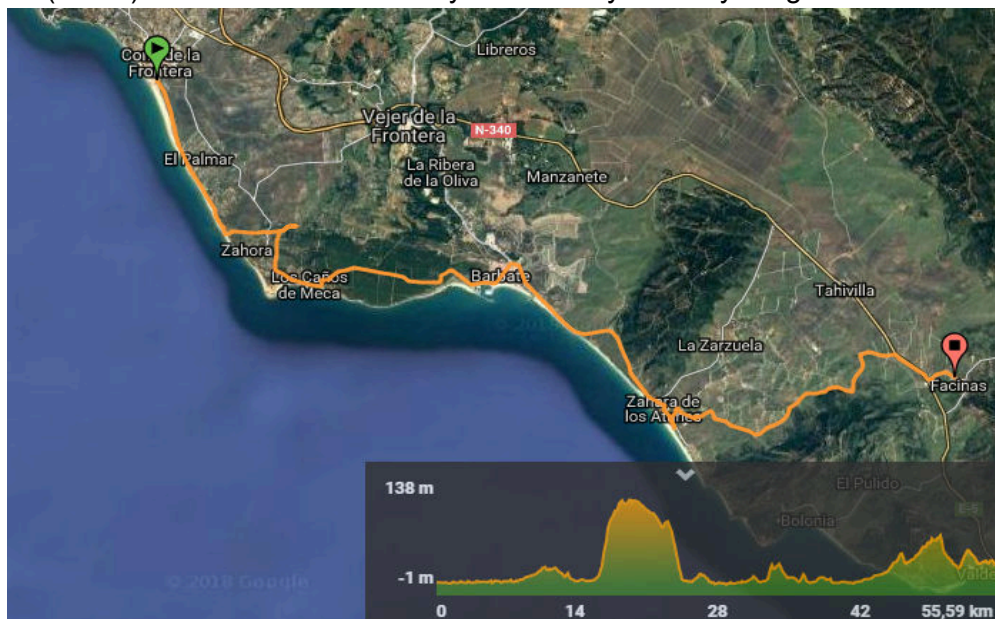
Picture no	1	Section no	1	Km	30-32
2 km of dirt roads compacted badly. Alternative possible route by other well-compacted roads or by La Barrosa beach with bike path					



6.2 Section 2: Conil de la Frontera to Facinas



Section 2 is 55 km long, starts in Conil de la Frontera (Cádiz) and ends in Facinas (Parque natural de los Alcornocales). The route leads through tourist area in the coast and rural route and public roads with low level of motorized traffic outside summer seasons, highly attractive natural area (Cádiz). The section was surveyed on 7 July 2017 by Diego Pavón.





6.2.1 Route infrastructure

Criteria		51 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	0	0%	
	Traffic free	5	10%	
	V.low traffic	17	33%	
	Low traffic	27	53%	
	Moderate traffic	2	4%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	2	4%	
	V.dangerous	1	2%	
Surface	Perfectly rideable	33	65%	
	Well rideable	0	0%	
	Moderately rideable	10	20%	
	Badly rideable	6	12%	See section 6.2.3 Critical issues (Camino del Acebuchal between Zahara and Facinas)
	Not rideable	2	4%	See section 6.2.3 Critical issues (Playa de la Mangueta and camino de San Ambrosio to A-2233 road)
	Insufficient width	0	0%	
Gradients	Cumulative elevation gain [m]		332	
	Cumulative elevation loss [m]		288	
	Highest (gain+loss)/km [m]		65	PK 16 to pk 17
Attractiveness	Attractions	0	0%	Torre de Castilnovo, Torrenueva, LIC Pinar de la Breña, Marisma de Barbate.
	Highly attractive area	20	39%	
	Noise/dust/smell	0	0%	
	Crime/wild dogs	0	0%	
	Monotonous	0	0%	
Signing	National standard	0	0%	There is no signage and where there was (Tram section) has been vandalized.
	EuroVelo	0	0%	The only section with EV8 signage in Andalucia is section n°3 from pk 7 to 25
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria



6.2.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessib ility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus	Conil de la Frontera	Cádiz, Sevilla, and others villages	10	100	OK		
25	Bus	Barbate	Cádiz, Sevilla, and others villages	8	32	-		
38	Bus	Zahara de los Atunes	Cádiz, Sevilla, and others villages	6	24	OK		
55	Bus	Facinas	Cádiz and other village of Cádiz	6	24	OK		

Tandems or trailers cannot be transported in the bus.

There is a Port in Barbate, but without public transport by ferry.

6.2.3 Critical issues



Picture no	1	Section no	2	Km	8, 12
In km 8 not rideable, sandy road, Playa de la Mangueta. Also in km 12 not rideable, sandy road, between camino de San Ambrosio and A-2233 road.					

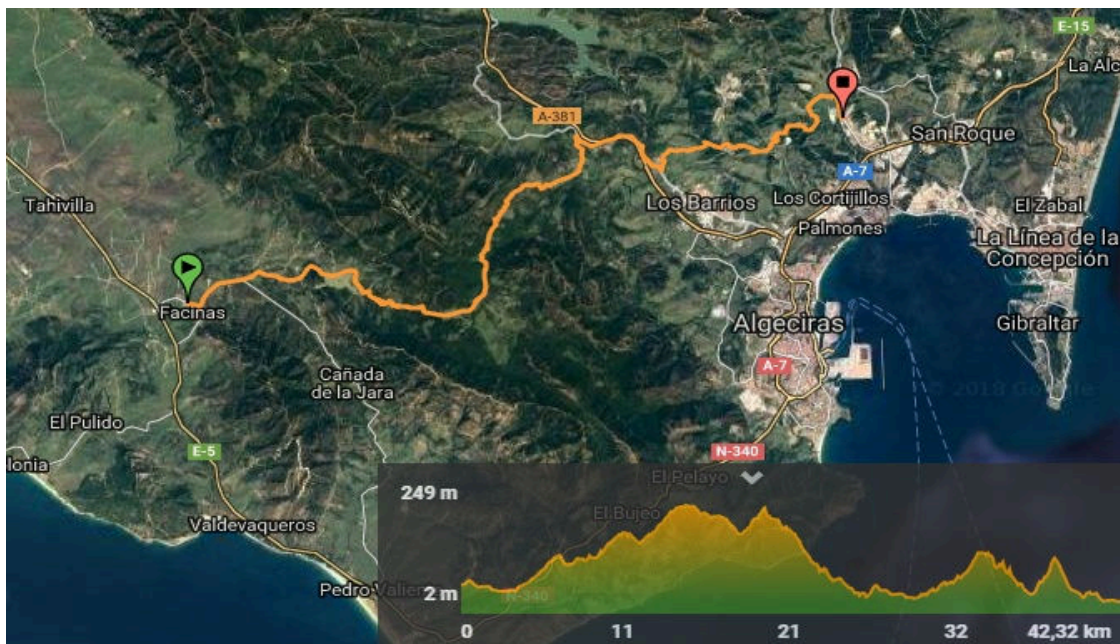


Picture no	2	Section no	2	Km	43-45
In km 43-45 badly rideable, agricultural path with stones and non stabilized dirt, uneven surface, Camino del Acebuchal between Zahara and Facinas					

6.3 Section 3: Facinas to Estación de San Roque



Section 3 is 42 km long, starts in Fácinas and ends in Estación de San Roque y la Línea (Cádiz). The route runs half by forest road without motorised traffic (Parque Natural de los Alcornocales) and the other half by public roads with low levels of motorised traffic. The section was surveyed on 7 July 2017 by Pablo Olivares.





6.3.1 Route infrastructure

Criteria		42 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	4	10%	
Route components	Cycle paths	3	7%	
	Traffic free	13	31%	
	V.low traffic	10	24%	
	Low traffic	16	38%	
	Moderate traffic	0	0%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	21	50%	
	Well rideable	21	50%	
	Moderately rideable	0	0%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
	Insufficient width	0	0%	
Gradients	Cumulative elevation gain [m]		605	
	Cumulative elevation loss [m]		645	
	Highest (gain+loss)/km [m]		54	PK 12 to pk 13
Attractiveness	Attractions	13	31%	Parque Natural de los Alcornocales
	Highly attractive area	24	57%	
	Noise/dust/smell	0	0%	
	Crime/wild dogs	0	0%	
	Monotonous	1	2%	
Signing	National standard	0	0%	There is no signage and where there was, It has been vandalized.
	EuroVelo	16	38%	The only section with EV8 signage in Andalucia is section nº3 from pk 7 to 23
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

6.3.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessib ility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus	Facinas	Cádiz and other village of Cádiz	6	48	OK		
42	Train and bus	Estación de San Roque-La Linea	Puerto de Algeciras (ferry and crusic ship)	12	96	OK		

6.3.3 Critical issues



Picture no	1	Section no	1	Km	15
From the pk 29-33 ctra CA-9207 with a lot of traffic of trucks because at pk 33 there is an urban waste recycling plant in Campo de Gibraltar. Possible alternative route through Los Barrios with a project of Consejería de Medioambiente to save the river Guadarranque.					



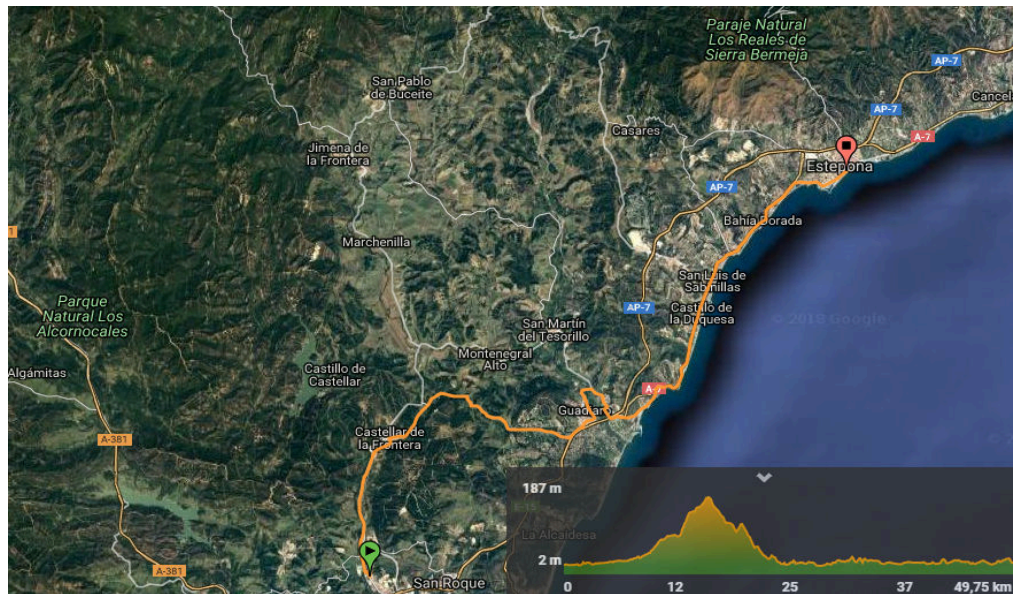
Picture no	1	Section no	3	Km	33
On pk 33 there is a slope going up to 10%					



6.4 Section 4: Estación de San Roque to Estepona



Section 4 is 50 km long, starts in San Roque-La Línea station (Cádiz) and ends in Estepona (Málaga). The route leads through coastal areas and interior by cycle route and from km 30 on national road N-340 with very high traffic. The section was surveyed on 12 September 2017 by Pablo Olivares.





6.4.1 Route infrastructure

Criteria		48 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	3	6%	
Route components	Cycle paths	18	38%	
	Traffic free	2	4%	
	V.low traffic	5	10%	
	Low traffic	4	8%	
	Moderate traffic	3	6%	
	High traffic	3	6%	
	V.high traffic	13	27%	See section 6.4.3 Critical issues (Highways A-7 N-340)
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	37	77%	
	Well rideable	11	23%	
	Moderately rideable	0	0%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
	Insufficient width	0	0%	
Gradients	Cumulative elevation gain [m]		278 m	
	Cumulative elevation loss [m]		266 m	
	Highest (gain+loss)/km [m]		60	PK 13 to 14
Attractiveness	Attractions	1	2%	
	Highly attractive area	20	42%	
	Noise/dust/smell	1	2%	
	Crime/wild dogs	0	0%	
	Monotonous	0	0%	
Signing	National standard	0	0%	There is no signage and where there was It has been vandalized.
	EuroVelo	0	0%	The only section with EV8 signage in Andalucia is section nº3 from pk 7 to 23
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria



6.4.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessib ility	Carriage of trailers, tandems and hand bikes	Reservation
0	Train and bus	Estación de San Roque-La línea	Puerto de Algeciras (ferry and cruise ship)	12	96	OK		
23	Bus	Guadiaro	La Línea, Estepona.	3	30	OK		
50	Bus	Estepona	Málaga and other villages	12	96	OK		

There is a Port in Sotogrande, but without public transport by ferry.

6.4.3 Critical issues



Picture no	1	Section no	1	Km	31-48
12 km final of heavy traffic on the highway (A-7/ N340). Alternative route possible on a "Senda Litoral", project greenways of Diputación de Málaga.					



Picture no	1	Section no	3	Km	15-21
Lack of maintenance of the cycle path parallel to the A-2100 road					



6.5 Section 5: Estepona to Marbella.



Section 5 is 32 km long, starts in Estepona and ends in Marbella. The route runs through coastline in a highly urbanised area. Some tracks are on public roads with medium-high level of motorized traffic even outside summer season, but others are on cycle path.

This is a highly attractive area with well-known beaches (Costa del Sol, Málaga). The section was surveyed on 12 September 2017 by Luis Ramajo.





6.5.1 Route infrastructure

Criteria		32 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	7	22%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	19	59%	
	Traffic free	0	0%	
	V.low traffic	4	13%	
	Low traffic	0	0%	
	Moderate traffic	0	0%	
	High traffic	0	0%	
	V.high traffic	9	28%	A-7. 40.000 Vehicles per day
Crossings	Dangerous	2	6%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	16	50%	
	Well rideable	14	44%	
	Moderately rideable	0	0%	
	Badly rideable	2	6%	Some short stretches with sand.
	Not rideable	0	0%	
Gradients	Insufficient width	4	13%	
	Cumulative elevation gain [m]		173 m	
	Cumulative elevation loss [m]		182 m	
	Highest (gain+loss)/km [m]		18	PK 17 to 18
Attractiveness	Attractions	2	6%	
	Highly attractive area	17	53%	
	Noise/dust/smell	10	31%	
	Crime/wild dogs	1	3%	
	Monotonous	1	3%	
Signing	National standard	32	100%	
	EuroVelo	0	0%	
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

6.5.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessib ility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus	Estepona	Málaga Cádiz Other villages	6	30	OK	No	
32	Bus	Marbella	Málaga and Málaga Airport, Madrid	60 9	300 45	Ok	No	

A bus line runs along the coast with stops in all the villages between Estepona and Málaga. A limited number of bikes are allowed (max 5 per bus).

Several Ports in Marbella and Estepona, without public transport.

6.5.3 Critical issues



Picture no	1	Section no	5	Km	7
200 m of heavy traffic on the route (national road number A-7). Without alternative currently.					



Picture no	1	Section no	5	Km	8
100 m runs through the sand on the beach.					



Picture no	1	Section no	5	Km	9
1.200 m of heavy traffic on the route (national road number A-7). Without alternative currently.					



Picture no	1	Section no	5	Km	12-17
5 km of heavy traffic on the route (national road number A-7). Without alternative currently.					



6.6 Section 6: Marbella to Fuengirola



Section 6 is 34 km long, starting in Marbella and ending in Fuengirola (Málaga). This daily section runs almost halfway along the N-340 (A-7) in a highly urbanised area. However, some sections run along wooden paths, traffic free, and this is known as the "senda litoral". Traffic is always important, especially in summer.

The route presents numerous tourist spots and beaches well known. The section was surveyed on October 24, 2017 by Luis Ramajo





6.6.1 Route infrastructure

Criteria		32 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	4	13%	Some stairs.
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	11	34%	
	Traffic free	0	0%	
	V.low traffic	5	16%	
	Low traffic	1	3%	
	Moderate traffic	1	3%	
	High traffic	0	0%	
Crossings	V.high traffic	14	44%	N-340/A-7, without alternative.
	Dangerous	3	9%	
Surface	V.dangerous	0	0%	
	Perfectly rideable	28	88%	
	Well rideable	2	6%	
	Moderately rideable	1	3%	
	Badly rideable	0	0%	
	Not rideable	1	3%	Stretches with sand
Gradients	Insufficient width	14	44%	
	Cumulative elevation gain [m]		218 m	
	Cumulative elevation loss [m]		220 m	
Attractiveness	Highest (gain+loss)/km [m]		42	PK 7 to 8
	Attractions	17	53%	Beaches..
	Highly attractive area	13	41%	Natural area: Dunas de Artola, Cabopino
	Noise/dust/smell	16	50%	
	Crime/wild dogs	4	13%	
Signing	Monotonous	0	0%	
	National standard	32	100%	
	EuroVelo	0	0%	
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

6.6.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessibility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus	Marbella	Málaga and Málaga Airport, Madrid	60 9	300 45	Ok	No	
34	Bus	Fuengirola	Málaga and Málaga Airport,	16	80	Ok	No	
34	Train	Fuengirola	Málaga	52	520	Ok	No	

A bus line runs along the coast with stops in all the villages between Estepona and Málaga. A limited number of bikes are allowed (max 5 per bus).

Several Ports in Marbella and Fuengirola, without public transport.

A terminal train station in Fuengirola. Line C1 connect with the centre of Malaga. There are no clear rules for transporting bicycles by train.

6.6.3 Critical issues



Picture no	1	Section no	6	Km	6
60 m through the sand on the beach. Alternative on the road A-7					



Picture no	1	Section no	6	Km	7-11
4 km of heavy traffic on the route (national road number N340/A-7). Without alternative.					



Picture no	1	Section no	6	Km	20
1 km of heavy traffic on the route (national road number N340/A-7). Without alternative.					



Picture no	1	Section no	6	Km	25-29
4 km of heavy traffic on the route (national road number N340/A-7). Without alternative.					

6.7 Section 7: Fuengirola to Málaga



Section 7 is 33 km long, starting at the Port of Fuengirola and ending in the centre of Málaga, near to the Port. This daily section initially runs along the N-340 roadside (but with wide sidewalks) in a highly urbanised area. Traffic is always important, especially in summer.

Some sections have a traffic-free path, named 'Vía litoral', and others use cyclo-pedestrian areas parallel to the beach. The route is marked by numerous tourist spots and numerous beaches. The section was surveyed on October 13, 2017 by Luis Ramajo.





6.7.1 Route infrastructure

Criteria		32 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	2	6%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	13	41%	
	Traffic free	3	9%	
	V.low traffic	2	6%	
	Low traffic	4	13%	
	Moderate traffic	3	9%	
	High traffic	5	16%	N-340
	V.high traffic	2	6%	N-340
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	28	88%	
	Well rideable	4	13%	
	Moderately rideable	0	0%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
	Insufficient width	4	13%	Sidewalks, or narrow bike lanes.
Gradients	Cumulative elevation gain [m]		258	
	Cumulative elevation loss [m]		264	
	Highest (gain+loss)/km [m]		56	PK 5 to 6
Attractiveness	Attractions	16	50%	
	Highly attractive area	6	19%	
	Noise/dust/smell	16	50%	
	Crime/wild dogs	2	6%	
	Monotonous	5	16%	
Signing	National standard	32	100%	
	EuroVelo	0	0%	
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria



6.7.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessibility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus	Fuengirola	Málaga and Málaga Airport,	16	80	Ok	No	
0	Train	Fuengirola	Málaga	52	520	Ok	No	
18	Train	Torremolinos	Málaga/Fuengirola	52	---	OK	No	
18	Bus	Torremolinos	Málaga and Málaga Airport,	16	80	Ok	No	
33	Train	Málaga	Madrid. Sevilla.	16 11	---	OK	No	
33	Boat	Málaga Port				OK		

A bus line runs along the coast with stops in all the villages between Estepona and Málaga. A limited number of bikes are allowed (max 5 per bus).

Several Ports in Marbella and Fuengirola, without public transport.

A terminal train station in Fuengirola. Line C1 connect with the centre of Malaga. There are no clear rules for transporting bicycles by train.

Several rules for bike transportation in trains. See in <http://www.renfe.com/viajeros/info/bicicletas.html>

Málaga Port has regular lines with Melilla, Barcelona, Glasgow, Livorno, Piraeus, Bremerhaven, Zeebrugge, Portbury....

6.7.3 Critical issues



Picture no	1	Section no	7	Km	4-11
It is possible to run with bikes on the sidewalks of N-340 road.					



Picture no	1	Section no	7	Km	13-14
It is forbidden to ride a bicycle in a pedestrian zone parallel to the beach of La Carihuela (Torremolinos). Cyclists must ride through the streets of the village, unattractive.					



Picture no	1	Section no	7	Km	25
On the Guadalhorce bridge, in the MA-21, there is a narrow sidewalk (300 m)					



6.8 Section 8: Málaga to Torre del Mar

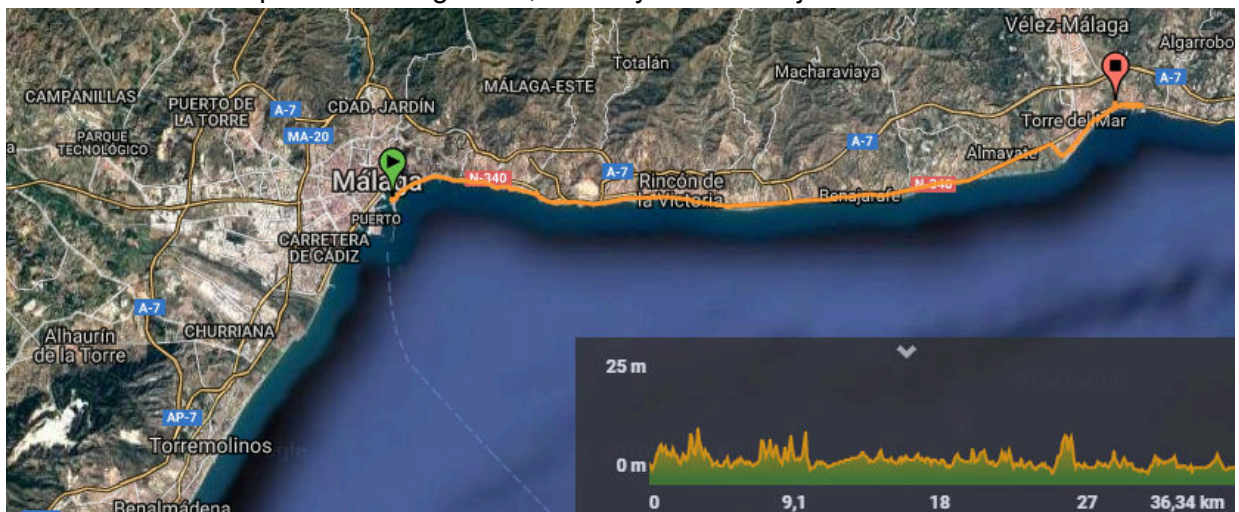


Section 8 is 33 km long. It starts in the Port of Malaga and ends in the centre of the village of Torre del Mar.

This section is developed in a very urbanized area, and uses cyclo-pedestrian areas parallel to the beach. There are some bike paths, and tunnels of an old railroad track.

In the second half of the section, the route remains on the edge of the N-340 road, with high traffic, between La Cala del Moral and Torre del Mar. Traffic is always important, especially in summer. The route is marked by numerous beaches.

The section was inspected on August 31, 2017 by Luis Ramajo.





6.8.1 Route infrastructure

Criteria		34 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	4	12%	Some stairs
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	22	65%	
	Traffic free	1	3%	
	V.low traffic	1	3%	
	Low traffic	0	0%	
	Moderate traffic	3	9%	
	High traffic	7	21%	N-340 between La Cala del Moral and Torre del Mar
	V.high traffic	0	0%	
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	20	59%	
	Well rideable	12	35%	
	Moderately rideable	2	6%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
	Insufficient width	5	15%	Some narrow sidewalks
Gradients	Cumulative elevation gain [m]		136	
	Cumulative elevation loss [m]		139	
	Highest (gain+loss)/km [m]		54	PK 8 to 9
Attractiveness	Attractions	20	59%	
	Highly attractive area	11	32%	
	Noise/dust/smell	11	32%	
	Crime/wild dogs	1	3%	
	Monotonous	5	15%	
Signing	National standard	34	100%	
	EuroVelo	0	0%	
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria



6.8.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessibility	Carriage of trailers, tandems and hand bikes	Reservation
0	Train	Málaga	Madrid. Sevilla.	16 11	---	OK	No	
0	Boat	Málaga Port	Several			OK		
16	Bus	Rincón de la Victoria	Malaga	50	250	OK	No	
33	Bus	Torre del Mar	Malaga	50	250	OK	No	

A bus line runs along the coast with stops in all the villages between Málaga and Torre del Mar. A limited number of bikes are allowed (max 5 per bus).

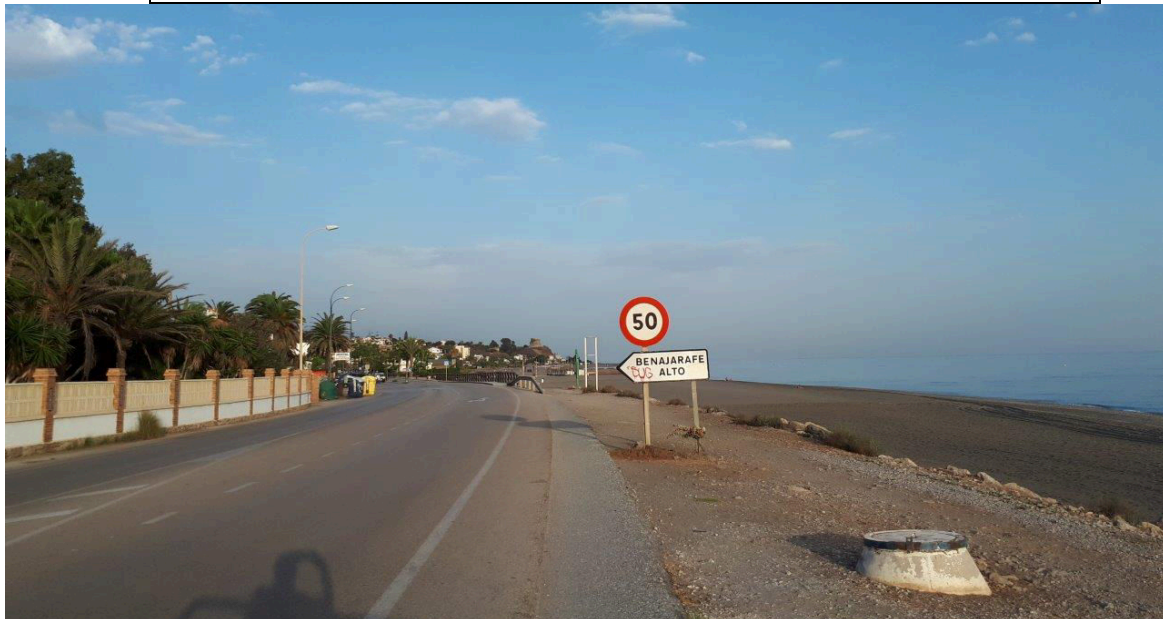
Several rules for bike transportation in trains. See in <http://www.renfe.com/viajeros/info/bicicletas.html>

Málaga Port has regular lines with Melilla, Barcelona, Glasgow, Livorno, Piraeus, Bremerhaven, Zeebrugge, Portbury....

6.8.3 Critical issues



Picture no	1	Section no	8	Km	9
The N-340 road has a narrow parallel path for cyclists and pedestrians. 100 m.					



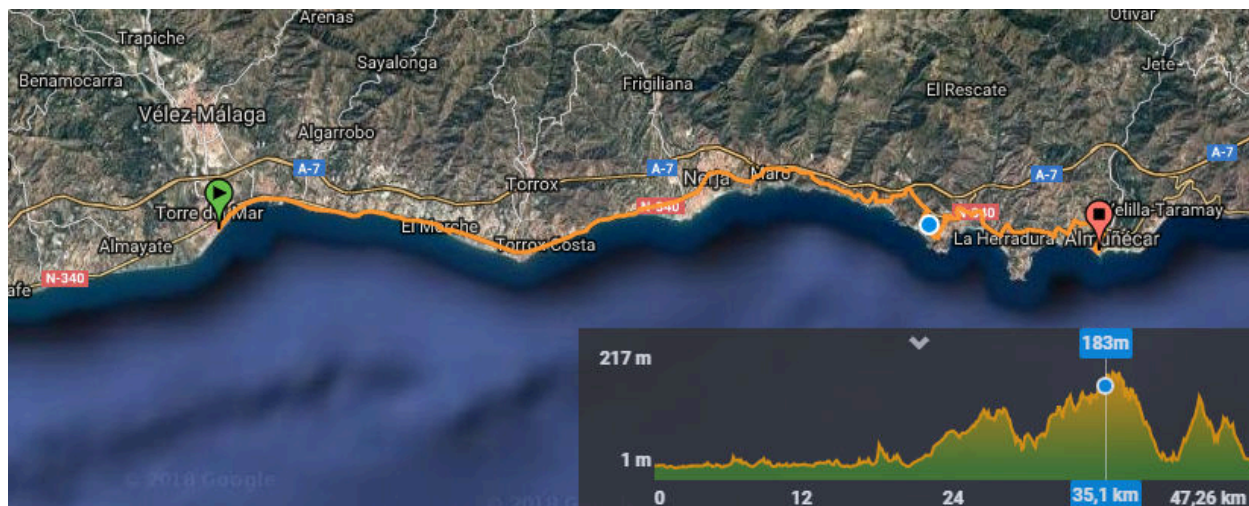
Picture no	2	Section no	8	Km	20-31
N-340 road, high traffic. Path built on compacted soil, parallel to public road. Occasionally signposted as Via Litoral					



6.9 Section 9: Torre del Mar to Almuñecar



Section 9 is 47 km long, starts in center of Torre del Mar (Málaga)) and ends in Almuñecar (Granada). This daily section makes its way mainly through the N-340 route in a highly urbanized environment, but at some point they meet the old N-340 routes or stretches of "coastal path". Traffic is always important, especially in summer. The route is marked by numerous tourist places and numerous beaches. The section was surveyed on 9 october 2017 by Diego Pavón.



6.9.1 Route infrastructure

Criteria		34 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	12	35%	
	Traffic free	0	0%	
	V.low traffic	0	0%	
	Low traffic	22	65%	
	Moderate traffic	0	0%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	1	3%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	26	76%	
	Well rideable	7	21%	
	Moderately rideable	1	3%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
	Insufficient width	0	0%	
Gradients	Cumulative elevation gain [m]		814	
	Cumulative elevation loss [m]		809	
	Highest (gain+loss)/km [m]		93	PK 37 tp 38
Attractiveness	Attractions	0	0%	Paraje natural acantilados de Maro y Cerro Gordo.
	Highly attractive area	20	59%	
	Noise/dust/smell	0	0%	
	Crime/wild dogs	0	0%	
	Monotonous	0	0%	
Signing	National standard	0	0%	There is no signage to cyclist.
	EuroVelo	0	0%	The only section with EV8 signage in Andalusia is section nº3 from pk 7 to 25
	missing/wrong signs	0	0%	

■ = Doesn't meet essential criteria
 ■ = Doesn't meet important criteria
 ■ = Doesn't meet additional criteria

6.9.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessibility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus	Torre del Mar	Málaga, Motril	50	200	OK	No	
23	Bus	Nerja	Malaga, Granada, Torre del Mar and others villages.	50	200	OK	No	
33	Bus	Almuñécar	Granada, Torre del Mar and others villages.	20	200	OK	No	

There is a Port in Caleta de Vélez

6.9.3 Critical issues



Picture no	1	Section no	9	Km	All section except km 34-38
Mainly heavy traffic on the route (national road number N-340).					



Picture no	2	Section no	9	Km	42
There is a dangerous tunnel for cyclist at kilometer point 42.5 of the section.					



6.10 Section 10: Almuñecar to Castell de Ferro



Section 10 is 46 km long, starts in Almuñecar and ends in Castell de Ferro (Granada). This daily section makes its way through the first N-340 route in a highly attractive area, but at some points they meet the old N-340 routes or stretches of local route. Traffic outside summer seasons is low level. The route is marked by numerous tourist places and beaches. The section was surveyed on 9 September 2017 by Pablo Olivares.





6.10.1 Route infrastructure

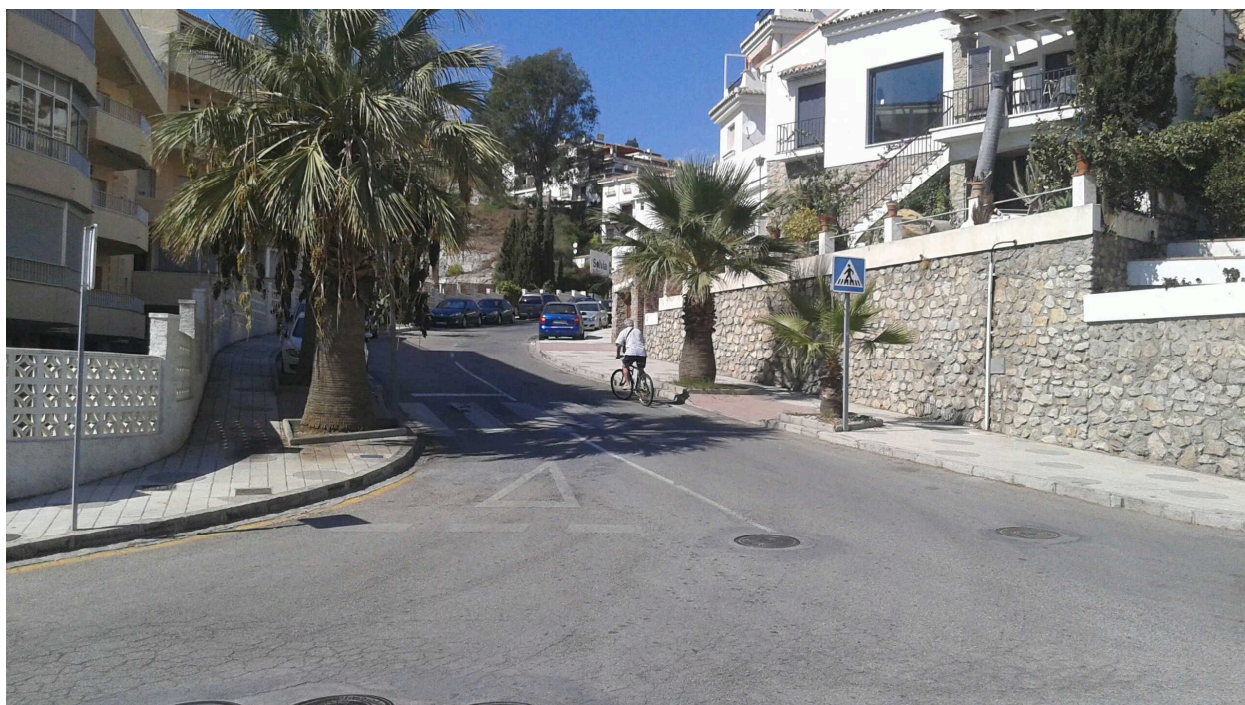
Criteria		46 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	0	0%	
	Traffic free	0	0%	
	V.low traffic	22	48%	
	Low traffic	14	30%	
	Moderate traffic	10	22%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	38	83%	
	Well rideable	8	17%	
	Moderately rideable	0	0%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
Gradients	Insufficient width	0	0%	
	Cumulative elevation gain [m]		542	
	Cumulative elevation loss [m]		541	
	Highest (gain+loss)/km [m]		128	PK 1 to 2
Attractiveness	Attractions	2	4%	Castillo de Salobreña, Reserva natural Charca Suarez, LIC Sierra y Acantilados de Castell de Ferro, Cabo Sacratif
	Highly attractive area	12	26%	
	Noise/dust/smell	1	2%	
	Crime/wild dogs	0	0%	
	Monotonous	0	0%	
Signing	National standard	0	0%	There is no cycle signing and where there was has been vandalized.
	EuroVelo	0	0%	The only section with EV8 signage in Andalusia is section nº3 from pk 7 to 25
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

6.10.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessibility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus	Almuñecar	Malaga, Granada, Almeria and other villages	12	48	OK		
25	Ferry, Bus and Crusie ship	Motril	Marruecos, Granada, Almeria and other villages	3	100	OK		
46	Bus	Castell de Ferro	Motril, Granada y Almeria	10	40	OK		

6.10.3 Critical issues



Picture no	1	Section no	1	Km	4-4,5
On 0.5 km there is a steep slope going up to 20%					



Picture no	2	Section no	10	Km	{4,5/12,5-25,5-46}
The sections that run along the national road A7 N340 between the pks 4,5-12,5 and 25,5-46,0 have a lot of traffic during the months of July and August.					



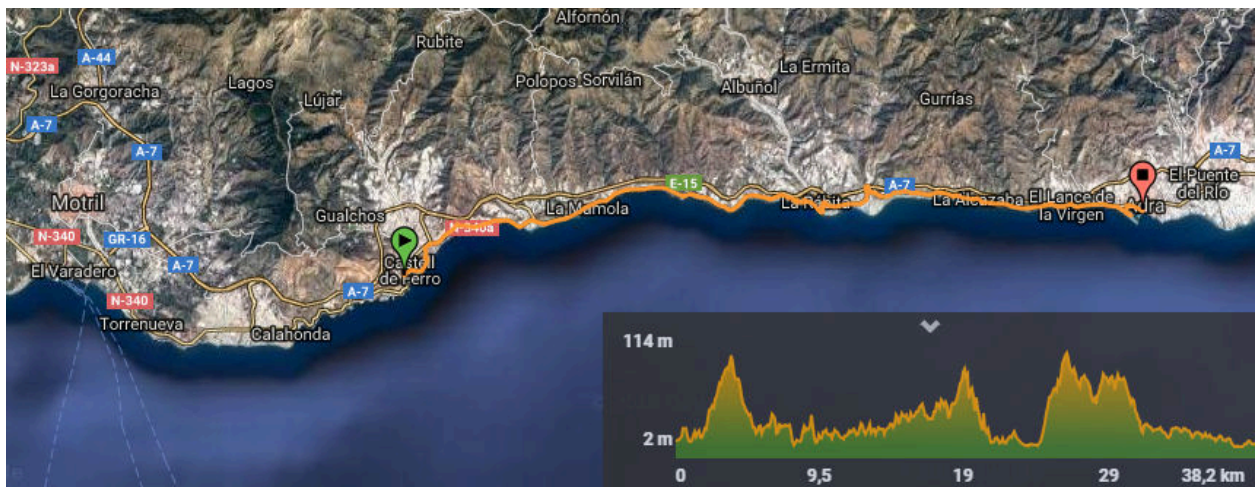
Picture no	3	Section no	10	Km	43,2
There is a dangerous tunnel for cyclist at kilometric point 43.2 of the section. This problem can be avoided by using the old route of the national road N340 that is impeded by barriers.					



6.11 Section 11: Castell de Ferro to Adra



Section 11 is 38 km long, starts in Castell de Ferro (Granada) and ends in Adra (Almería). This daily section makes its way through the first N-340 route in a highly attractive area, but at some point they meet the old N-340 routes or stretches of local route. Traffic outside summer seasons is low level. The route is marked by numerous tourist places and numerous beaches. The section was surveyed on 10 October 2017 by Pablo Olivares.





6.11.1 Route infrastructure

Criteria		38 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	0	0%	
	Traffic free	0	0%	
	V.low traffic	38	100%	
	Low traffic	0	0%	
	Moderate traffic	0	0%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	38	100%	
	Well rideable	0	0%	
	Moderately rideable	0	0%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
Gradients	Insufficient width	0	0%	
	Cumulative elevation gain [m]		562	
	Cumulative elevation loss [m]		560	
	Highest (gain+loss)/km [m]		75	PK 24 to 25
Attractiveness	Attractions	2	5%	Castillo de Huarea and wonderful beach
	Highly attractive area	29	76%	
	Noise/dust/smell	0	0%	
	Crime/wild dogs	0	0%	
	Monotonous	1	3%	
Signing	National standard	0	0%	There is no cycle signing and where there was has been vandalized.
	EuroVelo	0	0%	The only section with EV8 signage in Andalucia is section n°3 from pk 7 to 25
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

6.11.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessib ility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus	Castell de Ferro	Motril, Granada y Almeria	10	40	OK		
20	Bus	La Rabita	Motril, Granada y Almeria	5	20	OK		
38	Bus	Adra	Almeria, Granada.	8	32	OK		

6.11.3 Critical issues



Picture no	1	Section no	11	Km	0
Ugly entrance to village Castell de Ferro by road without proper signage					



6.12 Section 12: Adra to Almería



Section 12 is 60 km long, starts in Adra and ends in the center of Almería capital. This daily section makes its way mainly through the first N-340 route. The central part of the section runs by the A-1050 road, between El Ejido and Aguadulce, an important area of vegetables and fruits production. The section was surveyed on 10 October 2017 by Diego Pavón.





6.12.1 Route infrastructure

Criteria	km	50		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	17	34%	
	Traffic free	0	0%	
	V.low traffic	26	52%	
	Low traffic	6	12%	
	Moderate traffic	1	2%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	50	100%	
	Well rideable	0	0%	
	Moderately rideable	0	0%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
	Insufficient width	0	0%	
Gradients	Cumulative elevation gain [m]	611		
	Cumulative elevation loss [m]	614		
	Highest (gain+loss)/km [m]	24		PK 11 to 12
Attractiveness	Attractions	0	0%	Reserva natural de la Albufera de Adra, Almería Alcazaba, cable inglés.
	Highly attractive area	1	2%	
	Noise/dust/smell	0	0%	
	Crime/wild dogs	0	0%	
	Monotonous	0	0%	
Signing	National standard	0	0%	There is no cycle signing and where there was has been vandalized.
	EuroVelo	0	0%	The only section with EV8 signage in Andalucia is section nº3 from pk 7 to 25
	missing/wrong signs	0	0%	

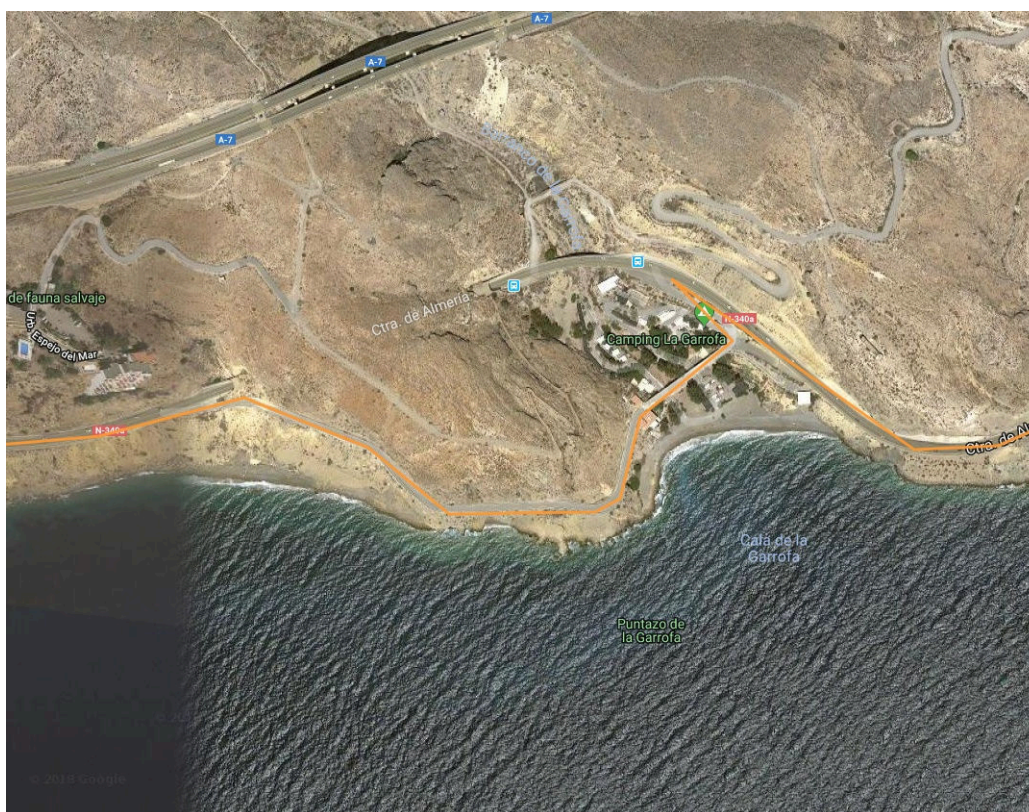
= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

6.12.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessibility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus	Adra	Almeria, Granada.	8	32	OK		
22	Bus	El Ejido	Almeria, Granada and other villages	10	40	OK		
41	Bus	Roquetas	Almeria, Granada and other villages	10	40	OK		
60	Airport, train, ferry and bus	Almeria	International, national and regional	20	200	OK		

There is a Port in Adra, without Public Transport by ferry.

6.12.3 Critical issues





Picture no	1	Section no	12	Km	52, 54
Crossing dangerous in pk's 51,300, 51,800, 53,000 and 53,800 in the direction of Cádiz.					

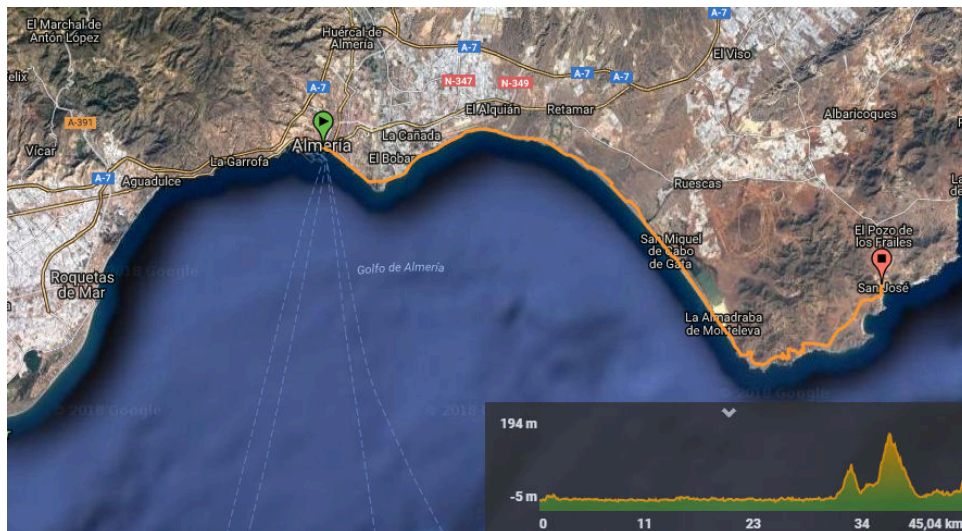


Picture no	2	Section no	12	Km	49-60
There is heavy traffic between the pk 49 and the end of the section (national road N-340a)					

6.13 Section 13: Almería to San José



Section 13 is 45 km long, starts in Almería and ends in San José. From km 17 to the end the route runs through the Natural Park Cabo de Gata-Níjar. The route borders the Gulf of Almería next to the coast and finally goes up to the Torre de la Vela to descend from there by a pedestrian path and cyclist to San Jose, passing by the most spectacular beaches of the Andalusian Mediterranean. The section was surveyed on 21 september by Diego Pavón.





Route infrastructure

Criteria	km	47		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	12	26%	
	Traffic free	16	34%	
	V.low traffic	18	38%	
	Low traffic	0	0%	
	Moderate traffic	1	2%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	13	28%	
	Well rideable	7	15%	
	Moderately rideable	7	15%	
	Badly rideable	19	40%	
	Not rideable	1	2%	
	Insufficient width	0	0%	
Gradients	Cumulative elevation gain [m]		417	
	Cumulative elevation loss [m]		411	
	Highest (gain+loss)/km [m]		128	PK 35 to 36
Attractiveness	Attractions	0	0%	From km 17 to the end Natural Park Cabo de Gata-Níjar, Salinas de Cabo de Gata, faro Cabo de Gata, Cerro de Vela Blanca, beaches and bays.
	Highly attractive area	38	81%	
	Noise/dust/smell	0	0%	
	Crime/wild dogs	0	0%	
	Monotonous	0	0%	
Signing	National standard	0	0%	There is no cycle signing and where there was has been vandalized.
	EuroVelo	0	0%	The only section with EV8 signage in Andalucia is section nº3 from pk 7 to 25
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

6.13.1 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessibility	Carriage of trailers, tandems and hand bikes	Reservation
0	Airport, train, ferry and bus	Almería	International, national and regional	20	200	OK		
45	Bus and ship	San José	Almería, Murcia and other villages	4	16	OK		

6.13.2 Critical issues



Picture no	1	Section no	13	Km	23
In km 23 not rideable, sandy road, Rambla Morales, Playa del Charco.					



Picture no	2	Section no	13	Km	34-36
On 1 km there is a steep slope going up to 15%					



6.14 Section 14 San José (Cabo de Gata) to Carboneras



Section 14 is 50 km long, starts in San José (Parque Natural de Cabo de Gata) and ends in Carboneras. The route leads through coastline by the Natural Park Cabo de Gata (Almería), mostly on public roads with low levels of motorised traffic outside summer seasons. The section was surveyed on 21 september 2017 by Pablo Olivares Phélix.





6.14.1 Route infrastructure

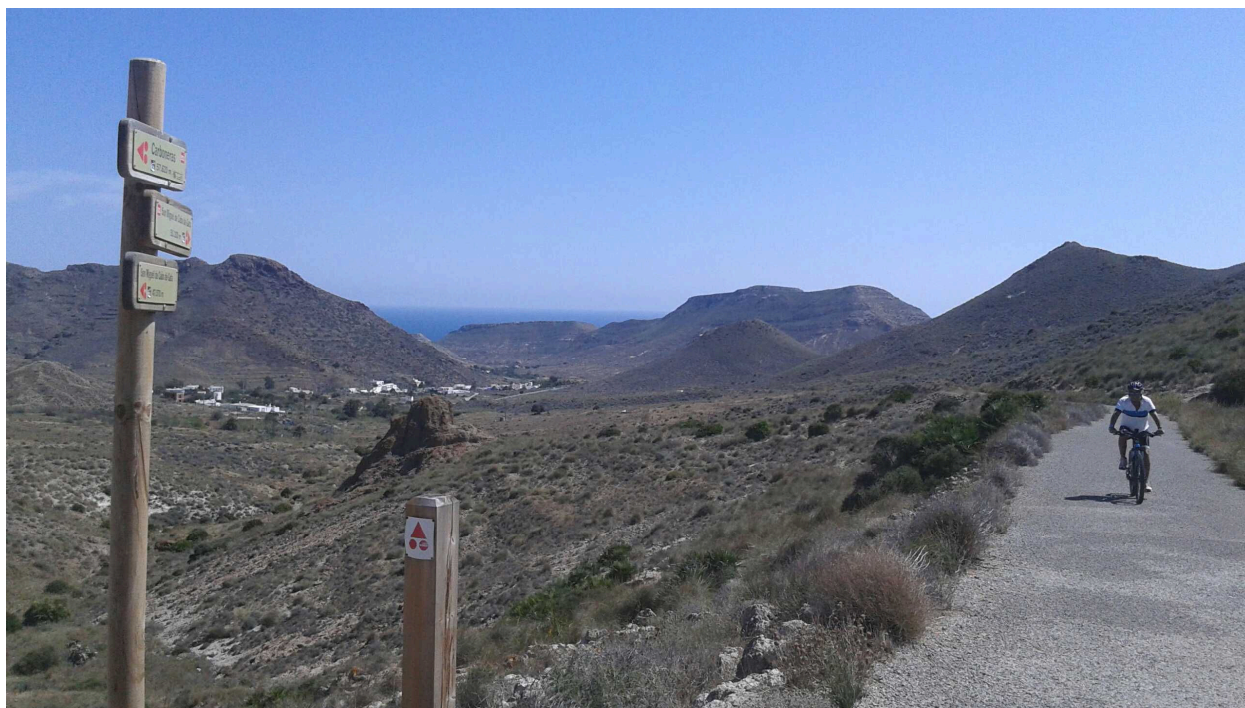
Criteria	km	50		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	1	2%	
	Traffic free	3	6%	
	V.low traffic	35	70%	
	Low traffic	1	2%	
	Moderate traffic	10	20%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	47	94%	
	Well rideable	3	6%	
	Moderately rideable	0	0%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
	Insufficient width	0	0%	
Gradients	Cumulative elevation gain [m]		631	
	Cumulative elevation loss [m]		627	
	Highest (gain+loss)/km [m]		80	PK 19 to 20
Attractiveness	Attractions	37	74%	Parque Natural Cabo de Gata-Níjar and the most beautiful beaches of Spain. Poblado minero de Rodalquilar. Geoparque
	Highly attractive area	47	94%	
	Noise/dust/smell	3	6%	
	Crime/wild dogs	0	0%	
	Monotonous	0	0%	
Signing	National standard	0	0%	There is no cycle signing and where there was has been vandalized.
	EuroVelo	0	0%	The only section with EV8 signage in Andalucia is section nº3 from pk 7 to 25
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

6.14.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessibility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus and ship	San José	Almeria, Murcia and other villages	4	16	OK		
50	Bus and ship	Carboneras	Almeria, Murcia and other villages	3	300	OK		

6.14.3 Critical issues



Picture no	1	Section no	14	Km	18,5-21,5
On 18,5 km there is a steep 3 km slope going up to 17%					



6.15 Section 15 Carboneras to Villaricos



Section 15 is 35 km long, starts in Carboneras (Almería) and ends in Villaricos (Almería). The route leads through border coast, mostly on public roads with low levels of motorised traffic outside summer season. The section was surveyed on 22 September 2017 by Diego Pavón.





6.15.1 Route infrastructure

Criteria		26 km		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	6	23%	
	Traffic free	0	0%	
	V.low traffic	12	46%	
	Low traffic	1	4%	
	Moderate traffic	7	27%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	22	85%	
	Well rideable	3	12%	
	Moderately rideable	1	4%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
	Insufficient width	0	0%	
Gradients	Cumulative elevation gain [m]		408	
	Cumulative elevation loss [m]		408	
	Highest (gain+loss)/km [m]		157	PK 5 to 6
Attractiveness	Attractions	0	0%	Parque Natural Cabo de Gata-Níjar and the beautiful beaches. ZEPIM
	Highly attractive area	16	62%	
	Noise/dust/smell	0	0%	
	Crime/wild dogs	0	0%	
	Monotonous	0	0%	
Signing	National standard	0	0%	There is no cycle signing and where there was has been vandalized.
	EuroVelo	0	0%	The only section with EV8 signage in Andalusia is section nº3 from pk 7 to 25
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

6.15.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessibility	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus and ship	Carboneras	Almeria, Murcia and other villages	3	18	OK		
25,5	Bus and ship	Garrucha	Almeria, Murcia and other villages	3	18	OK		
35	Bus and ship	Villaricos	Almeria, Murcia and other villages	3	18	OK		

The ports do not have public transportation service.

6.15.3 Critical issues



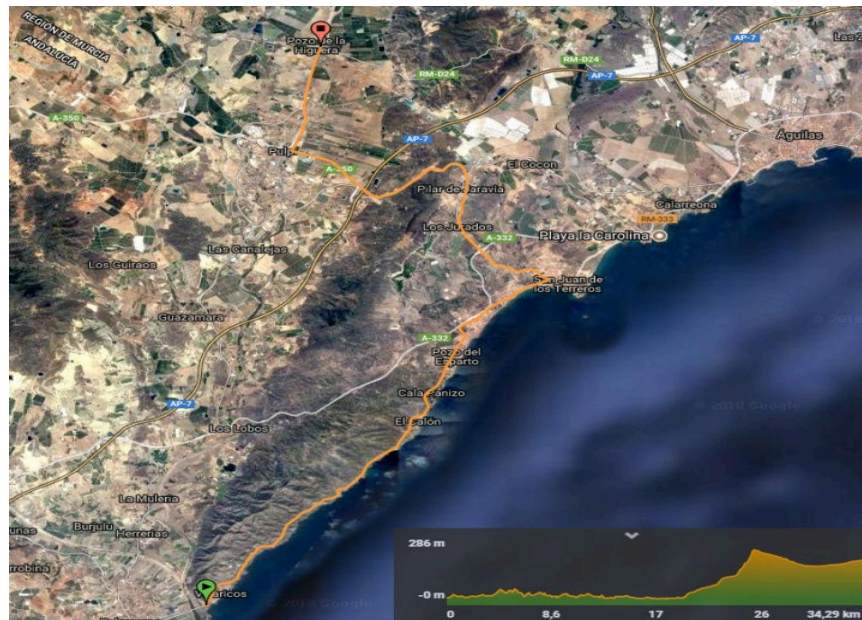
Picture no	1	Section no	15	Km	4-9
On 2 km there is a steep slope going up to 10%					



6.16 Section 16: Villaricos a Pozo de la Higuera (Pulpí)



Section 16 is 34 km long, starts in Villaricos (West border of Mantova Province on left side of the river Pad) and ends in Pozo de la Higuera (pulpí) limit with Region Murcia. The route leads through border coast and at the end of the route, turn inland to look for the connection with the region of Murcia in the border town of Pozo de la Higuera, mostly on public roads with low level of motorized traffic outside summer seasons. The section was surveyed on 22 october 2017 by Pablo Olivares.





6.16.1 Route infrastructure

Criteria	km	34		Comments
Continuity	Entry forbidden	0	0%	
	Stairs	0	0%	
	Chicanes <1.3m	0	0%	
Route components	Cycle paths	0	0%	
	Traffic free	0	0%	
	V.low traffic	34	100%	
	Low traffic	0	0%	
	Moderate traffic	0	0%	
	High traffic	0	0%	
	V.high traffic	0	0%	
Crossings	Dangerous	0	0%	
	V.dangerous	0	0%	
Surface	Perfectly rideable	34	100%	
	Well rideable	0	0%	
	Moderately rideable	0	0%	
	Badly rideable	0	0%	
	Not rideable	0	0%	
Gradients	Cumulative elevation gain [m]		501	Look section 6.16.3 Critical issues (puerto de cabeza Pelado)
	Cumulative elevation loss [m]		286	
	Highest (gain+loss)/km [m]		103	PK 24 to 25
Attractiveness	Attractions	0	0%	Sierra de Almagrera, de los Pinos y el Aguiloón. Beaches. Fondos marinos del Levante Almeriense. Torre Atalaya de Villaricos. Castillo de Terreros
	Highly attractive area	17	50%	
	Noise/dust/smell	0	0%	
	Crime/wild dogs	0	0%	
	Monotonous	0	0%	
Signing	National standard	0	0%	There is no cycle signing and where there was has been vandalized.
	EuroVelo	0	0%	The only section with EV8 signage in Andalusia is section nº3 from pk 7 to 25
	missing/wrong signs	0	0%	

= Doesn't meet essential criteria
 = Doesn't meet important criteria
 = Doesn't meet additional criteria

6.16.2 Public transport connections

PUBLIC TRANSPORT (max 4-5 most important hubs or connections per daily section)								
Km	Type	Location	Main destinations	Freq. /day	Capacity [bikes/day]	Accessability	Carriage of trailers, tandems and hand bikes	Reservation
0	Bus	Villaricos	Almeria, Murcia and other villages	4	20	OK		
18	Bus	San Juan de los Terreros	Murcia, Almeria, Granada and other villages	5	25	OK		
30	Train and bus	Pulpí	Murcia, Almeria, Granada and other villages	7	35	OK		

There are ports in Vuillaricos an San Juan de los terreros, but without public connections with others ports.

6.16.3 Critical issues



Picture no	1	Section no	1	Km	18-34
From San Juan we turn west (towards Pulpí through the Port of Cabezo Pelado) leaving the coast line and looking for the connection with Murcia. There is a more attractive alternative along the coastline to Águilas from kilometre 18.					



7 Summary

The EV8-Andalusian route from Cadiz to Pozo de la Higuera (Almeria) (16 daily sections) is 687 km in length.

The conditions and characteristics of the infrastructures are very diverse. Currently, 22% of the EV8 in Andalusia runs on bike path or cycle-pedestrian path, and 9% on traffic-free paths. Most sections are on lanes with low or very low traffic (54%), but some sections of the route runs in urban areas with heavy traffic (8%). Roads are generally in good condition, with adequate signposting and pavements.

Some stretches are currently badly rideable or not rideable because it is necessary to cross sandy areas or paths with stairs.

Regarding intermodality, there are train stations in Cadiz, Algeciras, Fuengirola, Benalmádena, Málaga and Almería close to the EV8 route. Access from Jerez and Málaga International Airport is also possible with a direct connection to the EV8. The road transport systems (busses) are not always equipped for bicycles transportation.

Several commercial and tourist ports are located along the coastline, close to EV8.

There is EuroVelo 8 signposting only between Facinas and Los Barrios, on a path that across the Los Alcornocales Natural Park.

The level of services along the route is diverse. It is high in tourist areas (Cadiz-Tarifa and Estepona-Torre del Mar), but poor in Natural areas.

There aren't still quality promotional tools (websites, mobile apps, printed maps, etc.).

Maintenance of the route will be assumed by the responsibility of local and regional authorities. It depends on each infrastructure owner.