ALGARVE TOURISM PRODUCTS ASSESSMENT AND DEVELOPMENT ACTION PLAN

Prepared on behalf of

2N2 Aeroportos de Portugal

Walking & Cycling Situation Analysis - Appendices

Tourism Development International

Contents

Appendices

Appendix 1: Product Audit Detail

A1.1 Area Profile

The Algarve region covers 4,997sq.km, shown on *Map 1: Study Area Context* in Appendix A4. The Algarve consists of a wide variety of topographies and geographical features. The coastal (Litoral) area to the east of Faro is characterised by the wetland areas of the Ria Formosa Natural Park with a succession of towns including Olhao, Tavira, and V.R do Santo Antonio. The coast to the west of Faro is increasingly rugged with cliffs interspersed by the beaches the Algarve is famous for. The west coast, Costa Vicentina, consists of breath-taking cliffs and beaches all part of the Cape St Vincent Natural Park and then the Sudoeste Alentejano e Costa Vicentina Natural Park. The southern coast is approximately 155km long and the western coast around 50km from Cape St Vincent to the border with the neighbouring region, Alentjo, to the north.

Moving away from the coast to the Barochal area the topography begins to consist of more upland areas interspersed with farmland (olives and almonds and other fruits); beyond are the mountain ranges of the Algarve with many national forests in the valleys between the upland areas. There are exceptional views from the peaks of Rocha da Pena and from the Monchique area over the entire Algarve inland area and beyond to the coast with the highest point of the Algarve at Foia (902m).

The eastern border of the Algarve follows the River Guadiana corridor and consists of wetland areas to the south close to Castro Marim, becoming increasingly mountainous when moving north. The Guadiana corridor includes several settlements with the town of Alcoutim in the north-west.

The inter-municipal community of the Algarve region includes sixteen municipal councils with a combined resident population of around 450,000. The capital of the Algarve region is the city of Faro, the administrative authority of the Algarve until 2004. The municipal councils and their principal settlements are shown in Figure A-1 below.

Around 40% of the Algarve is designated as protected areas, indicative of the significant flora and fauna to be found in the region. This is a relatively high figure, similar to that of New Zealand. Principal protected areas in the Algarve are shown in Figure A-2 below.

Figure A-1: Municipal Councils and Principal Settlements

Municipal Council	Population	Area	Principal Cities*/Settlements/Resorts
Loulé	70,622	763.67	Loulé*
Faro	64,560	202.57	Faro*
Portimão	55,614	182.06	Portimão* Praia da Rocha Alvor
Olhão	45,396	130.86	Olhão*
Albuferia	40,828	140.66	Albuferia* Quarteria*/Vilamoura
Silves	37,126	680.06	Silves* Armação de Pêra
Tavira	26,167	606.97	Tavira*
Lagos	31,049	212.99	Lagos*
Lagoa	22,975	88.25	Lagoa*
Vila Real de Santo António	19,156	61.25	Vila Real de Santo António* Monto Gordo
São Brás de Alportel	10,662	153.37	São Brás de Alportel
Castro Marim	6,747	300.84	Castro Marim
Monchique	6,045	395.30	Monchique
Aljezur	5,884	323.50	Aljezur
Villa do Bispo	5,228	179.06	Villa do Bispo Sagres
Alcoutim	2,917	575.36	Alcoutim
Total	**451,006**	**4996.8**	

Designated Areas

Around 40% of the Algarve is designated as protected areas, indicative of the significant flora and fauna to be found in the region. This is a relatively high figure, similar to that of New Zealand.

Figure A-2: Principal Protected Areas in the Algarve

Area	Closest City/Town/Village	Features
Parque Natural do Sudoeste Alentejano e Costa Vicentina (Southwest Alentjo and Costa Vicentina Natural Park)	Runs 110km from Sagres to north of Aljezur	Coastal cliffs, & remote beaches, unique plants, otters, foxes, 200 bird types, Rota Vicentina routes
Reserve Natural do Sapal de Castro Marim e Villa Real de Santo Antonio	Castro Marim	20 sq.km of marshland and salt pans, flamingos, spoonbills, avocet, Caspian terns, white storks. Portugal's oldest nature reserve (1975), winter visitors include greater flamingos, spoonbills, Caspian terns, springtime white storks
Parque Natural de Ria Formosa/Ria Formosa Natural Park	VR do Santo Antonio-Faro	60km long, 18,000ha - marshes, salt pans, lakes, creeks and dune islands, beaches & birdlife. Mediterranean chameleons.
Serra do Calderirao	Loule	30km north of Loule, beautiful protected area of undulating hills, cork trees and harsh scubland. The area is renowned for its bird varieties. Ancient village, excellent cuisine. Traditional water taps and fountains (fonts).
Sagres Biogenetic Reserve	Sagres	In spring flowers are everywhere including wild orchids and endemic plants.
Rocha da Pena	Pena	479m high limestone outcrop in the Serra de Caldeirao foothills. Classified site beacuase of its rich flora and fauna. Orchids, narcissi and native cistus cover the slopes. Red foxes, Egyptian mongooses are common. Bird species include the huge eagle owl, Bonelli's eagle and the buzzard. Centro Ambimental - environmental centre in Pena village.

A1.2 Gateways and Access Points

There are three tiers of gateways to the study area:
- **Tier 1: Large urban areas/primary Destinations** which act as a base for many visitors and which include significant resident populations. Faro could be considered the primary access point for the Algarve due to the proximity of Faro Airport.
- **Tier 2: Primary Destination Areas** which may be part of visitor's circuit or act as a magnet to bring visitors into the broader area thus benefitting the communities in the study area.
- **Tier 3: Secondary Destination Areas or resorts** – these are included because of their role as transport hubs, population size, strategic location and availability of accommodation and local ancillary services. This category includes rural villages and smaller settlements which could also be considered access points for the four mountain areas.

Figure A-3: Gateways to the Study Area

Tier 1: Large Urban Areas/Primary Destinations	Primary Destination Areas	Tier 2: Secondary Destination Areas
Faro	Monto Gordo	Loule São Brás de Alportel
Lagos	Praia da Rocha	Olhão Castro Marim
Portimao	Armação de Pêra	Vila Real de Santo António Villa do Bispo
Albufeira	Alvor	Sagres Alcoutim
Lagoa*	Vilamoura	Tavira Aljezur
		Silves Monchique

In addition to gateways there are a range of key access points to the study area for visitors and locals the majority of which are located in the primary destination gateways, such as:
- Rail and bus stations
- Intersections with existing trails (see Appendix A4 - Map 2: Algarve Walking Routes and Hubs)

- Attractions in the study area: e.g. accommodation, activities, restaurants, shops that attract people to the area.

These gateways, access points and the roads between them are the places where economic benefits from visitors are most likely to be realised.

A1.3 Cycling Routes

The Algarve has some of the best winter cycling opportunities anywhere in Europe with a combination of dramatic scenery with wild hill country and some untouched beaches with very good quality roads with little traffic, once you leave the coastal area. This combined with attractive villages, good food & wine, flora & fauna, friendly people and good weather make cycling in the Algarve an attractive proposition if visitors know where to go.

A1.3.1 Regional Routes

Touring/Road Cycling: There is currently one official long distance cycling route in the Algarve, the Ecovia do Litoral (Coastal Greenway), a 214km route from Villa Real de Santo António in the east to Cabo de S.Vicente in the west. The concept of the route was initiated by Ria Formosa Natural Park in 2002 and they went to CCDR for funding and then developed with the aid of AMAL the idea from just a trail across the Ria Formosa NP area to a multi municipality trail from Villa Real Santo Antonio to Cape St Vincent.

The trail was initially benchmarked against international similar trails and a plan was developed with the cost estimated at €13m. The municipal councils then cut this budget to €3m with knock-on effect on the trail quality. Of this 3m around €1m went on signage, €1m went on re-surfacing and drainage, and €1m went on bridges and boardwalks.

Although capital funding was provided there was no maintenance budget which has meant deterioration of the product since 2008. This has meant that three sections – from Bias do Sul (East of Olhão) to Faro, from Burgau to Portimao and from Altura to the detour to Retur (1,5km to the East) are on the N125 or other heavy traffic roads. A key issue is that the lack of signage means people get lost and have a negative/dangerous experience.

While there are issues with the route it has tremendous potential to link the cities and towns along the coast of the Algarve. A survey of Megasport customers who had completed the Ecovia said it had the potential to be one of the world's best coastal cycle routes.[1]

Stages: While there is no official guide to suggest overnight stops. A tour by Irish Cycling Safaris splits the ride into six sectors (VillaReal-Tavira, Tavira-Olhao, Olhao-Boliquime, Boliquime-Praia da Rocha, Praia da Rocha-Salema, Salema-Cape St Vincent). The suggested five stages on the now offline www.ecoviasalgarve.org website are[1]:

- Villa Real to Tavira 30km
- Tavira to Faro 39km
- Faro-Albufeira 49km
- Albufeira-Lagos 62km
- Lagos-Cape St Vincent 47km

In practice it may be the case that some people may wish to reduce the length of the 4th and 5th stage and stop at places such as Praia da Rocha or Salema on the way.

Management organisation/funding: In 2007 there were 3 ideas on how to manage the trail – a body that would operate the Ecovia funded by the MC's; an existing entity such as AMAL, each MC would manage their own section, which is what has been happening up to now. From 2008 on there have been complaints from cyclists due to the lack of continuous route and declining quality. These were coming to AMAL and have now been directed to municipal councils to try to make them take ownership of the issues. Now there is currently effectively no management agency for the Ecovia do Litoral with Jorge Coelho from AMAL trying to find time within his role to coordinate future development.

Signage: When the trail was first implemented around €1m was spent on signage. Some of which has deteriorated in the sun and with salt. A decision was taken not to install directional signage and instead to paint a blue line along the side of the road for cyclists to follow – the reasoning being to reduce visual clutter in urban areas. However there has been little or no maintenance carried out on the route since 2008 with much of the blue directional line worn away or removed due to road re-surfacing.

Information available: There are no official maps, websites or GPS details available. There was a website, www.ecoviasalgarve.org, but the company managing it went bankrupt and AMAL have not had the resources to restore it.

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[1] http://www.gpsies.com/mapUser.do?username=coelho_jorge

Visitor data: There is no recent visitor data available, although CCDR has a relevant set of information gathered in 2004.

Key issues & opportunities: A decision has now been taken to progress the Ecovia do Litoral concept as part of the Eurovelo 1 route. All the countries along the route from Norway to Portugal met in November 2015 in Westport, Ireland to decide what would be needed to enable Eurovelo #1 (Atlantic Route)[2]. The route will run from Norway, through UK, Ireland, France and via Salamanca south along Guadiana to Villa Real do Santo Antonio and to Cape St Vincent. Ideally, according to the Portuguese Cycling Federation, it should then run from there 700km north along the Rota Vicentina to Lisbon and the north of Portugal. This route will be identified by the end of November 2015 and there needs to be validation/buy-in from the local authorities. The route would likely the Rota Vicentina Historical Way but not on the same route to avoid user conflict and carrying capacity issues.

The EuroVelo 1 project is being prepared by Conseil Général des Pyrénées Atlantiques and involving European Cycling Federation and all the relevant countries. It is likely that there will be around €1m funding for the Portuguese section. The project will be supported by AMAL, municipal councils, Turismo do Algarve, ATA and possibly Turismo do Portugal who will focus on:

- Project management
- Development of a stakeholder organisation including private sector
- Make EV1 a memorable destination of excellence
- Make cycling trips on EV1 easy and attractive (services and signage)
- Make the success visible through quantified economic evaluation

In the short term to enable the project there needs to be provision of basic information to manage the expectations of those arriving and undertaking the route. The easiest way is to provide a website and to provide online information on alternative routes to the N125 segments. A Portuguese engineer, Paulo Guerra dos Santos is an expert in this and could complete this for a small fee.[3] In the mid-term, and in tandem with the French there needs to be marketing, monitoring, social media and upskilling of businesses along the route (enabling friendly communities). The cost for this would be around €170,000 some of which could be sourced from European funding. Both the Algarve Tourism Association (ATA) and Turismo do Algarve have buy-in to the Ecovia and are providing €100k towards social media, and promotion. The reality is that people's expectations need to be managed as many are already doing the route. Providing signage for the whole route would cost around €400,000.

In the long term the Ecovia should also be part of the 6,000km **Eurovelo #8 (Mediterranean Route)** from Cyprus to Cape St Vincent[2]. The European Cycling Federation have said the Ecovia could be part of two Eurovelo routes.

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2 http://www.eurovelo8.com/stages

The best section of the route now is the Villa Real do Santo Antonio to Brias do Sul to the west of Olhao. This is around 70km i.e. a day ride. This would require additional signage but could be launched as a Phase 1.

An indicative timescale, with sufficient financial resources, would be:
- **Q1/2 2016**: Commission online version of current useable route with downloadable GPS tracks and optimum route from Paulo Guerra dos Santos or similar.
- **Q3/4 2016 – end 2017**: Develop new signage standard for Ecovia and implement
- **Q3/4 2016 – end 2019**: Activate new management model for Ecovia and new marketing tools including website, maps and guides.

Mountain-biking: There are **three long distance mountain-biking routes** in the Algarve – the Via Algarviana, the Grande Rota do Guadiana and the Historical Way on the Rota Vicentina can be completed on a mountain-bike by an intermediate rider.

The Via Algarviana website and guidebook include information, including GPS, for the mountain-biking route. It is recommended that the route is ridden from Alcoutim to the Cape and completed over 5 days. The recommended stages are shown below in Figure A-4.

Figure A-4: Via Algarviana MTB Stages

Stage	Distance	Accumulated Ascent (m)	Accumulated Descent (m)
Alcoutim-Vaqueiros	58.8	1583	1352
Vaqueiros-Salir	58.88	2325	2317
Salir-Silves	63.1	1708	1950
Silves-Marmelete	42.9	2083	1709
Marmalete-Cabo S.Vicente	77.84	1140	1489

A1.3.2 Local Cycling Routes

Touring/road: There are no official local road cycling routes. There are a range of routes promoted by companies such as Megasport or in publications such as '*Cycling the Algarve*'[3]. One of the routes in this guide book, shown below in Figure A-5, is a 329km six-day touring circuit through the western half of the region which includes overnight stops, rides through quiet countryside and forested hills, visits to beaches and dramatic coastal scenery. The sectors for this ride which starts and finishes in Silves, include:
- Silves-Monchique   37km

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[3] *Cycling the Algarve*, Huw Thomas, Pedal Portugal, 2015

- Monchique-Zambujeira   53.5km
- Zambujeira-Aljezur   49.5km
- Aljezur-Sagres   60.3km
- Sagres-Lagos   54.7km
- Lagos-Silves   73.5km

This guide also indicates ten day rides at Aljezur, Boliqueime, Lagos, Mexilhoeira Grande, Monchique, Silves and Zambujeira.

From undertaking the product audit it can be observed that the quality of the road surface in much of the rural hinterland of the Algarve in combination with a relative lack of traffic, provide very good conditions for the development of rural long distance cycle routes.

Figure A-5: Algarve Touring Circuit (Pedal Portugal)
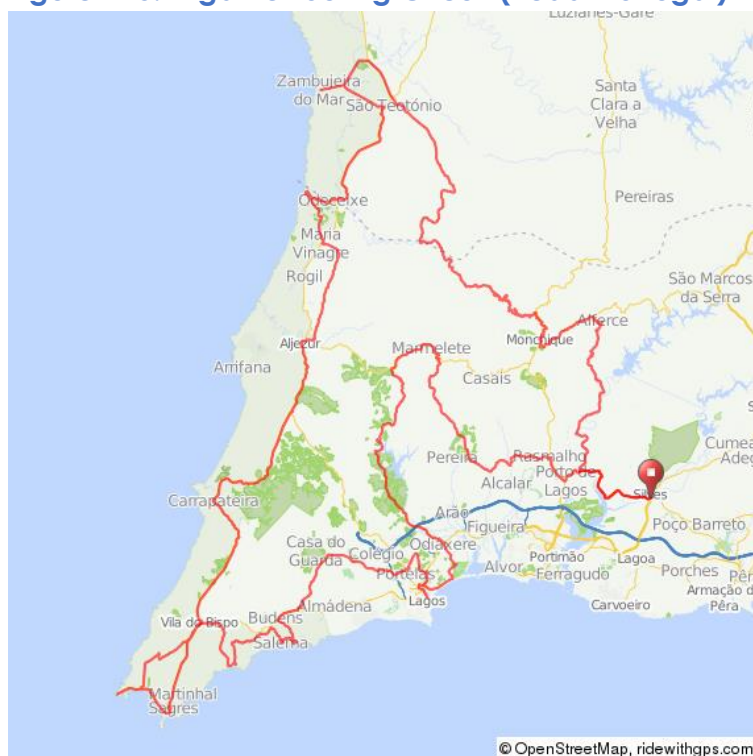
Mountain-biking routes: There are at least 37 signposted local mountain-biking routes in the Algarve region:
- 19 of the Odiana walking routes can also be completed by mountain-bike (see Figure A-17 below)
- 11 of the Via Algarviana Complementary Paths can be used by mountain-bikes (all except PR2 PTM) (see Figure A-5 above)
- 3 of the Via Algarviana thematic routes can be completed by mountain-bike – Rota da Geologica: Trail 2 – Foia and surrounding area (15.3km) and Rota das Arvores Monumentais: Picota Circuit (27km) and Foia Circuit (17km)

- Loule Municipal Council have published a guide to mountain-biking (BTT) routes within their area. This guide indicates four trails as shown in Figure A-6, below. These are all loop trails, are all signposted and can be completed all year round.

Figure A-6: BTT Routes in Loule Municipality

Route	Distance	Time
Ameixial	26km	1.5 hours
Salir	17km	1 hour
Cortelha	25km/14km	3hours/2 hours
Querenca	22.5km	2 hours

A1.3.3   Cycling Events

The Volta do Algarve (Tour of the Algarve) is a 5-stage 783km competitive road race that has been staged since 1960 with 41 editions, as of 2015. This event was last staged over 18-22nd February 2015.

Stage 1   Lagos-Albufeira   167km
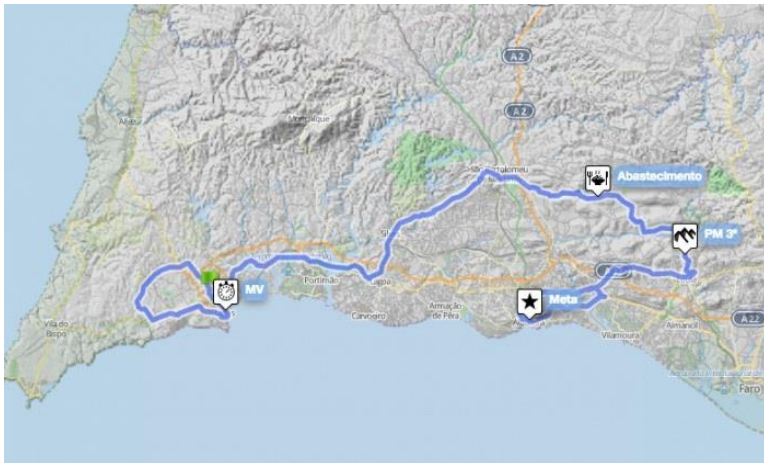
Stage 2   **Lagoa-Monchique**   **197km**

Stage 3   **Vila do Bispo-Cabo de Sao Vicente**   **19km**

Stage 4   **Tavira-Malhao**   **216km**
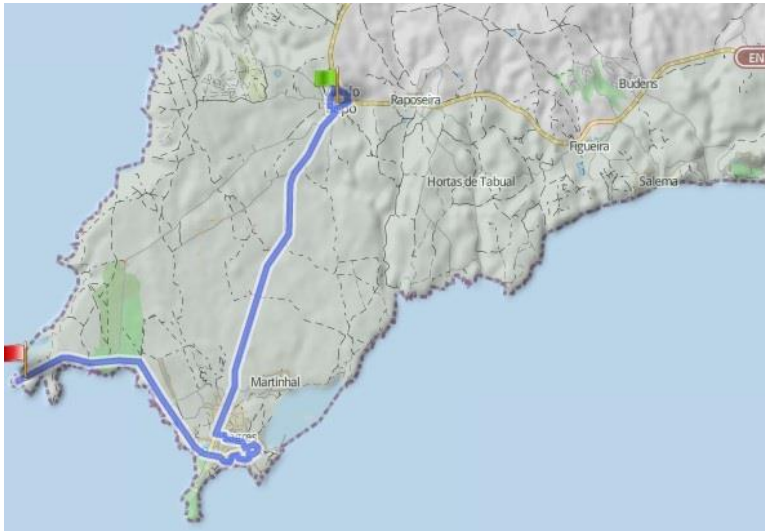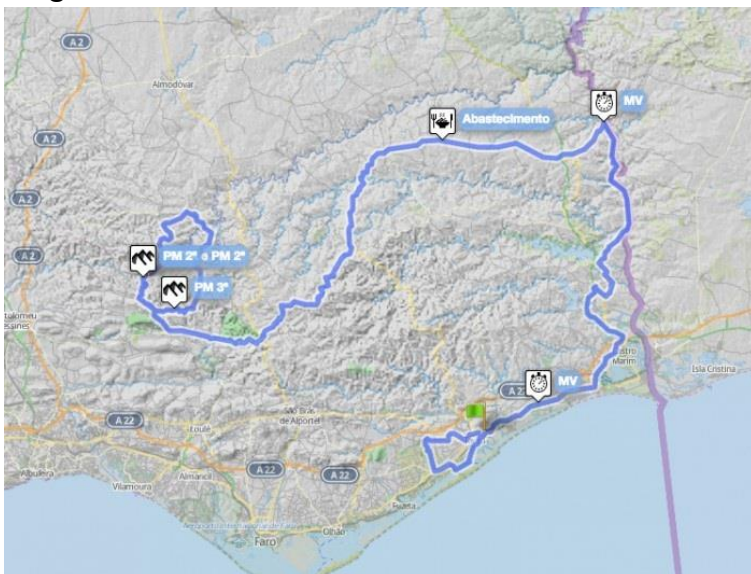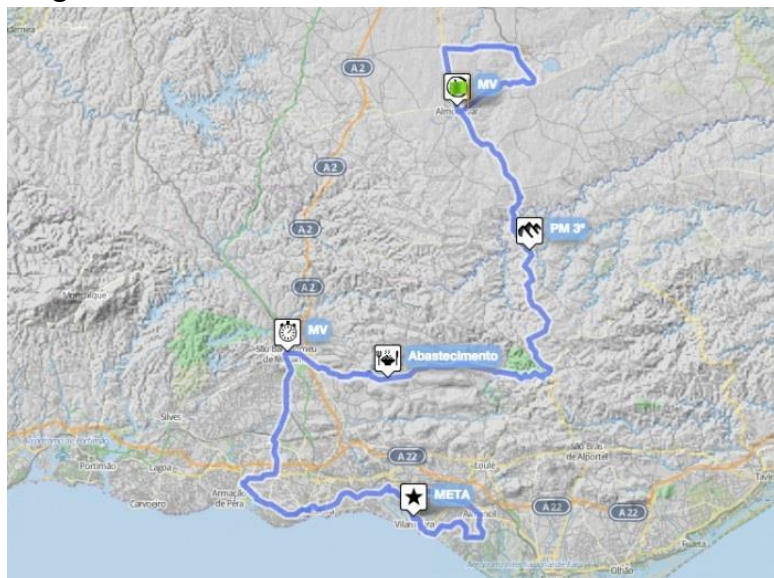
Stage 5   Almodovar-Vilamoura   184km

Total distance   783km

There were twenty-two teams of eight (176) riders starting the race in 2015.

Issues and Opportunities:

The Volta do Algarve is part of the international racing circuit with many international teams taking part as a training for the Spring Classic races. Turismo do Algarve have been criticised for not investing to ensure the Volta do Algarve has been shown on Eurosport since 2012 given this would include significant aerial video of the Algarve region[4].

A1.3.4   Bike Rental
- Abilio Bikes – based in Tavira in the eastern Algarve. Has a range of machines to rent by the day or month.
- Sport Nautica – based at Tavira
- Formosar – based at Faro
- Bikawish – based at Vilamoura
- Bikeland – based near Vilamoura
- East Algarve Bike Hire – based at Monto Gordo
- Fun River – based at Alcoutim, has around 20 road bikes and 4 mountain bikes, plus kayaks. Can arrange one way drop off to VR do Santo Antonio.
- Algarve Adventure – mountain bikes only but includes delivery.
- Algarve Bike Hire – based in Armacao de Pera, a small town to the west of Albufeira. Has road bikes and tourers as well as hybrids, mountain and city bikes for hire. Offers a delivery and collection service for the whole of the Algarve (free for immediate area, charge for wider area).

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[4] Consultation with Thomas Swift Metcalfe, October 2015

- Avalanche – bike shop at São Brás de Alportel (north of Faro) that also offers bike hire and free delivery in a 25km radius of the town. Has mountain bikes or a choice of carbon or aluminium frame road bikes.
- Easy Go Electric Bikes – a new company based in Lagos, free delivery of electric bikes within a 10km radius.
- Mountain Bike Adventure – based at Lagos
- MegaSport – based near Loule (north of Faro) offers Giant road and town/hybrid bikes – plus tandems (although these are more 'fun' rides than serious machines). Delivers free within the Algarve.
- Funbike – based at Boliqueime, north-east of Albufeira. Despite the name, they have 'serious' mountain bikes and road bikes for hire.
- Lisa Bikes – based in Estoi (north of Faro) and has road, MTB and 'touring' (hybrid) bikes to rent (including children's bikes). Also has electric bikes. The company also offers a range of cycle tours, both based based from one location or touring the region.
- Alternativtour – based at Monchique
- Sagres Nautica – based at Sagres

A1.3.5 Regional Mountain-Biking Centre

The Portuguese Cycling Federation is currently selecting a site for a regional BTT centre in the Algarve. Centros de BTT is a national project and have developed 10+ centres in the north. There is a website and they are planning ones in Monchique and Sao Bras de Alportel.

A1.4 Hiking/Walking Routes

The Algarve contains walking trails of such range and quality that they enable international comparison. While each of the mountain areas are individually renowned for walking, once the areas are grouped together it can be seen that this region is exceptionally well endowed with walking trails from short walks to loop and linear walks that take a few hours up to long distance multi-day walking routes that take in outstanding views and historical features.

A1.4.1 Regional Hiking/Walking Routes

There are three long distance walking routes in the Algarve; Rota Vicentina, Via Algarviana and the recently opened Grande Rota do Guadiana. The towns and villages and the start and end of each stage are the places which will benefit most from increased numbers of walkers and cyclists on each route.

Rota Vicentina

Trail Information: The Rota Vicentina is a corridor of activity along the Costa Vicentina on the Algarve's west coast. The route consist of two main trails, the Fisherman's Trail which runs from Porto Covo in Alentjo to Odeceixe in the Algarve and its 5 complementary circuits, the Historical Trail which runs from Santiago do Cacem in Alentjo to Cabo Sao Vicente in the Algarve, and five circular routes. While Casas Brancas, the earlier version of Rota Vicentina Association, was started in 2002 work to implement infrastructure on the trails did not begin until 2008 and took 3 years. Rota Vicentina officially opened in 2012. The Rota Vicentina consists of two trails:

- **The Fisherman's Trail** - follows the coast along cliff top paths traditionally used by fishermen and is located within the Southwest Alentejo and Vicentina Coast Natural Park. It comprises a total of 4 sections and 5 complementary circuits, totalling 120 km.
- **The Historical Way** - follows trails used by pilgrims, travellers and locals on their journeys throughout the region. This trail is fully accessible to hikers and mountain bikers, with stretches of cork tree forests, mountain ranges, valleys and rivers. It comprises a total of 12 sections and 230 km.

Figure A-7: Rota Vicentina

There are four stages to the Fisherman's Trail and four additional complementary circuits as shown in Figures A-8 and A-9 below.

Figure A-8: Fisherman's Trail Stages

Stage	Start/end destinations	Distance (km)
1	Porto Covo – Vila Nova de Milfontes	20
2	Vila Nova de Milfontes - Amograve	15
3	Almograve – Zambujeira do Mar	22
4	Zambujeira do Mar - Odeceixe	18

Figure A-9: Fishermen's Trail Complementary Circuits

Circuit	Name	Distance (km)
1	Circuito Praia de Odeceixe	9
2	Circuito Praia da Amoreira	6
3	Circuito Ponta da Atalaia	14
4	Circuito Pontal da Carrapateira	10
5	Circuito Praia do Telheiro	6

There are 12 stages on the Historical Way as shown in Figure A-10 below.

Figure A-10: Historical Way Stages

Stage	Start/end destinations	Distance (km)
1	Santiago do Cacem – Vale Seco	18
2	Vale Seco – Cercal do Alentjo	23
3	Cercal do Alentjo – Porto Covo (link to Fisherman's Trail)	18
4	Cercal do Alentejo – S.Luis	21
5	S.Luis - Odemeira	25
6	Odemeira – S.Teotonio	19
7	S.Teotonio - Odeceixe	17
8	Odeceixe - Aljezur	18
9	Aljezur - Arrifana	12
10	Arrifana - Carrapateira	24
11	Carrapateira – Vila do Bispo	22
12	Vila do Bispo – Cabo de S.Vicente	14

Circular Routes: There are five short loop routes at Almograve, S. Luís, Troviscais, Santa Clara and Sabóia in Alentjo. These are 3.5km to 13km in length.

Management organisation/funding: Rota Vicentina Association for the Promotion of Nature Tourism in the Alentejo and Vicentina Coast (www.rotavicentina.com), is a non-profit organisation founded in June 2013 that is responsible for the project Rota Vicentina. The association Casas Brancas was the coordinator of the project in its implementation phase, in partnership with the association Almargem, the local municipalities and parish councils, local and regional entities, companies and individuals that have supported the project and made it a viable proposition. This is the most significant network of public and private partners, united in a joint initiative in the region.

Rota Vicentina Association (RVA) is seen as more inclusive than Casas Brancas and now has over 150 members with more applying to join every week. Members include accommodation providers, tour operators and taxi companies. Membership fees are now almost double the amount of annual public sector funding from municipal councils meaning the RVA business model is becoming increasingly sustainable. The amount each local authority pays is based on the number of stage stops (overnight stops) they have in their area with a minimum of 3 as this is where people stay and where councils generate the most income from visitors. Funding also comes from sponsorship e.g. Europcar.

Maintenance of the trail is underpinned by a strong volunteer network who sponsor a section of 20km+ and walk it twice a year, reporting problems or carrying out maintenance themselves. Significant maintenance is undertaken by the municipal councils.

The objectives of the Rota Vicentina Association are to:
- *Establish south-west Portugal as an international nature tourism destination, raising awareness of the environmental and cultural significance of the region*
- *Regulate the passage of walkers through environmentally sensitive areas*
- *Consolidate development network (companies, institutions, population)*
- *Present the region with a public infrastructure for the enjoyment of nature, getting tourists close to the local population*
- *Stimulate the existing offer during the medium/low season and contribute to the sustainability of rural areas by creating new business opportunities[5]*

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[5] Rota Vicentina Association, 2015

Signage: The Rota Vicentina has very high quality directional, orientation and interpretation signage. There are 26 interpretation panels in villages - the start/end points of 22 sections and on 5 loop trails.

Information available: Very high quality and highly informative website with maps available to download in all formats for all sections including GPS, GPX and KMZ formats for use in Google Earth and Google Maps. High quality printed maps and guides are also available. Innovative features of the website include online booking facility for accommodation; and an itinerary planner linked to an algorithm that suggests an itinerary based on the user profile and length of stay.

Visitor data available: None available

Key issues & opportunities:
- Although all of the Historical Way can be cycled Rota Vicentina Association prefer not to promote this due to the potential for user conflict. This means there is a need for a complementary cycle route in response to significant demand.
- Rota Vicentina Association aim to extend the Rota Vicentina to Lagos in the next two years. This would enable visitors to fly to Faro and get the train to Lagos and the start of the Rota Vicentina.
- A lack of visitor data makes prioritised investment difficult. Numerical, qualitative and carrying capacity monitoring would enable RVA to work with sponsors, media and EU funds – it would provide justification for investment. A baseline socio-economic study and carrying capacity study are considered essential.
- While the route has world class information provision it currently lacks an app to provide information on what can be seen and done.

Via Algarviana

Trail Information: Via Algarviana (GR13) is a 300km walking and mountain-biking route from near the Guadiana River at Alcoutim in the Algarve's north-east to Cabo Sao Vicente in the south-west. The route runs through the mountains of Serra do Caldeirão and Serra de Monchique. The concept of Via Algarviana was begun as a collaborative effort between Almargem and the local group Algarve Walkers in 1995 but the trail was not completed until 2009. The path has its origins in an old religious trail followed by pilgrims heading for the Sagres promontory, where the relics of St. Vincent were found.

Figure A-11: Via Algarviana Route Map

Stages: There are 14 stages to the Via Algarviana, some of which can be combined depending on the fitness of the walker as shown in Figure A-12 below.

Figure A-12: Via Algarviana Stages

Stage	Start/end destinations	Distance	Time (approx.)
1	Alcoutim to Balcuros	24.2km	7 hours
2	Balcuros to Furnazinhas	14.3km	4 hours
3	Furnazinhas to Vaqueiros	20.3km	6 hours
4	Vaqueiros to Cachopo	14.88km	4 hours
5	Cachopo to Barranco do Velho	29.10km	8 hours
6	Barranco do Velho to Salir	14.9km	5 hours
7	Salir to Alte	16.2km	7 hours
8	Alte[6] to Messines	19.3km	5 hours
9	Messines to Silves	27.6km	8 hours
10	Silves to Monchique	28.6km	8 hours
11	Monchique to Marmelete	14.7km	4 hours
12	Marmelete to Bensafrim	30km	7 hours
13	Bensafrim to Vila do Bispo	30.19km	8 hours
14	Vila do Bispo to Cabo S.Vicente	16.6km	5 hours
Total		300.87	

Links: There are now 5 linking trails which connect the Via Algarviana to nearby urban settlements and train stations. These include:

- Link 1: Parises - São Brás de Alportel   18.4km   5 hours
- Link 2: Loule Train station – Salir   28.2km   7 hours
- Link 3: Train station of Mexilhoeira Grande – Monchique   25.4km   6.5 hours
- Link 4: Train station of Lagos – Bensafrim   10.1km   2.5 hours
- Link 5: Marmelete – Aljezur   18.6km   5 hours

Complementary Routes: There are 12 looped trails promoted along with the Via Algarviana, with good quality printed maps. These routes, are shown in Figure A-13 below, with those in bold starting alongside the Via Algarviana.

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[6] Via Algarviana official guide book incorrectly refers to this stage as Salir-Messines, page 63

Figure A-13: Complementary Routes on the Via Algarviana

Reference	Name	Start/end point	Distance/Time
PR9 CTM	Percurso Pedestre "Mina e Albufeira"	Furnazinhas	7.7km/2-3 hours
PR10 CTM	Percurso Pedestre "Barrancos"	Furnazinhas	7.8km/2-3 hours
PR1 SLV	Percurso Pedestre Cultural de São Bartolomeu de Messines	São Bartolomeu de Messines	12.5km/3-4 hours
PR1 PTM	Percurso Pedestre "A Rocha Delicada"	Mexilhoeira Grande	7.5km/2 hours
PR2 PTM	Percurso Pedestre "Ao Sabor da Maré"	Alvor	4.7km/1.5 hours
PR2 MCQ	Caminho das Caldas - Picota	Caldas near Monchique	18km/5 hours
PR3 MCQ	Trilho da Fóia	Fóia	6.5km/2 hours
PR4 MCQ	Trilho dos Moinhos	Monchique	10.3km/3hours
PR5 MCQ	Percurso Pedestre das Cascatas	Fóia	17km/5 hours
PR6 MCQ	Percurso Pedestre de Marmelete	Marmelete	8.4km/2.5-3 hours
PR1 LGS	Percurso Pedestre "Pedra do Galo"	B. S. João National Forest Crossroad	6.1km/1.5 hours
PR4 VBP	Percurso Pedestre "Pelas Encostas da Raposeira"	Raposeira	13.7km/4 hours or 18.2/5 hours

In order to increase the attractiveness of Via Algarviana (GR13) four new thematic routes with twelve walks were developed with associated directional, interpretive signs and very informative digital guides, these are shown in Figure A-14, below. These include:

- Rota do Contrabandista (Alcoutim)
- Rota da Água (Loulé)
- Rota das Árvores Monumentais (Monchique)
- Rota da Geologia (Monchique)[7]

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[7] http://www.viaalgarviana.org/index.php/guias-rotas-tematicas/?lang=en

Figure A-14: Via Algarviana Thematic Routes

Rota do Contrabandista	Walking Route of Lourinhã	Alcoutim	5.5km/2.5 hours
	Walking Route of Pontal	Pontal Viewpoint	6km/3 hours
Rota do Agua	Walking Route of Olho Pariz	Bus stop square at Amendoeira	3.6km
	Walking Route of Benémola	Fonte Benémola	1.3km
	Walking Route of Barranco do Velho	Barranco do Velho	5km
	Walking Route of Chavachã	Moinho da Chavachã	0.4km
	Walking Route of Almarginho	Near Almarginho	3.6km
Rota da Agua	Trail 1 - Marmelete	Marmelete	6.22km
	Trail 2 – Foia and surrounding area	Near Fóia	15.3km
Rota das Arvores Monumentais	Town Circuit	Monchique Tourist Office	6.3km
	Picota Circuit		27km
	Foia Circuit		17km

Management organisation/Funding: The Via Algarviana is managed by Almargem and mainly dependent on funding from Municipal Councils with some grant funding from Turismo do Algarve.

Signage: The Via Algarviana is signposted with directional sign poles and arrows and interpretation panels. These all use the GR13 identification. Interpretation panels are installed at the beginning and end of each sector to inform walkers about the natural and cultural heritage, and accommodation and food available.

Seta de direção
Direction arrow

Seta informativa
Information arrow

Information available: Detailed maps and guidebook available from Almargem, website for the route available at www.viaalgarviana.org which also hosts links for downloading 14 sector maps, 5 link maps, 12 Pequenas Rotas maps, and 4 thematic routes. The guide for Via Algarviana and GPS track can also be downloaded from the website.

**Visitor data available:** None available

Key issues & opportunities:

- Almargem have received two tranches of European funding for the Via Algarviana and would be unlikely to gain a third. A sustainable funding model is needed, similar to Rota Vicentina Association.
- Lack of accommodation options, particularly in the east.
- Lack of visitor data means investment cannot be prioritised
- Need for more & upgraded signage
- The website would benefit from investment & upgrading and better imagery, more information on accommodation including booking options, and more information on public transport with timetables.

Grande Rota do Guadiana

Trail Information: The Grande Rota Do Guadiana (GR15) runs 65k from Alcoutim to Villa Real de Santo Antonio along the Guadiana River. The route was launched in November 2014. The trail was developed by Odiana Association which is funded as a rural development association by the municipal councils of Alcoutim, Castro Marim and VR. De Santo Antonio. Odiana also manage 19 walking routes which can also be mountain-biked, as can the Grande Rota do Guadiana. The trail does not follow the line of the river due to a requirement by the municipal councils that only public land be used. This has meant 19.5% of the route is on-road.

Figure A-15: Grande Rota do Guadiana route

Source: http://pt.wikiloc.com/wikiloc/view.do?id=8376543
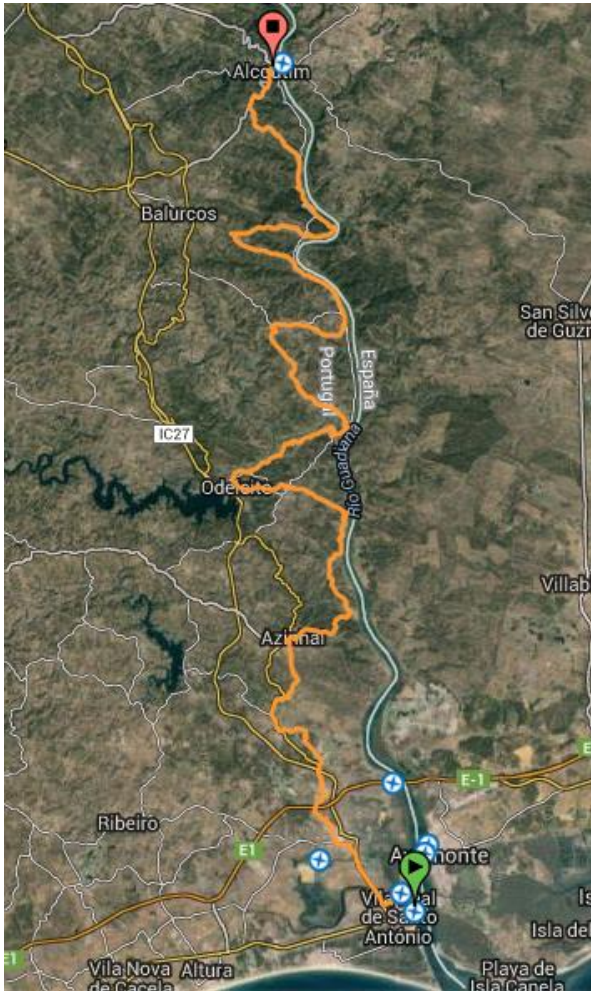
Stages: There is a lack of online information regarding recommended stages, services, accommodation or activities along the route. There are no defined stages for the route.

Circuits: There are eight shorter circuits along the Grande Rota do Guadiana, also managed by Odiana Association.

Management organisation: Odiana Association were responsible for the route development and are now responsible, along with the municipal councils, for trail maintenance.

Information available: While a map of the trail is available at http://www.wikiloc.com/wikiloc/view.do?id=8376543# there is no printed map, downloadable maps, guides or website available.

Signage: The trail has high quality directional and orientation signage.

Visitor data available: None available

Key issues & opportunities:

- Odiana would like to see the Grande Rota do Guadiana expand to the north into Alentjo They already have an agreement with Alentjo for this. The link would link to the Camino do Santiago, and to an area with different identity, environment, people and gastronomy.
- Funding for development and promotion is difficult as Odiana cannot become an associative model like RVA due to it being funded by the public sector.
- Need for visitor monitoring to enable targeted investment and to attract development funding.
- Alcoutim Municipal Council plan to develop a cycle route to the border with Castro Marim Municipal Council – opening the opportunity for a cycle route that follows the route of the Grande Rota do Guadiana making it a corridor of activity as with Rota Vicentina.
- Key priorities for Odiana in relation to the Grande Rota do Guadiana would be the development of an app, a high definition promotional video, high quality maps, and increased attendance at trade fairs to promote the trail.

A1.4.2 Local Hiking/Walking Routes

There are a significant number of local hiking/walking routes ranging from thirty minutes to a full day.

Thirty-four trails are promoted via Turismo do Algarve's publication *'Guide to Walking Trails in the Algarve'* which are shown in Figure A-16 below. This selection of walks includes ones managed by Odiana Association, In Loco, INCF and several municipal councils or combinations of these entities. While the prioritising of walks could make sense there are several issues with this publication including:

- **Poor quality publication:** The publication is not of sufficient quality to allow international comparison – the maps are unclear and starting points of walks are, in general, impossible to find without associated use of GPS. The publication has included a great deal of text and images but does not include information that is of most value to walkers such as accommodation or profile data.
- **Poor quality signage:** Most walks apart from those managed by Odiana lack either orientation signage, directional signage or both. In some cases where interpretative signage has been installed this has been installed facing the sun and has burnt away e.g. Nature Discovery Trail of the Marim Environmental Centre. In many cases orientation signage has been installed but there is no associated directional signage meaning visitors, having found the start of the walk, do not know which way to go.
- **Many walks are not located in close proximity to settlements or visitor hubs.** This is where the most economic benefit is likely to be realised, where infrastructure should be concentrated, and where marketing efforts focussed.

- **Many existing walks have not been included in this publication such as:**

  ➤ Twelve of the nineteen Odiana Association routes (see Figure A-16 below for Odiana routes)
  ➤ Seven of the nine In Loco Association routes (see Figure A-17 below for In Loco routes)
  ➤ Five links and some of the twelve circuits on the Via Algarviana;
  ➤ Five loops on the Fisherman's Trail on the Rota Vicentina
  ➤ Coastal walks such as Lagos to Salema, Salema to Sagres and Carvoeiro to Benagil – which include some of the most scenic coastal walking in the Algarve
  ➤ Many Pequenas Rotas (PR routes) developed by the sixteen municipal councils. Some of the walks developed by Loule Municipal Council have been included in a publication by them which also includes four mountain-biking routes. The walking routes are shown in Figure A-16 below.

Figure A-16: Walking Routes Promoted in Turismo do Algarve's 'Guide to Walking Trails in the Algarve'

Type of walk (loop/linear)/User (walk/MTB/horse)	Name	Town/Municipality	Distance/Time	Responsibility	Associated Long Distance Trail
West Coast					
Loop - walk	Trail of Aromas	Borderia, Aljezur	14km/4.5hrs	Borderia Parish Office	Rota Vicentina
Loop - walk/MTB/horse	Trail of Tides	Carrapateira, Aljezur	19km/7hrs	Borderia Parish Office	Rota Vicentina
Loop - walk	Casteljo Environmental Trail	Casteljo Environmental Area, Vila do Bispo	3.5km/1hr30	Vila do Bispo Parish Office	Rota Vicentina/ Via Algarviana
The South Coast					
Loop - walk	At the Whim of the Tides	Alvor, Portimao	5km/2hr	Portimao Municipal Council	Ecovia do Litoral
Loop - walk	Rocha Delicada Trail	Quinta da Rocha, Portimao	7km/2hr	Portimao Municipal Council	Ecovia do Litoral
Linear - walk	Praia Grande Interpretation Trail	Praia Grande, Silves	5.5km/2hr	CCDR-Algarve	Via Algarviana
Linear - walk	Sao Lourenco Trail	Quinta do Lago, Loule	3.4km/1hr30	Quinta do Lago, Loule Municipal Council, PNRF and Infraquinta	Via Algarviana
Linear - walk	Ilha da Cultura Trail	Ilha da Cultura, Faro	5.6km/2hr	Ria Formosa Natural park,	Ecovia do Litoral

Type of walk (loop/linear)/User (walk/MTB/horse)	Name	Town/Municipality	Distance/Time	Responsibility	Associated Long Distance Trail
Loop - walk	Nature Discovery Trail of the Marim Environmental Centre	Quinta da Marim, Olhao	3km/1hr30	Faro Municipal Council, Ambifaro ICNF (Ria Formosa Natural Park)	Ecovia do Litoral
Linear - walk	Praia do Barril Trail	Pedras d'El Rei, Tavira	3km/1hr15	Tavira Municipal Council and ICN (Ria Formosa Natural Park)	Ecovia do Litoral
Barrocal					
Linear - walk	Sitio das Fontes Municipal Park Trail	Sitio das Fontes, Lagoa	1.2km/30mins	Lagoa Municipal Council	No
Loop - walk	Paderne Castle Trail	Paderne, Albufeira	4.5km/1hr30	CCDR-Algarve	No
Loop - walk	Cerro de Sao Vicente Trail	Paderne, Albufeira	11km/3hr30	Albufeira Municipal Council	No
Loop - walk	Rocha da Pena Trail	Rocha da Pena, Loule	6.4km/2hr	Loule Municipal Council	Via Algarviana
Loop - walk	Fonte Benemola Trail	Fonte Benemola, Loule	4.4km/1hr30	Loule Municipal Council	Via Algarviana
Loop - walk	A Walk to the Spring	Fonte de Mesquita, Sao Bras de Alportel	9km/3hr	Sao Bras de Alportel Municipal Council	No
Serra					
Loop - walk	Discovering the Forest - Red Trail	Mata de Barao de Sao Joao, Lagos	12km/4hr	Lagos Municipal Council	Via Algarviana
Loop - walk	Discovering the Forest - Lilac Trail	Mata de Barao de Sao Joao, Lagos	6km/2hr	Lagos Municipal Council	Via Algarviana
Loop - walk	Foia Trail	Foia, Monchique	7km/2hr30	Monchique Municipal Council	Via Algarviana
Loop - walk	Lagoao Trail	Sao Marcos da Serra, Silves	10km/3hr30	Silves Municipal Council	Via Algarviana
Loop - walk	Masmorra Trail	Mealha, Tavira	5.5km/2hr	In Loco Association and	No

Type of walk (loop/linear)/User (walk/MTB/horse)	Name	Town/Municipality	Distance/Time	Responsibility	Associated Long Distance Trail
Loop - walk	D.Quixote Trail	Casas Baixas, Tavira	17km/6hr	Tavira Municipal Council In Loco Association and Tavira Municipal Council	Via Algarviana
Loop - walk	Reserva Trail	Feiteira, Tavira	5.2km/2hrs	In Loco Association and Tavira Municipal Council	Via Algarviana
Loop - walk	Barranco das Lajes Trail	Cabanas, Sao Bras de Alportel	5.5km/2hr	Sao Bras de Alportel Municipal Council	No
Loop - walk	Between Valleys, Springs and Memories of the Serra do Caldeirao	Parises, Sao Bras de Alportel	20km/7hrs	Sao Bras de Alportel Municipal Council	No
Guadiana Loop - walk/MTB	Uphill, downhill	Vaqueiros, Alcoutim	13km/4hr30	Odiana Association and Alcoutim Municipal Council	Grande Rota do Guadiana
Loop - walk/MTB	Ladeiras do Pontol	Miradouro do Pontal, Alcoutim	13.5km/4hr30	Odiana Association and Alcoutim Municipal Council	Grande Rota do Guadiana
Loop - walk	Flow Flow, Guadiana	Laranjeiras, Alcoutim	8.5km/3hr	Odiana Association and Alcoutim Municipal Council	Grande Rota do Guadiana
Loop - walk/MTB	Terras da Ordem Trail	Terras da Ordem National Forest, Castro Marim	12.5km/4hr	Odiana Association and Alcoutim Municipal Council	Grande Rota do Guadiana
Loop - walk/MTB	Amendoeira Trail	Alta Mora, Castro Marim	11km/4hr	Odiana Association and Alcoutim	Grande Rota do Guadiana

Type of walk (loop/linear)/User (walk/MTB/horse)	Name	Town/Municipality	Distance/Time	Responsibility	Associated Long Distance Trail
Loop - walk/MTB	A window on the Guadiana	Azinhal, Castro Marim	7.5km/2hr30	Municipal Council Odiana Association and Alcoutim Municipal Council	Grande Rota do Guadiana
Linear - walk/MTB	Venta Moinhos salt-marsh Trail	Interpretation Centre, Castro Marim	7km/2hr	Nature Reserve of the Castro Marim and Vila Real de Santo Antonio Salt Marsh and the Castro Marim Municipal Council	Grande Rota do Guadiana
Loop - walk/MTB	Boa Vista Trail	Corte Antonio Mountains, Vila Real de Santo Antonio	9km/3hr	Odiana Association and Alcoutim Municipal Council	No

Figure A-17: Walks & BTT routes developed and managed by Odiana Association

	Name	Location	Distance	Mode	Link with Long Distance Trail
Alcoutim					
PR1	Corre, Core Guadiana	Larenjeiras	8km	Walk/BTT	Grande Rota do Guadiana
PR2	Ladeiras do Pontal	Alcoutim	14km	Walk/BTT	Grande Rota do Guadiana/Via Algarviana
PR3	Os Encantos de Alcoutim (The Delights of Alcoutim)	Alcoutim	4km	Walk/BTT	Grande Rota do Guadiana/Via Algarviana
PR4	Caminhos da Fonte (The Fountain Route)	Aldeia do Pereiro	10km	Walk/BTT	No
PR5	O Vicoso	Gioes	12km	Walk/BTT	No
PR6	Memoria Viva (Living Memory)	Martinlongo	13km	Walk/BTT	No
PR7	Cerro Acima, Cerro Abaixo (Up	Vaqueiros	13km	Walk/BTT	No

	Name	Location	Distance	Mode	Link with Long Distance Trail
	the Hill, Down the Hill)				
PR8	Em Busca do Vale Encantado (In Search of the Enchanted Valley)	Vaquerios	13km	Walk/BTT	Via Algarviana
Castro Marim					
PR1	Do Passado ao Presente (From the Past to the Present)	Castro Marim	3km	Walk/BTT	Grande Rota do Guadiana
PR2	Circuito do Beliche (Circuit of Beliche)	Beliche	7km	Walk/BTT	No
PR3	Uma janela paro o Guadiana	Azinhal	6km	Walk/BTT	Grande Rota do Guadiana
PR4	Odeleite de Perto e de Longe	Odeleite	11km	Walk/BTT	Grande Rota do Guadiana
PR5	Terras da Ordem	Odeleite	12km	Walk/BTT	Grande Rota do Guadiana
PR6	Canaviais Barranco do Ribeirao	Corte Pequena	7km	Walk/BTT	No
PR7	Caminhos da Cabra Algarvia	Cruz de Alta Mora	15km	Walk/BTT	No
PR8	Caminho da Amendoeira	Cruz de Alta Mora	11km	Walk/BTT	No
Vila Real Santo Antonio					
PR1	Boa Vista	Corte Antonio Martins	10km	Walk/BTT	No
PR2	Quintas de Cacela	Villa Nova de Cacela	7.5km	Walk/BTT	No
PR3	Passeio Pombalino (Pombaline Walk)	Villa Real do Santo Antonio	3km	Walk	Grande Rota do Guadiana/Ecovia do Litoral

Figure A-18: Walks developed and managed by In Loco Association

	Name	Location	Distance	Mode	Link with Long Distance Trail
PR1	Don Quixote Walk	Casas Baixas	16.9/10.5km	Walk	Via Algarviana
PR2	Fonte da Zorra Walk	Casas Baixas	5km	Walk	Via Algarviana
PR3	Montes Serranos Walk	Casas Baixas	9km	Walk	Via Algarviana
PR4	Cerros da Sobro Walk	Feiteira	14.3km	Walk	Via Algarviana
PR5	The Reserve	Feiteira	6km	Walk	Via Algarviana
PR6	Malhanito	Feiteira	9km	Walk	Via Algarviana
PR7	Vale das Hortes	Mealha	13.5km	Walk	No
PR8	Masmorra	Mealha	6km	Walk	No
PR9	Burial Chamber of Pedras Altas	Mealha	10km	Walk	No

Figure A-19: Walks developed by Loule Municipal Council

Name	Location	Distance	Mode
Pe do Coelho	Pe de Coelho	8.5km	Walk
Rocha da Pena	Pena	5km	Walk
Barranco do Velho	Barranco do Velho	5.5km	Walk
Tor	Tor	5km	Walk
Querenca	Querenca	9km	Walk
Fonte Benemola	Querenca	4.5km	Walk
Azinhal dos Mouros	Azinhal dos Mouros	13km	Walk
Revezes	Ameixhal	12.5km	Walk
Montes Novos	Montes Novos	9km	Walk
Vale da Rosa	Vale da Rosa	9km	Walk
Parque Natural da Ria Formosa	Quinta do Lago	9km	Walk

A1.4.3 Town Trails

There are town trails in Loule, Faro and Villa Real de Santo Antonio which have some information available in terms of printed maps but have not been signposted. Given the historical natural of many cities and towns in the Algarve there is significant potential for the development of historic town trails.

A1.5 Visitor Facilities

A1.5.1 Visitor Accommodation

There is a wide range of visitor accommodation in the Algarve. This includes
- Hotels
- Self-catering
- Privately owned holiday homes and apartments

The number and locations of hotels are shown below in Figure A-20. This shows the primary hotel accommodation centres are Albureria/Olhos d'Água, Lagos, Vilamoura/Quarteira, Monto Gordo, Portimao, Faro, Alvor, Carvoeiro, Almancil, Porches and Monchique.

Observations are that, as expected the greatest concentration of accommodation is located along the southern coast and primarily between Quarteria/Vilamoura and Lagos. Albureria/Olhos d'Água has the greatest concentration of hotels with 52 hotels and resorts.

Figure A-20: Hotels and Resorts in the Algarve

Area	1*Hotel	2*Hotel	3*Hotel	4*Hotel	5*Hotel	3*Resort	4* Resort	5* Resort	Total
Albufeira		8	12	13	2	1	4	2	**42**
Lagos		3	4	4	2				**13**
Vilamoura				4	7		1	1	**13**
Monto Gordo			9	2					**11**
Portimao		3	2	3	1			1	**11**
Faro	1	5	2	2					**10**
Olhos d'Água			4	4	2				**10**
Quarteira			6	2					**8**
Alvor				6	2				**8**
Carvoeiro				5	2				**7**
Almancil			1	3	2				**6**
Porches	1	3		1	1				**6**
Monchique			2	1	1			2	**6**
Sagres		1	3	1					**5**
Praia da Rocha		2	2	1					**5**
Tavira			3	1					**4**
Olhão					3				**3**
Quinta do Logo			1	1	1				**3**
Armação de Pêra				2				1	**3**
Aljezur		2							**2**

Area	1*Hotel	2*Hotel	3*Hotel	4*Hotel	5*Hotel	3*Resort	4* Resort	5* Resort	Total
Altura		1		1			1		**2**
Loule	1		1						**2**
Praia Verde				2					**2**
Vila Real de S.Antonio			1	1					**2**
Alcantarilha							1		**1**
Alte			1						**1**
Boliqueme		1							**1**
Burgau			1						**1**
Estrela do Vau				1					**1**
Faro Aeroporto			1						**1**
Ferragudo				1					**1**
Luz				1					**1**
Manta Rota			1						**1**
Moncarapacho				1			1		**1**
Montechoro				1					**1**
Montenegro (Faro)			1						**1**
Pechão	1								**1**
Praia do Carvoeiro				1					**1**
Praia do Vau		1							**1**
Rogil		1							**1**
Salema			1						**1**
Santo Estevão - Tavira	1								**1**
São Clemente	1								**1**
Silves			1						**1**
Vale do Lobo					1				**1**
Vila do Bispo					1				**1**
Total	**6**	**31**	**60**	**67**	**29**	**1**	**8**	**7**	

Source: Turismo do Algarve

A1.5.2   Visitor information centres

There are 20 visitor information centres in the Algarve, operated by Turismo do Algarve. These are located at:

- Posto de Informação Municipal de Faro
- Turismo de Aeroporto Internacional
- Posto de Informação Municipal de Lagos
- Posto de Informação Municipal de Querença
- Posto de Informação Municipal de Salir

- Posto de Informação Municipal de Albufeira
- Posto de Informação Municipal de Portimao
- Posto de Turismo de Alcoutim
- Posto de Turismo de Castro Marim
- Posto de Turismo de Monchique
- Posto de Turismo de Sagres
- Posto de Turismo de São Brás de Alportel
- Posto de Turismo de Silves
- Posto de Turismo Loulé
- Posto de Turismo Tavira
- Posto de Turismo Vila Real de Santo Antonio
- Posto de Turismo de Carvoeiro
- Posto de Turismo de Praia da Rocha
- Posto de Turismo de Lagos
- Posto de Turismo de Aljezur

Many of these close for long lunch breaks and the quality of information on offer and local knowledge with regards to the cycling and walking product offer varies between each office.

In many office visitors are not being advised to complete the Ecovia do Litoral due to its incompleteness. In general for walking trail information walkers are being referred to the Turismo do Algarve walking trail publication which has several issues, please see section 2.5.2 above.

Appendix 2: Consultation Programme Summary

Tourism Development International undertook a series of face to face consultations during September and October 2015. These included those shown in Figure A-21 below.

Figure A-21: Consultees

Organisation	Contact Name
ANA Aeroportos de Portugal	Helder D. Lemos
Turismo de Portugal	Carla Margarida Simões Dr. Luis Matoso
Turismo do Algarve	João Fernandes Duarte Padinha
Algarve Tourism Association	Dora Coelho
Faro Municipal Authority	João Correia Vargues Paulo Santos
Association of Hotels and Tourist Enterprises of Algarve (AHETA)	Elidérico Viegas
Association of Hotelier Industrial and Similar of Algarve (AIHSA)	Daniel do Adro
AMAL - Associação de Municipios do Algarve	Jorge Coelho
Almargem-Associação de Defesa do Património Cultural e Ambiental do Algarve	Anabela Santos
Rota Vicentina Association	Marta Cabral
Odiana	Joana Germano
Federação Portuguesa de Ciclismo	Sandro D. Araújo Marco Fernandes
Algarve Regional Coordination and Development Commission (CCDR-Alg)	António Ramos
ARA (Associação das Empresas de Rent-a-car do Algarve)	Armando Santana
ARAC (Associação dos Industriais de Aluguer de Automóveis sem Condutor)	Honorio Teixeira
MEGASPORT (Portuguese Federation of Cycle Tourism and Bicycle Users rep)	Fernando Canteiro and Cristina Dias
Swift Momentum Sports	Tomas Swift Metcalfe
Walkin' Sagres	Carla Cabrita
Proactive tour	João Ministro
Live Love Ride	Pedro Rocha
Hotel Vila Gale Lagos	Sofia Ribeiro
University of Algarve	Maria Joao Custorio

Appendix 3: Eurovelo Routes and European Long Distance Walking Routes

A3.1 Eurovelo Routes

EuroVelo, the European cycle route network, was initiated by the European Cyclists' Federation (ECF) to develop a network of high-quality cycling routes linking all countries in Europe. The network can be used by long-distance cycle tourists, as well as by local people making daily journeys. The European Parliament, the European Economic and Social Committee and several European Union Member States have asked the European Commission to integrate EuroVelo into the Trans-European Transportation Network (TEN-T). EuroVelo

- is a network of European long-distance cycle routes
- currently comprises 14 routes
- is a project of the European Cyclists' Federation (ECF) in cooperation with the national EuroVelo coordination centres

One of the ECF's main goals is to ensure that the EuroVelo network is substantially complete by 2020.

The 14 EuroVelo routes, together with their total distance when complete, are:

North – South Routes:

1 – <u>Atlantic Coast Route</u>: North Cape – Sagres 8,186 km

3 – <u>Pilgrims' Route</u>: Trondheim – Santiago de Compostela 5,122 km

5 – <u>Via Romea Francigena</u>: London – Rome and Brindisi 3,900 km

7 – <u>Sun Route</u>: North Cape – Malta 7,409 km

9 – <u>Baltic – Adriatic</u>: Gdansk – Pula 1,930 km

11 – <u>East Europe Route</u>: North Cape – Athens 5,984 km

13 – <u>Iron Curtain Trail</u>: Barents Sea – Black Sea 10,400 km

15 – <u>Rhine Route</u>: Andermatt – Hoek van Holland 1,320 km

West – East Routes:

2 - <u>Capitals Route</u>: Galway – Moscow 5,500 km

4 – <u>Central Europe Route</u>: Roscoff – Kiev 4,000 km

6 - <u>Atlantic – Black Sea</u>: Nantes – Constanta 4,448km

8 – <u>Mediterranean Route</u>: Cádiz – Athens and Cyprus 5,888 km

Circuits:

10 – <u>Baltic Sea Cycle Route</u> (Hansa circuit): 7,980 km

12 – <u>North Sea Cycle Route</u>: 5,932 km

<u>Total network: Over 70,000 km</u>

There are two main Eurovelo websites:

- <u>www.eurovelo.org</u> for nations and individuals working on developing the network
- <u>www.eurovelo.com</u> for information on the 14 routes

The eurovelo.org site hosts a variety of strategies, guidelines and best-practice. These include[8]:

- Eurovelo Development Strategy 2012-2020
- Guidance on the Route Development Process
- Eurovelo – Guidance on Usage Monitoring
- Examples of national best practice for Eurovelo websites e.g. Eurovelo 1 in France[9] and the Cyclists Welcome standard in France (Accueil Velo)[10]

Objectives of EuroVelo:

1. Economic – help create lasting economic growth with more and better jobs.
   - It is estimated that the network will generate €5 billion direct revenue per year if it is fully developed.
   - Strengthen the leading position of Europe amongst tourism destinations.

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[8] http://www.eurovelo.org/downloads/guidelines/
[9] http://www.velodyssey.com/
[10] http://en.eurovelo6-france.com/preparing-for-your-trip/the-cyclists-welcome-quality-mark

- Establish and maintain cycling facilities that require larger work forces but less material.
2. Environmental - reduce the environmental impact of tourism and transport.
   - Promote cycling as an environmentally sustainable form of leisure and mobility activity.
   - Encourage cyclists to combine public transport and cycling.
   - Wherever possible use existing facilities. New facilities, where necessary, should have minimal impact on the environment.
   - Promote effective spatial and land use planning that allocates more space for cycling.
3. Regional and rural development.
   - Connect both famous and 'less well known' tourism destinations.
   - Improve the well-being of local communities by providing cycling facilities.
4. European cohesion and mutual understanding.
   - Remind citizens about the history, culture and nature of Europe through cycling.
   - Stimulate direct face to face interactions between people.
   - Encourage more women and families to take up cycling.
   - Provide opportunities for disabled people to use the routes.
5. Public health - Improve the health of European citizens.
   - Motivate the population to pursue healthy leisure and mobility activities.
6. Exchange of experiences – Stimulating and high quality cycle routes.[11]

Expected conditions by 2020:
- Every section is located on low traffic public roads or on car free infrastructure with asphalted or good quality consolidated surface (i.e. it is possible for average users to ride the routes throughout the season with a loaded trekking / touring bike).
- On the most frequented sections, the road quality is improved to such an extent that the range of different user groups increases.
- Signing is in accordance with the regulations of the respective nations and/or regions and is continuous in both directions
- Signing is supplemented by EuroVelo route information panels, in accordance with the publication "Signing of EuroVelo cycle routes".
- Public transport companies connect the main nodes and provide bicycle transportation services as an alternative on mountainous sections or instead of roads with high levels of motorised traffic.[12]

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[11] Eurovelo Development Strategy 2012-2020, page 2

[12] Eurovelo Development Strategy 2012-2020, page 6

Route infrastructure components:

- Public roads: if the speed limit exceeds 30km/h, the road should not carry more than 2,000 motor vehicles per day, preferably under 500 vehicles. In exceptional circumstances public roads carrying up to 4,000 vehicle units per day may be used on a temporary basis. Shared lane marking, traffic reduction, calming measures and speed reduction can all contribute to improving safety. In urban areas and roads with high levels of motorised traffic, 30km/h speed limits are a good solution
- Cycle lanes separated from traffic, asphalted shoulders/cycle lanes besides public roads should not be located alongside roads carrying more than 10,000 vehicles units per day. In exceptional circumstances the shoulder may not be asphalted
- Segregated cycle paths
- Shared use cycling and pedestrian paths
- Bridges, subways and tunnels for cyclists and/or pedestrians
- 'Cycle streets' for intensive cycling traffic and low levels of motorised traffic
- Agricultural / forestry / water management roads
- Greenways[13]

Signing principles:

- Signing of the EuroVelo routes should be in line with the relevant European and national standards and regulations
- The EuroVelo signing regulations should be integrated to national signing regulations
- Signs should be permanently visible for cyclists
- Signs should be easily understandable
- Adequate information should be provided at main junctions and border crossing points
- Preliminary information should be provided at complex junctions
- Confirmation signs should be provided after junctions
- Confirmation signs should be provided on long sections without junctions.

Components of the signing system:

- Upright signs mounted on posts, street furniture, walls etc, giving or confirming route direction and number (mandatory)
- EuroVelo signs, integrated with national and regional signage (mandatory)
- Road markings and simple signs (optional)
- Information boards to interpret the route and add interest to the trip (optional)
- Informative signage to places of interest, such as services and attractions, in the environment of the route (optional).[14]

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[13] Guidance on the Route Development Process, page 5

[14] Guidance on the Route Development Process, page 6

Surface

- The surface should be suitable for use by cyclists with any type of trekking or touring bike (mandatory), and preferably road racing bikes, children's bikes and bikes with trailers (optional), in normal weather conditions during the local cycling season (mandatory)
- The surface should be smooth and solid enough to ride, so it should either be asphalted or paved with another material, such as concrete, stone etc. In exceptional circumstances, such as a protected nature reserve, loose material may be used, but must be consolidated (mandatory)
- The preferred option is a good quality asphalted surface.

Gradients

- High gradients (more than 6% on longer sections; more than 10% on shorter sections) should be avoided wherever possible (optional)
- For daily sections that include more than a 1,000m elevation, alternative solutions (public transport with bike carriage or alternative routes) should be provided (mandatory).

Maintenance

- It is important to clarify maintenance issues before investment is made and routes are developed. The responsibility for the maintenance of the infrastructure depends on the type of infrastructure and the national regulations.

It may vary from one section to another. Maintenance plans should include surface maintenance, surface cleaning and control of vegetation encroachment

- Regular surveys of the route infrastructure conditions and the precise itinerary are necessary
- The maintenance of signing should be coordinated at the national or at least the regional level. It should include the repair and replacement of missing or damaged signs and posts.[15]

Usage monitoring

The guidance for the collection and processing of data relating to cyclists using the EuroVelo routes includes:

- Quantitative monitoring – automatic counters, manual counting
- Qualitative monitoring - interviews and questionnaires
- Data entry, aggregation and breakdown
- Tasks and responsibilities[16]

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[15] Guidance on the Route Development Process, page 7
[16] Eurovelo – Guidance on Usage Monitoring

A3.2 European Long Distance Walking Routes (E-Routes)

E-Paths are the European long distance paths which link the countries from North Cape to Crete and from the Atlantic Ocean to the Carpathians and the Black Sea.There are 12 E-Paths, bearing the name of E1 to E12. These E-Paths are waymarked and maintained by the members of the European Ramblers Association (ERA - EWV - FERP).

The E-Paths run on existing national or regional trails with their own marking. However, it has been agreed to identify them also with a uniform marking: a blue shield with the yellow stars of Europe, in the middle of which is the letter E and the corresponding number of the E-path. Under the shield is also included the website address of the European Ramblers Association.

E1 Nordkapp (N) – Salerno (I) 7.000 km
Nordkapp (N) – Göteborg (S) – Konstanz (D) – Lugano (CH) – Genua (I) – Salerno (I)
E2 Inverness (GB) – Nice (F) 4.850 km
Inverness (GB) – Hoek v Holland (NL) – Antwerpen (B) – Echternach (L) – Chamonix (F) – Nice (F)
E3 Santiago (E) – Nesebâr (BG) 6.950 km
Santiago (E) – Vézelay (F) – Echternach (L) – Fulda (D) – Zakopane (PL) – Ártánd (H) – Nesebâr (BG)
E4 Tarifa (E) – Larnaca (CY) 11.800 km
Tarifa (E) – Grenoble (F) – Budapest (H) – Beograd (SRB) – Sofia (BG) – Lanaca (CY)
E5 Pointe du Raz (F) – Verona (I) 2.900 km
Pointe du Raz (F) – Fontainebleau (F) – Kreuzlingen (CH) – Bregenz (A) – Verona (I)
E6 Kilpisjärvi (FIN) - Alexandoupolis (GR) 6.300 km
Kilpisjärvi (FIN) – København (DK) – Goslar (D) – Koper (SLO) – Alexandroupolis (GR)
E7 El Hierro (E) – Nowi Sad (SRB) 4.330 km
El Hierro (E) – Lisboa (P) – Andorra (AND) – Nice (F) – Ljubljana (SLO) – Nowi Sad (SRB)
E8 Dublin (IRL) – Svilengrad (BG) 4.390 km
Dublin (IRL) – Hull (GB) – Hoek v Holland (NL) – Bonn (D) – Wien (A) – Košice (SK) – Svilengrad (BG)
E9 Lisboa (P) – Tallin (EST) 5.200 km
Lisboa (P) – Brest (F) – Hoek v Holland (NL) – Lübeck (D) – Gdansk (PL)
E10 Nuorgam (FIN) – Bolzano (I) 2.880 km
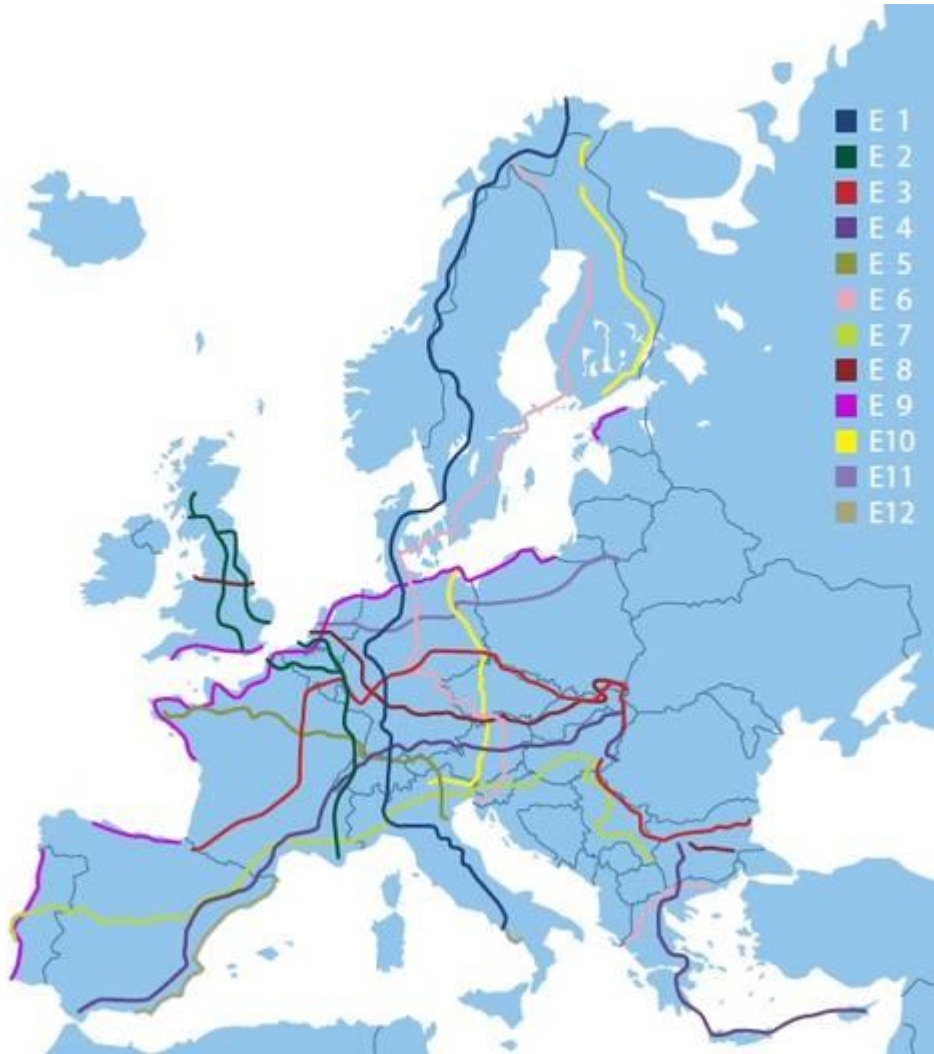Nuorgam (FIN) – Potsdam (D) – Praha (CZ) – Salzburg (A) – Bolzano (I)
E11 Scheveningen (NL) – Ogrodniki (PL) 2.070 km
Scheveningen (NL) – Osnabrück (D) – Potsdam (D) – Poznań (PL) – Ogrodniki (PL)
E12 Ceuta (E) – 1600 km
Ceuta (E) – Barcelona (E) – Nice (F) – Genova (I) – Salerno (I)
01/04 2014

Leading Quality Trails

The European Ramblers Association have introduced a trail quality scheme, the Leading Quality Trails- Best of Europe' which is an award as well as a transparent method to optimise the overall route infrastructure. The criteria can be used as a checklist and help countries that have to build up their walking route network. In countries that already have a functioning route network, such a system can strengthen walking tourism further. The logo 'Leading Quality Trails- Best of Europe' is used on national as well as international trails. Certification is only available for complete trails. Prerequisite is a distance of at least 50km with three daily stages. Exceptions to the rule are the European Long Distance routes. They can be certified in part, as long as the minimum length is given.

Rota Vicentina Association are currently in the process of applying for award for sections of their trails.

Signage

In almost every country in Europe there is an E-path, normally marked with local (national) way-marks. It is not the aim to change all the local way-marks into European way-marks. Please, use the European way-marks supplementary, for instance 1 way-mark every 2 km, way-marks on important crossings and way-marks on special places, like at the start or end. If special signs are made with listing an E-path please do not remove this signs and leave them. If there is a 'local' way-mark only for the E-path please replace these marks with the European ones.

General Principles for Signing and Marking Footpaths

1. Waymarks should be placed in the direction of the route so that they are clearly visible from a distance
2. Waymarks should be positioned on an object so that the whole mark is visible from the point of view of the approaching walker, by ensuring that the surface of the mark forms an angle of more than 45° with the line of route.
3. The route should be waymarked in both directions, with two clearly separate marks. Each of these marks should be positioned with respect to one direction only.
4. Junctions are places where paths cross, join or diverge from each other. When carrying out marking, special attention must be paid to junctions where the walker could leave the marked path by mistake. For this reason, all junctions must be marked in both directions.
   - A waymark indicating the correct direction should be placed no more than 10m after the junction so that it is clearly visible from the junction and indicates the change of direction unambiguously. This mark is called the guidance mark.
   - Another mark should be placed a little further along the correct route. This is called the confirmation mark.
5. Long sections of routes without junctions should be provided with reassurance marks. The distance should not exceed 250m. This distance should be shortened in difficult or mountainous terrain.
6. If the marked route turns off on another path or changes direction suddenly, an arrow should be used, with the point of the arrow indicating the new direction.
7. Increased attention should be paid to the signing of routes in built-up areas, and in particular along sections leaving built-up areas.
8. Directional panels or fingerposts indicating the route of the marked path should be placed at the starting/ending points of the route, at junctions and at other necessary places along the route.
9. Fingerposts and directional panels should indicate one or more destination along the marked route and the distance in km (miles) or hours. If a destination

is shown on a fingerpost or panel, it must be shown on all other subsequent fingerposts or panels until the destination itself is reached.

ERA-EWV-FERP 2015

Details on how to decide on a new section of E-path
http://www.era-ewv-ferp.com/walking-in-europe/e-paths/new-e-paths/
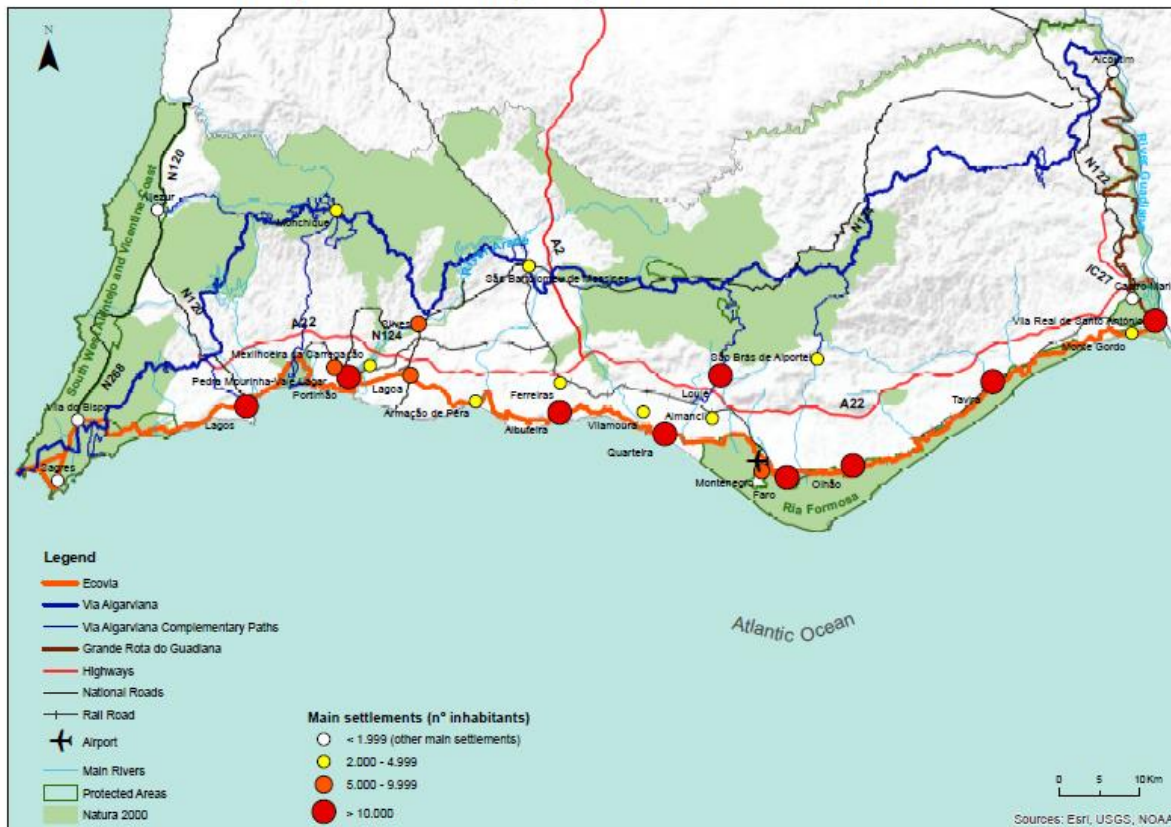
Appendix 4: Maps
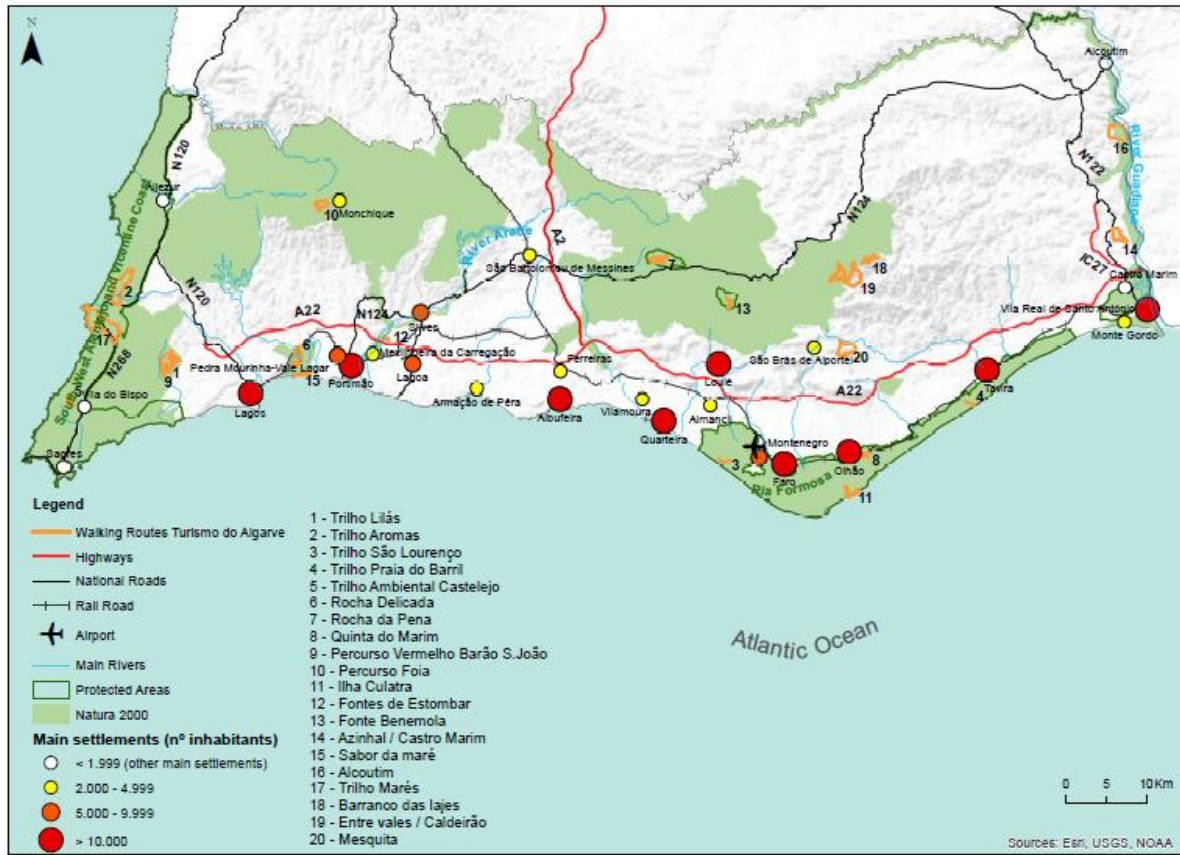

Map 1: Algarve Study Area

Map 2: Existing Long Distance Walking Routes


Map 3: Existing Cycle and MTB routes

Map 4: Existing Walking Routes Promoted by Turismo do Algarve

Legend

Walking Routes Turismo do Algarve
Highways
National Roads
Rail Road
Airport
Main Rivers
Protected Areas
Natura 2000

Main settlements (nº inhabitants)
○ < 1.999 (other main settlements)
● 2.000 - 4.999
● 5.000 - 9.999
● > 10.000

1 - Trilho Lilás
2 - Trilho Aromas
3 - Trilho São Lourenço
4 - Trilho Praia do Barril
5 - Trilho Ambiental Castelejo
6 - Rocha Delicada
7 - Rocha da Pena
8 - Quinta do Marim
9 - Percurso Vermelho Barão S.João
10 - Percurso Foia
11 - Ilha Culatra
12 - Fontes de Estombar
13 - Fonte Benemola
14 - Azinhal / Castro Marim
15 - Sabor da maré
16 - Alcoutim
17 - Trilho Marés
18 - Barranco das lajes
19 - Entre vales / Caldeirão
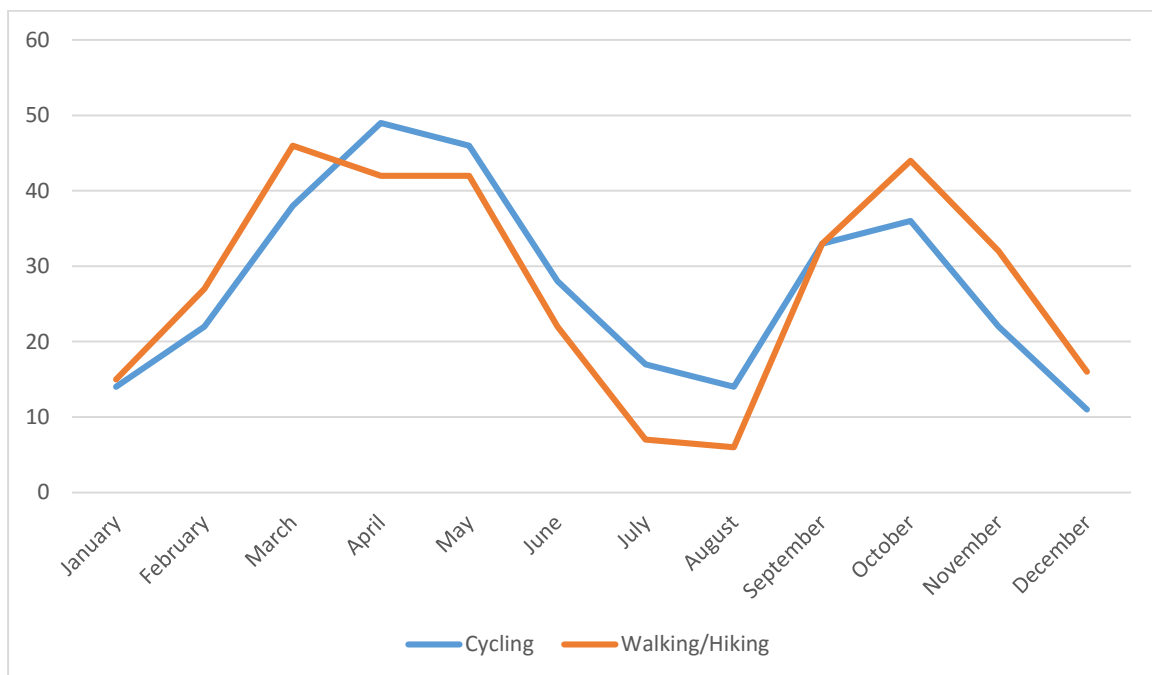20 - Mesquita

Sources: Esri, USGS, NOAA

Appendix 5 Algarve Local Trade Survey

Percentage of Bookings for Cycling and Hiking/Walking Holidays/Performance
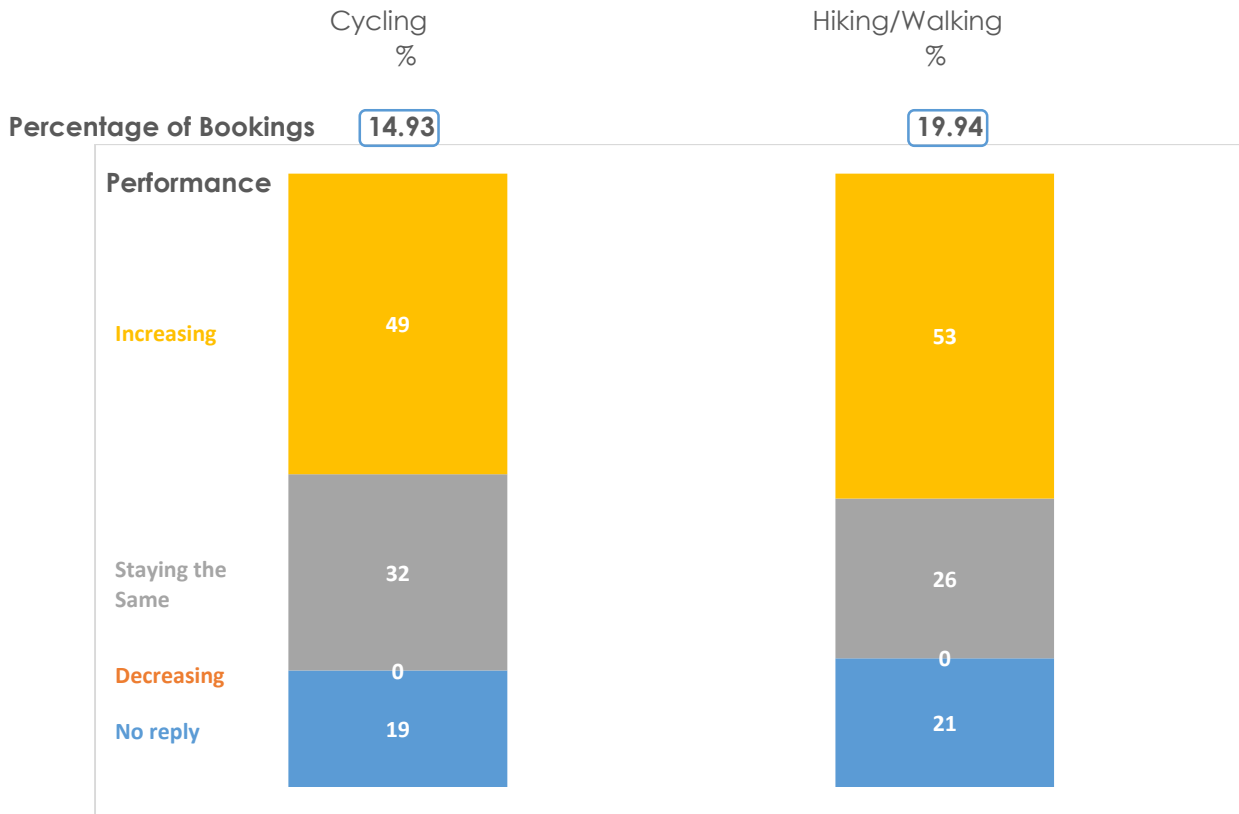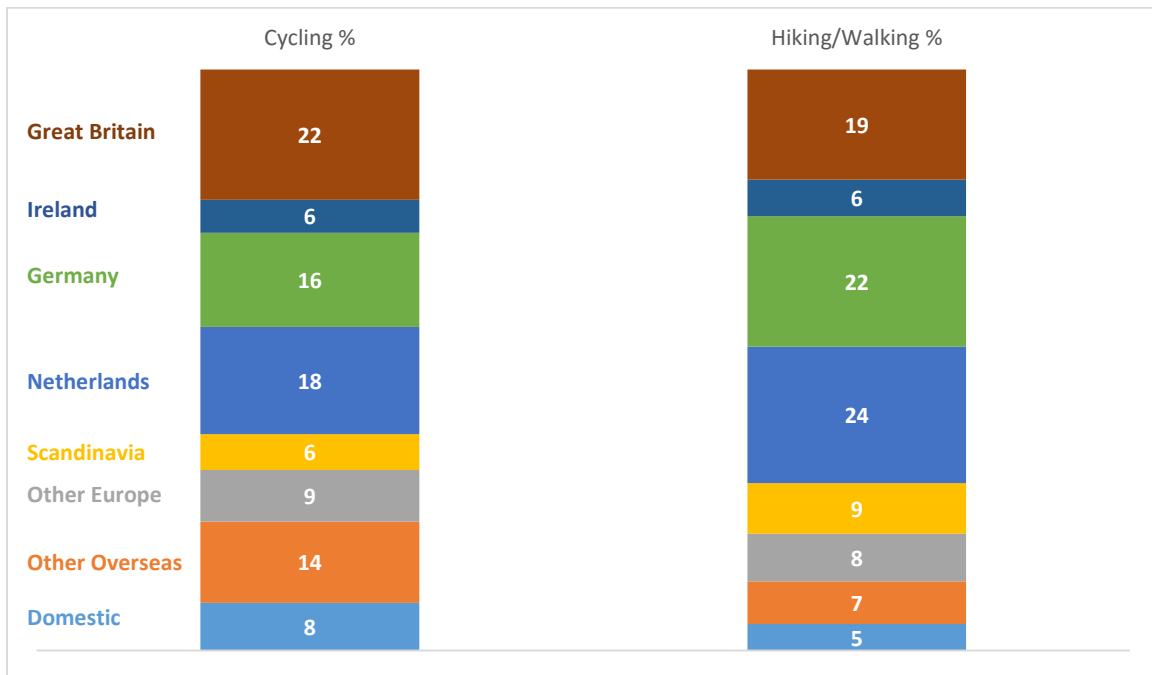

Source: Local Trade Survey

Current Seasonality of Cycling and Hiking/Walking Holiday Bookings

Source: Local Trade Survey

Market Profile of Cycling and Walking Hiking Customers

	Cycling %	Hiking/Walking %
Great Britain	22	19
Ireland	6	6
Germany	16	22
Netherlands	18	24
Scandinavia	6	9
Other Europe	9	8
Other Overseas	14	7
Domestic	8	5

Source: Local Trade Survey

Demographics of Cycling Customers

Gender	%
Male	57
Female	43
Age	**%**
Under 25	4
26-35	15
36-45	29
46-55	25
56-65	21
65+	7
Party Composition	**%**
Individuals	17
Couples	48
Families	9
Small adult group	21
Other adult group	5
Professionals	1

Source: Local Trade Survey

Demographics of Hiking/Walking Customers

| Gender	%
Male	49
Female	51
Age	**%**
Under 25	2
26-35	1
36-45	25
46-55	24
56-65	29
65+	10
Party Composition	**%**
Individuals	15
Couples	57
Families	7
Small adult group	18
Other adult group	4
Professionals	<1

Source: Local Trade Survey

Reasons for Visiting the Algarve – Agreement with Statements
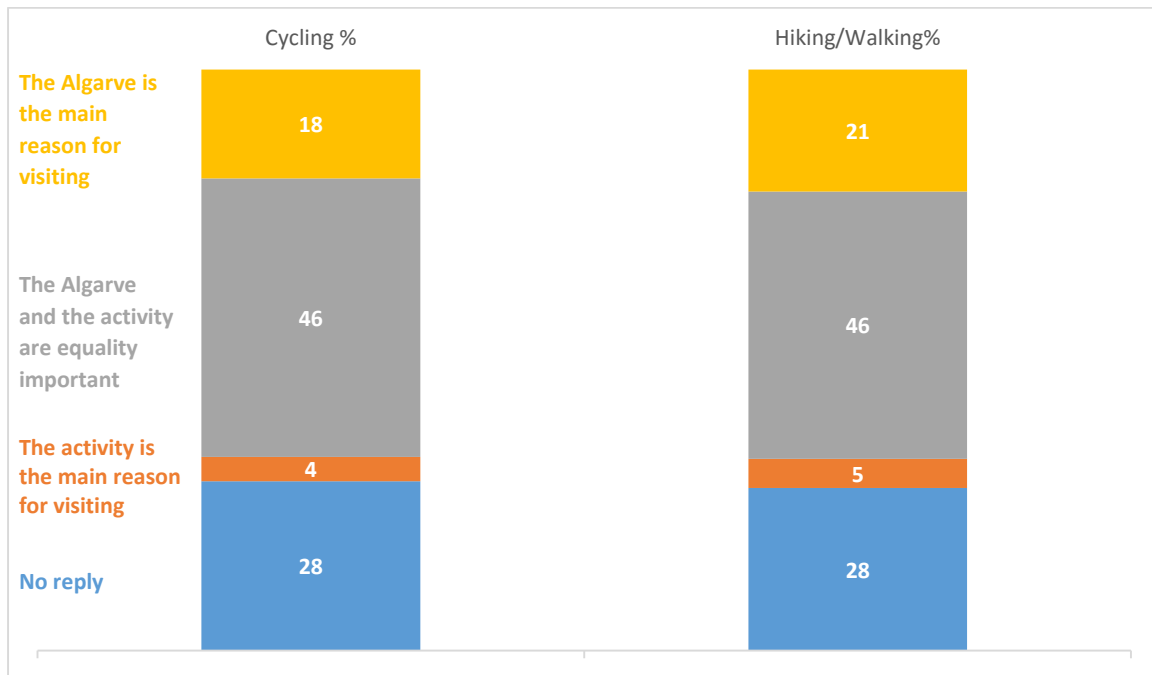
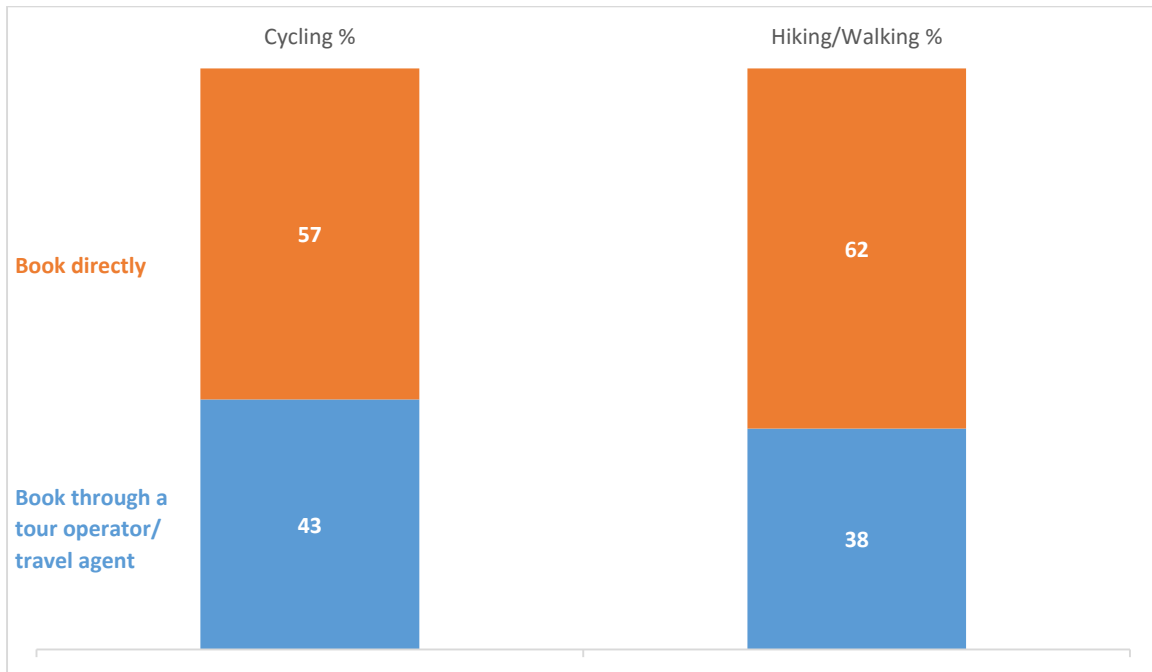

Source: Local Trade Survey

First Time Vs Repeat Visitation Patterns of Cycling and Hiking/Walking Customers
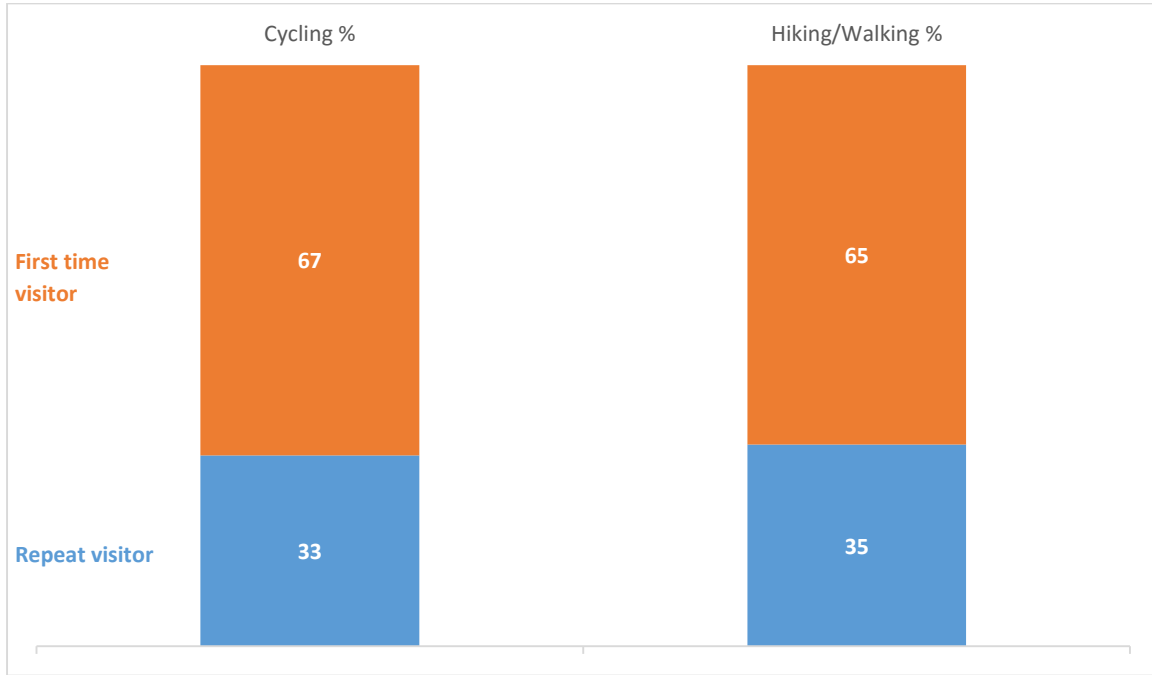
Source: Local Trade Survey

Method Booking Used by Cycling and Hiking/Walking Customers

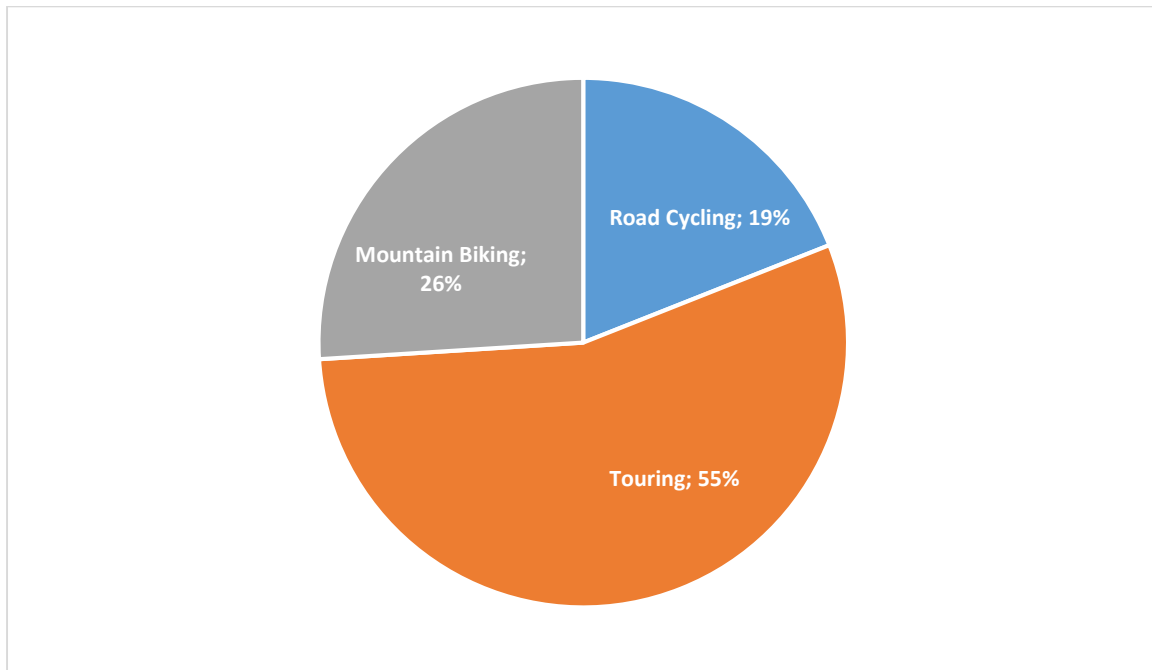Source: Local Trade Survey

Average Length of Stay of Cycling and Hiking/Walking Holidays
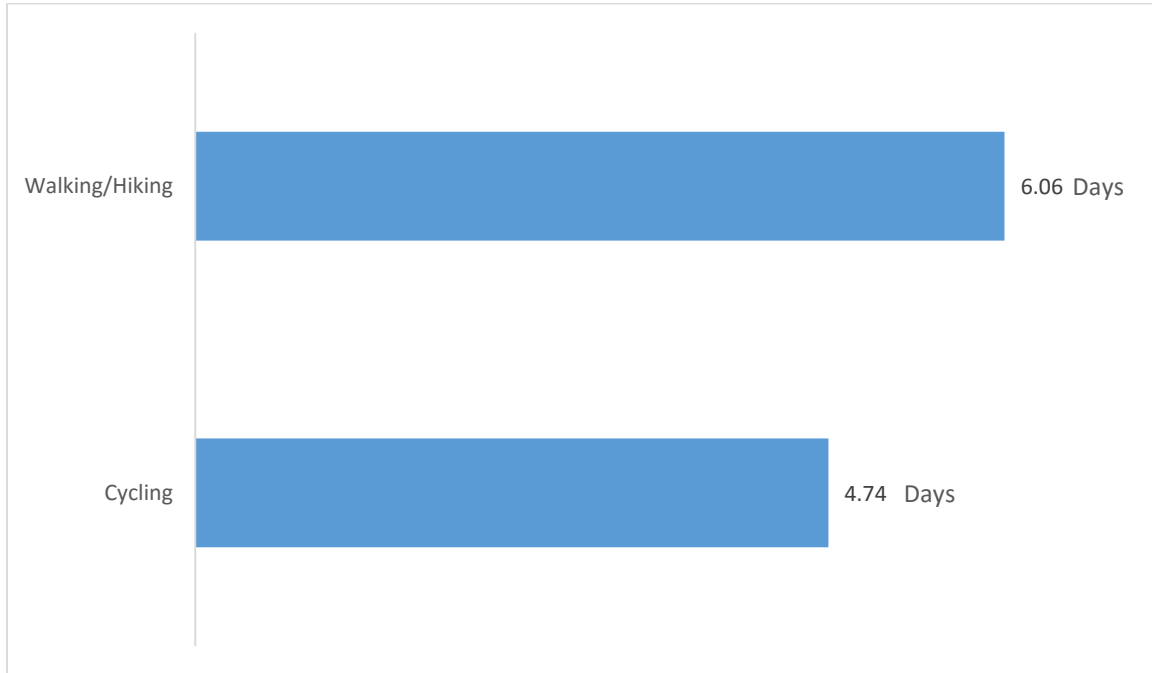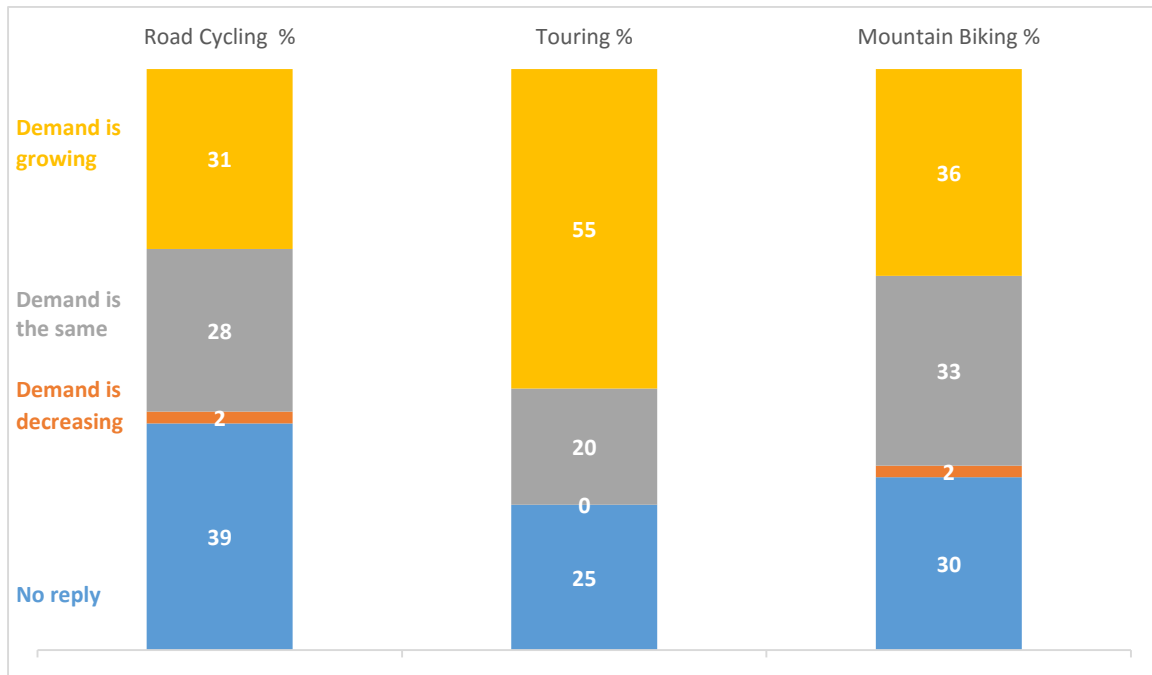

Source: Local Trade Survey
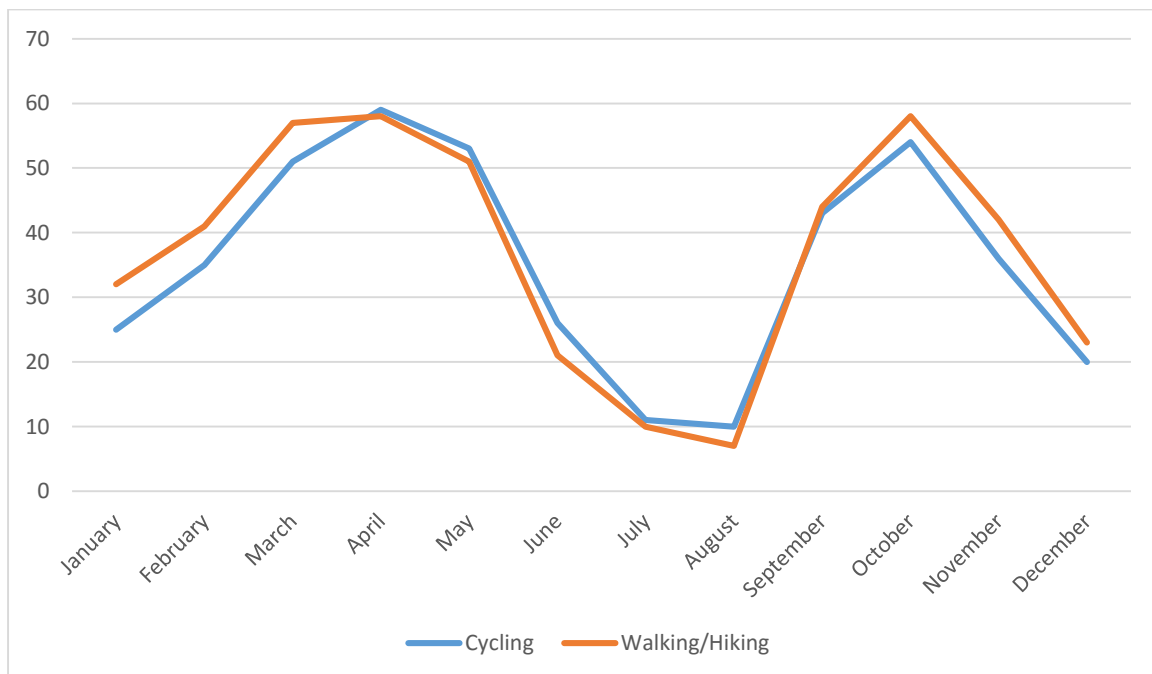
Cycling Market Segmentation

Source: Local Trade Survey

Cycling Market Segmentation - Trends

Source: Local Trade Survey

Months Offering Best Potential for Cycling and Hiking/Walking in the Algarve

Source: Local Trade Survey

Other Activities/Experiences Expected by Foreign Cycling Customers

Activity	Percentage
Experiencing local food	60%
Visiting typical towns and villages	57%
Bike hire	46%
Visit built heritage (e.g. castles and buildings)	44%
Meeting local people	36%
Local guide	25%
Bird-watching	23%
Engaging with nature (e.g. through interpretation)	22%
Baggage transfer	15%
Opportunity to purchase artisan craft and art	14%
Picnic areas	7%
Other	5%
No reply	30%
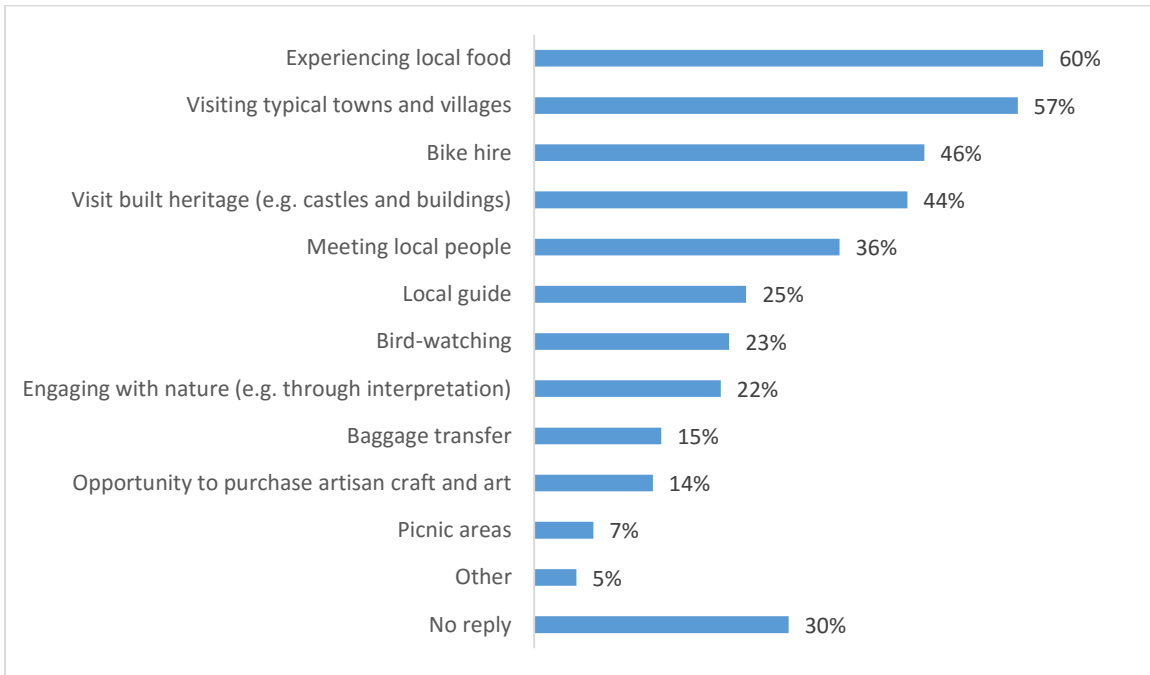
Source: Local Trade Survey

Other Activities/Experiences Expected by Foreign Hiking/Walking Customers

Activity	Percentage
Experiencing local food	63%
Visiting typical towns and villages	56%
Visit built heritage (e.g. castles and buildings)	52%
Meeting local people	43%
Bird-watching	37%
Engaging with nature (e.g. through interpretation)	33%
Local guide	23%
Bike hire	17%
Opportunity to purchase artisan craft and art	15%
Picnic areas	12%
Baggage transfer	11%
Other	5%
No reply	32%
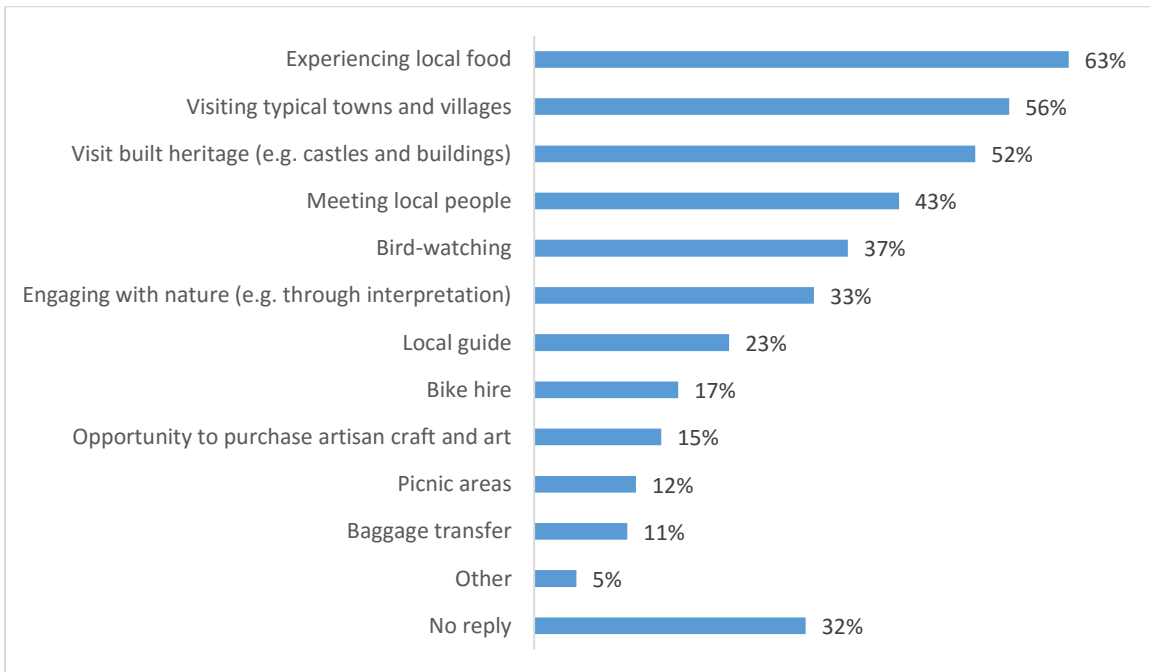
Source: Local Trade Survey

Most Important Actions for the Development of Cycling Tourism in the Algarve

Action	%
Better online information (e.g. dedicated website,…	58%
Better promotion of cycling	57%
More international flights in winter	54%
Signposted day-rides	52%
Upgrade the Ecovia do Litoral to Eurovelo standards	49%
Better/more directional signage	44%
Better trail conditions	43%
Better/more interpretative signage	42%
More mountain-biking opportunities	35%
Bike friendly accommodation	33%
Baggage transfer arrangements	23%
Better linkages with public transport	23%
More bike rental availability	16%
More accommodation on trail routes	15%
Other	2%
No reply	19%

Source: Local Trade Survey

Most Important Actions for the Development of Hiking/Walking Tourism in the Algarve

Action	%
Better online information (e.g. dedicated website,…	57%
More international flights in winter	54%
More short trails near towns/resorts	54%
Better/more directional signage	49%
Better/more interpretative signage	47%
More long distance trails	40%
Better trail conditions	36%
Better linkages with public transport	32%
Walker friendly accommodation	26%
Baggage transfer arrangements	19%
More accommodation on trail routes	16%
Other	4%
No reply	16%

Source: Local Trade Survey