



ACTION PLAN ANDALUSIA



*The **Action plan** is a document providing details on **how** the lessons learnt from the cooperation will be exploited in order to improve the policy instrument tackled within that region. It specifies the nature of the actions to be implemented, their timeframe, the players involved, the costs (if any) and funding sources (if any). If the same policy instrument is addressed by several partners, only one action plan is required.*

This Plan has been jointly prepared by the ECO-CICLE partners from Andalusia; DPH and Junta de Andalucía.

Part I – General information

Project: ECO-CICLE

Partner organisation: LP_DPH & PP6_Junta de Andalucía

Country: Spain

NUTS2 region:

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Part II – Policy context

The Action Plan aims to impact:

- ✓ Investment for Growth and Jobs programme
- ✓ European Territorial Cooperation programme
- ✓ Other regional development policy instrument

Name of the policy instrument addressed:

- ERDF Regional Operational Programme Andalucía 2014-2020, Axis 4 – TO6: Protecting the environment and promoting resource efficiency, Specific objective OE.6.3.2 based on protection, development and promotion of natural areas, especially those of touristic interests.

- ERDF Regional Operational Programme Andalucía 2021-2027. Policy Objective 2 on a Greener, carbon free Europe and Policy Objective 5. on Europe closer to citizens.

- PITMA. Plan for infrastructures of transport and mobility of Andalusia 2021-2027

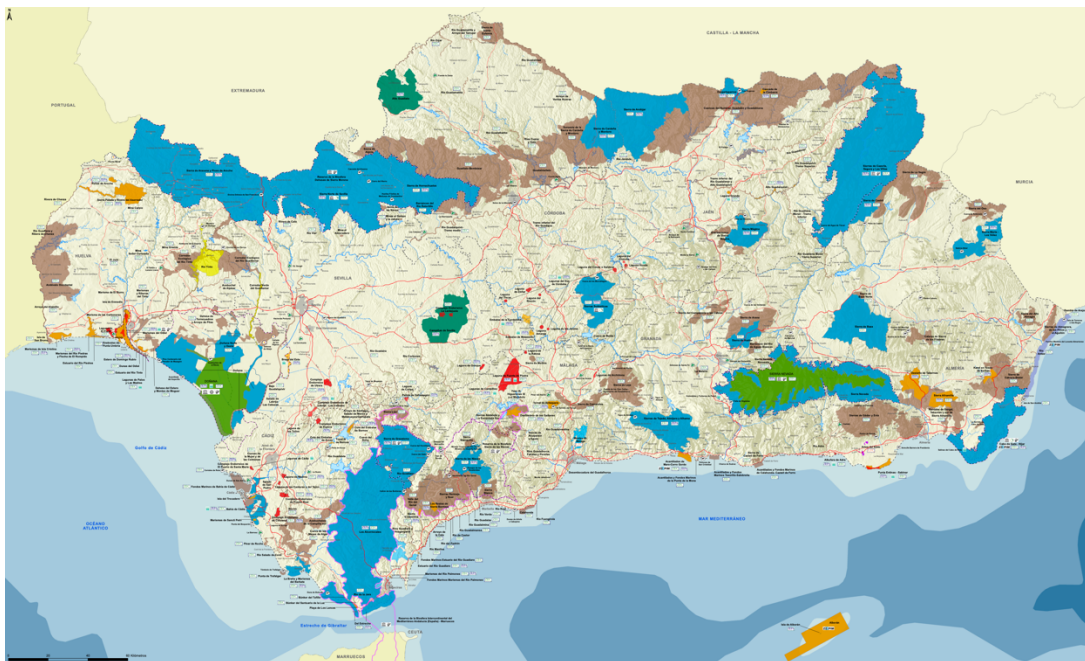


Part III – Details of the actions envisaged

ACTION 1

1. The background (please describe the lessons learnt from the project that constitute the basis for the development of the present Action Plan)

Policies regarding public use in protected areas in Andalusia already have more than a three-decade tradition. Right now, more than 35% of the Andalusian territory (2.9 million hectares) is protected under different protection figures, being these a result of Regional legislation or of international conventions (Natura 2000 Network).



During this period, several management tools have been put into place to both regulate and promote responsible public use of these areas, resulting in a comprehensive scheme of public use management and services, including documents and regulations that set up policies with the objective to make compatible public use and nature conservation.

In this line of thought, it is essential that the citizenship could get to know and understand the important nature values and resources which need to be maintained and conserved. Thus, and taking into account that cycle tourism could be an activity that has a very big potential to be used to discover the values that conform the protected areas, promoting cycling activities in these protected areas is going to be a fundamental line of work in the coming years.

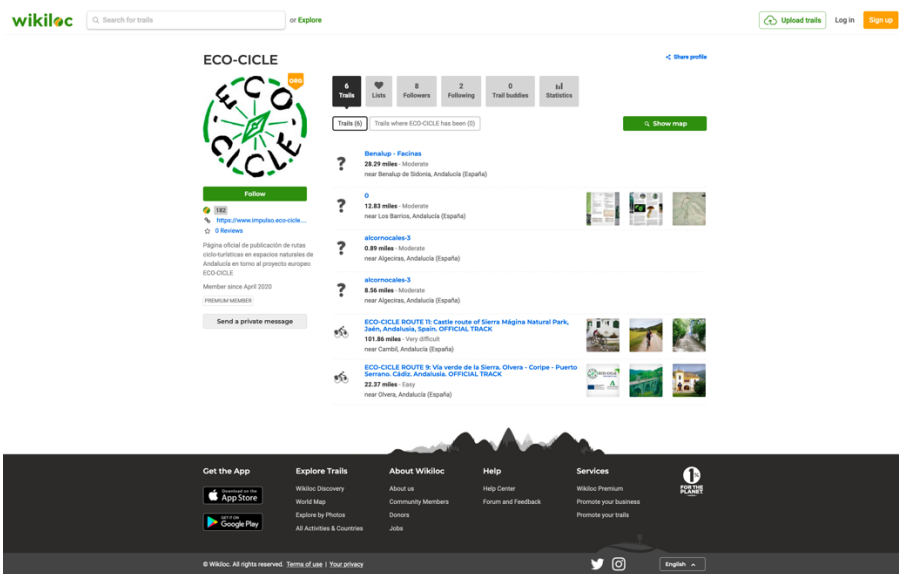
2. Action (please list and describe the actions to be implemented)

This Action is divided in several sub actions. All of them take part in the planification process of the Regional Ministry of Agriculture and Sustainable Development, in relation with Natural Areas management and sustainable development in these territories:

1. **Including cycling and cycle tourism into public use policies and so contributing to the socioeconomic stimulation of these areas**, including cycling criteria for public use-related buildings and services. Also including cycling and cycling infrastructures and services into the Sustainable Development Plans of these areas would be essential. It is also important to make a strong linkage between cycling activities and “Natural Park” brand.



In these matters a first step in order to coordinate a cycling offer between Natural Parks in Andalusia has been set up by creating profile into a very popular route APP, called WIKILOK, with a route repository, under the name of ECO-CICLE Project. This effort has been really useful in order to disseminate, not only ECO-CICLE project itself, but also the future potential for cycle tourism developments in natural areas.



Other lines of actions have to be with the improvement of the communication channels already existing in the promotion and regulation of public use in natural areas about cycle tourism matters. The Regional Government is now improving them in two main lines:

- Refurbishment of the “Ventana del Visitante” web site: this is the most important tool that the Regional Administration has in order to disseminate public use in natural areas. The main idea is to include complete offers of cycle tourism in these areas as well as recommendations about cycling.



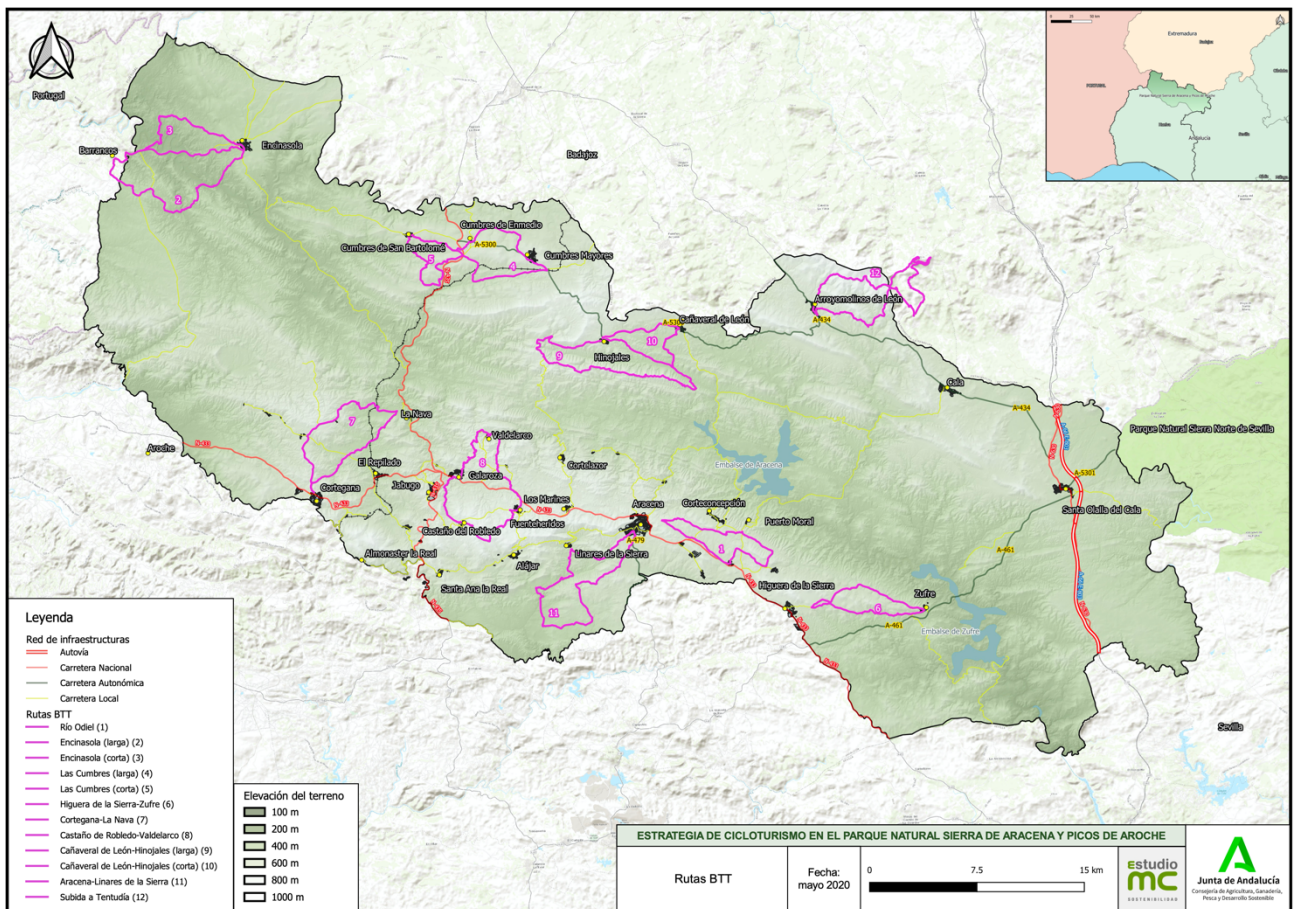
- To include services and information about cycling activities into the Visitor Center Network that is present in most of the most important natural areas (33 sites). The main idea is to create a single space in each one of them dedicated to cyclists and cycling activities: from a kit of essential tools, to complete information and services about cycling routes and segmentation of the different cycling offers that could be created.
2. The creation of a **cycle tourism strategy of “Sierra de Arcena and Picos de Aroche” Natural Park** in which all the proposals in order to build a comprehensive strategy for the developing of cycle tourism will be deployed. These works are intended to serve as an example for other Natural Parks and protected areas. In this document, which has been already written, the aims are:
 - To write a strategy for cycle tourism developments in the Park.
 - To segment the different types of cycle tourism and cycle use, in order to include, not only sport cycle tourism, but also leisure, family and long-distance cycle tourism.

In the document the initial base for cycle tourism offer in the Park has been analysed. In general, the current offer is small, centred in sport cycling (MTB) and not coordinated.

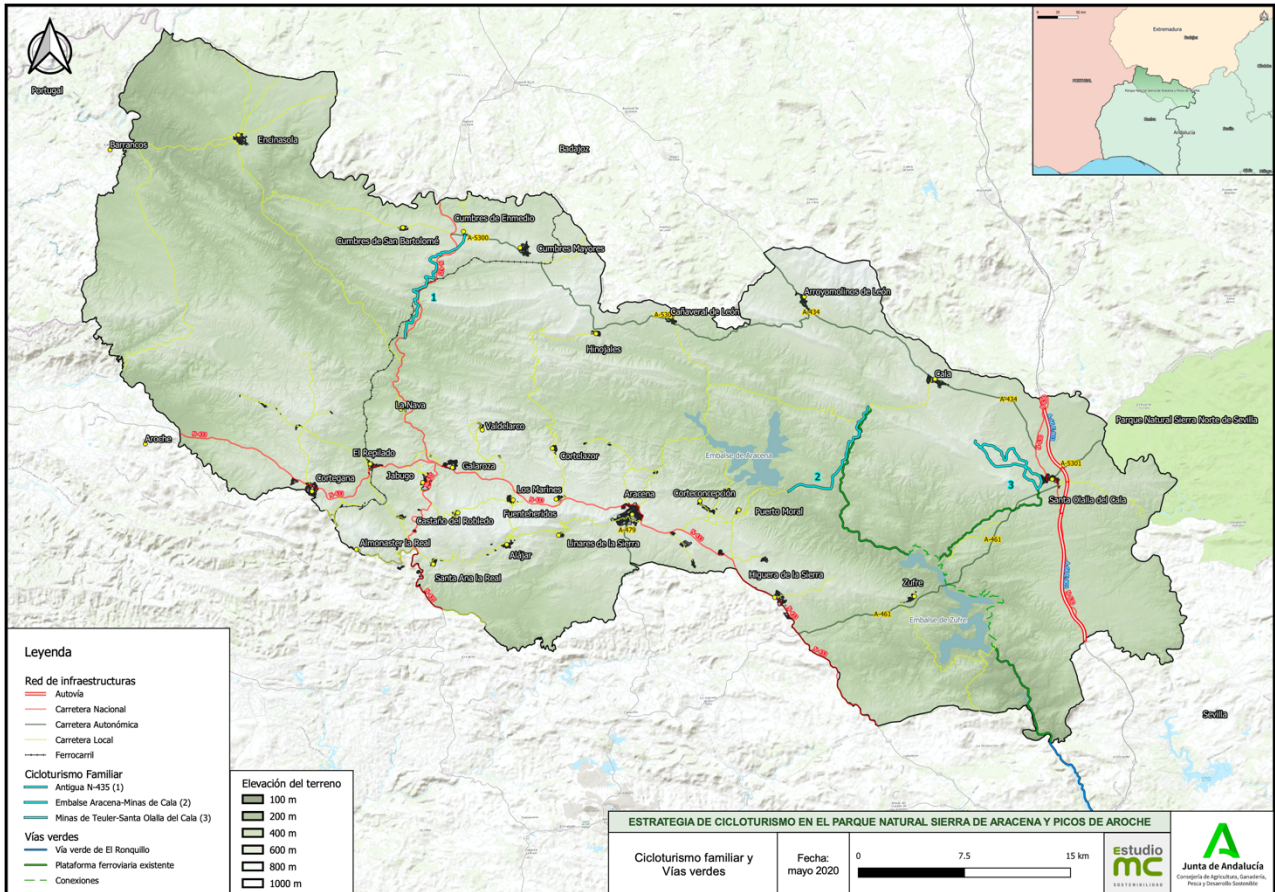
So, the Strategy has been focused on detecting the potential for other types of cycle tourism in the Natural Park that could be easily developed, taking into account that the Eastern part on the Park is also crossed by the EuroVelo 1 Route.

As a result, a potential offer for cycle tourism in the Park has been proposed with the following types of cycling public:

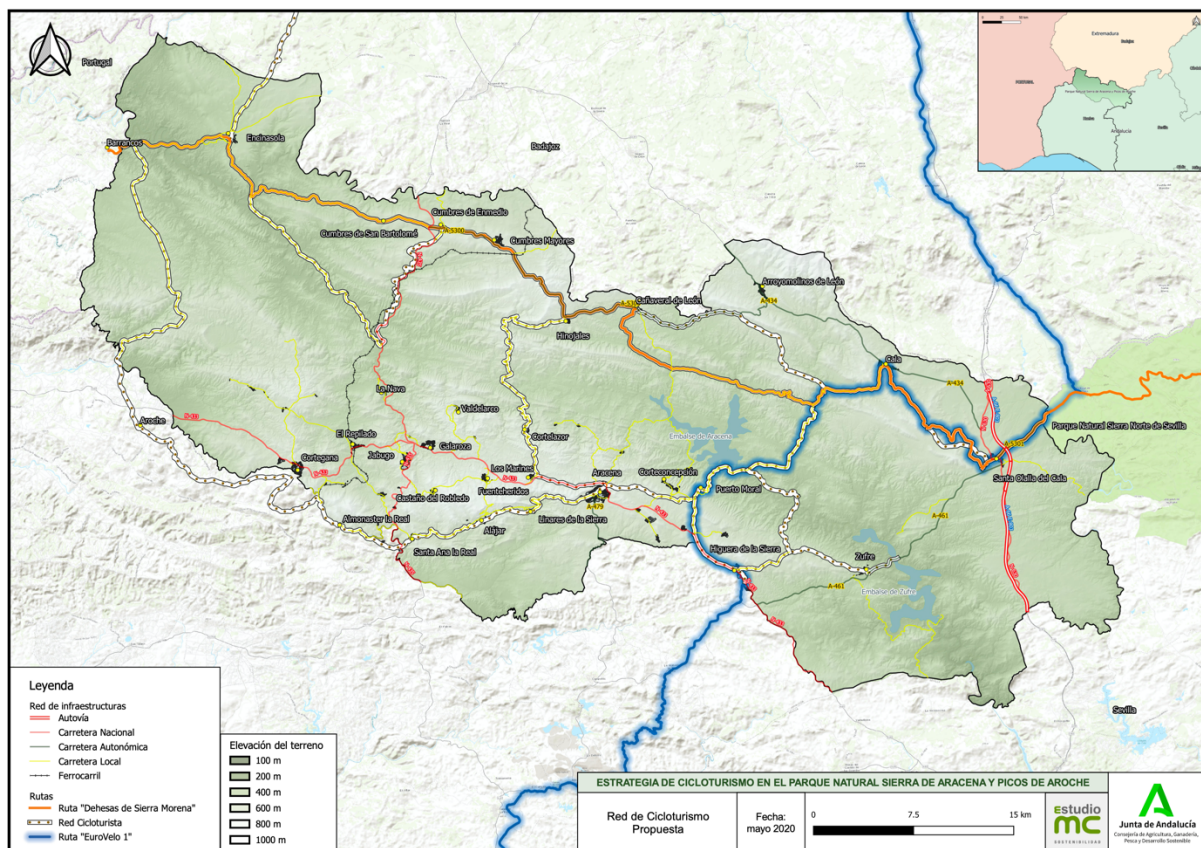
Mountain bike: the offer for MTB routes has been organised with a complete framework of routes evenly distributed in the whole territory of the Park. These routes (12 in total) are circular and with a range of difficulty that makes them accessible for all types and conditions of mountain bike riders.



Family cycle tourism and green ways: several options for ways and green ways have been analysed in order to develop at least three potential routes for family cycle riding. The options are not that great as for MTB biking, since family routes must be easy to ride and mostly traffic-free. With these set of conditions, three routes have been proposed. Additionally, a network of old railroads has been detected and proposed to be recovered as green ways in the mid and long term in the area of Cala and Teuler old mines. These set of Green Ways would offer a very interested connection with El Ronquillo Green Way which is located in the Province of Seville and is already in service.



Long distance cycling network: taking advantage of the presence of the EuroVelo 1 Route, a comprehensive cycling network has been set up with the objective of making possible to cycle all over the Natural Park territory. This network is organised through two branches perpendicular to EuroVelo 1 which tend to make possible to cycle in East-West direction, in both northern and southern parts of the Park. These two branches of the network are then connected using several ones in South-North direction. For these network, mostly secondary roads with very few motorised traffic have been proposed and also have been complemented with some non-asphalted tracks that are although completely rideable with a touring bike.



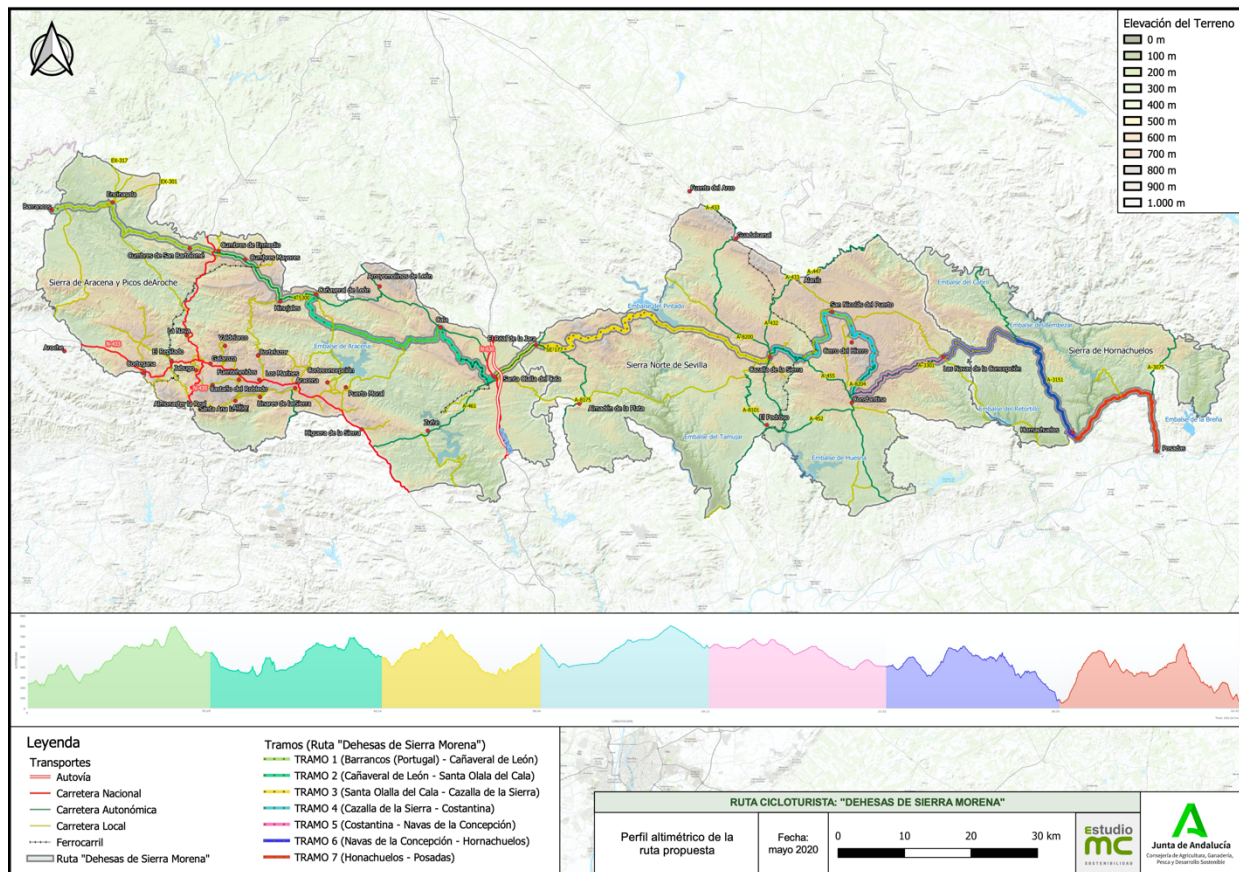
3. To consider the potential and to set up a **proposal for the creation of a single long-distance route that would cover and cross three consecutive Natural Parks covering almost all the “Dehesas de Sierra Morena” UNESCO’s Reserve of the Biosphere**. This route would be based on local low traffic roads and so almost no new infrastructure would be needed in order to make it available in the short term.

The route would connect, from West to East, the town of Barrancos, in Portugal, with the town of Posadas, located in the Province of Córdoba. In its way, approximately along 250 kilometers, would go through three Natural Parks (Sierra de Aracena y Picos de Aroche, Sierra Norte de Sevilla y Sierra de Hornachuelos) in seven different stages. The thematic purpose of the route is to cross a territory which main characteristic is to embrace the peculiar productive system called the Dehesa, which is a traditional and sustainable way of thinning out Mediterranean Oak woods for cattle and agricultural production.

Even being a long cycle tourism route, the way has been designed not to have big difficulties in riding. So, the route is intended to be easily ridden by a mid-fit cyclist and so will not have big orographic difficulties nor very long or steep slopes. Around 90% of the route will be under very low motorised traffic conditions and will be ridden on perfect pavement. The area it crosses has small and bucolic towns, even though there is right now a sufficient number of services available all along the route.

Once the route is put into place, it would be easily sold and enjoyed as a single touristic product and so it is expected that the number and quality of the services will improve in the midterm.

Other result expected is that this route would tend to complete a comprehensive long route cycle tourism offer in the area, since it would be simultaneously functioning with other long-distance routes such as EuroVelo 1 and the “Vía de la Plata” corridor.



- The creation of a **cycle tourism strategy in the Provinces of Granada and Almería**, writing an initial document where the territory potential for cycle tourism would be identified (existing routes, cattle ways, green ways, low traffic secondary roads and any other resources). The aim of this strategy will also be to design a long cycle touristic route which would cover all the natural areas present in both Provinces, as well as to identify any other resource in order to develop all kinds of bike use in these areas (MTB, family cycle tourism resources, road cycle tourism).

The long route identified and designed will try to follow EuroVelo standards and will connect the natural areas included in the Natura 2000 Network present in Granada and Almeria Provinces.

The strategy will cover complementary services present in the area and will make an analysis of the potential for growth of these activities in a fully developed horizon of cycle tourism.

- Players involved (please indicate the organisations in the region who are involved in the development and implementation of the action and explain their role)

- Regional Government (Junta de Andalucía) and Regional Ministry of Agriculture, Livestock, Fisheries and Sustainable Development. It is the body that is promoting all the subactions in this action, since it has the legal responsibility of natural conservation policies. It also sets up the public use policies through public use management tools such as Public Use Programs where cycle tourism promotion is intended to be an important part of in the coming years.

- Governing bodies of the protected areas. Each one of the Natural Parks has a governing body that undertakes the daily tasks in the management of these areas from a legal and technical point of view. It also manages the public participation with different stakeholders with interests in the natural areas.
- Provincial Governments of Huelva, Sevilla and Córdoba. In Spain, the different Provinces have their governing body that set up policies at a Provincial level and also supports the smallest towns in some services and needed infrastructure. In this action their role is essential since they own and maintain the local roads where most of the cycle network is intended to be placed.

4. Timeframe

2023. (N+3) Operative Program European Fund for Regional Development (FEDER) 2014-2020.

5. Costs (if relevant)

Subaction 1: 150.000 euros.

Subaction 2: 500.000 euros.

Subaction 3: 750.000 euros.

Subaction 4: 47.843 euros.

6. Funding sources (if relevant):

Subaction 1: the normal functioning of the tourism promotion and public use in Natural Parks is a regular task carried out and financed by own resources. Nevertheless, the improvement of the tools used for that, are being or are going to be funded by FEDER. The works for the creation of the Wikiloc profile and the selection and uploading of routes have been funded with ECO-CICLE resources.

Subaction 2: The elaboration and writing of the Cycle Tourism Strategy have been funded by the Regional Ministry of Agriculture, Livestock, Fisheries and Sustainable Development with its own funds. The works needed to implement the Strategy will come from the European Fund for Regional Development (FEDER) 2014-2020 (N+3). The EuroVelo Route 1 will be hopefully operational in a short term if the project CICLOSEND_SUR is finally approved and executed.

Subaction 3: The design of the route and the initial study have been funded by the Regional Ministry with its own funds. The works needed to make the route operational will come from the POCTEP program through the project CICLOSEND_SUR that is now in its second stage of evaluation.

Subaction 4: Own funds coming from the Regional Ministry of Agriculture, Livestock, Fisheries and Sustainable Development.

ACTION 2_ITI IN HUELVA

1. Relevance to the project

This action is a clear added value of ECO-CICLE, being genuinely produced and supported by the interregional learning process.

ITI for EU Cohesion Policy investment: Integrated Territorial Investment, ITI from now on, belongs to the new rules and legislation governing the EU Cohesion Policy investment for the 2014-2020 period. New integrating tools have been introduced that can be used to implement territorial strategies on the ground, linking the thematic objectives identified in the Partnership Agreements and Operational Programmes and the territorial dimension: community-led local development (Article 32-35 of the Common Provisions Regulation) and integrated territorial investments (Article 36 of the Common Provisions Regulation).

ITI is therefore a new financial instrument and part of the challenge for ECO-CICLE was to evaluate its potential for leveraging fundings towards the promotion of cycling tourism. This interest was clearly mentioned in the Application Form. ITI will also be supporting the Bicycle plan for the Province of Huelva. This should be outlined since ECO-CICLE is including new policy instruments in 4 of the 5 regional Action plans (Andalusia, K-P region, Nova Gorica and Basilicata).

ITI approach is multi-dimensional, tailored to place-specific features and outcomes, which may mean going beyond traditional administrative boundaries, and may require greater willingness from different levels of government to co-operate and co-ordinate actions in order to achieve shared goals.

ITI en Cadiz: With this rationale in mind, ITI implementation in Cadiz has been notably successful for the promotion of cycling tourism and has leveraged about 39M€ during the current programming period for building new cycling tourist infrastructures, mainly around EuroVelo 8 and inland routes. Based on this experience, the Integrated Territorial Investment tool has demonstrated to be very effective for planning new infrastructures and services for promoting sustainable mobility and tourism.

ITI Impacts on partnership: Then, ITI in Cadiz reaches real impact on the partnership and has benefit to the overall policy learning process performed by the project. ITI in Cadiz has become one of the 12th GP selected by ECO-CICLE and its description is currently accessible at the Policy Learning Platform of the IE programme.

Such first-hand knowledge could have been widely shared at Andalusian level since many stakeholders from PP6_Junta were either engaged in the ITI joint management on behalf of their ministry. For instance, ITI in Cadiz has been presented by their promoters during the 5th FG.

The rationale of our former Pilot action ECO-CICLE proposal is an other indicator of the shared interest to implement ITI instrument, even if the proposal has unfortunately not been granted. ITI has also been mentioned and raised great interest during the Cycling tourism Webinar organised by the IE programme.

ITI policy relevance: Integrated Territorial Investment has demonstrated to be a powerful financial framework for integrating structural, rural development and social funds and for leveraging a significant

amount of public investment for integrated actions. Thus, the role of ITI will be enlarged in the forthcoming programming period and this action can contribute to open it up to sustainable mobility and tourism scope. Policy relevance is therefore targeted when it comes to better use of ITI tool.

ITI has been designed for the best use of EU funds and is linked to the different Regional Operational Programs and other regional development plans. DPH can't expect such leverage effect by any other local, regional or national funds or programmes. Furthermore, when summing structural, agricultural and social funds, we scan most needs and opportunities to sustain an integrated strategic approach for enclaved rural territories, unlocking barriers between programmes and competences.

They are several studies on the potential wealth and benefits of promoting cycling in territories, most come from isolated investments or initiatives with easily measurable inputs but less frequently developed under an investment tool specifically designed by the vision of cycle-tourism itself.

2. Nature of the action

Based on the ECO-CICLE policy learning process, ITI could be identified by DPH as the key tool to implement territorial strategies in an integrated way. ITI is designed to implement Operational Programmes in a cross-cutting way and to draw on funding from several priority axes of one or more Operational Programmes to ensure the implementation of an integrated strategy for a specific territory. That's what would be expected of ITI implementation in the province of Huelva.

The potential for economical take off is clearly behind the expectation of Huelva County Council for enclaved territories of the province. The province is engaged in setting up a new policy instrument for planning cycling tourism infrastructures and services and would be very proactive to test financial instruments towards determined areas matching with requirements. DPH will then evaluate on requirements to justify the ITI implementation in terms of opening up enclaved and declining rural territories based on previous investigation.

Rationale of ITI in Huelva: The rationale behind our action is related to ITI capacity for supporting sustainable mobility and tourism uptake in less touristic and develop rural areas of the province of Huelva. Many rural areas in Europe are suffering recurrent trends of ageing, depopulation and job depletion due to the loss of attractiveness of enclaved territories. Our action should then be understood to counteract these trends by offering, through specialized ITI, new opportunities for local development schemes and alternative ways for discovering rural areas, especially natural protected ones.

The precise nature of the activities envisaged in our action is twofold; to design a specific ITI tool fully adapted to the needs required by the promotion of sustainable mobility and tourism and in other hand for piloting its implementation in target areas of the province of Huelva..

Regional and County Council administrative bodies are usually not so familiar with ITI tools and the need for awareness is patent for exploring new added-values approaches. The design of new tools adapted to the promotion of sustainable mobility and tourism is considered a great opportunity for public administration to leverage EU funding through rational and planning process..

Many initiatives are being envisaged to mitigate trending economical regression of rural and isolated areas in Europe. This action and territorial implementation is a promising scheme to re-activate enclaved areas, will benefit to a wide range of local population for sustainable mobility and to open up for sustainable tourism.

ITI and the ROP management authority: Among the measures to ensure PA durability, the close

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cooperation with the ROP and regional development policy instruments management authority is mandatory. This objective will benefit from the policy learning exchange framework established by ECO-CICLE and new Focus Group sessions are going to be scheduled joining all stakeholders involved in the ROP preparation. We then expect to impact on the forthcoming programming period.

Political support is a clear requirement for programming any ITI territorial implementation targeting the new ROP. DPH has already expressed to the andalusian ROP management authority such opportunity for funding actions of the future Bicycle Plan for the Province of Huelva and the great expectation for such planning,

ITI stands on 3 key dimension which are relevant for the durability of our action:

- An integrated territorial development strategy for the target territory
- A set of actions to be implemented
- The governance arrangements to manage ITI

Additionally, sustaining enclaved rural areas in Europe is going to mainstream EU funding to counteract slump and depopulation trends in the forthcoming programming period. We then expect our outcomes to reach a significant impact on the design of new ROPs under discussion.

To cover these 3 dimensions, the action foresees the following activities:

1- ITI strategic plan for the province of Huelva : Preliminary activities foster agreements (partnership, workplan) and address tools (ITI policy instruments, evaluation procedure, Focus Group) to gather all competencies and relevant data for the ITI strategic plan for the province of Huelva. Workplan and Partnership Agreement are produced during the first half of the 1st semester. DPH develops its regional workplan linking activities of territorial studies and investigation and output indicators during the 2nd half of the 1st semester.

2- Investigation on ITI application in Europe : DPH will look for the investigation on ITI application in Europe with incidence on sustainable mobility and tourism, with additional interest for remote and deprived areas such as the identified target territory. This investigation will include the feasibility study for the ITI implementation in the province of Huelva, at the local level. This activity is scheduled for the 2nd half of the 1st semester.

3- ITI model for sustainable mobility and tourism: Based on the sum of activities held in the 1st semester, DPH can process relevant information to design the ITI model for sustainable mobility and tourism. ITI model supports an integrated territorial development strategy, a set of actions to be implemented and the governance arrangements to manage ITI.

The model tool consists of a common platform including place-based principles / objectives / indicators / preconditions for bicycle-focussed ITI development. The platform will be supported by DPH with the collaboration of the partnership identified by the Action.

The rationale behind the model application is to evaluate the range of benefits embracing the confluence of funds streams from ERDF, social and agricultural ROP. For enclaved rural territories, historically at the margin of recent developments and with outstanding negative trends for most economic indicators, this could be a real chance to create synergies on sustainable mobility and tourism development schemes and

to avoid dispersion of public investment which might be contained at local and regional levels..

This activity is scheduled for the 2nd semester.

4- Scenario for implementing ITI in Huelva: DPH will elaborate a set of policy recommendations including a final proposal for regional ITI implementation scenario which will be addressed to the andalusian ROP management authorities. It's a kind of roadmap for promoting an integrated use of EU Funds for the benefit of many territories in Europe which consider sustainable mobility and tourism as a cornerstone of their future growth.

Different schemes on the integrated use of ROP for funding sustainable mobility and tourism initiatives in the province of Huelva through ITI implementation are going to be analysed together with the Policy recommendations.

Testing new approaches and gathering the conditions to proceed are as important as the matter itself. It is worthless to produce if there is no use. For addressing policy improvement, you should be able to reach the right stakeholders involved in the ROP programme management at the regional level. This pre-requisite will be assumed by DPH both at Junta and territorial level to increase the impacts on the forthcoming programming period.

ITI territorial implementation is subjected to regional political agreement and needs should be fully justified by the county council promotor. Both activities are required for including ITI in Huelva in the forthcoming ROP for Andalusia.

To support the overall strategy for implementing this action, a financial scenario has been suggested based on the convergence of two framework programmes, the EU green deal which will target green growth in remote areas and the Plan for the recovery of the Andevalo area where ITI implementation is planned. ITI could be proposed as the appropriate tool for streaming funds for different ROP.

This activity is scheduled for the 2nd semester.

The following considerations should be taken into account in this action:

- Reaching political agreement should be started as soon as possible since there are already negotiations between the regional government and the municipality of the Andevalo area. So the first semester will be crucial to open minded on the intention of DPH to run ITI in Huelva.
- Outside the Plan for the recovery of Andevalo area, implementing ITI is based on a set of indicators which are supported by corresponding studies and investigation, This is probably influenced by the framework programme but the objective remains the same, that is ITI in Huelva to be planned by the forthcoming ROP.

2. Stakeholders involved

This action targets 2 main beneficiaries, Regional administration as ITI management authority and territorial beneficiaries, both local population and external/tourist. The nature of beneficiaries is plainly linked to the activities developed in the Action plan.

The ROP management authority should be fully involved at all level of development, from the strategy to the implementation phase. This approach should avoid most understanding and support the exchange of knowledge regarding the conditions for applying. At political level, agreements between DPH and the regional government should be reached to support the recovery of the Andevalo area through ITI.

The other target group gathers territorial beneficiaries of Andevalo area. All actors impacted or with competences are going to be involved in the development of Activities and in fine in the implementation of the action.

3. Timeframe

As previously mentioned, all activities are planned according to ECO-CICLE phase 2 timeframe, Most activities take place in the 2 first semesters and extend over the final delivery of the forthcoming ROP where ITI in Huelva is assigned.

4. Costs

Overall costs for performing the action is estimated to 85.000€ including staff costs (35.000€) and external expertise for studies and ground investigation (50.000€).

5. Funding sources

The costs for the Action could be charged to the Plan for the recovery of the Andevalo area under redaction at the present time and could suppose an investment to leverage much more funding. If this framework would not be possible, funding would come from the Bicycle plan for the province of Huelva.

ACTION 3_EV8

1. Relevance to the project

Cycletourism of long route developments are a major resource for cycletourism activities promotion. The EuroVelo project aims precisely to develop a European Cycling framework of long routes throughout the continent.

EuroVelo developments are now going on in Andalusia. Focused in the Western part of the region, both EuroVelo 1 and EuroVelo 8 routes are being developed. EuroVelo 1 goes through the City of Huelva (which is the capital city of its Province) and EuroVelo 8 starts in Cádiz (finishing in Athens), which is also the capital city of its Province.

The EuroVelo project has been essential in understanding the potential of long cycle tourism routes and the standards that this kind of route should accomplish and so it has been the main source of learning. Lessons learnt about cycle tourism segmentation, infrastructure planning and development of routes has been used in order to produce a comprehensive proposal that links both EuroVelo Routes. On one hand, this could help to extend the positive effect of the EuroVelo Project in the area, and, on the other hand, it could potentially give and an additional push to cycle tourism, in terms that could match the EuroVelo standards of infrastructure.

EuroVelo recommendations for cycle routes include:

- Route selection and development in terms of safety, attractiveness, coherence, directness and comfort in cycling experience.
- Infrastructure fulfilling string cycle infrastructure standers in terms of good quality surface, separation from traffic and/or using of low traffic infrastructure, clarifying maintenance and permanence of sing posting.
- Public transport links and bike accessibility for bike transportation.
- Enough and good services of accommodation, food, drink as well as bike repairing and other services.

The EuroVelo 8 Route crosses Andalusia along the Mediterranean Coast from Cádiz, where it starts, to Almería, before entering the Spanish Region of Murcia in its way to Athens.

2. Nature of the action

The action consists in the implementation, development and signposting of the EuroVelo 8 Route throughout Andalusia. The whole route is 687 kilometers long and is divided in 16 stages. It covers almost all the Andalusian Mediterranean coast and part of the Atlantic in the Southwestern coast of Cádiz Province.



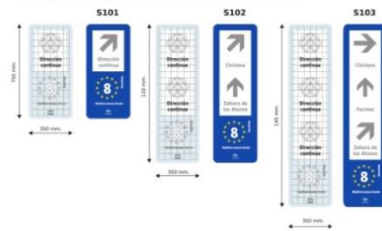
A study has been done in order to make a comprehensive analysis of the range of actions that need to be envisaged to develop such a long route matching EuroVelo standards. In this study a first identification of the potential route has come to the conclusion that 22% of the length could be bike tracks or paths, 9% in tracks with no traffic, 54% in tracks and roads with almost no traffic and 8% in urban areas with high traffic.

In the near future, there are three main objectives regarding the development of this route:

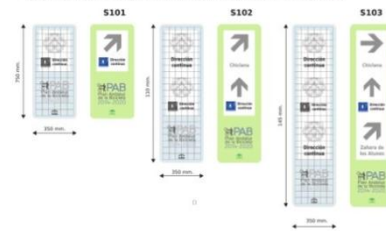
1. **Sign posting:** As a main result of the MEDCYCLETOUR Interreg Project, the signposting has been designed following EuroVelo standards. Nowadays, there are four stages already signed in the Provinces of Almería (94 km) and Cádiz (72 km). In the coming years, the rest of the route will need to be signposted.

Señalización vertical / orientación

1. Carteles de dirección de la ruta EuroVelo 8



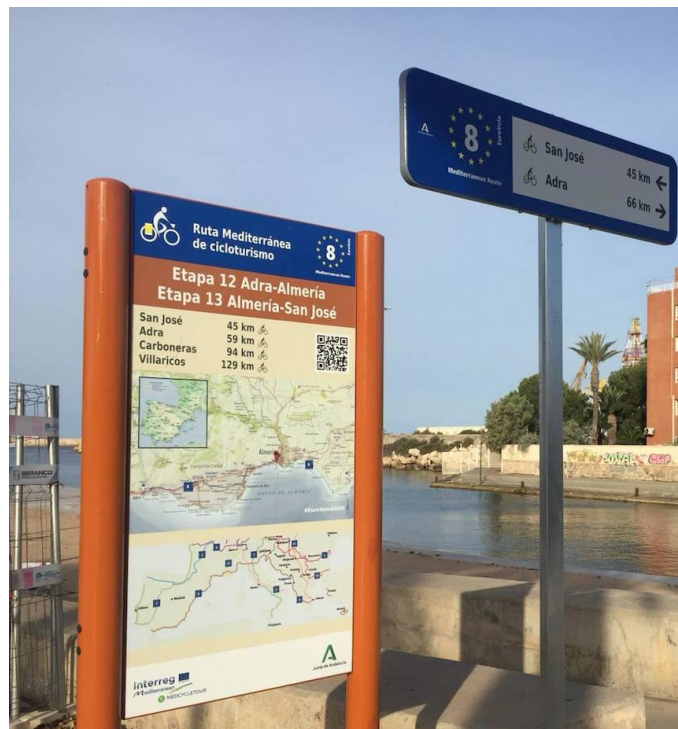
4. Indicando «hacia la ruta EuroVelo 8» en el PAB



2. Carteles de confirmación de dirección y kilómetros



3. Carteles de orientación en la ruta EuroVelo 8 en señales existentes

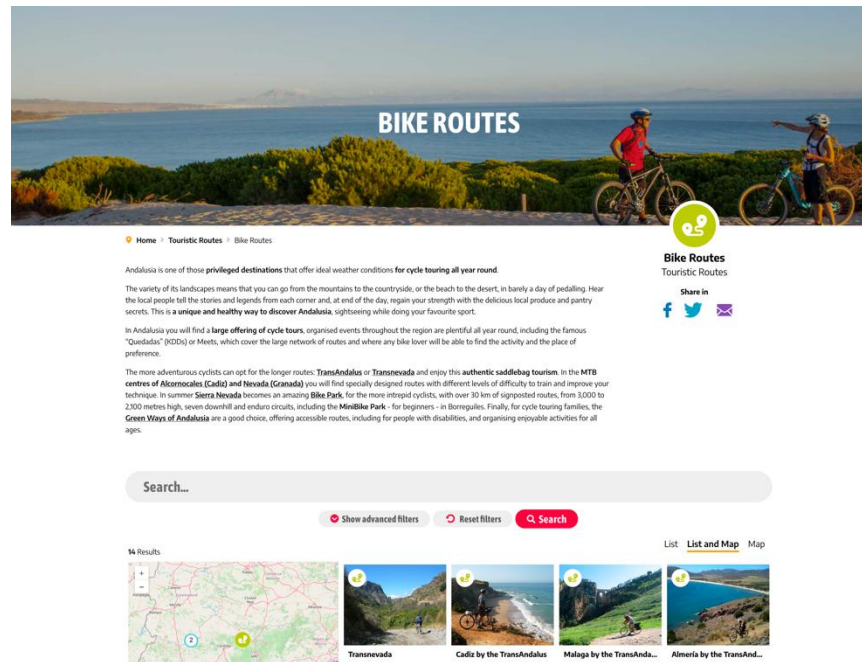


2. **Infrastructure:** As a result of the Integrated Territorial Initiative (ITI), the EuroVelo 8 Route is being developed in the Province of Cádiz. Right now, there are three sections that have been already built: Conil de la Frontera – Los Caños de Meca, San Fernando – Chiclana and Facinas – Los Barrios. From Los Barrios to Sotogrande the route is also already signposted. In the coming years, the rest of the sections will be developed or built and will conform an integrated Route which will be mostly located in exclusive infrastructure and so, far from motorised traffic.

It is worth saying that the EuroVelo 8 Route will be going through several important natural areas, and so will contribute to the promotion of cycle tourism in them, adding several other products

and routes.

- Promotion:** Once built and developed, the EuroVelo 8 Route, together with the rest of the Spanish Regions, will have the opportunity to have and sell a single and very powerful cycle tourism product. From Andalusia, much of this promotion will be channelled by the Product Club and the promotion works and materials that the Regional Ministry of Tourism is preparing at this moment.



3. Stakeholders involved

Junta de Andalucía: The Regional Government (Regional Ministry of Development and Territory Management) is developing the route building a comprehensive cycling infrastructure through the Province of Cadiz using the ITI initiative.

Government of Spain: Since part of the route will use a national road, essentially in the Province of Granada (N-340).

Provincial Governments of Almería, Granada, Málaga and Cádiz. Some of the local roads and tracks used along the routes will be maintained by the Provincial Governments.

4. Timeframe

2023. (N+3) European Fund for Regional Development (FEDER) 2014-2020.

5. Costs

31 million Euros; 17,6 of them coming from the ITI initiative to be spent in the Cádiz Province.

6. Funding sources

Integrated Territory Investment (ITI in Cadiz)

ACTION 4: EV1

1. Relevance to the project

This project focuses its objectives on the implementation of an European Network for the promotion of Cycle Tourism in natural spaces, attending to a double perspective, tourist and environmental, improving local and regional policies related to its promotion.

To meet this goal through the Action plan is needed strong planning to be developed all along with the second phase of the project. This is the foundation on which to strengthen a bicycle touring network, not only at a local and regional level but also under a European network perspective.

Planning will allow authorities to dispose of investments, guaranteeing quality services in an environment of sustainable mobility focused on the bicycle, aimed at economic, environmental and social development. This strategic framework is supported on a starting diagnosis of cycling mobility, comparing similar experiences at regional level, taking Good Practices as a reference to ensure the best governance of tangible and intangible assets for the bicycle industry and its potential. The objective is to deploy a territorial policy to address the promotion of bicycle and its use improving territorial mobility through a planned network, also to enhance natural and cultural heritage perception. This will impact on the horizon for economic, environmental and social development on local level.

Under these premises, the participating partners have been working throughout PHASE I of the project, whose fundamental objective has been the exchange of experiences in order to learn from the projects and initiatives that have been carried out previously in the different territories.

The second phase is based on the development of the Action Plans, starting with the experiences exchanged in Phase I. In the ECO-CICLE Project the actions that in every plans, have been grouped by partners' agreement, into 5 subcategories; and the action at hand is part of the so-called "EUROVELO".

All partners, with the exception of the Leipzig region have been working on the development of some action related to the Eurovelo Network, "Eurovelo, the European cycle route network" as the territories of all of them are affected by the passage of some of the 15 cycle routes raised throughout Europe by ECF. Therefore, this body and advisory partner of ECO-CICLE, will be in charge of the subsequent evaluation and certification of the routes, once they are carried out.

In relation to the Good Practices that have served as inspiration in the approach to this action, there are:

- **The cycling plan of Andalusia 2014-2020.** Used as a reference in the promotion of cycling at a regional level. One of the most important strengths for learning is how to undertake a comprehensive planning process on cycling promotion that coordinates and links all aspects of cycling. It shows how to create a framework where different stakeholders can develop their cycling promotion policies in the territory. The difference is in this case, that the planning developed at the provincial level promotes and facilitates the proliferation of local initiatives, which is also fundamental for the success of the Provincial Bicycle Plan.

This GP represents a learning opportunity since one of the routes included for its enhancement, the most important if possible, is Eurovelo 8. Given the similarities, due to the geographical

proximity and environmental characteristics of the territory covered by Eurovelo 8, with Eurovelo 1 (EV 1), it can serve as a management example for the latter.

- **The Ruhr Cycle Path- RuhrtalRadweg (RVCP).** It is one of the main river cycling routes in Germany. It has in common with the EV1, in addition to a relevant natural and historical heritage, obvious traces of the industrial era, which are symbolic of the development and history of the region and have been perfectly integrated into the route. In the case of the EV1, as it passes through Huelva, these industrial features are made up of elements associated with mining, which was the main development of a large part of the province of Huelva. On the other hand, one of the great challenges that the EV1 will have to face, as in the case of the Ruhr Valley Cycle Path, is the participation of the different public and private agents involved in the territory, where local, regional, national and international administrations converge, as well as associations, SMEs...

2. Nature of the action

The EUROVELO 1 route is part of a network currently made up of 15 bicycle tourism routes, with more than 70,000 km, which make it possible to cover the entire European area.

The so-called EV1 or Atlantic Coast route starts in Northern Europe and crosses the national territory until it reaches the province of Huelva, entering Portugal. This connection is therefore of a cross-border nature. The EV1 is also the objective of another European project, CICLOSEND_SUR, where it is the backbone. This project is developed in the framework of the Interreg VA Spain-Portugal Programme (POCTEP). The implementation of the route is of vital importance in the territory of the province of Huelva since it is already completed and in operation in the Portuguese section. The route in Andalusia (Seville and Huelva), on the other hand, remains planned, but no concrete action has been taken. There are, however, abandoned railway infrastructures, rural roads, and low traffic roads which have been studied in the INTERREG ATLANTIC ON BIKE project, and which make it possible to determine the route.

Due to its characteristics, this route has been divided into three sections in the province of Huelva, the EV1 between Ayamonte and Gibraleón, coinciding with the current Coastal Greenway, the EV1 between Gibraleón and Higuera de la Sierra, and the EV1 in the Sierra de Aracena Natural Park.

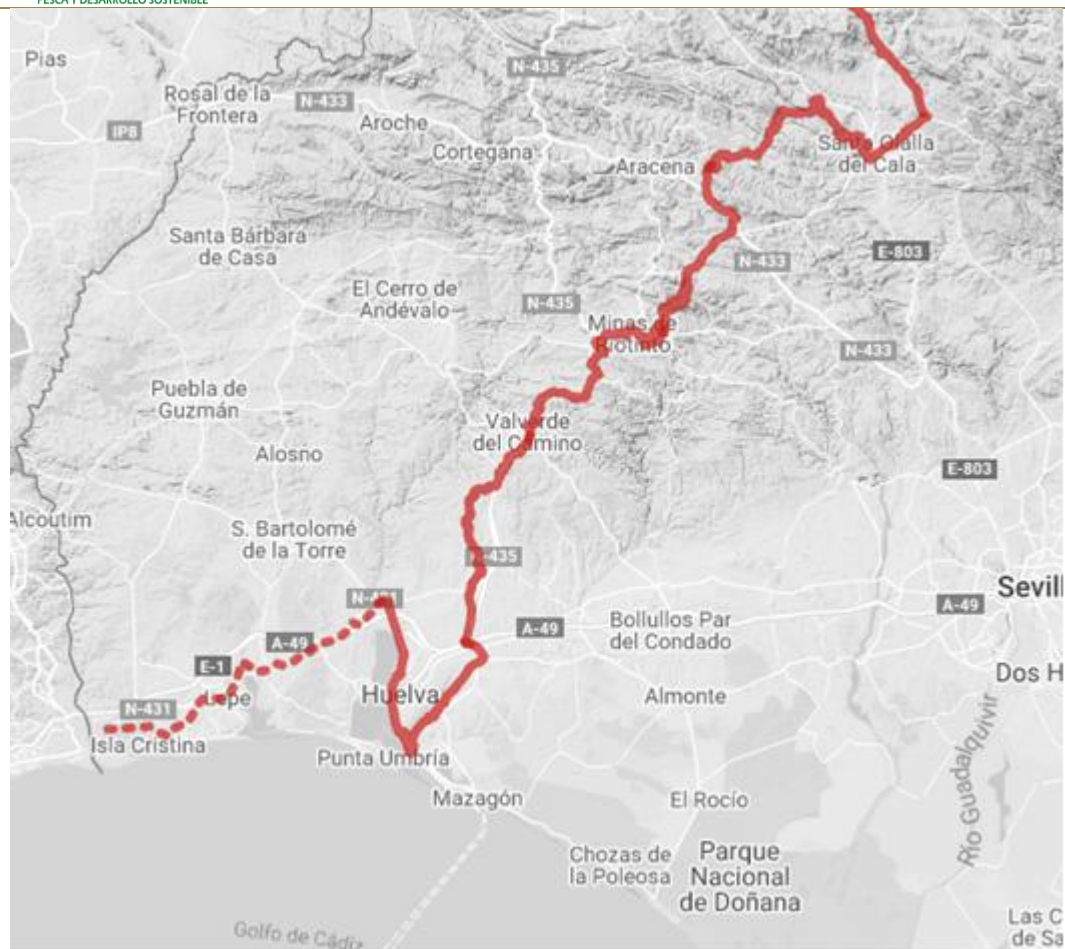


Ilustración 1. Ruta EV1 en la Andalucía. Fuente: <https://eurovelo1spain.com/es/>

Within the framework of CICLOSEND_SUR, a number of activities are planned in 2021 and 2022 which will have an impact on the ECOCICLE project, the most important ones related directly to EV1 are extracted below

- ❖ Activity 1. Diagnosis
 - Evaluation of the route. Mapping and evaluation by sections.
 - Inventory of potential infrastructures for cycle tourism.
 - Databases of existing agents.
 - Diagnosis of the current situation.
- ❖ Activity 2. Strategic plan.
 - Action Plan for the 2030 horizon. The necessary actions for the EV1 will be included.
 - Guide of Good Practices oriented towards the construction of infrastructures.
- ❖ Activity 3. Cross-border management and promotion.
 - Preparation of a strategic plan for the promotion of the footpath network, including EV1.
- ❖ Activity 4. Projects and related actions:
 - Drafting of Projects and Implementation EV1.

- ❖ Activity 5. Communication
 - Creation of a web portal and a downloadable app.

3. Stakeholders involved

Within the framework of the CICLOSEND_SUR project and given that it is a cross-border route, there are many Stakeholders involved beyond the Andalusian and even national (Portuguese) sphere, but we will focus on detailing the role of those located in the Andalusian sphere

- Regional Ministry of Development, Infrastructure and Territorial Planning. Its competences are focused on mobility and road and transport infrastructures, among which are the cycling routes, whose routes are developed entirely in the territory of Andalusia.
- Public Works Agency of the Regional Government of Andalusia. It is a public entity attached to the Regional Ministry of Development, Infrastructure and Territorial Planning. It acts as a management body for projects carried out under the Andalusian ERDF Operational Programme.
- Andalusian Public Ports Agency. It is the specific body of the Regional Ministry of Development, Infrastructures and Territorial Planning in port matters. The Agency is responsible for establishing guidelines for the planning of port areas and the development of infrastructure and services.
- Regional Ministry of Agriculture, Livestock, Fisheries and Sustainable Development. It is responsible for promoting and coordinating the implementation of actions related to sustainable socio-economic development in protected natural areas and for public use.
- Public Company for the Management of Tourism and Sport in Andalusia,S.A. It is a trading company of the Andalusian Public Sector. This company is attached to the Regional Ministry of Tourism, Regeneration, Justice and Local Administration of the Andalusian Government and its corporate purpose is the activities related to the promotion and development of the tourism and sports industry.
- County Council of Huelva (DPH). It participates as a beneficiary partner in the CICLOSEND_SUR Project, and as a lead partner in ECO_CICLE.
- SMES. Business entities with an interest in the development of cycle tourism by offering a service to the user

4. Timeframe

It is necessary to comment that some of the actions listed exceed the framework time of the ECO_CICLE project, until May 2022. However, for the correct understanding of the action proposed here, all those that will be implemented in the CICLOSEND_SUR project, whose completion is foreseen in December 2022, have been considered.

ACTION	TIMEFRAME
Evaluation of the route. Mapping and evaluation by sections	Oct 2020-Jul 2021
Inventory of potential infrastructures	Oct 2020-Jul 2021
Databases of existing agents	Oct 2020-Jun 2021
Action Plan for the 2030 horizon	Jul 2021-Dec 2021
Good Practice Guide	Jul 2021-Dec 2021
Development of a web portal and downloadable PPP	Jan 2021-Jun 2021
Strategic plan for the promotion of the footpath network, including EV1, incluida la EV1.	Jan 2021-Mar 2022
Actions in the EV1 Ayamonte-Gibraleón section	Jan 2021-Nov 2022
Actions in the EV1 Gibraleón-Aracena section.	Jan 2021-Nov 2022
Actions in the EV1 Higuera de la Sierra-Frontera section with Extremadura	Jan 2021-Nov 2022

5. Costs

The estimated costs have been extracted from the CICLOSEND_SUR project, and refer to the costs that each of the beneficiaries involved must carry out in order to carry out the project activities. At this point, it is necessary to make two points:

- 1.- The costs presented here refer to the activities of the project, not exclusively to EV1.
- 2.- The costs of the non-Andalusian partners have been omitted.

AGENTE	EXPE NDITURE (euros)
Public Works Agency of the Regional Government of Andalusia	360.000,00
Regional Ministry of Development, Infrastructure and Territorial Planning	3.659.000,00
Andalusian Public Ports Agency	2.146.000,00
Regional Ministry of Agriculture,	1.140.

Livestock, Fisheries and Sustainable Development	000,00
Public Company for the Management of Tourism and Sport in Andalusia,S.A	195.000,00
County Council of Huelva	233.500,00
	7.733.500,00

6. Funding sources

75% of the costs will be covered by ERDF funds (2014-2020), the rest coming from each entity's own funds.

ACTION 5_CONNECTION EV1-EV8

1. Relevance to the project

EuroVelo developments are now going on in Andalusia. Focused in the Western part of the region, both EuroVelo 1 and EuroVelo 8 routes are being developed. EuroVelo 1 goes through the City of Huelva (which is the capital city of its Province) and EuroVelo 8 starts in Cádiz (finishing in Athens), which is also the capital city of its Province.

The EuroVelo project has been essential in understanding the potential of long cycletourism routes and the standards that this kind of route should accomplish and so it has been the main source of learning. Lessons learnt about cycle tourism segmentation, infrastructure planning and development of routes has been used in order to produce a comprehensive proposal that links both EuroVelo Routes. On one hand, this could help to extend the positive effect of the EuroVelo Project in the area, and, on the other hand, it could potentially give and an additional push to cycle tourism, in terms that could match the EuroVelo standards of infrastructure.

EuroVelo recommendations for cycle routes include:

- Route selection and development in terms of safety, attractiveness, coherence, directness and comfort in cycling experience.
- Infrastructure fulfilling string cycle infrastructure standers in terms of good quality surface, separation from traffic and/or using of low traffic infrastructure, clarifying maintenance and permanence of singsposting.
- Public transport links and bike accessibility for bike transportation.
- Enough and good services of accommodation, food, drink as well as bike repairing and other services.

With these objectives in mind, an assessment was carried out in order to define and set up a route that could link both EuroVelo routes, through the Provinces of Cádiz and Huelva. The aim is to use and accomplish EuroVelo standards even though the proposed route will not be part of the EuroVelo network itself.

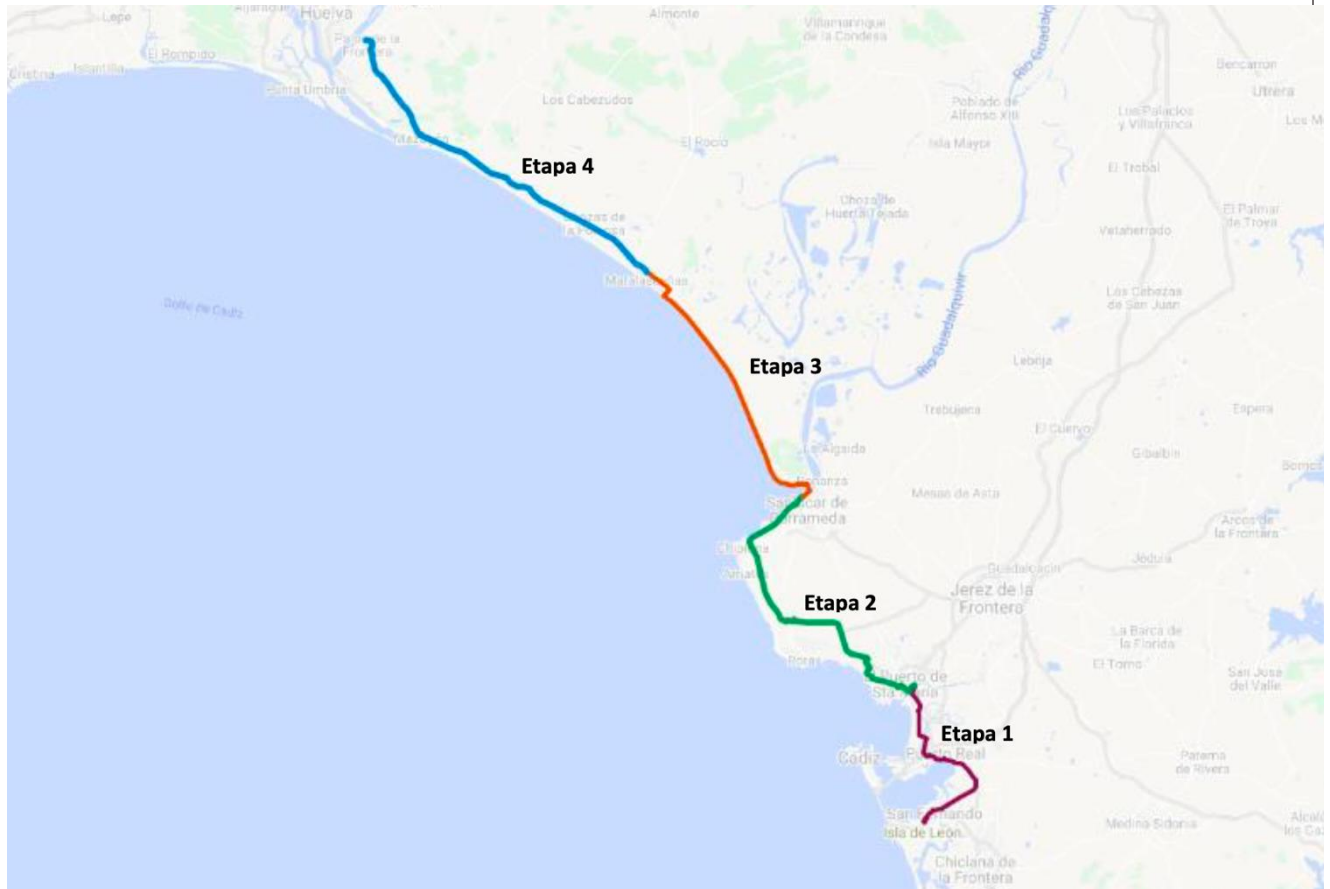
As a result, EuroVelo standards were used in order to learn what a long cycle tourism route must be and what are the needs and standards that must be accomplished in a good and attractive cycle tourism product.

2. Nature of the action

The action consists in developing a connection between EuroVelo 1 and EuroVelo 8 routes from Cádiz, where the EuroVelo Route 8 ends, and Huelva, where the EuroVelo Route 1 passes in its way to Portugal.

The aim is to create a route that accomplishes EuroVelo standards and so it could be cycled by almost all kind of cyclists. For that purpose, such a route would easily link cycle tracks and corridors already in place with almost no need of new infrastructure. A comprehensive study has been carried out in order to set up an identification of a potential route, a primary building plan and a cost and timeframe estimation.

A great percentage of this route would also cross or go by several important natural areas including Doñana National Park and Bahía de Cádiz Natural Park.



The Route would be 140 km long along the southwestern coast of Andalusia.

The route has been divided in four different sections. An action (Action 1) needed all along the route is to put in place a generic signposting during its 140 kilometers. Eventually, in coordination with ECF and the Spanish NECC, the route could include the EuroVelo logo, since the aim of the route is to link both EuroVelo 1 and 8. Action 15 is dedicated to write studies and building projects. Total cost: 70.065 euros.

In each of the sections specific actions will be needed in order to make the whole route completely rideable and comfortable to travel along.

Section 1: Which goes through Bahía de Cádiz Natural Park, and will also cross several important urban areas, starting in San Fernando, using **Puerto Real-San Fernando Green Way** and going through El Puerto de Santa María and around the Rota Naval Base.

Itinerario Etapa 1: San Fernando - El Puerto de Santa María, 24,9km (p-k.0 a p.k.24,9)



The actions needed in this section of the route are:

- Action 2: construction of urban bidirectional cycle lane in San Fernando along 450 meters. Total cost 45.000 euros. This lane would link two existing cycling lanes.
- Action 3: refurbishing of the access to Puerto Real – San Fernando Green Way. Total cost r6.000 euros
- Action 4: refurbishing and set up of the rideable surface during 200 meters at the access to Puerto Real at the end of the green way. Total cost 18.000 euros.
- Action 5: refurbishing of cycle lane between Puerto Real and the University campus. The aim would be to transform the cycle lane into a cycle track, building protections and separation from motorised traffic. Total cost 40.000 euros.

Section 2: Which takes advantage of the existing Entrerríos Green Way that connects the town of Rota to Chipiona and further, almost linking to Sanlúcar de Barrameda. A new cycle path should be built in order to make this last connection freely rideable for cyclists.

Itinerario Etapa 2 El Puerto de Santa María – Sanlúcar de Barrameda, 38,84km (p-k.24,9 a p

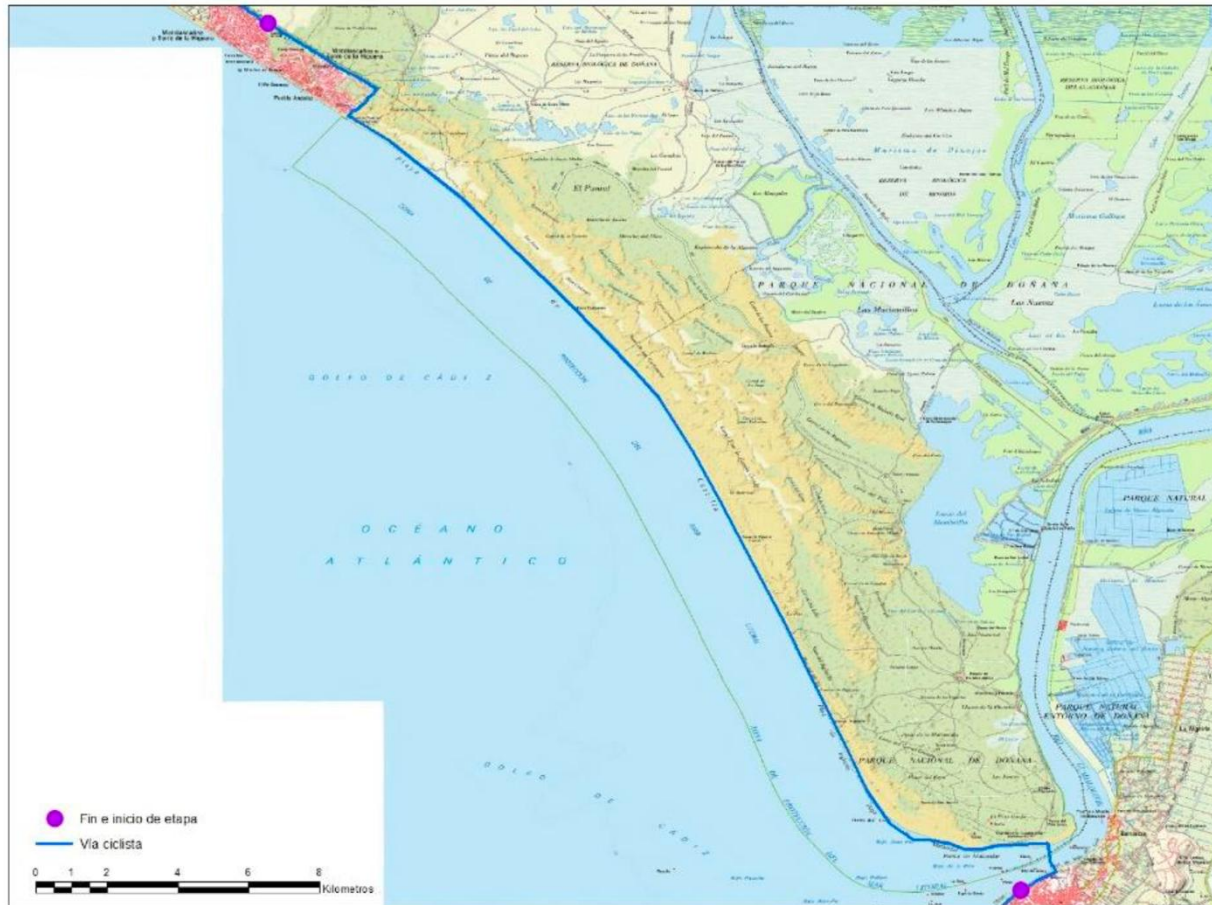


The actions needed in this section of the route are:

- Action 6: widening of CA-603 road shoulder an even building of cycle track, if necessary, at Puerto de Santa María. Total cost 30.000 euros.
- Action 7: refurbishing and continuity building during 100 meters. Total cost: 9.000 euros at Puerto de Santa María.
- Action 8: construction of cycling bridge. Total cost: 40.000 euros
- Action 9: building of cycle track linking Entrerríos Green Way to Sanlúcar de Barrameda urban center. Total cost: 75.600 euros.

Section 3: Which starts by crossing the mouth of the Guadalquivir River (this is the most important river in Andalusia, and so it shapes a big part of its territory) and, afterwards, it would go along the beach of Doñana National Park in a very pleasant 35-kilometer ride that should be done in low tide hours. This section finally arrives to a vacation town called Matalascañas.

Itinerario Etapa 3: Sanlúcar de Barrameda - Matalascañas, 33,62km (p-k.63,74 a p



The actions needed in this section of the route are:

- Action 10: wooden footbridge extension at the end of Doñana National Park beach, linking to Matalascañas. Total cost: 50.000 euros.

Section 4: Which goes along a typical naturalised coast pine wood that accompanies the fossil Dunes of El Asperillo, where several lonely beautiful beaches are also accessible by bike. This section reaches the Town of Mazagón and finally reaches the town of Palos de la Frontera (a new cycle path is needed here). In the Port of Palos de la Frontera Columbus departed more than five centuries ago to Discover America for the Europeans. At this exact point, the route connects with the EuroVelo 1 Route. Huelva is just a few kilometres away.

Itinerario Etapa 4: Matalascañas - Palos de la Frontera, 42,77km (p-k.97,36 a p.k.140,13)



The actions needed in this section of the route are:

- Action 11: building of cycle crossing at roundabout intersection outing Mazagón in Road A-494. Total cost: 3.000 euros.
- Action 12: building of cycle track along 2 kilometers of Road A-494, linking Mazagón with existing cycle track. Total cost: 240.000 euros.
- Action 13: building of cycle crossing in km 33 and 35 in Road A-494 in order to enter the cycle track in a safe way. Total cost: 60.000 euros.
- Action 14: building of cycle track along Road A-5026 during 3,25 kilometers, linking existing cycle track to Palos de la Frontera urban center. Total cost: 260.000 euros

3. Stakeholders involved

- Junta de Andalusia: Regional Government is the instigator of the idea and also holds the representative role in the Spanish National EuroVelo Coordination Center.
- In the Natural areas their governing bodies (which at last also depend from the Junta de Andalusia) would also have a crucial role in determining the concrete aspects of the route.
- Municipalities involved will also take part in the development of the connection since it would go through several urban areas or would use cycleways already in place and managed by them.
- The Governing body of the EntrerríosGreen Way between Rota and Chipiona (in the future

Sanlúcar de Barrameda would also be included).

- The Provincial Government of Cádiz and the Provincial Government of Huelva. Both bodies hold the Government at a Provincial level. Their role in the route is both to coordinate initiatives regarding the route, and also support the smallest towns in any activities or maintenance of infrastructure that would require high investments or specific technical support. They both have tourism promotion bodies that will work in the promotion of cycle tourism at a Provincial level.

4. Timeframe

2021-2022. During this period of time small infrastructure projects must be planned and built in order to make rideable the whole route, following EuroVelo standards, even though right now it could be done almost entirely.

A work on promoting the route as EuroVelo connection should also be carried out.

5. Costs

0,925 million Euros

6. Funding sources

FEDER 2014-2020

POCTEP transnational European Project, nowadays in preparation. This project is a direct result of ECO-CICLE stakeholder initiatives and coordination. Also it would benefit in the construction and preparation of both EuroVelo 1 and 8 which are being and will be carried out in the same timeframe.

ACTION 6: BICYCLE PLAN FOR THE PROVINCE OF HUELVA

1. Relevance to the project

This project focuses its objectives on the implementation of an European Network for the promotion of Cycle Tourism in natural spaces, attending to a double perspective, tourist and environmental, improving local and regional policies related to its promotion.

To meet this goal through the Action plan is needed strong planning to be developed all along with the second phase of the project. This is the foundation on which to strengthen a bicycle touring network, not only at a local and regional level but also under a European network perspective.

Planning will allow authorities to dispose of investments, guaranteeing quality services in an environment of sustainable mobility focused on the bicycle, aimed at economic, environmental and social development. This strategic framework is supported on a starting diagnosis of cycling mobility, comparing similar experiences at regional level, taking Good Practices as a reference to ensure the best governance of tangible and intangible assets for the bicycle industry and its potential. The objective is to deploy a territorial policy to address the promotion of bicycle and its use improving territorial mobility through a planned network, also to enhance natural and cultural heritage perception. This will impact on the horizon for economic, environmental and social development on local level.

Under these premises, the participating partners have been working throughout PHASE I of the project, whose fundamental objective has been the exchange of experiences in order to learn from the projects and initiatives that have been carried out previously in the different territories.

The second phase is based on the development of the Action Plans, starting with the experiences exchanged in Phase I. In the ECO-CICLE Project the actions that are in every plans, have been grouped by partners' agreement, into 5 subcategories; and the action at hand is part of the so-called "New Policy Instruments". Under this subcategory, the County Council of Huelva (DPH), faced with the manifest need for a regulatory and planning framework, has been working together with two of the project partners, the Polish partner (P2_KPV) and the Italian partner (P8_UNIBAS).

Regardless, this Action Plan is based on the joint work of the Andalusian partners, Regional Ministry of Agriculture, Livestock, Fisheries and Sustainable Development and the lead partner. Collaboration between the two has been essential to coordinate the actions of this Plan and the flow of information provided can also facilitate access to European funding.

In relation to the Good Practices that have served as inspiration in the approach to this action, there are:

- **The cycling plan of Andalusia 2014-2020.** Used as a reference in the promotion of cycling at a regional level. One of the most important strengths for learning is how to undertake a comprehensive planning process on cycling promotion that coordinates and links all aspects of cycling. It shows how to create a framework where different stakeholders can develop their cycling promotion policies in the territory. The difference is in this case, that the planning developed at the provincial level promotes and facilitates the proliferation of local initiatives, which is also fundamental for the success of the Provincial Bicycle Plan.
- **Development of cycling routes in the province of Cádiz through an Integrated Territorial Investment.** The Regional Government of Andalusia is currently promoting cycle-tourism in protected areas by designing and constructing a network of cycle routes in Cadiz province,

supported by a specific source of funding called Integrated Territorial Investment (ITI Cádiz) from the European Regional Development Fund. ITI is a new instrument that offers the power to reach different combinations of financing linked to the European Structural and Investment Funds, to apply territorial strategies in an integrated way, favouring an effective response to territorial problems.

This Good Practice represents a learning opportunity for the province of Huelva, since it is a territory that is not only physically close, but it is also very similar in terms of the territorial deficiencies it presents. It is therefore an important example, inter alia, of the strategy followed to bring together all public and private initiatives under the European Regional Development Fund. Furthermore, collaboration with Andalusia Government, the managing body at regional level, as already mentioned, will be able to facilitate access to the European Funds to implement the actions detailed in the Provincial Bicycle Plan.

2. Nature of the action

The preparation of the document Strategic Bicycle Framework in the Province of Huelva has laid the foundations for the implementation of the Provincial Bicycle Plan and its subsequent implementation. This Plan will allow the County Council of Huelva to plan investments and guarantee quality services in a sustainable mobility environment focused on bicycle, oriented to economic, environmental and social development.

The following is taken from the Strategic Framework, where the basis or guidelines to be followed in the future Plan are set out. In this regard, we do not talk about specific actions or activities, but about the following Strategic Lines:

- 1. Develop routes according to a coherent and segmented plan.**
- 2. Create a network of cycle paths and non-motorized use.**
- 3. Complement the offer** currently being made by the management bodies of the Protected Natural Area, Natural Park of the Sierra de Aracena and Picos de Aroche and the Junta de Andalucía.
- 4. Consolidate an infrastructure offer for family cycling.**
- 5. Complement the EuroVelo Route 1.**
- 6. Identify the potential areas for sport cycling**
- 7. Encourage social participation.**
- 8. Lay the basic foundations of a communication policy**
- 9. Form a clear argumentary on the potentials of cycling in the Province.**
- 10. Establish the basic criteria for action.**
- 11. Coordinate the action to promote cycling** with other administrations having projects at state, regional or local levels.
- 12. Locate potentially usable funding lines.**
- 13. Set up an administrative body for the management of routes.**
- 14. Form a framework for general action** that can be used to frame and develop other proposals relating to the use of the Bicycle.

Based on these strategic lines, a number of proposals have been configured that will form the axis of development for the prospective Provincial Bicycle Plan. These proposals revolve around five major blocks:

- A. **Development and consolidation of Sports Cycling Tourism.** It is currently the most popular segment of cycling tourism in the Province. Not only for the number of existing users, but also because of the existence of infrastructure (La Bota bike path, Greenway Los Molinos de Agua...) and the holding of events marked out on the sports calendar, such as the Paterna Route or the Huelva Extrema.
- B. **Development of Family Cycling Tourism.** It is a type of cycle tourism, where the routes are low intensity. The province has sufficient resources whose recovery or promotion is essential to build an adequate network. These are catalogued green routes, discontinued or potentially recoverable, executed bike lanes, or corridors and specific offers linked to protected spaces.
- C. **Development of the Long-Distance Cycling Tourism Network.** The generation of a complete long-distance network in the province will be promoted to facilitate a comprehensive knowledge of natural and cultural heritage. To this end, the use of the "Eurovelo 1" route as the backbone of the Network will be of vital importance.
- D. **Development of a website within the Provincial Council of Huelva.** The main objective will be to serve as a gateway to those people who want to have structured information about cycling tourism within the province.
- E. **Complementary elements**
 - Creation of a Technical Committee to coordinate efforts to promote cycling tourism in the province.
 - Creation of a discussions panel, where social and economic agents related to this field are represented.

3. Stakeholders involved

- County Council of Huelva (DPH); as the managing body of the Plan and responsible for its implementation. It will be responsible for supervising and coordinating the actions or lines of action that are raised in the provincial territory, as well as for the search for the necessary funding.
- Regional Government of Andalusia; as a collaborating body and executor of certain actions affecting the provincial territory within the framework of its own competences and as the organization responsible for the management of ERDF Funds in Andalusia.
- Local Government, as administrative bodies serving as a link between citizens and the County Council, providing knowledge about their territory, their possibilities and the citizen needs.

4. Timeframe

Once the Strategic Framework Document for the Province of Huelva's Bicycle has been drawn up, the drafting of the final document, the Provincial Bicycle Plan, will begin. It should be completed by the end of Phase II of the ECO-CICLE, in May 2022.

PLANNING PHASE	ENTENTITY ENGAGED	TIMEFRAME
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Drafting of the Plan based on the identified priority and non-priority guidelines and areas.	DPH	May 2022
<p>5. Costs</p> <p>Planning Phase: 25.000 €</p> <p>6. Funding sources</p> <p>There are several sources for funding the development of the Plan including own funds of DPH. PITMA plan could be one of them.</p>		

ACTION 7: RÍO TINTO FLAGSHIP ROUTE

1. Relevance to the project

Consistency with current policy instruments

A central question for good planning and governance in the regional context is the coherence of actions within the developed vision in the regional context. For this reason, to be built up coherently, the current Andalusian Bicycle Plan PAB 2014-2020, promoted by the Government of Andalusia the Junta de Andalucía will be taken as the main reference. This is also an inspiring Good Practice promoted by the Junta de Andalucía itself as a regional partner within the ECO project -CYCLE. Also at the provincial level, the action plan is aligned with the line actions provided in the Strategic Plan of the Province of Huelva PEHU (2018). The PEHU Action Plan, within the Productive Sectors category and the Tourism subcategory, includes 83 core lines for the enhancement of tourism in the network of trails and cycling routes. It should be implemented through 5 actions that, in addition to the enhancement of the network of trails and routes (83.1), includes the provision of parking areas and logistics for bicycles (83.2), the approval of public roads and livestock routes for use as trails (83.3), adaptation of disused railways for use as trails (83.4) and Improvement of the secondary network of trails and promotion of accessibility to the main network (83.5)

Confluence with the territorial planning at the regional-local level and the exchange of experiences at the European level by project partners

On the basis mentioned before, with the joint work carried out by the regional partners, the Council of Huelva and the Junta de Andalucía, the interest arises in developing a Provincial Bicycle Plan in the context of the ECO-CICLE project. This is an element that contributes to the socioeconomic dynamization of the territory based on the benefits that cycling tourism can bring based on an analysis of the current situation helping to define integrative planning of bicycle policies that the ECO-CICLE project pursues and that should be developed and implemented in Phase 2 of the project. In the feasibility study on the Strategic Framework for the future Provincial Bicycle Plan, the potential of the implementation of flagship routes superimposed on the network of connected nodes by cycle routes can act as a driving force, particularly for disadvantaged areas. It can help to deseasonalize tourism and promote the socio-economic development of deprived areas, as is the case of the municipalities around the Rio Tinto route. On the other hand, the experience and benefits spread thanks to the corridor of influence around EuroVelo 1 can contribute to facilitating the development of a network of cycle paths between natural spaces. This has been analyzed together with the partner ECF (European Cyclists' Federation), committing to be a driving force behind the European EuroVelo network to benefit the territory around. In the area of greatest influence of EuroVelo 1 (EV1) is the Camino del Río Tinto, with an extraordinary singularity, also declared a protected landscape in 2005 by the Junta de Andalucía. The Junta de Andalucía itself promotes initiatives for the inclusion of bicycle tourism in public use policies so that they can contribute to the economic development of these areas. In this case, the Camino del Río Tinto also connects through its northern section with the Sierra de Aracena and Picos de Aroche Natural Park, where an intensive strategy to promote cycle tourism is being applied, which would be incorporated into the Plan of the Bicycle of the Province. This concerns the regional level through the long-distance route that would cover and cross three consecutive Natural Parks covering almost all the "Dehesas de Sierra Morena" UNESCO's Reserve of the Biosphere

The impact that the development of flagship routes such as the 102 km Camino del Río Tinto has on the territory was analyzed in-depth at the ECO-CICLE partners meeting that took place in Potenza (Italy) on

November 5-6, 2019.

Similar experiences were shared there through the analysis of several significant routes with similar characteristics:

- Adige Valley Cycleway, a route 90 km long that “represents an example of cycle-tourist enhancement of the territory, which, through a good infrastructural presence and several annexed services, has considerable effects on different economic sectors of the Adige Valley territories and the Trentino Region”
- “Garda by bike” project rodeando el lago de Garda, con ciertas similitudes
- The Ruhr Valley Cycle Path (RVCP) follows the Ruhr River and combines **industrial, natural, cultural heritage** all along with it in a pretty similar approach as in the Río Tinto route.

As a result of the discussions in the above-mentioned partners meeting in Potenza, The Río Tinto route was selected as one of the 12 Good Practices (GP) from all partners. This GP belongs to the ‘financing’ category as the technical challenge is strongly connected with funding potential. Future works will need well-planned financial solutions to gather funds requested for the infrastructure.

Connections and learning process in the field

The technical of this action challenge is strongly connected with funding difficulties, forcing the project to open to public bodies at different levels. The uniqueness of the landscape, related to the abandoned mining industry, is an added value for tourism and aid in the recovery of the area after degradation.

The Camino del Río Tinto GP was reviewed in a second stage and included in the Interreg Europe Policy Learning Platform Good Practices Database. In the words of the expert, Mrs. Varvoba, the initiative “can be inspiring for other public bodies is that the project is implemented with the goal to preserve and restore historical and natural heritage linked to mining, and institutions in charge of heritage protection have been involved in the project development”. Besides the contact with involved municipalities in the territory during the sharing and learning process, we have been working with civilian associations in the field in charge of heritage related to abandoned mining activities such as The Río Tinto Foundation. It has been working for a long time to preserve and restore historical and natural heritage linked to mining activities with valuable experience.

During Phase 1, municipalities in the area have been working on partnership initiatives to designate a governance body that unifies and allows to promote interventions on the Camino del Río Tinto. On June 26, 2020, a Technical Commission was set up to carry out these tasks shortly. At this meeting, it was decided to formalize the Technical Secretariat, linked to the European Valuetur project, to promote good governance through a decalogue of action, being signed a letter of adhesion by all the municipalities involved in October 28, 2020. All this information has been benefiting the ECO-CICLE project to gain an in-depth understanding of the current state and the needs for heritage recovery from the territory, incorporating part of this valuable information in the timeframe of the action plan. For this reason, in the future, it is proposed to maintain closer contact with the Commission and the Technical Secretariat, whose collaboration is essential to act in the north course of the river according to the stages of the Action Plan.

2. Nature of the action

Coordination of initiatives

Based on the learning process above described, it is considered crucial for the project to share relevant information in looking for a good performance of the Camino del Río Tinto alongside the Technical Secretariat. This initiative's coordination framework is essential for the ECO-CICLE Action Plan, due to the

necessary direct collaboration of the municipalities involved, particularly through a specific body.

Overall intervention

The intense work of exchanging experiences in phase 1 has revealed the difficulty of approaching this ambitious project in a unique and global intervention. The participation of other public entities will be requested to make the intervention viable by working in trams or sections, taking care of singular heritage items along the railway. However, it is important to maintain the unique and homogeneous character of the performance, emphasizing the importance of its harmonization.

Taking as a reference the Greenways Programme, of the Spanish Railways Foundation, it is proposed to reuse the disused railway lines for hikers and cyclists, improving conditions for accessibility, safety, and ease of use. Then, would be carried out the adaptation of 56 km of the line Minas de Riotinto-Las Mallas Station (Niebla), currently closed to service and inaccessible.

The proposal includes the conditioning of the railway platform: grading, platform, pavements, drainage, restoration of bridges and tunnels protections. Ancillary interventions are walkways in the marsh areas and attached walkways for the last three bridges of the route, signposting, and tunnel lighting, while conditioning of adjacent areas along the pathway for resting or leisure.

All along the route, there are five tunnels, six railway bridges and three for a vehicle in transit operation, and ten minor intermediate railway stations. We are planning to implement specific actions not only for the pathway but also regarding the extensive related historical heritage, as follows.

Intervention in singular items.

Actions regarding tunnels, bridges and railway stations

Due to their state of conservation, more in-depth it is needed to grade and define specific technical solutions. This project must be drawn up by an expert with legal competencies, to define engineering or architectural interventions through a detailed project.

Existing bridges:

- Bridge of Niebla over the Tinto River: The longest bridge with 140 meters divided into 6 sections. The supports are solid from the factory, placed diagonally on the layout, superimposed are supported by metal beams.
- Corumbel Bridge over the Ribera de Corumbel: Made of masonry with a central pillar and two lowered arches. Its length is 22 meters.
- Puente de Manantiales over the Tinto River: Refurbished in 1931, it is 50 meters long.
- Solomón Bridge over the Tinto River: 68 meters, in two sections, supported at the ends and a central massif. Large latticework box girder, covering the railway. It was destroyed and rebuilt in 1888 and 1932.
- Manzano Bridge over the Tinto River: 54 meters long, with 3 spans and two supports. Lattice lateral beams of 1.30 meters.
- Cachán Bridge over the Ribera del Cachán 23 meters long arranged in two sections, central masonry support and spanned by a box girder formed by two 1 meter full web profiles.
- Bridge over the Rio Tinto in San Juan del Puerto, 115 meters long, in use as traffic road.
- Bridge over the Estero Domingo Rubio, 100 meters long and currently in use as traffic road.

-Bridge over the Rio Tinto at Punta del Sebo, 100 meters long, use as traffic road.

In these last three bridges, the most appropriate solution for the construction of an alternative passage to these bridges should be studied, within the intervention in their respective sections.

Tunnels:

- Small Tunnel, currently missing 40 meters.
- Tunnel of the Manzano of 110 meters.
- Masegoso tunnel of 120 meters.
- El Peral Tunnel of 135 meters.
- Solomon Tunnel, the largest of all with its 140 m in length.

Stations:

- Riotinto Station (Km. 0).
- Naya (Km. 3).
- Marín (Km. 5).
- Jarrama (Km. 7).
- Los Frailes (Km. 11).
- Berrocal (Km. 16).
- Las Cañas (Km. 26).
- Springs (Km. 36).
- Gadea (Km. 46).
- Las Mallas (Km. 56).

To the aforementioned stations of the general route, five are located on the branches corresponding to the five most populated towns when the railway was built:

- Nerva (current Youth Hostel)
- Río Tinto (missing)
- El Valle (Located in the current Minas de Riotinto)
- El Campillo
- Zalamea

2. Stakeholders involved

The first 5.5 km part of the route was recently completed with an investment of close to 400,000 euros

provided by the County Council of Huelva. County Council of Huelva plans as well a new intervention 2.5 km long connecting to the south of the above-mentioned route until the Manzano Bridge, expected by 2021.

Conversations are ongoing with different public bodies such as the Regional Ministry of Andalusia or the Ministry of Agriculture, Fisheries and Food through the Natural Trails Programme (Programa Caminos Naturales), looking for possible funding for the rest of the route infrastructure.

Besides the entities above mentioned there have been stakeholders involved as Fundación Río Tinto which aims to preserve and restore historical and natural heritage linked to mining, and Ferrocarriles Españoles, which works to convert disused railway lines into cycling routes through the Vías Verdes Programme (Greenways Programme). Finally, the Technical Secretario for the Río Tinto route is going to play an important role after their recent constitution, acting as a body for coordination with the involved municipalities in the area.

3. Timeframe

The activities will start to be implemented during Phase 2 throughout the ERDF Regional Operational Programme Andalucía 2014-2020 and the current EAFRD European Agricultural Fund for Rural Development. But considering how ambitious this action is and the complexity of developing such a singular route, is expected to be extended, reaching the forthcoming ROP 2021-2027

4. Costs

The budget will depend on the compulsory technical studies comprising the entire route as well as the interventions on existing infrastructures and the required complementary works. This will be defined by the technical projects according to authorizations and resolutions about concerned heritage issued by other Administrations and Public bodies. A global budget of approximately 10 million euros is estimated

5. Funding sources:

Most activities could be funded by the ERDF Regional Operational Programme Andalucía 2014-2020 and the EAFRD European Agricultural Fund for Rural Development via the Ministry of Agriculture, Fisheries and Food through the Natural Trails Programme (Programa Caminos Naturales). An agreement is also being expected with the regional government of Andalusia to charge the costs of 56Km portion on the forthcoming ERDF ROP for the 2021-2027 period.