

Introduction

Someone was telling me recently that they would like to cycle in Cyprus but that the dangers of the roads put them off.

This is a great shame. The climate and the views in Cyprus are much to be appreciated from the bike. The terrain is excellent for cycle touring & training with many 1,000 metre ascents available to choose from. There are also more gentle rides for the leisurely potter along the seafront.

There is no question there **are** hazards. I will deal with these, and precautionary measures, below.

My examples of good rides have been researched using the on line tool [Bike Route Toaster](#) which I strongly recommend to anyone thinking of riding a road they are unfamiliar with. It will show you the profile (how the road goes up and down) as well as the distance of the route. There is also a cue sheet that gives you turn by turn directions. If you are fortunate enough to own a Garmin GPS¹ (or possibly a smartphone) you can load the routes into the device and follow the road without a map.

All the routes given in this tome have links to Bike Route Toaster courses. The links give much more detail about the routes – including the cue sheets.

I also use [Garmin Connect](#) to display the rides I have recorded. This gives you some idea of how long the rides should take. I am no professional but I do have reasonable amount of stamina so it would be well to try the shorter rides to get an idea of your speeds and endurance relative to mine.

My routes are all Limassol-centric beginning and ending near the house where I stay when in Limassol. They can be modified quite easily to start and end at any point within the conurbation.

¹ GPS = A device that uses satellites to navigate and record routes = Global Positioning System.

Hazards

We should not fool ourselves there **are** dangers to be aware of when cycling anywhere in the world and Cyprus is in the world. In comparison to other places the hazards are different rather than more or less. In the UK, for example, we have more motor traffic on our out-of-town roads but on the other hand the road surfaces are much more consistent.

In defence of the Cypriot driver I do not sense the same antagonism between car drivers and cyclists that we sometimes see in the UK. The overriding impression I get is that they pity you for having to use such a humble form of transport.

In Town

Mediterranean machismo and almost complete disregard for the rules of the road makes urban cycling tiresome.

Traffic Lights

Anyone who cycles in the UK will know that it is received wisdom that cyclists are the worst users of traffic lights. In Cyprus, it is good to have the ammunition to show motorists are just as bad, if not worse.

As soon as lights turn green the right-turners coming towards you will attempt to cut across just ahead of the first vehicle going straight ahead. This is certain death for the cyclist who, in the UK, is used to taking up a position ahead of the queue of traffic.

A red light is only a hint to the Cypriot driver that he should now give way to the vehicles going across his path. The flow of traffic through the red lights is only guaranteed to stop once the flow through the green lights has properly begun.

Do not expect left-turners to indicate or right-turners for that matter.

Mobile Phone Use

Like the UK it is illegal to use a mobile phone when driving. Like the UK this rule is commonly flouted. Unlike the UK the degree to which it is flouted is extreme. I would estimate 30% of all urban motorists are using their mobile phone while driving.

This is a particular problem in the small residential roads which surround Limassol. These tend to be arranged in loose grids. At some time there were "Give Way" and "Stop" signs and markings but these have largely disappeared or are ignored.

With one hand holding the mobile it is difficult to make the tight turns required to navigate these streets safely so it should come as no surprise to the cyclist to find a car on the wrong side of the road at any of the hundreds of junctions.

Old Ladies in Old Cars

The Cypriot family values are probably a lot to blame here. There are significant numbers of elderly ladies (and presumably men) who appear to be no longer fit to drive but who continue to menace the roads.

As a cyclist you normally assume that if you catch the eye of a motorist who is attempting to join your road from the left you are safe to continue. Not so with the “Yaya²” at the wheel. I am not sure whether the eyesight is to blame or a belief that all bicycles are travelling so slowly it will not impede their progress or possibly that bicycles are such low forms of transport they should be treated with disdain. Whatever the reason you should assume the worst and proceed with extreme caution towards any driver over 40.

Parking

The attitude towards parking in Cyprus is a little 1950s. In those days the car was king and anywhere the car could practically reach was fair game as a parking spot.

In today’s Cyprus this includes pavements³. The car is parked fully on the pavement or half on and half off. It is not so much the parked cars that cause the hazard as the manoeuvres required to achieve, or give up, occupancy of these spaces.

If a driver spots a tempting space he will dart, without warning, directly towards it. If this involves mounting a 6 inch kerb then the traffic will have to stop until the move is complete.

Standard parking procedure ends with the driver throwing open his door with much gusto – nobody seems to check for cycles, mopeds or other cars – perhaps this cautionary approach would be mistaken for lack of machismo and thus frowned upon.

Potholes

The surface of the roads in downtown Limassol varies from bad to diabolical. There has been a recent (2010/11/12) program to introduce sewers to the inner part of Limassol and the effect of the “repairs” to the road surface has been to make a poor state far worse.

Cycling on a MTB is probably the way to go if you intend to spend any amount of time in the city.

Roadies just have to take extreme care – if you see something ahead that looks like a fault in the tarmac assume it will be a wheel breaker and slow down accordingly.

Road Works

In common with many continental countries road works in Cyprus may very well force you to ride through completely unmade sections of road. These temporary stretches of road would challenge high performance cars never mind road bikes.

There is no real solution other than, in extreme cases, to get off and push.

² Yaya = Grandmother.

³ Pavement = sidewalk in the US.

On the Open Road

Once out of town things improve quite dramatically. I now try to organise my routes to minimise the amount of in town cycling needed. As my base is towards the west side of Limassol the routes tend to favour that direction.

NOT Cycle Lanes

Many of the more important roads between cities, towns and villages have, what appear to the UK cyclist to be, a metre or so wide cycle lane. These are not primarily cycle lanes but rather hard shoulders intended for broken down motor vehicles. They perform perfectly well as cycle lanes but slow moving trucks can enter them as a politeness to faster vehicles. On uphill sections when you hear a labouring engine behind it is worth a glance back to ensure the vehicle is giving you enough space and possibly take evasive action.

These lanes can simply peter out. This is more of a problem in a descent when you need to merge back into the traffic in the normal lane.

Dogs

Owners of dogs near busy roads tend to keep them tied up or behind gates and fences. Once you get onto the lightly trafficked lanes in rural areas the dogs can be roaming free. A slow moving cyclist working his way up a hill seems to be a natural magnet for a dog. Charging alongside barking is the norm but they have been known to nip the ankles – this has never happened to me but better safe than sorry.

To deal with the unwanted attentions of a dog take your water bottle and use it as a water pistol. Aim squarely for the dog's eyes. Plain water works well but, I am told, juice drinks are an ever greater deterrent.

The End of the Tarmac

Many a good ride has almost been ruined by the peculiar Cyprus practice of metalling a road only half-way to its destination. I see a road I have never used before with a beautiful new shiny black surface. It is going in my general direction so I think this will be a nice detour. After 5 of the 10km to the destination the beautiful new shiny black surface gives way to broken ancient asphalt or even gravel track. On an MTB not such a problem but on a 23mm tyre road bike a terrible dilemma – will the road get worse or better? Should I cycle back up the 500m I have just descended?

I have asked Cypriots why this happens but nobody seems to know. I suspect it is something to do with boundaries. One village was willing to pay to resurface the road out but the next village was unwilling to re-surface the road in.

The Horn

Fortunately this is becoming a thing of the past but in some ways the increasing the rarity of the incidents makes each one more unnerving.

In the UK there are only two reasons someone would hoot their horn at you. Either they are angry with you for some transgression you have committed or they are warning you of some impending danger. Hearing a horn blast you are not expecting is something every sensible cyclist fears.

In Cyprus drivers, more elderly in particular, will drive up behind you and give you a good honk on the diplo-cambino's⁴ horn as a friendly Yiasou⁵. After you have nearly fallen off your bike in surprise the drivers are nonplussed by the angry gesticulations they receive in response to their well-meant greeting.

The Heat

Cyprus, between May and September, is very hot and dry. This makes it very enjoyable cycling weather but you lose a huge amount of body fluid in perspiration.

Generally Cyprus is a good place to tour on a bike because you are never very far away from a village with a store or coffee shop.

There are a few roads (for example from Amiantos to Troodos) where, during the height of summer, you can drink two water bottles of fluid between locations where supplies are available.

Don't forget to keep some water back in case you encounter dogs!

Potholes

In the section on town roads I mention the generally poor state of the roads. Strangely the opposite is true out of town – generally the developed roads have very good surfaces – probably better than their equivalents in the UK.

Having said that there is always a chance a rogue hole in the road will appear and these take some time to get fixed. My advice is to be very suspicious of any imperfections you see in the tarmac ahead of you. Obviously this is relevant more to descending than other types of riding.

Glass, thorns and sharp pieces of gravel

The non-bike lane hard shoulders are gathering places for the detritus of the road and without much traffic travelling along them the cycle tyre, a fragile thing, is vulnerable to the sharp edges.

The best advice is keep your eyes peeled, keep the pressure in your tyres high & always carry spare inner / repair kit.

The Terrain

Roads in Cyprus fall basically into two categories (as far as a cyclist is concerned) those that follow routes used before the universal use of motor transport and those designed for the internal combustion engine.

⁴ A diplo-cambino is very popular form of motorised transport in rural Cyprus. It is a pick-up truck with 2 rows of seats.

⁵ Yiasou = hello, cheers (literally your health)

The roads following the older routes offer, in my opinion, finer cycling. The gradients rarely get above 6% and then only for short stretches. The curves of the road follow the hills natural contours giving more interesting descents.

Contrast this with modern roads (since the 1970s) which blast straight up the hills at gradients of up to 9% - if you are after 80kmh descents these are the ones to go for but going up them is painful.

When is the terrain a hazard I hear you ask. Only that you have to consider the topology of the island and which parts of the land are best for habitation. Villages are usually near water in valleys so when you see Nextplace 5km the chances are you will need to ascend a ridge to get into the next valley or you will be going down or up the current valley. It is rare to find a flat road between two places – so don't underestimate the effort needed to cover a given distance.

Equipment

This is very much down to personal taste – I started out on MTBs but found road biking more satisfying as I covered more miles on the road and less off road.

Descending, in particular, is much more fun and comfortable with drop handlebars.

The Bike

Whatever bike you have make sure it is in good condition before you set off. You may face a long walk if you have a technical failure. Choose tyres that are resistant to punctures – a few pounds spent on Kevlar will pay dividends. Make sure your brake blocks / pads are in good condition. Chain and mechs should be in good tune and well lubricated.

Tools and Spares to Carry

Micro pump (mounted on bicycle frame with a bottle cage), spare inner tube, tyre levers, minimal set of Allen keys & standby puncture repair kit are all you need. These can all be stowed easily in the pockets on the back of a cycling jersey.

Other Things to Take

If you take money, a mobile phone, water bottles, sun-block, a GPS if you have one, bike computer if you haven't you can cope with most eventualities.

Clothes

May to September you need nothing more than cycling shorts and a wicking cycling jersey. In winter a long sleeve top might be a good addition. If it looks like rain (thankfully not a common occurrence in Cyprus) a folding waterproof could come in handy – though in Summer I would rather get wet.

Bright colours are a good idea to attract the attention of other road users.

Most half-serious cyclists now use the “clipless” pedals and shoes – the shoes have a metal cleat that clips into a spring loaded mechanism on the pedal. There are several systems Shimano, Look, Time and my favourite Crank Brothers.

My recommendation for rural road cycling is that you chose MTB (rather than pure road) shoes. They have the same cleats but the cleat is surrounded by a platform of plastic on the sole to allow normal walking. Road shoes are not designed to be walked on and in the event of a technical failure it would be awkward to walk any distance.

A helmet is a good idea – not so much for the purpose it was designed for but rather as sun-hat.

Routes

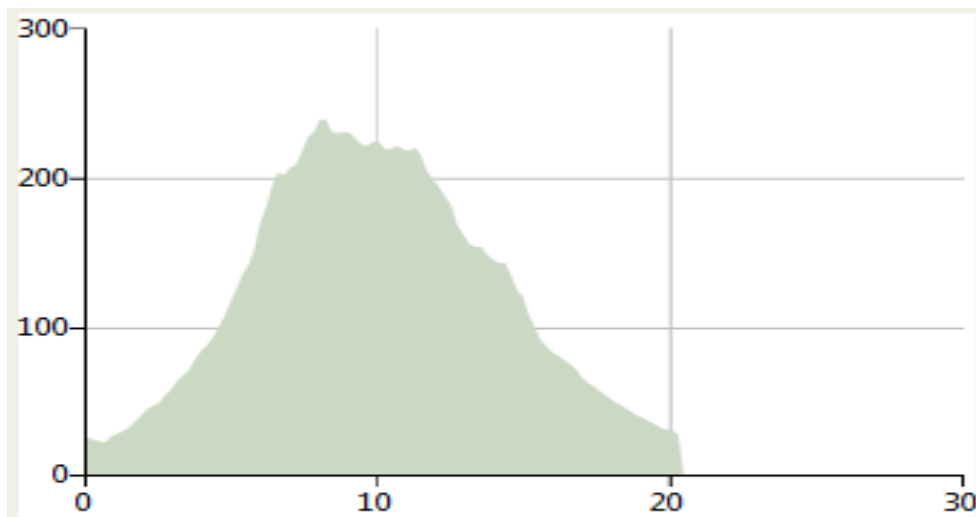
Under 2 Hours

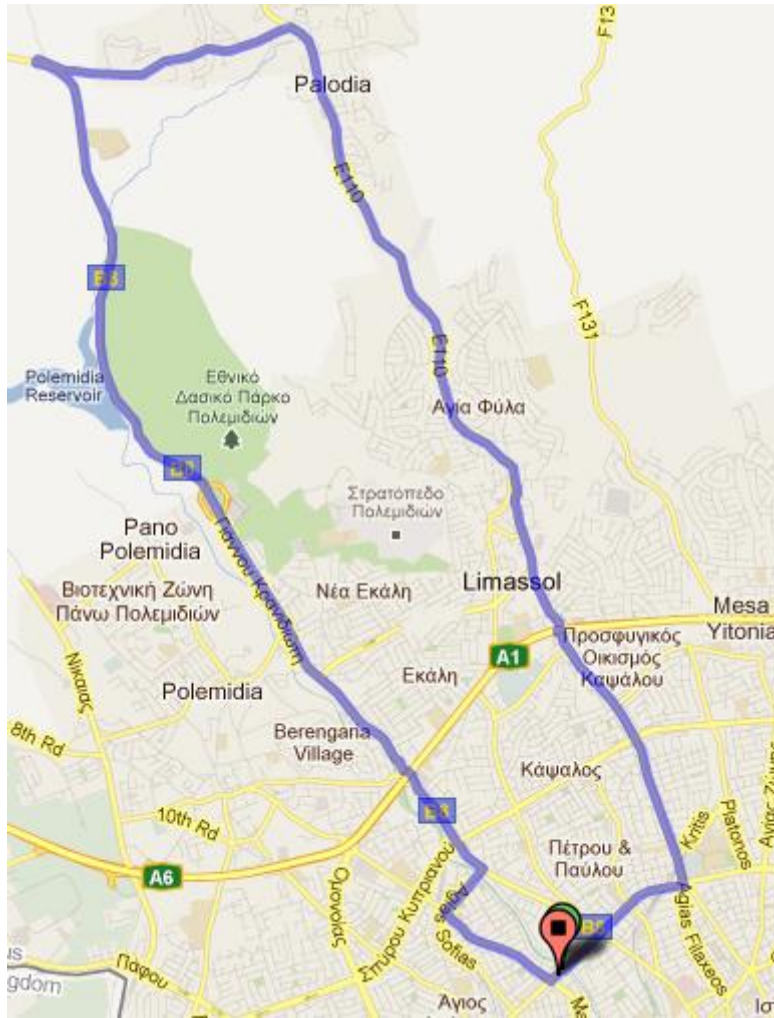
Route 1 – Palodia Circle

Link	Route	WW Time	0h 45m
KM	20	Climbing Mts	214

This is a fairly short ride but with a few hills to climb. Once you get out of the Limassol conurbation the main roads are not too bad. Probably best to tackle it clockwise as the road up from Troodos roundabout has a “Cycle Lane” for most of its length.

Profile shows route anti-clockwise.

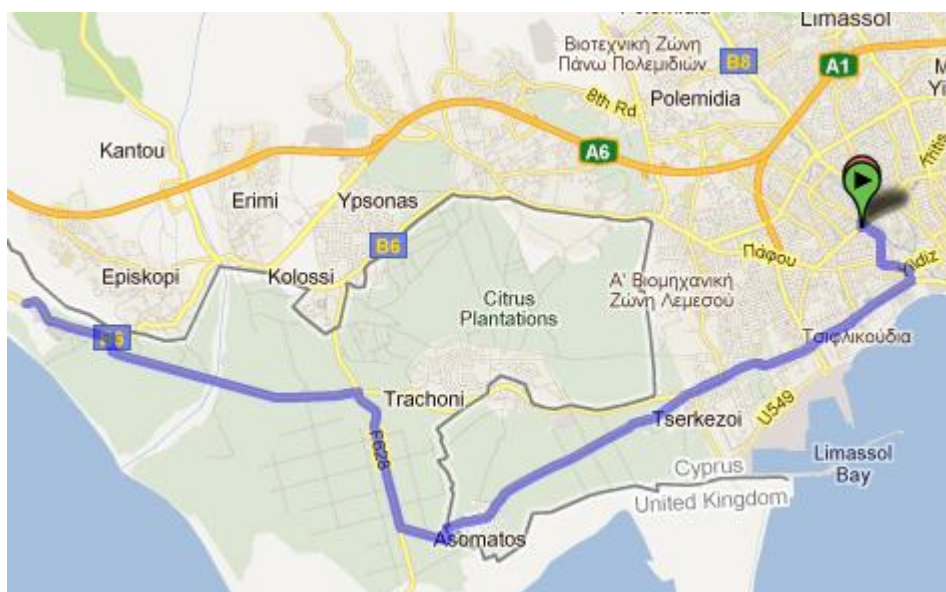
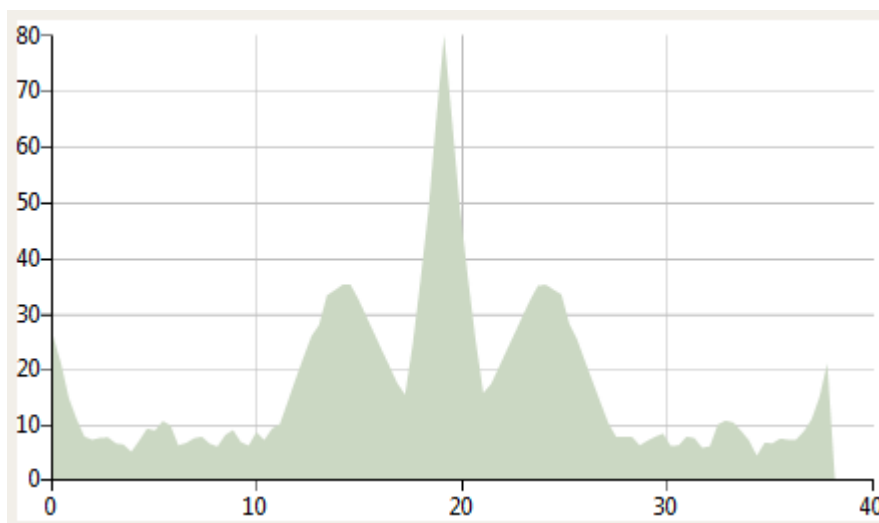




Route 2 – Curium and Back

Link	Route	WW Time	1h 25m
KM	40	Climbing Mts	121

This is a nice flat ride (with just a short hill at the far end) and can really be enjoyed when you want to get blown along by the wind. The prevailing wind in Limassol is from the West so it is the home leg of the journey that is fastest. During the season when the orange blossom is on the trees you get wonderful fragrances through the citrus groves as soon as you leave the conurbation. At the end point (at the top of the Curium archaeological site) you get fine views of Limassol on a clear day.

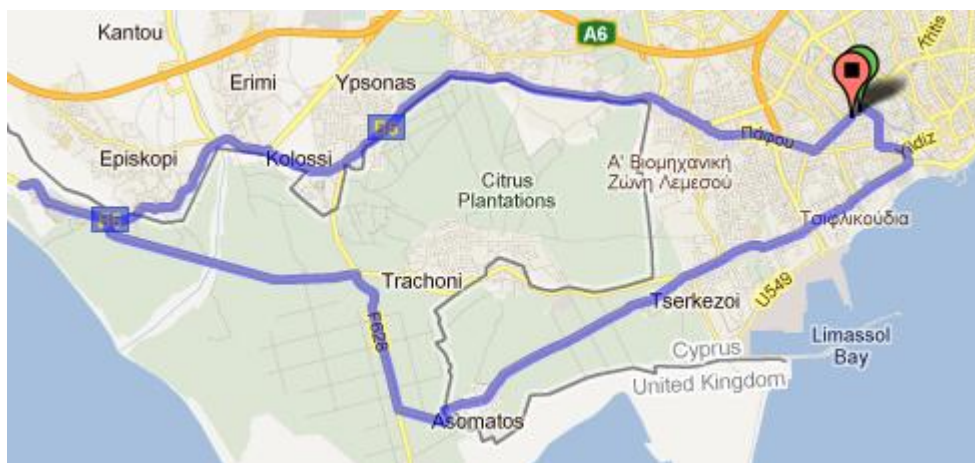
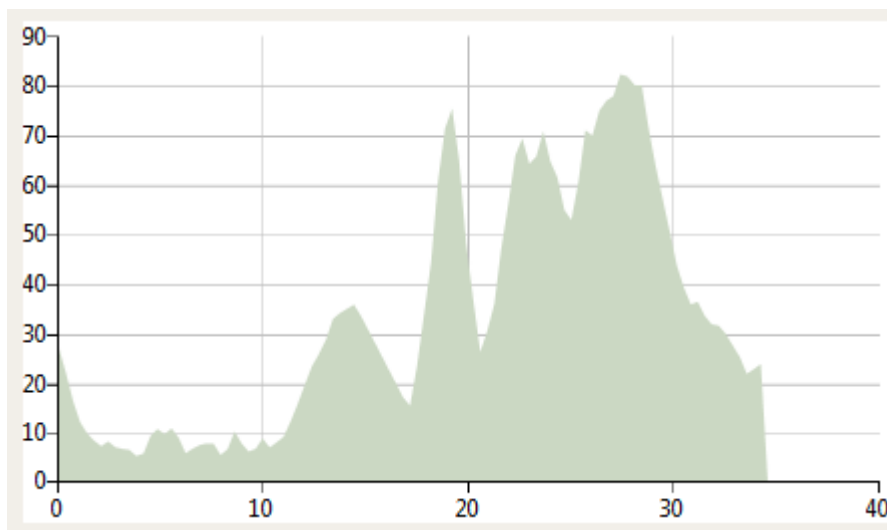


Route 3 – Curium Circle

Link	Route	WW Time	1h 25m
KM	37	Climbing Mts	213

This is a variation on route 2. Rather than going both ways through the plantation one way (probably best coming home) we follow the old Limassol Paphos road (B6). It is still quite busy despite the highway, it shadows, which takes a lot of the traffic.

Profile shows route clockwise.



Route 4 – Alassa Circle

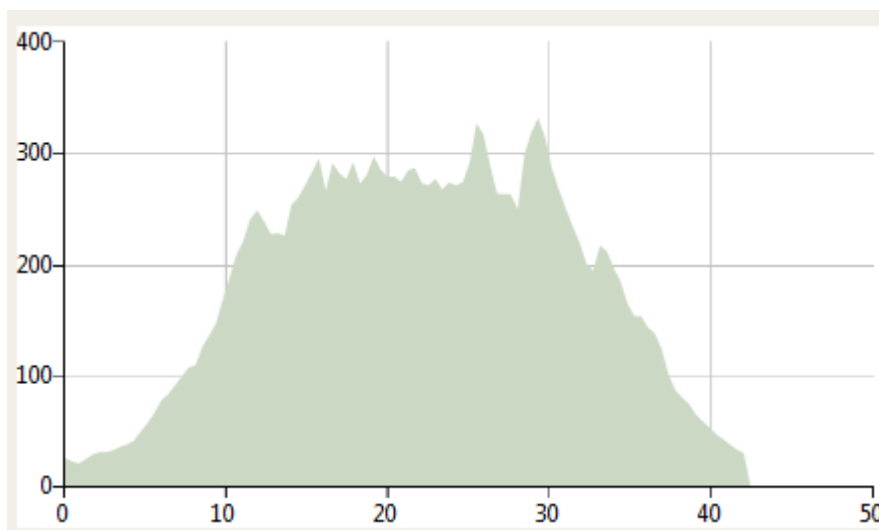
Link	Route	WW Time	1h 40m
KM	42	Climbing Mts	636

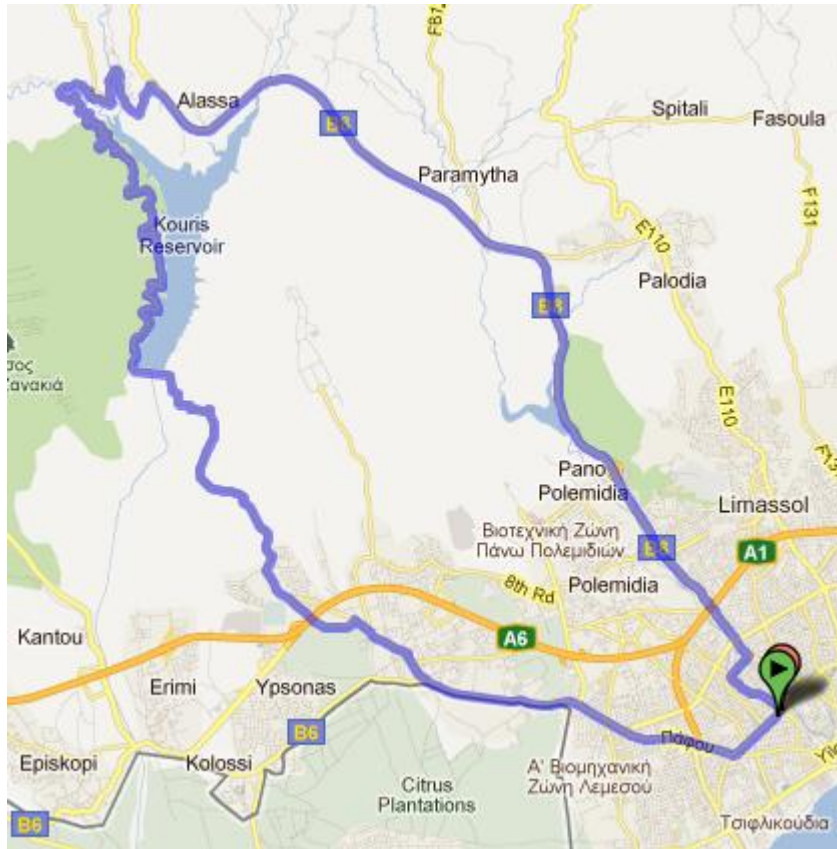
This is probably my favourite of the shorter routes. Taking the route clockwise - once you get clear of Ypsonas on the road up to the Kouris dam you have a virtually deserted road all the way to the 'new' Alassa village.

Take the old Paphos road (B6) out of the town centre. After about 6km you come to the traffic lights in Ypsonas – turn right – follow signs for Kouris dam. You take a left turn 1.5km up this road again signed Kouris dam. This road takes you up out of the built up areas until you reach the dam. Continue across the dam.

The twisting, undulating, road beside the reservoir has a fine surface (though watch out for scattered fallen rocks) and good views. Stay on this road until you reach a T junction – turn right. The road now continues to the T junction with the main Troodos road (B8).

The main Troodos road back to town has one steep upward section after Alassa village then it is more or less coasting home.



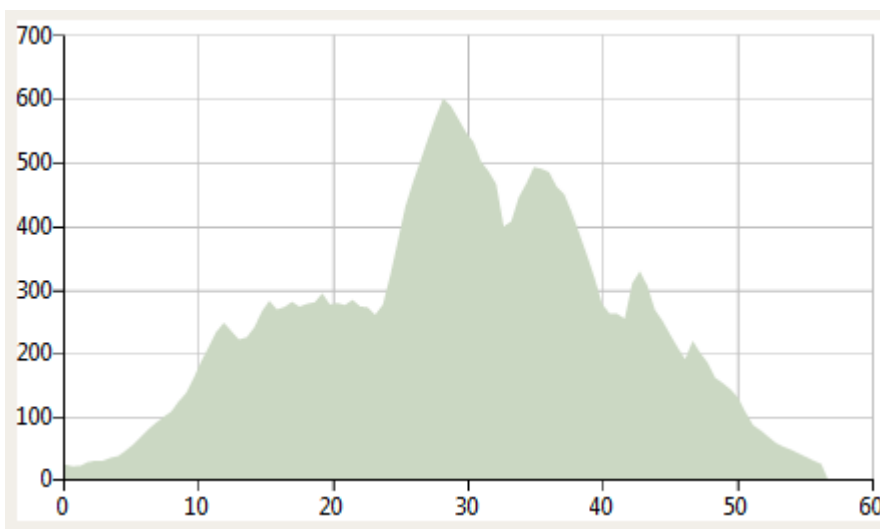


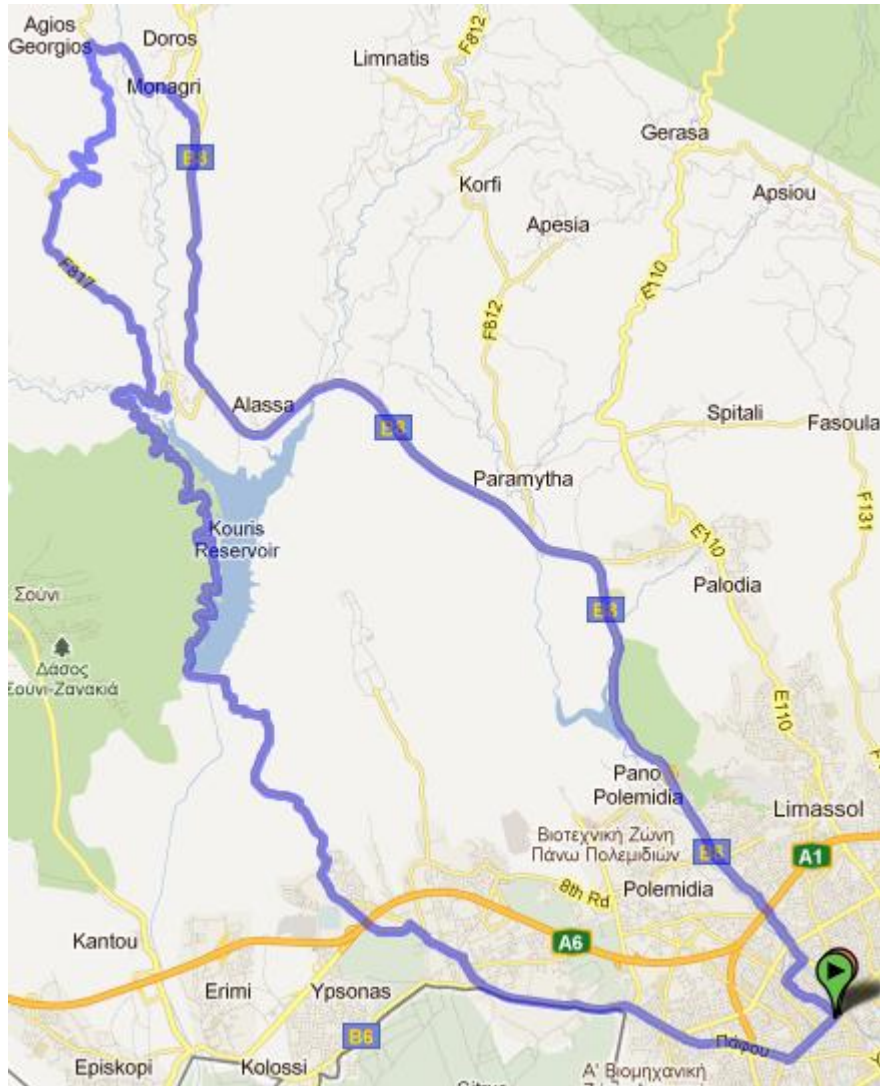
Between 2 and 3 Hours

Route 5 – Agios Georgios Circle

Link	Route	WW Time	2h 35m
KM	55	Climbing Mts	1,040

This is an extension of route 4 which takes you through some of the villages higher up the valley than Alassa. When you see the switchbacks on the map you know you are in for some extra climbing. Ag Georgios has a couple of coffee shops should you feel like a mid-ride break.

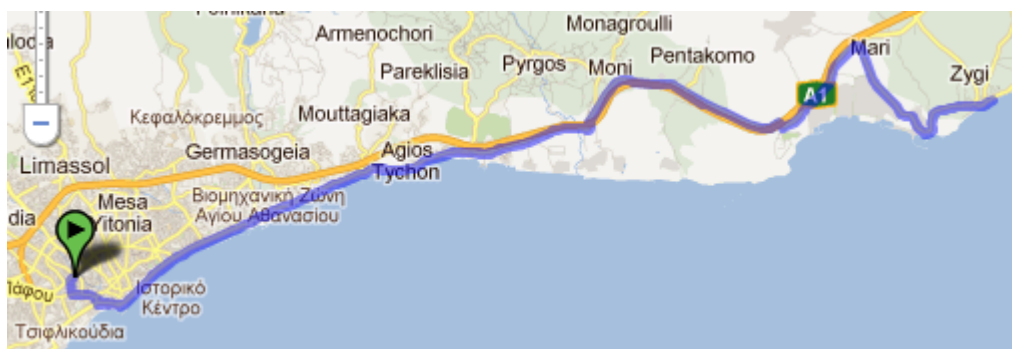
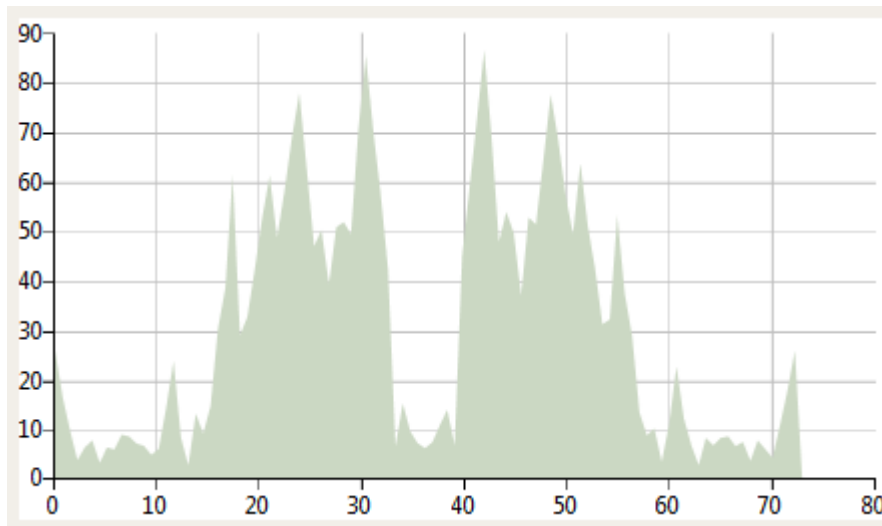




Route 6 – Zygi and Back

Link	Route	WW Time	2h 40m
KM	72	Climbing Mts	391

The Limassol conurbation stretches much further to the east than the west. I try to avoid urban roads at much as possible so this is a rare route in that direction. There is a cycle path alongside the coast road through town but frankly, unless you are an 8 year old on a scooter, that is best avoided. Once beyond the hotels you follow the quiet old road (largely made redundant by the highway) as far as Mari then head down towards the coast at Zygi. The road continues, and is completely flat, around the coast after Zygi and depending on your energy and the winds you can extend this ride in that direction.



Route 7 – Evdimou and Back

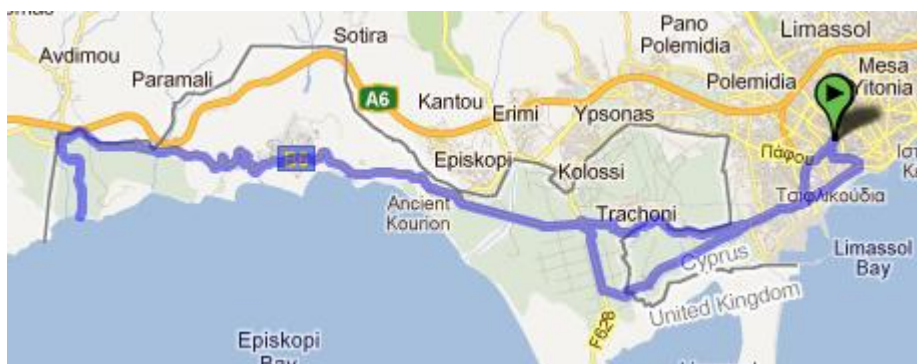
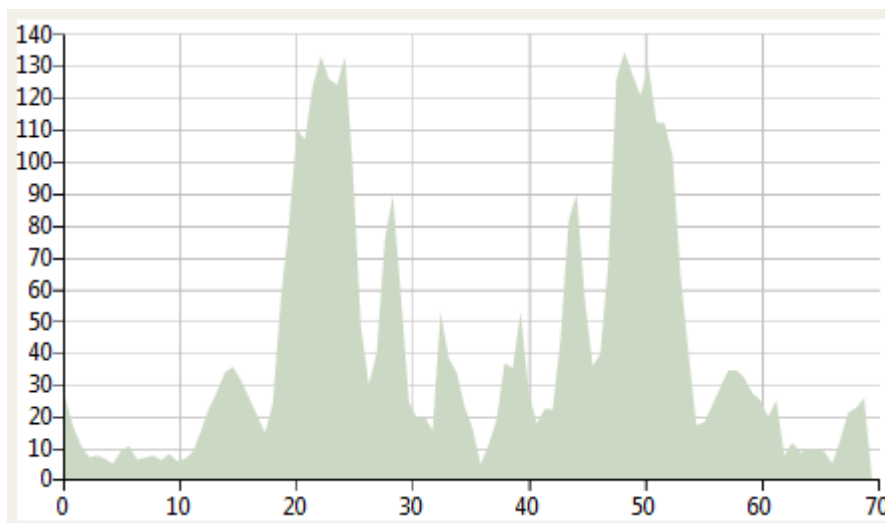
Link	Route	WW Time	2h 50m
KM	69	Climbing Mts	546

This is an extension of route 2.

After the climb up to the Curium stadium you are in the area of the British base though are not too many obviously military reminders. The road has a series of quite testing hills as you can see from the route profile.

After you pass the westerly section of the base (Happy Valley – the British forces polo grounds) you are on the deserted old Paphos Rd (B5).

At around 30km you hit a T junction where you turn left and continue down to the sea. This is a single lane road beware of fast moving local traffic.



Route 8 – Gerasa Circle

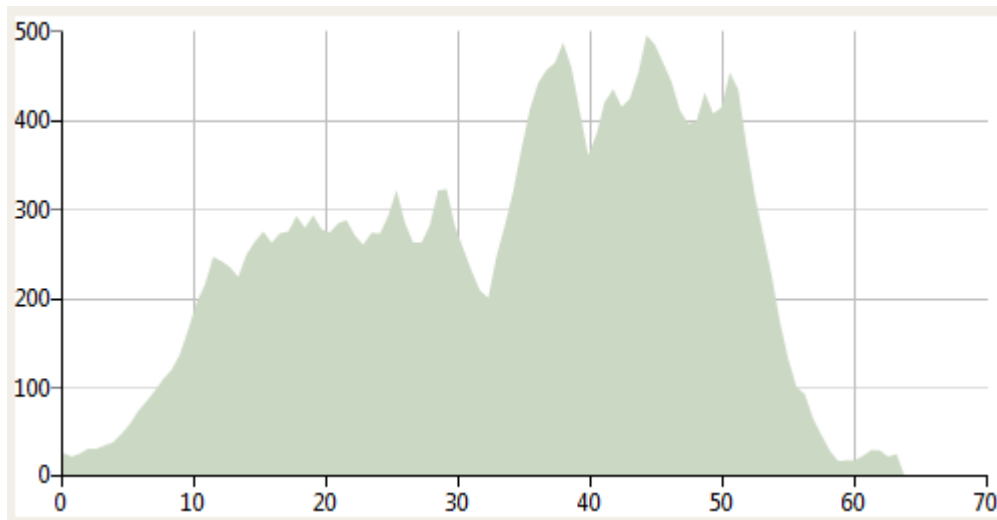
Link	Route	WW Time	2h 50m
KM	63	Climbing Mts	1,081

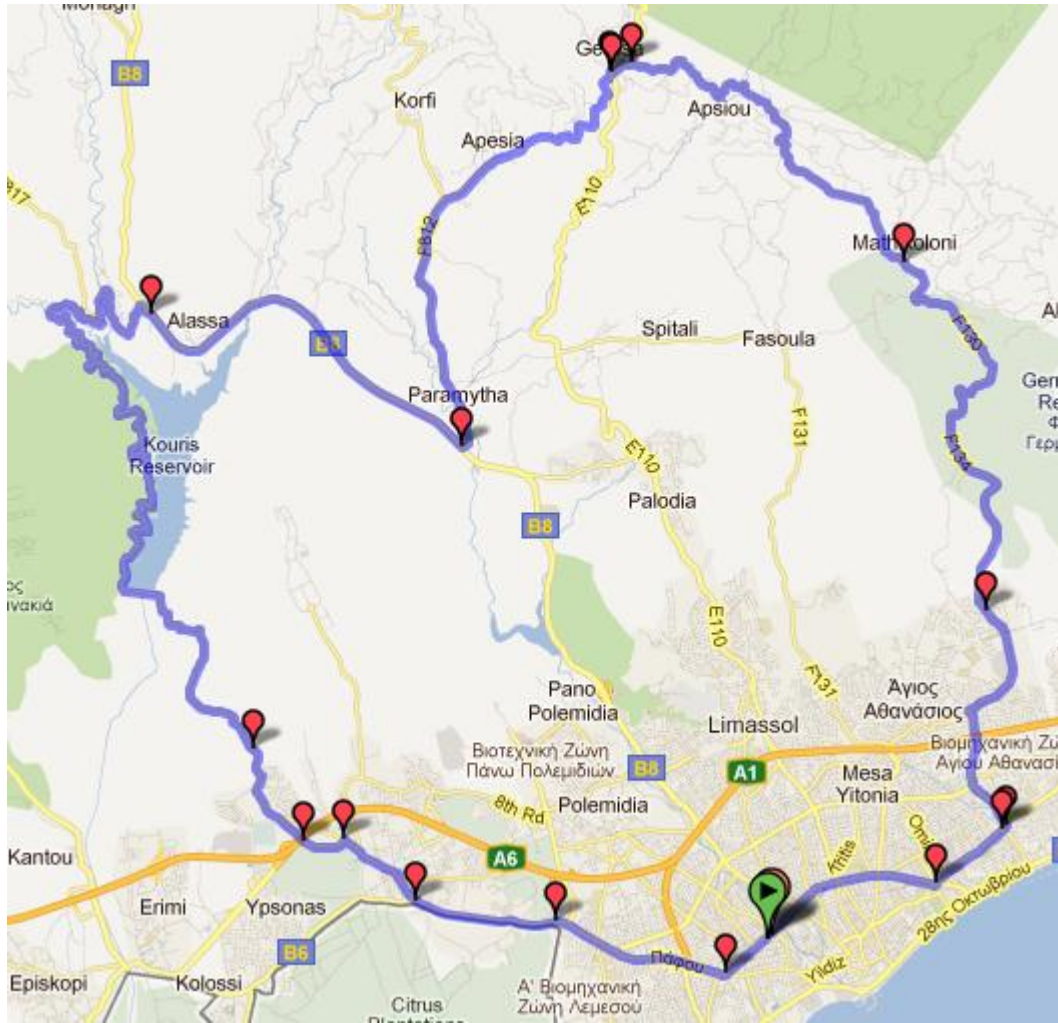
This route lets you get 1,000m of ascent under your belt without ever getting very far from the town centre. The route is shown (on the profile below) in clockwise form.

After the climb through Ypsonas up to the Kouris dam you have a chance to catch your breath, zigzagging around the reservoir, before rejoining the main road into Limassol just above Alassa. Turn right and enjoy the whiz down past Alassa before the tough little ascent beyond the bridge.

Turn left at the F812 signposted to Korfi. Bear right at the junction towards Apesia / Gerasa (before the road enters Korfi). The road keeps going up through Apesia, Gerasa to Mathikolini with a few dips in between the villages.

Finally you are on the long 5km descent back into town.



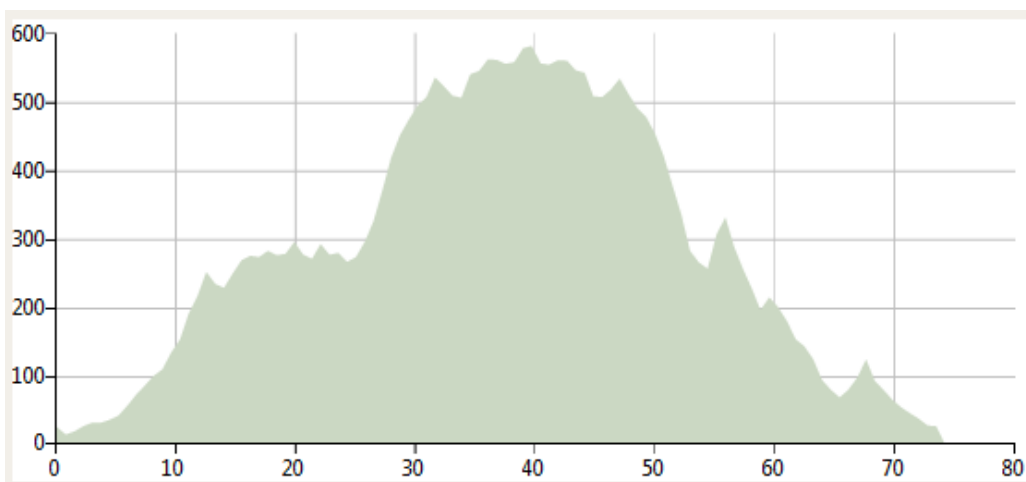


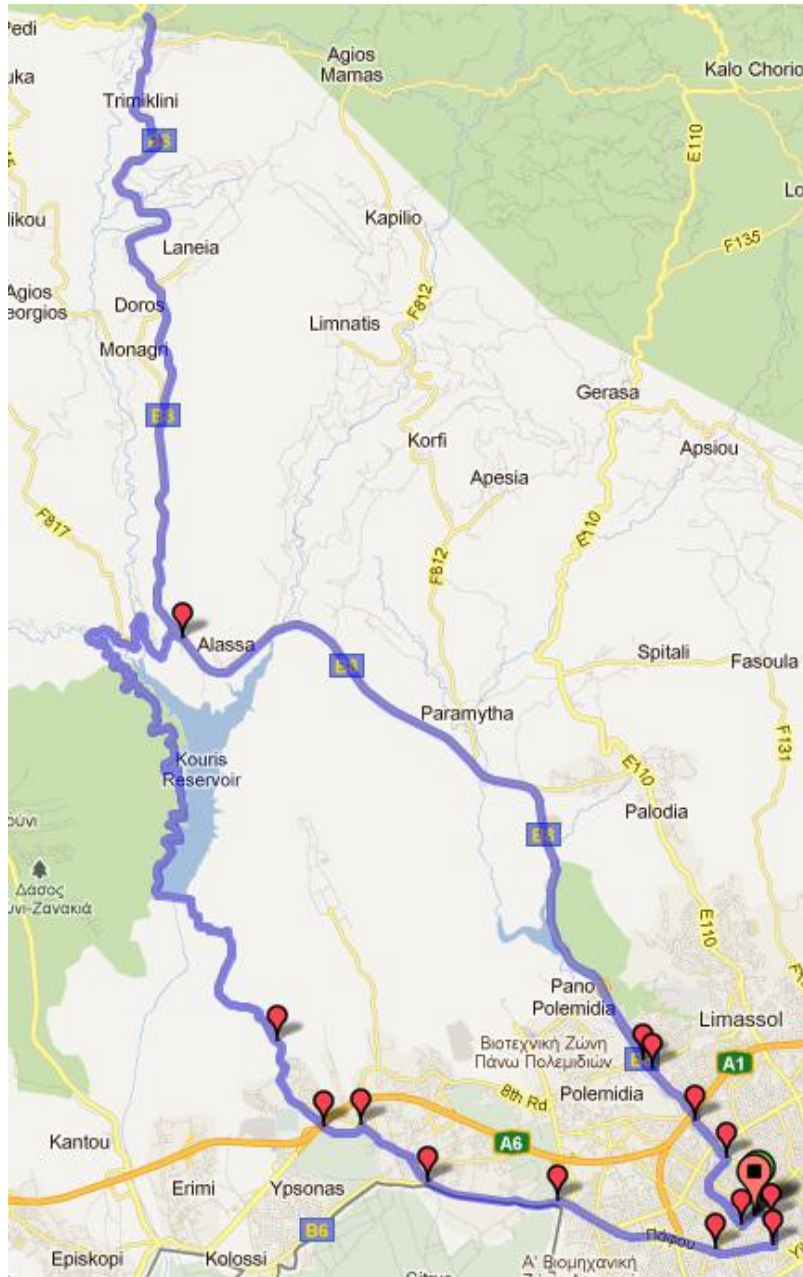
Between 3 and 4 Hours

Route 9 – Saitas and back

Link	Route	WW Time	3h 0m
KM	68	Climbing Mts	1,000

This is an extension of route 4 which takes you through up the main road towards Troodos. Once the Troodos road clears Alassa it is fairly cycle friendly except during rush hour periods. You have a nice ride past Lania and through Trimiklini.





Route 10 – Ag Therapon Circle

Link	Route	WW Time	3h 10m
KM	69	Climbing Mts	1,076

This is a really nice circular route. The difficult decision is whether to approach it clock-wise or anti-clockwise.

Last time I cycled the route the surface on the road between Ag Therapon and the Alassa was varied to say the least. If you were ascending this road (doing the route anti-clockwise) this might be quite tolerable. On the clock-wise version the surface spoils what, otherwise, would be an awesome descent.

Doing the route anti-clock the descent from P Kivides to the sea is a 10km continuous descent but on a rather straight road.

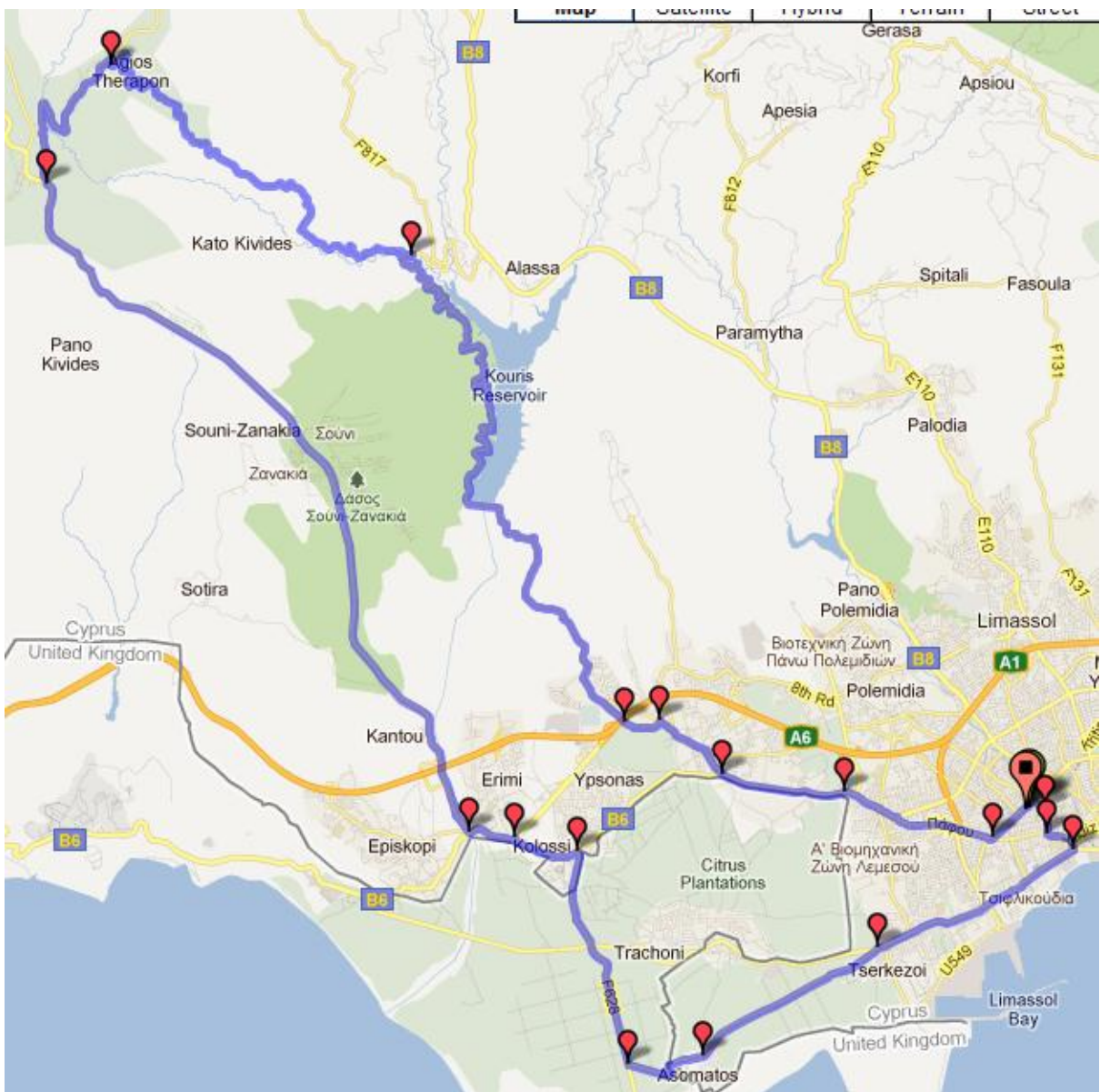
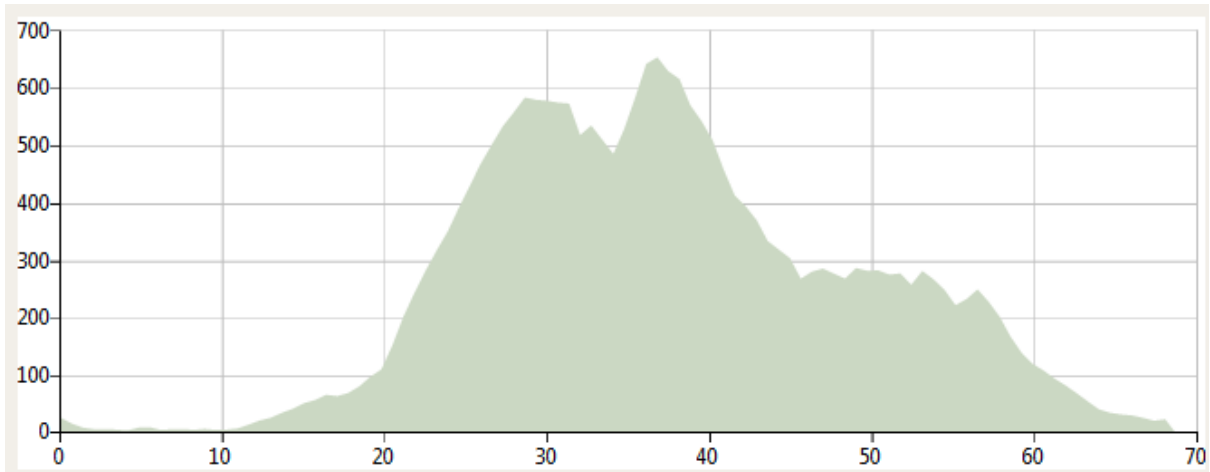
I shall describe the route clockwise.

The ride begins as in route 2 through the level roads of orange groves of Assomatos then up through Kolossi to Episkopi. Continue towards Curium over the bridge then turn right on the road to Kantou and upwards towards P Kivides. The road starts to get a little steep after Kantou (8%) but settles down to a standard gradient around 5-6% past Souni slackening off to 4% reaching the top of P Kivides.

After the top of P Kivides the road starts to descend towards Ag Amvrosias. Take the right turn on the road marked toward Ag Therapon which continues to descend. Don't be fooled there is still one last hill up into Ag Therapon itself. This is quite steep in places >8%.

As you pass through the village of Ag Therapon in the direction of Lofou you will see a right turn indicated towards Alassa. This is a new road with an amazingly smooth surface and is downhill all the way to the edge of the Kouris reservoir. Unfortunately the smooth surface changes to almost unmade road in places which is a great shame.

The descent ends at a Y junction where you take a hard right turn towards Ypsonas. You now follow the gently undulating road around the reservoir, over the dam then down into Ypsonas where you join the old Paphos road (B6) back to town.



Route 11 – Pera Pedi Circle

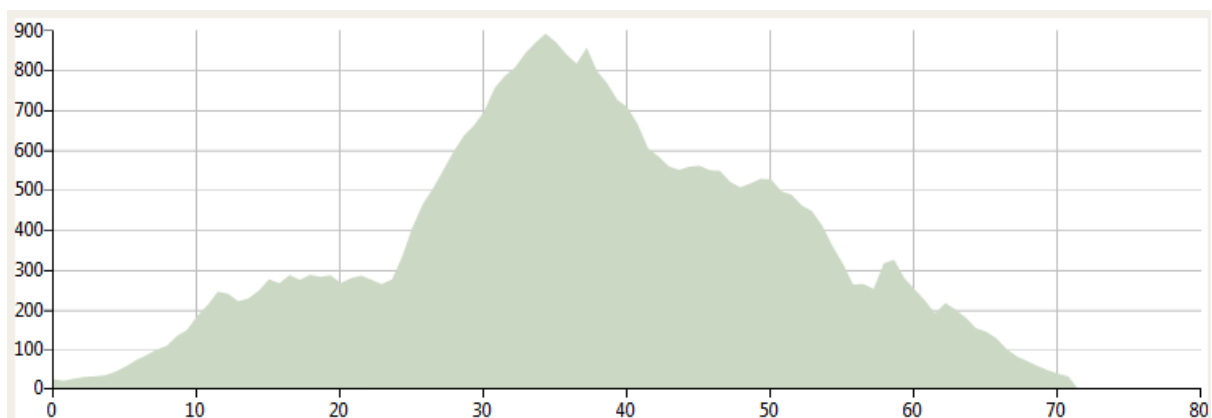
Link	Route	WW Time	3h 20m
KM	71	Climbing Mts	1,242

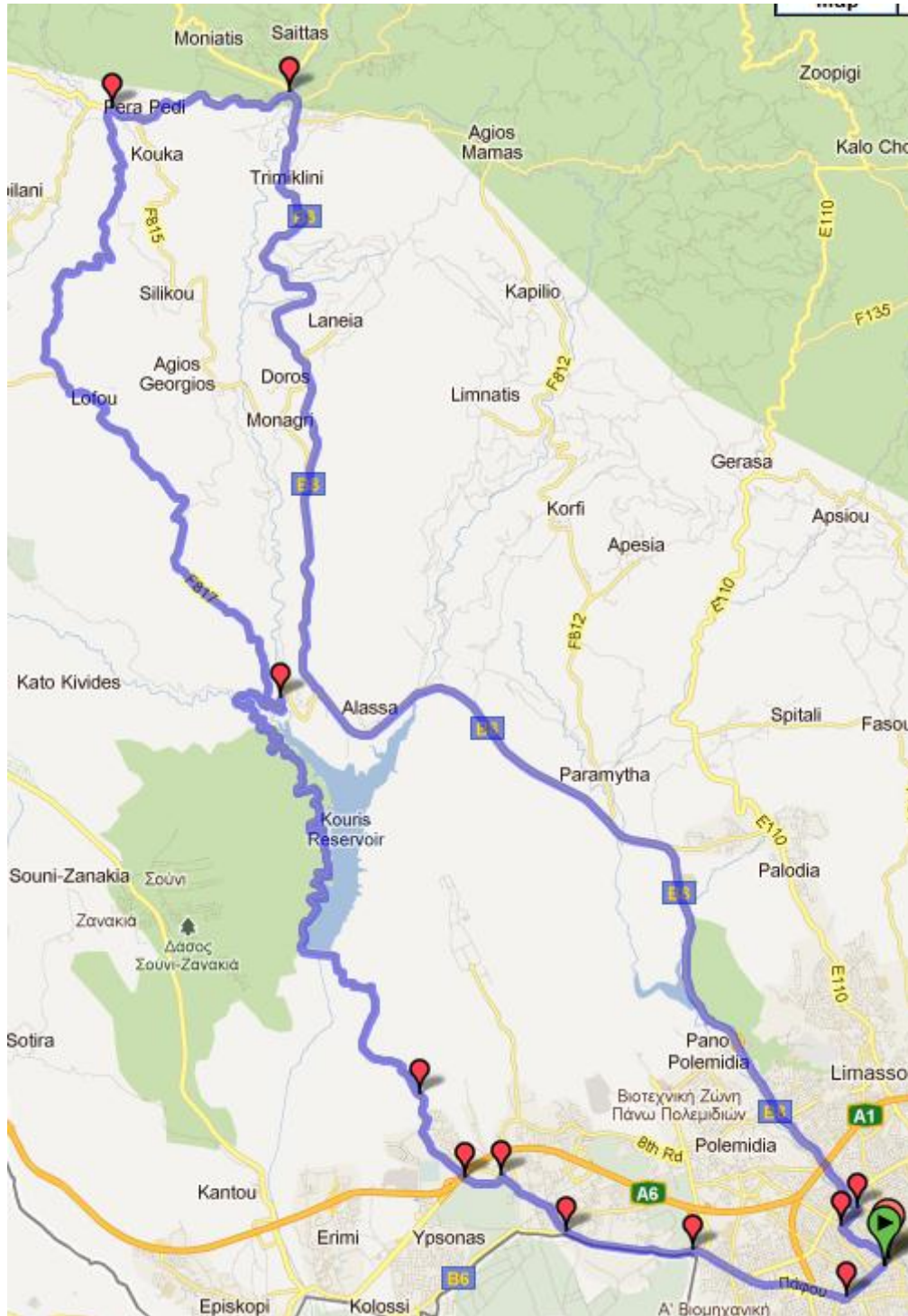
This ride can be tackled both clock and anti-clockwise. If you want to avoid the steepest ascents it is best to take it anti-clock.

This description is the clock-wise version. It starts the same as route 4 until you reach the T junction at the end of the reservoir road. Take a left turn - signposted to Lofou. You now begin an 11km uphill stretch that climbs 600m. You do the maths. There are some short >9% sections between Lofou and Pera Pedi.

Once you reach Pera Pedi your day becomes a great deal easier. Turn right towards Saitas and zoom down the curvaceous road until you reach the main Troodos road (B8) at the T junction. Turn right towards Limassol.

Other than the nasty little hill after the Alassa reservoir it is a gentle mainly downhill ride back into town for a well-earned beer or two.





Route 12 – Vouni Circle

Link	Route	WW Time	3h 30m
KM	83	Climbing Mts	1,214

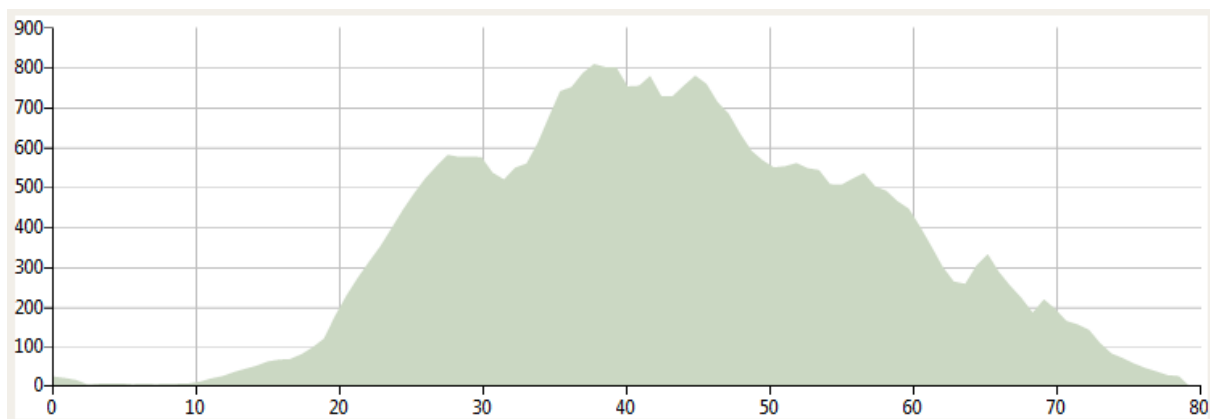
This ride begins in the same way as route 10. As you come down towards Ag Amvrosios ignore the road marked Ag Therapon and continue to the next junction where there is a right turn marked Vouni.

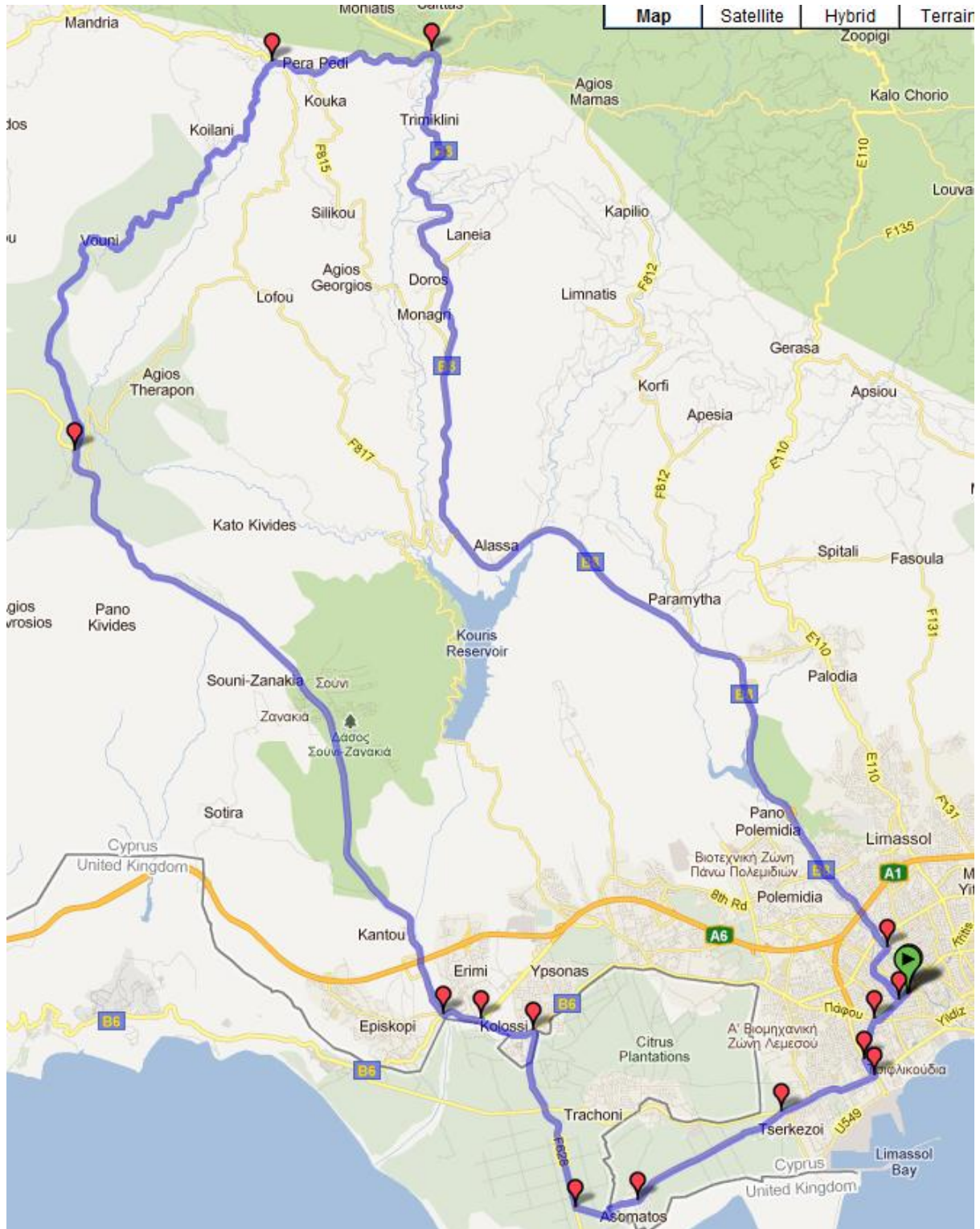
The first km of the road up to Vouni is not too bad then you hit 2.5km which rises 200m before the gradient slackens off a bit approaching Vouni. Take care to stay on the main road that by-passes Vouni centre and not be tempted to follow the signs into Vouni itself.

For non-Greek speakers it may not come as a great surprise that Vouni is Greek for mountain.

The road continues past Koilani (again don't follow the signs into the village) – there are a few smaller, but quite stiff, hills to tackle before you reach Pera Pedi.

The route back to Liimassol is the same as route 11.





Over 4 Hours

Route 13 – Kalo Chorio Circle

Link	Route	WW Time	4h 40m
KM	100	Climbing Mts	1,601

With the prevailing winds in Limassol blowing from the West this course is best tackled in an anti-clockwise manner. The alternative would be a potentially energy sapping final 35km of “flat” riding.

The ride starts setting off towards Larnaca on the old road past the hotels at [Amathus](#) and beyond. About 5km after you pass the Governor’s Beach turn off you make a left turn towards the [Tenta](#). The road runs under the highway then you pass by the “tent” and keep going until you come to a T junction where you turn left towards Kalavastos.

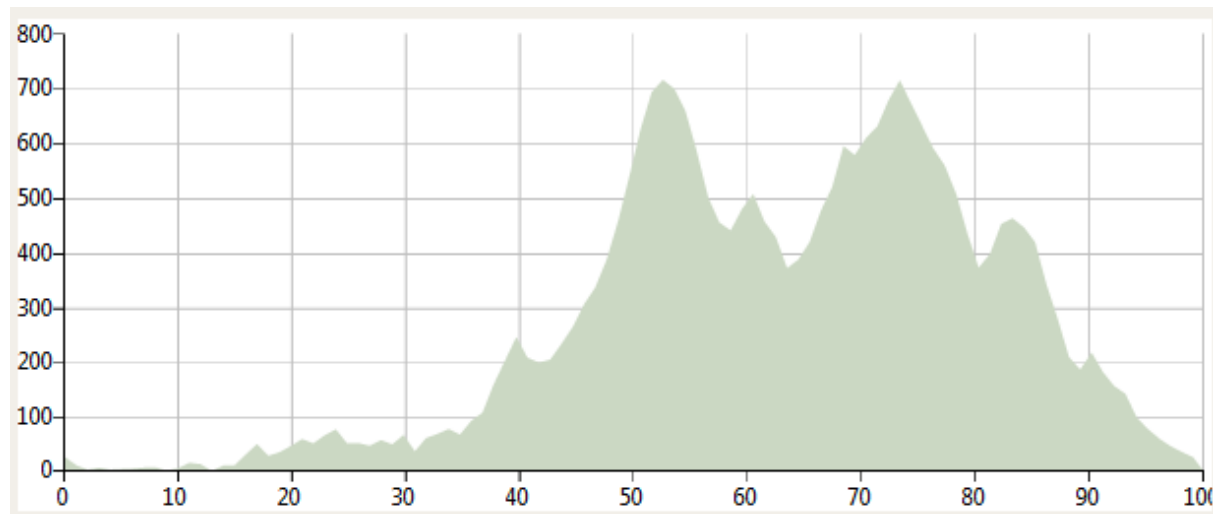
Just through Kalavastos look out for a left turn towards Asagata. This road skirts the quarry which is rather impressive. The first 3.5k is a warning of things to come then a false summit before descend some into Asagata.

After Asagata the real climb starts. In the next 10km you climb 500m past Vasa and Sanida before descending into Kellaki.

After Kellaki we head for Eptagoneia and then Arakapas. Now we reach the second climb of the day up towards Kalo Chorio. This climb is again 10km but this time only 400m to get up.

Now we are on the downhill section back towards home. If you are feeling tired you can simply take the road down from K Chorio through Gerasa, Palodia and Ag Phyla back to town.

If you can take more then on the road out of Gerasa there is a left turn signed to Apesia. This is a nasty steep little hill up to Apesia from where you descend to the Troodos road (B8) at which point you take a left towards town.



Route 14 – Ag Nikolaos Circle

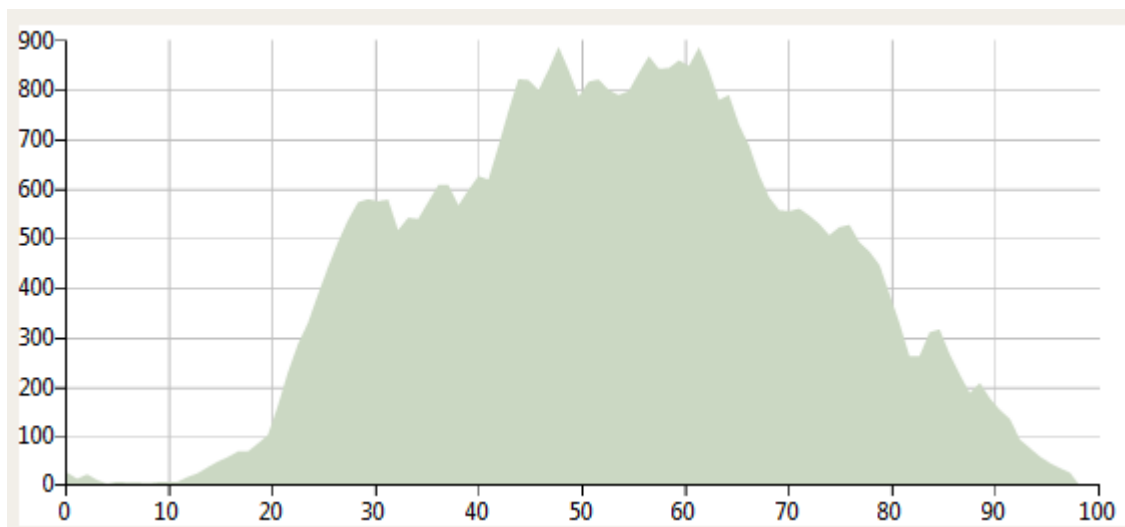
Link	Route	WW Time	4h 40m
KM	97	Climbing Mts	1,538

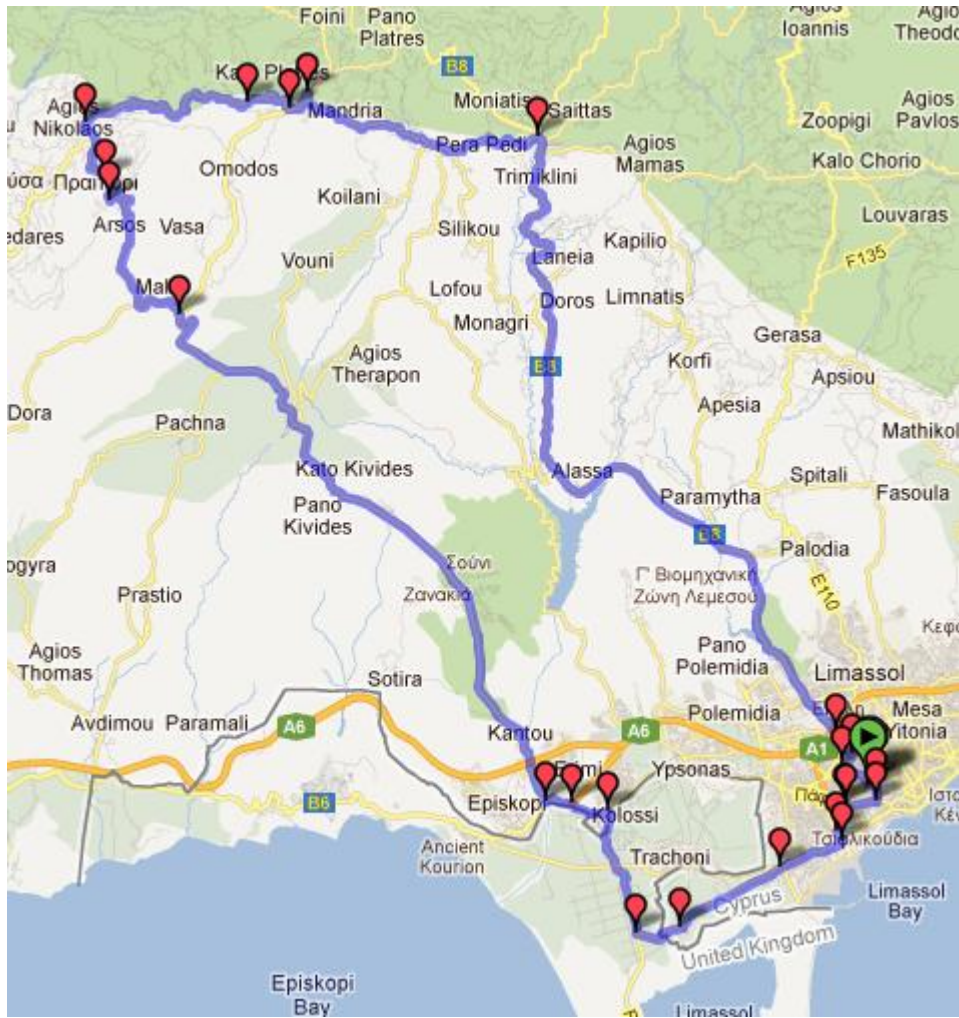
This route begins in the same way as route 10. After you pass through Pano Kivides you stay on the same road down past Ag Amrosias where the road begins to head up hill to the shoulder between Ag A and Kisousa. About 1km past Kisousa (which is just a bend in the road where it crosses the “river”) take a left turn towards Malia.

After Malia the road get steeper as you head towards Arsos. This is a main road that skirts the villages. Unless you want to stop for some reason it is better to stay on the main roads thus avoiding a few hazards like stray dogs and steep dips into village centres.

After Arsos you are climbing to the highest point of the ride at close to 900m before dropping into the valley that contains Mandria & Pera Pedi. Again, unless you want to enter Ag Nikolaos itself stay on the road until you reach the T junction where you turn right towards Mandria / Pera Pedi.

This road undulates until you reach Pera Pedi after which it is pretty much downhill all the way to Saitas (turn right) through Trimiklini all the way to Alassa.





Route 15 – Olympos Circle – Sea to Sky

Link	Route	WW Time	5h 15m
KM	112	Climbing Mts	2,500

This is the BIG one. It took me a few years to summon up the courage to tackle it in one ride. You start at sea-level and climb to the highest point on the island at almost 2,000m.

Going Up

We start the ride on the main Troodos road up through Alassa and Trimiklini until we reach the junction at Saitas. At this point you are nearly 30km into the ride and you have climbed to 600m.

In the next 18k to Troodos you gain over 1,100m going via Amiantos. There is the option to follow the road via P Platres which climbs the same height but in 2.5km less distance. The Platres road is much busier so my recommendation is to take a right turn at Saitas and follow the road up to the disused asbestos quarry. Amiantos is Greek word for asbestos hence the village names hereabouts.

The pine forest, this road cuts through, was devastated by a fire in 2005 which is a great shame.

After 8.5km on this road you reach the village of K (lower) Amiantos. This village is at 1,000m so it is an achievement to celebrate with a good couple of inches from your dwindling drink supply.

Another 2.5km, or so, up the road takes you to the junction at Karvounas. This junction has a very handily placed petrol station at which you can replenish your water bottles.

At the junction you turn left and start the climb up the side of the asbestos quarry. Don't worry I am assured there are no dangerous remnants floating about. The road has stretches of old school hairpins but is, thankfully, lightly used by motor vehicles.

There are several pull-ins to admire the view – not bad places to get your breath back. I am never sure whether it is the gradient or the thin air but I am always puffing on this stretch.

About 7km after the junction you hit a false summit that gives you a little rest before the final 1.5km climb to the Troodos village at 1,700m.

As you approach the Troodos village (not really a village just a row of tourist cafes and shops opposite a large car park) turn right towards Prodomos. 1.75km along this road you come to the left hand turn onto the Olympos approach road. It is signed Olympos and skiing.

This final narrow road twists through the pine forest which (though it is hard to believe on a hot summer day) doubles as Cyprus's premier ski resort. You pass the green building of the Cyprus Ski Club on your left.

It's easy to tell when you have reached the top as there is a soldier guarding the gate to the military complex that contains the "golf-ball" early warning radar systems. There are a few signs prohibiting photography in English, Greek & Turkish but judging by the dozens of tourists clicking away the rules are not strongly enforced.

You are now standing at 1,920m – the highest point on the island – with all that height in the bank it is now time to go on a spending spree.

Zooming Down

First of all we need to get off the top of the hill and head down to Troodos “village”. Not a bad place to stop for a coffee, beer whatever floats your boat. The real heavy lifting has finished for this ride.

The CTO obviously decided it would be nice to make the “village” pedestrian friendly and laid a nasty rough surface on the high street to slow vehicles. This is pretty tortuous on a road bike so don't be tempted to come flying into the village at top speed.

Once through the village you have many choices how to descend back to sea level. If you just feel the need for speed then the main road (B8) takes you straight down to Limassol. The 16km down to Saitas takes about 20 minutes at between 50 and 60kph whereas it probably took you 2 hours to climb from the same place. This descent has some scary moments caused by occasional bad road surface and sharp bends which cars tend to cut but it is fun nevertheless.

My route down follows the B8 as far as P Platres. There is a right turn 7.5km after Troodos into Pano (upper) Platres. This, very steep, road takes you straight through the middle of P Platres (beware of tourists walking down the middle of the road) then continues down to K (lower) Platres.

After K Platres the road keeps going down until you reach Mandria. At Mandria bear left onto the Pera Pedi road. There is a small hill between Mandria and Pera Pedi. Look out for a right turn signed for Lofou (F817) you follow this road all the way to the Alassa reservoir.

Initially this road is undulating but once you get to Lofou things become more straightforward as you begin a 9km descent towards the reservoir. Take the right turn towards Ypsonas then follow the road around the reservoir over the dam and down to Ypsonas where you turn left onto the old Paphos road back into town.

Well done!

