



ASSOCIATION EUROPÉENNE DES VOIES VERTES
EUROPEAN GREENWAYS ASSOCIATION
ASOCIACIÓN EUROPEA DE VÍAS VERDES

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Editorial

The steering committee of the EGWA in meeting in Brussels on January the 11th did decide that the newsletter initiated by the secretariat should be further developed in its content, its layout and its format (PDF).

This is the case with the bulletin you are reading now. Format and layout will remain as they are here. The content will be enhanced essentially with the information received from the members of the EGWA.

In this edition, we notice the answer proposed by the EGWA to the public consultation launched by the European Commission regarding “Green paper towards a new culture for urban mobility”. Two reasons did motivate our association to be active in this campaign: On one hand, the finality and the innovative content of this green book which is a step forward for a more sustainable mobility, in addition, via the conviction that we wish to share with the greatest number: the re-use of old infrastructures as mobility tools other than its first vocation, which is a major asset for a mobility with sustainable development as objective.

Towpath and disused railways are a unique development potential in numerous states of the Union.

This is the reason why we sent a message to the European Commission: This is a land potential to be preserved first and emphasized for sustainable mobility.

Luc Marechal
General Secretary

Answer from the EGWA to the Green paper towards a new culture for urban mobility

This document is the answer from the EGWA to a list of 25 questions over “a new culture for urban mobility” from the European Commission. The approach of EGWA’s answers is strictly a Greenway approach: all the answers were presented with the Greenway point of view (it was considered that other associations would underline the questions outside the Greenway scope.

The main point of our answers is **the use of the Greenway network as framework/structure** for the further development of a network dedicated to non-motorized users. A promotion for more use of Greenways for daily mobility would de facto include a decrease of the use of private cars. Adequate management and maintenance of the Greenway infrastructure should also encourage their use.

Link to complete answer: <http://www.aevv-egwa.org/site/1Agenda.asp?DocID=505>

Bicycle/Public transport, a winning tandem for sustainable mobility.

This study from the GART & from the “Club des Villes Cyclables” is anticipating what could or should become new habits in daily mobility. In order to support the willing of citizens to include bicycle in mobility plans, enhancement of the infrastructures dedicated to the complementarities between bicycle & public transports (PT) can be approached via two axes: parking or loading of the bicycle when

entering the PT. For technical reasons, the parking is privileged (at the moment, loading of bicycles in PT remain related to tourism & leisure mainly).

The usage of bicycle and PT allow a huge increase of the areas covered by PT.

It appears that PT nodes are to be used as relays for cyclists. The challenge is now to keep these

particulars users correctly informed about possibilities in real time and avoid gaps in their transport process.

Link to 1 page summary of the document:

<http://www.aevv-egwa.org/site/1Alaune.asp?DocID=507>