

European Greenways Award 2003

Presentation of winners and finalists



The European Greenways Association would like to thank

The European Commission, Directorate General for the Environment

Its partners :

Chemins du Rail, Belgium

RENFE and Fundación de los Ferrocarriles Españoles, Spain

Ministère des Sports de France

The Heritage Council, Ireland

Sustrans, United Kingdom

Environmental Partnership for Central Europe, Central Europe

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The European Greenways Award, proposed by the European Greenways Association, is one of the three Sustainable Mobility Awards which I wanted to set up.

I was pleased to hand over the awards during an official ceremony held on 5 June 2003 honouring exemplary realisations or initiatives related to greenways.



Commissioner M. Wallström and the laureates of the European Greenways Award

As these experiences clearly prove it, greenways favour non motorized travelling. They tend to reduce the effects of air pollution and city congestion. They improve the quality of life in urban and periurban areas and encourage the preservation of state property, as well as the conservation of landscape and nature, and the rehabili-

tation and enhancement of local heritage. They support economical, social and cultural development, leisure and sustainable tourism. They help to rehabilitating disadvantaged neighbourhoods or regions, to revitalizing rural areas. They can play a role in public health and urge people to discover urban and natural areas which are crossed by the routes and to learn about them. Moreover, a great number of services are offered to users along these ways (information, links with other means of transport such as public transport, etc).

The projects presented in this leaflet underscore the dynamic of the greenway development and the necessity, for national and regional development, to take into account non motorized travel, which are more respectful of the quality of the environment, in favour of sustainable mobility.

Congratulations to all winners and finalists of this first European Greenways Award. I hope their projects will permit to better spread experiences and know-how at the European Union level.

Margot Wallström,
European Commissioner
for the Environment

In 2003, with the support of the European Commission (Directorate-General Environment), the European Greenways Association (EGWA) organized the first European Greenways Award created in 2002 on the initiative of the French Ministry for Sport, in partnership with the RENFE (Spain), The Heritage Council (Ireland), the Fundación de los Ferrocarriles Españoles (Spain), Chemins du Rail (Belgium), Sustrans (United Kingdom) and Environmental Partnership for Central Europe (Central Europe).

This European Greenways Award, one of the three European Sustainable Mobility Awards, was handed over by Margot Wallström, European Commissioner for the Environment, during an official ceremony held on 5 June 2003 in Brussels.

These prizes were awarded for exemplary greenways in Europe. They emphasize the part greenways play in enhancing regions, in discovering natural, architectural and environmental heritage, and developing non motorized travel : they allow users to travel for daily life, leisure and sustainable tourism, while favouring public health. They favour citizen involvement and local development, especially by creating jobs.

The Award also pays tribute to the active role of collectivities, associations and all the people involved in the development, management and events related to greenways.

The purpose of this brochure is to promote projects presented by laureates and finalists of the first European Greenways Award. It is worth noting how rich and diversified these initiatives are in their very different geographical, cultural and economical contexts. They offer a real incentive to develop and promote greenways in Europe. The projects are also encouraging for EGWA whose objective is to promote a European Greenway Network (REVER) "reserved for non-motorised users, comprising for the most part, greenways and, to a lesser extent, lightly trafficked, low-speed roads. This network would provide continuous long distance itineraries as well as local networks for local journeys and leisure activities, and would offer a combination of services ensuring their reliability, continuity and attractiveness¹.

Since the creation of the EGWA in 1998, the emphasis has been put on greenways accessibility for general public including mobility-impaired persons.

The greenways definition on which the work and exchanges of the association members are based underlines the following aspects : they are "communication routes reserved exclusively for non-motorized journeys, developed in an integrated manner which enhances both the environment and quality of life of the surrounding area. These routes should meet satisfactory standards of width, gradient, and surface condition to ensure that they are both user-friendly and low-risk for users of all abilities. The use of disused railway lines and canal towpaths will be critical"².

In 2003, we celebrate the European year of disability and the main theme of the European Mobility Week 2003 is accessibility, hence our desire to promote this aspect of sustainable mobility. Accessibility will also be a main theme for the European Greenways Day which is organized by EGWA on 20 September 2003 as part of the European Mobility Week.

You can visit the EGWA Internet site on www.aew-egwa.org to get information on the association, its objectives, activities and members as well as on the REVER recommendations, a European Greenway Network project which is a real opportunity to exchange experiences and thoughts of many European greenways actors.

Joaquín Jiménez,
EGWA's President



¹ Declaration for a European Greenway Network, Lille, September 2000 ; the complete text is available on the EGWA site : <http://www.aew-egwa.org>

² Idem

The European Greenways Association is delighted to present the results of the first European Greenways Award, one of the three European Sustainable Mobility Awards, organized in 2003. Thirty-six proposals from 13 countries were received :

- 1 for Germany
- 3 for Belgium
- 9 for Spain
- 8 for France
- 2 for the Grand Duchy of Luxemburg
- 2 for Italy
- 1 for Netherlands
- 2 for Poland
- 2 for the Czech Republic
- 3 for United Kingdom
- 1 for Slovenia
- 1 for Serbia
- 1 for Northern Ireland

The jury met on Monday 7 April 2003 in Brussels. They selected 7 laureates (3 first prizes and 4 excellence awards) and finalists.

First prizes

The **first three prizes** were given to the following candidates :

- ▶ First : La Voie verte de Cluny à Givry, Conseil Général de Saône-et-Loire (France)
- ▶ Second : Vias verdes de Girona, Diputació de Girona (Spain)
- ▶ Third: La Houillère, Ministère de l'Équipement et des Transports (MET) de la Région wallonne and Ville de Charleroi (Belgium).

Excellence awards

Four excellence awards were honoured :

- ▶ Foyle Valley Greenway, Derry City Council (Northern Ireland),
- ▶ The Phoenix Trail, Thame Better ways to school (United Kingdom),
- ▶ Parenzana, Municipality of Koper (Slovenia),
- ▶ Plan de promoción de la Via Verde del Aceite, Patronato de Promoción Provincial de la Diputación de Jaén (Spain).

Finalists

The nineteen projects presented in this brochure :

- ▶ Viater-Vie di Acqua e di Terra, Regione Lombardia (Italy)
- ▶ Ancienne ligne de chemin de fer Bruxelles-Tervuren, IBGE-BIM (Belgium)
- ▶ La Voie verte des Gaves, Syndicat Mixte SMDRA pays des Vallées des Gaves (France)
- ▶ The Granite Way, Devon County Council (United Kingdom)
- ▶ La Voie verte des Hautes Vosges, Syndicat Intercommunal à vocation unique Voie verte des Hautes Vosges (France)
- ▶ Itinéraires Cyclables du Pays du Lac du Der, Syndicat mixte d'aménagement touristique du Lac du Der Chatecoq (France)
- ▶ Lanckorona Eco-museum on Ambertrail, Municipality of Lanckorona (Poland)
- ▶ Llanelli and District Greenway, Carmarthenshire County Council (United Kingdom)
- ▶ Perpignan-Thuir, Conseil général des Pyrénées Orientales (France)
- ▶ Piste cyclable 2, Entente de la Région du Mullerthal (Grand Duchy of Luxemburg)
- ▶ Pistes cyclables passant par la vallée de l'Attert, Commune de Redange-Luxembourg (Grand Duchy of Luxemburg)
- ▶ La piste verte, Communauté des communes Sumene-Artense (France)
- ▶ La Voie verte Questembert-Mauron, Conseil Général du Morbihan (France)
- ▶ RAVeL urbain dans la traversée de Liège, Direction des Voies hydrauliques de Liège (Belgium)
- ▶ Rete-Vie Verdi Provincia di Modena, Provincia di Modena (Italy)
- ▶ Vía Verde de Noroeste de Murcia, Consejería de Turismo y Territorio de la Región de Murcia (Spain)
- ▶ Vía Verde Santander-Mediterráneo, Ayuntamiento de Burgos (Spain)
- ▶ Vía Verde de la Sierra, Fundación Via Verde de la Sierra (Spain)
- ▶ Vía Verde del Tajuña, Comunidad de Madrid (Spain)

France

1st PRIZE : LA VOIE VERTE DE CLUNY A GIVRY



An excellent way to discover a region full of fantastic spots, this greenway encourages the development of a different type of tourism and, consequently, gives a boost to local economy. Through several loops users can wander from the path to go and visit neighbouring villages.

Situated in south Burgundy, in the department of Saône-and-Loire, the greenway spreads throughout 22 districts and 4 cantons between Cluny and Givry. This straight or lightly curved path, on a disused railway, is an ideal opportunity to discover four vast landscapes : farmlands and pastures, vineyards, bocages and woods. This 40-kilometre way is punctuated by stations, road intersections, bridges and alternates open and closed spaces. Moreover, it has as distinctive feature thirteen cycle and hike loops marked out towards neighbouring villages. Beyond this local dimension, the way is part of a project of green network at regional and European level (through the REVER project).

The greenway was developed and opened to the public in 1997. The Saône and Loire Departmental Council bought the site of the disused railway linking Givry to Cluny in order to develop it as a cycle and walk path. The Council continually keeps developing its greenway policy throughout the department.

The Cluny-Givry Greenway is an excellent way to discover the natural and historical heritage of a region rich in Romanesque art, world-famous vineyards, arts and crafts and country products. With new clients coming for the greenway, others assets of the region can be highlighted and new products can be developed to meet the needs of these new visitors (family leisure, nature discovery, living heritage). This way also gave impetus to private initiatives (creation of the Bicycle museum, setting up of a company renting bikes and rollerskates, shuttle service) as well as municipal initiatives (camp sites equipped

to cyclists). Ten jobs have been created as part of the project: young activity leaders in charge of promoting the path and development agents who maintain the greenway and preserve heritage.

As regards the effect of the initiative, it has been noted that tourists now stay for a longer period of time. Indeed, before there were none – or hardly any – sport and leisure activities but now it is possible to visit the different tourist spots by using the greenway. Economic activity has been boosted and new structure meeting tourists needs have been set up (infrastructure along the path, information centres, leisure areas, ...).

Another distinctive feature of this greenway is its accessibility to people with disabilities. This type of infrastructure permits easy traffic flow and travel. This quality way is also secured at the most through signage at cross roads, gendarmerie squads patrolling on bike, help markers, wired protection, ...

Length :	44 km
Width :	3 m
Surface :	coated macadam
Average gradient :	< 3 %
Towns and areas crossed :	22 municipalities and 4 cantons
Users authorised :	non motorized users
Kind of usage :	leisure, tourism, sport
Investment value :	2 000 000 euros
Facilities offered to users on the greenway :	bike and roller renting and repairing, rest areas (picnics area, water points, sanitary facilities, bike and car par- king), information point, playgrounds

Organisation name :	CONSEIL GENERAL DE SAONE-ET-LOIRE
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Spain

2nd PRIZE : VIAS VERDES DE GIRONA



Three Catalan greenways have been linked together thanks to the wonderful cooperation of municipal and provincial authorities. To carry on this project, citizens got deeply involved, too. This “enlarged” path allows users to enjoy calmly a varied landscape in a region carrying heavy traffic.

In the northeast of the Iberian Peninsula, in the Autonomous Region of Catalonia, three greenways cut into the Girona Province : the Ruta del Carrilet, the Ruta del Ferro and the Ruta del Tren. The former goes through a part of the nature reserve of the Garrotxa volcanic region and reaches Girona. From there, as a urban cycle path, it meets the greenway that runs into the Mediterranean sea in Sant Feliu de Guixols on Costa Brava. This path combines mountain, city and sea. It runs through a hilly terrain - sculpted by the Pyrenees, the Transversal Cordillera and the coast -, a densely wooded landscape, protected rural areas, nature reserves and waterways.

The route collaboration, started in 1993 and is the result of the involvement of a great amount of local collectivities. Faced with three unconnected routes the Council of Girona launched the reunification project. Afterwards, municipalities, province towns and other local authorities gathered and granted funds to an ad hoc

administrative body : the “Consortio de las Vías Verdes de Girona”. The Girona Council met 60% of the budget and the remaining 40% came from municipalities. The Consortio status has been approved by the assembly of each authority and an executive commission came into being. Municipalities have a territorial representation and the Council has a proportional political representation. The involvement of citizens in the project was strongly encouraged. That is a reason why they received it with enthusiasm.

In this region popular with tourists and devastated by increasing use of cars to the detriment of public transport, by the underuse of the airport, by the lack of free motorways and, consequently, traffic jams on toll motorway, the conversion of railways into greenways in an ecological space gave the area a fresh lease of life in favour of active tourism. Furthermore, the route fulfils a function of link between the crossed towns and allows users of any age to practice sport.

Length :	150 km
Width :	3/5 m
Surface :	compacted soil
Average gradient :	4 %
Towns and areas crossed :	28 municipalities, 5 régions
Kind of usage :	cyclists, walkers / leisure and health, communication
Investment value :	3 000 000 euros
Facilities offered to users on the greenway :	hotels, restaurants, bike renting, guides, crèche, transport, showers, picnic areas, hostels

Organisation name :	DIPUTACIÓ DE GIRONA
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Belgium

3rd PRIZE : LA HOUILLÈRE



Forming the basis of a new urban mobility, a greenway is integrated into the city, in parallel with social activities. In the industrial region of Charleroi, La Houillère is a quality path whose function is to link inhabitants both geographically and socially.

Since 1998, the Walloon Region and the Municipality of Charleroi, assisted by the associations "Chemins du Rail" and "Faim et Froid", have joined efforts to create La Houillère, a urban section of the RAVeL (autonomous network of slow paths covering the whole Walloon territory). This greenway runs across Charleroi and Châtelet, and links two waterways as well as two railway stations with direct trains serving cities such as Brussels, Liège and Lille. Its initiators are planning to develop the greenway into a "green axis" stretching to neighbouring municipalities.

Cutting across an industrial area going through an economic transition and experiencing a real need for modernisation, La Houillère has brought sustainable regeneration : reuse of disused railways, rehabilitation of industrial wastelands, renovation of urban unprivileged neighbourhoods. The greenway has also permitted the link between areas which were far from each other because of rapid and disorganized urbanization that the region experienced in the past.

As significant integration and social cohesion tool, La Houillère involves many disadvantaged people. It has collaborated, for example, with the association Faim et Froid which renovated two stations while undertaking new social actions through services to users : bicycle workshop, multi-purpose hall, tavern with terrace, events, Furthermore, people can borrow bicycles. This allows anybody to practice free sport. During the realisation of the path, initiators consulted with residents in order to overcome the conflicts that may have been caused.

As far as mobility is concerned, La Houillère is a unique example of "green ring road" favouring both utilitarian travels (to work, school) and leisure trips. It is thus an alternative to urban main roads. What is more, people in charge of the greenway permanently make it more secure and maintain it to promote the use of the path which also offers many practical services to users (signalling, rest area, play ground, garbage cans, ...). The way is easily accessible thanks to secured level crossings, new ramps and stairways.

While continually being cleaned, La Houillère guarantees respect of biodiversity. "Eco-roadmen" do maintenance work four days a week and a green area management centre is in charge of "late mowing" in grassy zones, of trees and brush pruning, ...

Length :	16 km
Width :	6-15 m
Surface :	tarmac
Average gradient :	2%
Towns and areas crossed :	Charleroi (Gilly, Jumet, Gosselies et Roux) and Châtelet
Users authorised :	walkers, cyclists, impaired-mobility persons, rollers, horse riders and mountain bike riders
Kind of usage :	urban

Organisation name :	MINISTERE WALLON DE L'EQUIPEMENT ET DES TRANSPORT-VILLE DE CHARLEROI
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Northern Ireland

EXCELLENCE AWARD :
FOYLE VALLEY GREENWAY

This symbolic greenway linking Northern Ireland to the Republic of Ireland through city and countryside is the result of strong collaboration between associations, authorities and users. Since 2001, they bustle about keeping up the excellent quality reputation of the path by undertaking several promotional actions.

This greenway has been developed on a disused railway which connects Derry City (Northern Ireland) and Strabane (Republic of Ireland). It is a linear corridor which runs along the River Foyle on 7 kilometres and passes through city and countryside. This path is embellished with wooden areas and farmlands in an environment rich in diversified fauna and flora. It was designed and developed by the Derry City Council and was opened to the public in 2001. This route is now part of the National Cycle Network and offers many tourist and leisure activities.

A lot of promotion and marketing actions are undertaken (through television, radio, newspapers, events such as participation in the National Bike Week) in order to keep up or even increase the number of users.

This initiative is exemplary because it is based on a real partnership between users, local groups and authorities. The City Council is in charge of the route but the population's opinion is canvassed in order to best execute the program and to promote a great local involvement. This collaboration permits to ensure security, accessibility and services to users as well as a means to collect funds and to keep up the site to a high quality. The aim is to work continually in partnership on promotional actions related to health, tourism and investment in local economy. This implementation is considered as a real continuous success experience. By working this way, the greenway meets users and tourist needs.

Another distinctive feature of the project is that it symbolically binds two regions from Northern Ireland and Republic of Ireland and, consequently, is a source of social ties. The path, on which many events are organised, acts as a meeting point and links areas of deprivation to the countryside.

The maintenance of the Foyle Valley Greenway is essential for the valley's viability and its sustainable development. So the greenway is cleaned three times a week. The Derry City Council constantly checks its cleanness and its security. In this, they are supported by the programme of Voluntary Rangers, established with the association Sustrans. Their role is to inspect the track, to look after long term maintainance, while organizing activities, to encourage the local population to use the path.

As far as mobility is concerned, everybody, even people with disabilities, can get access to the greenway. Indeed, the path is smooth, easily accessible and user-friendly.

Length :	7 km
Width :	3 m
Surface :	bitumen
Average gradient :	0 %
Towns and areas crossed :	from Derry City to Ballougr Townland
Users authorised :	all
Kind of usage :	cyclists, walkers, skaters / leisure, tourism, sport and daily trips
Investment value :	680 000 euros
Facilities offered to users on the greenway :	bike renting by private sup- pliers indicated by the tourist information centre, bike par- king and brochures

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Slovenia

EXCELLENCE AWARD :
PARENZANA

The Parenzana stands out by its transnational dimension : Italy, Slovenia and Croatia are collaborating to develop the whole disused railway and to make it the longest greenway in the Northern Adriatic area. At the moment, the Slovene part of it runs across an outstanding environment. It is used as an alternative to cars and offers many facilities to users.

On the Slovene coast, the path runs on a disused railway line which linked Trieste (Italy) and Porec (Croatia). It cuts across, among other coastal cities, Koper, Izola and Piran. It goes from the village of Skofije at the Italian border and stretches south towards the Croatian border while revealing the wonderful environment of the Adriatic landscapes. The current track of Parenzana gives access to a great number of interesting spots, for example, a nature reserve, lagoons, bird migration parks. A locomotive from the old railway line has been put along the path as a monument.

Within the context of a significative change in the Slovene way of life, the transformation project was launched in 1988, in order to respond to a need for leisure activities, interests in heritage and environmental awareness. The greenway was also an alternative in the face of the increasing traffic on roads. To achieve the Parenzana, the municipality of Koper came up with the idea of reusing the railway as a quality greenway. Koper and the neighbouring towns took up the challenge and, from then on, several activities were initiated at local and international level, with the support of the EU PHARE Cross-Border Cooperation Programme. Thanks to all these initiatives, the section of the Parenzana, whose entire name is "Parenzana, the Route of Health and Friendship", was completed in June 2002.

A letter of intent was signed by seventeen local authorities from the three countries crossed by the old railway (Italy, Slovenia and Croatia). Today, these countries, which are supported by local initiatives, are collaborating in order to reallocate the entire route (123 kilometres), which would be the longest greenway in the Northern Adriatic area. This way would then bind half a million citizens all together. People from three countries could enjoy the natural environment and cultural heritage.

As far as socioeconomic impacts are concerned, this initiative is an example for its "bottom-up" approach. In the three countries, a large number of local collectivities and voluntary associations are getting involved. These bodies put a lot in promotional actions (for example, publication of a CD-ROM). They have participated in the cleaning and the maintenance of the path, in the creation of a railway museum, in the signalling, etc. In turn, they

have been encouraged to enjoy full use of the path within their own activities such as sport at school.

The Parenzana was developed not only for tourist and leisure use but also for boosting non motorized and sustainable trips between cities in the Istrian coastal region. Some parts of the track are used by commuters and students.

As regards ecology, initiators and makers of the project decided to restore the railway by only using local materials (the gravel, for example) and built the path trying to have minimum impact on the environment (bridges made of wood instead of steel and concrete).

At last, this greenway offers many quality utilities to users (for example, clear signage) and many others are expected to be developed (resting areas, playground, landscape parks, etc).

Length :	33 km
Width :	2,5 m
Surface :	tarmac and gravel
Towns and areas crossed :	Skofije, Koper, Izola, Portoroz, Secovlje
Users authorised :	non-motorised users
Kind of usage :	leisure, tourism, commuting
Investment value :	435 000 euros
Facilities offered to users on the greenway :	clear signalling, beach, sport grounds in Koper and Portoroz, Railway museum, acces to a nature reserve and two parks.

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United Kingdom

EXCELLENCE AWARD :
THE PHOENIX TRAIL

This greenway, with sculptures alongside serving as seats, was first conceived to allow Thame children to cycle to school in complete safety. Today, given its good accessibility, it is used by a lot of different users.

The greenway was built on a disused railway in south-east England. Since 2002 it has linked the city of Thame (Oxfordshire) and the village of Horsenden (Buckinghamshire) through the countryside. It is part of Route 57 of the National Cycle Network in Great Britain.

Oxfordshire and Buckinghamshire are both densely populated counties. This implies a lot of cars as well as dense fast traffic, even on smaller roads. The lack of security, and of areas pleasant for walking or cycling urged the "Thame Better Way to School" association to reuse the disused line. They worked together with the association Sustrans, in charge of the construction, for planning, funding and maintaining the way.

The aim of Thame Better Way To School is to encourage children to go to school – and other destinations - on foot or by bike. The Phoenix Trail is a real opportunity as it forms a connection between Thame's schools and their catchment areas. It also offers an infrastructure which favours walking and leisure cycling by anyone.

This quality greenway, given the areas it crosses, enhances natural and railway heritage. Furthermore, works of art all along the path give it character and make the way more attractive. Sculptures, which double as seats, were awarded for their great quality.

Several promotional activities are undertaken in order to attract new users. For example, Thame Better Way to School members have recently organized public rides and pedalling picnics along the greenway.

The designing and building of the Phoenix Trail have a significant social impact. First, it allows many children to go to school by bike. It put the emphasize on future generation health, which constitutes an element of sustainable development. To give shape to the project, experts were consulted (Sustrans) but local future users were also asked to give an opinion. Surveys were undertaken in schools and the Thame Better Way to School monthly forum involves teachers and children in a enthusiastic and concrete way.

This local involvement allows the greenway to be maintained or even improved. For example, local Parish Councils have provided funding for dog litter bins and requests in local newspapers for "working mornings" are very successful.

This flat and smooth path is perfectly adapted to wheelchair users, children learning to ride a bike, old people wishing to go for a quiet walk, etc.

Thame inhabitants enjoy now a pleasant trail which they can use in a utilitarian way or for leisure. Sculptures and seats situated along the path enhance the environment natural beauty, combining sight pleasure and rest.

Length :	8 km
Width :	2,5 m, 2 m horse track
Surface :	5 km tarmac section, 3 km limestone section
Average gradient :	0 %
Towns and areas crossed :	Thame, Oxfordshire and Buckinghamshire countryside
Users authorised :	walkers, cyclists, horse riders, wheelchair users, joggers
Kind of usage :	leisure, daily trips
Investment value :	280 000 euros

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Spain

EXCELLENCE AWARD : PLAN DE PROMOCIÓN DE LA VÍA VERDE DEL ACEITE



The information campaign for the Vía Verde del Aceite can be considered as an example as regards initiatives promoting greenways. No effort was spared to praise the benefits of the route which is edged with fields of olive trees and interesting tourist spots. A great amount of different media and tools have been used.

The works realised on the initiative of the Patronato de Promoción Provincial y Turismo of Jaén Council allowed the creation of 55 kilometres of greenway rich in landscapes of olive trees. The greenway links densely populated towns of Andalusia : Jaén, Torre del Campo, Torredonjimeno, Martos and Alcaudete. Along the route one can find hundred-year-old viaducts, high footbridge crossing the road, old railway stations and other railway "relics", not to mention well-equipped rest areas. From the path, connection routes allow users to access other touristic spots such as the Ruta Arqueológica de los Torreones, the nature reserve of Laguna Honda, a medieval bridge as well as historical and artistic heritage in each of the five crossed towns. The greenway has thus two main characteristics : it is a touristic product intended for possible visitors and a recreative green area for inhabitants of crossed cities.

As soon as it was inaugurated, thanks to the financing of the Orden de la Consejería de Turismo y Deporte de la Junta de Andalusia, people in charge of the project, started an huge promotional campaign which lasted a short

period of time (less than one year). Several actions were undertaken at different geographical level and through a great variety of media. A series of promotional actions were aimed at introducing the greenway at international level. For example, two "presentation journeys" were organized for journalists and foreign tour operators. The bulk of the campaign was carried out in 2002. A competition was launched to find a logo to represent the greenway. Collective actions were carried out ; among others, the "First bike ride on the Vía verde del Aceite", two hikes on the IV° Spanish Greenways Day (with activities, huge paella, games for children, etc). The Vía verde del Aceite was also presented at national and international tourism fairs (more than fifteen). To reach a wider public, new information technology tools were used. On Internet, you can find detailed information which is translated to English, French and German. A CD-ROM has also been made. Besides, audiovisual material was created : advertorial, awareness advert and TV advert. An advertising campaign was launched on several local television channels as well as in national newspapers and journals. And to top it all, material and a range of gadgets with logo were distributed (posters, brochures, tee-shirts, pencils,...).

The aim of this campaign was to introduce the greenway most successfully, to make inhabitants aware of the good use that can be made out of the route, to enhance the path as a quality touristic product related to green tourism and sport practice in order to attract a huge amount of visitors through several promotional media.

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VIATER-VIE DI ACQUA E DI TERRA - Italy



Association of land and water : greenway paths dictated by canals in the Lombardy plain

The Lombardy plain is an agricultural region rich in canals. This dense network of waterways has an important irrigation and drainage role.

However it also fulfils a leisure function as greenways run along the canals track.

Viater has two main objectives. First, it converts maintenance roads running along canals into routes for pedestrians and cyclists with infrastructure adapted for users such as car park, rest areas, information points, etc. Then, it promotes canals, rural landscapes and architecture and protects local fauna and flora. To meet these aims, the agricultural sector has got deeply involved through the "Consorzi di Bonifica", farmers associations managing canal networks. The final point of the project is to link paths to form a green network all along canals in the Lombardy plain while respecting the environment.

Greenways are a good way to discover typical landscapes of the Po Valley. Moreover, their secondary roads lead to neighbouring villages and railway stations, so users can visit other cultural spots in the region.

Length :	433 km
Width :	2,5 – 3 m
Towns and areas crossed :	Lodi, Cremona and other small towns
Users authorised :	cyclists and walkers
Kind of usage :	leisure, daily trips
Investment value :	2 300 630 euros
Facilities offered to users on the greenway :	road markings, benches, parkings, rest areas, tourist information

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OLD RAILWAY LINE BRUSSELS-TERVUREN - Belgium



The servicing of a city by an ecological greenway

The railway walk, created in 1988 on the initiative of the Brussels Institute for the Environment Management, has been recently re-developed. It runs across three municipalities in the Brussels region, fulfilling many significant functions.

First, as walk path, it links several green areas (parks, playgrounds). It also has a role of urban "servicing", which is useful in daily life : it links schools, university, offices, shops and highly populated neighbourhoods and is punctuated with public transport stops, giving rise to fantastic intermodal urban mobility.

Moreover, this greenway plays an ecological role because it favours the circulation and preservation of the fauna and flora living in the city and, consequently, allows users to observe them. It falls within a larger network as part of the regional "Maillage Vert" ("greenway network") and of the European Greenway Network project (REVER) which aims at the creation of a European greenway network throughout the Metropolitan Area of the Northwest Europe.

Development surveys are currently under way in order to keep improving this periurban greenway.

Length :	5 km
Width :	3 m
Surface :	dolomite
Average gradient :	0,1 – 1,5 %
Towns and areas crossed :	region of Bruxelles-Capitale
Users authorised :	walkers, cyclists, impaired-mobility persons
Kind of usage :	leisure, daily trips
Investment value :	2 786 324 euros
Facilities offered to users on the greenway :	information stand (brochures), guided tours in several months of the year, guards.

Organisation name :	INSTITUT BRUXELLOIS POUR LA GESTION DE L'ENVIRONNEMENT
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VOIE VERTE DES GAVES - France



A mountain greenway for everyone

In the High Pyrenees, this disused railway runs along the waterway "Le Gave de Pau" between Lourdes and Soulon. It is a mountain greenway, which is quite rare. From the path, users can have a walk towards nearby villages thanks to tourist adapted signage.

From the beginning, the emphasis was on accessibility for anyone, both physically (a detailed study on access for disabled people was made, metallic bridges were restored) and generally (information related to the way has been translated to six languages). Moreover, in order to fulfil the needs of local users and tourists to the maximum, the greenway was the subject of collective thought. Two main objectives have been defined : comfort and security for users and development of the natural environment through a landscape treatment.

The greenway is constantly maintained by young people in social rehabilitation and works are expected to start soon in order to develop the path further. Normally, in the future an extension will directly lead to Lourdes, a spa and the central area of the Pyrenees National Park.

Length :	17 km
Width :	5 m
Average gradient :	0 %
Towns and areas crossed :	Lourdes and 11 villages
Users authorised :	all
Kind of usage :	local population leisure, tourism, daily trips
Investment value :	763 000 euros
Facilities offered to users on the greenway :	tourist board and welcome brochure (with plan) in 6 languages, well-secured crossing with local roads, water fountain

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THE GRANITE WAY - United Kingdom

A quality greenway in the service of regional development

Located in south-west England (Devon), this greenway links Okehampton and Lyoford through a spectacular mountain landscape. The path, built on a disused railway, runs safely along the north-west slopes of the Dartmoor National Park at an altitude of 200 to 300 meters.

Building this route was far from simple. Agreements had to be made with 29 land owners. Physical, political and legal obstacles, which often seemed insuperable, have been removed. Today, the high quality and the design of the way as well as the innovative approach adopted for its conception bring really positive comments.

This project is considered as a dynamic component of sustainable development in an area where the main economic sectors (agriculture and tourism) are declining. The strategy adopted by the Devon County Council was to exploit the public interest in holiday activities and environment. As a result, a station, a visitor center in Meldon and a youth hostel have been built, two big viaducts of historical value have been renovated, the Okehampton station has been restored and a greenway has been created. This path is a cohesive element and an outstanding opportunity to boost the economy. This project, which was strongly supported by local population, has allowed not only the development of sustainable tourism but also connects remote communities to Okehampton and to the railway network, making travel easier.

Length :	13 km
Width :	3 m
Surface :	stone
Average gradient :	1,5 %
Towns and areas crossed :	Okehampton, Meldon, Bridestone, Lydford
Users authorised :	walkers, cyclists
Kind of usage :	leisure, tourism
Investment value :	4 400 000 euros

Organisation name :	DEVON COUNTY COUNCIL
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VOIE VERTE DES HAUTES VOSGES - France



Skiing on a greenway

In the Moselotte Valley, this multi-purpose path runs on a disused railway through a variety of picturesque landscapes in a both rural and urbanized valley.

The decision to rehabilitate the disused line – coming from a need for security and heritage preservation – was unanimously supported by elected representatives, inhabitants and associations. This unanimity, as well as the great amount of different uses that can be made out of the track, the user-friendliness and the quality of the path are certainly what has contributed to the great success of the way.

This greenway is also an alternative to the road receiving all traffic since the removal of the railway. Its quality surface allows cross-country ski enthusiasts to practice “wheel ski” in all seasons.

Length :	24 km
Width :	3 m
Surface :	coated macadam
Average gradient :	0,5 %
Towns and areas crossed :	Remiremont, Saint-Etienne-les-Remiremont, Vagney, Thiéfosse, Cornimont
Users authorised :	walkers, cyclists, rollers, cross-country and “wheel” skiers
Kind of usage :	leisure, tourism, daily trips
Investment value :	4 175 000 euros

Facilities offered to users on the greenway :

reception agent “emploi jeune” (“young job”) in charge of giving information, bike and roller renting, 10 equipped picnic areas, refreshments.
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Organisation name :	SYNDICAT INTERCOMMUNAL A VOCATION UNIQUE
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CYCLE ROUTE IN THE LAC DE DER REGION - France

Itineraries linking up lake, tourist spots and cities through a varied panorama

Using these cycle itineraries, in the Champagne-Ardenne region, local population and tourists can make a loop around the Lac de Der, a protected natural site with great quality environment. From this spot, they can also access to the cities of Saint-Dizier and Vitry Le François, gateways to the Lac de Der region.

This greenway springs from the desire to develop, in a sustainable way, “green” tourism (open air activities, ornithology, etc) and “blue” tourism (water sport, etc) by opening this nature space to the inhabitants of gate cities through easy and environment-friendly travelling.

These initiatives perfectly fall within the framework of the national cycle path and greenway development policy. The secured and quality trails are the result of a close dialogue with environmental protection association and users, thus best meet local needs.

As a way to discover local heritage, this greenway has the advantage of crossing varied landscapes leading to tourist spots and utilities around the Lac de Der. It is an alternative way to visit several cities and their architectural heritage.

Length :	50 km
Width :	3 m
Surface :	coated macadam
Average gradient :	0 %
Towns and area crossed :	rural areas (woods, water along the path, servicing of villages), St Didier's urban areas r
Users authorised :	cyclists, walkers, rollers, impaired-mobility persons
Kind of usage :	leisure, sport, daily trips, tourism
Investment value :	2 300 000 euros
Facilities offered to users on the greenway :	sanitary facilities, picnic areas, bike renting, bike park, recreation and rest area (playground, beach), shops and catering, information points

Organisation name :	SYNDICAT MIXTE D'AMENAGEMENT TOURISTIQUE DU LAC DU DER CHANTECOQ
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LANCKORONA, ECO-MUSEUM ON THE AMBERTRAIL - Poland

An historic town revitalized by the setting up of a sustainable tourism infrastructure

The eco-museum on Amber trail brings out the natural and cultural assets of the city of Lanckorona which is situated on the foothills of the Beskid range in Poland. It also promotes the distinctive features of the Carpathian area.

The region is ideal for open air activities along greenway dedicated to walk and cycle. There, one can enjoy the charm of wooden architecture, wonderful rural landscapes, protected biodiversity in woods of Castle Mount, overhanging Lanck, as well as Lanckorona Mount and the ruins of its medieval castle (declared a World Heritage Site by Unesco).

The conception, realisation and maintenance of this tourist infrastructure is the result of local collaboration gathering people of many occupations (artisans, farmers, tourist agents, ...) and of any age. Young people, for example, undertake to collect old stories and take part in the organization of fairs.

The project is intended to develop sustainable tourism but it also allows local population, through the development of their own heritage, to rediscover its unique value and to use it in the regional development process.

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LLANELLI AND DISTRICT GREENWAY - United Kingdom

Highlighting a region and a population

In the Southwest of Wales, this high quality road connects localities and tourist destinations while offering the user vivid and spectacular landscapes. At first along the coast, the route gradually climbs up to the Gwendraeth Valley and then runs along the ridge. At the centre of this network, the towns of Llanelli and Burry Port are crossed by the path.

In this region where industry has strongly declined for last years, huge renovation plans have been launched in order to emphasize environmental assets and to exploit old industrial areas in a recreative purpose. The greenway is the cohesive element of these initiatives.

It also contributes to modifying ways of living and attitudes among the population who are suffering from the weak economic context. In collaboration with the association Sustrans, the County Council and a training agency, the project initiators trained unemployed people and managed a budget, based on a New Deal concept, finally setting up a quality infrastructure.

Length : 38 km
Width : 2,5 à 50 m
Surface : tarmac
Average gradient : 1,25 %
Towns and areas crossed : Llanelli, Burry Port, Tumble
Users authorised : cyclists, horse riders, wheelchair users
Kind of usage : leisure, daily trips
Facilities offered to users on the greenway : visitor centre, toilets.

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VIA VERDE DEL NOROESTE DE MURCIA - Spain

A greenway serving also as a Pilgrimage route through a great variety of landscapes

The greenway of the Northwest of Murcia starts at Los Baños de Mula and passes through the towns of Mulla, Bullas and Cehegin. Along 48 kilometres, it runs through dense forests, agricultural areas, urban centres, fertile plains and arid lands. This secure and easy path is used as Route of Pilgrimage towards the holy city of Caravaca de la Cruz, its final destination.

In order to boost the region, which is economically disadvantaged and to respond to citizens needs, three administrative bodies (at local, regional and national level) joined efforts to restore the greenway, in a sustainable manner. For this purpose, a "consorcio" has been set up to manage and maintain the path. These entities have tried to best promote heritage : access to very varied nature areas, development of the use as Route of Pilgrimage and as a way to bring population closer to its natural environment and to lead visitors to urban areas.

Length : 48 km
Width : 4 m
Average gradient : 0,6 %
Towns and areas crossed : Los Baños, Mulla, Bullas, Cehegin, Caravaca
Users authorised : walkers, horse riders, cyclists, wheelchair users
Kind of usage : leisure, tourism, daily trips
Investment value : 1 300 000 euros
Facilities offered to users on the greenway : rural accomodation, urban areas with all kind of utilities, pilgrimage route

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PERPIGNAN-THUIR - France



Not far from a big city, wonderful landscapes to be discovered in all seasons

This main greenway of the department of Eastern Pyrenees links Perpignan to Thuir. Passing through the city and a countryside with magnificent views, this periurban path is particularly quiet, pleasant and favourable for hiking and sport. As a result of a project which is aimed at reusing a railway line, the path was designed and implemented by the General Council of the Eastern Pyrenees. It was then supported by local collectivities whose territory is crossed by the route. This partnership resulted in the "ownership" of the greenway by the local population and its maintaining by municipalities.

With exceptional sites all along the path (for example, an old mill, a chapel from the X^e century, typical Roussillon villages), cultural heritage is developed and country products are promoted.

The project designers insisted on security and high quality services. Special care has been taken for security at crossings with trunk roads (otherwise users are totally isolated from each other), high-level infrastructure has been built, surroundings are cleaned, users are given much information, etc.

(.../...)

Length :	15 km
Width :	3 m
Surface :	coated macadam
Average gradient :	1 %
Towns and areas crossed :	Perpignan, Toulouges, Canomes, Ponteilla, Llupia, Thuir
Users authorised :	non-motorized users except horse riders
Kind of usage :	leisure and tourism, daily trips
Investment value :	800 000 euros
Facilities offered to users on the greenway :	information and utilities centres at each end, car park, totems as markings, catering and accommodation in villages and rural gites.

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PISTE CYCLABLE 2 - Grand Duchy of Luxembourg

Crossing a marvellous landscape along a restored railway line

In the "Petite Suisse", the region most popular with tourists in the Grand Duchy of Luxembourg, this cycle path leaves from Beidweler and joins Echternach. On a disused railway, the path allows users to discover rock formations, typical of the region, and to access to plateaus offering splendid views of the valley.

This wide and quite flat route, is favourable to sustainable tourism and is particularly adapted to family activities. Indeed, people of any age come and enjoy the quiet and natural environment of the track which is also very safe (a tunnel was built underground to allow users to cross a trunk road).

Initially, this greenway was built, from 1982 to 1986, as part of a programme aimed at fighting unemployment generated by the crisis in the seventies. However, its main function is now to safeguard and develop the Luxembourg railway heritage and history, for inhabitants and visitors (within a programme aimed at restoring old stations on the track to convert them into gites, chalets, pubs, hotels or shelters).

Length :	19 km
Width :	2,5 m
Surface :	concrete and asphalt
Towns and areas crossed :	Beidweiler, Rippig, Hemstal, Zittig, Bech, Consdorf, Scheidgen, Echternach
Users authorised :	cyclists, walkers
Kind of usage :	leisure, tourism
Investment value :	500 000 euros
Facilities offered to users on the greenway :	cafés, tourist spots all around, camping sites, chalet, shelters, playground.

Organisation name :	ENTENTE SIT DE LA REGION DU MULLERTHAL
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Site :	www.mullerthal.lu

CYCLE PATHS PASSING THROUGH THE ATTERT VALLEY - Grand Duchy of Luxembourg



Development of the railway and environment heritage in a valley of the Grand Duchy of Luxembourg

In west Luxembourg, these ways have been developed on two disused railways which run across most of the Attert Valley through a quality and varied environment. They are now part of the national cycle path network and offer a great opportunity in a country where most people practice cycling.

The initiators and builders of the project preserved former railway structures and equipment along the path. Old stations have been restored. Among them, the station of Noerdange houses the Jhangeli museum ("Jhangeli" was one of the railway). These greenways thus enhance the disused railway heritage.

These cycle paths also permit municipalities to link up in the valley and allows tourists to discover the region by an environment-friendly transport means.

Length :	34 km
Width :	2,5 – 3 m
Average gradient :	2 – 20 (5) %
Towns and areas crossed :	municipalities of the Attert Valley
Users authorised :	non-motorised users
Kind of usage :	leisure, tourism, daily trips
Investment value :	1 860 000 euros
Utilities offered to users on the greenway :	Jhangeli museum, picnic areas, playgrounds, informations boards, benches.

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LA PISTE VERTE - France



A new attraction in the Volcano Nature Reserve

The reuse of a disused railway gave birth to the current greenway in the region of Auvergne.

The technical aspects of the path have been designed to satisfy all users (width, easy riding, quality surface, low gradient, optimal security).

In addition, the infrastructure stands out through the development of buildings reminding the former function of the track. This wish to remember the previous function of the path dictated the facility style of resting areas, for example, of intersections, combining security with aesthetics.

In the heart of the Volcano Nature Reserve, a region which is popular with tourists, the reuse of the disused railway constitutes a new and environment-friendly attraction. Indeed, the greenway is an opportunity for anyone to discover the hilly territory and its big open spaces through a route which is quite flat for the region.

(.../...)

Length :	3,8 km
Width :	3 m
Surface :	coated macadam
Average gradient :	2,5 %
Towns and areas crossed :	Ydes
Users authorised :	cyclist, rollers, walkers, impaired-mobility persons
Kind of usage :	leisure, tourism, daily trips
Investment value :	365 000 euros
Facilities offered to users on the greenway :	rest area, sanitary facilities, tourist information, bike and roller renting.

Organisation name :	COMMUNAUTE DE COMMUNES SUMENE-ARTENSE
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VOIE VERTE QUESTEMBERT-MAURON - France

A greenway developed to fulfil users' needs to the maximum

This multi-purpose greenway runs along the track of the Questembert-Mauron disused railway line and crosses half Brittany from north to south and nearly all the territory of Morbihan. It is a real opportunity to discover different rural landscapes and agricultural heritage.

The path infrastructure is exemplary. Users enjoy comfortable facilities : adaptation of bridges roadways to the path itself, security systems, signage, specific development where the way crosses densely trafficked roads, etc.

This greenway suits all kind of users due to its varied surfaces. Cyclists and roller-skaters can ride on a wide, fast route, of asphalted concrete, and pedestrians can walk on a narrow and soft track made of sand.

This route has created a large environmental operation. The twelve municipalities crossed by the route turned to the departmental authority to set up the greenway. The Morbihan General Council fulfilled a federative function and took charge of the building of the greenway. Thanks to this territorial cohesion, the way contributes to tourist, economic and social development in Brittany and Morbihan.

Length :	53 km
Width :	5 m
Surface :	asphalt and sand tracks
Average gradient :	very low
Towns and areas crossed :	the Morbihan (12 municipalities)
Users authorised :	walkers, cyclists, rollers, impaired-mobility persons
Kind of usage :	sport, leisure, daily trips
Investment value :	3 500 000 euros
Facilities offered to users on the greenway :	cfr supra

Organisation name :	CONSEIL GENERAL DU MORBIHAN
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URBAN "RAVEL" IN LIEGE - Belgium

A greenway for the inhabitants of Liège !

This RAVel (autonomous network of slow paths) is the result of the restoration, started in 1989 by the Hydraulic Ways Department of Liège, of disused towpaths and landing embankments along the right bank of the River Meuse. The restoration resulted from the desire of Liège inhabitants to get access to the riverside roads again. This had been made impossible since the building of four-lane roads along the river.

This realisation falls within the framework of other actions : the campaign "Give back the River Meuse to Liège inhabitants" and the "RAVEL in Wallonia".

A distinctive feature of this greenway is that it is equipped with ingenious footbridges that permit users to bypass road bridges without having to go back up to the road.

While bringing citizens closer to the waterway, this urban RAVel favours the development of the natural heritage and the discovery of high-quality architecture. It is also a secure and continuous walk which is of great benefit for anyone as regards health and well-being.

Length :	4,8 km
Width :	2 – 3 m
Surface :	concrete coblestones
Déclivité moyenne :	0 %
Towns and areas crossed :	Liège, right bank of the River Meuse
Users authorised :	non-motorized users
Kind of usage :	leisure, tourism, daily trip
Investment value :	8 105 000 euros
Facilities offered to users on the greenway :	bike renting, tourist ships coming alongside, bus service, proximity of interesting sites, links to the centre of town.

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RETE DELLE VIE VERDI - Italy

A network of multipurpose greenways as part of a real environmental process

The development of a greenway network took shape within the framework of the urban quality and sustainable development programme launched by the Region of Emilia-Romagna and the Province of Modena. The routes go across plains and hills through a 100-kilometre long network. They run along waterways, on disused railways or cut across land.

The outstanding feature of this project is that it led different sectors of the public services (transport, mobility, environment, tourism, sport, culture, agriculture, ...) to cooperate with each other in order to set up a network of multipurpose greenways. It fulfils two objectives : on one hand, creating a greenway network for pedestrians and cyclists, used for leisure or as periurban link, and promoting thus non polluting means of transport ; on the other hand, developing an ecological network to protect and improve biodiversity, and making local users, students and tourists aware of the natural environment.

Further actions are undertaken in order to promote the Rete delle Vie Verde : television programmes, exhibitions, leaflets, guided excursions for students, cycle rides, talk meetings, ...

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VÍA VERDE SANTANDER-MEDITERRANEO - Spain



A peri-urban and very accessible greenway leading to World Heritage Sites

This very accessible disused railway line is part of a network of routes which cuts across the region of Burgos and lead into its historical centre.

Burgos, an economically dynamic city which is pleasant and endowed with lots of green spaces, has a wonderful heritage in art and monuments. Three sites have been declared as World Heritage by Unesco : the cathedral, the Route to Santiago and the Sierra de Atapuerca. Users can get to them through the greenway. The path allowed the revitalisation of public spots which had been abandoned by giving them back a function and inserting them into the urban fabric through linking roads.

In order to exploit the way to the maximum, many regional and local collectivities (neighbouring collectives, environmental groups and open air activities associations, among others) joined together and concluded cooperation agreements, making partnership mode and actions easier.

Length :	3,2 km
Width :	20 m
Surface :	asphalt and a granular part
Average gradient :	0,5 %
Towns and areas crossed :	rustic surroundings of the town
Users authorised :	all, except horse riders and motorised engine
Kind of usage :	leisure, tourism, daily trips
Investment value :	185 260 euros
Facilities offered to users on the greenway :	hike, bike ride, rest areas, tables, benches, bike park.

Organisation name :	AYUNTAMIENTO DE BURGOS
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VÍA VERDE DE LA SIERRA - Spain

A route combining protected natural areas and railway heritage through varied landscapes

Situated between Cadiz and Sevilla (Andalusia) along the Jerez-Almargen disused railway line, this greenway links up now Puerto Serrano and Olvera. Along the path, users find a great variety of landscapes, protected natural areas and historic buildings.

The implementation of the greenway led to the renovation of the historic heritage lying all along the path. On a short distance (36 kilometres), 4 stations and several tunnels and viaducts have been restored to their original state. An old station in Olvera, for example, fulfils the function of greenway front door for users coming from Malaga. The renovated stations are real tourist assets and offers many services to users (for example, restaurants and hotels). These railway heritage rehabilitations really fit into local context.

Length :	36 km
Width :	5 m
Average gradient :	3 %
Towns and areas crossed :	Olvera, Coripe, Puerto Serrano

Organisation name :	FUNDACIÓN VÍA VERDE DE LA SIERRA
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VIA VERDE DEL TAJUÑA - Spain



A peri-urban greenway connecting to public transport

In the southeast of the Community of Madrid, in the Comarca de las Vegas (area of fertile plains), this greenway cuts across the river Tajuña valley on the major part of the Via del Tren de Arganda and of the Via del Tren de los 40 Dias. The greenway presents a series of different landscapes : a light slope on one side and a steep one on the other, farmlands typical of the "Vega", fields of almond and olive trees, Mediterranean woods, etc.

The setting up of the greenway contributed to sustainable development in the area through the creation of jobs, directly (people in charge of maintaining the path) and indirectly (thanks to tourist expansion). In this context, old stations were converted into restaurants, museum or information centres. Given that the greenway has been highly advertised, tourists flock in the regions crossed by it, and local bodies promote regional characteristics while highlighting possibilities of hikes and tourist rides. An increasing interest in popular culture has also been noticed (processions, patronal fêtes and so on).

The distinctive feature of the path is its connection to public transport : the greenway will be an extension of the metro line which links Madrid to Arganda. The aim was to create a network that you could access to by metro in order to increase the number of users on the greenway. This parallel building of a leisure way and a big public transport infrastructure is a first in Europe as regards intermodality.

Length :	34 (+14 km)
Width :	3 m
Average gradient :	1 %
Towns and areas crossed :	Morata, Perales, Tielmes, Carabaña, Orusco, Ambite
Authorized users :	cyclists, walkers, wheelchair users
Kind of usage :	leisure, tourism, daily trips
Investment value :	2 464 034 euros
Facilities offered to users on the greenway :	recreation areas (benches, tables, garbage can, fountains, swings, bike parking), parking utilities (including for handicapped people), signalling, information on the fauna and flora

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