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Strategy and guidelines on how to recover and transform unused greenways and abandoned railways into actively used sport infrastructure





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Abstract

This deliverable, developed under WP4 of the Sports in Greenways (SIGWAY) project, focuses on creating a comprehensive strategy, guidelines, and policy recommendations to convert unused or underutilized greenways and abandoned railways into actively used sports infrastructures. The primary objective is to promote outdoor sports activities by transforming these neglected spaces into vibrant areas for physical activities, thereby contributing to the local economy, enhancing sports field employability, and raising awareness of environmental issues and circular economy practices.

The methodology involved extensive analysis and collaboration among project partners, focusing on the needs and challenges identified through stakeholder consultations and focus groups. The document provides strategic recommendations tailored to different stakeholders, including local public administrations, municipalities, and sports agencies. It addresses key challenges such as the complexity of legal frameworks, the necessity for coordinated governance, and the need for infrastructure support services.

Specific recommendations are made for territories with abandoned railway tracks, emphasizing the importance of legal processes, ownership issues, and phased action plans for infrastructure transformation. For areas with existing greenways, the focus is on dynamization strategies to increase usage and enhance the attractiveness of these routes for sports and outdoor activities. The deliverable also includes practical examples and best practices derived from the project's pilot actions and previous research phases.

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1. WHAT ARE GREENWAYS

The Erasmus + project Sigway aims to promote sport and healthy leisure activities outdoors by stimulating sports activities offered in greenways and potential greenways, while raising awareness on environmental issues and circular economy. Moreover, Sigway aims at enhancing sports field employability and local economies.

“Greenways are communication routes reserved exclusively for non-motorised journeys, developed in an integrated manner which enhances both the environment and quality of life in 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. In this respect, canal towpaths and disused railway lines are a highly suitable resource for the development of greenways.” Lille Declaration, 12 September 2000

The SIGWAY project focuses on greenways of railway origin due to the reuse of old railway infrastructures as an example of new uses and circular economy.

The origin of the Greenways programmes has been to avoid the loss of railway heritage and to maintain public ownership. The continuity of the whole line is essential, fragmenting the line by selling the land in sections is a serious problem, because it is not possible to establish continuous itineraries.

Thanks to the Greenways, the maintenance and recovery of railway infrastructure and heritage, in particular bridges and tunnels, is carried out, which would not be done without this use.

Greenways are an ideal infrastructure for active mobility, active leisure and everyday sports, and sustainable tourism.

The European Parliament has included the transformation of disused railways into greenways as a recommendation for sustainable tourism.

Although there is no specific source and it is not possible to know the total number of km precisely, we estimate that there are around 100,000 km of disused railway tracks, of which approximately 15-20% have been converted into greenways, so there is great potential for growth at European level.



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BENEFITS OF GREENWAYS

Disused railway tracks are of great interest to the territories through which they pass, due to their great potential for active and safe mobility, and outdoor physical activity. Greenways are spreading throughout Europe and there is a growing demand from the territories for the transformation; new local initiatives (eg Ruzomberok /Slovakia) or ambitious regional programs (West Pomerania/ Poland) reflect this interest.

However, railways are part of the public domain and have complex legal regulations for their transformation. When undertaking the transformation, it is essential to have knowledge of the legal process, the cost, and the foreseeable deadlines of the transformation, especially when there are large infrastructures integrated into the abandoned railway lines (viaducts, tunnels, stations...).

The transformation should integrate the preservation and enhancement of railway heritage with the incorporation of active mobility solutions for daily commuting, leisure activities, sports, and sustainable tourism.



2. OBJECTIVES

The main objective of this WP4 is to provide a strategy to promote the recovery of unused or low used existing greenways, that mainly go through rural areas and create guidelines to transform abandoned railway infrastructures into greenways with sport use potential for outdoor activities (hiking, cycling routes) and other purposes.

The first phase of the SIGWAY project focused on an analysis of the situation of current and potential greenways, as well as sports and physical objective activity practices, and best practices (BPs) in countries represented in the consortium. Potential greenways, or greenways to improve, were also identified and included in the Interactive Map of Potential Greenways, along with its characterization. The next phase was dedicated to the realisation of sports programmes, training, proposals and realisation on the ground through pilot actions, leading to the creation of an innovative sports programme addressed to different target groups (seniors, women, youth, and families), available online.

Based on the previous findings, and the sport program carried out, this final phase of the project has as its main objective to provide a strategy and guidelines on how to recover and transform unused greenways and abandoned railways into actively used sport infrastructure, with recommendations for railway transformation, that will be essentially addressed to rural municipalities and sport agencies that want to enhance their sport offerings through greenways.



3. METHODOLOGY

The consortium has made a full analysis of the findings in previous phases (WP2 and WP3) in order to create the strategy and recommendations. The work has been organized in different phases. After the research done in WP2, each partner has analyzed the common needs of their chosen 3 unused railways that should be changed in order to create greenways, and included in the Interactive Map of Potential Greenways National report template of abandoned railways (T2.2.1). In some cases, in view of the progress made throughout the project, a new greenway has been incorporated because it has a greater potential for transformation, in the cases of Slovakia and Greece, where the partners throughout the project have been able to contact municipal authorities interested in the transformation of abandoned railway tracks into greenways, not identified in the initial phase of the project.

For this purpose, a form (T4.1) was designed that includes a guide of questions aimed at identifying the needs of potential greenways in general and, in particular, those that the project partner had identified and mapped in the previous phase, facing their possible transformation as greenways. It also included some explanations and comments to help members with the next task of organizing the focus groups.

After the organization of the Focus groups with stakeholders, each partner prepared a report with the inputs on needs and proposals obtained in the meetings. Local stakeholders and also representatives from other European countries participated in the meetings, derived from the European scope of the EGWA to promote a greater impact of the project.

The focus groups have also served to raise awareness of the interest of greenways, inform local authorities /representatives of the benefits of greenways who, in some cases, didn't know, and make it very clear to the stakeholders that in no case is it intended to close active train railways, but to transform those abandoned railway lines into greenways as a perfect scenery to promote sport and physical activities.

We have worked collaboratively between all partners. EGWA, as greenways expert and activity leader, has guided this part of the project, preparing the common templates that the partners have completed, and ANCE, leader of the WP, prepared the summary of the deliverable that summarizes the needs.

Once the needs were identified, the partnership moved on to the strategy and guidelines phase on how to recover abandoned railways and low used greenways and turn them into active-use sports infrastructure.

This strategy is based on the recommendations of the project partners for carrying out activities /actions mentioned or inspired by the focus groups, to address the challenges identified, and convert unused (or low used) greenways into actively used sports infrastructure.

The proposed actions are inspired by actions or best practices identified in the previous phases of the project, in the focus group meetings, or in the own knowledge of the partners. The proposals have been compiled in a new form and are aimed at responding to the needs identified in the previous phase, and taking into account all the previous phases and what was learned throughout the entire project. This document includes details of the type of activity/action to improve the use of greenways and provides essential data to guide potential stakeholders in the implementation of this recommendation. They also include references to the previous phases of the project and BPs already carried out with a similar orientation that can serve as a guide for the implementation of said proposals.

Each of the partners has made three proposals for specific activities, linked to the needs raised in the focus groups, to transform and dynamize greenways, current or potential, that may be of interest to municipalities/organizations that already operate in the territory. These proposals are also linked to their own experience and the activities that these organizations carry out.

The fiche identifies the type of organization necessary to implement them and what different entities can contribute. The recommendations are aimed at different types of stakeholders, mainly local public administrations.

The request for proposals was open to carrying out different kind of activities, such as organizing sports activities, walking, or cycling; raise awareness about the interest of reconversion and disseminate the benefits of greenways in municipalities or groups, such as local associations, schools...; visits to other greenways to raise awareness of conversion potential; create some material to disseminate the greenway and the opportunities it offers, and thus facilitate outdoor activities; collaborate with a local group to carry out periodic actions or specific campaigns for cleaning, tree maintenance; inform about the greenway transformation process and greenway financing opportunities.

In the proposals, a reference is made to the possible cost and where to obtain financing. It should be noted that it is essential to know which programs can help with financing, but it is even more important to really know how to access these funds in practice; not simply in general. The compilation of proposals has been carried out in two phases. In the first phase, partners were asked to make a proposal for actions by theme and aimed at different target groups, prior to their development. After this first summary list of activities, some proposed actions were replaced with new ones to avoid duplication and cover a new topic of interest not initially considered. Once the proposal for actions has been confirmed, each of the partners has developed their content.

The objective is that these concrete action sheets can serve as a guide to different stakeholders for their implementation or inspiration for actions in their territory to transform unused (or low used) greenways and abandoned railways into actively used sport infrastructure. The specific proposals are included in the annex, with the details of the project partner making the proposal.



4. OVERVIEW OF THE RECOMMENDATIONS BASED ON THE FOCUS GROUPS CHALLENGES AND SUGGESTIONS

4.1 CHALLENGES / NEEDS

The main needs mentioned by stakeholders in the focus groups that can be considered a general problem, and to which the recommendations are directed, are the following:

- lack of knowledge of how to start these projects (lack of expertise and a lot of bureaucracy); difficulty in finding the owner of the route or areas around
- lack of coordination between the municipalities involved, which may affect the implementation of the project or the greenway maintenance
- the lack of common governance that means that maintenance, information and promotion is divided by sections of the greenway depending on the administrative limit, with unequal involvement on the part of the different municipalities, which implies poor comprehensive promotion and maintenance of the entire greenway
- lack of use and need to dynamize and promote greenways to be attractive for sports and outdoor activities
- lack of services to enjoy the greenway, in particular the lack of bike rental points, the difficulty of accessing the greenways and the need for a private car, lack of services such as cafes/bar/accommodation in the surrounding area, all of which are factors that determine the use of the greenway
- the main concern of the participants was securing funding for both the revival of existing greenways and the conversion of abandoned railway lines into greenways
- wrong use of the paths, as some routes might be used for agricultural purposes (tractors) and be damaged; sometimes complicated territories, which can suffer by ravines and flooding.

Greenways are transport infrastructures for non-motorised use that bring great benefits to nearby municipalities. They represent a great asset for the territories through which they run, but they require a minimum of support services for their use, information, and promotion, otherwise, they are neither known nor used, and the objectives of their investment in terms of use and job creation are not achieved. The creation of the infrastructure alone does not achieve the effects of dynamisation of the territory if it is not accompanied by useful information to make them known, the existence of services and equipment that allow their better use, for example, bike rental, the organization of transfers, leisure activities, accommodation, cafés, which make their use easier for different types of users, and the organisation of sport and tourism activities.



4.2 RECOMMENDATIONS TO MAKE GREENWAYS MORE ACTIVE

The recommendations on how to transform unused (or low used) greenways and abandoned railways into actively used sports infrastructure respond to these aspects: the need for support services, and joint governance that allows the maintenance, information, dynamization, and promotion of the entire greenway globally, to put in value the opportunities they offer. Also, the financing needs to carry out these actions, to make the greenways more active and get the most out of them. The proposals of the project partners are also linked to the knowledge acquired in SIGWAY, and to the own experience and objectives of the organizations that propose them, which are linked to a large extent to the sports field.

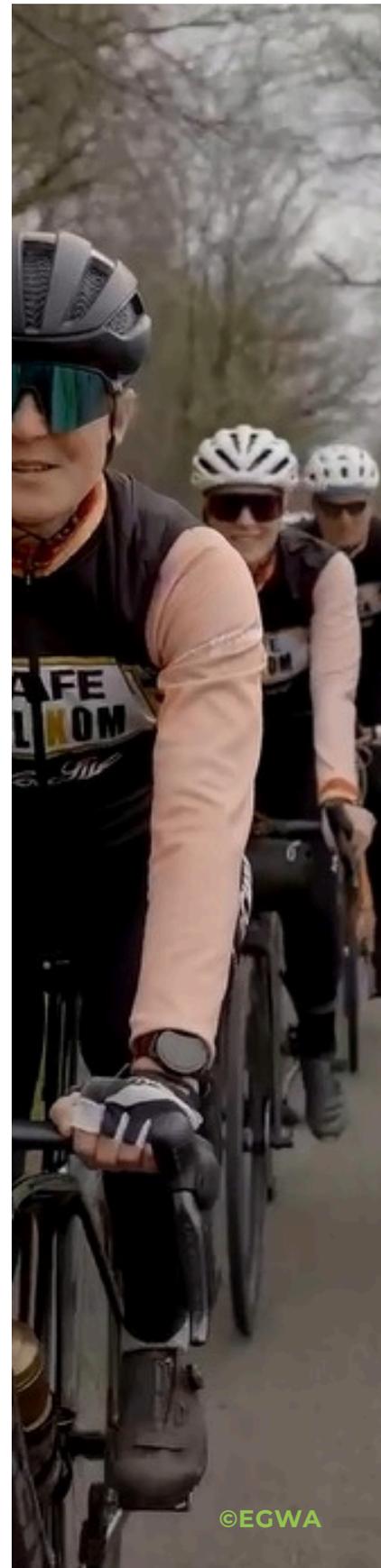
The recommendations vary between very concrete actions with a relatively simple implementation and others of a more strategic nature. These latter bring an ambitious and creative vision but are more complex in their implementation, which requires a prior assessment applied to the specific territories where these actions may be implemented, although they provide valuable principles of action to be taken into account.

It is also necessary to distinguish between recommendations concerning potential greenways, in territories that have unconverted abandoned railway tracks, and territories that already have the infrastructure in place, the actual greenways. The recommendations are different, although the strategy to dynamize greenways is valid for both types of territories, and it is very important to take it into account from the beginning of the transformation process.

4.2.1 Territories that have abandoned railway tracks/potential greenways.

In the case of entities that have disused railway infrastructure, the first thing is the transformation into a greenway. The recommendations (sheets included in the annex) include specific training on this topic, and technical visits to learn first-hand about aspects of infrastructure construction, governance, and all those aspects of interest to achieve “active greenways”.

A key issue for the transformation of old railway tracks into greenways is the process of obtaining ownership/rental or transfer of the land by the railway companies, which are the vast majority of the owners of the abandoned railway lines. It is a complex process, but it is an essential requirement to be able to carry out its transformation into a greenway.



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Moreover, the following aspects and main phases must be taken into account for the conversion of an abandoned railway line into a greenway:

- ✔ Legal aspects in relation to owners, in particular the railway property manager.
- ✔ Phases of action on infrastructure and buildings:
 - Drafting of the Feasibility Study (Local/Autonomous Government - contracting of an engineering company). Identification of the patrimonial situation of the track is essential, as are the legal conditions in the territory.
 - Availability of land and real estate (railway company/private owners/public administrations - local/regional/national).
 - Construction project drafting (local/regional/national administration - contracting engineering company) .
 - Execution of infrastructure works (National/regional/local administration/construction company).
 - Rehabilitation and management of stations (Local/regional/regional government).
 - Management and maintenance of the greenway (Local/Regional Administration) Maintenance can also be financed by the National Administration, eg . In Spain the Ministry in charge of Rural Development (MAPA) does so in some cases. In Ireland the Ministry of Transport has created a specific fund for the maintenance of greenways.
 - Information and Promotion (Local/regional/national administration, associations in the territory and international e.g. EGWA).
- ✔ Recommendations
 - Project governance, including consultation during the project phase for the implementation of the greenway; inform and gather opinions from the local community and potential users.
 - Develop good and clear technical specifications. Maintenance should be an integral part of the design process (type of pavement, drainage, vegetation) as the project conditions the subsequent maintenance, e.g. type of trees with roots that can damage the pavement, at the edge of the greenway; planning since the beginning with universal accessibility criteria; including the integration of environmental aspects and the consideration of the greenway as green infrastructure.
 - Take governance into account from the beginning for the promotion and comprehensive management of the infrastructure, and in this way, achieve the best results and return on investment.
 - Incorporation of monitoring systems, depending on the characteristics and length of the greenway.
 - Involvement of all stakeholders that make up the greenway ecosystem, public and private.

4.2.2 Entities that already have the infrastructure created

In the case of entities that already have the greenway, the recommendations focus on maintenance, governance, promotion and "dynamization" which refers precisely to the organization of activities to involve the local and visiting population, make the most of the local greenway, and have the appropriate equipment and services that favor its use. This is especially important when management and maintenance are shared between several municipalities or different public administrations, for which common action is essential, but often does not exist, as has been reiterated in the focus groups to detect needs. All recommendations for already transformed greenways are also useful for those starting the process.

The specific recommendations made by the partners to transform unused (or underused) greenways and abandoned railways into actively used sports infrastructure cover several areas and address various objectives in a single action.

1 Sports and outdoor activities, organized on a regular basis, are linked to strengthening local involvement to give the greatest use to greenways. This is one of the requests made by the participants in the pilot activities carried out in the previous phase, who have highly valued the sports activities implemented in the field and have repeatedly requested that this type of activity be carried out on a regular basis.

It is the recommendation with the largest number of proposed activities, in line with the objective of the project and the participating organizations, mostly oriented to sports and the outdoors.

Proposals for regular activities such as guided walking tours, bike tours, with workshops in nature for different groups – seniors, children, inclusive activities for people with reduced mobility, or for people who may have a chronic illness. Aimed at schools, such as teaching sports classes on greenways; and also classes to learn to ride a bicycle aimed at children.

Weekend bike tours, as an active leisure activity combined with other activities such as concerts with DJs, to involve a younger audience interested in these activities. Regular, targeted walks of adapted length for people with chronic illnesses requiring daily physical activity (blood pressure, sugar, overweight, heart, cancer recovery, etc.), promoted by health centers.

Sports activities combined with sports contests, and the recommendation to offer prizes for local products, to also publicize and promote local production. The installation of sports facilities near greenways, to encourage sport among people of different ages, where practitioners can meet spontaneously, is another recommendation to increase the use of greenways. Similar to that included in phase I of the BP in Belgium.

One of these regular walk proposals has already been implemented in Slovakia, through the collaboration of the project partner with the Unity of Pensioners of Slovakia and the Slovak Nordic Walking Association to organize weekly walking groups and fitness sessions for seniors. The creation of this partnership derives from the great reception of one of the pilot actions, whose participants requested the implementation of this activity on a regular basis. It is clearly an example of the sustainability of the project that has generated new activities and actors in physical and sports activities thanks to the SIGWAY project.

Acroyoga jam sessions in “Parque de Invierno” (the starting point of Fuso’s Greenways Pilot activity has already happened twice after the Pilot activity and the group will keep meeting once/twice a month when the weather allows). Moreover a regular group of Acroyoga classes has started after the pilot activity.

All these activities also promote socialization and interaction between participants, with the positive effects that this entails. Having fun through sports practice is one of the motivations cited by the participants in the pilot activities, to carry out group activities.

In addition to the well-known benefits of outdoor physical activity outdoor activity is increasingly important for eyesight, especially for children and young people, to cope with the increase in myopia due to continued use of screens.

The proposed activities considered in this block, included in the annex, are the following:

NAME OF THE ACTION	PROJECT PARTNER
“Walking 4 health” in cooperation with a health center	
Active Seniors on Greenways: Weekly walking and fitness sessions	
Build sports facilities around the greenway	
Cycling classes for children	

NAME OF THE ACTION	PROJECT PARTNER
<p>Organizing competitions in different sports and fitness levels with local prizes</p> <p>Organizing regular community events, such as guided hikes, cycling tours, and nature workshops</p> <p>School Physical Education Classes at the Greenway</p> <p>Sport & Music in greenways</p>	   

2 The **maintenance** of greenways that allows their safe and unobstructed use, by bike and on foot, along the entire itinerary is a fundamental aspect, and one of the challenges raised in the focus groups. Stakeholder focus groups have highlighted the need for better maintenance routines and wider pathways to accommodate various sports activities, thus converting underused greenways into vibrant recreational infrastructures.

- The maintenance of greenways with the support of local and European volunteers, which also involves physical action by participants in tasks such as cleaning, is one of the specific recommendations. Two actions have been proposed, one aimed at a potential greenway in Slovakia, and the other of a broader nature also through European volunteering.
- In the case of Slovakia, it is proposed to Increase the maintenance frequency to monthly intervals, ensuring the usability for a variety of sports activities such as cycling and jogging and the pathway expansion, for Pálffyho štreka greenway

The activities proposed by the partners and considered in this block are the following:

NAME OF THE ACTION	PROJECT PARTNER
<p>Monthly Maintenance and Pathway Expansion for Pálffyho štreka Greenway</p> <p>Promoting national and EU voluntary programs in Greenways</p>	 

These proposals also involve direct contact between participants, with the advantages that socialization implies, as already mentioned.

3

Promotion and dynamization, including community engagement. The proposals also cover a wide variety of activities,

- Dynamization workshops to promote the creation of new services and employment, where the main stakeholders of the territories involved participate. The creation of new services such as bike rentals, transfers, coffee shops, and accommodations that can welcome bicycle users is a must to make the most of the greenway.
- Integration of greenways into the local tourism offer, and creation of tourist packages linked to greenways as comprehensive proposals for action, that involve infrastructure, (community engagement) local involvement, and organization of specific events.
- Promotion of greenways through collaborative campaigns, linked to the organization of specific activities, such as races, which also serve to demand the creation or improvement of greenways, forming part of broader proposals.
- Attracting greenways through art, including the organization of creative events and outdoor activities, with all types of artistic manifestations, are other recommendations to promote physical activity and community engagement.
- Local involvement and collaboration between stakeholders through concrete activities is the specific objective of one of the proposals for making the most of greenways, and is the general guiding principle of all recommendations.

The activities proposed by the partners and considered in this block are the following:

NAME OF THE ACTION	PROJECT PARTNER
Encouraging partnerships between local stakeholder and organization	
Including the Greenway or the abandoned railway in local tourism packages	
Promoting greenways through collaborative campaigns	
Transforming sections of greenways into art installations	
Workshops /meetings for the dynamization of greenways	

4 Governance - Capacity Building

The proposal includes the organisation of technical visits to benchmark greenways, to learn first-hand about best practices, with a view to adapting them later in their territories.

- Technical visits to greenways, which allow direct knowledge of governance models for coordination between different administrations that act on the greenways, and which allow coordination with the necessary resources to make the most of the greenways. This is the specific activity framed in this block, although it should be noted that the vast majority of the proposed actions have a governance component, as they require / demand the involvement and local participation of the different stakeholders in the territories

NAME OF THE ACTION	PROJECT PARTNER
Technical visit to greenways	

5 Transport

Favouring access to greenways by public transport, and safe and accessible infrastructure, is another recommendation, and a basic principle systematically recalled. To this end, actions are proposed that integrate information with digital means, for the location and tracking of itineraries, and for access by public transport with information on transport modes and timetables in real time; in addition to recommendations for the improvement of public transport and infrastructure itself, in particular last mile access to greenways. It also includes the promotion of active mobility through the consideration of greenways as transport infrastructures suitable for active mobility for everyday use, and for tourism.

The activities proposed by the partners and considered in this block are the following:

NAME OF THE ACTION	PROJECT PARTNER
Improve accessibility to greenways by integrating public transportation	
To enhance sustainable mobility through the use of the greenway/former railway	

6 Funding

This is a key aspect mentioned in the stakeholder focus groups, both for the transformation itself and for maintenance and revitalization. A specific action has been proposed, and all the fiches also include a reference to possible sources of funding. It should be noted, however, that accessing these funds implies experience and expertise that is often not available to small municipalities, and external assistance is usually necessary to obtain the funding. The principle of sharing information and experiences in order to obtain funding for greenway projects is at the basis of the proposal 'Forming a Collaborative' Cluster for EU Funding and initiatives Development, with the creation of a communication and exchange of ideas tool (online platform).

NAME OF THE ACTION	PROJECT PARTNER
Forming a Collaborative Cluster for EU Funding and Initiatives Development	

7 Promoting rural development, through the creation of a friendly sports and recreational hub for digital nomads, an innovative proposal, that takes as an example experiences in other countries and contexts, the interest of digital nomads in sport and the outdoors, and having equipment to enjoy this way of life daily.

It should be noted that most of the proposals presented and framed in the different blocks have an impact on local development, favouring the activity and revitalization of the greenways and, consequently, of the territories through which they run, most of which are rural and largely depopulated.

NAME OF THE ACTION	PROJECT PARTNER
Creating a Digital Nomad-Friendly Sports and Recreation Hub	

8

A way to approach transformation or dynamization with a methodology that involves actors from different sectors through the Quadruple Helix Approach, is suitable for multilateral partnerships based on research and innovation, ensuring that the final outcome is impactful for all parts of society. This orientation is a strategic principle for transformation and is the object of the following proposal:

NAME OF THE ACTION	PROJECT PARTNER
Adapting a Quadruple Helix Approach to Transform an Abandoned Railway Track into Sports Infrastructure	

These are the 22 concrete proposals structured in blocks, made by the project partners on the basis of the needs identified by the stakeholders in the focus groups, and which have been noted throughout the project. They are inspired by the previous phases, and bring the vision of new actors for the promotion of greenways, as some of the partners were not aware of the ‘greenways’ initiative at the beginning of the project. Thanks to the SIGWAY Sport on Greenways project, they have become new prescribers convinced of the interest that greenways represent for sport, active leisure and sustainable tourism, which have a very important implication in the creation of employment for active leisure activities.



© OTI Slovakia & Slovak Nordic Walking Association

5. RECOMMENDATIONS ON HOW TO CONVERT UNUSED (OR LOW USED) GREENWAYS AND ABANDONED RAILWAYS INTO ACTIVELY USED SPORTS INFRASTRUCTURES, STRUCTURED FOR DIFFERENT STAKEHOLDERS.

- Identifying, where appropriate, disused railway tracks in their territories and undertake plans for their transformation.
- Building more greenways for locals and tourists, integrating inter-modality and accessibility options.
- Consult/involve stakeholders from the beginning of the transformation project.
- Include greenways in their tourism and infrastructure offer for sports and active leisure, with useful information and organization of sport, environmental, cultural events (...).
- Install sports equipment in the vicinity of greenways, and guarantee their safe connection – by walking, cycling, or public transport to facilitate non-motorized access as much as possible, safely.
- Promote, in collaboration with sports associations and clubs, the organization of regular sports events, and specific actions on greenways.
- Organize greenway revitalization workshops aimed at companies and potential entrepreneurs that can offer services on greenways (eg . bike rental, cafes, bike friendly accommodations, ...)
- Developing and implementing a Sustainable Urban Mobility Plan, integrating greenways for active mobility.
- Promote/finance projects for access to greenways and other routes with similar characteristics with public transport, offering digital information.
- Call for specific aid for associations that promote the development and promotion of greenways for the organization of sports and active leisure activities on a regular basis.

Regions and local authorities

Associations, particularly those in the sports field

- Promote regular sports and active leisure activities on greenways in collaboration with local entities and interest groups.
- Create a group/campaign of stakeholders for the transformation of a railway line into a greenway in its territory, in case it is not transformed, to spread interest in the project and lead the transformation; and/or for the dynamization and support for the maintenance of the road in the event that the infrastructure already exists.



- Support the dissemination of greenways and the services they have in the information they provide to their clients (eg. disseminate information in bars, hotels, restaurants, etc.)
- Promote the activity of sports clubs that can make use of them and organize at their seat the meeting point for the start and end of the activity.
- Set up new services for greenways users.
- Tour operators, should include the greenway or the abandoned railway in local tourism packages

Private companies and potential interested parties

Schools

- Use greenways for outdoor classes. Organize teaching activities on greenways (eg sports, nature, geography classes)
- Organize classes to learn to ride a bike for schoolchildren
- Organize weekend excursions (or other duration) by bike on greenways and non motorised routes, in collaboration with associations in the territory, including entertainment activities e.g. concerts, games etc.

- Identify, where appropriate, disused railway tracks in their territories and undertake plans for their transformation.
- Carry out the transformation of old disused railway infrastructure into Greenways.
- Launch calls for specific aid for the implementation, development and promotion of greenways, addressed to regions, municipalities and local associations.
- Consider greenways as sports infrastructures, for active leisure and sustainable tourism.

State



- Integrate greenways into the European bicycle strategy as infrastructure for active mobility; for sustainable tourism and within the framework of the new Urban mobility (see * below).
- Promote and recommend accessible connection through non-motorized infrastructure in transport infrastructure projects with European funds.
- Promote accessibility for non motorised users in the construction of new infrastructures.
- Promote European training and sports through EU projects.
- Support to local associations that promote active mobility in the territory through safe and accessible infrastructure such as greenways, for daily use, active leisure, and tourism.

EU

Railway companies

- Give preference to the transformation of disused railway infrastructure as greenways (EP recommendation – tourism strategy), and of old stations and buildings as services and support equipment. Recommendation also for other owners of the disused railways eg mining and forestry).
- Avoid fragmentation of the disused lines (eg sale of sections), and monitor them to avoid illegal occupations that prevent or hinder the transformation.
- Facilitate the connection of stations with greenways; installation of ramps / bicycle stairway to access the platforms by bike.
- Facilitate the installation of bicycle rental entities in train stations.
- Schedules available online and conditions for traveling by bike. Digital info in real time, also necessary for other modes of transport.
- Allow bikes on trains easily.
- Information on conditions and tickets for transporting the bike on the train



6. FINANCING

6.1 References on cycling policy, active mobility, greenways, useful for applying for European funds.

 See the informal meeting of Transport Ministers on 3 and 4 April 2024, bringing together all European transport ministers, which was preceded by a high-level meeting on rail on 2 April, resulted in the [Brussels Declaration on the mobility of tomorrow](#). This Declaration calls on the European Union to take the following steps during the next legislature:

- Make rail transport the backbone of European mobility
- Unlock the full potential of active mobility and cycling at European and national level

 See European Parliament resolution of 16 February 2023 on developing an EU cycling strategy ([2022/2909\(RSP\)](#))

- The resolution considers that cycling should be recognized as a fully-fledged mode of transport.
- The EP calls on the Commission to develop a specific European cycling strategy with the aim of doubling the number of Km cycled in Europe by 2030.
- It encourages regional and local governments to significantly build safe, segregated and accessible cycling infrastructure. (as greenways)

 See [European Parliament resolution of 25 March 2021 on establishing an EU strategy for sustainable tourism \(2020/2038\(INI\)\)](#),

·Art 44 Calls on the Commission to encourage the reconversion of disused railway lines, by supporting greenways on former railway lines, (...)

 See [European Parliament resolution of 9 May 2023 on the new EU urban mobility framework \(2022/2023\(INI\)\)\(C/2023/1058\)](#)

- Request for Safe infrastructure for active mobility
- Art 55 ...when building or upgrading the TEN-T infrastructure in urban nodes due consideration should be given to enabling cycling;



6.2 Guides and useful information on financing

6.2.1 Funding: [New online Guide on EU funding for tourism](#)

The new 'Guide on EU funding for tourism' highlights the wide range of funding programs relevant to the tourism ecosystem included in the new budget, Multiannual Financial Framework 2021-2027, and Next Generation EU.

This online guide comes with new EU programs working towards a more sustainable, inclusive and digital EU economy. The guide gathers information on EU funding sources with the highest potential to support investments in tourism.

It focuses on practical questions.

- Who can apply?
- Which actions are supported?
- What kind of funding is available?
- The user-friendly guide contains links to the relevant EU programmes' websites that publish the latest developments on annual work programs or calls for proposals and technical details per programme . Finally, it points to examples of good projects co-funded by EU funds in the past. Financing guide for tourism, as a transversal activity with very varied lines in which actions related to greenways and activities for their revitalization can be integrated.

6.2.2 Financing in Greenways

Documents of interest on greenway financing prepared within the framework of the European [Interreg Europe project Ourway](#) (PreservatiOn and promotion of cUltural and natural heRitage through GreenWAYS), with proposals for specific activities, based on the general and specific objectives included in the regional development plans of the regions.

EU Funding for greenways in the next Multiannual Financial Framework (2021-2027)
[Summary English](#) [French](#) [Spanish](#)

This part was prepared by EGWA / Mercedes Muñoz Zamora as part of the Deliverable D15. Strategy and guidelines on how to recover and transform unused greenways and abandoned railways into actively used sport infrastructure



Introduction

This Annex corresponds to the D4.2 Strategy and guidelines on how to recover and transform unused greenways and abandoned railways into actively used sports infrastructure. Each partner will present three (3) recommendations for actions inspired by the focus groups with stakeholders that took place in April - May 2024. These actions address the challenges identified, and convert unused (or low used) greenways into actively used sports infrastructure.

List of Recommended Actions by the SIGWAY Partnership

Name of the action	Project partner	Main target group of the action	Type of action
Building a greenway on an abandoned railway track		Public authorities, private sector, railway companies, associations	Greenways Implementation
Walking 4 health" in cooperation with a health center		Community and all people interested in this type of activity	Sports and outdoor activities
Active Seniors on Greenways: Weekly Walking and Fitness Sessions		Stakeholders and Community engagement	Sports and outdoor activities
Build sports installations around the greenway		General public for the use, stakeholders, governance and funding bodies for the installation and maintenance	Sports and outdoor activities
Cycling Classes for Children		Community, Parents and Children	Sports and outdoor activities
Organise competitions in different sports and fitness level with local prizes		Sport organisations, people that practise sports at a high physical level local businesses,	Sports and outdoor activities

Organize regular community events, such as guided hikes, cycling tours, and nature workshops		Sport associations and Community engagement	Sports and outdoor activities
School Physical Education Classes at the Greenway		Stakeholders and Community engagement	Sports and outdoor activities
Sport & Music in greenways.		Stakeholders/ Musicians/ local business, young people, youth hostels...	Sports and outdoor activities
Monthly Maintenance and Pathway Expansion for Pálffyho štreka Greenway		Public authorities	Maintenance
Promote national and EU voluntary programs in Greenways		Stakeholders and Community engagement	Maintenance
Encourage partnerships between local stakeholder and organisation		Public authorities; local associations;	Promotion and dynamization
Include the Greenway or the abandoned railway in local tourism packages		Public authorities; local travel agencies	Promotion and dynamization
Promote greenways through collaborative campaigns		Public authorities; local associations; citizens	Promotion and dynamization

Transform sections of greenways into art installations	 INNOVATIVE EDUCATION CENTRE	Public authorities; local associations; museums	Promotion and dynamization
Workshop /meetings for the dynamization of greenways	 ASSOCIATION LOGO	Public authorities, private sector, local associations, and all interested people	Promotion and dynamization
Technical visit to greenways	 ASSOCIATION LOGO	Public authorities, private sector, 3rd sector	Governance; capacity building
Enhance accessibility to greenways by integrating public transportation	 INNOVATIVE EDUCATION CENTRE	Public authorities; local associations; Local Transportation entities , IT solutions	Transport; active mobility
To enhance sustainable mobility through the use of the Greenway/ former railway	 TREKKIFY	Public authorities; local associations; Local Transportation entities	Transport; active mobility
Forming a Collaborative Cluster for EU Funding and Initiatives Development	 A.N.C.E. Athens Network of Collaborating Experts	Regional Development Authorities, Public Authorities, Environmental Groups, NGOs	Financing
Creating a Digital Nomad-Friendly Sports and Recreation Hub	 A.N.C.E. Athens Network of Collaborating Experts	Local Authorities, Remote Workers, Local Businesses, and companies that allow remote working	Fostering rural development
Adapting a Quadruple Helix Approach to Transform an Abandoned Railway Track into Sports Infrastructure	 A.N.C.E. Athens Network of Collaborating Experts	Academia, Industry, Local Government, and Civil Society	Approach to transformation

Recommendations for actions on how to convert unused (or low used) greenways and abandoned railways into actively used sports infrastructures

ACTION 1

CREATING A DIGITAL NOMAD-FRIENDLY SPORTS AND RECREATION HUB

The inspiration for this particular recommendation arose during the Focus Groups with Stakeholders in Greece. Among other topics, the discussion also turned to the incoming tourism that a greenway can attract, as well as the dominant trend in recent years of digital nomads. Adapting a greenway to a target group, such as digital nomads who seek athletic and creative activities, can significantly benefit the local community as well as the digital nomads themselves.

OBJECTIVES

- To attract digital nomads and remote workers to the greenway.
- To increase the utilization of the greenway by making it a multi-functional space.
- To promote sustainable energy solutions through the use of solar-powered infrastructure.
- To foster a sense of community among digital nomads and local residents



DESCRIPTION OF THE CONTENT OF ACTION 1

OPEN-AIR CO-WORKING ZONES

ACTIVITIES

- Developing dedicated co-working areas along the greenway
- Equipping these zones with sturdy tables, comfortable seating, and high-speed Wi-Fi.
- Sheltering these areas with pergolas or other forms of shade to make them comfortable in various weather conditions

IMPLEMENTATION AND RESOURCES NEEDED

- Conducting site surveys to identify suitable locations.
- Collaborating with Wi-Fi providers and furniture manufacturers.
- Designing and constructing shaded structures like pergolas

POSSIBLE DIFFICULTIES

- Ensuring weather-resistant materials and reliable Wi-Fi connectivity
- Securing funding for initial setup and ongoing maintenance

SOLAR-POWERED CHARGING STATIONS

ACTIVITIES

- Installing solar-powered charging stations at regular intervals along the greenway
- Ensuring the stations can power laptops, smartphones, and other devices

IMPLEMENTATION AND RESOURCES NEEDED

- Partnering with renewable energy companies for installation
- Conducting regular maintenance to ensure functionality

POSSIBLE DIFFICULTIES

- High initial installation costs
- Regular maintenance to ensure continuous operation

COMMUNITY AND NETWORKING EVENTS

ACTIVITIES

- Organizing regular meetups and networking events specifically for digital nomads
- Including sports tournaments, wellness workshops, and social gatherings
- Offering fitness classes, yoga sessions, and sports workshops for various levels
- Partnering with local businesses to offer discounts and set up pop-up stalls

-

IMPLEMENTATION AND RESOURCES NEEDED

Collaborating with local fitness instructors, event planners, and businesses

Promoting events through digital and physical channels

Providing logistical support and ensure participant safety

POSSIBLE DIFFICULTIES

- Coordinating event schedules and managing logistics
- Ensuring consistent participation and engagement

STAKEHOLDERS

Promoter Organizations: Local government development and tourism boards

Supporting Organizations: Technology Companies, Renewable Energy Providers, Local Businesses, Community Groups, Sport Organizations



TIMEFRAME

Site Preparation and Setup => 8 months

- Conducting site surveys and obtain necessary permits
- Designing and constructing of co-working zones and shade structures
- Installation of Wi-Fi infrastructure and outdoor furniture



Infrastructure Installation => 6-8 months

- Partnering with renewable energy companies for solar panel installation
- Installation of solar-powered charging stations along the greenway

Ongoing Events and Maintenance

- Organizing and promoting community events (ongoing)
- Monitoring usage, gathering feedback, and making improvements as necessary

INDICATIVE COSTS

Up to 100.000 €



Potential Funding Sources: Government grants and subsidies for sustainable development, Sponsorships from technology and renewable energy companies, Revenue from local business partnerships, EU Funding Programmes: Horizon Europe, LIFE, Interreg Europe, European Regional

EVALUATION

Evaluation Methods

- Tracking the number of visitors using co-working zones and charging stations across the greenway
- Conducting surveys with users to gather feedback on satisfaction and suggestions
- Monitoring attendance and engagement levels at community and networking events
- Assessing the economic impact on local businesses
- Measuring the reduction in carbon footprint through solar energy use and waste management practices

Success Metrics

- High utilization rates of co-working zones and charging stations
- Positive feedback and satisfaction ratings from users and local businesses
- Increased community engagement through sport events and workshops
- Sustainable maintenance practices and minimal downtime for facilities
- Successful integration of digital nomads into the local community

RESOURCES

<https://swiss-nomad-valley.com/>

<https://madeiraeastcoasters.com/>



ACTION 2

ADAPTING A QUADRUPLE HELIX APPROACH TO TRANSFORM AN ABANDONED RAILWAY TRACK INTO SPORTS INFRASTRUCTURE

The inspiration for this recommendation arose during the Focus Groups with Stakeholders in Greece. While discussing ways to transform an abandoned railway line into a greenway, participants emphasized the necessity of adopting a method that involves actors from different sectors. The Quadruple Helix Approach is suitable for multilateral partnerships based on research and innovation, ensuring that the final outcome is impactful for all parts of society.

OBJECTIVES

- To transform an abandoned railway track into a vibrant, multi-use sports infrastructure
- To foster innovation and sustainable development through collaboration among academia, industry, government, and civil society
- To enhance community well-being by providing accessible and inclusive sports and recreational facilities



DESCRIPTION OF THE CONTENT OF ACTION 2

COLLABORATIVE RESEARCH AND DEVELOPMENT (R&D) INITIATIVES

ACTIVITIES

- Establishing joint R&D initiatives to explore innovative designs and materials for converting railway tracks into sports facilities
- Conducting studies on the best practices for creating multifunctional sports areas
- Developing sustainable solutions for maintaining the infrastructure, such as eco-friendly surfaces and lighting

IMPLEMENTATION AND RESOURCES NEEDED

- Facilitating workshops to identify R&D priorities and potential partners
- Securing funding from EU programmes like Horizon Europe or national research grants
- Allocating resources for project management, technical support, and evaluation

POSSIBLE DIFFICULTIES

- Aligning diverse stakeholder interests and objectives
- Securing long-term funding and sustainability for R&D initiatives

INNOVATION HUBS AND LIVING LABS

ACTIVITIES

- Establishing innovation hubs and living labs along the converted track to serve as testbeds for new sports technologies and solutions
- Providing infrastructure, including co-working spaces, sports labs, and demonstration areas
- Encouraging collaboration through networking events, sports challenges, and innovation competitions

IMPLEMENTATION AND RESOURCES NEEDED

- Identify suitable locations and partner with local stakeholders for facility setup
- Equipping hubs with necessary technology, equipment, and access to high-speed internet
- Developing structures and guidelines for usage and collaboration

POSSIBLE DIFFICULTIES

- Ensuring sustained engagement and participation from stakeholders
- Overcoming logistical challenges in setting up and managing innovation spaces

POLICY DEVELOPMENT AND ADVOCACY

ACTIVITIES

- Collaborating with government agencies and local/regional authorities to develop policies that support the transformation of abandoned railway tracks into sports infrastructure
- Advocating for regulatory frameworks that incentivize private sector involvement and community engagement
- Engaging civil society through public consultations, workshops, and educational campaigns on the benefits of sports and active living

IMPLEMENTATION AND RESOURCES NEEDED

- Conducting policy analysis and research on best practices for transforming railway tracks
- Formulating policy recommendations and draft legislative proposals
- Building partnerships with advocacy groups and local communities to support policy implementation

POSSIBLE DIFFICULTIES

- Navigating bureaucratic processes and political dynamics
- Ensuring alignment with regional and national development goals



STAKEHOLDERS

Promoter Organization: led by academia or a consortium involving universities and research institutions.

Supporting Organizations: Industry Partners, Government Agencies, and Civil Society Organizations

TIMEFRAME

Initiatives Preparation => 8 -10 Months

- Formulating initiatives' theoretical framework and seeking for funding
- Establishing partnerships and finalizing initiatives' scope

Implementation and Development => 16-18 Months

- Conducting R&D activities, feasibility studies, and prototype development
- Set up innovation hubs and living labs

Policy Development and Advocacy => Ongoing

- Engaging in policy dialogue and advocacy efforts
- Monitoring policy implementation and assessing impact



INDICATIVE COSTS

250.000 – 300.000 €

R&D Initiatives & Prototyping => 150.000 €

Innovation Hubs and Living Labs Setup => 100.000 – 150.000 €

Potential Funding Sources

EU programmes such as Horizon Europe for R&D

Regional development funds for infrastructure setup

Public-private partnerships and industry contributions for innovation hubs



EVALUATION

Evaluation Methods

- Tracking progress of R&D projects and prototypes developed.
- Measuring adoption and impact of innovations in the sports infrastructure.
- Assessing policy changes and regulatory impacts on sustainable development.
- Survey stakeholders for feedback on collaboration and outcomes.
- Monitoring economic, environmental, and social indicators of success.



Success Metrics

- Number of collaborative R&D initiatives initiated and completed
- Innovation uptake and scalability of solutions developed
- Policy influence and alignment with regional development goals
- Stakeholder satisfaction and engagement levels
- Economic benefits and job creation resulting from innovation hubs and policy advocacy

RESOURCES

<https://www.alliesandmorrison.com/projects/londons-olympic-legacy>

<https://www.thehighline.org/>

https://research-and-innovation.ec.europa.eu/funding/funding-opportunities/funding-programmes-and-open-calls/horizon-europe_en

ACTION 3

FORMING A COLLABORATIVE CLUSTER FOR EU FUNDING AND INITIATIVES DEVELOPMENT

This recommendation arose during the Focus Groups with Stakeholders. The main concern of the participants was securing funding for both the revival of existing greenways and the conversion of abandoned railway lines into greenways. Therefore, the formalization of a partnership (cluster) and the creation of a communication and idea exchange tool (online platform) are deemed extremely necessary.

OBJECTIVES

- To secure EU funding to transform underused rural greenways or abandoned railways into active sports infrastructure
- To create a collaborative cluster of stakeholders to increase the initiative's attractiveness and chances of funding
- To establish an online platform to facilitate communication, information sharing, and initiatives' management among stakeholders.



DESCRIPTION OF THE CONTENT OF ACTION 3

CREATION OF A COLLABORATIVE CLUSTER

ACTIVITIES

- Identifying and engaging potential cluster members, including local and regional authorities, NGOs, academic institutions, businesses, and community groups
- Organizing initial meetings to establish the cluster, define roles, and set common goals
- Developing a strategic plan outlining the cluster's objectives, action items, and funding targets

IMPLEMENTATION AND RESOURCES NEEDED

- Conducting outreach to potential cluster members through meetings, workshops, and networking events
- Formulating a Memorandum of Understanding (MoU) to formalize the cluster
- Allocating resources for cluster coordination and management, including a dedicated project coordinator

POSSIBLE DIFFICULTIES

- Aligning diverse interests and objectives of cluster members
- Ensuring sustained commitment and active participation from all stakeholders

ESTABLISHMENT OF AN ONLINE PLATFORM

ACTIVITIES

- Developing an online platform to serve as a central hub for project management, communication, and information sharing
- Including features such as a document repository, discussion forums, event calendars, and funding opportunity alerts
- Providing training for cluster members on how to use the platform effectively

IMPLEMENTATION AND RESOURCES NEEDED

- Hiring a web development team to design and build the platform
- Conducting user testing and gathering feedback to refine the platform
- Launching the platform and providing ongoing technical support and maintenance

POSSIBLE DIFFICULTIES

- Ensuring user engagement and consistent use of the platform
- Managing technical issues and providing timely support

STAKEHOLDERS

Promoter Organization: Regional development agency or local government

Supporting Organizations: Local Governments, Universities, Businesses, Industry Partners, NGOs, Community Groups, Sports Agencies, and Tourism Boards



TIMEFRAME

Cluster Formation and Online Platform Development => 8-10 Months

- Outreach and engagement of cluster members
- Development and launch of the online platform

INDICATIVE COSTS

30.000-50.000 € Initial Set Up & 10.000 € annually for the platform's maintenance

Cluster Coordination and Management
 Online Platform Development and Maintenance

Potential Funding Sources: National and regional development grants, Contributions from cluster members and industry partners, EU programmes such as Horizon Europe and ERDF



EVALUATION

Evaluation Methods

- Monitoring engagement and activity levels on the online platform
- Assessing the effectiveness of the cluster in facilitating collaboration and achieving common goals
- Gathering feedback from cluster members and stakeholders on the process and outcomes



Success Metrics

- User engagement metrics on the online platform (e.g., logins, posts, document downloads)
- Stakeholder satisfaction and feedback scores
- Economic, social, and environmental impact indicators of the funded projects (e.g., increased greenway usage, community health improvements, sustainability practices adopted)

RESOURCES

<https://errin.eu/>

<https://www.interregeurope.eu/>

ACTION 1

SPORT COMPETITIONS WITH LOCAL PRIZES IN GREENWAYS

Type of recommendation

Outdoor activity

Tourism

Stakeholders engagement

Rural development

Community engagement

This idea comes from the first phases of the project, research and good practices, where we found out about a great initiative organised by “Montes de Hierro Greenway” in Basque Country where they raffle local products baskets.

We reaffirmed it is a good idea from the focus group discussions where key stakeholders pointed out the necessity to involve local businesses and the possibilities these sport activities bring to reinforce tourism

DESCRIPTION OF THE CONTENT OF ACTION 1

SPORT COMPETITIONS IN GREENWAYS

ACTIVITIES

Organise competitions in different sports and fitness levels where the prizes are local products (baskets of local products/ hotel night/ dinner/lunch in a local restaurant)

Optional activity: appropriate related sport activities/ workshops for locals. Affordable in terms of fitness to motivate locals to start or continue practicing those sports (even if it's not at a competition level).

OBJECTIVES

Hold sport competitions in Greenways

Promote sport and physical activities among community organising workshops related to the competition but more affordable for the general public

Involve local producers, businesses and companies with the prizes since they will also have more public buying/ using their products/ services.

STAKEHOLDERS

Sport organisations, sport institutions, federations, people that practice sports at a high physical level.

Local producers, businesses and companies.



TIMEFRAME

The activity can be held in half a day or a full day.

INDICATIVE COSTS

It depends on the type of sport competitions and if there's extra funding/ volunteering support.

We recommend considering these possible costs : Event organizers, travel and accommodation costs for organizers and coaches and participants if apply, workshop leader cost, prizes for the material, infrastructure and logistic costs, security and health team if necessary.



SUCCESS METRICS

Informal feedback to attendance, I will measure the estimated amount of people that the event has brought to the Greenway to calculate the impact also for local businesses.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

https://enkarterrialde.eus/Actualidad/v%C3%ADa_verde_te_premia



ACTION 2

SPORT AND MUSIC IN GREENWAYS

Type of recommendation:

Promotion

Outdoor activity

Tourism

Stakeholders engagement

Rural development

Community engagement

In one of the sessions with the stakeholders, when we did a brainstorming of what young people are interested about, their passion for music came to the table. And different ideas came along.

DESCRIPTION OF THE CONTENT OF ACTION 2

SPORT AND MUSIC IN GREENWAYS

ACTIVITIES

Organise an outdoor sport event/ physical activities on Greenway routes and combine it with outdoor music concerts, music contests or mini festivals.

Possible music activities:

- dj session and a route at night on a greenway
- life concert on a sunset and yoga.
- lively/and dancy concert in the daytime for families

OBJECTIVES

- Promote physical activities, as well as healthy and cultural leisure in Greenways
- Bringing music fans closer to sport and vice versa
- Promote local musicians/DJs/singers
- Fostering local tourism and restoration

STAKEHOLDERS

Stakeholders/ Musicians/
Musicians/ school of music/ professional artist
local businesses, young people, youth hostels, youth
associations, local tourist offices



TIMEFRAME

This activity would take at least 3 hours and in the case of a mini festival it could even be a couple of days.

INDICATIVE COSTS

We recommend considering these possible costs:

- Musicians
- Sound equipment and technicians
- Sport activity leaders
- Dissemination and promotion cost
- Security & health team (if required)



SUCCESS METRICS

To see number of attendance and informal feedback from participants and attendants.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

<https://www.horajaen.com/2022/06/12/concierto-de-jazz-en-la-via-verde-del-aceite-para-dar-mas-valor-a-este-itinerario-turistico-deportivo/>



ACTION 3

BUILD SPORTS INSTALLATIONS ALONG THE GREENWAY

Type of recommendation

Outdoor activity

Greenway implementation

Maintenance

Governance

Stakeholders engagement

Rural development

Community engagement

Health

Inspired by the Parkour installation area in the Greenway we visited in Slovakia during the Sport Training for Trainers

DESCRIPTION OF THE CONTENT OF ACTION 3

BUILD SPORTS INSTALLATIONS ALONG THE GREENWAY

ACTIVITIES

Build sports installations around the greenway (table tennis/ Calisthenics/ exercise machines for seniors/ pump track or skatepark/ parkour installation).

Equipped areas with night lights and recycling bins. It would be a good idea to also provide a water fountain for potable water.

STAKEHOLDERS

Stakeholders, governance and funding bodies and professional installation companies for the installation and maintenance.

General public, municipality and sport coaches and organisation to dynamise the use,

To have volunteers for the construction and maintenance can reduce considerably the cost.





TIMEFRAME

This construction work will take weeks

INDICATIVE COSTS

The installation of calisthenics by professionals can be around 10-15k. To have volunteers for the construction and maintenance can reduce considerably the cost.



SUCCESS METRICS

To have new installations for the public in the Greenway. To measure the amount of people extra visiting the Greenways and doing more sport or physical activities regularly.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

FB Page of the Cyklokorytnicka Greenway:

https://www.facebook.com/p/CykloKorytni%C4%8Dka-100067415981066/paipv=0&eav=AfYalvWehkTVrxqCeg_7Oj48aeH8bjnFBaJ4vqWCZNnt-8D6mxSjBjXAFyIGAlvaFgk&_rd



ACTION 4

PROMOTE NATIONAL AND EU VOLUNTARY PROGRAMS IN GREENWAYS

Type of recommendation

Information

Promotion

Outdoor activity

Greenway implementation

Maintenance

Governance

Stakeholders engagement

Rural development

Community engagement

Funding opportunities

During the focus group stakeholders mentioned the lack of personnel and funding to keep Greenways alive once they have been built. Therefore, the idea of bringing structured volunteering inspired us of doing capacity building activities/workshops for local organisation to host EU volunteers through the ESC programme (in which I have been personally involved for many years through EVS and ESC). This became an idea for a follow up project for SIGWAY.

DESCRIPTION OF THE CONTENT OF ACTION 4

PROMOTE NATIONAL AND EU VOLUNTARY PROGRAMS IN GREENWAYS

ACTIVITIES

Promote national and EU voluntary programs in Greenways on abandoned railways/ unused Greenways boost dynamism of activities and maintenance.

Organising informative and supporting sessions for local organisations and municipalities to become hosting/ coordinating organisations for national/ EU volunteering programs.

OBJECTIVES

Promote national and EU voluntary programs.

Improve local organisations capacities.

Improve the human resources to keep Greenways alive and maintained.

Improve volunteering perception among communities.

Involve local schools for education/volunteering purposes

STAKEHOLDERS

Local associations/ organisations
Stakeholders and municipalities.
National Agencies for youth



TIMEFRAME

This is a long term activity and would last at least 2 years.
-Informative period 6 months
-Registering / applying 6 months
-Implementing the voluntary survive program 1 year

SUCCESS METRICS

Amount of sending/ receiving organisation registered for ESC
Amount of volunteers participating in the activities.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

https://youth.europa.eu/solidarity/mission_en



ACTION 1

FROM RAILWAY TO GREENWAYS. BUILDING A GREENWAY ON AN ABANDONED RAILWAY TRACK.

Type of recommendation

Training; Greenway implementation.

The creation of a greenway and the steps to be taken has been one of the issues raised throughout the SIGWAY project and in the framework of the focus group discussions.

One of the main issues has been the process to follow in order to obtain ownership or transfer of the platform/track by the railway companies, which are the vast majority of the owners of the disused railway lines. It is a complex process but it is an essential requirement to be able to carry out its transformation into a greenway.

In the case of entities that already have the infrastructure created, that already have the greenway, the interest focuses on maintenance, governance and promotion to make the most of the greenway, and have the appropriate equipment and services that favor its use. This is particularly important when management and maintenance is shared between several municipalities or different public administrations, for which common action is essential, and very often lacking.

DESCRIPTION OF THE CONTENT OF ACTION 1

FROM RAILWAY TO GREENWAYS. BUILDING A GREENWAY ON AN ABANDONED RAILWAY TRACK

ACTIVITIES

Feasibility Study (Local/Autonomous Administration - contracting an engineering company). The identification of the patrimonial situation of the track is essential.

Availability of land and buildings (railway company/private owners/public administrations - local/regional/national)

Construction Project Drafting (local/regional/national administration - engineering company)

Execution of infrastructure works (National/regional/Local Administration/construction company)

Rehabilitation and management of stations (Local/regional administration)

Management and maintenance of the greenway (Local/Regional/National Administration)

Information and Promotion (Local/regional/national administration, associations in the territory and international e.g. EGWA)

OBJECTIVES

The objective of the course is to give a global vision of the main benefits and challenges involved in the transformation of an old railway line into a greenway; informing on the main administrative and technical phases, with special attention to the legal procedure, to obtain ownership or transfer of the platform/track, the associated infrastructure (bridges, tunnels, old stations) and easements;

Likewise, the recommendations for maintenance, information, dynamization, which refers precisely to the organization of activities to involve the local and visiting population, promotion and governance, in order to make the best use of the new infrastructure.

RECOMMENDATIONS

Project governance, including consultation from the project phase for the implementation of the greenway; inform and gather opinions from the local community and potential users.

Develop good technical specifications. Maintenance must be an integral part of the design process. Likewise, integration of environmental aspects and the consideration of the greenway as green infrastructure.

Incorporation of monitoring systems, depending on the characteristics and length of the greenway.

Involvement of all stakeholders that of the greenway ecosystem, public and private.

STAKEHOLDERS

Organization: Public authorities, potential promoters of the transformation into a greenway. Other types of entities, public or private, interested in the transformation, including citizen associations.

Speakers: experts with experience in greenway programs and transformation of old railway tracks into greenways.

Who is it addressed to? Public authorities, potential promoters of the transformation; Railway companies that own the railway lines to be transformed; public entities and local associations (environment, mobility, leisure, sports practice) potential users (eg schools, sports centers); private sector (bike rental, accommodation, restaurants, transfer, ...)



TIMEFRAME

A basic course: 2h. 1 or 2 speakers with an overview of the entire process.

INDICATIVE COSTS

Preparation 3-5 days depending on prior knowledge.

Travel and maintenance, if necessary.

Promotion and dissemination costs; rental room; technical means.

Funding sources: Erasmus program; Leader projects.

The block of the 3 proposals could be the subject of a proposal for integrated training in the transformation and revitalization of greenways to be financed within the framework of Leader programs. Own regional and national local administrations. Private funds e.g. foundations linked to the environment.



SUCCESS METRICS

Evaluation of participants. Questionnaire / Direct questions to participants.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

Information on conferences and presentations related to greenways:

[European Greenways Association](#) several resources from workshops and events; in particular [European Greenways Conference 2019](#) - including docs of the presentations and videos.

Technical guides:

[Belgium/Wallonie RAVel](#) ; and [Docs Voies Vertes Chemins du Rail](#)

[France](#)

[UK Sustrans](#)

Spain : [Vías verdes](#) and [accessibility](#)

[Italy](#)

Europe / EGWA [Greenways & heritage](#)



ACTION 2

WORKSHOP FOR THE DYNAMIZATION OF GREENWAYS

Type of recommendation

Training; Rural development; Tourism; Stakeholder engagement; outdoor activity

In several focus group meetings, the need to dynamise and promote the greenways in order to make them attractive for the practice of sports and outdoor activities has been mentioned. In addition, the need for support services and joint governance to enable the maintenance, information, dynamisation and promotion of the greenway as a whole, necessary to enhance the value of the opportunities offered by the greenway for its best use.

DESCRIPTION OF THE CONTENT OF ACTION 2

WORKSHOP FOR THE DYNAMIZATION OF GREENWAYS

ACTIVITIES

Presentation of the greenway, or greenway program, depending on the area to which the workshop is addressed: a specific greenway or provincial, regional or state greenways.

Reference material for the best use of greenways eg . Ireland. Examples of entrepreneurs linked to greenways, with special attention to sports and active leisure activities.

Some notable examples of companies and organizations linked to Greenways:

- Bike rental (Ireland-GWGW) / Oil Greenway collaboration with hotels as rental points.
- Sports activities, eg Greenways Marathon
- Tour operators; tour package providers eg . Vennbahn
- Transnational promotion: easy bike rental and bike accommodation friendly ; collection and delivery at different points of the route; Elba Czech Republic/Germany.

Visit to the greenway and opportunities for the creation of new services for residents and visitors (desirable, not essential, depending on the possibilities).

OBJECTIVES

The objective of the workshop/meeting is to inform and help participants understand the opportunities that creating a greenway presents to launch new local businesses and serve national and international visitors.

Presentation of reference examples of European greenways in terms of management, maintenance and promotion of these itineraries, which have various types of companies that facilitate their use (bike rental, tour operators, leisure and free time, cafes, accommodation, restaurants...). Concrete examples of the contribution of these greenways to the social and economic development of the territories they cross, and to the creation of employment at a local level based on the development of new outdoor sports activities, active leisure and sustainable tourism.

STAKEHOLDERS

Promoting organization: public administration responsible for the management, maintenance, promotion of greenways.

Speakers: promoters and managers of reference greenways in terms of leisure and tourism, and support for companies. Companies and other entities that have activity linked to greenways, eg. foundations, associations.

Who is it addressed to? To managers and technicians of municipal, supra-municipal and regional entities involved in the enhancement and management of ecotourism itineraries.

Tourism entrepreneurs and those linked to the organization of outdoor sports and leisure activities. Cafe/Pub/restaurant; accommodations; attractions in the GW area; potential entrepreneurs interested in starting or adapting businesses to the opportunity offered by greenways; associations for the promotion of greenways and sports practice.





TIMEFRAME

A morning or afternoon session. Preferably in the territory, combined with a tour along the greenway.

Advisable to hold a series of meetings, e.g. annually, to involve new stakeholders.

INDICATIVE COSTS

- ▶ Preparation costs 8-10 days (not continuous). It is necessary to start preparation 3-4 months in advance to have time to contact and confirm the speakers and for dissemination. Dissemination is essential to achieve the greatest participation
Communication costs
- ▶ Speaker fees.
- ▶ Travel for speakers, accommodation and food if necessary.
- ▶ The organization deadlines and consequently the organization cost can be significantly reduced if there is prior contact with speakers and knowledge of the green route(s) where the workshop will be held.
- ▶ Funding sources : Erasmus, Leader programme; other local, regional and national funds (linked to companies, job creation, tourism, and sports promotion). Private funds from foundations and associations.
- ▶ This action can be part of a larger project eg . related to greenways, or linked to tourism (sustainable, family, senior, accessible...), rural development, eg . Interreg , and Single Market Program (former COSME for competitiveness and support for SMEs and job creation.
[Guide on EU funding for tourism](#)



SUCCESS METRICS

- Evaluation of participants. Questionnaire / Direct questions to participants .
- Generation of new business or third sector initiatives in the territory, linked to the greenway;
(medium - long term)

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

Examples in Ireland.

Webinar making the most of your local greenway. Includes testimonials from entrepreneurs on the greenway; tools and tips to make the most of your local Greenway and ultimately get visitors to your business.

Video webinar;

and testimony of Travis Zeray, the owner of Clew Bay Bike Hire in Westport, Co. Mayo. He talks about how his business has been a huge benefactor of the Great Western Greenway and its importance to the local community

Example of dynamization seminars in Spain:

Portugal Meetings

Wallonie /Belgium



ACTION 3

STUDY VISIT TO A REFERENCE GREENWAY(S).

Type of recommendation

Training; Governance; promotion.

The creation, maintenance and revitalization of greenways to convert them into infrastructures for physical and sporting activity, and for widely used tourism, has been one of the topics raised throughout the SIGWAY project and particularly within the framework of the focus groups.

DESCRIPTION OF THE CONTENT OF ACTION 3

STUDY VISIT TO A REFERENCE GREENWAY(S).

ACTIVITIES

The field visit allows participants to learn in a very practical way about the infrastructure, management and organization of physical and sports activities; also about the activity and services offered by companies linked to the greenway. This is very useful for entities that do not know greenways in reality, and have no direct reference to what they are like and the opportunities they offer.

It is also very useful for organizations that already have experience, since the field visit allows them to exchange and learn about new BPs that can improve governance, planning, financing formulas, utilization and governance, and the implementation of new activities or adapt those made. It is also a formula to improve collaboration between participants (networking), coexistence and greater mutual knowledge create favorable conditions for the implementation of collaborative projects.

Description: The visit will include governance aspects, details of the implementation of the infrastructure; planning, maintenance and management; financing; dynamization and promotion.

Duration: recommended 2 days combining presentation and round tables in the room, with questions and answers, and tours and visits to establishments linked to the greenway,

Preparation:

- 1** Initial contact with managers of the greenway to visit, to show what topics you are interested in learning about.
- 2** Compilation of information about the greenway and best practices to learn.
- 3** Agenda Preparation included the BPs topics / selection of examples of interest to know. It will be adjusted depending on the profile of the participants. It is recommended to agree on the agenda with sufficient advance notice, with the possibility of making suggestions on the topics to be discussed.

Field visit:

Detailed agenda of activities that will consist of:

- Presentation sessions by representatives of the receiving greenway(s) and main stakeholders, on key aspects of the greenway. It will include the participation of companies that provide services pe . bicycle rental, organization of outdoor activities, combining different outdoor activities – eg . bike, canoes, hiking, environment...
- Visit by bike and/or walking to the greenway, and the main facilities, attractions, and service companies.

The receiving partner must propose the relevant staff and activities that allow acquiring detailed knowledge of the BPs that are presented and respond to possible questions from the participants with a good knowledge of the results, difficulties and errors, and recommendations.

It is recommended to prepare in advance a battery of questions about the BPs that may be of general interest.

Post visit:

The visit coordinator will prepare an aggregate visit evaluation report that will include an assessment of the potential application of BPs, compiled from the comments of each participant (e.g. business model, public-private collaboration; organization of activities). In addition to the assessment of the organization and logistics.

OBJECTIVES

The objective of the action is to provide in-depth and practical knowledge of good practices, on the ground, related to the governance and revitalization of greenways for their active use as infrastructures widely used for physical activity and sports practice. Know first-hand good practices that are applied in the greenway that it hosts, and be able to adapt them in the territories of origin of the participants.

STAKEHOLDERS

Organization promoting the activity: Public administration, or local development association, with responsibility for the promotion and management of greenways.

Who hosts the visit: representatives of the receiving greenway(s) and main stakeholders

To whom? Greenway managers, local and regional representatives of territories through which greenways run, service companies in the VV pe . bicycle rental, leisure and free time; also associations linked to the promotion of these green routes and the organization of outdoor activities.

Please note: the organization of these visits takes time, and it is not always easy to have the availability of the greenways they receive. The simplest thing is to do it through a cooperation project, such as INTERREG, whose objective is to share BPs that can be replicated in the participating territories. It could also be done through a Leader program in which these organizations participate.

In the event that it is not possible through a cooperation project, participation in associations, eg . among EGWA members encourages the visit.



TIMEFRAME



- ▶ Preparation of the visit approx.: 12-15 days (not continuous)
- ▶ Recommended duration of visit: 2 days
- ▶ Preparation in advance of about 3-4 months is recommended. The organization does not entail continuous dedication but it does entail consultations, waiting times for responses, and organization of travel and accommodation.
- ▶ These periods can be significantly reduced if the visit is made to a greenway with which there is prior contact and that does not require a long trip.

INDICATIVE COSTS

Preparation cost: hours of staff or external organizing entity.

Trips: accommodation; maintenance (depending on the number of participants). Venue and catering for the sessions in the room.

In the case of another country, take into account the language (translation). Transfers on the ground, and bike rental.

Information & publications. Communication costs. Insurance.



SUCCESS METRICS

- Evaluation form covering organizational and content aspects to be completed by each participant
- Evaluation report

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

[Ourway project Study visit to Murcia & Ireland](#)





ACTION 1

INCLUDE THE GREENWAY OR THE ABANDONED RAILWAY IN LOCAL PACKAGE TOUR

Type of recommendation

This recommendation is directly inspired by feedback and ideas generated during focus groups that our association carried out and during the piloting activities through different conversations with participants. The focus group highlighted the potential of integrating these former railways into local tourism offerings. They emphasized the benefits of promoting sustainable tourism and stimulating local economies by attracting visitors to explore the former railways.

DESCRIPTION OF THE CONTENT OF ACTION 1

INCLUDE THE GREENWAY OR THE ABANDONED RAILWAY IN LOCAL PACKAGE TOUR

ACTIVITIES

Develop package tours: to create tourism packages that may include guided tours, bike rentals, hiking trips, and cultural experiences along the greenways and railways.

Improve the infrastructure: upgrade the pathways to ensure safety and accessibility for all users, including installing signage, rest areas, and information boards.

Develop marketing campaign: launch a marketing campaign to promote these new tourism offerings through social media, travel blogs, and partnerships with travel agencies.

Foster Community engagement: involve local businesses, artists, influencers and cultural groups in the development of tourism packages to offer a unique and authentic experience.

Organize events and festivals: organize regular events such as bike races, and cultural festivals and sport events along the GW/abandoned railways.



OBJECTIVES

The objectives of this action are to increase the utilization of underused greenways and abandoned railways; to enhance local tourist offerings and attract more visitors; to promote sustainable tourism practices; to stimulate local economies through increased tourist activity.

RESOURCES NEEDED

Possible collaboration with tourism experts and local authorities to design attractive local package tours.

Funding for infrastructure improvements, marketing campaigns, and event organization.

Involvement of local guides, marketing professionals, and event organizers.

Development of a dedicated website or tour booking software or platform to provide information and facilitate bookings; Development of a mobile app, when there is the resources needed to maintain it

STAKEHOLDERS

- Local government and regional entities (Municipality): to lead the initiative and coordinate with various stakeholders.
- Tourism entities (e.g Info point of the area; tourism agencies; Tourist Infopoints, local Pro Loco): to help design and promote the tourism packages.
- Local businesses: To provide services such as bike rentals, guided tours, and refreshments.
- Cultural organizations: To offer insights and content for tours and events.
- Environmental organizations: to ensure the sustainability of the project.



TIMEFRAME

Medium-long term.

INDICATIVE COSTS

- The estimated costs depend on several factors that can be included.
- It is not possible without a feasibility study to determine the costs.





SUCCESS METRICS

- ▶ Package tours developed
- ▶ Visitor numbers: track the number of tourists using the greenways and railways.
- ▶ Economic impact: Measure the increase in revenue for local businesses and the overall economic boost to the area.
- ▶ Satisfaction surveys: Collect feedback from visitors on their experiences.
- ▶ Event attendance: Monitor participation in organized events and festivals.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

[Bike Tour Umbria: Greenway del Fiume Nera in e-Bike](#)

[Vivi la tua greenway delle valli resilienti](#) :Tourist package that includes 2 nights in hotel or farmhouse with breakfast, a typical experience and personalized road book

[Via Verde dei Trabocchi](#) experiences

[La Greenway del Lago di Como](#) : cultural trekking - between art and nature!

Discover the map of the Lago di Como Greenway [here](#)

[Greenways Italy](#) is a registered Tour Operator Company that provides food and wine experiences, active tours, and vacations. Based in a tiny medieval castle in the beautiful countryside of Umbria offers different experiences that combine enogastronomy with hiking tour..and much more.





ACTION 2

ENHANCE SUSTAINABLE MOBILITY THROUGH THE USE OF THE GREENWAY/ FORMER RAILWAY

Type of recommendation

The recommendation to improve sustainable mobility through the use of the Greenway/former railway was inspired by the insights gathered during the focus group and thanks to the involvement of different local entities during the piloting activities. Several key points emerged during the focus group sessions that directly inspired this recommendation.

DESCRIPTION OF THE CONTENT OF ACTION 2

ENHANCE SUSTAINABLE MOBILITY THROUGH THE USE OF THE GREENWAY/ FORMER RAILWAY

ACTIVITIES

The greenway concept has the potential to contribute significantly to urban sustainability, as it integrates the objectives of alternative travel with the protection of urban green spaces and the promotion of human health. Greenways can enhance urban areas by promoting sustainable transportation. According to Black sustainable transport is characterized by meeting present transportation and mobility demands without hindering future generations from fulfilling their own needs.

As highlighted in the abstract The Greenways as elements of land use and enhancement (Fulvia Pinto, Andrea Fossati) *Greenways enable the implementation of a policy focused on the restoration of built environments and the planning of mobility that "connects rather than divides," achieving a proper balance between different modes of transportation. The territorial density allows people to move on foot or by bicycle; proper planning connects people to their communities; and the diversification of transportation modes leads to reduced pollution. The concept of greenways goes beyond that of a simple bike path, encompassing aspects such as the enhancement of environmental resources, the promotion of sustainable development, the restoration of degraded landscapes, and the harmonious development of cities.*

Conduct feasibility studies to assess the potential for converting specific disused railways in greenways and engage with local communities through consultations to gather input and support for the projects.



- **Infrastructure development:** Construct multi different pathways suitable for walking, running, and cycling. Ensure these pathways are accessible to people with disabilities.
- **Sports facilities:** Install sports facilities such as basketball courts, soccer fields, tennis courts, and fitness stations along the greenways.
- Develop **clear signage** and wayfinding systems to guide users and provide information about the area's history, biodiversity, and facilities of the area
- Set up **rest areas** with benches, drinking fountains, and shade structures.
- Establish **bike rental points** and repair stations to facilitate cycling.
- Organize **sports events**, competitions, and community fitness programs to attract users.
- Develop **partnerships** with local schools, sports clubs, and community organizations to promote regular use of the facilities.

OBJECTIVES

The objectives of this recommendations are: encourage the use of greenways and former railways for non-motorized, sustainable transportation methods such as cycling, walking, and running; create accessible sports infrastructures that encourage physical activity and improve public health; ensure that the conversion of these spaces maintains and enhances local biodiversity and natural landscapes.

POSSIBLE DIFFICULTIES

Regarding this recommendation, we can consider the following difficulties that has been emerged also during the focus group:

- securing sufficient funding may be challenging;
- some community members may oppose the project due to concerns about changes to the local environment or increased traffic;
- ensuring that construction and increased human activity do not negatively impact local wildlife and natural habitats;
- ongoing maintenance and management require a sustainable funding model and dedicated resources.

STAKEHOLDERS

Municipalities(to ensure that the project aligns with local development plans and sustainable mobility strategies) and the public transportation entities (coordinate with the project to integrate new sustainable mobility options with existing public transportation networks)



TIMEFRAME

- Feasibility study (approx. 1 year)
- Funding research (approx1. year)
- Design (approx.2 year)
- Implementation

INDICATIVE COSTS

The estimated costs depend on several factors that can be included. It is not possible without a feasibility study to determine the costs.



SUCCESS METRICS

Number of visitors to the greenway.
Visitor Satisfaction Survey

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

<https://www.pistaciclabile.com/> It is a cycle path in the Riviera dei Fiori park. 24 km of the route: stages and municipalities, rental and refreshment points, places of historical and scenic interest, to discover the territory of the Riviera of Flowers. Download the map [here!](#)

[Valle brembana Greenway](#)

<https://viaverdedeitrabocchi.info/> for tourism, daily mobility and active leisure. Integrated in the planning the connection with public transport.

[GiraSile, la greenway del Parco del Sile.](#) Discover the map [here!](#)

Data base of the ferrovie abbandonate:
<https://www.ferrovieabbandonate.it/>

[The Atlas of Soft mobility in Italy:](#) to favour the sustainable mobility. Comment FYI: The idea of creating an Atlas of Soft Mobility was born within the [AMODO](#), a network of 29 associations that deal with the promotion of paths, cycle paths and greenways, local railways and tourist trains, villages, parks and landscapes, sustainable tourism. The centrality of the train in soft intermodality has made the collaboration with the railways strategic for its creation.





ACTION 3

ENCOURAGE PARTNERSHIPS BETWEEN LOCAL STAKEHOLDERS AND ORGANIZATIONS

Type of recommendation

The action took inspiration from the focus groups where participants emphasized the importance of creating strong networks among local stakeholders. Moreover, this topic came up during interactions with various local authorities involved in the pilot activities.

Through the creation of partnerships between different stakeholder, the project can tap into the local knowledge and expertise, ensuring that the converted spaces align with the community's needs

DESCRIPTION OF THE CONTENT OF ACTION 3

ENCOURAGE PARTNERSHIPS BETWEEN LOCAL STAKEHOLDERS AND ORGANIZATIONS

ACTIVITIES

The action involves creating partnerships between local stakeholders and organizations to convert abandoned railways and unused greenways into actively used infrastructures.

- Identify potential partners (local companies, tourism agencies, sports clubs, environmental entities etc.).
- Promote networking opportunities aiming different stakeholder during meeting or conferences or event.
- Create a mailing list to involve all the different stakeholder during events or initiative that can be organized in the Greenway.
- Provide a space or a dedicated email or a whatsapp group where stakeholders can share their concerns and suggestions.

OBJECTIVES

The objectives of this recommendations is to promote community involvement through initiatives organized collaboratively by different stakeholders

STAKEHOLDERS

Municipalities or a Proloco of the area (Pro Loco is a local association that promotes tourism, cultural activities, and the preservation of local traditions and heritage)



TIMEFRAME

Medium-long term.

INDICATIVE COSTS

The estimated costs depend on several factors that can be included. It is not possible without a feasibility study to determine the costs.





SUCCESS METRICS

-  Stakeholder satisfaction survey
-  Participants involved
-  Activities developed

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

[Processo partecipativo per la Ciclovía del Sole](#) : In order to improve the design of the route, stakeholders, beneficiaries and users of the Ciclovía del Sole were asked to contribute to the definition of the design guidelines through a questionnaire and an online map. Discover the map [here](#)

[LA SPOLETONORCIA IN MTB](#)

[Progetto Prospera: a Reggio Emilia un incontro tra delegazioni e gruppi internazionali](#)

[La ciclovía del sole](#)



ACTION 1: WEEKLY WALKING GROUPS AND FITNESS SESSIONS FOR SENIORS

ACTIVE SENIORS ON GREENWAYS: WEEKLY WALKING AND FITNESS SESSIONS

Type of recommendation

Trstin municipality potential Greenway- Pálffyho štreka. During the focus groups, it was highlighted that collaborative efforts with local organizations can significantly increase greenway utilization and promote health benefits.

DESCRIPTION OF THE CONTENT OF ACTION 1

ACTIVE SENIORS ON GREENWAYS: WEEKLY WALKING AND FITNESS SESSIONS

ACTIVITIES

- Partner with the Unity of Pensioners of Slovakia and the Slovak Nordic Walking Association.
- Organize weekly walking groups and fitness sessions tailored for seniors.
- Provide training for volunteer group leaders from among the pensioners.
- Develop promotional materials to raise awareness about the benefits of regular physical activity and the advantages of using the greenway.

OBJECTIVES

- Promote the use of the Pálffyho štreka greenway.
- Encourage healthy lifestyles among seniors.
- Foster community engagement and social interaction

IMPLEMENTATION AND RESOURCES NEEDED

- Coordination meetings with partner organizations.
- Recruitment and training of volunteer leaders.
- Design and printing of promotional materials.
- Regular monitoring and feedback collection from participants.

POSSIBLE DIFFICULTIES

- Ensuring consistent participation.
- Adverse weather conditions impacting outdoor activities.
- Securing ongoing funding for promotional materials and training.

STAKEHOLDERS

- The Promoter Organization would be Local municipality of Trstin.
- Implementing Organization would be Unity of Pensioners of Slovakia, Slovak Nordic Walking Association.
- Supporting Roles by Local healthcare providers (for health checks), fitness trainers (for initial training sessions)



TIMEFRAME

Initial Planning and Coordination: 2 months.

Recruitment and Training: 1 month.

Implementation of Weekly Sessions: Ongoing.

INDICATIVE COSTS

Coordination Meetings: €500.

Volunteer Training: €1,000.

Promotional Materials: €1,500.

Total Estimated Cost: €3,000.

Possible Funding Sources: Local government grants, sponsorship from local businesses, EU health promotion funds.



SUCCESS METRICS

- Number of participants in weekly sessions.
- Participant feedback and satisfaction surveys.
- Increased usage of the greenway as tracked through periodic counts.
- Health improvements reported by participants.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

[Greenway Case Studies](#)

[Nordic Walking for Seniors Initiatives](#)

[Community Walking Programs](#)



25. máj 2024
TRSTÍN
PROPOZÍCIE

ise
stavebná firma

MEMORIÁL FRANTIŠKA DANIŠA 25. ročník cezpoľného behu NOVÁ TRÁĎ

Usporiadateľ: Obec Trstín
Dátum – štart: 25. máj 2024 /sobota/- 15:00 hod na futbalovom ihrisku (smer Smolenice)
Prezentácia: na štarte od 13:00 hod
Povrch trate: ¼ poľná a trávnatá cesta, ¼ asfaltový chodník
/3 okruhy - 9120 m/
Časomiera: Peter Spústa
Hlavný rozhodca: Milan Kraic
Moderátor: Jaroslav Lieskovský
Štartujú: všetci včas prihlásení pretekári
Katégorie: **Muži:** junióri
20 - 39 rokov
40 - 49 rokov
50 - 59 rokov
60 - 69 rokov
Ženy: juniorky
20 - 34 rokov
35 - 49 rokov
od 50 rokov
Beh seniorov nad 70 rokov - bežia sa dva okruhy
Trstínčania
Jarný beh zdravia - beží sa jeden okruh (pretek sa nevyhodnocuje)

Ceny: Víťaz získa pohár starostu obce, v absolútnom poradí prví traja muži a tri ženy, a v kategóriách prví traja získajú finančné ocenenie.
Na finančné odmeny má pretekár nárok vtedy, ak bude prítomný na vyhlásení výsledkov, v prípade neprítomnosti stráca nárok na odmenu!

Každý pretekár štartuje na vlastnú zodpovednosť!

Informácie:
Obecný úrad Trstín, tel. č. 033/5589262, outrstin@slovanet.sk
Peter Hlávka - starosta obce, 0918 775 109, starosta@trstin.sk, www.trstin.sk
alebo v deň preteku na štarte.

Pictures no. 1 and 2 by Trstín municipality published on social media

<https://www.facebook.com/www.trstin.sk/posts/pfbid0XBAJdYZY4uMtK9vL4RBEBQvamEXCvsLJumuagpR6NWxBSZhtGWdUMpMRhNSXj6k4I>

About 9 km long run in Trstín is a good practice which can be organised also on nearby potential Greenway Palffyho streka. Run also involves seniors and many other categories. Run is organised by mayor Mr. Hlávka.

ACTION 2: ENHANCED MAINTENANCE AND PATHWAY EXPANSION

MONTHLY MAINTENANCE AND PATHWAY EXPANSION FOR PÁLFFYHO ŠTREKA GREENWAY

Type of recommendation

The Pálffyho štreka greenway in Trstin municipality faces challenges related to low usage, partly due to inadequate maintenance and accessibility. Stakeholder focus groups have highlighted the need for better maintenance routines and wider pathways to accommodate various sports activities, thus converting underused greenways into vibrant recreational infrastructures. Focus groups identified specific needs for increased maintenance and wider pathways to support diverse recreational activities.

DESCRIPTION OF THE CONTENT OF ACTION 2

MONTHLY MAINTENANCE AND PATHWAY EXPANSION FOR PÁLFFYHO ŠTREKA GREENWAY

ACTIVITIES

- Implement a monthly maintenance schedule to ensure cleanliness, safety, and usability.
- Widen accessible sections of the greenway to 3 meters to accommodate cyclists and joggers.
- Collaborate with local environmental and sports organizations for volunteer maintenance efforts.
- Develop and distribute informational materials to raise awareness about the improved greenway.

OBJECTIVES

- Improve the usability and safety of the Pálffyho štreka greenway.
- Facilitate a variety of sports activities such as cycling, jogging, and walking.
- Increase community engagement and greenway usage.

IMPLEMENTATION AND RESOURCES NEEDED

- Establish a maintenance team comprising municipal workers and volunteers.
- Secure funding for pathway expansion and maintenance equipment.
- Coordinate with local cycling and jogging clubs for input on pathway design.
- Regular monitoring and reporting to assess the effectiveness of maintenance efforts.

POSSIBLE DIFFICULTIES

- Securing consistent funding for ongoing maintenance.
- Managing volunteer schedules and ensuring adequate participation.
- Addressing unforeseen maintenance issues such as severe weather damage.

STAKEHOLDERS

- Promoter Organization would be Trstin municipality.
- Implementing Organizations would be Local public works department, environmental NGOs, cycling and jogging clubs.
- Supporting Roles by Local businesses (for sponsorship), community volunteers.



TIMEFRAME

Initial Planning and Coordination: **1 month.**

Pathway Expansion and Initial Maintenance Setup: **8 months**

Ongoing Monthly Maintenance: **Continuous**

INDICATIVE COSTS

Pathway Expansion: €20,000.

Monthly Maintenance: €500 per month (€6,000 annually).

Total Estimated Cost: €26,000 for the first year.

Possible Funding Sources: Municipal budget allocations, EU regional development funds, local business sponsorships.



SUCCESS METRICS

- User satisfaction surveys.
- Improved pathway condition reports.
- Enhanced community feedback and engagement levels.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

BPs in Greenways Maintenance: <https://www.sustrans.org.uk/get-involved/volunteer>

Case Studies in Pathway Expansion:

https://www.aew-egwa.org/download/egas/11th-2023/4-2_2023-09-10_Wuppertal_-Mrozek.pdf

Association in Germany: impressive work of volunteers (maintenance and also clean up the track before for building the greenway: <https://wuppertalbewegung.de/mitmachen#spenden>

Community engagement in Greenways Projects: https://www.viasverdes.com/pdf/JornadaValencia_2021/2-1.1_KristenLayne.pdf





Pictures no. 3, 4 and 5 by Trstin municipality published on social media:
<https://www.facebook.com/www.trstin.sk/posts/pfbidOuyFwRok554g4GBpNjMGEsqsjb4Fim8wEGQB2KwoyR3aQyta13hS8huUj1yANMrcNI>

ACTION 3: GUIDED HIKES, CYCLING TOURS, AND NATURE WORKSHOPS

GUIDED HIKES, CYCLING TOURS, AND NATURE WORKSHOPS

Type of recommendation

This recommendation is inspired by the SIGWAY project focus groups, which highlighted the need for increased community engagement and educational activities to enhance the usage of greenways. The insights emphasize leveraging local attractions to make greenways more appealing and actively used by the community.

DESCRIPTION OF THE CONTENT OF ACTION 3

GUIDED HIKES, CYCLING TOURS, AND NATURE WORKSHOPS

ACTIVITIES

- Guided Hikes - Regularly scheduled hikes led by local naturalists and historians to explore the natural and historical aspects of the greenway.
- Cycling Tours - Monthly cycling events that include both competitive races and leisurely family rides, highlighting scenic routes and local landmarks.
- Nature Workshops - Interactive workshops on topics such as bird watching, plant identification, and conservation practices, held near attractions like the replica steam engine and the pond.

OBJECTIVES

- Increase community participation in greenway activities.
- Educate the public on the benefits of greenways and local natural heritage.
- Promote sustainable transport and healthy lifestyles

IMPLEMENTATION AND RESOURCES NEEDED

- Collaborate with local schools, environmental NGOs, cycling clubs, and community groups.
- Volunteer guides, educational materials, cycling gear, promotional materials, event permits, safety equipment, water stations, and rest areas.
- Effective promotion through social media, local newspapers, community boards, and school networks.

POSSIBLE DIFFICULTIES

- Securing knowledgeable and consistent volunteer participation.
- Managing weather-dependent outdoor events.
- Ensuring participant safety and managing logistics for large events.

STAKEHOLDERS

Promoter Organization: Trstin Municipality.

Implementing Organizations: Local environmental NGOs, cycling clubs, community groups, schools, tourism boards, local businesses, and regional sports councils.



TIMEFRAME

- ▶ Initial setup and planning: 3 months.
- ▶ Ongoing events: Bi-monthly over an indefinite period, with a review every 6 months to adjust activities based on feedback

INDICATIVE COSTS

- ▶ Estimated annual cost: €10,000.
- ▶ Possible funding sources: Municipal budget allocations, grants from environmental foundations, sponsorships from local businesses, and entry fees for events



SUCCESS METRICS

Record the number of participants at each event.

Conduct surveys to gauge participant satisfaction and knowledge gained.

Monitor increases in greenway usage before and after events.

Community Engagement - Track the growth in local group participation and volunteer involvement.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

https://www.cyril-methodius.cz/trstin/_pilgrimage_route - Cultural route of Council of Europe passing by.



Picture no.6: Invitation on 11.June 2024 to join family event: The night of Saint john.
Source: social media of Trstín municipality

ACTION 1

ARTISTIC INSTALLATIONS

Type of recommendation

The focus group discussions for the Dobermannsdorf and Loidesthal regions in Niederösterreich have provided several key insights that align perfectly with the artistic installations initiative proposed under the SIGWAY project. The potential greenway in this region, characterized by scenic cycle routes through local vineyards, offers an ideal backdrop for integrating art to enhance recreational opportunities.

The recommended activities aim to make greenways more appealing and functional, thereby encouraging more frequent use. They justify their interest by combining physical activity with cultural enrichment and environmental education.

DESCRIPTION OF THE CONTENT OF ACTION 1

ARTISTIC INSTALLATIONS

ACTIVITIES

Artistic Installations:

- Create temporary or permanent art installations along potential greenways such as Hainfeld – Weissenbach an der Triesting, Siedenbrunn-Engelhartstetten, and Dobermannsdorf and Loidesthal in Lower Austria.
- Incorporate themes related to sports, the environment, and local culture.
- Use sustainable and recycled materials to emphasize the circular economy.

Interactive Workshops:

- Organize workshops where community members can participate in creating the installations.
- Invite local artists to lead these workshops and provide professional insights.

Sports Events:

- Host walking, cycling, and wheeling events that incorporate the art installations as part of the route.
- Provide guided tours to explain the significance of each installation and its environmental message.

Awareness Campaigns:

- Develop educational materials to disseminate information about the benefits of greenways and environmental conservation.
- Collaborate with local schools, associations, and municipalities to spread awareness.

OBJECTIVES

- Promote physical activity and healthy leisure activities outdoors.
- Enhance community engagement through interactive and visually appealing artworks.
- Raise awareness about environmental issues and the circular economy.
- Foster local support by illustrating the tangible benefits of greenways.

IMPLEMENTATION AND RESOURCES NEEDED

- **Human Resources:** Local artists, workshop facilitators, event organizers, marketing and communications specialists.
- **Materials:** Sustainable and recycled materials for art installations, promotional materials, sports equipment.
- **Funding:** Potential funding sources include local government grants, sponsorships from private companies, community fundraising, and EU environmental and cultural funds.
- **Timeline:** Planning and preparation (3 months), installation and workshop execution (6 months), ongoing maintenance and evaluation (ongoing).

POSSIBLE DIFFICULTIES

- Securing consistent funding and sponsorship.
- Ensuring community participation and engagement.
- Managing maintenance of installations over time.

STAKEHOLDERS

Public Authorities: Municipalities for permits and funding.

Local Associations: Community groups for organizing and promoting events.

Museums: Art institutions for expertise and collaboration on installations.



TIMEFRAME

Total Duration: 9 months (3 months for planning, 6 months for implementation and workshops, ongoing for maintenance and evaluation).

INDICATIVE COSTS

▶ *Estimated Costs:* €50,000 - €100,000

▶ *Funding Sources:* Local government grants, EU funds, corporate sponsorships, community fundraising.



SUCCESS METRICS

Evaluation Methods:

Participant surveys, attendance records at events, social media engagement metrics, feedback from local authorities and community groups, and periodic assessments of the installations' condition and impact.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

Artistic Flair Inspiring Greener European Cities

- This project harnesses the arts to create greener cities across Europe. Amsterdam features prominently in this initiative, showcasing how art can be a powerful tool for urban greening and environmental awareness.

Source: [Horizon Magazine](#)

GRIN – S+T+ARTS

- An innovative project focusing on art-driven innovation for digital and green transitions in European regions. The GRIN project supports the development of effective strategies through a variety of artistic endeavors.

Source: [STARTS](#)

Cycling Land Art Experiences Along the EuroVelo Network

- This initiative highlights examples of land art installed near EuroVelo cycling routes, combining physical activity with artistic appreciation and environmental education.

Source: [EuroVelo](#)

Imagine 2020

- Supported under the Creative Europe programme, this project invites artists to reflect on environmental challenges and propose creative solutions, contributing to the European Green Deal.

Source: [Culture and Creativity – Creative Europe](#)



ACTION 2

TRANSPORTATION INTEGRATION

Type of recommendation

The inspiration for this action comes from comprehensive discussions and findings derived from the SIGWAY project, particularly the focus groups. These focus group discussions and observations underline the need for a digital transformation in presenting greenway information, ensuring it is detailed, accessible, and environmentally sustainable. The recommendations derived from the SIGWAY project have directly influenced the proposal to integrate comprehensive GPS-guided itineraries, multilingual support, and validated public transportation information into a user-friendly digital platform, ultimately enhancing the eco-friendly use of greenways and providing practical information for visitors.

DESCRIPTION OF THE CONTENT OF ACTION 2 TRANSPORTATION INTEGRATION

ACTIVITIES

Leveraging AI technology, such as Zuugle, we aim to enhance accessibility to greenways by integrating public transportation and establishing last-mile connections. This initiative involves several key activities designed to support various sports activities including cycling, hiking, trekking, Nordic walking, yoga, and general hiking:

Mapping and Identifying Routes:

- Utilize AI to identify and map existing greenway routes primarily designed for car users, ensuring they are accessible via public transportation.
- Develop new routes specifically tailored for public transport users, providing detailed descriptions and accessibility information for all users.

Collaboration with Hiking Clubs and Sports Organizations:

- Partner with local hiking clubs and sports organizations to validate public transportation connections and ensure accurate information on route specifics, such as difficulty levels and expectations for various activities like cycling, trekking, Nordic walking, yoga, and hiking.

Integration of Public Transport Information:

- Create routes that connect greenways located close to each other, allowing tours to start at one point and end at another, thereby promoting the use of public transportation.
- Identify and establish new public transport lines necessary for connecting these routes, further supporting reduced carbon emissions.

Comprehensive Information Dissemination:

- Provide detailed information on how to reach greenways using public transit, including descriptions of cultural heritage sites, natural beauty, lakes, biodiversity, and specific sports activities.
- Offer details on the difficulty level and suitability for various sports activities, along with recommendations for different types of sports like cycling, hiking, trekking, Nordic walking, and yoga.

Development of a Digital Platform:

- Develop or enhance an existing digital platform to display comprehensive information in multiple languages, making it accessible both online and offline.
- Create a mobile app for iOS and Android to offer real-time information and assist users in planning their greenway visits.

OBJECTIVES

- To enhance accessibility to greenways by integrating public transportation for easier access and establishing last-mile connections, ensuring seamless travel to and from greenways for sports activities.
- To focus on mobility by facilitating access to greenways using public transportation, thereby promoting sustainable transportation options.
- To provide inclusive transportation solutions that enable everyone to reach the greenways.
- To reduce reliance on private vehicles, promoting environmentally friendly travel practices.

We propose as action to provide comprehensive information about the greenways, including:

- How to reach them using public transit
- Descriptions of what to expect, such as cultural heritage sites, natural beauty, lakes, or biodiversity
- Details about the difficulty level and suitability for various sports activities
- Recommendations for sports types

IMPLEMENTATION AND RESOURCES NEEDED

Technology and Tools:

- **AI Software:** Utilize AI tools like Zuugle for mapping and integrating public transport data.
- **Digital Platform:** Develop or enhance a robust digital platform to host and display comprehensive information on greenway routes and sports activities.
- **Mobile App:** Create a mobile app for iOS and Android to provide real-time information and assist users in planning their visits.

Human Resources:

- **Collaboration with Local Organizations:** Partner with hiking clubs, cycling associations, and other sports organizations to validate routes and provide detailed information on various activities such as cycling, hiking, trekking, Nordic walking, yoga, and general hiking.
- **IT Professionals:** Engage IT professionals for platform development, maintenance, and support.
- **Marketing and Communication Teams:** Deploy marketing and communication teams for awareness campaigns to promote the use of public transportation and inclusive access to greenways.

POSSIBLE DIFFICULTIES

- **Data Accuracy:** Ensuring that all public transport schedules and routes are up-to-date and accurately reflected on the digital platform and mobile app.
- **User Adoption:** Encouraging users to shift from private vehicle use to public transportation may require significant behavioral change efforts.
- **Language Barriers:** Providing information in multiple languages to cater to both local and international visitors.
- **Infrastructure Gaps:** Identifying and bridging gaps in public transport infrastructure to ensure seamless connectivity to and from greenways.

FINANCIAL RESOURCES

- **Government Funding:** Secure funding from governmental bodies, such as the Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation, and Technology.
- **Grants and Partnerships:** Obtain grants and build partnerships with environmental NGOs, public transport agencies, and private sector sponsors.

JUSTIFICATION AND ESSENTIAL DATA

Public transportation offers a sustainable alternative to car travel, significantly reducing CO2 emissions and easing traffic congestion. By making greenways accessible via public transport, it will promote eco-friendly travel and support European Commission priorities on sustainability and innovation. Additionally, this initiative makes greenways more inclusive by enabling individuals without cars to enjoy various sports activities such as cycling, hiking, trekking, Nordic walking, and yoga.

RECOMMENDATIONS FOR MUNICIPALITIES AND ORGANIZATIONS

For Municipalities:

- **Invest in Infrastructure:** Invest in public transport infrastructure connecting greenways, including last-mile solutions.
- **Local Promotion:** Promote the initiative through local tourism boards, community centers, and public events.
- **Regional Collaboration:** Collaborate with neighboring municipalities to create interconnected greenway routes.

For Environmental NGOs and Sports Organizations:

- Route Validation: Validate and provide detailed information on routes and sports activities.
- Community Events: Organize community events to raise awareness about sustainable travel options.
- Partnership in Development: Partner in developing and maintaining the digital platform and mobile app.

For Public Transport Agencies:

- Schedule Optimization: Adjust and optimize public transport schedules to accommodate popular times for various sports activities.
- Real-time Data Integration: Provide real-time data integration for accurate trip planning.
- Marketing Campaigns: Collaborate on marketing campaigns to promote the use of public transport for accessing greenways.

STAKEHOLDERS

This initiative requires a collaborative effort from a diverse array of stakeholders, including environmental NGOs, municipalities, public transport agencies, hiking clubs, governmental bodies, IT professionals, and private sector sponsors.



Stakeholders Involved

Promoter Organization:

- Environmental NGOs and Sports Organizations: These organizations will take the lead in promoting the initiative, validating routes, providing detailed information on various sports activities, and raising awareness about sustainable travel options. They will also collaborate on the development and maintenance of the digital platform and mobile app.

Organizations Involved in Implementation:



Municipalities:

Role:

- Invest in public transport infrastructure connecting greenways, including last-mile solutions.
- Promote the initiative through local tourism boards, community centers, and public events.
- Collaborate with neighboring municipalities to create interconnected greenway routes.



Public Transport Agencies:

Role:

- Adjust and optimize public transport schedules to accommodate popular times for various sports activities.
- Provide real-time data integration for accurate trip planning.
- Collaborate on marketing campaigns to promote the use of public transport for accessing greenways.



Hiking Clubs and Sports Associations:

Role:

- Validate and provide detailed information on routes and specific sports activities such as cycling, hiking, trekking, Nordic walking, yoga, and general hiking.
- Organize community events to raise awareness about sustainable travel options.
- Partner in developing and maintaining the digital platform and mobile app.



Governmental Bodies:

Role:

- Provide funding and grants to support the initiative.
- Facilitate policy support and regulatory frameworks to promote sustainable transportation options.
- Monitor and evaluate the impact of the project on environmental conservation and mobility enhancement.

IT Professionals and Tech Companies:

Role:

- Develop and maintain the digital platform and mobile app to display comprehensive information.
- Integrate public transport data and provide real-time updates.
- Ensure the user interface is accessible, multilingual, and user-friendly.

Private Sector Sponsors:

Role:

- Provide financial support and sponsorship for the initiative.
- Collaborate on marketing and promotional activities to increase visibility and adoption.
- Contribute to the development and scaling of the digital platform and mobile app.

TIMEFRAME

Phase 1: Planning and Preparation (Months 1-6)

- Conduct initial mapping of greenways and public transportation routes using AI tools.
- Establish partnerships with hiking clubs, sports organizations, and public transport agencies.
- Secure funding and grants from governmental bodies and private sector sponsors.

Phase 2: Development and Pilot Testing (Months 7-18)

- Develop the digital platform and mobile app, integrating public transport data and real-time updates.
- Validate routes and public transport connections through collaboration with local organizations.
- Launch pilot testing in selected regions to gather feedback and make necessary adjustments.

Phase 3: Full Implementation and Promotion (Months 19-24)

- Roll out the initiative across all targeted greenways.
- Conduct awareness campaigns and promotional activities to encourage adoption.
- Monitor and evaluate the impact of the project on accessibility, user satisfaction, and environmental benefits.



INDICATIVE COSTS

Rough Estimated Costs:

Technology Development:

- Digital Platform and Mobile App Development: 200,000 €
- AI Mapping and Integration Tools: 50,000 €

Human Resources:

- IT Professionals and Maintenance: 150,000 €/year
- Collaboration with Local Organizations: 100,000 €/year
- Marketing and Awareness Campaigns: 75,000 €

Infrastructure:

- Public Transport Enhancements: 300,000 €
- Last-Mile Connectivity Solutions: 150,000 €



Total Estimated Cost: 1,025,000 €

Suggested Funding Sources:

- Governmental Grants: Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation, and Technology
- Interreg Program
- Private Sector Sponsorships: Environmental NGOs, Sports Equipment Companies, and Public Transport Agencies
- Crowdfunding Campaigns: Engaging the community and stakeholders for additional support



SUCCESS METRICS

Evaluation Metrics:

Usage Metrics:

- Increase in the number of users accessing greenways via public transport.
- Number of downloads and active users of the mobile app.

Environmental Impact:

- Reduction in CO2 emissions due to decreased reliance on private vehicles.
- Increase in public transport ridership data.

User Satisfaction:

- Surveys and feedback from users regarding the ease of access and overall experience.
- Reviews and ratings on digital platforms and app stores.

Community Engagement:

- Participation rates in community events and awareness campaigns.
- Social media engagement and participation in online discussions.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

Best Practices

<https://www.bahn-zum-berg.at/>

<https://www.zuugle.at/>

<https://schweizmobil.ch/en/summer>



ACTION 3

PROMOTION

Type of recommendation

The inspiration for this promotional action stems from the SIGWAY project, particularly insights garnered from focus groups. Participants emphasized the importance of promoting greenways to encourage physical activity and community engagement. Effective promotion helps to gain local population support by illustrating the tangible benefits that greenways bring. The need for comprehensive dissemination of information about greenway activities was a recurring theme in discussions.

This promotional action aims to make greenways more visible and attractive, ultimately increasing their use. By engaging the community and disseminating information effectively, the action supports the sustainable development of greenways.

DESCRIPTION OF THE CONTENT OF ACTION 3

PROMOTION

ACTIVITIES

Encouraging Physical Activity:

- Focus group participants emphasized the need to promote greenways as a means to encourage physical activity among local populations. Activities such as cycling, hiking, trekking, Nordic walking, yoga, and general hiking were noted as beneficial for community health and well-being.

Community Engagement:

- There was a strong consensus on the importance of using promotion to foster community engagement. By showcasing greenways and their benefits, communities can be motivated to participate and take pride in these natural spaces.

Local Population Support:

- Effective promotion is crucial for gaining support from the local population. Demonstrating the tangible benefits greenways bring, such as improved health, environmental conservation, and enhanced quality of life, can bolster community backing and participation.

Comprehensive Dissemination of Information:

- A recurring theme in discussions was the need for comprehensive dissemination of information about greenway activities. This includes accessible and detailed information on the types of activities available, how to access greenways via public transportation, and the overall benefits of engaging with these spaces.

Illustrating Tangible Benefits:

- Focus group participants stressed the importance of illustrating the tangible benefits that greenways provide. These include not only health and environmental benefits but also social and economic advantages, such as increased tourism and local business opportunities.

SPECIFIC ACTIVITIES RECOMMENDED**Collaborative Campaigns:**

- Partner with local governments, citizens, NGOs, and companies to create a unified promotional campaign.

Use various media channels including social media, local newspapers, radio, and dedicated websites to reach broad audiences.

Events and Activities:

- Organize National Greenways Days featuring activities such as cycling, hiking, wheeling, waste collection, and photography competitions.

Host guided tours and educational workshops about the benefits of greenways and their environmental importance.

Community Involvement:

- Engage local associations and schools in greenway activities to foster a sense of ownership and responsibility.
- Develop volunteer programs for maintaining greenways, such as clean-up campaigns and tree planting events.

Educational Materials:

- Create brochures, posters, and online content that highlight the opportunities and benefits of greenways.
- Provide resources on the process of greenway transformation and funding opportunities.

Showcase Success Stories:

- Share case studies and testimonials from other successful greenway projects to inspire and motivate local communities.
- Visit other greenways to demonstrate their potential and gather ideas for local implementation.

OBJECTIVES

- Increase awareness and utilization of greenways.
- Encourage physical activity and healthy lifestyles among residents.
- Foster community support and involvement in greenway projects.
- Highlight the environmental and economic benefits of greenways.

IMPLEMENTATION AND RESOURCES NEEDED

- **Human Resources:** Marketing specialists, event organizers, community outreach coordinators.
- **Materials:** Promotional materials (brochures, posters), event supplies, digital tools for online campaigns.
- **Funding:** Potential sources include local government grants, corporate sponsorships, community fundraising, EU funds.
- **Timeline:** Planning and preparation (2 months), campaign execution and events (6 months), ongoing promotion and evaluation (ongoing).

POSSIBLE DIFFICULTIES

- Securing sufficient funding and sponsorship.
- Reaching a wide audience and ensuring continuous engagement.

STAKEHOLDERS

Suggested Organizations for Implementation:

Public Authorities: Municipalities for coordination, permits, and funding support.

Local Associations: Community groups for organizing and promoting events.

Citizens and NGOs: Volunteers for activities and campaigns.
Companies: Sponsors and partners for funding and resources.



TIMEFRAME

Total Duration: 8 months (2 months for planning, 6 months for campaign and events execution, ongoing for maintenance and evaluation).

INDICATIVE COSTS

▶ *Estimated Costs:* €30,000 - €70,000

▶ *Funding Sources:* Local government grants, corporate sponsorships, community fundraising, EU funds.



SUCCESS METRICS

Evaluation Methods:

Participant surveys, attendance records at events, social media engagement metrics, feedback from local authorities and community groups, and periodic assessments of greenway usage and community involvement.

LINKS TO REFERENCES OF SIMILAR ACTIONS - RESOURCES AVAILABLE ONLINE

Spain

- National Vías Verdes Day: Spain organizes an annual event called National Vías Verdes Day, which celebrates and promotes the country's greenways. This event includes various activities such as guided tours, cycling events, and educational workshops to engage the community and raise awareness about the benefits of greenways¹.

Portugal

- Ecopistas: Portugal's greenways, known as Ecopistas, are well-promoted through detailed online resources that provide useful information for planning trips. These resources include maps, route descriptions, and tips for various activities like hiking and cycling, making it easy for visitors to explore the greenways².



Other European Countries

- France, Ireland, UK, Italy, and Spain: Eight greenways in these countries have been awarded as references for best practices in Europe. These greenways are promoted through collaborative efforts and cross-border schemes involving multiple partners. The promotion strategies include highlighting the scenic and cultural value of the routes and providing accessible tourism options³.
- European Greenways Association: This organization promotes greenways across Europe through various initiatives, including focus group discussions, online resources, and social media campaigns. They highlight the recreational and environmental benefits of greenways, encouraging more people to use these traffic-free routes⁴.

Resources for More Information: Your paragraph text

[Discover Europe in a different way through greenways](#)

[Spanish Greenways](#)

[Bahntrassenradeln - Rail-trails in Europe](#)

References

[Spanish Greenway](#)

[Online Resources on Ecopistas](#)

[Best Practices in European Greenways](#) .

[European Greenways Association](#)

ACTION 1

WALKING 4 HEALTH

Type of recommendation

This is an idea for an outdoor activity particularly connected with the community and that can have as stakeholder the local health center.

DESCRIPTION OF THE CONTENT OF ACTION 1

WALKING 4 HEALTH

ACTIVITIES

This can be a regular activity promoted by a local sport association in collaboration with the local government and the local health center.



STAKEHOLDERS

- Local health center and the local government (this are public organizations).
- Local sport association as the promoter and organizer of the activity (private organization)



TIMEFRAME

This can be organized weekly during all year long.

INDICATIVE COSTS

The price of each one of the weekly events could be around 100 Euros and this can be funded by the local government in a total value of 5200 Euro per year.



SUCCESS METRICS

The success of the action it's related with the number of participants involved every week.

ACTION 2

CYCLING CLASSES FOR CHILDREN

Type of recommendation

The greenways are safe spaces to use the bicycle, this means that can be good infrastructures to teach children how to ride and use the bicycle.

DESCRIPTION OF THE CONTENT OF ACTION 2

WALKING 4 HEALTH

ACTIVITIES

The content are cycling classes where one teacher teaches the children how to use the bicycle. All children need to have a bicycle and this can be a limitation.



STAKEHOLDERS

This activity can be developed by a local association having as stakeholder the local government (private + public).



TIMEFRAME

This can be an activity to be developed weekly during the spring and summertime.

INDICATIVE COSTS

The cost will be basically the teacher, this means that could be around 100 Euro per week. This can be payed directly by the parents or this can be supported by the local government (municipalities).



SUCCESS METRICS

By the number of participants and if they lean to use the bicycle during the period of the classes.



ACTION 3

SCHOOL PHYSICAL EDUCATION CLASSES AT THE GREENWAY

Type of recommendation

Some schools are close to the greenways, they can use this infrastructure for PE Classes.

DESCRIPTION OF THE CONTENT OF ACTION 3

SCHOOL PHYSICAL EDUCATION CLASSES AT THE GREENWAY

ACTIVITIES

The PE teachers can use this type of infrastructure to teach activities like Skating, Nordic Walking, Fit Walking or cycling.

STAKEHOLDERS

Schools and local government both are public organizations. It can be use by private schools too.



TIMEFRAME

This can be done all year long but particularly during school time.

INDICATIVE COSTS

Because we are talking about schools the cost will be low, maybe they only need a bus to take them till the greenway if this infrastructure it's faraway. This bus can be sponsored by the local government (Municipality).



SUCCESS METRICS

Number of activities organized by schools in the greenway and number of participants.