



Project co-financed by the European  
Regional Development Fund

# Signalization Plan

## Region of Western Greece

### EuroVelo 8 – Mediterranean Route

#### MEDCYCLETLOUR Project



REGION  
OF WESTERN  
GREECE

*full of contrast!*





## Contents

<b>1. MEDCYCLETour.....</b>	<b>3</b>
1.1. Introduction.....	3
1.2. Objectives.....	3
1.3. Output .....	3
<b>2. SIGNALIZATION PLAN .....</b>	<b>4</b>
2.1. Introduction.....	4
2.2. Specific object.....	4
2.3. Main characteristic of the signalization plan .....	5
2.4. Regulatory framework in Greek law.....	5
2.5. EuroVelo signalization standards .....	6
2.6. Signal material & dimensioning.....	6
2.6.1 Signs.....	6
2.6.2 Info kiosks.....	7
2.7. Report of the necessary works .....	7
2.7.1 Technical works execution .....	7



## **1. MEDCYCLETOUR**

### **1.1. Introduction**

The MEDCYCLETOUR project is financed by the Interreg Mediterranean Program and aims to improve the quality of EuroVelo 8 – Mediterranean Route and develop it as a transnational touristic product. EuroVelo 8 – Mediterranean Route is a long-distance cycle route connecting the whole Mediterranean from Cádiz to Cyprus.

It has a coherent and clear theme based on the Mediterranean Sea and culture in this region. The route is open to all types of users (e.g. classic cycle tourists, tourists occasionally cycling during their holiday, sportive / fitness / recreational cyclists, commuters etc.) and it is an excellent product for sport and wellness activity tourism. The overall objective of the MEDCYCLETOUR project is to use this route as a tool to influence regional and national policies in favour of sustainable and responsible tourism, providing transnational solutions in coastal areas across the Mediterranean.

The main outputs will be action plans and policy recommendations (to generate investments in the route conditions); pilot actions (to test the proposed developments); and updated information and promotion related to EuroVelo 8 (to attract visitors). The project will benefit national, regional and local authorities, service providers and, ultimately, cycle tourists.

Taking a transnational approach will enable common challenges (e.g. lack of route infrastructure, missing cycling friendly services, weak branding and promotion) to be tackled together and best practices to be shared, thereby avoiding duplication and increasing the effectiveness and positive social, economic and environmental impacts.

### **1.2. Objectives**

The overall objective of the project is to use this route as a tool to find benefit and to influence regional and national policies in favour of sustainable and responsible tourism, providing transnational solutions in coastal areas across the Mediterranean.

In the specific of the Region of Western Greece segment of EuroVelo8 - through the activities of the Region of Western Greece (the MEDCYCLETOUR local partner) - the project aims to develop the cycle tourism in collaboration with the community, developing signing dedicated to cyclists, cycle tourists and local population, to connect harmoniously the Mediterranean Route with the net of transnational, regional and local cycle routes that cross the territory.

### **1.3. Output**

The main output of the project is:



- to realize a report with the action plan of all partners for the development of EuroVelo 8 - Mediterranean Route that contains policy recommendation and pilot action of the project. Each partner has to realize an action plan about the route signalization. In order to have realistic proposals the stakeholders will be involved in national and regional workshops..
- Pilot Actions which will evaluate the effectiveness of the solutions proposed.
- Data/information update and promotion referring to the cycling Route EuroVelo 8 in order to increase the cycling tourists visits (Promotional Project Brochures, Press work and Social Media Campaign Organization of Promotional Events, Organization of study tours for media and bloggers/social media influencers).
- Binational common challenges reaction (lack of cycling infrastructure, lack of cycling-friendly services, weak branding and promotion), in order efficiency and social, environmental and economic benefits to be increased. (Design and distribution of a charter for sustainable and responsible cycle tourism in the MED area, Organization of knowledge transfer seminars for professionals, Participation/contribution at national and international events, Organization of workshops with decision)

## **2. SIGNALIZATION PLAN**

### **2.1. Introduction**

A significant focus on pilot activities foreseen in the project is about the WP3: the project aims to test methods to develop the different route components (signalization) of the Mediterranean Route. The signalization plan considered in the project is particularly important. Signalization along cycle routes is a permanent part of the route infrastructure. It is essential for the orientation and the visualization of the common transnational brand: EuroVelo8 Mediterranean cycle route. The pilot action 3.5 of the project requires a signalization plan for the section of the Mediterranean Route (EuroVelo8) on the Region of Western Greece. It is planned in a coordinated with the support of the Region which, after the end of the project has the task of guaranteeing maintenance, involving municipalities facing on the route for a constant monitoring.

### **2.2. Specific object**

The project develops a new signposting plan for cyclists based on the existing vehicle/road signage avoiding, the addition of new poles integrating information and logos foreseen by the project.



The main object of the signalization plan is to allow the cyclist to move along EV8 without risk of disorientation and ensure a standardization of the signs to facilitate recognition along the route.

Secondly, the signalization plan implementation can support the promotion of the Region of Western Greece as a cycle tourism destination. Route EV8 infrastructure upgrade strengthens the domestic touristic economy by being more appealing to cyclers to discover Western Greece, and consequently to boost further development of the cycling oriented tourism facilities and services existing in the area.

Uniformity and good visibility of the signage, considering the critical planning parameters of this project, were ensured by taking into account the following factors:

- Height of installation of the signboard
- Size and shape of the signboard
- Reflective characteristics of the signboard

### **2.3. Main characteristic of the signalization plan**

The signalization plan is the first level of intervention regarding the functionality and safety of a road, both in an urban and a suburban area. Signals must have good visibility, clear information presentation and be easy to read without time consuming information in order to have all the necessary information on little time. The design criteria considered critical for the project were the following:

- Uniformity, homogeneity, simplicity, continuity and coherency in compliance with traffic rules and National/European regulations
- Materials quality, installation methods and easy maintenance.

The goal of the signalization plan is to give to cyclists the right orientation for their chosen destination, in a clear and easy way, with the usage of symbols and detailed information.

### **2.4. Regulatory framework in Greek law**

There is a National Standard for car drivers (regarding informative signing / destinations, distances etc) and the general Road Traffic Code. The signing is compatible with Road Traffic Code (RTC) and:

- European standard EN12899-1:2007
- Article 4 of του RTC (L2696/1999 FEK 57A/23-3-1999),
- Technical instructions and ministerial requirements according Σ-301, Σ-304, Σ-305, and YPEHODE Ministerial decision no. 16832 Σ-310, Σ-311
- FEK 954B/1986 and ΛΔΜΕΟ/ε/οικ/1102/ΦΕΚ 953B/97



- Decision A6/0/1/118 (FEK 676B/6-7-1974)
- ETEP 05-04-06-00 according EN 12899-1.
- Decision ΔΜΕΟ/ε/ο/733/6-7-2001.
- Decision ΔΜΕΟ/Ο/3050/2013 (ΦΕΚ 2302B/16-9-2013)

## 2.5. EuroVelo signalization standards

The pilots regarding cycle route signalization will follow the European signing standard (developed by the ECF and accepted by the UNECE), but the need to fit the national standards as well. An effective promotion of cycling tourism in Europe requires routes to be signed in a manner that can be understood by international and national users, in order to ensure the safe conduct of cyclists in traffic.

It is thus essential that the signing of cycle routes is consistent and clearly recognizable. The United Nations Economic Commission for Europe (UNECE) in cooperation with the ECF has therefore produced a recommendation for the signing of EuroVelo routes. The route information panel is already used in a number of European countries and it comprises the following components:

1. Background (colour, Council of Europe blue): displays a European aspect
2. Route number (colour, white): essential for quick route identification
3. Council of Europe stars (colour, yellow): displays a European aspect
4. EuroVelo route name (optional, name can be in the local language)
5. EuroVelo network name: EuroVelo or EuroVelo.com (optional, confirmation of EuroVelo route status)

There are three logo versions in order of priority: The route information panel should be integrated into route signs in the same manner as other route information panels and according to national or regional standards and new route signs that incorporate EuroVelo route information panels should be submitted to the ECF for approval before they are installed on the ground.

## 2.6. Signal material & dimensioning

### 2.6.1 Signs

**Material:** boxed aluminium 3mm

**Dimensions:** 70 cm x 24,5cm & 120 cm x 42 cm



**Film:** class II reflective film 0,08 mm thin according Σ310 & Σ311 and European standard ΕΛΟΤ EN 12899-1 and antipollution covering.

**Support:** The plate mounting fittings shall be steel or aluminum alloy. Steel fittings, bolts, nuts and washers shall be galvanized according to EN ISO 1461 and ΕΤΕΠ 05-04-06-00.

## 2.6.2 Info kiosks

**Material:** 3mm thick AlMg2 alloy flat sheet, both sides of which will be fully covered by a special type I high reflectivity membrane, with digitally printed map overlay will fully meet the Greek Σ-310 and Σ-311 and European specifications.

**Dimensions:** 200 cm x 100cm

**Film:** class II reflective film 0,08 mm thin according Σ310 & Σ311 and European standard ΕΛΟΤ EN 12899-1 and antipollution covering.

**Support:** Special connecting fittings (bolts, etc.), steel or aluminum alloy. Steel fittings will be galvanized according to EN ISO 1461.

**Brackets:** Φ88 galvanized metal posts with holes for info panel mounting.

## 2.7. Report of the necessary works

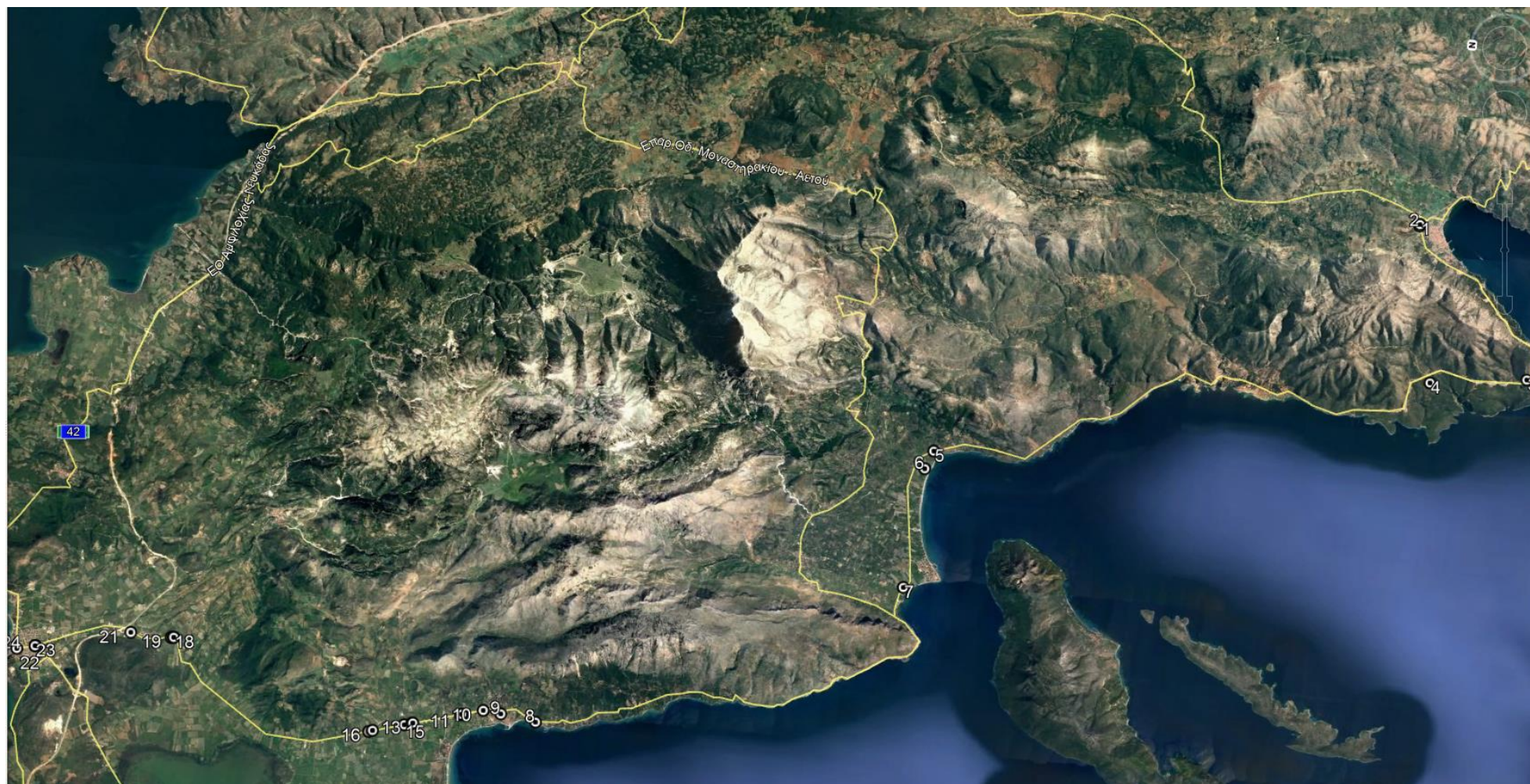
### 2.7.1 Technical works execution

The project MEDCYCLETour foresees the execution of specific signalization works and supplies, necessary for the implementation of vertical signs along the route EuroVelo 8 which covers the route from Vonitsa to Astakos on both sides.

The contract included all the necessary works, services and supplies which had to be implemented in order to achieve all required technical, qualitative and quantitative criteria. The pilot route is about 65.69 km long, starts in Vonitsa and ends in Astakos. For the project purposes 38 signs and 3 Information boards were designed, produced and installed on already existed traffic sign posts.

The route leads through areas, on public roads of moderate traffic. The Section is considered highly attractive at most of its length. In **Map 1-1** the position of signs installed are presented.





*Map 1-1: Signing Positioning along Astakos to Vonitsa route.*

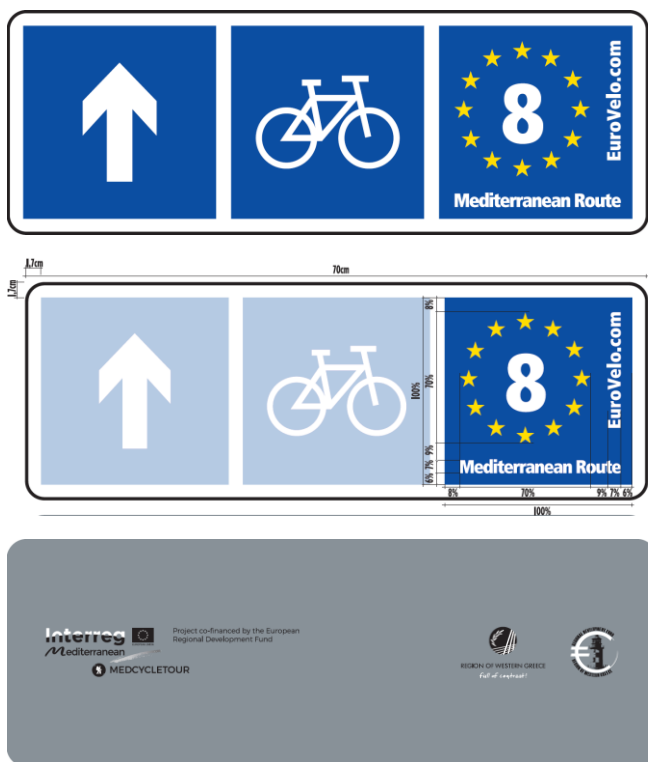




Photos for every position with the relevant installed sign design are presented at the below table.



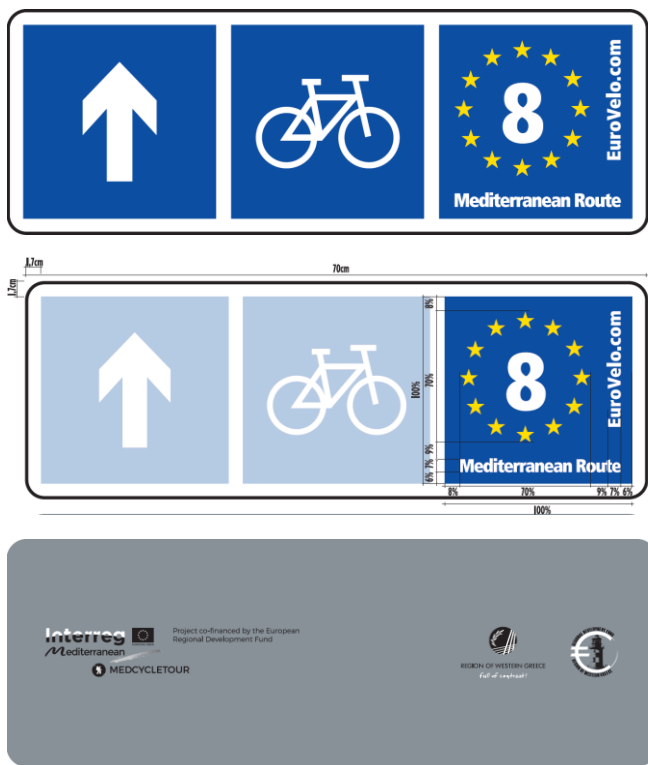
Position ID: 1



Type I: Dimensions 70 cm x 24,5cm



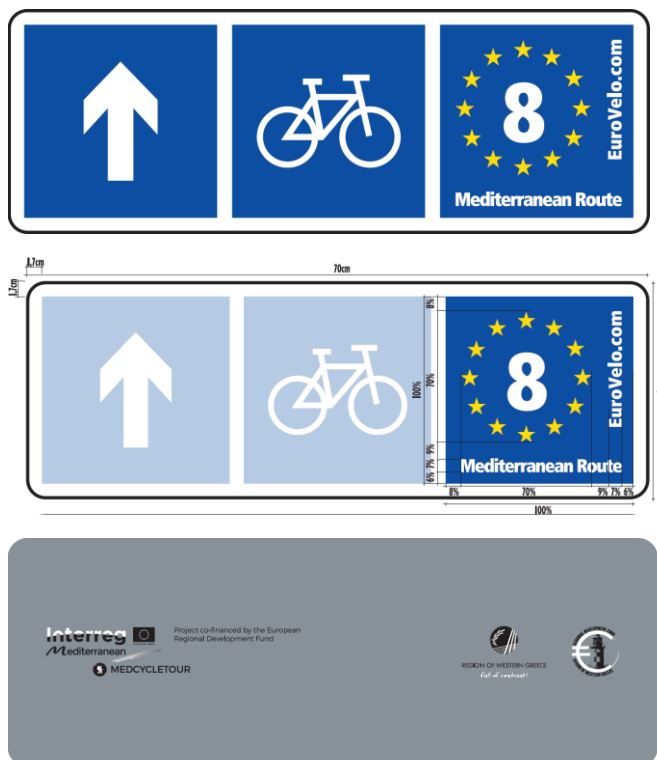
Position ID: 2



Type I: Dimensions 70 cm x 24,5cm



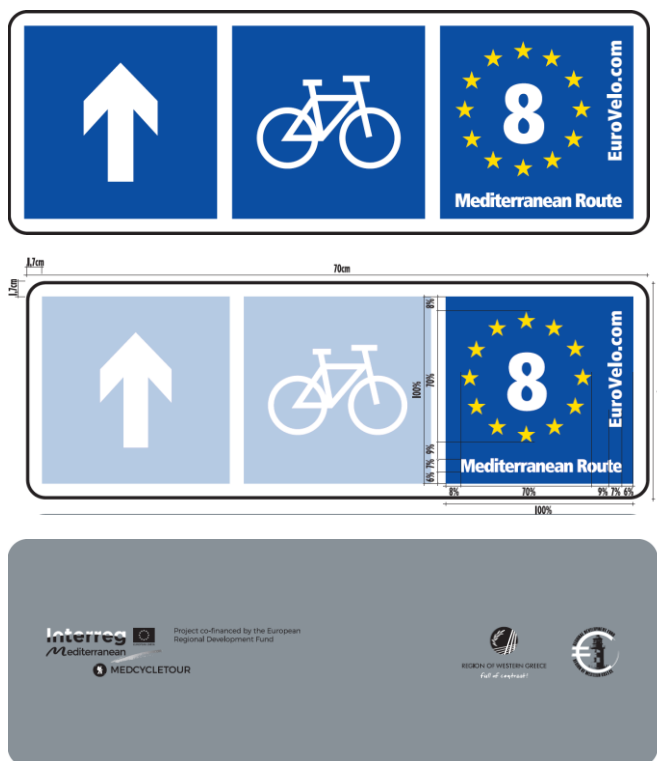
Position ID: 3



Type I: Dimensions 70 cm x 24,5cm



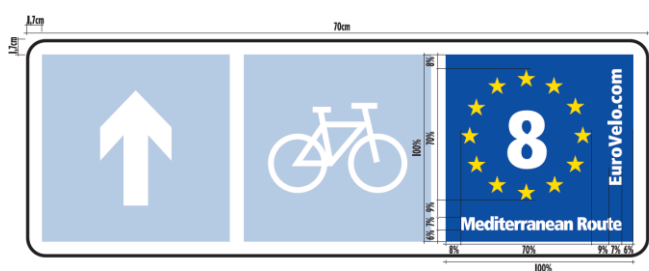
Position ID: 4



Type I: Dimensions 70 cm x 24,5cm



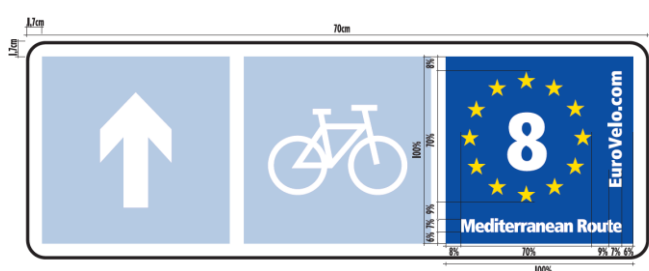
Position ID: 4'



Type I: Dimensions 70 cm x 24,5cm



Position ID: 5

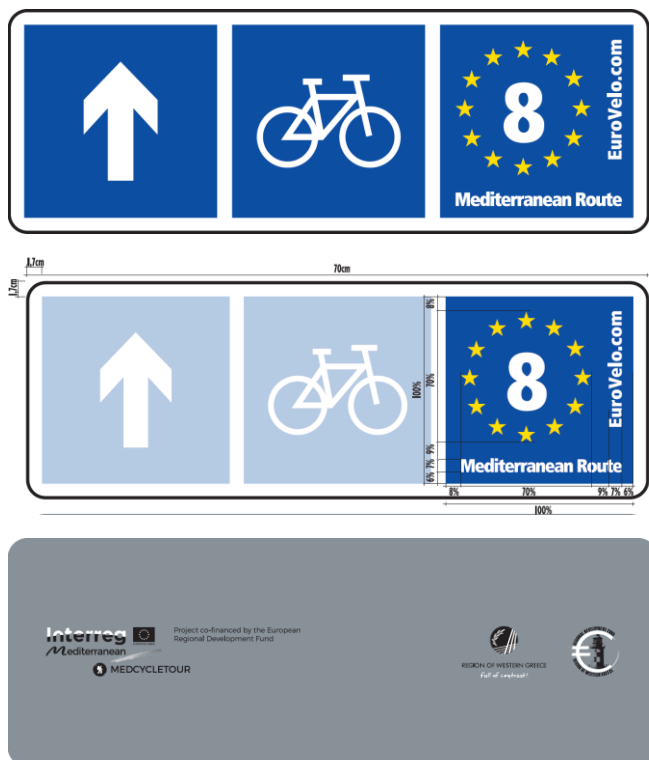


Type I: Dimensions 70 cm x 24,5cm





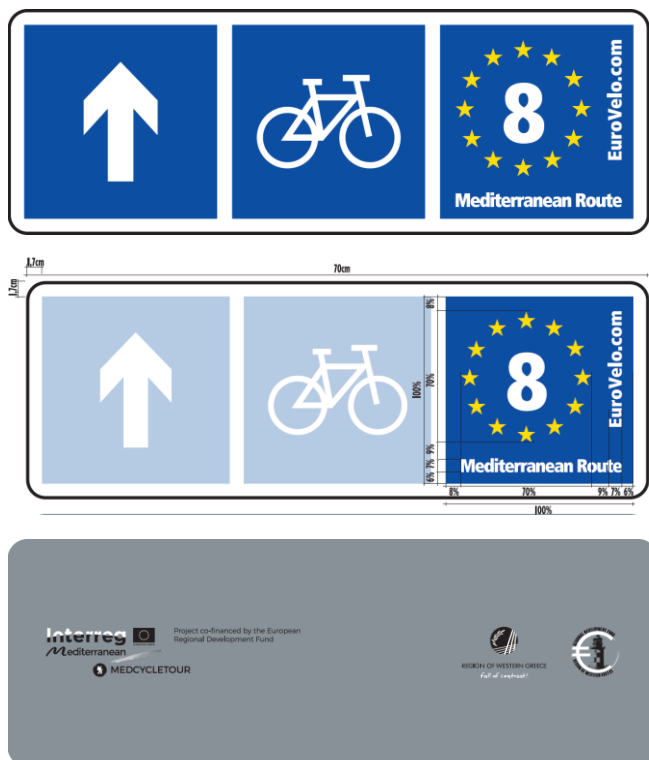
Position ID: 5'



Type I: Dimensions 70 cm x 24,5cm



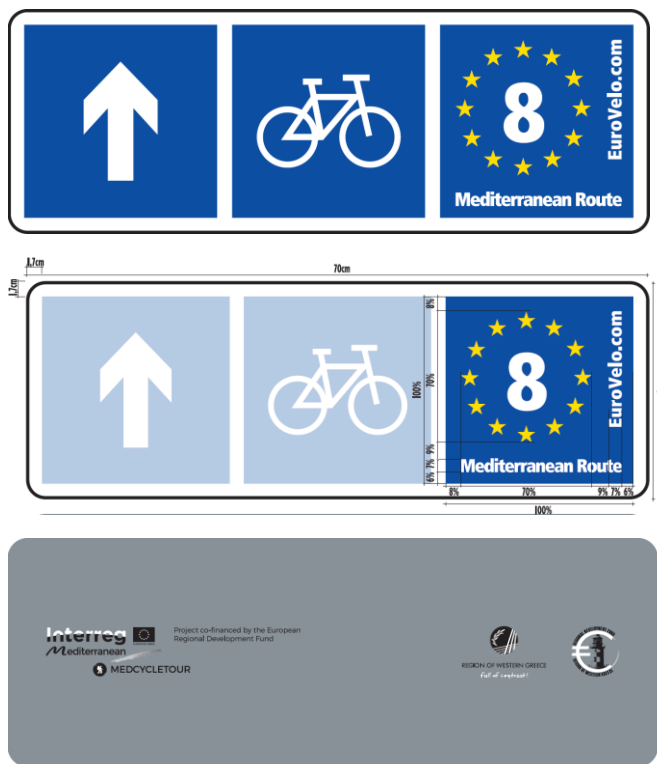
Position ID: 6



Type I: Dimensions 70 cm x 24,5cm



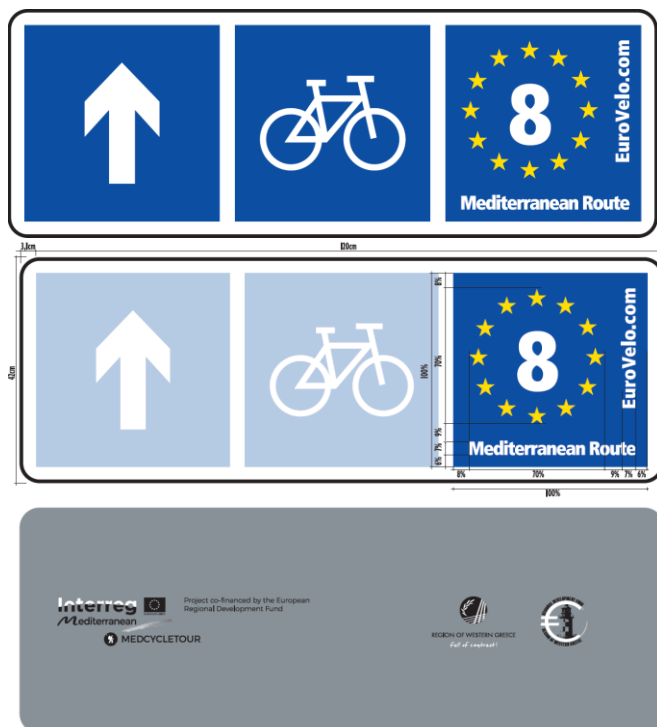
Position ID: 6'



Type I: Dimensions 70 cm x 24,5cm



Position ID: 7



Type II: Dimensions 120 cm x 42 cm





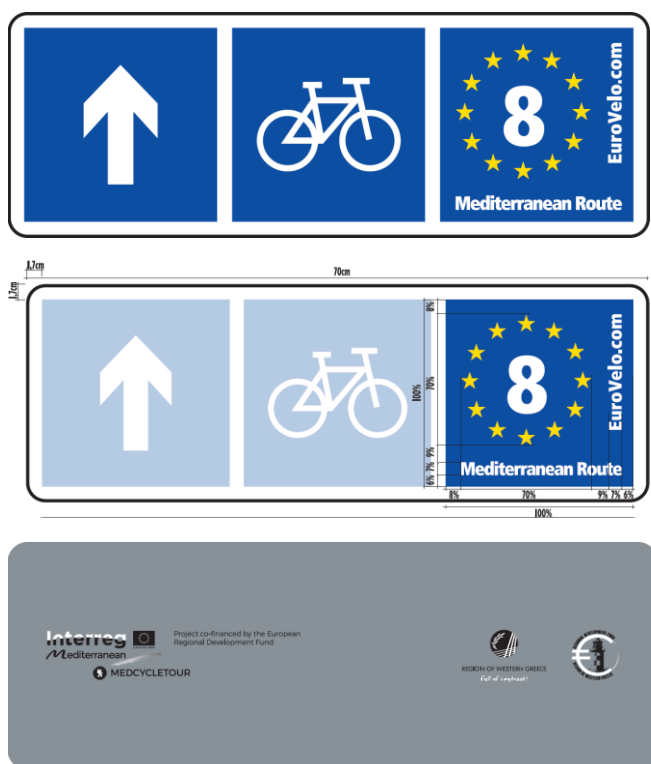
Position ID: 7'



Type II: Dimensions 120 cm x 42 cm



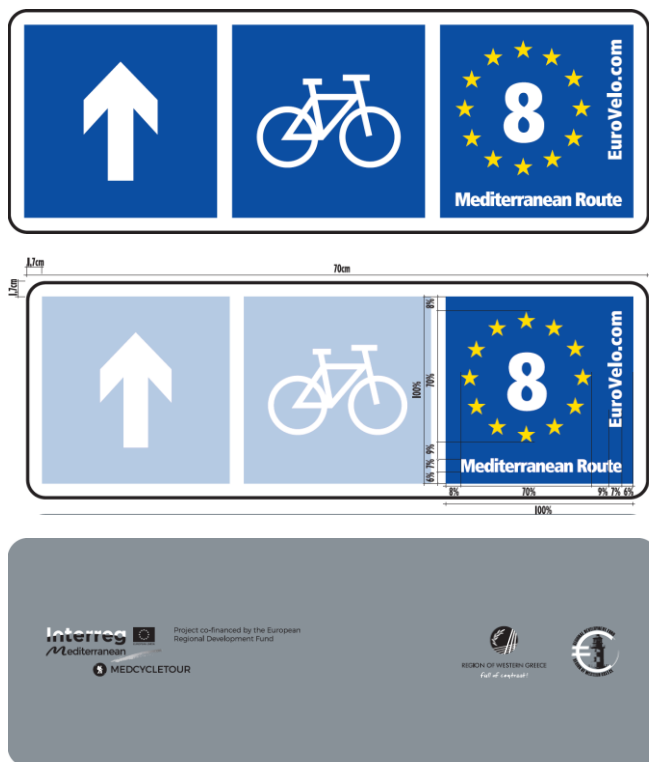
Position ID: 8



Type I: Dimensions 70 cm x 24,5cm



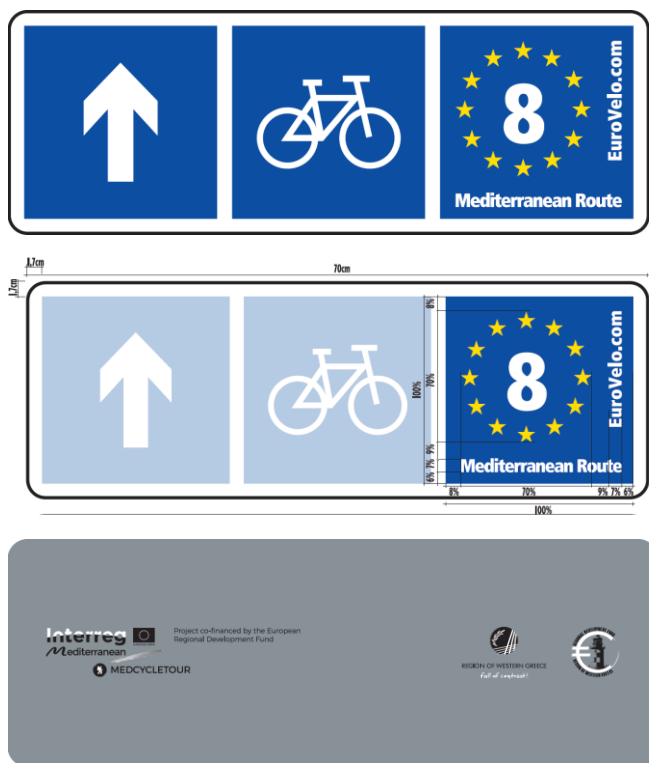
Position ID: 9



Type I: Dimensions 70 cm x 24,5cm



Position ID: 10

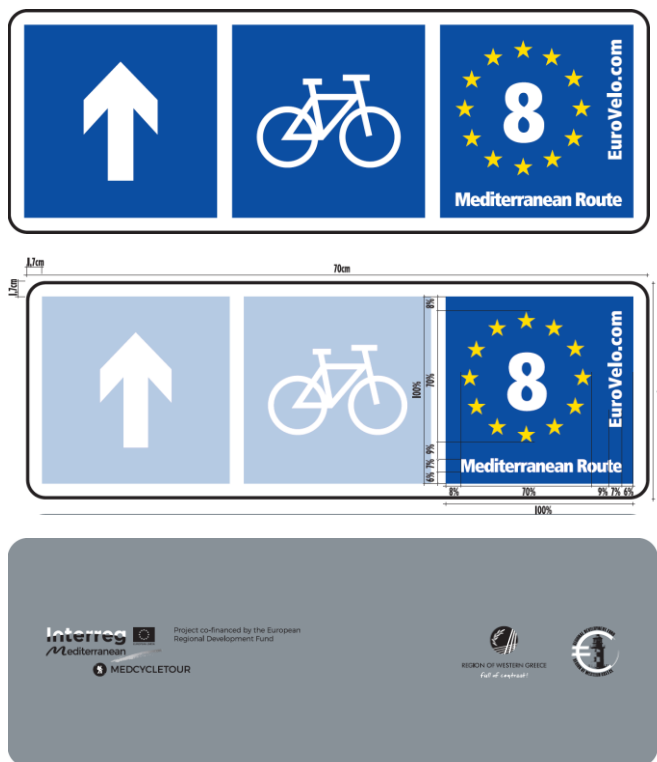


Type I: Dimensions 70 cm x 24,5cm





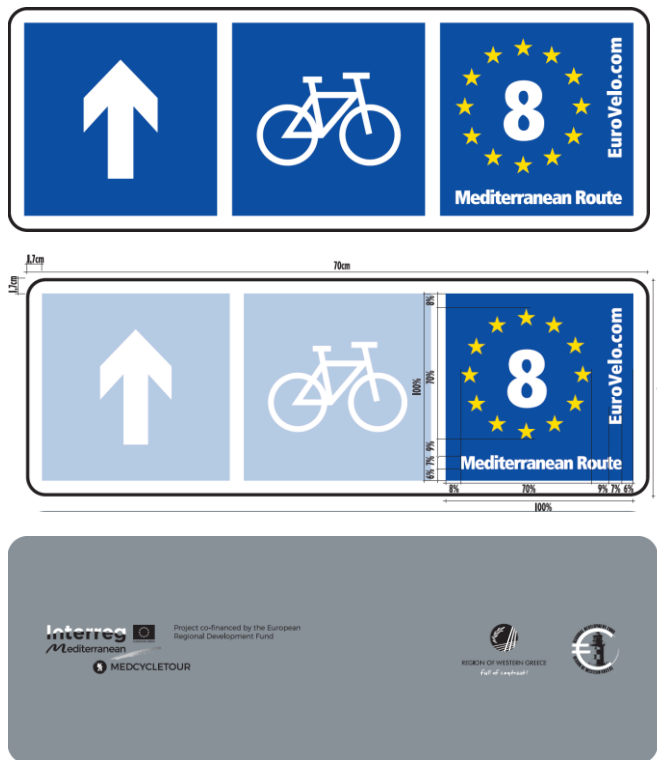
Position ID: 11



Type I: Dimensions 70 cm x 24,5cm



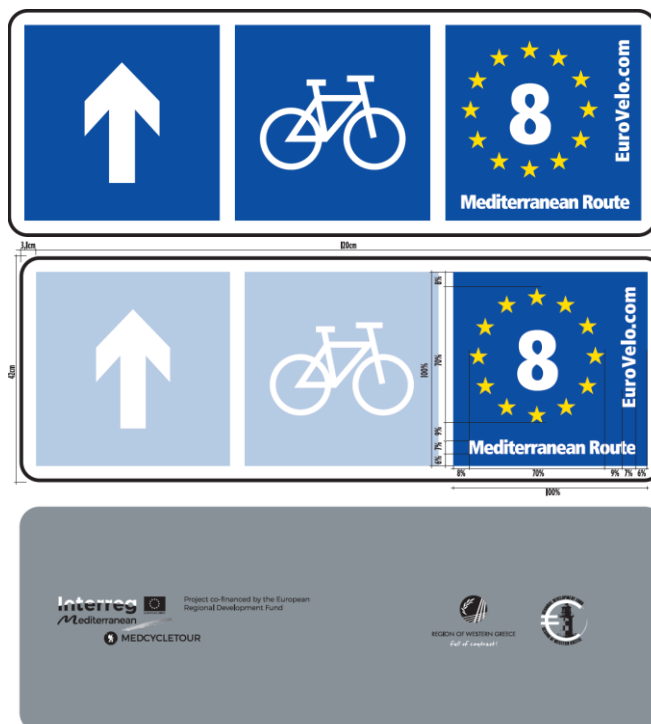
Position ID: 12



Type I: Dimensions 70 cm x 24,5cm



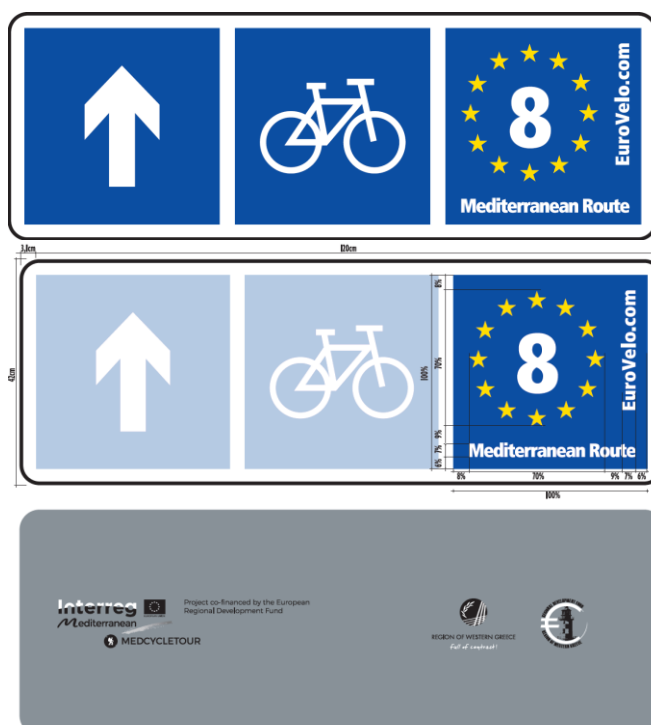
Position ID: 13



Type II: Dimensions 120 cm x 42 cm



Position ID: 14

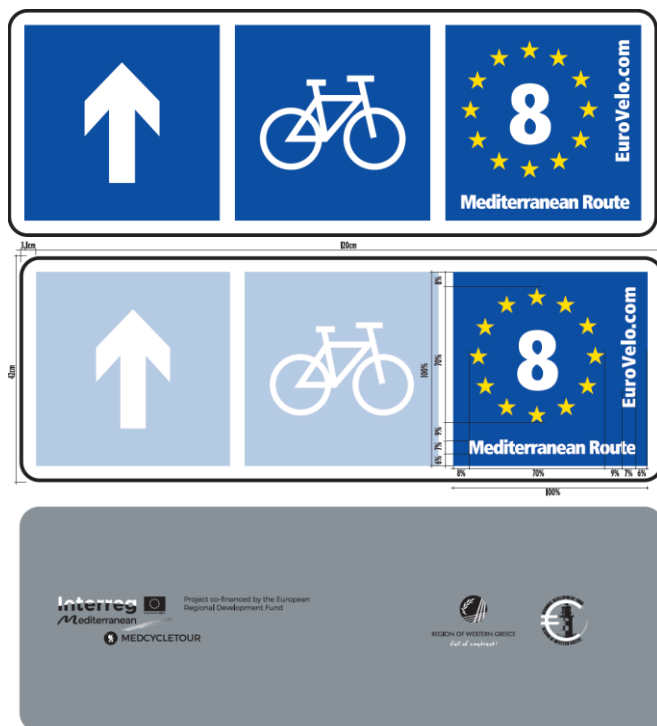


Type II: Dimensions 120 cm x 42 cm





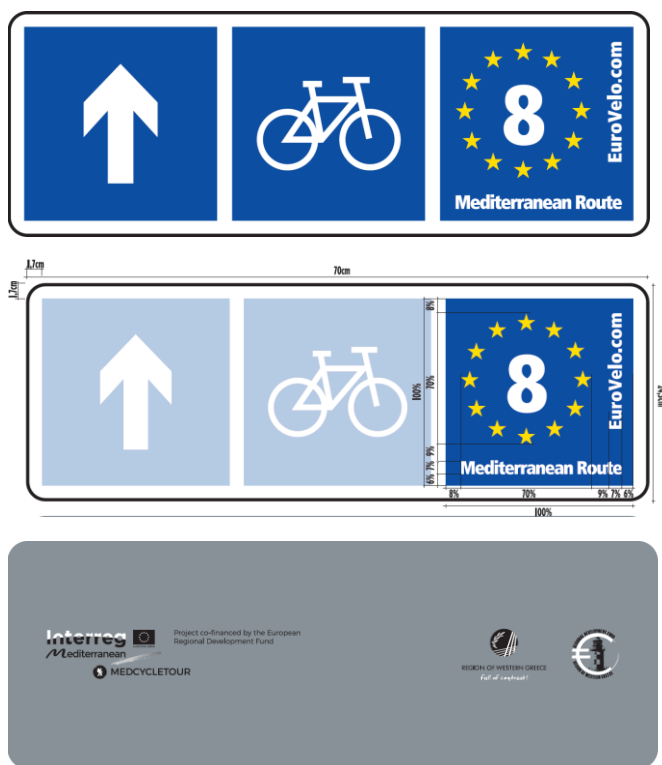
Position ID: 15



Type II: Dimensions 120 cm x 42 cm



Position ID: 16

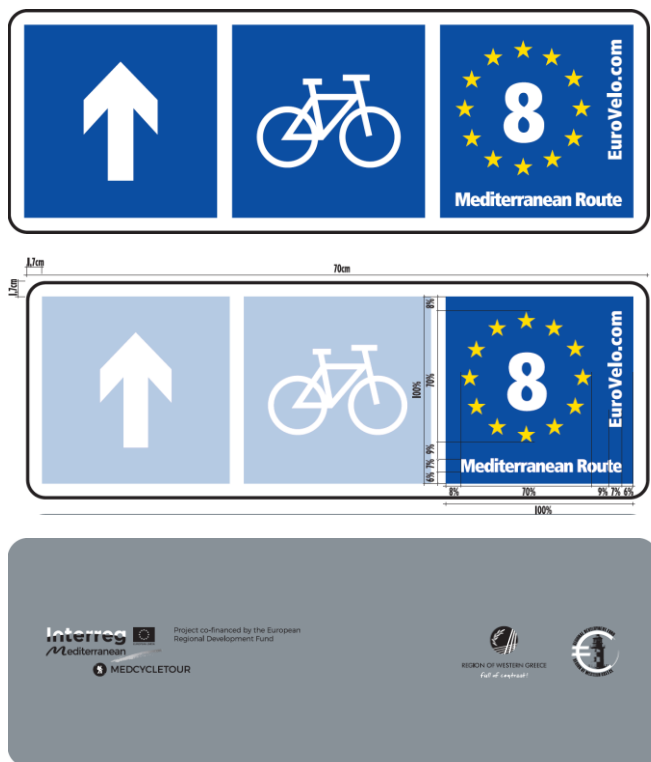


Type I: Dimensions 70 cm x 24,5cm





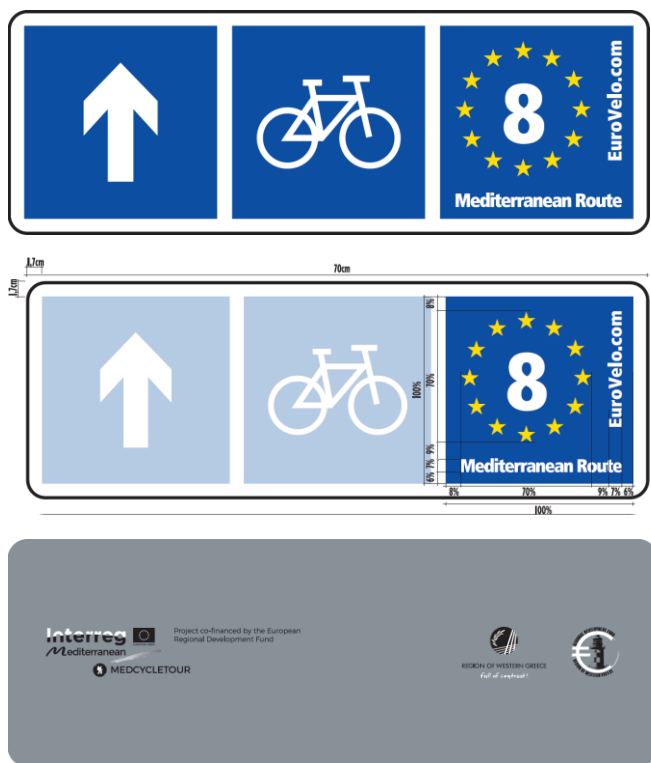
Position ID: 17



Type I: Dimensions 70 cm x 24,5cm



Position ID: 18



Type I: Dimensions 70 cm x 24,5cm



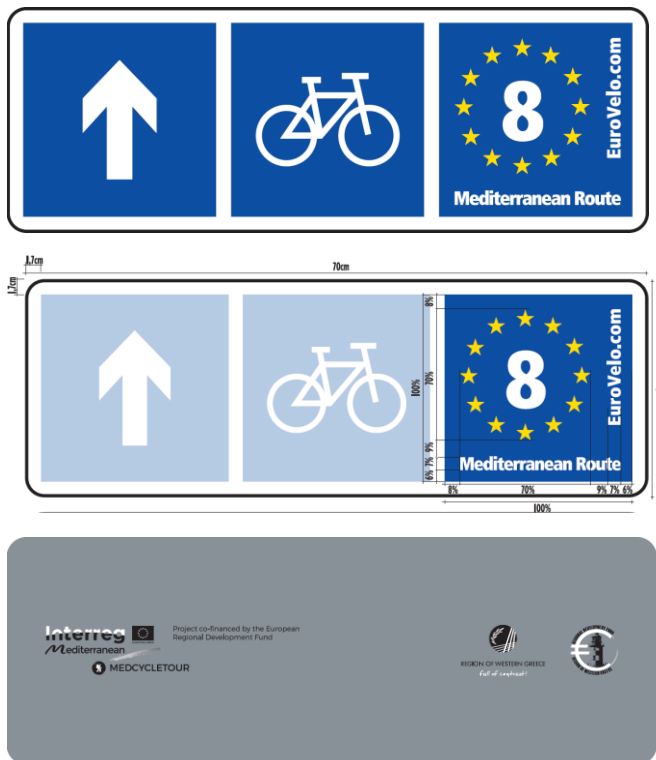
Position ID: 19



Type II: Dimensions 120 cm x 42 cm



Position ID: 20

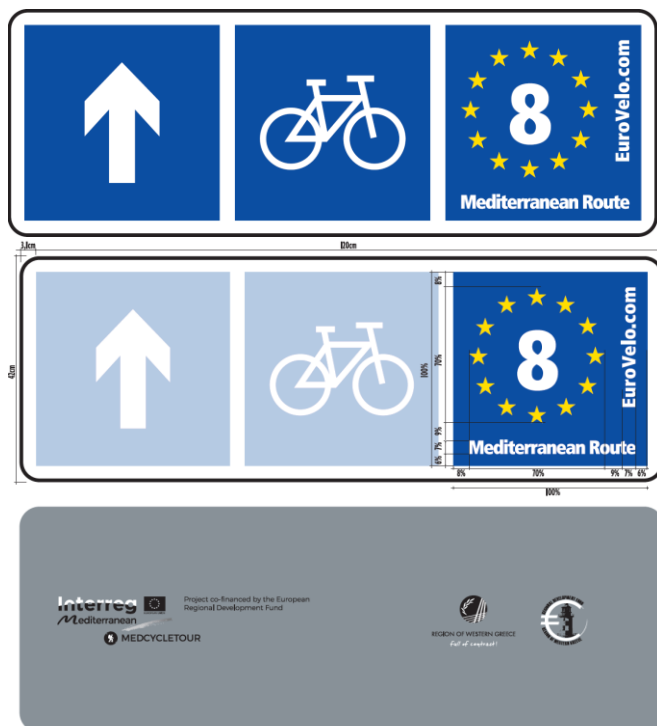


Type I: Dimensions 70 cm x 24,5cm





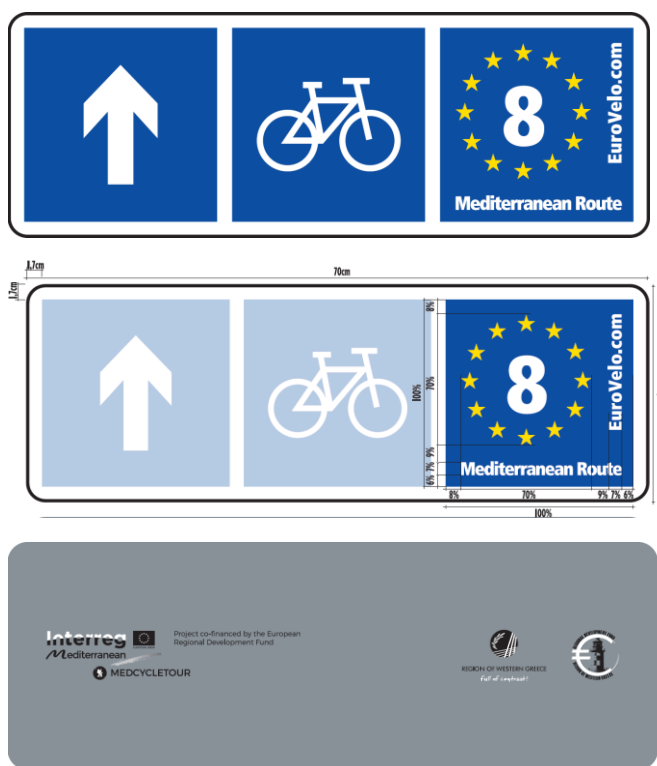
Position ID: 21



Type II: Dimensions 120 cm x 42 cm



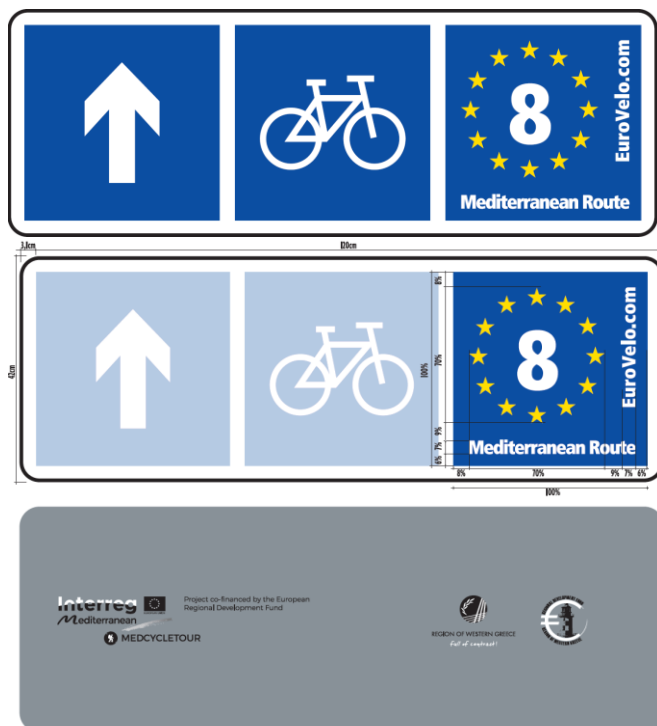
Position ID: 22



Type I: Dimensions 70 cm x 24,5cm



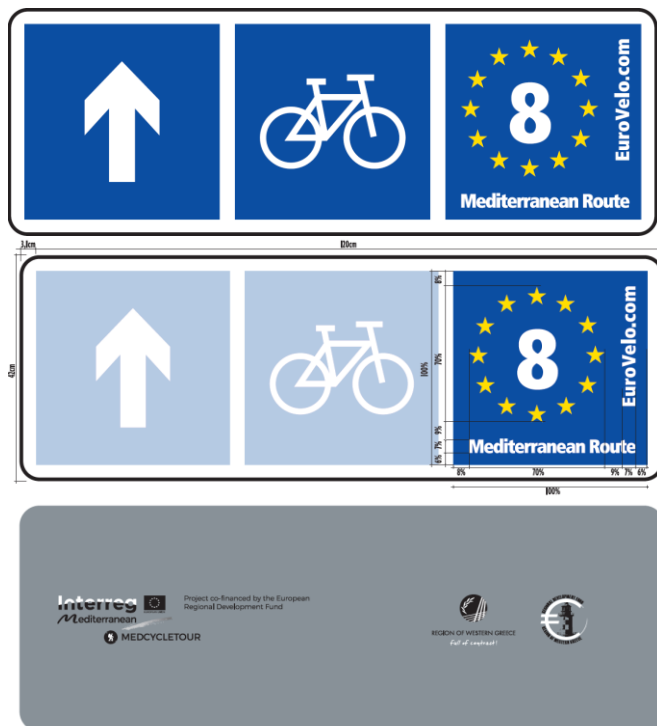
Position ID: 23



Type II: Dimensions 120 cm x 42 cm



Position ID: 24

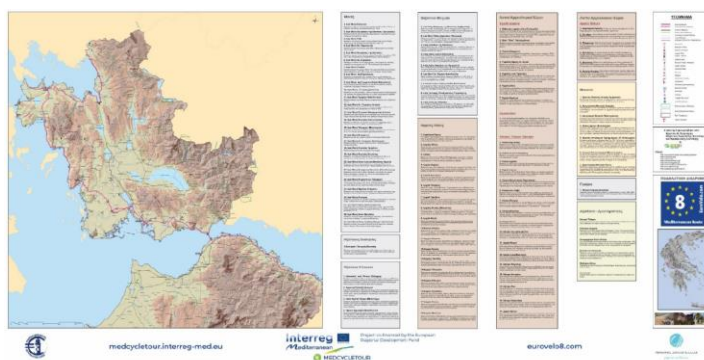
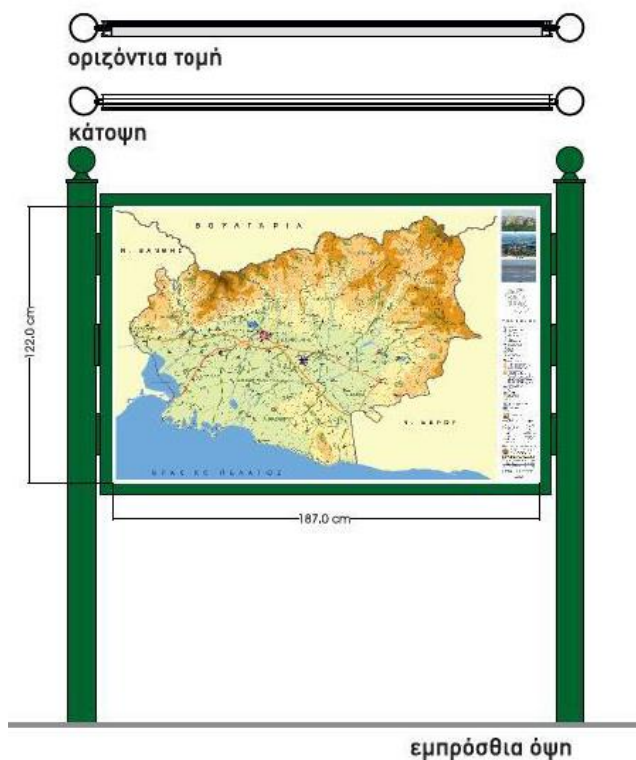


Type II: Dimensions 120 cm x 42 cm





Position ID: INFO KIOSK ASTAKOS

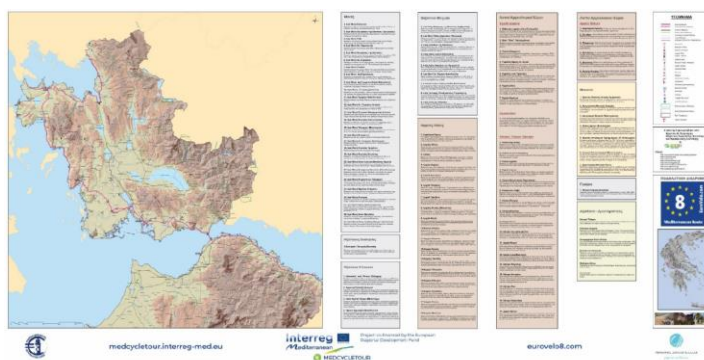
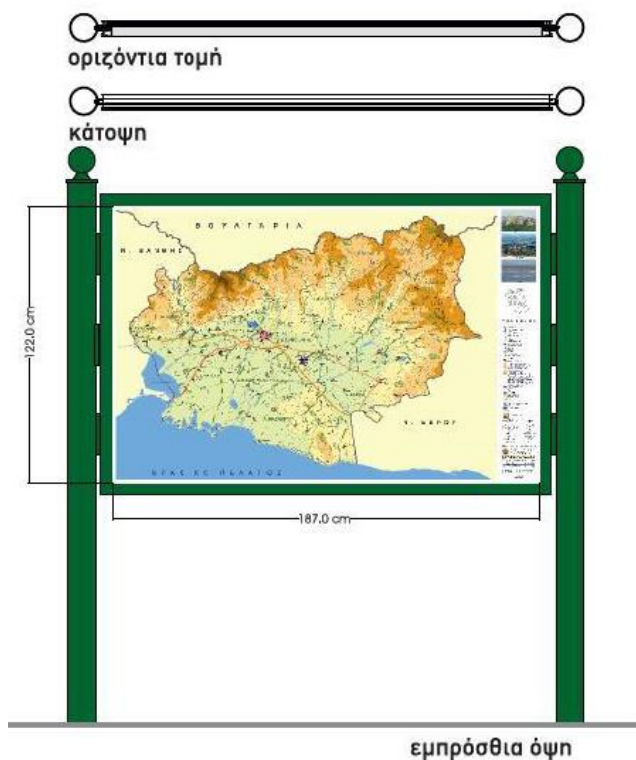


Info Kiosk: Panel dimensions 200 cm x 100 cm





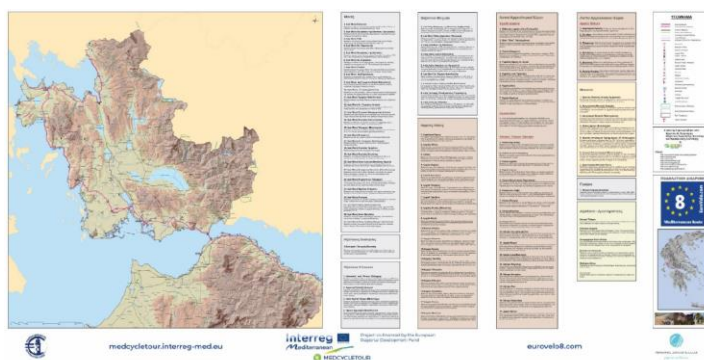
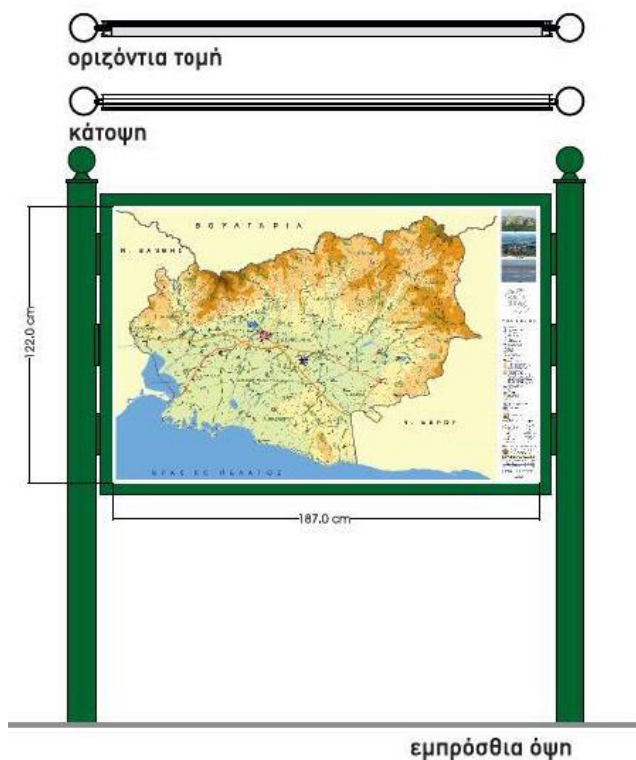
Position ID: INFO KIOSK MYTIKAS



Info Kiosk: Panel dimensions 200 cm x 100 cm



Position ID: INFO KIOSK VONITSA



Info Kiosk: Panel dimensions 200 cm x 100 cm