

INDICATOR RESULTS FACTSHEET

TRA03: PERSON MOVEMENTS

DEFINITIONS - OBJECTIVE

The indicator assesses the total number of users moving along the distinct motorway sections during a specific time period. It is calculated using the traffic volume, the composition of traffic and the occupancy rate. The indicator's purpose is to study mobility - accessibility along the axis and interconnections between the different areas.

RESULTS - ASSESSMENT

The distribution of the number of users moving along the distinct Egnatia Motorway sections is equivalent with the distribution of the traffic volume (indicator TRA01).

In general, it is estimated that the greatest number of persons move along the Egnatia Motorway sections in Central Macedonia, especially between Veroia and Thessaloniki, up to Serres IC, and this number is gradually decreased towards the two axis extremes.

The most characteristic impact of the fully-operating Egnatia Motorway on mobility is that the estimated moving users on the section between the west and east ICs of Grevena (Grevena By-pass) became more than double in the last four years (2007-2010). During the same period, the mobility of persons was also notably increased on the following Egnatia Motorway sections: (a) in Epirus, the city of Ioannina being the central point of users' mobility (Selles IC - Dodoni IC - Ioannina IC - Pamvotida IC), and (b) in the Region of Central Macedonia, along the sections between Polymylos IC and Veroia IC, as well as between Serres IC and Strymonas IC.

As regards the last two years (2009-2010), the greatest increase in the number of person moving on the motorway is also recorded along the route Igoumenitsa - Ioannina - Metsovo - Grevena, a fact that confirms the decisive role played by the motorway in increasing mobility in Epirus and Western Macedonia. On the contrary, a decrease in the moving persons by 15% in the years 2009-2010 is recorded along the Egnatia Motorway sections in Eastern Macedonia and Thrace.

| NUMBER OF MOTORWAY USERS (per day) ON EGNATIA MOTORWAY SECTIONS (2010) | | | | | | |
|--|--------|--------|--------|--------|-----------|-----------|
| EGNATIA MOTORWAY SECTIONS | 2007 | 2008 | 2009 | 2010 | Changes | |
| | | | | | 2007-2010 | 2009-2010 |
| IC IGOUMENITSA - IC VASSILIKOS | 8,800 | | | | | |
| IC VASILIKOS - IC NEOCHORI | | | 11,800 | 12,300 | | 4.24% |
| IC SELLES/TYRIA - IC DODONI | | 7,200 | 12,300 | 12,300 | 71% * | 0.00% |
| IC IOANNINA - IC PAMVOTIDA | | 7,600 | 12,700 | 14,400 | 67% * | 13.39% |
| IC ARACHTHOS - IC PERISTERI | | | | 14,200 | | |
| IC METSOVO - IC ANILIO | | | | 14,200 | | |
| IC WEST GREVENA - IC EAST GREVENA | 3,500 | 6,700 | 9,300 | 11,100 | 217.14% | 19.35% |
| IC EAST GREVENA - IC WEST SIATISTA (KASTORIA) | | 11,700 | 14,500 | 15,100 | 24% * | 4.14% |
| IC KALAMIA - IC KOZANI | | | | 18,500 | | |
| IC KOZANI - IC POLIMILOS | | 21,400 | 24,400 | 23,100 | 14% * | -5.33% |
| IC POLIMILOS - IC VEROIA | 21,400 | 23,400 | 26,300 | 25,100 | 17.29% | -4.56% |
| IC KOULOURA - IC NISELI | | 34,500 | 36,400 | 37,300 | 6% * | 2.47% |
| IC SERRES - IC PROFITIS | 22,900 | 25,300 | 29,500 | | 29% * | |
| IC PROFITIS - IC VAIOHORI | 23,400 | 25,400 | 29,600 | 29,300 | 25.21% | -1.01% |
| IC RENTINA - IC ASPROVALTA | | 25,700 | 28,200 | 25,400 | 10% * | -9.93% |
| IC ASPROVALTA - IC STRYMONAS | 18,000 | 22,600 | 25,500 | 24,100 | 33.89% | -5.49% |
| IC SYLLAS - IC LEFKI AMMOS | 20,600 | 21,100 | 23,800 | 20,600 | 0.00% | -13.45% |
| IC IASMOS - WEST IC KOMOTINI | 15,200 | 15,800 | 17,200 | 16,100 | 5.92% | -6.40% |
| WEST IC KOMOTINI - EAST IC KOMOTINI | 12,400 | 13,000 | 13,100 | 12,000 | -3.23% | -8.40% |
| IC ALEXANDROUPOLI - IC ALEXANDROUPOLI INDUSTRIAL ZONE | 9,200 | 9,500 | 10,600 | 9,300 | 1.09% | -12.26% |
| IC ALEXANDROUPOLI INDUSTRIAL ZONE - IC ARDANIO | 9,600 | 9,800 | 10,700 | 9,100 | -5.21% | -14.95% |

* Variations 2007-2009
 Source: Traffic Unit - Department of Network Support, Operations, Exploitation & Maintenance Division, EGNATIA ODOS A.E.

METADATA

Sources

Traffic Unit - Department of Network Support - Operations, Exploitation and Maintenance Division of EGNATIA ODOS AE.

URL: : <http://www.egnatia.eu/page/default.asp?la=1&id=257>

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Methodology

The indicator is calculated with the use of traffic volume, composition of traffic and occupancy rate data.

In particular, as regards traffic volume and composition, we have used information presented for indicators TRA01 and TRA02 respectively, while for the calculation of occupancy rate, we have used information resulting from field research performed along the Egnatia Motorway within the framework of the design conducted for updating the traffic model adopted.

Map 1. Number of Egnatia Motorway users per day, 2009

