

INDICATOR RESULTS FACTSHEET

TRA01: TRAFFIC VOLUME

DEFINITION - PURPOSE

The indicator assesses the Annual Average Daily Traffic (AADT), which is the average number of vehicles that travelled between two successive interchanges on the Egnatia Motorway during the period of one year. Traffic volume is the main indicator depicting the mobility along the axis. The purpose of assessing this indicator is, therefore, to study mobility along the axis of the Egnatia Motorway.

RESULTS - ASSESSMENT

The traffic volume counts carried out in the last 6 years (2005-2010) prove that the highest traffic volumes are recorded along the sections between the interchanges of Kalochori and Serres. These sections also serve as the outer ring road of the city of Thessaloniki. This high traffic volume is anticipated, as these sections service both the through traffic and a great amount of urban (i.e. trips that have both of their ends within the urban agglomeration of Thessaloniki) and inter-Prefectural trips having Thessaloniki as one of their end (e.g. Thessaloniki-Serres, Thessaloniki-Kilkis, Thessaloniki-Kavala, etc). It should be pointed out that many of these trips are daily movements, as they involve commuting.

The lower traffic counts recorded nationwide in 2010 (as compared to those in 2009) caused by recession and increased fuel prices were also recorded on the Egnatia Motorway. More specifically, lower traffic counts -up to 15%- were mainly recorded on the Egnatia Motorway sections located to the east of Thessaloniki, where the significant upgrading of the infrastructure that was offered to the users (completion of the vast majority of Egnatia Motorway sections) took place before 2009.

On the contrary, along the western part of the Motorway, i.e. on the sections from Igoumenitsa to Siatista, traffic counts were higher than the corresponding ones in 2009; in certain cases, this increase even exceeded 20%. This is mainly due to the fact that certain significant sections between Ioannina and Grevena were opened to traffic later than the beginning of 2009 and, therefore, their traffic counts in the first months of 2009 were lower. This had also an impact on the Annual Average Daily Traffic (AADT) of 2009.

Traffic counts on the Egnatia Motorway in the last two years (2009-2010), mainly on the sections extending from Ioannina to Kleidi, were also affected by the fact that the Tembi Valley passage was closed from 17/12/09 to the Easter of 2010. This had an impact on the traffic volumes and traffic routes between Northern Greece and the rest of the country.

With regard to the traffic counts between Polymylos IC and Veroia IC (Kastania Bypass), where a new toll station was put in operation in September 2010, the decrease recorded was of minor importance. It is observed that this decrease results from a) journeys that were not “necessary” and no longer take place due to the higher traffic costs, and b) long journeys that started following alternative routes (e.g. for the journey Thessaloniki-Ptolemaida, certain road users prefer the no-toll National Road Thessaloniki-Edessa instead of the Egnatia Motorway section, where two toll stations are now in operation). On the contrary, the local traffic that uses the Kastania route to avoid the toll stations is almost zero.

TRAFFIC VOLUME								
ANNUAL AVERAGE DAILY TRAFFIC (A.A.D.T.) FOR THE YEARS 2005 - 2010								
Egnatia Motorway Section	AADT 2005	AADT 2006	AADT 2007	AADT 2008	AADT 2009	AADT 2010	Change 2005-2010*	change 2009-2010
Igoumenitsa I/C - Vasiliko I/C	3,000	4,500	5,100	0.0.	0.0.	0.0.	70%	#
Vasiliko I/C - Neochori I/C					6,800	7,000	3%	3%
- Neochori I/C - Selles-Tyria IC	1,700	2,600	0.0.	0.0.	0.0.	0.0..	53%	#
- Selles-Tyria IC - Dodoni I/C	U.C.	U.C..	0.0.	4.000	7,000	7,000	75%	0%
Ioannina I/C - Pamvotida I/C	U.C.	U.C..	U.C.	4,200	7,300	8,400	100%	15%
Aracthos I/C - Peristeri I/C						8,300		#
Peristeri I/C - Metsovo I/C	U.C.	0.0.	3,900	5,000	8,100	E.A.	108%	#
Metsovo I/C - Anilio I/C						8,300		#
West Grevena I/C - East Grevena I/CA	U.C.	U.C..	2,100	3,900	5,400	6,600	214%	22%
- East Grevena I/C - Kastoria I/C				6,700	8,400	8,900	33%	6%
East Siatista I/C - Kalamia I/C	7,500	0.0.	0.0.	0.0.	0.0.	0.0.	0%	#
Kalamia I/C - Kozani I/C	7,200	8,400	8,500	0.0.	0.0.	10,800	50%	#

TRAFFIC VOLUME								
ANNUAL AVERAGE DAILY TRAFFIC (A.A.D.T.) FOR THE YEARS 2005 - 2010								
Egnatia Motorway Section	AADT 2005	AADT 2006	AADT 2007	AADT 2008	AADT 2009	AADT 2010	Change 2005-2010*	change 2009-2010
Kozani I/C - Polymylos I/C				12,100	13,900	13,800	14%	-1%
- Polymylos I/C - Veria I/C	10,300	11,300	12,300	13,200	15,000	14,600	42%	-3%
- Veria I/C - Kouloura I/C	16,800	18,700	O.O.	O.O.	O.O.	O.O.	11%	#
Kouloura I/C - Niselio I/C				19,400	20,600	21,600	11%	5%
Niselio I/C - Klidi I/C	16,900	18,100	O.O.	O.O.	O.O.	O.O.	7%	#
Kalochori (K1) I/C - Diavata-Ionia (K2) I/C				27,400	27,600	O.O.	1%	#
Diavata-Ionia (K2) I/C - Efkarpi (K4) I/C	34,400	42,000	46,000	46,000	48,000	O.O.	40%	#
Efkarpi (K4) I/C - Lagadas-Serres i/C	58,000	61,000	62,000	O.O.	O.O.	O.O.	7%	#
Lagadas-Serres i/C - Profitis I/C	11,600	12,500	13,200	14,400	16,800	O.O.	45%	#
Profitis I/C - Vaiochori I/C	U.C..	U.C.	13,500	14,500	16,900	16,700	24%	-1%
Rentina I/C - Asprovalta I/C	U.C.	U.C.	O.O.	14,600	16,000	14,500	-1%	-9%
Asprovalta I/C - Strymonas I/C	U.C.	O.O..	10,400	13,000	14,600	13,800	33%	-5%
Agios Syllas I/C - Aspra chomata I/C	11,000	11,300	12,000	12,100	13,700	11,900	8%	-13%
Iasmos I/C - West Komotini I/C	8,700	8,800	8,800	9,200	9,800	9,200	6%	-6%
West Komotini I/C - East Komotini I/C	6,500	6,700	7,200	7,500	7,600	6,900	6%	-9%
Alexandroupoli I/C - VIPE Alexandroupoli I/C	5,000	5,200	5,300	5,400	6,000	5,300	6%	-12%
VIPE Alexandroupoli I/C - Ardanio I/C	5,300	5,400	5,500	5,600	6,100	5,200	-2%	-15%

Table referred to Egnatia motorway sections with traffic stations

* oldest-latest data available

U.C.: Under Construction

O.O.: Out of order traffic stations

Raw data source: Department of Traffic , EGNATIA ODOS S.A., 2011

On the sections for which traffic counts are available for the years 2005-2010 a significant increase in traffic volumes is observed. The most prominent increase was recorded on the route Igoumenitsa - Ioannina - Metsovo - Grevena, along which Egnatia Motorway was fully operable in 2009. Traffic volumes along certain sections were very low in the first years of their operation, since they mainly serviced local traffic, whereas now that the motorway is fully operable it attracts and fully services through traffic. In the same period (2005-2010), increased traffic counts are recorded on other Egnatia Motorway sections, as well. For example, an increase by 50% is recorded on the section extending from Kalamia IC to Kozani IC, and 42% on the section from Polymylos to Veroia (Kastania By-pass) demonstrating the significance of this motorway section when it comes to the connection of Central with Western Macedonia.

A similar increase is also observed on the sections between Serres IC and Profitis IC, and between Asprovalta IC and Strymonas IC, a fact that indicates the special significance of these sections as far as the connection between Central and Eastern Macedonia-Thrace is concerned.

METADATA

Sources

Department of Traffic- Network Support Directorate- Operation, Exploitation and Maintenance Division of EGNATIA ODOS AE.

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

Email: traffic@egnatia.gr

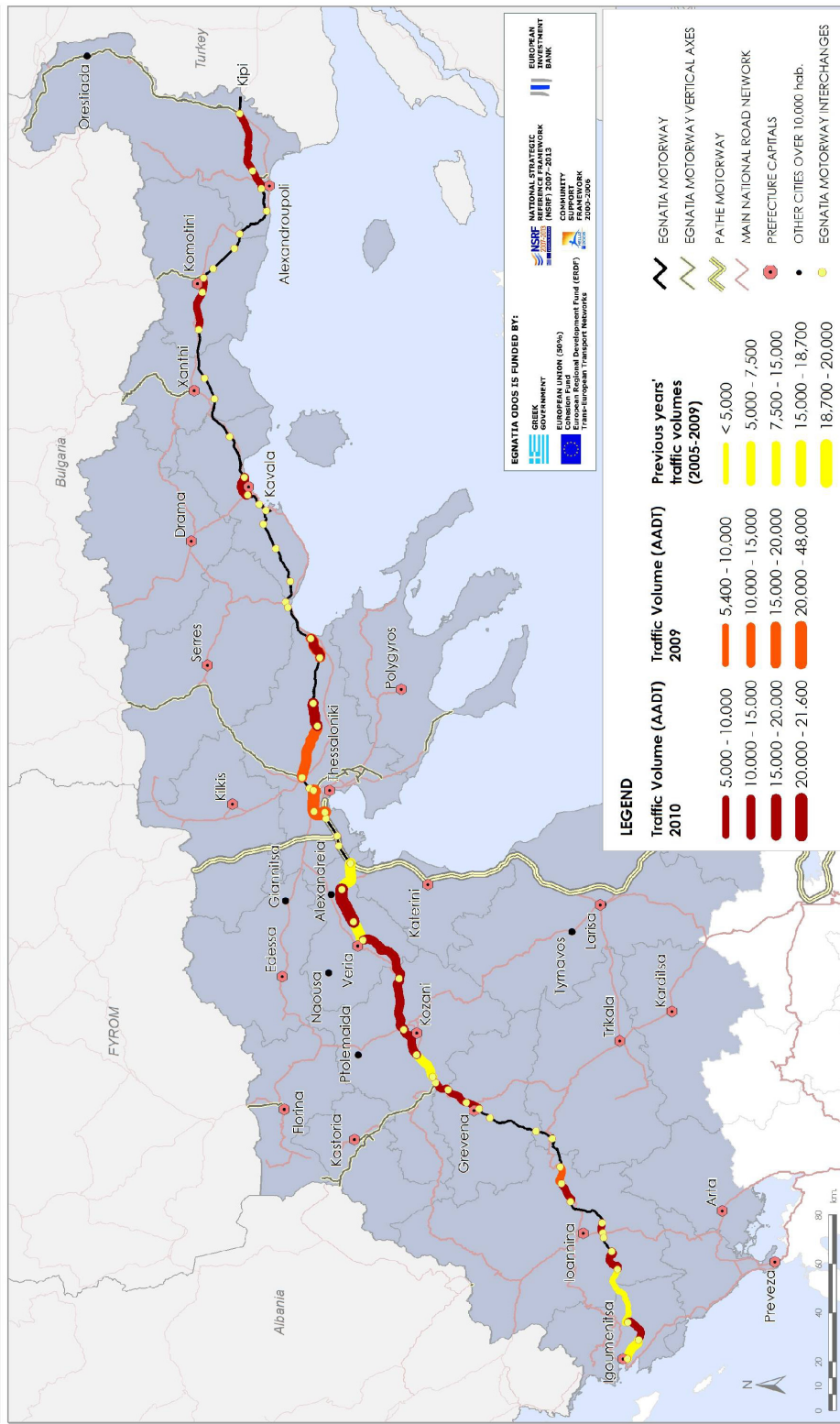
Methodology

EGNATIA ODOS S.A. has developed a complete system of collecting and processing traffic counts, which in its final form will consist of a total of 65 traffic count stations (including toll stations). The systems that are used in traffic count stations are inductive loops and microwave radars, whereas counts are collected with the use of a special Telemetry software and telemetric equipment, so as to transfer data from all remote parts of the road axis to the headquarters of EGNATIA ODOS AE in Thessaloniki.

The recording of traffic by the traffic count stations is uninterrupted and continues throughout the year. The annual average daily traffic is the average of the daily

volumes. When there are temporary interruptions in the functioning of a count station, those “gaps” of counts are systematically filled by similar hour/ day/ period data of the station. Results are not presented when there is a long term interruption in the stations’ operation.

Map 1. Annual Average Daily Traffic (AADT) in the Egnatia Motorway, 2010



EGNATIA ODOS IS FUNDED BY:

- GREEK GOVERNMENT
- EUROPEAN UNION (50%) Cohesion Fund
- EUROPEAN INVESTMENT BANK
- NATIONAL STRATEGIC REFERENCE FRAMEWORK (NSRF) 2007-2013
- COMMUNITY SUPPORT FRAMEWORK (NSRF) 2000-2006

LEGEND

Traffic Volume (AADT) 2010	Traffic Volume (AADT) 2009	Previous years' traffic volumes (2005-2009)
5,000 - 10,000	5,400 - 10,000	< 5,000
10,000 - 15,000	10,000 - 15,000	5,000 - 7,500
15,000 - 20,000	15,000 - 20,000	7,500 - 15,000
20,000 - 21,600	20,000 - 48,000	15,000 - 18,700
		18,700 - 20,000

EGNATIA MOTORWAY VERTICAL AXES

- EGNATIA MOTORWAY
- EGNATIA MOTORWAY VERTICAL AXES
- PAFOS MOTORWAY
- MAIN NATIONAL ROAD NETWORK
- PREFECTURE CAPITALS
- OTHER CITIES OVER 10,000 hab.
- EGNATIA MOTORWAY INTERCHANGES

DATE: 31/03/2011
 DATA SOURCE: TRAFFIC DEPARTMENT, EGNATIA ODOS A.E.
 FILE: \\C:\cephelus\os\GIS\Indicators\TRA\TRA01\2011\tr01ps\tr01ps_SNA\TRA01_2011_04_EN.rwd