

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 8 years (2004-2011) 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 (e.g. towards the Industrial Zone of Thessaloniki and different suburbs of the city), as well as interurban 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 or serve educational, recreational or other purposes.

The generally lower vehicle traffic counts recorded nationwide caused by recession and increased fuel prices are also recorded on the Egnatia Motorway. More specifically, in 2011, the Annual Average Daily Traffic (AADT) on the Egnatia Motorway road sections was reduced by an average of 10% as compared to 2010. On the Egnatia Motorway sections where traffic volumes were recorded in 2011, the most noticeable reduction, i.e. by 17-18%, was observed between the ICs of Kozani and Veroia. This was due, apart from the reasons previously mentioned, to the operation of Polymylos toll station (commencement of operation on 14/09/2010).

As regards the impact on traffic of the commencement of operation of 4 additional toll stations on the Egnatia Motorway (Tyria, Malakasi, Analipsi, Iasmos), this cannot yet be concluded from the AADT recordings of 2011 when compared to 2010, since these toll stations commenced their operation the last two months of 2011. An initial processing of the traffic data recorded on these 4 road sections, taking into account the seasonal variations in traffic volumes, we can conclude that the operation of toll

stations resulted in a further reduction of traffic by 15-25%. This is estimated to be due to the fact that either certain trips that were made before the toll stations started to operate stopped (especially on the tolled motorway sections in Western Greece) or part of the traffic was diverted to the toll-free

**TRAFFIC VOLUME IN EGNATIA MOTORWAY
ANNUAL AVERAGE DAILY TRAFFIC (A.A.D.T.) FOR THE YEARS 2004 - 2011**

Egnatia Motorway Section	AADT 2004	AADT 2005	AADT 2006	AADT 2007	AADT 2008	AADT 2009	AADT 2010	AADT 2011	change 2010-2011	Change 2004-2011**
I/C IGOUMENITSA - I/C VASILIKOS	*	3,000	4,500	5,100	#	#	#	#	#	70%
I/C VASILIKOS - I/C NEOCHORI	*	*	*	*	*	6,800	7,000	6,700	-4%	-1%
I/C NEOCHORI - I/C SELLES - TYRIA	800	1,700	2,600	#	#	#	#	#	#	225%
I/C SELLES (TYRIA) - I/C DODONI	*	*	*	*	4,000	7,000	7,000	6,800	-3%	70%
I/C IOANNINA - I/C PAMVOTIDA	*	*	*	*	4,200	7,300	8,400	7,800	-7%	86%
I/C ARACHTHOS - ZAGORIOU - I/C PERISTERI	-	-	-	-	-	-	8,300	#	#	#
I/C PERISTERI - I/C METSOVO	*	*	*	3,900	5,000	8,100	#	#	#	108%
I/C METSOVO - I/C ANILIO	-	-	-	-	-	-	8,300	#	#	#
I/C SOUTH GREVENA - I/C EAST GREVENA	*	*	*	2,100	3,900	5,400	6,600	5,900	-11%	181%
I/C TAXIARCHI - I/C WEST SIATISTA (KASTORIA)	*	*	*	*	6,700	8,400	8,900	8,000	-10%	19%
I/C KALAMIA - I/C KOZANI - KILA	5,200	7,200	8,400	8,500	#	#	10,800	9,400	-13%	81%
I/C KOZANI - I/C POLIMILOS	*	*	*	*	12,100	13,900	13,800	11,400	-17%	-6%
I/C POLIMILOS - I/C VERIA	*	10,300	11,300	12,300	13,200	15,000	14,600	12,000	-18%	19%
I/C VERIA - I/C KOULOURA	13,000	16,800	18,700	#	#	#	#	#	#	44%
I/C KOULOURA - I/C NISELIO	*	*	*	*	19,400	20,600	21,600	#	#	11%
I/C NISELIO - I/C KLIDI	13,600	16,900	18,100	#	#	#	#	#	#	33%
I/C KALOCHORI (K1) - I/C IONIA (K2)	*	*	*	*	27,400	27,600	#	#	#	1%

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I/C IONIA (K2) - I/C EFKARPIA (K4)	16,400	34,400	42,000	46,000	46,000	48,000	#	#	#	193%
I/C EFKARPIA (K4) - I/C GIROKOMIO	54,100	58,000	61,000	62,000	#	#	#	#	#	15%
I/C LANGADA - I/C PROFITI	10,800	11,600	12,500	13,200	14,400	16,800	#	#	#	56%
I/C PROFITI - I/C VAGIOCHORI	*	*	*	13,500	14,500	16,900	16,700	15,500	-7%	15%
I/C RENTINA - I/C ASPROVALTA	*	*	*	*	14,600	16,000	14,500	13,600	-6%	-7%
I/C ASPROVALTA - I/C Kerdilia	*	*	*	10,400	13,000	14,600	13,800	12,600	-9%	21%
I/C AG, SILA - I/C LEFKI AMMOS	10,500	11,000	11,300	12,000	12,100	13,700	11,900	10,900	-8%	4%
I/C IASAMOS - I/C WEST KOMOTINI	8,700	8,700	8,800	8,800	9,200	9,800	9,200	8,000	-13%	-8%
I/C WEST KOMOTINI - I/C EAST KOMOTINI	6,400	6,500	6,700	7,200	7,500	7,600	6,900	6,200	-10%	-3%
I/C ALEXANDROUPOLI - I/C VIPE ALEXANDROUPOLI	4,600	5,000	5,200	5,300	5,400	6,000	5,300	5,000	-6%	9%
I/C VIPE ALEXANDROUPOLI - I/C ARDANIO	4,900	5,300	5,400	5,500	5,600	6,100	5,200	5,000	-4%	2%

Table referred to Egnatia motorway sections with traffic stations

* Under Construction

Out of order traffic stations

** oldest-latest data available

Raw data source: Department of Traffic , EGNATIA ODOS S.A. , 2012

Based on the overall change in traffic volumes during the partial operation of the Egnatia Motorway (i.e. between 2004 and 2009 and depending on the availability of traffic counts), the most prominent increase was recorded on the route Igoumenitsa - Ioannina - Metsovo - Grevena, along which the 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 they attract and fully service through traffic.

On the eastern Egnatia Motorway sections (Ag. Andreas IC - Kipoi), the majority of which was opened to traffic before 2004 and, therefore, in 2004, it was used to

service through traffic as well, one can study the longitudinal traffic count data and observe that traffic volumes reached their peak in 2009, while, in 2011, after two years of recession, they were reduced to the levels of 2004-2005.

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>

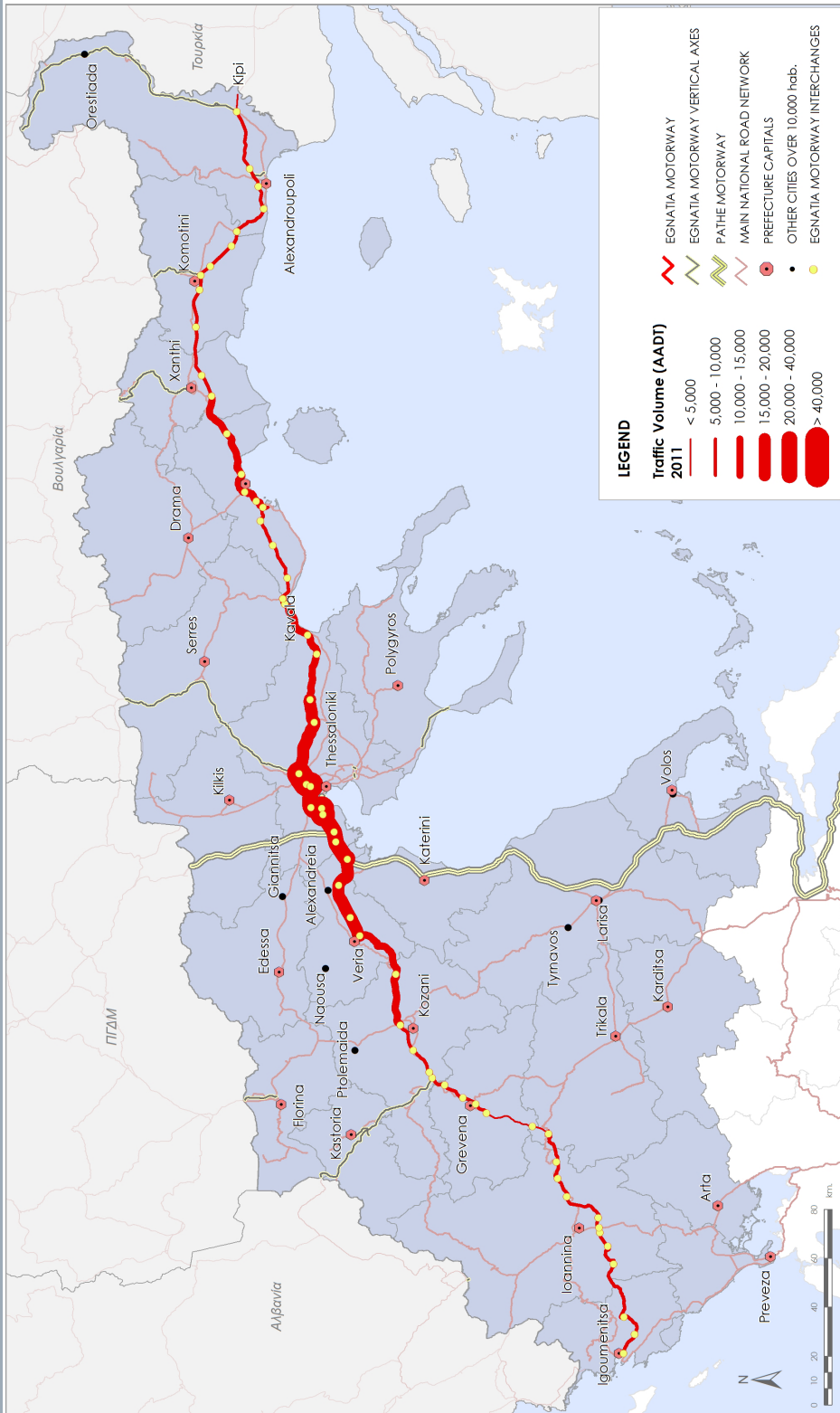
Email: traffic@egnatia.gr

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. Levels of Traffic Volume in terms of estimated Annual Average Daily Traffic (AADT) in the Egnatia Motorway, 2012



DATE: 08/10/2012
 DATA SOURCE: TRAFFIC DEPARTMENT, EGNATIA ODOS A.E.
 FILE: \\Cepheus\obs\GIS\Indicators\TRA\TRA01_2012\maps\trmsd_EN\TRA01_2012_10_EMHK_2011_EN.mxd

