



# **Leicestershire County Council**

# Transport Trends Report 2010

Environment and Transport Department Traffic Modelling and Data Collection Team



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# **Revision Schedule**

### Leicestershire County Council Transport Trends Report 2010 July 2012

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# Executive Summary

This is our second annual Transport Trends report. As such it does not have the benefit of large amounts of historic data required for a detailed trend analysis. Nevertheless the an alysis reported in th is report g ives some indication of changes in transport trends between 2008 and 2010 both in terms of traffic and congestion changes. Future editions will become increasingly robust and provide a clearer indication of transport trends in the county. This years headline figures are:

### Traffic Volumes

- Decline in 24 hour monitored traffic flows in Ashby-de-la-Zouch (-2.14%), Coalville (-2.02%), Hinckley (-0.93%), Loughborough (-0.24%), Lutterworth (-1.54%), Market Harborough (-1.09%) and Melton Mowbray (-1.18%).
- Inbound traffic flows into Loughborough are stable with a slight increase in the 12 and 24 hours flows of 0.10% and 0.13% respectively.

### Modal Share

- All cordons no decline in HGV modal share in the 24hr p eriod with growth of between 0.0-0.5%
- Hinckley, Market Harborough and Melton Mowbray increase in HGV share across all three time periods (0.1-0.8%)

### Traffic Trends

- General decline in traffic flows from 2009 levels.
- The Earl Shilton bypass (opened 2009) has resulted in further reduction in flows of between 17.84% and 21.78% using the old A47 through Earl Shilton.

### County Boundary Surveys

- A reduction in monitored traffic flows of 2.58% on 2009 levels.
- Number of ATC Monitoring Sites increased from 17 sites in the 2009 to a total of 45 sites in 2010.

### Peak Spreading

There is evidence of peak spreading;

- in both the AM Inbound and PM Outbound peak hours in to the shoulder hours 7-8am, up 5.47%, and 6-7pm, up 6.97% in Hinckley.
- in both the AM Inbound and PM Outbound peak hours in to the shoulder hours 9-10am, up 12.87%, and 4-5pm, up 10.69% in Loughborough.
- in the PM Outbound peak hour in to both shoulder hours 4-5pm up 9.46% and 6-7pm up 10.22% in Lutterworth.
- in both the AM I nbound peak hour in to the shoulder hour 7-8am, up 2.40% in Melton Mowbray.

### Air Quality Management Areas

Melton Mowbray Inner Relief Road (LCC\_AQMA11) No longer monitored

# 1.0 Introduction

The LTP3 Guidance document published July 2009 requires Local Authorities to take ownership in defining their own performance indicators although some national indicators such as NI 167 re lating to congestion are still mandatory for Local Area Agreements (LAAs) and Multi Area Agreements (MAAs). The guidance puts the onus on Loc al Authorities to produce soun d quantitative evidence to back up their plans, policies and strategies and an implementation plan which should inc lude monitoring of targets and plan performance over time. The purpose of this report is to form part of t he body of initial transport evidence being ass embled to identify issues and problems relating t o transport in Leicester shire to inform early strategy and policy formulation. More importantly its primary purpose is to serve as a source document for year-on-year monitoring of transport changes over time, to provide an understanding of the causes of the changes and to help with the monitoring of the performance of set targets and tracking of trajectories.

To do this in a systematic way se veral monitoring cordons have been established so that traffic volumes across these cordons and screenlines can be measured year-on-year to detect and report changes in trend. For the first time a cordon around the County bounda ry made up of 95 count sites was established and surv eyed in 2009 - 17 of which already had permanent Automatic Traffic C ounters (ATC). Th is together with 7 further traffic monitoring cordons drawn around the County Market Towns of Loughborough, Coalville, Melton, Harborough, Hinckley, Ashby De La Zouc h and Lutterworth were established for this purpose.

An Oadby and Wigst on cordon with AT Cs at strategic monitoring sites has now been establis hed; this means LCC has all County urban centres monitored. Completion of the Oadby & Wigston cordon also meant LCC had a much tighter cordon around the key arteri al roads into and out of Leicester. This will enable the monito ring of the num ber of trips crossing between the Leicester City boundary and the Count y. Existing permanent ATC sites around the city boundary can be seen in Figure 1.1

The market town cordons and their m onitoring site locations ar e shown in Figure 2.1 and Table 1.0 show s a summary of the num ber of sites in each area. A comprehensive list of these sites is provided in Table A1 Appendix A.

Cordon	Number of	Date	Type of Survey	Time Surveyed	
	Count Sites				
County	95	2009	MCC, SDR & ATC	12Hr/24Hr	
Loughborough	8	2008	ATC	24Hr	
Melton	9	2008	ATC	24Hr	
Hinckley	10	2008	ATC	24Hr	
Coalville	7	2008	ATC	24Hr	
Harborough	5	2008	ATC	24Hr	
Ashby	8	2008	ATC	24Hr	
Lutterworth	6	2009	ATC	24Hr	
Oadby & Wigston	11	2010	ATC	24Hr	

#### Table 1.0 – Summary of Cordon Sites Used in This Report

The market town cordon surveys were conducted by using permanent under the-road inductive ATC loop counters, data is collected and flows derived from data aggregated over the month of September. The County boundary surveys were covered by a combination of Speed Detection Radar (SDRs), Manual Classified Counts (MCCs) and ATCs. Due to the geographical distribution of the sites and a lack of equipment it was impossible to conduct the surveys over the same period. As such all ATC data used is aggregated for the month of May. MCCs were conducted for 12 hours (7am-7pm) on a single day in May. The SDR s urveys were conducted during the last three weeks of May, with each site being monitored for a 5- day period (Mon-Fri) 24 hours a day. After flows had been established at al I of the county boundary sites, a program began to replace SDRs and MC Cs with p ermanent ATCs at the busiest sites.

The report is set out in 7 chapters. The next prov ides an analysis of the volumes of traffic entering and leav different times of day; Chapter 3 deal s with Modal Shares and 4 discus ses traffic growth over time from histor discussed in chapter 5. In chapter 6 congestion analysis using our newly acquired congestion analysis software Strat-e-GIS and DfT's T raffic Master Database shows congestion hotspot s and roads throughout the County. Finally chapter 7 discusses LCCs Air Quality Management Areas (AQMAs) and the connected monitoring sites. In fu ture reports chapters covering public transport passenger flows, bus reliability and accessibility will be included.



Figure 1.1: Leicester City Cordon

# 2.0 Traffic Volumes in County and Towns

## 2.1 Market Town Cordons

- 2.1.1 In 2008 Leicestershir e County Council (LCC) started to develop cordons around the 7 market towns in order to effectively monitor traffic flows. In 2010 the cordon was comp leted around Coalville, Hinckley and Market Harborough with the Oadby & Wigston cordon being established. The monitoring cordons are show in Figure 2.1.
- 2.1.2 Table 2.1 below shows that the num ber of ATC monitoring sites in the market towns has grown from 33 sites in 2007 to 75 in 2010. This includes an Oadby & Wigston cor don which was installed in August 2010 increasing the number of monitored urban areas to eight.
- 2.1.3 For the purpose of monitoring traffic volumes crossing the cordon, data will be analysed for the period 1 <sup>st</sup> September to 30 <sup>th</sup> September annually. These volumes will be aggregated over the month to produce average weekday flows for the following four time periods;
  - 12 Hour 07:00-19:00hrs
  - 24 Hour 00:00-00:00hrs
  - AM Peak 08:00-09:00hrs
  - PM Peak 17:00-18:00hrs
- 2.1.4 The traffic will be monitored and reported by direction.
- 2.1.5 Figure 2.1 below shows an overview of the current active monitoring sites along with the newly dev eloped monitoring cordons. New sites installed in 2010 will be excluded from the cordon totals to give a direct comparison between 2009 and 2010 flows.

Town	Sites	Sites	Sites	Sites
Cordon	2007	2008	2009	2010
Loughborough	8	8	88	
Melton	7	9	99	
Hinckley	4	10	10 12	
Coalville	3	7	7	13
Harborough	5	5	59	
Ashby	3	8	88	
Lutterworh	2	2	66	
Oadby & Wigston	1	1	1	11
Total	33	50 54 75		

#### Table 2.1 – Growth in Cordon Monitoring Sites



Figure 2.1: County Overview of Market Town Cordons and Monitoring Sites Used in this Report

### 2.2 Cordon Traffic Flows

- 2.2.1 All traffic flows will be monitored crossing the cor don and reported by direction; inbound, outbound and combin ed. Each of these dir ections will also be reported for 4 time periods.
- 2.2.2 Tables A1 (2009) and A2 (2010) in Appendix A show the traffic flows both in and out of the cordon at each of the 53 monitoring sites and for each of the 4 monitored time periods.
- 2.2.3 Table A3 in Appendix A shows the growth or decline at each site from 2009 to 2010 for each time period.
- 2.2.4 Table 2.2 below compares the c hange in total flow across each town's cordon from 2009 to 2010.
- 2.2.5 Where a site is inactive thr oughout September the most comparable month's data (usually June) is us ed instead. A factor is calculated on a site by site basis to c onvert the substitute data to September flows. This was further refined producing a different factor for both inbound and outbound flows. Details of site s which have been factored along with the factors used can be found in Table A8 of Appendix A.
- 2.2.6 Table 2.2 shows; Ashby has experienced c ombined decline in 12 hour (down 2.25%) and 24 hour (down 2. 14%) flows, with the decrease being greater in the inbound direction. This is an inc rease in the AM peak hour inbound flows, up 0.54% as well as the outbound flows, up 0.86%. The PM peak however has experienced a decline inb ound, down 1.37% with modest growth in the outbound flows of 0.10% see section 5 for peak spreading analysis. Maps showing the Ashby cordon monitoring sites and traffic flow s for 2009 and 2010 can be seen in Figure A1 and Figure A2 of Appendix A.
- 2.2.7 Coalville has experienced a general decline across 3 of 4 time periods and in both directions. Only the PM peak hour has grown, again this is in both directions with the comb ined flow up 1.37%. There has been decline in the 24 hour period with the decline being more pronounced outbound, 2.73% than inbound 1.52%. The 12 hour decline is consistent inbound and outbound. Maps showing the Coalville cordon monitoring sites and traffic flow s for 2009 and 2010 can be seen in Figure A3 and Figure A4 of Appendix A.
- 2.2.8 Hinckley has experienced decline in traffic crossing the cordon during all 4 time periods outbound; the AM peak hour inbound is the only period to experience growth which is up 2.47%. The decline across the 12 and 24 hour period is quite consist ent in both d irections, inbound down 0.80% and 0.89%; outbound down 0.99% and 0.97% respectively. Maps showing the Hinck ley cordon monitoring sites and traffic flows for 2009 and 2010 can be seen in Figure A5 and Figure A6 of Appendix A.

- 2.2.9 Loughborough has experienced a modest increase in 12 hour inbound flows, up 0.10% wit h the 24 hour flow increasi ng slightly more, up 0.13%; however the AM peak inbound is down 1.47% whilst the PM peak has grown by 1.14%. This reverse is true for the outbound flows with decline in both the 12 and 24 hour flows which are down 0.82% and 0.62% respectively. Growth in t he AM peak outbound of 0.0% is coupled with decline in the PM peak , down 0.76%. Maps showing the Loughborough cordon monitoring site s and traffic flows for 2009 and 2010 can be seen in Figure A7 and Figure A8 of Appendix A.
- 2.2.10 Lutterworth has seen overall fl ows drop across the four monitoring periods with 24 hour s flows down 1.54%. Inbound there is decline across the four monitoring periods with the AM Peak down 1.94% and the PM peak down a substantia I 2.67%. Outbound there has been some growth in the P M Peak hour flows which are up 0.62% but the AM Peak has als o seen considerable decline, down 2.19% on 2009 flows. Maps showing the Lutterworth cordon monitoring sites and traffic flows for 2009 and 2010 can be seen in Figure A9 and Figure A10 of Appendix A.
- 2.2.11 Market Harborough has experienced decline in overall flows in the 12 hour (1.18%) and 24 hour (1.09%) per iod. Inbound both peak periods have grown with the AM peak growing by 0.23% and the PM peak increasing substantially, up 2.17%. Outbound flows have remained stable in the PM peak hour whilst the AM peak has dropped by 0.26%. Maps showing the Market Har borough cordon monitoring sites and traffic flows for 2009 and 2010 c an be seen in Figure A11 and Figure A12 of Appendix A.
- 2.2.12 Melton Mowbray has experienced overall decline across the 4 monitoring periods. The 12 and 24 hour flows have decreased more in the inbound direction which is down 1.30-1.39% compared to 0.81-0.97% outbound. Inbound the AM peak has dropped considerably, down 2.95% whilst there has been a little growth in PM peak hour, up 0.55%. Outbound there has been growth in the AM peak hour which is up 1.12% this coupled with a drop in the PM peak flow which is down 0.78%. Maps showing the Melton Mowbray cordon monitoring sites and traffic flows for 2009 and 2010 c an be seen in Figure A13 and Figure A14 of Appendix A.

 Table 2.2: Market Town Cordon Totals with Growth 2009-2010

						Inbo	ound					
		20	09		2010				Growth			
	12H	24H	AMPeak	PMPeak	12H	24H	AMPeak	<b>PMPeak</b>	12H	24H	AMPeak	PMPeak
Ashby	19621	23884	2219	2259	19073	23346	2231	2228	-2.79%	-2.25%	0.54%	-1.37%
Coalville	40430	49650	4439	4098	39815	48669	4303	4184	-1.52%	-1.98%	-3.06%	2.10%
Hinckley	48282	58874	4680	5488	47894	58349	4808	5425	-0.80%	-0.89%	2.74%	-1.15%
Loughborough	50024	59741	7223	4377	50076	59820	7117	4427	0.10%	0.13%	-1.47%	1.14%
Lutterworth	20927	25654	2427	2473	20531	25203	2380	2407	-1.89%	-1.76%	-1.94%	-2.67%
Market Harborough	19362	22696	2207	2075	19201	22492	2212	2120	-0.83%	-0.90%	0.23%	2.17%
Melton Mowbray	27845	33622	3049	2931	27483	33153	2959	2947	-1.30%	-1.39%	-2.95%	0.55%

						Outb	ound					
		20	09		2010				Growth			
	12H	12H 24H AMPeak PMPeak				12H 24H AMPeak PMPeak			12H	24H	AMPeak	PMPeak
Ashby	19535	24170	2089	2101	19201	23679	2107	2103	-1.71%	-2.03%	0.86%	0.10%
Coalville	40617	50054	3752	4394	39509	49025	3657	4424	-2.73%	-2.06%	-2.53%	0.68%
Hinckley	49261	60159	5172	4926	48773	59575	5071	4884	-0.99%	-0.97%	-1.95%	-0.85%
Loughborough	49133	59229	4002	6415	48730	58861	4014	6366	-0.82%	-0.62%	0.30%	-0.76%
Lutterworth	21420	26540	2469	2422	21169	26189	2415	2437	-1.17%	-1.32%	-2.19%	0.62%
Market Harborough	19300	22740	1954	2232	19004	22449	1949	2232	-1.53%	-1.28%	-0.26%	0.00%
Melton Mowbray	27877	33512	2667	2967	27652	33188	2697	2944	-0.81%	-0.97%	1.12%	-0.78%

		Overall											
		20	09		2010				Growth				
	12H	12H 24H AMPeak PMPeak				24H	AMPeak	<b>PMPeak</b>	12H	24H	AMPeak	PMPeak	
Ashby	39156	48054	4308	4360	38274	47025	4338	4331	-2.25%	-2.14%	0.70%	-0.67%	
Coalville	81047	99704	8191	8492	79324	97694	7960	8608	-2.13%	-2.02%	-2.82%	1.37%	
Hinckley	97543	119033	9852	10414	96667	117924	9879	10309	-0.90%	-0.93%	0.27%	-1.01%	
Loughborough	99157	118970	11225	10792	98806	118681	11131	10793	-0.35%	-0.24%	-0.84%	0.01%	
Lutterworth	42347	52194	4896	4895	41700	51392	4795	4844	-1.53%	-1.54%	-2.06%	-1.04%	
Market Harborough	38662	45436	4161	4307	38205	44941	4161	4352	-1.18%	-1.09%	0.00%	1.04%	
Melton Mowbray	55722	67134	5716	5898	55135	66341	5656	5891	-1.05%	-1.18%	-1.05%	-0.12%	

# 2.3 County Boundary Surveys

- 2.3.1 In spring 2009 LCC began a process to identify all major routes (A, B and C-Roads) crossing the county boundary; establishing monitoring sites on each route.
- 2.3.2 Many of the site s identified have no existing count held in the LCC count database.
- 2.3.3 A total of 95 monitoring sites were established around the county boundary incorporating a number of ex isting Automatic Traffic Counter (ATC) sites. The original breakdown of monitoring methods used is;
  - 59 Speed Detection Radar (SDR) sites
  - 19 Manual Classified Count (MCC) sites
  - 17 Existing ATC sites
- 2.3.4 Throughout late 2009 and early 2010 m any of the 95 monitoring sites were identified to hav e ATCs install ed. This would provide long term count data than a 12 hour manual su rvey with a higher degree of accuracy than an SDR unit. The breakdown of monitoring methods used in 2010 is;
  - 45 Speed Detection Radar (SDR) sites
  - 2 Manual Classified Count (MCC) sites
  - 45 Existing ATC sites
- 2.3.5 Some sites were moved in 2010 to combine multiple sites into a single site for example MCC sites 16133A and 16133B were combined to a single SDR site MC\_4. This enables 24 hour data to be gathered over a 5-day period. Three sites from 2009 including; SDR Site AB12 and MCC sites 16132A and 16132B were replaced by 2 ATCs 21512 and 21507. The total number of monitori ng sites therefore has dec reased from 95 in 2009 to 92.
- 2.3.6 As LCC c annot afford to hav e a permanent ATC sit e on every road crossing the county boundary, it was decided to choose sites on the basis of traffic volumes. In Dece mber 2009 17 of the county boundary monitoring sites with the highest flow s were identified and ATCs were installed. Each of these sites had a combined traffic flow in excess of 5,000 vehicles in 12 hours. A furt her 11 sites, with flows between 2,500-5,000 vehicles in 12 hours, were then in stalled in March 2010 bringing the total number of ATCs on the county boundary to 45 sites
- 2.3.7 The mixture of monitoring me thods used around the county bou ndary does mean that consistency in terms of providing analysis by vehicle type would be difficult. As a result the decision was made to f ocus purely on the number of vehicles. A II monitoring methods used record the number of vehicles not the number of axles.

- 2.3.8 Figure 2.2 below shows the geographic location of the county boundary monitoring sites.
- 2.3.9 Table 2.6 below shows the traffi c flows both entering and leaving the county boundary at each of the 95 monitoring sites. Flows are recorded for the 12 hour (7am-7pm) and 24 hour periods, as well as the AM and PM peak hours. The table also s hows the start date for each survey. The duration of the survey varies by collection method. For ATC sites 1 month of data is used, SDRs run for 5 days, and MCCs are simply 12 hour counts. As there are only t wo sites in 2010 monitored by m anual methods A growth factor was used to allow a 24 hour flow to be established. To produce a 24 hour fl ow from an MCC site the national factor of 1.21 has been applied to the observed 12 hour count . All surveys were conducted during May.
- 2.3.10 In 2010 ATC site 22754 East Road, Wymeswold became inactive. As a result the 2009 flows for this site were excluded from the 2009 totals before making a comparison with 2010 total. Excluding this data shows 165,793 vehicles entering the county, with 165,389.
- 2.3.11 The 2010 surveys shows 160, 149 vehicles entering the county between 7am and 7pm, with 162,474 leav ing the county in the same period; which is a net loss of 2,325 vehicles. In the 24 hour period 197,048 vehicles entered the county, with 198,504 vehicles leaving, a net loss of 1,456. It is normal in a 24 hour day for the number of vehicles entering an area to matc h the number leaving as this data confirms. The AM Peak hour sees 17,410 vehicles entering and 17,282 leaving, which is a net gain of 128 vehicles. In the PM Peak 18,328 vehicles enter the county with 18,501 leaving, a net loss of 173 vehicles.
- 2.3.12 The total monitored flow across the 95 monitoring sites has decreased from 331,182 vehicles in 2009 to 322,623 in 2010 a reduction in t raffic of 2.58%
- 2.3.13 The DfT currently calculates the national figure to be a 1.66% reduction in traffic from 2009 levels (Source DfT Annual Road Traffic Est. 2010)



Figure 2.2: LCC County Boundary Monitoring Sites 2010

			Inb	ound			Outbound				
ID	2009_ID	12H	AMPeak	PMPeak	24H	12H	AMPeak	PMPeak	24H	Date	Method
C38	47	307	25	44	374	311	52	18	374	17-May	SDR
C39	48	486	34	87	575	479	97	31	569	17-May	SDR
C40	49	487	50	35	560	634	54	72	684	17-May	SDR
C41	50	850	84	118	1039	878	102	101	1066	17-May	SDR
C1	1	178	23	15	212	172	10	19	213	17-May	SDR
C2	2	489	65	62	549	466	58	53	532	17-May	SDR
C3	3	432	67	43	519	404	45	49	479	17-May	SDR
C4	4	244	28	25	301	279	19	29	338	17-May	SDR
C5	5	943	118	101	1096	940	93	125	1125	17-May	SDR
C6	6	273	32	22	333	241	20	26	310	10-May	SDR
MC_1	16136	591	48	87	707	656	92	36	760	10-May	SDR
AB2	3	512	55	69	573	515	55	60	589	10-May	SDR
C7	8	52	5	4	60	62	6	5	70	10-May	SDR
C8	9	59	5	5	66	56	6	6	62	10-May	SDR
C9	10	1006	157	116	1160	957	121	135	1131	10-May	SDR
C10	11	753	86	73	828	785	97	73	862	10-May	SDR
C11	12	588	62	61	693	585	53	70	712	10-May	SDR
C12	13	49	6	5	58	55	6	5	62	10-May	SDR
C43	52	362	43	49	446	367	36	46	455	24-May	SDR
AB4	5	744	87	71	899	948	96	93	1127	24-May	SDR
C13	15	232	41	22	271	209	30	20	241	24-May	SDR
C14	16	384	47	53	439	273	45	27	331	24-May	SDR
MC_2	16134	183	16	23	212	196	23	17	242	24-May	SDR
MC_3	16134	83	7	7	106	118	13	11	141	24-May	SDR
C15	19	511	49	52	625	551	59	62	652	24-May	SDR
C21	27	88	5	7	110	73	8	6	89	24-May	SDR
C20	26	432	37	55	521	480	61	48	557	24-May	SDR
C19	25	90	8	11	112	95	12	8	116	24-May	SDR
MC_6	16129	465	43	70	573	519	96	46	608	24-May	SDR
MC_5	16129	1001	101	143	1197	1020	155	90	1187	24-May	SDR
C18	23	324	49	28	394	329	28	42	399	24-May	SDR
C17	22	326	25	46	409	310	32	24	391	24-May	SDR
C44	53	1037	88	137	1285	893	109	65	1086	24-May	SDR
MC_4	16133	329	30	36	384	340	39	35	384	24-May	SDR
C16	20	916	97	139	1081	884	98	109	1066	24-May	SDR
C27	34	701	22	60	771	283	19	21	334	17-May	SDR
C26	33	589	61	67	697	557	57	56	653	17-May	SDR
C23	30	404	32	90	452	452	134	32	494	17-May	SDR
C22	29	169	17	24	212	163	17	16	202	17-May	SDR
	16130	798	135	70	914	770	62	131	897	17-May	SDR
MC_7	16130	266	35	27	307	205	24	29	245	24-May	SDR
031	40	192	26	18	232	143	10	17	176		SDR
032	41	110	18	8	126	97	12	18	113	10-May	SDR
033	42	293	55	31	361	299	28	44	371	10-May	SDR
IVIC_9	035	80	15	9	96	113	13	17	135		SDR
10//4	10128	386	31	38	471	266	52	26	324	24-May	MCC
16774	16128	207	12	41	252	203	27	9	248	24-May	MCC

			Inb	ound			Out	bound		]	
ID	2009_ID	12H	AMPeak	PMPeak	24H	12H	AMPeak	PMPeak	24H	Date	Method
20581	20581	4550	454	497	5377	4437	472	449	5392	01-May	ATC
20604	20604	1250	75	218	1521	1228	224	87	1560	01-May	ATC
20605	20605	5014	435	482	6170	5073	480	478	6182	01-May	ATC
20606	20606	7126	590	690	9158	7721	672	734	9687	01-May	ATC
20779	20779	1609	185	165	1997	1639	141	193	2024	01-May	ATC
20830	20830	6316	814	575	7995	6776	553	934	8336	01-May	ATC
20831	20831	5048	649	433	6585	5380	408	765	6715	01-May	ATC
20832	20832	2746	296	355	3518	2601	254	315	3307	01-May	ATC
21080	21080	5423	571	579	8156	5402	530	498	8071	01-May	ATC
21230	21230	5233	496	671	6309	4863	572	506	6022	01-May	ATC
21752	21752	3066	300	370	3694	2989	357	296	3544	01-May	ATC
22754	22754	4970	520	594	5956	4892	554	573	5888	01-May	ATC
22755	22755	-	-	-	-	-	-	-	-	01-May	ATC
23201	23201	956	62	162	1122	995	156	78	1187	01-May	ATC
23910	23910	6234	465	1026	7718	6653	1016	517	8189	01-May	ATC
24393	24393	1917	218	228	2290	1680	168	188	2034	01-May	ATC
25190	25190	7265	1207	649	9026	7083	499	1178	8530	01-May	ATC
23203	AB15	3285	257	554	3974	2950	428	226	3689	01-May	ATC
20582	AB3	4078	360	472	4852	4077	456	387	4929	01-May	ATC
22205	AB5	2398	258	245	2958	2421	218	269	2916	01-May	ATC
22753	AB6	2272	219	249	2793	2848	245	287	3390	01-May	ATC
22757	AB7	2345	242	282	2855	2340	247	245	2825	01-May	ATC
21028	AB8	3193	357	419	3823	3285	379	412	3915	01-May	ATC
20225	C24	3201	352	516	3814	3246	501	431	3812	01-May	ATC
25193	AB9	6354	742	615	8056	6883	567	939	8398	01-May	ATC
25192	AB10	2392	173	299	2969	2735	289	240	3436	01-May	ATC
21507	AB12	4638	613	368	5923	4732	305	726	5876	01-May	ATC
21505	AB13	2813	349	352	3452	2976	373	387	3536	01-May	ATC
21502	AB14	2985	259	328	3627	3055	325	293	3703	01-May	ATC
24400	16136	3435	407	334	4066	3426	323	405	4123	01-May	ATC
21504	16135A	2600	451	236	3038	2438	230	234	2832	01-May	ATC
21503	16135B	2525	208	423	2931	2592	495	206	3005	01-May	ATC
21508	16131	3857	411	384	4720	4005	348	519	4789	01-May	ATC
24395	16032	3618	422	441	4299	3663	443	476	4408	01-May	ATC
25196	AB11	1908	232	207	2275	2083	177	275	2479	01-May	ATC
25197	C25	1670	330	112	2072	1685	101	316	2105	01-May	ATC
21515	16131B	1307	124	163	1606	1300	133	148	1627	01-May	ATC
21409	AB1	1475	161	181	1703	1428	188	162	1669	01-May	ATC
21514	C29	1157	104	127	1425	1122	97	116	1408	01-May	ATC
21512	16132B	1193	136	120	1503	1195	101	156	1461	01-May	ATC
21401	C42	1146	124	121	1319	1136	100	143	1341	01-May	ATC
21510	C37	1009	96	151	1213	1392	266	146	1616	01-May	ATC
21509	C36	1111	125	131	1349	1039	124	136	1226	01-May	ATC
21511	C34	1012	82	138	1216	1078	186	89	1294	01-May	ATC
21513	C30	2448	297	262	2967	2301	200	265	2826	01-May	ATC
Total	Flows	160149	17410	18328	197048	162474	17282	18501	198504		

# 3.0 Modal Share in County Towns

- 3.1 Using ATC Profiler units at the established monitoring cordons around the market towns, we are able to asses s the num ber of vehicles entering as well as define the sp lit between different vehic le types. Tables A5 and A7 in Appendix A s how the percentage of each vehicle type at each of the monitoring sites through the 24 hour period as well as the AM and PM peak hours. Tables A6 and A8 in Appendix A show the modal share for a whole town cordon by year.
- 3.2 Table 3.1 below shows the cha nge in modal share from 2009-2010. A number of sites were insufficiently monitored during the 2009-2010 period to establish modal share, t hose sites have been excluded from the table.
- 3.3 Flows for this analysis are taken from our ATC Profiler sites with flows being aggregated for the month of J une (01/06 3 0/06). Vehicular classification is based on the CA 10 class scheme which is then reduced with our database to a 5 cla ss scheme; pedal cycles are no t captured with this monitoring me thod. Only sites with directly comparable data 2009-2010 have been used for this analysis.
- 3.4 A total of 14 monitoring sites were covered by Profiler units in 2009 with 25 sites being covered in 2010. Unfortunately only 13 sites were covered in both 2009 and 2010 and can be used to establis h the growth in modal shar e. Therefore the results of Table 3.1 should be treated with caution.
- 3.5 Throughout 2011 LCC will continue a program of upgrading all ATCs at all cordon monitoring sites, allowing for a full analysis of modal share entering the market towns.
- 3.6 Figures 3.1 and 3.2 below show the geographic location of sites surveyed for modal share analysis in 2009 and 2010.

		CAR			LGV			HGV	2		PSV		2	MC	
Town	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H
Ashby	-0.196	0.6%	0.4%	1.2%	-0.6%	0.2%	0.2%	0.0%	0.3%	-0.3%	0.0%	-0.1%	-1.0%	0.0%	-0.9%
Coalville	-0.5%	0.5%	0.0%	0.5%	-0.3%	0.0%	0.2%	-0.196	0.0%	-0.1%	0.0%	0.0%	-0.1%	-0.1%	0.0%
Hinckley	-1,4%	-0.3%	-0.8%	0.7%	0.0%	0.3%	0.8%	0.2%	0.5%	-0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Loughbourough	0.8%	-2.4%	-1.3%	0.1%	1.7%	1.4%	-0.7%	0.6%	0.0%	-0.1%	0.1%	0.0%	-0.1%	-0.1%	0.0%
Lutterworth	0.5%	0.9%	-0.1%	-0.2%	-0.7%	-0.2%	0.0%	0.1%	0.5%	-0.4%	-0.1%	-0.2%	0.2%	-0.1%	0.0%
Market Harborough	-0.2%	0.9%	0.0%	-0.1%	-0.8%	-0.2%	0.1%	0.1%	0.1%	0.3%	-0.1%	0.0%	-0.2%	-0.2%	0.0%
	-1.0%	0.0%	-0.1%	0.6%	-0.2%	0.0%	0.2%	0.4%	0.1%	0.2%	0.0%	0.0%	0.0%	-0.2%	0.0%

 Table 3.1: Growth in Modal Share at Cordon Monitoring Sites 2009-2010

3.7 The only trend that can be seen across all of the market towns is there is no decline in HGV modal share in the 24 hour period. Some cordons such as Coalville an d Loughborough hav e remained stable but the majority have seen some increase in 24 hour HGV flows.

- 3.8 Ashby has experienced a decline in the AM peak CAR flows , down 0.1% despite an increase in the 24 hour share up 0.4%. There has also been a reduction in Motorcycle (MC) use in the AM peak hour down 1.0%.
- 3.9 Coalville has experienced a modal shift from CAR to Light Goods Vehicles (LGV) in the AM Peak of 0.5%.
- 3.10 Hinckley has seen growth in Heavy Goods Vehicles (HGVs) across all time periods with the 24 hour share up 0.5%; the AM Peak has seen the most growth up 0.8%. There has also been a reduction in peak hour CAR travel, particularly the AM peak which is down 1.4%.
- 3.11 Loughborough has seen growth in LG Vs across all time periods with the 24 hour share up 1.4%. A reduction of 2.4% in CAR flows during the PM peak has resulted in an increase in goods v ehicles; LGVs up 1.7% and HGVs up 0.6%.
- 3.12 Lutterworth has seen the 24 hour CAR share decline slightly, d own 0.1% whilst the share for both t he AM and PM peak has increas ed up 0.5% and 0.9% respectively.
- 3.13 Market Harborough has seen a shift from LGV, down 0.8% to CAR in the PM peak which is up 0.9%.
- 3.14 Melton Mowbray has seen modest growth in HGV share across all 3 time periods with the PM peak up by 0.4%. The AM peak period has seen a reduction in CAR flows, do wn 1.0% with LGV up 0.6%, HGV up 0.2% and Public Service Vehicles (PSV) up 0.2%, all increasing modal share.



Figure 3.1: Modal Share Surveys at Cordon Monitoring Sites 2009



Figure 3.2: Modal Share Surveys at Cordon Monitoring Sites 2010

# 4.0 Traffic Trends over Time 2002 to 2010

Leicestershire County Council currently maintains 189 permanent Automatic Traffic Counters (ATC's) located strategically on key routes across the county. Each site records traffic movements for 365 days a year at intervals of 60 minutes, although this can be further refined to 15 minute intervals allowing more detailed analysis to be performed. Each site is part of a rolling manual calibration program which enables a high level of confidence to be given to data derived from the ATC sites. From these sites we can assess the growth or decline in the amount of traffic using the routes around Leicestershire. As such a large amount of data is collected, a separate document; Leicestershire County Council's Automatic Traffic Count Digest 2010, has been produced as a companion document to the Transport Trends Report.

# 5.0 Peak Spreading

In order to examine the extent to which peak spreading has occurred in all of the market towns in Leicestershire, counts from 53 ATC sites were used. A further 5 sites installed in 2010 will increase the number of monitoring sites to 58. These sites are part of the market town monitoring cordons shown in Figure 2.1 above and detailed in Tables A1-A3 in Appendix A

The analysis of peak spreading is reported by market town for both inbound and outbound movements and for both peaks, with growth across the peak hour, peak period and 24 hour period. The peak spreading analysis for each market town can be seen in Tables 5.1-5.28.

Peak spreading is a long term trend requiring a longer time-series data. The analysis provided here is based only on a limited amount of data for three years; however changes in the peak shoulder hours can suggest evidence of a shift in traffic into these hours.

For the purpose of monitoring traffic volumes crossing the cordon, data will be analysed for the period 1<sup>st</sup> September to 30<sup>th</sup> September annually. These volumes will be aggregated over the month to produce average weekday flows for the following time periods;

•	24 Hour	– 00:00-00:00hrs
•	AM Peak	– 08:00-09:00hrs
•	PM Peak	– 17:00-18:00hrs
•	AM Period	– 07:00-10:00hrs
•	AM Shoulder Hours	- 07:00-08:00hrs and 09:00-10:00hrs
•	PM Period	– 16:00-19:00hrs
•	PM Shoulder Hours	- 16:00-17:00hrs and 18:00-19:00hrs

The peak hour ratio will also be calculated this is the ratio of the peak hour over the peak period total, as this ratio decreases so the peak can be said to be spreading. An increasing ratio would be indicative of peak convergence.

Jul-12

# 5.1 Ashby

						AM					PM
		0700-	0700-	-0080	0900-	Peak	1600-	1600-	1700-	1800-	Peak
YEAR	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio
2008	23865	4968	1334	2237	1397	0.450	5895	1899	2276	1720	0.386
2009	23884	4938	1308	2219	1411	0.449	5896	1889	2259	1748	0.383
2010	23346	4733	1146	2231	1356	0.471	5865	1878	2228	1759	0.380

#### Table 5.1: AM/PM Peak-Hour to Peak Period Ratios (Inbound)

#### Table 5.2: Growth Rates: Peak Hour, Peak Period and 24-Hour (Inbound)

				AM					PM		
		0700-	0700-	0800-	0900-	Peak	1600-	1600-	1700-	1800-	Peak
	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio
2008- 2009	0.08%	-0.60%	-1.95%	-0.80%	1.00%	-0.20%	0.02%	-0.53%	-0.75%	1.63%	-0.76%
2009- 2010	-2.25%	-4.15%	-12.39%	0.54%	-3.90%	4.90%	-0.53%	-0.58%	-1.37%	0.63%	-0.85%

#### Table 5.3: AM/PM Peak-Hour to Peak Period Ratios (Outbound)

ſ							AM					PM
		2411	0700-	0700-	0800-	0900-	Peak	1600-	1600-	1700-	1800-	Peak
ļ	TEAR	24⊓	1000	0600	0900	1000	Ralio	1900	1700	1600	1900	Ralio
	2008	23737	4883	1427	2119	1337	0.434	5750	2004	2160	1586	0.376
	2009	24170	4867	1422	2089	1356	0.429	5727	1985	2101	1641	0.367
ĺ	2010	23679	4954	1486	2107	1361	0.425	5563	1896	2103	1564	0.378

Table 5.4: Growth Rates: Peak Hour, Peak Period and 24-Hour (Outbound)

				AM					PM		
	24H	0700- 1000	0700- 0800	0800- 0900	0900- 1000	Peak Ratio	1600- 1900	1600- 1700	1700- 1800	1800- 1900	Peak Ratio
2008- 2009	1.82%	-0.33%	-0.35%	-1.42%	1.42%	-1.09%	-0.40%	-0.95%	-2.73%	3.47%	-2.34%
2009- 2010	-2.03%	1.79%	4.50%	0.86%	0.37%	-0.91%	-2.86%	-4.48%	0.10%	-4.69%	3.05%

Comparing AM inbound and PM outbound growth in the hours either side of the peak hours of 8-9am and 5-6pm, the data suggests an increase in the peak hours and decline in the shoulder hours; in particular the Inbound AM period with a 12.39% drop in the in the 7-8am hour and a 3.90% drop in the 9-10am hour. This trend is also consistent in the outbound PM period with a 4.48% drop in the 4-5pm hour and a 4.69% drop in the 6-7pm hour.

Maps showing the Ashby monitoring sites with flows for 2009 and 2010 can be found in Appendix A, Figures A1 and A2

# 5.2 Coalville

YEAR	24H	0700- 1000	0700- 0800	0800- 0900	0900- 1000	AM Peak Ratio	1600- 1900	1600- 1700	1700- 1800	1800- 1900	PM Peak Ratio
2008	49740	11069	3193	4544	3332	0.411	11267	3913	4161	3193	0.369
2009	49650	10833	3159	4439	3235	0.410	11109	3848	4098	3163	0.369
2010	48669	10566	3057	4303	3206	0.407	11160	3846	4184	3130	0.375

#### Table 5.5: AM/PM Peak-Hour to Peak Period Ratios (Inbound)

#### Table 5.6: Growth Rates: Peak Hour, Peak Period and 24-Hour (Inbound)

				AM			-			PM		
	24H	0700- 1000	0700- 0800	0800- 0900	0900- 1000	Peak Ratio		1600- 1900	1600- 1700	1700- 1800	1800- 1900	Peak Ratio
2008- 2009	-0.18%	-2.13%	-1.06%	-2.31%	-2.91%	-0.18%		-1.40%	-1.66%	-1.51%	-0.94%	-0.11%
2009- 2010	-1.98%	-2.46%	-3.23%	-3.06%	-0.90%	-0.61%	I	0.46%	-0.05%	2.10%	-1.04%	1.63%

#### Table 5.7: AM/PM Peak-Hour to Peak Period Ratios (Outbound)

		0700-	0700-	0800-	0900-	AM Peak	1600-	1600-	1700-	1800-	PM Peak
YEAR	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio
2008	50579	10226	3463	3759	3004	0.368	11843	4150	4533	3160	0.383
2009	50054	10133	3411	3752	2970	0.370	11489	4052	4394	3043	0.382
2010	49025	9883	3317	3657	2909	0.370	11587	4004	4424	3159	0.382

				AM			-			PM		
		0700-	0700-	-0800	0900-	Peak		1600-	1600-	1700-	1800-	Peak
	24H	1000	0800	0900	1000	Ratio		1900	1700	1800	1900	Ratio
2008- 2009	-1.04%	-0.91%	-1.50%	-0.19%	-1.13%	0.73%		-2.99%	-2.36%	-3.07%	-3.70%	-0.08%
2009- 2010	-2.06%	-2.47%	-2.76%	-2.53%	-2.05%	-0.07%	-	0.85%	-1.18%	0.68%	3.81%	-0.17%

Table 5.6 shows that Coalville has experienced decline across all inbound AM time periods so evidence of peak spreading is hard to see.

Table 5.8 shows the PM period 4-7pm has experienced a small amount of growth 0.85% with the PM shoulder hour 6-7pm experiencing the majority of growth, up 3.81%.

Maps showing the Coalville monitoring sites with flows for 2009 and 2010 can be found in Appendix A, Figures A3 and A4.

# 5.3 Hinckley

		0700-	0700-	0800-	0900-	AM Peak	1600-	1600-	1700-	1800-	PM Peak
YEAR	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio
2008	59670	11632	3440	4860	3332	0.418	14819	5058	5535	4226	0.374
2009	58874	11460	3291	4680	3489	0.408	14677	5036	5488	4153	0.374
2010	58349	11856	3471	4808	3577	0.406	14547	4953	5425	4169	0.373

#### Table 5.9: AM Peak-Hour to Peak Period Ratios (Inbound)

#### Table 5.10: Growth Rates: Peak Hour, Peak Period and 24-Hour (Inbound)

				AM			-			PM		
		0700-	0700-	-0800	0900-	Peak		1600-	1600-	1700-	1800-	Peak
	24H	1000	0800	0900	1000	Ratio		1900	1700	1800	1900	Ratio
2008- 2009	-1.33%	-1.48%	-4.33%	-3.70%	4.71%	-2.26%		-0.96%	-0.43%	-0.85%	-1.73%	0.11%
2009- 2010	-0.89%	3.46%	5.47%	2.74%	2.52%	-0.70%		-0.89%	-1.65%	-1.15%	0.39%	-0.26%

#### Table 5.11: AM Peak-Hour to Peak Period Ratios (Outbound)

		0700-	0700-	0800-	0900-	AM Peak	1600-	1600-	1700-	1800-	PM Peak
YEAR	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio
2008	60533	13728	4891	5142	3695	0.375	13373	4655	4991	3727	0.373
2009	60159	13413	4674	5172	3567	0.386	13218	4693	4926	3599	0.373
2010	59575	13522	4784	5071	3667	0.375	13455	4721	4884	3850	0.363

Table J. 12. Olowill Nales. I eachoul, I each ellou allu $24$ -llou (Oulboullu)
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				AM			-			PM		
		0700-	0700-	-0800	0900-	Peak		1600-	1600-	1700-	1800-	Peak
	24H	1000	0800	0900	1000	Ratio		1900	1700	1800	1900	Ratio
2008- 2009	-0.62%	-2.29%	-4.44%	0.58%	-3.46%	2.95%		-1.16%	0.82%	-1.30%	-3.43%	-0.14%
2009- 2010	-0.97%	0.81%	2.35%	-1.95%	2.80%	-2.74%	_	1.79%	0.60%	-0.85%	6.97%	-2.60%

Table 5.10 shows that Hinckley has experienced growth inbound in the 7-10am period of 3.46%; with flows increasing across all 3 hours. The biggest increase is seen in the 7-8am shoulder hour which is up 5.47%

Table 5.12 shows that Hinckley has experienced growth outbound in the 4-7pm period of 1.79%. Movement from the PM peak hour, down 0.85%, to the shoulder hour of 4-7pm is also clear which is up 6.97%. In general there has been modest decline in the 24-hour flow.

Maps showing the Hinckley monitoring sites with flows for 2009 and 2010 can be found in Appendix A, Figures A5 and A6.

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# 5.4 Loughborough

#### Table 5.13: AM Peak-Hour to Peak Period Ratios (Inbound)

		0700-	0700-	-0800	0900-	AM Peak	1600-	1600-	1700-	1800-	PM Peak
YEAR	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio
2008	60711	16818	4825	7447	4546	0.443	12802	4521	4463	3818	0.349
2009	59741	15923	4659	7223	4041	0.454	12866	4802	4377	3687	0.340
2010	59820	16689	5011	7117	4561	0.426	12215	4205	4427	3583	0.362

#### Table 5.14: Growth Rates: Peak Hour, Peak Period and 24-Hour (Inbound)

				AM			PM						
		0700-	0700-	-0800	0900-	Peak	1600-	1600-	1700-	1800-	Peak		
	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio		
2008- 2009	-1.60%	-5.32%	-3.44%	-3.01%	-11.11%	2.44%	0.50%	6.22%	-1.93%	-3.43%	-2.41%		
2009- 2010	0.13%	4.81%	7.56%	-1.47%	12.87%	-5.99%	-5.06%	-12.43%	1.14%	-2.82%	6.53%		

#### Table 5.15: AM Peak-Hour to Peak Period Ratios (Outbound)

		0700-	0700-	0800-	0900-	AM Peak	r.	1600-	1600-	1700-	1800-	PM Peak
YEAR	24H	1000	0800	0900	1000	Ratio		1900	1700	1800	1900	Ratio
2008	60735	11295	3791	4200	3304	0.372		16818	6065	6654	4099	0.396
2009	59229	11228	3712	4002	3514	0.356		15978	5596	6415	3967	0.401
2010	58861	10433	3433	4014	2986	0.385		16554	6194	6366	3994	0.385

#### Table 5.16: Growth Rates: Peak Hour, Peak Period and 24-Hour (Outbound)

				AM			PM							
		0700-	0700-	-0800	0900-	Peak	1600-	1600-	1700-	1800-	Peak			
	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio			
2008- 2009	-2.48%	-0.59%	-2.08%	-4.71%	6.36%	-4.15%	-4.99%	-7.73%	-3.59%	-3.22%	1.48%			
2009- 2010	-0.62%	-7.08%	-7.52%	0.30%	-15.03%	7.94%	3.60%	10.69%	-0.76%	0.68%	-4.22%			

Table 5.14 shows that the inbound 7-10am period has a grown by 4.81%; with evidence of peak spreading from the AM peak hour, down 1.47%, to both the 7-8am hour (up 7.56%) and the 8-9am hour (up 12.87%).

Table 5.16 shows that the outbound 4-7pm period has a grown by 3.60%; with evidence of peak spreading from the PM peak hour (down 0.76%), to both the 4-5pm hour (up 10.69%) and the 6-7pm hour (up 0.68%)

Maps showing the Loughborough monitoring sites with flows for 2009 and 2010 can be found in Appendix A, Figures A7 and A8.

# 5.5 Lutterworth

		0700-	0700-	-0080	0900-	AM Peak	1600-	1600-	1700-	1800-	PM Peak
YEAR	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio
2008	8841	2294	802	985	507	0.429	1746	586	667	493	0.382
2009	25654	5572	1683	2427	1462	0.436	6341	2098	2473	1770	0.390
2010	25203	5450	1634	2380	1436	0.437	6217	2070	2407	1740	0.387

#### Table 5.17: AM Peak-Hour to Peak Period Ratios (Inbound)

#### Table 5.18: Growth Rates: Peak Hour, Peak Period and 24-Hour (Inbound)

				AM					PM		
	24H	0700- 1000	0700- 0800	0800- 0900	0900- 1000	Peak Ratio	1600- 1900	1600- 1700	1700- 1800	1800- 1900	Peak Ratio
2008- 2009	-	-	-	-	-	-	-	-	-	-	-
2009- 2010	-1.76%	-2.19%	-2.91%	-1.94%	-1.78%	0.26%	-1.96%	-1.33%	-2.67%	-1.69%	-0.73%

#### Table 5.19: AM Peak-Hour to Peak Period Ratios (Outbound)

YEAR	24H	0700- 1000	0700- 0800	0800- 0900	0900- 1000	AM Peak Ratio	1600- 1900	1600- 1700	1700- 1800	1800- 1900	PM Peak Ratio
2008	9525	1870	600	803	467	0.429	2463	825	996	642	0.404
2009	26540	5629	1858	2469	1302	0.439	5728	1828	2422	1478	0.423
2010	26189	5903	2045	2415	1443	0.409	6067	2001	2437	1629	0.402

#### Table 5.20: Growth Rates: Peak Hour, Peak Period and 24-Hour (Outbound)

				AM				PM						
	24H	0700- 1000	0700- 0800	0800- 0900	0900- 1000	Peak Ratio	Г	1600- 1900	1600- 1700	1700- 1800	1800- 1900	Peak Ratio		
2008- 2009	-	-	-	-	-	-		-	-	-	-	-		
2009- 2010	-1.32%	4.87%	10.06%	-2.19%	10.83%	-6.73%		5.92%	9.46%	0.62%	10.22%	-5.00%		

The number of monitoring sites in Lutterworth has increased from two in 2008 to six in 2009; therefore growth between 2008 and 2009 can not be calculated here. A like for like comparison of flows from the 2008 sites can be found in the 2009 transport trends report.

Table 5.18 shows an across the board decline in the AM period with no evidence of peak spreading here from the monitored traffic flows.

Table 5.20 shows the 4-7pm period has grown by 5.92. The growth occurs mainly in the PM shoulder hours with flows up 9.46% in the 4-5pm hour and up10.22% in the 6-7pm hour.

Maps showing the Lutterworth monitoring sites with flows for 2009 and 2010 can be found in Appendix A, Figures A9 and A10.

# 5.6 Market Harborough

YEAR	24H	0700- 1000	0700- 0800	0800- 0900	0900- 1000	AM Peak Ratio		1600- 1900	1600- 1700	1700- 1800	1800- 1900	PM Peak Ratio
2008	22196	5016	1224	2160	1632	0.431	-	5428	1750	2039	1639	0.376
2009	22696	5065	1197	2207	1661	0.436		5532	1831	2075	1626	0.375
2010	22492	5031	1201	2212	1618	0.440		5601	1823	2120	1658	0.379

#### Table 5.21: AM Peak-Hour to Peak Period Ratios (Inbound)

#### Table 5.22: Growth Rates: Peak Hour, Peak Period and 24-Hour (Inbound)

				AM			-	PM						
		0700-	0700-	-0800	0900-	Peak		1600-	1600-	1700-	1800-	Peak		
	24H	1000	0800	0900	1000	Ratio		1900	1700	1800	1900	Ratio		
2008-														
2009	2.25%	0.98%	-2.21%	2.18%	1.78%	1.19%		1.92%	4.63%	1.77%	-0.79%	-0.15%		
2009-														
2010	-0.90%	-0.67%	0.33%	0.23%	-2.59%	0.90%		1.25%	-0.44%	2.17%	1.97%	0.91%		

#### Table 5.23: AM Peak-Hour to Peak Period Ratios (Outbound)

YEAR	24H	0700- 1000	0700- 0800	0800- 0900	0900- 1000	AM Peak Ratio	1600- 1900	1600- 1700	1700- 1800	1800- 1900	PM Peak Ratio
2008	22381	5106	1787	1978	1341	0.387	5373	1745	2198	1430	0.409
2009	22740	5040	1745	1954	1341	0.388	5519	1835	2232	1452	0.404
2010	22449	5082	1812	1949	1321	0.384	5454	1783	2232	1439	0.409

Table 5.24: Growth Rates: Peak Hour, Peak Period and 24-Hour (Outboun
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				AM			PM						
		0700-	0700-	-0800	0900-	Peak	1600-	1600-	1700-	1800-	Peak		
	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio		
2008- 2009	1.60%	-1.29%	-2.35%	-1.21%	0.00%	0.08%	2.72%	5.16%	1.55%	1.54%	-1.14%		
2009- 2010	-1.28%	0.83%	3.84%	-0.26%	-1.49%	-1.08%	-1.18%	-2.83%	0.00%	-0.90%	1.19%		

Table 5.22 shows no evidence of peak spreading from the monitored traffic flows in the AM peak hour. In fact despite a reduction in both the 24 hour flow (0.90%) and 07:00-10:00 period (0.67%) the peak hour flows are in fact up 0.23%. We can also see inbound AM peak ratio increasing year on year from 2008 flows.

Table 5.24 shows that Market Harborough has experienced decline in outbound flows in the PM peak period of 1.18%, and shows no sign of peak spreading. In fact whilst the shoulder hour of 16:00-17:00 has experience a 2.83% reduction in flows the PM peak hour has remained stable. In general there has been decline in the 24-hour flow which is down 1.28%.

Maps showing the Market Harborough monitoring sites with flows for 2009 and 2010 can be found in Appendix A, Figures A11 and A12.

# 5.7 Melton Mowbray

#### Table 5.25: AM Peak-Hour to Peak Period Ratios (Inbound)

		0700-	0700-	-0800	0900-	AM Peak	1600-	1600-	1700-	1800-	PM Peak
YEAR	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio
2008	33310	7659	2352	3071	2236	0.401	7924	2707	2947	2270	0.372
2009	33622	7706	2331	3049	2326	0.396	7953	2730	2931	2292	0.369
2010	33153	7604	2387	2959	2258	0.389	7927	2734	2947	2246	0.372

#### Table 5.26: Growth Rates: Peak Hour, Peak Period and 24-Hour (Inbound)

				AM			-	PM						
		0700-	0700-	-0800	0900-	Peak		1600-	1600-	1700-	1800-	Peak		
	24H	1000	0800	0900	1000	Ratio		1900	1700	1800	1900	Ratio		
2008- 2009	0.94%	0.61%	-0.89%	-0.72%	4.03%	-1.32%		0.37%	0.85%	-0.54%	0.97%	-0.91%		
2009- 2010	-1.39%	-1.32%	2.40%	-2.95%	-2.92%	-1.65%	-	-0.33%	0.15%	0.55%	-2.01%	0.88%		

#### Table 5.27: AM Peak-Hour to Peak Period Ratios (Outbound)

YFAR	24H	0700- 1000	0700- 0800	0800- 0900	0900- 1000	AM Peak Ratio	1600- 1900	1600- 1700	1700- 1800	1800- 1900	PM Peak Ratio
2008	33250	7403	2680	2725	1998	0.368	7736	2783	2920	2033	0.377
2009	33512	7343	2629	2667	2047	0.363	7889	2836	2967	2086	0.376
2010	33188	7375	2693	2697	1985	0.366	7822	2854	2944	2024	0.376

#### Table 5.28: Growth Rates: Peak Hour, Peak Period and 24-Hour (Outbound)

				AM			PM						
		0700-	0700-	-0800	0900-	Peak	1600-	1600-	1700-	1800-	Peak		
	24H	1000	0800	0900	1000	Ratio	1900	1700	1800	1900	Ratio		
2008- 2009	0.79%	-0.81%	-1.90%	-2.13%	2.45%	-1.33%	1.98%	1.90%	1.61%	2.61%	-0.36%		
2009- 2010	-0.97%	0.44%	2.43%	1.12%	-3.03%	0.69%	-0.85%	0.63%	-0.78%	-2.97%	0.07%		

Table 5.26 shows that the inbound AM peak period is in decline, down 1.32%, with evidence of peak spreading from the peak hour into the AM shoulder hour of 07:00-0800, up 2.40%. In general there has been decline in the 24-hour flow which has dropped by 1.39%

Table 5.28 shows that Melton has experienced decline in outbound flows in the PM peak period, down 0.86%. There is evidence of peak spreading from the PM peak hour in to the shoulder hour 16:00-1700 which is up 0.63%.

Maps showing the Melton Mowbray monitoring sites with flows for 2009 and 2010 can be found in Appendix A, Figures A13 and A14.

## 7.0 Air Quality Management Areas (AQMA) and Monitoring Sites

# 7.1 Introduction

The Government's National Air Quality Strategy outlines a major role for local authorities in helping to tackle local pollution areas of concern caused by road transport, known as Air Quality Management Areas (AQMAs). Our strategy to improve air quality is set in the context of the national strategy and focuses on those few areas across the County where the Government's air quality objectives are not being met due, at least in part, to road traffic. The problem in each case is the level of NO<sub>2</sub>. Our LTP objective for air quality is to improve air quality in the traffic-related AQMAs in each district through action plans and robust monitoring of nitrogen dioxide concentrations against national target levels.

# 7.2 Air Quality Management Areas

- 7.2.1 The 17 AQMA's are defined in table 7.1 below;
- 7.2.2 The geographical areas covered by the AQMAs can be seen in Figure 7.1 below with detailed maps of the individual AQMAs available in Appendix B.

LCC_REF	DESCRIPTION	DISTRICT
AQMA1	Narborough Road South	Blaby
AQMA2	M1 Enderby & Narborough	Blaby
AQMA3	M1 Thorpe Astley & Kirby Muxloe	Blaby
AQMA4a	Enderby Road, Whetstone	Blaby
AQMA4b	St Johns, Enderby	Blaby
AQMA5	Branting Hill, Groby	Blaby
AQMA6	Syston Main Road	Charnwood
AQMA7	Loughborough properties	Charnwood
AQMA8	Loughborough GCR	Charnwood
AQMA9	Lutterworth	Harborough
AQMA10	Leicester	Leicester
AQMA12	A6 Kegworth	NW Leicestershire
AQMA13	M1 Molehill Farm Kegworth	NW Leicestershire
AQMA14	Castle Donington High Street	NW Leicestershire
AQMA15	Copt Oak	NW Leicestershire
AQMA16	Bardon Road, Coalville	NW Leicestershire

#### Table 7.1: Leicestershire County Councils AQMA's

# 7.3 Air Quality Monitoring Sites Areas

- 7.3.1 In order to monitor traffic related air quality in the 17 AQMA's, a number of Automatic Traffic Counters (ATCs) were installed to collect long term traffic data. The ATC sites contained profiler units which automatically classify vehicles by type around the AQMA. Particularly of interest is the percentage of HGV traffic using routes through AQMA's. The amount of HGV's on the road affects the level of air quality in an area.
- 7.3.2 Table 7.2 below shows the location of our ATC sites used for monitoring traffic flows through AQMA's.
- 7.3.3 Figure 7.1 below shows the relationship between the location of our ATC monitoring sites and the established AQMA's.

SiteNo	Location	Route	GridE	GridN
20227	Derby Rd, SE of M1 junc 24, Kegworth	A6	448081	327206
20241	Loughborough Road, Woodthorpe, Quorn	A6	454860	317865
20243	Derby Road, nr Leopold Street, Loughborough	A6	453097	320109
20248	London Road, Kegworth	A6	449015	326010
20577	Uppingham Road, Thurnby	A47	466125	304022
20609	Hinckley Road Leicester Forest East	A47	451816	302482
20835	Bardon Road, Coalville	A511	444408	312969
21026	Nottingham Road, near Cotes, Loughborough	A60	455330	320610
21080	Ashby Road, E of EMA, Diseworth	A453	446160	325410
21228	Leicester Road, N of Lutterworth	A426	454550	286098
21229	Rugby Road, Lutterworth	A426	454522	284063
21406	Gilmorton Road, Lutterworth	C6601	455227	285694
21803	Soar Valley Way, near Fosse Park, Enderby	A563	455805	299915
21806	Lubbesthorpe Way, north of Meridian, Braunstone	A563	455098	300984
	Melton Road, outside Wreake Valley College,			
22214	Syston	C3308	463244	312063
22655	Epinal Way, near University, Loughborough	A6004	452679	319020
23306	Enderby Road, S of St Johns, Whetstone	B582	455254	298144
23926	St Johns, Enderby	B4114	455017	298966
25058	Meadow Lane, Loughborough	C6204	453951	321166
25089	Everard Way, Enderby	L3182	455611	300175
25098	Grove Way, Fosse Park Entrance, Enderby	L3184	455648	299994
25127	Whitwick Road, Markfield	C5111	448447	311582
25190	Station Road, south of A50, Castle Donington	C9207	445181	329174
25200	Groby Road, Glenfield, near Rothley Brook	A50	454219	307049

Table 7.2: ATC sites used for monitoring traffic flows through AQMA's



Figure 7.1: AQMA's and ATC Monitoring Sites

# Appendix A – Traffic Flow Data

Market Town Cordon Plans 2009 with Flows Market Town Cordon Plans 2010 with Flows Oadby and Wigston Cordon Plan 2010 with Flows Market Town Monitoring Sites with Traffic Flows for September 2009 Market Town Monitoring Sites with Traffic Flows for September 2010 Market Town Monitoring Sites with Growth from September 2009-2010 Oadby and Wigston Monitoring Sites with Traffic Flows for September 2010 County Boundary with 2010 Traffic Flows 12 Hour County Boundary with 2010 Traffic Flows 24 Hour County Boundary with 2010 Traffic Flows AM Peak County Boundary with 2010 Traffic Flows PM Peak Modal Share at County Monitoring Sites 2009 Modal Share at County Monitoring Sites 2009 - Cordon Totals Modal Share at County Monitoring Sites 2010 Modal Share at County Monitoring Sites 2010 - Cordon Totals Conversion Factors Used for Market Town Cordon Monitoring Sites



Figure A1: Ashby Cordon with Monitoring Sites and Flows - 2009


Figure A2: Ashby Cordon with Monitoring Sites and Flows - 2010



Figure A3: Coalville Cordon with Monitoring Sites and Flows - 2009



Figure A4: Coalville Cordon with Monitoring Sites and Flows - 2010



Figure A5: Hinckley Cordon with Monitoring Sites and Flows - 2009



Figure A6: Hinckley Cordon with Monitoring Sites and Flows - 2010



Figure A7: Loughborough Cordon with Monitoring Sites and Flows - 2009



Figure A8: Loughborough Cordon with Monitoring Sites and Flows - 2010



Figure A9: Lutterworth Cordon with Monitoring Sites and Flows - 2009



Figure A10: Lutterworth Cordon with Monitoring Sites and Flows - 2010



Figure A11: Market Harborough Cordon with Monitoring Sites and Flows - 2009



Figure A12: Market Harborough Cordon with Monitoring Sites and Flows - 2010



Figure A13: Melton Mowbray Cordon with Monitoring Sites and Flows - 2009

			E
Peak	PMPeak	/	1
88	105		1
135	195		- 1
1			1
w12H	Flow24H	AMPeak	PMPeak
2,938	3,585	306	277
2,865	3,431	278	298
5,801	6,996	-584	575
-			
-		+	~
w12H	Flow24H	AMPeak	PMPeak
w12H	Flow24H	AMPeak 211	PMPeak 176
v12H 1,804 1,669 3,473	Flow24H 2,149 2,037 4,186	AMPeak 211 128 339	PMPeak 175 183 359
w12H 1,804 1,669 3,473	Flow24H 2,149 2,037 4,186	AMPeak 211 128 339	PMPeak 176 183 359
w12H 1.804 1.669 3.473	Flow24H 2,149 2,037 4,186 PMPeak	AMPeak 211 128 339	PMPeak 176 183 359
w12H 1,804 1,669 3,473 3,473	Flow24H 2,149 2,037 4,186 PMPeak 457 556	AMPeak 211 128 339	PMPeak 176 183 359
w12H 1.804 1.669 3.473 3.473 473 473 473 473 473 473 473 473 473	Flow24H 2,149 2,037 4,186 PMPeak 457 556 1,013	AMPeak 211 128 339	PMPeak 176 183 359



Figure A14: Melton Mowbray Cordon with Monitoring Sites and Flows - 2010

ak PMI 92 55 147	Peak 115 93 208	/	W SE
ow12H 2,929 2,848 5,775	Flow24H 3,516 3,392 6,908	AMPeak 284 290 574	PMPeak 285 296 5811
			5
1			1
			4
w12H F	low24H	AMPeak	PMPeak
w12H F	<b>Iow24H</b> 2,196	AMPeak 205	PMP eak
w12H F 1.847 1.744 3.591	10w24H 2,196 2,116 4,312	AMP eak 205 143 349	PMPeak 178 202 360
w12H F 1.847 1.744 3.591 AMPeak 524 456	Iow24H 2,196 2,116 4,312 PMPea 4 5	AMP eak 205 143 349 349	PMPeak 178 202 360



Figure A15: Oadby and Wigston Cordon with Monitoring Sites and Flows - 2010

## Table A1: Market Town Monitoring Sites with Traffic Flows for September 2009

						-		Inbou	nd		-		Outbou	nd		8-	Combin	ed Flows	
Site No	Site Title	Route	GridE	GridN	Cordon	Dir	Flow12H	Flow24H	AMPeak	PMPeak	Dir	Flow12H	Flow24H	AMPeak	PMPeak	Flow12H	Flow24H	AMPeak	PMPeak
20779	Burton Road, S of Ingles Hill, Ashby-de-la-Zouch	C7122	434734	317319	Ashby	S	1624	2017	196	159	N	1594	1977	131	183	3218	3994	327	342
20783	Nottingham Rd, W of Woodcock Way, Ashby	C7122	436447	317023	Ashby	W	5952	7347	560	666	E	6216	7692	627	559	12168	15039	1187	1225
20832	Smisby Road, S of Bypass, Ashby de la Zouch	C7120	435351	318287	Ashby	S	2826	3605	314	365	Ν	2652	3364	263	315	5478	6969	577	680
20833	Moira Road, Ashby de la Zouch, Ashby Woulds	C7121	433135	316640	Ashby	E	2511	3043	360	243	W	2374	2936	197	305	4885	5979	557	548
20834	Willesley Lane, S of Measham Rd, Ashby (pro)	C8108	434779	315797	Ashby	E	1057	1263	182	94	W	1058	1309	91	150	2115	2572	273	244
20838	Ashby Road, Packington, Ashby-de-la-Zouch	C7114	436183	315252	Ashby	Ν	1187	1414	153	146	S	1219	1479	159	135	2406	2893	312	281
20837	Leicester Road, New Packington, Ashby-de-la-Zouch	C7116	437190	315851	Ashby	W	1762	2084	188	257	E	1772	2125	292	178	3534	4209	480	435
24131	Measham Road, N of A42, Ashby-de-la-Zouch	C7120	434742	314815	Ashby	N	2702	3111	266	329	S	2650	3288	329	276	5352	6399	595	605
20820	Station Road, N of The Green, Hugglescote	C5112	442437	312408	Coalville	N	3315	3974	360	297	S	3324	4147	245	377	6639	8121	605	674
20821	Grange Road, W of Bardon Rd, Ellistown, Coalville	C7110	444184	312586	Coalville	W	2057	2462	174	379	E	1835	2248	279	154	3892	4710	453	533
20822	Ibstock Road, S of St Marys Ln, Ravenstone	A447	440640	312991	Coalville	N	3754	4486	493	362	S	3710	4449	315	476	7464	8935	808	838
20823	Ashby Road, E of The Moolands, Sinope	A511	440099	315248	Coalville	E	8815	11088	1030	796	W	9274	11437	887	1058	18089	22525	1917	1854
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	A511	442736	315062	Coalville	E	9400	11566	943	874	W	9579	11671	797	978	18979	23237	1740	1852
20835	Bardon Road, N of A511, Coalville (pro)	A511	444408	312969	Coalville	N	9017	11219	867	1019	S	9007	11411	949	834	18024	22630	1816	1853
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	A447	440897	314850	Coalville	N	4072	4855	572	371	S	3888	4691	280	517	7960	9546	852	888
20602	Leicester Road, Brick Kiln Hill, E of Hinckley	B4668	443881	295068	Hinckley	S	5802	6944	723	517	N	5637	6749	430	708	11439	13693	1153	1225
20604	Lutterworth Road, N of A5, Burbage, Hinckley	B0578	445145	290063	Hinckley	N	1359	1652	74	241	S	1390	1784	270	90	2749	3436	344	331
20605	Coventry Road, E of A5, Hinckley	B4666	440114	293106	Hinckley	E	5243	6369	487	503	W	5253	6338	492	504	10496	12707	979	1007
20606	Dodwells Road, N of A5, Hinckley	A47	439930	293302	Hinckley	N	7174	9094	601	718	S	7800	9782	735	727	14974	18876	1336	1445
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	A47	443425	295848	Hinckley	W	5387	6583	656	588	E	5378	6621	487	646	10765	13204	1143	1234
20611	Wykin Road, W of Normandy Way, Hinckley	E6105	441164	295084	Hinckley	E	1503	1845	129	210	W	1553	1912	214	144	3056	3757	343	354
20612	Stoke Road, S of Normandy Way, Hinckley	E6103	441876	295292	Hinckley	S	4230	5036	391	506	N	3972	4682	415	393	8202	9718	806	899
20613	Ashby Road, S of A47, Hinckley	B4667	443126	295618	Hinckley	S	5697	6830	631	532	N	5871	7172	438	627	11568	14002	1069	1159
23910	Rugby Road, N of M69, Burbage, Hinckley	B4109	443391	291387	Hinckley	N	6536	8099	472	1077	s	7168	8877	1125	548	13704	16976	1597	1625
24070	Sapcote Road, W of M69, Burbage (pro)	B4669	445328	293635	Hinckley	W	5351	6422	516	596	E	5239	6242	566	539	10590	12664	1082	1135
20005	Ashby Road, E of M1, Loughborough (pro)	A512	449815	318403	Loughbourough	E	11040	13519	1527	1035	W	11012	13680	948	1279	22052	27199	2475	2314
20238	Derby Road, S of Hathern, Dishley, Loughboro (pro)	A6	450568	321655	Loughbourough	S	8372	9995	1224	638	N	8057	9648	520	1123	16429	19643	1744	1761
20241	Loughborough Road, Woodthorpe, Quorn (pro)	A6	454860	317865	Loughbourough	N	7858	9372	875	595	S	7844	9345	613	1055	15702	18717	1488	1650
21026	Nottingham Road, W of Barrow Rd, Cotes	A60	455330	320610	Loughbourough	W	5681	6588	833	476	E	5671	6652	439	820	11352	13240	1272	1296
22658	Epinal Way Ext, S of Woodthorpe Way, Quorn (pro)	A6004	454821	317506	Loughbourough	W	9513	11610	1295	961	E	9352	11509	850	1029	18865	23119	2145	1990
25058	Meadow Lane, N of Gordon Rd, Loughborough	C6204	453951	321166	Loughbourough	S	2574	2881	612	149	Ν	2403	2730	144	416	4977	5611	756	565
25059	Woodhouse Lane, S of Nanpantan Rd, Loughborough	C7205	450669	316917	Loughbourough	N	1241	1418	239	111	S	1255	1463	119	167	2496	2881	358	278
25123	Nanpantan Rd, W of Snells Nook Lane, Loughborough	C3210	450326	317175	Loughbourough	E	3745	4358	618	412	W	3539	4202	369	526	7284	8560	987	938
21228	Leicester Road, N of Bill Crane, Lutterworth (pro)	A426	454550	286098	Lutterworth	S	4858	6316	776	399	N	5490	6697	425	776	10348	13013	1201	1175
21229	Rugby Road, S of Riverside Rd, Lutterworth (pro)	A426	454522	284063	Lutterworth	N	7307	8/4/	755	863	S	6934	8468	753	721	14241	17215	1508	1584
21406	Gilmorton Road, Lutterworth (pro)	C6601	455227	285694	Lutterworth	S	1324	1583	192	102	N	1604	1991	103	225	2928	3574	295	327
21407	Coventry Road, Lutterworth (pro)	A427	452950	284310	Lutterworth	N	3336	4036	236	608	S	3357	4286	639	257	6693	8322	875	865
21408	Lutterworth Road, Bitteswell (pro)	C/612	453941	285754	Lutterworth	E	2005	2389	253	189	W	1956	2325	1/1	245	3961	4/14	424	434
20130	Brookfield Way, W of Juniper Close, Lutterworth	L/219	453400	285072	Lutterworth	N	2097	2583	215	312	5	2079	2//3	3/8	198	41/6	5350	593	510
20233	Harborough Road, S of Gallowfield Rd, Lubenham	86047	4/21/1	289327	Market Harborough	5	4482	53//	501	44/	N	4690	5589	490	510	9172	10966	997	957
21403	Lubenham Hill, E of Lubenham, Market Harborough	A4304	4/1192	28/2/5	Market Harborough	E	4383	5112	4/8	4/9	VV.	4225	5005	403	448	8608	10117	941	927
21404	Rockingham Rd, W of Ao, Warket Harborough (Pro)	A4304	472940	20/900	Market Harborough	VV .	0302	0009	0/0	000	E	0000	01/0	493	7.59	10094	12240	11/1	12/4
21/32	Northampton Road, S of Sports Club Witt Harb (pro)	00CA	475204	200010	Market Harborough	IN .	3114	3000	300	303	5	3020	3012	301	301	6140	1212	607	000
24393	Kettering Road, W of Ab, Market Harborougn	09408	476704	200034	Market Hatborough	VV C	2001	24/0	244	249	E NI	1907	2336	201	234	4048	4030	440	403
0000000	Septerd Bood, N of Clock Drive, Molton (Dro)	60000	476476	321000	CONTRACTOR OF THE OWNER	0	008	900	00	105	N	1001	990	4/	90	1710	1900	135	190
2100	Scallord Road, N of Clark Drive, Melton (Pro)	4608	476900	347202	Netton Discourse	S NI	4742	1307	123	120	N C	1001	5796	107	550	2292	2007	230	1012
201101	Nettingham Baged Net St Bade May Maltan	ACOC	470320	31/393	Melicer Moweray	IN C	4/13	0008	031	45/	S	4090	5/00	400	000	9003	114/0	809	1013
	Leicester Road, E of Kirby Ballars, Maltan (arc)	A600	474199	317200		5	0934	4/4/	407	710	NA/	3901	7000	304	417	10707	9003	1202	1204
00000	Waltham Rd N of Thoma Arnold Waltham	4607	472310	320264	Manual Manual	6	2026	2565	200	277	N	2865	2/24	079	200	5901	6006	1000	591
	Main Rd, E of Asfordby Pypace Acfordby	A6006	471606	310205	Mellow Manage	5	2830	5000	300	442	W/	2000	4062	2/0	427	8000	10001	945	920
- Baines	Savby Road E of Lag Lane Melton Mouhray	R676	477306	310205			413/	2140	244	445	E	4000	2037	401	43/	3473	/198	220	360
Cargon a	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	B6047	475013	317494	Mandari Managara	N	2004	2149	211	216	S	1035	2007	205	103	4020	4100	440	410
	Daiby Road, N of Riby Lane, Melton Mowbray (pro)	00047	4/0010	517434		14	2084	2408	200	210	9	1855	2284	200	134	4029	4/05	440	410

No Sep-09 data available - gap filled using the most comparable month available with seasonality factor applied.

## Table A2: Market Town Monitoring Sites with Traffic Flows for September 2010

								Inbou	nd				Outbou	nd			Combin	ed Flows	
Site No	Site Title	Route	GridE	GridN	Cordon	Dir	Flow12H	Flow24H	AMPeak	PMPeak	Dir	Flow12H	Flow24H	AMPeak	PMPeak	Flow12H	Flow24H	AMPeak	PMPeak
20779	Burton Road, S of Ingles Hill, Ashby-de-la-Zouch	C7122	434734	317319	Ashby	S	1610	1981	202	159	N	1589	1959	144	191	3199	3940	346	350
20783	Nottingham Rd, W of Woodcock Way, Ashby	C7122	436447	317023	Ashby	W	5739	7085	571	642	E	6020	7436	625	563	11759	14521	1196	1205
20832	Smisby Road, S of Bypass, Ashby de la Zouch	C7120	435351	318287	Ashby	S	2810	3581	324	369	N	2763	3496	279	335	5573	7077	603	704
20833	Moira Road, Ashby de la Zouch, Ashby Woulds	C7121	433135	316640	Ashby	E	2447	2968	359	240	W	2295	2845	205	301	4742	5813	564	541
20834	Willesley Lane, S of Measham Rd, Ashby (pro)	C8108	434779	315797	Ashby	E	873	1049	143	85	W	955	1190	85	134	1828	2239	228	219
20836	Ashby Road, Packington, Ashby-de-la-Zouch	C7114	436183	315252	Ashby	N	1226	1444	161	149	S	1224	1469	165	138	2450	2913	326	287
20837	Leicester Road, New Packington, Ashby-de-la-Zouch	C7116	437190	315851	Ashby	W	1684	1989	178	260	E	1725	2041	282	153	3409	4030	460	413
24131	Measham Road, N of A42, Ashby-de-la-Zouch	C7120	434742	314815	Ashby	N	2684	3249	293	324	S	2630	3243	322	288	5314	6492	615	612
20820	Station Road, N of The Green, Hugglescote	C5112	442437	312408	Coalville	N	3329	3970	373	334	S	3350	4180	235	382	6679	8150	608	716
20821	Grange Road, W of Bardon Rd, Ellistown, Coalville	C7110	444184	312586	Coalville	W	2002	2401	165	351	E	1780	2194	250	163	3782	4595	415	514
20822	Ibstock Road, S of St Marys Ln, Ravenstone	A447	440640	312991	Coalville	N	3490	4182	434	360	S	3443	4161	297	431	6933	8343	731	791
20823	Ashby Road, E of The Moolands, Sinope	A511	440099	315248	Coalville	E	8578	10791	1009	812	W	9098	11268	858	1065	17676	22059	1867	1877
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	A511	442736	315062	Coalville	E	9630	11551	922	894	W	9543	11666	836	1042	19173	23217	1758	1936
20835	Bardon Road, N of A511, Coalville (pro)	A511	444408	312969	Coalville	N	9005	11244	885	1076	S	8708	11185	919	857	17713	22429	1804	1933
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	A447	440897	314850	Coalville	N	3781	4530	515	357	S	3587	4371	262	484	7368	8901	777	841
20602	Leicester Road, Brick Kiln Hill, E of Hinckley	B4668	443881	295068	Hinckley	S	6295	7499	853	576	N	6113	7326	491	768	12408	14825	1344	1344
20604	Lutterworth Road, N of A5, Burbage, Hinckley	B0578	445145	290063	Hinckley	N	1274	1558	82	226	S	1263	1635	233	84	2537	3193	315	310
20605	Coventry Road, E of A5, Hinckley	B4666	440114	293106	Hinckley	E	5094	6199	469	481	W	5163	6247	489	489	10257	12446	958	970
20606	Dodwells Road, N of A5, Hinckley	A47	439930	293302	Hinckley	N	7306	9332	630	692	S	8024	10019	737	749	15330	19351	1367	1441
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	A47	443425	295848	Hinckley	W	5387	6561	625	615	E	5406	6729	487	637	10793	13290	1112	1252
20611	Wykin Road, W of Normandy Way, Hinckley	E6105	441164	295084	Hinckley	E	1568	1932	138	235	W	1617	2025	233	144	3185	3957	371	379
20612	Stoke Road, S of Normandy Way, Hinckley	E6103	441876	295292	Hinckley	S	3713	4405	364	423	N	3538	4174	382	353	7251	8579	746	776
20613	Ashby Road, S of A47, Hinckley	B4667	443126	295618	Hinckley	S	5484	6525	613	519	N	5686	6898	443	593	11170	13423	1056	1112
23910	Rugby Road, N of M69, Burbage, Hinckley	B4109	443391	291387	Hinckley	N	6184	7627	478	1043	S	6555	8055	1022	502	12739	15682	1500	1545
24070	Sapcote Road, W of M69, Burbage (pro)	B4669	445328	293635	Hinckley	W	5589	6711	556	615	E	5408	6467	554	565	10997	13178	1110	1180
20005	Ashby Road, E of M1, Loughborough (pro)	A512	449815	318403	Loughbourough	E	11158	13572	1480	1020	W	10837	13412	920	1263	21995	26984	2400	2283
20238	Derby Road, S of Hathern, Dishley, Loughboro (pro)	A6	450568	321655	Loughbourough	S	8330	9914	1185	650	N	7820	9451	505	1051	16150	19365	1690	1701
20241	Loughborough Road, Woodthorpe, Quorn (pro)	A6	454860	317865	Loughbourough	N	8024	9630	883	651	S	7931	9589	664	1076	15955	19219	1547	1727
21026	Nottingham Road, W of Barrow Rd, Cotes	A60	455330	320610	Loughbourough	W	5726	6634	880	477	E	5725	6708	436	827	11451	13342	1316	1304
22658	Epinal Way Ext, S of Woodthorpe Way, Quorn (pro)	A6004	454821	317506	Loughbourough	W	9383	11509	1278	954	E	9221	11295	863	1014	18604	22804	2141	1968
25058	Meadow Lane, N of Gordon Rd, Loughborough	C6204	453951	321166	Loughbourough	S	2486	2771	583	140	N	2351	2672	142	415	4837	5443	725	555
25059	Woodhouse Lane, S of Nanpantan Rd, Loughborough	C7205	450669	316917	Loughbourough	N	1243	1466	233	114	S	1290	1524	122	185	2533	2990	355	299
25123	Nanpantan Rd, W of Snells Nook Lane, Loughborough	C3210	450326	317175	Loughbourough	E	3726	4324	595	421	W	3555	4210	362	535	7281	8534	957	956
21228	Leicester Road, N of Bill Crane, Lutterworth (pro)	A426	454550	286098	Lutterworth	S	4865	6248	760	400	N	5595	6801	434	821	10460	13049	1194	1221
21229	Rugby Road, S of Riverside Rd, Lutterworth (pro)	A426	454522	284063	Lutterworth	N	7473	8932	759	913	S	7081	8669	788	734	14554	17601	1547	1647
21406	Gilmorton Road, Lutterworth (pro)	C6601	455227	285694	Lutterworth	S	1388	1646	215	114	N	1769	2165	125	273	3157	3811	340	387
21407	Coventry Road, Lutterworth (pro)	A427	452950	284310	Lutterworth	Ν	2986	3702	202	532	S	2944	3786	566	203	5930	7488	768	735
21408	Lutterworth Road, Bitteswell (pro)	C7612	453941	285754	Lutterworth	E	2018	2409	266	185	W	1894	2259	171	235	3912	4668	437	420
25136	Brookfield Way, W of Juniper Close, Lutterworth	L7219	453400	285072	Lutterworth	N	1801	2266	178	263	S	1886	2509	331	171	3687	4775	509	434
20233	Harborough Road, S of Gallowfield Rd, Lubenham	B6047	472171	289327	Market Harborough	S	4427	5304	512	433	N	4554	5445	473	505	8981	10749	985	938
21403	Lubenham Hill, E of Lubenham, Market Harborough	A4304	471192	287275	Market Harborough	E	4167	4844	479	480	W	4011	4745	470	429	8178	9589	949	909
21404	Rockingham Rd, W of A6, Market Harborough (Pro)	A4304	474940	287960	Market Harborough	W	5443	6235	666	574	E	5554	6411	499	777	10997	12646	1165	1351
21752	Northampton Road, S of Sports Club Mkt Harb (pro)	A508	473827	285818	Market Harborough	N	3078	3631	300	382	S	2982	3553	312	296	6060	7184	612	678
24393	Kettering Road, W of A6, Market Harborough	C9408	475304	286634	Market Harborough	W	2086	2478	255	251	E	1903	2295	195	225	3989	4773	450	476
22104	Melton Spinney Road, N of Thorpe Arnold (pro)	G8605	476724	321055	Methon Mowbray	S	855	980	92	115	N	875	1000	55	93	1730	1980	147	208
22105	Scalford Road, N of Clark Drive, Melton (Pro)	C7309	475176	321282		S	1139	1324	131	115	N	1064	1265	119	118	2203	2589	250	233
22100	Burton Road, Burton Lazars, Melton Mowbray	A606	476320	317393	Manton Montray	N	4639	5586	524	447	S	4845	5719	456	569	9484	11305	980	1016
22108	Nottingham Road, N of St Barts Way, Melton	A606	474199	321093		S	3732	4493	383	403	N	3707	4489	341	389	7439	8982	724	792
22208	Leicester Road, E of Kirby Bellars, Melton (pro)	A607	472316	317326	Miniton Mowhray	E	6023	7422	660	712	W	6384	7690	658	640	12407	15112	1318	1352
10000	Waltham Rd, N of Thorpe Arnold, Waltham	A607	477280	320361		S	2929	3516	284	285	N	2846	3392	290	296	5775	6908	574	581
22781	Main Rd, E of Asfordby Bypass, Asfordby	A6006	471696	319205		E	4271	5223	446	480	W	4265	5212	429	444	8536	10435	875	924
283	Saxby Road, E of Lag Lane, Melton Mowbray	B676	477396	319295		W	1847	2196	206	178	E	1744	2116	143	202	3591	4312	349	380
24550	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	B6047	475013	317494	Mellon Alwabra	N	2048	2413	233	212	S	1922	2305	206	193	3970	4718	439	405

No Sep-10 data available - gap filled using the most comparable month available with seasonality factor applied. Site upgraded to PROFILER Oct-09 to increase count accuracy

## Table A3: Market Town Monitoring Sites with Growth from September 2009-September 2010

								Inbou	nd		T		Outbou	und			Combin	ed Flows	
Site No	Site Title	Route	GridE	GridN	Cordon	Dir	Flow12H	Flow24H	AMPeak	<b>PMPeak</b>	Dir	Flow12H	Flow24H	AMPeak	PMPeak	Flow12H	Flow24H	AMPeak	PMPeak
20779	Burton Road, S of Ingles Hill, Ashby-de-la-Zouch	C7122	434734	317319	Ashby	S	-0.86%	-1.78%	3.06%	0.00%	N	-0.31%	-0.91%	9.92%	4.37%	-0.59%	-1.35%	6.49%	2.19%
20783	Nottingham Rd, W of Woodcock Way, Ashby	C7122	436447	317023	Ashby	W	-3.58%	-3.57%	1.96%	-3.60%	E	-3.15%	-3.33%	-0.32%	0.72%	-3.37%	-3.45%	0.82%	-1.44%
20832	Smisby Road, S of Bypass, Ashby de la Zouch	C7120	435351	318287	Ashby	S	-0.57%	-0.67%	3.18%	1.10%	N	4.19%	3.92%	6.08%	6.35%	1.81%	1.63%	4.63%	3.72%
20833	Moira Road, Ashby de la Zouch, Ashby Woulds	C7121	433135	316640	Ashby	E	-2.55%	-2.46%	-0.28%	-1.23%	W	-3,33%	-3.10%	4.06%	-1.31%	-2.94%	-2.78%	1.89%	-1.27%
20834	Willesley Lane, S of Measham Rd, Ashby (pro)	C8108	434779	315797	Ashby	E	-17_41%	-16.94%	-21.43%	-9.57%	W	-9.74%	-9.09%	-6.59%	-10.67%	-13.57%	-13.02%	-14.01%	-10.12%
20836	Ashby Road, Packington, Ashby-de-la-Zouch	C7114	436183	315252	Ashby	N	3.29%	2.12%	5.23%	2.05%	S	0.41%	-0.68%	3.77%	2.22%	1.85%	0.72%	4.50%	2.14%
20837	Leicester Road, New Packington, Ashby-de-la-Zouch	C7116	437190	315851	Ashby	W	-4.43%	-4.56%	-5.32%	1.17%	E	-2.65%	-3.95%	-3.42%	-14.04%	-3.54%	-4.26%	-4.37%	-6.44%
24131	Measham Road, N of A42, Ashby-de-la-Zouch	C7120	434742	314815	Ashty	Ν	-0.67%	4.44%	10.15%	-1.52%	S	-0.75%	-1.37%	-2.13%	4.35%	-0.71%	1.53%	4.01%	1.41%
20820	Station Road, N of The Green, Hugglescote	C5112	442437	312408	Coalville	N	0.42%	-0.10%	3.61%	12.46%	S	0.78%	0.80%	-4.08%	1.33%	0.60%	0.35%	-0.24%	6.89%
20821	Grange Road, W of Bardon Rd, Ellistown, Coalville	C7110	444184	312586	Coalville	W	-2.67%	-2.48%	-5.17%	-7.39%	E	-3.00%	-2.40%	-10.39%	5.84%	-2.84%	-2.44%	-7.78%	-0.77%
20822	Ibstock Road, S of St Marys Ln, Ravenstone	A447	440640	312991	Coalville	N	-7.03%	-6.78%	-11.97%	-0.55%	S	-7 20%	-6.47%	-5.71%	-9.45%	-7.11%	-6.63%	-8.84%	-5.00%
20823	Ashby Road, E of The Moolands, Sinope	A511	440099	315248	Coalville	E	-2.69%	-2.68%	-2.04%	2.01%	W	-1.90%	-1.48%	-3.27%	0.66%	-2.29%	-2.08%	-2.65%	1.34%
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	A511	442736	315062	Coalville	E	2.45%	-0.13%	-2.23%	2.29%	W	-0.38%	-0.04%	4.89%	6.54%	1.04%	-0.09%	1.33%	4.42%
20835	Bardon Road, N of A511, Coalville (pro)	A511	444408	312969	Coalville	N	-0.13%	0.22%	2.08%	5.59%	s	-3.32%	-1.98%	-3.16%	2.76%	-1.73%	-0.88%	-0.54%	4.18%
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	A447	440897	314850	Coalville	N	-7.15%	-6.69%	-9.97%	-3.77%	S	-7.74%	-6.82%	-6.43%	-6.38%	-7.44%	-6.76%	-8.20%	-5.08%
20602	Leicester Road, Brick Kiln Hill, E of Hinckley	B4668	443881	295068	Hinckley	S	8.50%	7.99%	17.98%	11.41%	N	8.44%	8.55%	14.19%	8.47%	8.47%	8.27%	16.08%	9.94%
20604	Lutterworth Road, N of A5, Burbage, Hinckley	B0578	445145	290063	Hinckley	N	-6.25%	-5.69%	10.81%	-6.22%	S	-9.14%	-8.35%	-13.70%	-6.67%	-7.70%	-7.02%	-1.45%	-6.45%
20605	Coventry Road, E of A5, Hinckley	B4666	440114	293106	Hinckley	E	-2.84%	-2.67%	-3.70%	-4.37%	W	-1.71%	-1.44%	-0.61%	-2.98%	-2.28%	-2.05%	-2.15%	-3.67%
20606	Dodwells Road, N of A5, Hinckley	A47	439930	293302	Hinckley	N	1.84%	2.62%	4.83%	-3.62%	S	2.87%	2.42%	0.27%	3.03%	2.36%	2.52%	2.55%	-0.30%
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	A47	443425	295848	Hinckley	W	0.00%	-0.33%	4.73%	4,59%	E	0.52%	1.63%	0.00%	-1 39%	0.26%	0.65%	-2.36%	1.60%
20611	Wykin Road, W of Normandy Way, Hinckley	E6105	441164	295084	Hinckley	E	4.32%	4.72%	6.98%	11.90%	W	4.12%	5.91%	8.88%	0.00%	4.22%	5.31%	7.93%	5.95%
20612	Stoke Road, S of Normandy Way, Hinckley	E6103	441876	295292	Hinckley	S	-12.22%	-12.53%	-6.91%	-16.40%	N	-10.93%	-10.85%	-7.95%	-10.18%	-11.57%	-11.69%	-7.43%	-13.29%
20613	Ashby Road, S of A47, Hinckley	B4667	443126	295618	Hinckley	S	-3.74%	-4.47%	-2.85%	-2.44%	N	-3.15%	-3.82%	1.14%	-5.42%	-3.44%	-4.14%	-0.86%	-3.93%
23910	Rugby Road, N of M69, Burbage, Hinckley	B4109	443391	291387	Hinckley	N	-5.39%	-5.83%	1.27%	-3,16%	S	-8.55%	-9.26%	-9.16%	-8.39%	-6.97%	-7.54%	-3.94%	-5,78%
24070	Sapcote Road, W of M69, Burbage (pro)	B4669	445328	293635	Hinckley	W	4.45%	4.50%	7.75%	3,19%	E	3.23%	3.60%	-2.12%	4.82%	3.84%	4.05%	2.82%	4.01%
20005	Ashby Road, E of M1, Loughborough (pro)	A512	449815	318403	Loughbourough	E	1.07%	0.39%	-3.08%	-1.45%	W	-1.59%	-1.96%	-2.95%	-1 25%	-0.26%	-0.78%	-3.02%	-1.35%
20238	Derby Road, S of Hathern, Dishley, Loughboro (pro)	A6	450568	321655	Loughbourough	S	-0.50%	-0.81%	-3.19%	1.88%	N	-2.94%	-2.04%	-2.88%	-6.41%	-1.72%	-1.43%	-3.04%	-2.27%
20241	Loughborough Road, Woodthorpe, Quorn (pro)	A6	454860	317865	Loughbourough	N	2.11%	2.75%	0.91%	9.41%	S	1_11%	2.61%	8.32%	1.99%	1.61%	2.68%	4.62%	5.70%
21026	Nottingham Road, W of Barrow Rd, Cotes	A60	455330	320610	Loughbourough	W	0.79%	0.70%	5.64%	0.21%	E	0.95%	0.84%	-0.68%	0.85%	0.87%	0.77%	2.48%	0.53%
22658	Epinal Way Ext, S of Woodthorpe Way, Quorn (pro)	A6004	454821	317506	Loughbourough	W	-1.37%	-0.87%	-1.31%	-0.73%	E	-1.40%	-1.86%	1.53%	-1.46%	-1.38%	-1.36%	0.11%	-1.09%
25058	Meadow Lane, N of Gordon Rd, Loughborough	C6204	453951	321166	Loughbourough	S	-3.42%	-3.82%	-4.74%	-6.04%	N	-2.16%	-2.12%	-1.39%	-0.24%	-2.79%	-2.97%	-3.06%	-3.14%
25059	Woodhouse Lane, S of Nanpantan Rd, Loughborough	C7205	450669	316917	Loughbourough	N	0.16%	3.39%	-2.51%	2.70%	S	2.79%	4.17%	2.52%	10.78%	1.48%	3.78%	0.01%	6.74%
25123	Nanpantan Rd, W of Snells Nook Lane, Loughborough	C3210	450326	317175	Loughbourough	E	-0.51%	-0.78%	-3.72%	2.18%	W	0.45%	0.19%	-1.90%	1.71%	-0.03%	-0.29%	-2.81%	1.95%
21228	Leicester Road, N of Bill Crane, Lutterworth (pro)	A426	454550	286098	Lutterworth	S	0.14%	-1.08%	-2.06%	0.25%	6 N	1.91%	1.55%	2.12%	5.80%	1.03%	0.24%	0.03%	3.02%
21229	Rugby Road, S of Riverside Rd, Lutterworth (pro)	A426	454522	284063	Lutterworth	N	2.27%	2.12%	0.53%	5.79%	S	2.12%	2.37%	4.65%	1.80%	2.20%	2.24%	2.59%	3.80%
21406	Gilmorton Road, Lutterworth (pro)	C6601	455227	285694	Lutterworth	S	4.83%	3.98%	11.98%	11.76%	N	10.29%	8,74%	21.36%	21.33%	7.56%	6.36%	16.67%	16.55%
21407	Coventry Road, Lutterworth (pro)	A427	452950	284310	Lutterworth	N	-10.49%	-8.28%	-14.41%	-12.50%	S	-12.30%	-11.67%	-11.42%	-21.01%	-11.40%	-9.97%	-12.92%	-16.76%
21408	Lutterworth Road, Bitteswell (pro)	C7612	453941	285754	Lutterworth	E	0.65%	0.84%	5.14%	-2.12%	W	-3.17%	-2.84%	0.00%	-4.08%	-1.26%	-1.00%	2.57%	-3.10%
25136	Brookfield Way, W of Juniper Close, Lutterworth	L7219	453400	285072	Lutterworth	N	-14 12%	-12.27%	-17.21%	-15.71%	S	-9.28%	-9.52%	-12.43%	-13.64%	-11.70%	-10.90%	-14.82%	-14.67%
20233	Harborough Road, S of Gallowfield Rd, Lubenham	B6047	472171	289327	Market Harborough	S	-1.23%	-1.36%	2.20%	-3.13%	N	-2.90%	-2.58%	-4.64%	-0.98%	-2.06%	-1.97%	-1.22%	-2.06%
21403	Lubenham Hill, E of Lubenham, Market Harborough	A4304	471192	287275	Market Harborough	E	-4.93%	-5.24%	0.21%	0.21%	W	-5.07%	-5.19%	1.51%	-4.24%	-5.00%	-5.22%	0.86%	-2.02%
21404	Rockingham Rd, W of A6, Market Harborough (Pro)	A4304	474940	287960	Market Harborough	W	2.66%	2.74%	-1.77%	7,29%	E	3.00%	3.81%	1.22%	5.14%	2.83%	3.27%	-0.28%	6.22%
21752	Northampton Road, S of Sports Club Mkt Harb (pro)	A508	473827	285818	Market Harborough	N.	-1.16%	-0.79%	-1.96%	4.66%	s	-1.45%	-1.63%	3.65%	-1.66%	-1.31%	-1.21%	0.85%	1.50%
24393	Kettering Road, W of A6, Market Harborough	C9408	475304	286634	Market Harborough	W	0.24%	0.00%	4.51%	0.80%	E	-3.25%	-2.67%	-2.99%	-3.85%	-1.51%	-1.34%	0.76%	-1.52%
1210	Melton Spinney Road, N of Thorpe Arnold (pro)	G8605	476724	321055	Menon Meworay	S	1.91%	2.30%	4.55%	9.52%	N	0.46%	0.20%	17.02%	3.33%	1.18%	1.25%	10.78%	6.43%
	Scaltord Road, N of Clark Drive, Melton (Pro)	C7309	475176	321282	Wielton Mawaray	S	-4.37%	-4.54%	6.50%	-8.00%	N	0.28%	-0.39%	11.21%	0.85%	-2.04%	-2.47%	8.86%	-3,57%
منابعه ا	Burton Road, Burton Lazars, Melton Mowbray	A606	476320	317393	WENDE WINNINGS	N	-1.57%	-1.81%	-1.32%	-2.19%	S	-0.92%	-1.16%	-0.44%	2.34%	-1.25%	-1.48%	-0.88%	0.07%
22106	Nottingnam Road, N of St Barts Way, Melton	A606	474199	321093	MARTIN MONOTAN	S	-5.13%	-5.35%	-5.90%	-3.13%	N	-6.41%	-6.60%	-6.32%	-6.71%	-5.77%	-5.97%	-6.11%	-4.92%
	Leicester Road, E of Kirby Bellars, Melton (pro)	A607	4/2316	31/326	Melich Whynias	E	-2.81%	-2.66%	-6.25%	-0.56%	W	-2.39%	-2.93%	-3.09%	-5.19%	-2.60%	-2.80%	-4.67%	-2.87%
	Waltham Rd, N of Thorpe Arnold, Waltham	A607	477280	320361	Mellion Miny Mag	S	-0.24%	-1.37%	-7.19%	2.89%	N	-0.66%	-1.14%	4.32%	-0.67%	-0.45%	-1.26%	-1.44%	1.11%
	Main Rd, E of Astordby Bypass, Astordby	A6006	4/1696	319205	Institution in the billing	E	3.24%	3.78%	0.45%	8.35%	W	4.41%	4.91%	6.98%	1.60%	3.82%	4.34%	3.72%	4.98%
2.04.4	Saxby Road, E of Lag Lane, Melton Mowbray	B6/6	4//396	319295	Presson Presson in the second se	W	2.38%	2.19%	-2.37%	1.14%	E	4.49%	3.88%	11.72%	10.38%	3.44%	3.03%	4.67%	5.76%
24952	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	66047	4/5013	31/494	AND THE PARTY OF T	N	-2.20%	-2.21%	-0.85%	-1.85%	S	-0.67%	0.48%	0.49%	-0.52%	-1,43%	-0.89%	-0.18%	-1.18%

No Sep data available - gap filled using the most comparable month available with seasonality factor applied. Site upgraded to PROFILER Oct-09 to increase count accuracy 
 Table A4: Oadby and Wigston Monitoring Sites with Traffic Flows for September 2010

						_													
								Inboun	d				Outbour	hd		2	Combin	ed Flows	
Site No	Site Title	Route	GridE	GridN	Cordon	Dir	Flow12H	Flow24H	AMPeak	PMPeak	Dir	Flow12H	Flow24H	AMPeak	PMPeak	Flow12H	Flow24H	AMPeak	PMPeak
20211	Leicester Road, S of Grenfiell Rd, Oadby	A6	461423	301413	Oadby&Wigston	SE	19848	25499	1615	2235	NW	23027	29117	2343	1996	42875	54616	3958	4231
20212	Stoughton Road, N of Manor Rd, Oadby	B582	462953	301700	Oadby&Wigston	S	5151	6231	616	626	N	5413	6512	672	549	10564	12743	1288	1175
20213	St Thomas Road, E of Windsor Av, Glen Parva	B582	458317	298341	Oadby&Wigston	E	5063	6347	461	453	W	5046	6460	361	559	10109	12807	822	1012
20214	Saffron Road, N of Namur Rd, South Wigston	B5366	458299	299321	Oadby&Wigston	S	4972	6378	494	439	N	5670	7100	554	590	10642	13478	1048	1029
20215	Aylestone Lane, W of Shackerdale Rd, Wigston	B5418	459336	299799	Cadby&Wigston	SE	7162	9067	492	754	NW	7915	9810	873	694	15077	18877	1365	1448
20216	Welford Road, N of Baldwin Rd, Wigston	A5199	460100	300421	Oadby&Wigston	S					N					0	0	0	0
20217	Palmerstone Way, E of Link Rd, Oadby	A563	461236	301133	Oadby&Wigston	E	10836	13821	822	1177	W	9498	12114	902	836	20334	25935	1724	2013
20218	Newton Lane, S of Glebe Fm, Wigston Harcourt	C4503	462850	297495	Oadby&Wigston	NW	2783	3306	362	295	SE	2769	3411	244	356	5552	6717	606	651
20219	Countesthorpe Road, N of Hospital Ln, Blaby	C4602	458789	296874	Oadby&Wigston	N	3643	4251	549	321	S	3230	3876	246	481	6873	8127	795	802
20247	London Road, south of Glen Gorse, Oadby	A6	463850	299043	Oadby&Wigston	NW	9378	11182	1144	912	SE	8901	10979	908	1019	18279	22161	2052	1931
22527	Welford Road, Kilby	A5199	461294	295755	Oadby&Wigston	N	3794	4325	490	459	S	3484	4110	424	449	7278	8435	914	908
		1.1.2.1					<ul> <li>A second s</li></ul>	CONTRACTOR AND ADDRESS OF											

No Sep data available



Figure A16: LCC County Boundary Monitoring Sites and Flows 2010 – 12Hr Flows (07:00-19:00)



Figure A17: LCC County Boundary Monitoring Sites and Flows 2010 – 24Hr Flows



Figure A18: LCC County Boundary Monitoring Sites and Flows 2010 – AM Peak Hour (08:00-09:00)



Figure A19: LCC County Boundary Monitoring Sites and Flows 2010 – PM Peak Hour (17:00-18:00)

Table A5: Modal Share at County Cordon Monitoring Sites 2009

				CAR		0	LGV		3	HGV			PSV		9	M/C	
SiteNo	Location	Cordon	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H
20834	Willesley Lane, S of Measham Rd, Ashby (pro)	Ashby	94.27%	95.65%	93.11%	2.92%	3.32%	4.38%	0.58%	0.44%	0.85%	0.68%	0.00%	0.14%	1.54%	0.59%	1.52%
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	Coalville	85.71%	90.95%	84.20%	5.28%	3.43%	5.52%	8.48%	5.02%	9.50%	0.22%	0.08%	0.16%	0.30%	0.51%	0.62%
20835	Bardon Road, N of A511, Coalville (pro)	Coalville	83.04%	91.76%	81.12%	6.10%	3.57%	6.52%	9.87%	3.66%	11.03%	0.45%	0.32%	0.57%	0.54%	0.69%	0.76%
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	Hinckley	91.45%	94.16%	90.50%	3.95%	2.91%	4.27%	3.85%	2.26%	4.41%	0.47%	0.04%	0.13%	0.29%	0.63%	0.68%
24070	Sapcote Road, W of M69, Burbage (pro)	Hinckley	91.62%	95.97%	92.27%	6.03%	2.93%	5.10%	1.59%	0.79%	1.97%	0.39%	0.01%	0.11%	0.37%	0.30%	0.55%
20005	Ashby Road, E of M1, Loughborough (pro)	Loughbourough	84.88%	92.82%	85.57%	8.57%	4.32%	7.65%	5.41%	1.67%	5.45%	0.83%	0.52%	0.74%	0.30%	0.67%	0.60%
20238	Derby Road, S of Hathern, Dishley, Loughboro (pro)	Loughbourough	90.15%	91.94%	86.51%	5.63%	4.99%	7.70%	2.68%	1.66%	4.04%	0.92%	0.72%	0.88%	0.63%	0.69%	0.87%
22658	Epinal Way Ext, S of Woodthorpe Way, Quorn (pro)	Loughbourough	91.30%	94.12%	89.21%	5.69%	4.45%	6.99%	2.51%	0.66%	2.94%	0.15%	0.08%	0.22%	0.36%	0.70%	0.64%
21228	Leicester Road, N of Bill Crane, Lutterworth (pro)	Lutterworth	88.44%	93.55%	86.50%	4.70%	3.27%	5.19%	5.28%	1.67%	6.46%	0.97%	0.68%	0.86%	0.61%	0.83%	0.99%
21752	Northampton Road, S of Sports Club Mkt Harb (pro)	Market Harborough	89.48%	93.88%	89.54%	5.74%	3.88%	5.88%	3.84%	0.94%	3.22%	0.53%	0.17%	0.55%	0.42%	1.13%	0.81%
22104	Melton Spinney Road, N of Thorpe Arnold (pro)	Melton Mowbray	93.55%	97.58%	91.99%	3.12%	0.95%	3.95%	2.76%	1.20%	3.47%	0.05%	0.00%	0.21%	0.52%	0.26%	0.39%
22105	Scalford Road, N of Clark Drive, Melton (Pro)	Melton Mowbray	90.98%	94.56%	90.58%	5.93%	3.91%	6.02%	1.60%	0.71%	1.96%	1.06%	0.08%	0.90%	0.43%	0.74%	0.55%
22208	Leicester Road, E of Kirby Bellars, Melton (pro)	Melton Mowbray	83.14%	92.35%	83.82%	10.11%	4.71%	8.20%	5.66%	2.03%	6.95%	0.45%	0.16%	0.32%	0.63%	0.75%	0.71%
24652	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	Melton Mowbray	86.06%	93.72%	87.14%	8.66%	3.81%	6.91%	4.42%	1.51%	4.33%	0.48%	0.07%	0.14%	0.37%	0.89%	1.48%

Table A6: Modal Share at County Cordon Monitoring Sites 2009 – Cordon Totals

		CAR			LGV			HGV			PSV			MC	
Town	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H
Ashby	94.27%	95.65%	93.11%	2.92%	3.32%	4.38%	0.58%	0.44%	0.85%	0.68%	0.00%	0.14%	1.54%	0.59%	1.52%
Coalville	84.38%	91.36%	82.66%	5.69%	3.50%	6.02%	9.18%	4.34%	10.27%	0.34%	0.20%	0.37%	0.42%	0.60%	0.69%
Hinckley	91.54%	95.07%	91.39%	4.99%	2.92%	4.69%	2.72%	1.53%	3.19%	0.43%	0.03%	0.12%	0.33%	0.47%	0.62%
Loughbourough	87.52%	92.38%	86.04%	7.10%	4.66%	7.68%	4.05%	1.67%	4.75%	0.88%	0.62%	0.81%	0.47%	0.68%	0.74%
Lutterworth	88.44%	93.55%	86.50%	4.70%	3.27%	5.19%	5.28%	1.67%	6.46%	0.97%	0.68%	0.86%	0.61%	0.83%	0.99%
Market Harborough	89.48%	93.88%	89.54%	5.74%	3.88%	5.88%	3.84%	0.94%	3.22%	0.53%	0.17%	0.55%	0.42%	1.13%	0.81%
Mellon Mowbray	88.43%	94.55%	88.38%	6.96%	3.35%	6.27%	3.61%	1.36%	4.18%	0.51%	0.08%	0.39%	0.49%	0.66%	0.78%

Table A7: Modal Share at County Cordon Monitoring Sites 2010

				CAR			LGV			HGV			PSV			M/C	
SiteNo	Location	Cordon	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H
20834	Willesley Lane, S of Measham Rd, Ashby (pro)	Ashby	94.17%	96.22%	93.47%	4.14%	2.71%	4.61%	0.76%	0.46%	1.19%	0.41%	0.00%	0.08%	0.51%	0.60%	0.66%
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	Coalville	85.34%	91.32%	84.33%	5.51%	3.17%	5.44%	8.77%	5.02%	9.52%	0.12%	0.05%	0.16%	0.26%	0.44%	0.55%
20835	Bardon Road, N of A511, Coalville (pro)	Coalville	82.33%	92.33%	81.08%	6.91%	3.29%	6.53%	10.02%	3.45%	11.03%	0.40%	0.28%	0.53%	0.34%	0.66%	0.82%
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	Coalville	92.54%	93.89%	89.79%	4.45%	4.09%	5.72%	2.53%	1.34%	3.70%	0.03%	0.03%	0.14%	0.44%	0.65%	0.66%
20604	Lutterworth Road, N of A5, Burbage, Hinckley	Hinckley	85.28%	92.42%	87.74%	9.59%	4.20%	7.13%	3.70%	2.43%	3.63%	0.28%	0.00%	0.02%	1.15%	0.95%	1.48%
20605	Coventry Road, E of A5, Hinckley	Hinckley	84.16%	91.98%	86.34%	9.10%	4.88%	7.76%	4.90%	1.31%	4.07%	1.02%	1.28%	1.24%	0.82%	0.56%	0.59%
20606	Dodwells Road, N of A5, Hinckley	Hinckley	77.79%	85.82%	78.05%	11.00%	7.15%	9.83%	10.06%	5.99%	10.76%	0.17%	0.10%	0.14%	0.97%	0.96%	1.22%
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	Hinckley	90.81%	94.67%	90.20%	3.97%	2.17%	3.85%	4.91%	2.85%	5.35%	0.09%	0.02%	0.06%	0.22%	0.29%	0.55%
20613	Ashby Road, S of A47, Hinckley	Hinckley	89.42%	93.22%	89.77%	7.09%	4.31%	6.37%	1.54%	0.94%	1.96%	1.07%	1.04%	1.19%	0.87%	0.49%	0.71%
23910	Rugby Road, N of M69, Burbage, Hinckley	Hinckley	85.89%	93.30%	88.77%	8.77%	4.72%	7.36%	4.13%	0.63%	2.58%	0.31%	0.32%	0.42%	0.90%	1.03%	0.87%
24070	Sapcote Road, W of M69, Burbage (pro)	Hinckley	89.46%	94.96%	91.05%	7.47%	3.67%	6.09%	2.18%	0.68%	2.12%	0.40%	0.02%	0.13%	0.50%	0.68%	0.61%
20005	Ashby Road, E of M1, Loughborough (pro)	Loughbourough	86.67%	88.51%	82.88%	8.41%	7.67%	10.29%	3.69%	2.43%	5.28%	0.90%	0.88%	0.92%	0.34%	0.50%	0.63%
20238	Derby Road, S of Hathern, Dishley, Loughboro (pro)	Loughbourough	89.91%	91.54%	86.51%	5.97%	5.05%	7.83%	3.09%	2.16%	4.11%	0.61%	0.55%	0.73%	0.41%	0.71%	0.81%
20241	Loughborough Road, Woodthorpe, Quorn (pro)	Loughbourough	85.81%	89.50%	83.92%	7.56%	5.89%	8.98%	4.51%	1.47%	4.11%	1.59%	2.58%	2.05%	0.53%	0.55%	0.94%
21228	Leicester Road, N of Bill Crane, Lutterworth (pro)	Lutterworth	88.92%	94.47%	86.40%	4.48%	2.53%	5.00%	5.23%	1.72%	6.95%	0.53%	0.59%	0.71%	0.84%	0.69%	0.95%
21229	Rugby Road, S of Riverside Rd, Lutterworth (pro)	Lutterworth	81.54%	89.68%	81.92%	9.00%	6.92%	9.60%	8.60%	2.77%	7.68%	0.36%	0.06%	0.17%	0.50%	0.56%	0.63%
21406	Gilmorton Road, Lutterworth (pro)	Lutterworth	90.41%	92.90%	88.81%	3.61%	4.50%	6.44%	3.13%	1.35%	2.95%	1.61%	0.05%	0.30%	1.24%	1.21%	1.50%
21407	Coventry Road, Lutterworth (pro)	Lutterworth	87.50%	96.09%	92.33%	9.29%	2.89%	5.53%	2.60%	0.42%	1.17%	0.11%	0.03%	0.07%	0.51%	0.58%	0.89%
21408	Lutterworth Road, Bitteswell (pro)	Lutterworth	90.91%	93.93%	91.19%	6.13%	4.74%	6.75%	1.42%	0.37%	1.16%	0.97%	0.40%	0.21%	0.57%	0.55%	0.69%
21404	Rockingham Rd, W of A6, Market Harborough (Pro)	Market Harborough	87.55%	92.02%	85.22%	8.63%	5.65%	9.28%	3.26%	1.46%	4.44%	0.14%	0.13%	0.14%	0.43%	0.73%	0.93%
21752	Northampton Road, S of Sports Club Mkt Harb (pro)	Market Harborough	89.32%	94.82%	89.58%	5.68%	3.11%	5.71%	3.98%	1.01%	3.36%	0.78%	0.12%	0.54%	0.24%	0.94%	0.82%
22104	Melton Spinney Road, N of Thorpe Arnold (pro)	Melton Mowbray	94.11%	96.91%	92.90%	3.33%	1.84%	3.92%	1.79%	0.85%	2.52%	0.00%	0.05%	0.18%	0.77%	0.35%	0.48%
22105	Scalford Road, N of Clark Drive, Melton (Pro)	Melton Mowbray	89.09%	95.86%	90.81%	5.72%	2.42%	5.01%	3.09%	1.32%	3.15%	1.67%	0.25%	0.54%	0.43%	0.15%	0.48%
22208	Leicester Road, E of Kirby Bellars, Melton (pro)	Melton Mowbray	81.10%	91.80%	83.39%	12.12%	4.61%	8.55%	6.02%	2.88%	7.03%	0.39%	0.10%	0.35%	0.37%	0.61%	0.69%
24652	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	Melton Mowbray	85.56%	93.65%	86.20%	8.86%	3.75%	7.43%	4.39%	1.82%	4.56%	0.80%	0.00%	0.33%	0.38%	0.79%	1.48%

 Table A8: Modal Share at County Cordon Monitoring Sites 2010 – Cordon Totals

		CAR			LGV			HGV			PSV			MC	
Town	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H
Ashby	94.17%	96.22%	93.47%	4.14%	2.71%	4.61%	0.76%	0.46%	1.19%	0.41%	0.00%	0.08%	0.51%	0.60%	0.66%
Coalville	83.84%	91.83%	82.71%	6.21%	3.23%	5.99%	9.40%	4.24%	10.28%	0.26%	0.17%	0.35%	0.30%	0.55%	0.69%
Hinckley	90.14%	94.82%	90.63%	5.72%	2.92%	4.97%	3.55%	1.77%	3.74%	0.25%	0.02%	0.10%	0.36%	0.49%	0.58%
Loughbourough	88.29%	90.03%	84.70%	7.19%	6.36%	9.06%	3.39%	2.30%	4.70%	0.76%	0.72%	0.83%	0.38%	0.61%	0.72%
Lutterworth	88.92%	94.47%	86.40%	4.48%	2.53%	5.00%	5.23%	1.72%	6.95%	0.53%	0.59%	0.71%	0.84%	0.69%	0.95%
Market Harborough	89.32%	94.82%	89.58%	5.68%	3.11%	5.71%	3.98%	1.01%	3.36%	0.78%	0.12%	0.54%	0.24%	0.94%	0.82%
Melton Mowbray	87.47%	94.56%	88.33%	7.51%	3.16%	6.23%	3.82%	1.72%	4.32%	0.72%	0.10%	0.35%	0.49%	0.48%	0.78%

Table A9: Conversion Factors Used for Market Town Cordon Monitoring Sites

					F-Month to Se	ptember Factor
SiteNo	Location	Cordon	Gap	Factored (F)Month	Inbound	Outbound
20604	Lutterworth Road, N of A5, Burbage, Hinckley	Hinckley	Sep-09	JUNE	1.038304808	1.039506173
20241	Loughborough Road, Woodthorpe, Quorn (pro)	Loughborough	Sep-09	FEB	1.014925373	1.023486902
21229	Rugby Road, S of Riverside Rd, Lutterworth (pro)	Lutterworth	Sep-09	OCT	1.000535547	1.002548492
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	Hinckley	Sep-10	JUNE	0.966538915	0.981179609
20005	Ashby Road, E of M1, Loughborough (pro)	Loughborough	Sep-10	JUNE	0.999292599	0.987705643
25059	Woodhouse Lane, S of Nanpantan Rd, Loughborough	Loughborough	Sep-10	JUNE	0.991214058	0.97211464

## Appendix B – Air Quality Management Area Plans

Air Quality Management Areas with ATC Monitoring Sites



Figure B1 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA1 – Narborough Road South



Figure B2 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA2 – M1 Enderby & Narborough



Figure B3 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA3 – M1 Thorpe Astley and Kirby Muxloe



Figure B4a – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA4a – Enderby Road, Whetstone



Figure B4b – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA4b – St Johns, Enderby





Figure B5 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA5 – Branting Hill, Groby

Transport Depa Ind Data Collect Frends - Air Quality I t Road	rtment ion Management Areas (Ad	QMA) and Monitori	ing Sites		
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Figure B6 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA6 – Syston Main Road





Figure B7 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA7 – Loughborough Properties



Figure B8 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA8 – Loughborough GCR



Figure B9 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA9 – Lutterworth

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Figure B10 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA10 – Leicester



Figure B11 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA12 – A6 Kegworth



Figure B12 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA13 – M1 Molehill Farm Kegworth



Environment And Transport Department Traffic Modelling and Data Collection MF3488.000 Transport Trends - Air Quality Management Areas (AQMA) and Monitoring Sites North-West Leicestershire District AQMA14 - Castle Donington High Street		W S E
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Legend Traffic Monitoring Auto Traffic Count Sites AQMAS Monitored Areas		This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office, 6 Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to presecution or civil proceedings. Leicestershire County Council. 100019271. Published 2008.

Figure B13 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA14 – Castle Donington High Street



Figure B14 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA15 – Copt Oak



Figure B15 – Air Quality Management Areas (AQMAs) and Associated Monitoring Sites – AQMA16 – Bardon Road, Coalville