

Transport Trends in Leicestershire

Report 5

Traffic Modelling and Data Collection Team



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Revision Schedule

Leicestershire County Council

Transport Trends Report 2013

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4	10/07/14	Final Draft	Edward Dawes Industrial Placement	Alex Gray Senior Transport Planner	Sonny Tolofari Team Leader

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Overview

Transport Trends 2013 is Leicestershire County Council's fifth annual report publication which summarises key trends and developments relating to road transport in Leicestershire. The in-depth analysis in this report uses the latest available data for 2013 and aims to compare this against a 2011 base year following the completion of the market town monitoring cordons in the county.

Future editions of the Transport Trends report are expected to become increasingly robust as the amount of complete data available for the county increases annually, allowing for a more extensive dataset between the current year and the 2011 base year.

Market Town Cordon Traffic Flows 2011-2013

There was an overall increase of 1.18% in traffic across all county cordons for the 24 hour flow totals between 2011 and 2013. An increase in flows was observed in Ashby-de-la-Zouch (2.03%), Coalville (0.48%), Hinckley (2.67%), Loughborough (3.20%) and Lutterworth (3.73%). Traffic flows declined in Melton Mowbray (-0.53%) and Market Harborough (-3.33%).

Traffic in the 12 hour period (07:00 - 19:00) increased by 1.06% across the county town cordons. There was an increase in Ashby (2.34%), Coalville (0.54%), Hinckley (2.64%), Loughborough (3.09%), Lutterworth (2.60%), and Melton Mowbray (0.21%). The only decline in 12 hour flows was in Market Harborough (-4.01%).

In the AM peak (08:00-09:00) traffic flows increased by 0.46% with Loughborough showing the greatest increase (8.81%) and Market Harborough showing the largest decrease (-4.64%). The PM peak (17:00-18:00) flows decreased marginally by -0.07% overall, with the greatest increase in Lutterworth (3.82%) and the greatest decrease in Market Harborough (-3.74%).

County Boundary Survey

For traffic crossing the Leicestershire county boundary, 24hr inbound traffic increased from 198,441 to 204,756 vehicles (3.18%). The outbound traffic for the same period increased from 198,454 to 204,174, vehicles. (2.88%). This represents a combined direction percentage increase of 3.03%. Traffic in the AM peak increased by 3.32% in the inbound, and 1.38% in the outbound, with a combined percentage of 2.36%. PM traffic increased by 3.77% in the inbound and 2.82% in the outbound with a combined percentage increase of 3.30%.

Market Town Modal Share

Changes in modal share were considerably more difficult to measure due to the difficulties associated with the ATC units differentiating between CAR flows and LGV flows. Therefore the following results should be treated with caution.

In the 24 hour flows there was a 0.47% increase in CAR modal share between 2011 and 2013. There was also a 0.10% increase in public service vehicle (PSV) modal share. There was a decrease in LGV modal share of -0.16% and HGV modal share of -0.31% over the same period. In the AM, the proportion of CAR traffic grew faster at 0.91%. LGV share decreased more substantially by -0.48% and HGV share by -0.33%. PSV share increased by 0.09%. In the PM however, there were minimal changes in modal split. CAR traffic modal share increased by only 0.08%. LGV traffic split also saw minimal change decreasing by -0.05% and HGV by -0.07%. PSV modal share increased by 0.07%.

Local/National Trend Comparison

The overall growth and decline in traffic levels in Leicestershire were found to be relatively consistent with the national picture, with similar positive and negative fluctuations observed since 2008 as traffic

begins to return to pre-recession levels. The rates of change across the county are more considerable (with the exception of 2009/10) however, influenced by considerable variation in growth at the local level. Between 2012 and 2013 county traffic grew by 1.3%, which is comparable against just 0.4% in the national trend. Conversely, there was a decrease of -0.95% in 2008/09 nationally, but a decrease of -2.75% in Leicestershire. Section 4 in this publication outlines these trends in greater detail.

Peak Spreading

In the inbound direction for the county market towns, the peak ratio decreased by -2.84% in the AM (07:00-10:00), and by -0.27% in the PM (16:00 - 19:00) which is indicative of a greater degree of peak spreading. Peak traffic is pushing out into the shoulder hours due to the peak hour saturation. In the outbound direction, the peak ratio increased by 0.52% in the AM, but decreased by -2.59% in the PM. The overall trend across the market towns showed growth of traffic in the peak shoulder hours (+1/-1). These results are indicative of a peak hour situation, in which commuter traffic is spreading out into the shoulder hours because of widespread congestion and saturation of traffic and capacity in the peak hour itself (i.e. 0800-0900 - 1700-1800). The local level however saw significantly more variation.

1. Introduction

Leicestershire's third Local Transport Plan (LTP3 – 2011-2026) highlights the importance of an evidence-based approach to enable us to achieve the maximum potential benefit and value for money from the transport investments that we undertake across the county. In particular, the LTP states that:

- We will ensure to use relevant and high quality data and information to inform our decision-making and prioritisation processes.
- We will also, where possible, focus interventions on delivering a range of co-ordinated measures in specific geographical areas to support wider economic, environment and social priorities.

The purpose of this report is to help form a key part of the transport evidence that the council assembles on a continual basis to help identify issues relating to transport in Leicestershire. Through placing a particular focus on the county towns, we were able to gain information to enable us to further adopt the more area-based approach endorsed by LTP3.

To do this in a systematic way, several monitoring cordons have been established where volumes of traffic will be measured annually to detect and report changes in trends. Traffic flows are monitored at strategic points crossing the county boundary together with monitoring cordons around the county market towns. 2011 saw the introduction of a new cordon at Oadby and Wigston and installation of Automatic Traffic Counters (ATCs) at strategic sites, meaning that Leicestershire County Council now has all county urban centres monitored. Completion of the Oadby & Wigston cordon also means that LCC has a much tighter cordon around the key arterial roads into and out of Leicester City. This will allow for the monitoring of the number of trips crossing between the Leicester City boundary and the County. Existing permanent ATC sites around the city boundary can be seen in Figure 1.1.

The market town cordons and their monitoring site locations are shown in Figure 2.1. Table 1.0 shows a summary of the number of sites in each area. A comprehensive list of these sites is provided in Table A1 in the appendix, along with their corresponding flow totals.

Cordon	Number of Count Sites	Date	Type of Survey	Time Surveyed
County Boundary	91	2009	ATC + SDR	24HR
Loughborough	8	2008	ATC + SDR	24HR
Melton	9	2008	ATC	24HR
Hinckley	12	2011	ATC	24HR
Coalville	13	2010	ATC	24HR
Harborough	9	2010	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

The market town cordon surveys are conducted by using permanent under-the-road inductive Automatic Traffic Count (ATC) loop counters with data 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) and ATCs. Due to the geographical distribution of the sites and the resource restrictions imposed, it was not feasible to conduct the surveys over the same period. As such all ATC data used is aggregated for the month of May. The SDR surveys 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. All county boundary sites with Annual Average Daily Totals (AADT) of more than 2000 vehicles are now monitored by ATC loop counters.

The information in this report is set out across a total of five chapters. The next chapter provides an analysis of the volumes of traffic entering and leaving the County boundary and Market towns at different periods of the day; Chapter 3 deals with change in modal shares and Chapter 4 discusses traffic growth over time from historical data and compares this against the national average. Finally, peak hour spreading and daily flow totals are discussed in Chapter 5.

In future publications of the transport trends report, chapters covering public transport passenger flows, bus reliability and transport accessibility will also be included within the analysis.

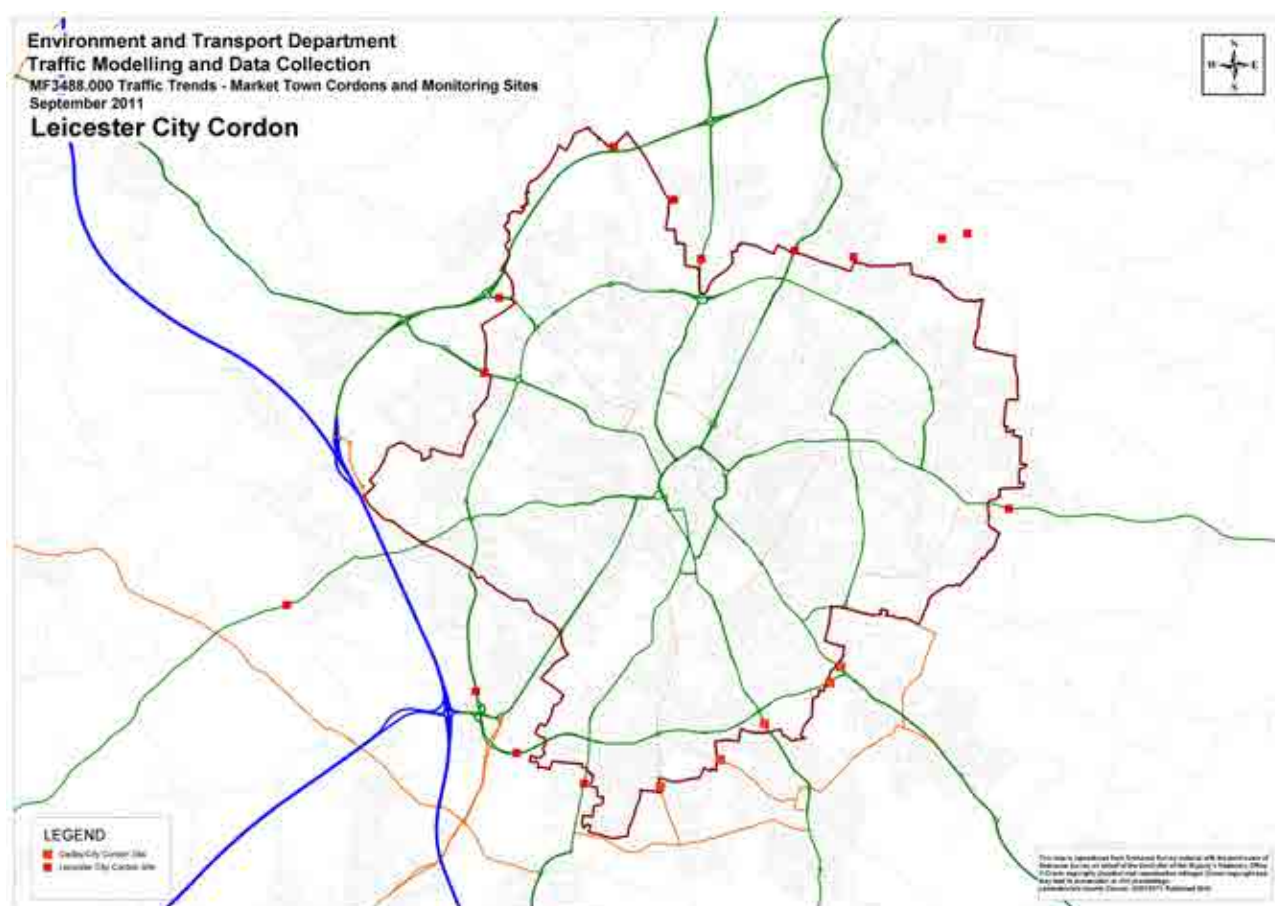


FIGURE 1.1 - LEICESTER CITY CORDON

2. Traffic Volumes

2.1 Market Town Cordons

2.1.1 In 2008 Leicestershire County Council (LCC) started to develop cordons around the seven county market towns in order to effectively monitor traffic flows and counts. In 2010, the cordons were completed around Coalville, Hinckley, Market Harborough, whilst another cordon was established around Oadby & Wigston. The geographic location of these monitoring cordons in relation to the market towns can be found in Figure 2.1 below.

2.1.2 Table 2.1 below shows the growth in the number of ATC monitoring sites within the market towns between 2007 until their completion in 2011. This includes the recently established cordon at Oadby & Wigston, increasing the total number of monitored urban areas to eight. As mentioned previously, due to the fact all market towns cordons were not fully completed until 2011 (as table 2.1 outlines), LCC does not have complete county data prior to this period.

2.1.3 For the purpose of monitoring traffic volumes crossing the cordon, data is analysed for the period 1/9 to 30/9 annually. These volumes are aggregated over the month to produce average weekday flows for the following four time periods:

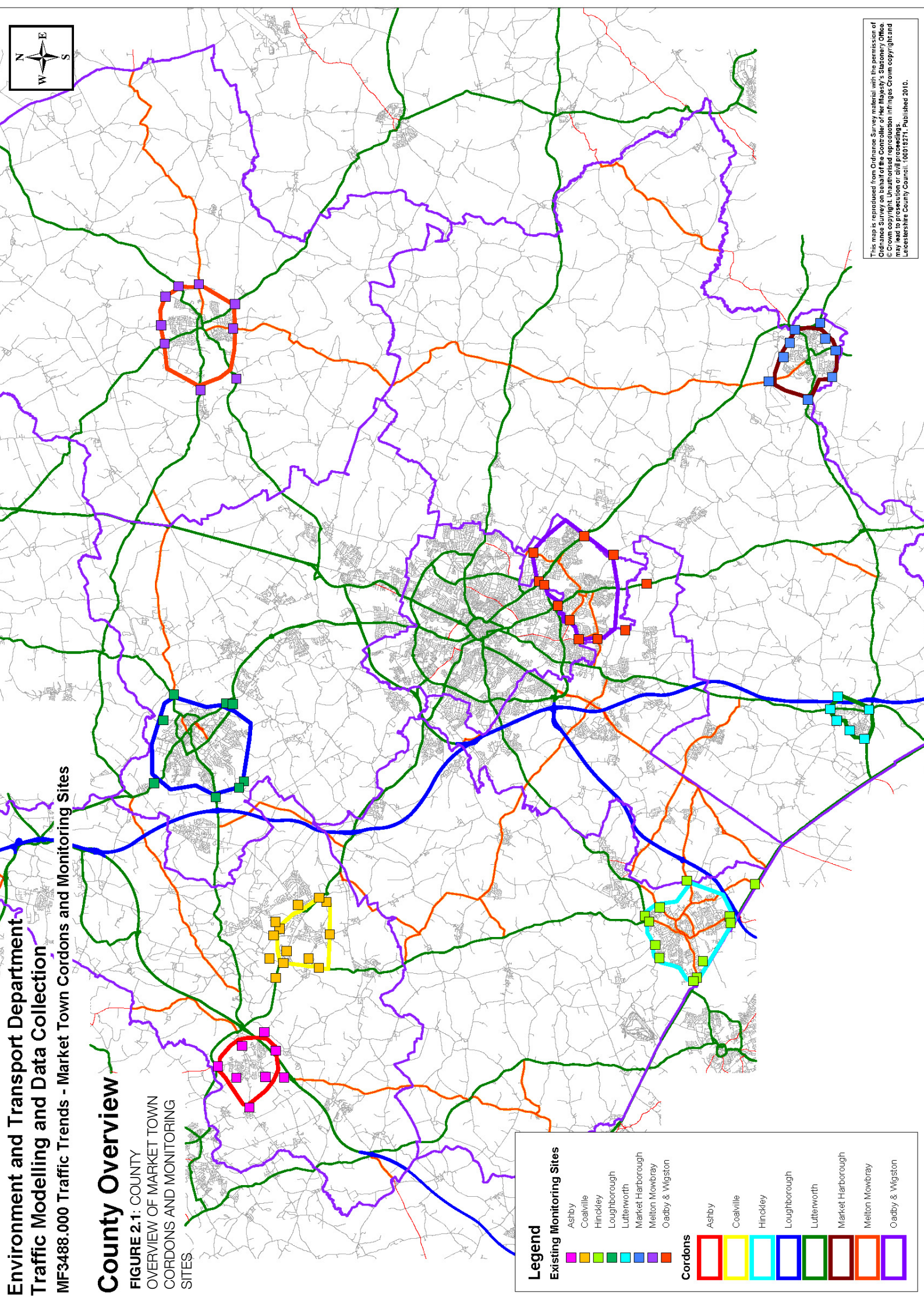
12 hour (07:00 - 19:00 hrs)
 24 hour (00:00 - 00:00 hrs)
 AM peak (08:00 - 09:00 hrs)
 PM peak (17:00 - 18:00 hrs)

	2007	2008	2009	2010	2011
Ashby	3	8	8	8	8
Coalville	3	7	7	13	13
Hinckley	4	10	10	10	12
Loughborough	8	8	8	8	8
Lutterworth	2	2	6	6	6
Market Harborough	5	5	5	9	9
Melton Mowbray	7	9	9	9	9
Oadby & Wigston	1	1	1	11	11
Total	33	50	54	74	76

TABLE 2.1 - GROWTH IN CORDON MONITORING SITES

County Overview

FIGURE 2.1: COUNTY
OVERVIEW OF MARKET TOWN
CORDONS AND MONITORING
SITES



2.2 Cordon Traffic Flows 2011-2013

- 2.2.1 All traffic flows crossing the cordon are monitored and reported by direction; inbound, outbound and combined for the four time periods outlined above in section 2.1.3.
- 2.2.2 Tables A1 (2011) and A2 (2013) in the appendix show the traffic flows both in and out of the cordon at each of the 76 monitoring sites and for each of the four monitored time periods.
- 2.2.3 Table A3 in the appendix shows the growth or decline at each monitoring site from 2011 to 2013 for each time period.
- 2.2.4 Table 2.2 shows the summary of flows for each of the market towns for 2011 and 2013. These totals are derived from aggregating the total flows at each ATC site in each market town. The flows are then reported by time period and direction.
- 2.2.5 Table 2.3 shows the accompanying percentage change figures in the total flow reported in Table 2.2 by time period and direction from 2011 to 2013.
- 2.2.6 If a particular site is inactive throughout September the most comparable month's data is used instead. A factor is calculated on a site by site basis to convert the substitute data to September flows. This was further refined producing a different factor for both the inbound and outbound directions. Details of the factoring process used to achieve this can be found in Table A8 in the Appendix.
- 2.2.7 As the first year of complete data for the newly established Oadby and Wigston cordon is 2012, the decision was taken to exclude this from the analysis. A comparison between 2012 and 2013 is available in this year's ATC digest.

Analysis

- 2.2.8 Ashby experienced a growth of 2.15% between 2011 and 2013 in the 24 hour flows and 2.22% in the 12 hour flows. In the peak hour however there were substantial reductions in traffic flows with -7.38% in the AM peak period and -4.03% for the PM peak period.
- 2.2.9 Coalville showed subtle rates of growth with 0.52% for the 24 hour flows and 0.47% for the 12 hour flows. There was a reduction in the AM inbound flows (-0.98%) and an increase in PM inbound flows (1.33%). These figures hint at a longer term trend of declining commuter flows into Coalville in the AM but an increase in commuter traffic flows out of Coalville in the same period.
- 2.2.10 Hinckley exhibited substantial growth rates across all time monitoring periods with an increase of 3.20% in the 24 hour flows and a 3.21% increase in the 12 hour flows. There was a significant increase of 2.24% in AM inbound flows and an increase of 1.37% in the PM.
- 2.2.11 Loughborough had modest growth between 2011-2013 with an increase of 1.98% in the 24 hour period and an increase of 1.54% in the 12 hour period. In the AM there was a reduction of -2.67% and an increase of 1.38% in the PM. Similar to Coalville, this suggests an increase in commuter traffic flows.
- 2.2.12 Lutterworth showed the most substantial increase in the 24 hour flows out of all of the market towns, showing a growth of 4.02%. The 12 hour flows showed an increase of

3.08%. A large proportion of this growth occurred in the PM flows with an increase of 3.92%, while the AM inbound increase was more modest at 1.67%.

- 2.2.13 Market Harborough was the only market town to show a significant decline over the period 2011 to 2013 with a decrease of -3.14% in the 24 hour flows and a -3.68% decrease in the 12 hour flows. The decrease was also consistent over the AM and PM peaks, with approximately a 3% blanket reduction.
- 2.2.14 Melton Mowbray showed a small decrease in its 12 hour (-0.55%) and 24 hour flows (-0.43%), but, along with Coalville, remained the most stable of all market towns over the monitoring period. There was an increase of AM inbound flows (0.76%) but a decrease of PM inbound flows (-1.45%). It is worth noting that these percentages equate to relatively small amounts of total vehicles.
- 2.2.15 Ashby showed similar rates of growth in the outbound direction, as the inbound direction. 24 hour flows grew by 1.91% while 12 hour flows grew by 2.46%. However while the inbound direction saw a reduction in traffic in the peak periods, the outbound direction saw a growth. The AM peak saw a growth of 1.98% while the PM peak saw a growth of 1.44%.
- 2.2.16 Coalville exhibited similar rates of change to that of the inbound direction. 24 hour flows grew by 0.45% while 12 hour flows grew by 0.61%. The AM and PM peaks also grew by similar amounts. The Coalville network remains relatively stable over the period in comparison to other market towns in the analysis.
- 2.2.17 Hinckley had lower growth in the outbound direction, than the inbound direction. 24 hour flows grew by 2.15% while 12 hour flows grew by 2.08%. There was a slight decrease in traffic in the AM, while the PM showed a slight increase.
- 2.2.18 Loughborough showed the most substantial rate of growth for the outbound direction at 4.42% for the outbound direction. The majority of this is fuelled by a 28.40% increase in the AM period.
- 2.2.19 For Loughborough, the figures are likely to be affected by the A6 inner relief road scheme that was taking place during the period 2011-2013. High rates of traffic growth reflect commuter traffic returning to its regular routing and timing following the completion of the works.
- 2.2.20 Lutterworth showed a growth rate of 3.44% in the 24 hour period and a 2.12% growth rate in the 12 hour period. There was a slight decrease in the AM and a significant increase of 3.73% in the PM.
- 2.2.21 Market Harborough was the only market town to show a decrease in flows for the 12/24 hour periods. 24 hour flows decreased -3.52% and 12 hour flows decreased by -4.35%. The peak flows declined substantially as well. The AM declining -5.54% and the PM by -3.85%.
- 2.2.22 Melton Mowbray showed a decrease in its 24 hour flows (-0.64%) but an increase in its 12 hour flows of 0.97%. The most substantial growth occurred in the PM flows of 2.47% while the AM flows increased by a smaller amount.
- 2.2.23 Lutterworth showed the greatest growth in the 24 hour flows at 3.73% between 2011 and 2013. The lowest growth occurred in Market Harborough (-3.33%). Ashby (2.03%), Coalville (0.48%), Hinckley (2.67%), Loughborough (3.20%) and Lutterworth (3.73%) all experienced a growth. Melton Mowbray and Market Harborough however both experienced declines.

2.2.24 In the 12 hour flows, Loughborough showed the greatest increase (3.09%) while Market Harborough again showed the greatest decline (-4.01%). In the 12 hour flows, Market Harborough was the only market town to show a decline, the remainder of the market towns all showing varying degrees of increase.

2.2.25 In the AM peak, Loughborough again showed the greatest increase of (8.81%) while Market Harborough the greatest decrease (-4.64%). Ashby (-2.97%) and Coalville (-0.34%) also experienced declines. Hinckley, Lutterworth and Melton all showed an increase.

2.2.27 In the PM peak, Lutterworth (3.82%) showed the greatest growth in traffic flows. The largest decline was observed at Market Harborough (-3.74%) although Ashby (-1.37%) and Loughborough (-2.29%) also experienced the same.

INBOUND	2011				2013			
	12H	24H	AM	PM	12H	24H	AM	PM
Ashby	18991	23207	2275	2208	19412	23707	2107	2119
Coalville	59430	72451	6653	6092	59710	72826	6588	6173
Hinckley	51008	62268	5088	5895	52645	64261	5202	5976
Loughbough	48871	58226	6847	4429	49623	59379	6664	4490
Lutterworth	20282	24797	2390	2374	20907	25794	2430	2467
Market Harborough	23152	27120	2707	2568	22300	26269	2602	2475
Melton Mowbray	26845	32279	2879	2972	26697	32141	2901	2929

OUTBOUND	2011				2013			
	12H	24H	AM	PM	12H	24H	AM	PM
Ashby	18858	23263	2068	2089	19321	23707	2107	2119
Coalville	59128	72565	5456	6872	59491	72888	5480	6881
Hinckley	50979	62584	5494	5089	52038	63930	5487	5224
Loughbough	47678	57610	4014	6128	49908	60158	5154	5825
Lutterworth	20472	25231	2350	2416	20907	26098	2346	2506
Market Harborough	22934	27136	2274	2700	21936	26181	2148	2596
Melton Mowbray	26920	32383	2648	2751	27182	32176	2659	2819

OVERALL	2011				2013			
	12H	24H	AM	PM	12H	24H	AM	PM
Ashby	37849	46470	4343	4297	38733	47414	4214	4238
Coalville	118558	145016	12109	12964	119201	145714	12068	13054
Hinckley	101987	124852	10582	10984	104683	128191	10689	11200
Loughbough	96549	115836	10861	10557	99531	119537	11818	10315
Lutterworth	40754	50028	4740	4790	41814	51892	4776	4973
Market Harborough	46086	54256	4981	5268	44236	52450	4750	5071
Melton Mowbray	53765	64662	5527	5723	53879	64317	5560	5748
Total	495548	601120	53143	54583	502077	609515	53875	54599

2011 - 2013 (%)	INBOUND			
	12H	24H	AM (08:00 - 09:00)	PM (17:00 - 18:00)
Ashby	2.22%	2.15%	-7.38%	-4.03%
Coalville	0.47%	0.52%	-0.98%	1.33%
Hinckley	3.21%	3.20%	2.24%	1.37%
Loughborough	1.54%	1.98%	-2.67%	1.38%
Lutterworth	3.08%	4.02%	1.67%	3.92%
Market Harborough	-3.68%	-3.14%	-3.88%	-3.62%
Melton Mowbray	-0.55%	-0.43%	0.76%	-1.45%

	OUTBOUND			
	12H	24H	AM (08:00 - 09:00)	PM (17:00 - 18:00)
Ashby	2.46%	1.91%	1.89%	1.44%
Coalville	0.61%	0.45%	0.44%	0.13%
Hinckley	2.08%	2.15%	-0.13%	2.65%
Loughborough	4.68%	4.42%	28.40%	-4.94%
Lutterworth	2.12%	3.44%	-0.17%	3.73%
Market Harborough	-4.35%	-3.52%	-5.54%	-3.85%
Melton Mowbray	0.97%	-0.64%	0.42%	2.47%

	OVERALL			
	12H	24H	AM (08:00 - 09:00)	PM (17:00 - 18:00)
Ashby	2.34%	2.03%	-2.97%	-1.37%
Coalville	0.54%	0.48%	-0.34%	0.69%
Hinckley	2.64%	2.67%	1.01%	1.97%
Loughborough	3.09%	3.20%	8.81%	-2.29%
Lutterworth	2.60%	3.73%	0.76%	3.82%
Market Harborough	-4.01%	-3.33%	-4.64%	-3.74%
Melton Mowbray	0.21%	-0.53%	0.60%	0.44%
Market Town Total	1.32%	1.40%	1.38%	0.03%

TABLE 2.3 MARKET TOWN CORDON TOTALS PERCENTAGE CHANGE 2011-2013 (%)

2.3 County Boundary Surveys

- 2.3.1 In 2009 Leicestershire County Council (LCC) began a process to identify all major routes (A, B & C roads) crossing the county boundary; establishing monitoring sites on each route.
- 2.3.2 Many of the sites identified had 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 existing 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 2010 and early 2011 many of the 95 monitoring sites were converted to have ATCs. This would provide longer term count data than a 12 hour manual survey and with a higher degree of accuracy than a SDR unit; this would therefore make the count more robust. At this point LCC was able to combined some of the SDR sites into a single ATC site. The total number of sites monitored in 2011 was therefore 91. The breakdown of monitoring methods used from 2012 is;
- 55 Existing ATC sites
 - 36 Speed Detection Radar (SDR) sites
 - 0 Manual Classified Count (MCC) sites
- 2.3.5 As LCC is unfortunately unable to justify a permeant ATC site on every road crossing the county boundary. A decision was therefore made to choose sites on the basis of traffic volumes. In December 2009 17 of the county boundary monitoring sites with the highest flows were identified and ATCs were installed. Each of these sites had a combined traffic flow in excess of 5,000 vehicles in a day. A further 11 sites, with flows between 2,500 - 5,000 vehicles in 24 hours, were then installed in March 2010 bringing the total number of ATCs on the county boundary to 45 sites. In April 2011 the final phase of this scheme was to install ATCs at 10 sites with over 1000 vehicles a day; this was particularly focused around strategic roads crossing from Northamptonshire or Nottinghamshire. This brought the total number of ATC cordon monitoring sites to 55.
- 2.3.6 The mixture of monitoring methods used around the county boundary does mean that consistency in terms of providing analysis by vehicle type would be difficult. As a result the decision was made to focus purely on vehicle numbers. All monitoring methods used record the number of vehicles instead of the total number of axles in each case.
- 2.3.7 Figure 2.2 below shows the geographic location of the county boundary monitoring sites. The same plots for the AM, PM, 12H and 24H period can be found in Appendix A.
- 2.3.8 The survey for 2013 shows 166,599 vehicles entering the county between 7am and 7pm, with 166,177 leaving the county in the same period; which is a net loss of 422 vehicles. In the 24 hour period 204,756 vehicles entered the county, with 204,174 vehicles leaving, a net loss of 582 vehicles. It is normal in a 24 hour day for the number of vehicles entering an area to match the number of leaving. The AM peak hour sees 17,912 vehicles entering and 17,459 leaving, which is a net loss of 453 vehicles. In the PM peak, 19,509 vehicles enter the county with 19,318 leaving, a net loss of 191 vehicles.

2.3.9 The same survey for 2011 shows 161,366 vehicles entering the county between 7am and 7pm, with a 162,471 leaving the county in the same period; which is a net loss of 1,105 vehicles. In the 24 hour period 198,441 vehicles entered the county, with 198,454 vehicles leaving, a net loss of just 13 vehicles. The AM peak hour sees 17,336 vehicles entering and 17,211 leaving, which is a net gain of 125 vehicles. In the PM peak 18,800 vehicles enter the county with 18,788 leaving, a net gain of 92 vehicles.

2.3.10 Table 2.4 below outlines the comparison between the 2011 cordon survey and the 2013 cordon survey and calculates growth for both inbound/outbound directions and combined.

	2011			2013			%		
	IB	OB	Overall	IB	OB	Overall	IB	OB	Overall
12H	161366	162471	323837	166599	166177	332776	3.24%	2.28%	2.76%
24H	198441	198454	396895	204756	204174	408930	3.18%	2.88%	3.03%
AM	17336	17221	34557	17912	17459	35371	3.32%	1.38%	2.36%
PM	18800	18788	37588	19509	19318	38827	3.77%	2.82%	3.30%

TABLE 2.4 COUNTY BOUNDARY TRAFFIC TOTALS 2011-2013 WITH GROWTH (%)

2.3.11 There was an increase of 2.76% in the 12 hour flows between 2011 and 2013. There was higher growth of 3.24% in the inbound direction, rather than the outbound which was lower at 2.28%.

2.3.12 An increase in overall 24 hour flows of 3.03%. Traffic flows increased 3.18% in the inbound, and 2.88% in the outbound.

2.3.13 There was a higher growth in boundary flows in the PM, than the AM. The PM grew by 3.30% which was the most considerable growth across all time periods. The AM grew by 2.36% which was the least substantial growth.

2.3.14 The Department for Transport (DfT) calculates the national change in traffic between 2011 and 2013 to be a decline of -0.03%. Therefore we can conclude that the growth in Leicestershire over the same period has been considerably higher than the national average. Higher rates of county based traffic growth can be accredited to varying changes in economic growth and recovery following 2008 global economic recession.

Environment and Transport Department
Traffic Modelling and Data Collection
MF3488.000 Traffic Trends - County Boundary Surveys
2013 Monitoring Sites - County Overview (12h Flow)

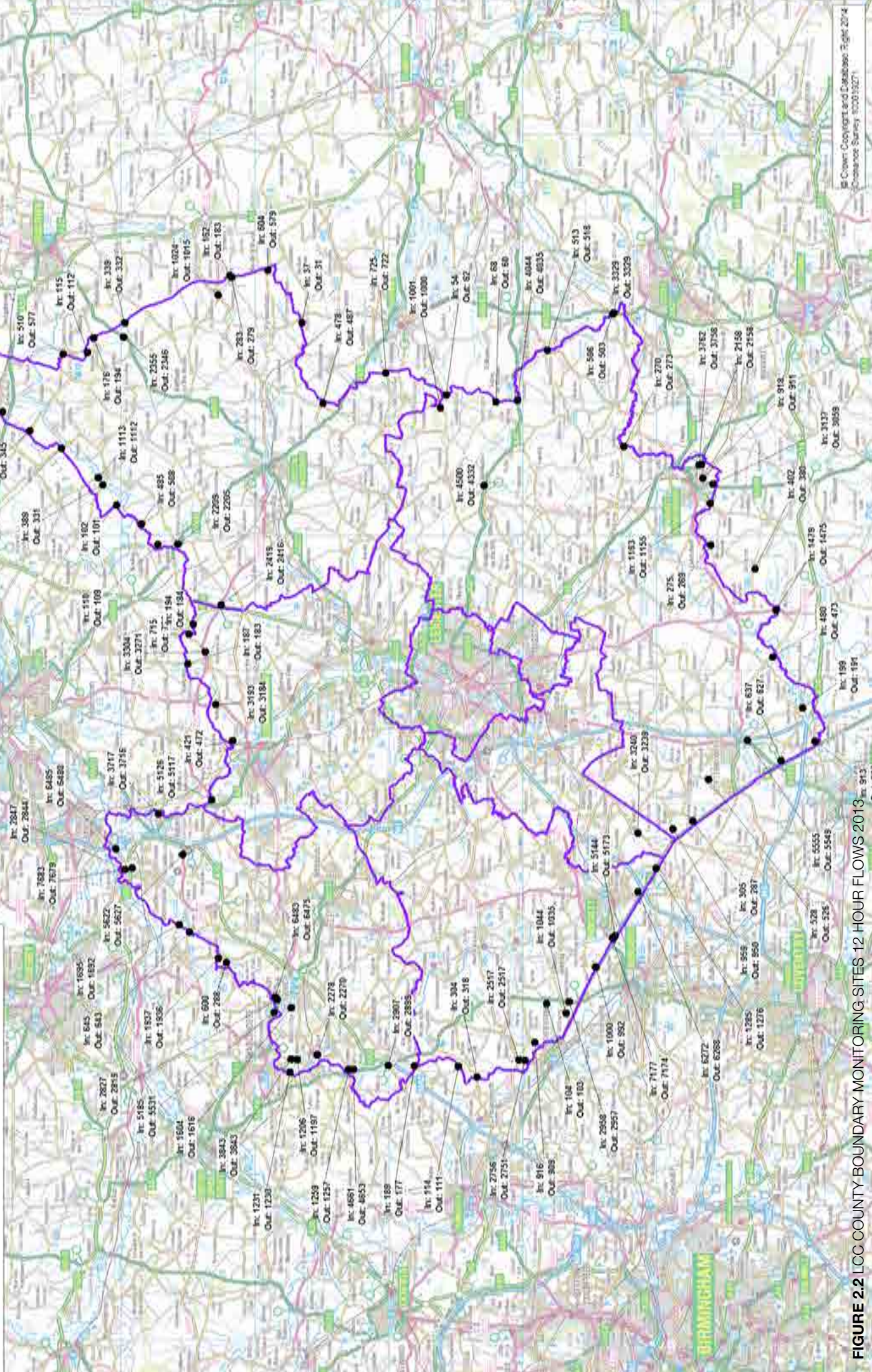


FIGURE 2.2 LOC COUNTY BOUNDARY MONITORING SITES 12 HOUR FLOWS 2013

3. Modal Share in County Towns

- 3.1 Using ATC profiler units at the established monitoring cordons around the market towns, we are able to assess the different number of vehicles entering as well as define the split between different vehicle types. Tables A5 and A7 in Appendix A show the percentage of each type of vehicle each of the monitoring sites through the 24 hour period as well as the AM and PM peak hours for 2013. Tables A6 and A8 in Appendix A show the modal share for a whole town cordon by year.
- 3.2 Tables 3.1 below show the percentage point change in modal share from 2011-2013. A number of sites were insufficiently monitored during the 2012-2013 period to establish modal share (notably Oadby & Wigston), those sites have been excluded from the following analysis.
- 3.3 Figure 3.3 shows the geographical location of the modal share surveys.
- 3.4 Flows for this analysis are taken from our ATC profiler sites with flows being aggregated for the month of June (01/06 - 30/06). Vehicular classification is based on the CA10 class scheme which is then reduced within our database to a 5 tier scheme; pedal cycles are not captured with this monitoring method. Only sites with directly comparable data between 2011-2013 have been used for this analysis.
- 3.5 As mentioned previously, it should be noted that the ATC units often have difficulty classifying between a CAR unit and an LGV because of the similarity between the axles sizes/numbers. Therefore the results of the modal share analysis in this section, should be treated with caution. Additionally the county totals for modal share are calculated using the modal split across the county town cordons. They do not account for internal trips within the market town, nor do they account for county through traffic (i.e traffic passing through Leicestershire).
- 3.6 Currently Leicestershire County Council is undertaking a program of upgrading all ATCs at all cordon monitoring sites, allowing for a full analysis of modal share entering the market towns.
- 3.7 In the AM peak there was a 0.91% increase in CAR traffic composition. LGV traffic decreased by -0.48% and HGV traffic declined by -0.33%. PSV traffic composition increased by 0.09% and Motorcycle traffic decreased by -0.19%.
- 3.8 The greatest increase in CAR traffic composition was in Market Harborough (4.53%) while the most substantial decrease was in Hinckley (-0.78%).
- 3.9 LGV traffic composition increased in Ashby (0.15%), Hinckley (0.70%) and Loughborough (0.38%). A decrease was observed in Coalville (-0.20%), Lutterworth (-1.48%), Market Harborough (-2.43%) and Melton Mowbray (-0.47%).
- 3.10 HGV traffic composition only increased in Ashby in the AM, an increase of 0.17%. There was a decline in all other market towns, helping to influence the -0.33% county wide total.
- 3.11 In the PM peak there was little change observed in CAR traffic composition across the county market towns, with an increase of just 0.08%. Similar minor changes were also observed across all other modes including LGV (-0.05%), HGV (-0.07%), PSV (0.07%) and M/C (-0.04%).

- 3.12 The greatest increase in CAR traffic composition was in Market Harborough (1.15%). Loughborough (0.24%) and Lutterworth (0.51%) both saw marginal increases. Coalville (-0.18%), Hinckley (-0.51%), Loughborough (-0.28%) and Melton Mowbray (-1.13%).
- 3.13 LGV traffic increased in Coalville (0.08%), Hinckley (0.47%), Loughborough (0.02%) and Melton Mowbray (0.53%). LGV traffic decreased in Ashby (-0.05%), Lutterworth (-0.75%), and Market Harborough (-0.65%).
- 3.14 HGV traffic increase only in Coalville (0.03%) and Lutterworth (0.19%) while declining in all other county market towns.
- 3.15 In the 24 hour period, CAR composition and PSV composition increased by 0.47% and 0.10% respectively. LGV (-0.16%), HGV (-0.31%) and M/C (-0.10%) all experienced a decrease.
- 3.15 CAR traffic composition increased in Ashby (0.08%), Lutterworth (1.57%) and Market Harborough (2.70%). Coalville (-0.18%), Hinckley (-0.51%), Loughborough (-0.28%) and Melton Mowbray (-0.09%) all experienced a decrease in CAR traffic proportions.
- 3.16 LGV traffic proportion increased in every market town except from Lutterworth (-1.07%) and Market Harborough (-1.37%).
- 3.17 HGV traffic proportions increased very marginally in Coalville, an increase of 0.02%. Every other market town saw a decrease in HGV traffic proportions. The largest of which was in Market Harborough (-0.89%).
- 3.18 The results for the overall 24 hour flows showed substantial variation from the national trend for the same period. Certain county towns in Leicestershire are more in line with the national trend than others. The variation between the counties within the United Kingdom can be linked to varying degrees of economic growth.
- 3.19 Table 3.2 shows the modal composition comparison between 2011 and 2013 and shows the modal percentage point change over this period. In the national picture, LGV traffic is the only mode that showed an increase (0.39%), with all other modes showing a decrease. CAR traffic in particular decreased by -0.23% nationally. This is partially reflected in varying degrees of recovery in different geographical areas in the post-recession period.
- 3.20 Table 3.3 shows the average modal comparison for the Leicestershire county towns between 2011 and 2013. CAR traffic increased in the county by 0.47% despite the decreasing -0.23% trend nationally over this period same period. LGV traffic showed the reverse trend however, with LGV traffic decreasing in Leicestershire by -0.16%, but increasing nationally by 0.39%. HGV traffic decreased in Leicestershire more substantially than in the national trend with a decrease of -0.31%. PSV and M/C remained relatively stable in both the national and county trends.
- 3.21 Figures 3.1 and 3.2 show the modal split comparison between the National and Leicestershire County.

2011-2013%	AM PEAK				
	CAR	LGV	HGV	PSV	M/C
Ashby	-0.24%	0.15%	0.17%	0.08%	-0.16%
Coalville	0.39%	-0.20%	-0.24%	0.07%	-0.02%
Hinckley	-0.78%	0.70%	-0.03%	0.02%	0.10%
Loughborough	-0.63%	0.38%	-0.07%	0.27%	0.05%
Lutterworth	1.93%	-1.48%	-0.65%	0.16%	0.03%
Market Harborough	4.53%	-2.43%	-0.67%	-0.04%	-1.39%
Melton Mowbray	1.19%	-0.47%	-0.83%	0.05%	0.06%
Total	0.91%	-0.48%	-0.33%	0.09%	-0.19%
	PM PEAK				
	CAR	LGV	HGV	PSV	M/C
Ashby	0.47%	-0.05%	-0.33%	0.08%	-0.17%
Coalville	-0.19%	0.08%	0.03%	0.01%	0.06%
Hinckley	-0.47%	0.47%	-0.05%	0.03%	0.02%
Loughborough	0.24%	0.02%	-0.18%	0.17%	-0.26%
Lutterworth	0.51%	-0.75%	0.19%	0.01%	0.03%
Market Harborough	1.15%	-0.65%	-0.09%	-0.08%	-0.33%
Melton Mowbray	-1.13%	0.53%	-0.04%	0.28%	0.36%
Total	0.08%	-0.05%	-0.07%	0.07%	-0.04%
	24HR				
	CAR	LGV	HGV	PSV	M/C
Ashby	0.09%	0.05%	-0.04%	0.04%	-0.13%
Coalville	-0.18%	0.13%	0.02%	0.06%	-0.03%
Hinckley	-0.51%	0.54%	-0.01%	0.00%	-0.02%
Loughborough	-0.28%	0.27%	-0.03%	0.16%	-0.11%
Lutterworth	1.57%	-1.07%	-0.53%	0.01%	0.03%
Market Harborough	2.70%	-1.37%	-0.89%	0.14%	-0.58%
Melton Mowbray	-0.09%	0.35%	-0.68%	0.26%	0.16%
Total	0.47%	-0.16%	-0.31%	0.10%	-0.10%

TABLE 3.1 PERCENTAGE CHANGE IN TRAFFIC COMPOSITION 2011-2013 (%)

	CAR	LGV	HGV	PSV	M/C
2011	79.24%	13.62%	5.24%	0.96%	0.94%
2013	79.01%	14.01%	5.16%	0.92%	0.88%
%	-0.23%	0.39%	-0.08%	-0.04%	-0.06%

TABLE 3.2 NATIONAL ROAD TRAFFIC MODAL COMPOSITION 2013 (%). SOURCE: DFT NATIONAL ROAD TRAFFIC SURVEY (JUN 14)

(%)	CAR	LGV	HGV	PSV	M/C
2011	87.27%	7.67%	3.69%	0.45%	0.92%
2013	87.74%	7.51%	3.38%	0.55%	0.82%
%	0.47%	-0.16%	-0.31%	0.10%	-0.10%

TABLE 3.3 LEICESTERSHIRE COUNTY TOWN TRAFFIC MODAL COMPOSITION 2011-2013 (%)

● CAR ● LGV ● HGV ● PSV ● M/C

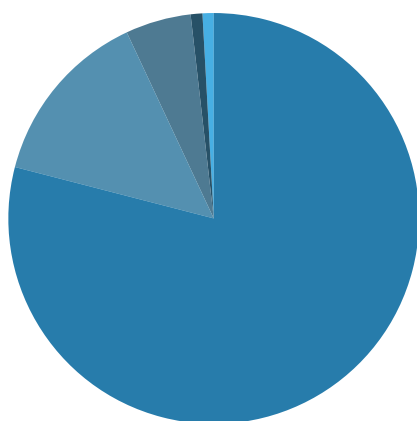


FIGURE 3.1 NATIONAL MODAL SPLIT 2013

● CAR ● LGV ● HGV ● PSV ● M/C

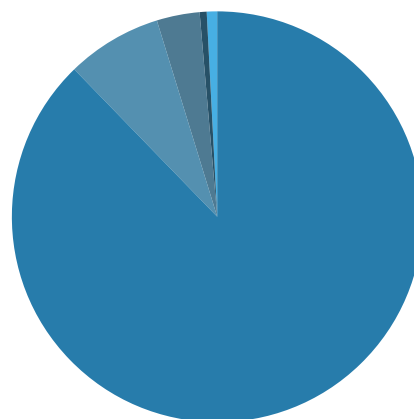
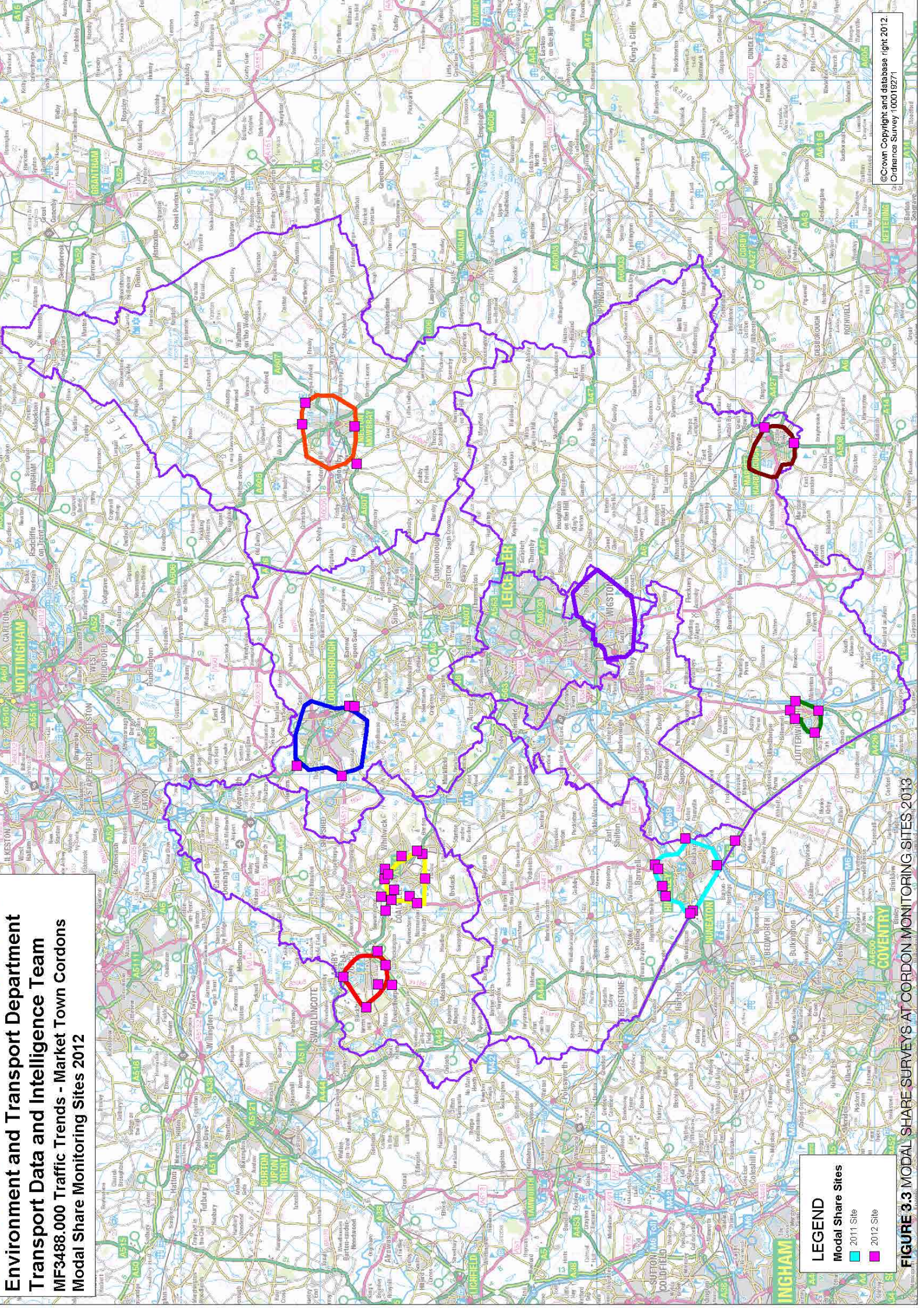


FIGURE 3.2 COUNTY MODAL SPLIT 2013

Environment and Transport Department
Transport Data and Intelligence Team
MF3488.000 Traffic Trends - Market Town Cordons
Modal Share Monitoring Sites 2012



LEGEND
Modal Share Sites
 2011 Site
 2012 Site

FIGURE 3.3 MODAL SHARE SURVEYS AT CORDON MONITORING SITES, 2013

4. Traffic Trends over Time

Leicestershire County Council currently maintains 206 permanent Automatic Traffic Counters (ATCs) 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 further be 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 give 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 2013, has been produced as a companion document to the Transport Trends Report.

4.1 Year-on-Year Growth - National Impact of the Global Economic Recession

The Department for Transport (DfT) produces an annual report showing year-on-year growth at a national level; the result of which can be found in Figure 4.1 below. It is clear that nationally there had been fair growth in traffic flows from 2000 until the start of the economic downturn in 2008. Here we can see that there are some signs of growth. An interesting observation to make is how these national trends are comparable against our own local trends.

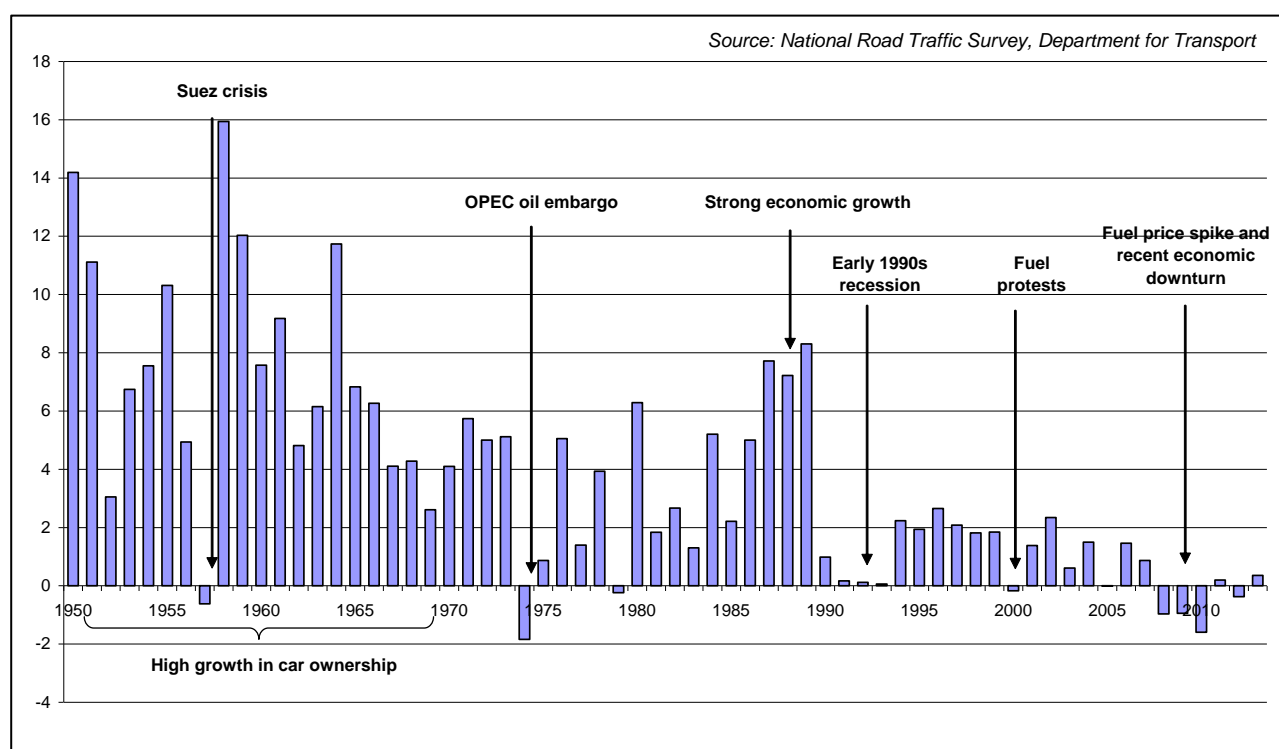


FIGURE 4.1: YEAR-ON-YEAR GROWTH OF MOTOR VEHICLE TRAFFIC IN GREAT BRITAIN, 1949-2013 SOURCE: DfT ANNUAL ROAD TRAFFIC ESTIMATES 2013 (AUG-14)

4.2 Year-on-Year Growth - Local Impact of Recession

By analysing the data from the market towns and including all ATC data which covers 2008-2013 we are able to produce a trend for the county as a whole. A total of 130 sites had sufficient data to be included in this analysis. Interestingly the trends we observed are broadly consistent with the national average, despite notably fluctuations at the local level. There have been successive years of decline, followed by the first signs of growth in 2010/11. 2011/2012 saw a dip before the solid growth of 2012/2013. This comparison can be seen in Figure 4.2 below

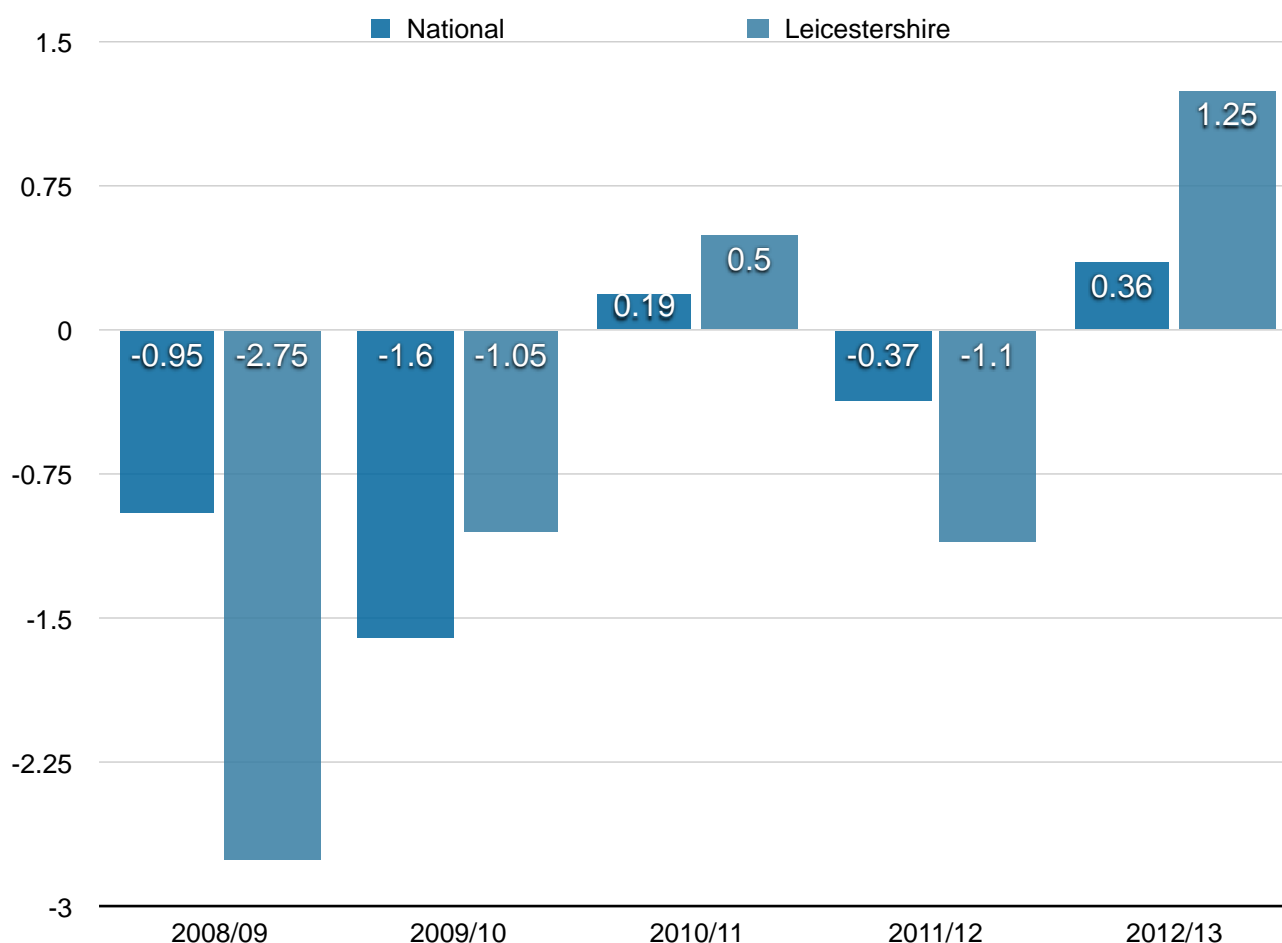


FIGURE 4.2: ANNUAL GROWTH RATE LEICESTERSHIRE ROAD TRAFFIC 2008-2013 (%)
SOURCE: DFT ANNUAL ROAD TRAFFIC ESTIMATES 2008-2013

ATC counts from 2008 to 2013 were analysed to show year-on-year growth at a local level (market town) and county level. The results of this analysis can be seen in Figure 4.3 below. Here we can see that each market town has its own trend which is not necessarily consistent with the national trend. There can be for a number of reasons for this variation which are often related to specific local characteristics. Differentiated patterns of residential and commercial land use across the market towns normally are determinants of these observed variations in flows. Additionally, large scale road works, such as those in Loughborough, are also capable of restricting or diverting flows; which could then skew the annual calculated growth. There is also the possibility that this may simply be a sign of significant time-lag, where the national trend takes time to filter down to a local level.

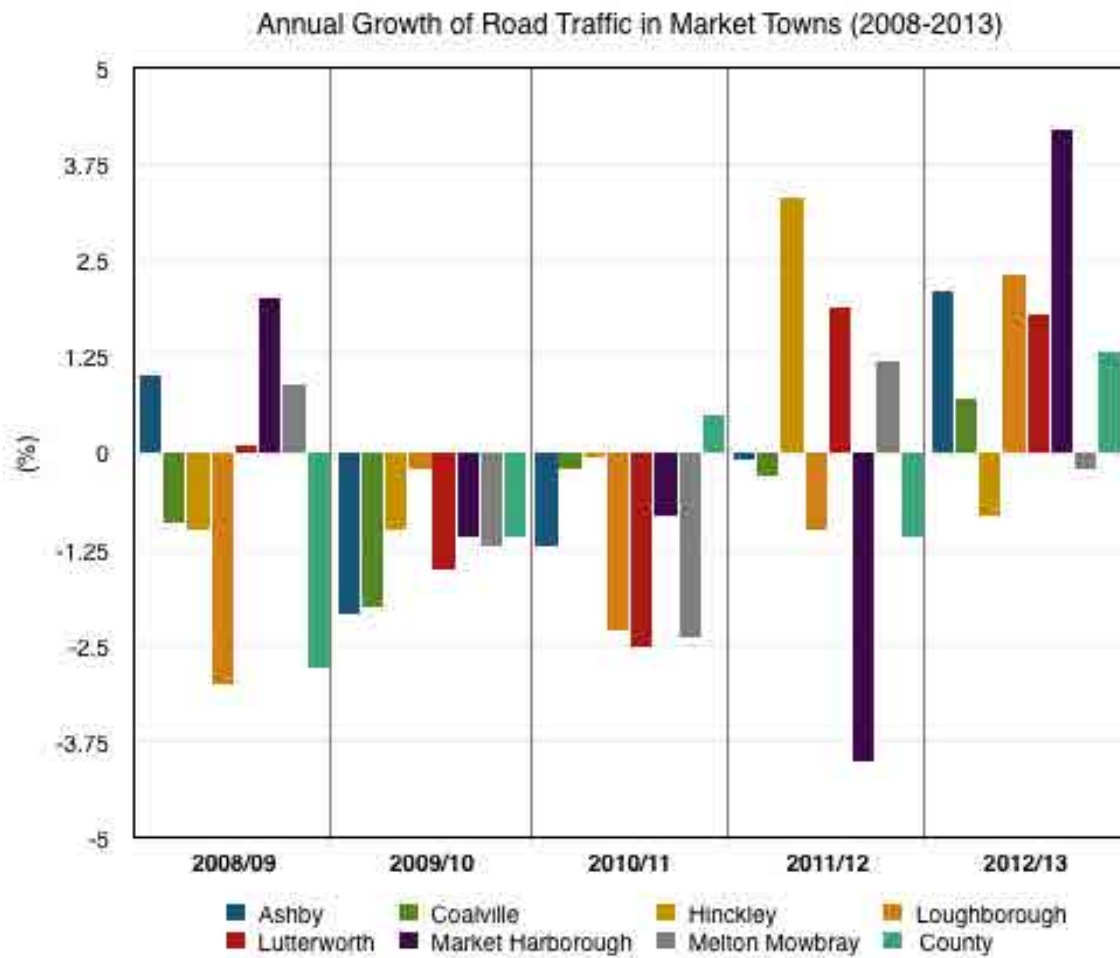


FIGURE 4.3 ANNUAL GROWTH OF ROAD TRAFFIC IN COUNTY MARKET TOWNS (%)

5. 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 of the ATC sites were used. These sites are part of the market town monitoring cordons shown in Figure 2.1 above and detailed in Tables A1-A3 in the appendix.

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 found 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 four 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 1st September to 30th September annually. These volumes will then 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 - 08:00 and 09:00 - 10:00 hrs
• PM period	16:00 - 19:00hrs
• PM shoulder hours	16:00 - 17:00hrs and 18:00 - 19:00hrs

The peak hour ratio is the ratio of the peak hour over the peak period total. For the AM the peak hour is 08:00 - 09:00 am and in the PM the peak hour is 17:00 - 18:00 pm.

An increasing ratio would be indicative of peak convergence and intensification of traffic activity over a shorter period of time.

Similarly a decreasing ratio would suggest peak divergence and a spreading of traffic over a longer period of time.

In order to utilise the data from the 76 monitoring sites the peak spreading and cordon total base year has been extended forward to 2011. Longer term series data back to 2008 is available.

The following sections 5.1 to 5.8 outline the change in 24 hour vehicle flows for each direction in each market town between 2011 and 2013 and also provide an analysis of peak spreading.

- 5.1 Ashby
- 5.2 Coalville
- 5.3 Hinckley
- 5.4 Loughborough
- 5.5 Lutterworth
- 5.6 Market Harborough
- 5.7 Melton Mowbray
- 5.8 County Overview

5.1 Ashby-De-La-Zouch

	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	23207	4860	1226	2275	1359	0.468	5775	1830	2208	1737	0.382
2012	23208	4841	1234	2250	1357	0.465	5834	1856	2257	1721	0.387
2013	23633	4966	1337	2258	1371	0.455	5901	1887	2258	1756	0.383

TABLE 5.1: AM/PM PEAK-HOUR TO PEAK PERIOD RATIOS (INBOUND)

24H		AM					PM				
(%)	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	0.00%	-0.39%	0.65%	-1.11%	-0.15%	-0.65%	1.02%	1.42%	2.22%	-0.92%	1.31%
2012 - 2013	1.80%	2.52%	7.70%	0.35%	1.02%	-2.20%	1.15%	1.67%	0.04%	2.03%	-1.03%
2011 - 2013	1.84%	2.18%	9.05%	-0.75%	0.88%	-2.78%	2.18%	3.11%	2.26%	1.09%	0.26%

TABLE 5.2 GROWTH RATES: PEAK HOUR, PERIOD PERIOD AND 24 HOUR (INBOUND)

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	23263	4917	1510	2068	1339	0.421	5462	1853	2089	1520	0.382
2012	23190	4974	1512	2133	1329	0.429	5476	1841	2092	1543	0.382
2013	23707	5075	1601	2107	1367	0.415	5580	1899	2119	1562	0.380

TABLE 5.3 AM/PM PEAK HOUR TO PEAK PERIOD RATIOS (OUTBOUND)

24H		AM					PM				
(%)	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	-0.31%	1.15%	0.13%	3.05%	-0.75%	1.86%	0.26%	-0.65%	0.14%	1.49%	0.00%
2012 - 2013	2.18%	1.99%	5.56%	-1.23%	2.78%	-3.37%	1.86%	3.05%	1.27%	1.22%	-0.53%
2011 - 2013	1.91%	3.21%	6.03%	1.89%	2.09%	-1.43%	2.16%	2.48%	1.44%	2.76%	-0.52%

TABLE 5.4 GROWTH RATES: PEAK HOUR PEAK PERIOD AND 24 HOUR (OUTBOUND)

- 5.1.1 Flows in the 24 hour period in Ashby increased by 1.84% in the inbound direction and 1.91% in the outbound direction.
- 5.1.2 In the AM peak, flows increased by 2.18% in the inbound and 3.21% in the outbound. The most substantial increase was in the 0700 - 0800 peak period, with an increase of 9.05% in the inbound and 6.03% in the outbound.
- 5.1.3 The peak ratio for the AM decreased in the inbound direction by -2.78% and -1.43% in the outbound direction, which suggests that a greater number of peak traffic in Ashby is spreading into the shoulder hours.
- 5.1.4 In the PM peak, flows increased by 2.18% in the inbound and 2.16% in the outbound, a relatively consistent increase across both directions. The greatest increase occurred in the 1600-1700 hour in the inbound direction (3.11%) and the 1800-1900 hour in the outbound direction (2.76%).
- 5.1.5 The peak ratio for the PM increased marginally in the inbound direction by 0.26% and decreased in the outbound direction by -0.52%.
- 5.1.6 Maps showing the geographical location of the Ashby monitoring sites with these flows for 2011 and 2013 can be found in the appendix, 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
2011	48370	10598	3151	4295	3152	0.405	11170	3868	4178	3124	0.374
2012	48008	10412	3131	4203	3078	0.404	11209	3887	4202	3120	0.375
2013	48641	10787	3417	4248	3122	0.394	11350	3975	4209	3166	0.371

TABLE 5.5 AM/PM PEAK HOUR TO PEAK PERIOD RATIOS (INBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	-0.75%	-1.79%	-0.64%	-2.19%	-2.40%	-0.25%	0.35%	0.49%	0.57%	-0.13%	0.27%
2012 - 2013	1.30%	3.48%	8.37%	1.06%	1.41%	-2.54%	1.24%	2.21%	0.17%	1.45%	-1.08%
2008 - 2013	0.56%	1.78%	8.44%	-1.09%	-0.95%	-2.72%	1.61%	2.77%	0.74%	1.34%	-0.80%

TABLE 5.6 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (INBOUND)

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	48905	10015	3400	3756	2859	0.375	11509	4048	4481	2980	0.389
2012	48345	9752	3277	3687	2788	0.378	11611	4049	4481	3081	0.386
2013	49044	10148	3569	3708	2871	0.365	11658	4102	4438	3118	0.381

TABLE 5.7 AM/PM PEAK HOUR TO PEAK PERIOD RATIOS (OUTBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	-1.16%	-2.70%	-3.75%	-1.87%	-2.55%	0.79%	0.88%	0.02%	0.00%	3.28%	-0.78%
2012 - 2013	1.43%	3.90%	8.18%	0.57%	2.89%	-3.56%	0.40%	1.29%	-0.97%	1.19%	-1.31%
2011 - 2013	0.28%	1.33%	4.97%	-1.28%	0.42%	-2.67%	1.29%	1.33%	-0.96%	4.63%	-2.06%

TABLE 5.8 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24-HOUR (OUTBOUND)

- 5.2.1 Flows in the 24 hour in Coalville increased by 0.56% in the inbound direction and 0.28% in the outbound direction.
- 5.2.2 In the AM inbound direction flows increased by 1.78%, the greatest increase of which occurred within the 0700 - 0800 hour, of which there was an increase of 8.44%. In the other peak hours up to 10:00am, there were several decreases in flows. The peak ratio decreased by -2.72% which suggests considerable peak divergence.
- 5.2.3 In the PM inbound direction flows increased by 1.61%, the greatest increase of which occurred within the 1600 - 1700 hour with an increase of 2.77%. The peak ratio decreased marginally by -0.80% for this period.
- 5.2.4 In the AM outbound direction flows increased by 1.33% with the greatest change occurring in the 0700 - 0800 hour (4.97%). The peak ratio decreased by -2.67%.
- 5.2.5 In the PM outbound direction flows increased by 1.29%. The 1800-1900 period saw an increase of 4.63% with less substantial changes occurring in the subsequent two time periods. The peak ratio decreased by -2.06%.
- 5.2.6 The map showing the geographical location of the Coalville monitoring sites with flows for 2011 and 2013 can be found in the appendix, figures A3 and A4.

5.3 Hinckley

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	62268	12227	3610	5088	3529	0.416	16121	5547	5895	4679	0.366
2012	64395	13132	3868	5400	3864	0.411	16283	5593	6037	4653	0.371
2013	63483	13040	4066	5202	3772	0.399	16066	5500	5976	4590	0.372

TABLE 5.9: AM PEAK-HOUR TO PEAK PERIOD RATIOS (INBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	3.30%	6.89%	6.67%	5.78%	8.67%	-1.22%	0.99%	0.82%	2.35%	-0.56%	1.35%
2012 - 2013	-1.44%	-0.71%	4.87%	-3.81%	-2.44%	-3.01%	-1.35%	-1.69%	-1.02%	-1.37%	0.27%
2011 - 2013	1.95%	6.65%	12.63%	2.24%	6.89%	-4.09%	-0.34%	-0.85%	1.37%	-1.90%	1.64%

TABLE 5.10 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (INBOUND)

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	62584	14820	5415	5494	3911	0.371	13581	4742	5089	3750	0.375
2012	64787	15241	5324	5973	3944	0.392	14723	5178	5503	4042	0.374
2013	63439	14747	5354	5487	3906	0.372	14019	5006	5224	3789	0.373

TABLE 5.11 AM PEAK-HOUR TO PEAK PERIOD RATIOS (OUTBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	3.40%	2.76%	-1.71%	8.02%	0.84%	5.36%	7.76%	8.42%	7.52%	7.22%	-0.27%
2012 - 2013	-2.12%	-3.35%	0.56%	-8.86%	-0.97%	-5.38%	-5.02%	-3.44%	-5.34%	-6.68%	-0.27%
2011 - 2013	1.37%	-0.49%	-1.13%	-0.13%	-0.13%	0.27%	3.23%	5.57%	2.65%	1.04%	-0.53%

TABLE 5.12 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (OUTBOUND)

- 5.3.1 Flows in the 24 hour in Hinckley increased by 1.95% in the inbound direction and 1.37% in the outbound direction.
- 5.3.2 In the AM peak inbound, traffic flows increased by 6.65% with the majority of this growth occurring within the 0700 - 0800 peak hour, an increase of 12.63%. There was also significant growth in the 0900 - 1000 peak hour with an increase of 6.89%. The peak period ratio for the AM inbound decreased by -4.09%.
- 5.3.3 In the PM peak inbound, traffic flows decreased marginally by -0.34%. The largest reduction in flows was found in the 1800-1900 peak hour, with a decrease of -1.90%. The peak ratio increased by 1.64% for this period.
- 5.3.4 In the AM peak outbound, traffic flows decreased by -0.49% with the largest decrease in the 0700-0800 period (-1.13%). The peak ratio for this period increased marginally by 0.27%.
- 5.3.5 In the PM peak outbound, traffic flows increased by 3.23% with a 5.57% increase in the 1600 - 1700 hour. The peak ratio for this period decreased by -0.53%.
- 5.3.6 Maps showing the geographical location of the Hinckley monitoring sites with flows for 2011 and 2013 can be found in the appendix, figures A5 and A6.

5.4 Loughborough

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	58226	16214	4922	6847	4445	0.422	12082	4088	4429	3565	0.367
2012	57913	15993	4826	6740	4427	0.421	12098	4084	4452	3562	0.368
2013	59379	16332	5338	6664	4330	0.408	12511	4359	4490	3662	0.359

TABLE 5.13 AM PEAK HOUR TO PEAK PERIOD RATIOS (INBOUND)

24H		AM					PM				
		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	-0.54%	-1.38%	-1.99%	-1.59%	-0.41%	-0.24%	0.13%	-0.10%	0.52%	-0.08%	0.27%
2012 - 2013	2.47%	2.08%	9.59%	-1.14%	-2.24%	-3.19%	3.30%	6.31%	0.85%	2.73%	-2.51%
2011 - 2013	1.98%	0.73%	8.45%	-2.67%	-2.59%	-3.32%	3.55%	6.63%	1.38%	2.72%	-2.18%

TABLE 5.14 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (INBOUND)

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	57610	10391	3439	4014	2938	0.386	15951	5997	6128	3826	0.384
2012	56813	10544	3485	4155	2904	0.394	15880	5845	6113	3922	0.385
2013	60158	12036	4024	4902	3110	0.407	15376	6046	5346	3984	0.348

TABLE 5.15 AM PEAK HOUR TO PEAK PERIOD RATIOS (OUTBOUND)

24H		AM					PM				
		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	-1.40%	1.45%	1.32%	3.39%	-1.17%	2.03%	-0.45%	-2.60%	-0.25%	2.45%	0.26%
2012 - 2013	5.56%	12.40%	13.39%	15.24%	6.62%	3.19%	-3.28%	3.32%	-14.35%	1.56%	-10.63%
2011 - 2013	4.42%	15.83%	17.01%	22.12%	5.85%	5.44%	-3.60%	0.82%	-12.76%	4.13%	-9.38%

TABLE 5.16 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (OUTBOUND)

- 5.4.1 In the 24 hour flows Loughborough traffic increased by 1.98% in the inbound and 4.42% in the outbound.
- 5.4.2 In the AM peak inbound, flows increased marginally by 0.73%. There was growth of 8.45% in the 0700-0800 hour. The peak ratio for this period decreased by -3.32%.
- 5.4.3 In the AM peak outbound, flows increased more substantially by 15.83%, the most substantial of this growth occurred within the 0800 - 0900 hour with an increase of 22.12%. This period in Loughborough saw considerable growth in traffic between 2011 and 2013.
- 5.4.4 In the PM peak inbound, flows increased by 3.55%. The 1600-1700 peak hour increased by 6.63% for this period with a more modest increase for the other periods. The peak ratio changed by -2.18%.
- 5.4.5 In the PM peak outbound, flows decreased by -3.60%. The greatest decrease took place in the peak hour (1700 - 1800) with a change of -12.76%. The peak ratio decreased by -9.38%.
- 5.4.6 Maps showing the geographical location of the Loughborough monitoring sites with flows for 2011 and 2013 can be found in the appendix, figures A7 and A8.

5.5 Lutterworth

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	24797	5410	1617	2390	1403	0.442	6143	2040	2374	1729	0.386
2012	25275	5454	1661	2377	1416	0.436	6284	2061	2451	1772	0.390
2013	25794	5578	1659	2430	1489	0.436	6374	2126	2467	1781	0.387

TABLE 5.17 AM PEAK HOUR TO PEAK PERIOD RATIOS (INBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	1.89%	0.81%	2.65%	-0.55%	0.92%	-1.38%	2.24%	1.02%	3.14%	2.43%	1.03%
2012 - 2013	2.01%	2.22%	-0.12%	2.18%	4.90%	0.00%	1.41%	3.06%	0.65%	0.51%	-0.78%
2011 - 2013	4.02%	3.11%	2.60%	1.67%	6.13%	-1.36%	3.76%	4.22%	3.92%	3.01%	0.26%

TABLE 5.18 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (INBOUND)

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	25231	5719	1989	2350	1380	0.411	5933	1935	2416	1582	0.407
2012	25704	5811	2049	2385	1377	0.410	6060	1952	2458	1650	0.406
2013	26098	5834	2060	2346	1428	0.402	6135	1964	2506	1665	0.408

TABLE 5.19 AM PEAK HOUR TO PEAK PERIOD RATIOS (OUTBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	1.84%	1.58%	2.93%	1.47%	-0.22%	-0.24%	2.10%	0.87%	1.71%	4.12%	-0.25%
2012 - 2013	1.51%	0.39%	0.53%	-1.66%	3.57%	-1.99%	1.22%	0.61%	1.92%	0.90%	0.49%
2011-2013	3.44%	2.01%	3.57%	-0.17%	3.48%	-2.19%	3.40%	1.50%	3.73%	5.25%	0.25%

TABLE 5.20 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (OUTBOUND)

- 5.5.1 24 hour flows in Lutterworth increased by 4.02% in the inbound direction and 3.44% in the outbound direction.
- 5.5.2 In the AM peak inbound direction, there was an increase in flows of 3.11%. The most substantial increase was in the 0900 - 1000 hour with an increase of 6.13%. The peak period ratio decreased by -1.36%.
- 5.5.3 In the AM peak outbound direction, there was an observed increase of 2.01% in flows. With an increase of around 3.50% in the 0700-0800 and 0900 - 1000 hours. The peak period ratio decreased by -2.19%.
- 5.5.4 In the PM peak inbound direction, there was an observed increase of 3.76% in flows. There was an increase of 4.22% in the 1600 - 1700 hour and a similar increase of 3.92% in the 1700 - 1800 hour.
- 5.5.5 In the PM peak outbound direction, there was an increase of 3.40% in flows, similar to that of the inbound direction. The largest increase was in the peak hour of 1800 - 1900 with an increase of 5.25%.
- 5.5.6 Maps showing the geographical location of the Lutterworth monitoring sites with flows for 2011 and 2013 can be found in the appendix, 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
2011	22251	4986	1262	2188	1536	0.439	5542	1786	2119	1637	0.382
2012	22800	5161	1332	2193	1636	0.425	5624	1794	2134	1696	0.379
2013	23869	5511	1493	2371	1647	0.430	5838	1869	2250	1719	0.385

TABLE 5.21 AM PEAK HOUR TO PEAK PERIOD RATIOS (INBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	2.41%	3.39%	5.26%	0.23%	6.11%	-3.29%	1.46%	0.45%	0.70%	3.48%	-0.79%
2012 - 2013	4.48%	6.35%	10.78%	7.51%	0.67%	1.16%	3.67%	4.01%	5.16%	1.34%	1.56%
2011 - 2013	7.27%	10.53%	18.30%	8.36%	7.23%	-2.05%	5.34%	4.65%	6.18%	5.01%	0.79%

TABLE 5.22 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (INBOUND)

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	22379	5105	1939	1887	1279	0.370	5384	1747	2230	1407	0.414
2012	22896	5247	1892	2044	1311	0.390	5531	1783	2277	1471	0.412
2013	23958	5373	2025	1990	1358	0.370	5791	1887	2375	1529	0.410

TABLE 5.23 AM PEAK HOUR TO PEAK PERIOD RATIOS (OUTBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	2.26%	2.71%	-2.48%	7.68%	2.44%	5.13%	2.66%	2.02%	2.06%	4.35%	-0.49%
2012 - 2013	4.43%	2.35%	6.57%	-2.71%	3.46%	-5.41%	4.49%	5.51%	4.13%	3.79%	-0.49%
2011 - 2013	7.06%	5.25%	4.44%	5.46%	6.18%	0.00%	7.56%	8.01%	6.50%	8.67%	-0.97%

TABLE 5.24 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (OUTBOUND)

- 5.6.1 Market Harborough showed some substantial growth for the period 2011 - 2013. In the 24 hour flows there was a 7.27% growth in the inbound period, with a 7.06% growth in the outbound period.
- 5.6.2 In the AM peak inbound, there was a growth of 10.53% with the greatest of this occurring in the 0700-0800 period (18.30%). As a result the peak ratio decreased
- 5.6.3 In the AM peak outbound, there was a growth of 5.25%. The most substantial growth was found in the 0900-1000 period (6.18%). The peak ratio saw no change for this period overall between 2011 and 2013.
- 5.6.4 In the PM peak inbound, there was a growth of 5.34%. The most substantial growth occurring within the period 1700 - 1800 with a figure of 6.18%.
- 5.6.5 In the PM peak outbound, overall growth equated to 7.56%. The highest of this growth was in the 1800 - 1900 hour with an increase of 8.67%.
- 5.6.6 Maps showing the geographical location of the Market Harborough monitoring sites with flows for 2011 and 2013 can be found in the appendix, figures A11 and A12.

5.7 Melton Mowbray

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	32279	7282	2202	2879	2201	0.395	7852	2662	2972	2218	0.379
2012	32688	7160	2172	2815	2173	0.393	7720	2685	2891	2144	0.374
2013	32141	7321	2230	2901	2190	0.396	7790	2663	2929	2198	0.376

TABLE 5.25 AM PEAK HOUR TO PEAK PERIOD RATIOS (INBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	1.25%	-1.70%	-1.38%	-2.27%	-1.29%	-0.51%	-1.71%	0.86%	-2.80%	-3.45%	-1.34%
2012 - 2013	-1.70%	2.20%	2.60%	2.96%	0.78%	0.76%	0.90%	-0.83%	1.30%	2.46%	0.53%
2011 - 2013	-0.43%	0.54%	1.27%	0.76%	-0.50%	0.25%	-0.79%	0.04%	-1.45%	-0.90%	-0.79%

TABLE 5.26 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (INBOUND)

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	32383	7343	2699	2648	1996	0.361	7408	2677	2751	1980	0.371
2012	31793	7261	2658	2582	2021	0.356	7318	2634	2740	1944	0.374
2013	32176	7312	2623	2659	2030	0.364	7474	2647	2819	2008	0.377

TABLE 5.27 AM PEAK HOUR TO PEAK PERIOD RATIOS (OUTBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	-1.86%	-1.13%	-1.54%	-2.56%	1.24%	-1.40%	-1.23%	-1.63%	-0.40%	-1.85%	0.80%
2012 - 2013	1.19%	0.70%	-1.33%	2.90%	0.44%	2.20%	2.09%	0.49%	2.80%	3.19%	0.80%
2011 - 2013	-0.64%	-0.42%	-2.82%	0.42%	1.70%	0.83%	0.89%	-1.12%	2.47%	1.41%	1.62%

TABLE 5.28 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (OUTBOUND)

- 5.7.1 Overall 24 hour traffic flows in Melton Mowbray showed minimal change over the period 2011 - 2013. In the inbound direction, flows decreased by -0.43%, and in the outbound direction flows decreased by -0.64%.
- 5.7.2 In the AM peak inbound, flows increased by 0.54% with the most substantial growth occurring in the 0700 - 0800 hour, with an increase of 1.27%. The peak ratio increased marginally by 0.25%.
- 5.7.3 In the AM peak outbound, flows decreased by -0.79%. The only increase was a very marginal 0.04% increase in the 1600 - 1700 hour. The 1700 - 1800 hour saw the largest change with a decrease of -1.45%. The peak ratio declined by -0.79%.
- 5.7.4 In the PM peak inbound, flows decreased by -0.42%. In the 0700 - 0800 flows decreased by -2.82%. The peak ratio increased by 0.82%.
- 5.7.5 In the PM peak outbound, flows increased by 0.89%. Flows in the 1700 - 1800 hour increased by 2.47% which was the most substantial growth for this time period. The peak ratio increased by 1.62%.
- 5.7.6 Maps showing the geographical location of the Melton Mowbray monitoring sites with flows for 2011 and 2013 can be found in the appendix, figures A13 and A14.

5.8 County Overview

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	271398	61577	17990	25962	17625	0.422	64685	21821	24175	18689	0.374
2012	274287	62153	18224	25978	17951	0.418	65052	21960	24424	18668	0.375
2013	276940	63535	19540	26074	17921	0.410	65830	22379	24579	18872	0.373

TABLE 5.29 AM PEAK HOUR TO PEAK PERIOD RATIOS (INBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	1.05%	0.93%	1.28%	0.06%	1.82%	-0.96%	0.56%	0.63%	1.02%	-0.11%	0.27%
2012 - 2013	0.96%	2.18%	6.73%	0.37%	-0.17%	-1.95%	1.18%	1.87%	0.63%	1.08%	-0.54%
2011 - 2013	2.04%	3.18%	8.62%	0.43%	1.68%	-2.84%	1.77%	2.56%	1.67%	0.98%	-0.27%

TABLE 5.30 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (INBOUND)

YEAR	24H	0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	AM PEAK Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	PM PEAK Ratio
2011	272355	58310	20391	22217	15702	0.381	65228	22999	25184	17045	0.386
2012	273528	58830	20197	22959	15674	0.390	66599	23282	25664	17653	0.385
2013	278580	60525	21256	23199	16070	0.383	66033	23551	24827	17655	0.376

TABLE 5.31 AM PEAK HOUR TO PEAK PERIOD RATIOS (OUTBOUND)

24H		AM					PM				
(%)		0700 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	Peak Ratio	1600 - 1900	1600 - 1700	1700 - 1800	1800 - 1900	Peak Ratio
2011 - 2012	0.43%	0.88%	-0.96%	3.23%	-0.18%	2.31%	2.06%	1.22%	1.87%	3.44%	-0.26%
2012 - 2013	1.81%	2.80%	4.98%	1.03%	2.46%	-1.83%	-0.86%	1.14%	-3.37%	0.01%	-2.39%
2011 - 2013	2.29%	3.80%	4.24%	4.42%	2.34%	0.52%	1.23%	2.40%	-1.42%	3.58%	-2.59%

TABLE 5.32 GROWTH RATES: PEAK HOUR, PEAK PERIOD AND 24 HOUR (OUTBOUND)

- 5.8.1 Across Leicestershire, 24 hour flows increased by 2.04% in the inbound direction, and 2.29% in the outbound direction.
- 5.8.2 In the AM peak inbound, flows increased by 3.18% with the most substantial growth occurring within the 0700 - 0800 peak hour. There was an increase here of 8.62% as an average across the market towns. The peak ratio therefore decreased by -2.84%.
- 5.8.3 In the AM peak outbound, flows increased by 3.80%. The growth between the 0700 - 0800 and 0800 - 0900 periods were similar at around 4.3% between them. The peak ratio increased marginally across the county by 0.52%.
- 5.8.4 In the PM peak inbound, flows increased by 1.77%. There was an increase of 2.56% in the 1600 - 1700 hour. The peak ratio decreased by -0.27%.
- 5.8.5 In the PM peak outbound, flows increased by 1.23% with a 2.40% increase in the 1600 - 1700 hour. There was a minor decrease in the 1700 - 1800 hour of -1.42% The peak ratio decreased substantially here by -2.59%.

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Traffic Modelling and Data Collection Team

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Appendix

Figures

- Figure A1: Ashby Cordon with Monitoring Sites and Flows 2013
- Figure A2: Ashby Cordon with Monitoring Sites and Flows 2011
- Figure A3: Coalville Cordon with Monitoring Sites and Flows 2013
- Figure A4: Coalville Cordon with Monitoring Sites and Flows 2011
- Figure A5: Hinckley Cordon with Monitoring Sites and Flows 2013
- Figure A6: Hinckley Cordon with Monitoring Sites and Flows 2011
- Figure A7: Loughborough Cordon with Monitoring Sites and Flows 2013
- Figure A8: Loughborough Cordon with Monitoring Sites and Flows 2011
- Figure A9: Lutterworth Cordon with Monitoring Sites and Flows 2013
- Figure A10: Lutterworth Cordon with Monitoring Sites and Flows 2011
- Figure A11: Market Harborough Cordon with Monitoring Sites and Flows 2013
- Figure A12: Market Harborough Cordon with Monitoring Sites and Flows 2011
- Figure A13: Melton Mowbray Cordon with Monitoring Sites and Flows 2013
- Figure A14: Melton Mowbray Cordon with Monitoring Sites and Flows 2011
- Figure A15: Oadby & Wigston Cordon with Monitoring Sites and Flows 2013
- Figure A16: Oadby & Wigston Cordon with Monitoring Sites and Flows 2011
- Figure A17: LCC County Boundary Monitoring Sites and Flows 2013 - 12 Hour Flows (07:00 - 19:00)
- Figure A18: LCC County Boundary Monitoring Sites and Flows 2013 - 24 Hour Flows
- Figure A19: LCC County Boundary Monitoring Sites and Flows 2013 - AM PEAK HOUR (08:00 - 09:00)

Tables

- Table A1: Market Town Monitoring Sites with Traffic Flows for September 2013
- Table A2: Market Town Monitoring Sites with Traffic Flows for September 2011
- Table A3: Market Town Monitoring Sites with Traffic Flows between 2011 and 2013
- Table A4: Modal Share at County Cordon Monitoring Sites 2013
- Table A5: Modal Share at County Cordon Monitoring Sites 2013 - Cordon Totals (%)
- Table A6: Modal Share at County Cordon Monitoring Sites 2011
- Table A7: Modal Share at County Cordon Monitoring Sites 2011 - Cordon Totals (%)
- Table A8: Conversion Factors Used for Market Town Cordon Monitoring Sites

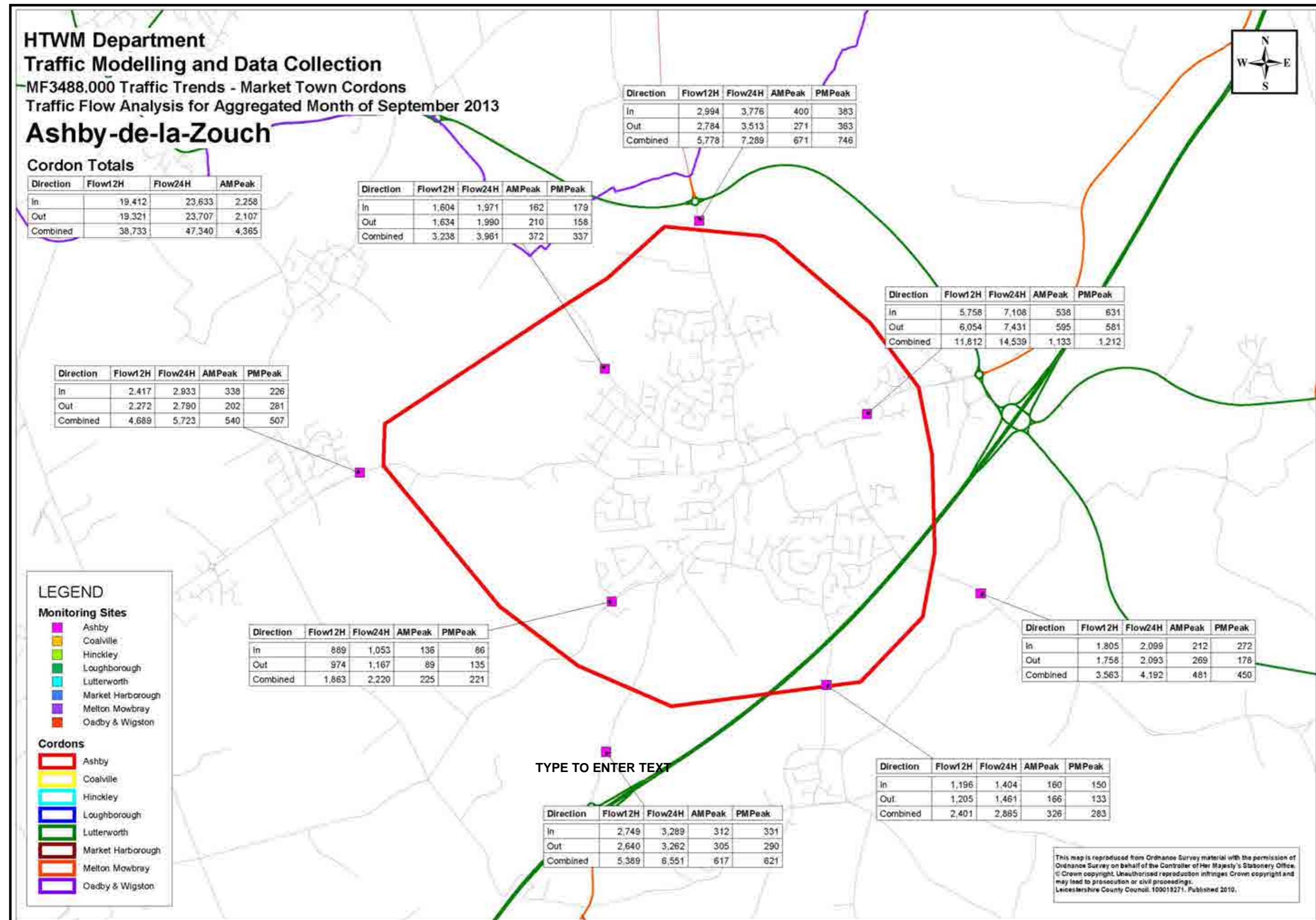


FIGURE A1: ASHBY CORDON WITH MONITORING SITES AND FLOWS 2013

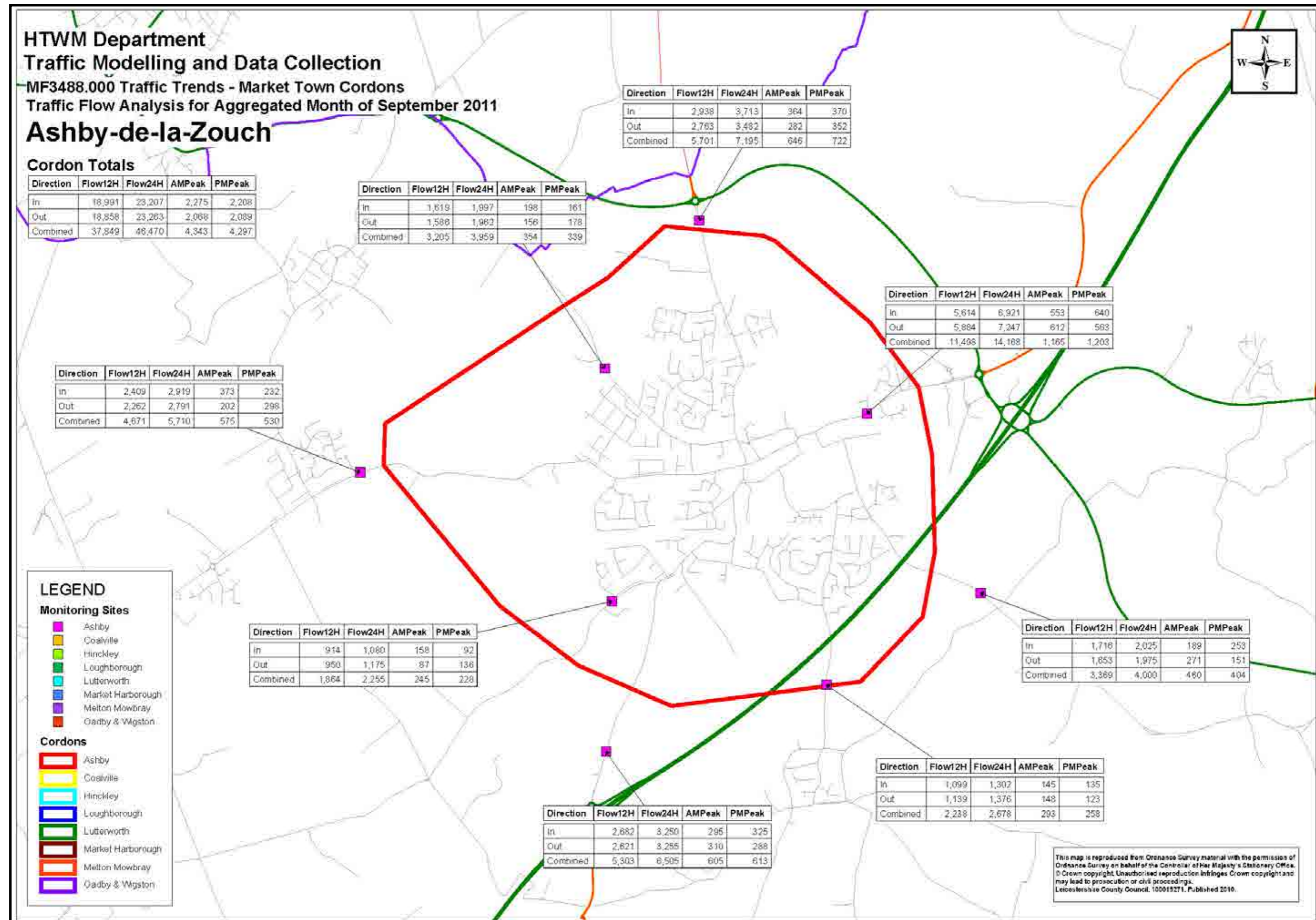


FIGURE A2: ASHBY CORDON WITH MONITORING SITES AND FLOWS 2011

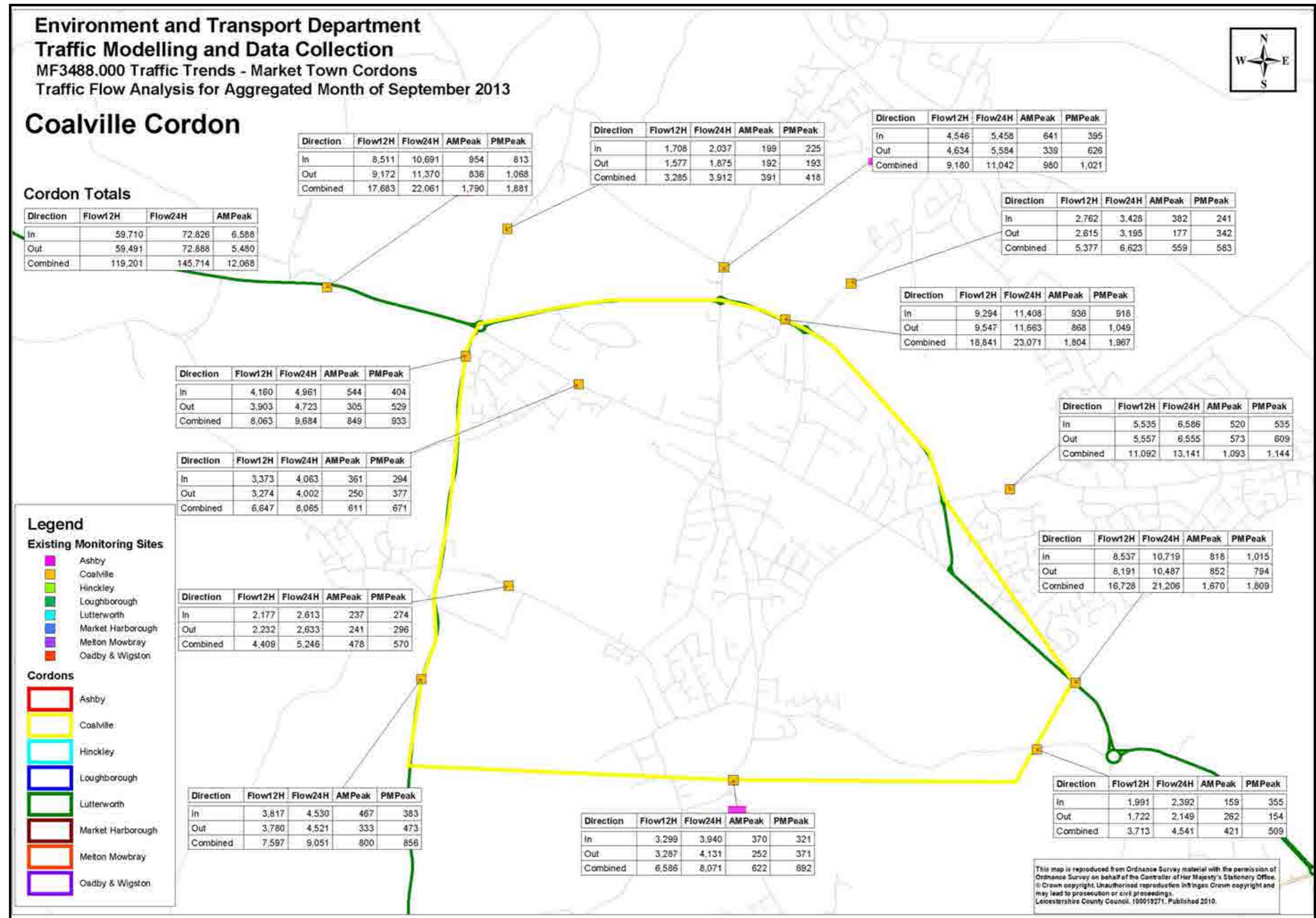


FIGURE A3: COALVILLE CORDON WITH MONITORING SITES AND FLOWS 2013

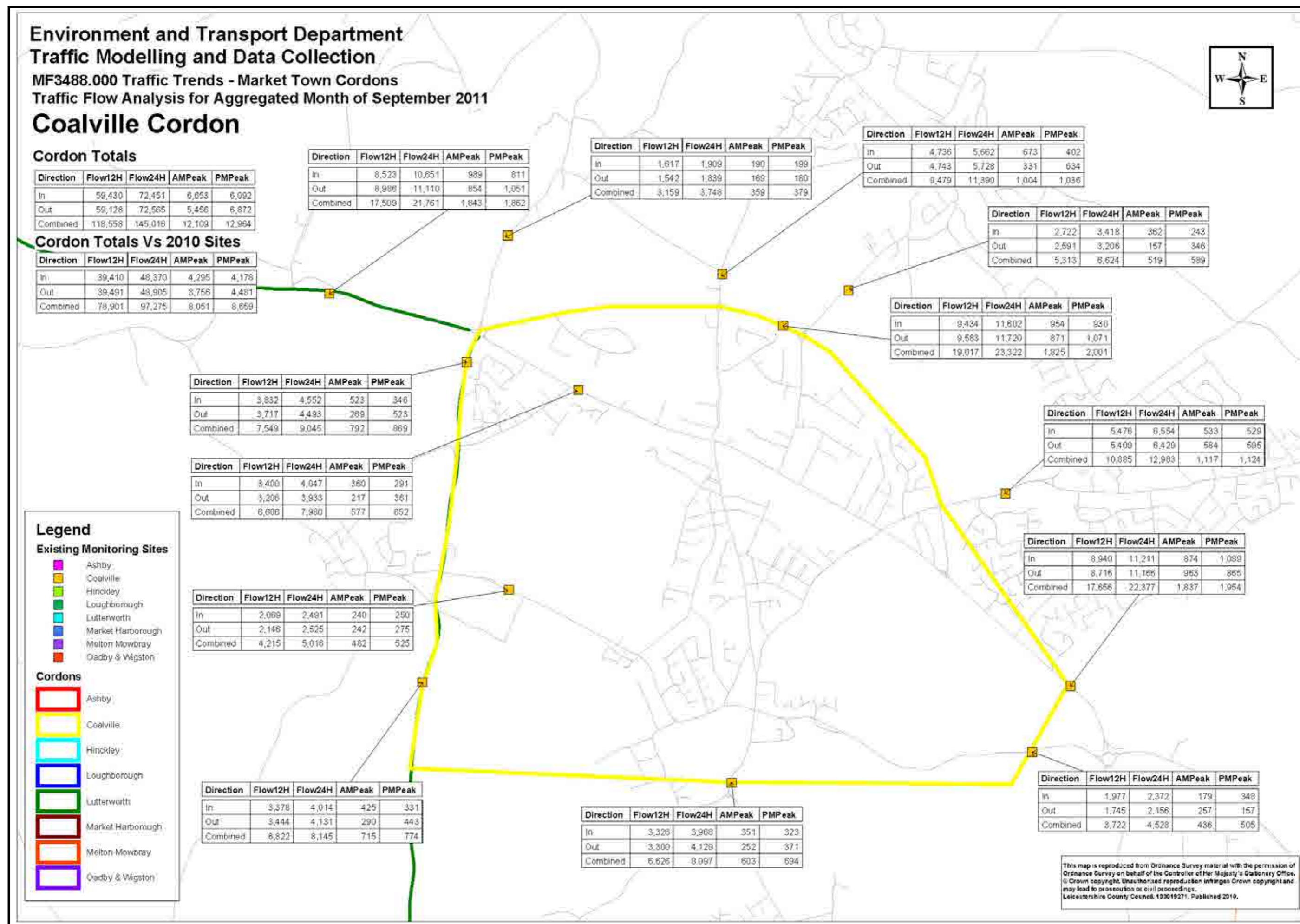


FIGURE A4: COALVILLE CORDON WITH MONITORING SITES AND FLOWS 2011

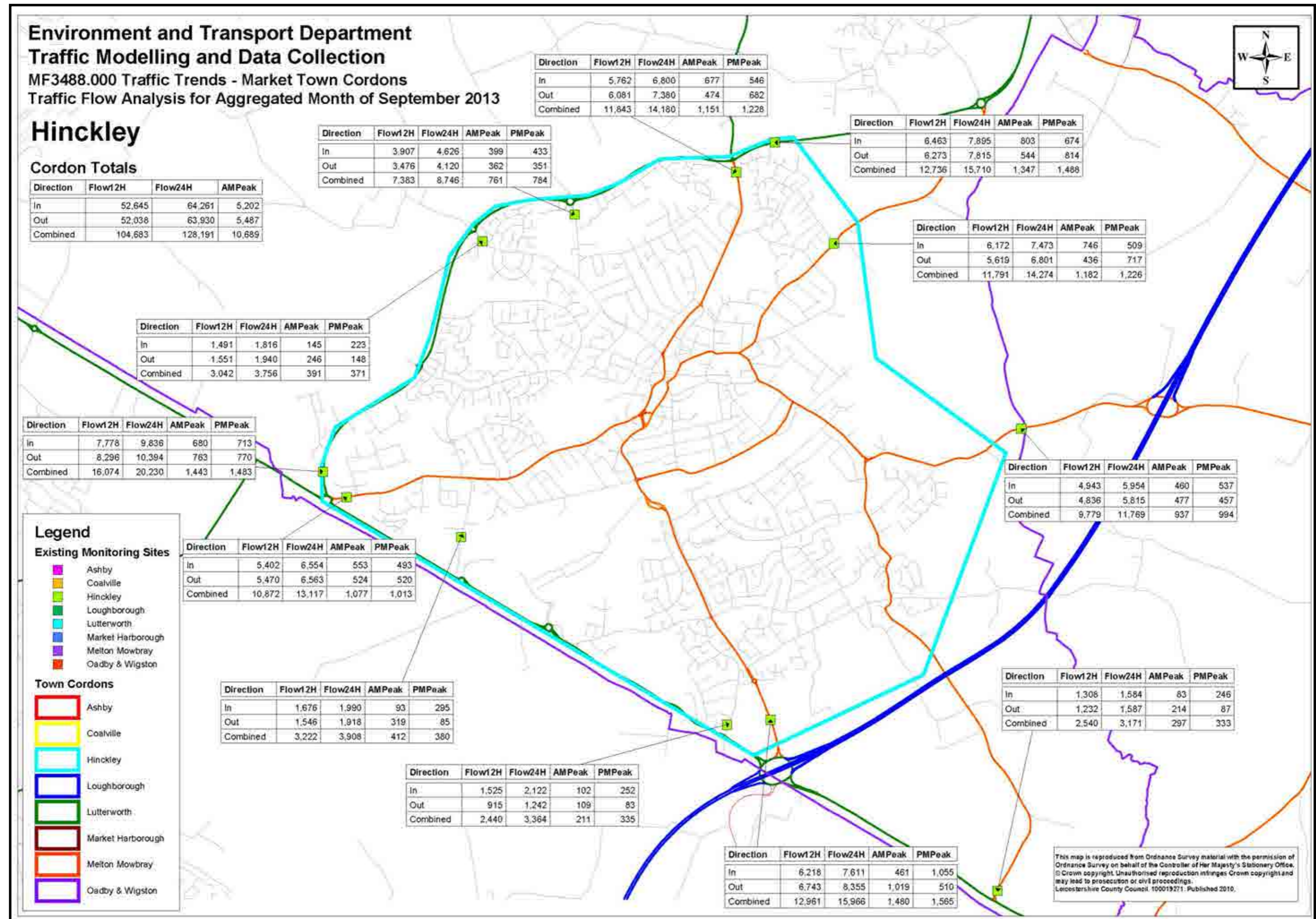


FIGURE A5: HINCKLEY MONITORING SITES AND FLOWS - 2013

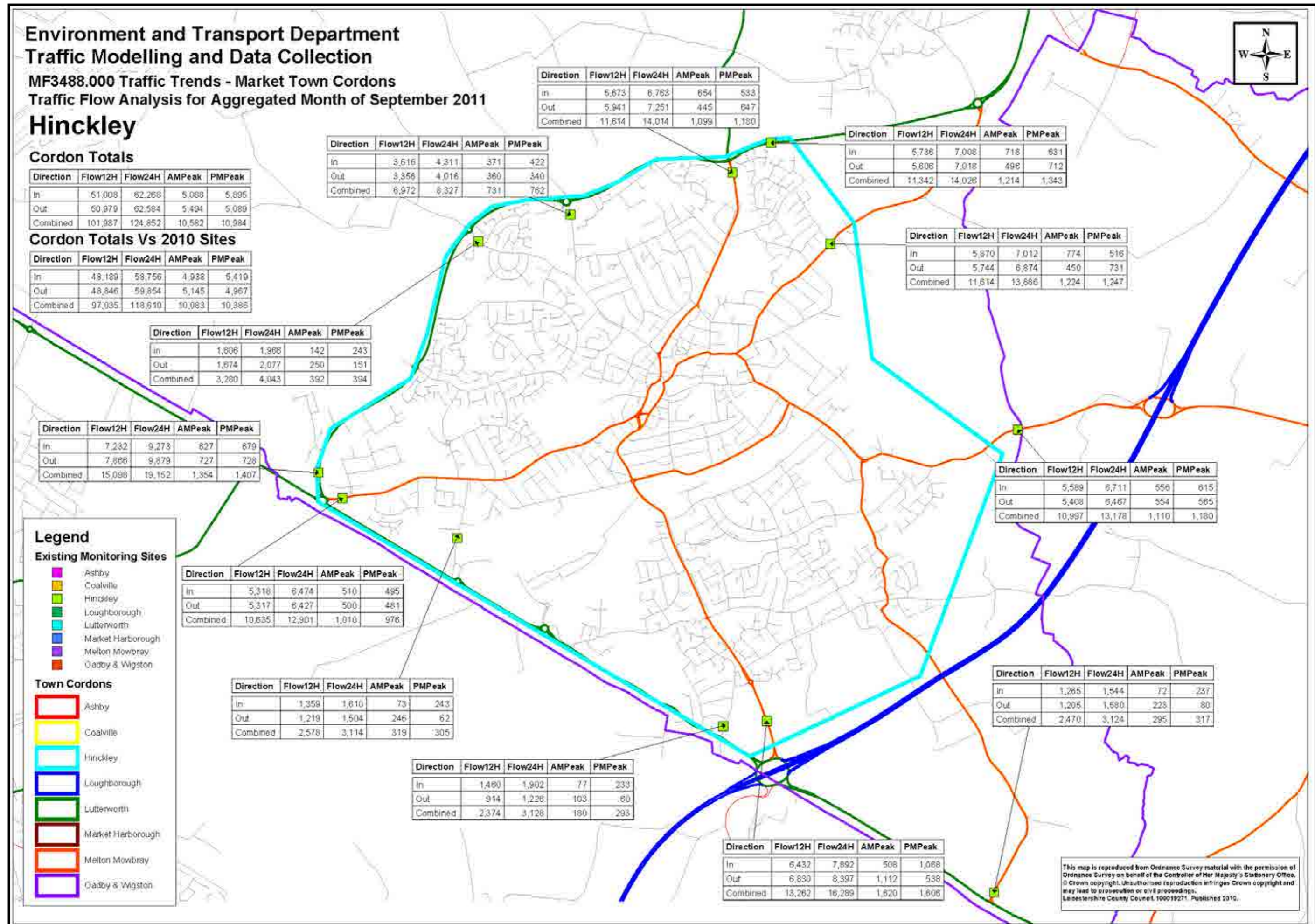


FIGURE A6: HINCKLEY MONITORING SITES AND FLOWS - 2011

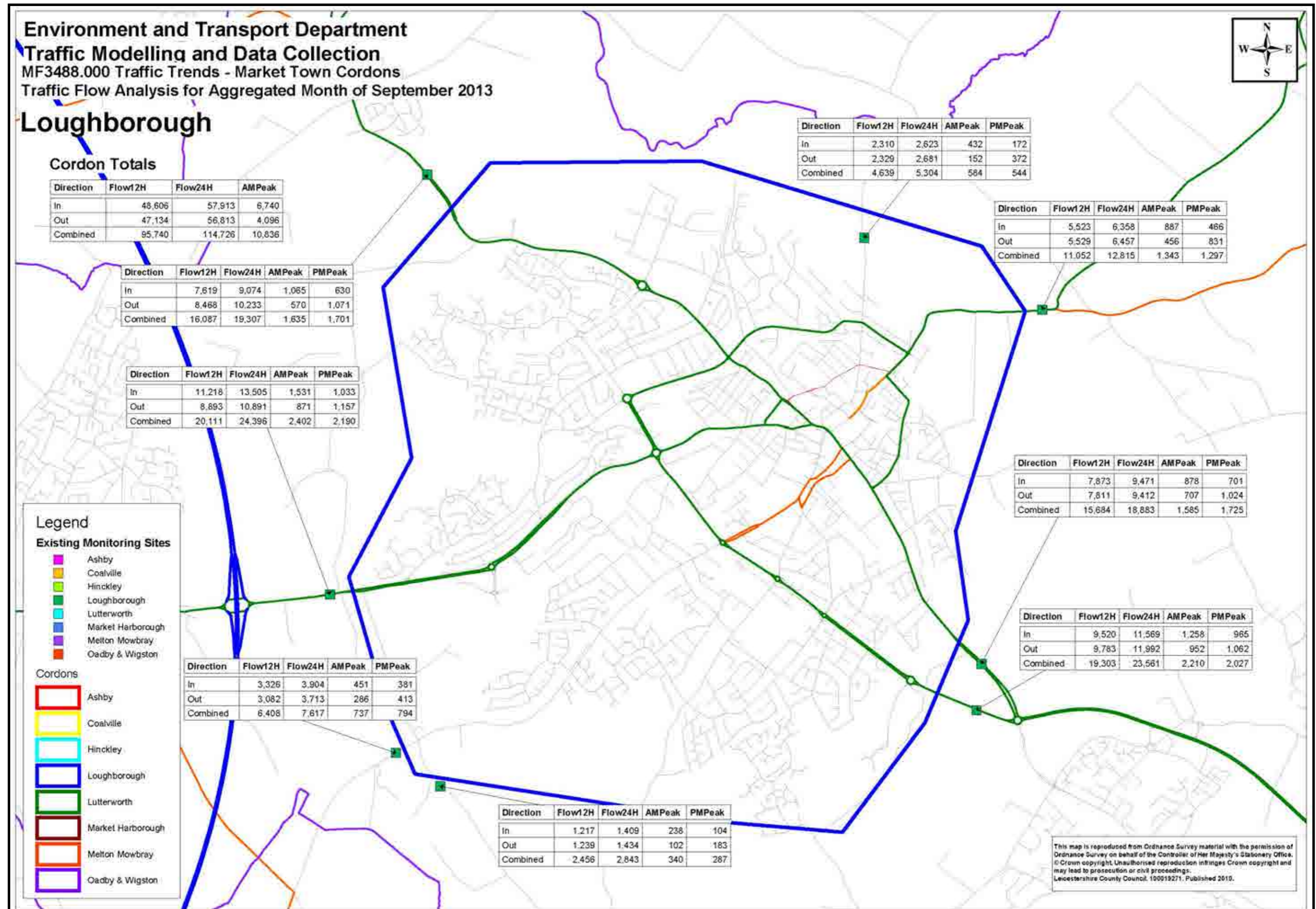


FIGURE A7: LOUGHBOROUGH MONITORING SITES AND FLOWS - 2013

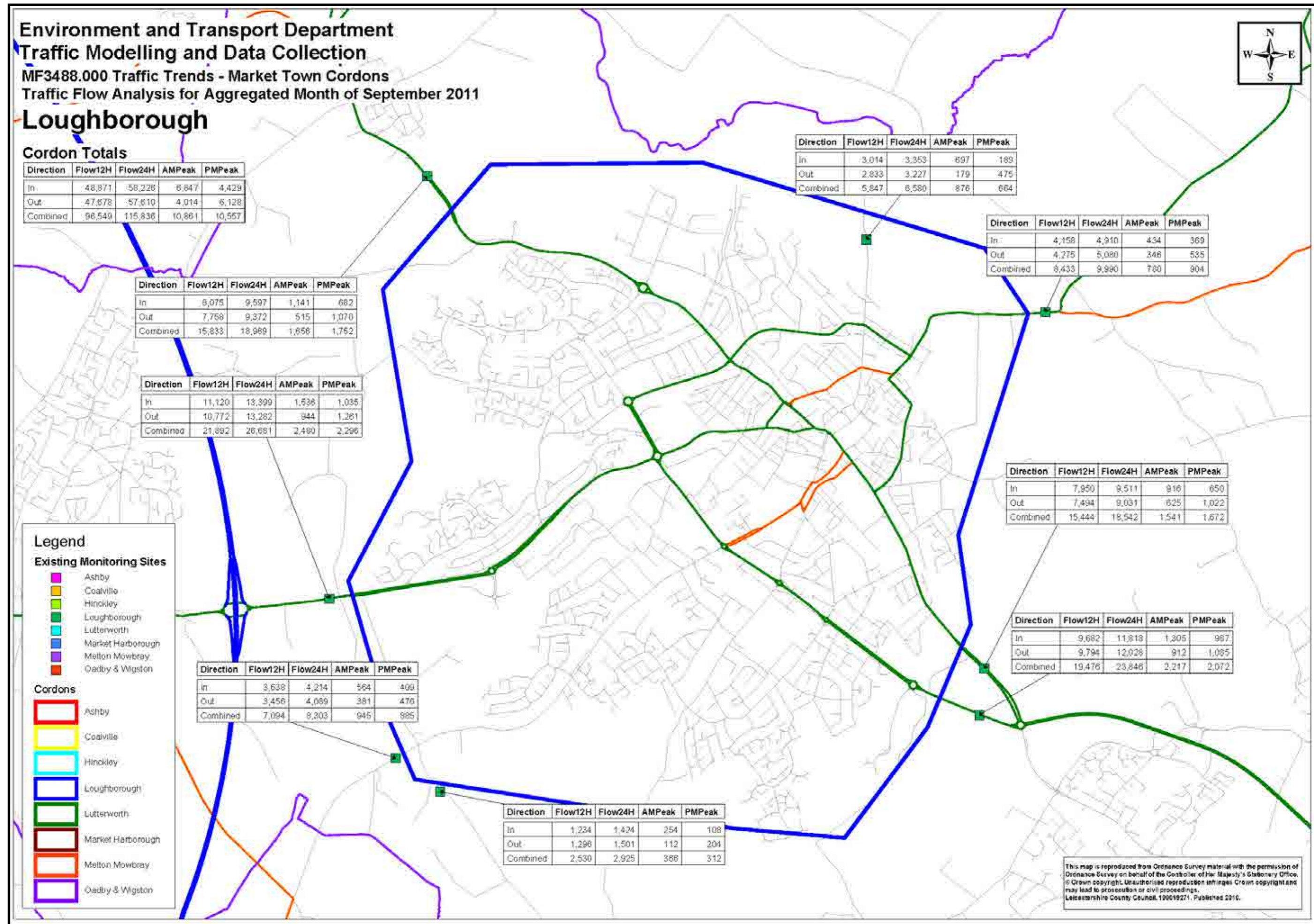


FIGURE A8: LOUGHBOROUGH MONITORING SITES AND FLOWS 2011

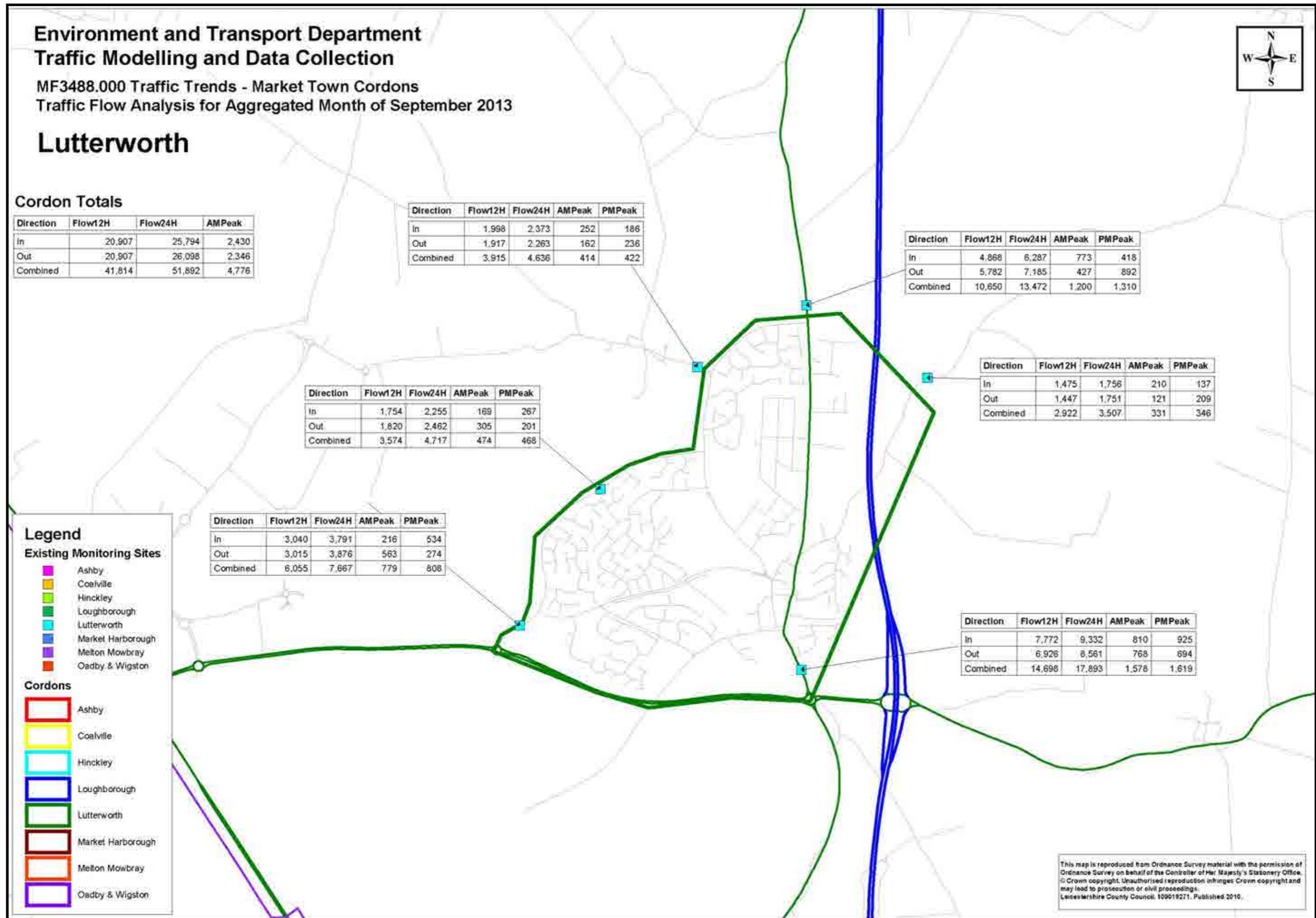


FIGURE A9: LUTTERWORTH MONITORING SITES AND FLOWS 2013

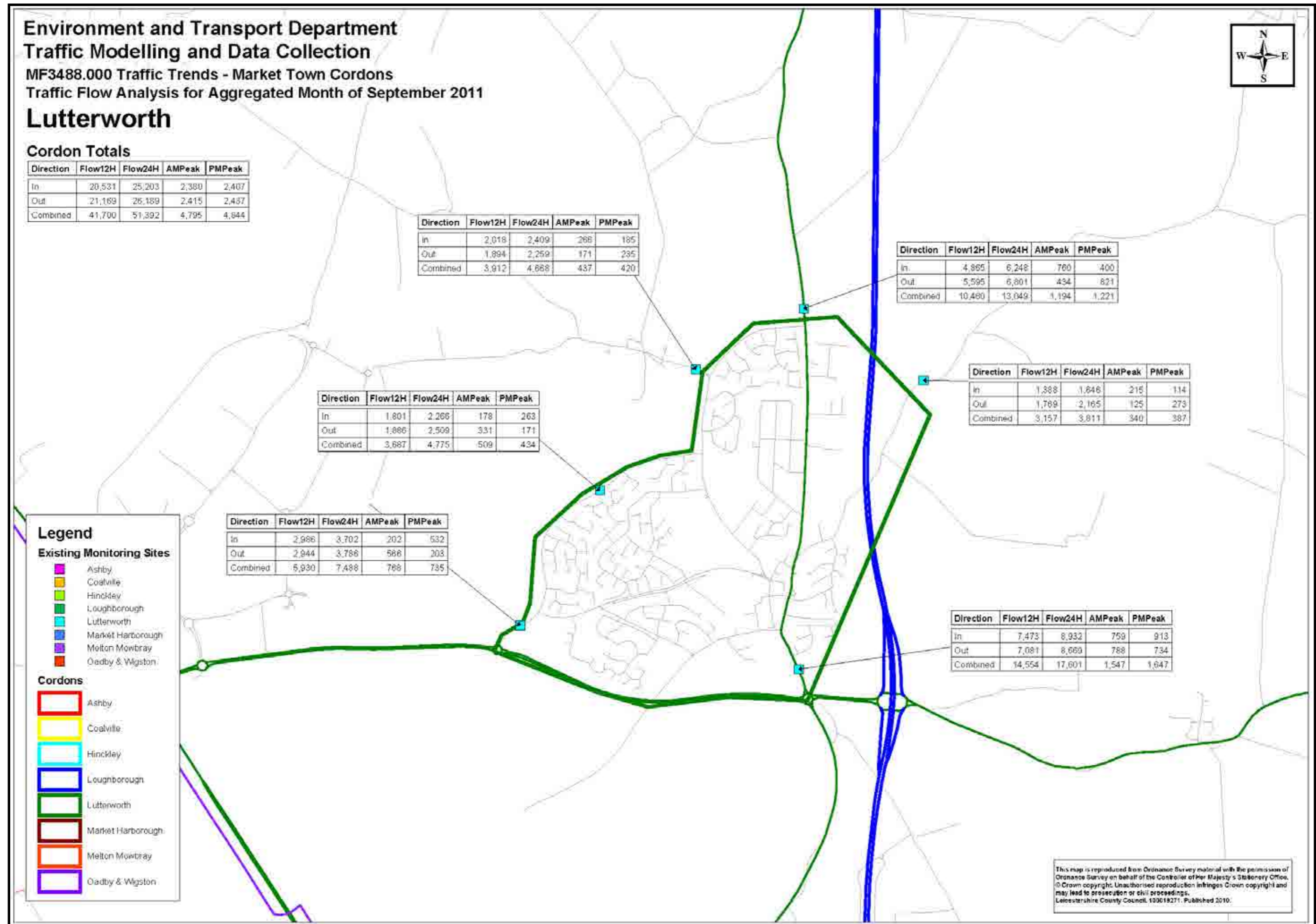


FIGURE A10: LUTTERWORTH MONITORING SITES AND FLOWS 2011

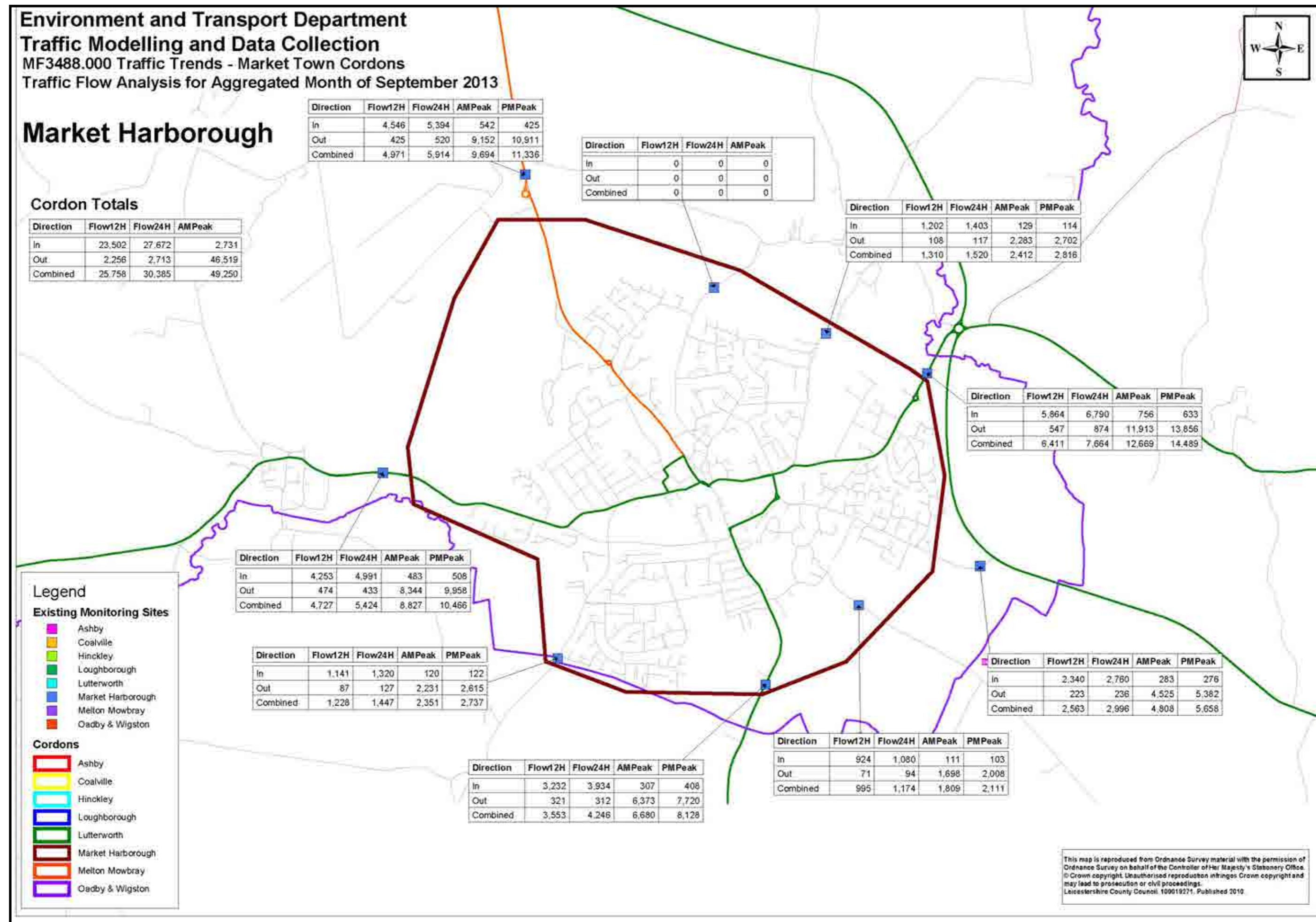


FIGURE A11: MARKET HARBOROUGH MONITORING SITES AND FLOWS 2013

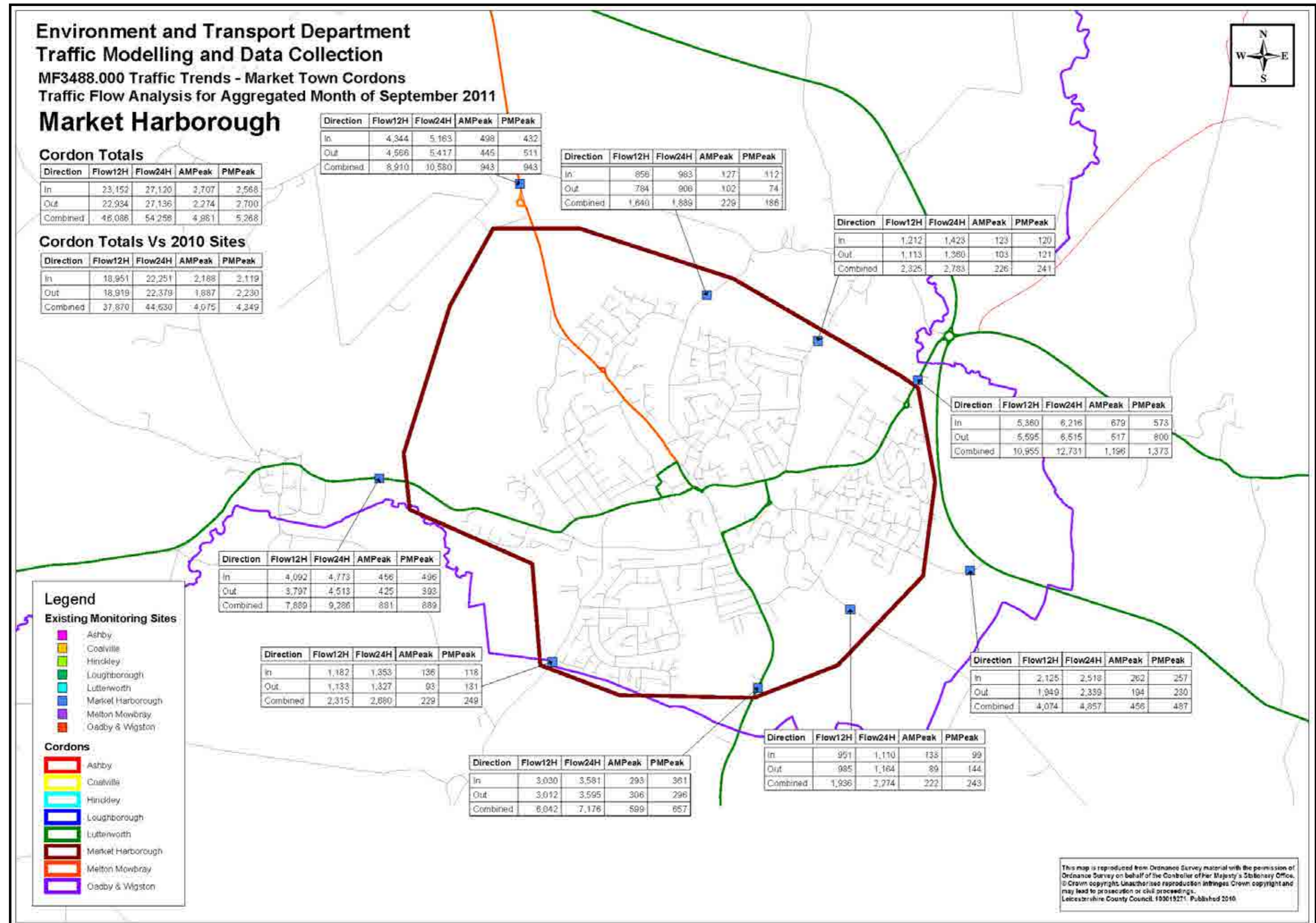


FIGURE A12: MARKET HARBOROUGH MONITORING SITES AND FLOWS 2011

Environment and Transport Department
Traffic Modelling and Data Collection
 MF3488.000 Traffic Trends - Market Town Cordons
 Traffic Flow Analysis for Aggregated Month of September 2013

Melton Mowbray

Cordon Totals

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	26,697	32,141	2,901	
Out	27,182	32,176	2,659	
Combined	53,879	64,317	5,560	

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	4,051	4,944	397	456
Out	4,046	4,937	393	419
Combined	8,097	9,881	790	875

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	3,753	4,560	382	439
Out	3,789	4,639	360	391
Combined	7,542	9,199	742	830

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	1,101	1,281	121	118
Out	1,049	1,248	120	117
Combined	2,150	2,529	241	235

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	858	985	100	104
Out	849	971	60	91
Combined	1,707	1,956	160	195

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	2,589	3,109	264	259
Out	2,554	3,051	255	269
Combined	5,143	6,160	519	528

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	2,025	2,415	232	195
Out	1,983	2,412	161	228
Combined	4,008	4,827	393	423

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	4,350	5,277	502	435
Out	4,607	5,462	457	500
Combined	8,957	10,739	959	935

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	2,044	2,370	230	227
Out	1,895	2,228	194	192
Combined	3,939	4,598	424	419

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	5,926	7,200	673	696
Out	6,410	7,228	659	612
Combined	12,336	14,428	1,332	1,308



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FIGURE A13: MELTON MOWBRAY MONITORING SITES AND FLOWS 2013

Environment and Transport Department
Traffic Modelling and Data Collection
MF3488.000 Traffic Trends - Market Town Cordons
Traffic Flow Analysis for Aggregated Month of September 2011
Melton Mowbray

Cordon Totals

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	26,845	32,279	2,879	2,972
Out	26,920	32,383	2,648	2,751
Combined	53,765	64,662	5,527	5,723

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	4,212	5,100	442	485
Out	4,107	4,988	422	411
Combined	8,319	10,088	864	876

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	3,884	4,416	364	433
Out	3,705	4,525	349	372
Combined	7,589	8,941	713	805

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	1,074	1,247	110	111
Out	1,005	1,189	110	115
Combined	2,079	2,436	220	226

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	944	984	87	120
Out	847	970	55	92
Combined	1,691	1,934	142	212

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	2,870	3,459	285	293
Out	2,838	3,380	283	286
Combined	5,708	6,839	568	579

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	1,938	2,313	211	194
Out	1,805	2,197	150	198
Combined	3,743	4,510	361	392

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	4,385	5,267	506	435
Out	4,523	5,372	442	483
Combined	8,908	10,639	948	918

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	5,975	7,318	668	718
Out	6,307	7,661	650	615
Combined	12,282	14,979	1,318	1,333

Direction	Flow12H	Flow24H	AMPeak	PMPeak
In	1,863	2,195	206	203
Out	1,783	2,103	187	179
Combined	3,646	4,298	393	382

Legend

Existing Monitoring Sites

- Ashby
- Coalville
- Hinckley
- Loughborough
- Lutterworth
- Market Harborough
- Melton Mowbray
- Oadby & Wigston

Cordons

- Ashby
- Coalville
- Hinckley
- Loughborough
- Lutterworth
- Market Harborough
- Melton Mowbray
- Oadby & Wigston

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FIGURE A14: MELTON MOWBRAY MONITORING SITES AND FLOWS 2011

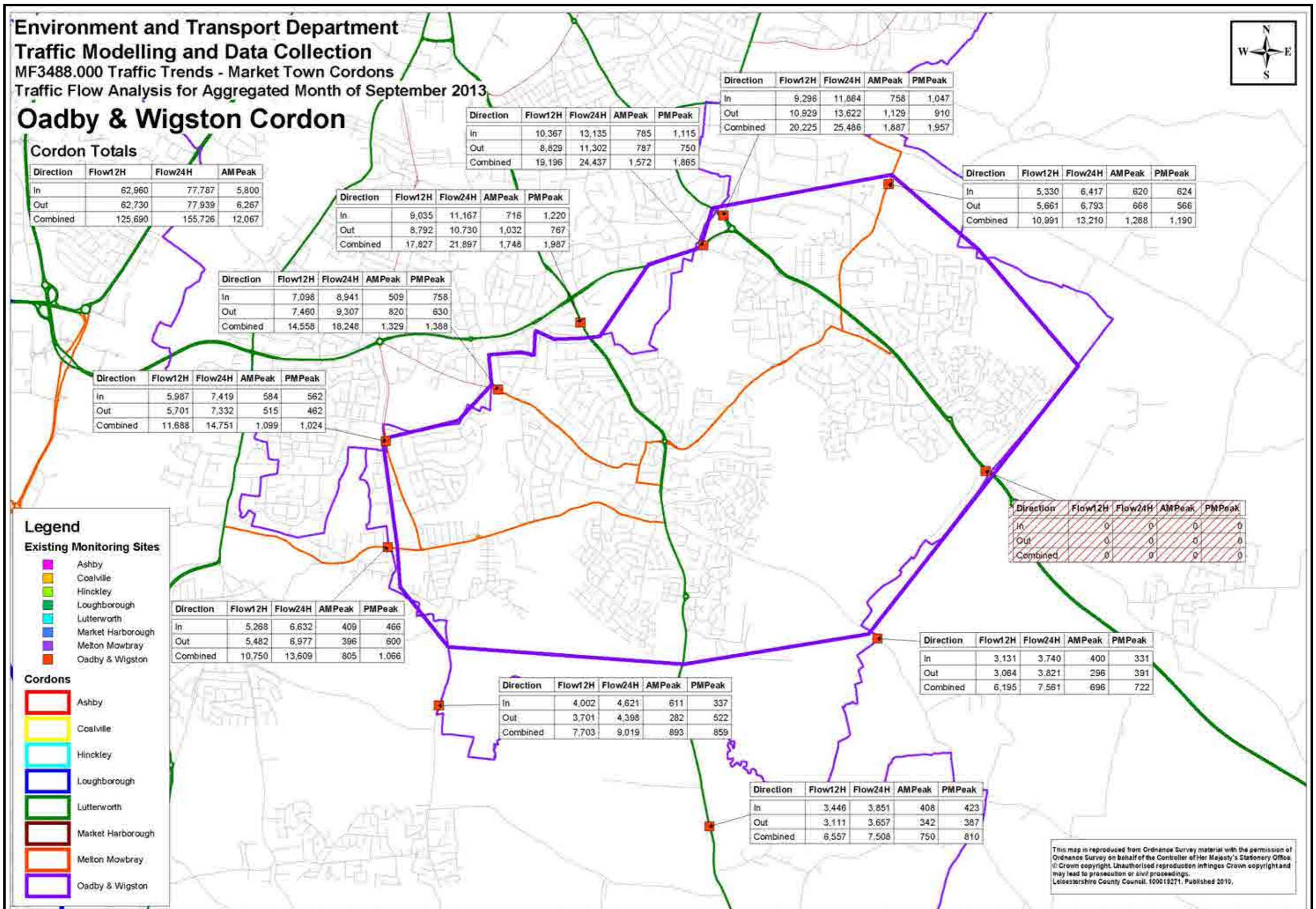


FIGURE A15: OADBY & WIGSTON MONITORING SITES AND FLOWS 2013

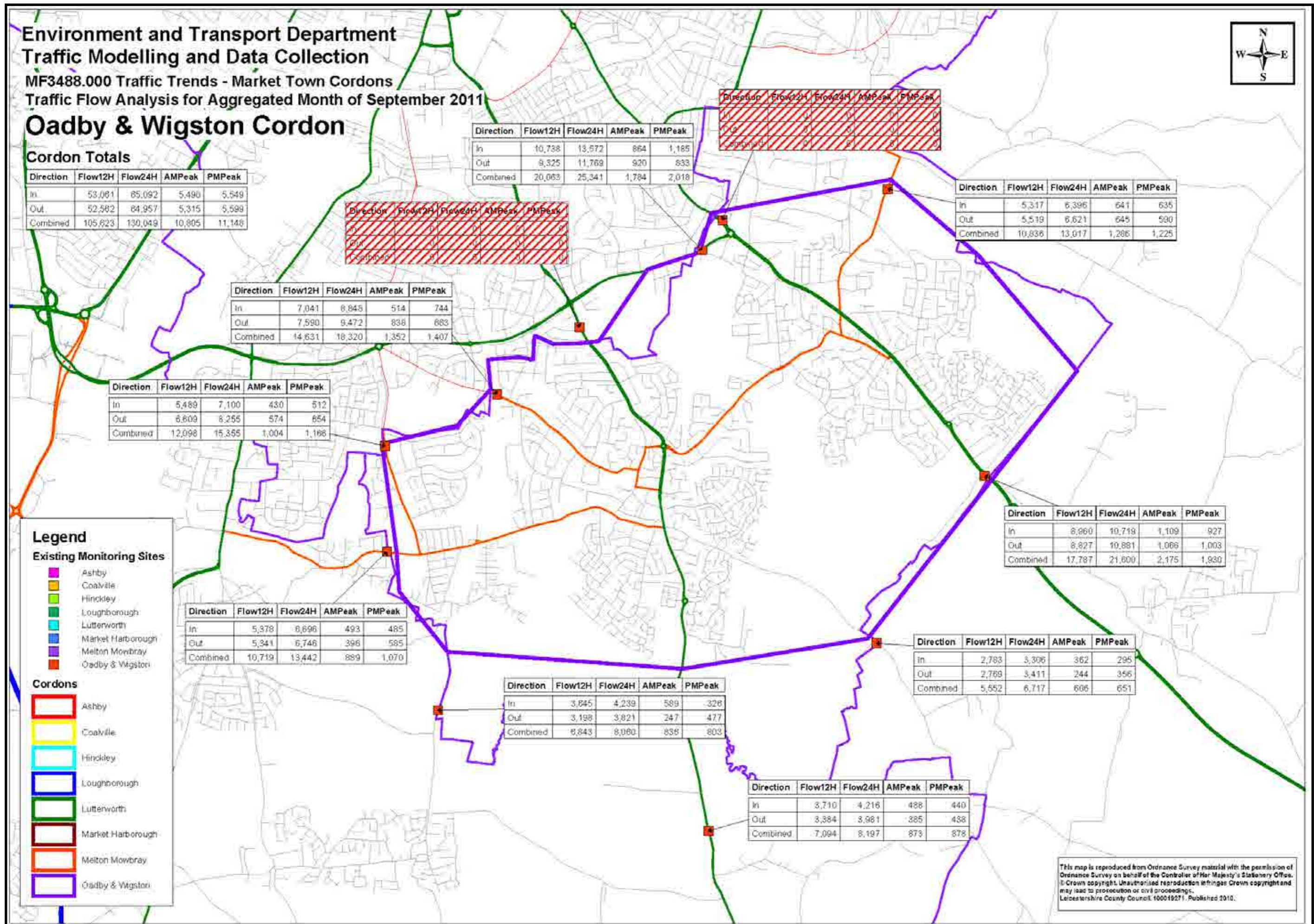


FIGURE A16: OADBY & WIGSTON MONITORING SITES AND FLOWS 2011

			Inbound				Outbound					
Site No	Site Title	Cordon	Dir	12H	24H	AM	PM	Dir	12H	24H	AM	PM
20779	Burton Road, S of Ingles Hill, Ashby-de-la-Zouch	Ashby	S	1604	1971	162	179	N	1634	1990	210	158
20783	Nottingham Rd, W of Woodcock Way, Ashby	Ashby	W	5758	7108	538	631	E	6054	7431	595	581
20832	Smisby Road, S of Bypass, Ashby de la Zouch	Ashby	S	2994	3776	400	383	N	2784	3513	271	363
20833	Moir Road, Ashby de la Zouch, Ashby Woulds	Ashby	E	2417	2933	338	226	W	2272	2790	202	281
20834	Willesley Lane, S of Measham Rd, Ashby (pro)	Ashby	E	889	1053	136	86	W	974	1167	89	135
20836	Ashby Road, Packington, Ashby-de-la-Zouch	Ashby	N	1196	1404	160	150	S	1205	1461	166	133
20837	Leicester Road, New Packington, Ashby-de-la-Zouch	Ashby	W	1805	2099	212	272	E	1758	2093	269	178
24131	Measham Road, N of A42, Ashby-de-la-Zouch	Ashby	N	2749	3289	312	331	S	2640	3262	305	290
20814	Station Hill, N of A511, Swannington, Coalville	Coalville	S	1708	2037	199	225	N	1577	1875	192	193
20815	Thornborough Road, N of A511, Coalville	Coalville	S	4546	5458	641	395	N	4634	5584	339	626
20816	Hermitage Road, NE of A511, Coalville	Coalville	SW	2762	3428	382	241	NE	2615	3195	177	342
20817	Broom Leys Road, E of A511, Coalville	Coalville	W	5535	6586	520	535	E	5557	6555	573	609
20818	Leicester Road, E of St Marys Ln, Coalville	Coalville	E	2177	2613	237	274	W	2232	2633	241	296
20819	Ashby Road, E of Ravenstone Rd, Coalville	Coalville	E	3373	4063	361	294	W	3274	4002	250	377
20820	Station Road, N of The Green, Hugglescote	Coalville	N	3299	3940	370	321	S	3287	4131	252	371
20821	Grange Road, W of Bardon Rd, Ellistown, Coalville	Coalville	W	1991	2392	159	355	E	1722	2149	262	154
20822	Ibstock Road, S of St Marys Ln, Ravenstone	Coalville	N	3817	4530	467	383	S	3780	4521	333	473
20823	Ashby Road, E of The Moolands, Sinope	Coalville	E	8511	10691	954	813	W	9172	11370	836	1068
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	Coalville	E	9294	11408	936	918	W	9547	11663	868	1049
20835	Bardon Road, N of A511, Coalville (pro)	Coalville	N	8537	10719	818	1015	S	8191	10487	852	794
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	Coalville	N	4160	4961	544	404	S	3903	4723	305	529
20602	Leicester Road, Brick Kiln Hill, E of Hinckley	Hinckley	S	6172	7473	746	509	N	5619	6801	436	717
20604	Lutterworth Road, N of A5, Burbage, Hinckley	Hinckley	N	1308	1584	83	246	S	1232	1587	214	87
20605	Coventry Road, E of A5, Hinckley	Hinckley	E	5402	6554	553	493	W	5470	6563	524	520
20606	Dodwells Road, N of A5, Hinckley	Hinckley	N	7778	9836	680	713	S	8296	10394	763	770
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	Hinckley	W	6463	7895	803	674	E	6273	7815	544	814
20611	Wykin Road, W of Normandy Way, Hinckley	Hinckley	E	1491	1816	145	223	W	1551	1940	246	148
20612	Stoke Road, S of Normandy Way, Hinckley	Hinckley	S	3907	4626	399	433	N	3476	4120	362	351
20613	Ashby Road, S of A47, Hinckley	Hinckley	S	5762	6800	677	546	N	6081	7380	474	682
20620	Wolvey Road, N of A5, Burbage	Hinckley	N	1525	2122	102	252	S	915	1242	109	83
20621	Nutts Lane, N of A5, Hinckley	Hinckley	N	1676	1990	93	295	S	1546	1918	319	85
23910	Rugby Road, N of M69, Burbage, Hinckley	Hinckley	N	6218	7611	461	1055	S	6743	8355	1019	510
24070	Sapcote Road, W of M69, Burbage (pro)	Hinckley	W	4943	5954	460	537	E	4836	5815	477	457
20005	Ashby Road, E of M1, Loughborough (pro)	Loughborough	E	11345	13703	1575	1066	W	11085	13682	946	1280
20238	Derby Road, S of Hathern, Dishley, Loughboro (pro)	Loughborough	S	8255	9926	1133	556	N	8673	10445	1328	681
20241	Loughborough Road, Woodthorpe, Quorn (pro)	Loughborough	N	7545	9075	893	620	S	7409	8968	668	1000
21026	Nottingham Road, W of Barrow Rd, Cotes	Loughborough	W	5511	6387	776	461	E	5536	6498	422	820
22658	Epinal Way Ext, S of Woodthorpe Way, Quorn (pro)	Loughborough	W	10179	12386	1285	1042	E	10050	12305	935	1074
25058	Meadow Lane, N of Gordon Rd, Loughborough	Loughborough	S	2154	2456	387	140	N	2225	2558	148	341
25059	Woodhouse Lane, S of Nanpantan Rd, Loughborough	Loughborough	N	1236	1431	259	113	S	1267	1473	125	187

25123	Nanpantan Rd, W of Snells Nook Lane, Loughborough	Loughborough	E	3398	4015	356	492	W	3663	4229	582	442
21228	Leicester Road, N of Bill Crane, Lutterworth (pro)	Lutterworth	S	4868	6287	773	418	N	5782	7185	427	892
21229	Rugby Road, S of Riverside Rd, Lutterworth (pro)	Lutterworth	N	7772	9332	810	925	S	6926	8561	768	694
21406	Gilmorton Road, Lutterworth (pro)	Lutterworth	S	1475	1756	210	137	N	1447	1751	121	209
21407	Coventry Road, Lutterworth (pro)	Lutterworth	N	3040	3791	216	534	S	3015	3876	563	274
21408	Lutterworth Road, Bitteswell (pro)	Lutterworth	E	1998	2373	252	186	W	1917	2263	162	236
25136	Brookfield Way, W of Juniper Close, Lutterworth	Lutterworth	N	1754	2255	169	267	S	1820	2462	305	201
20233	Harborough Road, S of Gallowfield Rd, Lubenham	Market Harborough	S	4546	5394	542	425	N	4606	5517	425	520
21401	Farndon Road, S of Watson Av, Market Harborough	Market Harborough	N	1141	1320	120	122	S	1090	1295	87	127
21403	Lubenham Hill, E of Lubenham, Market Harborough	Market Harborough	E	4253	4991	483	508	W	4091	4967	474	433
21404	Rockingham Rd, W of A6, Market Harborough (Pro)	Market Harborough	W	5864	6790	756	633	E	6049	7066	547	874
21410	Burnmill Rd, N of Alvington Wy, Market Harborough	Market Harborough	SW	0	0	0	0	NE	0	0	0	0
21411	Great Bowden Road, N of Bowden Ridge, Mkt Harb	Market Harborough	S	0	0	0	0	N	0	0	0	0
21412	Braybrooke Road, Market Harborough	Market Harborough	NW	924	1080	111	103	SE	774	928	71	94
21752	Northampton Road, S of Sports Club Mkt Harb (pro)	Market Harborough	N	3232	3934	307	408	S	3141	3786	321	312
24393	Kettering Road, W of A6, Market Harborough	Market Harborough	W	2340	2760	283	276	E	2185	2622	223	236
22104	Melton Spinney Road, N of Thorpe Arnold (pro)	Melton Mowbray	S	858	985	100	104	N	849	971	60	91
22105	Scalford Road, N of Clark Drive, Melton (Pro)	Melton Mowbray	S	1101	1281	121	118	N	1049	1248	120	117
22106	Burton Road, Burton Lazars, Melton Mowbray	Melton Mowbray	N	4350	5277	502	435	S	4607	5462	457	500
22108	Nottingham Road, N of St Barts Way, Melton	Melton Mowbray	S	3753	4560	382	439	N	3789	4639	360	391
22208	Leicester Road, E of Kirby Bellars, Melton (pro)	Melton Mowbray	E	5926	7200	673	696	W	6410	7228	659	612
22209	Waltham Rd, N of Thorpe Arnold, Waltham	Melton Mowbray	S	2589	3109	264	259	N	2554	3051	255	269
22751	Main Rd, E of Asfordby Bypass, Asfordby	Melton Mowbray	E	4051	4944	397	456	W	4046	4937	393	419
23831	Saxby Road, E of Lag Lane, Melton Mowbray	Melton Mowbray	W	2025	2415	232	195	E	1983	2412	161	228
24652	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	Melton Mowbray	N	2044	2370	230	227	S	1895	2228	194	192
20211	Leicester Road, S of Grenfiell Rd, Oadby	Oadby&Wigston	SE	0	0	0	0	NW	0	0	0	0
20212	Stoughton Road, N of Manor Rd, Oadby	Oadby&Wigston	S	5330	6417	620	624	N	5661	6793	668	566
20213	St Thomas Road, E of Windsor Av, Glen Parva	Oadby&Wigston	E	5268	6632	409	466	W	5482	6977	396	600
20214	Saffron Road, N of Namur Rd, South Wigston	Oadby&Wigston	S	5987	7419	584	562	N	5701	7332	515	462
20215	Aylestone Lane, W of Shackerdale Rd, Wigston	Oadby&Wigston	SE	7098	8941	509	758	NW	7460	9307	820	630
20216	Welford Road, N of Baldwin Rd, Wigston	Oadby&Wigston	S	0	0	0	0	N	0	0	0	0
20217	Palmerstone Way, E of Link Rd, Oadby	Oadby&Wigston	E	10367	13135	785	1115	W	8829	11302	787	750
20218	Newton Lane, S of Glebe Fm, Wigston Harcourt	Oadby&Wigston	NW	3131	3740	400	331	SE	3064	3821	296	391
20219	Countesthorpe Road, N of Hospital Ln, Blaby	Oadby&Wigston	N	4002	4621	611	337	S	3701	4398	282	522
20247	London Road, south of Glen Gorse, Oadby	Oadby&Wigston	NW	0	0	0	0	SE	0	0	0	0
22527	Welford Road, Kilby	Oadby&Wigston	N	3446	3851	408	423	S	3111	3657	342	387
		No September Data Available										
		Synthesised										
		Factored Data										

TABLE A1: MARKET TOWN MONITORING SITES WITH TRAFFIC FLOWS FOR SEPTEMBER 2013

			Inbound				Outbound					
Site No	Site Title	Cordon	D	12H	24H	AM	PM	D	12H	24H	AM	PM
20779	Burton Road, S of Ingles Hill, Ashby-de-la-Zouch	Ashby	S	1619	1997	198	161	N	1586	1962	156	178
20783	Nottingham Rd, W of Woodcock Way, Ashby	Ashby	W	5614	6921	553	640	E	5884	7247	612	563
20832	Smisby Road, S of Bypass, Ashby de la Zouch	Ashby	S	2938	3713	364	370	N	2763	3482	282	352
20833	Moir Road, Ashby de la Zouch, Ashby Woulds	Ashby	E	2409	2919	373	232	W	2262	2791	202	298
20834	Willesley Lane, S of Measham Rd, Ashby (pro)	Ashby	E	914	1080	158	92	W	950	1175	87	136
20836	Ashby Road, Packington, Ashby-de-la-Zouch	Ashby	N	1099	1302	145	135	S	1139	1376	148	123
20837	Leicester Road, New Packington, Ashby-de-la-Zouch	Ashby	W	1716	2025	189	253	E	1653	1975	271	151
24131	Measham Road, N of A42, Ashby-de-la-Zouch	Ashby	N	2682	3250	295	325	S	2621	3255	310	288
20814	Station Hill, N of A511, Swannington, Coalville	Coalville	S	1617	1909	190	199	N	1542	1839	169	180
20815	Thornborough Road, N of A511, Coalville	Coalville	S	4736	5662	673	402	N	4743	5728	331	634
20816	Hermitage Road, NE of A511, Coalville	Coalville	SW	2722	3418	362	243	NE	2591	3206	157	346
20817	Broom Leys Road, E of A511, Coalville	Coalville	W	5476	6554	533	529	E	5409	6429	584	595
20818	Leicester Road, E of St Marys Ln, Coalville	Coalville	E	2069	2491	240	250	W	2146	2525	242	275
20819	Ashby Road, E of Ravenstone Rd, Coalville	Coalville	E	3400	4047	360	291	W	3206	3933	217	361
20820	Station Road, N of The Green, Hugglescote	Coalville	N	3326	3968	351	323	S	3300	4129	252	371
20821	Grange Road, W of Bardon Rd, Ellistown, Coalville	Coalville	W	1977	2372	179	348	E	1745	2156	257	157
20822	Ibstock Road, S of St Marys Ln, Ravenstone	Coalville	N	3378	4014	425	331	S	3444	4131	290	443
20823	Ashby Road, E of The Moolands, Sinope	Coalville	E	8523	10651	989	811	W	8986	11110	854	1051
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	Coalville	E	9434	11602	954	930	W	9583	11720	871	1071
20835	Bardon Road, N of A511, Coalville (pro)	Coalville	N	8940	11211	874	1089	S	8716	11166	963	865
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	Coalville	N	3832	4552	523	346	S	3717	4493	269	523
20602	Leicester Road, Brick Kiln Hill, E of Hinckley	Hinckley	S	5870	7012	774	516	N	5744	6874	450	731
20604	Lutterworth Road, N of A5, Burbage, Hinckley	Hinckley	N	1265	1544	72	237	S	1205	1580	223	80
20605	Coventry Road, E of A5, Hinckley	Hinckley	E	5318	6474	510	495	W	5317	6427	500	481
20606	Dodwells Road, N of A5, Hinckley	Hinckley	N	7232	9273	627	679	S	7866	9879	727	728
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	Hinckley	W	5736	7008	718	631	E	5606	7018	496	712
20611	Wykin Road, W of Normandy Way, Hinckley	Hinckley	E	1606	1966	142	243	W	1674	2077	250	151
20612	Stoke Road, S of Normandy Way, Hinckley	Hinckley	S	3616	4311	371	422	N	3356	4016	360	340
20613	Ashby Road, S of A47, Hinckley	Hinckley	S	5673	6763	654	533	N	5941	7251	445	647
20620	Wolvey Road, N of A5, Burbage	Hinckley	N	1460	1902	77	233	S	914	1226	103	60
20621	Nutts Lane, N of A5, Hinckley	Hinckley	N	1359	1610	73	243	S	1219	1504	246	62
23910	Rugby Road, N of M69, Burbage, Hinckley	Hinckley	N	6432	7892	508	1068	S	6830	8397	1112	538
24070	Sapcote Road, W of M69, Burbage (pro)	Hinckley	W	5441	6513	562	595	E	5307	6335	582	559
20005	Ashby Road, E of M1, Loughborough (pro)	Loughborough	E	11120	13399	1536	1035	W	10772	13282	944	1261
20238	Derby Road, S of Hathern, Dishley, Loughboro (pro)	Loughborough	S	8075	9597	1141	682	N	7758	9372	515	1070
20241	Loughborough Road, Woodthorpe, Quorn (pro)	Loughborough	N	7950	9511	916	650	S	7494	9031	625	1022
21026	Nottingham Road, W of Barrow Rd, Cotes	Loughborough	W	4158	4910	434	369	E	4275	5080	346	535
22658	Epinal Way Ext, S of Woodthorpe Way, Quorn (pro)	Loughborough	W	9682	11818	1305	987	E	9794	12028	912	1085
25058	Meadow Lane, N of Gordon Rd, Loughborough	Loughborough	S	3014	3353	697	189	N	2833	3227	179	475
25059	Woodhouse Lane, S of Nanpantan Rd, Loughborough	Loughborough	N	1234	1424	254	108	S	1296	1501	112	204

			Inbound					Outbound				
25123	Nanpantan Rd, W of Snells Nook Lane, Loughborough	Loughborough	E	3638	4214	564	409	W	3456	4089	381	476
21228	Leicester Road, N of Bill Crane, Lutterworth (pro)	Lutterworth	S	4758	6106	734	402	N	5533	6721	434	810
21229	Rugby Road, S of Riverside Rd, Lutterworth (pro)	Lutterworth	N	7476	8915	788	922	S	7040	8618	787	760
21406	Gilmorton Road, Lutterworth (pro)	Lutterworth	S	1373	1618	211	117	N	1349	1600	101	200
21407	Coventry Road, Lutterworth (pro)	Lutterworth	N	2936	3614	207	504	S	2862	3670	545	223
21408	Lutterworth Road, Bitteswell (pro)	Lutterworth	E	2055	2428	284	186	W	1919	2258	171	240
25136	Brookfield Way, W of Juniper Close, Lutterworth	Lutterworth	N	1684	2116	166	243	S	1769	2364	312	183
20233	Harborough Road, S of Gallowfield Rd, Lubenham	Market Harborough	S	4344	5163	498	432	N	4566	5417	445	511
21401	Farndon Road, S of Watson Av, Market Harborough	Market Harborough	N	1182	1353	136	118	S	1133	1327	93	131
21403	Lubenham Hill, E of Lubenham, Market Harborough	Market Harborough	E	4092	4773	456	496	W	3797	4513	425	393
21404	Rockingham Rd, W of A6, Market Harborough (Pro)	Market Harborough	W	5360	6216	679	573	E	5595	6515	517	800
21410	Burnmill Rd, N of Alvington Wy, Market Harborough	Market Harborough	SW	856	983	127	112	NE	784	906	102	74
21411	Great Bowden Road, N of Bowden Ridge, Harboro	Market Harborough	S	0	0	0	0	N	0	0	0	0
21412	Braybrooke Road, Market Harborough	Market Harborough	NW	951	1110	133	99	SE	985	1164	89	144
21752	Northampton Road, S of Sports Club Mkt Harb (pro)	Market Harborough	N	3030	3581	293	361	S	3012	3595	306	296
24393	Kettering Road, W of A6, Market Harborough	Market Harborough	W	2125	2518	262	257	E	1949	2339	194	230
22104	Melton Spinney Road, N of Thorpe Arnold (pro)	Melton Mowbray	S	844	964	87	120	N	847	970	55	92
22105	Scaford Road, N of Clark Drive, Melton (Pro)	Melton Mowbray	S	1074	1247	110	111	N	1005	1189	110	115
22106	Burton Road, Burton Lazars, Melton Mowbray	Melton Mowbray	N	4385	5267	506	435	S	4523	5372	442	483
22108	Nottingham Road, N of St Barts Way, Melton	Melton Mowbray	S	3684	4416	364	433	N	3705	4525	349	372
22208	Leicester Road, E of Kirby Bellars, Melton (pro)	Melton Mowbray	E	5975	7318	668	718	W	6307	7661	650	615
22209	Waltham Rd, N of Thorpe Arnold, Waltham	Melton Mowbray	S	2870	3459	285	293	N	2838	3380	283	286
22751	Main Rd, E of Asfordby Bypass, Asfordby	Melton Mowbray	E	4212	5100	442	465	W	4107	4986	422	411
23831	Saxby Road, E of Lag Lane, Melton Mowbray	Melton Mowbray	W	1938	2313	211	194	E	1805	2197	150	198
24652	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	Melton Mowbray	N	1863	2195	206	203	S	1783	2103	187	179
20211	Leicester Road, S of Grenfiell Rd, Oadby	Oadby&Wigston	SE	0	0	0	0	NW	0	0	0	0
20212	Stoughton Road, N of Manor Rd, Oadby	Oadby&Wigston	S	5317	6396	641	635	N	5519	6621	645	590
20213	St Thomas Road, E of Windsor Av, Glen Parva	Oadby&Wigston	E	5378	6696	493	485	W	5341	6746	396	585
20214	Saffron Road, N of Namur Rd, South Wigston	Oadby&Wigston	S	5489	7100	430	512	N	6609	8255	574	654
20215	Aylestone Lane, W of Shackerdale Rd, Wigston	Oadby&Wigston	SE	7041	8848	514	744	NW	7590	9472	838	663
20216	Welford Road, N of Baldwin Rd, Wigston	Oadby&Wigston	S	0	0	0	0	N	0	0	0	0
20217	Palmerstone Way, E of Link Rd, Oadby	Oadby&Wigston	E	10738	13572	864	1185	W	9325	11769	920	833
20218	Newton Lane, S of Glebe Fm, Wigston Harcourt	Oadby&Wigston	NW	2783	3306	362	295	SE	2769	3411	244	356
20219	Countesthorpe Road, N of Hospital Ln, Blaby	Oadby&Wigston	N	3645	4239	589	326	S	3198	3821	247	477
20247	London Road, south of Glen Gorse, Oadby	Oadby&Wigston	NW	8960	10719	1109	927	SE	8827	10881	1066	1003
22527	Welford Road, Kilby	Oadby&Wigston	N	3710	4216	488	440	S	3384	3981	385	438
		No September Data Available										
		Synthesised										
		Factored Data										

TABLE A2: MARKET TOWN MONITORING SITES WITH TRAFFIC FLOWS FOR SEPTEMBER 2011

Site No	Site Title	Cordon	D	Inbound				D	Outbound			
				12H	24H	AM	PM		12H	24H	AM	PM
20779	Burton Road, S of Ingles Hill, Ashby-de-la-Zouch	Ashby	S	-0.93%	-1.30%	-18.18%	11.18%	N	3.03%	1.43%	34.62%	-11.24%
20783	Nottingham Rd, W of Woodcock Way, Ashby	Ashby	W	2.57%	2.70%	-2.71%	-1.41%	E	2.89%	2.54%	-2.78%	3.20%
20832	Smisby Road, S of Bypass, Ashby de la Zouch	Ashby	S	1.91%	1.70%	9.89%	3.51%	N	0.76%	0.89%	-3.90%	3.13%
20833	Moir Road, Ashby de la Zouch, Ashby Woulds	Ashby	E	0.33%	0.48%	-9.38%	-2.59%	W	0.44%	-0.04%	0.00%	-5.70%
20834	Willesley Lane, S of Measham Rd, Ashby (pro)	Ashby	E	-2.74%	-2.50%	-13.92%	-6.52%	W	2.53%	-0.68%	2.30%	-0.74%
20836	Ashby Road, Packington, Ashby-de-la-Zouch	Ashby	N	8.83%	7.83%	10.34%	11.11%	S	5.79%	6.18%	12.16%	8.13%
20837	Leicester Road, New Packington, Ashby-de-la-Zouch	Ashby	W	5.19%	3.65%	12.17%	7.51%	E	6.35%	5.97%	-0.74%	17.88%
24131	Measham Road, N of A42, Ashby-de-la-Zouch	Ashby	N	2.50%	1.20%	5.76%	1.85%	S	0.72%	0.22%	-1.61%	0.69%
20814	Station Hill, N of A511, Swannington, Coalville	Coalville	S	5.63%	6.71%	4.74%	13.07%	N	2.27%	1.96%	13.61%	7.22%
20815	Thornborough Road, N of A511, Coalville	Coalville	S	-4.01%	-3.60%	-4.75%	-1.74%	N	-2.30%	-2.51%	2.42%	-1.26%
20816	Hermitage Road, NE of A511, Coalville	Coalville	SW	1.47%	0.29%	5.52%	-0.82%	NE	0.93%	-0.34%	12.74%	-1.16%
20817	Broom Leys Road, E of A511, Coalville	Coalville	W	1.08%	0.49%	-2.44%	1.13%	E	2.74%	1.96%	-1.88%	2.35%
20818	Leicester Road, E of St Marys Ln, Coalville	Coalville	E	5.22%	4.90%	-1.25%	9.60%	W	4.01%	4.28%	-0.41%	7.64%
20819	Ashby Road, E of Ravenstone Rd, Coalville	Coalville	E	-0.79%	0.40%	0.28%	1.03%	W	2.12%	1.75%	15.21%	4.43%
20820	Station Road, N of The Green, Hugglescote	Coalville	N	-0.81%	-0.71%	5.41%	-0.62%	S	-0.39%	0.05%	0.00%	0.00%
20821	Grange Road, W of Bardon Rd, Ellistown, Coalville	Coalville	W	0.71%	0.84%	-11.17%	2.01%	E	-1.32%	-0.32%	1.95%	-1.91%
20822	Ibstock Road, S of St Marys Ln, Ravenstone	Coalville	N	13.00%	12.86%	9.88%	15.71%	S	9.76%	9.44%	14.83%	6.77%
20823	Ashby Road, E of The Moolands, Sinope	Coalville	E	-0.14%	0.38%	-3.54%	0.25%	W	2.07%	2.34%	-2.11%	1.62%
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	Coalville	E	-1.48%	-1.67%	-1.89%	-1.29%	W	-0.38%	-0.49%	-0.34%	-2.05%
20835	Bardon Road, N of A511, Coalville (pro)	Coalville	N	-4.51%	-4.39%	-6.41%	-6.80%	S	-6.02%	-6.08%	-11.53%	-8.21%
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	Coalville	N	8.56%	8.99%	4.02%	16.76%	S	5.00%	5.12%	13.38%	1.15%
20602	Leicester Road, Brick Kiln Hill, E of Hinckley	Hinckley	S	5.14%	6.57%	-3.62%	-1.36%	N	-2.18%	-1.06%	-3.11%	-1.92%
20604	Lutterworth Road, N of A5, Burbage, Hinckley	Hinckley	N	3.40%	2.59%	15.28%	3.80%	S	2.24%	0.44%	-4.04%	8.75%
20605	Coventry Road, E of A5, Hinckley	Hinckley	E	1.58%	1.24%	8.43%	-0.40%	W	2.88%	2.12%	4.80%	8.11%
20606	Dodwells Road, N of A5, Hinckley	Hinckley	N	7.55%	6.07%	8.45%	5.01%	S	5.47%	5.21%	4.95%	5.77%
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	Hinckley	W	12.67%	12.66%	11.84%	6.81%	E	11.90%	11.36%	9.68%	14.33%
20611	Wykin Road, W of Normandy Way, Hinckley	Hinckley	E	-7.16%	-7.63%	2.11%	-8.23%	W	-7.35%	-6.60%	-1.60%	-1.99%
20612	Stoke Road, S of Normandy Way, Hinckley	Hinckley	S	8.05%	7.31%	7.55%	2.61%	N	3.58%	2.59%	0.56%	3.24%
20613	Ashby Road, S of A47, Hinckley	Hinckley	S	1.57%	0.55%	3.52%	2.44%	N	2.36%	1.78%	6.52%	5.41%
20620	Wolvey Road, N of A5, Burbage	Hinckley	N	4.45%	11.57%	32.47%	8.15%	S	0.11%	1.31%	5.83%	38.33%
20621	Nutts Lane, N of A5, Hinckley	Hinckley	N	23.33%	23.60%	27.40%	21.40%	S	26.83%	27.53%	29.67%	37.10%
23910	Rugby Road, N of M69, Burbage, Hinckley	Hinckley	N	-3.33%	-3.56%	-9.25%	-1.22%	S	-1.27%	-0.50%	-8.36%	-5.20%
24070	Sapcote Road, W of M69, Burbage (pro)	Hinckley	W	-9.15%	-8.58%	-18.15%	-9.75%	E	-8.88%	-8.21%	-18.04%	-18.25%
20005	Ashby Road, E of M1, Loughborough (pro)	Loughborough	E	2.02%	2.27%	2.54%	3.00%	W	2.91%	3.01%	0.21%	1.51%
20238	Derby Road, S of Hathern, Dishley, Loughboro (pro)	Loughborough	S	2.23%	3.43%	-0.70%	-18.48%	N	11.79%	11.45%	157.86%	-36.36%
20241	Loughborough Road, Woodthorpe, Quorn (pro)	Loughborough	N	-5.09%	-4.58%	-2.51%	-4.62%	S	-1.13%	-0.70%	6.88%	-2.15%
21026	Nottingham Road, W of Barrow Rd, Cotes	Loughborough	W	32.54%	30.08%	78.80%	24.93%	E	29.50%	27.91%	21.97%	53.27%
22658	Epinal Way Ext, S of Woodthorpe Way, Quorn (pro)	Loughborough	W	5.13%	4.81%	-1.53%	5.57%	E	2.61%	2.30%	2.52%	-1.01%
25058	Meadow Lane, N of Gordon Rd, Loughborough	Loughborough	S	-28.53%	-26.75%	-44.48%	-25.93%	N	-21.46%	-20.73%	-17.32%	-28.21%
25059	Woodhouse Lane, S of Nanpantan Rd, Loughborough	Loughborough	N	0.16%	0.49%	1.97%	4.63%	S	-2.24%	-1.87%	11.61%	-8.33%

25123	Nanpantan Rd, W of Snells Nook Lane, Loughborough	Loughborough	E	-6.60%	-4.72%	-36.88%	20.29%	W	5.99%	3.42%	52.76%	-7.14%
21228	Leicester Road, N of Bill Crane, Lutterworth (pro)	Lutterworth	S	2.31%	2.96%	5.31%	3.98%	N	4.50%	6.90%	-1.61%	10.12%
21229	Rugby Road, S of Riverside Rd, Lutterworth (pro)	Lutterworth	N	3.96%	4.68%	2.79%	0.33%	S	-1.62%	-0.66%	-2.41%	-8.68%
21406	Gilmorton Road, Lutterworth (pro)	Lutterworth	S	7.43%	8.53%	-0.47%	17.09%	N	7.26%	9.44%	19.80%	4.50%
21407	Coventry Road, Lutterworth (pro)	Lutterworth	N	3.54%	4.90%	4.35%	5.95%	S	5.35%	5.61%	3.30%	22.87%
21408	Lutterworth Road, Bitteswell (pro)	Lutterworth	E	-2.77%	-2.27%	-11.27%	0.00%	W	-0.10%	0.22%	-5.26%	-1.67%
25136	Brookfield Way, W of Juniper Close, Lutterworth	Lutterworth	N	4.16%	6.57%	1.81%	9.88%	S	2.88%	4.15%	-2.24%	9.84%
20233	Harborough Road, S of Gallowfield Rd, Lubenham	Market Harborough	S	4.65%	4.47%	8.84%	-1.62%	N	0.88%	1.85%	-4.49%	1.76%
21401	Farndon Road, S of Watson Av, Market Harborough	Market Harborough	N	-3.47%	-2.44%	-11.76%	3.39%	S	-3.80%	-2.41%	-6.45%	-3.05%
21403	Lubenham Hill, E of Lubenham, Market Harborough	Market Harborough	E	3.93%	4.57%	5.92%	2.42%	W	7.74%	10.06%	11.53%	10.18%
21404	Rockingham Rd, W of A6, Market Harborough (Pro)	Market Harborough	W	9.40%	9.23%	11.34%	10.47%	E	8.11%	8.46%	5.80%	9.25%
21410	Burnmill Rd, N of Alvington Wy, Market Harborough	Market Harborough										
21411	Great Bowden Road, N of Bowden Ridge, Mkt Harb	Market Harborough										
21412	Braybrooke Road, Market Harborough	Market Harborough	NW	-2.84%	-2.70%	-16.54%	4.04%	SE	-21.42%	-20.27%	-20.22%	-34.72%
21752	Northampton Road, S of Sports Club Mkt Harb (pro)	Market Harborough	N	6.67%	9.86%	4.78%	13.02%	S	4.28%	5.31%	4.90%	5.41%
24393	Kettering Road, W of A6, Market Harborough	Market Harborough	W	10.12%	9.61%	8.02%	7.39%	E	12.11%	12.10%	14.95%	2.61%
22104	Melton Spinney Road, N of Thorpe Arnold (pro)	Melton Mowbray	S	1.66%	2.18%	14.94%	-13.33%	N	0.24%	0.10%	9.09%	-1.09%
22105	Scalford Road, N of Clark Drive, Melton (Pro)	Melton Mowbray	S	2.51%	2.73%	10.00%	6.31%	N	4.38%	4.96%	9.09%	1.74%
22106	Burton Road, Burton Lazars, Melton Mowbray	Melton Mowbray	N	-0.80%	0.19%	-0.79%	0.00%	S	1.86%	1.68%	3.39%	3.52%
22108	Nottingham Road, N of St Barts Way, Melton	Melton Mowbray	S	1.87%	3.26%	4.95%	1.39%	N	2.27%	2.52%	3.15%	5.11%
22208	Leicester Road, E of Kirby Bellars, Melton (pro)	Melton Mowbray	E	-0.82%	-1.61%	0.75%	-3.06%	W	1.63%	-5.65%	1.38%	-0.49%
22209	Waltham Rd, N of Thorpe Arnold, Waltham	Melton Mowbray	S	-9.79%	-10.12%	-7.37%	-11.60%	N	-10.01%	-9.73%	-9.89%	-5.94%
22751	Main Rd, E of Asfordby Bypass, Asfordby	Melton Mowbray	E	-3.82%	-3.06%	-10.18%	-1.94%	W	-1.49%	-0.98%	-6.87%	1.95%
23831	Saxby Road, E of Lag Lane, Melton Mowbray	Melton Mowbray	W	4.49%	4.41%	9.95%	0.52%	E	9.86%	9.79%	7.33%	15.15%
24652	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	Melton Mowbray	N	9.72%	7.97%	11.65%	11.82%	S	6.28%	5.94%	3.74%	7.26%
20211	Leicester Road, S of Grenfiell Rd, Oadby	Oadby&Wigston	SE									
20212	Stoughton Road, N of Manor Rd, Oadby	Oadby&Wigston	S	0.24%	0.33%	-3.28%	-1.73%	N	2.57%	2.60%	3.57%	-4.07%
20213	St Thomas Road, E of Windsor Av, Glen Parva	Oadby&Wigston	E	-2.05%	-0.96%	-17.04%	-3.92%	W	2.64%	3.42%	0.00%	2.56%
20214	Saffron Road, N of Namur Rd, South Wigston	Oadby&Wigston	S	9.07%	4.49%	35.81%	9.77%	N	-13.74%	-11.18%	-10.28%	-29.36%
20215	Aylestone Lane, W of Shackerdale Rd, Wigston	Oadby&Wigston	SE	0.81%	1.05%	-0.97%	1.88%	NW	-1.71%	-1.74%	-2.15%	-4.98%
20216	Welford Road, N of Baldwin Rd, Wigston	Oadby&Wigston	S									
20217	Palmerstone Way, E of Link Rd, Oadby	Oadby&Wigston	E	-3.46%	-3.22%	-9.14%	-5.91%	W	-5.32%	-3.97%	-14.46%	-9.96%
20218	Newton Lane, S of Glebe Fm, Wigston Harcourt	Oadby&Wigston	NW	12.50%	13.13%	10.50%	12.20%	SE	10.65%	12.02%	21.31%	9.83%
20219	Countesthorpe Road, N of Hospital Ln, Blaby	Oadby&Wigston	N	9.79%	9.01%	3.74%	3.37%	S	15.73%	15.10%	14.17%	9.43%
20247	London Road, south of Glen Gorse, Oadby	Oadby&Wigston	O									
22527	Welford Road, Kilby	Oadby&Wigston	N	-7.12%	-8.66%	-16.39%	-3.86%	S	-8.07%	-8.14%	-11.17%	-11.64%
		No September Data Available										
		Synthesised										
		Factored Data										

TABLE A3: MARKET TOWN MONITORING SITES WITH PERCENTAGE GROWTH BETWEEN 2011 AND 2013

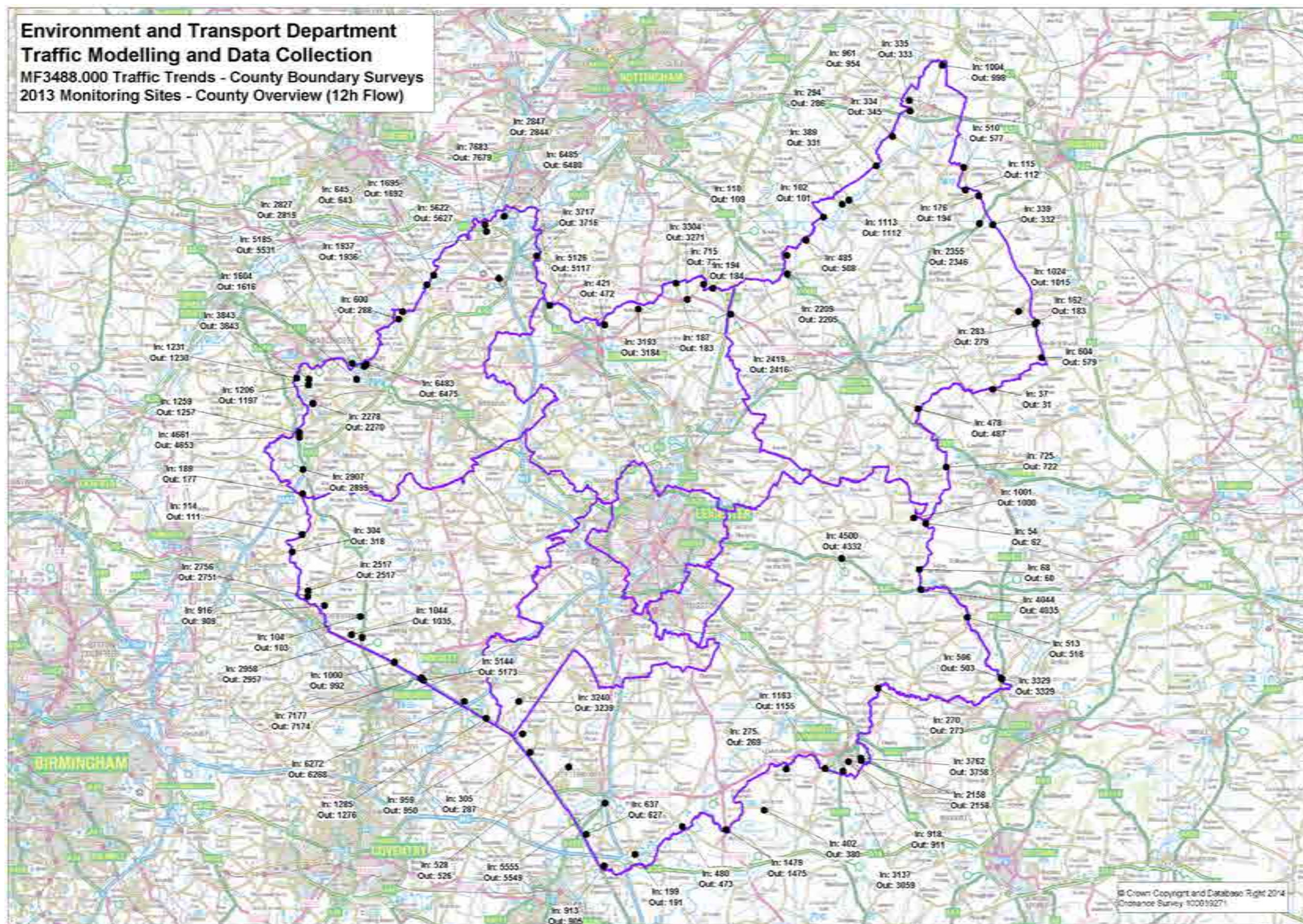


FIGURE A17: LCC COUNTY BOUNDARY MONITORING SITES AND FLOWS - 12 HOUR FLOWS (07:00 - 19:00)





			CAR			LGV			HGV			PSV			M/C		
SiteNo	Location	Cordon	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H
20779	Burton Road, S of Ingles Hill, Ashby-de-la-Zouch	Ashby	91.57%	94.73%	92.45%	5.78%	3.67%	5.04%	1.56%	0.43%	1.08%	0.96%	0.54%	0.83%	0.14%	0.63%	0.60%
20783	Nottingham Rd, W of Woodcock Way, Ashby	Ashby															
20832	Smisby Road, S of Bypass, Ashby de la Zouch	Ashby	84.23%	92.05%	82.13%	8.51%	5.52%	7.02%	6.86%	1.46%	10.03%	0.02%	0.15%	0.02%	0.37%	0.82%	0.80%
20833	Moira Road, Ashby de la Zouch, Ashby Woulds	Ashby	87.51%	93.22%	89.67%	8.74%	4.99%	7.09%	0.81%	0.33%	0.96%	2.41%	0.74%	1.27%	0.54%	0.71%	1.01%
20834	Willesley Lane, S of Measham Rd, Ashby (pro)	Ashby	91.48%	94.54%	91.16%	5.41%	4.05%	5.68%	0.53%	0.38%	1.00%	0.48%	0.00%	0.09%	2.10%	1.03%	2.07%
20836	Ashby Road, Packington, Ashby-de-la-Zouch	Ashby	92.76%	96.07%	93.57%	5.61%	3.24%	4.90%	0.55%	0.16%	0.79%	0.84%	0.14%	0.28%	0.24%	0.39%	0.46%
20837	Leicester Road, New Packington, Ashby-de-la-Zouch	Ashby	88.69%	92.55%	87.49%	6.69%	5.43%	8.19%	1.59%	0.33%	1.75%	2.44%	0.58%	1.13%	0.59%	1.11%	1.44%
24131	Measham Road, N of A42, Ashby-de-la-Zouch	Ashby	91.11%	94.39%	90.56%	6.60%	4.27%	6.89%	1.13%	0.40%	1.20%	0.69%	0.32%	0.47%	0.47%	0.62%	0.89%
	Ashby Average		89.62%	93.94%	89.58%	6.76%	4.45%	6.40%	1.86%	0.50%	2.40%	1.12%	0.35%	0.58%	0.64%	0.76%	1.04%
20814	Station Hill, N of A511, Swannington, Coalville	Coalville	86.60%	89.72%	85.48%	10.74%	8.04%	10.36%	1.38%	0.32%	1.47%	0.63%	0.49%	1.00%	0.65%	1.42%	1.68%
20815	Thornborough Road, N of A511, Coalville	Coalville	90.38%	93.08%	89.96%	7.44%	5.58%	7.81%	0.99%	0.31%	1.01%	0.57%	0.22%	0.41%	0.62%	0.82%	0.81%
20816	Hermitage Road, NE of A511, Coalville	Coalville	91.57%	93.84%	91.22%	5.92%	4.39%	5.62%	0.79%	0.32%	0.88%	0.47%	0.68%	0.83%	1.24%	0.77%	1.45%
20817	Broom Leys Road, E of A511, Coalville	Coalville	90.78%	93.95%	91.37%	6.95%	5.22%	6.91%	0.72%	0.23%	0.71%	1.21%	0.14%	0.35%	0.34%	0.45%	0.66%
20818	Leicester Road, E of St Marys Ln, Coalville	Coalville	88.86%	92.35%	88.58%	8.63%	5.84%	8.84%	0.94%	0.67%	1.19%	1.03%	0.10%	0.53%	0.54%	1.02%	0.86%
20819	Ashby Road, E of Ravenstone Rd, Coalville	Coalville	84.41%	90.44%	85.18%	9.86%	6.06%	8.51%	3.45%	1.21%	3.44%	1.13%	0.67%	0.85%	1.15%	1.61%	2.02%
20820	Station Road, N of The Green, Hugglescote	Coalville	84.90%	92.11%	88.26%	10.73%	5.41%	7.87%	1.11%	0.47%	1.22%	2.76%	0.97%	1.54%	0.49%	1.04%	1.11%
20821	Grange Road, W of Bardon Rd, Ellistown, Coalville	Coalville	93.59%	96.33%	92.48%	4.45%	2.52%	4.96%	1.61%	0.89%	2.10%	0.03%	0.01%	0.05%	0.32%	0.25%	0.41%
20822	Ibstock Road, S of St Marys Ln, Ravenstone	Coalville	87.64%	92.33%	86.89%	7.45%	5.61%	7.88%	3.66%	0.96%	3.79%	0.77%	0.01%	0.23%	0.48%	1.09%	1.20%
20823	Ashby Road, E of The Moolands, Sinope	Coalville	78.47%	87.07%	76.11%	10.39%	7.03%	10.61%	10.33%	5.10%	12.26%	0.47%	0.10%	0.28%	0.34%	0.69%	0.73%
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	Coalville	85.16%	92.39%	84.05%	5.70%	3.06%	5.31%	8.63%	4.21%	10.08%	0.29%	0.02%	0.12%	0.23%	0.32%	0.44%
20835	Bardon Road, N of A511, Coalville (pro)	Coalville	82.74%	90.08%	80.13%	6.37%	3.80%	6.67%	10.00%	5.15%	12.10%	0.47%	0.27%	0.44%	0.42%	0.70%	0.66%
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	Coalville	90.70%	94.70%	89.94%	5.09%	3.42%	5.38%	3.66%	0.98%	3.70%	0.20%	0.02%	0.23%	0.36%	0.88%	0.75%
	Coalville Average		87.37%	92.18%	86.90%	7.67%	5.08%	7.44%	3.64%	1.60%	4.15%	0.77%	0.28%	0.53%	0.55%	0.85%	0.98%
20602	Leicester Road, Brick Kiln Hill, E of Hinckley	Hinckley															
20604	Lutterworth Road, N of A5, Burbage, Hinckley	Hinckley	88.55%	90.95%	86.62%	8.40%	5.62%	8.40%	2.21%	1.91%	3.43%	0.18%	0.09%	0.14%	0.66%	1.42%	1.41%
20605	Coventry Road, E of A5, Hinckley	Hinckley															
20606	Dodwells Road, N of A5, Hinckley	Hinckley	79.47%	89.04%	79.82%	10.79%	5.58%	9.42%	8.92%	4.15%	9.64%	0.07%	0.07%	0.12%	0.75%	1.17%	1.00%
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	Hinckley	84.96%	90.02%	85.53%	8.90%	6.92%	8.68%	5.09%	1.87%	4.71%	0.22%	0.04%	0.11%	0.83%	1.15%	0.97%
20611	Wykin Road, W of Normandy Way, Hinckley	Hinckley	89.44%	91.83%	89.60%	8.63%	6.23%	8.07%	0.62%	0.23%	0.86%	0.03%	0.11%	0.03%	1.29%	1.61%	1.43%
20612	Stoke Road, S of Normandy Way, Hinckley	Hinckley	91.49%	94.25%	91.37%	6.59%	4.57%	6.64%	1.14%	0.33%	0.99%	0.26%	0.01%	0.13%	0.52%	0.84%	0.88%
20613	Ashby Road, S of A47, Hinckley	Hinckley	88.44%	92.55%	89.55%	8.21%	5.23%	6.91%	1.94%	0.78%	1.82%	1.00%	0.92%	1.08%	0.42%	0.52%	0.64%
23910	Rugby Road, N of M69, Burbage, Hinckley	Hinckley	89.88%	92.39%	88.56%	6.95%	5.75%	7.93%	2.49%	0.79%	2.62%	0.20%	0.25%	0.22%	0.48%	0.82%	0.67%

24070	Sapcote Road, W of M69, Burbage (pro)	Hinckley	90.49%	94.92%	91.33%	6.68%	3.57%	5.77%	2.11%	0.74%	2.11%	0.29%	0.07%	0.20%	0.44%	0.71%	0.58%
	Hinckley Average		87.84%	91.99%	87.80%	8.14%	5.43%	7.73%	3.07%	1.35%	3.27%	0.28%	0.20%	0.25%	0.67%	1.03%	0.95%
20005	Ashby Road, E of M1, Loughborough (pro)	Loughbourough	85.90%	90.95%	83.75%	8.45%	6.08%	9.61%	4.37%	1.80%	5.28%	1.01%	0.78%	0.87%	0.27%	0.38%	0.50%
20238	Derby Road, S of Hathern, Dishley, Loughboro (pro)	Loughbourough															
20241	Loughborough Road, Woodthorpe, Quorn (pro)	Loughbourough	84.82%	91.52%	84.63%	8.94%	4.81%	8.51%	3.69%	1.19%	3.96%	1.99%	1.68%	2.03%	0.56%	0.80%	0.87%
21026	Nottingham Road, W of Barrow Rd, Cotes	Loughbourough															
22658	Epinal Way Ext, S of Woodthorpe Way, Quorn (pro)	Loughbourough	89.42%	93.79%	88.98%	7.11%	4.82%	7.38%	2.73%	0.68%	2.86%	0.28%	0.07%	0.16%	0.46%	0.64%	0.62%
25058	Meadow Lane, N of Gordon Rd, Loughborough	Loughbourough															
25059	Woodhouse Lane, S of Nanpantan Rd, Loughborough	Loughbourough															
25123	Nanpantan Rd, W of Snells Nook Lane, Loughborough	Loughbourough															
	Loughborough Average		86.71%	92.09%	85.79%	8.17%	5.24%	8.50%	3.60%	1.22%	4.03%	1.09%	0.84%	1.02%	0.43%	0.61%	0.66%
21228	Leicester Road, N of Bill Crane, Lutterworth (pro)	Lutterworth	69.77%	78.68%	71.13%	22.15%	18.72%	21.86%	6.02%	1.91%	5.88%	1.49%	0.37%	0.68%	0.57%	0.32%	0.44%
21229	Rugby Road, S of Riverside Rd, Lutterworth (pro)	Lutterworth	81.71%	88.48%	81.07%	8.85%	6.51%	9.55%	8.86%	4.46%	8.61%	0.33%	0.19%	0.25%	0.25%	0.37%	0.52%
21406	Gilmorton Road, Lutterworth (pro)	Lutterworth	90.35%	93.60%	89.88%	5.52%	4.99%	6.96%	3.30%	1.16%	2.76%	0.32%	0.08%	0.11%	0.51%	0.17%	0.29%
21407	Coventry Road, Lutterworth (pro)	Lutterworth	91.92%	94.49%	91.63%	5.76%	4.01%	5.99%	1.40%	0.50%	1.14%	0.38%	0.14%	0.25%	0.54%	0.85%	0.99%
21408	Lutterworth Road, Bitteswell (pro)	Lutterworth	90.43%	93.15%	90.40%	6.89%	5.36%	6.84%	1.29%	0.49%	1.40%	0.89%	0.37%	0.61%	0.49%	0.63%	0.76%
25136	Brookfield Way, W of Juniper Close, Lutterworth	Lutterworth	92.40%	94.60%	92.81%	4.33%	4.09%	4.88%	1.26%	0.41%	1.02%	1.44%	0.04%	0.38%	0.57%	0.85%	0.90%
	Lutterworth Average		86.10%	90.50%	86.15%	8.92%	7.28%	9.35%	3.69%	1.49%	3.47%	0.81%	0.20%	0.38%	0.49%	0.53%	0.65%
20233	Harborough Road, S of Gallowfield Rd, Lubenham	Market Harborough															
21403	Lubenham Hill, E of Lubenham, Market Harborough	Market Harborough															
21404	Rockingham Rd, W of A6, Market Harborough (Pro)	Market Harborough															
21752	Northampton Road, S of Sports Club Mkt Harb (pro)	Market Harborough	90.76%	93.93%	89.83%	5.59%	4.25%	6.11%	3.13%	1.10%	3.07%	0.21%	0.14%	0.47%	0.31%	0.58%	0.52%
24393	Kettering Road, W of A6, Market Harborough	Market Harborough															
	Market Harborough Average		90.76%	93.93%	89.83%	5.59%	4.25%	6.11%	3.13%	1.10%	3.07%	0.21%	0.14%	0.47%	0.31%	0.58%	0.52%
22104	Melton Spinney Road, N of Thorpe Arnold (pro)	Melton Mowbray	90.49%	94.27%	90.63%	6.68%	3.07%	5.27%	2.00%	1.35%	2.92%	0.25%	0.21%	0.62%	0.58%	1.11%	0.56%
22105	Scalford Road, N of Clark Drive, Melton (Pro)	Melton Mowbray	91.52%	92.96%	90.84%	4.72%	4.27%	5.44%	2.46%	1.42%	2.40%	0.96%	0.85%	0.78%	0.34%	0.49%	0.54%
22106	Burton Road, Burton Lazars, Melton Mowbray	Melton Mowbray															
22108	Nottingham Road, N of St Barts Way, Melton	Melton Mowbray															
22208	Leicester Road, E of Kirby Bellars, Melton (pro)	Melton Mowbray															
22209	Waltham Rd, N of Thorpe Arnold, Waltham	Melton Mowbray															

22751	Main Rd, E of Asfordby Bypass, Asfordby	Melton Mowbray															
23831	Saxby Road, E of Lag Lane, Melton Mowbray	Melton Mowbray															
24652	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	Melton Mowbray	82.92%	89.36%	82.91%	11.78%	7.19%	10.49%	4.23%	1.94%	4.46%	0.68%	0.20%	0.45%	0.40%	1.32%	1.68%
	Melton Mowbray Average		88.31%	92.20%	88.13%	7.73%	4.84%	7.07%	2.90%	1.57%	3.26%	0.63%	0.42%	0.62%	0.44%	0.97%	0.93%
				ATC unit not profiler or DATA N/A													

TABLE A4: MODAL SHARE AT COUNTY CORDON MONITORING SITES 2013

2013	CAR			LGV			HGV			PSV			M/C		
	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H
Ashby	89.62%	93.94%	89.58%	6.76%	4.45%	6.40%	1.86%	0.50%	2.40%	1.12%	0.35%	0.58%	0.64%	0.76%	1.04%
Coalville	87.37%	92.18%	86.90%	7.67%	5.08%	7.44%	3.64%	1.60%	4.15%	0.77%	0.28%	0.53%	0.55%	0.85%	0.98%
Hinckley	87.84%	91.99%	87.80%	8.14%	5.43%	7.73%	3.07%	1.35%	3.27%	0.28%	0.20%	0.25%	0.67%	1.03%	0.95%
Loughborough	86.71%	92.09%	85.79%	8.17%	5.24%	8.50%	3.60%	1.22%	4.03%	1.09%	0.84%	1.02%	0.43%	0.61%	0.66%
Lutterworth	86.10%	90.50%	86.15%	8.92%	7.28%	9.35%	3.69%	1.49%	3.47%	0.81%	0.20%	0.38%	0.49%	0.53%	0.65%
Market Harborough	90.76%	93.93%	89.83%	5.59%	4.25%	6.11%	3.13%	1.10%	3.07%	0.21%	0.14%	0.47%	0.31%	0.58%	0.52%
Melton Mowbray	88.31%	92.20%	88.13%	7.73%	4.84%	7.07%	2.90%	1.57%	3.26%	0.63%	0.42%	0.62%	0.44%	0.97%	0.93%

TABLE A5: MODAL SHARE AT COUNTY CORDON MONITORING SITES 2013 - CORDON TOTALS (%)

			CAR			LGV			HGV			PSV			M/C		
SiteNo	Location	Cordon	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H
20779	Burton Road, S of Ingles Hill, Ashby-de-la-Zouch	Ashby															
20783	Nottingham Rd, W of Woodcock Way, Ashby	Ashby															
20832	Smisby Road, S of Bypass, Ashby de la Zouch	Ashby	85.13%	90.24%	81.53%	8.47%	5.03%	7.31%	5.79%	3.15%	9.86%	0.02%	0.03%	0.03%	0.59%	1.55%	1.26%
20833	Moira Road, Ashby de la Zouch, Ashby Woulds	Ashby	88.47%	93.84%	90.35%	8.03%	4.70%	6.33%	0.87%	0.18%	0.90%	2.06%	0.75%	1.42%	0.57%	0.53%	1.00%
20834	Willesley Lane, S of Measham Rd, Ashby (pro)	Ashby	92.08%	94.40%	91.08%	5.01%	4.23%	5.60%	0.81%	0.45%	1.23%	0.43%	0.02%	0.10%	1.67%	0.90%	1.98%
20836	Ashby Road, Packington, Ashby-de-la-Zouch	Ashby	93.70%	95.76%	94.01%	4.71%	3.34%	4.60%	0.85%	0.53%	0.78%	0.48%	0.04%	0.18%	0.26%	0.33%	0.44%
20837	Leicester Road, New Packington, Ashby-de-la-Zouch	Ashby	88.49%	92.81%	89.14%	7.36%	5.32%	7.60%	0.89%	0.25%	0.79%	2.42%	0.52%	1.10%	0.83%	1.11%	1.37%
24131	Measham Road, N of A42, Ashby-de-la-Zouch	Ashby	91.29%	93.76%	90.79%	6.11%	4.38%	6.69%	0.94%	0.44%	1.09%	0.81%	0.29%	0.43%	0.85%	1.13%	0.99%
	Ashby Average		89.86%	93.47%	89.48%	6.62%	4.50%	6.36%	1.69%	0.83%	2.44%	1.04%	0.28%	0.54%	0.80%	0.93%	1.17%
20814	Station Hill, N of A511, Swannington, Coalville	Coalville	84.46%	89.94%	84.02%	9.82%	7.07%	9.54%	4.01%	1.55%	4.10%	0.39%	0.40%	0.58%	1.32%	1.05%	1.75%
20815	Thornborough Road, N of A511, Coalville	Coalville	89.68%	93.17%	90.12%	7.89%	5.41%	7.63%	1.33%	0.35%	1.12%	0.49%	0.25%	0.39%	0.61%	0.82%	0.74%
20816	Hermitage Road, NE of A511, Coalville	Coalville	91.41%	94.18%	91.48%	6.01%	4.10%	5.55%	0.83%	0.36%	0.88%	0.84%	0.58%	0.87%	0.90%	0.78%	1.22%
20817	Broom Leys Road, E of A511, Coalville	Coalville	91.01%	94.11%	91.78%	6.12%	4.38%	5.95%	0.82%	0.18%	0.64%	1.70%	0.65%	0.87%	0.35%	0.68%	0.75%
20818	Leicester Road, E of St Marys Ln, Coalville	Coalville	88.15%	91.80%	88.83%	9.18%	6.46%	8.75%	1.15%	0.66%	1.12%	1.00%	0.17%	0.36%	0.52%	0.91%	0.94%
20819	Ashby Road, E of Ravenstone Rd, Coalville	Coalville	83.63%	91.14%	84.60%	10.05%	5.56%	8.71%	3.95%	1.24%	3.66%	1.10%	0.71%	0.95%	1.26%	1.35%	2.09%
20820	Station Road, N of The Green, Hugglescote	Coalville	85.71%	92.33%	88.75%	10.54%	5.68%	8.14%	1.47%	0.39%	1.26%	1.87%	0.24%	0.67%	0.41%	1.36%	1.19%
20821	Grange Road, W of Bardon Rd, Ellistown, Coalville	Coalville	93.02%	95.85%	92.55%	5.11%	3.21%	4.89%	1.67%	0.75%	2.15%	0.03%	0.01%	0.04%	0.17%	0.18%	0.37%
20822	Ibstock Road, S of St Marys Ln, Ravenstone	Coalville	86.09%	92.22%	86.63%	8.20%	5.43%	7.81%	4.53%	1.22%	4.00%	0.62%	0.02%	0.21%	0.56%	1.10%	1.34%
20823	Ashby Road, E of The Moolands, Sinope	Coalville	78.39%	87.80%	77.02%	10.83%	6.84%	10.27%	10.00%	4.53%	11.54%	0.38%	0.16%	0.31%	0.40%	0.67%	0.86%
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	Coalville	85.80%	92.17%	84.84%	6.05%	3.18%	5.55%	7.78%	4.23%	8.98%	0.19%	0.06%	0.14%	0.18%	0.37%	0.50%
20835	Bardon Road, N of A511, Coalville (pro)	Coalville	83.45%	91.64%	81.50%	6.42%	3.73%	6.55%	9.34%	3.95%	10.70%	0.39%	0.28%	0.58%	0.40%	0.40%	0.67%
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	Coalville	89.87%	94.47%	89.84%	6.09%	3.88%	5.73%	3.55%	1.01%	3.48%	0.12%	0.03%	0.15%	0.37%	0.61%	0.81%
	Coalville Average		86.97%	92.37%	87.07%	7.87%	4.99%	7.31%	3.88%	1.57%	4.13%	0.70%	0.27%	0.47%	0.57%	0.79%	1.02%
20602	Leicester Road, Brick Kiln Hill, E of Hinckley	Hinckley															
20604	Lutterworth Road, N of A5, Burbage, Hinckley	Hinckley	89.53%	92.25%	87.73%	7.56%	4.89%	7.45%	2.05%	1.88%	3.40%	0.10%	0.00%	0.19%	0.77%	0.98%	1.23%
20605	Coventry Road, E of A5, Hinckley	Hinckley															
20606	Dodwells Road, N of A5, Hinckley	Hinckley	79.02%	88.94%	79.56%	10.48%	5.50%	9.33%	9.67%	4.49%	10.03%	0.12%	0.07%	0.15%	0.71%	1.00%	0.93%
20608	Normandy Way, E of Ashby Rd, Hinckley (pro)	Hinckley	85.13%	90.17%	85.40%	9.01%	6.24%	8.60%	4.95%	2.17%	4.75%	0.25%	0.07%	0.16%	0.65%	1.35%	1.09%
20611	Wykin Road, W of Normandy Way, Hinckley	Hinckley	92.09%	93.17%	91.14%	5.95%	4.80%	6.41%	0.98%	0.25%	0.89%	0.26%	0.00%	0.08%	0.71%	1.78%	1.48%
20612	Stoke Road, S of Normandy Way, Hinckley	Hinckley	92.53%	94.71%	92.25%	6.10%	4.27%	5.93%	0.80%	0.19%	0.81%	0.03%	0.01%	0.04%	0.54%	0.84%	0.96%
20613	Ashby Road, S of A47, Hinckley	Hinckley	88.32%	92.88%	89.63%	8.26%	4.72%	6.75%	2.11%	0.69%	1.80%	0.93%	0.82%	1.00%	0.38%	0.88%	0.82%
23910	Rugby Road, N of M69, Burbage, Hinckley	Hinckley	90.47%	92.80%	89.04%	6.44%	5.41%	7.41%	2.38%	0.76%	2.57%	0.19%	0.24%	0.26%	0.52%	0.80%	0.72%

Appendix

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24070	Sapcote Road, W of M69, Burbage (pro)	Hinckley	91.89%	94.80%	91.67%	5.73%	3.86%	5.65%	1.81%	0.74%	2.02%	0.24%	0.10%	0.14%	0.32%	0.49%	0.51%
	Hinckley Average		88.62%	92.47%	88.30%	7.44%	4.96%	7.19%	3.09%	1.40%	3.28%	0.27%	0.16%	0.25%	0.58%	1.02%	0.97%
20005	Ashby Road, E of M1, Loughborough (pro)	Loughborough	87.05%	89.65%	83.21%	8.24%	7.19%	10.51%	3.61%	1.90%	4.79%	0.84%	0.84%	0.92%	0.27%	0.42%	0.57%
20238	Derby Road, S of Hathern, Dishley, Loughboro (pro)	Loughborough	87.35%	93.10%	86.99%	7.08%	3.51%	6.74%	4.69%	1.62%	4.84%	0.45%	0.21%	0.44%	0.43%	1.57%	0.99%
20241	Loughborough Road, Woodthorpe, Quorn (pro)	Loughborough	84.93%	90.86%	84.63%	8.93%	5.48%	8.66%	3.92%	1.27%	3.91%	1.83%	1.55%	1.93%	0.39%	0.83%	0.87%
21026	Nottingham Road, W of Barrow Rd, Cotes	Loughborough															
22658	Epinal Way Ext, S of Woodthorpe Way, Quorn (pro)	Loughborough	90.06%	93.79%	89.42%	6.88%	4.69%	7.03%	2.45%	0.82%	2.73%	0.19%	0.08%	0.16%	0.43%	0.63%	0.66%
25058	Meadow Lane, N of Gordon Rd, Loughborough	Loughborough															
25059	Woodhouse Lane, S of Nanpantan Rd, Loughborough	Loughborough															
25123	Nanpantan Rd, W of Snells Nook Lane, Loughborough	Loughborough															
	Loughborough Average		87.35%	91.85%	86.06%	7.78%	5.22%	8.24%	3.67%	1.40%	4.07%	0.83%	0.67%	0.86%	0.38%	0.86%	0.77%
21228	Leicester Road, N of Bill Crane, Lutterworth (pro)	Lutterworth	66.76%	77.94%	69.66%	23.91%	19.31%	22.47%	7.36%	1.88%	6.64%	1.49%	0.42%	0.71%	0.48%	0.45%	0.51%
21229	Rugby Road, S of Riverside Rd, Lutterworth (pro)	Lutterworth	81.97%	91.13%	82.29%	9.20%	6.01%	9.09%	8.16%	2.24%	7.78%	0.33%	0.11%	0.28%	0.35%	0.52%	0.56%
21406	Gilmorton Road, Lutterworth (pro)	Lutterworth	89.50%	92.47%	89.18%	6.43%	5.96%	7.50%	3.08%	1.31%	2.86%	0.40%	0.07%	0.12%	0.59%	0.19%	0.34%
21407	Coventry Road, Lutterworth (pro)	Lutterworth	91.47%	94.65%	91.57%	6.17%	4.24%	6.04%	1.61%	0.53%	1.36%	0.18%	0.02%	0.18%	0.57%	0.56%	0.85%
21408	Lutterworth Road, Bitteswell (pro)	Lutterworth	91.13%	93.74%	90.24%	6.27%	4.61%	6.99%	1.47%	0.54%	1.37%	0.83%	0.31%	0.55%	0.30%	0.80%	0.85%
25136	Brookfield Way, W of Juniper Close, Lutterworth	Lutterworth															
	Lutterworth Average		84.17%	89.99%	84.59%	10.40%	8.03%	10.42%	4.34%	1.30%	4.00%	0.65%	0.19%	0.37%	0.46%	0.50%	0.62%
20233	Harborough Road, S of Gallowfield Rd, Lubenham	Market Harborough															
21403	Lubenham Hill, E of Lubenham, Market Harborough	Market Harborough															
21404	Rockingham Rd, W of A6, Market Harborough (Pro)	Market Harborough	82.42%	91.52%	84.56%	10.32%	6.07%	9.06%	4.12%	1.33%	4.67%	0.08%	0.07%	0.13%	3.06%	1.01%	1.58%
21752	Northampton Road, S of Sports Club Mkt Harb (pro)	Market Harborough	90.05%	94.04%	89.71%	5.72%	3.73%	5.89%	3.48%	1.06%	3.25%	0.41%	0.37%	0.53%	0.34%	0.80%	0.62%
24393	Kettering Road, W of A6, Market Harborough	Market Harborough															
	Market Harborough Average		86.24%	92.78%	87.14%	8.02%	4.90%	7.48%	3.80%	1.20%	3.96%	0.25%	0.22%	0.33%	1.70%	0.91%	1.10%
22104	Melton Spinney Road, N of Thorpe Arnold (pro)	Melton Mowbray	90.29%	95.96%	92.50%	6.42%	2.27%	4.31%	2.92%	1.09%	2.45%	0.09%	0.04%	0.29%	0.28%	0.64%	0.44%
22105	Scalford Road, N of Clark Drive, Melton (Pro)	Melton Mowbray	90.58%	94.29%	91.42%	6.05%	4.23%	5.38%	2.10%	0.81%	2.33%	0.98%	0.26%	0.33%	0.29%	0.41%	0.53%
22106	Burton Road, Burton Lazars, Melton Mowbray	Melton Mowbray															
22108	Nottingham Road, N of St Barts Way, Melton	Melton Mowbray															
22208	Leicester Road, E of Kirby Bellars, Melton (pro)	Melton Mowbray	82.25%	89.87%	82.42%	10.62%	6.55%	9.67%	6.15%	2.77%	6.80%	0.50%	0.19%	0.40%	0.49%	0.62%	0.72%
22209	Waltham Rd, N of Thorpe Arnold, Waltham	Melton Mowbray															
22751	Main Rd, E of Asfordby Bypass, Asfordby	Melton Mowbray															

23831	Saxby Road, E of Lag Lane, Melton Mowbray	Melton Mowbray															
24652	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	Melton Mowbray	85.36%	93.17%	86.52%	9.69%	4.21%	7.52%	3.75%	1.77%	4.17%	0.75%	0.08%	0.42%	0.45%	0.77%	1.36%
	Melton Mowbray Average		87.12%	93.32%	88.22%	8.20%	4.32%	6.72%	3.73%	1.61%	3.94%	0.58%	0.14%	0.36%	0.38%	0.61%	0.76%
				ATC unit not profiler or DATA N/A													

TABLE A6: MODAL SHARE AT COUNTY CORDON MONITORING SITES 2011

2013	CAR			LGV			HGV			PSV			M/C		
	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H	AM	PM	24H
Ashby	89.62%	93.94%	89.58%	6.76%	4.45%	6.40%	1.86%	0.50%	2.40%	1.12%	0.35%	0.58%	0.64%	0.76%	1.04%
Coalville	87.37%	92.18%	86.90%	7.67%	5.08%	7.44%	3.64%	1.60%	4.15%	0.77%	0.28%	0.53%	0.55%	0.85%	0.98%
Hinckley	87.84%	91.99%	87.80%	8.14%	5.43%	7.73%	3.07%	1.35%	3.27%	0.28%	0.20%	0.25%	0.67%	1.03%	0.95%
Loughbourough	86.71%	92.09%	85.79%	8.17%	5.24%	8.50%	3.60%	1.22%	4.03%	1.09%	0.84%	1.02%	0.43%	0.61%	0.66%
Lutterworth	86.10%	90.50%	86.15%	8.92%	7.28%	9.35%	3.69%	1.49%	3.47%	0.81%	0.20%	0.38%	0.49%	0.53%	0.65%
Market Harborough	90.76%	93.93%	89.83%	5.59%	4.25%	6.11%	3.13%	1.10%	3.07%	0.21%	0.14%	0.47%	0.31%	0.58%	0.52%
Melton Mowbray	88.31%	92.20%	88.13%	7.73%	4.84%	7.07%	2.90%	1.57%	3.26%	0.63%	0.42%	0.62%	0.44%	0.97%	0.93%

TABLE A7: MODAL SHARE AT COUNTY CORDON MONITORING SITES 2011 - CORDON TOTALS (%)

Period	Dir 1 (Eastbound)	Dir 2 (Westbound)	Combined Flow	Dir 1 (%)	Dir 2 (%)
24H	6632	6977	13609	48.73%	51.27%
12H	5268	5482	10750	49.00%	51.00%
AM	409	396	805	50.81%	49.19%
PM	466	600	1066	43.71%	56.29%

SITE NO 20213 - FACTORS DERIVED FROM 2012 DATA

Site No.	Location	Cordon	Gap	Factored (F) Month	Inbound	Outbound
20218	Newton Lane, S of Glebe Fm, Wigston Harcourt	Oadby	September 2012	July	1.0974	1.1238
20005	Ashby Road	Loughborough	September 2012	3/4 October	1.0974	1.1238

Site No.	Cordon	DIR	September Flows	F MONTH	F
22208	Melton Mowbray	IN	1353	1285	1.02391
22208	Melton Mowbray	OUT	1327	1240	1.028302
21411	Market Harborough	IN	1353	1285	1.052918
21411	Market Harborough	OUT	1327	1240	1.070161
20602	Hinckley	IN	1353	1285	1.078735
20602	Hinckley	OUT	1327	1240	1.078735
20238	Loughborough	IN	1353	1285	1.080653
20238	Loughborough	OUT	1327	1240	1.09152

TABLE A8: CONVERSION FACTORS USED FOR MARKET TOWN CORDON MONITORING SITES