

Leicestershire County Council Transport Trends in Leicestershire 2014

Transport Data and Intelligence (TDI)

















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Overview

Transport Trends 2014 is Leicestershire County Council's (LCC) sixth annual report publication summarising trends and developments relating to transport and travel in Leicestershire. This overview provides a summary of the headline statistics from each chapter of the report.

All traffic volumes, growth and composition figures are derived from Automatic Traffic Counters (ATCs) established in cordons around the seven county market towns as well as Oadby & Wigston and the Leicestershire county boundary. Traffic volumes are derived from aggregating the flows across the month of September (01/09 to 30/09) to produce average weekday totals (MON-FRI). The figures are also presented as a total of the outbound and inbound flows from the cordons in order to provide a better overview of overall traffic volumes and growth.

The traffic speed and delay figures are derived from Trafficmaster data covering key routes in the county market towns. The data covers the AM peak period from 8am to 9am as an average from September 2013 to August 2014. The comparative delay and speed data for the wider East Midlands region has been taken from the Department for Transport (DfT) report – Congestion on local 'A' roads¹.

Bus patronage data has been supplied by the public transport division at Leicestershire County Council, based on their annual monitoring and survey work. Bus reliability data has been derived from manual bus observation surveys conducted as part of joint work between Leicestershire County Council and Leicester City Council.

Traffic Growth

Between 2011 and 2014, 2-way traffic crossing the market town cordon boundaries in the 24 hour period (00:00 -24:00) increased by 4.47% from 600,556 vehicles to 627,406 vehicles.

	Market Towns Total (24 HOUR)
2011	600556
2014	627406
%	+4.47

2-way traffic also increased in all market towns between 2011 and 2014 in the AM PEAK, with the exception of Coalville. The highest increases were observed in Loughborough (12.30%), Melton Mowbray (11.30%) and Market Harborough (5.77%). Lutterworth and Ashby showed a minor increase in flows, while Coalville showed a substantial decline of -3.50%. In the 24 hour period, there was an increase in traffic for all of the market towns between 2011 and 2014. Market Harborough had the highest rate of traffic growth at 9.34% while Loughborough showed the lowest rate at 2.24%.

	Market Town	AM PEAK	24 HOUR
1	Market Harborough	5.77	9.34
2	Hinckley	3.07	7.45
3	Lutterworth	2.02	6.62
4	Melton Mowbray	11.30	3.22
5	Coalville	-3.50	2.50
6	Ashby-de-la-Zouch	1.75	2.26
7	Loughborough	12.30	2.24
		1	

Traffic flows across the county boundary increased by 9.68% in the AM peak hour from 30,338 vehicles to 33,274 vehicles. In the PM peak hour, vehicles increased 11.52% from 32,745 vehicles to 36,516 vehicles. For the overall 24 hour daily period, traffic flows increased 7.81% from 365,062 to 393,572.

AM PEAK PM PEAK 24 HOUR

2011	30338	32745	365062
2014	33274	36516	393572
%	+9.68	+11.52	+7.81

Department for Transport (DfT) - Congestion on Local A Roads - October to December 2014

https://www.gov.uk/government/statistics/congestion-on-local -a-roads-england-october-to-decemer-2014

Traffic Volumes

2-way traffic flows for the market towns in 2014 have been ranked for the 24 hour period. Population counts from the Office for National Statistics (ONS) neighbourhood statistics dataset² have also been included for comparison against the traffic flows. The number of ATC units per cordon has also been included. The traffic volumes presented here should be treated with caution as the larger the cordon and the more ATC units contained within it, the greater potential for double counting of vehicles which may significantly skew the results.

In 2014, Coalville had the highest cordon traffic volumes in the 24 hour period with flows of 149,155. Ashby-de-la-Zouch had the lowest flows with 48,179 for the same period. Loughborough had the third highest flows for the market towns at 118,872 despite having the highest resident population within the cordon boundary. Although not classified as a market town, Oadby & Wigston had the highest overall cordon flows. This can partially be explained by the influence of through traffic into and out of Leicester City.

Rank	Market Town	Flows(2014)	Population (2011)	Number of ATC Units
1	Coalville	149,155	32,987	13
2	Hinckley	134,281	30,681	12
3	Loughborough	118,872	62,233	8
4	Melton Mowbray	67,027	27,158	9
5	Market Harborough	56,421	22,911	9
6	Lutterworth	53,472	9,353	6
7	Ashby-de-la-Zouch	48,179	12,530	8
-	Oadby & Wigston	177,753	48,680	11

Traffic Composition

Traffic composition by mode in percentage figures shown below for each of the county town cordons in 2014, taken from 24 hour monitored flows.

In 2014, the highest proportion of CAR traffic was in Ashby-de-la-Zouch with 90.01% of total monitored traffic. This is partially explained by its relatively remote location and limited connectivity to public transport. This was followed closely by Market Harborough at 89.51% and Oadby & Wigston at 89.46%. The lowest CAR flows were observed in Lutterworth with a total of 84.28%. The car flows here are partially offset by the strong proportion of goods traffic (LGV) utilising the nearby M1 motorway.

The highest LGV composition was observed in Lutterworth with a proportion of 9.92% of total traffic, Loughborough at 9.39% and Melton Mowbray at 8.11%. The lowest LGV flows were found in Market Harborough and Ashby-de-la-Zouch.

Highest HGV composition of traffic was found in Coalville (6.43%), Hinckley (6.22%) and Melton Mowbray (6.09%). Lowest HGV composition of traffic was in Ashby-de-la-Zouch (2.17%) and Oadby & Wigston (2.53%). We would expect more HGV proportional share of flows in Lutterworth due to the location of Magna Park warehousing and logistic centre. The reason for this is because the Lutterworth cordon boundary does not encompass the A4303 bypass which provides access to and from Magna Park and the M1 motorway.

The greatest proportion of bus traffic was observed in Loughborough at 0.84% and Oadby & Wigston at 0.63%. This represents the greater public transport network density in these areas.

Market Town	M/C	Cars	LGV	HGV	Buses
Ashby-de-la-Zouch	0.72%	90.01%	6.53%	2.17%	0.57%
Coalville	0.86%	84.79%	7.52%	6.43%	0.38%
Hinckley	0.75%	85.85%	6.87%	6.22%	0.32%
Loughborough	0.65%	84.88%	9.39%	4.23%	0.84%
Lutterworth	0.85%	84.28%	9.92%	4.57%	0.38%
Market Harborough	0.95%	89.51%	5.28%	4.23%	0.34%
Melton Mowbray	0.59%	84.81%	8.11%	6.09%	0.39%
Oadby & Wigston	0.52%	89.46%	6.73%	2.53%	0.63%
Average	0.74%	86.70%	7.54%	4.56%	0.48%

² Office for National Statistics (ONS) – Neighbourhood Statistics <u>http://www.neighbourhood.statistics.gov.uk/dissemination/</u>

Traffic Speeds and Delay

Analysis of average vehicle speeds in miles per hour (mph) in 2014 at the local, regional and national levels have been presented below for the morning peak period (07:00 - 10:00). Market Harborough had the highest average speed of the market towns in 2014 with an average of 33.3 mph. The lowest average speeds were observed in Loughborough with an average speed of 20.7 mph.

	Market Town	(mph)
1	Market Harborough	33.3
2	Ashby	30.7
3	Hinckley	24.8
4	Melton Mowbray	23.5
5	Coalville	23.5
6	Loughborough	20.7

The following comparative analysis is taken from the Department for Transport (DfT) report 'Congestion on Local A Roads'₃ where data has been calculated at the local, county and regional scales. Leicester City was ranked second for average vehicle speeds at 16.2 mph when compared against Derby and Nottingham. Leicester came in above Nottingham at 15.7 mph but considerably behind Derby that showed an average vehicle speed of 19.7 mph.

	Market Town	(mph)
1	Derby	19.7
2	Leicester	16.2
3	Nottingham	15.7

Leicestershire and Derbyshire both ranked highest for average speeds when compared against neighbouring counties. The county is also placed well above the average for the East Midlands region. Out of the market towns, only Market Harborough and Ashby came in above the average for the East Midlands region and Leicestershire County, while Hinckley, Melton, Coalville and Loughborough all fell below.

	Market Town	(mph)
1	Leicestershire	30.1
2	Derbyshire	30.1
3	Nottinghamshire	28.0
4	East Midlands	28.3

The table below shows the main county A roads ranked in order of highest to lowest average speeds. Separate average speeds have been calculated for sections of the road that run within the Leicestershire county boundary and the Leicester City boundary (if applicable). An overall total has then been calculated of the two to derive a ranking. **The full version of this table covering the entire county and city 'A' routes can be found in Chapter 3**. The A511 running from Coalville to Ashby had the highest average speed at 31.2 mph, while the lowest speed was observed on the A508 in Market Harborough.

Excluding congestion and traffic volumes, average vehicle speeds are affected by urban areas, road speed limits, traffic calming, junction designs etc.

	Road No.	Leicestershire	Leicester	Average	Route
1	A511	31.2	N/A	31.2	Coalville, Ashby
2	A50	37.7	18.6	28.1	Leicester, Derby
3	A606	26.6	N/A	26.6	Melton Mowbray, Oakham, Stamford
4	A60	26.2	N/A	26.2	Loughborough, Nottingham
5	A607	33.2	15.8	24.5	Leicester, Melton Mowbray, Grantham
6	A6	32.8	15.5	24.1	Leicester, Market Harborough, Loughborough
7	A47	32.3	15.5	23.9	Leicester, Hinckley, Peterborough
8	A426	30.4	13.9	22.2	Leicester, Lutterworth, Rugby
9	A563	23.4	20.3	22.1	Leicester Outer Ring Road (ORR)
10	A508	15.4	N/A	15.4	Market Harborough, Northampton

³ Department for Transport (Dft) - Congestion on Local A Roads - October to December 2014

https://www.gov.uk/government/statistics/congestion-on-local-a-roads-england-october-to-december-2014

Bus Patronage

Total bus boardings (within total operating period) by monitoring area have been presented below between 2011 and 2014 for various monitoring areas across the county.

There were approximately 27.2 million bus boardings in Leicester City during the 2013/14 financial year equating to 66% of total bus trips across the county. This compares to the 2011/12 financial year where there were approximately 28.7 million bus boardings.

There were a total of 5.1 million bus boardings within the LTP area in 2013/14 equating to 12% of total county bus journeys. The LTP monitoring area covers the areas of the Principal Urban Area (PUA) not covered by the City boundary which includes parts of Market Harborough, Blaby, and Oadby & Wigston.

Loughborough had 3.5 million boardings in 2013/14, equating to 9% of total county bus trips, while Hinckley only shared 1%. The remainder of the county including Ashby, Coalville, Melton Mowbray and the majority of East Leicestershire, makes up the remaining 12%.

Year	City	LTP	Loughborough	Hinckley	Rest	County	Total
2011 / 12	28,663,722	5,210,435	3,461,385	605,652	4,517,353	13,794,826	42,458,548
2012 / 13	27,061,662	4,951,787	3,507,956	568,798	4,376,922	13,405,463	40,467,125
2013 / 14	27,212,782	5,098,817	3,567,450	452,219	4,690,667	13,809,153	41,021,936

There was a decline in bus patronage for most areas across the county in the 10 year period between 2004 and 2014. The most substantial of which was in Hinckley with a decrease of 54.9%. Bus patronage also fell considerably in the LTP area and in the City. For the county (excluding city), bus patronage fell by 15.7%, however when patronage within the City is factored into the overall figures, passenger numbers only fell a total of 7.89%. Loughborough was the only monitored area to experience a strong growth in patronage over this period with a rise of 37.11%. This can be explained partially by the more expansive bus network available in Loughborough, and the additional demand created by Nottingham, Derby, Leicester and East Midlands Airport (EMA). This growth may also have been facilitated by the quality and competitiveness of the operators that serve the area.

Between 2011 and 2014 there was a marginal rise for the county (including the city) of 0.10%. Between 2011 and 2014, the strongest growth in passenger boardings was actually found across the more rural areas of the county.

	City	LTP	Loughborough	Hinckley	Rest	County	Total
2011 - 2014	-5.06%	-2.14%	3.06%	-25.33%	3.84%	-3.38%	0.10%
2004 - 2014	-19.27%	-11.93%	37.11%	-54.92%	-16.20%	-15.77%	-7.89%
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Bus Punctuality

The following tables show bus reliability performance for non-frequent bus services (i.e. those with 5 buses or less per hour) within the LTP area. The percentages refer to the proportion of bus services that are deemed to be 'on time'. If a bus departs between 1 minute early and 5 minutes 59 seconds late then it is deemed to be 'on time'. LCC has identified a set of stops at strategic points within the county boundary that are served by the primary operators.

In the 2014/15 monitoring period, the percentage of bus services that were deemed to be 'on time' was 78.9%. This is 5.8% higher than the previous year and 1.0% higher than the monitored conditions in 2011 / 12. Interestingly, the correlation between the performance target and the actual observed started well, but then between 2012 and 2014 there were two consecutive declines, despite the performance targets continuing to climb. In 2014 / 15 the performance target was revised back to 75.0%, at which point the observed condition improved considerably. This would suggest that non-frequent bus services in the county are becoming increasingly punctual and more compliant with defined timetabling.

Non- Frequent	2011 / 12	2012 / 13	2013 / 14	2014 / 15
Target	77.5%	78.5%	79.5%	75.0%
Actual	77.9%	73.6%	73.1%	78.9%

1. Introduction

1.1 Context

- 1.1.1 Transport Trends 2014 is Leicestershire County Council's (LCC) sixth annual report publication summarising trends and developments relating to transport and travel in Leicestershire. It acts as a source document providing key transport statistics which help to monitor progress of current schemes and related strategies. It also aids in future decision making processes by creating an increasingly robust evidence base on which effective policy can be formulated.
- 1.1.2 Leicestershire County Council published their third Local Transport Plan (LTP3) back in April 20114. The LTP3 strategy sets out how the county council will seek to ensure that transport continues to play its vital role in improving the economic vitality of the county. The aims of the LTP3 include a commitment to provide efficient, easy and affordable access to key services particularly through sustainable modes as well as more consistent predictable and reliable journey times across the network.
- 1.1.3 The development of a robust LTP3 can only be facilitated through a sound evidence base that provides a clear picture of the characteristics of Leicestershire's transport network for past, present and future conditions.

1.2 Data Collection & Presentation

- 1.2.1 In order to build up the evidence base required for this transport trends report, data from automatic traffic counters has been collated. These Automatic Traffic Counters are located around the county market towns, Oadby & Wigston and the county boundary. The geographical extent of the ATC cordons is illustrated in Figure 2.1 and also in Figures A1 A8 in the appendix. Establishing the ATC cordons allows for continual year-on-year monitoring of traffic volumes travelling into and out of urban areas and the overall county.
- 1.2.2 Automatic Traffic Counters (ATCs) are electronic loop counters permanently embedded into the surface of the road. The inductive loops automatically register the presence of a vehicle passing over it through a registered change in an electromagnetic current. ATC types known as the 'profilers' are able to additionally classify a vehicle by type (i.e. CAR, HGV, LGV) based upon the number and weight of the axles passing over it. Each ATC unit has an internal hard drive that stores the count data ready to be downloaded by an external data collector using a PDA device. The counters run for 24 hours a day, 7 days a week and 365 days a year.
- 1.2.3 While the cordon volumes are accurate at counting traffic passing into and out of an area/cordon during a certain time period, they do not have the ability to capture internal trips that run within the confines of the cordon boundary. This means that the totals presented may not fully reflective of the total traffic volumes in a particular urban area.
- 1.2.4 In particular scenarios, the location and density of ATC units means that they can capture the same vehicle, multiple times, depending on the route adopted. This means that while the ATCs are good at providing vehicle flows for individual roads, inaccuracies potentially arise when looking at the aggregated flow totals for the entire cordon.
- 1.2.4 The final ATC cordon around the market towns was completed back in 2011. As a result, a decision was made to re-base the transport trends report publication to 2011 to ensure that the base year data is robust and as accurate as possible. This will allow for more accurate growth figures to be derived and for more effective comparative analysis to be conducted moving forward. The majority of the chapters in this report will report back to the 2011 base year, with the exception of Chapter 5 which analyses more historical trends over time.

1.3 Report Structure

- 1.3.1 Transport Trends 2014 aims to be a comprehensive document by featuring multiple chapters each focusing on a different aspect of the counties extensive transport network.
 - Cordon Traffic Flows This chapter analyses and summarises traffic flows and derives annual growth figures using data from the county monitoring cordons and speed data recording surveys.

⁴ Leicestershire County Council – Local Transport Plan 3 http://www.leics.gov.uk/ltp/current_transport_plans

- **3. Cordon Traffic Composition** This chapter analyses data from the profiler units of the ATCs to look at the composition of traffic by type of vehicle.
- **4. Traffic Speeds and Delay** This chapter analyses vehicle speeds and delay data from TrafficMaster[™] for the market towns and compares this against data supplied from the Department for Transport (DfT) for the rest of the East Midlands Region.
- **5. Bus Performance Monitoring** This chapter outlines the performance of bus services across the county by presenting statistics on patronage and punctuality/reliability.



2. Cordon Traffic Volumes

This chapter presents and summarises traffic volume and growth data for the county monitoring cordons between 2011 and 2014.

The monitoring cordons cover the county market towns, as well as Oadby and Wigston and the county boundary. The geographical location of these monitoring cordons in the context of the Leicestershire county boundary is outlined in Figure 2.1 below. Plots providing additional detail for each monitoring cordon is included in the appendix, figure A1 to A8.

Traffic volumes presented in this section are derived from aggregating flows across the month of September (01/09 to 30/09) to produce average weekday totals (Mon-Fri) for the following four time periods:

AM PEAK (AM)
PM PEAK (PM)
12 Hour (12H)
24 Hour (24H)



Figure 2.1 – County Town Monitoring Cordons

2.1 AM Peak / PM Peak

Traffic Volumes

- 2.1.1 Tables 2.1 and 2.2 below show the AM and PM peak hour flows for the monitoring cordons in 2011 and 2014. The data is presented by direction (OUTBOUND/INBOUND/COMBINED). Two separate totals have been calculated for the seven county market towns and also for the cordon totals (which includes the cordon at Oadby & Wigston).
- 2.1.2 In 2011, Coalville had the highest combined peak flows with 12,107 vehicles in the AM peak and 12,975 vehicles in the PM peak. Ashby-de-la-Zouch had the lowest combined peak flows with 4,344 vehicles in the AM and 4,300 vehicles in the PM.
- 2.1.3 Coalville still had the highest combined flows out of the market towns in 2014 with 11,683 vehicles in the AM peak and 12,513 in the PM (although this is a decrease on the 2011 levels). Ashby-de-la-Zouch had the lowest flows at 4,420 in the AM and 4,567 in the PM.

	OUTBOUND		INBOUND		COMBINED	
	AM	PM	AM	PM	AM	PM
Ashby-de-la-Zouch	2069	2089	2275	2211	4344	4300
Coalville	5454	6876	6653	6099	12107	12975
Hinckley	5493	5092	5085	5889	10578	10981
Loughborough	3714	5467	6208	4423	9922	9890
Lutterworth	2346	2413	2389	2373	4735	4786
Market Harborough	2143	2590	2570	2543	4713	5133
Melton Mowbray	2426	2533	2695	2728	5121	5261
Oadby & Wigston	7503	7266	6890	7865	14394	15131
Market Town Total	23645	27060	27875	26266	51520	53326
Cordons Total	31148	34326	34765	34131	65914	68457

Table 2.1 – County	/ Town Cordon	Flows 2011	(AM/PM)
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	OUTBOUND		INBOUND		COMBINED	
	AM	PM	AM	РМ	AM	РМ
Ashby-de-la-Zouch	2141	2235	2279	2332	4420	4567
Coalville	5441	6487	6241	6027	11683	12513
Hinckley	5575	5367	5290	6060	10865	11427
Loughborough	4298	6308	6844	4548	11142	10856
Lutterworth	2343	2571	2488	2511	4830	5082
Market Harborough	2293	2798	2692	2718	4985	5516
Melton Mowbray	2686	2885	3014	3084	5700	5969
Oadby & Wigston	7269	6874	6621	7961	13890	14835
Market Town Total	24777	28651	28848	27280	53625	55930
Cordons Total	32046	35525	35469	35241	67515	70765

Table 2.2 - County Town Cordon Flows 2014 (AM/PM)

- 2.1.4 Figure 2.2 below graphically represents the difference in flows between the county town cordons in 2014.
- 2.1.5 Oadby & Wigston had the highest peak flows in 2014, followed by Coalville, Hinckley and Loughborough. It should be noted however that Oadby & Wigston does not have a classification as a market town and is influenced considerably by through traffic travelling into and out of Leicester City. Therefore flows for this cordon should not be directly compared with the other market towns.
- 2.1.6 The lowest flows in 2014 were observed in Ashby-de-la-Zouch.
- 2.1.7 Flows in Coalville, Hinckley and Loughborough all range between 10,000 and 12,000 in the peak hour, while Ashby, Lutterworth, Market Harborough and Melton Mowbray all range between 4,000 and 6,000 for the same period. Oadby & Wigston has a total of approximately 14,000 flows for the same period.
- 2.1.8 Flows for each individual ATC unit for each of the market town cordons can be found in the Appendix, Table A1.



County Town Cordon Combined Flows 2014 (AM/PM)

Figure 2.2 - County Town Cordon Average Weekday Totals 2014 - AM/PM (COMBINED)

Traffic Growth 2011 - 2014

- 2.1.9 In the AM, COMBINED traffic flows increased the most substantially in Loughborough and Melton Mowbray with a growth of 12.30% and 11.31% respectively. Conversely, traffic in Coalville declined by -3.50%.
- 2.1.10 In the PM, COMBINED traffic flows increased the most substantially in Melton Mowbray with a growth of 13.46%. There was a decline in Coalville of -3.56%.
- 2.1.11 In the OUTBOUND direction, Loughborough increased the most substantially with a growth of 15.72% in the AM and 15.38% in the PM. The most substantial decrease was in Coalville with a decline of -0.23% in the AM and -5.66% in the PM.
- 2.1.12 In the INBOUND direction, Melton Mowbray increased the most substantially with 11.84% in the AM and 13.05% in the PM. Coalville decreased by -6.19% in the AM and -1.19% in the PM.
- 2.1.13 For the market towns overall between 2011 and 2014 there was an increase of 4.09% in the AM and 4.88% in the PM.

	OUTBOUND		INBC	UND	COMBINED	
	AM	PM	AM	PM	AM	PM
Ashby-de-la-Zouch	3.48%	6.99%	0.18%	5.47%	1.75%	6.21%
Coalville	-0.23%	-5.66%	-6.19%	-1.19%	-3.50%	-3.56%
Hinckley	1.49%	5.40%	4.04%	2.91%	2.72%	4.06%
Loughborough	15.72%	15.38%	10.24%	2.83%	12.30%	9.77%
Lutterworth	-0.14%	6.55%	4.13%	5.81%	2.02%	6.18%
Market Harborough	7.00%	8.03%	4.75%	6.88%	5.77%	7.46%
Melton Mowbray	10.72%	13.90%	11.84%	13.05%	11.31%	13.46%

Table 2.3 - Market Town Cordon Growth Rates 2011 - 2014 - AM / PM

Traffic Growth 2013 - 2014

- 2.1.14 In the AM peak, COMBINED traffic flows increased the most substantially in Lutterworth with a growth of 7.03% and Melton Mowbray with a growth of 5.22%. There was a decline in flows in Coalville of -3.09%, Hinckley of -0.36% and Oadby & Wigston of -0.62%.
- 2.1.15 In the PM, COMBINED traffic flows increased substantially in Market Harborough with a growth of 7.61% and Lutterworth with a growth of 7.12%. There was a decline in Coalville of -4.15% and Oadby & Wigston of -0.27%.
- 2.1.16 In the OUTBOUND direction, Lutterworth increased the most substantially by 12.36% in the AM and 12.82% in the PM. There was decline in flows in Coalville of -0.50% in the AM and -5.66% in the PM.
- 2.1.17 In the INBOUND direction, Melton Mowbray increased the most substantially by 6.16% in the AM and 8.44% in the PM. Coalville again decreased in both peaks by -5.23% in the AM and -2.47% in the PM.
- 2.1.18 For the market towns overall between 2013 and 2014 there was an increase in flows of 1.32% in the AM and 2.35% in the PM.

	OUTBOUND		INBOUND		COMBINED	
	AM	PM	AM	PM	AM	PM
Ashby-de-la-Zouch	1.76%	5.87%	1.06%	3.41%	1.40%	4.60%
Coalville	-0.50%	-5.66%	-5.23%	-2.47%	-3.09%	-4.15%
Hinckley	-1.44%	3.95%	0.80%	2.91%	-0.36%	3.40%
Loughborough	-0.24%	1.71%	4.26%	2.07%	2.48%	1.86%
Lutterworth	12.36%	12.82%	2.46%	1.86%	7.03%	7.12%
Market Harborough	4.99%	6.43%	2.67%	8.85%	3.72%	7.61%
Melton Mowbray	4.19%	2.89%	6.16%	8.44%	5.22%	5.68%

Table 2.4 - Market Town Cordon Growth Rates 2013 - 2014 - AM / PM



2.1.19 Figure 2.3 and 2.4 below graphically represents the growth rates for the AM and PM peaks between 2011 and 2014 by establishing an index of 100 on the 2011 base year.



Figure 2.3 - Market Town Cordon Growth 2011 - 2014 - AM PEAK (COMBINED)



Figure 2.4 - Market Town Cordon Growth 2011 - 2014 - PM PEAK (COMBINED)



2.2 12 Hour / 24 Hour

Traffic Volumes

- 2.2.1 Table 2.5 and 2.6 below shows the cordon flows in average weekday totals (AWTs) for each of the monitoring cordons in 2011 and 2014. The data is presented by direction (OUTBOUND/INBOUND/COMBINED) for the 12 hour (07:00 19:00) and 24 hour (00:00 24:00) periods. Two separate totals have been calculated for the seven county market towns and for the cordon totals (which includes the cordon at Oadby & Wigston).
- 2.2.2 In the base year (2011), Coalville had the highest traffic flows with 118,895 vehicles in the 12 hour period and 145,513 vehicles in the 24 hour period. Ashby-de-la-Zouch had the lowest traffic flows at 37,973 for the 12 hour and 47,115 for the 24 hour.
- 2.2.3 In 2014, Coalville remained the cordon with the highest flows at 121,282 vehicles in the 12 hour period and 149,155 for the 24 hour period. In 2014, Ashby-de-la-Zouch similarly remained the cordon with the lowest flows with 39,590 vehicles in the 12 hour period and 48,179 vehicles in the 24 hour period.
- 2.2.4 Despite being the largest market town in Leicestershire in terms of population, Loughborough was ranked as the third highest market town for cordon flows in 2011 and 2014. In 2011, the town had 95,873 vehicle flows for the 12 hour period and 116,265 in the 24 hour period. In 2014, there were 98,557 vehicles in the 12 hour period and 118,872 vehicles in the 24 hour period.
- 2.2.5 Oadby & Wigston showed the highest vehicle flows from all of the monitoring cordons. In 2011 the cordon at Oadby & Wigston had 141,894 in the 12 hour period and 175,565 in the 24 hour. In 2014, the cordon had 143,212 in the 12 hour and 177,753 in the 24 hour. These recorded flows are approximately 20,000 vehicles higher than the busiest market town. The flows for the cordon are influenced considerably by through traffic into and out of Leicester City. The cordon boundary ATCs includes counts on the A563 Leicester Outer Ring Road (ORR) and the A6 London Road.

	OUTBOUND		INBOUND		COMBINED		Conversion
	12H	24H	12H	24H	12H	24H	Factor
Ashby-de-la-Zouch	18919	23807	19054	23308	37973	47115	1.241
Coalville	59303	72816	59592	72697	118895	145513	1.224
Hinckley	51002	62630	51065	62345	102067	124975	1.224
Loughborough	47683	57828	48190	58437	95873	116265	1.213
Lutterworth	20515	25293	20327	24859	40842	50152	1.228
Market Harborough	21865	25840	21979	25761	43844	51601	1.177
Melton Mowbray	26537	32523	26721	32412	53258	64935	1.219
Oadby & Wigston	71359	88381	70535	87184	141894	175565	1.237
Market Town Total	245824	300737	246928	299819	492752	600556	1.219
Cordons Total	317183	389118	317463	387003	634646	776121	1.223

Table 2.5	– Countv	I own Cordon	Flows 2011	(12HR/24HR)
				· · /

	OUTB	OUND	INBC	OUND	COME	BINED	Conversion
	12H	24H	12H	24H	12H	24H	Factor
Ashby-de-la-Zouch	19745	24113	19845	24066	39590	48179	1.217
Coalville	60194	74133	61088	75021	121282	149155	1.230
Hinckley	53941	66714	55030	67567	108971	134281	1.232
Loughborough	49099	59525	49458	59347	98557	118872	1.206
Lutterworth	21612	26957	21482	26515	43094	53472	1.241
Market Harborough	23490	28026	23953	28395	47443	56421	1.189
Melton Mowbray	27589	33432	27949	33595	55538	67027	1.207
Oadby & Wigston	71016	88457	72196	89296	143212	177753	1.241
Market Town Total	255670	312901	258805	314506	514475	627406	1.220
Cordons Total	326686	401357	331001	403802	657687	805160	1.224

Table 2.6 – County Town Cordon Flows 2014 (12HR/24HR)

- 2.2.6 Figure 2.5 below graphically represents how the market towns (and Oadby & Wigston) compare in terms of average weekday totals in 2014. Similarly to above, flows have been divided into the 12H and 24H periods.
- 2.2.7 Flows for each individual ATC unit for each of the market town cordons can be found in the Appendix, Table A1.



County Town Cordon Combined Flows 2014 (12H/24H)

Figure 2.5 - County Town Cordon Average Weekday Totals 2014 - 12H/24H (COMBINED)



Traffic Growth 2011 - 2014

- 2.2.8 In the 12 hour period, COMBINED traffic flows increased the most substantially in Market Harborough with a growth of 8.21%. This was followed by Hinckley at 6.76% and Lutterworth at 5.51%.
- 2.2.9 In the 24 hour period, COMBINED traffic flows increased the most in Market Harborough at 9.34%, followed by Hinckley at 7.45% and Lutterworth at 6.62%.
- 2.2.10 In the OUTBOUND direction, traffic flows increased in Harborough by 7.43% in the 12 hour period and 8.46% in the 24 hour period. Hinckley and Lutterworth both showed similar rates of growth for this period at around 5.50% for the 12 hour and 6.50% for the 24 hour. The lowest growth rates were observed in Coalville with a growth of 1.50% in the 12 hour and 1.81% in the 24 hour.
- 2.2.11 In the INBOUND direction, Market Harborough again showed the highest flows with 8.98% growth in the 12 hour and 10.22% in the 24 hour. Hinckley also showed strong growth for this direction with 7.76% in the 12 hour and 8.38% in the 24 hour. The lowest growth in the 12 hour period was Coalville at 2.51%, but in the 24 hour, Loughborough showed the lowest growth at 1.56%.

	OUTB	OUND	INBC	DUND	COMBINED		
	12H	24H	12H	24H	12H	24H	
Ashby-de-la-Zouch	4.37%	1.29%	4.15%	3.25%	4.26%	2.26%	
Coalville	1.50%	1.81%	2.51%	3.20%	2.01%	2.50%	
Hinckley	5.76%	6.52%	7.76%	8.38%	6.76%	7.45%	
Loughborough	2.97%	2.93%	2.63%	1.56%	2.80%	2.24%	
Lutterworth	5.35%	6.58%	5.68%	6.66%	5.51%	6.62%	
Market Harborough	7.43%	8.46%	8.98%	10.22%	8.21%	9.34%	
Melton Mowbray	3.96%	2.79%	4.60%	3.65%	4.28%	3.22%	

Table 2.7 - Leicestershire Cordons Growth Rates 2011 - 2014 (%) - 12HR / 24HR

Traffic Growth 2013 - 2014

- 2.2.12 In the 12 hour period, COMBINED traffic flows increased the most substantially in Hinckley with a growth of 10.10%. There was a substantial growth also in Market Harborough of 5.59%. Coalville (1.89%) and Loughborough (0.27%) both experienced relatively low levels of growth.
- 2.2.13 In the 24 hour period, COMBINED traffic flows increased the most substantially in Hinckley, with a growth of 11.23%. Market Harborough showed a growth of 5.80% for this period. Coalville had more substantial growth in the 24 hour with a growth of 2.56%, as did Loughborough at 0.91%.
- 2.2.14 In the OUTBOUND, flows in Hinckley increased by 4.31% in the 12 hour and 5.59% in the 24 hour. There was low growth in Coalville at 1.33% for the 12 hour and 1.91% for the 24 hour. Loughborough actually experienced decline in this period with -1.37% in the 12 hour and -0.57% in the 24 hour.
- 2.2.15 In the INBOUND, flows in Hinckley increased substantially with a growth of 16.44% in the 12 hour and 17.42% in the 24 hour. All other market towns showed more modest growth, with Market Harborough ranking second with a growth of 6.36% in the 12 hour and 6.99% in the 24 hour. Loughborough again experienced the lowest growth rate at 1.95% for the 12H and 2.45% for the 24H.

	OUTB	OUND	INBO	UND	COMBINED		
	12H	24H	12H	24H	12H	24H	
Ashby-de-la-Zouch	2.35%	1.92%	2.39%	2.06%	2.37%	1.99%	I
Coalville	1.33%	1.91%	2.45%	3.22%	1.89%	2.56%	
Hinckley	4.31%	5.59%	16.44%	17.42%	10.10%	11.23%	
Loughborough	-1.37%	-0.57%	1.95%	2.45%	0.27%	0.91%	
Lutterworth	3.27%	3.37%	3.06%	3.03%	3.16%	3.20%	
Market Harborough	4.81%	4.63%	6.36%	6.99%	5.59%	5.80%	
Melton Mowbray	3.11%	3.88%	5.68%	5.30%	4.39%	4.59%	
							1

Table 2.8 - Market Town Cordons Growth Rates 2013 - 2014 (%) - 12H / 24H



Figure 2.6 - Market Town Growth 2011 - 2014 (12 Hour)





Transport Trends 2014

2.3 Ashby-de-la-Zouch

		OUTBOL	IND			INBOU	JND		COMBINED			
	12H	24H	AM	PM	12H	24H	AM	PM	12H	24H	AM	PM
2011	18919	23807	2069	2089	19054	23308	2275	2211	37973	47115	4344	4300
2012	18600	22812	2020	2067	19002	23204	2251	2258	37602	46016	4271	4325
2013	19292	23658	2104	2111	19382	23580	2255	2255	38674	47238	4359	4366
2014	19745	24113	2141	2235	19845	24066	2279	2332	39590	48179	4420	4567
2011 – 2014 (%)	4.37	1.29	3.48	6.99	4.15	3.25	0.18	5.47	4.26	2.26	1.75	6.21

Table 2.9 - Ashby-de-la-Zouch Cordon Traffic Flows 2011 - 2014

- 2.3.1 In the 12 hour period, flows in Ashby increased from 37,973 in 2011 to 39,590 in 2014. This is a net increase of 1,617 vehicles and a percentage growth of 4.26%. In the OUTBOUND direction flows increased from 18,919 vehicles in 2011 to 19,745 vehicles in 2014. This is a net increase of 826 vehicles and an increase of 4.37%. In the INBOUND direction flows increased from 19,054 vehicles in 2011 to 19,845 vehicles in 2014. This is a net increase of 791 vehicles and an increase of 4.15%.
- 2.3.2 In the 24 hour period, flows in Ashby increased from 47,115 in 2011 to 48,179 in 2014. This is a net increase of 1,064 vehicles and an increase of 2.26%. In the OUTBOUND direction flows increased from 23,807 vehicles in 2011 to 24,113 vehicles in 2014. This is a net increase of 306 vehicles and an increase of 1.29%. In the INBOUND direction flows increased from 23,308 in 2011 to 24,066 in 2014. This is a net increase of 758 vehicles and an increase of 3.25%.
- 2.3.3 In the AM peak flows increased from 4,344 vehicles in 2011 to 4,420 vehicles in 2014. This is a net increase of 76 vehicles and an increase of 1.75%. In the OUTBOUND direction flows increased from 2,069 vehicles in 2011 to 2,141 vehicles in 2014. This is a net increase of 72 vehicles and an increase of 3.48%. In the INBOUND direction flows increased from 2,275 vehicles in 2011 to 2,279 vehicles in 2014. This is a net increase of 4 vehicles and an increase of 0.18%.
- 2.3.4 In the PM peak flows increased from 4,300 vehicles in 2011 to 4,567 vehicles in 2014. This is a net increase of 267 vehicles and an increase of 6.21%. In the OUTBOUND direction flows increased from 2,089 vehicles to 2,235 vehicles in 2014. This is a net increase of 146 vehicles and an increase of 6.99%. In the INBOUND direction flows increased from 2,211 in 2011 to 2,332 in 2014. This is a net increase of 121 vehicles and an increase of 6.21%.
- 2.3.5 Figure 2.7 below graphically represents the growth of traffic in Ashby in the 12 and 24 hour periods between 2011 and 2014. A map showing the Ashby-de-la-Zouch monitoring cordon with flows for 2014 can be found in the Appendix, Figure A1.



Figure 2.8 - Ashby-de-la-Zouch Traffic Flows 2011 2014 (COMBINED)

2.4 Coalville

	OUTBOUND				INBOUND				COMBINED			
	12H	24H	AM	PM	12H	24H	AM	PM	12H	24H	AM	PM
2011	59303	72816	5454	6876	59592	72697	6653	6099	118895	145513	12107	12975
2012	59668	73363	5484	6982	60135	73589	6668	6240	119803	146952	12152	13222
2013	59406	72745	5469	6876	59627	72684	6586	6179	119033	145429	12055	13055
2014	60194	74133	5441	6487	61088	75021	6241	6027	121282	149155	11683	12513
2011 – 2014 (%)	1.50	1.81	-0.23	-5.66	2.51	3.20	-6.19	-1.19	2.01	2.50	-3.50	-3.56

Table 2.10 - Coalville Cordon Traffic Flows 2011- 2014

- 2.4.1 In the 12 hour period, flows in Coalville increased from 118,895 in 2011 to 121,282 in 2014. This is a net increase of 2,387 vehicles and a percentage increase of 2.01%. In the OUTBOUND direction, flows increased from 59,303 in 2011 to 60,194 in 2014. This is a net increase of 891 vehicles and an increase of 1.50 %. In the INBOUND direction, flows increased from 59,592 in 2011 to 61,088 in 2014. This is a net increase of 1,496 vehicles and an increase of 2.51%.
- 2.4.2 In the 24 hour period, flows increased from 145,513 to 149,155. This is a net increase of 3,642 vehicles and an increase of 2.50%. In the OUTBOUND direction, flows increased from 72,816 to 74,133. This is a net increase of 1,317 vehicles and an increase of 1.81%. In the INBOUND direction, flows increased from 72,697 in 2011 to 75,021 in 2014. This is a net increase of 2,324 vehicles and an increase of 3.20%.
- 2.4.3 In the AM peak, flows decreased from 12,107 in 2011 to 11,683 in 2014. This is a net decrease of 424 vehicles and a percentage change of -3.50%. In the OUTBOUND direction, flows decreased from 5,454 to 5,441, a decrease of 13 vehicles. This represents a decrease of -0.23%. In the INBOUND direction, flows decreased from 6,653 to 6,241, a decrease of 412 vehicles. This is a percentage decrease of -6.19%
- 2.4.4 In the PM peak, flows also decreased from 12,975 vehicles to 12,513, a decrease of 462 vehicles. This represents a decrease of -3.56%. In the OUTBOUND direction, flows also decreased from 6,876 to 6,487, a decrease of 389 vehicles and a percentage change of -5.66%. In the INBOUND direction, flows decreased from 6,099 to 6,027, a decrease of 72 vehicles. This is a percentage change of -1.19%.
- 2.4.5 Figure 2.7 below graphically represents the growth of traffic in Coalville in the 12 and 24 hour periods between 2011 and 2014. A map showing the Coalville monitoring cordon with flows for 2014 can be found in the Appendix, Figure A2.



Figure 2.9 - Coalville Traffic Flows 2011 - 2014 (COMBINED)

2.5 Hinckley

		OUTBOUND			INBOUND				COMBINED			
	12H	24H	AM	PM	12H	24H	AM	PM	12H	24H	AM	PM
2011	51002	62630	5493	5092	51065	62345	5085	5889	102067	124975	10578	10981
2012	52659	64838	5556	5374	52830	64440	5391	5949	105489	129278	10947	11323
2013	51714	63185	5656	5163	47261	57543	5248	5889	98975	120728	10905	11052
2014	53941	66714	5575	5367	55030	67567	5290	6060	108971	134281	10865	11427
2011 – 2014 (%)	5.76	6.52	1.49	5.40	7.76	8.38	4.04	2.91	6.76	7.45	2.72	4.06

Table 2.11 - Hinckley Cordon Traffic Flows 2011 - 2014

- 2.5.1 In the 12 hour period, flows in Hinckley increased from 102,067 vehicles in 2011 to 108,971 vehicles in 2014. This is an increase of 6,904 vehicles and an increase of 6.76%. In the OUTBOUND direction, flows in Hinckley increased from 51,002 to 53,941, an increase of 2,939 vehicles. The percentage change was 5.76%. In the INBOUND direction, flows in Hinckley increased from 51,065 to 55,030 in 2014. This is an increase of 3,965 vehicles and a percentage change of 7.76%.
- 2.5.2 In the 24 hour period, flows in Hinckley increased from 124,975 in 2011 to 134,281 in 2014. This is a net increase of 9,306 vehicles and a percentage change of 7.45%. In the OUTBOUND direction, 24 hour flows increased from 62,630 to 66,714 in 2014. This is an increase of 4,084 vehicles and a percentage change of 6.52%. In the INBOUND direction, flows increased from 62,345 to 67,567. This is an increase of 5,222 vehicles and a percentage change of 8.38%.
- 2.5.3 In the AM peak, flows increased from 10,578 to 10,865. This is a net increase of 287 vehicles and an increase of 2.72%. In the OUTBOUND, AM flows increased from 5,493 to 5,575 in 2014. This is a net gain of 82 vehicles and a percentage increase of 1.49%. In the INBOUND, AM flows increased from 5,085 to 5,290 in 2014. This is a net gain of 205 vehicles and an increase of 4.04%.
- 2.5.4 In the PM peak, flows increased from 10,981 to 11,427. This is a net increase of 446 vehicles and an increase of 4.06%. In the OUTBOUND, flows increased from 5,092 to 5,367. This is a net gain of 275 vehicles and an increase of 5.40%. In the INBOUND, flows increased from 5,889 to 6,060. This is a net gain of 171 vehicles and an increase of 2.91%.
- 2.5.5 Figure 2.9 below graphically represents the growth of traffic in Hinckley in the 12 and 24 hour periods between 2011 and 2014. A map showing the Hinckley monitoring cordon with flows for 2014 can be found in the Appendix, Figure A3.



Figure 2.10 - Hinckley Traffic Flows 2011 – 2014 (COMBINED)

2.6 Loughborough

	OUTBOUND				INBOUND				COMBINED			
	1	COIDC	JOIND		1	INDO			1	COMD		
	12H	24H	AM	PM	12H	24H	AM	PM	12H	24H	AM	PM
2011	47683	57828	3714	5467	48190	58437	6208	4423	95873	116265	9922	9890
2012	47599	57281	4116	6165	49022	58312	6607	4461	96620	115592	10724	10625
2013	49781	59869	4308	6202	48513	57926	6564	4456	98294	117795	10872	10658
2014	49099	59525	4298	6308	49458	59347	6844	4548	98557	118872	11142	10856
2011-2014 (%)	2.97	2.93	15.72	15.38	2.63	1.56	10.24	2.83	2.80	2.24	12.30	9.77

Table 2.12 - Loughborough Cordon Traffic Flows 2011 - 2014

- 2.6.1 In the 12 hour period, flows in Loughborough increased from 95,873 vehicles in 2011 to 98,557 vehicles in 2014. This represents an increase of 2,684 and a percentage change of 2.80%. OUTBOUND flows in Loughborough increased from 47,683 to 49,099, an increase of 1,416 vehicles. This is a percentage change of 2.97%. INBOUND flows in Loughborough increased from 48,190 to 49,458, an increase of 1,268 vehicles. This was a percentage change of 2.63%.
- 2.6.2 In the 24 hour period flows increased from 116,265 to 118,872 in 2014. An increase of 2,607 vehicles and a percentage growth figure of 2.24%. In the OUTBOUND, flows increased from 57,828 to 59,525, an increase of 1,697 vehicles. This is a percentage growth of 2.93%. In the INBOUND, flows increased from 58,437 to 59,347, an increase of 910 vehicles. This is a percentage growth of 1.56%.
- 2.6.3 In the AM peak, flows increased 1,220 vehicles from 9,922 to 11,142. This is a percentage increase of 12.30%. OUTBOUND AM flows increased from 3,714 to 4,298, an increase of 584 vehicles. This is a percentage increase of 15.72%. INBOUND AM flows increased from 6,208 to 6,844, an increase of 636 vehicles and a percentage growth figure of 10.24%.
- 2.6.4 In the PM peak, flows increased from 9,890 to 10,856, an increase of 966 vehicles and a percentage growth rate of 9.77%. Flows in the OUTBOUND grew from 5,467 to 6,308, an increase of 841 vehicles with a percentage growth figure of 15.38%. Flows in the inbound grew from 4,423 to 4,548, an increase of 125 vehicles and a percentage growth of 2.83%.
- 2.6.5 Figure 2.10 below graphically represents the growth of traffic in Loughborough in the 12 and 24 hour periods between 2011 and 2014. A map showing the Loughborough monitoring cordon with flows for 2014 can be found in the Appendix, Figure A4.





Loughborough

Figure 2.11 – Loughborough Traffic Flows 2011 – 2014 (COMBINED)

	OUTBOUND					INBOL	JND		COMBINED			
	12H	24H	AM	PM	12H	24H	AM	PM	12H	24H	AM	PM
2011	20515	25293	2346	2413	20327	24859	2389	2373	40842	50152	4735	4786
2012	20770	25704	2366	2458	20595	25275	2377	2445	41365	50979	4743	4903
2013	20927	26077	2085	2279	20845	25735	2428	2465	41772	51812	4513	4744
2014	21612	26957	2343	2571	21482	26515	2488	2511	43094	53472	4830	5082
2011 – 2014 (%)	5.35	6.58	-0.14	6.55	5.60	6.60	4.13	5.81	5.51	6.62	2.02	6.18

Table 2.13 - Lutterworth Cordon Traffic Flows 2011 - 2014

- 2.7.1 In the 12 hour period, flows in Lutterworth increased from 40,842 vehicles in 2011 to 43,094 vehicles in 2014. This is a net gain of 2,252 vehicles and a percentage change of 6.62%. OUTBOUND flows increased from 20,515 to 21,612 in 2014. This is a net change of 1,097 vehicles and a percentage change of 5.35%. INBOUND flows increased similarly from 20,327 to 21,482. This is a net change of 1,155 vehicles and a percentage increase of 5.60%
- 2.7.2 In the 24 hour period, flows increased from 50,152 to 53,472 in 2014. This is a net change of 3,320 vehicles and a percentage increase of 6.62%. OUTBOUND flows increased from 25,293 to 26,957. This is a change of 1,664 vehicles and a percentage increase of 6.58%. INBOUND flows increased from 24,859 to 26,515. This is an increase of 1,656 vehicles and a percentage change of 6.60%.
- 2.7.3 AM peak flows increased from 4,735 to 4,830. This is an increase of 95 vehicles and a percentage change of 2.02%. OUTBOUND flows decrease marginally from 2,346 to 2,343. This is a net loss of 3 vehicles and a percentage decrease of just -0.14%. INBOUND flows increased from 2,389 to 2,488. This is a gain of 99 vehicles and a percentage increase of 4.13%.
- 2.7.4 PM peak flows increased from 4,786 to 5,082. This is a net change of 296 vehicles and a percentage change of 6.18%. OUTBOUND flows increased from 2,413 to 2,571, a net change of 158 vehicles and a percentage change of 6.55%. INBOUND flows increased from 2,373 to 2,511, a net change of 138 vehicles and a percentage change of 5.81%.
- 2.7.5 Figure 2.11 below graphically represents the growth of traffic in Lutterworth in the 12 and 24 hour periods between 2011 and 2014. A map showing the Lutterworth monitoring cordon with flows for 2014 can be found in the Appendix, Figure A5.



Figure 2.12 – Lutterworth Traffic Flows 2011 – 2014 (COMBINED)

2.8 Market Harborough

	OUTBOUND					INBOL	JND		COMBINED			
	12H	24H	AM	PM	12H	24H	AM	PM	12H	24H	AM	PM
2011	21865	25840	2143	2590	21979	25761	2570	2543	43844	51601	4713	5133
2012	22100	26135	2209	2603	22155	25970	2534	2459	44255	52105	4743	5062
2013	22413	26786	2184	2629	22520	26540	2622	2497	44933	53326	4806	5126
2014	23490	28026	2293	2798	23953	28395	2692	2718	47443	56421	4985	5516
2011 – 2014 (%)	7.43	8.46	7.00	8.03	8.98	10.22	4.75	6.88	8.21	9.34	5.77	7.46

Table 2.14 - Market Harborough Cordon Traffic Flows 2011 - 2014

- 2.8.1 In the 12 hour period, flows in Market Harborough increased from 43,844 vehicles in 2011 to 47,443 vehicles in 2014, an increase of 3,599 vehicles. This represents a growth of 8.21% between 2011 and 2014. OUTBOUND flows increased from 21,865 to 23,490, an increase of 1,625 vehicles and a percentage growth of 7.43%. INBOUND flows increased from 21,979 to 23,953, an increase of 1,974 and a percentage growth of 8.98%.
- 2.8.2 In the 24 hour period, flows in Market Harborough increased from 51,601 vehicles in 2011 to 56,421 vehicles in 2014. This represents an increase of 4,820 vehicles and a growth of 9.34%. OUTBOUND flows increased from 25,840 to 28,026, an increase of 2,186. This represents a percentage change of 8.46%. INBOUND flows increased from 25,761 to 28,395, an increase of 2,634. This is an increase of 10.22%.
- 2.8.3 In the AM peak, flows increased from 4,713 in 2011 to 4,985 in 2014, representing an increase of 272 vehicles and an increase of 5.77%. OUTBOUND flows increased from 2,143 to 2,293 which is an increase of 150 vehicles. Total growth equates to 7%. INBOUND flows increased from 2,570 to 2,692. This equates to an increase of 122 vehicles and a percentage growth of 4.75%.
- 2.8.4 PM flows increased from 5,133 in 2011 to 5,516 in 2014. This is an increase of 383 vehicles. The growth rate is 7.46%. OUTBOUND flows increased 8.03% from 2,590 vehicles to 2,798 vehicles. This is an increase of 208 vehicles. INBOUND flows increased 2,543 to 2,718, an increase of 6.88%. This totals to a net gain of 175 vehicles.
- 2.8.5 Figure 2.12 below graphically represents the growth of traffic in Market Harborough in the 12 and 24 hour periods between 2011 and 2014. A map showing the Market Harborough monitoring cordon with flows for 2014 can be found in the Appendix, Figure A6.



Figure 2.13 - Market Harborough Traffic Flows 2011 - 2014 (COMBINED)

2.9 Melton Mowbray

	OUTBOUND					INBO	UND		COMBINED				
	12H	24H	AM	PM	12H	24H	AM	PM	12H	24H	AM	PM	
2011	26537	32523	2426	2533	26721	32412	2695	2728	53258	64935	5121	5261	
2012	26914	32318	2629	2778	26310	32680	2837	2840	53224	64998	5466	5618	
2013	26758	32183	2578	2804	26446	31903	2839	2844	53204	64086	5417	5648	
2014	27589	33432	2686	2885	27949	33595	3014	3084	55538	67027	5700	5969	
2011 – 2014 (%)	3.96	2.79	10.72	13.90	4.60	3.65	11.84	13.05	4.28	3.22	11.31	13.46	

Table 2.15 - Melton Mowbray Cordon Traffic Flows 2011 - 2014

- 2.9.1 In the 12 hour period, flows increased from 53,258 vehicles in 2011 to 55,538 vehicles in 2014. This represents a net increase of 2,280 vehicles and a growth rate of 4.28%. In the OUTBOUND direction, flows increased from 26,537 to 27,589, a difference of 1,052 vehicles. The growth rate for this direction was 3.96%. In the INBOUND direction, flows increased from 26,721 to 27,949, an increase of 1,228 vehicles. The growth rate here was 4.60%.
- 2.9.2 In the 24 hour period, flows increased from 64,935 vehicles to 67,027 vehicles, a difference of 2,092 vehicles. The growth rate was 3.22% between 2011 and 2014. In the OUTBOUND direction, flows increased from 32,523 to 33,432, an increase of 909 vehicles. The growth rate was 2.79% for this period. In the INBOUND direction, 24 hour flows increased from 32,412 to 33,595, an increase of 1,183 vehicles. The growth rate for this direction was 3.65%.
- 2.9.3 In the AM peak, flows increased from 5,121 to 5,700 (+579 vehicles), with a growth rate of 11.31%. OUTBOUND flows increased from 2,426 to 2,686 (+260 vehicles) with a growth rate of 10.72%. INBOUND flows increased from 2,695 to 3,014 (+319 vehicles), with a growth rate of 11.84%.
- 2.9.4 In the PM peak, flows increased from 5,261 to 5,969 (+708 vehicles), with a growth rate of 13.46%. OUTBOUND direction flows increased by 352 vehicles from 2,533 to 2,885, with a growth rate of 13.90%. INBOUND flows increased from 2,728 to 3,084, representing a growth rate of 13.05%.
- 2.9.5 Figure 2.13 below graphically represents the growth of traffic in Melton Mowbray in the 12 and 24 hour periods between 2011 and 2014. A map showing the Melton Mowbray monitoring cordon with flows for 2014 can be found in the Appendix, Figure A7.



Figure 2.14 - Melton Mowbray Traffic Flows 2011 - 2014 (COMBINED)

2.10 Oadby & Wigston

						INBOL	JND		COMBINED			
	12H	24H	AM	PM	12H	24H	AM	PM	12H	24H	AM	PM
2011	71359	88381	7503	7266	70535	87184	6890	7865	141894	175565	14394	15131
2012	70182	86583	7242	6822	71235	87791	6800	7876	141417	174374	14042	14698
2013	71378	88369	7269	6863	72199	89007	6707	8012	143577	177376	13976	14875
2014	71016	88457	7269	6874	72196	89296	6621	7961	143212	177753	13890	14835
2011 – 2014 (%)	-0.48	0.09	-3.12	-5.40	2.35	2.42	-3.91	1.22	0.93	1.25	-3.50	-1.96

Table 2.16 - Oadby & Wigston Cordon Traffic Flows 2011 - 2014

- 2.10.1 In the 12 hour period, flows in Oadby & Wigston increased from 141,894 vehicles in 2011 to 143,212 vehicles in 2014. This represents an increase of 1,318 vehicles and a percentage growth figure of 0.93%. OUTBOUND flows decreased from 71,359 to 71,016 (-343 vehicles). This is a decrease of 0.48%. INBOUND direction, 12 hour flows increased from 70,535 to 72,196 (+1,661 vehicles). This is an increase of 2.35%.
- 2.10.2 In the 24 hour period, flows increased by 1.25% from 175,565 to 177,753 (+2,188 vehicles). OUTBOUND 24 hour flows increased marginally from 88,381 to 88,457 (+76) representing an increase of 0.09%. INBOUND 24 hour flows increased by 2.42% from 87,184 to 89,296 (+2,112 vehicles).
- 2.10.3 In the AM peak period, flows decreased from 14,394 to 13,890 (-504 vehicles) or -3.50%. OUTBOUND flows also decreased from 7,503 to 7,269 (-234 vehicles) or -3.12%. INBOUND flows decreased from 6,890 to 6,621 (-204 vehicles) or -3.91%.
- 2.10.4 In the PM peak period, flows decreased from 15,131 to 14,835 (-296 vehicles) or -1.96%. OUTBOUND flows increased from 7,266 to 6,874 (-392 vehicles) or -5.40%. INBOUND flows increased from 7,865 to 7,961 (+96 vehicles) or 1.22%.
- 2.10.5 Figure 2.14 below graphically represents the growth of traffic in Oadby & Wigston in the 12 and 24 hour periods between 2011 and 2014. A map showing the Oadby & Wigston monitoring cordon with flows for 2014 can be found in the Appendix, Figure A8.





Figure 2.15 - Oadby & Wigston Traffic Flows 2011 - 2014 (COMBINED)

2.11 County Boundary

		OUTBO	UND			INBOU	JND		COMBINED				
	12H	24H	AM	PM	12H	24H	AM	PM	12H	24H	AM	PM	
2011	147567	182394	14859	16744	146514	182668	16744	16001	294081	365062	30338	32745	
2012	149453	183640	15868	17687	148340	183285	17687	17208	297793	366925	32185	34895	
2013	153357	188111	16300	17659	151334	187141	17659	17588	304691	375252	32619	35247	
2014	158582	195773	16541	18217	158407	197799	18217	18299	316989	393572	33274	36516	
2011- 2014 (%)	7.46	7.34	11.32	8.80	8.12	8.28	8.80	14.36	7.79	7.81	9.68	11.52	

Table 2.17 - County Boundary Cordon Traffic Flows 2011 - 2014

- 2.11.1 In the 12 hour flows for the county boundary monitoring cordon, flows increased from 294,081 vehicles in 2011 to 316,989 vehicles in 2014, an increase of 22,908 vehicles. This represents a growth figure of 7.79%. OUTBOUND flows for this period increased from 147,567 to 158,582 (+11,015 vehicles), a growth of 7.46%. INBOUND flows increased from 146,514 to 158,407 (+11,893 vehicles), a total of 8.12%.
- 2.11.2 In the 24 hour flows for the county boundary, flows increased from 365,062 to 393,572 (+28,510 vehicles) representing a growth figure of 7.81%. OUTBOUND flows increased 7.34% from 182,394 to 195,773, an increase of 13,379 vehicles. INBOUND flows increased 8.28% from 182,668 to 197,799 (+15,131 vehicles).
- 2.11.3 In the AM peak period, flows for the county boundary increased from 30,338 vehicles to 33,274 vehicles (+2,936 vehicles) representing a growth rate of 9.68%. OUTBOUND flows increased from 14,859 to 16,541 (+1,682 vehicles) and 11.32%. INBOUND flows increased from 16,744 to 18,217 (+1,473 vehicles) and 8.80%.
- 2.11.4 In the PM, flows increased by 11.52% from 32,745 in 2011 to 36,516 in 2014 (+3,771 vehicles). OUTBOUND flows increased from 16,744 to 18,217 (+1,473 vehicles) with a growth rate of 8.80%. INBOUND flows increased from 16,001 to 18,299 (+2,298 vehicles) with a growth rate of 14.36%.
- 2.11.5 Figure 2.15 below graphically represents the growth of traffic at the County Boundary in the 12 and 24 hour periods between 2011 and 2014.



Figure 2.16 - County Boundary Traffic Flows 2011 - 2014 (COMBINED)

3. Cordon Traffic Composition

This section analyses data from the profiler traffic counters to look at differing vehicle compositions by mode for the market towns. The profilers can determine the class of vehicle based upon the number and the weight of the axles passing over it. Vehicle classification is based on the CA10 class scheme which is reduced within the database to a 5 tier scheme, within which pedal cycles are not included (please see chapter 7).

However in some cases, it should be noted that ATC units often have difficulty classifying between CAR units and Light Goods Vehicles (LGVs). Therefore the results of the traffic composition analysis should be treated with caution.

3.1 Market Town Summary

- 3.1.1 The traffic composition for the market town cordons in 2011 and 2014 has been presented below in Tables 3.1 and 3.2.
- 3.1.2 In 2011, CAR traffic made up 87.74% of total traffic as an average across the market towns. LGV traffic made up 7.51%, while HGV traffic made up 3.38%.
- 3.1.3 Ashby-de-la-Zouch had the highest proportion of CAR traffic at 89.58%, while Loughborough had the lowest at 85.79%.
- 3.1.4 Lutterworth had the highest proportion of LGV traffic at 9.35%, while Market Harborough had the lowest at 6.11%.
- 3.1.5 The highest proportion of HGVs was in Coalville 4.15%, while the lowest was in Ashby at 2.40%.
- 3.1.6 Buses made up the highest proportion of total traffic in Loughborough at 1.02%. This partially reflects the extensive network available in Loughborough with regular connecting services to Leicester, Nottingham, Melton Mowbray, East Midlands Airport and Derby.

2011	M/C	Cars	LGV	HGV	Buses
Ashby-de-la-Zouch	1.04%	89.58%	6.40%	2.40%	0.58%
Coalville	0.98%	86.90%	7.44%	4.15%	0.53%
Hinckley	0.95%	87.80%	7.73%	3.27%	0.25%
Loughborough	0.66%	85.79%	8.50%	4.03%	1.02%
Lutterworth	0.65%	86.15%	9.35%	3.47%	0.38%
Market Harborough	0.52%	89.83%	6.11%	3.07%	0.47%
Melton Mowbray	0.93%	88.13%	7.07%	3.26%	0.62%
Average	0.82%	87.74%	7.51%	3.38%	0.55%

Table 3.1 - Market Town Modal Composition 2011



Figure 3.1 - Market Town Average Traffic Composition 2011

- 3.1.7 In 2014, CAR traffic composition decreased to 86.70% of total traffic, while LGV increased to a share of 7.54 and HGV increased to a share of 4.56%.
- 3.1.8 Ashby-de-la-Zouch remained the market town with the highest proportion of CAR traffic, with an increase to 90.01%. The lowest was observed in Lutterworth at 84.28%.
- 3.1.9 The highest proportion of LGV traffic was in Lutterworth at 9.92%, while the lowest was in Market Harborough at 5.28%.
- 3.1.10 The greatest proportions of HGVs were found in Coalville (6.43%), Hinckley (6.22%) and Melton Mowbray (6.09%) which calculated to around 6% of total traffic.
- 3.1.11 The highest proportion of buses remained in Loughborough at 0.84%, although this decreased by 0.16%. The second highest proportion was Oadby & Wigston at 0.63%.
- 3.1.12 Although the differences between Figure 3.1 and 3.2 seem minimal, it is interesting to note how the proportional share of HGVs (purple) has increased.

2014	M/C	Cars	LGV	HGV	Buses	
Ashby-de-la-Zouch	0.72%	90.01%	6.53%	2.17%	0.57%	
Coalville	0.86%	84.79%	7.52%	6.43%	0.38%	
Hinckley	0.75%	85.85%	6.87%	6.22%	0.32%	
Loughborough	0.65%	84.88%	9.39%	4.23%	0.84%	
Lutterworth	0.85%	84.28%	9.92%	4.57%	0.38%	
Market Harborough	0.95%	89.51%	5.28%	4.23%	0.34%	
Melton Mowbray	0.59%	84.81%	8.11%	6.09%	0.39%	
Oadby & Wigston	0.52%	89.46%	6.73%	2.53%	0.63%	
Average	0.74%	86.70%	7.54%	4.56%	0.48%	

Table 3.2 - Market Town Modal Composition 2014



Figure 3.2 - Market Town Average Traffic Composition 2014



4. Traffic Speeds and Delay

This section presents traffic average speed and delay data for the county market towns and Leicester City using data from Trafficmaster for the AM peak period (08:00 - 09:00). Analysing this data helps to provide an analysis of historic and current traffic conditions and levels of congestion.

The analysis from Trafficmaster for the local level is then presented alongside select data from a Department for Transport publication 'Congestion on Local A Roads' which cover the wider level for the neighbouring counties Derbyshire, Nottinghamshire and the East Midlands region as a whole. The averages from this dataset are calculated by estimating the average speed across a three hour period in the morning peak (07:00 – 10:00).

4.1 Market Town Summary

Average Speed

- 4.1.1. Table 4.1 below shows the average vehicle speeds in miles per hour (mph) for each of the market towns. Where applicable, these have been ranked in order of highest to lowest or fastest to slowest for comparison.
- 4.1.2. The data represented here is derived from a September 2013 August 2014 monitoring period for the AM peak (08:00 09:00).
- 4.1.3. Market Harborough and Ashby are the fastest market towns in the county for average speeds according to the Trafficmaster data. Market Harborough has an average speed of 33.3 mph and Ashby has an average speed of 30.7 mph.
- 4.1.4. Loughborough and Coalville have some of the slowest recorded vehicle speeds across the market towns. Loughborough's average vehicle speed was 20.7 mph while Coalville was 23.5 mph. This is on average 10-12 mph slower than Market Harborough or Ashby.
- 4.1.5. One of the explanations for these rankings is the presence of a bypass or relief road, which are included as part of the Trafficmaster routes. Market Harborough for example includes the A6 between Leicester and Kettering (connecting to the A14); Ashby includes its own bypass (A511), while Hinckley includes the A47 and A5 bypasses. These faster roads distort the overall average speed figures, meaning that they do not necessarily reflect centre town conditions.

	Average Speed (mph)
Market Harborough	33.30
Ashby	30.70
Hinckley	24.80
Melton Mowbray	23.50
Coalville	23.50
Loughborough	20.70
Market Town Average	26.59

Table 4.1 - Market Town Average Speeds 2013/14 (mph)

- 4.1.6. Table 4.2 below shows how Leicester City compares against other regional cities in the East Midlands. The data presented here is derived from the DfT dataset 'Congestion on Local A' roads⁵.
- 4.1.7. Leicester City ranks second when placed against average speeds for Nottingham and Derby with an average speed of 18.8 mph. Derby's average speed was 19.40 mph and Nottingham was 15.80 mph.

	Average Speed (mph)
Leicester	18.80
Derby	19.40
Nottingham	15.80

 Table 4.2 - Region Cities Average Speeds 2014 (mph)

⁵ Department for Transport (DfT) – Congestion on Local A Roads – October to December 2014

https://www.gov.uk/government/statistics/congestion-on-local -a-roads-england-october-to-decemer-2014

- 4.1.8. Table 4.3 below shows how Leicestershire compares at a county-wide level with neighbouring counties in the East Midlands region.
- 4.1.9. Leicestershire is ranked the highest performing county for average speeds out of other neighbouring authorities and also better than the East Midlands average. Leicestershire had an average speed of 30.1 mph comparable against 27.7 for Nottinghamshire, 29.8 for Derbyshire and 28.1 for the East Midlands region.

Rank	County/Region	Average Speed (mph)
1	East Midlands	28.10
2	Derbyshire	29.80
3	Nottinghamshire	27.70
4	Leicestershire	30.10

Table 4.3 – East Midlands Region Counties Average Speeds 2014 (mph)

4.1.10. Figure 4.1 below graphically represents how the average speed of the market towns compares against the county and regional averages. The county and regional averages are represented as solid lines.



Market Town Average Speeds 2014 (AM)

Figure 4.1 - Market Town Average Speeds 2014 (AM)



Delay

- 4.1.11. Table 4.4 below shows total delay in seconds per vehicle kilometre (s/vkm) for the county market towns. This has been calculated by averaging data from all of the Trafficmaster routes in each market town. The data is presented for the AM peak hour (08:00 – 09:00).
- 4.1.12. Delay is classified as the difference in seconds between the 'free flow' time per link and the additional time that is incurred on that link during the peak hour. The free flow monitoring period used is between 10:00 pm and 06:00 am.
- 4.1.13. Hinckley, Loughborough and Coalville all had high levels of delay per vehicle kilometre (s/vkm) in the AM. Hinckley has an average of 55.6 seconds of delay per vehicle kilometre; Loughborough has 52.7, while Coalville had 52.6.
- 4.1.14. There was a substantial gap in total delay between the most congested and the least congested, which is partially reflective of the varying size of the market towns. The lowest levels of delay were found in Market Harborough and Melton Mowbray. Market Harborough had an average of 25.3 seconds of delay per vehicle kilometre, while Melton Mowbray had 27.2.
- 4.1.15. Average speeds are a limited indication of the levels of congestion as they are heavily influenced by external factors such as the network speed limits, traffic calming and junction density. Hinckley for example has a high average speed partially due to the inclusion of its bypass in which vehicles can travel up to 40 to 50 miles an hour. Assuming a free flow network, it is much easier for vehicles to achieve higher average speeds on a faster network, than on a slower one. The amount of delay will help to offset the average speeds slightly, but these are normally concentrated at particular times of the day only.

Rank	Market Town	Delay (seconds per vehicle km)
1	Hinckley	55.58
2	Loughborough	52.68
3	Coalville	52.57
4	Ashby	38.08
5	Melton Mowbray	27.22
6	Market Harborough	25.29

Table 4.4 - Market Town Total Delay Per Vehicle Kilometre (s/vkm)

- 4.1.16. Table 4.5 shows the same data, but for the East Midlands regional cities rather than Leicestershire's market towns. The Leicester City data is derived from Trafficmaster data for the Principal Urban Area (PUA), whereas the data for Derby and Nottingham are derived from the DfT dataset.
- 4.1.17. Leicester City had a total average delay of 138 seconds of delay per vehicle kilometre placing it slightly behind Nottingham in the regional picture. Derby had the lowest delay at 114 seconds, while Nottingham had the highest at 142 seconds.

Rank	City	Delay (seconds per vehicle km)
1	Leicester	138.07
2	Derby	113.74
3	Nottingham	142.20

Table 4.5 - Region Cities Total Delay per Vehicle Kilometre (s/vkm)

- 4.1.18. Table 4.6 shows how Leicestershire County compares to the neighbouring regional counties.
- 4.1.19. At the county-wide level, it appeared that Derbyshire and Leicestershire had identical levels of average total delay per vehicle kilometre. This was 74.28 seconds of delay per vehicle kilometre. Nottingham came in above the average for the East Midlands at 79.84 seconds.

Rank	County / Region	Delay (seconds per vehicle kilometre)
1	East Midlands	79.00
2	Derbyshire	74.28
3	Nottinghamshire	79.84
4	Leicestershire	74.28

Table 4.6 - Regional Counties Total Delay per Vehicle Kilometre (s/vkm)

5. Bus Performance Monitoring

This chapter covers bus usage and punctuality for various monitoring areas across Leicester City and Leicestershire County. The data has been collected as part of continual monitoring for the LTP₆.

5.1 Bus Patronage

Totals

- 5.1.1 Table 5.1 below shows bus passenger totals for the City, LTP, Loughborough, Hinckley and the rest of the County. Totals have been derived for the county (excluding city) and for the total monitored area for comparison.
- 5.1.2 The passenger totals presented below have been derived from passenger boardings within each monitoring boundary during the financial year (April to March). Boarding information is primarily calculated using data from the main bus operators across the county.

Year	City	LTP	Loughboro'	Hinckley	Rest	County	Total
2004/5	33,707,917	5,789,705	2,601,873	1,003,131	5,597,755	14,992,464	48,700,381
2005/6	33,896,940	5,516,960	2,677,183	957,994	5,883,806	15,035,943	48,932,883
2006/7	35,122,472	6,462,288	2,860,268	742,500	5,614,882	15,679,937	50,802,410
2007/8	35,758,725	6,728,728	3,027,104	872,146	5,246,197	15,874,175	51,632,900
2008/9	35,862,686	7,071,621	3,267,164	821,099	5,289,880	16,449,764	52,312,450
2009/10	34,105,456	6,898,857	3,517,428	726,058	4,950,113	16,092,456	50,197,911
2010/11	31,480,106	6,073,144	3,650,863	642,509	4,589,193	14,955,710	46,435,815
2011/12	28,663,722	5,210,435	3,461,385	605,652	4,517,353	13,794,826	42,458,548
2012/13	27,061,662	4,951,787	3,507,956	568,798	4,376,922	13,405,463	40,467,125
2013/14	27,212,782	5,098,817	3,567,450	452,219	4,690,667	13,809,153	41,021,936

 Table 5.1 - Bus Total Boardings 2004 - 2014

- 5.1.3 Figure 5.1 shows how the proportion of bus travel is divided between the monitored areas in the 2013/14 financial year.
- 5.1.4 Bus travel in Leicester City currently accounts for 66% of total bus travel in Leicestershire, with an additional 12% covered by the LTP area. Loughborough accounts for a total of 9% of total bus travel, while Hinckley accounts for only 1%. The rest of the county (including Ashby, Coalville, Castle Donington (EMA), Melton Mowbray and East Leicestershire) makes up the remaining 12%.

1%	
12%	
9%	
12%	
	66%

County Bus Travel by Area - 2013/14 City LTP L'borough Hinckley Rest

Figure 5.1 - County Bus Patronage split by area - 2013/14

⁶ Leicestershire County Council - LTP Bus Reliability Report 2014

Growth

- 5.1.5 Table 5.2 below shows the percentage change in bus passenger boardings for the 5 monitored areas. The two separate percentages calculated are for the transport trends 2011 base year but also for the first year of patronage monitoring (2004), which helps to give a better indication of patronage changes over time.
- 5.1.6 Between 2004 and 2014, bus patronage has decreased in all monitored areas except from Loughborough where there has been a substantial increase of 37.1%. Bus patronage fell most substantially in Hinckley by a total of 54.92%.

	City	LTP	Loughboro'	Hinckley	Rest	County	Total
2011 - 2014	-5.06%	-2.14%	3.06%	-25.33%	3.84%	-3.38%	0.10%
2004 - 2014	-19.27%	-11.93%	37.11%	-54.92%	-16.20%	-15.77%	-7.89%

Table 5.2 - Bus Patronage Growth / Decline (%)

5.1.7 Figure 5.2 shows total bus passenger boardings across the county between 2004 and 2014. The graphic clearly illustrates the trends in bus travel across the 10 year monitoring period. There was a substantial increase in bus travel across the county between 2004 and 2008 from approximately 15 million passenger boards to 16.4 million in 2008. Passenger boardings began to rapidly decline after 2008, fuelled partially by the economic downturn. This decline persists until around 2012/13 where total passenger boardings are around 13.5 million. From 2012/13 the declining trend reverses and passenger boardings begin to rise again. Through continued and improved monitoring methods in the future, it will be possible to determine whether this upward trend is likely to continue.



Figure 5.2 - County Total Bus Passenger Boardings between 2004 and 2014.

5.2 Bus Fares

5.2.1 Table 5.3 shows the change in average bus fares between 2007 and 2012. The data shows that the price of a weekly ticket between 2007 and 2012 increased nearly 60% from £9.90 to £15.75. A day ticket fare increased by 63% from an average £2.45 fare to an average £4.00. A single adult fare increased less substantially by around 31% from £1.24 to £1.63. A less substantial rise in single fares reflects the competitiveness of these fares and the techniques operators use to draw in additional ridership on key routes.

Year	2007	2008	2009	2010	2011	2012
Weekly Ticket	£9.90	£11.50	£12.50	£14.00	£14.50	£15.75
Day Ticket	£2.45	£2.90	£3.25	£3.45	£3.80	£4.00
Single Adult Fares	£1.24	£1.40	£1.44	£1.49	£1.59	£1.63
Weekly Ticket	0.00%	16.16%	26.26%	41.41%	46.46%	59.09%
Day Ticket	0.00%	18.37%	32.65%	40.82%	55.10%	63.27%
Single adult fares	0.00%	12.64%	16.09%	19.54%	27.59%	31.03%

Table 5.3 - County Average Bus Fares 2007 - 2012

- 5.2.2 Figure 5.3 below graphically represents the average cost of various types of bus fares between 2007 and 2012. Data has been extracted from a large amount of operators to produce a county-wide average price. It should be stressed that prices here do not solely reflect a single operators pricing strategies.
- 5.2.3 Single adult fares have remained relatively static between 2007 and 2012 with an increase of 49p. Day tickets have increased slightly more substantially with an increase of £1.55. Weekly fares have increased the most substantially by approximately £6 for the same period.
- 5.2.4 The graph also helps to highlight the variability in fare increases. Often operators will base the rate of increase on a number of factors including the rate of economic growth, changes in passenger patronage figures, operating costs, profit margins etc.



Figure 5.3 - County Bus Services - Average Fares 2007-2012

5.3 Bus Reliability

- 5.3.1 The section presents results from reliability monitoring of county bus services.
- 5.3.2 To ensure that the sample of services used for the monitoring is as representative as possible, the county council has identified a set of key stops which fall within the county border that are served by the major operators.
- 5.3.3 Table 5.4 shows the proportion of total bus services in the monitoring survey that were running 'on time' and those that were not. The indicator, taken from NI-178, states that buses running under 1 minute early and 5 minutes and 59 seconds late, are deemed to be 'on time'. If a bus was not running on time, then the alternative outcome has been marked accordingly. Buses arriving more than 1 minute early, or 6 minutes late, are categorised as 'early' and 'late'. Buses that failed to run at all despite being time tabled to do so, fall within the failed to operate category (FTO). County timing point refers to a set point at which the 'arrival' punctuality of the bus was recorded. This could be at a bus stop with a scheduled arrival time, or at a set timing point along the course of the route (often may be the case with cross country services). The county timed departure refers to the time at which the bus was seen departing the bus stop or crossing the timing point. The county total is a weighted average of these two measures to give an overall reliability figure.
- 5.3.4 In 2014, 76.1% of services were observed on time at these allotted timing points across the county. 23.9% were observed as 'not on time'. Within this observation, the majority of services were observed running late (17.6%), while 3.6% arrived early and 2.7% failed to operate.
- 5.3.5 For the timed departure points, services performed slightly better with 81.7% of services running on time and 18.3% 'not on time'. 11.6% of these services were observed running late, while 3.0% departed early and 4.3% failed to operate. It should often be expected that for timed departure observations services will perform better due to the ability to make up lost time. This is particularly relevant for terminus and interchange points where the bus may be scheduled to have a longer layover. If a bus terminates at this stop late, the service will be recorded as late, however all that would be necessary in most cases to ensure an 'on time' departure would be to decrease the time of the layover (assuming this is feasible).
- 5.3.6 With the timing points and timed departures combined with a weighted average, a total of 77.8% of services ran on time, while 22.2% operate 'not on time'. 15.6% of services operated late, 3.5% early and 3.2% failed to operate.

	Early	Late	Failed to Operate	Not On Time	On Time
County Timing Point	3.6%	17.6%	2.7%	23.9%	76.1%
County Timed Departure	3.0%	11.6%	4.3%	18.3%	81.7%
County Total	3.5%	15.6%	3.2%	22.2%	77.8%

Table 5.4 - County Bus Punctuality 2014

5.3.7 Figure 5.4 below graphically represents the reliability of bus services by proportioning the amount of observed by timing category. The purple region represents services that were compliant and ran 'on time'. The services that were not running 'on time' are divided by proportion into 'early', 'late' and 'failed to operate'.



Figure 5.4 – County Bus Punctuality by Timing Category 2014

- 5.3.8 Table 5.5 below shows how the proportion of non-frequent services running 'on time' has changed since the report baseline in 2011. It shows that overall reliability of bus services has increased by 1.0% between 2011 and 2014. There was a substantial decrease from 2011/12 to 2012/13 with a continued decline into 2013/14 to 73.1%, a percentage change of 4.3%.
- 5.3.9 There are a number of considerations that are required to be made when analysing the data below. The first is that the sample size used as part of the data collection and enumeration processes increased substantially between 2011/12 and 2014/15 which may significantly alter the overall figures. Additionally, notice the how the actual observed result changes inversely to the punctuality targets. The target was raised substantially between 2011/12 and 2013/14, but despite this bus punctuality continued to deteriorate. However in 2014/15 when the decision was made to reduce the punctuality target, the observed figures increased considerably to 78.9%.

Year	2011/12	2012/13	2013/14	2014/15
Result	77.9%	73.6%	73.1%	78.9%
Target	77.5%	78.5%	79.5%	75.0%

Table 5.5 - County Bus Punctuality 2011 - 2014

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Figure A2 - Coalville Monitoring Cordon with Flows 2014



Figure A3 - Hinckley Monitoring Cordon with Flows 2014





Figure A4 - Loughborough Monitoring Cordon with Flows 2014



Figure A5 - Lutterworth Monitoring Cordon with Flows 2014



Figure A6 – Market Harborough Monitoring Cordon with Flows 2014







Figure A8 - Oadby & Wigston Monitoring Cordon with Flows 2014

	Cordon Traffic Flows 2014											
	Ashby-de-la-Zouch			OUTBOUND		INBOUND						
Site	Site Title	Dir.	12H	24H	AM	PM	Dir.	12H	24H	AM	PM	
20779	Burton Road, S of Ingles Hill, Ashby-de-la-Zouch	NB	1676	2053	203	171	SB	1628	2030	153	189	
20783	Nottingham Rd, W of Woodcock Way, Ashby	EB	6092	7500	602	577	WB	5871	7237	517	651	
20832	Smisby Road, S of Bypass, Ashby-de-la-Zouch	NB	2815	3398	273	381	SB	2952	3616	404	340	
20833	Moira Road, E of Dorset Dr, Norris Hill, Ashby	WB	2343	2880	205	310	EB	2495	3010	376	238	
20836	Ashby Road, N of Mill Street, Packington, Ashby	VVD SB	905	1092	02 161	130	ED NB	070	1046	124	00 172	
20030	Leicester Rd W of Corkscrew Lane, New Packington	FB	1200	2266	313	202	NB	1915	2239	222	299	
24131	Measham Road, N of A42, Ashby-de-la-Zouch	SB	2752	3405	302	309	NB	2842	3407	309	358	
	Total	_	19745	24113	2141	2235		19845	24066	2279	2332	
	Coalville			OUTBOUND					INBOUND	1	•	
Site	Site Title	Dir.	12H	24H	AM	PM	Dir.	12H	24H	AM	PM	
20814	Station Hill, Swannington, Coalville (pro)	NB	1623	1933	200	194	SB	1795	2118	196	228	
20815	Thornborough Road, North of Bypass, Coalville (pro)	NB	4793	5779	373	648	SB	4695	5632	665	409	
20816	Hermitage Road, N of A511, Coalville (pro)	NEB	2720	3209	189	250	SWB	2666	3353	246	213	
20817	Broom Leys Road, E of A511, Coalville (pro)	EB	5586	6595	584	594	WB	5443	6499	442	541	
20818	Leicester Road, E of St Marys Ln, Coalville (pro)	WB	2311	2751	258	309	EB	3359	3845	252	466	
20819	Ashby Road, E of Ravenstone Rd, Coalville (pro)	WB	3311	4088	232	375	EB	3410	4163	317	243	
20620	Grange Road, W of Bardon Rd, Ellistown, Coalville	SD EB	3332	4240	233	200	IND WB	2047	4000	293	212	
20822	Ibstock Road, S of St Marys I n Ravenstone (pro)	SB	3768	4528	313	483	NB	3843	4578	489	382	
20823	Ashby Road, E of The Moorlands, Sinope (pro)	WB	9214	11469	873	1064	EB	8535	10845	984	791	
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	WB	9438	11770	745	780	EB	9009	11498	773	699	
20835	Bardon Road, SE of Bardon Cl, Coalville (pro)	SB	8340	10754	900	802	NB	8621	10851	844	1026	
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	SB	3972	4808	277	538	NB	4267	5092	577	395	
	Total		60194	74133	5441	6487		61088	75021	6241	6027	
	Hinckley			OUTBOUND					INBOUND			
Site	Site Title	Dir.	12H	24H	AM	PM	Dir.	12H	24H	AM	PM	
20602	Leicester Road, Brick Kiln Hill, E of Hinckley	NB	1623	1933	200	194	SB	6419	7841	808	544	
20604	Lutterworth Road, N of A5, Burbage, Hinckley	SB	4793	5779	373	648	NB	1435	1671	98	262	
20605	Coventry Road, E of A5, Hinckley	WB	2720	3209	189	250	EB	5463	6657	548	475	
20606	Dodwells Road, N of A5, Hinckley	SB	5586	6595	584	594	NB	7778	9836	680	713	
20608	Normandy Way, E of Ashby Road, Hinckley (pro)	EB	2311	2751	258	309	WB	6596	8087	798	675	
20611	Wykin Road, W of Normandy Way, Hinckley	WB	3311	4088	232	375	EB	1536	18/1	140	235	
20612	Ashby Road, S of M47, Hindkley	NB NB	3332	4240	233	280	SB	4198	5047	413 701	483	
20013	Wolvey Road, N of A5, Burbace	SB	3768	4528	204	483	NB	1981	2706	12	117	
20620	Nutts Lane, N of A5. Hincklev	SB	9214	11469	873	1064	NB	1471	1757	82	293	
23910	Rugby Road, N of M69, Burbage, Hinckley	SB	9438	11770	745	780	NB	6603	8249	482	1079	
24070	Sapcote Road, W of M69, Burbage (pro)	EB	8340	10754	900	802	WB	5524	6634	563	609	
	Total		56222	69325	5164	5949		54899	67343	5325	6045	
	Loughborough			OUTBOUND					INBOUND			
Site	Site Title	Dir.	12H	24H	AM	PM	Dir.	12H	24H	AM	PM	
20005	Ashby Road, E of M1, Loughborough	WB	11258	14064	999	1335	EB	11236	13725	1544	1056	
20238	Derby Road, S of Hathern, Dishley, Loughborough	NB	7731	9283	506	1055	SB	7962	9510	1170	628	
20241	Loughborough, Woodthorpe, Quorn	SB	7064	8536	670	1007	NB	7459	8923	866	614	
21026	Nottingham Road, W of Barrow Road, Cotes	EB	5681	6657	441	861	WB	5581	6482	832	473	
22658	Epinal Way Extension. S of Woodthorpe, Quorn	EB	9977	12442	860	1049	WB	10070	12397	1288	1023	
25050	Woodhouse Lane, S of Nannantan Rd, Loughborough		1403	1620	112	186	SD NR	1418	1604	400	100	
25123	Nanpantan Rd. W of Snells Nook Lane, Loughborough	WB	3779	4348	573	471	EB	3472	4134	379	481	
	Total		49099	59525	4298	6308		49458	59347	6844	4548	
	Lutterworth			OUTBOUND				·	INBOUND			
Site	Site Title	Dir.	12H	24H	AM	PM	Dir.	12H	24H	AM	PM	
21228	Leicester Road, N of Bill Crane, Lutterworth	NB	5802	7136	424	843	SB	4972	6464	751	422	
21229	Rugby Road, S of Riverside Road, Lutterworth	SB	7034	8758	718	702	NB	7808	9369	808	914	
21406	Gilmorton Road, Lutterworth	NB	1611	1903	134	236	SB	1547	1805	222	141	
21407	Coventry Road, Lutterworth	SB	3212	4126	590	300	NB	3188	3936	236	560	
21408	Lutterworth Road, Bitteswell	WB	2064	2445	178	275	EB	2134	2535	296	202	
25136	Brookfield Way, W of Juniper Close, Lutterworth	SB	1889	2589	299	215	NB	1833	2406	175	272	
	Iotal		21612	26957	2343	2571		21482	26515	2488	2511	

Transport Trends 2014

	Market Harborough			OUTBOUND								
Site	Site Title	Dir.	12H	24H	AM	PM	Dir.	12H	24H	AM	PM	
20233	Harborough Road, S of Gallowfield Rd, Lubenham	NB	4802	5749	455	519	SB	4721	5595	546	472	
21401	Farndon Road, S of Watson Av, Market Harborough	SB	1139	1344	97	128	NB	1234	1436	127	132	
21403	Lubenham Hill, E of Lubenham, Market Harborough	WB	4170	4990	470	427	EB	4338	5254	472	513	
21404	Rockingham Rd, W of A6, Market Harborough (pro)	EB	6290	7421	517	955	WB	6300	7287	815	709	
21410	Burnmill Rd, N of Alvington Wy, Market Harborough	NEB	819	991	90	80	SWB	913	1124	97	111	
21411	Great Bowden Road, N of Bowden Ridge, Harborough	NB	0	0	0	0	SB	0	0	0	0	
21412	Braybrooke Road, Market Harborough	SEB	1034	1246	87	139	NWB	968	1120	114	107	
21752	Northampton Road, S of Sports Club Market Harborough	SB	3182	3837	315	334	NB	3321	3922	310	423	
24393	Kettering Road, W of A6, Market Harborough	EB	2054	2448	262	216	WB	2158	2657	211	251	
	Total		23490	28026	2293	2798	0	23953	28395	2692	2718	
	Melton Mowbray			OUTBOUND			INBOUND					
Site	Site Title	Dir.	12H	24H	AM	PM	Dir.	12H	24H	AM	PM	
22104	Melton Spinney Road, N of Thorpe Arnold (pro)	NB	868	1000	62	86	SB	861	988	100	107	
22105	Scalford Road, N of Clark Drive, Melton (pro)	NB	1072	1273	111	126	SB	1136	1321	127	122	
22106	Burton Road, Burton Lazars, Melton Mowbray	SB	4467	5423	506	449	NB	4684	5557	463	525	
22108	Nottingham Road, N of St Barts Way, Melton	NB	3981	4884	383	417	SB	3933	4794	405	461	
22208	Leiceste Road, E of Kirby Bellars, Melton (pro)	WB	6519	7963	625	684	EB	6300	7780	751	716	
22209	Waltham Road, N of Thorpe Arnold, Waltham	NB	2568	3070	252	269	SB	2615	3124	265	264	
22751	Main Rd, E of Asfordby Bypass, Asfordby	WB	4229	5152	393	435	EB	4294	5188	421	472	
23831	Saxby Road, E of Lag Lane, Melton Mowbray	EB	1971	2403	164	219	WB	2043	2439	234	182	
24652	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	SB	1914	2264	190	200	NB	2083	2404	248	235	
	Total		27589	33432	2686	2885		27949	33595	3014	3084	
	Oadby & Wigston			OUTBOUND			INBOUND					
Site	Site Title	Dir.	12H	24H	AM	PM	Dir.	12H	24H	AM	PM	
20211	Leicester Road, S of Grenfell Rd Oadby	NWB	10606	13394	1054	885	SEB	9070	11615	729	1036	
20212	Stoughton Road, N of Manor Road Oadby	NB	5693	6910	643	554	SB	5332	6475	559	631	
20213	Little Glen Rd, E of Windsor Av, Glen Parva	WB	5822	7312	456	591	EB	5631	6989	454	540	
20214	Saffron Road, N of Manur Rd South Wigston	NB	5296	6725	538	503	SB	5840	7270	608	591	
20215	Aylestone Lane, NE of Shackerdale Rd Wigston	NWB	7677	9537	890	670	SEB	7222	9018	524	727	
20216	Welford Road, N of Baldwin Road Wigston	NB	8386	10390	961	720	SB	8746	10845	665	1142	
20217	Palmerstone Way, E of Link Road Oadby	WB	9125	11762	826	804	EB	10745	13792	770	1176	
20218	Newton Lane, S of Glebe Fm Wigston Harcourt	SEB	2893	3483	348	304	NWB	2923	3654	261	364	
20219	Countesthorpe Rd, N of Hospital Lane Blaby	SB	3078	3677	235	416	NB	3380	3975	503	289	
20247	London Road, S of Gorse Lane, Oadby	SEB	8893	11058	903	992	NWB	9430	11242	1094	948	
22527	Welford Road, S of Kilby Bridge, Kilby	SB	3547	4209	415	435	NB	3877	4421	454	517	
	Total		71016	88457	7269	6874		72196	89296	6621	7961	

 Table A1 – Cordon Monitoring Sites with Traffic Flows 12H/24H/AM/PM - 2014

	Cordon Traffic Composition 2014												
	Ashby-de-la-Zouch												
		Total	%	Motorcycles	%	Car	%	LGV	%	HGV	%	Buses	%
20779	Burton Road, S of Ingles Hill	4101	100%	18	0.44%	3785	92.29%	215	5.24%	49	1.19%	34	0.83%
20783	Nottingham Rd, W of Woodcock Way	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
20832	Smisby Road, S of Bypass	7023	100%	55	0.78%	6070	86.43%	499	7.11%	397	5.65%	2	0.03%
20833	Moira Road, E of Dorset Dr, Norris Hill	5906	100%	44	0.75%	5342	90.45%	380	6.43%	65	1.10%	74	1.25%
20834	Willesley Lane, W of Wilesley Gardens	2145	100%	22	1.03%	1968	91.75%	132	6.15%	22	1.03%	1	0.05%
20030	ASIDY ROAD, IN OF IMILISI, Packington	3004	100%	12	0.40%	2027	94.11%	274	4.03%	21	0.70%	23	0.77%
20037	Measham Road, N of A42	6836	100%	51	0.04%	6201	90.71%	468	6.85%	108	1.44 //	30	0.12%
24101	Total	33529	100%	240	0.72%	30181	90.01%	2189	6.53%	727	2.17%	192	0.57%
	Coalville												
20814	Station Hill, Swannington	4064	100%	58	1.43%	3451	84.92%	462	11.37%	62	1.53%	31	0.76%
20815	Thornborough Road, N of Bypass	11446	100%	94	0.82%	10282	89.83%	891	7.78%	118	1.03%	63	0.55%
20816	Hermitage Road, N of A511	6738	100%	86	1.28%	6148	91.24%	388	5.76%	58	0.86%	58	0.86%
20817	Broom Leys Road, E of A511	13122	100%	103	0.78%	11962	91.16%	889	6.77%	100	0.76%	68	0.52%
20818	Leicester Road, E of St Marys Lane	8200	100%	160	1.059/	7010	95 400/	700	9.020/	0.47	2.010/	E1	0.629/
20819	ASIDY ROAD, E OF RAVEISIONE ROAD	8573	100%	160	1.95%	7010	60.49% 88.13%	7.32	0.93%	247	3.01%	51 118	0.02%
20820	Grange Road, W of Bardon Road, Ellistown	4676	100%	22	0.47%	4308	92 13%	244	5 22%	100	2 14%	1	0.02%
20822	Ibstock Road, S of St Marys Lane, Ravenstone	9135	100%	105	1.15%	7879	86.25%	754	8.25%	365	4.00%	15	0.16%
20823	Ashby Road, E of The Moorlands, Sinope	22371	100%	178	0.80%	17000	75.99%	2417	10.80%	2737	12.23%	39	0.17%
20825	Stephenson Way, E of Ashby Road	23359	100%	121	0.52%	19641	84.08%	1246	5.33%	2337	10.00%	13	0.06%
20835	Bardon Road, SE of Bardon Close	21660	100%	148	0.68%	17357	80.13%	1491	6.88%	2584	11.93%	79	0.36%
21615	Swannington Road, S of Ashby Road, Ravenstone	9930	100%	71	0.72%	8896	89.59%	559	5.63%	391	3.94%	14	0.14%
	lotal	143274	100%	1237	0.86%	121489	84.79%	10774	7.52%	9207	6.43%	550	0.38%
00000	HINCKIEY												
20602	Leicester Road, S of Normandy Way	2260	100%	25	0.749/	2047	97 509/	270	0.000/	111	2 200/	4	0.129/
20604	Coventry Road E of A5	13448	100%	23 66	0.74%	10364	77.07%	129	0.20%	2841	21 13%	4	0.12%
20606	Dodwells Road, N of A5	20546	100%	207	1.01%	16377	79.71%	1998	9.72%	1948	9.48%	17	0.08%
20608	Normandy Way, E of Ashby Road												
20611	Wykin Road, E of Normandy Way	3800	100%	60	1.58%	3406	89.63%	297	7.82%	36	0.95%	1	0.03%
20612	Stoke Road, S of Normandy Way	9372	100%	90	0.96%	8512	90.82%	647	6.90%	117	1.25%	6	0.06%
20613	Ashby Road, S of A47	14643	100%	94	0.64%	13093	89.41%	1018	6.95%	254	1.73%	185	1.26%
20620	Wolvey Road, N of A5	2442	100%	10	0.259/	2012	00.010/	075	9.069/	110	2.200/	4	0.020/
20021	Rudby Road, N of M69	17270	100%	110	0.33%	15306	88.63%	1368	0.00% 7.92%	442	2.56%	35	0.03%
24070	Sapcote Road, W of M69	13117	100%	66	0.50%	11954	91.13%	791	6.03%	292	2.23%	14	0.11%
	Total	98976	100%	739	0.75%	84972	85.85%	6802	6.87%	6156	6.22%	312	0.32%
	Loughborough												
20005	Ashby Road, E of M1	27846	100%	152	0.55%	23171	83.21%	2740	9.84%	1541	5.53%	243	0.87%
20238	Derby Road, S of Hathern	18842	100%	132	0.70%	15554	82.55%	2210	11.73%	807	4.28%	139	0.74%
20241	Loughborough Road, Woodthorpe, Quorn	17509	100%	144	0.82%	14916	85.19%	1472	8.41%	635	3.63%	342	1.95%
21026	Nottingham Road, W of Barrow Road, Cotes	04040	4000/	450	0.040/	04007	00.000/	40.40	7.000/	700	0.40%	00	0.440/
22658	I erry Yardiey Way, Quorn	24912	100%	152	0.61%	21997	88.30%	1949	7.82%	786	3.16%	28	0.11%
25050	Woodhouse Lane, N of Nanpantan Rd												
25123	Nanpantan Rd, W of Snells Nook Lane												
	Total	89109	100%	580	0.65%	75638	84.88%	8371	9.39%	3769	4.23%	752	0.84%
	Lutterworth												
21228	Leicester Road, N of Bill Crane	13619	100%	206	1.51%	10361	76.08%	2099	15.41%	841	6.18%	113	0.83%
21229	Rugby Road, S of Riverside Road	18173	100%	92	0.51%	14931	82.16%	1848	10.17%	1266	6.97%	37	0.20%
21406	Gilmorton Road, Lutterworth	3546	100%	12	0.34%	3164	89.23%	264	7.45%	102	2.88%	3	0.08%
21407	Coventry Road, N of A4303	8073	100%	59	0.73%	7395	91.60%	484	6.00%	120	1.49%	14	0.17%
21408	Lutterworth, E of The Nook, Bitteswell	5001	100%	39	0.78%	4520	90.38%	356	7.12%	61	1.22%	25	0.50%
20130		53442	100%	47	0.93%	4071	92.00%	201 5302	4.99%	21/1	1.01%	202	0.20%
	Market Harborough	33442	100 /8	400	0.0070	43042	04.2070	3302	5.5270	2771	4.51 /0	202	0.5070
20233	Harborough Road, S of Gallowfield Road												
21401	Farndon Road, S of Watson Avenue	2792	100%	36	1.29%	2494	89.33%	224	8.02%	36	1.29%	2	0.07%
21403	Lubenham Hill, E of Lubenham											_	
21404	Rockingham Road, West of A6	14741	<u>101</u> %	71	0.48%	13326	90.40%	398	2.70%	991	6.72%	56	0.38%
21410	Burnmill Road, N of Alvington Way	2115	100%	117	5.53%	1799	85.06%	170	8.04%	28	1.32%	1	0.05%
21411	Great Bowden Road, N of Bowden Ridge	2990	100%	31	1.04%	2656	88.83%	273	9.13%	25	0.84%	4	0.13%
21412	Braybrooke Road	2370	100%	23	0.97%	2089	88.14%	220	9.28%	26	1.10%	12	0.51%
21/52	Northampton Road, S of Sports Club	//80	100%	33	0.42%	6986	89.79%	446	5.73%	281	3.61%	35	0.45%
24393	Kellening Koad, West of Ab												

Transport Trends 2014

	Total	32788	100%	311	0.95%	29350	89.51%	1731	5.28%	1387	4.23%	110	0.34%
	Melton Mowbray												
22104	Melton Spinney Road, North of Thorpe Arnold	1991	100%	13	0.65%	1824	91.61%	93	4.67%	47	2.36%	13	0.65%
22105	Scalford Road, N of Clark Drive	2599	100%	19	0.73%	2369	91.15%	136	5.23%	57	2.19%	18	0.69%
22106	Burton Road, Burton Lazars												
22108	Nottingham Road, N of St Barts Way												
22208	Leicester Road, E of Kirby Bellars	15747	100%	89	0.57%	13054	82.90%	1420	9.02%	1135	7.21%	49	0.31%
22209	Waltham Road, N of Thorpe Arnold, Waltham												
22751	Main Road, E of Asfordby Bypass												
23831	Saxby Road, East of Lag Lane												
24652	Dalby Road, N of Kirby Lane	4667	100%	48	1.03%	3904	83.65%	490	10.50%	209	4.48%	15	0.32%
	Total	20337	100%	121	0.59%	17247	84.81%	1649	8.11%	1239	6.09%	80	0.39%
	Oadby & Wigston												
20211	Leicester Road, S of Grenfell Road	25001	100%	212	0.85%	22787	91.14%	1116	4.46%	722	2.89%	163	0.65%
20212	Stoughton Road, N of Manor Road	13388	100%	63	0.47%	12241	91.43%	935	6.98%	119	0.89%	30	0.22%
20213	Little Glen Road, E of Windsor Avenue, Glen Parva												
20214	Saffron Road, N of Namur Road, South Wigston												
20215	Aylestone Lane, NE of Shackerdale Road, Wigston	19375	100%	138	0.71%	17033	87.91%	1554	8.02%	545	2.81%	106	0.55%
20216	Welford Road, N of Baldwin Road, Wigston	21214	100%	130	0.61%	19219	90.60%	1293	6.10%	296	1.40%	276	1.30%
20217	Palmerstone Way, E of Link Road, Oadby	25554	100%	88	0.34%	22480	87.97%	1882	7.36%	1071	4.19%	32	0.13%
20218	Newton Lane, S of Glebe Farm, Wigston Harcourt												
20219	Countesthorpe Road, N of Hospital Lane Blaby	7652	100%	72	0.94%	6733	87.99%	624	8.15%	109	1.42%	115	1.50%
20247	London Road, S of Gorse Lane, Oadby												
22527	Welford Road, S of Kilby Bridge, Kilby	8637	100%	76	0.88%	7598	87.97%	732	8.48%	192	2.22%	39	0.45%
	Total	120821	100%	631	0.52%	108091	89.46%	8136	6.73%	3054	2.53%	761	0.63%

Table A2 – Cordon Monitoring Sites with Traffic Composition 12H/24H/AM/PM - 2014