

Leicestershire County Council Transport Trends in Leicestershire 2016

Network Data and Intelligence (NDI)



Table of Contents

Table of Contents	2
List of Tables	3
List of Figures	3
Overview	5
Traffic Growth	5
Traffic Volumes	6
Traffic Composition	6
Traffic Speeds and Delay	7
Bus Patronage	8
Bus Punctuality	8
1. Introduction	9
1.1 Context	9
1.2 Data Collection & Presentation	9
1.3 Report Structure	10
2. Cordon Traffic Volumes	11
2.1 AM Peak / PM Peak	12
Traffic Volumes	12
Traffic Growth 2011 - 2016	14
Traffic Growth 2015 – 2016	14
2.2 12 Hour / 24 Hour	16
Traffic Volumes	16
Traffic Growth 2011 - 2016	18
Traffic Growth 2015 - 2016	18
2.3 Ashby-de-la-Zouch	20
2.4 Coalville	21
2.5 Hinckley	22
2.6 Loughborough	23
2.7 Lutterworth	24
2.8 Market Harborough	25
2.9 Melton Mowbray	26
2.10 Oadby & Wigston	27
2.11 County Boundary	28
3. Cordon Traffic Composition	29
3.1 Market Town Summary	29
4. Traffic Speeds and Delay	31
4.1 Market Town Summary	31
Average Speed	31
Delay	32
5. Bus Performance Monitoring	33
5.1 Bus Patronage	33
Totals	33
Growth	34
5.2 Bus Fares	35
5.3 Bus Reliability	36
6 Appendix	38

List of Tables

Table 2.1 – County Town Cordon Flows 2011 (AM/PM).....	12
Table 2.2 – County Town Cordon Flows 2016 (AM/PM).....	12
Table 2.3 - Market Town Cordon Growth Rates 2011 - 2016 – AM / PM.....	14
Table 2.4 - Market Town Cordon Growth Rates 2015 – 2016 – AM / PM.....	14
Table 2.5 – County Town Cordon Flows 2011 (12HR/24HR).....	16
Table 2.6 – County Town Cordon Flows 2016 (12HR/24HR).....	16
Table 2.7 - Leicestershire Cordons Growth Rates 2011 - 2016 (%) – 12HR / 24HR	18
Table 2.8 - Market Town Cordons Growth Rates 2015 - 2016 (%) – 12H / 24H.....	18
Table 2.9 - Ashby-de-la-Zouch Cordon Traffic Flows 2011 – 2016.....	20
Table 2.10 - Coalville Cordon Traffic Flows 2011- 2016.....	21
Table 2.11 - Hinckley Cordon Traffic Flows 2011 - 2016.....	22
Table 2.12 - Loughborough Cordon Traffic Flows 2011 - 2016	23
Table 2.13 - Lutterworth Cordon Traffic Flows 2011 - 2016.....	24
Table 2.14 - Market Harborough Cordon Traffic Flows 2011 - 2016.....	25
Table 2.15 - Melton Mowbray Cordon Traffic Flows 2011 - 2016	26
Table 2.16 - Oadby & Wigston Cordon Traffic Flows 2011 - 2016	27
Table 2.17 - County Boundary Cordon Traffic Flows 2011 - 2016.....	28
Table 3.1 - Market Town Modal Composition 2011	29
Table 3.2 - Market Town Modal Composition 2016	30
Table 5.1 - Bus Total Boarding's 2004 - 2016	33
Table 5.2 - Bus Patronage Growth / Decline (%).....	34
Table 5.3 - County Average Bus Fares 2011 - 2016.....	35
Table 5.4 - County Bus Punctuality 2016 Leicestershire County, results of Sample Observations 2016/17.....	36
Table 5.5 - County Bus Punctuality 2011 – 2016.....	37

List of Figures

Figure 2.1 – County Town Monitoring Cordons.....	11
Figure 2.2 – County Town Cordon Average Weekday Totals 2016 – AM/PM (COMBINED)	13
Figure 2.3 - Market Town Cordon Growth 2011 - 2016 – AM PEAK (COMBINED).....	15
Figure 2.4 - Market Town Cordon Growth 2011 - 2016 – PM PEAK (COMBINED).....	15
Figure 2.5 – County Town Cordon Average Weekday Totals 2016 – 12H/24H (COMBINED).....	17
Figure 2.8 - Ashby-de-la-Zouch Traffic Flows 2011 - 2016 (COMBINED).....	20
Figure 2.9 - Coalville Traffic Flows 2011 – 2016 (COMBINED)	21
Figure 2.10 - Hinckley Traffic Flows 2011 – 2016 (COMBINED).....	22
Figure 2.11 – Loughborough Traffic Flows 2011 – 2016 (COMBINED)	23
Figure 2.12 – Lutterworth Traffic Flows 2011 – 2016 (COMBINED).....	24
Figure 2.13 - Market Harborough Traffic Flows 2011 – 2016 (COMBINED)	25
Figure 2.14 - Melton Mowbray Traffic Flows 2011 - 2016 (COMBINED).....	26
Figure 2.15 - Oadby & Wigston Traffic Flows 2011 – 2016 (COMBINED)	27
Figure 2.16 - County Boundary Traffic Flows 2011 – 2016 (COMBINED).....	28
Figure 3.1 - Market Town Average Traffic Composition 2011	29
Figure 3.2 - Market Town Average Traffic Composition 2016	30
Figure 5.1 - County Bus Patronage split by area – 2015/16.....	33
Figure 5.2 - County Total Bus Passenger Boarding's between 2004 and 2016.	34
Figure 5.3 - County Bus Services - Average Fares 2007-2012	35
Figure 5.4 – County Bus Punctuality by Timing Category 2016	36



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Overview

Transport Trends 2016 is Leicestershire County Council's (LCC's) eighth 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 2015 to August 2016. 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 Safe & Sustainable team 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 2016, 2-way traffic crossing the market town cordon boundaries in the 24 hour period (00:00 – 24:00) increased by 7.95% from 600,556 vehicles to 648,300 vehicles.

Market Towns Total (24 HOUR)	
2011	600556
2016	648300
%	7.95

2-way traffic also increased in all market towns between 2011 and 2016 in the AM PEAK, with the exception of Colville, Lutterworth and Oadby & Wigston. The highest increases were observed in Market Harborough (19.71%), Melton Mowbray (15.76%) and Loughborough (11.49%). Hinckley and Ashby-de-la-Zouch showed a minor increase in flows, while Coalville showed a decline of -4.27%, Lutterworth with -2.89% and Oadby & Wigston with -5.87%. In the 24 hour period, there was an increase in traffic for all of the market towns between 2011 and 2016. Market Harborough had the highest rate of traffic growth at 24.21% while Lutterworth showed the lowest rate at 1.57%.

	Market Town	AM PEAK	24 HOUR
1	Market Harborough	19.71	24.21
2	Hinckley	0.78	9.38
3	Lutterworth	-2.89	1.57
4	Melton Mowbray	15.76	6.13
5	Coalville	-4.27	5.94
6	Ashby-de-la-Zouch	4.33	5.67
7	Loughborough	11.49	6.40
8	Oadby & Wigston	-5.87	2.78

Traffic flows across the county boundary decreased by -7.29% in the AM peak hour from 30,338 vehicles to 28,124 vehicles. In the PM peak hour, vehicles decreased - 4.16% from 32,745 vehicles to 31,382 vehicles. For the overall 24 hour daily period, traffic flows decreased by -4.77% from 365,062 to 347,653.

	AM	PM	24 HR
2011	30338	32745	365062
2016	28124	31382	347653
%	-7.29	-4.16	-4.77

Traffic Volumes

2-way traffic flows for the market towns in 2016 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 2016, Coalville had the highest cordon traffic volumes in the 24 hour period with flows of 152,890. Ashby-de-la-Zouch had the lowest flows with 49,787 for the same period. Hinckley had the second highest flows for the market towns at 136,700 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(2016)	Population (2011)	Number of ATC Units
1	Coalville	152,890	32,987	13
2	Hinckley	136,700	30,681	12
3	Loughborough	123,706	62,233	8
4	Melton Mowbray	68,917	27,158	9
5	Market Harborough	64,095	22,911	9
6	Lutterworth	50,940	9,353	6
7	Ashby-de-la-Zouch	49,787	12,530	8
-	Oadby & Wigston	174,021	48,680	11

Traffic Composition






Traffic composition by mode in percentage figures shown below for each of the county town cordons in 2016, taken from 24 hour monitored flows.

In 2016, the highest proportion of CAR traffic was in Oadby & Wigston with 90.02% of total monitored traffic. This was followed closely by Market Harborough at 89.77% and Melton Mowbray with 89.06%. The lowest CAR flows were observed in Coalville with a total of 83.97%.

The highest LGV composition was observed in Lutterworth with a proportion of 8.57% of total traffic, Hinckley at 8.37% and Coalville at 8.04%. The lowest LGV flows were found in Melton Mowbray and Oadby & Wigston.

Highest HGV composition of traffic was found in Coalville (7%), Lowest HGV composition of traffic was in Ashby-de-la-Zouch (2.07%) and Oadby & Wigston (2.44%). 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 Melton Mowbray at 0.68%. This represents the greater public transport network density in these areas.

					
Market Town					
Ashby-de-la-Zouch	1.93%	88.93%	6.70%	2.07%	0.37%
Coalville	0.61%	83.97%	8.04%	7.00%	0.39%
Hinckley	0.68%	86.38%	8.37%	4.04%	0.54%
Loughborough	0.58%	87.55%	7.45%	3.64%	0.84%
Lutterworth	0.48%	85.32%	8.57%	5.46%	0.16%
Market Harborough	0.67%	89.77%	6.49%	2.77%	0.29%
Melton Mowbray	0.84%	89.06%	3.82%	5.44%	0.68%
Oadby & Wigston	0.83%	90.02%	5.56%	2.44%	0.55%
Average	0.83%	87.62%	6.88%	4.11%	0.48%

Traffic Speeds and Delay

Analysis of average vehicle speeds in miles per hour (mph) in 2016 at the local, regional and national levels have been presented below for the morning peak period (08:00 – 09:00). Market Harborough had the highest average speed of the market towns in 2016 with an average of 23.97 mph. The lowest average speeds were observed in Loughborough with an average speed of 16.23 mph.

Average Speed (mph)	
Market Harborough	23.97
Ashby-de-la-Zouch	23.12
Hinckley	18.71
Melton Mowbray	17.94
Coalville	19.20
Loughborough	16.23
Market Town Average	19.10

Bus Patronage

Total bus boarding's (within total operating period) by monitoring area have been presented below between 2011 and 2016 for various monitoring areas across the county.

There were approximately 26 million bus boarding's in Leicester City during the 2015/16 financial year equating to 65% of total bus trips across the county. This is slightly lower compared to the 2014/15 financial year where there were approximately 26.5 million bus boarding's.

There were a total of 4.6 million bus boarding's within the LTP area in 2015/16 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 3.1 million boarding's in 2015/16, equating to 8% of total county bus trips, while Hinckley only shared 2%. The remainder of the county including Ashby, Coalville, Melton Mowbray and the majority of East Leicestershire, makes up the remaining 13%.

Year	City	LTP	Loughboro'	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
2014/15	26,536,655	5,055,561	3,614,516	455,666	4,911,492	14,037,236	40,573,891
2015/16	26,058,594	4,646,545	3,125,783	982,241	4,991,046	13,745,891	39,804,210

There was an overall decline in bus patronage for most areas across the county in the 5 year period between 2011 and 2016. Bus patronage again fell in the LTP area 23.49% and in the City 17.22%. For the county (excluding city), bus patronage fell by 8.09%, when patronage within the City is factored into the overall figures, passenger numbers fell a total of 14.28%. Hinckley was the only monitored area to experience a strong growth in patronage over this period with a rise of 52.88% and 115.56% in the last year. This can be explained partially by the recent investment to the town and the fact that Hinckley had previously seen the largest downturn in passengers which when looking at a 10 year period brings the figures back to a 2005/2006 level.

Year	City	LTP	Loughboro'	Hinckley	Rest	County	Total
Last year % Change	-1.80%	-8.09%	-13.52%	115.56%	1.62%	-2.08%	-1.90%
5 Year % Change	-17.22%	-23.49%	-14.38%	52.88%	8.76%	-8.09%	-14.28%

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 2016/17 monitoring period, the percentage of bus services that were deemed to be 'on time' was 72.5%. This is -4.5% lower than the previous year and -5.4% lower than the monitored conditions in 2011/12. In 2014/15 the performance target was revised back to 75.0%, at which point the observed condition improved considerably but this year has seen the worst result for the period monitored. On-board tracking infrastructure is a fairly new technology and used by most operators across Leicestershire to monitor service schedules and maximise operational performance.

Year	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Target	77.50%	78.50%	79.50%	75.00%	77.00%	79.00%
Result	77.90%	73.60%	73.10%	78.90%	77.00%	72.50%

1. Introduction

1.1 Context

- 1.1.1 Transport Trends 2016 is Leicestershire County Council's (LCC) Eighth 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 2011. 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 2016 aims to be a comprehensive document by featuring multiple chapters each focusing on a different aspect of the counties extensive transport network.
- **2. 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.
 - **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 2016.

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) (Where applicable, if September was not available data has been factored), to produce average weekday totals (Mon-Fri) for the following four time periods:

08:00 – 09:00	AM PEAK (AM)
17:00 – 18:00	PM PEAK (PM)
07:00 – 19:00	12 Hour (12H)
00:00 – 24:00	24 Hour (24H)

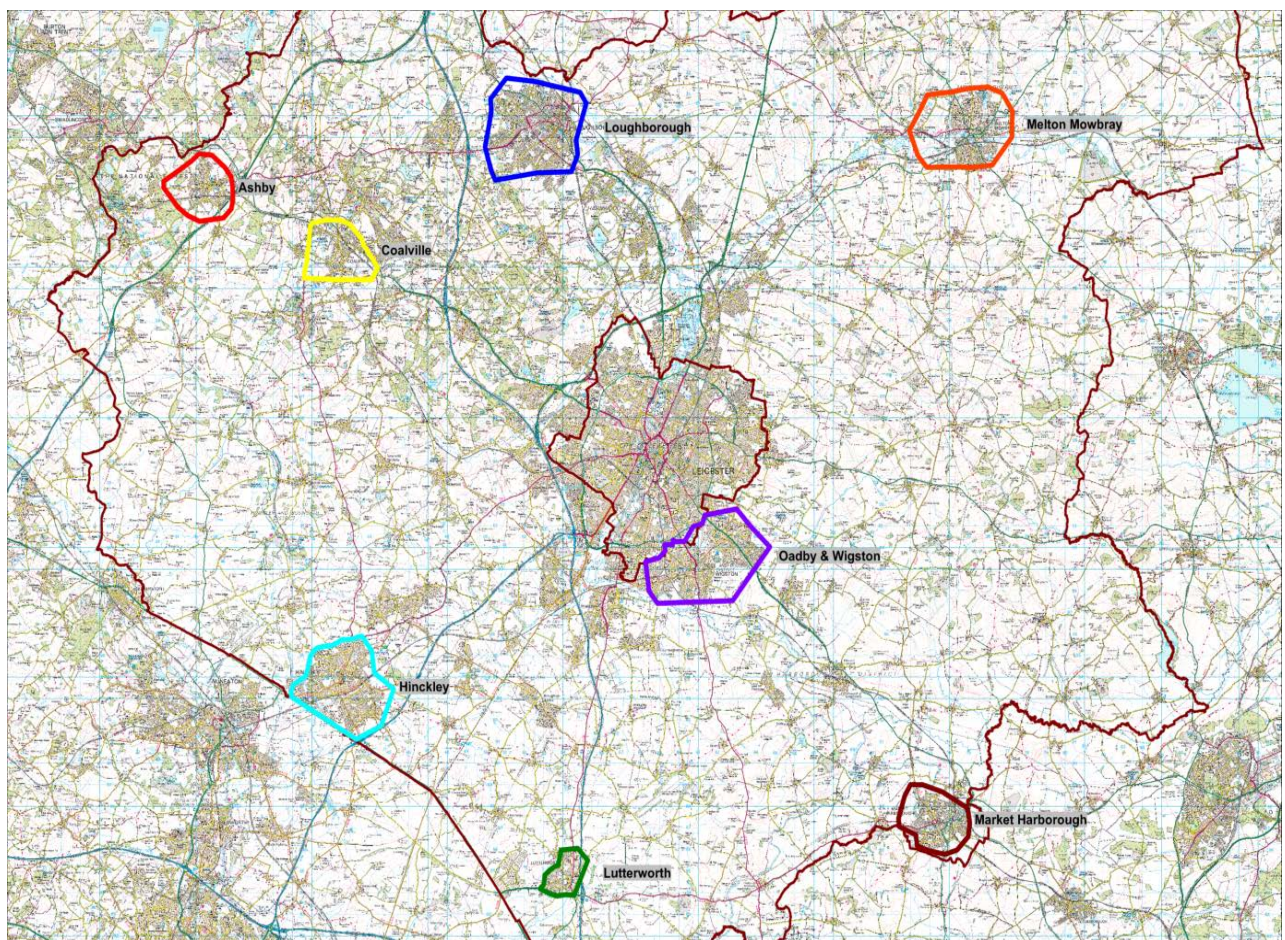


Figure 2.1 – County Town Monitoring Cordons

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 2016. 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 2016 with 11,590 vehicles in the AM peak and 12,221 in the PM (although this is a decrease on the 2011 for AM and PM. Ashby had the lowest flows at 4,532 in the AM, with Lutterworth at 4,574 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)

	OUTBOUND		INBOUND		COMBINED	
	AM	PM	AM	PM	AM	PM
Ashby-de-la-Zouch	2201	2423	2331	2304	4532	4727
Coalville	5519	6317	6071	5904	11590	12221
Hinckley	5505	5170	5156	6235	10661	11405
Loughborough	4250	6309	6812	4746	11062	11055
Lutterworth	2611	2039	1987	2535	4598	4574
Market Harborough	2603	3119	3039	3045	5642	6164
Melton Mowbray	2896	2731	3032	2953	5928	5684
Oadby & Wigston	6789	6739	6760	7197	13549	13937
Market Town Total	25585	28108	28428	27722	54013	55831
Cordons Total	32373	34848	35189	34920	67562	69767

Table 2.2 – County Town Cordon Flows 2016 (AM/PM)

Figure 2.2 below graphically represents the difference in flows between the county town cordons in 2016.

- 2.1.4 Oadby & Wigston had the highest peak flows in 2016, followed by Coalville, Loughborough and Hinckley. 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.
- 2.1.5 The lowest flows in 2015 were observed in Lutterworth.
- 2.1.6 Flows in Coalville, Hinckley and Loughborough all range between 9,000 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.
- 2.1.7 Flows for each individual ATC unit for each of the market town cordons can be found in the Appendix, Table A1.

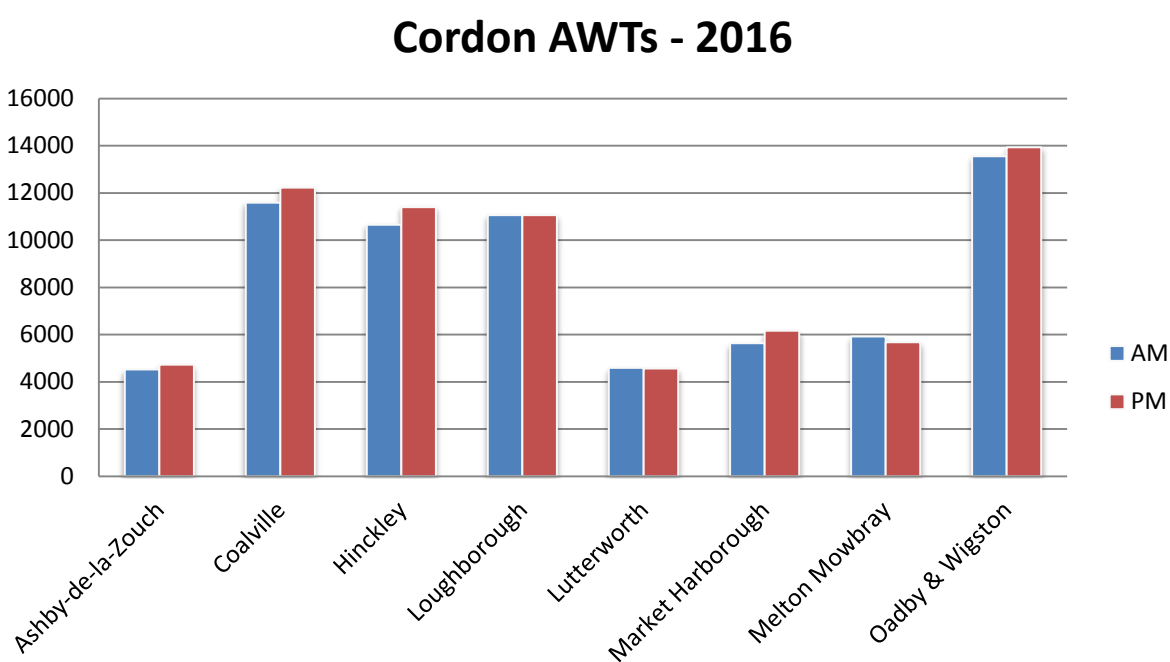


Figure 2.2 – County Town Cordon Average Weekday Totals 2016 – AM/PM (COMBINED)

Traffic Growth 2011 - 2016

- 2.1.8 In the AM, COMBINED traffic flows increased the most substantially in Market Harborough with a growth of 19.71%,. Traffic declined the most in Oadby & Wigston with -5.87%.
- 2.1.9 In the PM, COMBINED traffic flows increased the most substantially in Market Harborough with a growth of 20.09%. The biggest decline was in Oadby & Wigston with -7.89%.
- 2.1.10 In the OUTBOUND direction, Market Harborough increased the most substantially with a growth of 21.47% in the AM and PM 20.42%. The biggest decline was Oadby & Wigston with -9.52% in the AM and Lutterworth with -15.50% in the PM.
- 2.1.11 In the INBOUND direction, Market Harborough increased the most substantially with 18.25% in the AM, Market Harborough also had the highest increase in the PM with 19.74% in the PM. Lutterworth had the largest decline in growth at -16.83% in the AM. Oadby and Wigston had the largest decline in the PM at -8.49%.
- 2.1.12 For the market towns overall between 2011 and 2016 there was an increase of 4.88% in the AM and 4.45% in the PM.

	OUTBOUND		INBOUND		COMBINED	
	AM	PM	AM	PM	AM	PM
Ashby-de-la-Zouch	6.36%	15.99%	2.48%	4.23%	4.33%	9.94%
Coalville	1.19%	-8.13%	-8.74%	-3.20%	-4.27%	-5.81%
Hinckley	0.22%	1.53%	1.40%	5.88%	0.78%	3.86%
Loughborough	14.43%	15.40%	9.73%	7.30%	11.49%	11.78%
Lutterworth	11.30%	-15.50%	-16.83%	6.83%	-2.89%	-4.43%
Market Harborough	21.47%	20.42%	18.25%	19.74%	19.71%	20.09%
Melton Mowbray	19.39%	7.83%	12.49%	8.25%	15.76%	8.05%
Oadby & Wigston	-9.52%	-7.25%	-1.89%	-8.49%	-5.87%	-7.89%

Table 2.3 - Market Town Cordon Growth Rates 2011 - 2016 – AM / PM

Traffic Growth 2015 – 2016

- 2.1.13 In the AM peak, COMBINED traffic flows increased the most in Melton Mowbray with a growth of 4.49%.
- 2.1.14 In the PM, COMBINED traffic flows increased in Market Harborough with a growth of 4.08%. There was also an increase in Ashby 2.37 % and Loughborough 0.89%. The biggest decline was Lutterworth with -11.11%.
- 2.1.15 In the OUTBOUND direction, Melton increased the most by 6.36% in the AM however decreases in the PM at -5.26%. Lutterworth had the biggest decline in -23.20% in the PM. Oadby and Wigston had the biggest decline in the AM by -13.91%.
- 2.1.16 In the INBOUND direction, Market Harborough increased the most substantially by 14.05% in the AM. Lutterworth decreased by -23.26% in the AM.
- 2.1.17 For the market towns overall between 2015 and 2016 there was a 0.9% decrease in flow in the AM and -2.8% in the PM.

	OUTBOUND		INBOUND		COMBINED	
	AM	PM	AM	PM	AM	PM
Ashby-de-la-Zouch	-0.24%	7.64%	3.99%	-2.64%	1.89%	2.37%
Coalville	0.38%	-9.72%	-7.69%	-5.68%	-4.02%	-7.81%
Hinckley	-0.79%	-2.20%	-1.29%	-0.79%	-1.03%	-1.43%
Loughborough	0.35%	0.35%	1.93%	1.61%	1.32%	0.89%
Lutterworth	7.83%	-23.20%	-23.26%	1.79%	-8.24%	-11.11%
Market Harborough	-12.04%	13.66%	14.05%	-4.19%	0.32%	4.08%
Melton Mowbray	6.36%	-5.26%	2.77%	-4.55%	4.49%	-4.89%
Oadby & Wigston	-13.91%	-8.72%	6.09%	-11.68%	-4.97%	-10.27%

Table 2.4 - Market Town Cordon Growth Rates 2015 – 2016 – AM / PM

2.1.18 Figure 2.3 and 2.4 below graphically represents the growth rates for the AM and PM peaks between 2011 and 2016 by establishing an index of 100 on the 2011 base year.

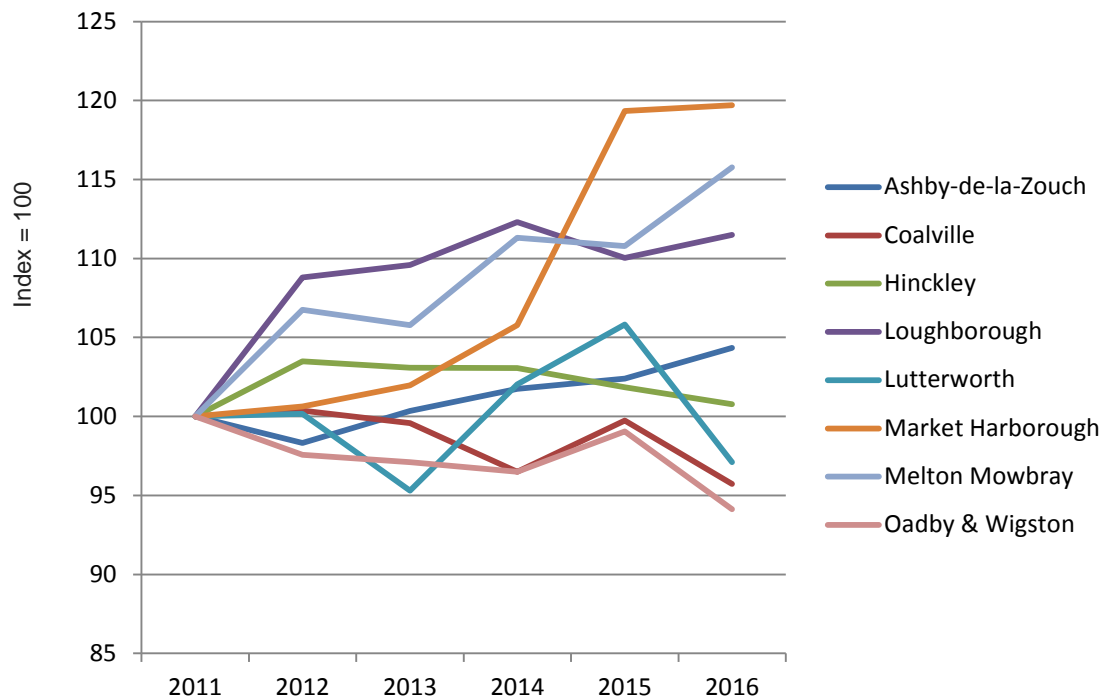


Figure 2.3 - Market Town Cordon Growth 2011 - 2016 – AM PEAK (COMBINED)

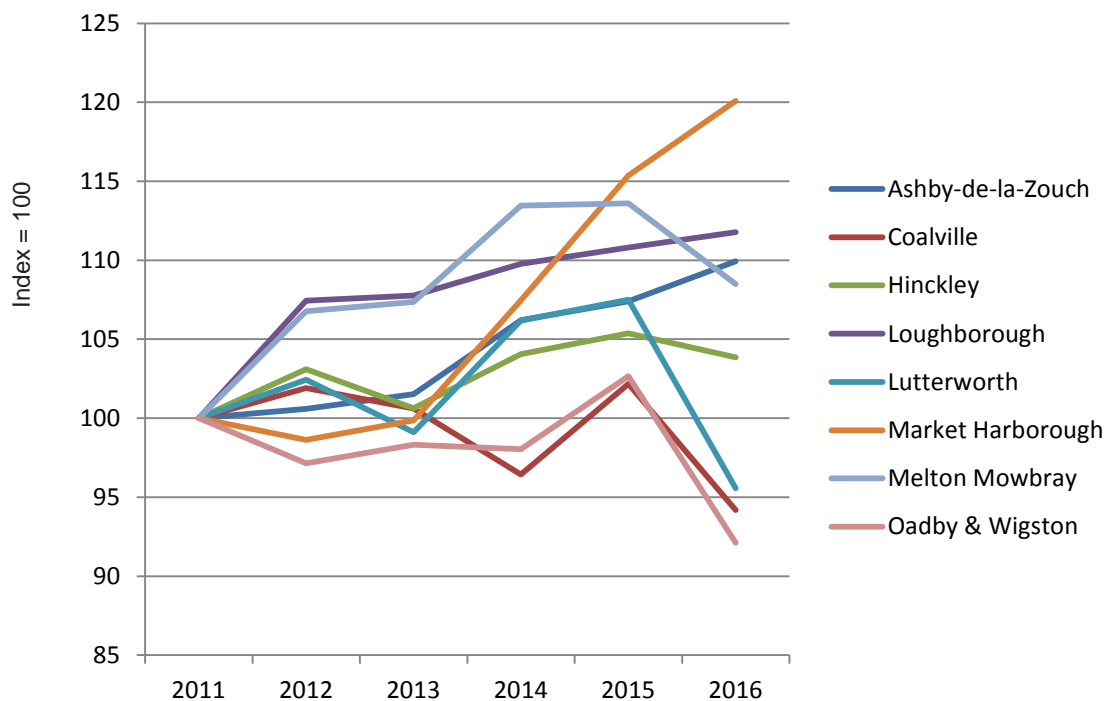


Figure 2.4 - Market Town Cordon Growth 2011 - 2016 – PM PEAK (COMBINED)

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 2016. 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 2016, Coalville remained the cordon with the highest flows at 123,823 vehicles in the 12 hour period and 154,154 for the 24 hour period. In 2016, Lutterworth was the cordon with the lowest flows with 41,221 vehicles in the 12 hour period however Ashby had the lowest with 49,787 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 2016. In 2011, the town had 95,873 vehicle flows for the 12 hour period and 116,265 in the 24 hour period. In 2016, there were 102,514 vehicles in the 12 hour period and 123,706 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 2016, the cordon had 143,969 in the 12 hour and 180,445 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
- 2.2.6 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 – County Town Cordon Flows 2011 (12HR/24HR)

	OUTBOUND		INBOUND		COMBINED		Conversion
	12H	24H	12H	24H	12H	24H	Factor
Ashby-de-la-Zouch	21402	26011	20931	23776	42333	49787	1.176
Coalville	61846	77058	61977	77096	123823	154154	1.245
Hinckley	54188	68218	56011	68482	110199	136700	1.240
Loughborough	50840	61702	51674	62004	102514	123706	1.207
Lutterworth	20806	25914	20415	25026	41221	50940	1.236
Market Harborough	27094	32182	27099	31913	54193	64095	1.183
Melton Mowbray	27033	32707	28466	36210	55499	68917	1.242
Oadby & Wigston	71400	89285	72569	91159	143969	180445	1.253
Market Town Total	263209	323793	266573	324507	529782	648300	1.224
Cordons Total	334609	413078	339142	415666	673751	828744	1.230

Table 2.6 – County Town Cordon Flows 2016 (12HR/24HR)

- 2.2.7 Figure 2.5 below graphically represents how the market towns (and Oadby & Wigston) compare in terms of average weekday totals in 2016. Similarly to above, flows have been divided into the 12H and 24H periods.
- 2.2.8 Flows for each individual ATC unit for each of the market town cordons can be found in the Appendix, Table A1.

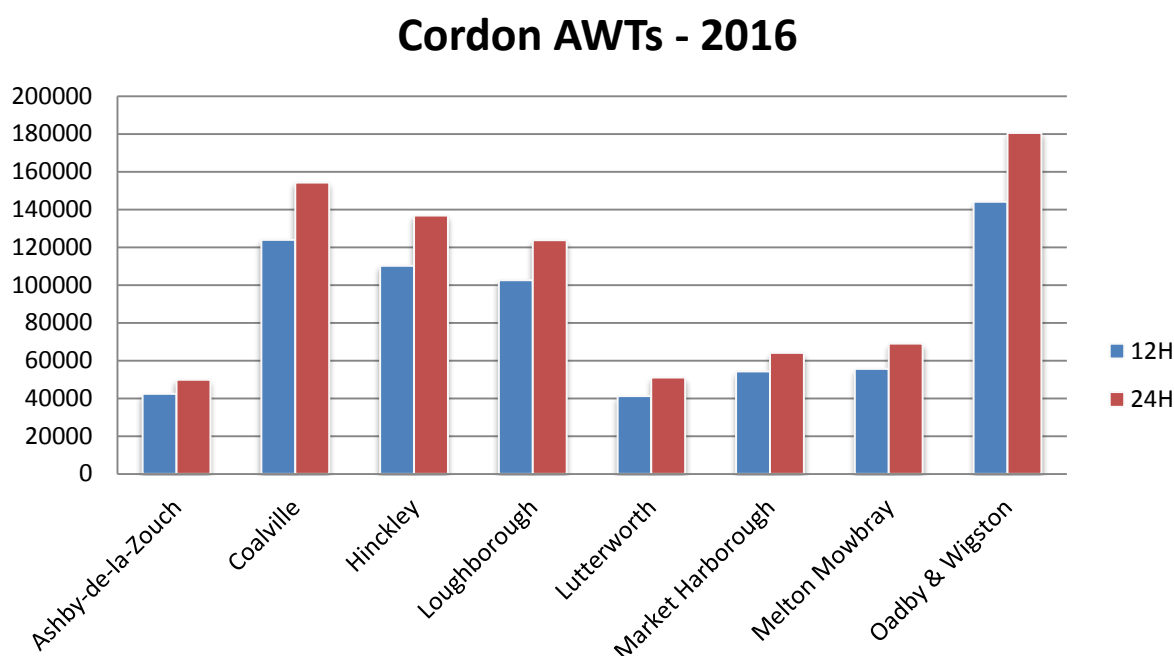


Figure 2.5 – County Town Cordon Average Weekday Totals 2016 – 12H/24H (COMBINED)

Traffic Growth 2011 - 2016

- 2.2.9 In the 12 hour period, COMBINED traffic flows increased the most substantially in Market Harborough with a growth of 23.60%. This was followed by Ashby at 11.48% and Hinckley at 7.97%.
- 2.2.10 In the 24 hour period, COMBINED traffic flows increased the most in Market Harborough at 24.21%, followed by Hinckley at 9.38%.
- 2.2.11 In the OUTBOUND direction, traffic flows increased in Market Harborough by 23.91% in the 12 hour period and 24.54% in the 24 hour period. Ashby increased by 13.12% in the 12 hour period and 9.26% in the 24 hour. The lowest growth rates were observed in Oadby & Wigston with a growth of 0.06% in the 12 hour and Melton Mowbray with 0.57% in the 24 hour.
- 2.2.12 In the INBOUND direction, Market Harborough again showed the highest flows with 23.29% growth in the 12 hour and 23.88% in the 24 hour. Ashby also showed growth for this direction with 9.85% in the 12 hour, with Melton Mowbray showing increased growth of 11.72% in the 24 hour. The lowest growth in the 12 hour period was Lutterworth with 0.43% and 0.67% in the 24 hour period.

	OUTBOUND		INBOUND		COMBINED	
	12H	24H	12H	24H	12H	24H
Ashby-de-la-Zouch	13.12%	9.26%	9.85%	2.01%	11.48%	5.67%
Coalville	4.29%	5.83%	4.00%	6.05%	4.15%	5.94%
Hinckley	6.25%	8.92%	9.69%	9.84%	7.97%	9.38%
Loughborough	6.62%	6.70%	7.23%	6.10%	6.93%	6.40%
Lutterworth	1.42%	2.46%	0.43%	0.67%	0.93%	1.57%
Market Harborough	23.91%	24.54%	23.29%	23.88%	23.60%	24.21%
Melton Mowbray	1.87%	0.57%	6.53%	11.72%	4.21%	6.13%
Oadby & Wigston	0.06%	1.02%	2.88%	4.56%	1.46%	2.78%

Table 2.7 - Leicestershire Cordons Growth Rates 2011 - 2016 (%) – 12HR / 24HR

Traffic Growth 2015 - 2016

- 2.2.13 In the 12 hour period, COMBINED traffic flows increased the Ashby with a growth of 4.30%. Lutterworth, Melton and Oadby & Wigston all experienced a decrease in growth.
- 2.2.14 In the 24 hour period, COMBINED traffic flows increased in Market Harborough, with a growth of 5.97%. Lutterworth showed a decrease in growth at -6.68%.
- 2.2.15 In the OUTBOUND, flows in Market Harborough increased by 6.05% in the 12 hour and 6.81% in the 24 hour. There was a decrease in growth in Lutterworth, Melton and Oadby & Wigston for both 12 and 24 hour.
- 2.2.16 In the INBOUND, flows in Market Harborough increased with a growth of 5% in the 12 hour and 5.13% in the 24 hour. Melton had the biggest increase in the 24 hour with 7.62%. Lutterworth experience a decrease in growth with -7.31% in the 12 hour and -7.41% in the 24 hour.

	OUTBOUND		INBOUND		COMBINED	
	12H	24H	12H	24H	12H	24H
Ashby-de-la-Zouch	4.23%	3.86%	4.37%	-1.80%	4.30%	1.08%
Coalville	0.30%	1.51%	0.31%	1.70%	0.31%	1.60%
Hinckley	-0.12%	2.06%	1.52%	1.96%	0.71%	2.01%
Loughborough	2.09%	2.55%	2.80%	3.29%	2.45%	2.92%
Lutterworth	-6.35%	-5.97%	-7.31%	-7.41%	-6.83%	-6.68%
Market Harborough	6.05%	6.81%	5.00%	5.13%	5.52%	5.97%
Melton Mowbray	-2.69%	-2.39%	1.14%	7.62%	-0.76%	2.62%
Oadby & Wigston	-4.70%	-3.70%	2.33%	4.20%	-1.28%	0.13%

Table 2.8 - Market Town Cordons Growth Rates 2015 - 2016 (%) – 12H / 24H

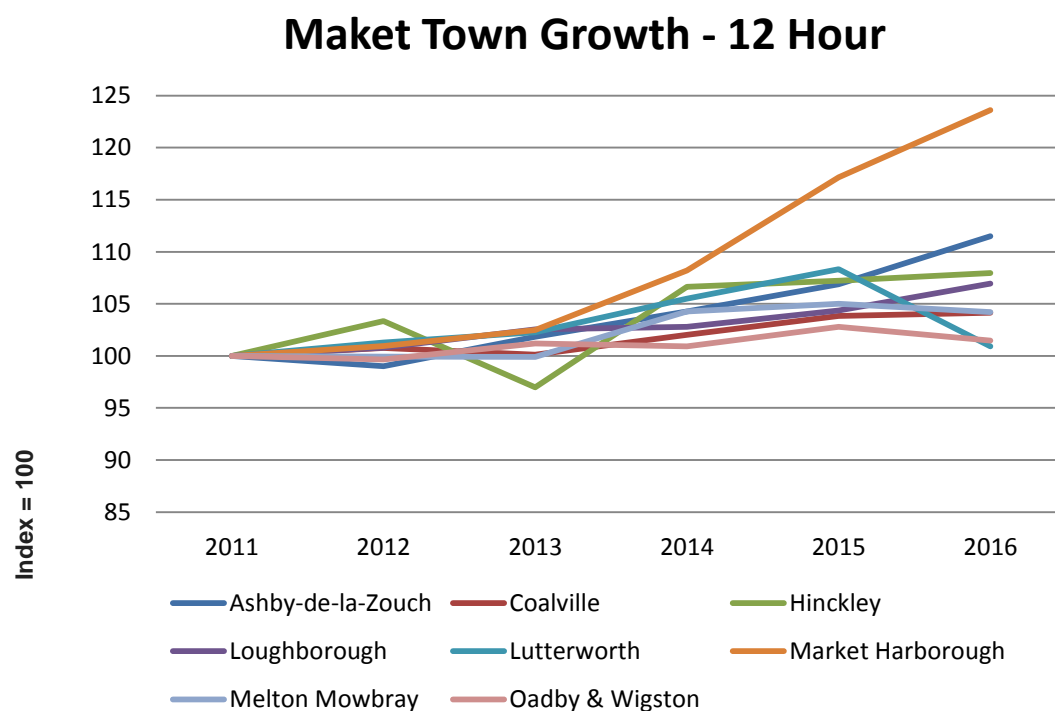


Figure 2.6 - Market Town Growth 2011 – 2016 (12 Hour)

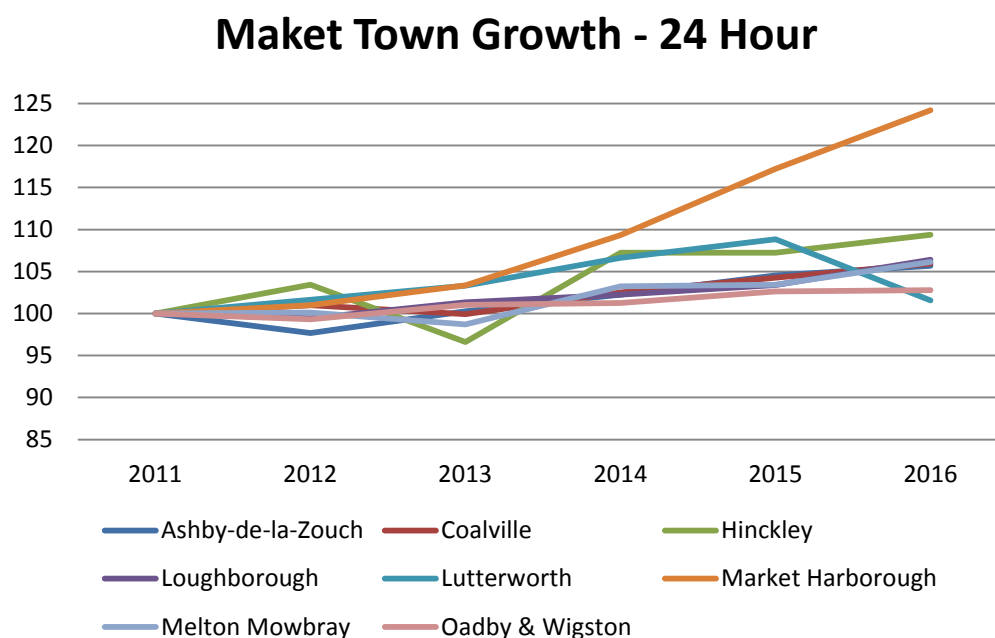


Figure 2.6 - Market Town Growth 2011 – 2016 (24 Hour)

2.3 Ashby-de-la-Zouch

	OUTBOUND				INBOUND				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
2015	20533	25044	2206	2251	20055	24211	2242	2367	40588	49255	4448	4618
2016	21402	26011	2201	2423	20931	23776	2331	2304	42333	49787	4532	4727
2011-2016 (%)	13.12	9.26	6.36	15.9	9.85	2.01	2.48	4.23	11.48	5.67	4.33	9.94

Table 2.9 - Ashby-de-la-Zouch Cordon Traffic Flows 2011 – 2016

- 2.3.1 In the 12 hour period, flows in Ashby-de-la-Zouch increased from 37,973 in 2011 to 42,333 in 2016. This is a net increase of 4,360 vehicles and a percentage growth of 11.48%. In the OUTBOUND direction flows increased from 18,919 vehicles in 2011 to 21,402 vehicles in 2016. This is a net increase of 2,483 vehicles and an increase of 13.12%. In the INBOUND direction flows increased from 19,054 vehicles in 2011 to 20,931 vehicles in 2016. This is a net increase of 1,877 vehicles and an increase of 9.85%.
- 2.3.2 In the 24 hour period, flows in Ashby-de-la-Zouch increased from 47,115 in 2011 to 49,787 in 2016. This is a net increase of 2,672 vehicles and an increase of 5.67%. In the OUTBOUND direction flows increased from 23,807 vehicles in 2011 to 26,011 vehicles in 2016. This is a net increase of 2,204 vehicles and an increase of 9.26%. In the INBOUND direction flows increased from 23,308 in 2011 to 23,776 in 2016. This is a net increase of 468 vehicles and an increase of 2.01%.
- 2.3.3 In the AM peak flows increased from 4,344 vehicles in 2011 to 4,532 vehicles in 2016. This is a net increase of 188 vehicles and an increase of 4.33%. In the OUTBOUND direction flows increased from 2,069 vehicles in 2011 to 2,201 vehicles in 2016. This is a net increase of 132 vehicles and an increase of 6.36%. In the INBOUND direction flows increased from 2,275 vehicles in 2011 to 2,331 vehicles in 2016. This is a net increase of 56 vehicles and an increase of 2.48%.
- 2.3.4 In the PM peak flows increased from 4,300 vehicles in 2011 to 4,727 vehicles in 2016. This is a net increase of 427 vehicles and an increase of 9.94%. In the OUTBOUND direction flows increased from 2,089 vehicles to 2,423 vehicles in 2016. This is a net increase of 334 vehicles and an increase of 15.9%. In the INBOUND direction flows increased from 2,211 in 2011 to 2,304 in 2016. This is a net increase of 93 vehicles and an increase of 4.23%.
- 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 2016. A map showing the Ashby-de-la-Zouch monitoring cordon with flows for 2016 can be found in the Appendix, Figure A1.

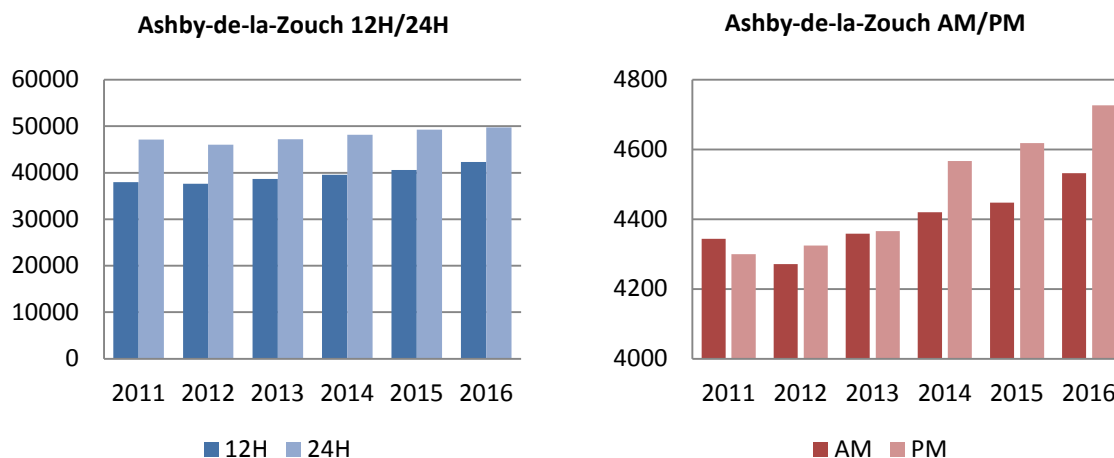


Figure 2.6 - Ashby-de-la-Zouch Traffic Flows 2011 - 2016 (COMBINED)

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
2015	61660	75913	5498	6997	61785	75810	6577	6259	123445	151723	12075	13257
2016	61846	77058	5519	6317	61977	77096	6071	5904	123823	154154	11590	12221
2011 – 2016 (%)	4.29	5.83	1.19	-8.13	4	6.05	-8.74	-3.20	4.15	5.94	-4.27	-5.81

Table 2.10 - Coalville Cordon Traffic Flows 2011- 2016

- 2.4.1 In the 12 hour period, flows in Coalville increased from 118,895 in 2011 to 123,823 in 2016. This is a net increase of 4,928 vehicles and a percentage increase of 4.15%. In the OUTBOUND direction, flows increased from 59,303 in 2011 to 61,846 in 2016. This is a net increase of 2,543 vehicles and an increase of 4.29%. In the INBOUND direction, flows increased from 59,592 in 2011 to 61,977 in 2016. This is a net increase of 2,385 vehicles and an increase of 4%.
- 2.4.2 In the 24 hour period, flows increased from 145,513 to 154,154. This is a net increase of 8,641 vehicles and an increase of 5.94%. In the OUTBOUND direction, flows increased from 72,816 to 77,058. This is a net increase of 4242 vehicles and an increase of 5.83%. In the INBOUND direction, flows increased from 72,697 in 2011 to 77,096 in 2016. This is a net increase of 4,399 vehicles and an increase of 6.05%.
- 2.4.3 In the AM peak, flows decreased from 12,107 in 2011 to 11,590 in 2016. This is a net decrease of 517 vehicles and a percentage change of -4.27%. In the OUTBOUND direction, flows increased from 5,454 to 5,519, an increase of 65 vehicles. This represents an increase of 1.19%. In the INBOUND direction, flows decreased from 6,653 to 6,071, a decrease of 582 vehicles. This is a percentage decrease of -8.74%.
- 2.4.4 In the PM peak, flows decreased from 12,975 vehicles to 12,221, a decrease of 754 vehicles. This represents an increase of -5.81%. In the OUTBOUND direction, flows also increased from 6,876 to 6,317, a decrease of 559 vehicles and a percentage change of -8.13%. In the INBOUND direction, flows decreased from 6,099 to 5,904, an increase of 195 vehicles. This is a percentage change of -3.20%.
- 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 2016. A map showing the Coalville monitoring cordon with flows for 2016 can be found in the Appendix, Figure A2.

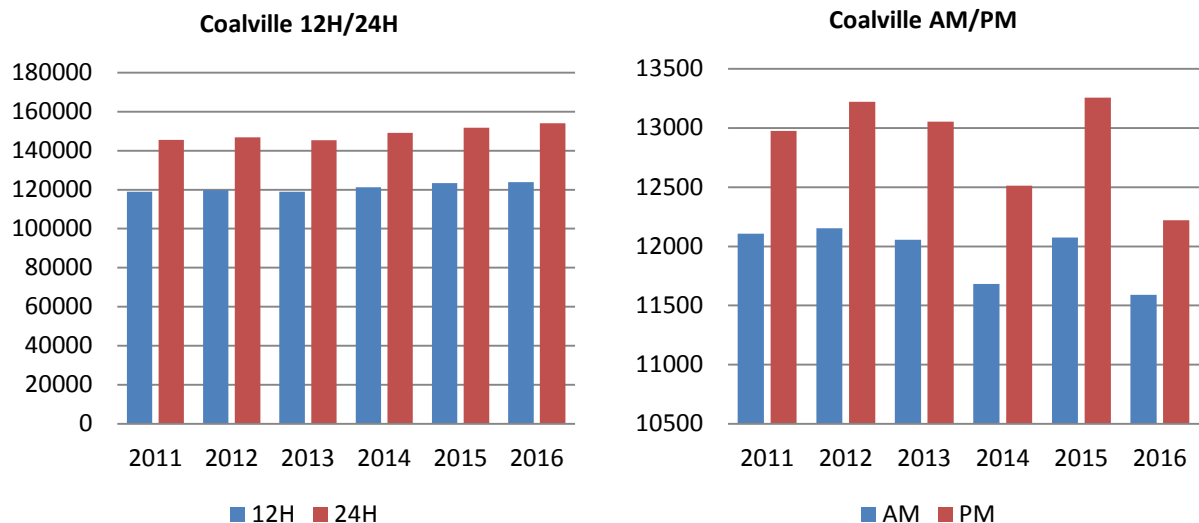


Figure 2.7 – Coalville Traffic Flows 2011 – 2016 (COMBINED)

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
2015	54254	66842	5549	5286	55170	67167	5224	6284	109425	134009	10772	11571
2016	54188	68218	5505	5170	56011	68482	5156	6235	110199	136700	10661	11405
2011 – 2016 (%)	6.25	8.92	0.22	1.53	9.69	9.84	1.40	5.88	7.97	9.38	0.78	3.86

Table 2.11 - Hinckley Cordon Traffic Flows 2011 - 2016

- 2.5.1 In the 12 hour period, flows in Hinckley increased from 102,067 vehicles in 2011 to 110,199 vehicles in 2016. This is an increase of 8,132 vehicles and an increase of 7.97%. In the OUTBOUND direction, flows in Hinckley increased from 51,002 to 54,188 an increase of 3,186 vehicles. The percentage change was 6.25%. In the INBOUND direction, flows in Hinckley increased from 51,065 to 56,011 in 2016. This is an increase of 4,946 vehicles and a percentage change of 9.69%.
- 2.5.2 In the 24 hour period, flows in Hinckley increased from 124,975 in 2011 to 136,700 in 2016. This is a net increase of 11,725 vehicles and a percentage change of 9.38%. In the OUTBOUND direction, 24 hour flows increased from 62,630 to 68,218 in 2016. This is an increase of 5,588 vehicles and a percentage change of 8.92%. In the INBOUND direction, flows increased from 62,345 to 68,482. This is an increase of 6,137 vehicles and a percentage change of 9.84%.
- 2.5.3 In the AM peak, flows increased from 10,578 to 10,661. This is a net increase of 83 vehicles and an increase of 0.78%. In the OUTBOUND, AM flows increased from 5,493 to 5,505 in 2016. This is a net gain of 12 vehicles and a percentage increase of 0.22%. In the INBOUND, AM flows increased from 5,085 to 5,156 in 2016. This is a net gain of 71 vehicles and an increase of 1.40%.
- 2.5.4 In the PM peak, flows increased from 10,981 to 11,405. This is a net increase of 424 vehicles and an increase of 3.86%. In the OUTBOUND, flows increased from 5,092 to 5,170. This is a net gain of 78 vehicles and an increase of 1.53%. In the INBOUND, flows increased from 5,889 to 6,235. This is a net gain of 346 vehicles and an increase of 5.88%.
- 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 2016. A map showing the Hinckley monitoring cordon with flows for 2016 can be found in the Appendix, Figure A3.

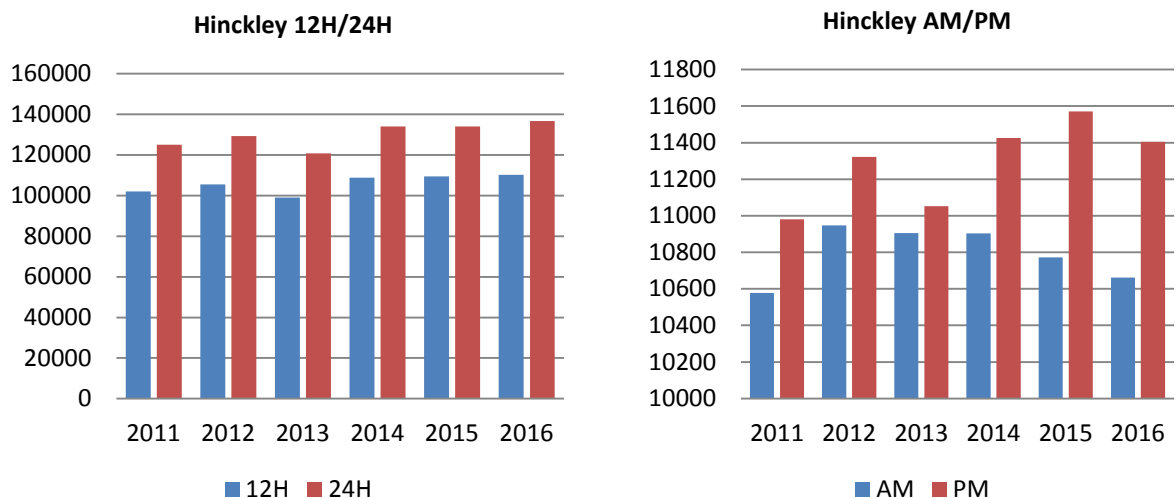


Figure 2.8 - Hinckley Traffic Flows 2011 – 2016 (COMBINED)

2.6 Loughborough

	OUTBOUND				INBOUND				COMBINED			
	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
2015	49800	60166	4265	6287	50267	60028	6683	4671	100067	120194	10918	10958
2016	50840	61702	4250	6309	51674	62004	6812	4746	102514	123706	11062	11055
2011-2016 (%)	6.62	6.70	14.43	15.40	7.23	6.10	9.73	7.30	6.93	6.40	11.49	11.78

Table 2.12 - Loughborough Cordon Traffic Flows 2011 - 2016

- 2.6.1 In the 12 hour period, flows in Loughborough increased from 95,873 vehicles in 2011 to 102,514 vehicles in 2016. This represents an increase of 6,641 and a percentage change of 6.93%. OUTBOUND flows in Loughborough increased from 47,683 to 50,840, an increase of 3,157 vehicles. This is a percentage change of 6.62%. INBOUND flows in Loughborough increased from 48,190 to 51,674, an increase of 3,484 vehicles. This was a percentage change of 7.23%.
- 2.6.2 In the 24 hour period flows increased from 116,265 to 123,706 in 2016. An increase of 7,441 vehicles and a percentage growth figure of 6.40%. In the OUTBOUND, flows increased from 57,828 to 61,702, an increase of 3,874 vehicles. This is a percentage growth of 6.70%. In the INBOUND, flows increased from 58,437 to 62,004, an increase of 3,567 vehicles. This is a percentage growth of 6.10%.
- 2.6.3 In the AM peak, flows increased 996 vehicles from 9,922 to 11,062. This is a percentage increase of 11.49%. OUTBOUND AM flows increased from 3,714 to 4,250, an increase of 536 vehicles. This is a percentage increase of 14.43%. INBOUND AM flows increased from 6,208 to 6,812, an increase of 604 vehicles and a percentage growth figure of 9.73%.
- 2.6.4 In the PM peak, flows increased from 9,890 to 11,055, an increase of 1,165 vehicles and a percentage growth rate of 11.78%. Flows in the OUTBOUND grew from 5,467 to 6,309, an increase of 842 vehicles with a percentage growth figure of 15.40%. Flows in the inbound grew from 4,423 to 4,746, an increase of 323 vehicles and a percentage growth of 7.30%.
- 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 2016. A map showing the Loughborough monitoring cordon with flows for 2016 can be found in the Appendix, Figure A4.

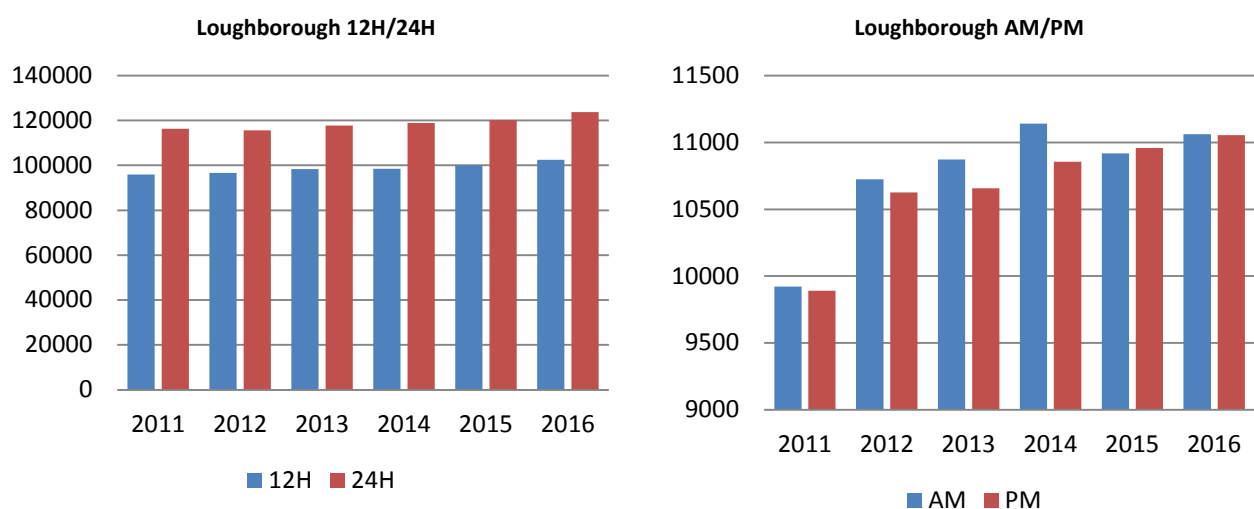


Figure 2.9 – Loughborough Traffic Flows 2011 – 2016 (COMBINED)

2.7 Lutterworth

	OUTBOUND				INBOUND				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
2015	22217	27558	2421	2655	22024	27027	2589	2490	44241	54585	5011	5145
2016	20806	25914	2611	2039	20415	25026	1987	2535	41221	50940	4598	4574
2011 – 2016 (%)	1.42	2.46	11.30	-15.50	0.43	0.67	-16.83	6.83	0.93	1.57	-2.89	-4.43

Table 2.13 - Lutterworth Cordon Traffic Flows 2011 - 2016

- 2.7.1 In the 12 hour period, flows in Lutterworth increased from 40,842 vehicles in 2011 to 41,221 vehicles in 2016. This is a net gain of 379 vehicles and a percentage change of 0.93%. OUTBOUND flows increased from 20,515 to 20,806 in 2016. This is a net change of 291 vehicles and a percentage change of 1.42%. INBOUND flows increased similarly from 20,327 to 20,415. This is a net change of 88 vehicles and a percentage increase of 0.43%.
- 2.7.2 In the 24 hour period, flows increased from 50,152 to 50,940 in 2016. This is a net change of 788 vehicles and a percentage increase of 1.54%. OUTBOUND flows increased from 25,293 to 25,914. This is a change of 621 vehicles and a percentage increase of 2.46%. INBOUND flows increased from 24,859 to 25,026. This is an increase of 167 vehicles and a percentage change of 0.67%.
- 2.7.3 AM peak flows decreased from 4,735 to 4,598. This is an increase of 137 vehicles and a percentage change of -2.89%. OUTBOUND flows increased from 2,346 to 2,611. This is a net increase of 265 vehicles and a percentage increase of 11.30%. INBOUND flows decreased from 2,389 to 1,987. This is a decrease of 402 vehicles and a percentage increase of -16.83%.
- 2.7.4 PM peak flows decreased from 4,786 to 4,574. This is a net change of 212 vehicles and a percentage change of -4.43%. OUTBOUND flows decreased from 2,413 to 2,039, a decrease of 374 vehicles and a percentage change of -15.50%. INBOUND flows increased from 2,373 to 2,535, a net change of 162 vehicles and a percentage change of 6.83%.
- 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 2016. A map showing the Lutterworth monitoring cordon with flows for 2016 can be found in the Appendix, Figure A5.

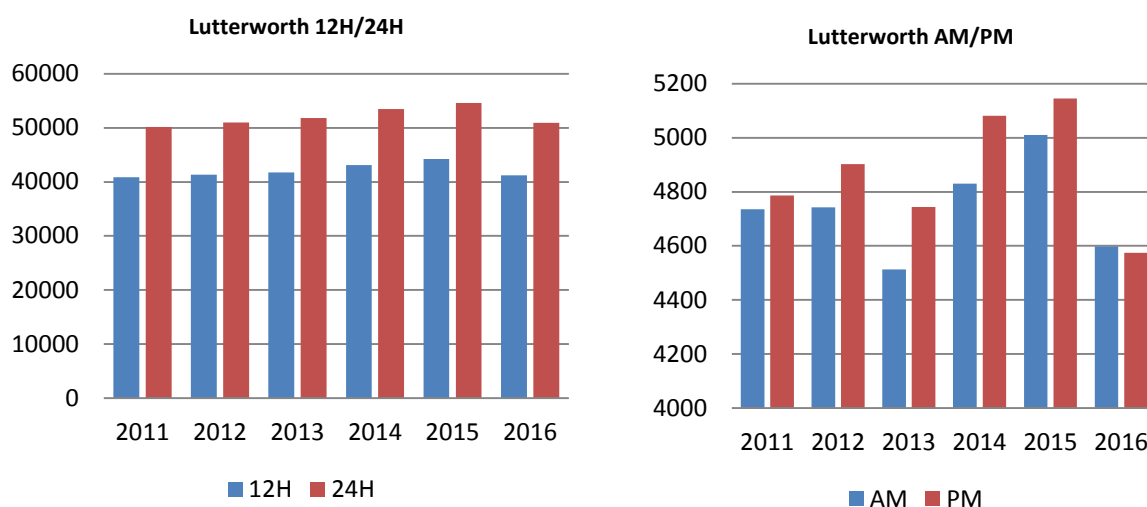


Figure 2.10 – Lutterworth Traffic Flows 2011 – 2016 (COMBINED)

2.8 Market Harborough

	OUTBOUND				INBOUND				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
2015	25547	30131	2959	2744	25809	30355	2665	3178	51357	60486	5624	5922
2016	27094	32182	2603	3119	27099	31913	3039	3045	54193	64095	5642	6164
2011 – 2016 (%)	23.91	24.54	21.47	20.42	23.29	23.88	18.25	19.74	23.60	24.21	19.71	20.09

Table 2.14 - Market Harborough Cordon Traffic Flows 2011 - 2016

- 2.8.1 In the 12 hour period, flows in Market Harborough increased from 43,844 vehicles in 2011 to 54,193 vehicles in 2016, an increase of 10,349 vehicles. This represents a growth of 23.60% between 2011 and 2016. OUTBOUND flows increased from 21,865 to 27,094 an increase of 5,229 vehicles and a percentage growth of 23.91%. INBOUND flows increased from 21,979 to 27,099 an increase of 5120 and a percentage growth of 23.29%.
- 2.8.2 In the 24 hour period, flows in Market Harborough increased from 51,601 vehicles in 2011 to 64,095 vehicles in 2016. This represents an increase of 12,494 vehicles and a growth of 24.21%. OUTBOUND flows increased from 25,840 to 32,182, an increase of 6342. This represents a percentage change of 24.54%. INBOUND flows increased from 25,761 to 31,913, an increase of 6,152. This is an increase of 23.88%.
- 2.8.3 In the AM peak, flows increased from 4,713 in 2011 to 5,642 in 2016, representing an increase of 929 vehicles and an increase of 19.71%. OUTBOUND flows increased from 2,143 to 2,603 which is an increase of 460 vehicles. Total growth equates to 21.47%. INBOUND flows increased from 2,570 to 3,039. This equates to an increase of 469 vehicles and a percentage growth of 18.25%.
- 2.8.4 PM flows increased from 5,133 in 2011 to 6,164 in 2016. This is an increase of 1031 vehicles. The growth rate is 20.09%. OUTBOUND flows increased 20.42% from 2,590 vehicles to 3,119 vehicles. This is an increase of 609 vehicles. INBOUND flows increased 2,543 to 3,045, an increase of 19.74%. This totals to a net gain of 502 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 2016. A map showing the Market Harborough monitoring cordon with flows for 2016 can be found in the Appendix, Figure A6.

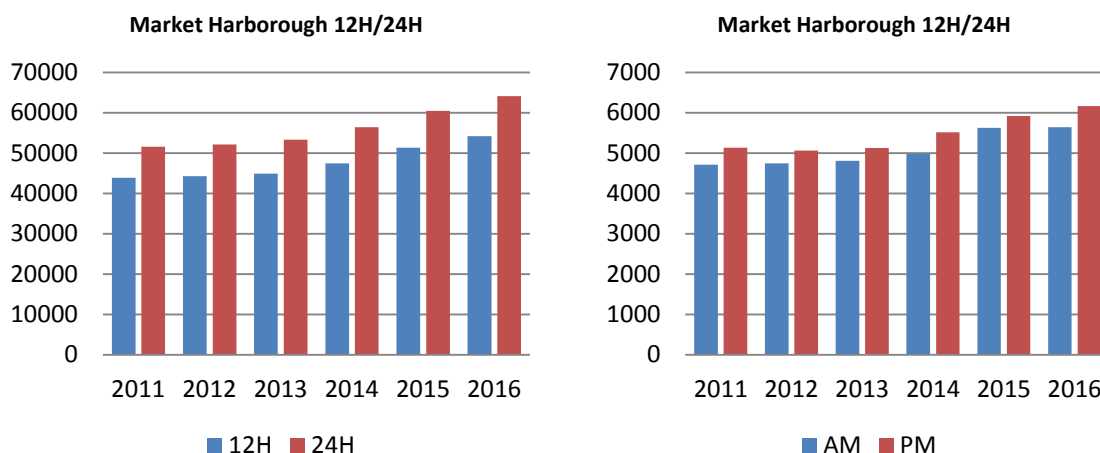


Figure 2.11 - Market Harborough Traffic Flows 2011 – 2016 (COMBINED)

2.9 Melton Mowbray

	OUTBOUND				INBOUND				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
2015	27780	33509	2723	2883	28145	33647	2950	3094	55925	67156	5673	5977
2016	27033	32707	2896	2731	28466	36210	3032	2953	55499	68917	5928	5684
2011 – 2016 (%)	1.87	0.57	19.39	7.83	6.53	11.72	12.49	8.25	4.21	6.13	15.76	8.05

Table 2.15 - Melton Mowbray Cordon Traffic Flows 2011 - 2016

- 2.9.1 In the 12 hour period, flows increased from 53,258 vehicles in 2011 to 55,499 vehicles in 2016. This represents a net increase of 2,241 vehicles and a growth rate of 4.21%. In the OUTBOUND direction, flows increased from 26,537 to 27,033, a difference of 496 vehicles. The growth rate for this direction was 1.87%. In the INBOUND direction, flows increased from 26,721 to 28,466 an increase of 1,745 vehicles. The growth rate here was 6.53%.
- 2.9.2 In the 24 hour period, flows increased from 64,935 vehicles to 68,917 vehicles, a difference of 3,982 vehicles. The growth rate was 6.13% between 2011 and 2016. In the OUTBOUND direction, flows increased from 32,523 to 32,707, an increase of 184 vehicles. The growth rate was 0.57% for this period. In the INBOUND direction, 24 hour flows increased from 32,412 to 36,210, an increase of 3,798 vehicles. The growth rate for this direction was 11.72%.
- 2.9.3 In the AM peak, flows increased from 5,121 to 5,928 (+807vehicles), with a growth rate of 15.76%. OUTBOUND flows increased from 2,426 to 2,896 (+470 vehicles) with a growth rate of 19.39%. INBOUND flows increased from 2,695 to 3,032 (+337 vehicles), with a growth rate of 12.49%.
- 2.9.4 In the PM peak, flows increased from 5,261 to 5,684 (+423 vehicles), with a growth rate of 8.05%. OUTBOUND direction flows increased by 198 vehicles from 2,533 to 2,731, with a growth rate of 7.83%. INBOUND flows increased from 2,728 to 2,953, representing a growth rate of 8.25%.
- 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 2016. A map showing the Melton Mowbray monitoring cordon with flows for 2016 can be found in the Appendix, Figure A7.

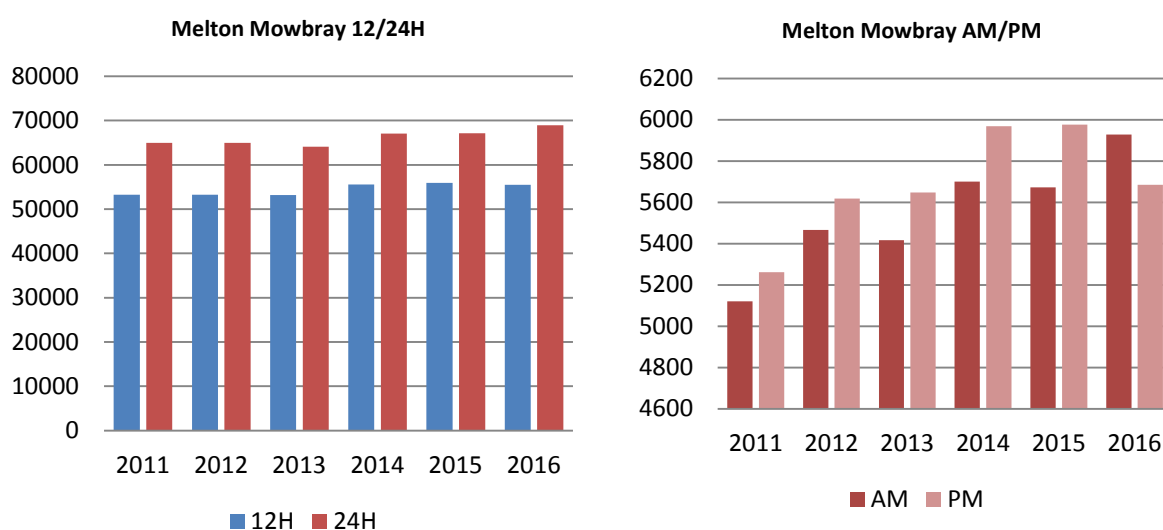


Figure 2.12 - Melton Mowbray Traffic Flows 2011 - 2016 (COMBINED)

2.10 Oadby & Wigston

	OUTBOUND				INBOUND				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
2015	74924	92714	7885	7383	70914	87488	6372	8149	145838	180202	14257	15532
2016	71400	89285	6789	6739	72569	91159	6760	7197	143969	180445	13549	13937
2011 – 2016 (%)	0.06	1.02	-9.52	-7.25	2.88	4.56	-1.89	-8.49	1.46	2.78	-5.87	-7.89

Table 2.16 - Oadby & Wigston Cordon Traffic Flows 2011 - 2016

- 2.10.1 In the 12 hour period, flows in Oadby & Wigston increased from 141,894 vehicles in 2011 to 143,969 vehicles in 2016. This represents an increase of 2,075 vehicles and a percentage growth figure of 1.46%. OUTBOUND flows increased from 71,359 to 71,400, an increase of 39 vehicles. This is an increase of 0.06%. INBOUND direction, 12 hour flows increased from 70,535 to 72,569 (+2034 vehicles). This is an increase of 2.88%.
- 2.10.2 In the 24 hour period, flows increased by 2.78% from 175,565 to 180,445 (+4,880 vehicles). OUTBOUND 24 hour flows increased from 88,381 to 89,285 (+904) representing an increase of 1.02%. INBOUND 24 hour flows increased marginally by 4.56% from 87,184 to 91,159 (+3975 vehicles).
- 2.10.3 In the AM peak period, flows decreased from 14,394 to 13,549 (-845 vehicles) or -5.87%. OUTBOUND flows decreased from 7,503 to 6,789 (-714 vehicles) or -9.52%. INBOUND flows decreased from 6,890 to 6,760 (-130 vehicles) or -1.89%.
- 2.10.4 In the PM peak period, flows decreased from 15,131 to 13,937 (-1194 vehicles) or -7.89%. OUTBOUND flows increased from 7,266 to 6,739 (+527 vehicles) or -7.25%. INBOUND flows decreased from 7,865 to 7,197 (-668 vehicles) or -8.49%.
- 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 2016. A map showing the Oadby & Wigston monitoring cordon with flows for 2016 can be found in the Appendix, Figure A8.

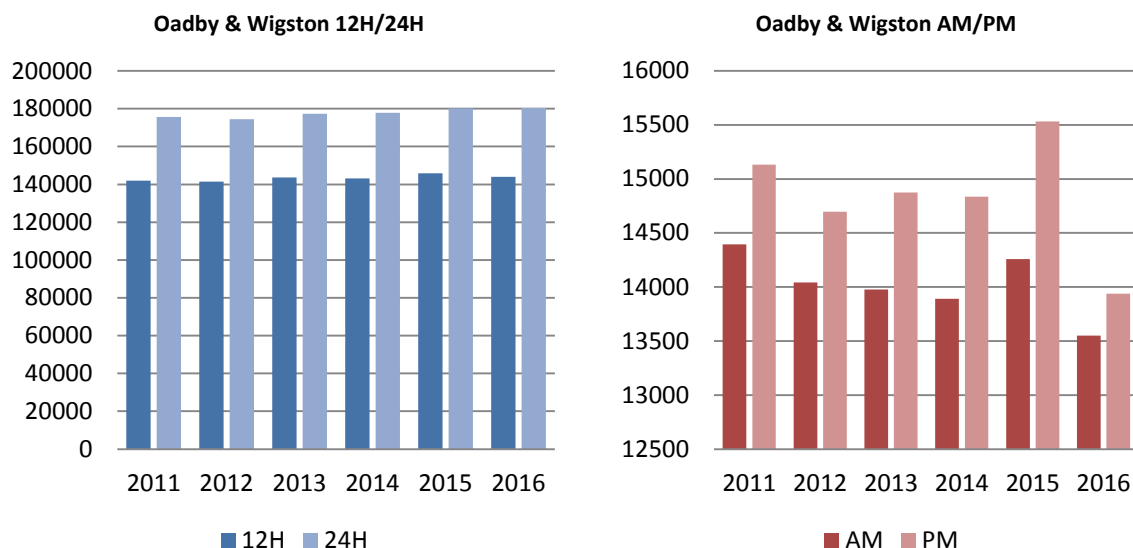


Figure 2.13 - Oadby & Wigston Traffic Flows 2011 – 2016 (COMBINED)

2.11 County Boundary

	OUTBOUND				INBOUND				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
2015	162164	201903	17775	18088	164787	203325	17951	19528	326951	405228	35727	37616
2016	142230	176699	14992	15275	136690	170954	13132	16107	278920	347653	28124	31382
2011-2016 (%)	-3.62	-3.12	0.90	-8.77	-6.7	-6.41	-21.6	0.66	-5.2	-4.77	-7.30	-4.16

Table 2.17 - County Boundary Cordon Traffic Flows 2011 - 2016

- 2.11.1 In the 12 hour flows for the county boundary monitoring cordon, flows decreased from 294,081 vehicles in 2011 to 278,920 vehicles in 2016, a decrease of 15,161. This represents a decline of -5.2%. OUTBOUND flows for this period decreased from 147,567 to 142,230 (+5337 vehicles), a decline of -3.62%. INBOUND flows decreased from 146,514 to 136,690 (-9824 vehicles), a total of -6.7%.
- 2.11.2 In the 24 hour flows for the county boundary, flows increased from 365,062 to 347,653 (17,409 vehicles) representing a growth figure of -4.77%. OUTBOUND flows increased 10.70% from 182,394 to 176,699, a decrease of 5,695 vehicles. INBOUND flows decreased -6.7% from 182,668 to 170,954 – 11,714 vehicles).
- 2.11.3 In the AM peak period, flows for the county boundary decreased from 30,338 vehicles to 28,124 vehicles (- 2,214 vehicles) representing a decline of -7.30%. OUTBOUND flows increased from 14,859 to 14,992 (+133 vehicles) and 0.90%. INBOUND flows decreased from 16,744 to 13,132 (-3,612 vehicles) and -21.6%.
- 2.11.4 In the PM, flows decreased by -4.16% from 32,745 in 2011 to 31,382 in 2016 (-1,363 vehicles). OUTBOUND flows decreased from 16,744 to 13,132 (-3,612 vehicles) with a decline rate of -21.6%. INBOUND flows increased from 16,001 to 16,107 (+106 vehicles) with a growth rate of 0.66%.
- 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 2016.

Note this reduction in figures for 2016 is not a true representation as the traffic counter data for a number of sites was not available due to faults with the counters.

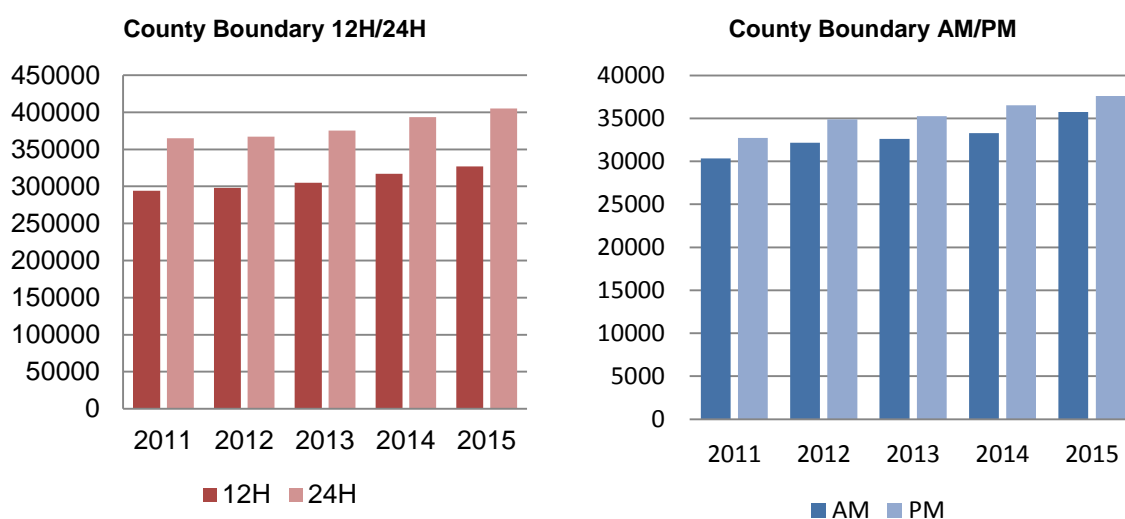


Figure 2.14 - County Boundary Traffic Flows 2011 – 2016 (COMBINED)

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 2016 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 The highest proportion of buses was 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					
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

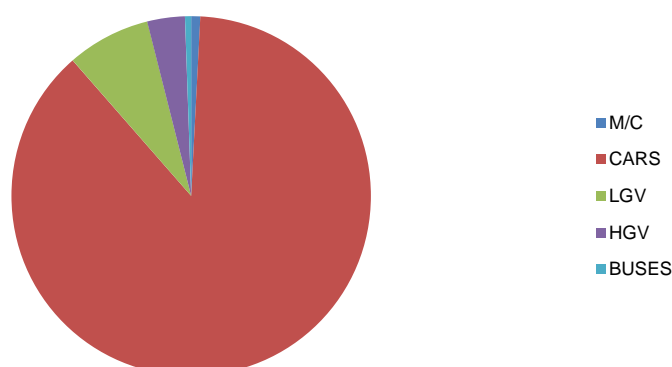


Figure 3.1 - Market Town Average Traffic Composition 2011

- 3.1.7 In 2016, CAR traffic composition decreased to 88.93% of total traffic, while LGV decreased to a share of 6.78% and HGV increased to a share of 4.08%.
- 3.1.8 The market town with the highest proportion of CAR traffic, with an increase to 90.02% was Oadby & Wigston. The lowest was observed in Lutterworth at 78.27%.
- 3.1.9 The highest proportion of LGV traffic was in Hinckley at 8.37%, while the lowest was in Ashby at 2.07%.
- 3.1.10 The greatest proportions of HGVs were found in Coalville (7%).
- 3.1.11 The highest proportion of buses remained in Loughborough at 0.84%. The second highest proportion was Melton at 0.68%.






2016					
Ashby-de-la-Zouch	1.93%	88.93%	6.70%	2.07%	0.37%
Coalville	0.61%	83.97%	8.04%	7.00%	0.39%
Hinckley	0.68%	86.38%	8.37%	4.04%	0.54%
Loughborough	0.58%	87.55%	7.45%	3.64%	0.84%
Lutterworth	0.48%	85.32%	8.57%	5.46%	0.16%
Market Harborough	0.67%	89.77%	6.49%	2.77%	0.29%
Melton Mowbray	0.84%	89.06%	3.82%	5.44%	0.68%
Oadby & Wigston	0.83%	90.02%	5.56%	2.44%	0.55%
Average	0.83%	87.62%	6.88%	4.11%	0.48%

Table 3.2 - Market Town Modal Composition 2016

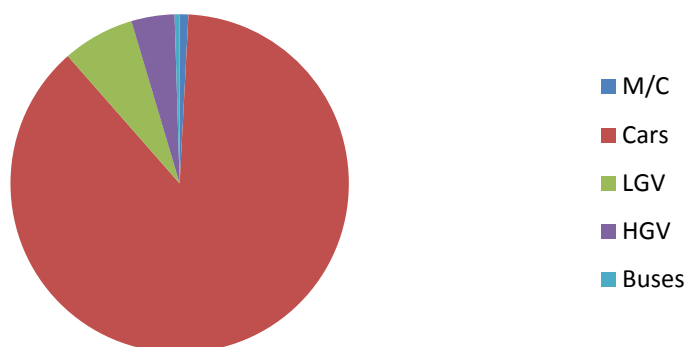


Figure 3.2 - Market Town Average Traffic Composition 2016

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.

4.1 Market Town Summary

Average Speed

- 4.4.1 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 the highest to lowest or fastest to slowest for comparison.
- 4.1.2 The data represented here is derived from a September 2015- August 2016 monitoring period for the AM peak (08:00 – 9:00).
- 4.1.3 Market Harborough and Ashby are the fastest market towns in the county for average speeds according to the Traffic master data. Market Harborough has an average speed of 23.97 mph and Ashby has an average speed of 23.12 mph.
- 4.1.4 Loughborough and Melton have some of the slowest recorded vehicle speeds across the market towns. Loughborough's average vehicle speed was 16.23 mph, while Melton was 17.94 mph. This is on average around 7 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 Traffic master 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	23.97
Ashby-De-La-Zouch	23.12
Hinckley	18.71
Melton Mowbray	17.94
Coalville	19.20
Loughborough	16.23
Market Town Average	19.10

Delay

TO FOLLOW

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 LTP³.

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 boarding's 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
2014/15	26,536,655	5,055,561	3,614,516	455,666	4,911,492	14,037,236	40,573,891
2015/16	26,058,594	4,646,545	3,125,783	982,241	4,991,046	13,745,891	39,804,210

Table 5.1 - Bus Total Boarding's 2004 - 2016

- 5.1.3 Figure 5.1 shows how the proportion of bus travel is divided between the monitored areas in the 2015/16 financial year.
- 5.1.4 Bus travel in Leicester City currently accounts for 65% of total bus travel in Leicestershire, with an additional 12% covered by the LTP area. Loughborough accounts for a total of 8% of total bus travel, while Hinckley accounts for only 2%. The rest of the county (including Ashby-de-la-Zouch, Coalville, Castle Donnington (EMA), Melton Mowbray and East Leicestershire) makes up the remaining 13%.

County Bus Patronage 2016

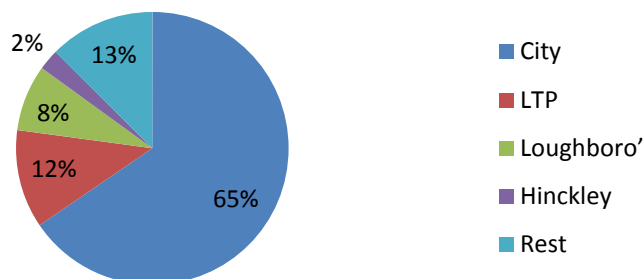


Figure 5.1 - County Bus Patronage split by area – 2015/16

Growth

- 5.1.5 Table 5.2 below shows the percentage change in bus passenger boarding's 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 2015, bus patronage has decreased in all monitored areas except from Loughborough where there has been a substantial increase of 38.92%. Bus patronage fell most substantially in Hinckley by a total of 54.58%.

	City	LTP	Loughboro'	Hinckley	Rest	County	Total
2011 – 2015	-7.42%	-2.97%	4.42%	-24.76%	8.72%	-1.76%	-4.44%
2004 – 2015	-21.27%	-12.68%	38.92%	-54.58%	-12.26%	-6.37%	-16.69%

Table 5.2 - Bus Patronage Growth / Decline (%)

- 5.1.7 Figure 5.2 shows total bus passenger boarding's across the county between 2004 and 2016. The graphic clearly illustrates the trends in bus travel across the 11 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 boarding's began to rapidly decline after 2008, fuelled partially by the economic downturn. This decline persists until around 2012/13 where total passenger boarding's are around 13.5 million. From 2012/13 the declining trend reverses and passenger boarding's 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.

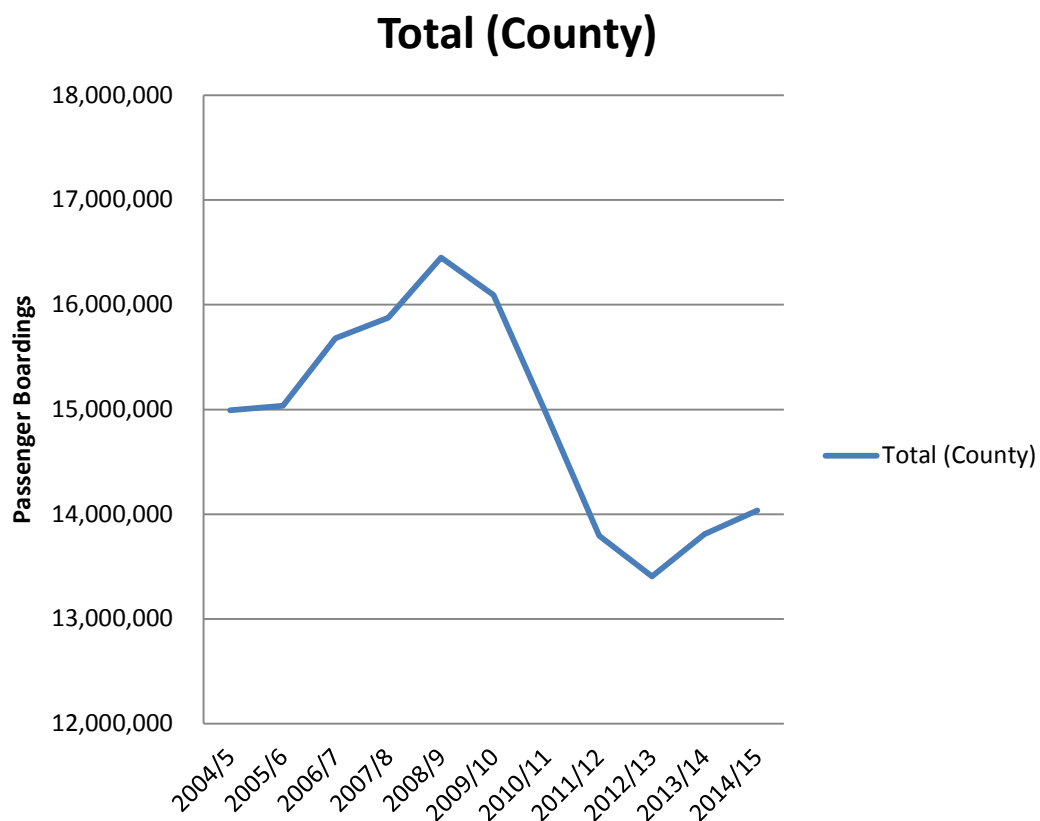


Figure 5.2 - County Total Bus Passenger Boarding's between 2004 and 2016.

5.2 Bus Fares

- 5.2.1 Table 5.3 shows the change in average bus fares between 2011 and 2016. The data shows that the price of a weekly ticket between 2011 and 2016 increased 5.17% from £14.50 to £15.25. A day ticket fare increased by 8.68% from an average £3.80 fare to an average £4.13. A single adult fare increased substantially by around 61% from £1.59 to £2.57.

Year	2011	2012	2013	2014	2015	2016
Weekly Ticket	£14.50	£15.75	£14.67	£16.00	£14.83	£15.25
Day Ticket	£3.80	£4.00	£3.97	£4.20	£4.17	£4.13
Single Adult Fares	£1.59	£1.63	£2.32	£2.33	£2.33	£2.57
Weekly Ticket	0.00%	8.62%	1.17%	10.34%	2.28%	5.17%
Day Ticket	0.00%	5.26%	4.47%	10.53%	9.74%	8.68%
Single Adult fares	0.00%	2.52%	45.91%	46.54%	46.54%	61.64%

Table 5.3 - County Average Bus Fares 2011 - 2016

- 5.2.2 Figure 5.3 below graphically represents the average cost of various types of bus fares between 2007 and 2016. 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.

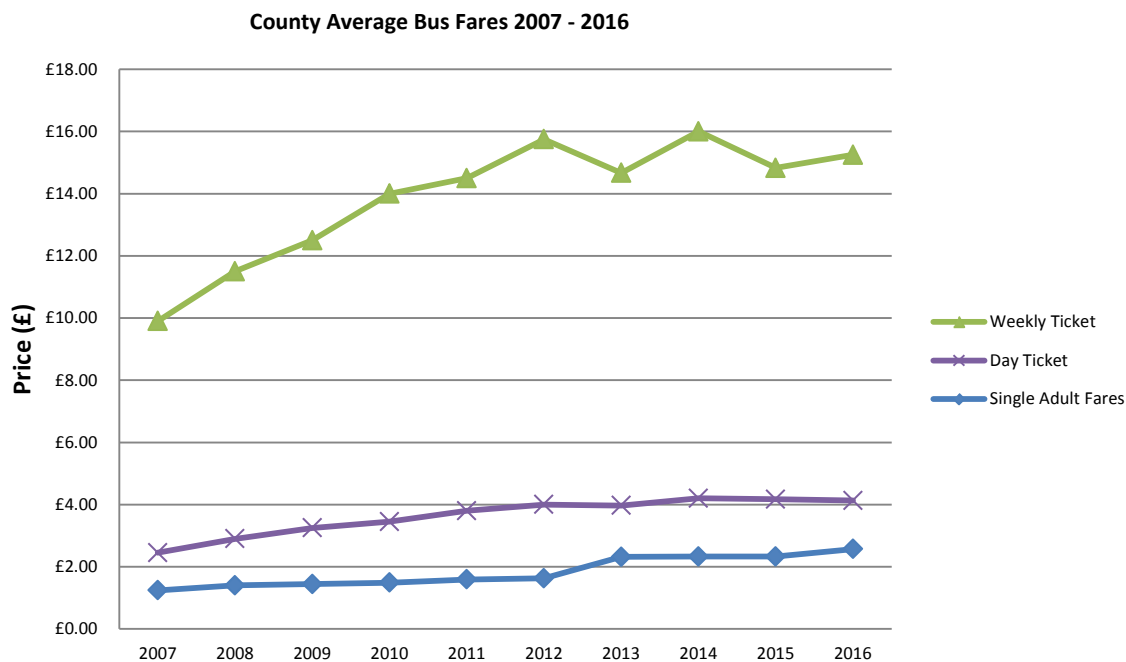


Figure 5.3 - County Bus Services - Average Fares 2007-2012

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 2016, 68.4% of services were observed as on time at intermediate timing points across the county. 31.6% were observed as not on time, within this observation, the majority of services were observed running late (25.3%), while 3.3% arrived early and 3.2% failed to operate.
- 5.3.5 For the timed departure points, services performed slightly better as you would expect due to the fact they have the chance to recover time at the end of the previous route; 76.6% of services ran on time and 23.4% not on time, 13.5% of these services were observed running late, while 5.6% departed early and 4.5% failed to operate.
- 5.3.6 The average of the intermediate timing points and timed departures gives a total of 70.9% of services running on time, with 29.1% operating not on time. 21.7% of services operated late, 4.0% early and 3.6% failed to operate.
When the intermediate timing points and timed departures are combined with a weighted average*, a total of 72.5% of services ran on time; this figure is used to measure the county's bus punctuality.

	Sample Size	% of Whole Sample	Early	%Early	Late	%Late	FTO	%FTO	Non-Compliant	% Non-Compliant	Compliant	% Compliant	Weighted Compliancy
County Timed Departure	875	30.60%	49	5.60%	118	13.50%	39	4.50%	205	23.40%	670	76.60%	38.30%
County Timing Point	1,988	69.40%	65	3.30%	502	25.30%	63	3.20%	629	31.60%	1,359	68.40%	34.20%
County Total	2,863	100%	114	4.00%	620	21.70%	102	3.60%	834	29.10%	2,029	70.90%	72.5%*

Table 5.4 - County Bus Punctuality 2016 Leicestershire County, results of Sample Observations 2016/17, full sample, (*The proportion of non-frequent scheduled services on time is: $(0.5) \times (\% \text{ of buses starting their route on time}) + (0.5) \times (\% \text{ of buses on time at intermediate timing points})$). The weighted compliancy is used against the indicated target.

- 5.3.7 Figure 5.4 below graphically represents the reliability of bus services (not weighted compliancy) 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.

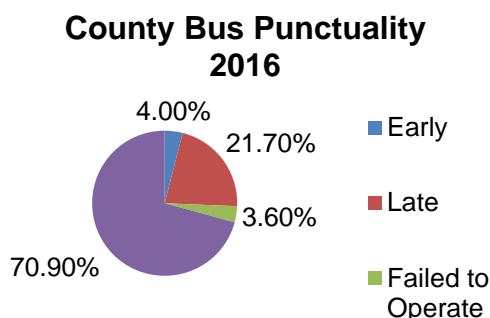


Figure 5.4 – County Bus Punctuality by Timing Category 2016

- 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 decreased by 5.4% between 2011 and 2016. 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 4.8%. This year shows another substantial decrease on the previous year of 4.5%.
- 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 sizes used as part of the data collection and enumeration processes has increased substantially between 2011/12 and 2016/17 and the methods of collection have improved which may significantly alter the overall figures. Additionally, notice 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. In 2015/16 a decision was made to increase the punctuality target once again, the observed figure was 77%.

When interrogated, the localities of Ashby, Birstall, Blaby, Coalville, Hinckley, Loughborough, Oadby, Quorn, South Wigston and Syston appeared to have high failure rates compared to the rest of the sample. These localities are heavily served by Arriva and Kinchbus with Arriva accounting for 45.1% of the total departures surveyed and Kinchbus 20%. The other 9 operators combined represent 34.9%.

With the introduction of the RealTime bus information and operator tracking, punctuality is being monitored by the operators to better understand local conditions and retime journeys where possible to account for this which should improve future punctuality data.

Year	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Target	77.50%	78.50%	79.50%	75.00%	77.00%	79.00%
Result	77.90%	73.60%	73.10%	78.90%	77.00%	72.50%

Table 5.5 - County Bus Punctuality 2011 – 2016

6 Appendix

List of Figures

- Figure A1** – Ashby-de-la-Zouch Monitoring Cordon with Flows 2016
- Figure A2** – Coalville Monitoring Cordon with Flows 2016
- Figure A3** – Hinckley Monitoring Cordon with Flows 2016
- Figure A4** – Loughborough Monitoring Cordon with Flows 2016
- Figure A5** – Lutterworth Monitoring Cordon with Flows 2016
- Figure A6** – Market Harborough Monitoring Cordon with Flows 2016
- Figure A7** – Melton Mowbray Monitoring Cordon with Flows 2016
- Figure A8** – Oadby & Wigston Monitoring Cordon with Flows 2016

List of Tables

- Table A1** – Cordon Monitoring Sites with Traffic Flows 12H/24H/AM/PM - 2016
- Table A2** - Cordon Monitoring Sites with Traffic Composition 12H/24H/AM/PM – 2016

HTWM Department Traffic Modelling and Data Collection MF 3488.000 Traffic Trends - Market Town Cordons Traffic Flow Analysis for aggregated 2016

Ashby-De-La-Zouch

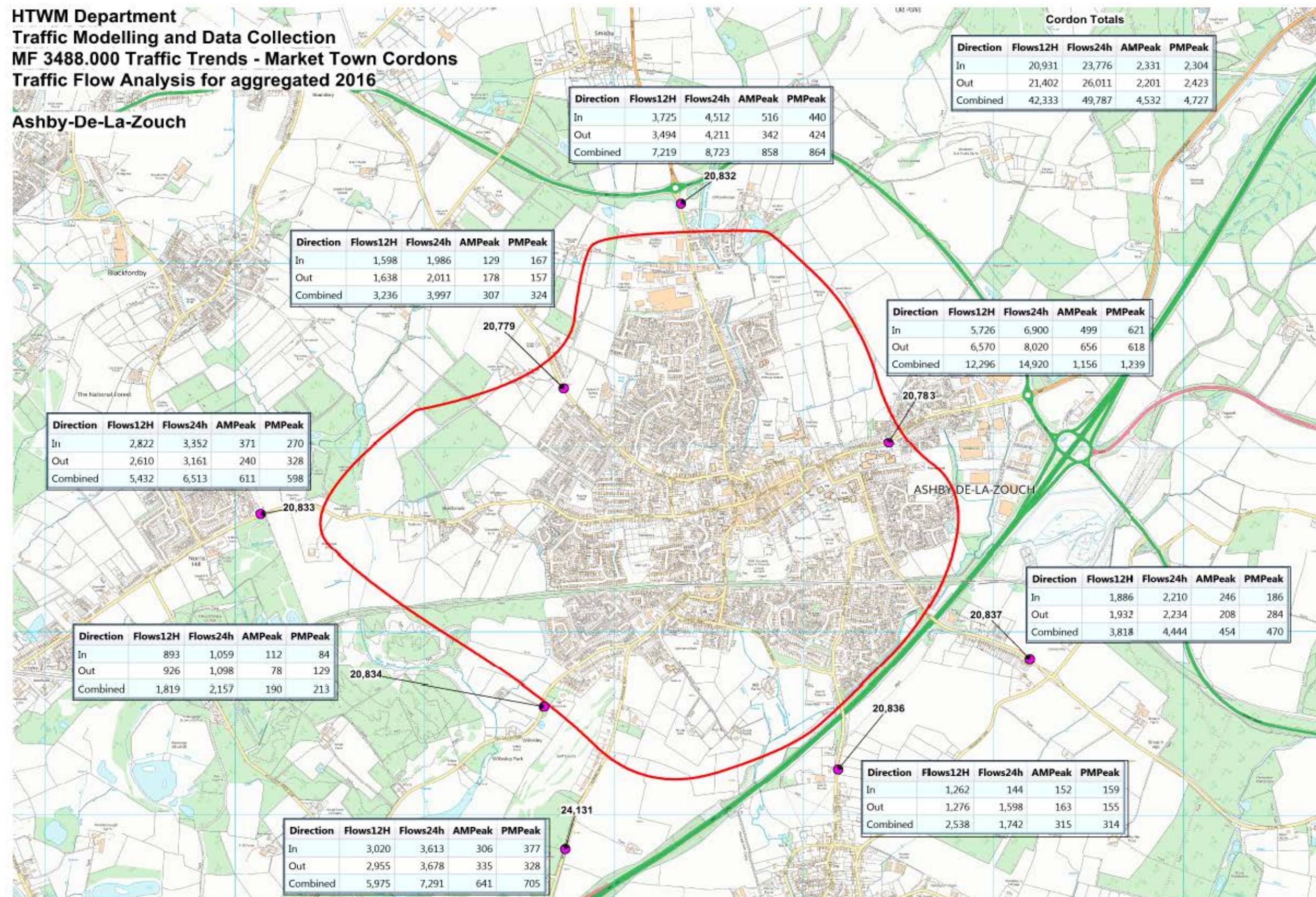


Figure A1 - Ashby-de-la-Zouch Monitoring Cordon with Flows 2016

**HTWM Department
Traffic Modelling and Data Collection
MF 3488.000 Traffic Trends - Market Town Cordon,
Traffic Flow Analysis for 2016**

Coalville

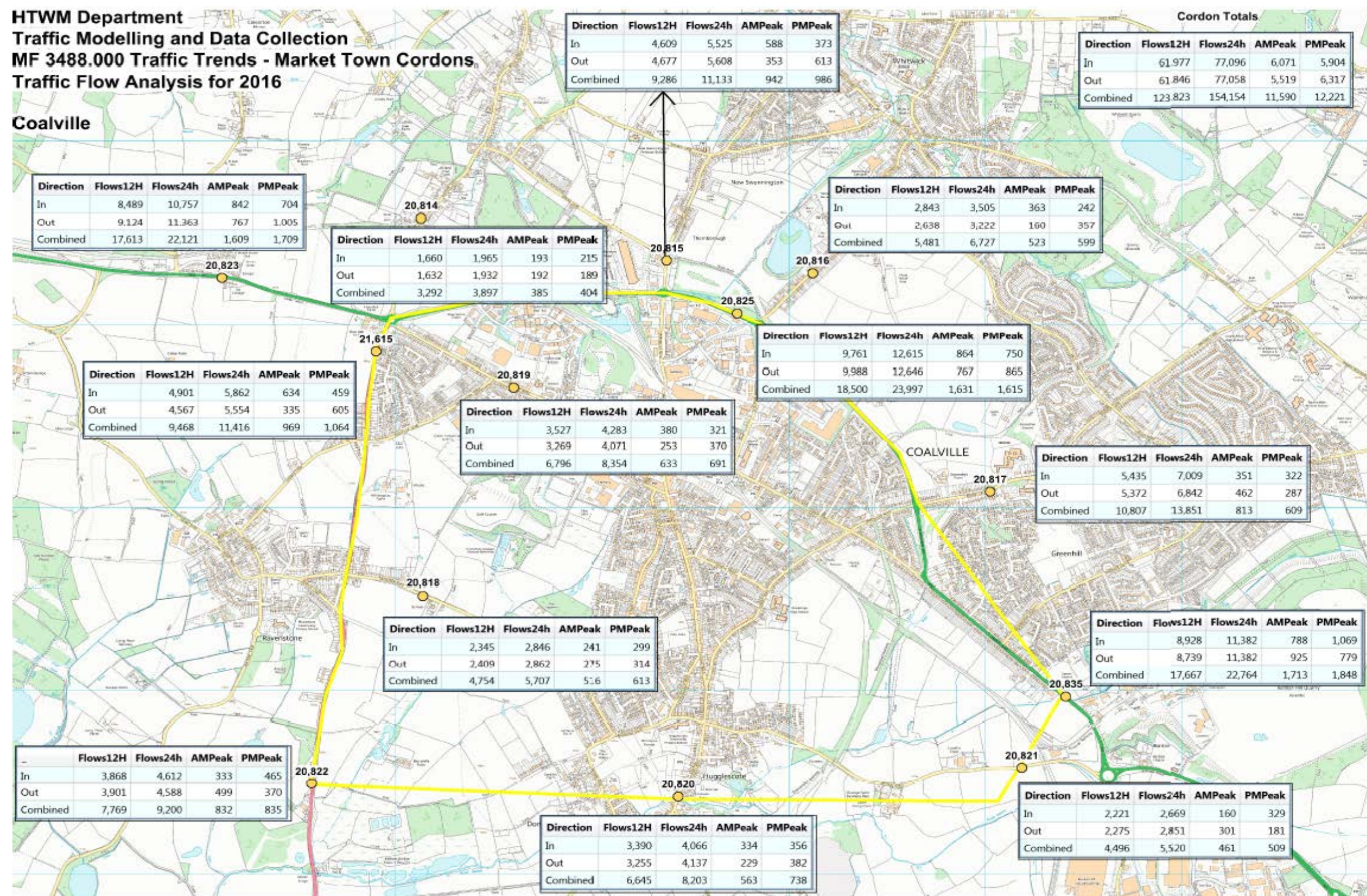


Figure A2 - Coalville Monitoring Cordon with Flows 2016

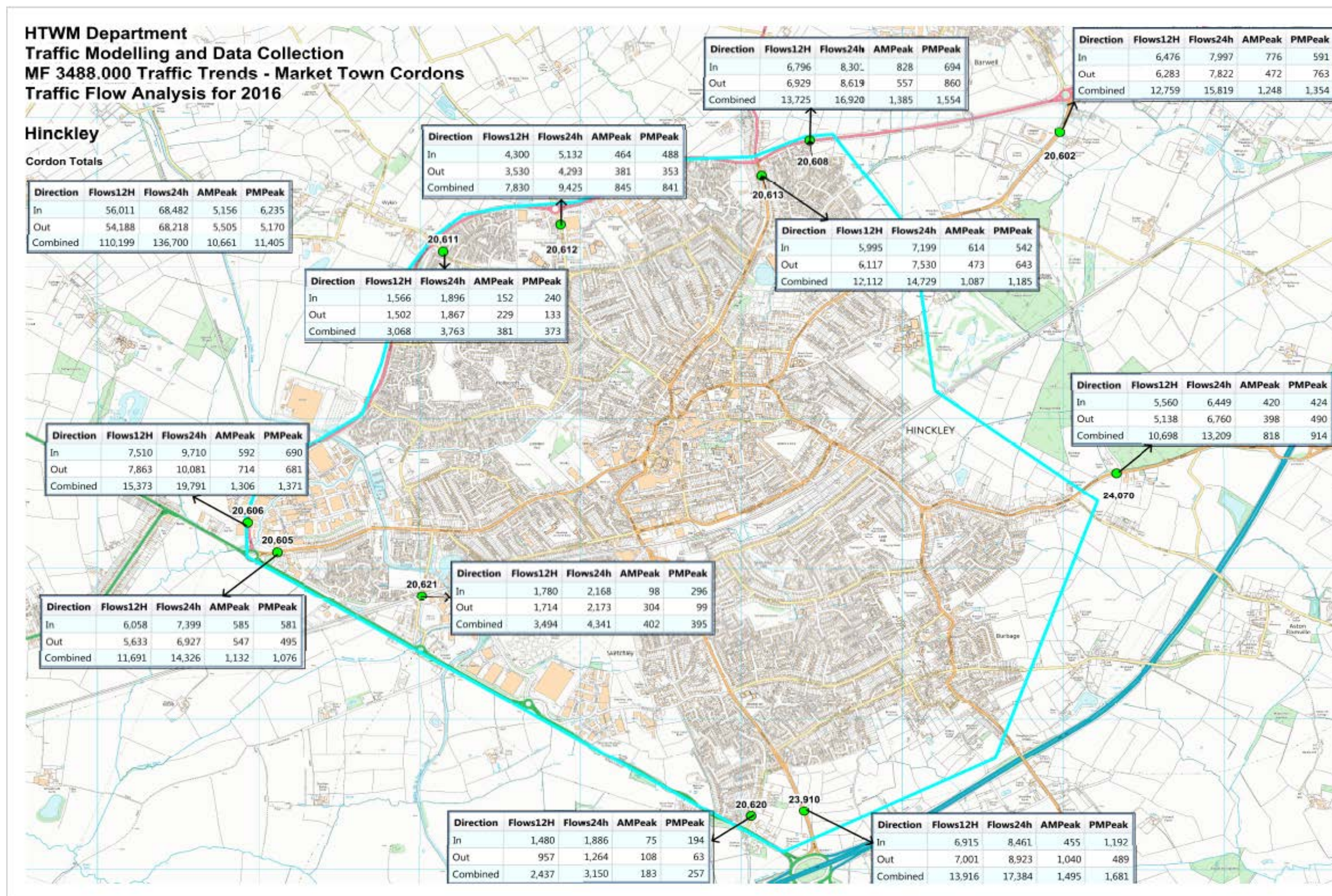


Figure A3 - Hinckley Monitoring Cordon with Flows 2016

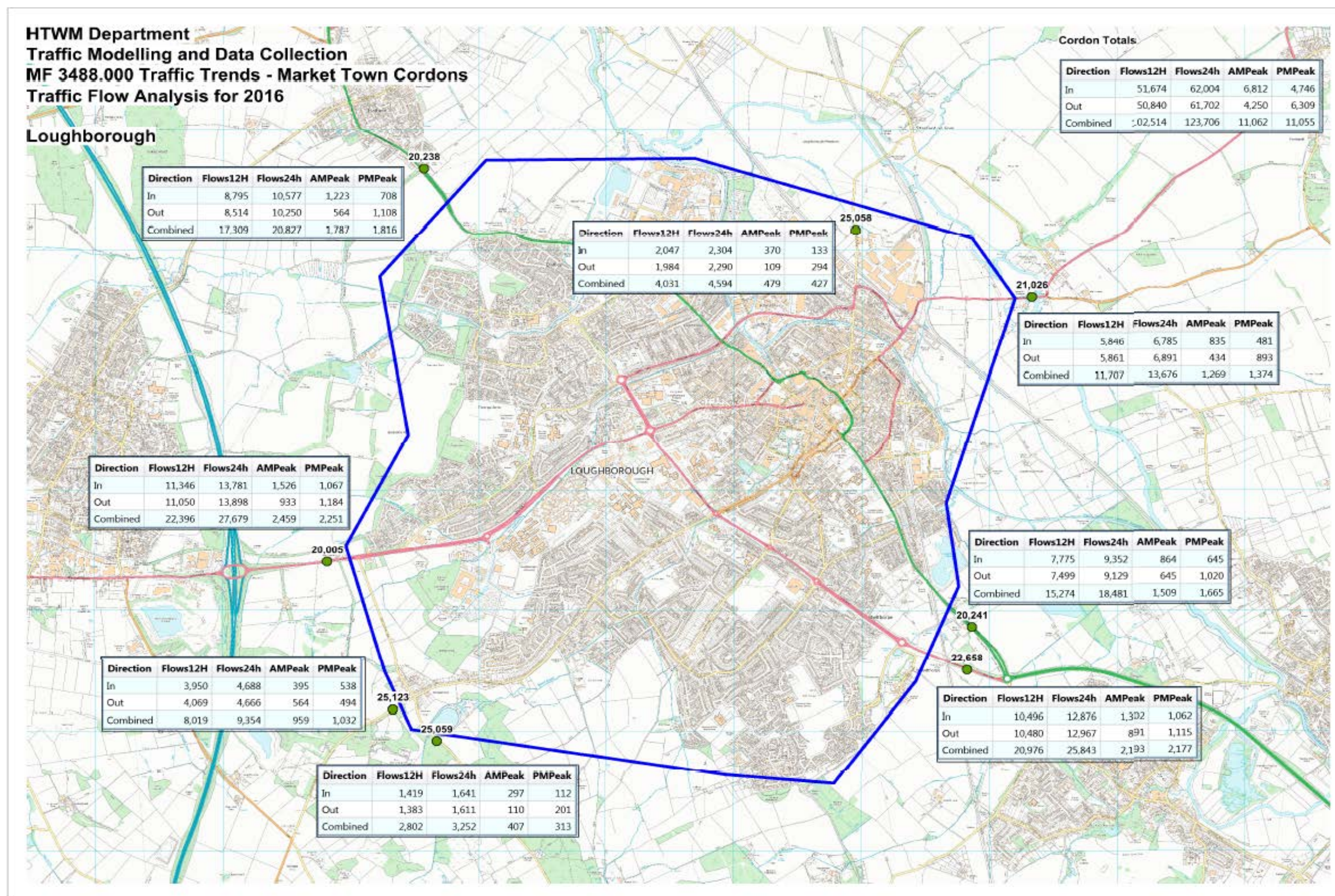


Figure A4 - Loughborough Monitoring Cordon with Flows 2016

HTWM Department Traffic Modelling and Data Collection MF 3488.000 Traffic Trends - Market Town Cordons Traffic Flow Analysis 2016

Lutterworth

Cordon Totals

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	20,415	25,026	1,987	2,535
Out	20,806	25,914	2,611	2,039
Combined	41,221	50,940	4,598	4,574

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	1,732	2,073	156	200
Out	2,115	2,474	261	209
Combined	3,847	4,547	417	409

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	1,706	2,303	274	186
Out	1,859	2,303	166	254
Combined	3,565	4,606	440	440

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	2,149	2,744	171	404
Out	3,478	4,363	650	300
Combined	5,627	7,107	821	704

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	5,244	6,449	353	704
Out	4,521	5,848	616	361
Combined	9,765	12,297	969	1,065

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	1,672	1,950	252	149
Out	1,694	2,000	150	251
Combined	3,366	3,950	402	400

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	7,512	9,507	781	892
Out	7,139	8,926	768	664
Combined	15,051	18,433	1,549	1,556

Figure A5 - Lutterworth Monitoring Cordon with Flows 2016

HTWM Department Traffic Modelling and Data Collection MF 3488.000 Traffic Trends - Market Town Cordons Traffic Flow Analysis 2016

Market Harborough

Cordon Totals

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	27,099	31,913	3,039	3,045
Out	27,094	32,182	2,603	3,119
Combined	54,193	64,095	5,642	6,164

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	4,961	5,902	561	501
Out	5,176	6,170	483	566
Combined	10,137	12,072	1,044	1,067

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	908	1,051	131	122
Out	824	968	104	81
Combined	1,732	2,019	235	203

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	1,214	1,457	133	133
Out	1,409	1,638	151	153
Combined	2,623	3,095	284	286

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	6,245	7,251	792	679
Out	6,152	7,185	541	881
Combined	12,397	14,436	1,333	1,560

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	4,003	4,684	450	456
Out	3,768	4,576	395	383
Combined	7,771	9,260	845	839

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	1,063	1,230	117	124
Out	1,143	1,365	111	139
Combined	2,206	2,595	228	263

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	3,768	4,576	395	383
Out	4,003	4,684	450	456
Combined	7,771	9,260	845	839

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	1,375	1,575	146	153
Out	1,295	1,533	131	142
Combined	2,670	3,108	277	295

Direction	Flows12H	Flows24h	AMPeak	PMPeak
In	3,562	4,187	314	494
Out	3,324	4,063	237	318
Combined	6,886	8,250	551	812

Figure A6 – Market Harborough Monitoring Cordon with Flows 2016

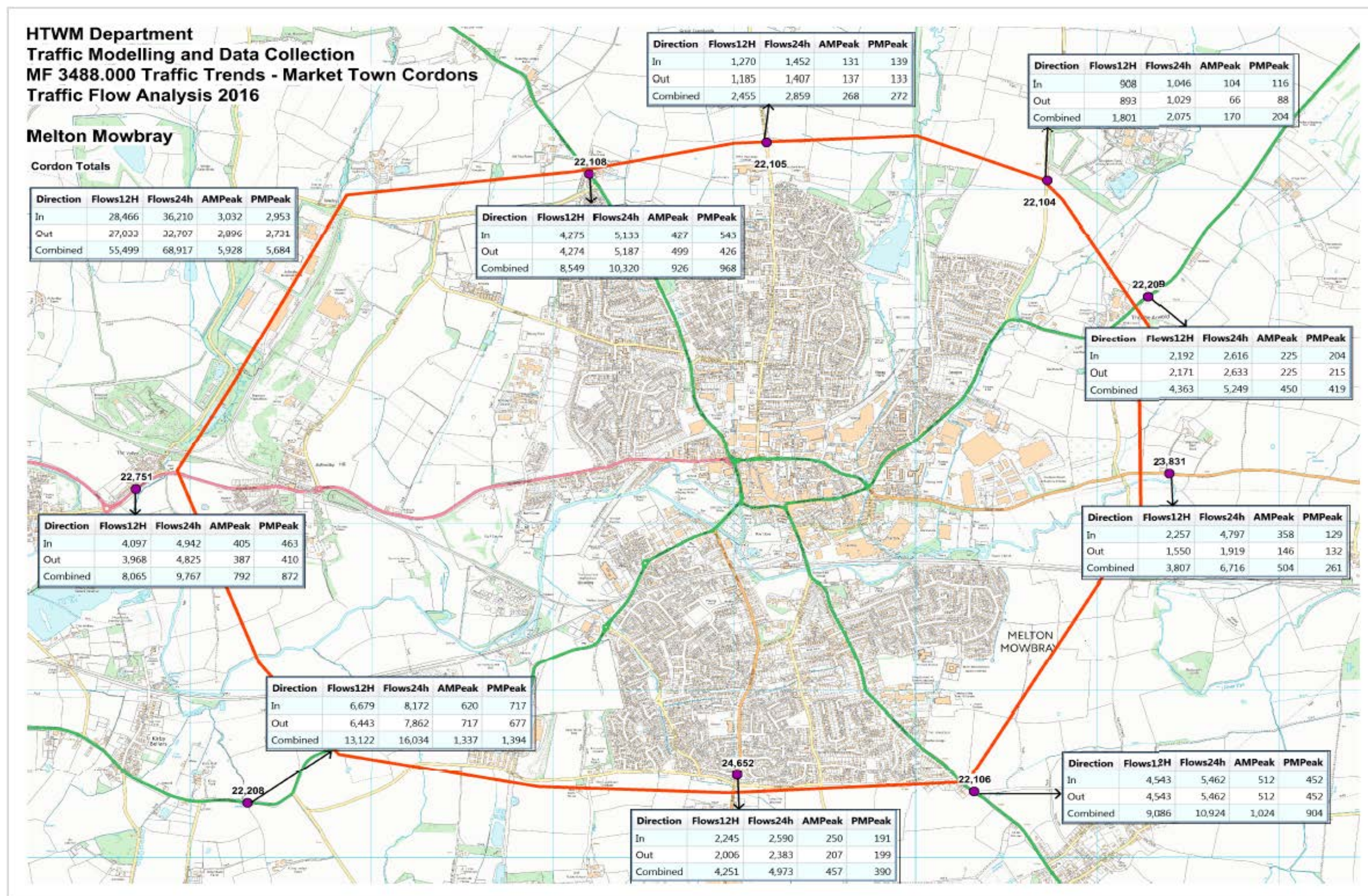


Figure A7 – Melton Mowbray Monitoring Cordon with Flows 2016

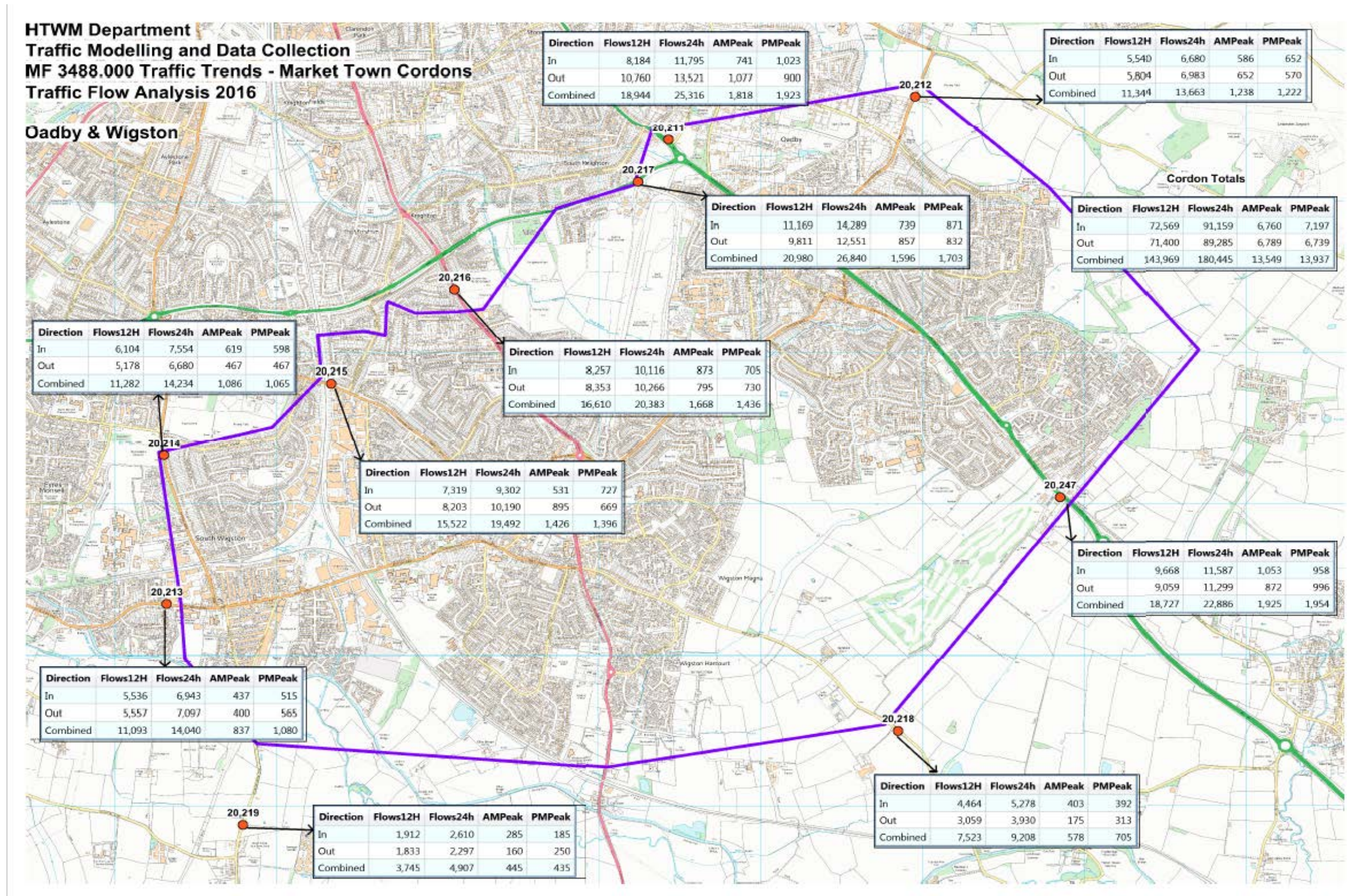


Figure A8 – Oadby & Wigston Monitoring Cordon with Flows 2016

	Cordon Traffic Flows 2016										
	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	1638	2011	178	157	SB	1598	1986	129	167
20783	Nottingham Rd, W of Woodcock Way, Ashby	EB	6570	8020	656	618	WB	5726	6900	499	621
20832	Smisby Road, S of Bypass, Ashby-de-la-Zouch	NB	3494	4211	342	424	SB	3725	4512	516	440
20833	Moirra Road, E of Dorset Dr, Norris Hill, Ashby	WB	2610	3161	240	328	EB	2822	3352	371	270
20834	Willesley Lane, W of Willesley Gdns, Ashby	WB	926	1098	78	129	EB	893	1059	112	84
20836	Ashby Road, N of Mill Street, Packington, Ashby	SB	1276	1598	163	155	NB	1262	144	152	159
20837	Leicester Rd, W of Corkscrew Lane, New Packington	EB	1932	2234	208	284	NB	1886	2210	246	186
24131	Measham Road, N of A42, Ashby-de-la-Zouch	SB	2955	3678	335	328	NB	3020	3613	306	377
	Total		21402	26011	2201	2423		20931	23776	2331	2304
	Coalville	Outbound					Inbound				
Site	Site Title	Dir.	12H	24H	AM	PM	Dir	12H	24H	AM	PM
20814	Station Hill, Swannington, Coalville (pro)	NB	1632	1932	192	189	SB	1660	1965	193	215
20815	Thornborough Road, North of Bypass, Coalville (pro)	NB	4677	5608	353	613	SB	4609	5525	588	373
20816	Hermitage Road, N of A511, Coalville (pro)	NEB	2638	3222	160	357	SWB	2843	3505	363	242
20817	Broom Leys Road, E of A511, Coalville (pro)	EB	5372	6842	462	287	WB	5435	7009	351	322
20818	Leicester Road, E of St Marys Ln, Coalville (pro)	WB	2409	2862	275	314	EB	2345	2846	241	299
20819	Ashby Road, E of Ravenstone Rd, Coalville (pro)	WB	3269	4071	253	370	EB	3527	4283	380	321
20820	Station Road, N of the Green, Hugglescore	SB	3255	4137	229	382	NB	3390	4066	334	356
20821	Grange Road, W of Bardon Rd, Ellistown, Coalville	EB	2275	2851	301	181	WB	2221	2669	160	329
20822	Ibstock Road, S of St Marys Ln Ravenstone (pro)	SB	3901	4588	499	370	NB	3868	4612	333	465
20823	Ashby Road, E of The Moorlands, Sinope (pro)	WB	9124	11363	767	1005	EB	8489	10757	842	704
20825	Stephenson Way, E of Ashby Rd, Coalville (pro)	WB	9988	12646	767	865	EB	9761	12615	864	750
20835	Bardon Road, SE of Bardon Cl, Coalville (pro)	SB	8739	11382	925	779	NB	8928	11382	788	1069
21615	Swannington Road, S of Ashby Rd, Ravenstone (pro)	SB	4567	5554	335	605	NB	4901	5862	634	459
	Total		61846	77058	5519	6317		61977	77096	6071	5904
	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	6283	7822	472	763	SB	6476	7997	776	591
20604	Lutterworth Road, N of A5, Burbage, Hinckley	SB	1521	1959	282	101	NB	1575	1884	97	303
20605	Coventry Road, E of A5, Hinckley	WB	5633	6927	547	495	EB	6058	7399	585	581
20606	Dodwells Road, N of A5, Hinckley	SB	7863	10081	714	681	NB	7510	9710	592	690
20608	Normandy Way, E of Ashby Road, Hinckley (pro)	EB	6929	8619	557	860	WB	6796	8301	828	694
20611	Wykin Road, W of Normandy Way, Hinckley	WB	1502	1867	229	133	EB	1566	1896	152	240
20612	Stoke Road, S of Normandy Way, Hinckley	NB	3530	4293	381	353	SB	4300	5132	464	488
20613	Ashby Road, S of A47, Hinckley	NB	6117	7530	473	643	SB	5995	7199	614	542
20620	Wolvey Road, N of A5, Burbage	SB	957	1264	108	63	NB	1480	1886	75	194
20621	Nutts Lane, N of A5, Hinckley	SB	1714	2173	304	99	NB	1780	2168	98	296
23910	Rugby Road, N of M69, Burbage, Hinckley	SB	7001	8923	1040	489	NB	6915	8461	455	1192
24070	Sapcote Road, W of M69, Burbage (pro)	EB	5138	6760	398	490	WB	5560	6449	420	424
	Total		54188	68218	5505	5170		56011	68482	5156	6235

Loughborough		Outbound					Inbound				
Site	Site Title	Dir.	12H	24H	AM	PM	Dir	12H	24H	AM	PM
20005	Ashby Road, E of M1, Loughborough	WB	11050	13898	933	1184	EB	11346	13781	1526	1067
20238	Derby Road, S of Hathern, Dishley, Loughborough	NB	8514	10250	564	1108	SB	8795	10577	1223	708
20241	Loughborough, Woodthorpe, Quorn	SB	7499	9129	645	1020	NB	7775	9352	864	645
21026	Nottingham Road, W of Barrow Road, Cotes	EB	5861	6891	434	893	WB	5846	6785	835	481
22658	Epinal Way Extension. S of Woodthorpe, Quorn	EB	10480	12967	891	1115	WB	10496	12876	1302	1062
25058	Meadow Lane, N of Gordon Rd, Loughborough	NB	1984	2290	109	294	SB	2047	2304	370	133
25059	Woodhouse Lane, S of Nanpantan Rd, Loughborough	SB	1383	1611	110	201	NB	1419	1641	297	112
25123	Nanpantan Rd, W of Snells Nook Lane, Loughborough	WB	4069	4666	564	494	EB	3950	4688	395	538
Total			50840	61702	4250	6309		51674	62004	6812	4746
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	4521	5848	616	361	SB	5244	6449	353	704
21229	Rugby Road, S of Riverside Road, Lutterworth	SB	7139	8926	768	664	NB	7912	9507	781	892
21406	Gilmorton Road, Lutterworth	NB	1694	2000	150	251	SB	1672	1950	252	149
21407	Coventry Road, Lutterworth	SB	3478	4363	650	300	NB	2149	2744	171	404
21408	Lutterworth Road, Bitteswell	WB	2115	2474	261	209	EB	1732	2073	156	200
25136	Brookfield Way, W of Juniper Close, Lutterworth	SB	1859	2303	166	254	NB	1706	2303	274	186
Total			20806	25914	2611	2039		20415	25026	1987	2535
Market Harborough		Outbound					Inbound				
Site	Site Title	Dir.	12H	24H	AM	PM	Dir	12H	24H	AM	PM
20233	Harborough Road, S of Gallowfield Rd, Lubenham	NB	5176	6170	483	566	SB	4961	5902	561	501
21401	Farndon Road, S of Watson Av, Market Harborough	SB	1295	1533	131	142	NB	1375	1575	146	153
21403	Lubenham Hill, E of Lubenham, Market Harborough	WB	3768	4576	395	383	EB	4003	4684	450	456
21404	Rockingham Rd, W of A6, Market Harborough (pro)	EB	6152	7185	541	881	WB	6245	7251	792	679
21410	Burnmill Rd, N of Alvington Wy, Market Harborough	NEB	824	968	104	81	SWB	908	1051	131	122
21411	Great Bowden Road, N of Bowden Ridge, Harborough	NB	1409	1638	151	153	SB	1214	1457	133	133
21412	Braybrooke Road, Market Harborough	SEB	1143	1365	111	139	NWB	1063	1230	117	124
21752	Northampton Road, S of Sports Club Market Harborough	SB	3324	4063	237	318	NB	3562	4187	314	494
24393	Kettering Road, W of A6, Market Harborough	EB	4003	4684	450	456	WB	3768	4576	395	383
Total			27094	32182	2603	3119		27099	31913	3039	3045
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	893	1029	66	88	SB	908	1046	104	116
22105	Scalford Road, N of Clark Drive, Melton (pro)	NB	1185	1407	137	133	SB	1270	1452	131	139
22106	Burton Road, Burton Lazars, Melton Mowbray	SB	4543	5462	512	452	NB	4543	5462	512	452
22108	Nottingham Road, N of St Barts Way, Melton	NB	4274	5187	499	426	SB	4275	5133	427	543
22208	Leicester Road, E of Kirby Bellars, Melton (pro)	WB	6443	7862	717	677	EB	6679	8172	620	717
22209	Waltham Road, N of Thorpe Arnold, Waltham	NB	2171	2633	225	215	SB	2192	2616	225	204
22751	Main Rd, E of Asfordby Bypass, Asfordby	WB	3968	4825	387	410	EB	4097	4942	405	463
23831	Saxby Road, E of Lag Lane, Melton Mowbray	EB	1550	1919	146	132	WB	2257	4797	358	129
24652	Dalby Road, N of Kirby Lane, Melton Mowbray (pro)	SB	2006	2383	207	199	NB	2245	2590	250	191

	Total		27033	32707	2896	2731		28466	36210	3032	2953
	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	13559	16619	1411	1247	SEB	7037	9016	564	791
20212	Stoughton Road, N of Manor Road Oadby	NB	5695	6860	641	572	SB	5390	6483	596	649
20213	Little Glen Rd, E of Windsor Av, Glen Parva	WB	5475	6928	392	587	EB	5372	6705	417	517
20214	Saffron Road, N of Manor Rd South Wigston	NB	5303	6730	518	508	SB	6016	7412	655	586
20215	Aylestone Lane, NE of Shackerdale Rd Wigston	NWB	8045	9915	891	682	SEB	7273	9130	530	739
20216	Welford Road, N of Baldwin Road Wigston	NB	8630	10541	966	747	SB	8889	10949	713	1181
20217	Palmerstone Way, E of Link Road Oadby	WB	9455	12019	846	805	EB	10883	13797	806	1153
20218	Newton Lane, S of Glebe Fm Wigston Harcourt	SEB	2984	3545	352	312	NWB	3049	3836	303	381
20219	Countesthorpe Rd, N of Hospital Lane Blaby	SB	3320	4237	609	331	NB	3341	4069	263	583
20247	London Road, S of Gorse Lane, Oadby	SEB	8948	11169	849	1176	NWB	9724	11631	1089	1058
22527	Welford Road, S of Kilby Bridge, Kilby	SB	3510	4151	410	416	NB	3940	4460	436	511
	Total		74924	92714	7885	7383		70914	87488	6372	8149

Table A1 – Cordon Monitoring Sites with Traffic Flows 12H/24H/AM/PM - 2016

	Cordon Traffic Composition 2016												
	Ashby-de-la-Zouch	Total	%	Motorcycles	%	Car	%	LGV	%	HGV	%	Buses	%
20779	Burton Road, S of Ingles Hill	3997	100%	16	0.40%	3651	91.34%	230	5.75%	69	1.73%	31	0.78%
20783	Nottingham Rd, W of Woodcock Way	13417	100%	27	0.20%	12325	91.86%	735	5.48%	291	2.17%	38	0.28%
20832	Smisby Road, S of Bypass	8723	100%	57	0.65%	7559	86.66%	683	7.83%	396	4.54%	27	0.31%
20833	Moira Road, E of Dorset Dr, Norris Hill	6134	100%	32	0.52%	5566	90.74%	442	7.21%	44	0.72%	51	0.83%
20834	Willesley Lane, W of Wilesley Gardens	2071	100%	21	1.01%	1864	90.00%	162	7.82%	23	1.11%	1	0.05%
20836	Ashby Road, N of Mill St, Packington	2772	100%	9	0.32%	2602	93.87%	115	4.15%	25	0.90%	21	0.76%
20837	Leicester Rd, W of Corkscrew Lane, New Packington	4247	100%	717	16.88%	3097	72.92%	349	8.22%	83	1.95%	1	0.02%
24131	Measham Road, N of A42	7292	100%	59	0.81%	6605	90.58%	542	7.43%	78	1.07%	8	0.11%
	Total	48653	100%	938	1.93%	43269	88.93%	3258	6.70%	1009	2.07%	178	0.37%
	Coalville												
20814	Station Hill, Swannington	4206	100%	40	0.95%	3557	84.57%	517	12.29%	64	1.52%	28	0.67%
20815	Thornborough Road, N of Bypass	11107	100%	42	0.38%	9988	89.93%	892	8.03%	107	0.96%	78	0.70%
20816	Hermitage Road, N of A511	6634	100%	56	0.84%	6074	91.56%	401	6.04%	45	0.68%	57	0.86%
20817	Broom Leys Road, E of A511												
20818	Leicester Road, E of St Marys Lane	5850	100%	26	0.44%	5197	88.84%	517	8.84%	102	1.74%	8	0.14%
20819	Ashby Road, E of Ravenstone Road	8354	100%	169	2.02%	7144	85.52%	756	9.05%	239	2.86%	47	0.56%
20820	Station Road, N of the Green, Hugglescote	6138	100%	42	0.68%	5336	86.93%	606	9.87%	84	1.37%	70	1.14%
20821	Grange Road, W of Bardon Road, Ellistown	4868	100%	17	0.35%	4452	91.45%	275	5.65%	122	2.51%	2	0.04%
20822	Ibstock Road, S of St Marys Lane, Ravenstone												
20823	Ashby Road, E of The Moorlands, Sinope	12450	100%	55	0.44%	9227	74.11%	1630	13.09%	1525	12.25%	14	0.11%
20825	Stephenson Way, E of Ashby Road	25261	100%	118	0.47%	20940	82.89%	1496	5.92%	2670	10.57%	38	0.15%
20835	Bardon Road, SE of Bardon Close	22763	100%	88	0.39%	17857	78.45%	1798	7.90%	2914	12.80%	106	0.47%
21615	Swannington Road, S of Ashby Road, Ravenstone	11416	100%	69	0.60%	10186	89.23%	681	5.97%	465	4.07%	14	0.12%
	Total	119047	100%	722	0.61%	99958	83.97%	9569	8.04%	8337	7.00%	462	0.39%
	Hinckley												
20602	Leicester Road, S of Normandy Way												
20604	Lutterworth Road, N of A5, Burbage	3843	100%	26	0.68%	3373	87.77%	314	8.17%	123	3.20%	6	0.16%
20605	Coventry Road, E of A5	14327	100%	87	0.61%	12228	85.35%	1223	8.54%	579	4.04%	209	1.46%
20606	Dodwells Road, N of A5	19791	100%	136	0.69%	15684	79.25%	1934	9.77%	2009	10.15%	27	0.14%
20608	Normandy Way, E of Ashby Road												
20611	Wykin Road, E of Normandy Way	3764	100%	34	0.90%	3381	89.82%	322	8.55%	26	0.69%	0	0.00%
20612	Stoke Road, S of Normandy Way	9425	100%	81	0.86%	8630	91.56%	623	6.61%	60	0.64%	31	0.33%
20613	Ashby Road, S of A47	14729	100%	76	0.52%	13134	89.17%	1107	7.52%	254	1.72%	158	1.07%
20620	Wolvey Road, N of A5	3150	100%	66	2.10%	2743	87.08%	251	7.97%	71	2.25%	19	0.60%
20621	Nutts Lane, N of A5	4341	100%	9	0.21%	3852	88.74%	351	8.09%	127	2.93%	2	0.05%
23910	Rugby Road, N of M69	17384	100%	98	0.56%	15364	88.38%	1469	8.45%	417	2.40%	36	0.21%
24070	Sapcote Road, W of M69												
	Total	90754	100%	613	0.68%	78389	86.38%	7594	8.37%	3666	4.04%	488	0.54%
	Loughborough												
20005	Ashby Road, E of M1	27679	100%	132	0.48%	23049	83.27%	2831	10.23%	1456	5.26%	211	0.76%
20238	Derby Road, S of Hathern	20827	100%	84	0.40%	17328	83.20%	2342	11.25%	919	4.41%	155	0.74%
20241	Loughborough Road, Woodthorpe, Quorn	18481	100%	125	0.68%	15980	86.47%	1489	8.06%	664	3.59%	314	1.70%
21026	Nottingham Road, W of Barrow Road, Cotes	11961	100%	112	0.94%	11394	95.26%	0	0.00%	322	2.69%	135	1.13%
22658	Terry Yardley Way, Quorn	25843	100%	128	0.50%	22972	88.89%	1974	7.64%	745	2.88%	24	0.09%
25058	Meadow Lane, N of Industrial Estate												
25059	Woodhouse Lane, S of Nanpantan Rd	2941	100%	26	0.88%	2860	97.25%	0	0.00%	30	1.02%	19	0.65%
25123	Nanpantan Rd, W of Snells Nook Lane	8119	100%	70	0.86%	7839	96.55%	0	0.00%	81	1.00%	112	1.38%
	Total	115851	100%	677	0.58%	101422	87.55%	8636	7.45%	4217	3.64%	970	0.84%
	Lutterworth												
21228	Leicester Road, N of Bill Crane												
21229	Rugby Road, S of Riverside Road	18433	100%	70	0.38%	15098	81.91%	1940	10.52%	1293	7.01%	32	0.17%
21406	Gilmorton Road, Lutterworth	3356	100%	27	0.80%	3239	96.51%	0	0.00%	81	2.41%	3	0.09%
21407	Coventry Road, N of A4303	4363	100%	28	0.64%	3975	91.11%	301	6.90%	54	1.24%	6	0.14%
21408	Lutterworth, E of The Nook, Bitteswell												
25136	Brookfield Way, W of Juniper Close												
	Total	26152	100%	125	0.48%	22312	85.32%	2241	8.57%	1428	5.46%	41	0.16%
	Market Harborough												
20233	Harborough Road, S of Gallowfield Road												
21401	Farndon Road, S of Watson Avenue	3108	100%	32	1.03%	2746	88.35%	285	9.17%	44	1.42%	2	0.06%
21403	Lubenham Hill, E of Lubenham	8592	100%	55	0.64%	8221	95.68%	0	0.00%	284	3.31%	29	0.34%
21404	Rockingham Road, West of A6	14436	100%	92	0.64%	12230	84.72%	1543	10.69%	566	3.92%	5	0.03%
21410	Burnmill Road, N of Alvington Way	2019	100%	52	2.58%	1788	88.56%	154	7.63%	26	1.29%	0	0.00%
21411	Great Bowden Road, N of Bowden Ridge	3096	100%	22	0.71%	2715	87.69%	322	10.40%	26	0.84%	11	0.36%
21412	Braybrooke Road	2594	100%	23	0.89%	2271	87.55%	248	9.56%	27	1.04%	25	0.96%
21752	Northampton Road, S of Sports Club	8250	100%	31	0.38%	7383	89.49%	515	6.24%	264	3.20%	56	0.68%
24393	Kettering Road, West of A6	5162	100%	11	0.21%	5067	98.16%	0	0.00%	72	1.39%	11	0.21%
	Total	47257	100%	318	0.67%	42421	89.77%	3067	6.49%	1309	2.77%	139	0.29%

	Melton Mowbray												
22104	Melton Spinney Road, North of Thorpe Arnold	2075	100%	12	0.58%	1917	92.39%	103	4.96%	41	1.98%	2	0.10%
22105	Scaford Road, N of Clark Drive	2859	100%	19	0.66%	2600	90.94%	165	5.77%	68	2.38%	7	0.24%
22106	Burton Road, Burton Lazars												
22108	Nottingham Road, N of St Barts Way												
22208	Leicester Road, E of Kirby Bellars												
22209	Waltham Road, N of Thorpe Arnold, Waltham	5151	100%	46	0.89%	4724	91.71%	0	0.00%	319	6.19%	54	1.05%
22751	Main Road, E of Asfordby Bypass												
23831	Saxby Road, East of Lag Lane	5866	100%	39	0.66%	5218	88.95%	0	0.00%	510	8.69%	73	1.24%
24652	Dalby Road, N of Kirby Lane	4973	100%	59	1.19%	4175	83.95%	532	10.70%	200	4.02%	7	0.14%
	Total	20924	100%	175	0.84%	18634	89.06%	800	3.82%	1138	5.44%	143	0.68%
	Oadby & Wigston												
20211	Leicester Road, S of Grenfell Road	25317	100%	231	0.91%	23016	90.91%	1119	4.42%	788	3.11%	163	0.64%
20212	Stoughton Road, N of Manor Road	13664	100%	62	0.45%	12477	91.31%	966	7.07%	101	0.74%	28	0.20%
20213	Little Glen Road, E of Windsor Avenue, Glen Parva	13274	92%	127	0.96%	11881	89.51%	0	0.00%	159	1.20%	14	0.11%
20214	Saffron Road, N of Namur Road, South Wigston	14234	101%	137	0.96%	12646	88.84%	1075	7.55%	364	2.56%	193	1.36%
20215	Aylestone Lane, NE of Shackerdale Road, Wigston	19492	100%	330	1.69%	17251	88.50%	1577	8.09%	222	1.14%	112	0.57%
20216	Welford Road, N of Baldwin Road, Wigston	21760	100%	97	0.45%	19726	90.65%	1340	6.16%	378	1.74%	219	1.01%
20217	Palmerstone Way, E of Link Road, Oadby	26840	100%	98	0.37%	23513	87.60%	2218	8.26%	983	3.66%	27	0.10%
20218	Newton Lane, S of Glebe Farm, Wigston Harcourt												
20219	Countesthorpe Road, N of Hospital Lane Blaby												
20247	London Road, S of Gorse Lane, Oadby	20516	100%	201	0.98%	19357	94.35%	0	0.00%	820	4.00%	98	0.48%
22527	Welford Road, S of Kilby Bridge, Kilby	9476	100%	77	0.81%	8280	87.38%	862	9.10%	205	2.16%	52	0.55%
	Total	164573	100%	1360	0.83%	148147	90.02%	9157	5.56%	4020	2.44%	906	0.55%

Table A2 – Cordon Monitoring Sites with Traffic Composition 12H/24H/AM/PM - 2016