
Appendix B

Turning Flow Matrices

Brascote Lane/Site Access

Junctions 10 Arms

A Brascote Lane (N)
B Site Access
C Brascote Lane (S)

Hinckley & Bosworth TEMPPro

2021 - 2024 AM: 1.0254
2021 - 2024 PM: 1.0252

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms

A Brascote Lane (N)
B Brascote Lane (S)
C Site Access

2024 Growth Base Flows			
From/To	A	B	C
A	0	0	68
B	0	0	0
C	39	0	0

HGV % Base			
From/To	A	B	C
A			0%
B			
C	6%		

Turning Proportion			
From/To	A	B	C
A	0%	0%	100%
B	0%	0%	0%
C	100%	0%	0%

2024 Growth Base Flows			
From/To	A	B	C
A	0	0	69
B	0	0	0
C	96	0	0

HGV % Base			
From/To	A	B	C
A			0%
B			
C	0%		

Turning Proportion			
From/To	A	B	C
A	0%	0%	100%
B	0%	0%	0%
C	100%	0%	0%

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A			66
B			
C	38		

2021 Base PRTM Model			
From/To	A	B	C
A	0	0	92
B	0	0	0
C	108	0	0

From/To	A	B	C
A			
B			
C			

From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	92		
B	0		
C	108		

From/To	A	B	C
A			
B			
C			

From/To	A	B	C
A			
B			
C			

2021 Base Adjusted Flows			
From/To	A	B	C
A	0	0	92
B	0	0	0
C	108	0	0

PRTM Arms

2021 Base PRTM Model			
From/To	A	B	C
A		92	
B	108		
C			

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A			67
B			
C	94		

2021 Base PRTM Model			
From/To	A	B	C
A	0	0	120
B	0	0	0
C	117	0	0

From/To	A	B	C
A			
B			
C			

From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	120		
B	0		
C	117		

From/To	A	B	C
A			
B			
C			

From/To	A	B	C
A			
B			
C			

2021 Base Adjusted Flows			
From/To	A	B	C
A	0	0	120
B	0	0	0
C	117	0	0

PM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A		120	
B	117		
C			

2024 Base PRTM Model			
From/To	A	B	C
A	0	0	95
B	0	0	0
C	103	0	0

PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	95		
B	0		
C	103		

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	68
B	0	0	0
C	39	0	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	68
B	0	0	0
C	39	0	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	95
B	0	0	0
C	103	0	0

AM Peak (PCUs)

2024 Base PRTM Model			
From/To	A	B	C
A		95	
B	103		
C			

2024 Base PRTM Model			
From/To	A	B	C
A	0	0	116
B	0	0	0
C	129	0	0

PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	116		
B	0		
C	129		

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	69
B	0	0	0
C	96	0	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	69
B	0	0	0
C	96	0	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	116
B	0	0	0
C	129	0	0

PM Peak (PCUs)

2024 Base PRTM Model			
From/To	A	B	C
A		116	
B	129		
C			

2029 Base PRTM Model			
From/To	A	B	C
A	0	0	97
B	0	0	0
C	126	0	0

PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	2
B	0	0	0
C	23	0	0

PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	2%
B	0%	0%	-100%
C	22%	0%	0%

021 Base PRTM Model			
From/To	A	B	C
A	97		
B	0		
C	126		

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	70
B	0	0	0
C	62	0	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	69
B	0	0	0
C	48	0	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	97
B	0	0	0
C	126	0	0

AM Peak (PCUs)

2029 Base PRTM Model			
From/To	A	B	C
A		97	
B	126		
C			

2029 Base PRTM Model			
From/To	A	B	C
A	0	0	119
B	0	0	0
C	153	0	0

PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	3
B	0	0	0
C	24	0	0

PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	3%
B	0%	0%	0%
C	19%	0%	0%

021 Base PRTM Model			
From/To	A	B	C
A	119		
B	0		
C	153		

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	72
B	0	0	0
C	120	0	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	70
B	0	0	0
C	114	0	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	119
B	0	0	0
C	153	0	0

PM Peak (PCUs)

2029 Base PRTM Model			
From/To	A	B	C
A		119	
B	153		
C			

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	5	117
B	71	0	74
C	126	13	0

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	5	22
B	71	0	74
C	23	13	0

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	0%	23%
B	0%	0%	-22%
C	22%	0%	0%

021 Base PRTM Model			
From/To	A	B	C
A	122		
B	145		
C	139		

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	5	90
B	71	0	74
C	62	13	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	0	83
B	0	0	0
C	48	0	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	0	122
B	0	0	0
C	139	0	0

AM Peak (PCUs)

2029 Base + Development PRTM Model			
From/To	A	B	C
A		117	5
B	126		13
C	71	74	

Main Street/Brascote Lane

Junctions 10 Arms

A Main Street (E)
B Brascote Lane
C Main Street (W)

Hinckley & Bosworth TEMPro
2021 - 2024 AM: 1.0254
2021 - 2024 PM: 1.0252

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

2024 Growth Base Flows			
From/To	A	B	C
A	0	40	54
B	29	0	55
C	63	39	0

HGV % Base			
From/To	A	B	C
A	0%	0%	7%
B	2%	0%	0%
C	8%	6%	0%

Turning Proportion			
From/To	A	B	C
A	0%	42%	58%
B	34%	0%	66%
C	62%	38%	0%

2024 Growth Base Flows			
From/To	A	B	C
A	0	47	83
B	66	0	77
C	59	73	0

HGV % Base			
From/To	A	B	C
A	0%	0%	8%
B	2%	0%	0%
C	5%	4%	0%

Turning Proportion			
From/To	A	B	C
A	0%	36%	64%
B	46%	0%	54%
C	45%	55%	0%

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	39	53
B	28	0	54
C	61	38	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	84	0
B	49	0	59
C	0	7	0

2021 Base PRTM Model			
From/To	A	B	C
A	84		
B	108		
C	7		

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	36	48
B	37	0	71
C	4	3	0

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	46	81
B	64	0	75
C	58	71	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	44	0
B	74	0	42
C	0	77	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	44		
B	116		
C	77		

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	16	28
B	53	0	63
C	35	42	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	85	0
B	48	0	55
C	0	10	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

2021 Base PRTM Model			
From/To	A	B	C
A	85		
B	103		
C	10		

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	40	54
B	29	0	55
C	63	39	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	40	54
B	29	0	55
C	63	39	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	36	49
B	35	0	68
C	6	4	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	43	0
B	80	0	49
C	0	73	0

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	43		
B	129		
C	73		

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	47	83
B	66	0	77
C	59	73	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	47	83
B	66	0	77
C	59	73	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	16	27
B	59	0	70
C	33	40	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	77	0
B	43	0	83
C	0	20	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	-8	0
B	-5	0	28
C	0	10	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	-9%	0%
B	-10%	0%	0%
C	0%	100%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	77		
B	126		
C	20		

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	32	54
B	24	0	83
C	63	49	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	36	54
B	26	0	55
C	63	78	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	33	44
B	43	0	83
C	12	8	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	35	0
B	77	0	76
C	0	83	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	-8	0
B	-3	0	27
C	0	10	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	-19%	0%
B	-4%	0%	55%
C	0%	14%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	35		
B	153		
C	83		

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	39	83
B	63	0	104
C	59	83	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	39	83
B	63	0	119
C	59	83	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	13	22
B	70	0	83
C	37	46	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	81	0
B	58	0	140
C	0	41	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	-4	0
B	10	0	85
C	0	31	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	-5%	0%
B	21%	0%	0%
C	0%	310%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	81		
B	198		
C	41		

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	36	54
B	39	0	140
C	63	70	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	38	54
B	35	0	55
C	63	160	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	34	47
B	68	0	130
C	25	16	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	59	0
B	89	0	97
C	0	149	0

PM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	16	0
B	9	0	48
C	0	76	0

PM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	37%	0%
B	11%	0%	98%
C	0%	104%	0%

PM Peak (PCUs)

B582/Main Street

Junctions 10 Arms
A B582 (E)
B Main Street
C B582 (W)

Hinckley & Bosworth TEMPro
2021 - 2024 AM: 1.0254
2021 - 2024 PM: 1.0252

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms

A B582 (W)
B B582 (E)
C Main Street

2024 Growth Base Flows			
From/To	A	B	C
A	0	74	336
B	52	0	28
C	413	8	0

HGV % Base			
From/To	A	B	C
A	0%	3%	9%
B	4%	0%	14%
C	4%	17%	0%

Turning Proportion			
From/To	A	B	C
A	0%	18%	82%
B	77%	0%	23%
C	98%	2%	0%

2024 Growth Base Flows			
From/To	A	B	C
A	0	115	454
B	86	0	17
C	347	26	0

HGV % Base			
From/To	A	B	C
A	0%	3%	1%
B	4%	0%	0%
C	2%	6%	0%

Turning Proportion			
From/To	A	B	C
A	0%	20%	80%
B	83%	0%	17%
C	93%	7%	0%

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	72	328
B	90	0	27
C	403	8	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	24	136
B	77	0	140
C	97	52	0

2021 Base PRTM Model			
From/To	A	B	C
A	160		
B	217		
C	149		

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	29	131
B	167	0	50
C	146	3	0

PRTM Arms

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	97	52
B	136	0	24
C	140	77	0

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	112	443
B	84	0	17
C	338	25	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	61	55
B	31	0	45
C	91	111	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	116		
B	76		
C	202		

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	23	93
B	63	0	13
C	188	14	0

PRTM Arms

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	91	111
B	55	0	61
C	45	31	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	24	134
B	76	0	137
C	79	51	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

2021 Base PRTM Model			
From/To	A	B	C
A	158		
B	213		
C	130		

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	74	336
B	92	0	28
C	413	8	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	74	336
B	92	0	28
C	413	8	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	28	130
B	164	0	49
C	127	3	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	79	51
B	134	0	24
C	137	76	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	59	50
B	32	0	45
C	81	105	0

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	109		
B	77		
C	186		

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	115	454
B	86	0	17
C	347	26	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	115	454
B	86	0	17
C	347	26	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	22	87
B	64	0	13
C	173	13	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	81	105
B	50	0	59
C	45	32	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	30	136
B	72	0	145
C	74	51	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	5	2
B	-4	0	8
C	-5	0	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	25%	1%
B	-5%	0%	8%
C	-6%	0%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	166		
B	217		
C	125		

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	80	338
B	88	0	36
C	408	8	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	92	341
B	87	0	30
C	387	8	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	30	136
B	167	0	50
C	123	2	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	74	51
B	136	0	30
C	145	72	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	56	50
B	33	0	52
C	82	109	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	-3	0
B	1	0	7
C	1	4	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	-5%	0%
B	3%	0%	16%
C	1%	4%	0%

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	106		
B	85		
C	191		

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	112	454
B	87	0	24
C	348	30	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	109	454
B	89	0	20
C	351	27	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	21	85
B	71	0	14
C	178	13	0

B582/Dragon Lane

Junctions 10 Arms
A B582 (E)
B Dragon Lane
C B582 (W)

Hinckley & Bosworth TEMPro
2021 - 2024 AM: 1.0254
2021 - 2024 PM: 1.0252

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms

A B582 (W)
B B582 (E)
C Dragon Lane

2024 Growth Base Flows			
From/To	A	B	C
A	0	22	366
B	43	0	134
C	470	99	0

2024 Growth Base Flows			
From/To	A	B	C
A	0	25	512
B	19	0	96
C	414	139	0

Turning Proportion			
From/To	A	B	C
A	0%	6%	94%
B	24%	0%	76%
C	83%	17%	0%

Turning Proportion			
From/To	A	B	C
A	0%	5%	95%
B	17%	0%	83%
C	75%	25%	0%

Junctions 10 Arms

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	0	281
B	0	0	59
C	153	7	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	0	102
B	0	0	42
C	205	77	0

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	21	357
B	42	0	131
C	458	97	0

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	24	499
B	19	0	94
C	404	136	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	0	275
B	0	0	55
C	133	10	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	0	96
B	0	0	49
C	189	73	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	0	287
B	0	0	83
C	129	20	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	0	103
B	0	0	76
C	193	83	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	0	286
B	0	0	140
C	129	41	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	0	103
B	0	0	97
C	193	149	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	12
B	0	0	28
C	-4	10	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	7
B	0	0	27
C	4	10	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	0	11
B	0	0	85
C	-4	31	0

PM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	0	7
B	0	0	48
C	4	76	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	4%
B	0%	0%	-70%
C	-3%	100%	0%

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	7%
B	0%	0%	55%
C	2%	14%	0%

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	0%	4%
B	0%	0%	-49%
C	-3%	310%	0%

PM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	0%	7%
B	0%	0%	98%
C	2%	104%	0%

021 Base PRTM Model			
From/To	A	B	C
A	281		
B	59		
C	160		

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	102		
B	42		
C	282		

021 Base PRTM Model			
From/To	A	B	C
A	275		
B	55		
C	143		

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	96		
B	49		
C	262		

021 Base PRTM Model			
From/To	A	B	C
A	287		
B	83		
C	149		

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	103		
B	76		
C	276		

021 Base PRTM Model			
From/To	A	B	C
A	286		
B	140		
C	170		

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	103		
B	97		
C	342		

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	22	366
B	43	0	134
C	470	99	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	25	512
B	19	0	96
C	414	139	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	22	378
B	43	0	162
C	466	109	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	25	519
B	19	0	123
C	418	149	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	22	377
B	43	0	219
C	466	130	0

PM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	25	519
B	19	0	144
C	418	215	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	22	366
B	43	0	134
C	470	99	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	25	512
B	19	0	96
C	414	139	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	22	382
B	43	0	141
C	456	199	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	25	549
B	19	0	149
C	423	159	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	22	381
B	43	0	191
C	456	408	0

PM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	25	549
B	19	0	191
C	423	285	0

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	16	265
B	14	0	45
C	132	28	0

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	5	97
B	7	0	35
C	211	71	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	15	260
B	13	0	42
C	118	25	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	4	92
B	8	0	41
C	196	66	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	16	271
B	20	0	63

B582/B585

Junctions 10 Arms

A B585 (SE)
B B585 (SW)
C B585 (NW)

Hinckley & Bosworth TEMPro

2021 - 2024 AM: 1.0254
2021 - 2024 PM: 1.0252

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms

A B585 (SW)
B B585 (NW)
C B585 (SE)

2024 Growth Base Flows			
From/To	A	B	C
A	0	254	261
B	239	0	84
C	382	89	0

2024 Growth Base Flows			
From/To	A	B	C
A	0	235	441
B	275	0	85
C	282	81	0

Turning Proportion			
From/To	A	B	C
A	0%	49%	51%
B	74%	0%	26%
C	81%	19%	0%

Turning Proportion			
From/To	A	B	C
A	0%	35%	65%
B	76%	0%	24%
C	78%	22%	0%

Junctions 10 Arms

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	148	192
B	59	0	471
C	92	389	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	34	110
B	96	0	393
C	185	416	0

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	248	255
B	233	0	82
C	373	87	0

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	229	430
B	268	0	83
C	275	79	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	143	188
B	49	0	354
C	94	354	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	30	114
B	80	0	308
C	182	400	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	154	216
B	47	0	256
C	103	417	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	36	143
B	85	0	282
C	192	405	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	173	253
B	47	0	250
C	124	394	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	39	161
B	102	0	291
C	240	386	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A	0	11	28
B	-2	0	-98
C	9	63	0

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	6	29
B	5	0	-26
C	10	5	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	11	28
B	-2	0	-98
C	9	63	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	6	29
B	5	0	-26
C	10	5	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	30	65
B	-2	0	-104
C	30	40	0

PM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	9	47
B	22	0	-17
C	58	-14	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A	0%	8%	15%
B	-4%	0%	36%
C	10%	18%	0%

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A	0%	20%	25%
B	6%	0%	-8%
C	5%	1%	0%

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	8%	15%
B	-4%	0%	36%
C	10%	18%	0%

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	20%	25%
B	6%	0%	-8%
C	5%	1%	0%

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	21%	35%
B	-4%	0%	33%
C	32%	11%	0%

PM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	30%	41%
B	28%	0%	-6%
C	32%	-4%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	340		
B	530		
C	481		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	144		
B	489		
C	601		

2021 Base PRTM Model			
From/To	A	B	C
A	331		
B	403		
C	448		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	144		
B	388		
C	582		

2021 Base PRTM Model			
From/To	A	B	C
A	370		
B	303		
C	520		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	179		
B	367		
C	597		

2021 Base PRTM Model			
From/To	A	B	C
A	426		
B	297		
C	518		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	200		
B	393		
C	626		

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	254	261
B	239	0	84
C	382	89	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	235	441
B	275	0	85
C	282	81	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	265	289
B	237	0	-14
C	391	152	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	241	470
B	280	0	59
C	292	86	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	284	326
B	237	0	-20
C	412	129	0

PM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	244	488
B	297	0	68
C	340	67	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	254	261
B	239	0	84
C	382	89	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	235	441
B	275	0	85
C	282	81	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	274	300
B	229	0	114
C	419	105	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	281	553
B	292	0	78
C	297	82	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	308	352
B	229	0	112
C	505	99	0

PM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	235	623
B	350	0	80
C	372	78	0

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	168	172
B	392	0	138
C	390	91	0

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	50	94
B	373	0	116
C	467	134	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	163	168
B	298	0	105
C	363	85	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	50	94
B	296	0	92
C	452	130	0

B585/Bagworth Road
Junctions 10 Arms
A B585 (NW)
B Bagworth Road
C B585 (SE)

Hinckley & Bagworth TEMPro
2021 - 2024 AM: 1.0254
2021 - 2024 PM: 1.0252

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

2024 Growth Base Flows			
From/To	A	B	C
A	0	45	206
B	13	0	232
C	112	225	0

2024 Growth Base Flows			
From/To	A	B	C
A	0	10	141
B	30	0	243
C	206	241	0

Turning Proportion			
From/To	A	B	C
A	0%	18%	82%
B	3%	0%	95%
C	38%	67%	0%

Turning Proportion			
From/To	A	B	C
A	0%	7%	93%
B	11%	0%	89%
C	46%	54%	0%

Junctions 10 Arms

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	44	201
B	13	0	226
C	109	219	0

2021 Base Observed Flows + Covid Uplift			
From/To	A	B	C
A	0	10	138
B	29	0	237
C	201	235	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	18	45
B	9	0	437
C	42	619	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	10	35
B	11	0	567
C	39	464	0

2021 Base PRTM Model			
From/To	A	B	C
A	63		
B	446		
C	661		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	45		
B	578		
C	503		

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	11	52
B	24	0	422
C	220	441	0

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	3	42
B	63	0	515
C	232	271	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	20	44
B	9	0	304
C	42	499	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	10	35
B	11	0	547
C	33	390	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

2021 Base PRTM Model			
From/To	A	B	C
A	64		
B	313		
C	541		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	45		
B	558		
C	423		

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	45	206
B	13	0	232
C	112	225	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	10	141
B	30	0	243
C	206	241	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	45	206
B	13	0	232
C	112	225	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	10	141
B	30	0	243
C	206	241	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	11	53
B	17	0	296
C	180	361	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	3	42
B	61	0	497
C	195	228	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	21	41
B	9	0	479
C	44	427	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	12	36
B	12	0	560
C	31	400	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	1	-3
B	0	0	175
C	2	-72	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	2	1
B	1	0	13
C	-2	10	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	5%	-7%
B	0%	0%	989%
C	5%	-14%	0%

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	20%	3%
B	9%	0%	2%
C	-6%	3%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	62		
B	488		
C	471		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	48		
B	572		
C	431		

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	46	203
B	13	0	407
C	114	153	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	12	142
B	31	0	256
C	204	251	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	47	192
B	13	0	2523
C	117	192	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	12	146
B	32	0	249
C	194	247	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	11	51
B	27	0	461
C	157	314	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	3	45
B	62	0	510
C	199	232	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	21	41
B	9	0	477
C	47	457	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	12	37
B	12	0	587
C	34	408	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	1	-3
B	0	0	173
C	5	-42	0

PM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	2	2
B	1	0	40
C	1	18	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	5%	-7%
B	0%	0%	984%
C	12%	-8%	0%

PM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	20%	6%
B	9%	0%	7%
C	3%	5%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	62		
B	486		
C	504		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	49		
B	599		
C	442		

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	46	203
B	13	0	405
C	117	183	0

PM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	12	143
B	31	0	283
C	207	259	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	47	192
B	13	0	2512
C	125	206	0

PM Peak

A447/B585/Bosworth Road

A A447 (N)
B B585
C A447 (S)
D Bosworth Road

Hinckley & Bosworth TEMPro
2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

AM Peak (PCUs)

2024 Growth Base Flows				
From/To	A	B	C	D
A	0	10	488	65
B	2	0	110	153
C	348	95	0	196
D	52	156	115	0

PM Peak (PCUs)

2024 Growth Base Flows				
From/To	A	B	C	D
A	0	6	346	51
B	5	0	101	146
C	438	144	0	87
D	71	137	98	0

AM Peak (PCUs)

2023 Base Observed Flows				
From/To	A	B	C	D
A	0	10	484	64
B	2	0	109	152
C	345	94	0	194
D	52	155	114	0

PM Peak (PCUs)

2023 Base Observed Flows				
From/To	A	B	C	D
A	0	6	343	51
B	5	0	100	145
C	434	143	0	86
D	70	136	97	0

AM Peak (PCUs)

HV %				
From/To	A	B	C	D
A	0%	20%	6%	3%
B	0%	0%	4%	5%
C	10%	5%	0%	2%
D	13%	4%	3%	0%

PM Peak (PCUs)

HV %				
From/To	A	B	C	D
A	0%	0%	2%	0%
B	20%	0%	1%	3%
C	2%	2%	0%	3%
D	3%	1%	1%	0%

AM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	8	390	0
B	6	0	242	284
C	468	314	0	171
D	0	211	97	0

PM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	2	384	0
B	2	0	293	149
C	409	274	0	114
D	0	209	123	0

AM Peak (PCUs)

2024 Base PRTM Model				
From/To	A	B	C	D
A	0	8	473	0
B	6	0	203	285
C	518	235	0	178
D	0	156	102	0

PM Peak (PCUs)

2024 Base PRTM Model				
From/To	A	B	C	D
A	0	2	415	0
B	2	0	280	144
C	438	227	0	119
D	0	157	129	0

AM Peak (PCUs)

2029 Base PRTM Model				
From/To	A	B	C	D
A	0	8	465	0
B	6	0	245	317
C	544	141	0	174
D	0	151	102	0

PM Peak (PCUs)

2029 Base PRTM Model				
From/To	A	B	C	D
A	0	2	386	0
B	2	0	288	145
C	471	201	0	105
D	0	167	118	0

AM Peak (PCUs)

2029 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	8	465	0
B	6	0	225	332
C	547	137	0	174
D	0	151	101	0

PM Peak (PCUs)

2029 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	2	387	0
B	2	0	273	144
C	462	196	0	105
D	0	183	118	0

PRTM Change in Flow

From/To	A	B	C	D
A				
B				
C				
D				

PRTM Change in Flow

From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

PM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0	0	-8	0
B	0	0	42	32
C	26	-94	0	-4
D	0	-5	0	0

PM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0	0	-29	0
B	0	0	8	1
C	33	-26	0	-14
D	0	10	-11	0

AM Peak (PCUs)

PRTM 2024/2029 + Dev Difference				
From/To	A	B	C	D
A	0	0	-8	0
B	0	0	22	47
C	29	-98	0	-4
D	0	-5	-1	0

PM Peak (PCUs)

PRTM 2024/2029 + Dev Difference				
From/To	A	B	C	D
A	0	0	-28	0
B	0	0	-7	0
C	24	-31	0	-14
D	0	26	-11	0

PRTM Change in Flow

From/To	A	B	C	D
A				
B				
C				
D				

PRTM Change in Flow

From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

PM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0%	0%	-2%	0%
B	0%	0%	21%	11%
C	5%	-40%	0%	-2%
D	0%	-3%	0%	0%

PM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0%	0%	-7%	0%
B	0%	0%	3%	1%
C	8%	-11%	0%	-12%
D	0%	6%	-9%	0%

AM Peak (PCUs)

PRTM 2024/2029 + Dev Difference				
From/To	A	B	C	D
A	0%	0%	-2%	0%
B	0%	0%	11%	16%
C	6%	-42%	0%	-2%
D	0%	-3%	-1%	0%

PM Peak (PCUs)

PRTM 2024/2029 + Dev Difference				
From/To	A	B	C	D
A	0%	0%	-3%	0%
B	0%	0%	-3%	0%
C	5%	-14%	0%	-12%
D	0%	17%	-9%	0%

AM Peak (PCUs)

Turning Proportion				
From/To	A	B	C	D
A	0%	2%	87%	11%
B	1%	0%	41%	58%
C	55%	15%	0%	31%
D	16%	48%	36%	0%

PM Peak (PCUs)

Turning Proportion				
From/To	A	B	C	D
A	0%	2%	86%	13%
B	2%	0%	40%	58%
C	65%	22%	0%	13%
D	23%	45%	32%	0%

AM Peak (PCUs)

021 Base PRTM Model				
From/To	A	B	C	D
A	398			
B	532			
C	953			
D	308			

PM Peak (PCUs)

021 Base PRTM Model				
From/To	A	B	C	D
A	386			
B	444			
C	797			
D	332			

AM Peak (PCUs)

024 Base PRTM Model				
From/To	A	B	C	D
A	481			
B	494			
C	931			
D	258			

PM Peak (PCUs)

024 Base PRTM Model				
From/To	A	B	C	D
A	417			
B	426			
C	784			
D	286			

AM Peak (PCUs)

029 Base PRTM Model				
From/To	A	B	C	D
A	473			
B	568			
C	859			
D	253			

PM Peak (PCUs)

029 Base PRTM Model				
From/To	A	B	C	D
A	388			
B	435			
C	777			
D	285			

AM Peak (PCUs)

029 Base PRTM Model				
From/To	A	B	C	D
A	473			
B	563			
C	858			
D	252			

PM Peak (PCUs)

029 Base PRTM Model				
From/To	A	B	C	D
A	389			
B	419			
C	763			
D	301			

Observed Base + Difference

From/To	A	B	C	D
A				
B				
C				
D				

Observed Base + Difference

From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

B585/Mill Lane
Junctions 10 Arms
A B582 (E)
B Mill Lane
C B582 (W)

Hinckley & Bosworth TEMPro
2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms
A B582 (W)
B B582 (E)
C Mill Lane

2024 Growth Base Flows			
From/To	A	B	C
A	0	30	302
B	32	0	51
C	360	28	0

2024 Growth Base Flows			
From/To	A	B	C
A	0	38	348
B	15	0	32
C	325	43	0

2023 Base Observed Flows			
From/To	A	B	C
A	0	30	300
B	32	0	51
C	357	28	0

2023 Base Observed Flows			
From/To	A	B	C
A	0	38	345
B	15	0	32
C	322	43	0

Turning Proportion			
From/To	A	B	C
A	0%	9%	91%
B	39%	0%	61%
C	93%	7%	0%

Turning Proportion			
From/To	A	B	C
A	0%	10%	90%
B	32%	0%	68%
C	88%	12%	0%

Junctions 10 Arms

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	2	273
B	2	0	6
C	145	8	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	2	99
B	0	0	2
C	202	4	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	2	269
B	4	0	6
C	125	8	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	2	93
B	0	0	2
C	185	4	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	2	279
B	4	0	6
C	121	8	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	2	101
B	0	0	2
C	190	4	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	2	279
B	4	0	6
C	122	8	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	2	101
B	0	0	2
C	190	4	0

2021 Base PRTM Model			
From/To	A	B	C
A	0	2	273
B	2	0	6
C	145	8	0

2021 Base PRTM Model			
From/To	A	B	C
A	0	2	99
B	0	0	2
C	202	4	0

2024 Base PRTM Model			
From/To	A	B	C
A	0	2	269
B	4	0	6
C	125	8	0

2024 Base PRTM Model			
From/To	A	B	C
A	0	2	93
B	0	0	2
C	185	4	0

2029 Base PRTM Model			
From/To	A	B	C
A	0	2	279
B	4	0	6
C	121	8	0

2029 Base PRTM Model			
From/To	A	B	C
A	0	2	101
B	0	0	2
C	190	4	0

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	2	279
B	4	0	6
C	122	8	0

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	2	101
B	0	0	2
C	190	4	0

2021 Base PRTM Model			
From/To	A	B	C
A	0	2	273
B	2	0	6
C	145	8	0

2021 Base PRTM Model			
From/To	A	B	C
A	0	2	99
B	0	0	2
C	202	4	0

2024 Base PRTM Model			
From/To	A	B	C
A	0	2	269
B	4	0	6
C	125	8	0

2024 Base PRTM Model			
From/To	A	B	C
A	0	2	93
B	0	0	2
C	185	4	0

2029 Base PRTM Model			
From/To	A	B	C
A	0	2	279
B	4	0	6
C	121	8	0

2029 Base PRTM Model			
From/To	A	B	C
A	0	2	101
B	0	0	2
C	190	4	0

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	2	279
B	4	0	6
C	122	8	0

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	2	101
B	0	0	2
C	190	4	0

2021 Base PRTM Model			
From/To	A	B	C
A	275	8	153

2021 Base PRTM Model			
From/To	A	B	C
A	101	2	206

2021 Base PRTM Model			
From/To	A	B	C
A	271	10	133

2021 Base PRTM Model			
From/To	A	B	C
A	95	2	189

2021 Base PRTM Model			
From/To	A	B	C
A	281	10	129

2021 Base PRTM Model			
From/To	A	B	C
A	103	2	194

2021 Base PRTM Model			
From/To	A	B	C
A	281	10	130

2021 Base PRTM Model			
From/To	A	B	C
A	103	2	194

2021 Base PRTM Model			
From/To	A	B	C
A	275	8	153

2021 Base PRTM Model			
From/To	A	B	C
A	101	2	206

2021 Base PRTM Model			
From/To	A	B	C
A	271	10	133

2021 Base PRTM Model			
From/To	A	B	C
A	95	2	189

2021 Base PRTM Model			
From/To	A	B	C
A	281	10	129

2021 Base PRTM Model			
From/To	A	B	C
A	103	2	194

2021 Base PRTM Model			
From/To	A	B	C
A	281	10	130

2021 Base PRTM Model			
From/To	A	B	C
A	103	2	194

2021 Base PRTM Model			
From/To	A	B	C
A	275	8	153

2021 Base PRTM Model			
From/To	A	B	C
A	101	2	206

2021 Base PRTM Model			
From/To	A	B	C
A	271	10	133

2021 Base PRTM Model			
From/To	A	B	C
A	95	2	189

2021 Base PRTM Model			
From/To	A	B	C
A	281	10	129

2021 Base PRTM Model			
From/To	A	B	C
A	103	2	194

2021 Base PRTM Model			
From/To	A	B	C
A	281	10	130

2021 Base PRTM Model			
From/To	A	B	C
A	103	2	194

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	25	250
B	3	0	5
C	142	11	0

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	10	91
B	1	0	1
C	182	24	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	30	302
B	32	0	51
C	360	28	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	38	348
B	15	0	32
C	325	43	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	30	314
B	32	0	1
C	348	28	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	38	378
B	15	0	32
C	333	43	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	26	255
B	4	0	6
C	121	9	0

PM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	10	93
B	1	0	1
C	171	23	0

PRTM Arms

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	145	8
B	273	0	2
C	6	2	0

B582/Kirkby Lane
Junctions 10 Arms
A B582 (E)
B Kirkby Lane
C B582 (W)

Hinckley & Bosworth TEMPro
2021 - 2024 AM: 1.0254
2021 - 2024 PM: 1.0252

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms

A B582 (W)
B B582 (E)
C Kirkby Lane

2024 Growth Base Flows			
From/To	A	B	C
A	0	37	319
B	23	0	11
C	390	15	0

2024 Growth Base Flows			
From/To	A	B	C
A	0	15	402
B	33	0	4
C	353	7	0

Turning Proportion			
From/To	A	B	C
A	0%	10%	90%
B	67%	0%	33%
C	96%	4%	0%

Turning Proportion			
From/To	A	B	C
A	0%	4%	96%
B	89%	0%	11%
C	98%	2%	0%

Junctions 10 Arms

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	68	160
B	44	0	0
C	174	0	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	94	117
B	42	0	0
C	122	0	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	113	158
B	76	0	0
C	154	0	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	116	109
B	115	0	0
C	113	0	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	111	166
B	67	0	0
C	146	0	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	80	106
B	153	0	0
C	115	0	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	109	170
B	67	0	0
C	161	0	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	78	228
B	150	0	0
C	126	0	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	68	160
B	44	0	0
C	174	0	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	94	117
B	42	0	0
C	122	0	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	113	158
B	76	0	0
C	154	0	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	116	109
B	115	0	0
C	113	0	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	111	166
B	67	0	0
C	146	0	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	80	106
B	153	0	0
C	115	0	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	109	170
B	67	0	0
C	161	0	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	78	228
B	150	0	0
C	126	0	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	68	160
B	44	0	0
C	174	0	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	94	117
B	42	0	0
C	122	0	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	113	158
B	76	0	0
C	154	0	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	116	109
B	115	0	0
C	113	0	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	111	166
B	67	0	0
C	146	0	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	80	106
B	153	0	0
C	115	0	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	109	170
B	67	0	0
C	161	0	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	78	228
B	150	0	0
C	126	0	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	228		
B	44		
C	174		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	211		
B	42		
C	122		

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	271		
B	76		
C	154		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	225		
B	115		
C	113		

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	277		
B	67		
C	146		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	186		
B	153		
C	115		

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	279		
B	67		
C	161		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	306		
B	150		
C	126		

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	228		
B	44		
C	174		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	211		
B	42		
C	122		

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	271		
B	76		
C	154		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	225		
B	115		
C	113		

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	277		
B	67		
C	146		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	186		
B	153		
C	115		

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	279		
B	67		
C	161		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	306		
B	150		
C	126		

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	228		
B	44		
C	174		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	211		
B	42		
C	122		

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	271		
B	76		
C	154		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	225		
B	115		
C	113		

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	277		
B	67		
C	146		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	186		
B	153		
C	115		

Garland Lane/Bagworth Road/Barlestone Road

Junctions 10 Arms
A B585 (Garland Ln) 2023 - 2024 AM: 1.0083
B B585 (Bagworth Rd) 2023 - 2024 PM: 1.0082
C B585 (Barlestone Rd)

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms

A B585 (Bagworth Rd)
B B585 (Barlestone Rd)
C B585 (Garland Ln)

2024 Growth Base Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

2024 Growth Base Flows			
From/To	A	B	C
A	0	150	58
B	151	0	25
C	86	38	0

2023 Base Observed Flows			
From/To	A	B	C
A	0	125	73
B	173	0	47
C	64	57	0

2023 Base Observed Flows			
From/To	A	B	C
A	0	188	58
B	150	0	25
C	85	38	0

Junctions 10 Arms

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	223	337
B	357	0	116
C	194	92	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	414	286
B	323	0	110
C	342	101	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	235	270
B	319	0	148
C	179	102	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	419	244
B	349	0	168
C	330	106	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	260	205
B	359	0	80
C	248	100	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	467	242
B	357	0	75
C	353	96	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	268	229
B	247	0	80
C	248	99	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	468	250
B	371	0	76
C	366	96	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	223	337
B	357	0	116
C	194	92	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	414	286
B	323	0	110
C	342	101	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	235	270
B	319	0	148
C	179	102	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	419	244
B	349	0	168
C	330	106	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	260	205
B	359	0	80
C	248	100	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	467	242
B	357	0	75
C	353	96	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	268	229
B	247	0	80
C	248	99	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	468	250
B	371	0	76
C	366	96	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	223	337
B	357	0	116
C	194	92	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	414	286
B	323	0	110
C	342	101	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	235	270
B	319	0	148
C	179	102	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	419	244
B	349	0	168
C	330	106	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	260	205
B	359	0	80
C	248	100	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	467	242
B	357	0	75
C	353	96	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	268	229
B	247	0	80
C	248	99	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	468	250
B	371	0	76
C	366	96	0

Turning Proportion			
From/To	A	B	C
A	0%	63%	37%
B	79%	0%	21%
C	53%	47%	0%

Turning Proportion			
From/To	A	B	C
A	0%	76%	24%
B	86%	0%	14%
C	69%	31%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	560		
B	473		
C	286		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	700		
B	433		
C	443		

2021 Base PRTM Model			
From/To	A	B	C
A	505		
B	467		
C	281		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	663		
B	517		
C	436		

2021 Base PRTM Model			
From/To	A	B	C
A	465		
B	439		
C	348		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	709		
B	432		
C	449		

2021 Base PRTM Model			
From/To	A	B	C
A	497		
B	327		
C	347		

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	718		
B	447		
C	462		

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	190	58
B	151	0	25
C	86	38	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	151	9
B	214	0	-21
C	134	55	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	238	56
B	159	0	-68
C	109	28	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	159	33
B	102	0	-21
C	134	54	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	239	64
B	173	0	-67
C	122	28	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	126	74
B	174	0	47
C	65	57	0

B585/Heath Road
Junctions 10 Arms
A B585 (N)
B Heath Road
C B585 (S)

Hinckley & Bosworth TEMPro
2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

2024 Growth Base Flows			
From/To	A	B	C
A	0	95	144
B	40	0	3
C	155	22	0

2024 Growth Base Flows			
From/To	A	B	C
A	0	46	190
B	87	0	9
C	156	5	0

Turning Proportion			
From/To	A	B	C
A	0%	40%	60%
B	93%	0%	7%
C	88%	13%	0%

Turning Proportion			
From/To	A	B	C
A	0%	20%	80%
B	91%	0%	9%
C	97%	3%	0%

Junctions 10 Arms

2023 Base Observed Flows			
From/To	A	B	C
A	0	94	143
B	40	0	3
C	154	22	0

2023 Base Observed Flows			
From/To	A	B	C
A	0	46	188
B	86	0	9
C	155	5	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	312	240
B	172	0	12
C	388	18	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	246	420
B	386	0	4
C	315	9	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	271	227
B	184	0	13
C	321	17	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	271	408
B	391	0	4
C	273	8	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	295	301
B	209	0	13
C	255	16	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	279	432
B	435	0	4
C	275	9	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	293	302
B	210	0	13
C	286	16	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	278	459
B	433	0	4
C	284	9	0

2021 Base PRTM Model			
From/To	A	B	C
A	0	312	240
B	172	0	12
C	388	18	0

2021 Base PRTM Model			
From/To	A	B	C
A	0	246	420
B	386	0	4
C	315	9	0

2024 Base PRTM Model			
From/To	A	B	C
A	0	271	227
B	184	0	13
C	321	17	0

2024 Base PRTM Model			
From/To	A	B	C
A	0	271	408
B	391	0	4
C	273	8	0

2029 Base PRTM Model			
From/To	A	B	C
A	0	295	301
B	209	0	13
C	255	16	0

2029 Base PRTM Model			
From/To	A	B	C
A	0	279	432
B	435	0	4
C	275	9	0

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	293	302
B	210	0	13
C	286	16	0

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	278	459
B	433	0	4
C	284	9	0

2021 Base PRTM Model			
From/To	A	B	C
A	0	312	240
B	172	0	12
C	388	18	0

2021 Base PRTM Model			
From/To	A	B	C
A	0	246	420
B	386	0	4
C	315	9	0

2024 Base PRTM Model			
From/To	A	B	C
A	0	271	227
B	184	0	13
C	321	17	0

2024 Base PRTM Model			
From/To	A	B	C
A	0	271	408
B	391	0	4
C	273	8	0

2029 Base PRTM Model			
From/To	A	B	C
A	0	295	301
B	209	0	13
C	255	16	0

2029 Base PRTM Model			
From/To	A	B	C
A	0	279	432
B	435	0	4
C	275	9	0

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	293	302
B	210	0	13
C	286	16	0

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	278	459
B	433	0	4
C	284	9	0

2021 Base PRTM Model			
From/To	A	B	C
A	552		
B	184		
C	406		

2021 Base PRTM Model			
From/To	A	B	C
A	666		
B	390		
C	324		

2021 Base PRTM Model			
From/To	A	B	C
A	498		
B	197		
C	338		

2021 Base PRTM Model			
From/To	A	B	C
A	679		
B	395		
C	281		

2021 Base PRTM Model			
From/To	A	B	C
A	596		
B	222		
C	271		

2021 Base PRTM Model			
From/To	A	B	C
A	711		
B	439		
C	284		

2021 Base PRTM Model			
From/To	A	B	C
A	595		
B	223		
C	302		

2021 Base PRTM Model			
From/To	A	B	C
A	737		
B	437		
C	293		

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	95	144
B	40	0	3
C	155	22	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	46	190
B	87	0	9
C	156	5	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	95	144
B	40	0	3
C	155	22	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	46	190
B	87	0	9
C	156	5	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	119	218
B	65	0	3
C	89	21	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	54	214
B	131	0	9
C	158	6	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	117	219
B	66	0	3
C	120	21	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	53	241
B	129	0	9
C	167	6	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	95	144
B	40	0	3
C	155	22	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	46	190
B	87	0	9
C	156	5	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	95	144
B	40	0	3
C	155	22	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	46	190
B	87	0	9
C	156	5	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	103	191
B	46	0	0
C	123	21	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	48	201
B	96	0	9
C	157	6	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	102	192
B	46	0	0
C	138	21	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	46	213
B	96	0	9
C	163	6	0

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	219	333
B	171	0	13
C	355	51	0

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	131	535
B	353	0	37
C	314	10	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	198	300
B	183	0	14
C	296	42	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C

B585/Merrylees Road
Junctions 10 Arms
A B585 (N)
B Merrylees Road
C B585 (S)

Hinckley & Bosworth TEMPro
2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms

A B585 (S)
B B585 (N)
C Merrylees Road

2024 Growth Base Flows			
From/To	A	B	C
A	0	0	154
B	2	0	81
C	175	59	0

2024 Growth Base Flows			
From/To	A	B	C
A	0	5	150
B	4	0	79
C	163	44	0

Turning Proportion			
From/To	A	B	C
A	0%	0%	100%
B	2%	0%	98%
C	76%	25%	0%

Turning Proportion			
From/To	A	B	C
A	0%	3%	97%
B	5%	0%	95%
C	79%	21%	0%

Junctions 10 Arms

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	1	252
B	2	0	193
C	404	234	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	2	422
B	1	0	156
C	322	152	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	1	238
B	2	0	175
C	335	184	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	2	409
B	1	0	149
C	280	121	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	2	312
B	2	0	176
C	270	178	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	3	433
B	2	0	138
C	281	130	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	2	313
B	2	0	173
C	300	178	0

PM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	3	460
B	2	0	139
C	291	128	0

PRTM 2021/2024 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

PRTM 2021/2024 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	1	74
B	0	0	1
C	-65	-6	0

PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	1	24
B	1	0	-11
C	1	9	0

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	1	75
B	0	0	-2
C	-35	-6	0

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	1	51
B	1	0	-10
C	11	7	0

PRTM 2021/2024 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0	0	0
B	0	0	0
C	0	0	0

PRTM 2021/2024 Differences			
From/To	A	B	C
A	0%	0%	1%
B	0%	0%	0%
C	-19%	-3%	0%

PRTM 2021/2026 Differences			
From/To	A	B	C
A	0%	0%	31%
B	100%	0%	-7%
C	0%	7%	0%

PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	100%	32%
B	0%	0%	-1%
C	-10%	-3%	0%

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	50%	6%
B	100%	0%	-7%
C	0%	7%	0%

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	100%	32%
B	0%	0%	-1%
C	-10%	-3%	0%

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	50%	12%
B	100%	0%	-7%
C	4%	6%	0%

021 Base PRTM Model			
From/To	A	B	C
A	253		
B	195		
C	638		

021 Base PRTM Model			
From/To	A	B	C
A	424		
B	157		
C	474		

021 Base PRTM Model			
From/To	A	B	C
A	239		
B	177		
C	519		

021 Base PRTM Model			
From/To	A	B	C
A	411		
B	150		
C	401		

021 Base PRTM Model			
From/To	A	B	C
A	314		
B	178		
C	448		

021 Base PRTM Model			
From/To	A	B	C
A	436		
B	140		
C	411		

021 Base PRTM Model			
From/To	A	B	C
A	315		
B	175		
C	478		

021 Base PRTM Model			
From/To	A	B	C
A	463		
B	141		
C	419		

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	154
B	2	0	81
C	175	59	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	5	190
B	4	0	79
C	163	44	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	154
B	2	0	81
C	175	59	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	5	190
B	4	0	79
C	163	44	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	1	228
B	2	0	82
C	110	53	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	6	214
B	5	0	68
C	164	53	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	1	229
B	2	0	79
C	140	53	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	6	241
B	5	0	69
C	174	51	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	154
B	2	0	81
C	175	59	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	5	190
B	4	0	79
C	163	44	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	154
B	2	0	81
C	175	59	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	5	190
B	4	0	79
C	163	44	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	202
B	2	0	81
C	141	58	0

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	8	201
B	8	0	73
C	164	48	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	0	203
B	2	0	80
C	157	58	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	5	213
B	8	0	73
C	170	47	0

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	0	253
B	5	0	190
C	476	162	0

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	11	413
B	8	0	149
C	373	101	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	239
B	4	0	173
C	388	131	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	11	400
B	7	0	143
C	315	86	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	314
B	4	0	174
C	335	113	0

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||
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Main Street/Dragon Lane

Junctions 10 Arms

A Main Street (E)
B Main Street (W)
C Dragon Lane

Hinckley & Bosworth TEMPro

2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms

A Dragon Lane
B Main Street (E)
C Main Street (W)

2024 Growth Base Flows			
From/To	A	B	C
A	0	3	105
B	5	0	11
C	97	1	0

HGV % Base			
From/To	A	B	C
A	0%	0%	6%
B	0%	0%	18%
C	3%	0%	0%

Turning Proportion			
From/To	A	B	C
A	0%	3%	97%
B	31%	0%	69%
C	99%	1%	0%

2024 Growth Base Flows			
From/To	A	B	C
A	0	7	70
B	4	0	2
C	85	5	0

HGV % Base			
From/To	A	B	C
A	0%	0%	1%
B	0%	0%	0%
C	2%	0%	0%

Turning Proportion			
From/To	A	B	C
A	0%	5%	91%
B	67%	0%	33%
C	94%	6%	0%

2023 Base Observed Flows			
From/To	A	B	C
A	0	3	104
B	5	0	11
C	96	1	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	0	7
B	0	0	0
C	59	0	0

021 Base PRTM Model			
From/To	A	B	C
A	7		
B	0		
C	59		

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	0	7
B	0	0	0
C	58	1	0

PRTM Arms

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	59	
B	7	0	
C			0

2023 Base Observed Flows			
From/To	A	B	C
A	0	7	69
B	4	0	2
C	84	5	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	0	77
B	0	0	0
C	42	0	0

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	77		
B	0		
C	42		

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	7	70
B	0	0	0
C	40	2	0

PRTM Arms

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A		42	
B	77		
C			

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	0	10
B	0	0	0
C	55	0	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	10		
B	0		
C	55		

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	3	105
B	5	0	11
C	97	1	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	3	105
B	5	0	11
C	97	1	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	10
B	0	0	0
C	54	1	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	55	
B	10		
C			

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	0	73
B	0	0	0
C	49	0	0

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	73		
B	0		
C	49		

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	7	70
B	4	0	2
C	85	5	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	7	70
B	4	0	2
C	85	5	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	7	66
B	0	0	0
C	46	3	0

PRTM Arms

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A		49	
B	73		
C			

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	0	20
B	0	0	0
C	83	0	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	10
B	0	0	0
C	28	0	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	100%
B	0%	0%	0%
C	51%	0%	0%

021 Base PRTM Model			
From/To	A	B	C
A	20		
B	0		
C	83		

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	3	115
B	5	0	11
C	125	1	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	3	115
B	5	0	11
C	125	1	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	1	19
B	0	0	0
C	82	1	0

PRTM Arms

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A		83	
B	20		
C			

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	0	83
B	0	0	0
C	79	0	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	10
B	0	0	0
C	30	0	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	14%
B	0%	0%	0%
C	61%	0%	0%

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	83		
B	0		
C	79		

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	7	80
B	4	0	2
C	115	5	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	7	79
B	4	0	2
C	137	5	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	8	75
B	0	0	0
C	75	4	0

PRTM Arms

Brascote Lane/Kirkby Lane/Newbold Road

Junctions 10 Arms
A Brascote Lane
B Kirkby Lane
C Newbold Road

Hinckley & Bosworth TEMPro
2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms
A Kirkby Lane
B Newbold Road
C Brascote Lane

2024 Growth Base Flows			
From/To	A	B	C
A	0	1	52
B	0	0	35
C	25	20	0

HGV % Base			
From/To	A	B	C
A	0%	0%	4%
B	0%	0%	9%
C	8%	0%	0%

Turning Proportion			
From/To	A	B	C
A	0%	2%	98%
B	0%	0%	100%
C	56%	44%	0%

2024 Growth Base Flows			
From/To	A	B	C
A	0	0	49
B	2	0	27
C	58	38	0

HGV % Base			
From/To	A	B	C
A	0%	0%	0%
B	0%	0%	4%
C	0%	3%	0%

Turning Proportion			
From/To	A	B	C
A	0%	0%	100%
B	7%	0%	93%
C	60%	40%	0%

2023 Base Observed Flows			
From/To	A	B	C
A	0	1	52
B	0	0	35
C	25	20	0

AM Peak (PCUs) 2021 Base PRTM Model			
From/To	A	B	C
A	0	0	92
B	0	0	68
C	108	44	0

021 Base PRTM Model			
From/To	A	B	C
A	92		
B	68		
C	152		

AM Peak 2021 Base Adjusted Flows			
From/To	A	B	C
A	0	2	90
B	0	0	68
C	84	68	0

PRTM Arms

AM Peak (PCUs) 2021 Base PRTM Model			
From/To	A	B	C
A	0	68	0
B	44	0	108
C	0	92	0

2023 Base Observed Flows			
From/To	A	B	C
A	0	0	49
B	2	0	27
C	58	38	0

PM Peak (PCUs) 2021 Base PRTM Model			
From/To	A	B	C
A	0	0	120
B	0	0	94
C	117	42	0

PM Peak (PCUs) 021 Base PRTM Model			
From/To	A	B	C
A	120		
B	94		
C	159		

PM Peak 2021 Base Adjusted Flows			
From/To	A	B	C
A	0	0	120
B	6	0	88
C	96	63	0

PRTM Arms

PM Peak (PCUs) 2021 Base PRTM Model			
From/To	A	B	C
A	0	94	0
B	42	0	117
C	0	120	0

AM Peak (PCUs) 2024 Base PRTM Model			
From/To	A	B	C
A	0	0	95
B	0	0	113
C	103	76	0

AM Peak PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	95		
B	113		
C	179		

AM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	1	52
B	0	0	35
C	25	20	0

AM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	1	52
B	0	0	35
C	25	20	0

AM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	2	93
B	0	0	113
C	99	80	0

PRTM Arms

AM Peak (PCUs) 2024 Base PRTM Model			
From/To	A	B	C
A	0	113	0
B	76	0	103
C	0	95	0

PM Peak (PCUs) 2024 Base PRTM Model			
From/To	A	B	C
A	0	0	116
B	0	0	116
C	129	115	0

PM Peak PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak (PCUs) 021 Base PRTM Model			
From/To	A	B	C
A	116		
B	116		
C	244		

PM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	49
B	2	0	27
C	58	38	0

PM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	49
B	2	0	27
C	58	38	0

PM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	0	116
B	8	0	108
C	147	97	0

PRTM Arms

PM Peak (PCUs) 2024 Base PRTM Model			
From/To	A	B	C
A	0	116	0
B	115	0	139
C	0	116	0

AM Peak (PCUs) 2029 Base PRTM Model			
From/To	A	B	C
A	0	0	97
B	0	0	111
C	126	67	0

AM Peak PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	-2
B	0	0	-2
C	23	-9	0

AM Peak PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	2%
B	0%	0%	-2%
C	22%	-12%	0%

021 Base PRTM Model			
From/To	A	B	C
A	97		
B	111		
C	193		

AM Peak 2029 Base Adjusted Flows			
From/To	A	B	C
A	0	1	54
B	0	0	33
C	48	11	0

AM Peak 2029 Base Adjusted Flows			
From/To	A	B	C
A	0	1	54
B	0	0	35
C	31	18	0

AM Peak 2029 Base Adjusted Flows			
From/To	A	B	C
A	0	2	95
B	0	0	111
C	107	86	0

PRTM Arms

AM Peak (PCUs) 2029 Base PRTM Model			
From/To	A	B	C
A	0	111	0
B	67	0	126
C	0	97	0

PM Peak (PCUs) 2029 Base PRTM Model			
From/To	A	B	C
A	0	0	119
B	0	0	80
C	153	153	0

PM Peak PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	3
B	0	0	-36
C	24	38	0

PM Peak PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	3%
B	0%	0%	-31%
C	19%	33%	0%

PM Peak (PCUs) 021 Base PRTM Model			
From/To	A	B	C
A	119		
B	80		
C	306		

PM Peak 2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	52
B	2	0	-9
C	82	76	0

PM Peak 2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	51
B	2	0	19
C	69	51	0

PM Peak 2029 Base Adjusted Flows			
From/To	A	B	C
A	0	0	119
B	6	0	74
C	185	121	0

PRTM Arms

PM Peak (PCUs) 2029 Base PRTM Model			
From/To	A	B	C
A	0	80	0
B	153	0	153
C	0	119	0

AM Peak (PCUs) 2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	0	191
B	0	0	109
C	139	67	0

AM Peak PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	0	96
B	0	0	-4
C	36	-9	0

AM Peak PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	0%	101%
B	0%	0%	-4%
C	35%	-12%	0%

021 Base PRTM Model			
From/To	A	B	C
A	191		
B	109		
C	206		

AM Peak 2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	1	148
B	0	0	31
C	61	11	0

AM Peak 2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	1	105
B	0	0	34
C	34	18	0

Bosworth Road/Newbold Road/Main Street/Stapleton Lane

Junctions 10 Arms
A Bosworth Road
B Newbold Road
C Main Street

Hindley & Bosworth TEMPro
2021 - 2024 AM: 1.0254
2021 - 2024 PM: 1.0252

AM Peak (PCUs)

2024 Growth Base Flows				
From/To	A	B	C	D
A	0	25	169	28
B	84	0	35	3
C	140	34	0	0
D	9	2	0	0

PM Peak (PCUs)

2024 Growth Base Flows				
From/To	A	B	C	D
A	0	45	139	8
B	25	0	53	1
C	150	47	0	0
D	50	7	0	0

Junctions 10 Arms

AM Peak (PCUs)

2021 Base Observed Flows				
From/To	A	B	C	D
A	0	24	165	28
B	82	0	34	3
C	137	33	0	0
D	9	2	0	0

AM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	0	61	371
B	122	0	38	0
C	232	90	0	0

PM Peak (PCUs)

2021 Base Observed Flows				
From/To	A	B	C	D
A	0	44	136	8
B	24	0	52	1
C	146	46	0	0
D	50	7	0	0

PM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	85	256	0
B	121	0	93	0
C	321	74	0	0

AM Peak (PCUs)

2024 Base PRTM Model				
From/To	A	B	C	D
A	0	95	459	0
B	173	0	35	0
C	268	85	0	0

Method 1: Absolute Change

AM Peak (PCUs)

PRTM 2021/2024 Differences				
From/To	A	B	C	D
A				
B				
C				

PM Peak (PCUs)

2024 Base PRTM Model				
From/To	A	B	C	D
A	0	166	318	0
B	143	0	89	0
C	334	78	0	0

AM Peak (PCUs)

2029 Base PRTM Model				
From/To	A	B	C	D
A	0	79	470	0
B	138	0	70	0
C	307	114	0	0

PM Peak (PCUs)

2029 Base PRTM Model				
From/To	A	B	C	D
A	0	195	371	0
B	93	0	106	0
C	374	110	0	0

AM Peak (PCUs)

2029 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	82	469	0
B	168	0	133	0
C	308	123	0	0

PM Peak (PCUs)

2029 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	227	371	0
B	101	0	136	0
C	365	144	0	0

Method 2: Percentage Change

AM Peak (PCUs)

PRTM 2021/2024 Differences				
From/To	A	B	C	D
A				
B				
C				

PM Peak (PCUs)

PRTM 2021/2026 Differences				
From/To	A	B	C	D
A				
B				
C				

AM Peak (PCUs)

PRTM 2024/2029 Differences				
From/To	A	B	C	D
A	0%	-16%	11%	
B	-35%	0%	35%	
C	39%	29%	0%	

PM Peak (PCUs)

PRTM 2024/2029 Differences				
From/To	A	B	C	D
A	0%	29%	53%	
B	-50%	0%	17%	
C	40%	32%	0%	

AM Peak (PCUs)

PRTM 2024/2029 + Development Difference				
From/To	A	B	C	D
A	0%	-13%	10%	
B	-5%	0%	98%	
C	40%	38%	0%	

PM Peak (PCUs)

PRTM 2024/2029 + Development Difference				
From/To	A	B	C	D
A	0%	61%	53%	
B	-42%	0%	47%	
C	31%	66%	0%	

Method 3: Model Flows to Turn Ratio

AM Peak (PCUs)

Turing Proportion				
From/To	A	B	C	D
A	0%	11%	76%	13%
B	69%	0%	25%	2%
C	81%	19%	0%	0%
D	82%	18%	0%	0%

PM Peak (PCUs)

Turing Proportion				
From/To	A	B	C	D
A	0%	23%	72%	4%
B	31%	0%	68%	1%
C	76%	24%	0%	0%
D	88%	12%	0%	0%

021 Base PRTM Model

From/To	A	B	C	D
A	432			
B	160			
C	322			

PM Peak (PCUs)

021 Base PRTM Model	From/To	A	B	C	D
A	341				
B	214				
C	395				

021 Base PRTM Model

From/To	A	B	C	D
A	554			
B	208			
C	353			

PM Peak (PCUs)

021 Base PRTM Model	From/To	A	B	C	D
A	484				
B	232				
C	412				

021 Base PRTM Model

From/To	A	B	C	D
A	549			
B	208			
C	421			

021 Base PRTM Model

From/To	A	B	C	D
A	566			
B	199			
C	484			

021 Base PRTM Model

From/To	A	B	C	D
A	551			
B	301			
C	431			

PM Peak (PCUs)

021 Base PRTM Model	From/To	A	B	C	D
A	598				
B	237				
C	509				

Method 1: Absolute Change

AM Peak (PCUs)

2024 Base Adjusted Flows				
From/To	A	B	C	D
A	0	25	169	28
B	84	0	35	3
C	140	34	0	0
D	9	2	0	0

PM Peak (PCUs)

2024 Base Adjusted Flows				
From/To	A	B	C	D
A	0	45	139	8
B	25	0	53	1
C	150	47	0	0
D	50	7	0	0

AM Peak (PCUs)

2029 Base Adjusted Flows				
From/To	A	B	C	D
A	0	9	180	28
B	49	0	70	3
C	179	63	0	0
D	9	2	0	0

PM Peak (PCUs)

2029 Base Adjusted Flows				
From/To	A	B	C	D
A	0	74	192	8
B	-25	0	70	1
C	190	79	0	0
D	50	7	0	0

AM Peak (PCUs)

2029 + Development Adjusted Flows				
From/To	A	B	C	D
A	0	12	179	28
B	79	0	133	3
C	180	72	0	0
D	9	2	0	0

PM Peak (PCUs)

2029 + Development Adjusted Flows				
From/To	A	B	C	D
A	0	106	192	8
B	-17	0	100	1
C	181	113	0	0
D	50	7	0	0

Method 2: Percentage Change

AM Peak (PCUs)

2024 Base Adjusted Flows				
From/To	A	B	C	D
A	0	25	169	28
B	84	0	35	3
C	140	34	0	0
D	9	2	0	0

PM Peak (PCUs)

2024 Base Adjusted Flows				
From/To	A	B	C	D
A	0	45	139	8
B	25	0	53	1
C	150	47	0	0
D	50	7	0	0

AM Peak (PCUs)

2029 Base Adjusted Flows				
From/To	A	B	C	D
A	0	20	173	28
B	67	0	70	3
C	161	45	0	0
D	9	2	0	0

PM Peak (PCUs)

2029 Base Adjusted Flows				
From/To	A	B	C	D
A	0	53	163	8
B	16	0	63	1
C	168	67	0	0
D	50	7	0	0

AM Peak (PCUs)

2029 + Development Adjusted Flows				
From/To	A	B	C	D
A	0	21	173	28
B	82	0	152	3
C	161	49	0	0
D	9	2	0	0

PM Peak (PCUs)

2029 + Development Adjusted Flows				
From/To	A	B	C	D
A	0	62	163	8
B	17	0	81	1
C	164	87	0	0
D	50	7	0	0

Method 3: Model Flows to Turn Ratio

AM Peak (PCUs)

2021 Base Adjusted Flows				
From/To	A	B	C	D
A	0	48	330	0
B	110	0	46	0
C	259	63	0	0

PM Peak (PCUs)

A447/B585/Bosworth Road

A Main Street
B Peckleton Road
C Shilton Road
D Church Road

Hinckley & Bosworth TEMPro
2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

AM Peak (PCUs)

2024 Growth Base Flows				
From/To	A	B	C	D
A	0	84	107	31
B	65	0	5	32
C	85	9	0	11
D	24	50	6	0

PM Peak (PCUs)

2024 Growth Base Flows				
From/To	A	B	C	D
A	0	47	104	48
B	64	0	11	38
C	78	2	0	6
D	23	9	8	0

AM Peak (PCUs)

2023 Base Observed Flows				
From/To	A	B	C	D
A	0	83	106	31
B	64	0	5	32
C	84	9	0	11
D	24	50	6	0

PM Peak (PCUs)

2023 Base Observed Flows				
From/To	A	B	C	D
A	0	47	103	48
B	63	0	11	38
C	77	2	0	6
D	23	9	8	0

AM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	178	213	18
B	125	0	12	34
C	162	5	0	0
D	35	74	0	0

PM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	129	189	31
B	147	0	12	34
C	162	5	0	0
D	35	74	0	0

PRTM Change in Flow

From/To	A	B	C	D
A				
B				
C				
D				

PRTM Change in Flow

From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

Turning Proportion				
From/To	A	B	C	D
A	0%	38%	48%	14%
B	63%	0%	5%	32%
C	81%	9%	0%	11%
D	30%	63%	8%	0%

PM Peak (PCUs)

Turning Proportion				
From/To	A	B	C	D
A	0%	24%	52%	24%
B	56%	0%	10%	34%
C	91%	2%	0%	7%
D	58%	23%	20%	0%

AM Peak (PCUs)

021 Base PRTM Model				
From/To	A	B	C	D
A	409			
B	171			
C	167			
D	109			

PM Peak (PCUs)

021 Base PRTM Model				
From/To	A	B	C	D
A	349			
B	193			
C	167			
D	109			

Observed Base + Difference

From/To	A	B	C	D
A				
B				
C				
D				

Observed Base + Difference

From/To	A	B	C	D
A				
B				
C				
D				

Observed Base + Difference

From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

2024 Base PRTM Model				
From/To	A	B	C	D
A	0	208	273	12
B	122	0	12	34
C	198	5	0	0
D	32	96	0	0

PM Peak (PCUs)

2024 Base PRTM Model				
From/To	A	B	C	D
A	0	161	215	31
B	135	0	5	58
C	256	9	0	0
D	21	116	0	0

AM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

PM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

PM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

024 Base PRTM Model				
From/To	A	B	C	D
A	493			
B	168			
C	203			
D	128			

PM Peak (PCUs)

024 Base PRTM Model				
From/To	A	B	C	D
A	407			
B	198			
C	265			
D	137			

AM Peak (PCUs)

2024 Base Adjusted Flows				
From/To	A	B	C	D
A	0	84	107	31
B	65	0	5	32
C	85	9	0	11
D	24	50	6	0

PM Peak (PCUs)

2024 Base Adjusted Flows				
From/To	A	B	C	D
A	0	47	104	48
B	64	0	11	38
C	78	2	0	6
D	23	9	8	0

AM Peak (PCUs)

2024 Base Adjusted Flows				
From/To	A	B	C	D
A				
B				
C				
D				

PM Peak (PCUs)

2024 Base Adjusted Flows				
From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

2024 Base Adjusted Flows				
From/To	A	B	C	D
A	0	186	238	69
B	106	0	8	53
C	164	18	0	21
D	38	80	10	0

PM Peak (PCUs)

2024 Base Adjusted Flows				
From/To	A	B	C	D
A	0	97	212	99
B	111	0	19	67
C	240	6	0	19
D	79	31	27	0

AM Peak (PCUs)

2029 Base PRTM Model				
From/To	A	B	C	D
A	0	183	317	39
B	113	0	12	50
C	236	5	0	0
D	72	80	0	0

PM Peak (PCUs)

2029 Base PRTM Model				
From/To	A	B	C	D
A	0	194	238	45
B	110	0	6	75
C	317	9	0	0
D	57	117	0	0

AM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0	-25	44	27
B	-9	0	0	16
C	38	0	0	0
D	40	-16	0	0

PM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0	33	23	14
B	-25	0	1	17
C	61	0	0	0
D	36	1	0	0

AM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0%	-12%	16%	225%
B	-7%	0%	0%	47%
C	19%	0%	0%	0%
D	125%	-17%	0%	0%

PM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0%	20%	11%	45%
B	-19%	0%	20%	29%
C	24%	0%	0%	0%
D	171%	1%	0%	0%

AM Peak (PCUs)

029 Base PRTM Model				
From/To	A	B	C	D
A	539			
B	175			
C	241			
D	152			

PM Peak (PCUs)

029 Base PRTM Model				
From/To	A	B	C	D
A	477			
B	191			
C	326			
D	174			

AM Peak (PCUs)

2029 Base Adjusted Flows				
From/To	A	B	C	D
A	0	59	151	58
B	56	0	5	48
C	123	9	0	11
D	64	34	6	0

PM Peak (PCUs)

2029 Base Adjusted Flows				
From/To	A	B	C	D
A	0	80	127	62
B	39	0	12	55
C	139	2	0	6
D	59	10	8	0

AM Peak (PCUs)

2029 Base Adjusted Flows				
From/To	A	B	C	D
A	0	74	124	102
B	60	0	5	47
C	101	9	0	11
D	54	42	6	0

PM Peak (PCUs)

2029 Base Adjusted Flows				
From/To	A	B	C	D
A	0	57	115	70
B	52	0	13	50
C	96	2	0	6
D	63	9	8	0

AM Peak (PCUs)

2029 Base Adjusted Flows				
From/To	A	B	C	D
A	0	203	260	76
B	111	0	9	55
C	195	21	0	25
D	46	95	11	0

Church Road/Barwell Lane

Junctions 10 Arms

A Church Road (E)
B Barwell Ln
C Church Road (W)

Hinckley & Bosworth TEMPro

2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

2024 Growth Base Flows			
From/To	A	B	C
A	0	52	19
B	60	0	5
C	19	3	0

HGV % Base			
From/To	A	B	C
A	0%	0%	0%
B	0%	0%	0%
C	11%	0%	0%

Turning Proportion			
From/To	A	B	C
A	0%	73%	27%
B	92%	0%	8%
C	86%	14%	0%

2024 Growth Base Flows			
From/To	A	B	C
A	0	69	20
B	26	0	6
C	12	1	0

HGV % Base			
From/To	A	B	C
A	0%	0%	10%
B	0%	0%	0%
C	8%	0%	0%

Turning Proportion			
From/To	A	B	C
A	0%	77%	23%
B	81%	0%	19%
C	92%	8%	0%

2023 Base Observed Flows			
From/To	A	B	C
A	0	52	19
B	60	0	5
C	19	3	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	52	0
B	110	0	0
C			

2021 Base PRTM Model			
From/To	A	B	C
A	52		
B	110		
C	0		

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	38	14
B	102	0	8
C	0	0	0

2023 Base Observed Flows			
From/To	A	B	C
A	0	68	20
B	26	0	6
C	12	1	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A		157	
B	90		
C			

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	157		
B	90		
C	0		

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	121	36
B	73	0	17
C	0	0	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A		46	
B	128		
C			

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

2021 Base PRTM Model			
From/To	A	B	C
A	46		
B	128		
C			

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	52	19
B	60	0	5
C	19	3	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	52	19
B	60	0	5
C	19	3	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	34	12
B	118	0	10
C	0	0	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A		88	
B	137		
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	88		
B	137		
C	0		

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	69	20
B	26	0	6
C	12	1	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	69	20
B	26	0	6
C	12	1	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	68	20
B	111	0	26
C	0	0	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A		89	
B	152		
C			

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	43	0
B	24	0	0
C	0	0	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	93%	0%
B	19%	0%	0%
C	0%	0%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	89		
B	152		
C	0		

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	95	19
B	84	0	5
C	19	3	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	101	19
B	72	0	5
C	19	3	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	65	24
B	140	0	12
C	0	0	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A		120	
B	173		
C			

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	32	0
B	36	0	0
C	0	0	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	36%	0%
B	26%	0%	0%
C	0%	0%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	120		
B	173		
C			

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	101	20
B	62	0	6
C	12	1	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	93	20
B	33	0	6
C	12	1	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	93	27
B	141	0	32
C	0	0	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A		132	
B	152		
C			

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	86	0
B	24	0	0
C	0	0	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	187%	0%
B	19%	0%	0%
C	0%	0%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	132		
B	152		
C	0		

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	138	19
B	84	0	5
C	19	3	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	150	19
B	72	0	5
C	19	3	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	97	35
B	140	0	12
C	0	0	0

Kirkby Road/Elwell Avenue

Junctions 10 Arms

A Kirkby Road (N)
B Elwell Ave
C Kirkby Road (S)

Hinckley & Bosworth TEMPro

2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

PRTM Arms

A Kirkby Road (N)
B Kirkby Road (S)
C Elwell Ave

2024 Growth Base Flows			
From/To	A	B	C
A	0	5	57
B	19	0	21
C	66	11	0

HGV % Base			
From/To	A	B	C
A	0%	5%	2%
B	0%	0%	0%
C	0%	0%	0%

Turning Proportion			
From/To	A	B	C
A	0%	8%	92%
B	48%	0%	53%
C	86%	14%	0%

2024 Growth Base Flows			
From/To	A	B	C
A	0	18	57
B	7	0	18
C	25	11	0

HGV % Base			
From/To	A	B	C
A	0%	0%	2%
B	0%	0%	0%
C	0%	0%	0%

Turning Proportion			
From/To	A	B	C
A	0%	24%	76%
B	28%	0%	72%
C	69%	31%	0%

Junctions 10 Arms

2023 Base Observed Flows			
From/To	A	B	C
A	0	5	57
B	19	0	21
C	65	11	0

AM Peak (PCUs) 2021 Base PRTM Model			
From/To	A	B	C
A	0	0	52
B	0	0	0
C	110	0	0

From/To	A	B	C
A			
B			
C			

From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	52		
B	0		
C	110		

From/To	A	B	C
A			
B			
C			

From/To	A	B	C
A			
B			
C			

AM Peak 2021 Base Adjusted Flows			
From/To	A	B	C
A	0	4	48
B	0	0	0
C	94	16	0

PM Peak 2021 Base Adjusted Flows			
From/To	A	B	C
A	0	38	119
B	0	0	0
C	63	28	0

PRTM Arms

AM Peak (PCUs) 2021 Base PRTM Model			
From/To	A	B	C
A		52	
B	110		
C			

PM Peak (PCUs) 2021 Base PRTM Model			
From/To	A	B	C
A		157	
B	90		
C			

AM Peak (PCUs) 2024 Base PRTM Model			
From/To	A	B	C
A	0	0	46
B	0	0	0
C	128	0	0

AM Peak PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	46		
B	0		
C	128		

AM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	5	57
B	19	0	21
C	66	11	0

AM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	5	57
B	19	0	21
C	66	11	0

AM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	4	42
B	0	0	0
C	109	19	0

PM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	18	57
B	7	0	18
C	25	11	0

AM Peak (PCUs) 2024 Base PRTM Model			
From/To	A	B	C
A		46	
B	128		
C			

PM Peak (PCUs) 2024 Base PRTM Model			
From/To	A	B	C
A		88	
B	137		
C			

PM Peak (PCUs) 2024 Base PRTM Model			
From/To	A	B	C
A	0	0	88
B	0	0	0
C	137	0	0

PM Peak PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	88		
B	0		
C	137		

PM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	18	57
B	7	0	18
C	25	11	0

PM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	18	57
B	7	0	18
C	25	11	0

PM Peak 2024 Base Adjusted Flows			
From/To	A	B	C
A	0	21	67
B	0	0	0
C	95	42	0

PM Peak (PCUs) 2024 Base PRTM Model			
From/To	A	B	C
A		88	
B	137		
C			

AM Peak (PCUs) 2023 Base PRTM Model			
From/To	A	B	C
A	0	0	89
B	0	0	0
C	152	0	0

AM Peak PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	43
B	0	0	0
C	24	0	0

AM Peak PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	93%
B	0%	0%	0%
C	19%	0%	0%

021 Base PRTM Model			
From/To	A	B	C
A	89		
B	0		
C	152		

AM Peak 2023 Base Adjusted Flows			
From/To	A	B	C
A	0	5	100
B	19	0	21
C	90	11	0

AM Peak 2023 Base Adjusted Flows			
From/To	A	B	C
A	0	5	111
B	19	0	21
C	78	11	0

AM Peak 2023 Base Adjusted Flows			
From/To	A	B	C
A	0	7	82
B	0	0	0
C	130	22	0

PM Peak 2023 Base Adjusted Flows			
From/To	A	B	C
A	0	18	57
B	7	0	18
C	32	11	0

AM Peak (PCUs) 2023 Base PRTM Model			
From/To	A	B	C
A		89	
B	152		
C			

PM Peak (PCUs) 2023 Base PRTM Model			
From/To	A	B	C
A		120	
B	173		
C			

PM Peak (PCUs) 2023 Base PRTM Model			
From/To	A	B	C
A	0	0	120
B	0	0	0
C	173	0	0

PM Peak PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	32
B	0	0	0
C	36	0	0

PM Peak PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	36%
B	0%	0%	0%
C	26%	0%	0%

021 Base PRTM Model			
From/To	A	B	C
A	120		
B	0		
C	173		

PM Peak 2023 Base Adjusted Flows			
From/To	A	B	C
A	0	18	89
B	7	0	18
C	61	11	0

PM Peak 2023 Base Adjusted Flows			
From/To	A	B	C
A	0	18	78
B	7	0	18
C	32	11	0

PM Peak 2023 Base Adjusted Flows			
From/To	A	B	C
A	0	29	91
B	0	0	0
C	120	53	0

AM Peak (PCUs) 2023 Base PRTM Model			
From/To	A	B	C
A		89	
B	152		
C			

PM Peak (PCUs) 2023 Base PRTM Model			
From/To	A	B	C
A		120	
B	173		
C			

AM Peak (PCUs) 2023 Base + Development PRTM Model			
From/To	A	B	C
A	0	0	132
B	0	0	0
C	157	0	0

AM Peak PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	0	86
B	0	0	0
C	29	0	0

AM Peak PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	0%	187%
B	0%	0%	0%
C	23%	0%	0%

021 Base PRTM Model			
From/To	A	B	C
A	132		
B	0		
C	157		

AM Peak 2023 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	5	143
B	19	0	21
C	95	11	0

AM Peak 2023 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	5	165
B	19	0	21
C	80	11	0

AM Peak 2023 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	11	121
B	0	0	0
C	134	23	0

PM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	34	109
B	0	0	0
C	133	58	0

Kirkby Road/Charnwood Road

Junctions 10 Arms

A Kirkby Road (N)
B Charnwood Road
C Kirkby Road (S)

Hinckley & Bosworth TEMPro

2023 - 2024 AM: 1.0083

2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

2024 Growth Base Flows			
From/To	A	B	C
A	0	18	81
B	17	0	91
C	64	91	0

HGV % Base			
From/To	A	B	C
A	0%	0%	1%
B	0%	0%	1%
C	0%	2%	0%

Turning Proportion			
From/To	A	B	C
A	0%	18%	82%
B	16%	0%	84%
C	41%	59%	0%

2024 Growth Base Flows			
From/To	A	B	C
A	0	12	68
B	5	0	57
C	37	79	0

HGV % Base			
From/To	A	B	C
A	0%	1%	0%
B	0%	0%	0%
C	0%	1%	0%

Turning Proportion			
From/To	A	B	C
A	0%	15%	85%
B	8%	0%	92%
C	32%	68%	0%

2023 Base Observed Flows			
From/To	A	B	C
A	0	18	80
B	17	0	90
C	63	90	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	16	35
B	32	0	64
C	78	27	0

2021 Base PRTM Model			
From/To	A	B	C
A	51		
B	96		
C	105		

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	9	42
B	15	0	81
C	43	62	0

2023 Base Observed Flows			
From/To	A	B	C
A	0	12	67
B	5	0	57
C	37	78	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	43	114
B	18	0	52
C	73	101	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	157		
B	70		
C	174		

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	24	133
B	6	0	64
C	56	118	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	16	30
B	33	0	62
C	95	26	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

2021 Base PRTM Model			
From/To	A	B	C
A	46		
B	95		
C	121		

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	18	81
B	17	0	91
C	64	91	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	18	81
B	17	0	91
C	64	91	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	8	38
B	15	0	80
C	50	71	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	43	46
B	19	0	56
C	118	101	0

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	89		
B	75		
C	219		

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	12	68
B	5	0	57
C	37	79	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	12	68
B	5	0	57
C	37	79	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	14	75
B	6	0	69
C	70	149	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	20	69
B	46	0	31
C	106	24	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	4	39
B	13	0	-31
C	11	-2	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	25%	130%
B	39%	0%	-50%
C	12%	-8%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	89		
B	77		
C	130		

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	22	120
B	30	0	60
C	75	89	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	23	186
B	24	0	45
C	71	84	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	16	73
B	12	0	65
C	54	76	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	46	74
B	31	0	44
C	143	94	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	3	28
B	12	0	-12
C	25	-7	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	7%	61%
B	63%	0%	-21%
C	21%	-7%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	120		
B	75		
C	237		

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	15	96
B	17	0	45
C	62	72	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	13	109
B	8	0	45
C	45	73	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	18	102
B	6	0	69
C	76	161	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	25	107
B	46	0	31
C	111	24	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	9	77
B	13	0	-31
C	16	-2	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	56%	257%
B	39%	0%	-50%
C	17%	-8%	0%

2021 Base PRTM Model			
From/To	A	B	C
A	132		
B	77		
C	135		

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	27	158
B	30	0	60
C	80	89	0

AM Peak			
2029 Base + Development Adjusted Flows			

Kirkby Road/Oxford Street

Junctions 10 Arms

A Kirkby Road (N)
B Oxford Street
C Kirkby Road (S)

Hinckley & Bosworth TEMPro

2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

2024 Growth Base Flows			
From/To	A	B	C
A	0	6	189
B	5	0	51
C	175	40	0

HGV % Base			
From/To	A	B	C
A	0%	0%	2%
B	0%	0%	4%
C	2%	0%	0%

Turning Proportion			
From/To	A	B	C
A	0%	3%	97%
B	21%	0%	79%
C	81%	19%	0%

2024 Growth Base Flows			
From/To	A	B	C
A	0	13	139
B	9	0	34
C	224	59	0

HGV % Base			
From/To	A	B	C
A	0%	0%	2%
B	0%	0%	0%
C	1%	2%	0%

Turning Proportion			
From/To	A	B	C
A	0%	5%	91%
B	21%	0%	79%
C	79%	21%	0%

2023 Base Observed Flows			
From/To	A	B	C
A	0	6	187
B	5	0	51
C	174	40	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	0	255
B	0	0	11
C	165	22	0

021 Base PRTM Model			
From/To	A	B	C
A	255		
B	11		
C	187		

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	8	247
B	1	0	10
C	152	35	0

2023 Base Observed Flows			
From/To	A	B	C
A	0	13	138
B	9	0	34
C	222	59	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	0	221
B	0	0	22
C	380	13	0

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	221		
B	22		
C	393		

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	19	202
B	5	0	17
C	310	83	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	0	247
B	0	0	11
C	180	22	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	247		
B	11		
C	202		

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	6	189
B	5	0	51
C	175	40	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	6	189
B	5	0	51
C	175	40	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	8	239
B	1	0	10
C	164	38	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	0	212
B	0	0	21
C	424	13	0

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	212		
B	21		
C	437		

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	13	139
B	9	0	34
C	224	59	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	13	139
B	9	0	34
C	224	59	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	18	194
B	4	0	17
C	345	92	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	0	243
B	0	0	11
C	179	13	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	-4
B	0	0	0
C	-1	-9	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	-2%
B	0%	0%	0%
C	-1%	-41%	0%

021 Base PRTM Model			
From/To	A	B	C
A	243		
B	11		
C	192		

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	6	185
B	5	0	51
C	174	31	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	6	185
B	5	0	51
C	174	24	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	8	235
B	1	0	10
C	156	36	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	0	174
B	0	0	27
C	432	11	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	0	-38
B	0	0	6
C	8	-2	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	0%	-18%
B	0%	0%	29%
C	2%	-15%	0%

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	174		
B	27		
C	443		

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	13	101
B	9	0	40
C	232	57	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	13	114
B	9	0	44
C	228	50	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	15	159
B	6	0	21
C	350	93	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	0	280
B	0	0	12
C	384	13	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	0	33
B	0	0	1
C	4	-9	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	0%	13%
B	0%	0%	9%
C	2%	-41%	0%

021 Base PRTM Model			
From/To	A	B	C
A	280		
B	12		
C	197		

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	6	222
B	5	0	52
C	179	31	0

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	6	214
B	5	0	56
C	179	24	0

Stapleton Lane/Kirkby Road

Junctions 10 Arms

A Stapleton Lane (N)
B Kirkby Road
C Stapleton Lane (S)

Hinckley & Bosworth TEMPro

2023 - 2024 AM: 1.0082
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

2024 Growth Base Flows			
From/To	A	B	C
A	0	107	162
B	75	0	141
C	193	160	0

HGV % Base			
From/To	A	B	C
A	0%	4%	2%
B	1%	0%	2%
C	2%	1%	0%

Turning Proportion			
From/To	A	B	C
A	0%	40%	60%
B	35%	0%	65%
C	55%	45%	0%

2024 Growth Base Flows			
From/To	A	B	C
A	0	91	163
B	38	0	129
C	195	230	0

HGV % Base			
From/To	A	B	C
A	0%	2%	1%
B	3%	0%	0%
C	1%	0%	0%

Turning Proportion			
From/To	A	B	C
A	0%	36%	64%
B	23%	0%	77%
C	46%	54%	0%

2023 Base Observed Flows			
From/To	A	B	C
A	0	106	161
B	74	0	140
C	191	159	0

AM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	63	152
B	72	0	194
C	194	124	0

021 Base PRTM Model			
From/To	A	B	C
A	215		
B	266		
C	318		

AM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	85	130
B	92	0	174
C	174	144	0

2023 Base Observed Flows			
From/To	A	B	C
A	0	90	162
B	38	0	128
C	193	228	0

PM Peak (PCUs)			
2021 Base PRTM Model			
From/To	A	B	C
A	0	134	206
B	76	0	166
C	210	258	0

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	340		
B	242		
C	468		

PM Peak			
2021 Base Adjusted Flows			
From/To	A	B	C
A	0	121	219
B	55	0	187
C	215	253	0

AM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	64	157
B	67	0	190
C	203	138	0

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak			
PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

021 Base PRTM Model			
From/To	A	B	C
A	221		
B	257		
C	341		

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	107	162
B	75	0	141
C	193	160	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	107	162
B	75	0	141
C	193	160	0

AM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	88	133
B	89	0	168
C	186	155	0

PM Peak (PCUs)			
2024 Base PRTM Model			
From/To	A	B	C
A	0	136	219
B	64	0	169
C	220	300	0

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak			
PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	355		
B	233		
C	520		

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	91	163
B	38	0	129
C	195	230	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	91	163
B	38	0	129
C	195	230	0

PM Peak			
2024 Base Adjusted Flows			
From/To	A	B	C
A	0	127	228
B	53	0	180
C	238	282	0

AM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	65	138
B	64	0	190
C	124	127	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	1	-19
B	-3	0	0
C	-79	-11	0

AM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	2%	-12%
B	-4%	0%	0%
C	-39%	-8%	0%

021 Base PRTM Model			
From/To	A	B	C
A	203		
B	254		
C	251		

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	108	143
B	72	0	141
C	114	149	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	109	143
B	71	0	141
C	118	148	0

AM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	81	122
B	88	0	166
C	137	114	0

PM Peak (PCUs)			
2029 Base PRTM Model			
From/To	A	B	C
A	0	132	169
B	78	0	122
C	153	309	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0	-4	-50
B	14	0	-47
C	-67	9	0

PM Peak			
PRTM 2024/2029 Differences			
From/To	A	B	C
A	0%	-3%	-23%
B	22%	0%	-28%
C	-30%	3%	0%

PM Peak (PCUs)			
021 Base PRTM Model			
From/To	A	B	C
A	301		
B	200		
C	462		

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	87	113
B	52	0	82
C	128	239	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	88	126
B	47	0	93
C	135	237	0

PM Peak			
2029 Base Adjusted Flows			
From/To	A	B	C
A	0	108	194
B	46	0	154
C	212	250	0

AM Peak (PCUs)			
2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	65	119
B	65	0	227
C	124	132	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	1	-38
B	-2	0	37
C	-79	-6	0

AM Peak			
PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	2%	-24%
B	-3%	0%	19%
C	-39%	-4%	0%

021 Base PRTM Model			
From/To	A	B	C
A	184		
B	292		
C	256		

AM Peak			
2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	108	124
B	73	0	178
C	114	154	0

A447/B585/Bosworth Road

A Stapleton Lane
B Shilton Road
C Chapel Street
D High Street

Hinckley & Bosworth TEMPro
2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

AM Peak (PCUs)

2024 Growth Base Flows				
From/To	A	B	C	D
A	14	145	1	142
B	82	2	0	122
C	175	23	0	52
D	86	63	0	2

PM Peak (PCUs)

2024 Growth Base Flows				
From/To	A	B	C	D
A	17	152	0	128
B	77	2	0	66
C	224	40	0	47
D	112	105	0	2

AM Peak (PCUs)

2023 Base Observed Flows				
From/To	A	B	C	D
A	14	144	1	141
B	81	2	0	121
C	174	23	0	52
D	85	62	0	2

PM Peak (PCUs)

2023 Base Observed Flows				
From/To	A	B	C	D
A	17	151	0	127
B	76	2	0	65
C	222	40	0	47
D	111	104	0	2

AM Peak

HV %				
From/To	A	B	C	D
A	0%	3%	0%	2%
B	0%	0%	0%	7%
C	3%	4%	0%	2%
D	0%	8%	0%	0%

PM Peak

HV %				
From/To	A	B	C	D
A	0%	1%	0%	0%
B	0%	0%	0%	11%
C	1%	0%	0%	0%
D	0%	7%	0%	0%

AM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	71	0	276
B	77	0	0	29
C	119	0	0	0
D	123	47	0	0

PM Peak (PCUs)

2021 Base PRTM Model				
From/To	A	B	C	D
A	0	136	0	236
B	61	0	0	45
C	194	0	0	0
D	212	50	0	0

AM Peak (PCUs)

2024 Base PRTM Model				
From/To	A	B	C	D
A	0	75	0	272
B	81	0	0	29
C	126	0	0	0
D	134	44	0	0

PM Peak (PCUs)

2024 Base PRTM Model				
From/To	A	B	C	D
A	0	150	0	239
B	63	0	0	44
C	212	0	0	0
D	245	49	0	0

AM Peak (PCUs)

2029 Base PRTM Model				
From/To	A	B	C	D
A	0	50	0	278
B	30	0	0	36
C	151	0	0	0
D	71	26	0	0

PM Peak (PCUs)

2029 Base PRTM Model				
From/To	A	B	C	D
A	0	96	0	196
B	21	0	0	38
C	289	0	0	0
D	153	38	0	0

AM Peak (PCUs)

2029 Base + Development PRTM Model				
From/To	A	B	C	D
A	10	50	0	297
B	30	0	0	36
C	155	0	0	0
D	71	26	0	0

PM Peak (PCUs)

2029 Base + Development PRTM Model				
From/To	A	B	C	D
A	0	96	0	202
B	21	0	0	38
C	298	0	0	0
D	153	38	0	0

PRTM Change in Flow

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

PM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0	-25	0	6
B	-51	0	0	7
C	25	0	0	0
D	-63	-18	0	0

PM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0	-54	0	-43
B	-42	0	0	-6
C	77	0	0	0
D	-92	-11	0	0

AM Peak (PCUs)

PRTM 2024/2029 + Dev Difference				
From/To	A	B	C	D
A	0	-25	0	25
B	-51	0	0	7
C	29	0	0	0
D	-63	-18	0	0

PM Peak (PCUs)

PRTM 2024/2029 + Dev Difference				
From/To	A	B	C	D
A	0	-54	0	-37
B	-42	0	0	-6
C	86	0	0	0
D	-92	-11	0	0

PRTM Change in Flow

PRTM Change in Flow

AM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

PM Peak (PCUs)

PRTM 2021/2024 Difference				
From/To	A	B	C	D
A				
B				
C				
D				

AM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0%	-33%	0%	2%
B	-63%	0%	0%	24%
C	20%	0%	0%	0%
D	-47%	-41%	0%	0%

PM Peak (PCUs)

PRTM 2024/2029 Difference				
From/To	A	B	C	D
A	0%	-36%	0%	-18%
B	-67%	0%	0%	-14%
C	36%	0%	0%	0%
D	-38%	-22%	0%	0%

AM Peak (PCUs)

PRTM 2024/2029 + Dev Difference				
From/To	A	B	C	D
A	0%	-33%	0%	9%
B	-63%	0%	0%	24%
C	23%	0%	0%	0%
D	-47%	-41%	0%	0%

PM Peak (PCUs)

PRTM 2024/2029 + Dev Difference				
From/To	A	B	C	D
A	0%	-36%	0%	-15%
B	-67%	0%	0%	-14%
C	41%	0%	0%	0%
D	-38%	-22%	0%	0%

AM Peak (PCUs)

Turning Proportion				
From/To	A	B	C	D
A	5%	48%	0%	47%
B	40%	1%	0%	59%
C	70%	9%	0%	21%
D	57%	42%	0%	1%

PM Peak (PCUs)

Turning Proportion				
From/To	A	B	C	D
A	6%	51%	0%	43%
B	53%	1%	0%	45%
C	72%	13%	0%	15%
D	51%	48%	0%	1%

AM Peak (PCUs)

021 Base PRTM Model				
From/To	A	B	C	D
A	347			
B	106			
C	119			
D	170			

PM Peak (PCUs)

021 Base PRTM Model				
From/To	A	B	C	D
A	372			
B	106			
C	194			
D	262			

AM Peak (PCUs)

024 Base PRTM Model				
From/To	A	B	C	D
A	347			
B	110			
C	126			
D	178			

PM Peak (PCUs)

024 Base PRTM Model				
From/To	A	B	C	D
A	389			
B	107			
C	212			
D	294			

AM Peak (PCUs)

029 Base PRTM Model				
From/To	A	B	C	D
A	328			
B	66			
C	151			
D	97			

PM Peak (PCUs)

029 Base PRTM Model				
From/To	A	B	C	D
A	292			
B	59			
C	289			
D	191			

AM Peak (PCUs)

029 Base PRTM Model				
From/To	A	B	C	D
A	347			
B	66			
C	155			
D	97			

PM Peak (PCUs)

029 Base PRTM Model				
From/To	A	B	C	D
A	298			
B	59			
C	298			
D	191			

Observed Base + Difference

Observed Base + Difference

AM Peak (PCUs)

||
||
||

A447/Bosworth Road

Junctions 10 Arms

A A447 (N)
B Bosworth Road
C A447 (S)

Hinckley & Bosworth TEMPro

2023 - 2024 AM: 1.0083
2023 - 2024 PM: 1.0082

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

Method 1: Absolute Change

Method 2: Percentage Change

Method 3: Model Flows to Turn Ratio

AM Peak (PCUs)

2024 Growth Base Flows			
From/To	A	B	C
A	0	176	577
B	153	0	46
C	456	24	0

PM Peak (PCUs)

2024 Growth Base Flows			
From/To	A	B	C
A	0	115	448
B	101	0	37
C	482	39	0

HGV % Base			
From/To	A	B	C
A	0%	3%	6%
B	1%	0%	2%
C	6%	0%	0%

HGV % Base			
From/To	A	B	C
A	0%	0%	2%
B	1%	0%	8%
C	2%	0%	0%

Turning Proportion			
From/To	A	B	C
A	0%	23%	77%
B	77%	0%	23%
C	96%	5%	0%

Turning Proportion			
From/To	A	B	C
A	0%	20%	80%
B	73%	0%	27%
C	92%	8%	0%

2023 Base Observed Flows			
From/To	A	B	C
A	0	175	572
B	152	0	46
C	452	24	0

PM Peak (PCUs)

2023 Base Observed Flows			
From/To	A	B	C
A	0	114	444
B	100	0	37
C	478	39	0

AM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	358	548
B	219	0	135
C	674	75	0

PM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	0	238	576
B	331	0	111
C	536	103	0

2021 Base PRTM Model			
From/To	A	B	C
A	906		
B	354		
C	749		

PM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	814		
B	442		
C	639		

AM Peak

2021 Base Adjusted Flows			
From/To	A	B	C
A	0	212	694
B	272	0	82
C	711	38	0

PM Peak

2021 Base Adjusted Flows			
From/To	A	B	C
A	0	166	648
B	323	0	119
C	591	48	0

AM Peak (PCUs)

2024 Base PRTM Model			
From/To	A	B	C
A	0	478	533
B	279	0	162
C	666	75	0

PM Peak (PCUs)

2024 Base PRTM Model			
From/To	A	B	C
A	0	313	576
B	354	0	123
C	520	170	0

AM Peak

PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak

PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

AM Peak

PRTM 2021/2024 Differences			
From/To	A	B	C
A			
B			
C			

PM Peak

PRTM 2021/2026 Differences			
From/To	A	B	C
A			
B			
C			

2021 Base PRTM Model			
From/To	A	B	C
A	1011		
B	441		
C	741		

PM Peak (PCUs)

2021 Base PRTM Model			
From/To	A	B	C
A	889		
B	477		
C	690		

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	176	577
B	153	0	46
C	456	24	0

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	115	448
B	101	0	37
C	482	39	0

AM Peak

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	176	577
B	153	0	46
C	456	24	0

PM Peak

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	115	448
B	101	0	37
C	482	39	0

AM Peak

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	169	590
B	210	0	-7
C	343	26	0

PM Peak

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	191	351
B	141	0	-13
C	405	46	0

AM Peak

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	171	378
B	216	0	18
C	343	28	0

PM Peak

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	195	334
B	131	0	-4
C	386	74	0

AM Peak

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	175	361
B	188	0	38
C	378	25	0

PM Peak

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	115	359
B	109	0	25
C	393	47	0

AM Peak

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	237	774
B	339	0	102
C	704	37	0

PM Peak

2024 Base Adjusted Flows			
From/To	A	B	C
A	0	182	707
B	348	0	129
C	638	52	0

AM Peak

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	217	710
B	342	0	103
C	598	32	0

PM Peak

2029 Base Adjusted Flows			
From/To	A	B	C
A	0	177	691
B	341	0	126
C	573	47	0

AM Peak

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	189	618
B	365	0	111
C	600	32	0

PM Peak

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	175	680
B	340	0	126
C	582	47	0

AM Peak (PCUs)

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	473	334
B	342	0	134
C	553	79	0

PM Peak (PCUs)

2029 Base + Development PRTM Model			
From/To	A	B	C
A	0	393	462
B	384	0	82
C	424	205	0

AM Peak

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	-5	-199
B	63	0	-28
C	-113	4	0

PM Peak

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0	80	-114
B	30	0	-41
C	-96	35	0

AM Peak

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	-1%	-37%
B	23%	0%	-17%
C	-17%	5%	0%

PM Peak

PRTM 2024/2029 + Development Difference			
From/To	A	B	C
A	0%	26%	-20%
B	8%	0%	-33%
C	-18%	21%	0%

2021 Base PRTM Model

2021 Base PRTM Model			
From/To	A	B	C
A	807		
B	476		
C	632		

2021 Base PRTM Model

2021 Base PRTM Model			
From/To	A	B	C
A	855		
B	466		
C	629		

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	171	378
B	216	0	18
C	343	28	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	195	334
B	131	0	-4
C	386	74	0

2029 Base + Development Adjusted Flows			
From/To	A	B	C
A	0	175	361
B	188	0	38
C	378	25	0

Appendix C

Accident Data



Accidents between dates 01/01/2017 and 31/07/2022 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request polygons ("Hub Newbold Verdon 30.06.2021")

Selected Polygon:Hub Newbold Verdon 30.06.2021

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201700123	20/01/2017	446150	303710	Fine without high winds	Dry	Daylight	Serious

Location: B582 HUNTS LANE DESFORD 250M E KIRKBY LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	E	W
Goods over 3.5 tonnes and under 7.5 tonnes mgw	Not at, or within 20M of Jct	Going ahead other	W	E

Casualties:

Class	Severity
Driver / Rider	Serious
Vehicle Passenger	Serious

Accidents between dates 01/01/2017 and 31/07/2022 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request
polygons ("Hub Newbold Verdon 30.06.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201700928	17/06/2017	444478	304417	Fine without high winds	Dry	Daylight	Slight

Location: B582 BARLESTONE ROAD NEWBOLD VERDON JW DRAGON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Jct Approach	Stopping	NW	SE
Agricultural vehicle	Cleared junction or waiting/parked at junction exit	Going ahead other	SE	NW
Car	Jct Approach	Stopping	NW	SE

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2017 and 31/07/2022 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request polygons ("Hub Newbold Verdon 30.06.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201700964	26/07/2017	445173	303867	Fine without high winds	Wet/Damp	Daylight	Serious

Location: B582 BARLESTONE ROAD NEWBOLD VERDON JW MAIN STREET.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	SW	E
Motorcycle over 500cc	Mid Junction - on roundabout or main road	Going ahead right bend	E	NW

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800086	27/01/2018	444861	303758	Other	Wet/Damp	Daylight	Slight

Location: MAIN STREETNEWBOLD VERDON OUTSIDE 103

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Reversing	N	S

Casualties:

Class	Severity
Pedestrian	Slight

Accidents between dates 01/01/2017 and 31/07/2022 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request
polygons ("Hub Newbold Verdon 30.06.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201800665	24/06/2018	444685	303980	Fine without high winds	Dry	Daylight	Serious

Location: MILL LANE NEWBOLD VERDON JW ENSTON STREET.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Leaving main road	Turning left	NE	SE

Casualties:

Class	Severity
Vehicle Passenger	Serious
Vehicle Passenger	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201801309	11/12/2018	444444	303935	Fine without high winds	Wet/Damp	Daylight	Slight

Location: C5103 DRAGON LANE NEWBOLD VERDON EXACT LOCATION NOT KNOWN

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Parked	Parked	Parked
Car	Not at, or within 20M of Jct	Reversing	N	S

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2017 and 31/07/2022 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request
polygons ("Hub Newbold Verdon 30.06.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900378	19/04/2019	444475	304420	Fine without high winds	Dry	Daylight	Serious

Location: B582 BARLESTONE ROAD NEWBOLD VERDON 10M NW DRAGON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Cleared junction or waiting/parked at junction exit	Going ahead other	SE	NW

Casualties:

Class	Severity
Pedestrian	Serious

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201900905	10/09/2019	445280	300860	Fine without high winds	Dry	Daylight	Slight

Location: C5101 BOSWORTH ROAD PECKLETON APPROX 50M W OF STAPLETON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Parked	Parked	Parked
Car	Not at, or within 20M of Jct	Going ahead other	E	W

Casualties:

Class	Severity
Vehicle Passenger	Slight

Accidents between dates 01/01/2017 and 31/07/2022 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request polygons ("Hub Newbold Verdon 30.06.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
201901559	11/06/2019	444500	304395	Fine without high winds	Dry	Daylight	Slight

Location: B582 NEWBOLD VERDON JW DRAGON LANE.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Van / Goods 3.5 tonnes mgw and under	Mid Junction - on roundabout or main road	Going ahead other	SE	NW
Car	Mid Junction - on roundabout or main road	Going ahead other	SE	NW

Casualties:

Class	Severity
Driver / Rider	Slight

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202000319	15/06/2020	444940	300960	Fog or mist	Wet/Damp	Darkness: no street lighting	Serious

Location: C5101 BOSWORTH ROAD PECKLETON APPROX 100M W NUMBER 33.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Not at, or within 20M of Jct	Going ahead other	E	W

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2017 and 31/07/2022 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request
polygons ("Hub Newbold Verdon 30.06.2021")

Police_ref	Date	Easting	Northing	Weather	Road_cond	Visibility	Severity
202100701	12/09/2021	445320	300850	Fine without high winds	Dry	Daylight	Serious

Location: C5101 MAIN STREET KIRKBY MALLORY (PECKLETON) JW NEWBOLD ROAD.

Vehicles:

Type	Junct_Locn	Manvres	Movef	Movet
Car	Entering main road	Turning right	N	W
Van / Goods 3.5 tonnes mgw and under	Mid Junction - on roundabout or main road	Going ahead other	E	W

Casualties:

Class	Severity
Driver / Rider	Serious

Number of records in selection: 11

Accidents between dates 01/01/2017 and 31/07/2022 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request
polygons ("Hub Newbold Verdon 30.06.2021")

Table 1 - Accidents by Month

	2017	2018	2019	2020	2021	2022	Total
January	1	1	-	-	-	-	2
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	1	-	-	-	1
May	-	-	-	-	-	-	0
June	1	1	1	1	-	-	4
July	1	-	-	-	-	-	1
August	-	-	-	-	-	-	0
September	-	-	1	-	1	-	2
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	1	-	-	-	-	1
TOTAL	3	3	3	1	1	0	11

Table 2 - Casualties by Month

	2017	2018	2019	2020	2021	2022	Total
January	2	1	-	-	-	-	3
February	-	-	-	-	-	-	0
March	-	-	-	-	-	-	0
April	-	-	1	-	-	-	1
May	-	-	-	-	-	-	0
June	3	2	1	1	-	-	7
July	2	-	-	-	-	-	2
August	-	-	-	-	-	-	0
September	-	-	1	-	1	-	2
October	-	-	-	-	-	-	0
November	-	-	-	-	-	-	0
December	-	2	-	-	-	-	2
TOTAL	7	5	3	1	1	0	17

Table 3 - All Accidents by Severity

	2017	2018	2019	2020	2021	2022	Total
Fatal	0	0	0	0	0	0	0
Serious	2	1	1	1	1	0	6
Slight	1	2	2	0	0	0	5
TOTAL	3	3	3	1	1	0	11

Table 4 - Casualties by Severity

	2017	2018	2019	2020	2021	2022	Total
Fatal	0	0	0	0	0	0	0
Serious	3	1	1	1	1	0	7
Slight	4	4	2	0	0	0	10
TOTAL	7	5	3	1	1	0	17

Accidents between dates 01/01/2017 and 31/07/2022 (67) months

Selection: Notes:

; Refined using Accidents within selected Polygons -Data request
polygons ("Hub Newbold Verdon 30.06.2021")

Police Ref.	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
Selected Polygon:Hub Newbold Verdon 30.06.2021												
201700123	20/01/2017	2	Serious	0	0	0	2	Light	No turn	Dry	1320	B582 HUNTS LANE DESFORD 250M E KIRKBY LANE.
201700928	17/06/2017	3	Slight	0	0	0	0	Light	No turn	Dry	1800	B582 BARLESTONE ROAD NEWBOLD VERDON JW DRAGON LANE.
201700964	26/07/2017	2	Serious	0	0	0	0	Light	Right	Wet/Damp	0715	B582 BARLESTONE ROAD NEWBOLD VERDON JW MAIN STREET.
201800086	27/01/2018	1	Slight	0	1	0	1	Light	No turn	Wet/Damp	1420	MAIN STREETNEWBOLD VERDON OUTSIDE 103
201800665	24/06/2018	2	Serious	0	0	0	0	Light	Left	Dry	1825	MILL LANE NEWBOLD VERDON JW ENSTON STREET.
201801309	11/12/2018	2	Slight	0	0	2	0	Light	No turn	Wet/Damp	1530	C5103 DRAGON LANE NEWBOLD VERDON EXACT LOCATION NOT K
201900378	19/04/2019	1	Serious	0	1	1	0	Light	No turn	Dry	1225	B582 BARLESTONE ROAD NEWBOLD VERDON 10M NW DRAGON LAN
201901559	11/06/2019	1	Slight	0	0	0	1	Light	No turn	Dry	1955	B582 NEWBOLD VERDON JW DRAGON LANE.
201900905	10/09/2019	1	Slight	0	0	0	0	Light	No turn	Dry	1549	C5101 BOSWORTH ROAD PECKLETON APPROX 50M W OF STAPLETO
202000319	15/06/2020	1	Serious	0	0	0	0	Dark	No turn	Wet/Damp	0342	C5101 BOSWORTH ROAD PECKLETON APPROX 100M W NUMBER 33.
202100701	12/09/2021	1	Serious	0	0	0	0	Light	Right	Dry	1442	C5101 MAIN STREET KIRKBY MALLORY (PECKLETON) JW NEWBOL
Column Totals		17		0	2	3	4					
No. of Accidents				0	2	2	3					
Total number of accidents listed:		11										