

# Capital Road Safety Northbound + Average

## Globals

<b>Report Id</b>	CustomList-753
<b>Descriptor</b>	Capital Road Safety Northbound + Average
<b>Created by</b>	MetroCount Traffic Executive
<b>Creation Time (UTC)</b>	2023-06-29T18:57:23
<b>Legal</b>	Copyright (c)1997 - 2019 MetroCount
<b>Graphic</b>	header.bmp
<b>Language</b>	English
<b>Country</b>	United Kingdom
<b>Time</b>	UTC + 60 min
<b>Create Version</b>	5.0.8.0
<b>Metric</b>	Non metric
<b>Speed Unit</b>	mph
<b>Length Unit</b>	ft
<b>Mass Unit</b>	ton

## Dataset

<b>Site Name</b>	2031
<b>Site Attribute</b>	2406
<b>File Name</b>	C:\Users\Aaron\OneDrive\Documents\MetroCount\EC0 Downloads\2031 0 2
<b>File Type</b>	Plus
<b>Algorithm</b>	Factory default axle
<b>Description</b>	Pettaugh Road, Gosbeck at proposed access [60MPH]
<b>Lane</b>	0
<b>Direction</b>	7
<b>Direction Text</b>	7 - North bound A]B, South bound B]A.
<b>Layout Text</b>	Axle sensors - Paired (Class/Speed/Count)
<b>Setup Time</b>	2023-06-12T08:40:28
<b>Start Time</b>	2023-06-13T00:00:00
<b>Finish Time</b>	2023-06-29T19:48:28
<b>Operator</b>	AS
<b>Configuration</b>	80 00 0f a8 a8 00 00 00 00 00

## Profile

<b>Name</b>	Capital Road Safety Northbound + Average
<b>Title</b>	Capital Traffic Northbound + Average
<b>Graphic Logo</b>	
<b>Header</b>	
<b>Footer</b>	
<b>Percentile 1</b>	85
<b>Percentile 2</b>	95
<b>Pace</b>	12
<b>Filter Start</b>	2023-06-21T00:00:00
<b>Filter End</b>	2023-06-28T00:00:00
<b>Class Scheme</b>	DfT-UK
	F Cls(1-11) Dir(N) Sp(0,99) Headway(]0) Span(0 - 328.084) Lane(0-16)
<b>Low Speed</b>	0
<b>High Speed</b>	99
<b>Posted Limit</b>	60
<b>Speed Limits</b>	60 60 60 60 60 60 60 60 60 60
<b>Separation</b>	0.000
<b>Separation Type</b>	Headway
<b>Direction</b>	North
<b>Encoded Direction</b>	1



'023-06-29 1949.EC0

## Capital Road Safety Northbound + Average

### Column

<b>Time [--</b>	24-hour time (0000 - 2359)
<b>Total</b>	Number in time step
<b>Cls 1</b>	Class totals
<b>Cls 2</b>	Class totals
<b>Cls 3</b>	Class totals
<b>Cls 4</b>	Class totals
<b>Cls 5</b>	Class totals
<b>Cls 6</b>	Class totals
<b>Cls 7</b>	Class totals
<b>Cls 8</b>	Class totals
<b>Cls 9</b>	Class totals
<b>Cls 10</b>	Class totals
<b>Cls 11</b>	Class totals
<b>Mean</b>	Average speed
<b>Vpp 85</b>	Percentile speed

# Capital Road Safety Northbound + Average

Report Id - CustomList-753

Site Name - 2031

Description - Pettaugh Road, Gosbeck at proposed access [60MPH]

Direction - North

21 June 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	1	0	0	0	0	0	0	0
0800	5	0	0	3	1	0	0	0	1	0	0	0
0900	2	0	0	1	1	0	0	0	0	0	0	0
1000	2	0	0	1	1	0	0	0	0	0	0	0
1100	2	0	0	1	1	0	0	0	0	0	0	0
1200	2	0	0	0	2	0	0	0	0	0	0	0
1300	3	0	0	0	3	0	0	0	0	0	0	0
1400	3	0	0	1	1	0	0	0	1	0	0	0
1500	4	0	0	1	3	0	0	0	0	0	0	0
1600	4	0	0	2	1	1	0	0	0	0	0	0
1700	2	0	0	1	1	0	0	0	0	0	0	0
1800	2	0	0	1	1	0	0	0	0	0	0	0
1900	1	0	0	0	1	0	0	0	0	0	0	0
2000	1	0	0	0	1	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2200	2	0	0	0	0	2	0	0	0	0	0	0
2300	3	0	0	0	3	0	0	0	0	0	0	0
<b>07-19</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>



Mean	Vpp 85
-	-
-	-
-	-
-	-
-	-
-	-
-	-
27.2	-
25.5	-
30.2	-
25.9	-
26.1	-
29.2	-
26.6	-
24.5	-
24	-
26.6	-
28.1	-
34.3	-
34.9	-
34.5	-
-	-
20.5	-
27.8	-
<b>26.8</b>	<b>31.2</b>
<b>27.3</b>	<b>32</b>
<b>27</b>	<b>31.4</b>
<b>27</b>	<b>31.4</b>

## Capital Road Safety Northbound + Average

**Report Id** - CustomList-753

**Site Name** - 2031

**Description** - Pettaugh Road, Gosbeck at proposed access [60MPH]

**Direction** - North

**22 June 2023**

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0700	0	0	0	0	0	0	0	0	0	0	0	0
0800	5	0	0	3	1	0	0	0	1	0	0	0
0900	2	0	0	1	1	0	0	0	0	0	0	0
1000	3	0	0	1	1	0	1	0	0	0	0	0
1100	2	0	0	1	1	0	0	0	0	0	0	0
1200	2	0	0	1	0	1	0	0	0	0	0	0
1300	1	0	0	1	0	0	0	0	0	0	0	0
1400	3	0	0	1	1	0	0	0	1	0	0	0
1500	6	0	0	2	3	1	0	0	0	0	0	0
1600	1	0	0	0	1	0	0	0	0	0	0	0
1700	2	0	0	1	1	0	0	0	0	0	0	0
1800	2	0	0	1	1	0	0	0	0	0	0	0
1900	3	0	0	0	2	1	0	0	0	0	0	0
2000	1	0	0	0	1	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	0	0	1	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>



Mean	Vpp 85
-	-
-	-
-	-
-	-
-	-
-	-
-	-
26.7	-
25.5	-
27.1	-
17.2	-
30.1	-
39.7	-
35	-
27.8	-
33.1	-
32.8	-
23	-
26.2	-
25.9	-
-	-
-	-
23	-
<b>28.2</b>	<b>35.8</b>
<b>27.9</b>	<b>34.7</b>
<b>27.8</b>	<b>34.4</b>
<b>27.8</b>	<b>34.4</b>

## Capital Road Safety Northbound + Average

**Report Id** - CustomList-753

**Site Name** - 2031

**Description** - Pettaugh Road, Gosbeck at proposed access [60MPH]

**Direction** - North

**23 June 2023**

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11
0000	1	0	0	0	0	0	0	0	1	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	0	0	0	1	0	0	0
0800	5	0	0	1	4	0	0	0	0	0	0	0
0900	6	0	0	3	2	0	0	0	1	0	0	0
1000	3	0	0	1	2	0	0	0	0	0	0	0
1100	2	0	0	0	1	0	1	0	0	0	0	0
1200	4	0	0	0	3	1	0	0	0	0	0	0
1300	3	0	0	1	2	0	0	0	0	0	0	0
1400	4	0	0	2	2	0	0	0	0	0	0	0
1500	3	0	1	0	2	0	0	0	0	0	0	0
1600	5	0	0	2	3	0	0	0	0	0	0	0
1700	3	0	0	2	0	1	0	0	0	0	0	0
1800	9	0	0	5	4	0	0	0	0	0	0	0
1900	4	0	0	2	2	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	0	0	2	1	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	0	0	0	2	0	0	0	0	0	0	0
<b>07-19</b>	<b>48</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>25</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>55</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>57</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>30</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>58</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>30</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>





Mean	Vpp 85
31.3	-
-	-
-	-
-	-
-	-
-	-
19.3	-
26.4	-
30.6	-
30.1	-
24.3	-
28.8	-
26.4	-
30.3	-
20.1	-
24.6	-
24.4	-
8.3	-
29.7	-
-	-
20.3	-
-	-
26.3	-
<b>23.3</b>	<b>32.5</b>
<b>23.6</b>	<b>32.5</b>
<b>23.7</b>	<b>32.4</b>
<b>23.9</b>	<b>32.4</b>





Mean	Vpp 85
-	-
-	-
50.4	-
-	-
-	-
-	-
-	-
21.9	-
31.4	-
25.2	-
24.4	-
30.1	-
30.4	-
-	-
30.5	-
26.3	-
34.1	-
9	22.5
26.6	-
20.8	-
26.3	-
-	-
-	-
22	30.5
22.2	30.5
22.2	30.5
22.8	30.5





Mean	Vpp 85
24.7	-
-	-
-	-
-	-
-	-
-	-
-	-
28.1	-
28.2	-
36.1	-
37.1	-
17.4	-
28.9	-
25.1	-
26	-
-	-
-	-
-	-
29.8	-
27.9	-
-	-
25.3	-
-	-
<b>27.8</b>	<b>35.7</b>
<b>28.2</b>	<b>32.8</b>
<b>28</b>	<b>32.2</b>
<b>27.8</b>	<b>31.9</b>

# Capital Road Safety Northbound + Average

Report Id - CustomList-753

Site Name - 2031

Description - Pettaugh Road, Gosbeck at proposed access [60MPH]

Direction - North

26 June 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11
0000	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0
0600	0	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	0	0	1	0	0	0	0	0	0
0800	6	0	0	4	2	0	0	0	0	0	0	0
0900	2	0	0	1	0	0	0	0	1	0	0	0
1000	3	0	0	0	2	1	0	0	0	0	0	0
1100	2	0	0	1	1	0	0	0	0	0	0	0
1200	1	0	0	0	1	0	0	0	0	0	0	0
1300	3	0	0	2	1	0	0	0	0	0	0	0
1400	3	0	0	1	2	0	0	0	0	0	0	0
1500	9	0	0	6	3	0	0	0	0	0	0	0
1600	6	0	0	3	3	0	0	0	0	0	0	0
1700	5	0	0	2	3	0	0	0	0	0	0	0
1800	4	0	0	1	3	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0
2000	1	0	0	0	1	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0
<b>07-19</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-22</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>06-00</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>00-00</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>



Mean	Vpp 85
-	-
-	-
-	-
-	-
-	-
-	-
26.6	-
30.2	-
28.1	-
31.5	-
38.2	-
21.1	-
32.3	-
16.4	-
17	-
25.5	-
29.2	-
28	-
-	-
20.5	-
-	-
-	-
-	-
25.9	34.7
25.8	34.6
25.8	34.6
25.8	34.6







Mean	Vpp 85
-	-
-	-
-	-
-	-
-	-
-	-
-	-
26.4	-
27.8	-
29.6	-
31.3	-
-	-
-	-
25.1	-
32	-
24.4	-
32	-
28.1	-
44.9	-
27.9	-
27.9	-
-	-
-	-
<b>29.1</b>	<b>35</b>
<b>29.5</b>	<b>35.6</b>
<b>29.5</b>	<b>35.6</b>
<b>29.5</b>	<b>35.6</b>

# Capital Road Safety Northbound + Average

**Report Id** - CustomList-753

**Site Name** - 2031

**Description** - Pettaugh Road, Gosbeck at proposed access [60MPH]

**Direction** - North

## Grand Total

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11
--	285	0	3	115	139	18	2	0	8	0	0	0



Mean	Vpp
26	33.1