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MULTIDISCIPLINARY CONSULTING ENGINEERS

W383: THE SOUTH-NORTH ACCESS ROAD

LINK AND JUNCTION ASSESSMENT

**For
Kilkenny County Council**

9 September 2024

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1 INTRODUCTION

1.1 APPOINTMENT

Kilkenny County Council has identified the need to engage the services of an engineer-led multi-disciplinary consultant team to advance the preliminary design, detailed design, statutory planning requirements, enabling and procurement, construction, and handover to complete the South-North Access Road (Abbey Road to Belmont Road), including PSDP Consultancy Services along with the procurement of specialist services and all other services as prescribed to advance the Scheme.

The purpose of this report is to analyse the proposed access road from a traffic perspective. This includes trip estimations for the zoned lands in the area earmarked for development, and how these trips can be accommodated. Furthermore, analysis and recommendations will also be done on the preferred layout and control types for the two main junctions located along the road.

1.2 PROJECT DESCRIPTION AND STUDY AREA

In accordance with the provisions of Part XI of the Planning & Development Act 2000, as amended, and Part 8, Article 81, of Planning and Development Regulations 2001, as amended, Kilkenny County Council gives notice of its intention to develop the South – North Access Road, Ferrybank, County Kilkenny.

The principal features of the proposed development will consist of:

- Construction of a new road, the South – North Access Road, approximately 940m in length, from the end of the existing access road serving the Clover Meadows Housing Estate to the end of the existing access road serving the Abbeygate Housing estate/Abbeygate Shopping Centre. This to create a continuous road link between the existing Belmont Road Roundabout on the Belmont Road (R711) to the existing Abbeygate Roundabout on the Abbey Road (LP3412);
- Provision of a Traffic Signal controlled crossroads junction on the access road approximately 270m north-east of the existing Abbeygate Roundabout on the Abbey Road (LP3412);
- Provision of a Traffic Signal controlled cross roads junction on the access road approximately 430m south-east of the Belmont Roundabout on the Belmont Road (R711);
- Provision of a new road overbridge over the existing Greenway;
- Minor upgrades to the existing Clover Meadows and Abbeygate access roads being tied into to provide improved pedestrian and cycle facilities and provide additional fencing where required.
- Provision of cyclist and pedestrian facilities along the new access road;
- Provision for 2 No. future bus-stops to both sides of the new road;
- Provision of a new carpark for the Greenway accommodating c.172 no. parking spaces and 2 no. coach parking spaces along with toilets (with water supply and waste water treatment), bicycle parking,

accessible car parking spaces (10No.) and car parking spaces of which 20% are provided for e-cars with associated charging facilities;

- Provision of a link from the South-North Access Road footpath to the existing Greenway via a ramped shared surface (pedestrians and cyclists) with stepped access also provided;
- Public lighting along the full length of the South - North Access Road and to the Greenway carpark;
- The installation of road markings and signage throughout;
- Provision of a surface water drainage system to include Sustainable Drainage Systems (SuDS), attenuation storage both above and below ground and flow restrictors to maintain discharge of surface water to greenfield runoff rates. This also includes an outfall along the adjacent Greenway;
- Hard and soft landscaping including boundary treatments throughout.

The study area for the scheme is shown in the figure below.



Figure 1: South-North Access Road Study Area (Source: Google Earth)

1.3 PEAK HOURS

Since the zoned lands in the vicinity of the access road are residential, the peak hours defined for this study are based on the highest peak hours for residential development, which are:

- AM Peak: 08:00 – 09:00; and
- PM Peak: 17:00 – 18:00.

2 BACKGROUND TRAFFIC VOLUMES

Background traffic volumes are based on junction surveys conducted at two locations in the study area. Details of the junction surveys are shown in the table below:

Table 1: Junction Survey Details

No	Junction	Source	Survey Date	Survey Times
1	R711/Clover Ave/Belmont Rd Roundabout	IDASO	19/10/2023	7:00 – 19:00
2	Fountain St/Abbey Rd ¹	IDASO	19/10/2023	7:00 – 19:00
3	Unnamed Rd/Abbey Park Roundabout	IDASO	19/10/2023	7:00 – 19:00
4	Unnamed Rd/Abbeygate	IDASO	19/10/2023	7:00 – 19:00

¹Included in surveys but not used as part of this analysis.

An eight-fold classification system was used which recorded cars, taxis, light goods vehicles, two classes of heavy goods vehicles, public service vehicles, motorcycles, and bicycles.

Junction surveys also include queue length surveys which recorded the maximum queue lengths observed on a per-lane basis at each approach of each junction over 15-minute intervals.

In addition to the above junction surveys, a number of ANPR surveys were also conducted. The purpose of these surveys was to determine the potential redistribution which might occur should the access road be constructed.

The details of these ANPR surveys are shown in the table below:

Table 2: ANPR Survey Details

OD	Junction	Source	Survey Date	Survey Times
A	West of R711/Clover Ave/Belmont Rd Roundabout	IDASO	19/10/2023	7:00 – 19:00
B	East of R711/Clover Ave/Belmont Rd Roundabout	IDASO	19/10/2023	7:00 – 19:00
C	West of Unnamed Rd/Abbey Park Roundabout	IDASO	19/10/2023	7:00 – 19:00
D	Southeast of Unnamed Rd/Abbey Park Roundabout	IDASO	19/10/2023	7:00 – 19:00

The exact locations of these surveys are highlighted in the figure overleaf.

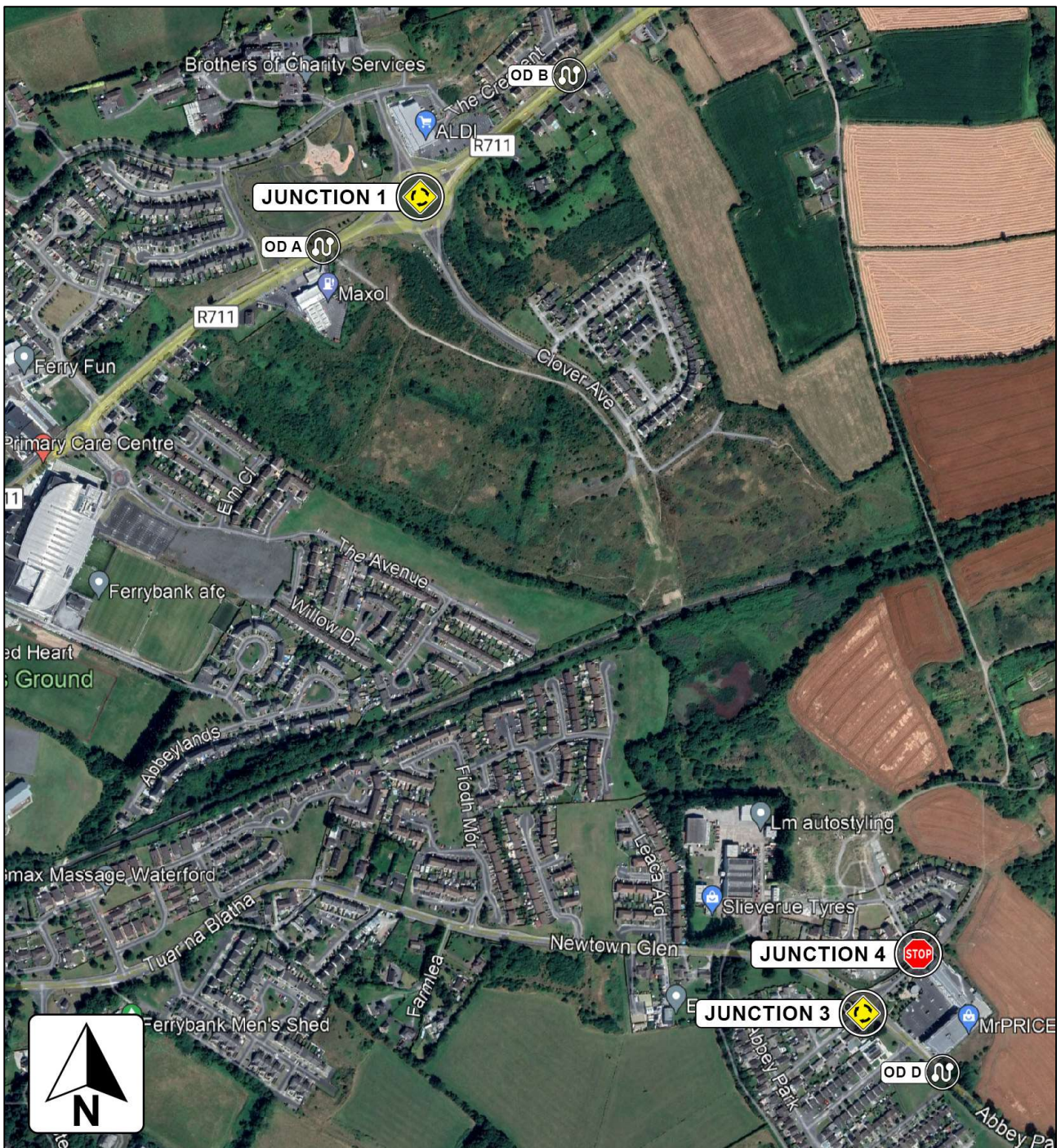


Figure 2: Survey Locations

A full copy of the results of all traffic surveys can be found in Appendix A, attached to this report. The recorded flows during the applicable peak hours are shown in the following:

- Diagram 1: 2023 AM Peak Hour – Do Nothing
- Diagram 2: 2023 PM Peak Hour – Do Nothing

These diagrams, and all others referenced in this text, can be found in Appendix B, attached to this report.

3 STUDY METHODOLOGY

3.1 SCENARIOS

For the purposes of the study, two different scenarios were considered. These are:

- **Do Nothing:** This is the base model of the three surveyed junctions. These junctions are mainly modelled in isolation as they are not connected via the access road yet in this scenario. The purpose of this scenario is to ensure the base models are accurate and resemble the surveys.
- **Do Something:** This is an extension of the Do Nothing model with the access road included as per the proposed design. This scenario includes the proposed junction configurations, the estimated trip generation and distribution of the zoned lands (detailed under Section 3.3) and any potential redistribution of existing trips which might occur along the access road.

The Do Nothing scenario was assessed for the 2023 base year, as per the junction surveys date. The Do Something was assessed for 2045. It should however be noted that the analysis year for the Do Something scenario will not have any significant impact on the analysis. The reasoning for this is that the Do Something includes the full buildout of all the zoned lands along this road. This means that it represents all traffic growth in this area for the foreseeable future. The analysis year, and its accompanying growth, will mainly impact the trips along the R711 and Abbey Park, and will not have an impact on the access road.

The only trips which are susceptible to growth are potentially redistributed trips between the north and south. However, from the traffic surveys (Attached as Appendix A), it is evident that the extent of this redistribution is negligible in comparison to the estimated trips predicted along the access road. These redistributed trips are discussed further under Section 3.3.

3.2 TRAFFIC GROWTH

As discussed in the previous section, the analysis year and its accompanying growth rate will have a negligible impact on the operability of the access road. Nevertheless, to ensure a robust and appropriate analysis, TII medium-growth rates have been applied to the background traffic. This growth, from 2023 to 2045, is shown in the table below. It should again be noted that these rates have only been applied to the traffic along the R711 and Abbey Park. Application of the rates to the estimated trips generated along the access road will lead to a double counting of trips since the estimated trip generation already represents the full build-out of the zoned lands.

Table 3: Background Traffic Growth Factors

Year	Growth Rates	
	Light Vehicles	Heavy Vehicles
2023 - 2040	113.11%	136.79%

3.3 TRIP GENERATION

Initially the Masterplan at Abbeygate Ferrybank, Co Kilkenny was consulted to obtain a realistic and appropriate density of the zoned lands in the area. This Masterplan represents the build-out of a large portion of these lands and is divided into ten (10) different phases. Each phase has a density with an associated number of units. A weighted average was used, based on these ten phases, in order to obtain an average density of **35 units per hectare**.

Figure 2.3 of the Ferrybank Belview Local Area Plan shows the Land-Use Zoning in this area. An extract from this plan for the study area is shown in the figure below.

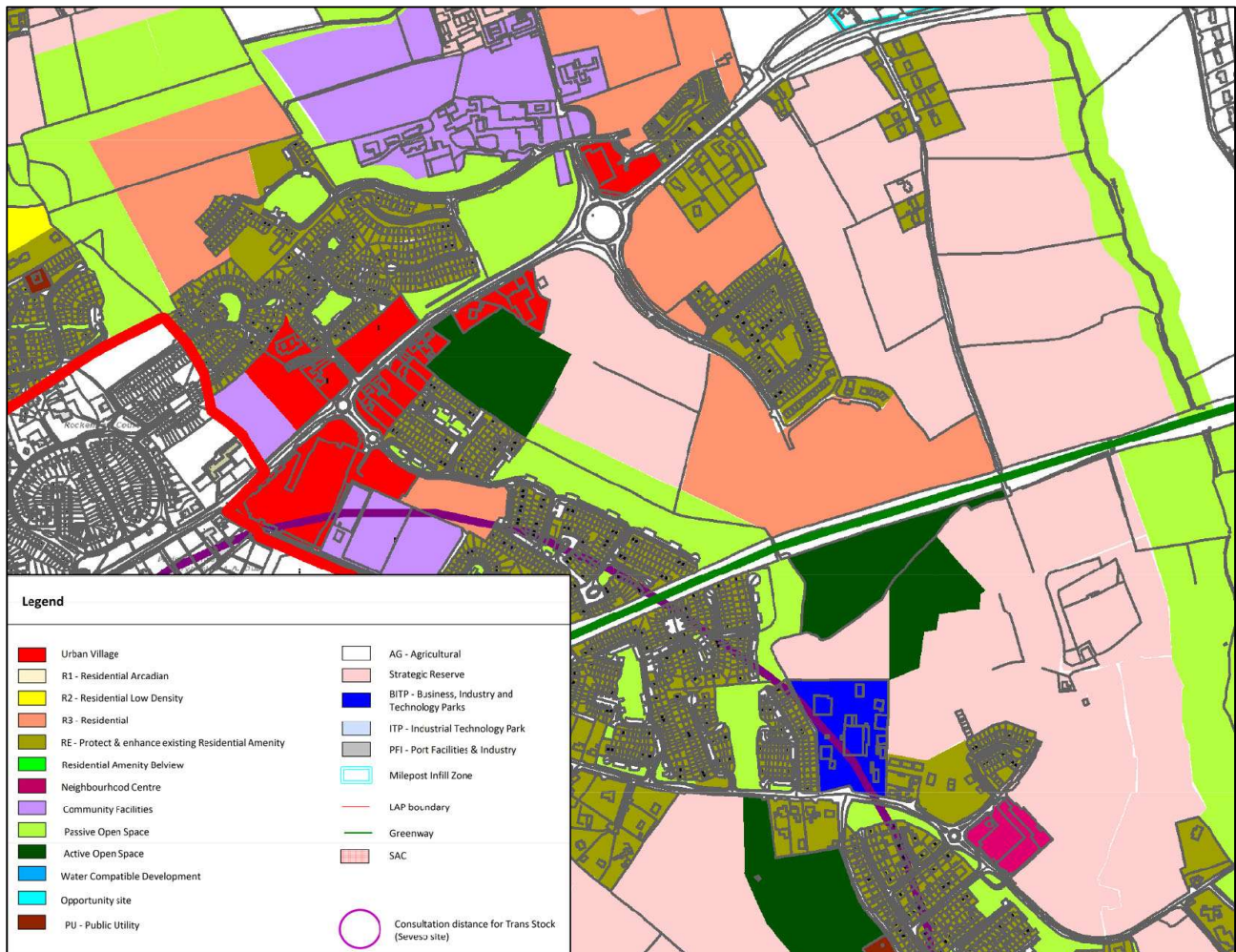


Figure 3: Land-Use Zoning (Ferrybank Belview Local Area Plan Figure 2.3)

For the purposes of the analysis, all *Residential* zoned and *Strategic Reserve* zoned lands were included in the trip generation calculations. Based on the zoning, the area was divided into six (6) areas. Each area's

vehicular trips will enter and exit the road network at a different location. The approximate location of these six areas as well as where they approximately gain access to the road network is shown in the figure below:

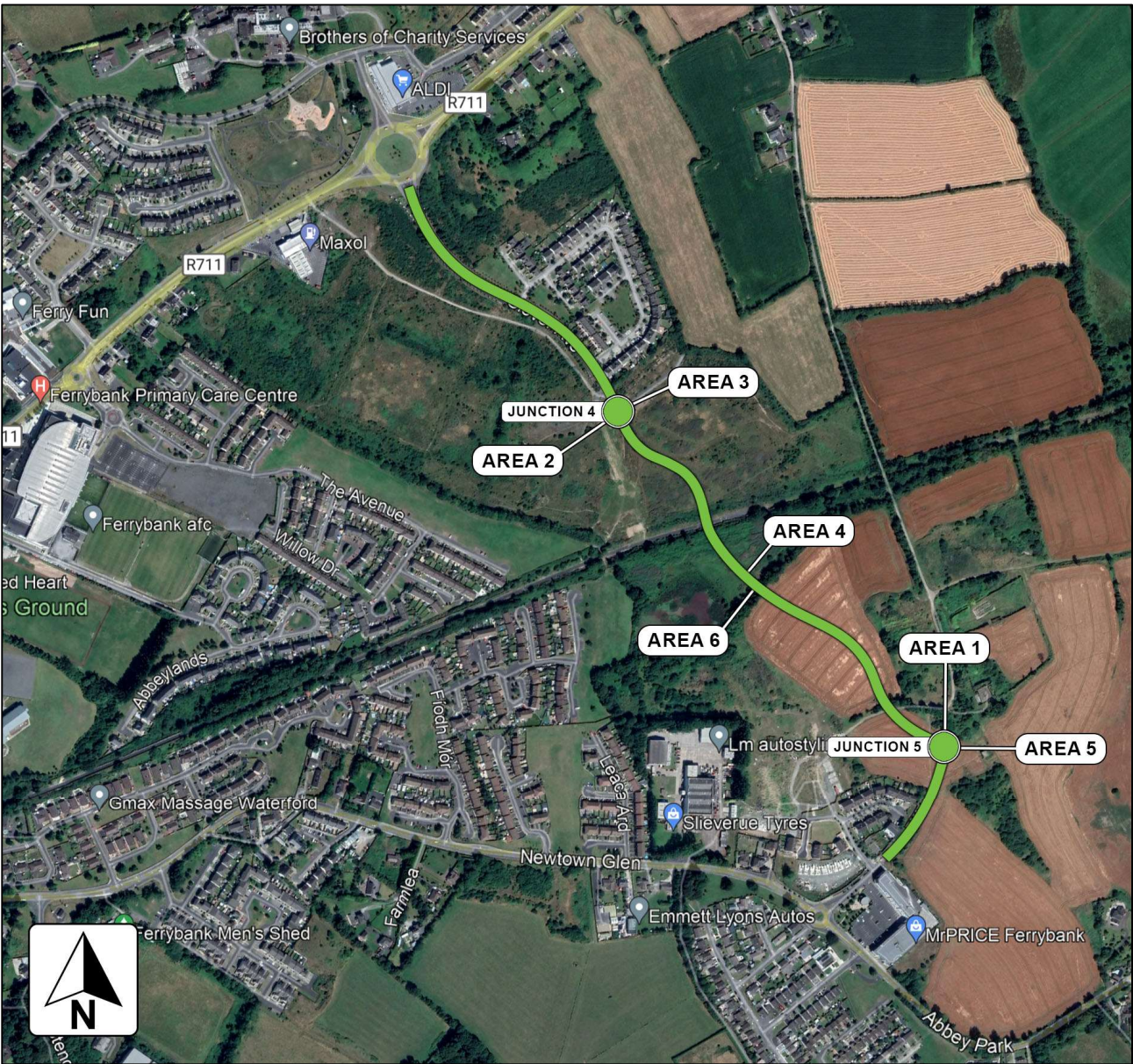


Figure 4: Zoned Areas

The approximate areas were measured on Google Earth by cross-referencing the zoning map. The weighted average unit density of 35 units per hectare was then used to calculate the estimated number of units per area. These are shown in the table overleaf.

Table 4: Estimated Units per Area

Area No.	Area	Ha	Units
1	325 000	32.50	1138
2	103 000	10.30	361
3	40 100	4.01	140
4	26 400	2.64	92
5	145 000	14.50	508
6	43 000	4.30	151
Total	682 500	68.25	2389

The traffic generation potential of these units has been estimated using the Trics software modelling database. This database contains records of surveys carried out at a range of development types across the UK and Ireland. It records a variety of details including the number and type of vehicles entering and exiting the site as well as several other site-specific factors.

When developing traffic generation estimates for any development, several surveys are selected from the database based on a range of factors including development type, size, location, public transport etc. The results are then used to establish trip rates for the development in question which is ultimately used to derive estimates for traffic generation.

For these developments, the land use *Residential/Mixed Private Houses (Flats and Houses)* were used. Sites were selected that have little to no public transport access in close proximity and with two (2) or more car parking spaces per unit. This approach ensures that the estimated trip generation represents a worst-case scenario. The rationale behind this is to ensure the road and junctions are not under-designed and are able to accommodate future traffic, as well as any unforeseen increases.

The trip generation estimates for the areas are shown in the table overleaf. The Trics output files relative to this assessment can be found in *Appendix C* of this report.

Table 5: Estimated Trip Generation

Time Period	Area 1	1138	Area 2	361	Area 3	140	Area 4	92	Area 5	508	Area 6	151	Total Area	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
07:00-08:00	78	339	25	25	10	10	6	6	35	35	10	10	165	425
08:00-09:00	147	421	47	47	18	18	12	12	65	65	19	19	308	582
09:00-10:00	154	200	49	49	19	19	12	12	69	69	20	20	322	369
10:00-11:00	155	141	49	49	19	19	13	13	69	69	20	20	325	311
11:00-12:00	137	164	43	43	17	17	11	11	61	61	18	18	287	314
12:00-13:00	185	156	59	59	23	23	15	15	83	83	25	25	389	360
13:00-14:00	197	197	62	62	24	24	16	16	88	88	26	26	413	413
14:00-15:00	185	237	59	59	23	23	15	15	83	83	25	25	389	441
15:00-16:00	331	206	105	105	41	41	27	27	148	148	44	44	695	570
16:00-17:00	303	212	96	96	37	37	25	25	135	135	40	40	635	544
17:00-18:00	417	210	132	132	52	52	34	34	186	186	55	55	877	670
18:00-19:00	407	209	129	129	50	50	33	33	182	182	54	54	855	657
Total	2696	2691	854	854	333	333	219	219	1203	1203	357	357	5661	5657

3.4 TRIP DISTRIBUTION

The generated trips were distributed according to the survey data, with the assumption that travel patterns will stay similar to current patterns. This is standard practice as per the *Traffic and Transportation Guidelines 2014*.

From this, four (4) origins and destinations were identified. These are:

- R711 East
- R711 West
- Abbey Park
- Newtown Glen

From the survey data, the following arrival and departure percentages were calculated based on the current travel patterns of motorists in the area:

Table 6: Trip Distribution Percentages

Direction from Study Area	Origin/Destination	AM Peak		PM Peak	
		Arrivals	Departures	Arrivals	Departures
North	R711 East	39%	34%	33%	37%
	R711 West	41%	46%	47%	43%
	Total North	80%	80%	80%	80%
South	Abbey Park	8%	10%	9%	8%
	Newtown Glen	12%	10%	11%	12%
	Total South	20%	20%	20%	20%

The above percentages were used to distribute the generated trips along the access road. The traffic to and from the existing Clover Meadows Estate was also redistributed according to the above split.

In addition, as mentioned in Chapter 2 of this report, ANPR surveys were also used to redistribute any background traffic which might make use of the access road. From these surveys, the trips between OD pairs A, B and D are of interest. OD A and OD B represent points on the R711 West (west of the roundabout in the north) and R711 East (east of the roundabout in the north) respectively, while OD D represents a point on Abbey Park (southeast of the roundabout in the south). Vehicles travelling along the R711 westbound that end up on Abbey Park eastbound will likely use the access road in a southbound direction as it will be a significantly shorter journey. Similarly, vehicles travelling westbound on Abbey Park that end up on the R711 eastbound will also likely use the access road in a northbound direction.

This is shown in the figure overleaf, with the OD A & B to D routes shown in green and the OD D to A & B routes shown in red.

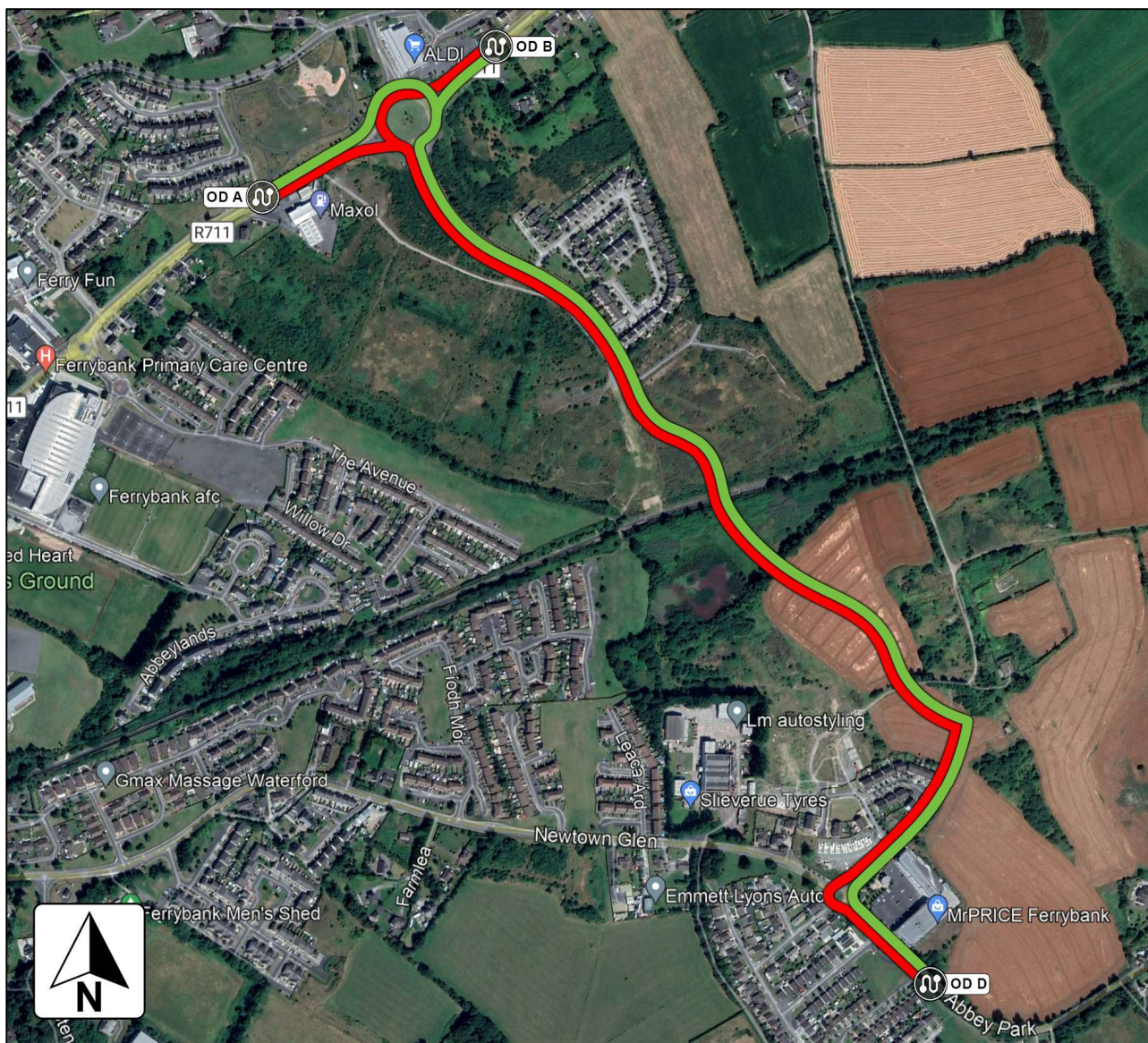


Figure 5: ANPR Redistribution

The tables below show the redistribution between OD B and OD D for the identified peak hours.

Table 7: ANPR - AM Peak

OD	OD A WB	OD A EB	OD B WB	OD B EB	OD D WB	OD D EB
OD A WB	-	33	276	6	-	<u>8</u>
OD A EB	2	-	4	-	-	-
OD B WB	1	6	-	12	-	<u>2</u>
OD B EB	4	264	31	-	<u>1</u>	-
OD D WB	-	<u>10</u>	-	-	-	15
OD D EB	<u>1</u>	-	<u>4</u>	-	3	1

Table 8: ANPR - PM Peak

OD	OD A WB	OD A EB	OD B WB	OD B EB	OD D WB	OD D EB
OD A WB	1	17	403	4	-	<u>3</u>
OD A EB	4	-	10	-	-	-
OD B WB	-	1	1	5	-	-
OD B EB	3	319	39	-	-	-
OD D WB	-	<u>2</u>	<u>1</u>	<u>2</u>	-	6
OD D EB	<u>1</u>	-	<u>2</u>	-	2	-

The bolded and underlined numbers are of interest in the redistribution exercise. As mentioned previously, any trip from OD D to A and B will redistribute northbound on the access road while OD A and B to D will redistribute southbound on the access road. This leads to the following redistribution:

AM Peak:

- 8 trips southbound; and
- 10 trips northbound.

PM Peak:

- 3 trips southbound; and
- 2 trips northbound.

The calculated redistribution trips, based on the ANPR surveys, are negligible compared to the estimated trip generation of developments along this access road. This indicates that the function of this road will mainly be to serve as access to the zoned lands rather than to be used as a through route.

The trip generation & assignment values calculated based on sections 3.3 and 3.4 during the applicable peak hours are shown in the following attached as Appendix B:

- Diagram 3: AM Peak Hour – Trip Generation & Assignment
- Diagram 4: PM Peak Hour – Trip Generation & Assignment

Similarly, the redistributed trips based on the ANPR surveys are shown in the following:

- Diagram 5: AM Peak Hour – Redistribution
- Diagram 6: PM Peak Hour – Redistribution

4 MICRO-SIMULATION MODELLING

4.1 METHODOLOGY

The data gathered through junction surveys and flow distributions were all used to build the microsimulation model. The accuracy of this information is vital as it determines the accuracy of the status quo model. A scaled aerial photograph is used to map out the network and illustrate the roads, determining the number of lanes and turning sequences.

The junction was modelled with trial and error using the Vissim model. This includes the flow rates of vehicles from each link in each direction (otherwise referred to as routing decisions), type of junction (i.e. 4-way stops, yield, slip lanes and traffic lights) and traffic light timings.

Traffic inputs are used to generate vehicles on the outskirts of the model. As this traffic moves through the network it is divided up into the network on a percentage basis, which has been calculated from the routing decisions. The vehicles are each modelled individually and “observe” other vehicles on the road, they also see other vehicles approaching a junction and react according to the type of junction placed on its route.

By simulating the junctions and traffic lights, as they are in reality, the model causes vehicles to queue and wait their turn, resulting in traffic congestion at junctions with limited capacity, thus simulating the real occurrence.

The Vissim model has several parameters that have to be set for the type of driving behaviour that the vehicles will use while travelling through the network. Other inputs are:

- the ratio of vehicle classes;
- speed limits, that the vehicles have to abide by;
- sight distance as to how far the driver looks ahead and behind his vehicle;
- acceleration and deceleration profiles;
- routing movements;
- traffic light configurations;
- what is done by a vehicle when it approaches an amber traffic light;
- right of way movements;
- driver behaviour profiles for each vehicle type;
- temporary lack of attention time;
- vehicle types and classes;
- lane position and orientation;
- traffic signal settings and phases;
- stop lines and yield lines; and
- Data collection points (otherwise referred to as nodes).

Some of these elements are explained in more detail later. There are also additions to the network that have no effect on the actual simulation of the network and are only for cosmetic purposes, some of these include:

- Road markings (i.e. lane lines, turning arrows, stop lines, etc.).
- The Colour and type of cars are represented in the network.
- 3D elements (i.e. buildings, traffic signal lights, trees, grass, etc.).

A number of the most important inputs are described in further detail below.

4.1.1 SPEED AND ACCELERATION DISTRIBUTION

Each vehicle that is used in the network has a speed distribution allocated to it. This provides a 'band' over which the vehicle's speed will oscillate to more accurately represent the human error that is present, while people are driving. For example, cars that are travelling in the 60 km/h zone will have a band of 30km/h (i.e. a minimum of 50km/h and a maximum of 80km/h). While the model is running the speed of such a car, it will be anywhere within that band of 30km/h. A similar principle is used when a car is accelerating to its desired speed. An example of this is shown in the figure below.

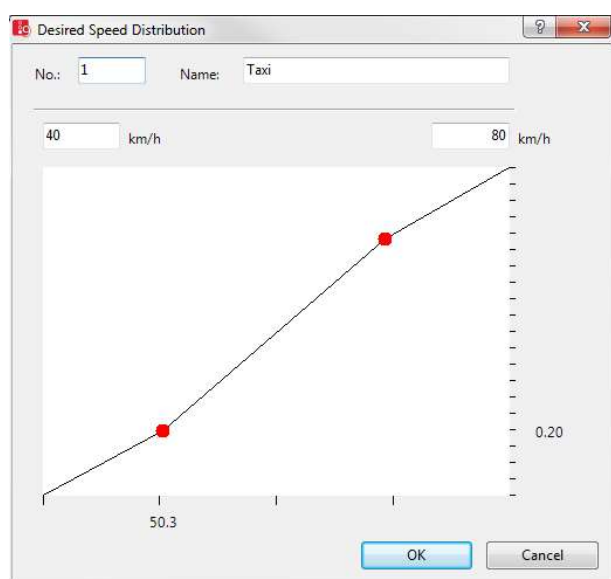


Figure 6: Speed Distribution Profile

4.1.2 REDUCED SPEED AREAS

While the vehicles travel through the network, they are allocated a desired speed, which they try to maintain without causing a collision. The vehicle, however, does not know to slow down when approaching a non-obstructed corner and thus would be cornering at around 50km/h.

For this reason, reduction speed bands are put in place so that the vehicle knows at which speed it would be able to corner. These reduced speed areas are defined for all the vehicle classes, as cars are substantially faster around corners than buses and trucks.

The vehicle will register that there is a reduced speed area ahead and decelerate so that when it crosses the band it will be travelling at the desired speed. Once it has completed the predefined area, the vehicle will accelerate to its desired speed once again. The reduced speeds for the model are shown in the table below:

Vehicle Type	Corners (km/h)
Cars	20 (max 25)
Taxis	20 (max 25)
Buses	15 (max 15)
Trucks	15 (max 15)

Table 9: Reduction in Speeds

The reduced speed areas are calculated based on an equation, which defines the radius of the corner that the vehicle will have to take. An average radius is determined for the majority of the corners in the network and averaged, to obtain a relatively accurate broad value to be applied to all junctions.

$$V = 17.34R^{0.26057}$$

V = Velocity (m.s-1)

R = Radius (m)

4.1.3 ROUTING

Routing is used as a way of distributing cars proportionally through the network. The accuracy of this information is very important as it is the base on which the model functions.

The traffic counts done on each junction are used here to distribute the vehicles evenly between the movements. The program uses a Poisson distribution to allocate the cars through each movement. This allows an even distribution of cars in each movement through the predefined period.

Below is a visual example of how a routing decision works. In the figure, the pink line at the start of the yellow indicates the start of the routing decision. Once the car crosses this line it is told which direction it will be going in. It will continue in the direction allocated to it until it crosses the teal line at the end of the yellow band. The vehicle thus has to make the appropriate decisions within that area as to which lane it has to be in to make the prescribed movement.

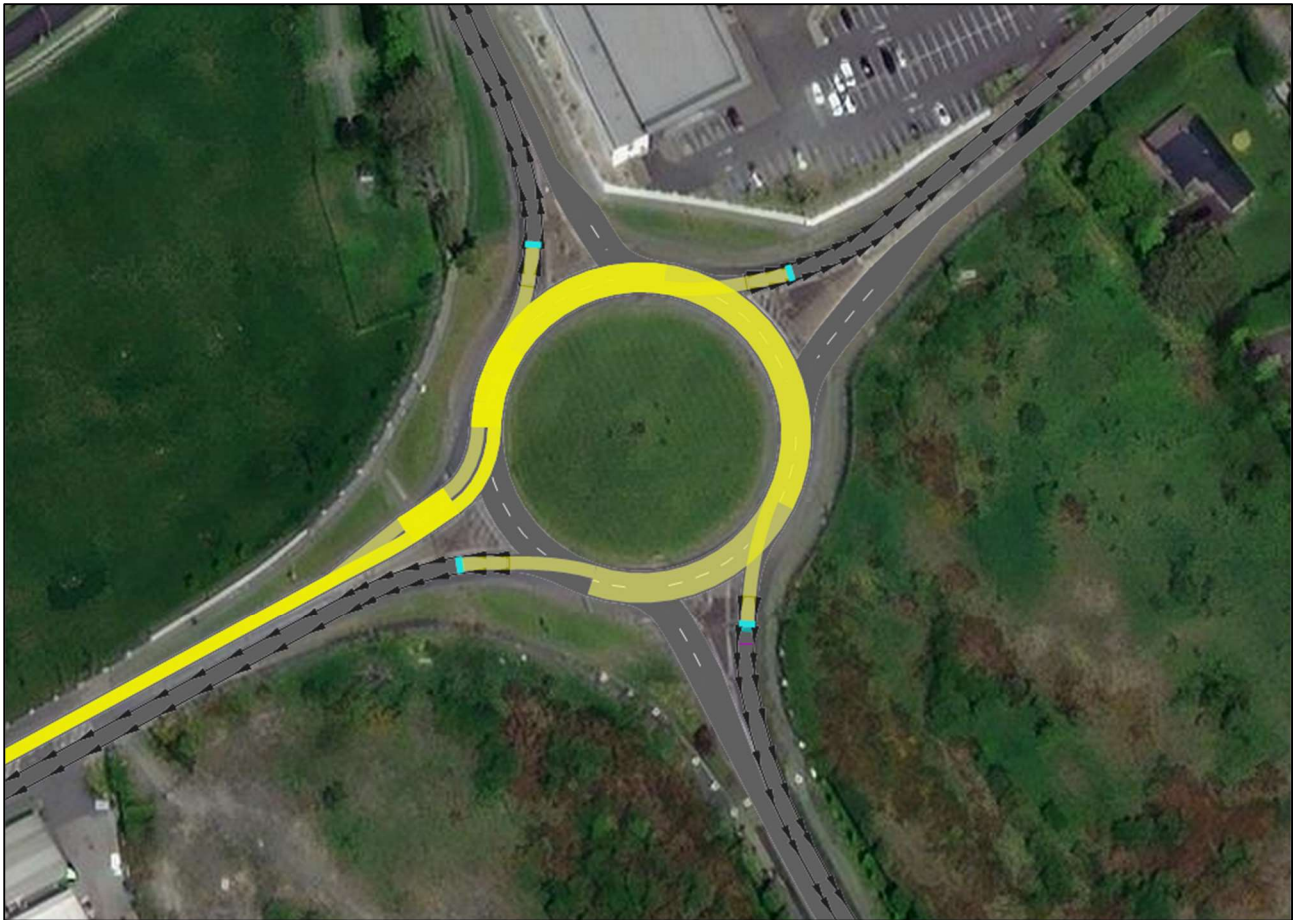


Figure 7: Example of a Routing Decision

On sections of the road where there are multiple roads entering a mainstream of traffic, the routes are combined to allow the cars to make their lane selection before the junction to help prevent vehicles from trying to change lanes at the last minute.

4.1.4 TRAFFIC SIGNALS

Traffic signals are programmed in an add-on program called VISSIG and are all modelled as fixed-time traffic lights for the status quo model.

The figure below indicates the program used to set the traffic light timings. Each signal group represents an alternate approach to a turning movement. Where the green bands overlap, it indicates movements are green simultaneously.

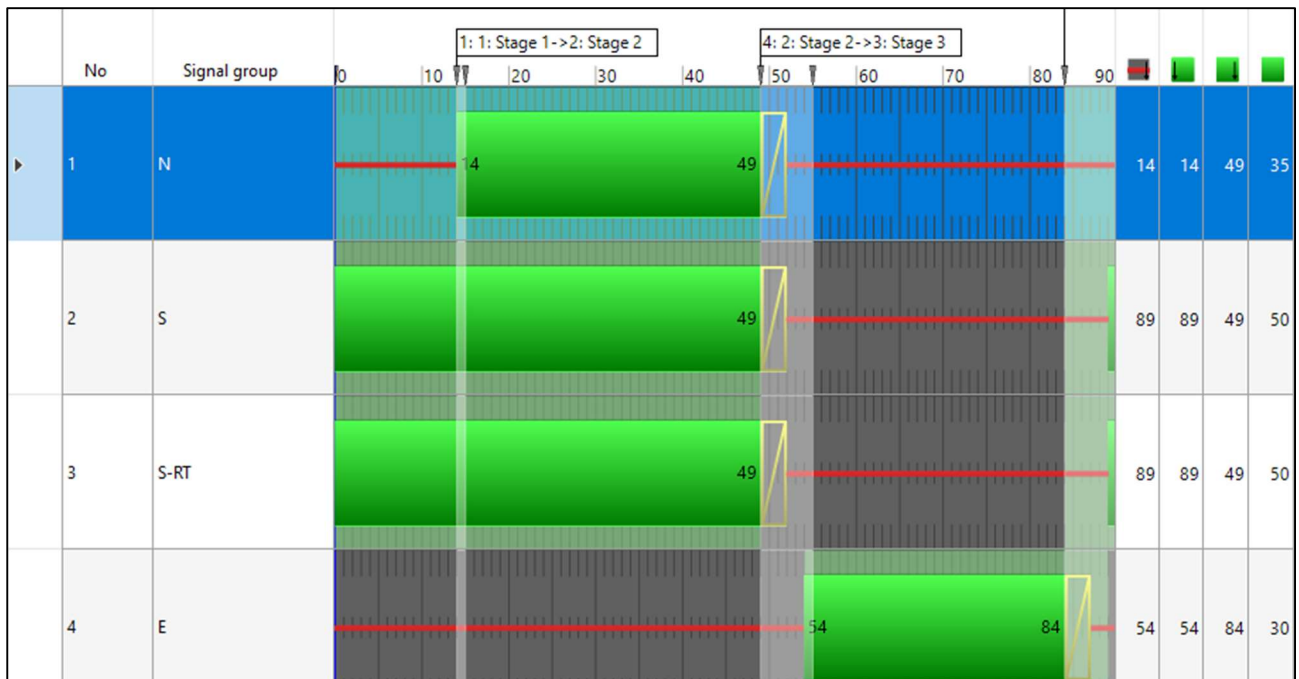


Figure 8: Visual Example of Typical Traffic Light Configuration

4.1.5 RIGHT-OF-WAY MOVEMENTS

When modelling a junction, the lanes that clash have to be given a movement that has priority over other movements. The diagram in Figure 9 shows how movements that clash are represented; the green lines are given the right of way over the red movement. When a vehicle approaches such a movement, it will assess the vehicle on the opposing movements and determine how fast the vehicle is moving and whether it has enough time to cross without causing a collision.

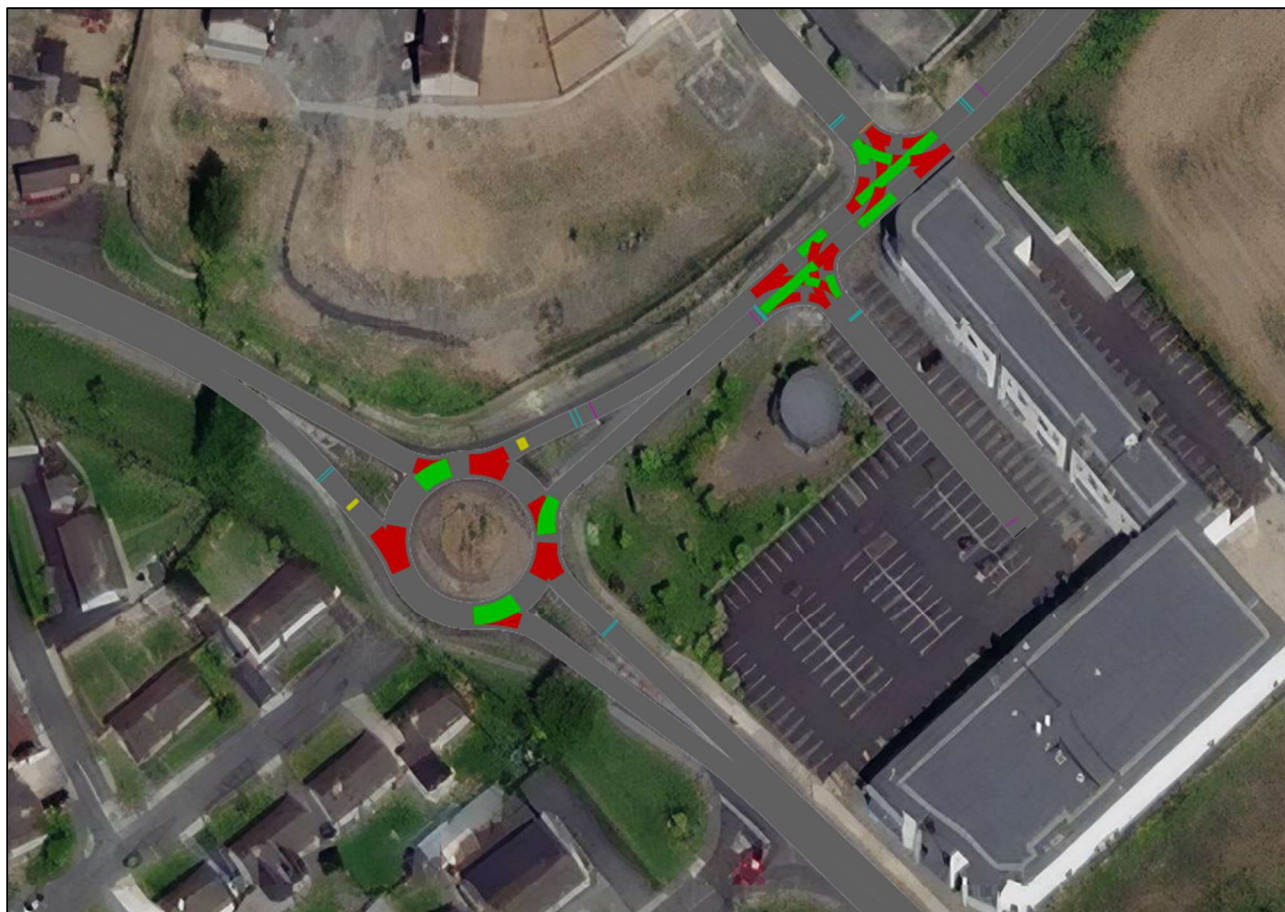


Figure 9: Right of Way Movements

4.1.6 VEHICLE CLASSES

Three vehicle classes are programmed into the model. These represent the main classes captured as part of the junction surveys. The rest of the captured vehicle classes have been converted to PCU values to represent their impact on traffic. The three classes are:

- Car
- Light Goods Vehicle
- Heavy Goods Vehicle
- Bus

4.1.7 VEHICLE COMPOSITION

Vehicles in Vissim are not input based on vehicle class, but rather as an overall volume. The split between vehicle classes is handled through vehicle composition. Vehicle composition defines a percentage split between vehicle classes for the entire model. To determine this split, class-based traffic surveys were used.

The total volume of each vehicle class present in the model was obtained and converted to a percentage basis. This was done per peak hour assessed, and the resultant composition is shown in Table 3.

Peak Hour	Car	LGV	HGV	Bus
AM Peak	87%	9%	3%	1%
PM Peak	90%	9%	0.5%	0.5%

Table 10: Vehicle Composition

4.2 OVERVIEW OF MODEL

An overview of the model is shown in the figure below. As can be seen, the model comprises linking the existing infrastructure via the proposed access road. This will result in the formation of two new junctions which will provide access to the zoned lands, as detailed in Section 3.3.



Figure 10: Overview of the Vissim Model

4.3 CALIBRATION

To assess the accuracy of a model, calibration is necessary. This is mainly done for dynamically assigned models. Dynamic models utilise origin-destination matrices as inputs, which means that vehicles leave a certain area, and are destined for a different area. These vehicles are then free to choose their routing, usually based on travel time, congestion, etc.

The advantage of this type of modelling is that should a new road link be introduced, or an intersection is optimized, vehicles can then divert, depending on circumstances.

The disadvantage is that an accurate origin-destination matrix is required, and it creates a less controlled environment, which is where calibration is required. Calibration assesses the volumes in the model and compares them to survey data to determine, within certain criteria, the accuracy. Changes to the routing of vehicles, the input matrix, or the network itself can then be made to improve accuracy.

The model built for this study is statically assigned. This means that traffic volumes are input directly into the model, and vehicle routing is assigned manually. This provides more control over the model, which makes calibration and adjustments easier.

In theory, should a statically assigned model be built correctly in terms of driver behaviour, traffic signal settings, traffic volumes, travel speeds, reduced speeds, etc. the model should replicate exactly what happens on the ground without further intervention.

Calibration for dynamically assigned models is usually done per vehicle class, however, for these types of models, separate OD matrices are generally provided per vehicle class. Which means that vehicle inputs are accurate per class. Static models use a general vehicle composition, as discussed in Chapter 4. This means that vehicle classes are not inputted directly and are split according to a percentage. Due to this fact, it is meaningless to investigate the calibration per vehicle class and only total vehicle volumes should be considered.

For this process, a certain set of calibration criteria is used. Should these criteria be fulfilled, the model can be certified to be accurate and correct in terms of traffic volumes. The criteria assumed for calibration are taken from the U.K. Department for Transport, Transport Analysis Guidance (TAG) Unit M3 and are shown overleaf.

Table 11: TAG Unit M3.1 Criteria (<https://www.gov.uk/transport-analysis-guidance-tag>)

Criteria and Measures	Acceptability Guidelines
Assigned Hourly flows compared with observed flows:	
Individual flows within 100 vph for flows < 700 vph	> 85% of the cases
Individual flows within 15% for flows 700 - 2 700 vph	> 85% of the cases
Individual flows within 400 vph for flow > 2 700 vph	> 85% of the cases
GEH statistic:	
Individual flows: GEH < 5	> 85% of the cases
Correlation analysis, modelled vs observed values: Correlation coefficient, R Slope of the best-fit regression line	0.95 (R-squared > 0.903) between 0.9 and 1.10

The following section details the peak hour calibration results for each scenario. A summary of the results is shown in the table below.

Table 12: Summary of TAG Calibration Statistics

Summary Of TAG Calibration Statistics (On a Turn Level)		
Description	AM model	PM model
Percentage of modelled vs observed volumes where the modelled volumes are within 100 vehicles per hour of the observed volumes (for observed volumes lower than 700 - Ideally greater than 85% of the cases)	100.0%	100.0%
Percentage of modelled volumes that are within 15% of the observed volumes (for observed volumes between 700 and 2 700 vehicles per hour - Ideally greater than 85% of the cases)	No observations above 700 Vehicles	No observations above 700 Vehicles
Percentage of modelled vs observed volumes where the modelled volumes are within 400 vehicles per hour of the observed volumes (for observed volumes greater than 2 700 - Ideally greater than 85% of the cases)	No observations above 2 700 Vehicles	No observations above 2 700 Vehicles
Percentage of modelled vs observed volumes where the calculated GEH is less than 5 (Ideally greater than 85% of the cases)	100.0%	100.0%

Table 13: Summary of R-squared and Slope Analysis

Peak Hour	R ² (X > 0.903)	Slope (0.90 < X < 1.10)
AM Peak	1.00	0.99
PM Peak	1.00	0.98

Based on the calibration results shown in the above tables, both base year models are well within the calibration criteria. This confirms that no modelling errors are present and that the modelled demand represents the observed demand.

5 MODELLING RESULTS

5.1 LINK CAPACITY

TA 79/99 "Traffic Capacity of Urban Roads" from the DMRB provides information on the capacity of urban roads based on classification and width. The table following shows the capacities of various road types based on this manual and using a 60:40 split in flow.

Table 14: Urban Road Capacities

Carriageway Width (m)		Two-Way Single Carriageway – Busiest Direction Flow (Assumes a 60/40 directional split)									Dual Carriageway			
		Total number of Lanes									Number of Lanes in each direction			
		2				2-3	3	3-4	4	4+	2		3	4
		6.10	6.75	7.30	9.0	10.0	12.3	13.5	14.6	18.0	6.75	7.3	11.0	14.6
Road Type	UM	Not Applicable									4000	5600	7200	
	UAP1	1020	1320	1590	1860	2010	2550	2800	3050	3300	3350	3600	5200	-
	UAP2	1020	1260	1470	1550	1650	1700	1900	2100	2700	2950	3200	4800	-
	UAP3	900	1110	1300	1530	1620	-	-	-	-	2300	2600	3300	-
	UAP4	750	900	1140	1320	1410	-	-	-	-	-	-	-	-

The access road has been classified based on the associated definitions in the DMRB. Using the previous table, the link capacity has been calculated and the current Ratio of Flow to Capacity (RFC) values have been assessed.

Based on the definitions from the DMRB, the access road can be classified as UAP2, since it has the following characteristics:

- General Description: Good standard single/dual carriageway road with frontage access and more than two side roads per km;
- Speed Limit: Generally 40mph;
- Side Roads: more than 2 per km;
- Access to roadside development: access to residential properties;
- Parking and loading: restricted;
- Pedestrian crossing: some at-grade; and
- Bus Stops: at kerbside.

The proposed width for the road is 6.5m. This means that according to the DMRB, the road has a capacity of 1260. The table overleaf shows the maximum expected trips per peak hour on the road in 2045, with related RFC values.

Table 15: Access Road Demand vs. Capacity

Peak	Capacity	Maximum Demand	RFC
AM Peak	1260	659	52%
PM Peak	1260	698	55%

Based on the above table, the access road will have more than sufficient capacity to accommodate the demand expected in 2045 with the full buildout of the zoned lands.

5.2 JUNCTION CAPACITIES

The results of the junction analysis are based on a Level of Service (LOS) measurement, which uses measured delay experienced by a vehicle at the junction and compares it to a scale of values defining the LOS. According to the National Roads Network Indicators 2019, published by TII, LOS is a quality measure describing operational conditions within a traffic stream and is a recognised international standard. The Level of Service (LOS) is based on the below, which has been taken from the Highway Capacity Manual (HCM) 2010. The type of junction affects the allowable delay in each LOS bracket resulting in different values for a traffic signal and non-signalized junction. An acceptable LOS is on a junction where a LOS D and above (A, B and C) is achieved. An unacceptable LOS is represented by an E and an F. The LOS criteria are shown in the table below. The table also shows a colour scale for the LOS values which relates to the outputs from the Vissim model.

LOS	Signalized Junction	Unsignalized Junction
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	>80 sec	>50 sec

Table 16: Level of Service (Exhibit 18-4, HCM 2010)

Saturation flow measurements are not a built-in feature of Vissim, because, unlike statistical models, micro-simulation models are not validated by degree of saturation, but rather by delays and queue lengths.

5.2.1 JUNCTION 5 – NEW NORTHERN JUNCTION

Based on the methodologies outlined in Sections 3.3 and 3.4 of this report, the estimated volume of traffic that will be present at the new northern junction (Junction 5 as per the traffic flow diagrams attached as Appendix B) during the 2045 design year is shown in the figure overleaf.

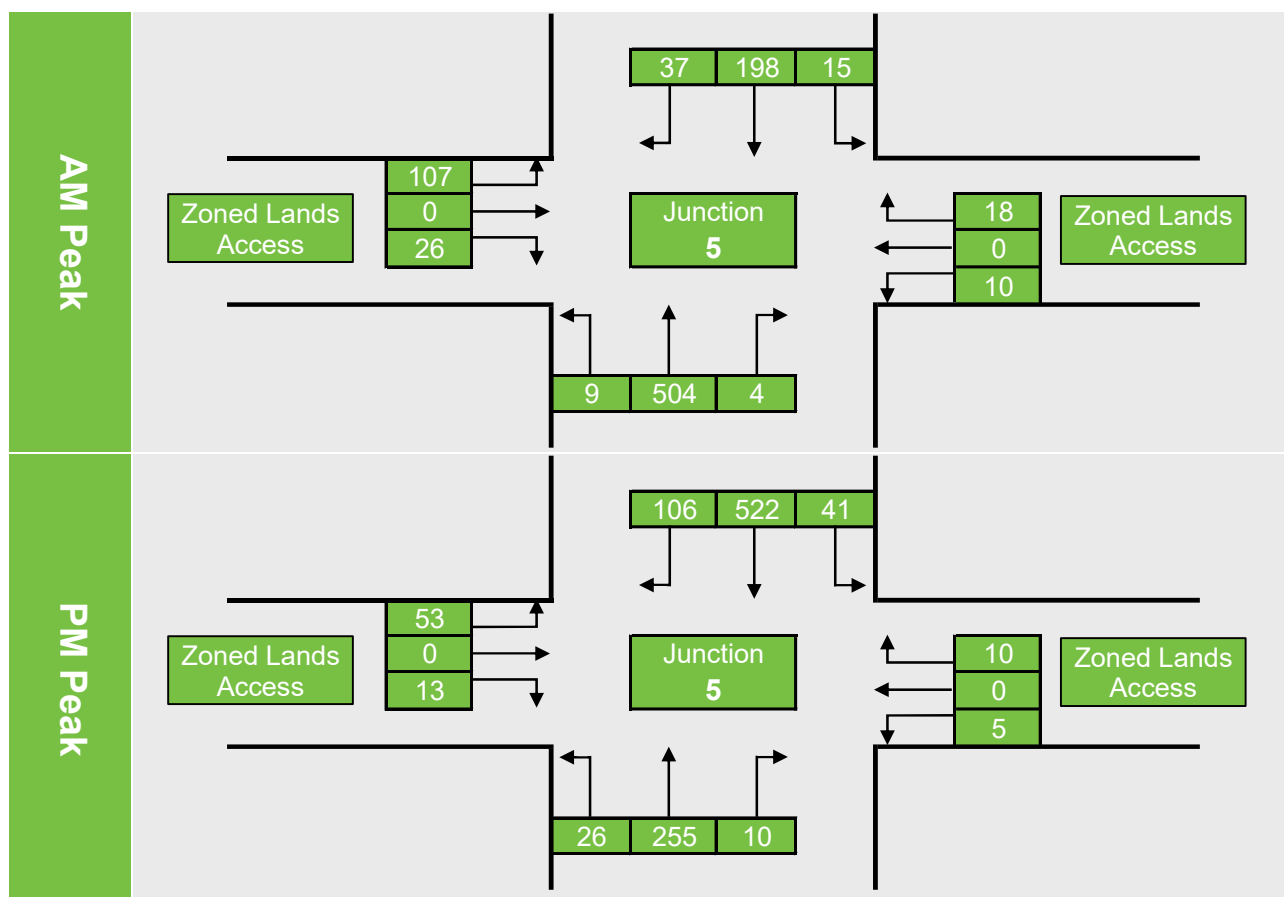


Figure 11: Junction 5 Estimated Volumes – 2045

Based on the volumes, as well as the results of the analysis it is proposed that the junction should be traffic signal controlled with the following configuration:

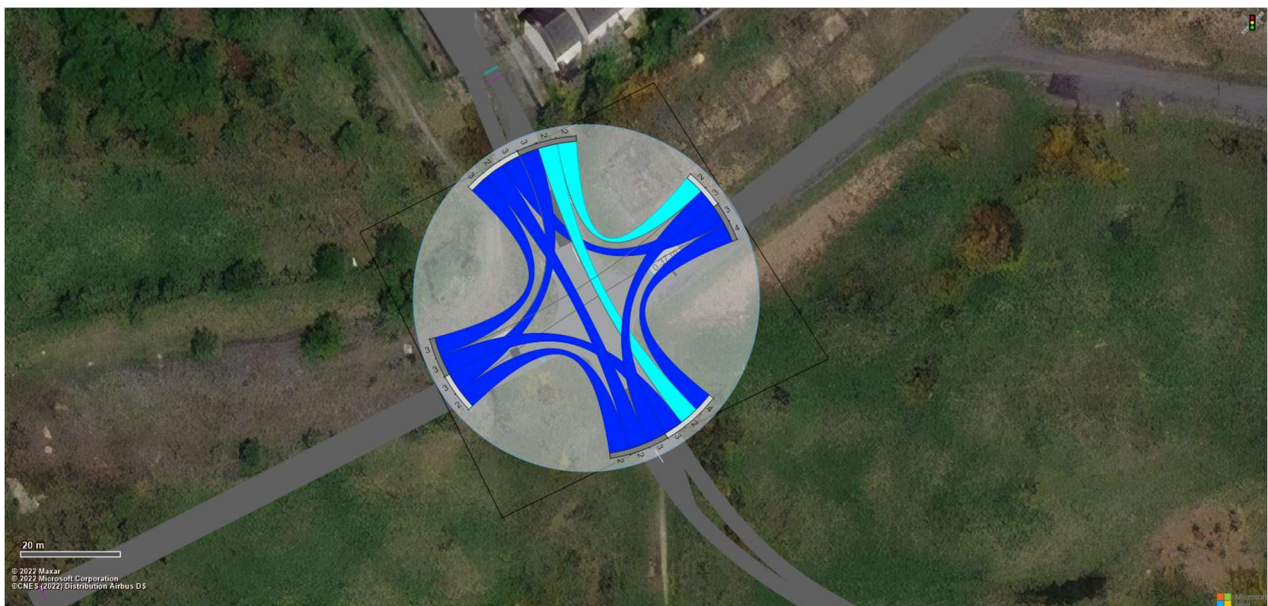
Table 17: Junction 5 Proposed Layout

Approach	Layout
Northern	Single lane with 20m right-turn bay to ensure turning vehicles do not block the through movement
Eastern	Single lane without dedicated turning lanes due to low expected volumes
Southern	Single lane with 20m right-turn bay to ensure turning vehicles do not block the through movement
Western	Single lane without dedicated turning lanes due to low expected volumes

Using the proposed layout with the estimated volumes, the worst-performing movement at each approach was obtained for this junction from the Vissim model and shown in the tables overleaf. All queue lengths are provided in meters. Traffic signal timings were optimised using Vissim's built-in optimisation tool.

Table 18: Junction 5 Analysis Results – AM Peak

Peak	Access Road (N)		Zoned Lands (E)		Access Road (S)		Zoned Lands (W)	
	LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
AM	D	6.03	B	0.46	D	27.65	B	2.68

Table 19: Junction 5 Analysis Results – PM Peak

Peak	Broadstone (N)		Broadstone (E)		Car Parking Access (S)		Development Access (W)	
	LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
PM	C	11.21	C	0.37	C	1.76	C	7.72

As can be seen from the above tables, the junction will perform well with the proposed layout, with no significant delays or queue lengths.

5.2.2 JUNCTION 6 – NEW SOUTHERN JUNCTION

Based on the methodologies outlined in Sections 3.3 and 3.4 of this report, the estimated volume of traffic that will be present at the new southern junction (Junction 6 as per the traffic flow diagrams attached as Appendix B) during the 2045 design year is shown in the figure overleaf.

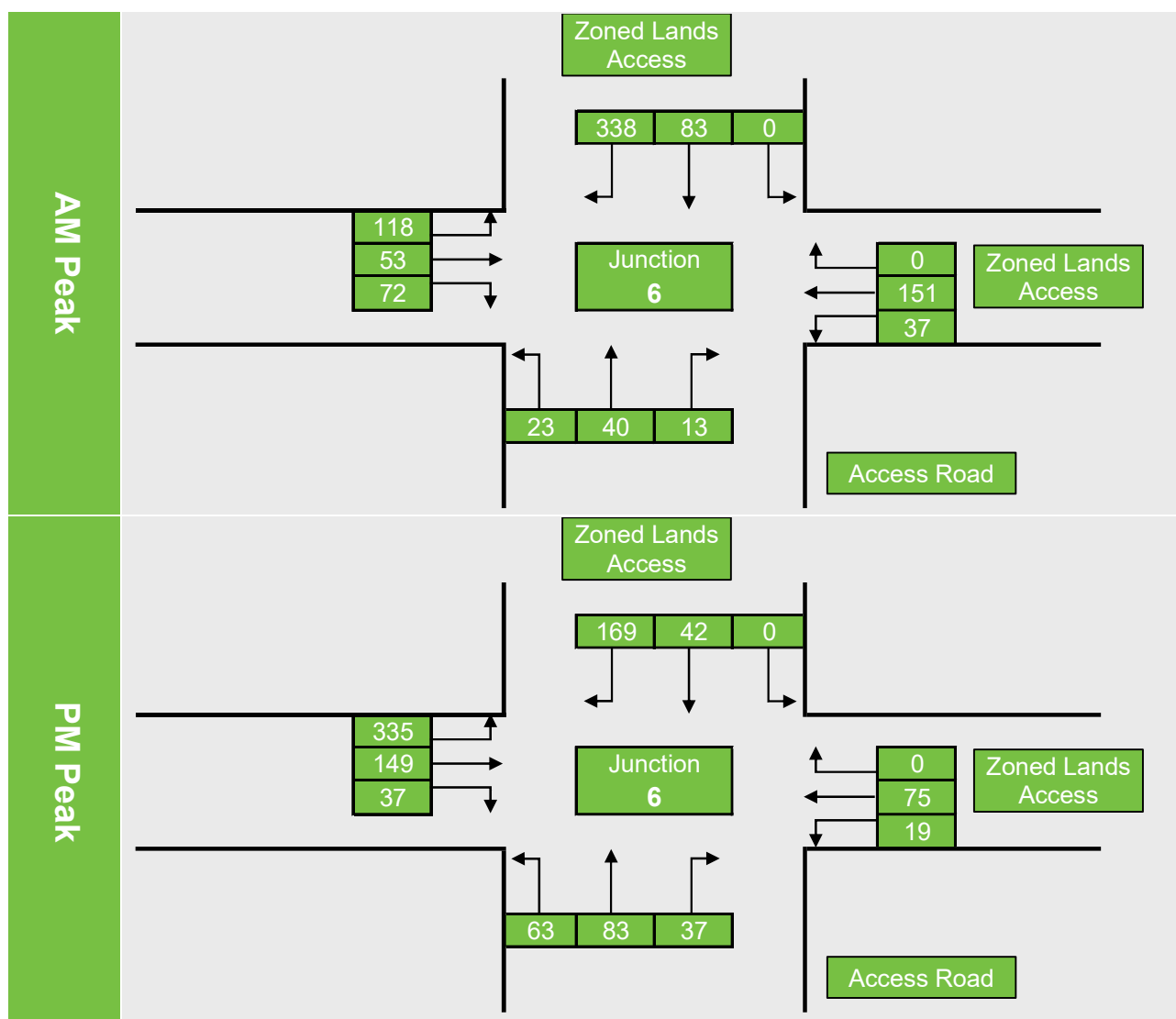


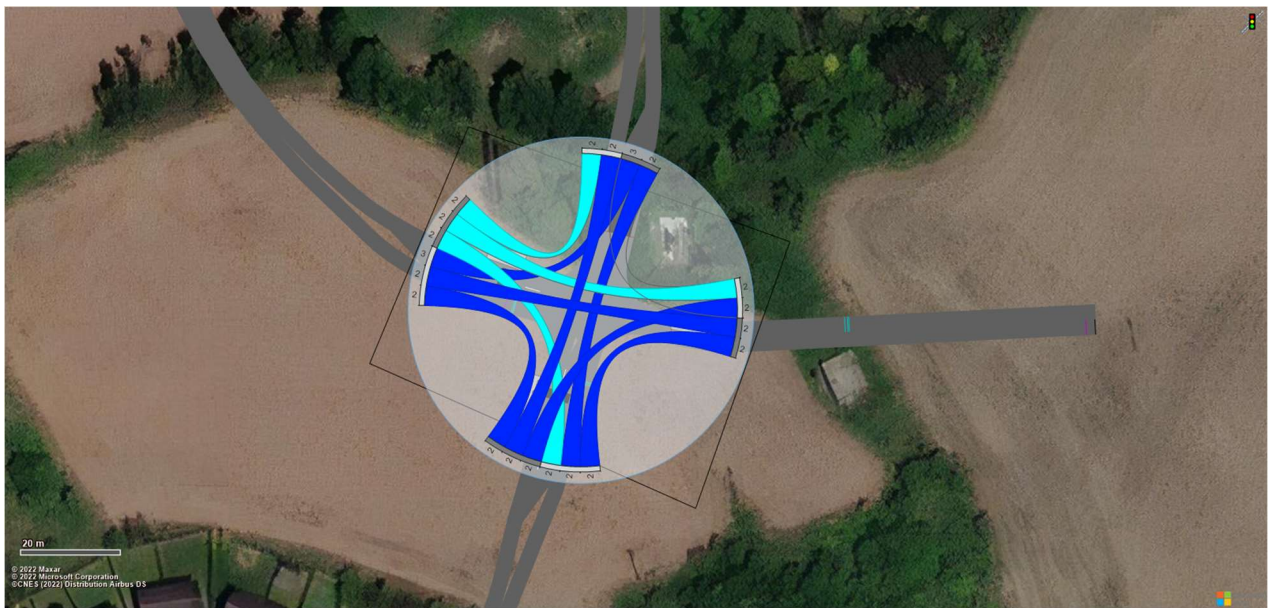
Figure 12: Junction 6 Estimated Volumes – 2045

Based on the volumes, as well as the results of the analysis it is proposed that the junction should be traffic signal controlled with the following configuration:

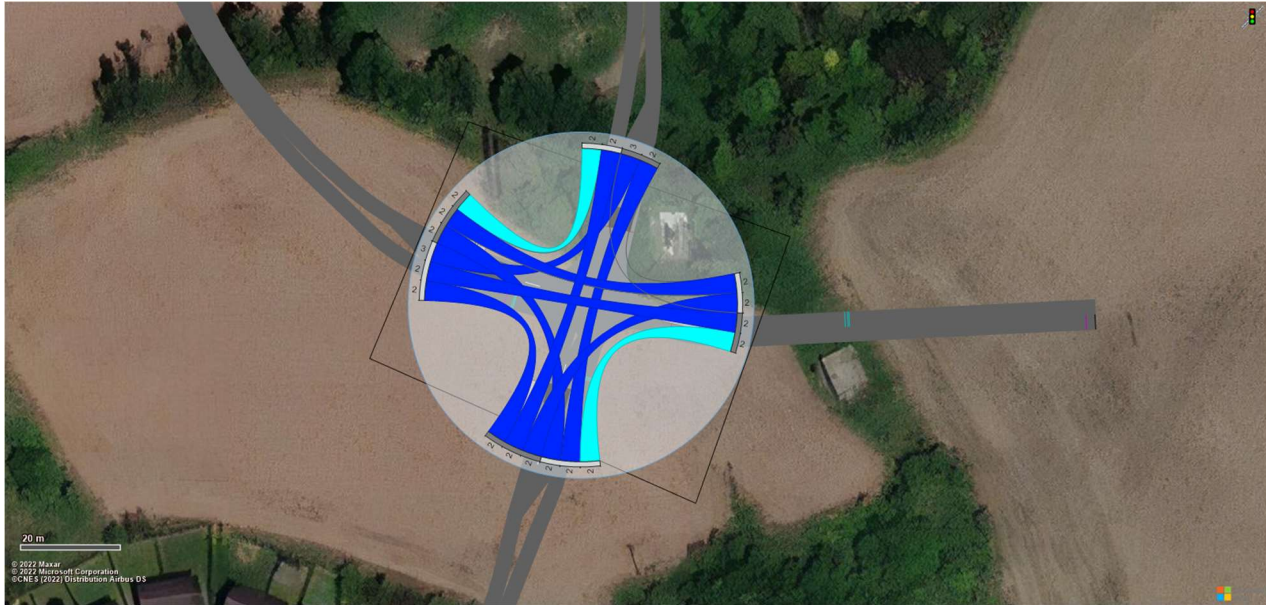
Table 20: Junction 6 Proposed Layout

Approach	Layout
Northern	Single lane with 20m right-turn bay to ensure turning vehicles do not block the through movement
Eastern	Single lane without dedicated turning lanes due to low expected volumes
Southern	Single lane with 20m right-turn bay to ensure turning vehicles do not block the through movement
Western	Single lane with 20m right-turn bay to ensure turning vehicles do not block the through movement

Using the proposed layout with the estimated volumes, the worst-performing movement at each approach was obtained for this junction from the Vissim model and shown in the tables below. All queue lengths are provided in meters. Traffic signal timings were optimised using Vissim's built-in optimisation tool.

Table 21: Junction 6 Analysis Results – AM Peak

Peak	Access Road (N)		Zoned Lands (E)		Access Road (S)		Zoned Lands (W)	
	LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
AM	C	9.73	C	3.62	C	1.90	B	2.56

Table 22: Junction 6 Analysis Results – PM Peak

Peak	Broadstone (N)		Broadstone (E)		Car Parking Access (S)		Development Access (W)	
	LOS	Queue	LOS	Queue	LOS	Queue	LOS	Queue
PM	C	4.30	C	1.75	C	4.04	C	11.22

As can be seen from the above tables, the junction will perform well with the proposed layout, with no significant delays or queue lengths.

6 SUMMARY & CONCLUSIONS

This report investigates the operationality of the proposed new South-North Access Road (Abbey Road to Belmont Road) in Ferrybank. A number of junction surveys were commissioned in order to obtain the base traffic numbers. Additionally, ANPR surveys were conducted as identified points to determine the potential redistribution of traffic upon completion of the access road.

The analysis considers the full buildout of all zoned lands in the area which are likely to use the access road in future. The Trics database was used to obtain a trip generation rate for the zoned lands using sites with similar characteristics in terms of public transport access and likely parking rates. These trips were then distributed on the proposed road network using a Vissim micro-simulation model.

The following conclusions can be drawn from the outcome of the Vissim modelling:

- The access road will have sufficient link capacity to accommodate the estimated trips with a high amount of reserve capacity available;
- Based on the functionality and demand at the two main junctions located along the access road, it is proposed that both junctions should operate by means of traffic signal control;
- Based on the estimated volumes at the northern junction (Junction 5), the following layout is proposed:
 - Single-lane roads on the eastern and western approaches due to lower volumes; and
 - Single-lane roads on the northern and southern approaches with 20m right-turn bays to prevent turning vehicles from blocking the through movements.
- Based on the estimated volumes at the southern junction (Junction 6), the following layout is proposed:
 - Single-lane road on the eastern approach due to lower volumes; and
 - Single-lane roads on the northern, southern, and western approaches with 20m right-turn bays to prevent turning vehicles from blocking the through movements.
- Using these layouts, both junctions will perform with acceptable delays and queue lengths during both peak hours.

It can therefore be concluded that the proposed access road, junction control, and layouts, will be sufficient to accommodate the future buildout of the zoned lands in the area, with reserve capacity available.

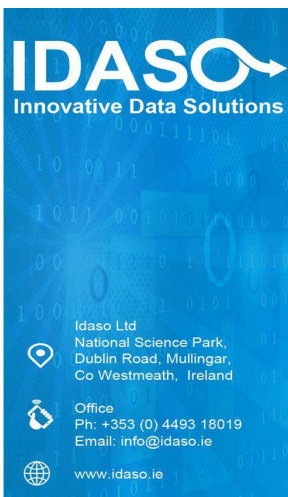
7 VERIFICATION

This report was compiled and verified by:

Wian Marais BEng (Civil), BEng Hons (Transportation), CEng MIEI
Chartered Civil Engineer
O'Connor Sutton Cronin & Associates



Appendix A **JUNCTION & ANPR SURVEYS**

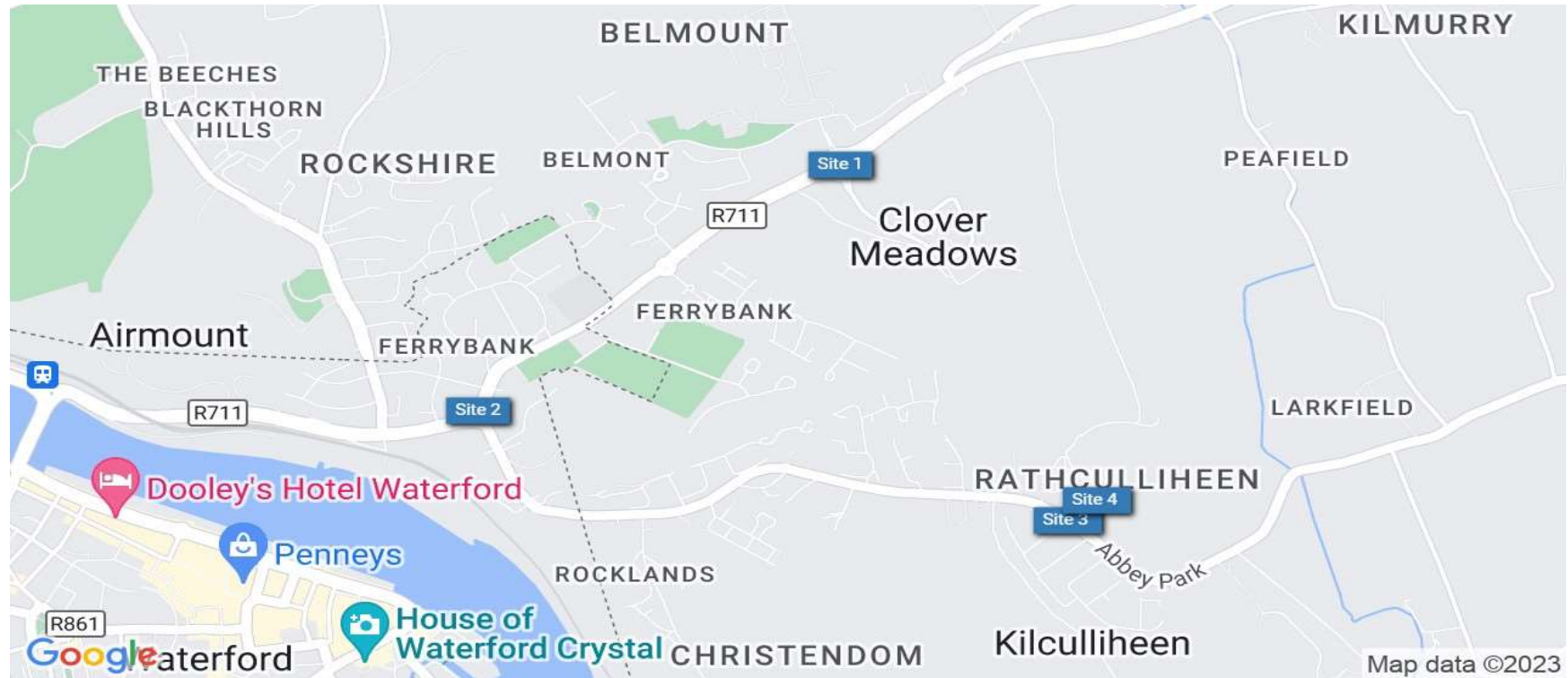


Data Analysis Services
Traffic-Transportation- Commercial-Innovation

331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny)

with compliments

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny)
Date: Thu 19 Oct 2023





IDASO

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny)
Site: Site 1
Location: R711/Clover Ave/Belmont Rd/Unnamed Rd
Date: Thu 19-Oct-2023

	A ==> A											A ==> B										
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1.2		
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5		
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	0	0	7	6.2		
09:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5		
09:15	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1		
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	7	0	0	0	0	0	7	7		
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2		
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2		
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
12:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	5	5		
13:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
13:30	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2		
13:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3		
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	7	0	0	0	0	0	7	7		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
14:30	0	0	1	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	2		
14:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4		
H/TOT	0	0	1	0	0	0	0	0	1	1	0	0	6	0	0	0	0	0	6	6		
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
16:00	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1		
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2		
16:30	0	0	1	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	2	2		
16:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
H/TOT	0	0	2	0	0	0	0	0	2	2	0	0	4	0	2	0	0	0	6	6		
17:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4	4		
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17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	9	9		
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18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4	4		
12 TOT	0	0	5	0	0	0	0	0	5	5	1	0	44	1	10	0	0	0	56	55.2		

A ==> C									A ==> D										
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	76	0	31	3	1	0	111	113.8	0	0	2	0	0	0	0	0	2	2
0	0	73	0	34	3	1	1	112	115.8	0	0	0	0	0	0	0	0	0	0
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0	0	73	0	10	2	1	1	87	90.3	0	0	2	0	1	1	1	0	5	6.8
0	0	87	0	8	5	1	2	103	108.8	0	0	3	0	1	0	0	0	4	4
0	0	278	1	33	14	3	6	335	351.9	0	0	33	0	3	1	1	0	38	39.8
0	0	58	0	5	3	1	1	68	71.8	0	0	4	0	1	0	0	0	5	5
0	0	65	1	14	1	2	2	85	90.1	0	0	2	0	0	0	1	0	3	4.3
0	0	74	0	21	1	0	0	96	96.5	0	0	7	0	0	0	0	0	7	7
0	0	56	0	15	5	0	0	76	78.5	0	0	3	0	1	0	0	0	4	4
0	0	253	1	55	10	3	3	325	336.9	0	0	16	0	2	0	1	0	19	20.3
0	0	60	1	11	0	3	1	76	80.9	0	0	5	1	0	0	0	0	6	6
0	0	64	0	12	4	2	0	82	86.6	0	0	2	0	0	0	0	0	2	2
0	0	56	1	9	5	0	1	72	75.5	0	0	4	0	0	0	0	0	4	4
0	0	43	0	13	4	2	1	63	68.6	0	0	4	0	0	0	0	0	4	4
0	0	223	2	45	13	7	3	293	311.6	0	0	15	1	0	0	0	0	16	16
0	0	51	0	9	3	1	1	65	68.8	0	0	3	0	0	1	0	0	4	4.5
0	0	54	1	16	2	1	0	74	76.3	0	0	8	0	1	0	0	0	9	9
0	0	66	0	7	2	3	0	78	82.9	0	0	8	0	0	0	0	0	8	8
0	0	49	0	15	0	0	2	66	68	0	0	4	0	0	0	1	0	5	6.3
0	0	220	1	47	7	5	3	283	296	0	0	23	0	1	1	1	0	26	27.8
0	1	60	1	12	5	2	1	82	87.5	0	0	11	0	2	0	0	0	13	13
1	0	69	0	12	0	1	0	83	83.5	0	0	4	0	1	0	0	0	5	5
0	0	55	1	10	1	1	2	70	73.8	0	0	9	0	0	0	0	0	9	9
0	0	84	0	8	1	0	2	95	97.5	0	0	5	0	1	0	0	0	6	6
1	1	268	2	42	7	4	5	330	342.3	0	0	29	0	4	0	0	0	33	33
0	0	59	1	5	5	0	3	73	78.5	0	0	6	0	0	0	0	0	6	6
0	0	59	1	8	5	1	1	75	79.8	0	0	5	0	1	0	0	0	6	6
0	0	62	0	11	1	1	0	75	76.8	0	0	14	0	0	0	0	0	14	14
0	0	68	0	10	3	0	1	82	84.5	0	0	9	0	1	0	0	0	10	10
0	0	248	2	34	14	2	5	305	319.6	0	0	34	0	2	0	0	0	36	36
2	0	65	0	11	3	0	0	81	80.9	0	0	6	0	1	0	1	0	8	9.3
0	0	67	0	6	2	1	2	78	82.3	0	0	11	0	0	0	1	0	12	13.3
0	0	57	0	12	1	1	2	73	76.8	0	0	8	0	2	0	0	0	10	10
1	0	45	0	14	3	2	1	66	70.3	0	0	12	0	2	1	0	0	15	15.5
3	0	234	0	43	9	4	5	298	310.3	0	0	37	0	5	1	2	0	45	48.1
0	0	53	2	11	0	1	0	67	68.3	0	0	9	0	0	0	0	0	9	9
3	0	45	1	13	1	0	2	65	65.1	0	0	6	1	2	0	0	0	9	9
0	0	82	0	12	2	1	2	99	103.3	0	0	10	0	2	0	0	0	12	12
0	0	83	2	11	2	0	1	99	101	0	0	8	0	2	0	0	0	10	10
3	0	263	5	47	5	2	5	330	337.7	0	0	33	1	6	0	0	0	40	40
0	0	78	1	15	0	0	0	94	94	0	0	7	0	0	0	0	0	7	7
0	0	68	0	17	0	0	0	85	85	0	0	13	0	1	0	0	0	14	14
0	0	76	0	11	0	0	2	89	91	0	0	13	0	0	0	0	0	13	13
0	0	82	0	15	0	0	0	97	97	0	0	8	0	0	0	0	0	8	8
0	0	304	1	58	0	0	2	365	367	0	0	41	0	1	0	0	0	42	42
1	0	74	2	5	1	0	0	83	82.7	0	0	7	0	1	0	0	0	8	8
0	0	46	0	5	1	0	2	54	56.5	0	0	12	0	0	0	0	0	12	12
0	0	55	1	10	1	0	1	68	69.5	0	0	7	0	1	0	0	0	8	8
0	0	63	0	4	1	0	0	68	68.5	0	0	6	0	0	0	0	0	6	6
1	0	238	3	24	4	0	3	273	277.2	0	0	32	0	2	0	0	0	34	34
8	1	3133	18	569	104	40	49	3922	4068	0	0	335	2	28	3	5	0	373	381

B => A										B => B										
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	
0	0	10	0	1	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
0	0	12	0	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	6	0	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
0	0	50	0	6	1	0	0	57	57.5	0	0	1	0	0	0	0	0	1	1	

B => C										B => D									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	3	0	4	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	6	0	0	0	0	0	6	6	0	0	1	0	0	0	0	0	1	1
0	0	8	0	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
0	0	19	0	6	0	0	0	25	25	0	0	1	0	0	0	0	0	1	1
0	0	12	0	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0
0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
0	0	3	1	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
0	0	26	1	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0
0	0	9	0	0	0	0	0	9	9	0	0	1	0	1	0	0	0	2	2
0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	26	0	0	0	0	0	26	26	0	0	1	0	1	0	0	0	2	2
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	9	0	0	0	0	0	9	9	0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	13	1	0	0	0	0	14	14	0	0	1	0	0	0	0	0	1	1
0	0	3	0	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	2	1	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	9	1	4	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	5	1	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
0	0	3	0	1	0	0	0	4	4	0	0	0	0	2	0	0	0	2	2
0	0	1	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	10	2	3	0	0	0	15	15	0	0	0	0	2	0	0	0	2	2
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	1	0	1	0	0	0	2	2	0	0	2	0	0	0	0	0	2	2
0	0	7	0	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0
0	0	16	0	2	0	0	0	18	18	0	0	2	0	0	0	0	0	2	2
0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0
0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	3	1	0	0	0	0	4	4	0	0	1	0	0	0	0	0	1	1
0	0	13	1	2	0	0	0	16	16	0	0	1	0	0	0	0	0	1	1
0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
0	0	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
0	0	2	0	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	0	5	5	0	0	0	0	1	0	0	0	1	1
0	0	13	1	2	0	0	0	16	16	0	0	0	0	1	0	0	0	1	1
0	0	2	0	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0
1	0	3	0	1	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0
0	0	3	1	1	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1
0	0	2	1	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
1	0	10	2	4	0	0	0	17	16.2	0	0	1	0	0	0	0	0	1	1
0	0	5	0	1	0	0	0	6	6	0	0	3	0	0	0	0	0	3	3
0	0	3	2	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0
0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0
0	0	7	0	1	0	0	0	8	8	0	0	1	0	0	0	0	0	1	1
0	0	22	2	2	0	0	0	26	26	0	0	4	0	0	0	0	0	4	4
0	0	2	0	0	0	0	0	2	2	0	0	1	0	0	0	0	0	1	1
0	0	3	0	0	0	0	0	3	3	0	0	2	0	0	0	0	0	2	2
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
0	0	9	0	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0
0	0	17	0	1	0	0	0	18	18	0	0	3	0	0	0	0	0	3	3
1	0	194	11	29	0	0	0	235	234.2	0	0	14	0	4	0	0	0	18	18

C => A									C => B											
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	52	1	8	2	0	1	64	66	0	0	1	0	0	0	0	0	1	1	
0	0	70	0	11	2	1	0	84	86.3	0	0	0	0	0	0	0	0	0	0	
0	0	67	0	21	4	0	1	93	96	0	0	3	0	0	0	0	0	3	3	
0	0	78	0	12	0	0	2	92	94	0	0	1	0	0	0	0	0	1	1	
0	0	267	1	52	8	1	4	333	342.3	0	0	5	0	0	0	0	0	5	5	
0	0	70	1	9	0	1	2	83	86.3	0	0	1	0	1	0	0	0	2	2	
0	0	68	0	10	2	0	0	80	81	0	0	4	0	1	0	0	0	5	5	
0	0	97	0	6	1	1	1	106	108.8	0	0	5	0	0	0	0	0	5	5	
0	0	62	0	9	5	0	0	76	78.5	0	0	3	0	1	0	0	0	4	4	
0	0	297	1	34	8	2	3	345	354.6	0	0	13	0	3	0	0	0	16	16	
0	0	36	0	8	3	1	4	52	58.8	0	0	4	0	0	0	0	0	4	4	
0	0	46	1	8	0	1	0	56	57.3	0	0	6	0	0	0	0	0	6	6	
0	0	25	0	10	6	1	0	42	46.3	0	0	1	0	0	0	0	0	1	1	
0	0	36	1	9	1	0	2	49	51.5	0	0	1	0	0	0	0	0	1	1	
0	0	143	2	35	10	3	6	199	213.9	0	0	12	0	0	0	0	0	12	12	
0	0	36	0	4	1	1	1	43	45.8	0	0	2	0	0	0	0	0	2	2	
0	0	30	2	10	2	2	2	48	53.6	0	0	2	0	0	0	0	0	2	2	
0	0	52	0	12	2	2	0	68	71.6	0	0	2	0	0	0	0	0	2	2	
0	0	45	0	7	2	1	1	56	59.3	0	0	2	0	0	0	0	0	2	2	
0	0	163	2	33	7	6	4	215	230.3	0	0	8	0	0	0	0	0	8	8	
0	0	61	0	7	1	0	0	69	69.5	0	0	1	0	0	0	0	0	1	1	
0	0	40	0	8	3	1	1	53	56.8	0	0	2	0	1	0	0	0	3	3	
0	0	48	0	14	4	0	2	68	72	0	0	1	1	1	0	0	0	3	3	
0	0	49	0	5	4	0	1	59	62	0	0	1	0	0	0	0	0	1	1	
0	0	198	0	34	12	1	4	249	260.3	0	0	5	1	2	0	0	0	8	8	
0	0	43	0	9	2	0	0	54	55	0	0	3	1	0	0	0	0	4	4	
0	0	52	2	14	1	2	1	72	76.1	0	0	1	0	2	0	0	0	3	3	
0	0	60	1	14	3	4	2	84	92.7	0	0	5	1	1	0	0	0	7	7	
0	0	61	0	9	2	1	0	73	75.3	0	0	4	0	0	0	0	0	4	4	
0	0	216	3	46	8	7	3	283	299.1	0	0	13	2	3	0	0	0	18	18	
0	0	67	0	10	3	0	2	82	85.5	0	0	0	0	0	0	0	0	0	0	
1	0	81	1	9	2	1	0	95	96.5	0	0	0	0	1	0	0	0	1	1	
0	0	57	0	13	3	1	2	76	80.8	0	0	2	0	2	0	0	0	4	4	
0	0	58	0	7	2	3	1	71	76.9	0	0	2	0	1	0	0	0	3	3	
1	0	263	1	39	10	5	5	324	339.7	0	0	4	0	4	0	0	0	8	8	
0	0	52	1	16	4	2	0	75	79.6	0	0	0	0	0	0	0	0	0	0	
0	0	77	1	6	0	0	2	86	88	0	0	3	0	0	0	0	0	3	3	
0	0	57	0	8	1	0	1	67	68.5	0	0	3	0	1	0	0	0	4	4	
0	0	58	0	7	4	0	1	70	73	0	0	3	0	0	0	0	0	3	3	
0	0	244	2	37	9	2	4	298	309.1	0	0	9	0	1	0	0	0	10	10	
1	0	54	0	11	4	2	1	73	77.8	0	0	5	0	1	0	0	0	6	6	
0	0	55	0	11	1	2	0	69	72.1	0	0	5	0	2	0	0	0	7	7	
1	1	60	2	6	1	1	0	72	72.4	0	0	1	0	2	0	0	0	3	3	
0	0	92	0	13	0	0	2	107	109	0	0	5	1	0	0	0	0	6	6	
2	1	261	2	41	6	5	3	321	331.3	0	0	16	1	5	0	0	0	22	22	
0	0	92	1	13	2	0	1	109	111	0	0	4	0	0	0	0	0	4	4	
0	0	72	0	14	3	1	0	90	92.8	0	0	1	2	0	0	0	0	3	3	
0	0	80	0	19	1	1	0	101	102.8	0	0	3	0	2	0	0	0	5	5	
0	0	84	1	12	3	2	1	103	108.1	0	0	3	0	0	0	0	0	3	3	
0	0	328	2	58	9	4	2	403	414.7	0	0	11	2	2	0	0	0	15	15	
0	2	71	1	18	0	1	2	95	97.1	0	0	6	0	0	0	0	0	6	6	
0	0	73	1	14	5	0	1	94	97.5	0	0	6	2	0	0	0	0	8	8	
0	0	75	0	9	2	0	0	86	87	0	0	6	1	0	0	0	0	7	7	
0	0	85	1	6	2	0	1	95	97	0	0	5	0	0	0	0	0	5	5	
0	2	304	3	47	9	1	4	370	378.6	0	0	23	3	0	0	0	0	26	26	
0	0	67	0	8	0	1	2	78	81.3	0	0	8	0	0	0	0	0	8	8	
0	0	75	1	6	0	0	1	83	84	0	0	1	0	1	0	0	0	2	2	
0	0	75	0	6	1	0	0	82	82.5	0	0	5	0	0	0	0	0	5	5	
0	0	61	0	6	0	0	1	68	69	0	0	1	0	1	0	0	0	2	2	
0	0	278	1	26	1	1	4	311	316.8	0	0	15	0	2	0	0	0	17	17	
3	3	2962	20	482	97	38	46	3651	3790.7	0	0	134	9	22	0	0	0	165	165	

C => C										C => D									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2
0	0	1	0	0	0	0	0	1	1	0	0	4	0	0	0	0	0	4	4
0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6	6
0	0	1	0	0	0	0	0	1	1	0	0	14	0	2	0	0	0	16	16
0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	11
0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7
0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	16	16
0	0	0	0	0	0	0	0	0	0	0	0	16	0	2	0	0	0	18	18
0	0	0	0	0	0	0	0	0	0	0	0	50	0	2	0	0	0	52	52
0	0	1	0	0	0	0	0	1	1	0	0	30	0	4	0	0	0	34	34
0	0	1	0	0	0	0	0	1	1	0	0	36	3	0	0	0	0	39	39
0	0	0	0	0	0	0	0	0	0	0	0	20	0	1	0	0	0	21	21
0	0	3	0	0	0	0	0	3	3	0	0	20	0	1	0	0	0	21	21
0	0	5	0	0	0	0	0	5	5	0	0	106	3	6	0	0	0	115	115
0	0	0	0	0	0	0	0	0	0	0	0	19	0	2	0	0	0	21	21
0	0	2	0	0	0	0	0	2	2	0	0	21	0	1	0	0	0	22	22
0	0	0	0	0	0	0	0	0	0	0	0	25	1	2	0	0	0	28	28
0	0	0	0	0	1	0	0	1	1.5	0	0	17	1	1	0	0	0	19	19
0	0	2	0	0	1	0	0	3	3.5	0	0	82	2	6	0	0	0	90	90
0	0	0	0	0	0	0	0	0	0	0	0	30	0	1	1	0	0	32	32.5
0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	25	25
0	0	0	0	0	0	0	0	0	0	0	0	21	1	3	0	2	0	27	29.6
0	0	0	0	0	0	0	0	0	0	0	0	30	0	3	0	0	0	33	33
0	0	0	0	0	0	0	0	0	0	0	0	106	1	7	1	2	0	117	120.1
0	0	1	0	0	0	0	0	1	1	0	0	34	1	4	0	0	0	39	39
0	0	0	0	0	0	0	0	0	0	0	0	25	0	2	0	0	0	27	27
0	0	0	0	0	0	0	0	0	0	0	0	27	0	4	0	0	0	31	31
0	0	0	0	0	0	0	0	0	0	0	0	35	0	1	0	0	0	36	36
0	0	1	0	0	0	0	0	1	1	0	0	121	1	11	0	0	0	133	133
0	0	0	0	0	0	0	0	0	0	0	0	26	1	2	0	0	0	29	29
0	0	1	0	0	0	0	0	1	1	0	0	35	0	2	0	0	0	37	37
0	0	3	0	0	0	0	0	3	3	0	0	27	0	3	0	0	0	30	30
0	0	2	0	0	0	0	0	2	2	0	0	35	0	1	1	0	0	37	37.5
0	0	6	0	0	0	0	0	6	6	0	0	123	1	8	1	0	0	133	133.5
0	0	3	0	0	0	0	0	3	3	0	0	27	0	0	0	0	0	27	27
0	0	1	0	0	0	0	0	1	1	0	0	31	0	3	1	0	0	35	35.5
0	0	1	0	0	0	0	0	1	1	0	1	28	0	2	0	0	0	31	30.4
0	0	0	0	0	0	0	0	0	0	0	0	37	0	1	0	0	0	38	38
0	0	5	0	0	0	0	0	5	5	0	1	123	0	6	1	0	0	131	130.9
0	0	0	0	0	0	0	0	0	0	0	0	44	0	2	0	0	0	46	46
0	0	0	0	0	0	0	0	0	0	0	0	35	1	3	0	0	0	39	39
0	0	3	0	0	0	0	0	3	3	0	0	31	1	2	0	0	0	34	34
0	0	0	1	0	0	0	0	1	1	0	0	28	0	2	1	0	0	31	31.5
0	0	3	1	0	0	0	0	4	4	0	0	138	2	9	1	0	0	150	150.5
0	0	1	0	0	0	0	0	1	1	0	0	38	0	4	0	0	0	42	42
0	0	0	0	0	0	0	0	0	0	0	0	27	0	5	0	0	0	32	32
0	0	1	0	0	0	0	0	1	1	0	0	33	0	4	0	0	0	37	37
0	0	1	0	0	0	0	0	1	1	0	0	32	0	2	1	0	0	35	35.5
0	0	3	0	0	0	0	0	3	3	0	0	130	0	15	1	0	0	146	146.5
0	0	1	0	1	0	0	0	2	2	0	0	32	0	5	0	0	0	37	37
0	0	2	0	0	0	0	0	2	2	0	0	39	0	3	1	0	0	43	43.5
0	0	0	0	0	0	0	0	0	0	1	0	39	0	2	0	0	0	42	41.2
0	0	0	0	0	0	0	0	0	0	0	0	39	0	2	0	0	0	41	41
0	0	3	0	1	0	0	0	4	4	1	0	149	0	12	1	0	0	163	162.7
0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	40	40
0	0	1	0	0	0	0	0	1	1	0	0	35	0	2	0	0	0	37	37
0	0	1	0	0	0	0	0	1	1	0	0	22	0	1	0	0	0	23	23
0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	31	31
0	0	2	0	0	0	0	0	2	2	0	0	128	0	3	0	0	0	131	131
0	0	31	1	1	1	0	0	34	34.5	1	1	1270	10	87	6	2	0	1377	1381.2

D => A										D => B											
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU		
0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1		
0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0		
0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0		
0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0		
0	0	15	0	2	0	0	0	17	17	0	0	1	0	0	0	0	0	1	1		
0	0	8	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0		
0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0		
0	0	3	0	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0		
0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0		
0	0	23	0	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0		
0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1		
0	0	3	0	0	0	0	0	3	3	0	0	3	0	0	0	0	0	3	3		
0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0		
0	0	3	0	1	0	0	0	4	4	0	0	2	0	0	0	0	0	2	2		
0	0	16	0	1	0	0	0	17	17	0	0	6	0	0	0	0	0	6	6		
0	0	6	0	3	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0		
0	0	3	0	0	0	0	0	3	3	0	0	1	0	0	0	0	0	1	1		
0	0	5	0	0	0	1	0	6	7.3	0	0	0	0	0	0	0	0	0	0		
0	0	4	0	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0		
0	0	18	0	4	1	1	0	24	25.8	0	0	1	0	0	0	0	0	1	1		
0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0		
0	0	8	0	1	0	0	0	9	9	0	0	1	0	0	0	0	0	1	1		
1	0	11	0	1	0	0	0	13	12.2	0	0	1	0	0	0	0	0	1	1		
0	0	6	0	0	0	1	0	7	8.3	0	0	2	0	0	0	0	0	2	2		
1	0	34	0	2	0	1	0	38	38.5	0	0	4	0	0	0	0	0	4	4		
0	0	10	0	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0		
0	0	9	0	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0		
0	0	14	0	1	0	1	0	16	17.3	0	0	0	0	0	0	0	0	0	0		
0	0	15	0	2	0	0	0	17	17	0	0	1	0	0	0	0	0	1	1		
0	0	48	0	5	0	1	0	54	55.3	0	0	1	0	0	0	0	0	1	1		
0	0	17	0	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0		
0	0	10	0	0	0	0	0	10	10	0	0	1	0	0	0	0	0	1	1		
0	0	15	0	1	0	0	0	16	16	0	0	2	0	0	0	0	0	2	2		
0	0	11	0	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0		
0	0	53	0	5	0	0	0	58	58	0	0	3	0	0	0	0	0	3	3		
0	0	15	1	2	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0		
0	0	11	0	0	0	0	0	11	11	0	0	1	0	0	0	0	0	1	1		
0	0	15	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0		
0	0	12	0	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0		
0	0	53	1	3	0	0	0	57	57	0	0	1	0	0	0	0	0	1	1		
0	0	5	0	0	0	0	0	5	5	0	0	1	0	0	0	0	0	1	1		
0	0	20	0	0	0	1	0	21	22.3	0	0	2	0	1	0	0	0	3	3		
0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0		
0	0	14	0	5	0	0	0	19	19	0	0	2	0	0	0	0	0	2	2		
0	0	48	0	5	0	1	0	54	55.3	0	0	5	0	1	0	0	0	6	6		
0	0	13	0	2	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0		
0	0	14	0	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0		
0	0	23	0	2	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0		
0	0	21	0	3	0	0	0	24	24	0	0	2	0	0	0	0	0	2	2		
0	0	71	0	8	1	0	0	80	80.5	0	0	2	0	0	0	0	0	2	2		
0	0	17	0	3	0	0	0	20	20	0	0	2	0	1	0	0	0	3	3		
0	0	14	0	5	0	0	0	19	19	0	0	2	0	0	0	0	0	2	2		
0	0	14	0	3	0	0	0	17	17	0	0	1	0	0	0	0	0	1	1		
0	0	16	0	0	0	0	0	16	16	0	0	3	0	0	0	0	0	3	3		
0	0	61	0	11	0	0	0	72	72	0	0	8	0	1	0	0	0	9	9		
0	0	15	0	0	0	0	0	15	15	0	0	1	0	0	0	0	0	1	1		
0	0	13	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0		
0	0	11	0	0	1	0	0	12	12.5	0	0	2	0	0	0	0	0	2	2		
0	0	10	0	1	0	0	0	11	11	0	0	2	0	0	0	0	0	2	2		
0	0	49	0	1	1	0	0	51	51.5	0	0	5	0	0	0	0	0	5	5		
1	0	489	1	48	3	4	0	546	551.9	0	0	37	0	2	0	0	0	39	39		

D => C										D => D											
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU		
0	0	6	0	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0		
0	0	10	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0		
0	1	14	0	2	0	0	0	17	16.4	0	0	0	0	0	0	0	0	0	0		
0	0	13	0	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0		
0	1	43	0	5	0	0	0	49	48.4	0	0	0	0	0	0	0	0	0	0		
0	0	15	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0		
0	0	12	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0		
0	0	6	0	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0		
0	0	14	0	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0		
0	0	47	0	3	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0		
0	0	19	0	3	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0		
0	0	22	2	1	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0		
0	0	21	1	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0		
0	0	16	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0		
0	0	78	3	5	0	0	0	86	86	0	0	0	0	0	0	0	0	0	0		
0	0	19	0	2	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0		
0	0	18	0	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0		
0	0	16	2	3	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0		
0	0	19	1	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0		
0	0	72	3	6	0	0	0	81	81	0	0	0	0	0	0	0	0	0	0		
0	0	31	0	2	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0		
0	0	21	1	1	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0		
1	0	21	0	0	1	0	0	23	22.7	0	0	0	0	0	0	0	0	0	0		
0	0	18	1	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0		
1	0	91	2	4	1	0	0	99	98.7	0	0	0	0	0	0	0	0	0	0		
0	0	25	0	3	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0		
0	0	27	1	2	1	0	0	31	31.5	0	0	0	0	0	0	0	0	0	0		
0	0	19	0	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0		
0	0	22	1	1	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0	0		
0	0	93	2	7	2	0	0	104	105	0	0	0	0	0	0	0	0	0	0		
0	0	22	0	0	0	1	0	23	24.3	0	0	0	0	0	0	0	0	0	0		
0	0	24	1	1	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0		
0	0	24	0	2	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0		
0	0	35	0	1	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0		
0	0	105	1	4	0	1	0	111	112.3	0	0	0	0	0	0	0	0	0	0		
0	0	22	0	0	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0	0		
1	0	25	0	1	0	0	0	27	26.2	0	0	0	0	0	0	0	0	0	0		
0	1	23	0	1	1	0	0	26	25.9	0	0	0	0	0	0	0	0	0	0		
0	0	23	0	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0		
1	1	93	0	3	2	0	0	100	99.6	0	0	0	0	0	0	0	0	0	0		
0	0	19	1	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0		
0	0	42	0	2	0	0	0	44	44	0	0	0	0	0	0	0	0	0	0		
0	0	26	0	3	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0		
0	0	34	1	2	0	0	0	37	37	0	0	0	0	0	0	0	0	0	0		
0	0	121	2	7	0	0	0	130	130	0	0	0	0	0	0	0	0	0	0		
0	0	20	0	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0		
0	0	39	0	2	1	0	0	42	42.5	0	0	0	0	0	0	0	0	0	0		
0	0	21	1	4	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0		
0	0	27	1	1	1	0	0	30	30.5	0	0	0	0	0	0	0	0	0	0		
0	0	107	2	8	2	0	0	119	120	0	0	0	0	0	0	0	0	0	0		
0	0	35	0	4	0	0	0	39	39	0	0	1	0	0	0	0	0	1	1		
0	0	24	0	1	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0		
0	0	33	1	1	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0		
0	0	32	0	4	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0		
0	0	124	1	10	0	0	0	135	135	0	0	1	0	0	0	0	0	1	1		
1	0	22	0	2	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0	0		
0	0	28	0	0	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0		
0	0	30	0	0	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0		
0	0	28	0	0	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0		
1	0	108	0	2	0	0	0	111	110.2	0	0	0	0	0	0	0	0	0	0		
3	2	1082	16	64	7	1	0	1175	1176.2	0	0	1	0	0	0	0	0	1	1		



IDASO

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny)
Site: Site 2
Location: Fountain St/Abbey Rd
Date: Thu 19-Oct-2023

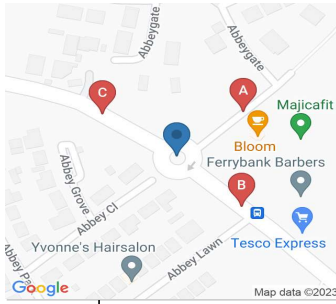
	A => A											A => B										
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU		
07:00	0	0	0	0	0	0	0	0	0	0	1	0	4	0	2	0	1	0	8	8.5		
07:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	1	5	7.3		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	1	10	11		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	30	0	1	0	0	2	33	35		
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	44	0	5	0	2	4	56	61.8		
08:00	0	0	0	0	0	0	0	0	0	0	1	0	23	0	3	1	0	0	28	27.7		
08:15	0	0	0	0	0	0	0	0	0	0	0	0	69	0	3	0	2	0	74	76.6		
08:30	0	0	0	0	0	0	0	0	0	0	0	0	47	0	2	1	3	0	53	57.4		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	24	0	1	1	1	1	28	30.8		
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	163	0	9	3	6	1	183	192.5		
09:00	0	0	0	0	0	0	0	0	0	0	0	0	51	0	4	0	1	0	56	57.3		
09:15	0	0	0	0	0	0	0	0	0	0	1	0	27	0	3	1	1	0	33	34		
09:30	0	0	0	0	0	0	0	0	0	0	0	0	25	0	1	0	1	1	28	30.3		
09:45	0	0	0	0	0	0	0	0	0	0	0	0	11	2	1	0	1	0	15	16.3		
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	114	2	9	1	4	1	132	137.9		
10:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	1	0	0	11	11.5		
10:15	0	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	2	0	13	15.6		
10:30	0	0	0	0	0	0	0	0	0	0	0	0	21	1	2	0	0	1	25	26		
10:45	0	0	0	0	0	0	0	0	0	0	0	0	11	1	0	1	0	0	13	13.5		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	51	2	4	2	2	1	62	66.6		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	1	0	11	12.3		
11:15	0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	2	0	18	20.6		
11:30	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	1	0	1	14	15.5		
11:45	0	0	0	0	0	0	0	0	0	0	0	0	11	0	1	1	0	0	13	13.5		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	46	0	4	2	3	1	56	61.9		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	9	0	4	3	0	0	16	17.5		
12:15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	2	2	0	18	21.6		
12:30	0	0	0	0	0	0	0	0	0	0	0	0	14	0	2	1	0	1	18	19.5		
12:45	0	0	0	0	0	0	0	0	0	0	0	0	12	0	2	0	1	0	15	16.3		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	48	0	9	6	3	1	67	74.9		
13:00	0	0	0	0	0	0	0	0	0	0	1	0	11	0	2	0	2	0	16	17.8		
13:15	0	0	0	0	0	0	0	0	0	0	0	0	14	0	1	0	0	0	15	15		
13:30	0	0	0	0	0	0	0	0	0	0	0	0	25	0	2	0	1	1	29	31.3		
13:45	0	0	0	0	0	0	0	0	0	0	0	0	14	0	3	0	0	0	17	17		
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	64	0	8	0	3	1	77	81.1		
14:00	0	0	0	0	0	0	0	0	0	0	1	0	24	0	2	0	0	0	27	26.2		
14:15	0	0	0	0	0	0	0	0	0	0	0	0	14	0	2	0	0	0	16	16		
14:30	0	0	0	0	0	0	0	0	0	0	0	0	18	1	1	1	1	0	22	23.8		
14:45	0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	1	0	1	21	22.5		
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	74	1	6	2	1	1	86	88.5		
15:00	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	32	32		
15:15	0	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	1	1	20	22.3		
15:30	0	0	0	0	0	0	0	0	0	0	0	0	21	0	1	1	0	0	23	23.5		
15:45	0	0	0	0	0	0	0	0	0	0	0	0	19	1	1	0	0	1	22	23		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	89	1	3	1	1	2	97	100.8		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	1	0	15	16.3		
16:15	0	0	0	0	0	0	0	0	0	0	0	0	13	0	3	0	0	0	16	16		
16:30	0	0	0	0	0	0	0	0	0	0	2	0	11	0	0	0	0	0	13	11.4		
16:45	0	0	0	0	0	0	0	0	0	0	0	0	38	0	4	0	0	2	44	46		
H/TOT	0	0	0	0	0	0	0	0	0	0	2	0	74	1	8	0	1	2	88	89.7		
17:00	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	1	0	0	21	21.5		
17:15	0	0	0	0	0	0	0	0	0	0	0	0	14	0	1	0	0	0	15	15		
17:30	0	0	0	0	0	0	0	0	0	0	0	0	19	0	4	0	0	0	23	23		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	19	0	3	0	0	0	22	22		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	71	0	9	1	0	0	81	81.5		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	1	15	16		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	14	14		
18:30	0	0	0	0	0	0	0	0	0	0	0	0	14	0	2	0	0	1	17	18		
18:45	0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	0	13	13		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	53	1	3	0	0	2	59	61		
12 TOT	0	0	0	0	0	0	0	0	0	0	7	0	891	8	77	18	26	17	1044	1098.2		

A ==> C										B ==> A									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	93	0	34	1	0	0	128	128.5	0	0	1	0	1	0	0	0	2	2
0	0	113	0	37	3	0	2	155	158.5	0	0	4	0	0	0	0	0	4	4
0	1	127	0	26	2	0	0	156	156.4	0	0	6	0	2	0	0	0	8	8
0	0	98	0	17	4	1	0	120	123.3	0	0	18	0	1	0	1	1	21	23.3
0	1	431	0	114	10	1	2	559	566.7	0	0	29	0	4	0	1	1	35	37.3
0	1	93	0	20	4	0	2	120	123.4	0	0	11	0	0	0	0	3	14	17
0	0	98	0	6	2	0	3	109	113	1	0	30	0	3	0	0	0	34	33.2
0	0	65	0	10	0	0	1	76	77	0	0	46	0	0	0	1	0	47	48.3
1	0	94	2	10	2	0	0	109	109.2	0	0	20	1	0	1	0	0	22	22.5
1	1	350	2	46	8	0	6	414	422.6	1	0	107	1	3	1	1	3	117	121
0	0	105	0	6	2	0	1	114	116	0	0	54	0	1	1	1	0	57	58.8
1	0	98	4	11	4	0	1	119	121.2	0	0	22	0	1	0	1	0	24	25.3
0	0	95	2	18	2	0	2	119	122	0	0	19	0	0	0	0	0	19	19
1	0	105	2	11	6	0	1	126	129.2	0	0	14	0	0	0	0	0	14	14
2	0	403	8	46	14	0	5	478	488.4	0	0	109	0	2	1	2	0	114	117.1
0	0	103	2	5	2	0	2	114	117	1	0	8	0	4	0	3	0	16	19.1
0	0	96	0	17	3	1	2	119	123.8	0	0	13	0	0	0	1	0	14	15.3
0	0	93	5	16	0	0	0	114	114	0	0	10	1	0	0	1	0	12	13.3
0	0	112	4	19	3	0	0	138	139.5	0	0	8	0	1	0	0	0	9	9
0	0	404	11	57	8	1	4	485	494.3	1	0	39	1	5	0	5	0	51	56.7
0	0	87	4	17	0	1	1	110	112.3	0	0	12	0	1	0	0	0	13	13
0	1	106	2	11	4	0	0	124	125.4	0	0	10	0	3	0	1	0	14	15.3
1	1	89	1	9	5	1	2	109	113.4	0	0	6	1	4	3	0	0	14	15.5
0	0	76	2	14	4	0	1	97	100	0	0	6	0	1	0	0	0	7	7
1	2	358	9	51	13	2	4	440	451.1	0	0	34	1	9	3	1	0	48	50.8
0	0	83	4	11	2	1	1	102	105.3	0	0	11	0	1	2	0	0	14	15
0	0	81	3	24	2	0	0	110	111	0	0	14	0	1	1	0	0	16	16.5
0	0	98	0	12	2	3	0	115	119.9	0	0	12	0	2	1	1	0	16	17.8
0	0	86	4	19	1	1	2	113	116.8	0	0	17	0	1	0	0	0	18	18
0	0	348	11	66	7	5	3	440	453	0	0	54	0	5	4	1	0	64	67.3
0	1	81	3	8	7	1	1	102	107.2	0	0	16	0	1	0	1	0	18	19.3
0	0	108	3	19	1	0	0	131	131.5	0	0	10	0	2	0	0	0	12	12
3	0	122	3	11	1	1	2	143	144.4	0	0	11	0	0	0	1	0	12	13.3
0	0	132	3	16	1	0	2	154	156.5	0	0	30	0	1	1	1	0	33	34.8
3	1	443	12	54	10	2	5	530	539.6	0	0	67	0	4	1	3	0	75	79.4
0	0	106	1	7	4	0	4	122	128	0	0	9	0	1	0	2	0	12	14.6
1	0	86	2	12	5	1	1	108	112	0	0	14	0	1	0	0	0	15	15
0	1	88	2	11	4	0	0	106	107.4	0	0	12	0	1	1	0	0	14	14.5
1	0	82	2	15	2	0	1	103	104.2	0	0	36	0	1	0	0	0	37	37
2	1	362	7	45	15	1	6	439	451.6	0	0	71	0	4	1	2	0	78	81.1
1	0	118	2	9	1	0	0	131	130.7	0	0	18	0	2	0	1	1	22	24.3
0	0	95	2	10	4	0	1	112	115	0	0	10	0	2	0	2	0	14	16.6
0	0	79	1	14	2	0	2	98	101	0	0	6	2	0	1	0	0	9	9.5
1	0	88	0	16	3	2	2	112	117.3	0	0	28	0	3	0	0	0	31	31
2	0	380	5	49	10	2	5	453	464	0	0	62	2	7	1	3	1	76	81.4
0	0	91	1	10	1	0	0	103	103.5	2	0	14	0	0	0	0	0	16	14.4
0	0	76	2	14	2	0	1	95	97	3	0	13	0	0	2	1	0	19	18.9
0	0	121	2	16	3	1	2	145	149.8	0	0	23	3	0	0	2	0	28	30.6
0	0	113	4	13	2	0	0	132	133	3	0	19	0	0	0	0	0	22	19.6
0	0	401	9	53	8	1	3	475	483.3	8	0	69	3	0	2	3	0	85	83.5
0	0	112	1	15	0	0	0	128	128	0	0	30	0	2	0	1	1	34	36.3
0	0	112	3	15	0	0	0	130	130	0	0	22	0	3	0	0	0	25	25
0	0	122	1	18	0	0	2	143	145	0	0	12	0	0	0	0	0	12	12
0	0	114	1	16	1	1	0	133	134.8	0	0	12	0	2	0	0	0	14	14
0	0	460	6	64	1	1	2	534	537.8	0	0	76	0	7	0	1	1	85	87.3
1	0	100	3	8	0	0	0	112	111.2	0	0	23	0	2	0	0	0	25	25
1	0	79	1	5	1	0	2	89	90.7	0	0	10	0	1	0	0	0	11	11
0	0	94	1	10	1	0	0	106	106.5	0	0	10	0	1	0	0	0	11	11
0	0	104	1	9	1	0	0	115	115.5	0	0	17	0	0	0	0	0	17	17
2	0	377	6	32	3	0	2	422	423.9	0	0	60	0	4	0	0	0	64	64
13	6	4717	86	677	107	16	47	5669	5776.3	10	0	777	8	54	14	23	6	892	926.9

B ==> B										B ==> C										
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	0	0	0	0	0	0	0	0	0	1	21	1	4	0	0	0	27	26.4	
0	0	0	0	0	0	0	0	0	0	0	1	53	0	2	1	0	1	58	58.9	
0	0	0	0	0	0	0	0	0	0	1	2	64	1	6	1	1	1	77	77.8	
0	0	0	0	0	0	0	0	0	0	0	0	62	1	8	1	0	0	72	72.5	
0	0	0	0	0	0	0	0	0	0	1	4	200	3	20	3	1	2	234	235.6	
0	0	0	0	0	0	0	0	0	0	1	1	79	1	6	0	2	0	90	91.2	
0	0	0	0	0	0	0	0	0	0	2	0	74	0	2	1	1	2	82	84.2	
0	0	0	0	0	0	0	0	0	0	0	0	75	1	2	1	1	0	80	81.8	
0	0	0	0	0	0	0	0	0	0	0	0	35	1	5	0	1	0	42	43.3	
0	0	0	0	0	0	0	0	0	0	3	1	263	3	15	2	5	2	294	300.5	
0	0	0	0	0	0	0	0	0	0	0	2	29	1	3	1	4	1	41	46.5	
0	0	0	0	0	0	0	0	0	0	1	0	40	0	9	0	3	0	53	56.1	
0	0	0	0	0	0	0	0	0	0	0	0	34	0	8	3	4	0	49	55.7	
0	0	0	0	0	0	0	0	0	0	0	1	28	1	2	2	5	1	40	47.9	
0	0	0	0	0	0	0	0	0	0	1	3	131	2	22	6	16	2	183	206.2	
0	0	0	0	0	0	0	0	0	0	0	0	29	3	5	0	0	0	37	37	
0	0	0	0	0	0	0	0	0	0	0	0	30	0	6	1	2	0	39	42.1	
0	0	0	0	0	0	0	0	0	0	0	0	36	0	8	2	3	1	50	55.9	
0	0	0	0	0	0	0	0	0	0	0	0	38	3	3	4	1	0	49	52.3	
0	0	0	0	0	0	0	0	0	0	0	0	133	6	22	7	6	1	175	187.3	
0	0	0	0	0	0	0	0	0	0	0	0	23	0	4	1	1	0	29	30.8	
0	0	0	0	0	0	0	0	0	0	0	0	29	0	6	2	0	0	37	38	
0	0	0	0	0	0	0	0	0	0	1	1	33	2	5	2	1	1	46	47.9	
0	0	0	0	0	0	0	0	0	0	0	0	31	1	4	3	3	0	42	47.4	
0	0	0	0	0	0	0	0	0	0	1	1	116	3	19	8	5	1	154	164.1	
0	0	0	0	0	0	0	0	0	0	1	0	37	0	4	5	2	0	49	53.3	
0	0	0	0	0	0	0	0	0	0	1	0	33	1	7	5	5	0	52	60.2	
0	0	0	0	0	0	0	0	0	0	0	0	31	0	6	2	2	0	41	44.6	
0	0	0	0	0	0	0	0	0	0	0	0	27	0	7	3	1	1	39	42.8	
0	0	0	0	0	0	0	0	0	0	2	0	128	1	24	15	10	1	181	200.9	
0	0	0	0	0	0	0	0	0	0	0	0	32	0	6	3	1	0	42	44.8	
0	0	0	0	0	0	0	0	0	0	0	0	35	1	7	0	1	0	44	45.3	
0	0	0	0	0	0	0	0	0	0	1	1	52	0	6	0	1	0	61	60.9	
0	0	0	0	0	0	0	0	0	0	1	0	45	1	6	1	2	2	58	62.3	
0	0	0	0	0	0	0	0	0	0	2	1	164	2	25	4	5	2	205	213.3	
0	0	0	0	0	0	0	0	0	0	1	0	32	0	4	2	4	0	43	48.4	
0	0	0	0	0	0	0	0	0	0	0	1	36	1	4	2	4	0	48	53.6	
0	0	0	0	0	0	0	0	0	0	0	0	22	2	10	1	0	0	35	35.5	
0	0	0	0	0	0	0	0	0	0	0	0	34	2	9	0	0	1	46	47	
0	0	0	0	0	0	0	0	0	0	1	1	124	5	27	5	8	1	172	184.5	
0	0	0	0	0	0	0	0	0	0	0	0	38	0	8	2	1	0	49	51.3	
0	0	0	0	0	0	0	0	0	0	1	0	35	0	1	2	3	0	42	46.1	
0	0	0	0	0	0	0	0	0	0	2	0	52	1	4	2	1	0	62	62.7	
0	0	0	0	0	0	0	0	0	0	0	0	93	0	4	1	0	2	100	102.5	
0	0	0	0	0	0	0	0	0	0	3	0	218	1	17	7	5	2	253	262.6	
0	0	0	0	0	0	0	0	0	0	6	0	45	0	3	1	0	0	55	50.7	
0	0	0	0	0	0	0	0	0	0	5	0	32	1	6	2	1	0	47	45.3	
0	0	0	0	0	0	0	0	0	0	10	1	50	1	14	0	2	0	78	72	
0	0	0	0	0	0	0	0	0	0	3	0	68	1	7	3	1	1	84	85.4	
0	0	0	0	0	0	0	0	0	0	24	1	195	3	30	6	4	1	264	253.4	
0	0	0	0	0	0	0	0	0	0	3	0	79	2	6	0	2	1	93	94.2	
0	0	0	0	0	0	0	0	0	0	6	1	58	1	10	1	0	0	77	72.1	
0	0	0	0	0	0	0	0	0	0	2	0	65	0	4	1	0	0	72	70.9	
0	0	0	0	0	0	0	0	0	0	3	0	47	0	7	0	2	0	59	59.2	
0	0	0	0	0	0	0	0	0	0	14	1	249	3	27	2	4	1	301	296.4	
0	0	0	0	0	0	0	0	0	0	3	0	76	1	10	1	2	1	94	95.7	
0	0	0	0	0	0	0	0	0	0	3	0	33	1	2	0	1	0	40	38.9	
0	0	0	0	0	0	0	0	0	0	3	0	39	0	2	0	1	1	46	45.9	
0	0	0	0	0	0	0	0	0	0	0	0	46	0	4	0	0	0	50	50	
0	0	0	0	0	0	0	0	0	0	9	0	194	2	18	1	4	2	230	230.5	
0	0	0	0	0	0	0	0	0	0	61	13	2115	34	266	66	73	18	2646	2735.3	

C => A										C => B									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	61	0	6	3	0	1	71	73.5	2	0	36	0	7	0	2	0	47	48
0	0	64	1	19	2	1	1	88	91.3	3	0	33	1	3	0	0	0	40	37.6
0	0	73	0	18	4	0	1	96	99	0	1	42	1	2	1	1	0	48	49.2
0	0	81	0	13	0	0	1	95	96	2	0	83	1	2	0	3	1	92	95.3
0	0	279	1	56	9	1	4	350	359.8	7	1	194	3	14	1	6	1	227	230.1
1	0	94	1	10	1	0	0	107	106.7	0	0	65	1	7	2	3	2	80	86.9
1	0	105	1	8	2	0	0	117	117.2	0	0	36	2	3	1	2	1	45	49.1
0	0	100	2	9	2	0	2	115	118	0	0	49	0	4	1	2	0	56	59.1
0	0	103	0	9	4	0	1	117	120	0	0	49	0	2	1	1	1	54	56.8
2	0	402	4	36	9	0	3	456	461.9	0	0	199	3	16	5	8	4	235	251.9
0	0	86	1	11	1	0	4	103	107.5	0	0	36	1	3	3	1	0	44	46.8
1	0	85	5	10	4	0	1	106	108.2	0	0	34	0	11	0	1	0	46	47.3
0	0	63	1	16	2	1	1	84	87.3	0	0	24	0	5	1	2	0	32	35.1
0	0	71	4	9	1	0	2	87	89.5	0	0	21	0	6	1	2	0	30	33.1
1	0	305	11	46	8	1	8	380	392.5	0	0	115	1	25	5	6	0	152	162.3
1	0	54	1	9	2	0	1	68	69.2	0	0	28	1	7	1	0	0	37	37.5
0	0	59	4	15	4	0	2	84	88	0	0	23	0	4	0	2	0	29	31.6
0	0	68	2	15	2	0	1	88	90	0	0	27	0	5	5	1	0	38	41.8
0	0	74	3	9	3	1	1	91	94.8	0	0	31	2	3	1	1	0	38	39.8
1	0	255	10	48	11	1	5	331	342	0	0	109	3	19	7	4	0	142	150.7
0	0	91	2	14	1	0	0	108	108.5	0	0	26	0	4	1	3	0	34	38.4
0	0	81	4	13	4	0	2	104	108	0	0	23	2	8	5	1	0	39	42.8
0	1	85	1	8	3	2	3	103	109.5	0	0	25	1	5	6	1	0	38	42.3
0	0	102	2	12	3	1	1	121	124.8	0	1	25	1	6	4	6	0	43	52.2
0	1	359	9	47	11	3	6	436	450.8	0	1	99	4	23	16	11	0	154	175.7
1	0	92	5	18	1	0	0	117	116.7	0	0	20	0	6	3	4	0	33	39.7
0	0	111	3	21	2	2	2	141	146.6	0	0	31	1	5	3	1	0	41	43.8
0	0	104	1	15	3	4	2	129	137.7	0	0	29	0	1	1	0	0	31	31.5
0	1	119	3	9	2	0	1	135	136.4	0	0	21	1	6	2	1	0	31	33.3
1	1	426	12	63	8	6	5	522	537.4	0	0	101	2	18	9	6	0	136	148.3
0	1	128	3	19	3	0	1	155	156.9	2	1	30	0	8	0	1	0	42	41.1
0	0	121	1	6	4	0	1	133	136	0	0	34	0	6	0	3	0	43	46.9
0	0	87	5	18	4	0	2	116	120	0	0	46	1	5	3	1	0	56	58.8
0	0	104	2	16	1	2	1	126	130.1	0	0	41	2	6	0	0	0	49	49
0	1	440	11	59	12	2	5	530	543	2	1	151	3	25	3	5	0	190	195.8
0	0	94	2	12	4	0	0	112	114	0	1	35	0	4	1	2	0	43	45.5
0	0	112	2	8	2	0	2	126	129	0	0	40	0	3	2	1	0	46	48.3
1	1	108	0	12	2	0	2	126	127.6	2	0	44	0	5	0	0	0	51	49.4
1	0	109	2	11	4	0	1	128	130.2	1	0	40	1	5	1	1	0	49	50
2	1	423	6	43	12	0	5	492	500.8	3	1	159	1	17	4	4	0	189	193.2
2	1	116	2	11	3	1	1	137	138.6	0	1	32	0	6	2	1	0	42	43.7
0	0	107	1	12	3	0	1	124	126.5	0	0	38	1	3	1	2	0	45	48.1
1	1	114	3	12	2	1	1	135	136.9	1	0	52	2	3	2	2	0	62	64.8
0	0	133	3	13	1	0	1	151	152.5	0	0	56	0	2	1	0	0	59	59.5
3	2	470	9	48	9	2	4	547	554.5	1	1	178	3	14	6	5	0	208	216.1
0	0	118	2	18	2	0	1	141	143	0	0	26	0	5	1	1	0	33	34.8
1	0	123	2	22	3	0	0	151	151.7	0	0	38	0	5	0	1	0	44	45.3
1	0	126	0	23	0	0	2	152	153.2	0	0	54	1	2	3	0	0	60	61.5
0	1	131	0	22	3	1	2	160	164.2	0	2	69	0	8	2	1	0	82	83.1
2	1	498	4	85	8	1	5	604	612.1	0	2	187	1	20	6	3	0	219	224.7
0	2	127	1	24	2	0	0	156	155.8	0	0	70	2	8	1	1	1	83	85.8
1	0	134	2	21	7	0	1	166	169.7	0	3	52	0	7	1	0	0	63	61.7
0	0	137	1	13	1	0	0	152	152.5	0	1	49	2	8	0	2	0	62	64
1	0	153	1	11	1	0	2	169	170.7	0	1	38	0	9	1	1	0	50	51.2
2	2	551	5	69	11	0	3	643	648.7	0	5	209	4	32	3	4	1	258	262.7
0	0	138	1	9	0	1	2	151	154.3	2	0	49	0	6	0	1	0	58	57.7
0	3	126	3	8	1	0	0	141	139.7	0	0	46	0	2	1	0	0	49	49.5
0	0	130	0	10	0	0	0	140	140	0	1	42	1	5	0	0	1	50	50.4
1	0	126	0	12	1	0	1	141	141.7	0	0	41	1	4	0	0	0	46	46
1	3	520	4	39	2	1	3	573	575.7	2	1	178	2	17	1	1	1	203	203.6
15	12	4928	86	639	110	18	56	5864	5979.2	15	13	1879	30	240	66	63	7	2313	2415.1

C => C									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	2	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	2	0	0	0	0	0	2	2
0	0	0	0	1	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	2	0	0	0	0	0	2	2
0	0	1	0	0	0	0	0	1	1
0	0	1	1	0	0	0	0	2	2
0	0	1	0	0	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	4	1	0	0	0	0	5	5
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	4	1	0	0	0	0	5	5
0	0	5	1	0	0	0	0	6	6
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	2	0	0	0	0	0	2	2
0	0	2	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	0	5	5
0	0	2	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	2	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	25	2	1	0	0	0	28	28



IDASO

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny)
Site: Site 3
Location: Unnamed Rd/Abbey Park
Date: Thu 19-Oct-2023

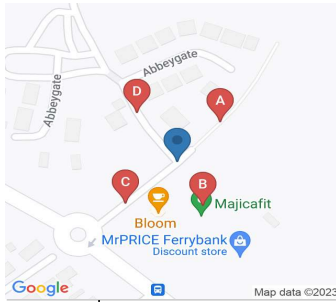
	A ==> A											A ==> B										
TIME	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
08:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3	3.5		
08:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	0	8	8.5		
09:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3		
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
09:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2		
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	7	7		
10:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
10:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3		
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	7	7		
11:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5		
11:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
11:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5		
11:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	0	0	17	17		
12:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3	3.5		
12:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4		
12:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3		
12:45	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	13	0	2	1	0	0	16	16.5		
13:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3		
13:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	2		
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3	3		
13:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	8	0	3	0	0	0	11	11		
14:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4	4		
14:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	3		
14:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4		
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	4	4		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	9	0	6	0	0	0	15	15		
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2		
15:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4	4		
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2		
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	9	9		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6		
16:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4		
16:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4		
16:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	4	4.5		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	1	0	0	18	18.5		
17:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	3		
17:15	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	8	8		
17:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	8	8		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	20	0	4	0	0	0	24	24		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	5	5		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5	5		
18:30	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6		
18:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	4		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	19	0	1	0	0	0	20	20		
12 TOT	0	0	0	0	0	0	0	0	0	0	0	0	127	0	24	3	0	0	154	155.5		

A => C									B => A											
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
0	0	6	0	0	0	0	0	6	6	0	0	1	0	1	0	0	0	2	2	
0	0	12	0	1	0	0	0	13	13	0	0	1	0	1	0	0	0	2	2	
0	0	6	0	0	0	0	0	6	6	0	0	1	0	2	0	0	0	3	3	
0	0	2	0	1	0	0	0	3	3	0	0	1	0	1	0	0	0	2	2	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	1	1	0	0	4	4.5	0	0	4	0	1	0	0	0	5	5	
0	0	13	0	2	1	0	0	16	16.5	0	0	6	0	4	0	0	0	10	10	
0	0	5	0	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	
0	0	5	0	2	0	0	0	7	7	0	0	2	0	1	0	0	0	3	3	
0	0	13	0	0	0	0	0	13	13	0	0	1	0	0	0	0	0	1	1	
0	0	5	0	0	0	0	0	5	5	0	0	3	0	0	0	0	0	3	3	
0	0	28	0	3	0	0	0	31	31	0	0	6	0	1	0	0	0	7	7	
1	0	6	0	4	1	0	0	12	11.7	0	0	1	0	0	0	0	0	1	1	
0	0	6	0	1	0	0	0	7	7	0	0	3	0	0	0	0	0	3	3	
0	0	10	0	0	0	0	0	10	10	0	0	2	0	0	0	0	0	2	2	
0	0	9	0	1	0	0	0	10	10	0	0	3	0	0	1	0	0	4	4.5	
1	0	31	0	6	1	0	0	39	38.7	0	0	9	0	0	1	0	0	10	10.5	
0	0	10	0	1	0	0	0	11	11	0	0	4	0	0	0	0	0	4	4	
0	0	4	0	0	0	0	0	4	4	0	0	3	0	0	0	0	0	3	3	
0	0	5	1	0	1	0	0	7	7.5	0	0	3	0	0	0	0	0	3	3	
0	0	9	0	1	0	0	0	10	10	0	0	2	0	0	0	0	0	2	2	
0	0	28	1	2	1	0	0	32	32.5	0	0	12	0	0	0	0	0	12	12	
0	0	5	0	0	0	0	0	5	5	0	0	2	0	0	0	0	0	2	2	
0	0	11	0	1	0	0	0	12	12	0	0	4	0	1	0	0	0	5	5	
0	0	10	0	1	0	0	0	11	11	0	0	1	0	0	0	0	0	1	1	
0	0	7	0	3	0	0	0	10	10	0	0	1	0	0	0	0	0	1	1	
0	0	33	0	5	0	0	0	38	38	0	0	8	0	1	0	0	0	9	9	
0	0	9	1	1	0	0	0	11	11	0	0	1	1	1	0	0	0	3	3	
0	0	8	0	0	0	0	0	8	8	0	0	3	0	0	0	0	0	3	3	
1	0	6	0	1	0	0	0	8	7.2	0	0	3	0	0	0	0	0	3	3	
0	0	11	0	1	0	0	0	12	12	0	0	1	0	0	0	0	0	1	1	
1	0	34	1	3	0	0	0	39	38.2	0	0	8	1	1	0	0	0	10	10	
0	0	9	0	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	
0	1	7	0	0	0	0	0	8	7.4	0	0	3	0	0	0	0	0	3	3	
0	0	12	0	1	0	0	0	13	13	0	0	1	0	1	0	0	0	2	2	
0	0	11	0	1	0	0	0	12	12	0	0	3	0	1	1	0	0	5	5.5	
0	1	39	0	3	0	0	0	43	42.4	0	0	7	0	2	1	0	0	10	10.5	
0	0	12	0	1	1	0	0	14	14.5	0	0	3	0	0	0	0	0	3	3	
0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	
0	0	13	0	1	0	0	0	14	14	0	0	3	0	1	0	0	0	4	4	
0	0	10	0	0	0	0	0	10	10	0	0	1	0	1	0	0	0	2	2	
0	0	46	0	2	1	0	0	49	49.5	0	0	7	0	2	0	0	0	9	9	
0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	
0	0	8	0	4	0	0	0	12	12	0	0	3	0	0	0	0	0	3	3	
0	0	11	0	2	0	0	0	13	13	0	0	6	0	1	0	0	0	7	7	
0	0	10	0	2	0	0	0	12	12	0	0	4	0	0	0	0	0	4	4	
0	0	36	0	8	0	0	0	44	44	0	0	13	0	1	0	0	0	14	14	
0	0	14	0	0	0	0	0	14	14	0	0	4	0	0	0	0	0	4	4	
0	0	13	0	1	0	0	0	14	14	0	0	6	0	0	0	0	0	6	6	
0	0	13	0	2	0	0	0	15	15	0	0	4	0	0	0	0	0	4	4	
0	0	10	0	2	0	0	0	12	12	0	0	4	0	0	0	0	0	4	4	
0	0	50	0	5	0	0	0	55	55	0	0	18	0	0	0	0	0	18	18	
0	0	12	0	1	0	0	0	13	13	0	0	2	0	0	0	0	0	2	2	
0	0	5	0	0	0	0	0	5	5	0	0	2	0	0	0	0	0	2	2	
0	0	13	0	0	0	0	0	13	13	0	0	3	0	0	0	0	0	3	3	
0	0	17	0	0	0	0	0	17	17	0	0	3	0	0	0	0	0	3	3	
0	0	47	0	1	0	0	0	48	48	0	0	10	0	0	0	0	0	10	10	
2	1	397	2	41	4	0	0	447	446.8	0	0	105	1	13	2	0	0	121	122	

B ==> B										B ==> C											
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU		
0	0	0	0	0	0	0	0	0	0	0	0	9	0	3	0	0	0	12	12		
0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	1	13	14		
0	0	0	0	0	0	0	0	0	0	0	0	15	0	1	0	0	1	17	18		
0	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	0	10	10		
0	0	0	0	0	0	0	0	0	0	0	0	44	0	6	0	0	2	52	54		
0	0	0	0	0	0	0	0	0	0	1	1	19	0	1	0	0	0	22	20.6		
0	0	0	0	0	0	0	0	0	0	1	0	31	0	4	1	0	1	38	38.7		
0	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	0	0	18	18		
0	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	0	1	21	22		
0	0	0	0	0	0	0	0	0	0	2	1	84	2	7	1	0	2	99	99.3		
0	0	0	0	0	0	0	0	0	0	0	1	17	0	4	0	0	0	22	21.4		
0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	0	12	13.3		
0	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0	0	1	15	16		
0	0	0	0	0	0	0	0	0	0	0	1	12	0	1	0	0	0	14	13.4		
0	0	0	0	0	0	0	0	0	0	0	2	53	0	6	0	1	1	63	64.1		
0	0	0	0	0	0	0	0	0	0	0	0	11	2	2	0	0	0	15	15		
0	0	0	0	0	0	0	0	0	0	0	0	7	0	3	1	0	0	11	11.5		
0	0	0	0	0	0	0	0	0	0	0	0	13	0	3	1	0	1	18	19.5		
0	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	9	9		
0	0	0	0	0	0	0	0	0	0	0	0	38	2	10	2	0	1	53	55		
0	0	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	9	9		
0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6		
0	0	0	0	0	0	0	0	0	0	0	0	7	0	3	1	0	1	12	13.5		
0	0	0	0	0	0	0	0	0	0	1	0	10	0	1	1	0	0	13	12.7		
0	0	0	0	0	0	0	0	0	0	1	0	29	0	7	2	0	1	40	41.2		
0	0	0	0	0	0	0	0	0	0	0	0	16	0	2	0	0	0	18	18		
0	0	0	0	0	0	0	0	0	0	0	0	12	0	2	0	0	0	14	14		
0	0	0	0	0	0	0	0	0	0	0	0	12	0	2	0	0	1	15	16		
0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	8	8		
0	0	0	0	0	0	0	0	0	0	0	0	47	0	7	0	0	1	55	56		
0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	11	11		
0	0	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	0	13	13		
0	0	0	0	0	0	0	0	0	0	0	1	15	0	2	0	0	0	18	17.4		
0	0	0	0	0	0	0	0	0	0	0	0	12	0	2	0	0	1	15	16		
0	0	0	0	0	0	0	0	0	0	0	1	49	0	6	0	0	1	57	57.4		
0	0	0	0	0	0	0	0	0	0	0	0	7	0	3	1	0	0	11	11.5		
0	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	0	14	13.4		
0	0	0	0	0	0	0	0	0	0	0	0	12	0	6	0	0	0	18	18		
0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	1	18	19		
0	0	0	0	0	0	0	0	0	0	0	1	49	0	9	1	0	1	61	61.9		
0	0	0	0	0	0	0	0	0	0	0	0	8	0	3	0	0	1	12	13		
0	0	2	0	0	0	0	0	2	2	0	0	12	0	1	0	1	0	14	15.3		
0	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	0	0	20	20		
0	0	0	0	0	0	0	0	0	0	0	0	12	0	1	0	0	1	14	15		
0	0	2	0	0	0	0	0	2	2	0	0	50	1	6	0	1	2	60	63.3		
0	0	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	0	13	13		
0	0	1	0	0	0	0	0	1	1	0	1	5	2	3	2	0	0	13	13.4		
0	0	0	0	0	0	0	0	0	0	0	0	16	0	6	1	0	0	23	23.5		
0	0	0	0	0	0	0	0	0	0	0	0	19	0	3	0	0	1	23	24		
0	0	1	0	0	0	0	0	1	1	0	1	51	2	14	3	0	1	72	73.9		
0	0	0	0	0	0	0	0	0	0	1	0	32	1	4	0	0	0	38	37.2		
0	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	0	19	19		
0	0	0	0	0	0	0	0	0	0	0	1	23	0	1	0	0	0	25	24.4		
0	0	0	0	0	0	0	0	0	0	1	0	21	0	2	0	0	0	24	23.2		
0	0	0	0	0	0	0	0	0	0	2	1	94	1	8	0	0	0	106	103.8		
0	0	0	0	0	0	0	0	0	0	0	0	19	0	5	0	0	1	25	26		
0	0	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	0	11	11		
0	0	0	0	0	0	0	0	0	0	1	0	8	0	3	0	0	1	13	13.2		
0	0	0	0	0	0	0	0	0	0	1	0	16	0	1	0	0	0	18	17.2		
0	0	0	0	0	0	0	0	0	0	2	0	52	0	11	0	0	2	67	67.4		
0	0	3	0	0	0	0	0	3	3	7	7	640	8	97	9	2	15	785	797.3		

C => A										C => B										
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	3	0	1	0	0	0	4	4	0	0	12	0	1	0	0	0	13	13	
0	0	1	0	0	0	0	0	1	1	0	0	17	0	1	0	0	1	19	20	
0	0	3	0	1	0	0	0	4	4	1	0	10	0	2	0	0	0	13	12.2	
0	0	3	0	1	0	0	0	4	4	0	0	24	0	1	1	0	1	27	28.5	
0	0	10	0	3	0	0	0	13	13	1	0	63	0	5	1	0	2	72	73.7	
0	0	5	0	1	1	0	0	7	7.5	0	0	10	0	5	0	0	0	15	15	
0	0	1	0	0	0	0	0	1	1	0	0	28	1	2	0	0	1	32	33	
0	0	6	0	0	1	0	0	7	7.5	0	0	31	0	2	1	1	0	35	36.8	
0	0	1	0	2	0	0	0	3	3	0	0	18	0	0	0	0	1	19	20	
0	0	13	0	3	2	0	0	18	19	0	0	87	1	9	1	1	2	101	104.8	
0	0	14	0	3	0	0	0	17	17	0	0	10	0	3	0	0	0	13	13	
0	0	8	0	2	0	0	0	10	10	0	0	14	0	0	0	0	0	14	14	
1	0	12	0	0	0	0	0	13	12.2	0	0	10	0	3	0	0	1	14	15	
0	0	9	0	0	0	0	0	9	9	0	0	3	1	2	0	0	0	6	6	
1	0	43	0	5	0	0	0	49	48.2	0	0	37	1	8	0	0	1	47	48	
0	0	7	0	1	1	0	0	9	9.5	0	0	10	1	0	0	0	0	11	11	
0	0	9	0	2	0	0	0	11	11	0	0	2	0	2	0	0	0	4	4	
0	0	9	0	4	0	0	0	13	13	0	0	13	0	1	1	0	1	16	17.5	
0	0	10	0	0	0	0	0	10	10	0	0	9	0	0	1	0	0	10	10.5	
0	0	35	0	7	1	0	0	43	43.5	0	0	34	1	3	2	0	1	41	43	
0	0	3	0	2	0	0	0	5	5	0	0	7	0	0	0	0	0	7	7	
0	0	8	0	1	1	0	0	10	10.5	0	0	7	0	0	1	0	0	8	8.5	
0	0	7	1	0	0	0	0	8	8	0	0	10	0	1	0	0	1	12	13	
0	0	8	0	3	0	0	0	11	11	0	0	11	0	3	1	0	0	15	15.5	
0	0	26	1	6	1	0	0	34	34.5	0	0	35	0	4	2	0	1	42	44	
0	0	8	0	0	0	0	0	8	8	1	0	10	0	4	0	0	0	15	14.2	
0	0	9	0	0	0	0	0	9	9	0	0	5	0	4	0	0	0	9	9	
0	0	8	0	1	0	0	0	9	9	0	0	10	0	1	0	0	1	12	13	
0	0	9	0	0	0	0	0	9	9	0	0	7	0	0	0	0	0	7	7	
0	0	34	0	1	0	0	0	35	35	1	0	32	0	9	0	0	1	43	43.2	
0	0	10	0	2	0	0	0	12	12	0	1	12	1	1	0	0	0	15	14.4	
0	0	4	0	1	0	0	0	5	5	0	0	14	0	2	0	1	0	17	18.3	
1	0	13	0	3	0	0	0	17	16.2	0	0	5	0	2	0	0	1	8	9	
0	0	10	0	2	0	0	0	12	12	0	0	15	0	1	0	0	1	17	18	
1	0	37	0	8	0	0	0	46	45.2	0	1	46	1	6	0	1	2	57	59.7	
0	0	10	0	2	0	0	0	12	12	0	0	12	0	1	0	1	0	14	15.3	
0	1	12	0	0	0	0	0	13	12.4	0	0	15	0	0	0	0	0	15	15	
0	0	7	0	2	0	0	0	9	9	0	0	10	0	2	1	0	0	13	13.5	
0	0	17	0	1	0	0	0	18	18	0	0	11	0	0	1	0	1	13	14.5	
0	1	46	0	5	0	0	0	52	51.4	0	0	48	0	3	2	1	1	55	58.3	
0	0	13	0	0	0	0	0	13	13	0	0	10	0	0	0	0	0	10	10	
0	0	10	0	1	0	0	0	11	11	0	0	7	0	0	0	0	0	7	7	
0	0	11	1	1	0	0	0	13	13	0	0	12	1	0	0	0	0	13	13	
0	0	15	0	0	0	0	0	15	15	0	0	26	0	0	0	0	1	27	28	
0	0	49	1	2	0	0	0	52	52	0	0	55	1	0	0	0	1	57	58	
0	0	10	0	2	0	0	0	12	12	0	0	16	1	0	0	0	0	17	17	
0	0	4	0	0	0	0	0	4	4	0	0	11	1	1	0	0	0	13	13	
0	0	9	0	1	1	0	0	11	11.5	2	0	17	0	3	1	0	0	23	21.9	
0	0	10	0	1	0	0	0	11	11	0	0	17	0	3	0	0	1	21	22	
0	0	33	0	4	1	0	0	38	38.5	2	0	61	2	7	1	0	1	74	73.9	
0	0	18	0	2	0	0	0	20	20	1	0	26	0	3	0	0	0	30	29.2	
0	0	12	0	1	0	0	0	13	13	0	1	11	0	2	0	0	0	14	13.4	
0	0	13	0	2	0	0	0	15	15	0	0	16	0	3	0	0	0	19	19	
1	0	13	0	1	0	0	0	15	14.2	0	2	10	0	3	0	0	0	15	13.8	
1	0	56	0	6	0	0	0	63	62.2	1	3	63	0	11	0	0	0	78	75.4	
0	0	12	0	1	0	0	0	13	13	0	0	13	1	4	0	0	1	19	20	
0	0	14	0	0	0	0	0	14	14	0	0	10	0	0	1	0	0	11	11.5	
0	0	11	0	0	0	0	0	11	11	0	1	14	0	1	0	0	1	17	17.4	
0	0	12	0	0	0	0	0	12	12	1	0	14	0	2	0	0	1	18	18.2	
0	0	49	0	1	0	0	0	50	50	1	1	51	1	7	1	0	3	65	67.1	
3	1	431	2	51	5	0	0	493	492.5	6	5	612	8	72	10	3	16	732	749.1	

C => C									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	1	1
0	0	2	0	1	0	0	0	3	3
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	2	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	1	1
0	0	9	0	1	0	0	0	10	10



IDASO

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny)
Site: Site 4
Location: Unnamed Rd/Abbeygate
Date: Thu 19-Oct-2023

TIME	A => A										A => B									
	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2.5
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3	4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	5	6

A => C									A => D										
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	2	0	0	3	4	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0																			

[illegible]

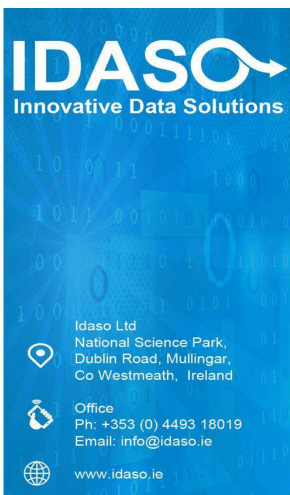
B => C										B => D										
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	
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0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
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0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	5	0	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	
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C => A										C => B									
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU
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0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	5	5
0	0	0	0	0	0	0	0	0	0	0	0	8	0	4	0	0	0	12	12
0	0	0	0	1	1	0	0	2	2.5	0	0	5	0	2	0	0	0	7	7
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0	0	0	0	0	0	1	0	0	1	1.5	0	0	4	0	0	0	0	4	4
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0	0	0	0	1	2	0	0	3	4	0	0	12	0	5	0	0	0	17	17
0	0	0	0	1	0	0	0	1	1	0	0	7	0	2	0	0	0	9	9
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0	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	0	12	11.2
0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	12	12
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0	0	0	0	0	0	0	0	0	0	0	0	54	0	1	0	0	0	55	55
0	0	2	0	2	5	0	0	9	11.5	3	1	451	3	53	2	0	0	513	511

C ==> C										C ==> D										
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	
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0	0	0	0	0	0	0	0	0	0	0	0	83	0	9	0	0	0	92	92	

[illegible]

D => C										D => D										
P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	TAXI	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
0	0	10	0	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	12	0	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	
0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
0	0	7	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	5	0	4	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	8	0	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	11	0	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	9	0	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	
0	0	9	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	
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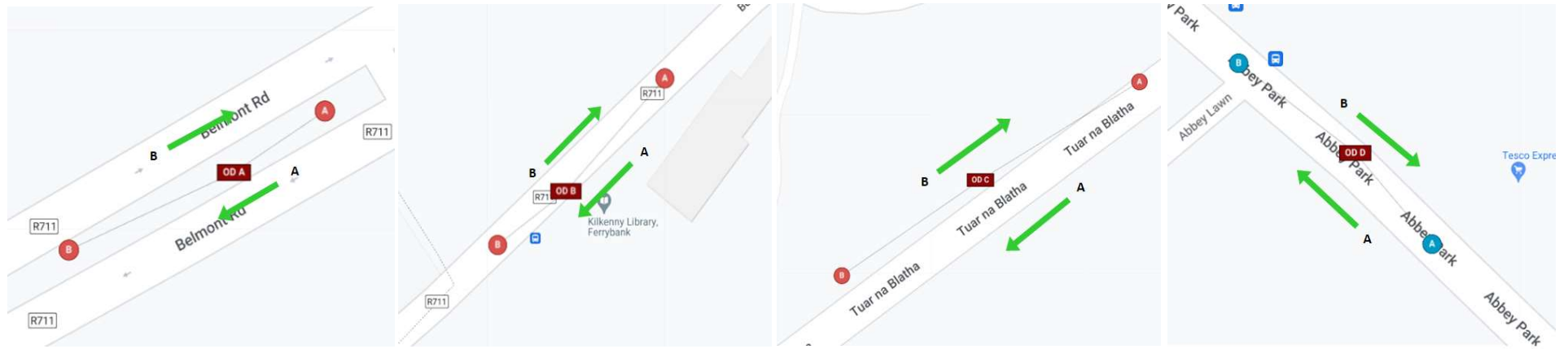


Data Analysis Services
Traffic-Transportation- Commercial-Innovation

331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR

with compliments

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: Thu 19 Oct 2023



Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

OD Matrix - ALL 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	9	82	1	1	1	-	-
OD A-B	2	-	2	1	-	1	-	-
OD B-A	-	4	-	1	1	4	-	1
OD B-B	4	210	12	1	-	-	-	-
OD C-A	-	2	1	2	-	5	-	1
OD C-B	-	1	1	-	17	-	-	40
OD D-A	-	1	-	-	37	-	1	2
OD D-B	-	-	-	-	-	-	1	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	33	276	6	-	6	-	8
OD A-B	2	-	4	-	-	1	-	-
OD B-A	1	6	-	12	-	1	-	2
OD B-B	4	264	31	-	-	-	1	-
OD C-A	-	5	4	3	2	23	-	2
OD C-B	1	1	-	1	21	-	-	20
OD D-A	-	10	-	-	48	7	-	15
OD D-B	1	-	4	-	-	-	3	1

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	1	18	358	4	-	17	-	1
OD A-B	1	-	4	-	-	1	-	-
OD B-A	2	-	-	15	2	1	-	1
OD B-B	11	208	61	2	1	3	-	-
OD C-A	-	6	6	3	1	16	-	-
OD C-B	1	2	1	1	19	-	1	13
OD D-A	-	3	1	1	36	3	-	3
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	17	327	-	2	13	1	1
OD A-B	3	-	6	-	2	-	-	-
OD B-A	-	2	-	2	1	2	-	-
OD B-B	5	214	52	-	1	1	-	-
OD C-A	-	11	3	1	1	6	-	-
OD C-B	-	1	1	1	13	-	1	9
OD D-A	-	5	-	1	31	-	-	3
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	5	332	1	1	16	1	1
OD A-B	7	-	8	1	-	-	-	-
OD B-A	1	-	-	2	2	-	-	1
OD B-B	3	257	39	-	-	1	-	-
OD C-A	-	12	1	1	-	3	1	-
OD C-B	1	-	-	-	16	-	1	19
OD D-A	-	2	1	1	31	1	-	1
OD D-B	-	-	-	-	-	1	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	20	311	3	2	10	-	2
OD A-B	3	-	5	-	-	1	-	-
OD B-A	-	2	-	4	1	6	-	-
OD B-B	4	309	48	-	1	2	1	-
OD C-A	-	10	1	2	-	9	-	-
OD C-B	-	2	-	1	15	-	1	13
OD D-A	1	4	-	1	34	-	-	3
OD D-B	-	-	-	-	-	-	1	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	8	350	3	2	11	-	1
OD A-B	10	-	6	-	1	-	-	-
OD B-A	-	1	-	7	-	4	-	1
OD B-B	7	336	48	1	1	2	-	-
OD C-A	-	7	6	2	1	8	-	-
OD C-B	-	-	-	-	15	1	-	17
OD D-A	-	2	-	-	37	2	-	2
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	15	338	1	2	9	-	1
OD A-B	5	1	4	-	-	-	-	-
OD B-A	-	2	-	3	-	3	-	-
OD B-B	4	323	35	1	1	7	1	-
OD C-A	-	6	-	3	3	7	-	-
OD C-B	-	1	1	1	22	-	2	11
OD D-A	-	2	1	-	35	2	-	1
OD D-B	-	-	-	-	-	-	1	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	21	319	2	-	17	-	1
OD A-B	9	-	6	-	-	-	-	-
OD B-A	-	-	-	4	-	3	-	1
OD B-B	6	352	50	3	1	4	-	-
OD C-A	-	6	1	1	1	11	-	-
OD C-B	-	3	1	-	23	-	2	24
OD D-A	1	3	-	-	34	3	1	2
OD D-B	-	-	-	-	-	-	2	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	25	332	4	2	17	-	-
OD A-B	4	-	2	-	-	-	-	-
OD B-A	-	2	-	4	1	5	-	-
OD B-B	9	399	49	-	1	2	3	-
OD C-A	-	8	-	2	-	4	-	-
OD C-B	-	1	1	1	19	-	2	19
OD D-A	1	2	1	-	38	2	2	8
OD D-B	-	-	-	-	-	2	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	1	17	403	4	1	18	-	3
OD A-B	4	-	10	-	-	2	-	-
OD B-A	-	1	1	5	-	4	-	-
OD B-B	3	319	39	-	1	4	-	-
OD C-A	-	9	7	2	-	7	-	1
OD C-B	-	6	1	3	27	-	1	24
OD D-A	-	2	1	2	76	-	-	6

OD D-B	1	-	2	-	-	-	2	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	7	297	3	1	11	-	3
OD A-B	10	-	12	-	-	-	1	-
OD B-A	-	-	-	4	1	3	-	-
OD B-B	3	222	18	-	-	-	-	-
OD C-A	1	8	1	1	1	6	-	-
OD C-B	-	2	-	-	23	-	2	19
OD D-A	-	2	-	-	42	-	-	3
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

OD Matrix - Lights 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	8	81	1	1	1	-	-
OD A-B	2	-	2	1	-	1	-	-
OD B-A	-	4	-	1	1	4	-	1
OD B-B	3	203	12	1	-	-	-	-
OD C-A	-	2	1	2	-	5	-	1
OD C-B	-	1	-	-	15	-	-	40
OD D-A	-	1	-	-	36	-	1	2
OD D-B	-	-	-	-	-	-	1	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	33	258	6	-	6	-	8
OD A-B	2	-	4	-	-	1	-	-
OD B-A	1	6	-	12	-	1	-	2
OD B-B	4	256	31	-	-	-	1	-
OD C-A	-	5	4	3	2	23	-	2
OD C-B	1	1	-	1	18	-	-	20
OD D-A	-	10	-	-	47	7	-	15
OD D-B	1	-	4	-	-	-	3	1

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	1	18	337	4	-	17	-	1
OD A-B	1	-	4	-	-	1	-	-
OD B-A	2	-	-	15	2	1	-	1
OD B-B	10	195	59	2	1	3	-	-
OD C-A	-	6	6	3	1	16	-	-
OD C-B	1	2	1	1	18	-	1	13
OD D-A	-	3	1	1	35	3	-	3
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	17	316	-	1	13	1	1
OD A-B	3	-	6	-	2	-	-	-
OD B-A	-	2	-	2	1	2	-	-
OD B-B	5	198	50	-	1	1	-	-
OD C-A	-	11	3	-	1	6	-	-
OD C-B	-	1	1	1	12	-	1	9
OD D-A	-	5	-	1	30	-	-	3
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	5	310	1	1	16	1	1
OD A-B	7	-	8	1	-	-	-	-
OD B-A	1	-	-	2	2	-	-	1
OD B-B	3	243	36	-	-	1	-	-
OD C-A	-	12	1	1	-	3	1	-
OD C-B	1	-	-	-	14	-	1	18
OD D-A	-	2	1	1	29	1	-	1
OD D-B	-	-	-	-	-	1	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	20	295	3	2	10	-	2
OD A-B	3	-	5	-	-	1	-	-
OD B-A	-	2	-	4	1	6	-	-
OD B-B	4	292	46	-	1	2	1	-
OD C-A	-	10	1	2	-	9	-	-
OD C-B	-	2	-	1	14	-	1	13
OD D-A	1	4	-	1	34	-	-	3
OD D-B	-	-	-	-	-	-	1	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	8	337	2	2	10	-	1
OD A-B	10	-	6	-	1	-	-	-
OD B-A	-	1	-	7	-	4	-	1
OD B-B	7	322	44	1	1	2	-	-
OD C-A	-	7	6	2	1	8	-	-
OD C-B	-	-	-	-	14	1	-	17
OD D-A	-	2	-	-	37	2	-	2
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	15	323	1	2	8	-	1
OD A-B	5	1	4	-	-	-	-	-
OD B-A	-	2	-	3	-	3	-	-
OD B-B	4	309	33	1	-	7	1	-
OD C-A	-	6	-	3	3	7	-	-
OD C-B	-	1	1	1	21	-	2	10
OD D-A	-	2	1	-	34	2	-	1
OD D-B	-	-	-	-	-	-	1	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	21	305	2	-	17	-	1
OD A-B	9	-	6	-	-	-	-	-
OD B-A	-	-	-	4	-	3	-	1
OD B-B	6	342	49	3	1	4	-	-
OD C-A	-	6	1	1	1	11	-	-
OD C-B	-	3	1	-	22	-	2	24
OD D-A	1	3	-	-	34	3	1	2
OD D-B	-	-	-	-	-	-	2	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	25	323	4	2	17	-	-
OD A-B	4	-	2	-	-	-	-	-
OD B-A	-	1	-	4	1	5	-	-
OD B-B	9	386	46	-	1	2	3	-
OD C-A	-	8	-	2	-	4	-	-
OD C-B	-	1	1	1	17	-	2	18
OD D-A	1	2	1	-	37	2	2	8
OD D-B	-	-	-	-	-	2	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	1	17	403	4	1	18	-	3
OD A-B	4	-	10	-	-	2	-	-
OD B-A	-	1	1	5	-	4	-	-
OD B-B	2	312	39	-	1	4	-	-
OD C-A	-	9	7	2	-	7	-	1
OD C-B	-	6	1	3	26	-	1	24
OD D-A	-	2	1	2	76	-	-	6

OD D-B	1	-	2	-	-	-	2	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	7	292	3	1	11	-	3
OD A-B	9	-	12	-	-	-	1	-
OD B-A	-	-	-	4	1	3	-	-
OD B-B	3	219	18	-	-	-	-	-
OD C-A	1	8	1	1	1	6	-	-
OD C-B	-	2	-	-	21	-	2	18
OD D-A	-	2	-	-	42	-	-	3
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

OD Matrix - Heavies 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	1	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	6	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	15	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	6	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	17	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	8	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	9	-	1	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	13	1	-	-	-	-	-
OD C-A	-	-	-	1	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	20	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	13	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	1
OD D-A	-	-	-	-	2	-	-	-
OD D-B	-	-	-	-	-	-	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	14	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	14	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	10	1	-	1	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	11	3	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	11	-	-	1	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	12	2	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	1
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	11	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	10	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	6	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	11	2	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	1
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	-	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	6	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-

OD D-B	-	-	-	-	-	-	-	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	4	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	1	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	1
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

OD Matrix - Buses 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	1	-	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	1	1	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	1	-	1	-	-	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	3	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	2	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	2	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	4	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	1	5	2	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	2	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	3	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	2	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	1	2	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	2	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	3	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	3	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	3	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	4	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	2	-	-	1	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	3	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	-	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	3	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	1	-	-	-	-	-	-
OD B-B	-	2	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	-	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	1	1	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-

OD D-B	-	-	-	-	-	-	-	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	1	-	-	-	-	-
OD A-B	1	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	2	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	2	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

First Seen Next Seen - ALL 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	1	89	4	1	2	-	-
OD A-B	12	-	3	-	-	-	-	-
OD B-A	-	2	-	9	1	5	-	-
OD B-B	3	228	7	-	-	1	-	-
OD C-A	-	2	-	5	-	7	-	-
OD C-B	-	-	1	-	19	-	-	42
OD D-A	-	-	-	-	41	-	1	-
OD D-B	-	-	-	-	-	-	1	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	5	343	4	-	-	-	-
OD A-B	29	-	4	-	-	-	1	-
OD B-A	-	6	1	44	-	21	-	-
OD B-B	1	330	23	-	-	1	-	-
OD C-A	-	2	-	27	-	42	-	-
OD C-B	1	-	-	-	20	-	6	45
OD D-A	-	-	-	-	81	-	-	8
OD D-B	7	-	-	-	-	-	6	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	1	7	440	-	-	-	-	-
OD A-B	59	-	1	-	-	-	2	-
OD B-A	-	1	-	38	-	40	-	-
OD B-B	1	281	49	-	-	-	-	-
OD C-A	-	1	-	29	-	19	-	-
OD C-B	-	-	-	-	26	-	5	18
OD D-A	-	-	-	-	46	-	-	3
OD D-B	2	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	4	415	-	-	-	-	-
OD A-B	62	1	2	-	-	-	1	-
OD B-A	-	1	-	19	-	24	-	-
OD B-B	2	294	13	-	-	-	-	-
OD C-A	-	1	-	22	-	9	-	-
OD C-B	1	-	-	-	19	-	5	11
OD D-A	-	-	-	-	45	-	-	3
OD D-B	-	-	-	-	-	-	1	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	1	385	-	-	1	-	-
OD A-B	47	-	4	-	-	-	-	-
OD B-A	-	1	-	10	-	25	-	-
OD B-B	2	307	17	-	-	-	-	-
OD C-A	-	1	-	22	-	3	-	-
OD C-B	-	-	-	-	17	-	6	22
OD D-A	-	-	-	-	38	-	-	2
OD D-B	-	-	1	-	-	-	2	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	10	390	-	-	-	-	-
OD A-B	63	1	-	-	-	-	1	-
OD B-A	-	2	-	16	-	33	-	-
OD B-B	2	379	17	-	-	-	-	-
OD C-A	-	3	-	27	-	6	-	-
OD C-B	-	-	-	-	22	-	5	17
OD D-A	-	-	-	-	47	-	-	2
OD D-B	-	-	-	-	-	-	2	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	1	418	-	-	-	-	-
OD A-B	52	2	1	-	-	-	3	-
OD B-A	-	1	-	17	-	28	-	-
OD B-B	3	391	23	-	-	-	-	-
OD C-A	1	1	2	18	-	12	-	-
OD C-B	-	-	-	-	17	-	7	19
OD D-A	-	-	-	-	49	-	-	3
OD D-B	1	-	-	-	-	-	1	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	3	397	-	-	-	-	-
OD A-B	43	2	4	-	-	-	2	-
OD B-A	-	-	1	22	-	27	-	-
OD B-B	3	370	20	-	-	-	-	-
OD C-A	-	1	1	17	-	9	-	-
OD C-B	-	-	-	-	28	-	4	14
OD D-A	-	-	-	-	45	-	-	1
OD D-B	1	-	-	-	-	-	2	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	5	396	-	-	-	-	-
OD A-B	59	-	-	-	-	-	-	-
OD B-A	-	2	1	26	-	30	-	-
OD B-B	3	416	31	1	-	2	-	-
OD C-A	-	3	-	17	-	17	-	-
OD C-B	-	-	-	-	29	-	8	28
OD D-A	-	-	-	-	49	-	-	3
OD D-B	1	-	-	-	-	-	4	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	8	405	-	-	-	-	-
OD A-B	46	-	-	-	-	-	4	-
OD B-A	-	2	1	27	-	34	-	-
OD B-B	1	462	29	-	-	-	-	-
OD C-A	-	2	-	17	-	8	-	-
OD C-B	-	-	-	-	26	-	6	21
OD D-A	-	-	-	-	49	-	1	9
OD D-B	3	-	-	-	-	-	2	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	11	489	-	-	-	-	-
OD A-B	58	-	-	-	-	-	-	-
OD B-A	-	4	-	21	-	37	-	-
OD B-B	2	379	24	1	-	-	-	-
OD C-A	-	7	2	24	-	8	-	-
OD C-B	-	-	-	-	35	-	4	31
OD D-A	-	-	-	-	85	-	1	6

OD D-B	5	-	-	-	-	-	4	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	1	355	-	-	2	-	-
OD A-B	47	-	-	-	-	-	1	-
OD B-A	-	1	-	14	-	21	-	-
OD B-B	-	253	7	-	-	-	-	-
OD C-A	-	7	-	10	-	9	-	-
OD C-B	-	-	-	-	25	-	6	26
OD D-A	-	-	-	-	52	-	1	1
OD D-B	-	-	-	-	-	-	1	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

First Seen Next Seen - Lights 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	1	88	3	1	2	-	-
OD A-B	11	-	3	-	-	-	-	-
OD B-A	-	2	-	9	1	5	-	-
OD B-B	3	219	7	-	-	1	-	-
OD C-A	-	2	-	5	-	7	-	-
OD C-B	-	-	-	-	17	-	-	42
OD D-A	-	-	-	-	40	-	1	-
OD D-B	-	-	-	-	-	-	1	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	5	325	4	-	-	-	-
OD A-B	29	-	4	-	-	-	1	-
OD B-A	-	6	1	44	-	21	-	-
OD B-B	1	322	23	-	-	1	-	-
OD C-A	-	2	-	27	-	42	-	-
OD C-B	1	-	-	-	19	-	4	43
OD D-A	-	-	-	-	78	-	-	8
OD D-B	7	-	-	-	-	-	6	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	1	7	419	-	-	-	-	-
OD A-B	57	-	1	-	-	-	2	-
OD B-A	-	1	-	38	-	40	-	-
OD B-B	1	266	48	-	-	-	-	-
OD C-A	-	1	-	29	-	19	-	-
OD C-B	-	-	-	-	26	-	4	18
OD D-A	-	-	-	-	44	-	-	3
OD D-B	2	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	4	402	-	-	-	-	-
OD A-B	59	-	2	-	-	-	1	-
OD B-A	-	1	-	19	-	23	-	-
OD B-B	2	276	13	-	-	-	-	-
OD C-A	-	1	-	21	-	9	-	-
OD C-B	1	-	-	-	18	-	4	11
OD D-A	-	-	-	-	43	-	-	3
OD D-B	-	-	-	-	-	-	1	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	1	362	-	-	1	-	-
OD A-B	47	-	3	-	-	-	-	-
OD B-A	-	1	-	10	-	25	-	-
OD B-B	2	292	15	-	-	-	-	-
OD C-A	-	1	-	22	-	3	-	-
OD C-B	-	-	-	-	16	-	5	21
OD D-A	-	-	-	-	35	-	-	2
OD D-B	-	-	1	-	-	-	2	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	9	375	-	-	-	-	-
OD A-B	63	1	-	-	-	-	1	-
OD B-A	-	2	-	16	-	33	-	-
OD B-B	2	361	16	-	-	-	-	-
OD C-A	-	3	-	27	-	6	-	-
OD C-B	-	-	-	-	22	-	4	17
OD D-A	-	-	-	-	46	-	-	2
OD D-B	-	-	-	-	-	-	2	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	1	403	-	-	-	-	-
OD A-B	50	2	-	-	-	-	3	-
OD B-A	-	1	-	16	-	27	-	-
OD B-B	3	374	21	-	-	-	-	-
OD C-A	1	1	2	18	-	12	-	-
OD C-B	-	-	-	-	17	-	6	19
OD D-A	-	-	-	-	48	-	-	3
OD D-B	1	-	-	-	-	-	1	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	3	377	-	-	-	-	-
OD A-B	41	2	4	-	-	-	1	-
OD B-A	-	-	1	22	-	26	-	-
OD B-B	3	353	20	-	-	-	-	-
OD C-A	-	1	1	17	-	9	-	-
OD C-B	-	-	-	-	27	-	4	13
OD D-A	-	-	-	-	44	-	-	1
OD D-B	1	-	-	-	-	-	2	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	5	381	-	-	-	-	-
OD A-B	59	-	-	-	-	-	-	-
OD B-A	-	2	1	26	-	30	-	-
OD B-B	2	406	31	1	-	2	-	-
OD C-A	-	3	-	17	-	17	-	-
OD C-B	-	-	-	-	28	-	8	28
OD D-A	-	-	-	-	48	-	-	3
OD D-B	1	-	-	-	-	-	4	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	8	395	-	-	-	-	-
OD A-B	44	-	-	-	-	-	4	-
OD B-A	-	2	1	26	-	34	-	-
OD B-B	1	447	28	-	-	-	-	-
OD C-A	-	2	-	17	-	8	-	-
OD C-B	-	-	-	-	26	-	4	20
OD D-A	-	-	-	-	46	-	1	9
OD D-B	3	-	-	-	-	-	2	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	11	488	-	-	-	-	-
OD A-B	57	-	-	-	-	-	-	-
OD B-A	-	4	-	21	-	37	-	-
OD B-B	2	370	24	1	-	-	-	-
OD C-A	-	7	2	24	-	8	-	-
OD C-B	-	-	-	-	35	-	3	31
OD D-A	-	-	-	-	85	-	1	6

OD D-B	5	-	-	-	-	-	4	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	1	350	-	-	1	-	-
OD A-B	46	-	-	-	-	-	1	-
OD B-A	-	1	-	14	-	21	-	-
OD B-B	-	250	7	-	-	-	-	-
OD C-A	-	7	-	10	-	9	-	-
OD C-B	-	-	-	-	25	-	4	25
OD D-A	-	-	-	-	50	-	1	1
OD D-B	-	-	-	-	-	-	1	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

First Seen Next Seen - Heavies 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	1	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	6	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	15	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	6	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	2
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	17	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	8	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	10	-	-	-	-	-
OD A-B	2	1	-	-	-	-	-	-
OD B-A	-	-	-	-	-	1	-	-
OD B-B	-	14	-	-	-	-	-	-
OD C-A	-	-	-	1	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	20	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	13	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	1
OD D-A	-	-	-	-	2	-	-	-
OD D-B	-	-	-	-	-	-	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	1	13	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	14	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	12	-	-	-	-	-
OD A-B	1	-	-	-	-	-	-	-
OD B-A	-	-	-	1	-	1	-	-
OD B-B	-	13	2	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	15	-	-	-	-	-
OD A-B	2	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	1	-	-
OD B-B	-	14	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	1
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	11	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	10	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	6	-	-	-	-	-
OD A-B	1	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	12	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	1	1
OD D-A	-	-	-	-	2	-	-	-
OD D-B	-	-	-	-	-	-	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	1	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	6	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	1	-
OD D-A	-	-	-	-	-	-	-	-

OD D-B	-	-	-	-	-	-	-	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	4	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	1	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	1
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

First Seen Next Seen - Buses 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	-	1	-	-	-	-
OD A-B	1	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	3	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	1	-	1	-	-	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	3	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	2	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	2	-
OD D-A	-	-	-	-	2	-	-	-
OD D-B	-	-	-	-	-	-	-	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	4	-	-	-	-	-
OD A-B	2	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	7	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	1	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	3	-	-	-	-	-
OD A-B	1	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	4	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	1	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	3	-	-	-	-	-
OD A-B	-	-	1	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	2	1	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	1	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	2	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	4	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	1	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	3	-	-	-	-	-
OD A-B	1	-	1	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	4	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	1	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	5	-	-	-	-	-
OD A-B	-	-	-	-	-	-	1	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	3	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	4	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	1	-	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	1	-	-	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	4	-	-	-	-	-
OD A-B	1	-	-	-	-	-	-	-
OD B-A	-	-	-	1	-	-	-	-
OD B-B	-	3	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	1	-
OD D-A	-	-	-	-	1	-	-	-
OD D-B	-	-	-	-	-	-	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	-	-	-	-	-	-
OD A-B	1	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	3	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-

OD D-B	-	-	-	-	-	-	-	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	1	-	-	1	-	-
OD A-B	1	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	2	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	2	-
OD D-A	-	-	-	-	2	-	-	-
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

AJT Matrix - ALL 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:06	00:00:42	00:09:02	00:06:20	00:02:46	-	-
OD A-B	00:02:16	-	00:11:11	00:11:05	-	00:08:47	-	-
OD B-A	-	00:09:42	-	00:07:09	00:05:48	00:02:10	-	00:05:55
OD B-B	00:09:37	00:00:40	00:05:58	00:07:59	-	-	-	-
OD C-A	-	00:03:08	00:07:15	00:03:00	-	00:08:53	-	00:08:36
OD C-B	-	00:12:04	00:11:45	-	00:04:16	-	-	00:01:28
OD D-A	-	00:04:25	-	-	00:01:22	-	00:06:01	00:08:06
OD D-B	-	-	-	-	-	-	00:12:18	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:08:43	00:00:42	00:03:06	-	00:04:44	-	00:08:00
OD A-B	00:05:34	-	00:07:08	-	-	00:10:40	-	-
OD B-A	00:14:19	00:08:32	-	00:07:53	-	00:09:44	-	00:09:27
OD B-B	00:07:19	00:00:50	00:07:38	-	-	-	00:04:50	-
OD C-A	-	00:06:53	00:11:07	00:05:13	00:08:47	00:05:27	-	00:09:43
OD C-B	00:06:42	00:12:32	-	00:06:47	00:05:18	-	-	00:02:38
OD D-A	-	00:07:51	-	-	00:01:38	00:06:44	-	00:07:46
OD D-B	00:14:45	-	00:12:45	-	-	-	00:13:48	00:13:41

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	00:08:29	00:07:22	00:00:47	00:03:28	-	00:05:34	-	00:08:04
OD A-B	00:10:22	-	00:04:52	-	-	00:08:22	-	-
OD B-A	00:14:04	-	-	00:08:17	00:08:34	00:02:29	-	00:06:13
OD B-B	00:07:19	00:01:01	00:07:02	00:09:09	00:07:50	00:06:40	-	-
OD C-A	-	00:05:06	00:11:48	00:06:17	00:11:08	00:07:28	-	-
OD C-B	00:14:32	00:07:46	00:08:13	00:05:59	00:07:52	-	00:08:37	00:02:04
OD D-A	-	00:08:08	00:14:54	00:09:50	00:01:59	00:07:34	-	00:04:04
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:09:21	00:00:36	-	00:12:10	00:04:02	00:08:24	00:04:07
OD A-B	00:08:00	-	00:10:04	-	00:13:28	-	-	-
OD B-A	-	00:03:40	-	00:09:04	00:10:07	00:02:27	-	-
OD B-B	00:09:03	00:00:45	00:08:33	-	00:13:27	00:13:25	-	-
OD C-A	-	00:04:46	00:10:26	00:14:48	00:03:21	00:06:15	-	-
OD C-B	-	00:09:41	00:14:19	00:12:56	00:07:30	-	00:08:20	00:03:03
OD D-A	-	00:09:39	-	00:03:29	00:01:22	-	-	00:10:34
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:05	00:00:37	00:14:36	00:14:16	00:03:47	00:08:21	00:13:44
OD A-B	00:06:21	-	00:07:24	00:07:57	-	-	-	-
OD B-A	00:12:48	-	-	00:07:09	00:04:43	-	-	00:03:53
OD B-B	00:09:15	00:00:42	00:07:26	-	-	00:07:25	-	-
OD C-A	-	00:03:36	00:08:16	00:01:52	-	00:11:14	00:12:11	-
OD C-B	00:10:37	-	-	-	00:08:51	-	00:08:32	00:05:13
OD D-A	-	00:04:26	00:12:57	00:03:36	00:02:01	00:12:55	-	00:07:38
OD D-B	-	-	-	-	-	00:14:00	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:37	00:00:39	00:07:04	00:12:04	00:04:21	-	00:08:43
OD A-B	00:08:51	-	00:09:38	-	-	00:14:28	-	-
OD B-A	-	00:09:57	-	00:08:10	00:12:07	00:04:43	-	-
OD B-B	00:06:08	00:00:46	00:07:26	-	00:14:40	00:14:16	00:10:46	-
OD C-A	-	00:03:52	00:14:28	00:05:36	-	00:10:51	-	-
OD C-B	-	00:11:52	-	00:07:19	00:06:35	-	00:12:52	00:03:35
OD D-A	00:05:27	00:05:45	-	00:04:18	00:01:04	-	-	00:07:39
OD D-B	-	-	-	-	-	-	00:13:57	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:08:24	00:00:36	00:12:30	00:11:33	00:03:43	-	00:11:14
OD A-B	00:09:09	-	00:07:22	-	00:06:35	-	-	-
OD B-A	-	00:13:27	-	00:10:40	-	00:03:23	-	00:03:14
OD B-B	00:07:28	00:00:44	00:07:35	00:03:41	00:10:47	00:06:03	-	-
OD C-A	-	00:03:16	00:11:39	00:06:24	00:14:52	00:08:06	-	-
OD C-B	-	-	-	-	00:08:44	00:13:24	-	00:02:46
OD D-A	-	00:11:27	-	-	00:01:45	00:07:00	-	00:08:24
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:09:41	00:00:39	00:00:48	00:11:43	00:03:12	-	00:03:56
OD A-B	00:12:38	00:13:06	00:09:35	-	-	-	-	-
OD B-A	-	00:07:36	-	00:10:38	-	00:02:25	-	-
OD B-B	00:10:09	00:00:45	00:07:31	00:07:26	00:08:35	00:06:59	00:10:33	-
OD C-A	-	00:05:00	-	00:06:45	00:09:09	00:11:26	-	-
OD C-B	-	00:08:17	00:12:32	00:10:05	00:06:51	-	00:01:56	00:02:36
OD D-A	-	00:08:49	00:08:32	-	00:01:17	00:11:35	-	00:10:27
OD D-B	-	-	-	-	-	-	00:14:55	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:40	00:00:49	00:07:13	-	00:05:02	-	00:05:55
OD A-B	00:07:14	-	00:10:21	-	-	-	-	-
OD B-A	-	-	-	00:09:15	-	00:06:30	-	00:03:25
OD B-B	00:10:43	00:00:50	00:07:31	00:08:23	00:12:52	00:05:55	-	-
OD C-A	-	00:05:57	00:09:59	00:06:10	00:11:57	00:04:15	-	-
OD C-B	-	00:11:27	00:08:11	-	00:07:18	-	00:04:53	00:03:36
OD D-A	00:11:12	00:08:33	-	-	00:01:10	00:06:25	00:04:02	00:05:46
OD D-B	-	-	-	-	-	-	00:07:06	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:09:31	00:00:45	00:08:54	00:07:51	00:04:35	-	-
OD A-B	00:09:13	-	00:07:55	-	-	-	-	-
OD B-A	-	00:09:29	-	00:10:31	00:07:05	00:02:31	-	-
OD B-B	00:07:45	00:00:52	00:08:13	-	00:12:29	00:08:15	00:12:56	-
OD C-A	-	00:04:25	-	00:03:18	-	00:07:45	-	-
OD C-B	-	00:12:49	00:13:12	00:07:39	00:06:33	-	00:06:12	00:02:22
OD D-A	00:10:06	00:09:20	00:10:05	-	00:01:20	00:05:49	00:11:21	00:08:17
OD D-B	-	-	-	-	-	00:11:00	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	00:14:06	00:07:35	00:00:43	00:04:57	00:11:52	00:03:11	-	00:07:37
OD A-B	00:10:41	-	00:07:21	-	-	00:09:26	-	-
OD B-A	-	00:11:58	00:07:45	00:06:56	-	00:02:29	-	-
OD B-B	00:12:37	00:00:46	00:08:37	-	00:12:09	00:09:14	-	-
OD C-A	-	00:04:50	00:10:41	00:03:41	-	00:07:06	-	00:11:24
OD C-B	-	00:10:35	00:13:44	00:10:07	00:08:31	-	00:06:33	00:03:25
OD D-A	-	00:05:43	00:09:55	00:05:35	00:01:37	-	-	00:09:23

OD D-B	00:04:12	-	00:06:50	-	-	-	00:13:47	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:05:59	00:00:35	00:09:02	00:06:15	00:03:42	-	00:04:08
OD A-B	00:05:35	-	00:08:45	-	-	-	00:03:52	-
OD B-A	-	-	-	00:03:49	00:12:38	00:02:20	-	-
OD B-B	00:07:58	00:00:41	00:07:51	-	-	-	-	-
OD C-A	00:11:02	00:03:57	00:13:18	00:03:18	00:10:35	00:07:56	-	-
OD C-B	-	00:13:58	-	-	00:06:57	-	00:08:46	00:03:54
OD D-A	-	00:05:01	-	-	00:01:15	-	-	00:03:56
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

AJT Matrix - Lights 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:11	00:00:42	00:09:02	00:06:20	00:02:46	-	-
OD A-B	00:02:16	-	00:11:11	00:11:05	-	00:08:47	-	-
OD B-A	-	00:09:42	-	00:07:09	00:05:48	00:02:10	-	00:05:55
OD B-B	00:08:10	00:00:40	00:05:58	00:07:59	-	-	-	-
OD C-A	-	00:03:08	00:07:15	00:03:00	-	00:08:53	-	00:08:36
OD C-B	-	00:12:04	-	-	00:04:14	-	-	00:01:28
OD D-A	-	00:04:25	-	-	00:01:22	-	00:06:01	00:08:06
OD D-B	-	-	-	-	-	-	00:12:18	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:08:43	00:00:42	00:03:06	-	00:04:44	-	00:08:00
OD A-B	00:05:34	-	00:07:08	-	-	00:10:40	-	-
OD B-A	00:14:19	00:08:32	-	00:07:53	-	00:09:44	-	00:09:27
OD B-B	00:07:19	00:00:50	00:07:38	-	-	-	00:04:50	-
OD C-A	-	00:06:53	00:11:07	00:05:13	00:08:47	00:05:27	-	00:09:43
OD C-B	00:06:42	00:12:32	-	00:06:47	00:05:28	-	-	00:02:38
OD D-A	-	00:07:51	-	-	00:01:38	00:06:44	-	00:07:46
OD D-B	00:14:45	-	00:12:45	-	-	-	00:13:48	00:13:41

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	00:08:29	00:07:22	00:00:48	00:03:28	-	00:05:34	-	00:08:04
OD A-B	00:10:22	-	00:04:52	-	-	00:08:22	-	-
OD B-A	00:14:04	-	-	00:08:17	00:08:34	00:02:29	-	00:06:13
OD B-B	00:07:01	00:00:58	00:07:03	00:09:09	00:07:50	00:06:40	-	-
OD C-A	-	00:05:06	00:11:48	00:06:17	00:11:08	00:07:28	-	-
OD C-B	00:14:32	00:07:46	00:08:13	00:05:59	00:08:00	-	00:08:37	00:02:04
OD D-A	-	00:08:08	00:14:54	00:09:50	00:02:00	00:07:34	-	00:04:04
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:09:21	00:00:36	-	00:11:56	00:04:02	00:08:24	00:04:07
OD A-B	00:08:00	-	00:10:04	-	00:13:28	-	-	-
OD B-A	-	00:03:40	-	00:09:04	00:10:07	00:02:27	-	-
OD B-B	00:09:03	00:00:45	00:08:25	-	00:13:27	00:13:25	-	-
OD C-A	-	00:04:46	00:10:26	-	00:03:21	00:06:15	-	-
OD C-B	-	00:09:41	00:14:19	00:12:56	00:07:40	-	00:08:20	00:03:03
OD D-A	-	00:09:39	-	00:03:29	00:01:22	-	-	00:10:34
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:05	00:00:37	00:14:36	00:14:16	00:03:47	00:08:21	00:13:44
OD A-B	00:06:21	-	00:07:24	00:07:57	-	-	-	-
OD B-A	00:12:48	-	-	00:07:09	00:04:43	-	-	00:03:53
OD B-B	00:09:15	00:00:42	00:07:42	-	-	00:07:25	-	-
OD C-A	-	00:03:36	00:08:16	00:01:52	-	00:11:14	00:12:11	-
OD C-B	00:10:37	-	-	-	00:09:02	-	00:08:32	00:05:08
OD D-A	-	00:04:26	00:12:57	00:03:36	00:02:05	00:12:55	-	00:07:38
OD D-B	-	-	-	-	-	00:14:00	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:37	00:00:36	00:07:04	00:12:04	00:04:21	-	00:08:43
OD A-B	00:08:51	-	00:09:38	-	-	00:14:28	-	-
OD B-A	-	00:09:57	-	00:08:10	00:12:07	00:04:43	-	-
OD B-B	00:06:08	00:00:46	00:07:20	-	00:14:40	00:14:16	00:10:46	-
OD C-A	-	00:03:52	00:14:28	00:05:36	-	00:10:51	-	-
OD C-B	-	00:11:52	-	00:07:19	00:06:42	-	00:12:52	00:03:35
OD D-A	00:05:27	00:05:45	-	00:04:18	00:01:04	-	-	00:07:39
OD D-B	-	-	-	-	-	-	00:13:57	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:08:24	00:00:36	00:11:31	00:11:33	00:03:44	-	00:11:14
OD A-B	00:09:09	-	00:07:22	-	00:06:35	-	-	-
OD B-A	-	00:13:27	-	00:10:40	-	00:03:23	-	00:03:14
OD B-B	00:07:28	00:00:44	00:07:17	00:03:41	00:10:47	00:06:03	-	-
OD C-A	-	00:03:16	00:11:39	00:06:24	00:14:52	00:08:06	-	-
OD C-B	-	-	-	-	00:09:00	00:13:24	-	00:02:46
OD D-A	-	00:11:27	-	-	00:01:45	00:07:00	-	00:08:24
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:09:41	00:00:40	00:00:48	00:11:43	00:03:06	-	00:03:56
OD A-B	00:12:38	00:13:06	00:09:35	-	-	-	-	-
OD B-A	-	00:07:36	-	00:10:38	-	00:02:25	-	-
OD B-B	00:10:09	00:00:45	00:07:18	00:07:26	-	00:06:59	00:10:33	-
OD C-A	-	00:05:00	-	00:06:45	00:09:09	00:11:26	-	-
OD C-B	-	00:08:17	00:12:32	00:10:05	00:06:53	-	00:01:56	00:02:37
OD D-A	-	00:08:49	00:08:32	-	00:01:18	00:11:35	-	00:10:27
OD D-B	-	-	-	-	-	-	00:14:55	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:40	00:00:49	00:07:13	-	00:05:02	-	00:05:55
OD A-B	00:07:14	-	00:10:21	-	-	-	-	-
OD B-A	-	-	-	00:09:15	-	00:06:30	-	00:03:25
OD B-B	00:10:43	00:00:49	00:07:28	00:08:23	00:12:52	00:05:55	-	-
OD C-A	-	00:05:57	00:09:59	00:06:10	00:11:57	00:04:15	-	-
OD C-B	-	00:11:27	00:08:11	-	00:07:23	-	00:04:53	00:03:36
OD D-A	00:11:12	00:08:33	-	-	00:01:10	00:06:25	00:04:02	00:05:46
OD D-B	-	-	-	-	-	-	00:07:06	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:09:31	00:00:45	00:08:54	00:07:51	00:04:35	-	-
OD A-B	00:09:13	-	00:07:55	-	-	-	-	-
OD B-A	-	00:08:14	-	00:10:31	00:07:05	00:02:31	-	-
OD B-B	00:07:45	00:00:53	00:07:58	-	00:12:29	00:08:15	00:12:56	-
OD C-A	-	00:04:25	-	00:03:18	-	00:07:45	-	-
OD C-B	-	00:12:49	00:13:12	00:07:39	00:06:37	-	00:06:12	00:01:52
OD D-A	00:10:06	00:09:20	00:10:05	-	00:01:19	00:05:49	00:11:21	00:08:17
OD D-B	-	-	-	-	-	00:11:00	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	00:14:06	00:07:35	00:00:43	00:04:57	00:11:52	00:03:11	-	00:07:37
OD A-B	00:10:41	-	00:07:21	-	-	00:09:26	-	-
OD B-A	-	00:11:58	00:07:45	00:06:56	-	00:02:29	-	-
OD B-B	00:12:59	00:00:47	00:08:37	-	00:12:09	00:09:14	-	-
OD C-A	-	00:04:50	00:10:41	00:03:41	-	00:07:06	-	00:11:24
OD C-B	-	00:10:35	00:13:44	00:10:07	00:08:25	-	00:06:33	00:03:25
OD D-A	-	00:05:43	00:09:55	00:05:35	00:01:37	-	-	00:09:23

OD D-B	00:04:12	-	00:06:50	-	-	-	00:13:47	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:05:59	00:00:35	00:09:02	00:06:15	00:03:42	-	00:04:08
OD A-B	00:05:02	-	00:08:45	-	-	-	00:03:52	-
OD B-A	-	-	-	00:03:49	00:12:38	00:02:20	-	-
OD B-B	00:07:58	00:00:41	00:07:51	-	-	-	-	-
OD C-A	00:11:02	00:03:57	00:13:18	00:03:18	00:10:35	00:07:56	-	-
OD C-B	-	00:13:58	-	-	00:07:08	-	00:08:46	00:04:01
OD D-A	-	00:05:01	-	-	00:01:15	-	-	00:03:56
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

AJT Matrix - Heavies 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:36	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:41	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:02:20	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:41	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:43	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:03:21	-	-	-
OD D-A	-	-	-	-	00:01:26	-	-	-
OD D-B	-	-	-	-	-	-	-	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:37	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:02:20	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	00:01:24	-	-	-
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:36	-	00:12:25	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:44	00:10:27	-	-	-	-	-
OD C-A	-	-	-	00:14:48	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	00:01:09	-	-	-
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:36	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:43	00:00:41	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:09:33	-	-	00:06:51
OD D-A	-	-	-	-	00:01:11	-	-	-
OD D-B	-	-	-	-	-	-	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:01:51	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:47	00:07:15	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:34	00:14:29	-	00:03:31	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:43	00:10:36	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:36	-	-	00:03:58	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:43	00:11:09	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	00:02:22
OD D-A	-	-	-	-	00:00:51	-	-	-
OD D-B	-	-	-	-	-	-	-	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:38	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:01:29	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:37	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:44	00:11:23	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:08:11	-	-	00:11:07
OD D-A	-	-	-	-	00:01:37	-	-	-
OD D-B	-	-	-	-	-	-	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	-	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:39	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:10:59	-	-	-
OD D-A	-	-	-	-	-	-	-	-

OD D-B	-	-	-	-	-	-	-	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:33	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:56	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	00:01:41
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

AJT Matrix - Buses 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:06:26	-	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	00:13:58	00:00:41	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	00:11:45	-	00:06:38	-	-	-
OD D-A	-	-	-	-	00:01:31	-	-	-
OD D-B	-	-	-	-	-	-	-	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:40	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:47	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:04:43	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:42	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	00:10:13	00:00:47	00:06:34	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:05:17	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:35	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:46	00:13:25	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:05:38	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:38	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:48	00:06:01	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:05:24	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:37	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:44	00:12:11	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:04:49	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:37	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:58	00:11:24	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:05:03	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:34	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:43	-	-	00:08:35	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:06:03	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:38	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	-	00:09:33	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:05:22	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:34	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	00:10:45	-	-	-	-	-	-
OD B-B	-	00:00:42	00:12:50	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:03:44	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	-	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	00:11:52	00:00:39	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-

OD D-B	-	-	-	-	-	-	-	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:36	-	-	-	-	-
OD A-B	00:10:36	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:41	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:04:59	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

AJT First Next Seen - ALL 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:06:24	00:00:41	00:06:04	00:06:18	00:02:34	-	-
OD A-B	00:06:45	-	00:06:56	-	-	-	-	-
OD B-A	-	00:06:16	-	00:07:37	00:05:48	00:02:41	-	-
OD B-B	00:09:47	00:00:40	00:04:25	-	-	00:13:24	-	-
OD C-A	-	00:03:09	-	00:03:18	-	00:08:33	-	-
OD C-B	-	-	00:11:45	-	00:04:27	-	-	00:01:27
OD D-A	-	-	-	-	00:01:26	-	00:06:01	-
OD D-B	-	-	-	-	-	-	00:12:18	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:05:41	00:00:43	00:04:33	-	-	-	-
OD A-B	00:07:08	-	00:02:10	-	-	-	00:04:16	-
OD B-A	-	00:06:01	00:00:01	00:07:12	-	00:05:39	-	-
OD B-B	00:04:08	00:00:50	00:05:49	-	-	00:02:10	-	-
OD C-A	-	00:07:17	-	00:05:13	-	00:05:36	-	-
OD C-B	00:13:24	-	-	-	00:04:47	-	00:03:50	00:01:48
OD D-A	-	-	-	-	00:01:37	-	-	00:04:56
OD D-B	00:11:08	-	-	-	-	-	00:11:26	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	00:04:38	00:06:23	00:00:49	-	-	-	-	-
OD A-B	00:06:38	-	00:00:40	-	-	-	00:08:21	-
OD B-A	-	00:04:09	-	00:06:12	-	00:03:16	-	-
OD B-B	00:05:20	00:00:57	00:04:21	-	-	-	-	-
OD C-A	-	00:03:02	-	00:05:21	-	00:05:40	-	-
OD C-B	-	-	-	-	00:06:24	-	00:05:40	00:02:34
OD D-A	-	-	-	-	00:01:48	-	-	00:04:04
OD D-B	00:09:10	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:08:03	00:00:35	-	-	-	-	-
OD A-B	00:07:49	00:00:14	00:00:35	-	-	-	00:11:47	-
OD B-A	-	00:00:51	-	00:07:35	-	00:03:26	-	-
OD B-B	00:11:47	00:00:43	00:05:18	-	-	-	-	-
OD C-A	-	00:03:41	-	00:04:36	-	00:05:23	-	-
OD C-B	00:13:49	-	-	-	00:07:08	-	00:05:57	00:02:30
OD D-A	-	-	-	-	00:01:38	-	-	00:06:40
OD D-B	-	-	-	-	-	-	00:05:30	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:13	00:00:34	-	-	00:02:32	-	-
OD A-B	00:07:46	-	00:05:12	-	-	-	-	-
OD B-A	-	00:06:27	-	00:06:48	-	00:02:56	-	-
OD B-B	00:07:43	00:00:41	00:04:30	-	-	-	-	-
OD C-A	-	00:03:09	-	00:03:17	-	00:07:07	-	-
OD C-B	-	-	-	-	00:08:15	-	00:05:29	00:04:55
OD D-A	-	-	-	-	00:01:52	-	-	00:05:57
OD D-B	-	-	00:11:46	-	-	-	00:06:34	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:06:49	00:00:40	-	-	-	-	-
OD A-B	00:07:31	00:00:01	-	-	-	-	00:10:02	-
OD B-A	-	00:11:15	-	00:05:32	-	00:03:24	-	-
OD B-B	00:05:08	00:00:45	00:05:58	-	-	-	-	-
OD C-A	-	00:03:18	-	00:03:21	-	00:08:45	-	-
OD C-B	-	-	-	-	00:06:58	-	00:08:17	00:04:07
OD D-A	-	-	-	-	00:01:06	-	-	00:06:06
OD D-B	-	-	-	-	-	-	00:10:40	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:04:00	00:00:39	-	-	-	-	-
OD A-B	00:07:52	00:00:13	00:10:33	-	-	-	00:06:02	-
OD B-A	-	00:04:04	-	00:09:40	-	00:03:11	-	-
OD B-B	00:07:43	00:00:45	00:05:02	-	-	-	-	-
OD C-A	00:10:31	00:03:03	00:09:47	00:05:16	-	00:07:18	-	-
OD C-B	-	-	-	-	00:08:37	-	00:06:01	00:03:00
OD D-A	-	-	-	-	00:01:40	-	-	00:06:33
OD D-B	00:04:01	-	-	-	-	-	00:02:52	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:24	00:00:39	-	-	-	-	-
OD A-B	00:08:46	00:00:40	00:01:16	-	-	-	00:07:51	-
OD B-A	-	-	00:00:25	00:07:42	-	00:02:45	-	-
OD B-B	00:06:47	00:00:45	00:03:52	-	-	-	-	-
OD C-A	-	00:03:35	00:07:30	00:04:48	-	00:07:33	-	-
OD C-B	-	-	-	-	00:06:36	-	00:05:59	00:02:17
OD D-A	-	-	-	-	00:01:33	-	-	00:10:27
OD D-B	00:14:55	-	-	-	-	-	00:08:02	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:06:01	00:00:44	-	-	-	-	-
OD A-B	00:08:10	-	-	-	-	-	-	-
OD B-A	-	00:03:53	00:00:23	00:07:01	-	00:03:58	-	-
OD B-B	00:09:35	00:00:50	00:03:56	00:06:12	-	00:05:31	-	-
OD C-A	-	00:04:47	-	00:04:49	-	00:04:35	-	-
OD C-B	-	-	-	-	00:07:07	-	00:06:06	00:03:22
OD D-A	-	-	-	-	00:01:09	-	-	00:04:24
OD D-B	00:06:22	-	-	-	-	-	00:07:57	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:08:13	00:00:44	-	-	-	-	-
OD A-B	00:07:44	-	-	-	-	-	00:09:41	-
OD B-A	-	00:05:26	00:05:29	00:08:42	-	00:03:15	-	-
OD B-B	00:13:36	00:00:54	00:06:34	-	-	-	-	-
OD C-A	-	00:03:40	-	00:03:58	-	00:05:31	-	-
OD C-B	-	-	-	-	00:06:18	-	00:06:45	00:02:10
OD D-A	-	-	-	-	00:01:27	-	00:14:34	00:06:55
OD D-B	00:10:17	-	-	-	-	-	00:02:29	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:05:40	00:00:42	-	-	-	-	-
OD A-B	00:07:28	-	-	-	-	-	-	-
OD B-A	-	00:07:25	-	00:06:01	-	00:02:40	-	-
OD B-B	00:13:09	00:00:45	00:06:02	00:00:02	-	-	-	-
OD C-A	-	00:05:24	00:10:02	00:03:35	-	00:07:29	-	-
OD C-B	-	-	-	-	00:08:03	-	00:07:28	00:03:20
OD D-A	-	-	-	-	00:01:33	-	00:11:26	00:09:23

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

AJT First Next Seen - Lights 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:06:24	00:00:41	00:06:11	00:06:18	00:02:34	-	-
OD A-B	00:06:11	-	00:06:56	-	-	-	-	-
OD B-A	-	00:06:16	-	00:07:37	00:05:48	00:02:41	-	-
OD B-B	00:09:47	00:00:40	00:04:25	-	-	00:13:24	-	-
OD C-A	-	00:03:09	-	00:03:18	-	00:08:33	-	-
OD C-B	-	-	-	-	00:04:26	-	-	00:01:27
OD D-A	-	-	-	-	00:01:26	-	00:06:01	-
OD D-B	-	-	-	-	-	-	00:12:18	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:05:41	00:00:44	00:04:33	-	-	-	-
OD A-B	00:07:08	-	00:02:10	-	-	-	00:04:16	-
OD B-A	-	00:06:01	00:00:01	00:07:12	-	00:05:39	-	-
OD B-B	00:04:08	00:00:50	00:05:49	-	-	00:02:10	-	-
OD C-A	-	00:07:17	-	00:05:13	-	00:05:36	-	-
OD C-B	00:13:24	-	-	-	00:04:52	-	00:04:10	00:01:49
OD D-A	-	-	-	-	00:01:37	-	-	00:04:56
OD D-B	00:11:08	-	-	-	-	-	00:11:26	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	00:04:38	00:06:23	00:00:50	-	-	-	-	-
OD A-B	00:06:31	-	00:00:40	-	-	-	00:08:21	-
OD B-A	-	00:04:09	-	00:06:12	-	00:03:16	-	-
OD B-B	00:05:20	00:00:55	00:04:25	-	-	-	-	-
OD C-A	-	00:03:02	-	00:05:21	-	00:05:40	-	-
OD C-B	-	-	-	-	00:06:24	-	00:06:07	00:02:34
OD D-A	-	-	-	-	00:01:49	-	-	00:04:04
OD D-B	00:09:10	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:08:03	00:00:35	-	-	-	-	-
OD A-B	00:07:48	-	00:00:35	-	-	-	00:11:47	-
OD B-A	-	00:00:51	-	00:07:35	-	00:03:29	-	-
OD B-B	00:11:47	00:00:43	00:05:18	-	-	-	-	-
OD C-A	-	00:03:41	-	00:04:07	-	00:05:23	-	-
OD C-B	00:13:49	-	-	-	00:07:00	-	00:06:30	00:02:30
OD D-A	-	-	-	-	00:01:38	-	-	00:06:40
OD D-B	-	-	-	-	-	-	00:05:30	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:13	00:00:34	-	-	00:02:32	-	-
OD A-B	00:07:46	-	00:03:24	-	-	-	-	-
OD B-A	-	00:06:27	-	00:06:48	-	00:02:56	-	-
OD B-B	00:07:43	00:00:41	00:05:00	-	-	-	-	-
OD C-A	-	00:03:09	-	00:03:17	-	00:07:07	-	-
OD C-B	-	-	-	-	00:08:10	-	00:05:45	00:04:49
OD D-A	-	-	-	-	00:01:55	-	-	00:05:57
OD D-B	-	-	00:11:46	-	-	-	00:06:34	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:06:56	00:00:38	-	-	-	-	-
OD A-B	00:07:31	00:00:01	-	-	-	-	00:10:02	-
OD B-A	-	00:11:15	-	00:05:32	-	00:03:24	-	-
OD B-B	00:05:08	00:00:45	00:05:53	-	-	-	-	-
OD C-A	-	00:03:18	-	00:03:21	-	00:08:45	-	-
OD C-B	-	-	-	-	00:06:58	-	00:09:26	00:04:07
OD D-A	-	-	-	-	00:01:06	-	-	00:06:06
OD D-B	-	-	-	-	-	-	00:10:40	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:04:00	00:00:39	-	-	-	-	-
OD A-B	00:07:45	00:00:13	-	-	-	-	00:06:02	-
OD B-A	-	00:04:04	-	00:09:24	-	00:03:12	-	-
OD B-B	00:07:43	00:00:45	00:04:38	-	-	-	-	-
OD C-A	00:10:31	00:03:03	00:09:47	00:05:16	-	00:07:18	-	-
OD C-B	-	-	-	-	00:08:37	-	00:06:24	00:03:00
OD D-A	-	-	-	-	00:01:40	-	-	00:06:33
OD D-B	00:04:01	-	-	-	-	-	00:02:52	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:07:24	00:00:39	-	-	-	-	-
OD A-B	00:08:43	00:00:40	00:01:16	-	-	-	00:09:59	-
OD B-A	-	-	00:00:25	00:07:42	-	00:02:44	-	-
OD B-B	00:06:47	00:00:45	00:03:52	-	-	-	-	-
OD C-A	-	00:03:35	00:07:30	00:04:48	-	00:07:33	-	-
OD C-B	-	-	-	-	00:06:37	-	00:05:59	00:02:16
OD D-A	-	-	-	-	00:01:34	-	-	00:10:27
OD D-B	00:14:55	-	-	-	-	-	00:08:02	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:06:01	00:00:44	-	-	-	-	-
OD A-B	00:08:10	-	-	-	-	-	-	-
OD B-A	-	00:03:53	00:00:23	00:07:01	-	00:03:58	-	-
OD B-B	00:09:52	00:00:49	00:03:56	00:06:12	-	00:05:31	-	-
OD C-A	-	00:04:47	-	00:04:49	-	00:04:35	-	-
OD C-B	-	-	-	-	00:07:11	-	00:06:06	00:03:22
OD D-A	-	-	-	-	00:01:08	-	-	00:04:24
OD D-B	00:06:22	-	-	-	-	-	00:07:57	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:08:13	00:00:44	-	-	-	-	-
OD A-B	00:07:35	-	-	-	-	-	00:09:41	-
OD B-A	-	00:05:26	00:05:29	00:08:39	-	00:03:15	-	-
OD B-B	00:13:36	00:00:54	00:06:26	-	-	-	-	-
OD C-A	-	00:03:40	-	00:03:58	-	00:05:31	-	-
OD C-B	-	-	-	-	00:06:18	-	00:07:40	00:01:43
OD D-A	-	-	-	-	00:01:28	-	00:14:34	00:06:55
OD D-B	00:10:17	-	-	-	-	-	00:02:29	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:05:40	00:00:42	-	-	-	-	-
OD A-B	00:07:25	-	-	-	-	-	-	-
OD B-A	-	00:07:25	-	00:06:01	-	00:02:40	-	-
OD B-B	00:13:09	00:00:45	00:06:02	00:00:02	-	-	-	-
OD C-A	-	00:05:24	00:10:02	00:03:35	-	00:07:29	-	-
OD C-B	-	-	-	-	00:08:03	-	00:06:37	00:03:20
OD D-A	-	-	-	-	00:01:33	-	00:11:26	00:09:23

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

AJT First Next Seen - Heavies 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:36	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:41	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:02:20	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:41	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:43	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:03:21	-	-	00:01:13
OD D-A	-	-	-	-	00:01:26	-	-	-
OD D-B	-	-	-	-	-	-	-	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:37	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:02:20	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	00:01:24	-	-	-
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:35	-	-	-	-	-
OD A-B	00:06:21	00:00:14	-	-	-	-	-	-
OD B-A	-	-	-	-	-	00:02:27	-	-
OD B-B	-	00:00:44	-	-	-	-	-	-
OD C-A	-	-	-	00:14:48	-	-	-	-
OD C-B	-	-	-	-	00:09:22	-	-	-
OD D-A	-	-	-	-	00:01:09	-	-	-
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:36	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:43	00:00:41	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:09:33	-	-	00:06:51
OD D-A	-	-	-	-	00:01:11	-	-	-
OD D-B	-	-	-	-	-	-	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	00:05:45	00:01:19	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:47	00:07:15	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:35	-	-	-	-	-
OD A-B	00:11:27	-	-	-	-	-	-	-
OD B-A	-	-	-	00:13:51	-	00:02:49	-	-
OD B-B	-	00:00:44	00:09:21	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:37	-	-	-	-	-
OD A-B	00:09:47	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	00:03:22	-	-
OD B-B	-	00:00:43	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	00:02:22
OD D-A	-	-	-	-	00:00:51	-	-	-
OD D-B	-	-	-	-	-	-	-	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:38	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:01:29	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

16:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:37	-	-	-	-	-
OD A-B	00:11:22	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:43	00:10:15	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	00:07:03	00:11:07
OD D-A	-	-	-	-	00:01:22	-	-	-
OD D-B	-	-	-	-	-	-	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:30	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:39	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	00:10:01	-
OD D-A	-	-	-	-	-	-	-	-

OD D-B	-	-	-	-	-	-	-	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:33	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:56	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	00:01:41
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

Survey Name: 331 23503 - Traffic Survey at Belmont to Abbey Rd (Co. Kilkenny) ANPR
Date: 19/10/2023

AJT First Next Seen - Buses 15 mins

07:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	-	00:05:44	-	-	-	-
OD A-B	00:13:02	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:46	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	00:11:45	-	00:06:38	-	-	-
OD D-A	-	-	-	-	00:01:31	-	-	-
OD D-B	-	-	-	-	-	-	-	-

08:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:40	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:47	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	00:03:08	-
OD D-A	-	-	-	-	00:01:34	-	-	-
OD D-B	-	-	-	-	-	-	-	-

09:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:42	-	-	-	-	-
OD A-B	00:10:19	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:46	00:00:40	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	00:03:52	-
OD D-A	-	-	-	-	00:01:25	-	-	-
OD D-B	-	-	-	-	-	-	-	-

10:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:34	-	-	-	-	-
OD A-B	00:11:42	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:50	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	00:03:48	-
OD D-A	-	-	-	-	00:01:50	-	-	-
OD D-B	-	-	-	-	-	-	-	-

11:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:38	-	-	-	-	-
OD A-B	-	-	00:10:36	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:47	00:00:40	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	00:04:12	-
OD D-A	-	-	-	-	00:01:12	-	-	-
OD D-B	-	-	-	-	-	-	-	-

12:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:37	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:57	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	00:03:40	-
OD D-A	-	-	-	-	00:01:09	-	-	-
OD D-B	-	-	-	-	-	-	-	-

13:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:37	-	-	-	-	-
OD A-B	00:09:49	-	00:10:33	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:59	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	00:03:46	-
OD D-A	-	-	-	-	00:01:17	-	-	-
OD D-B	-	-	-	-	-	-	-	-

14:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:34	-	-	-	-	-
OD A-B	-	-	-	-	-	-	00:05:43	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:52	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:06:03	-	-	-
OD D-A	-	-	-	-	-	-	-	-
OD D-B	-	-	-	-	-	-	-	-

15:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:37	-	-	-	-	-
OD A-B	-	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	00:09:00	-	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	00:05:22	-	-	-
OD D-A	-	-	-	-	00:01:40	-	-	-
OD D-B	-	-	-	-	-	-	-	-

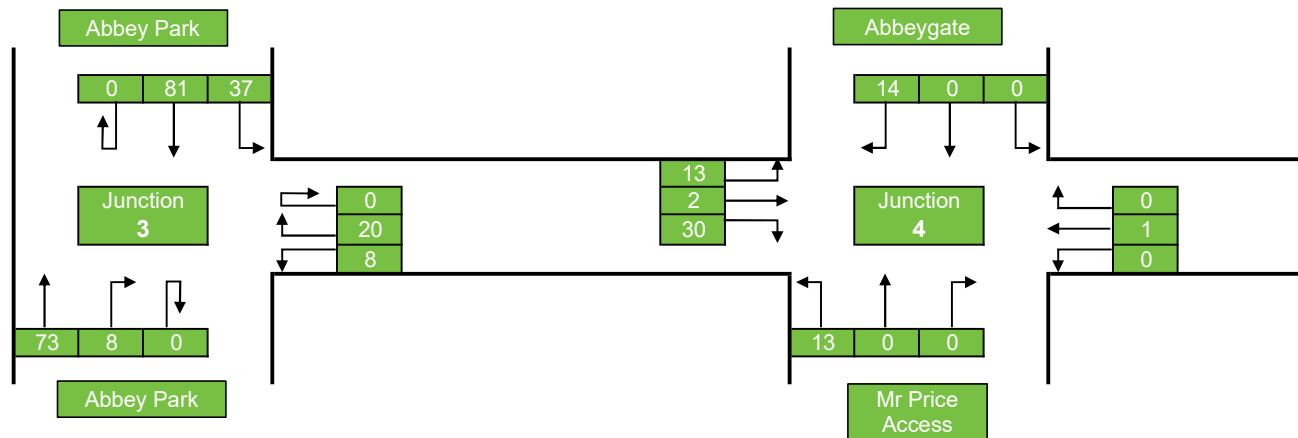
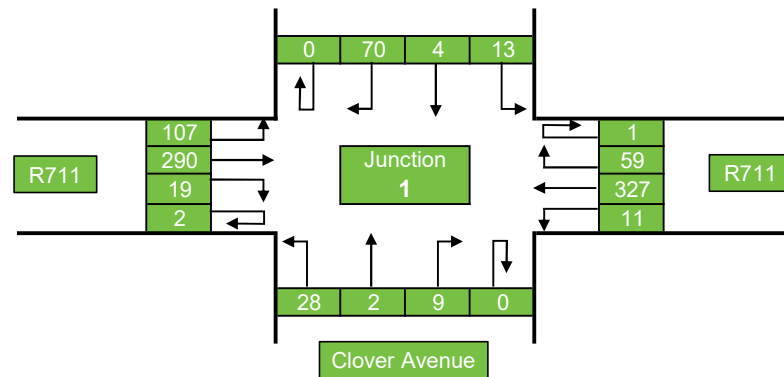
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OD A-A	-	-	00:00:35	-	-	-	-	-
OD A-B	00:10:36	-	-	-	-	-	-	-
OD B-A	-	-	-	00:09:59	-	-	-	-
OD B-B	-	00:01:00	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	00:02:46	-
OD D-A	-	-	-	-	00:00:58	-	-	-
OD D-B	-	-	-	-	-	-	-	-

17:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	-	-	-	-	-	-
OD A-B	00:10:32	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:55	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	-	-
OD D-A	-	-	-	-	-	-	-	-

OD D-B	-	-	-	-	-	-	-	-
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18:00	OD A-A	OD A-B	OD B-A	OD B-B	OD C-A	OD C-B	OD D-A	OD D-B
OD A-A	-	-	00:00:36	-	-	00:04:24	-	-
OD A-B	00:10:36	-	-	-	-	-	-	-
OD B-A	-	-	-	-	-	-	-	-
OD B-B	-	00:00:41	-	-	-	-	-	-
OD C-A	-	-	-	-	-	-	-	-
OD C-B	-	-	-	-	-	-	00:03:24	-
OD D-A	-	-	-	-	00:01:35	-	-	-
OD D-B	-	-	-	-	-	-	-	-

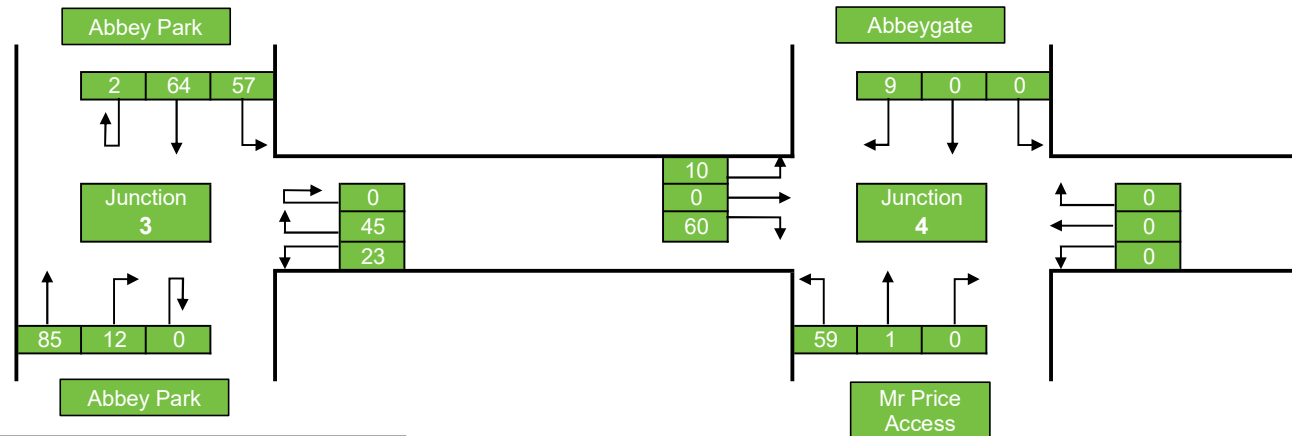
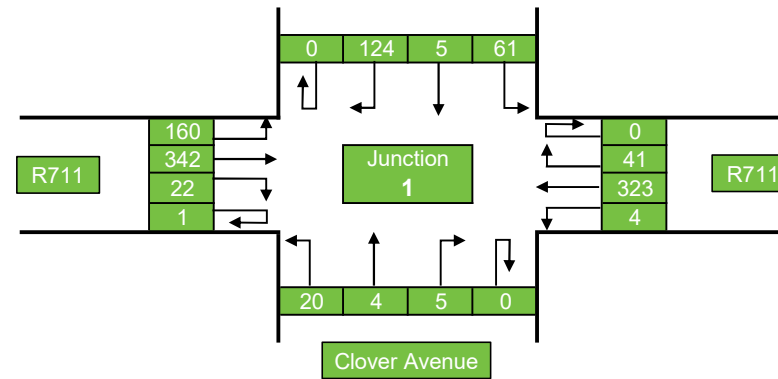
Appendix B **TRAFFIC FLOW DIAGRAMS**



OCSC

O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

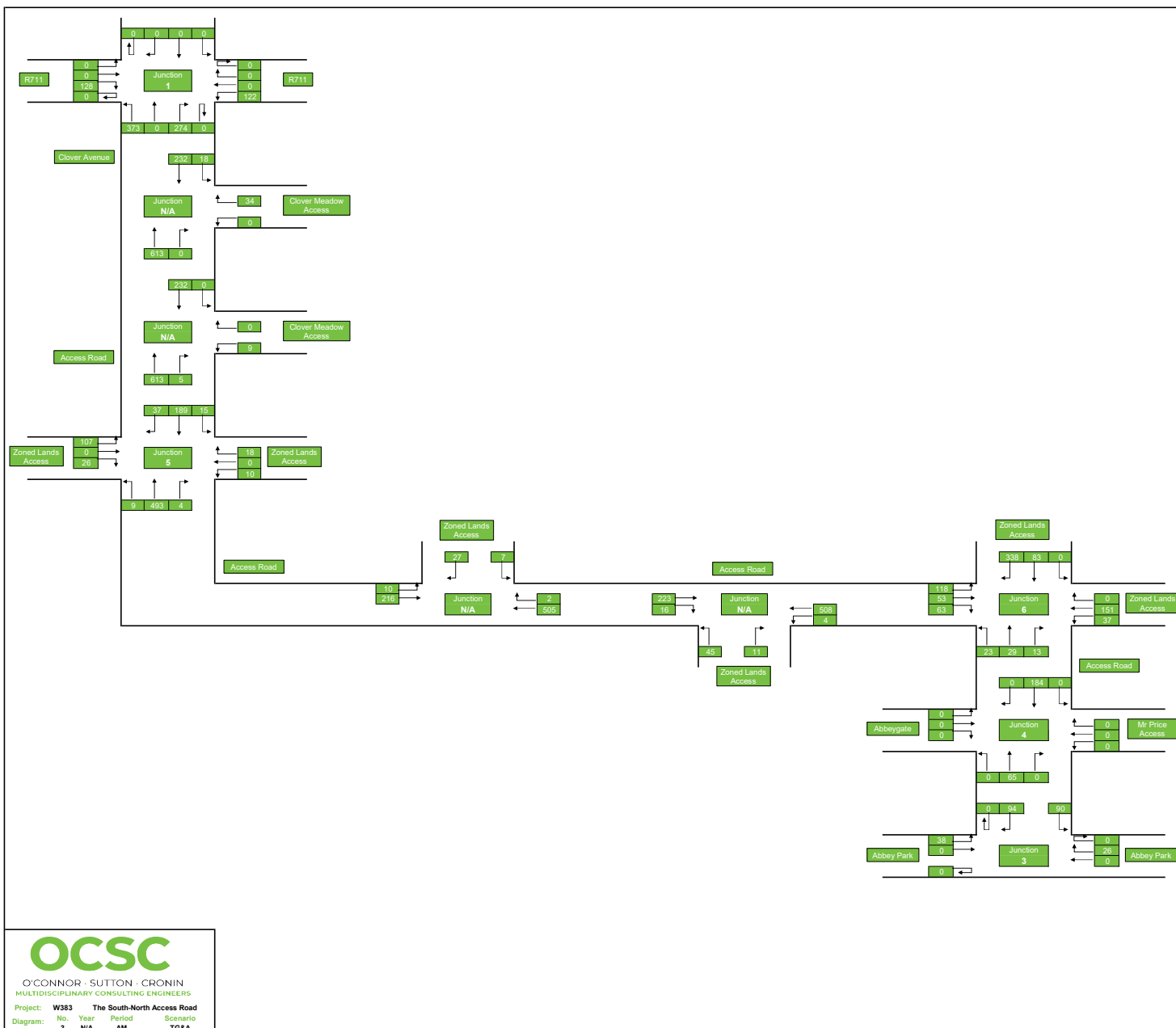
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Diagram: No. 1 Year 2023 Period AM Scenario Do Nothing

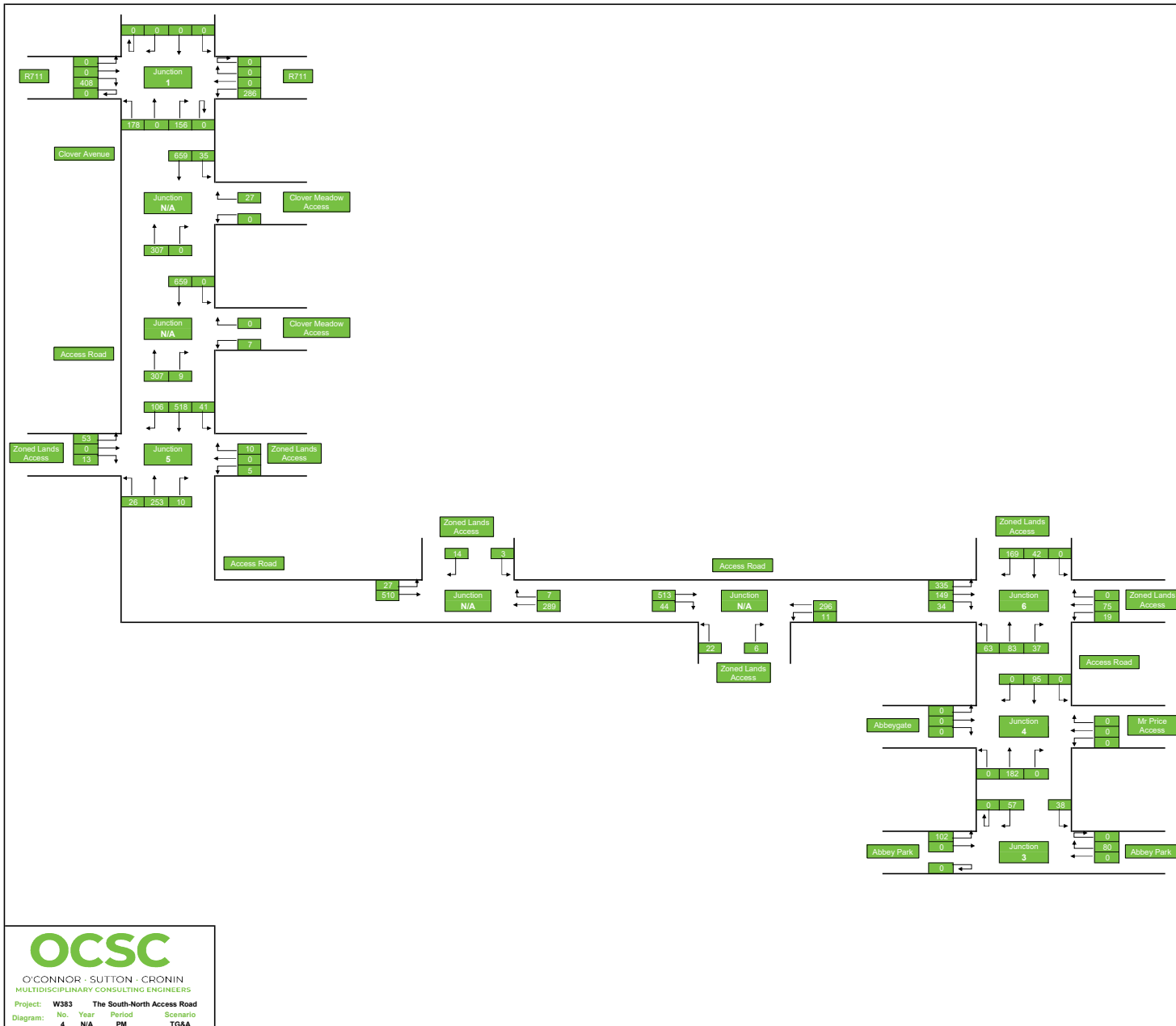


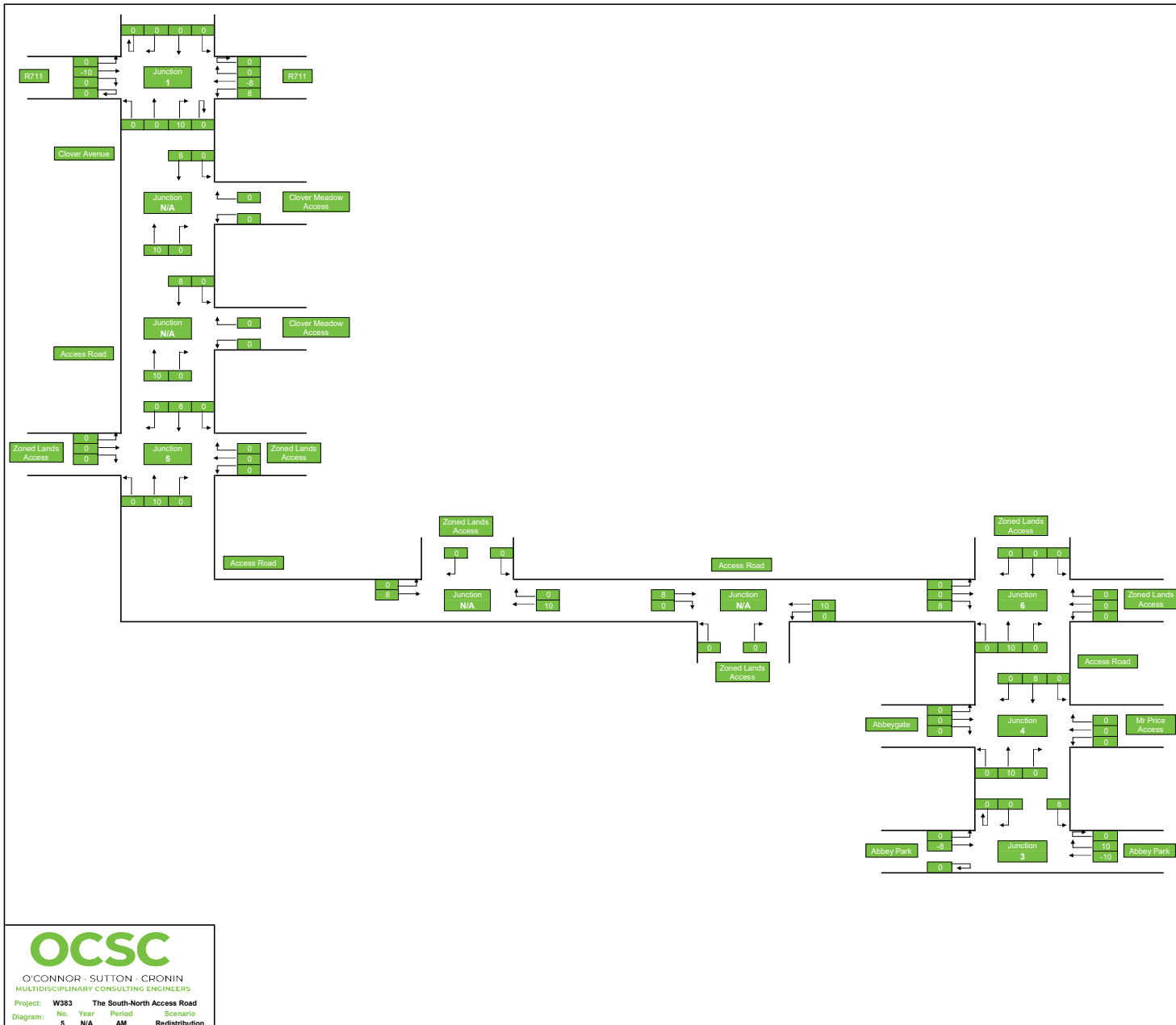
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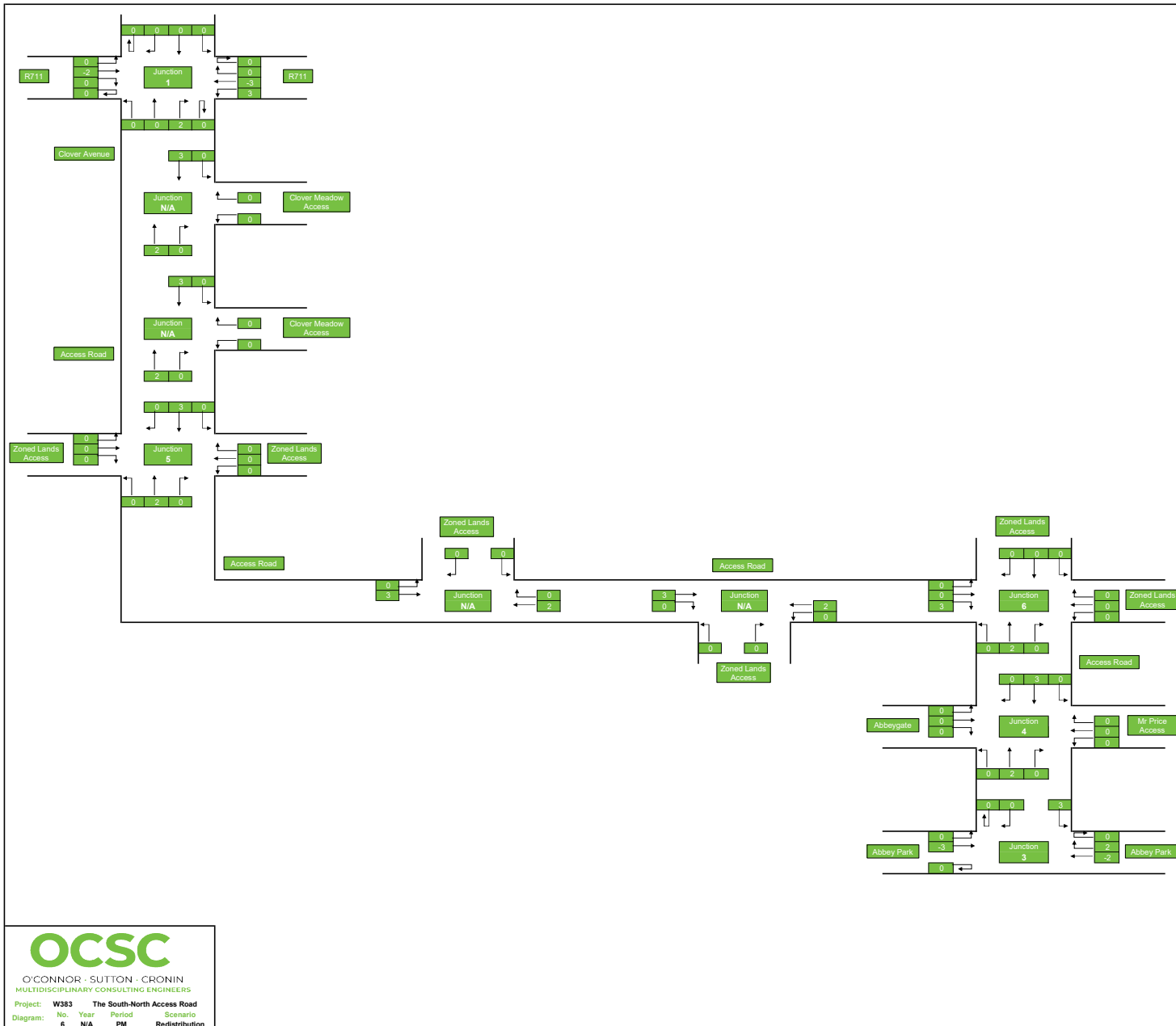
O'CONNOR · SUTTON · CRONIN
MULTIDISCIPLINARY CONSULTING ENGINEERS

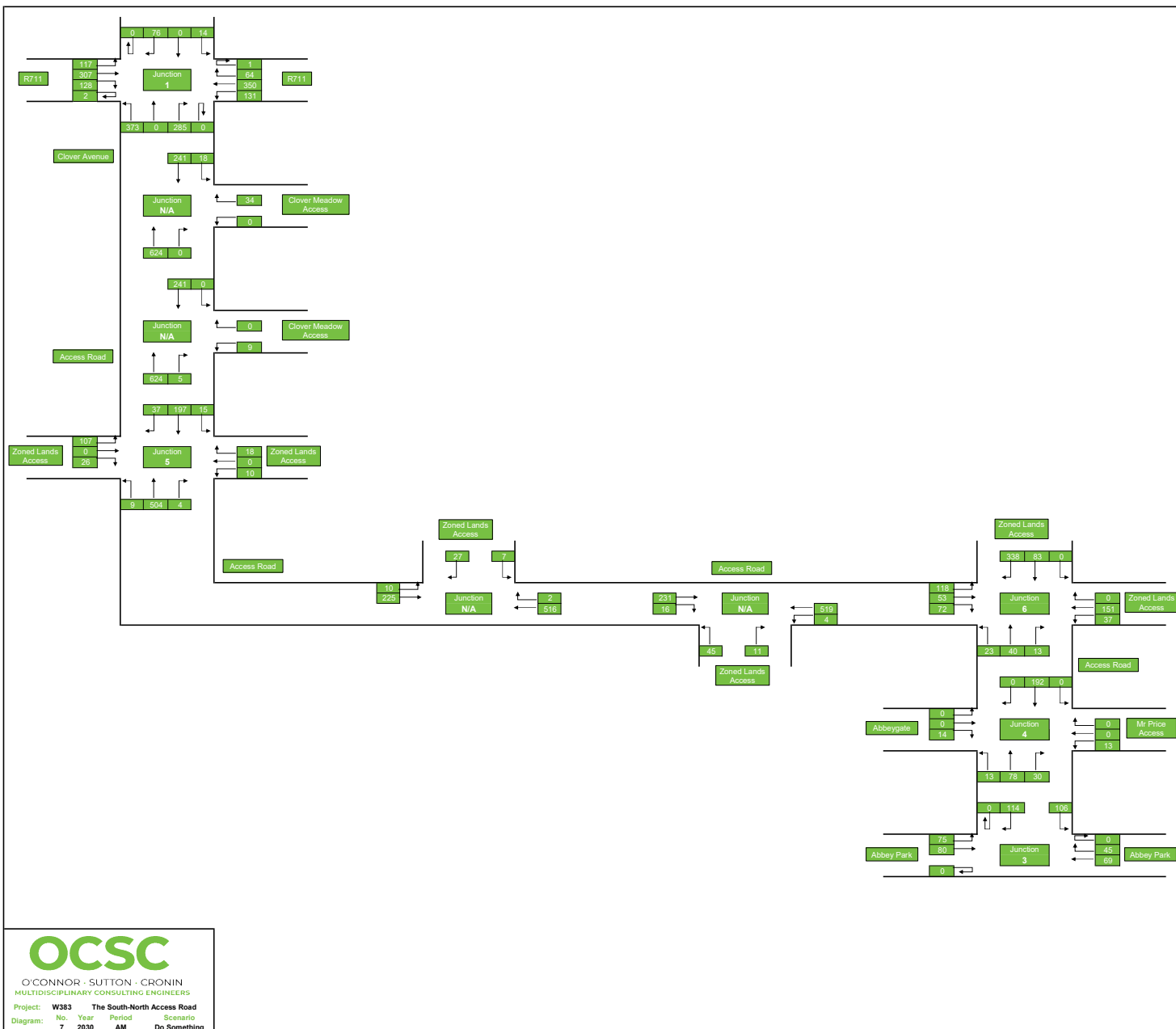
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DiagrPM: No. Year Period Scenario
2 2023 PM Do Nothing

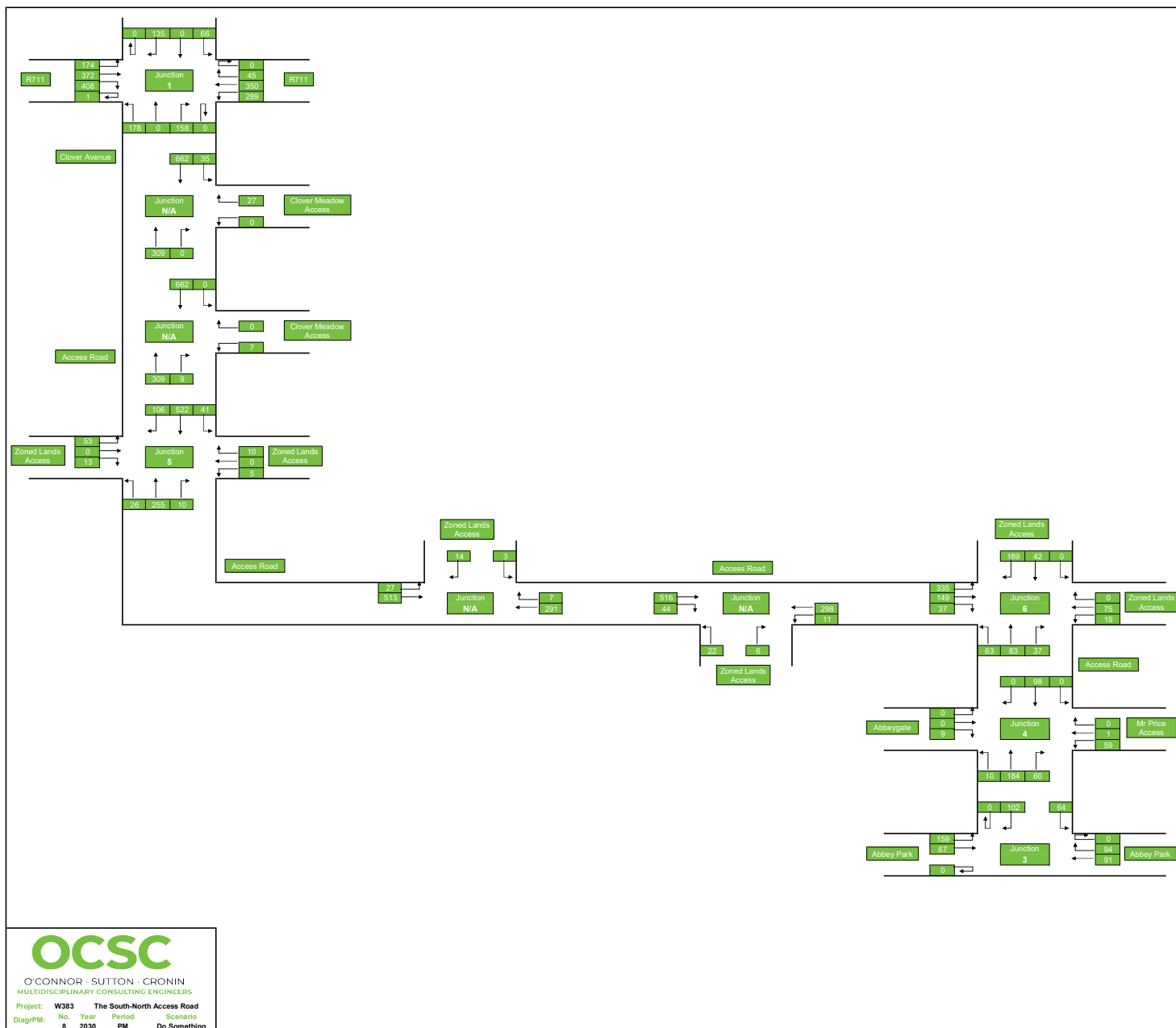


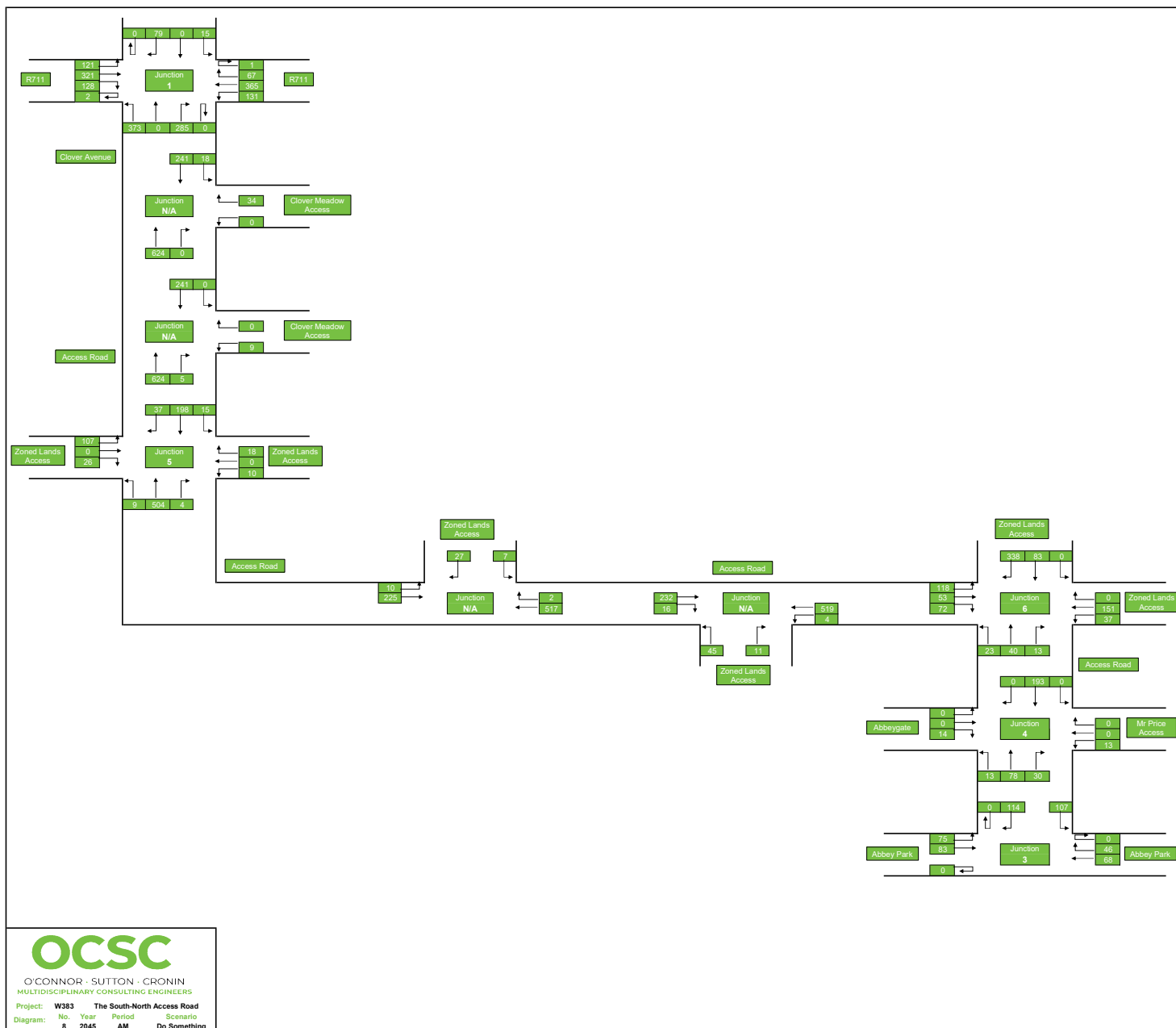


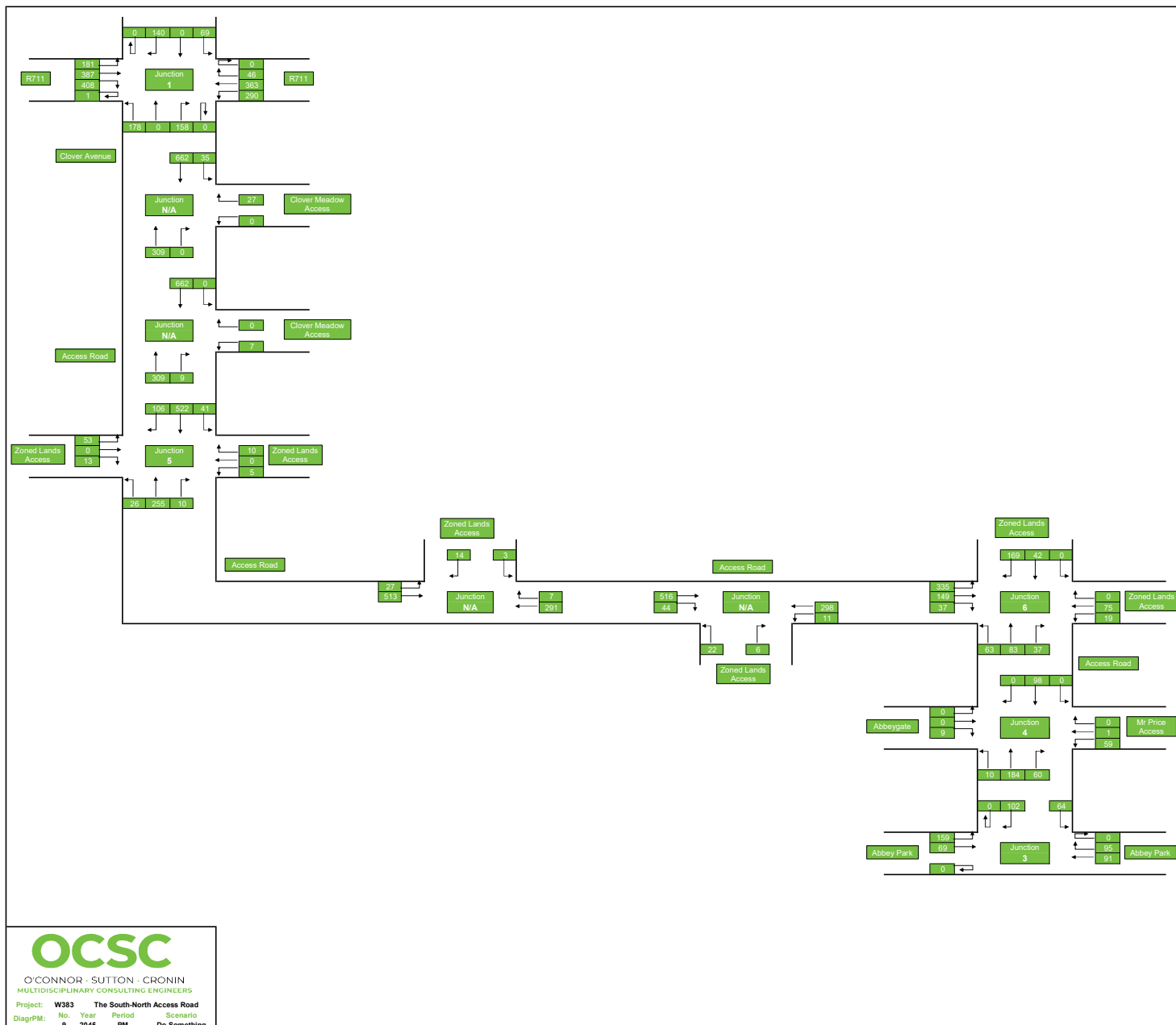














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