

**Manchester Airport  
Developments (MADL)**

**Bournemouth International  
Airport**

**Transport and Infrastructure Study**

**Volume 2: Figures & Appendices**

DRAFT

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**September 2008**

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Bournemouth International Airport  
Transport and Infrastructure Study

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## Document Control Sheet

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<b>For and on behalf of Peter Brett Associates LLP</b>				

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## Bournemouth International Airport

### Transport and Infrastructure Study

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Compared with: 2030 AM (0800 – 0900) + Basepoint + Aim + B1 B8 + MBT + Gravel Works + 3m Passengers (10% Travel Plan Effect) – BASE CASE WITH ALL COMMITTED DEVELOPMENT
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Compared with: 2030 PM (1700 – 1800) + Basepoint + Aim + B1 B8 + MBT + Gravel Works + 3m Passengers (10% Travel Plan Effect) – BASE CASE WITH ALL COMMITTED DEVELOPMENT
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Percent increase of : 2030 PM (1700 – 1800) – BASE CASE + 1.5m PASSENGERS + OPTION 4 AVIATION PARK (10% Travel Plan Effect)
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Percent increase of : 2030 AM (0800 – 0900) – BASE CASE + PARLEY HOUSING (10% Travel Plan Effect)
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Percent increase of : 2030 AM (0800 – 0900) – BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (10% Travel Plan Effect)
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Percent increase of : 2030 AM (0800 – 0900) – BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (10% Travel Plan Effect)



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Figure 5.48a	<u>Percent increase of</u> : 2030 PM (1700 – 1800) – BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (10% Travel Plan Effect) <u>Compared with</u> : 2030 PM (1700 – 1800) + Basepoint + Aim + B1 B8 + MBT + Gravel Works + 3m Passengers (10% Travel Plan Effect) – BASE CASE WITH ALL COMMITTED DEVELOPMENT
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## Appendices

### Appendix 1: Bournemouth Airport Junction Capacity Results

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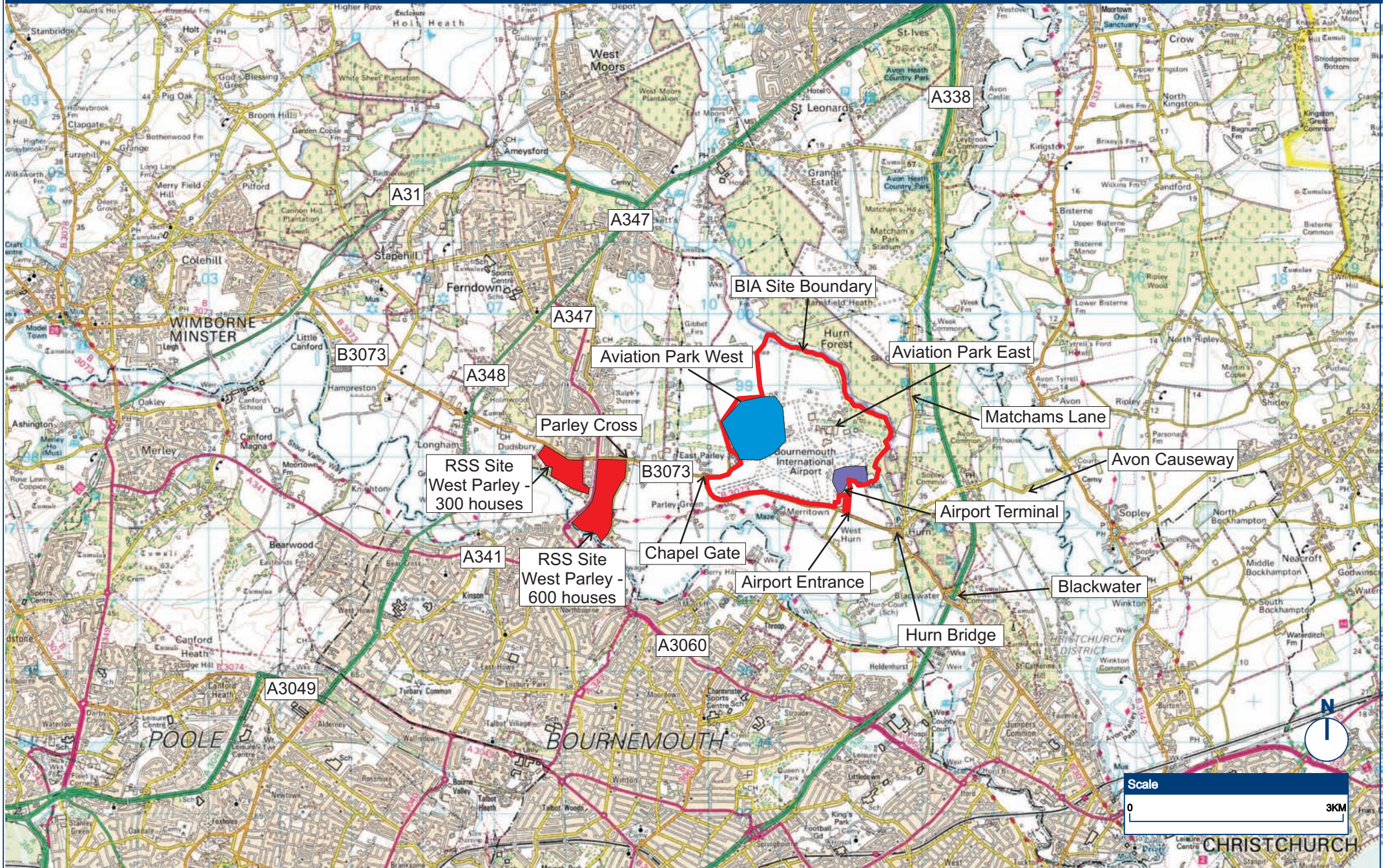


Figure 2.1 Bournemouth Airport Location Plan

# Bournemouth Airport - Transport and Infrastructure Study

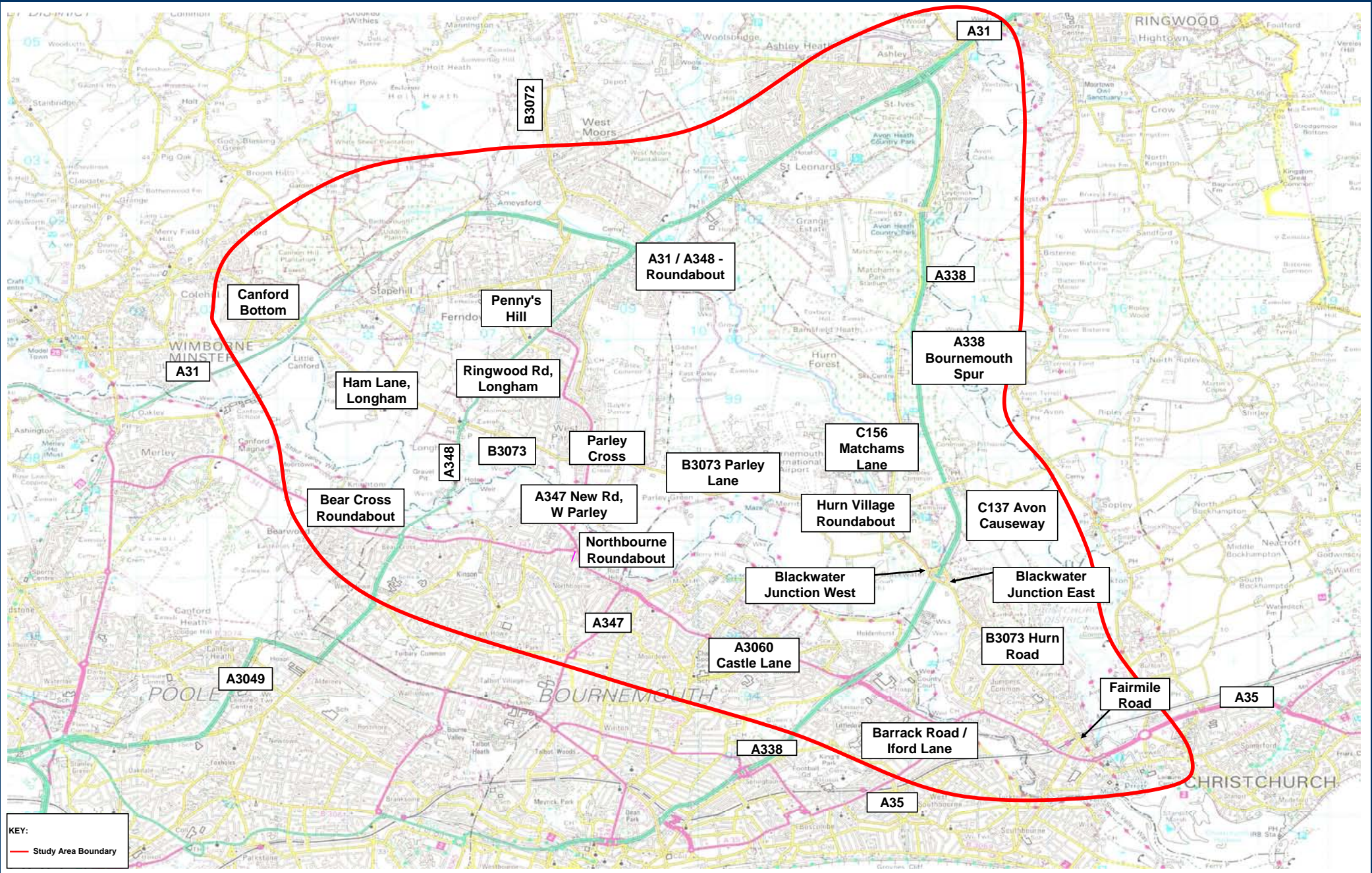


Figure 3.1 Study Area



Figure 3.2

Parley Cross



Figure 3.3 Chapel Gate



Figure 3.4

Airport Entrance



Figure 3.5

Hurn Village



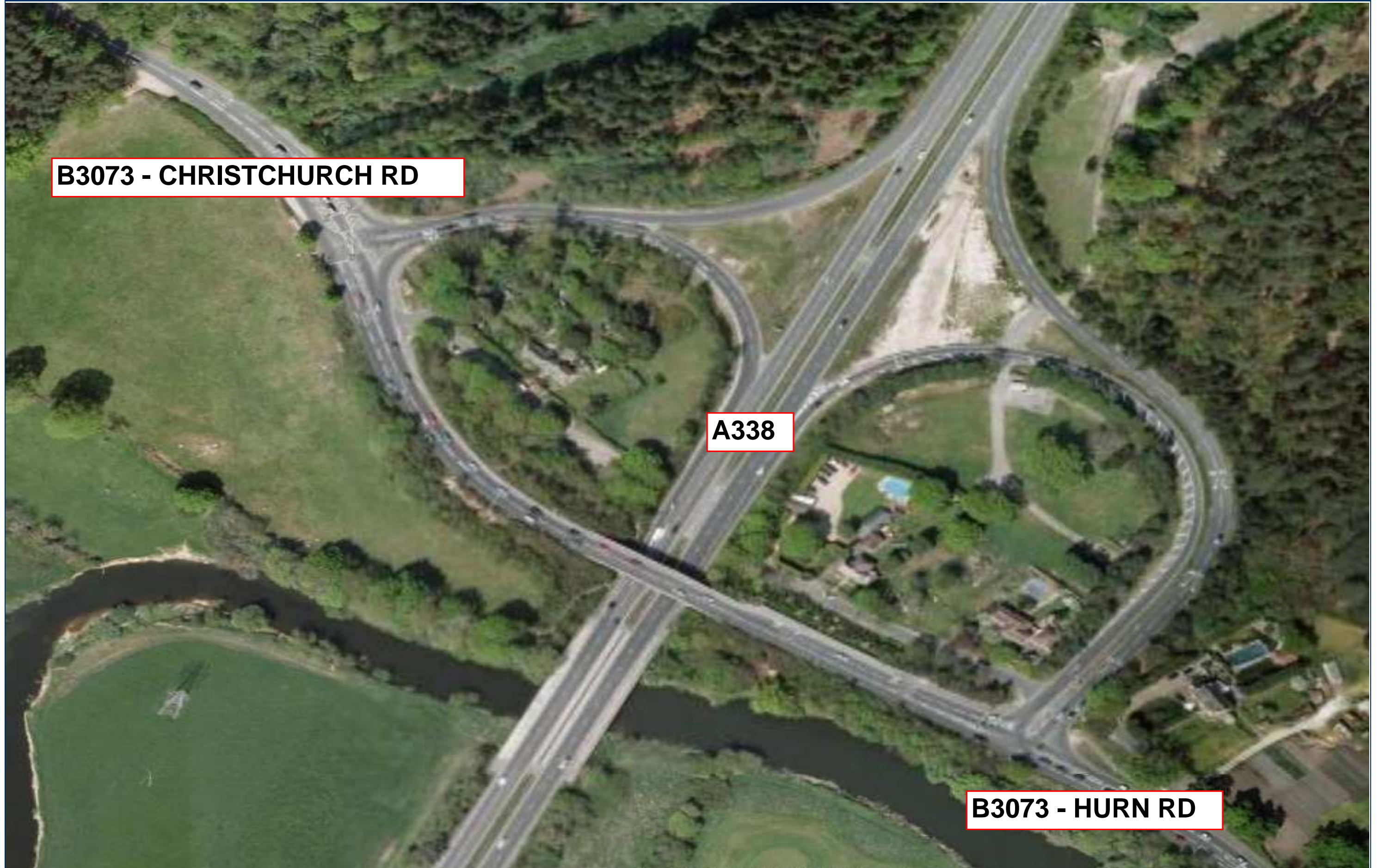


Figure 3.6

Blackwater Interchange

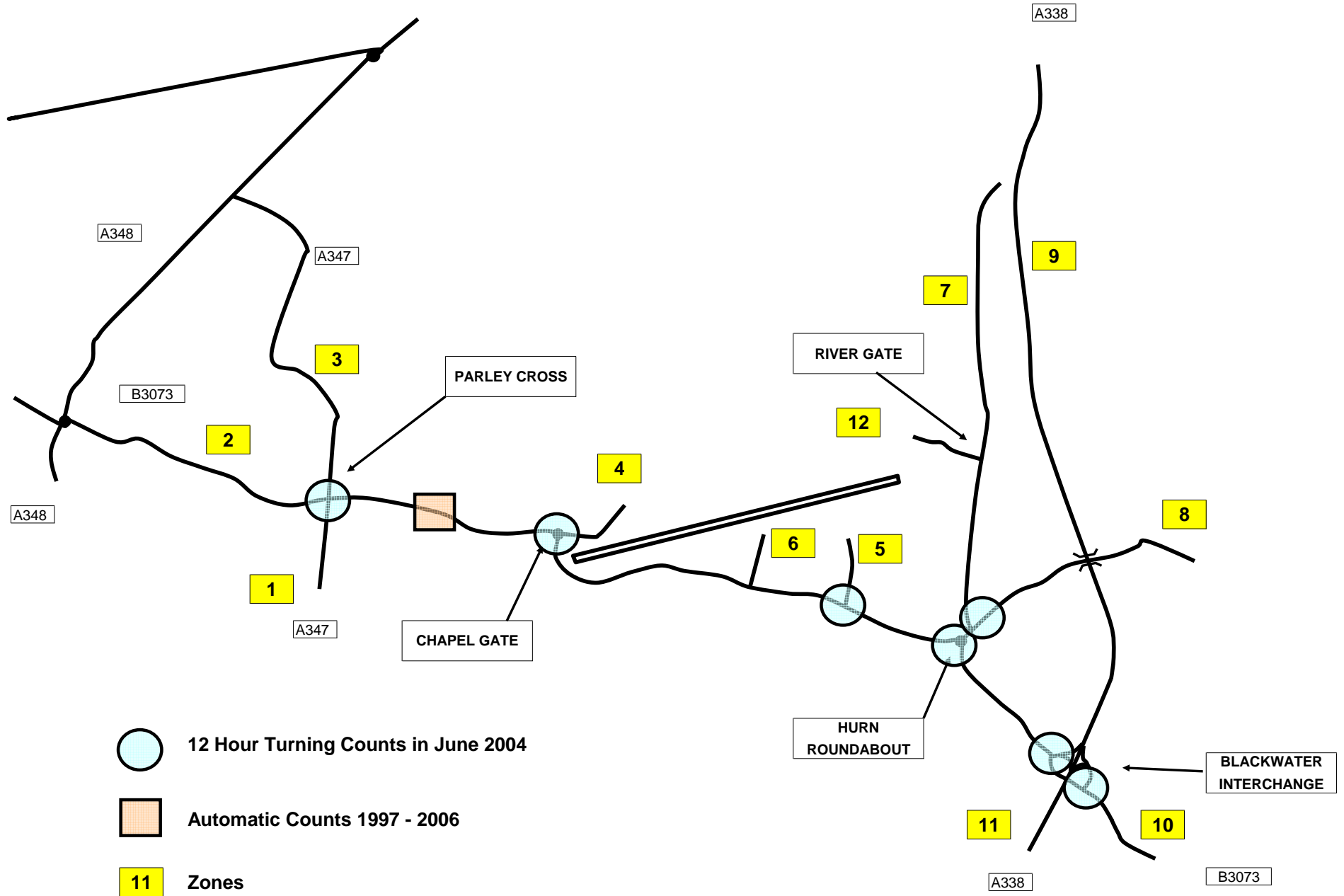


Figure 3.7 Inner Study Area and Zone Numbers

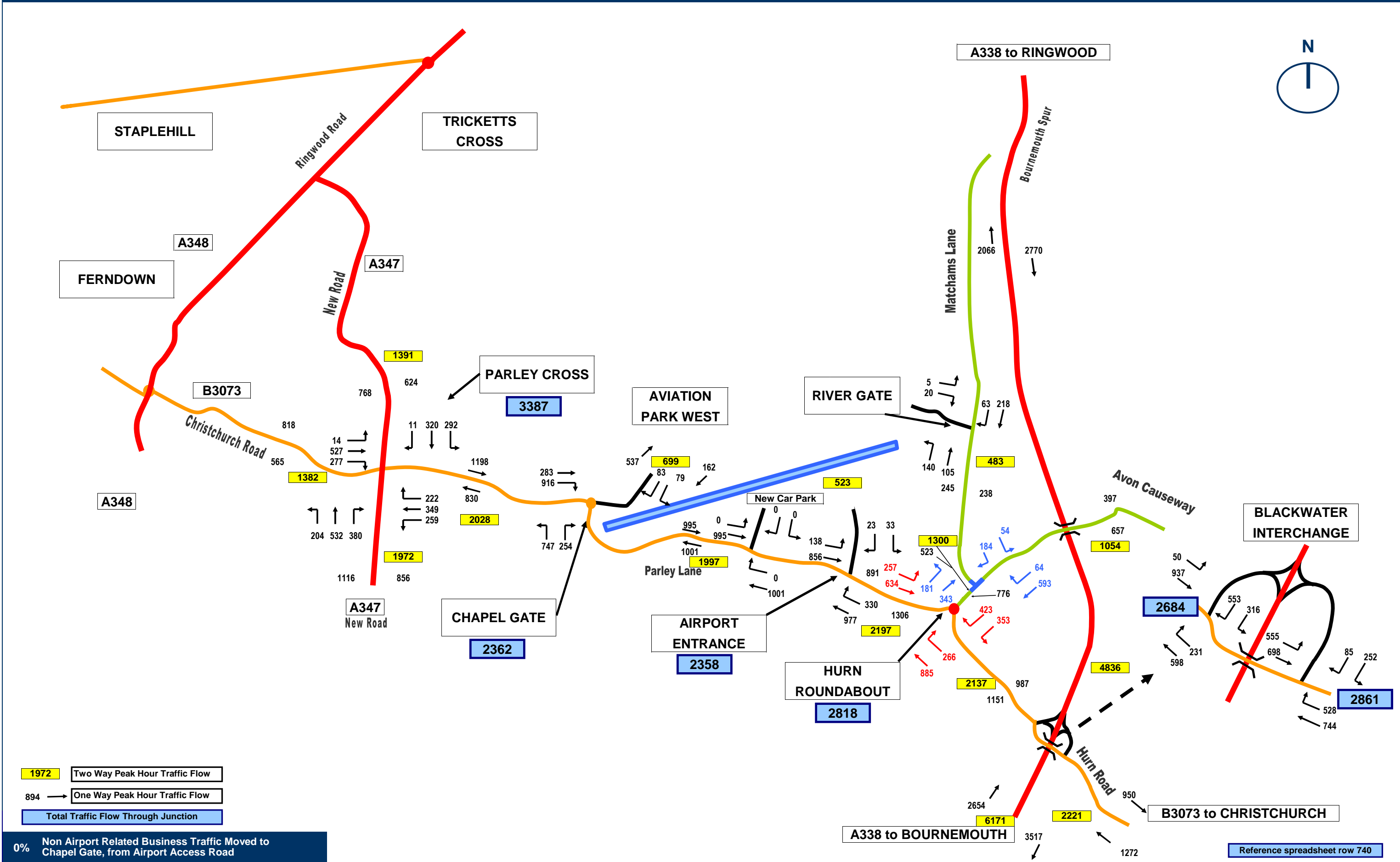


Figure 3.8a 2006 AM (0800 - 0900) Veh Flows + Basepoint + Gravel Works (No Travel Plan)

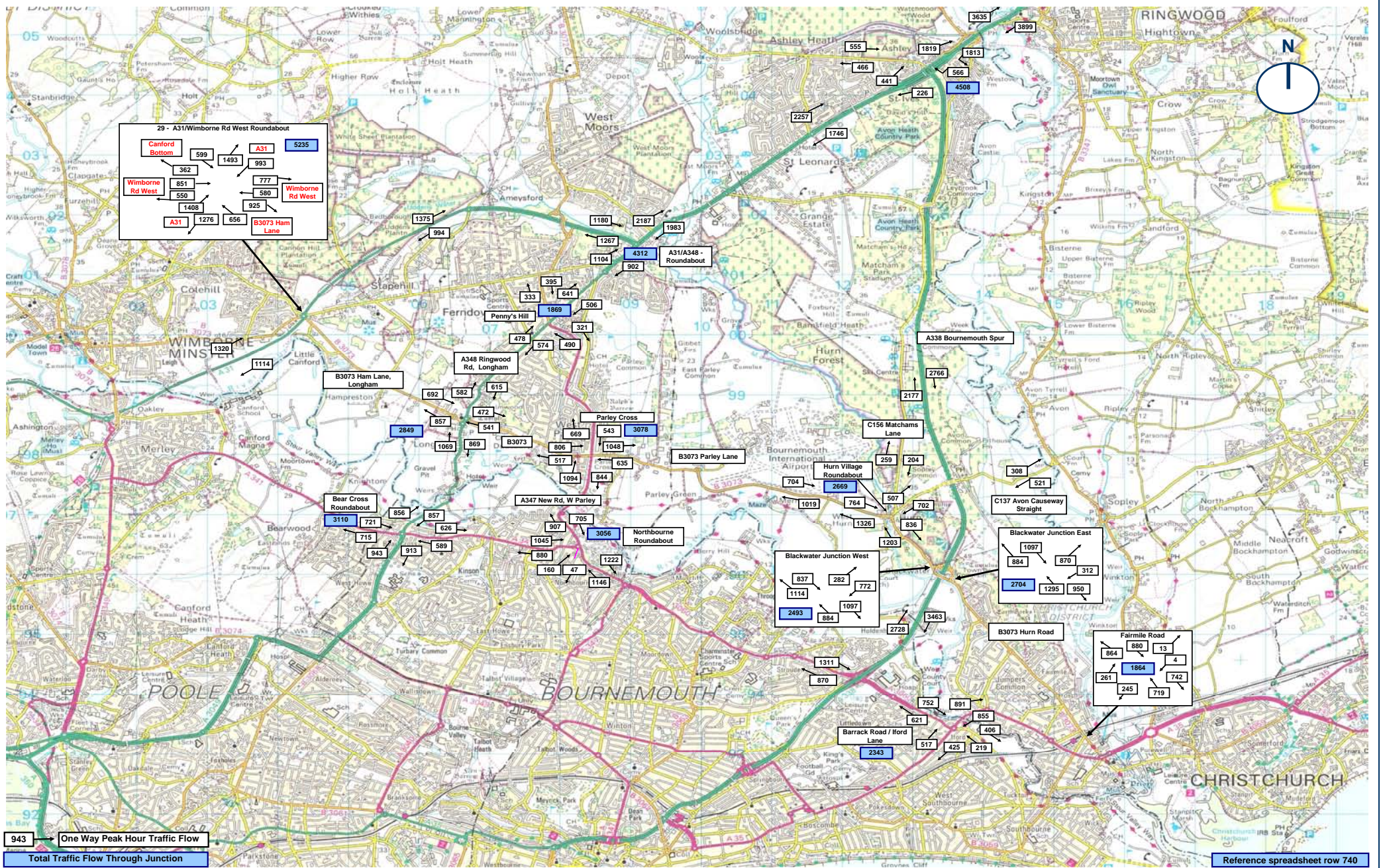


Figure 3.8b

2006 AM (0800 - 0900) Veh Flows (based on new traffic data and with Basepoint and Gravel Works complete)

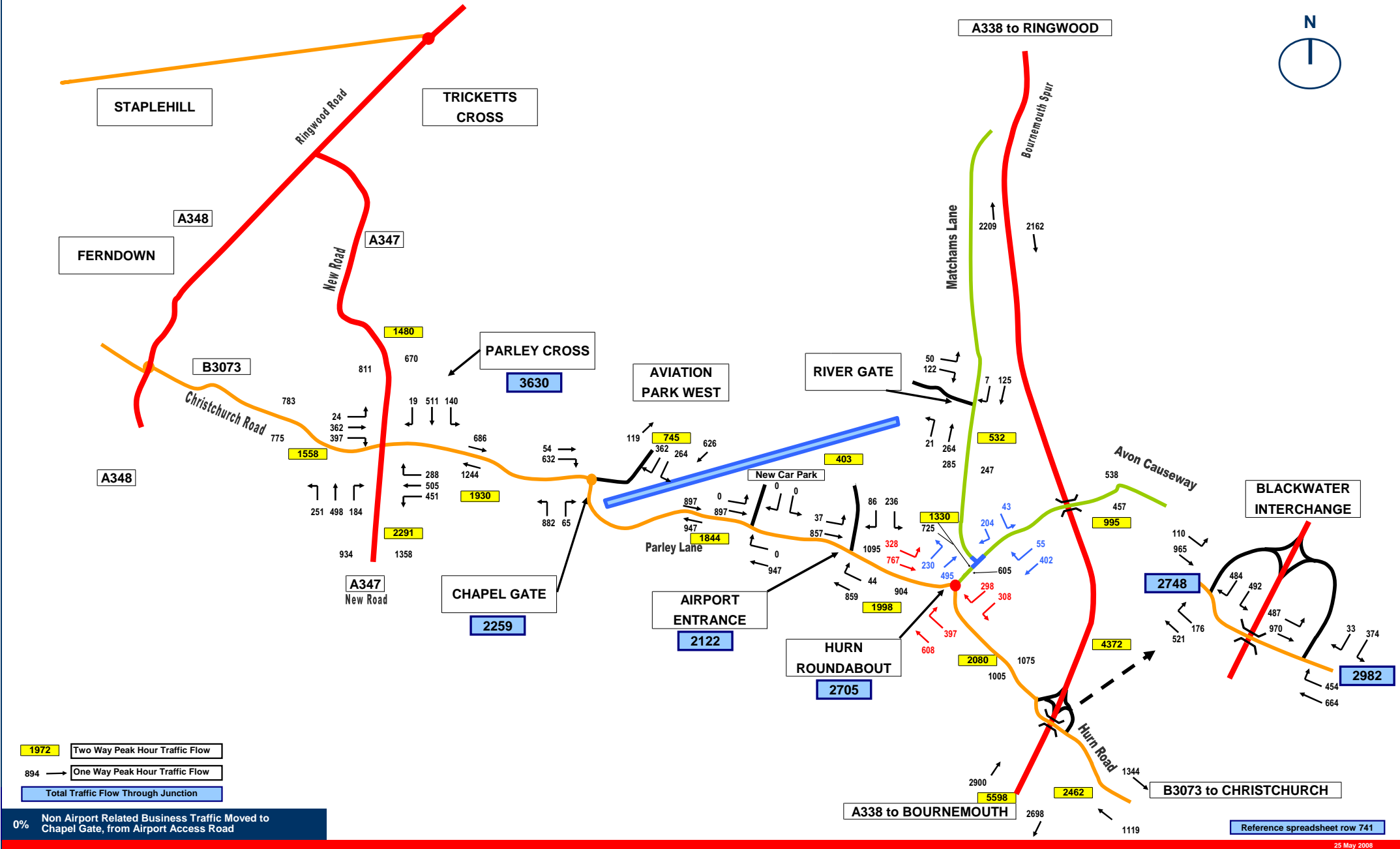


Figure 3.9a 2006 PM (1700 - 1800) Veh Flows + Basepoint + Gravel Works (No Travel Plan)

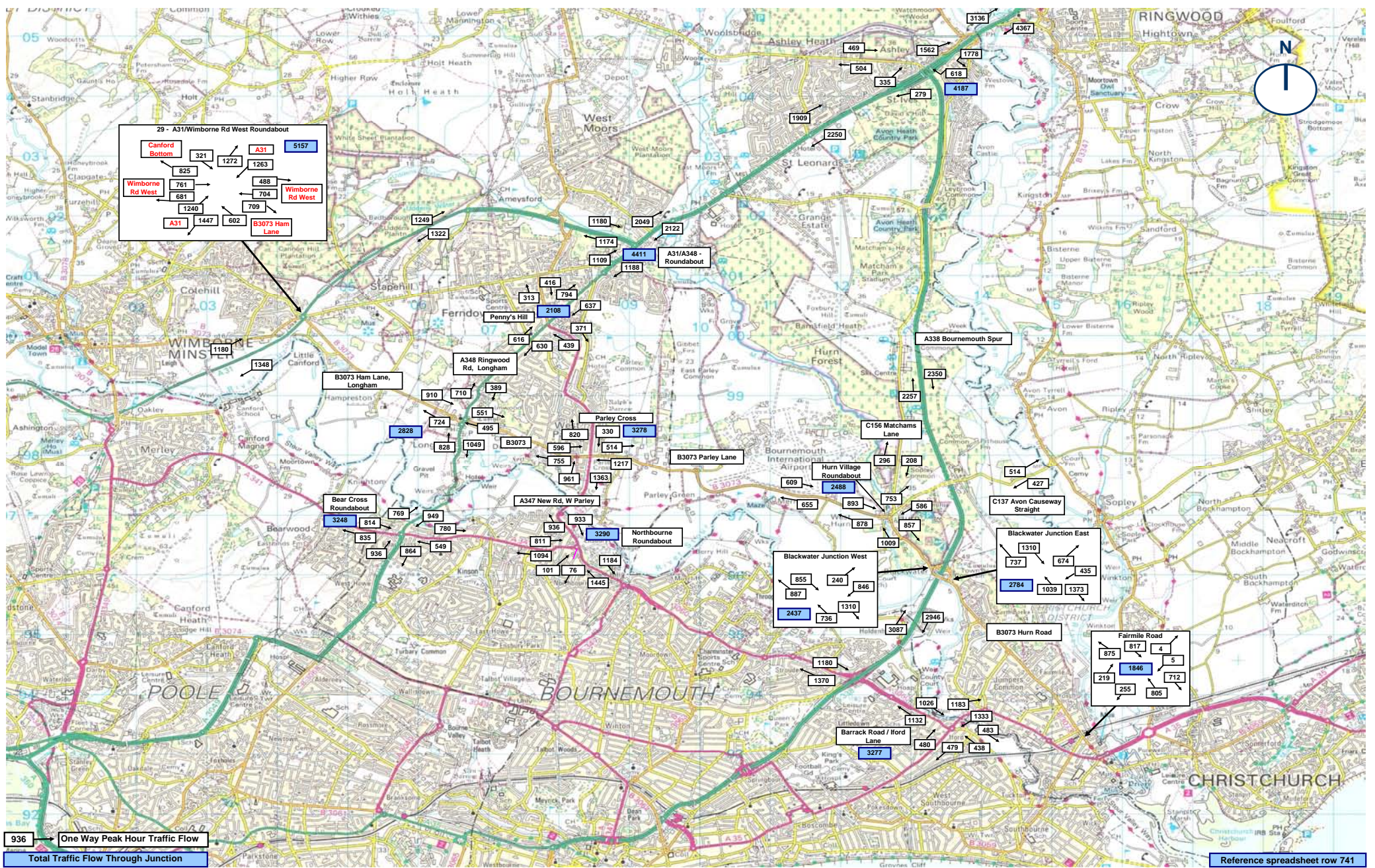


Figure 3.9b

2006 PM (1700 - 1800) Veh Flows (based on new traffic data and with Basepoint and Gravel Works complete)

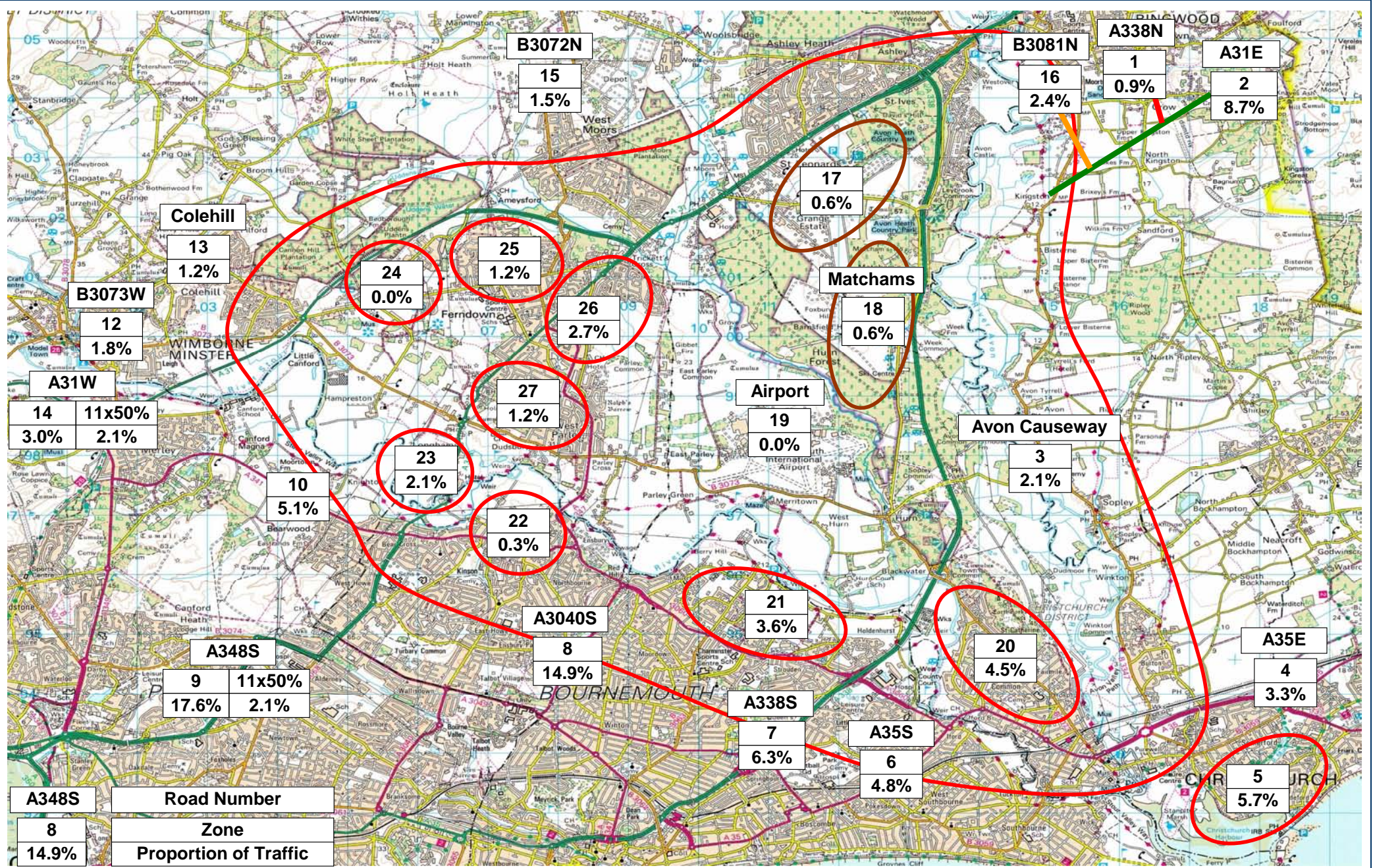


Figure 5.1 Airport Employment Distribution

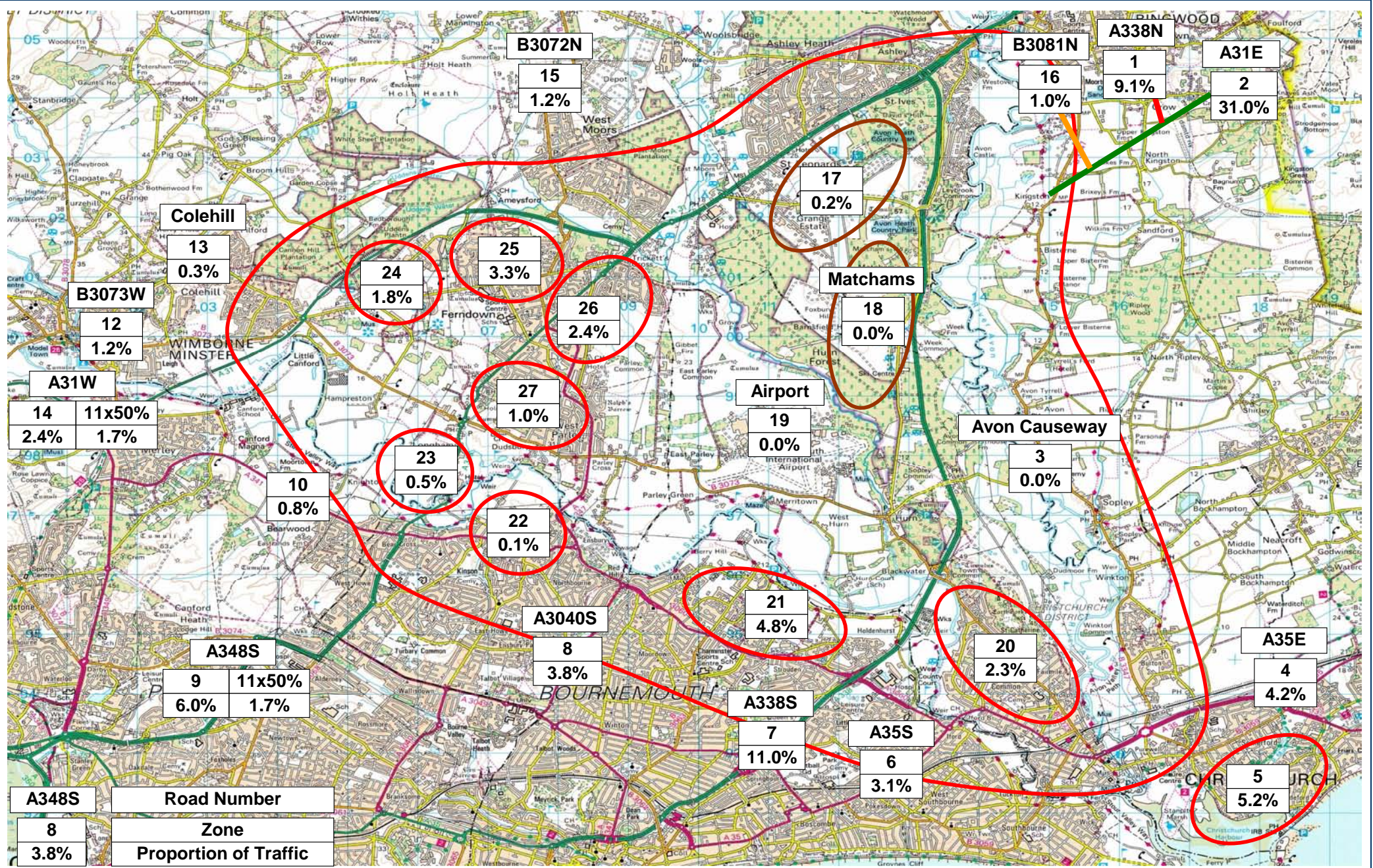


Figure 5.2 Airport Passenger Distribution



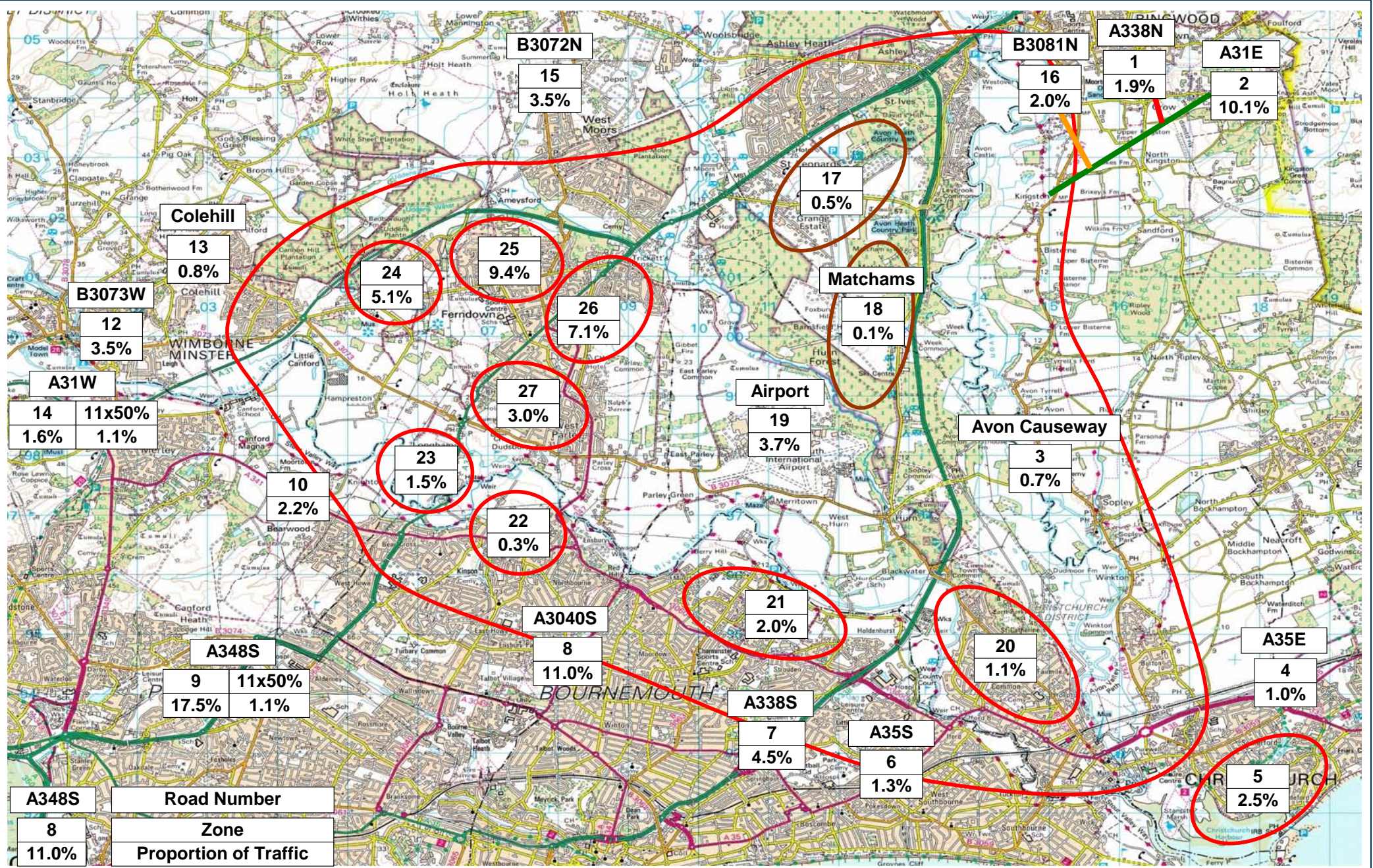


Figure 5.3 Parley Cross Housing Distribution

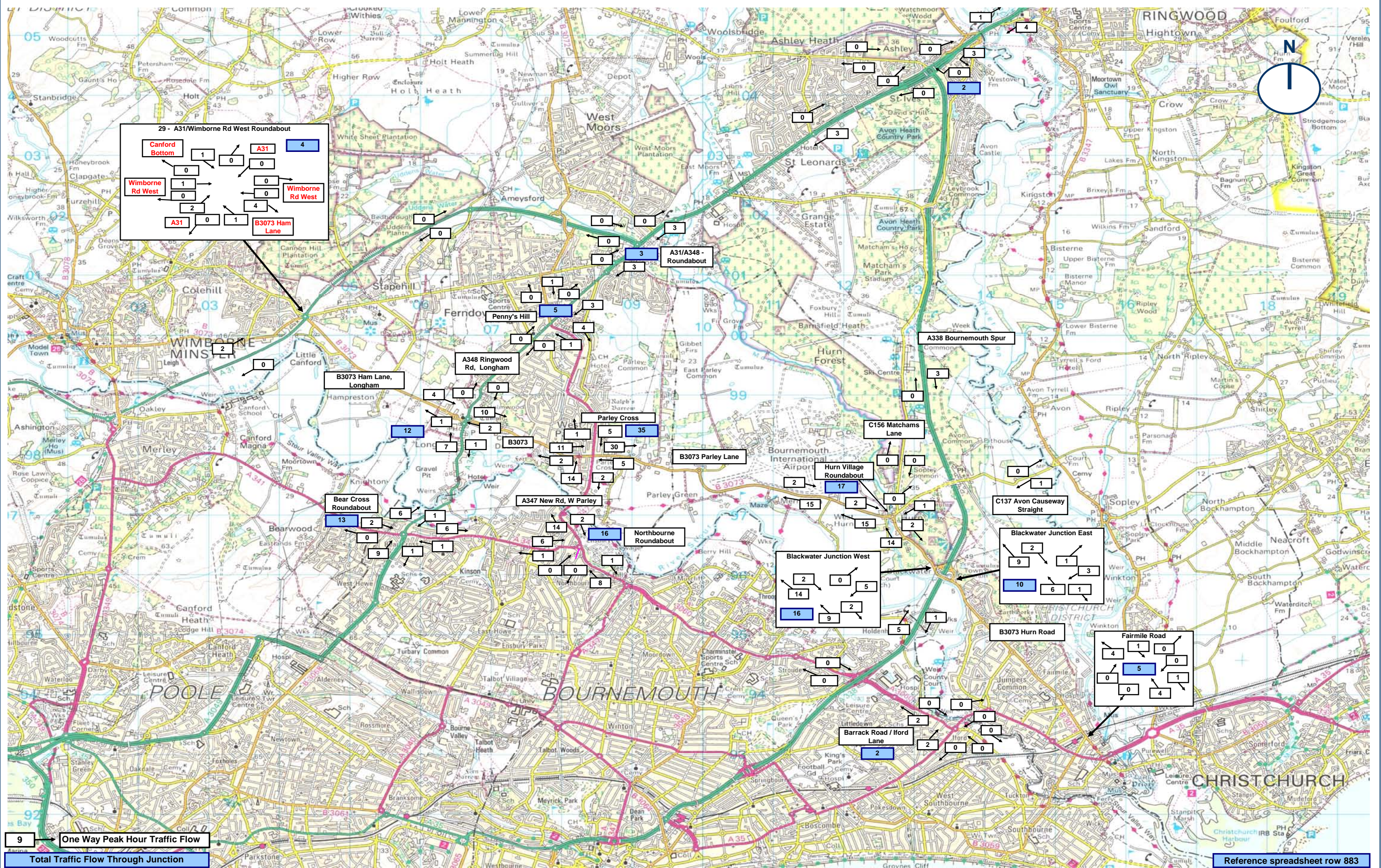


Figure 5.4 Basepoint Office and Workshop Development (Aviation Park West) AM

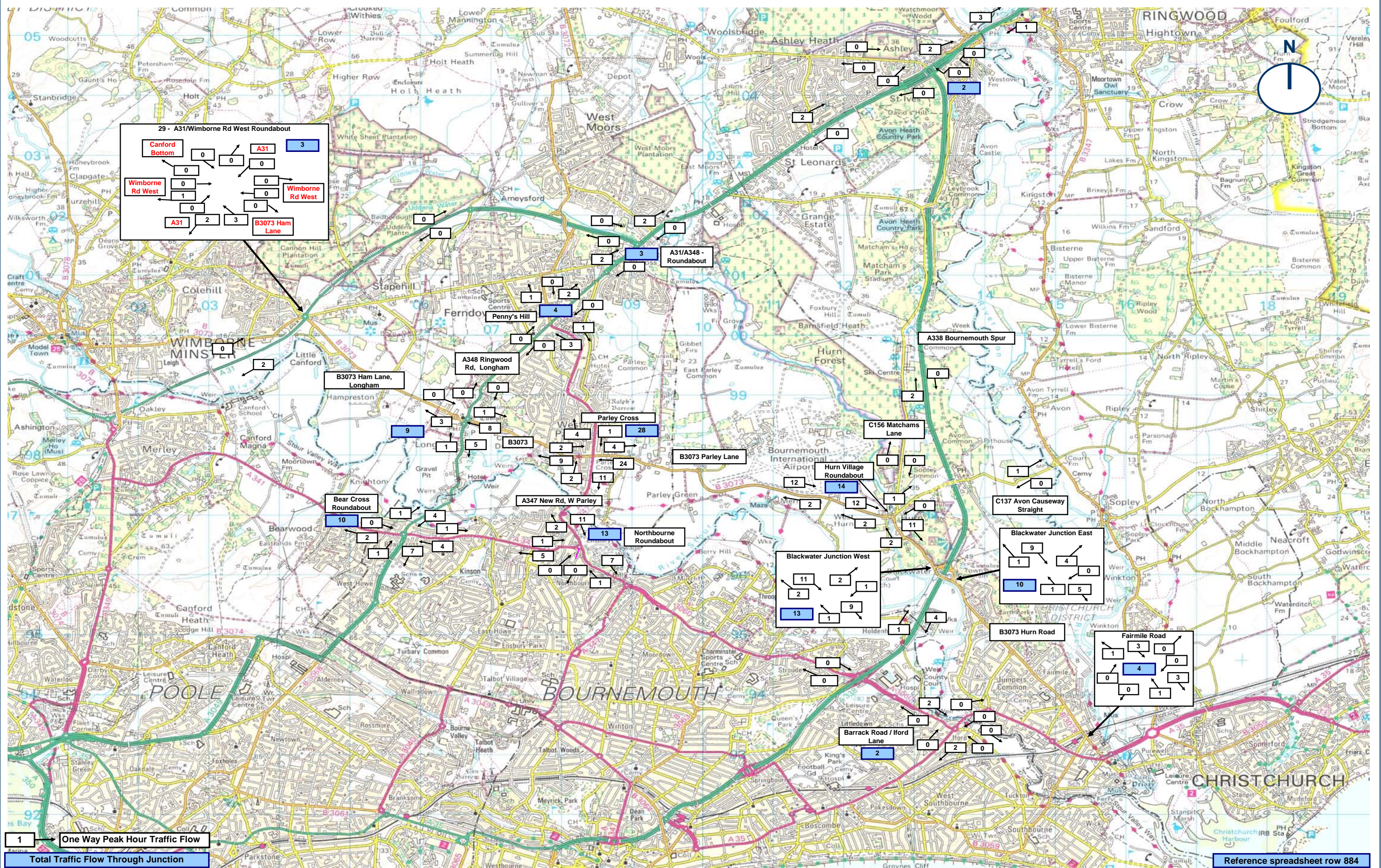


Figure 5.5

Basepoint Office and Workshop Development (Aviation Park West) PM

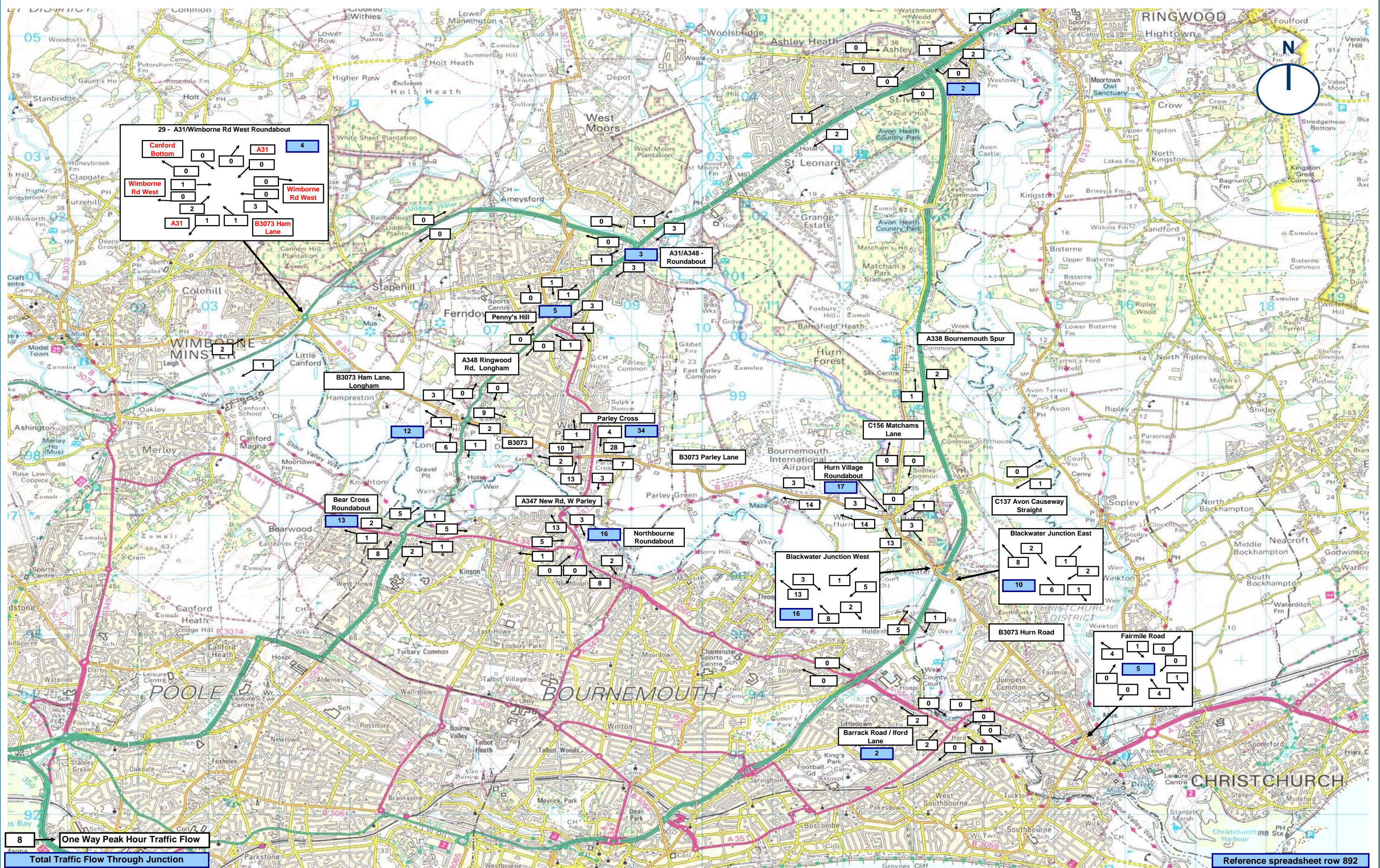


Figure 5.6

Aim Industrial Development (Aviation Park West) AM

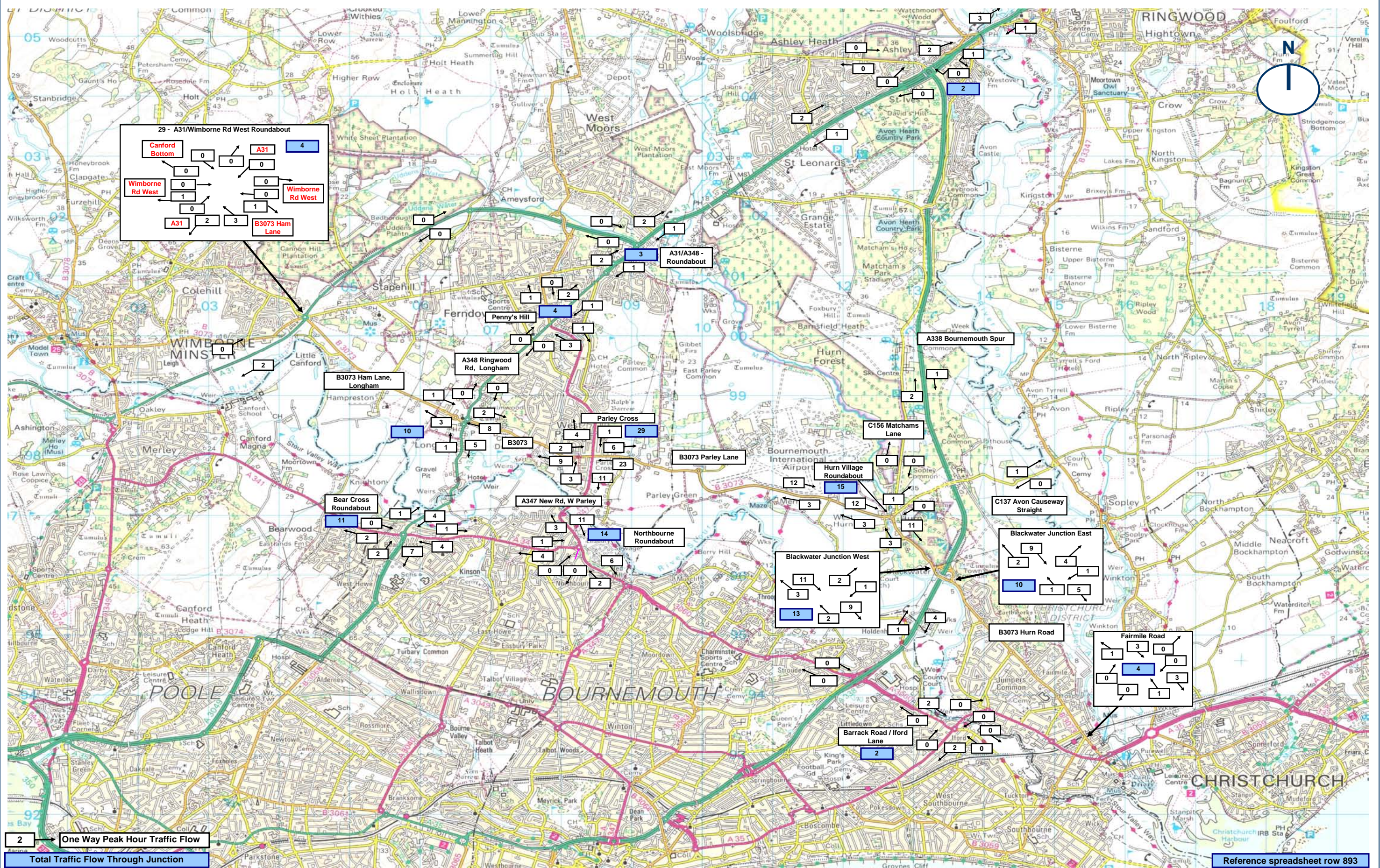


Figure 5.7

Aim Industrial Development (Aviation Park West) PM

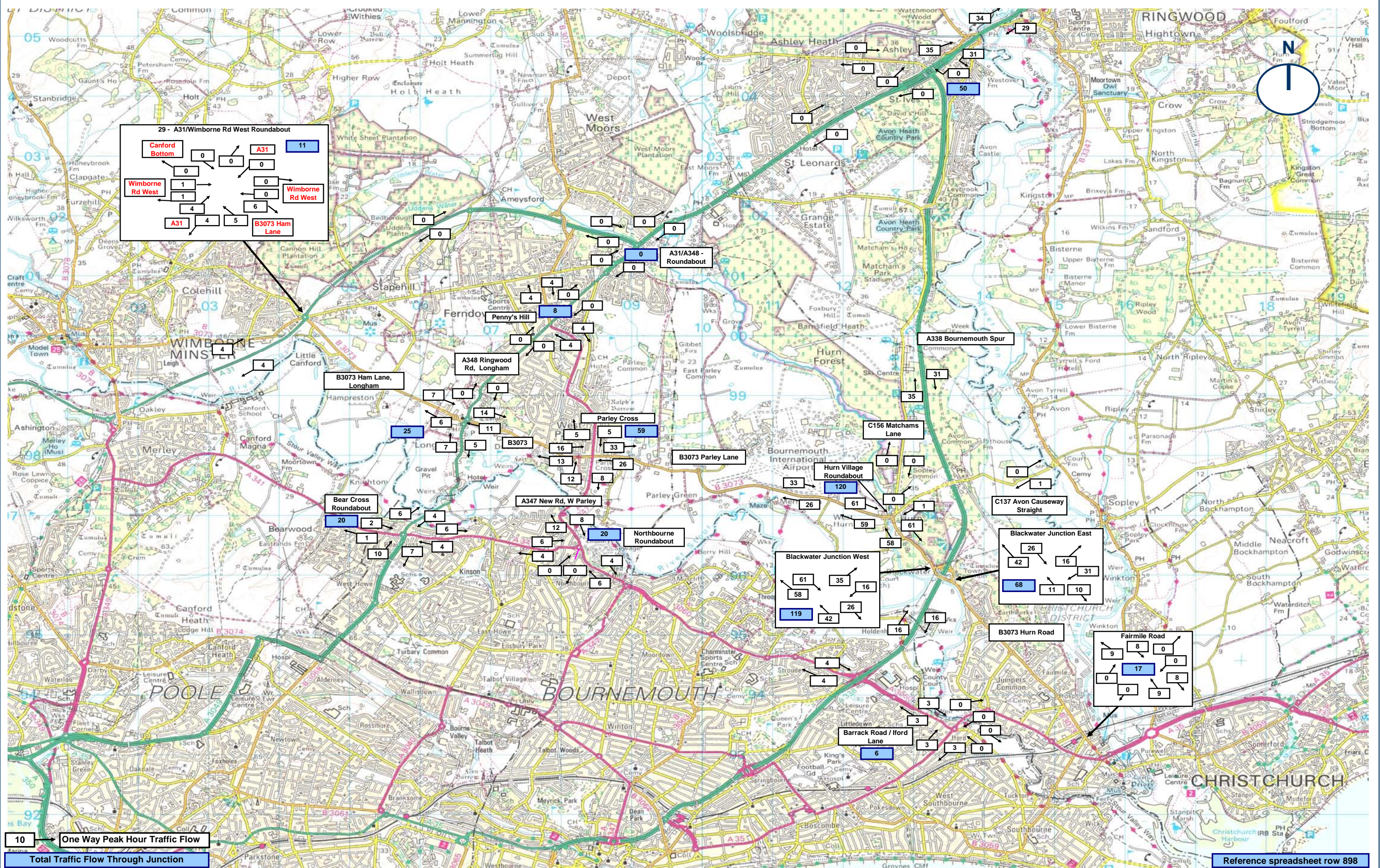


Figure 5.8 Airport expansion - additional 2m passengers (ie, from 1m to 3m total) AM

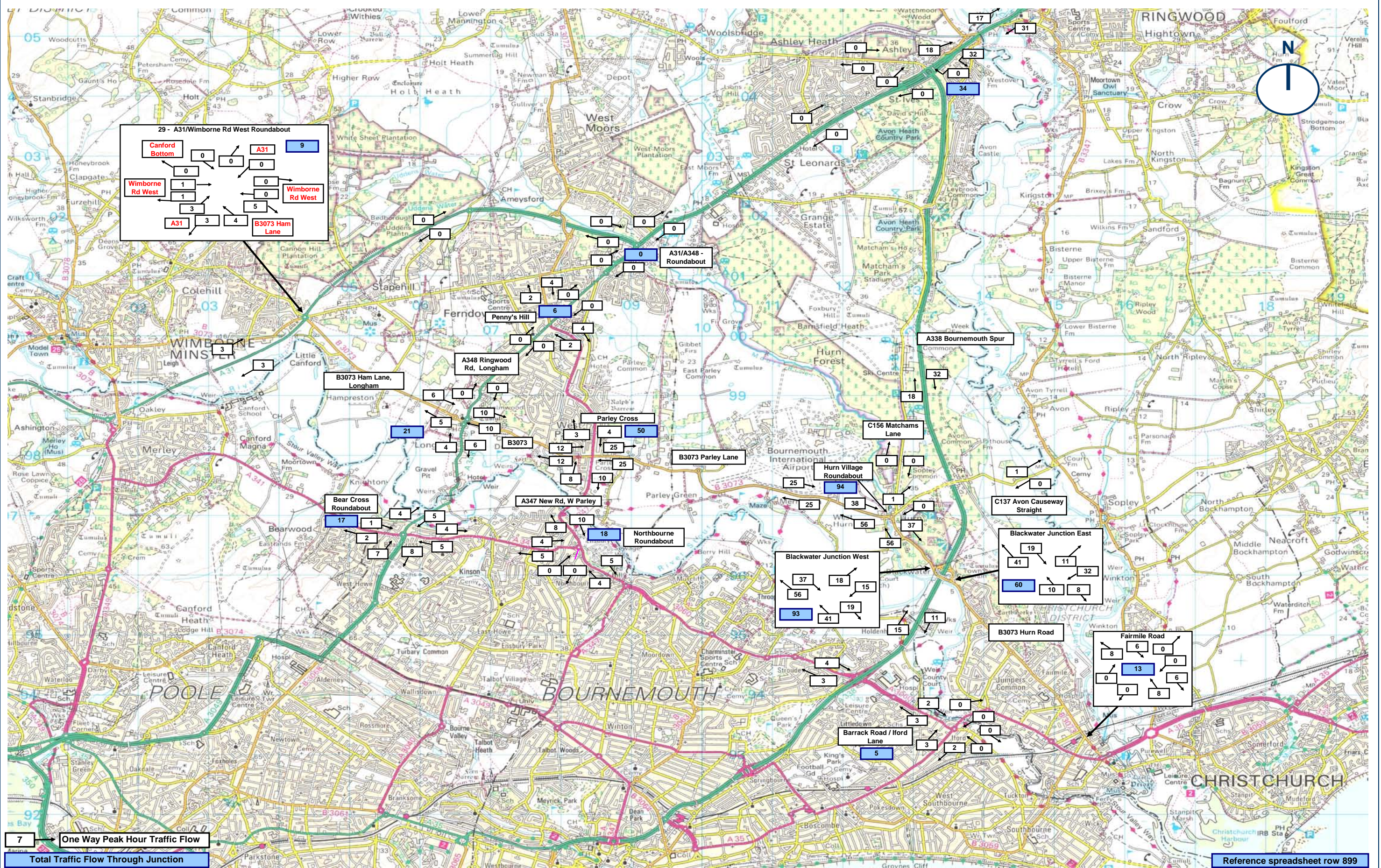


Figure 5.9

Airport expansion - additional 2m passengers (ie, from 1m to 3m total) PM





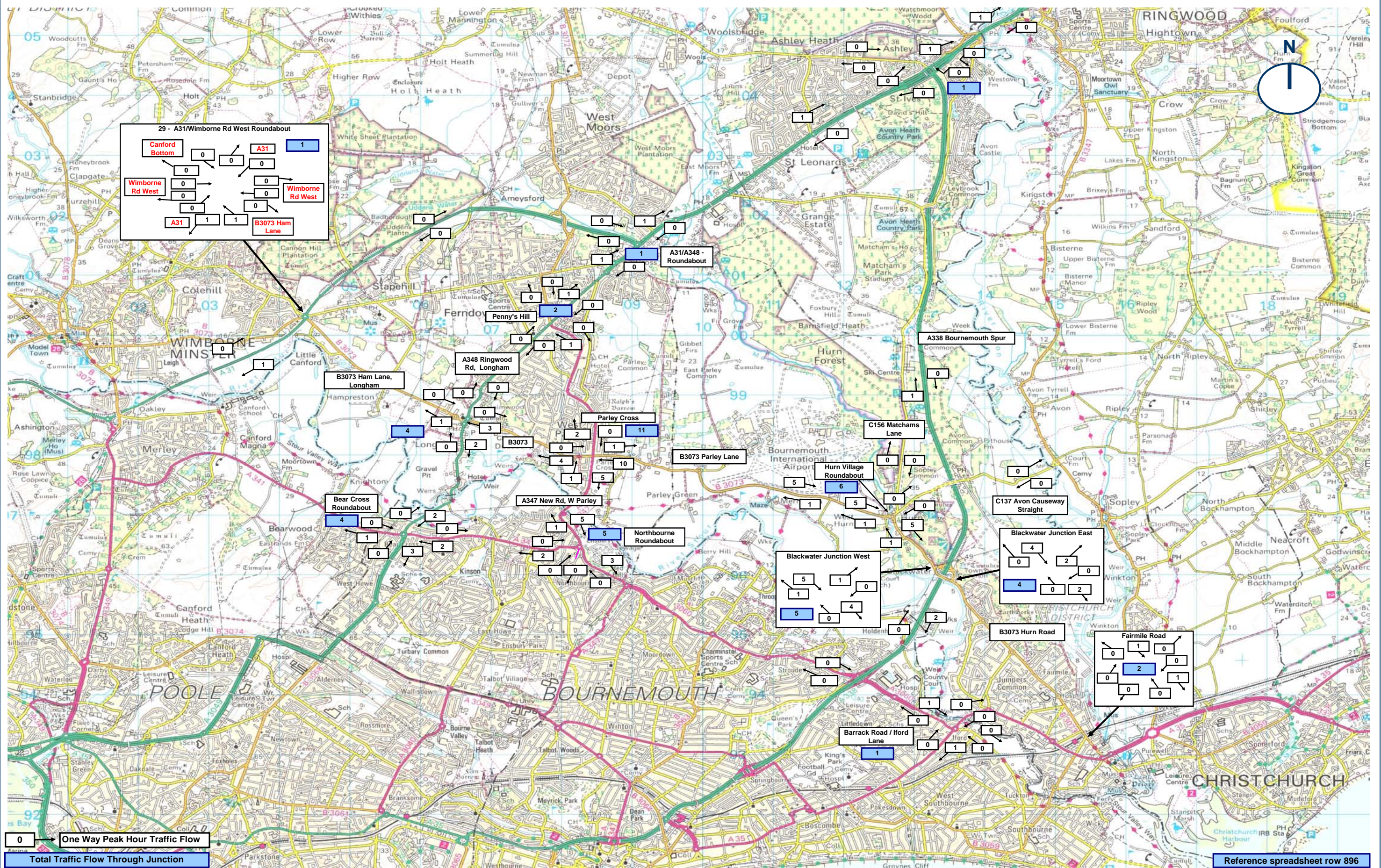


Figure 5.11

B1/B8 Industrial Development (Aviation Park West) PM

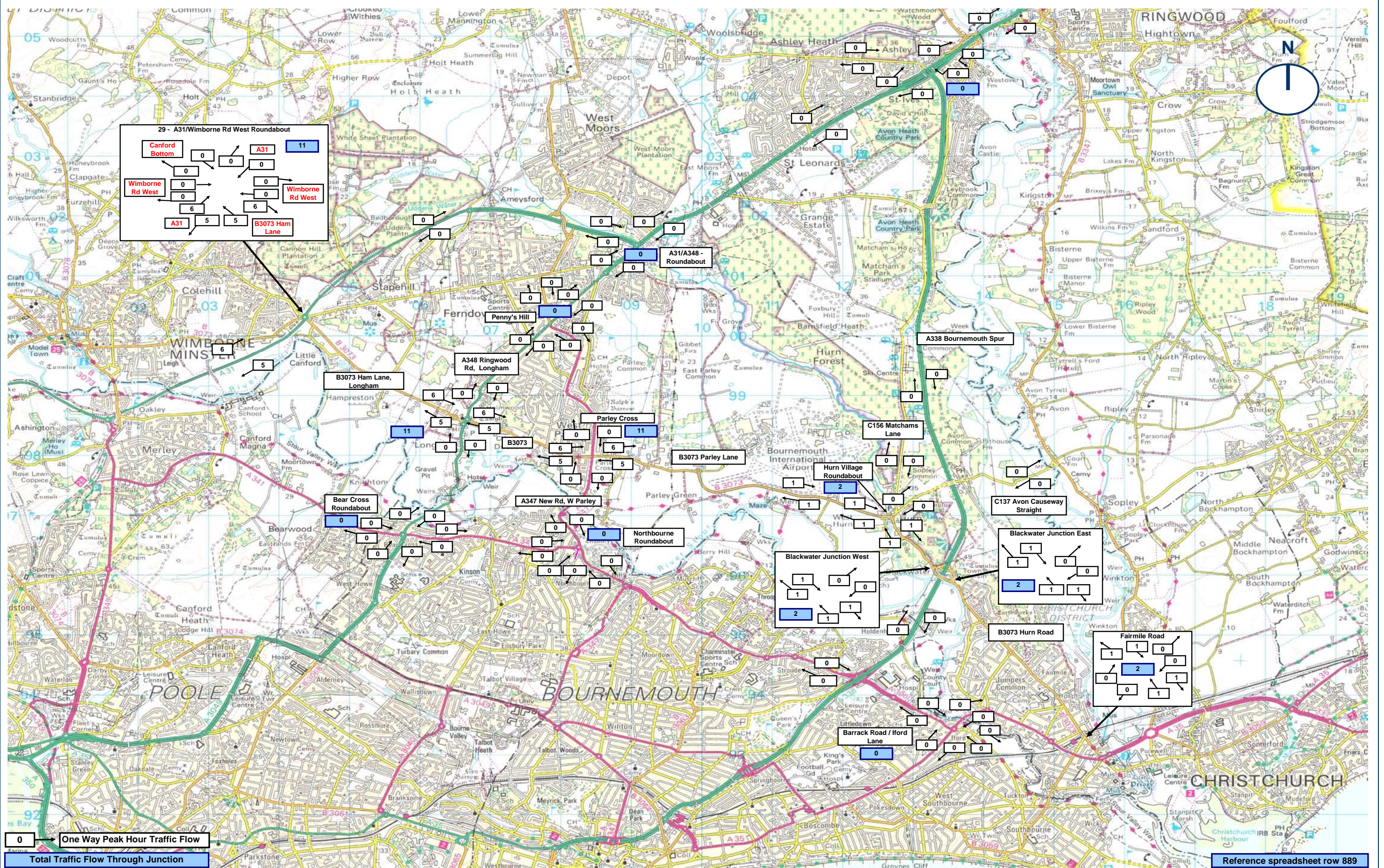


Figure 5.12

MBT/RDF Waste Facility on Aviation Park AM

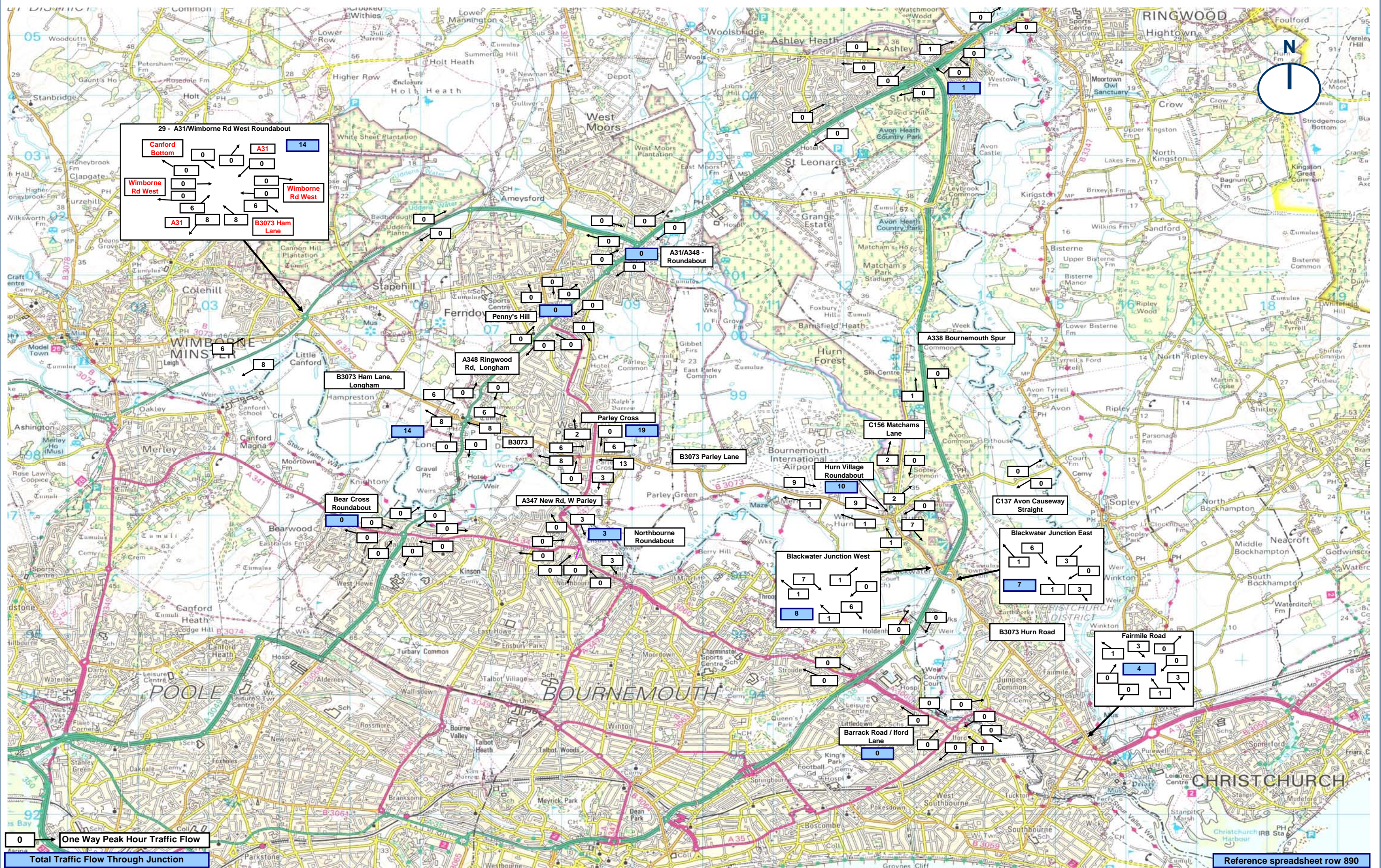


Figure 5.13

MBT/RDF Waste Facility on Aviation Park PM

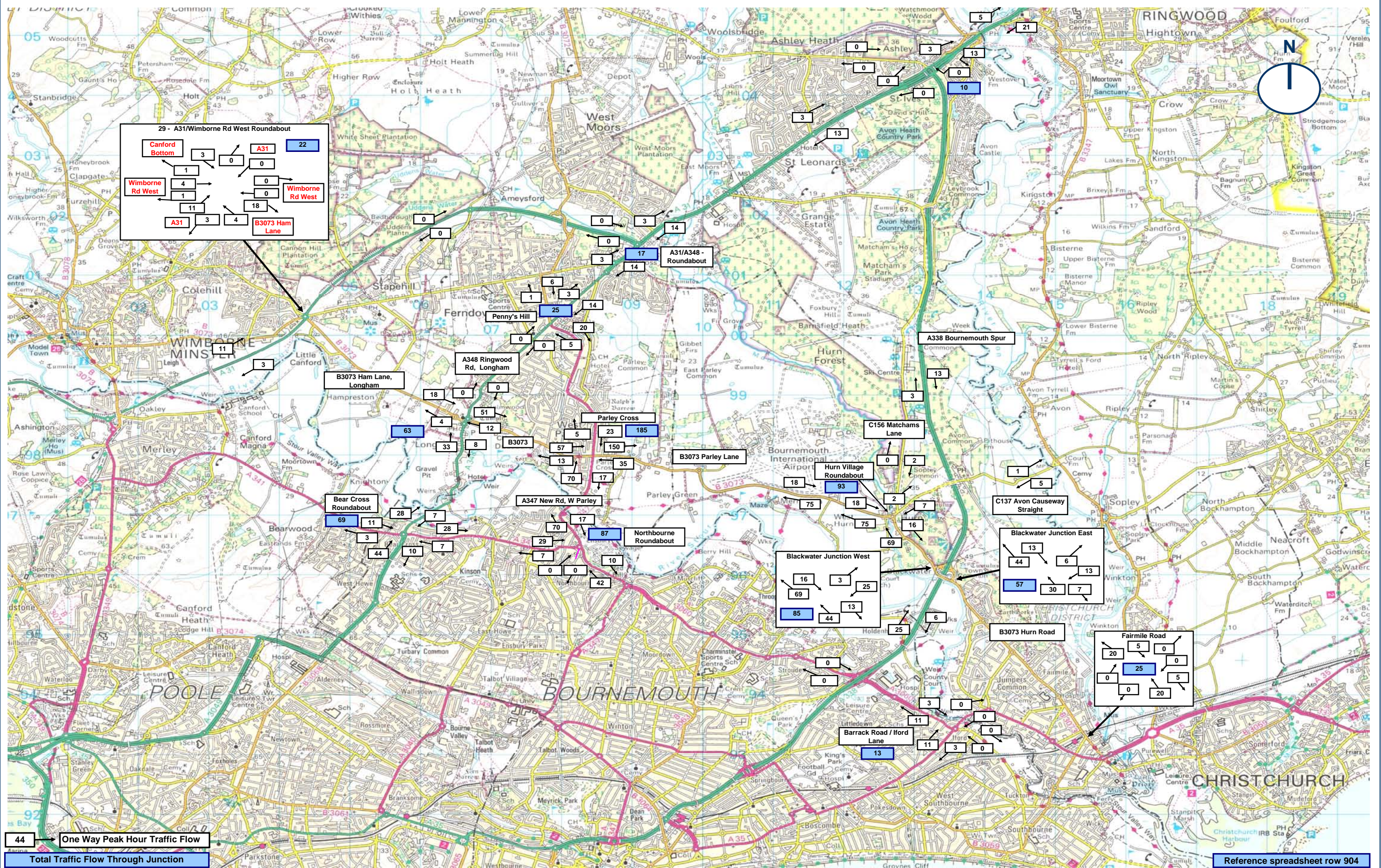


Figure 5.14

Option 4 Industrial Development (Aviation Park West) AM

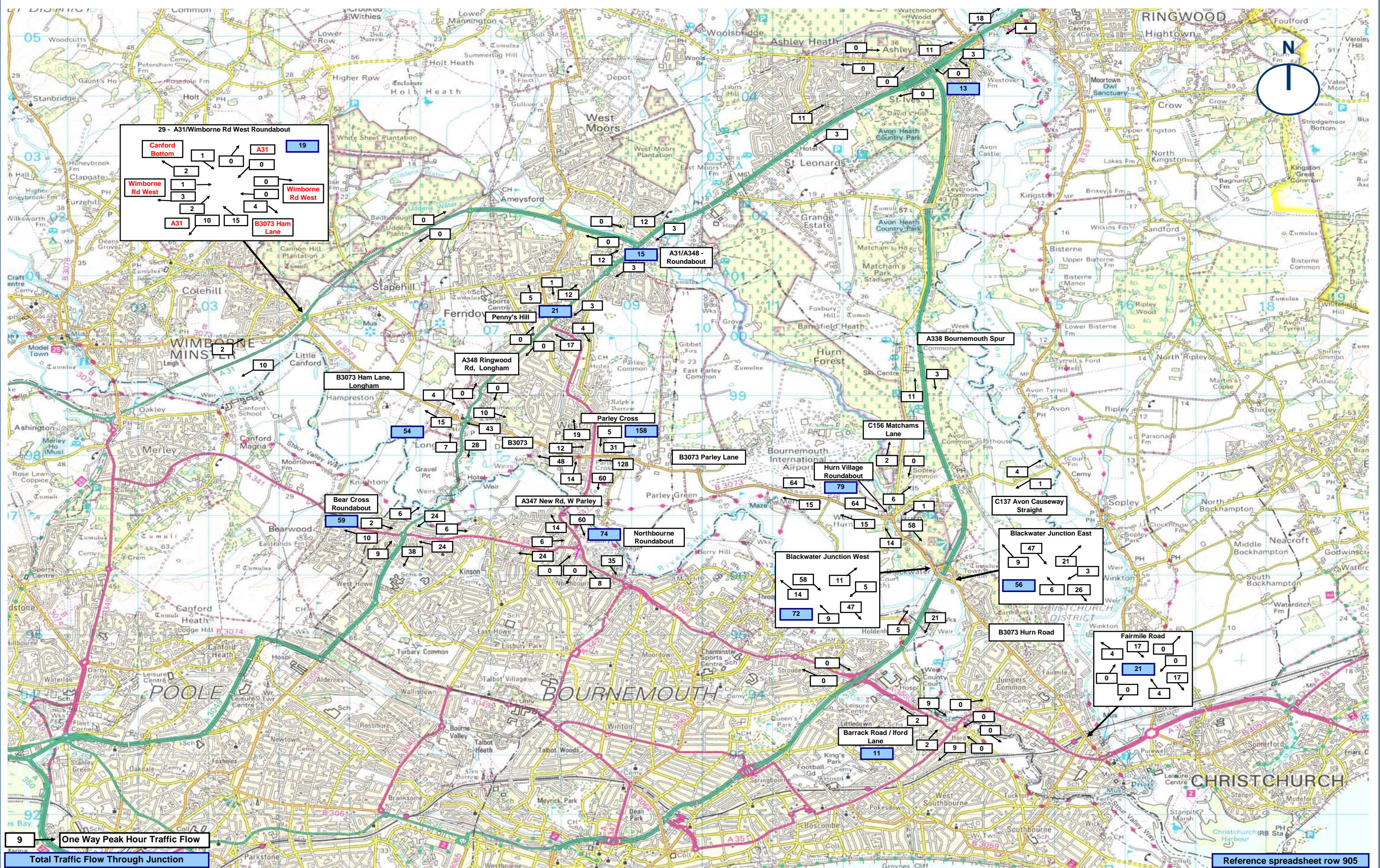


Figure 5.15 Option 4 Industrial Development (Aviation Park West) PM

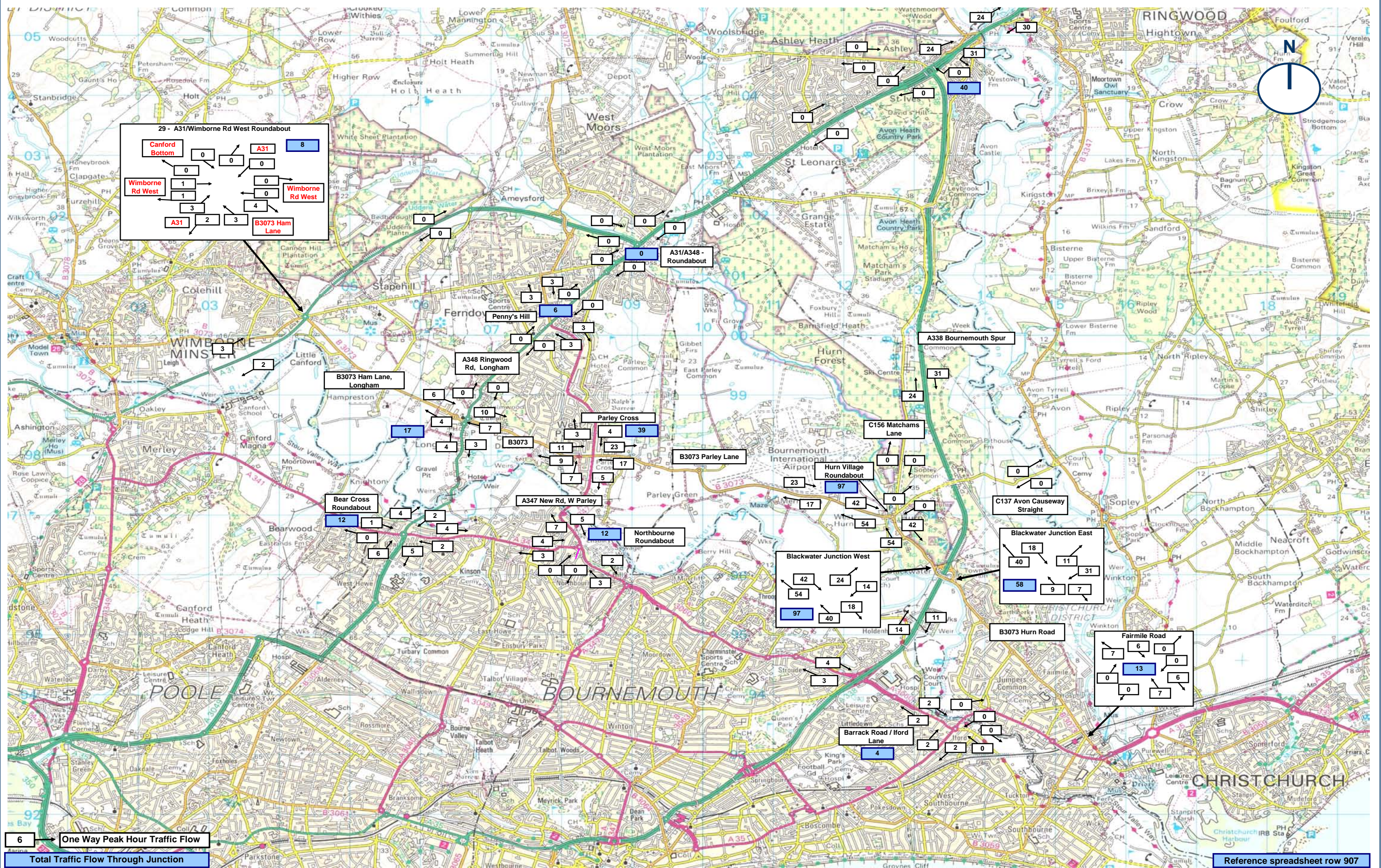


Figure 5.16 Airport expansion - additional 1.5m passengers (ie, from 3m to 4.5m total) AM

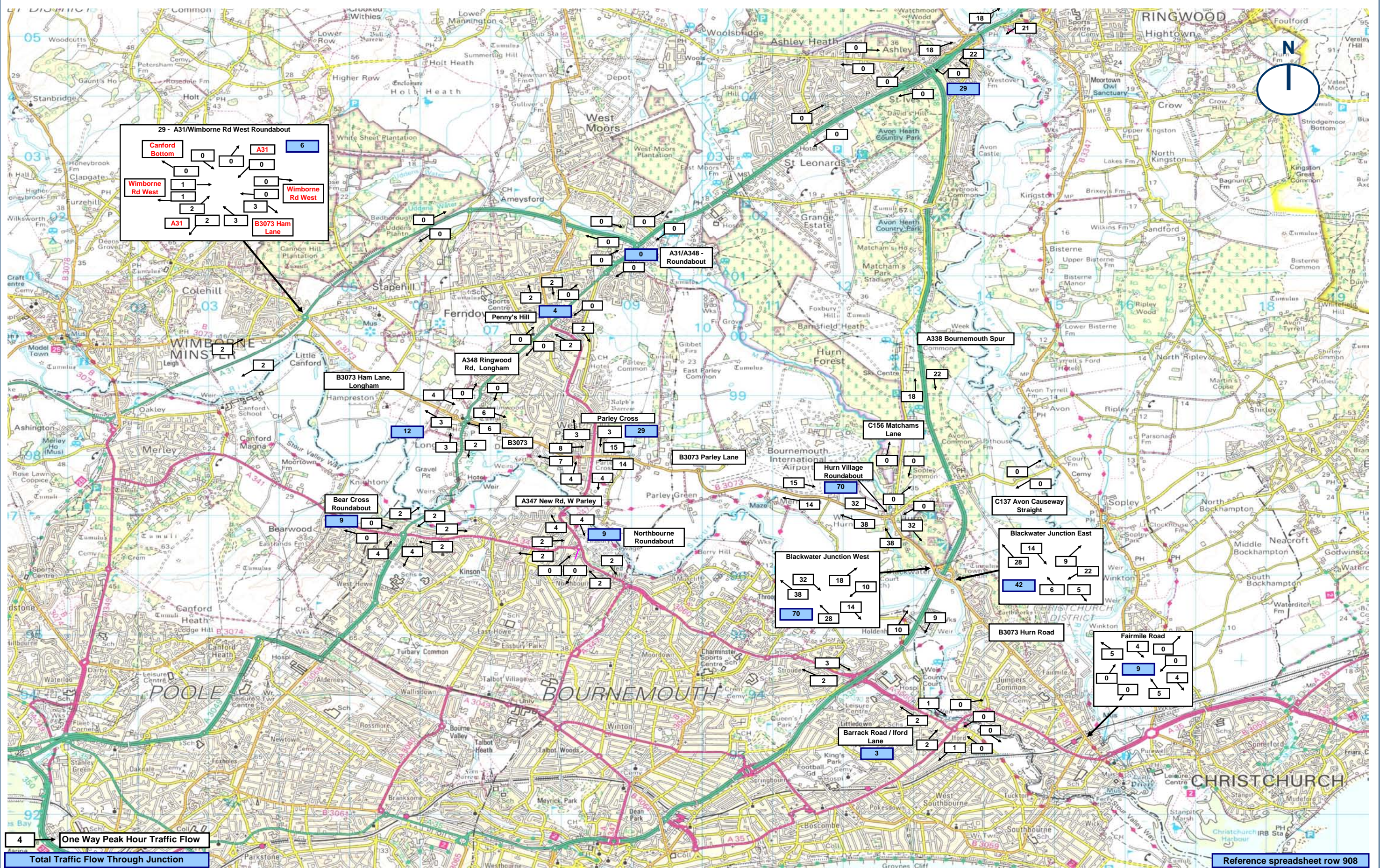


Figure 5.17

Airport expansion - additional 1.5m passengers (ie, from 3m to 4.5m total) PM

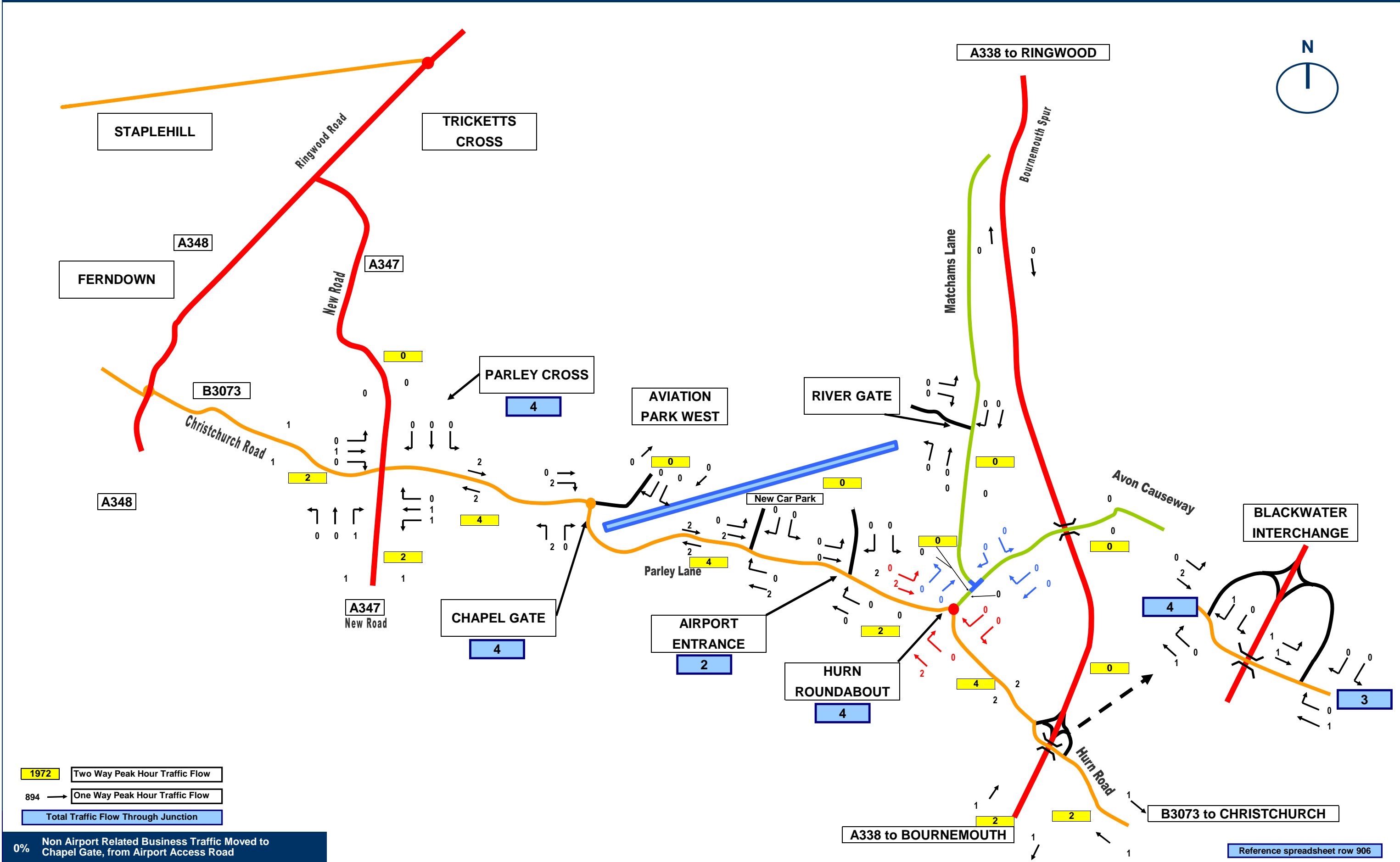


Figure 5.18 Gravel Works (opposite Airport Entrance) AM & PM



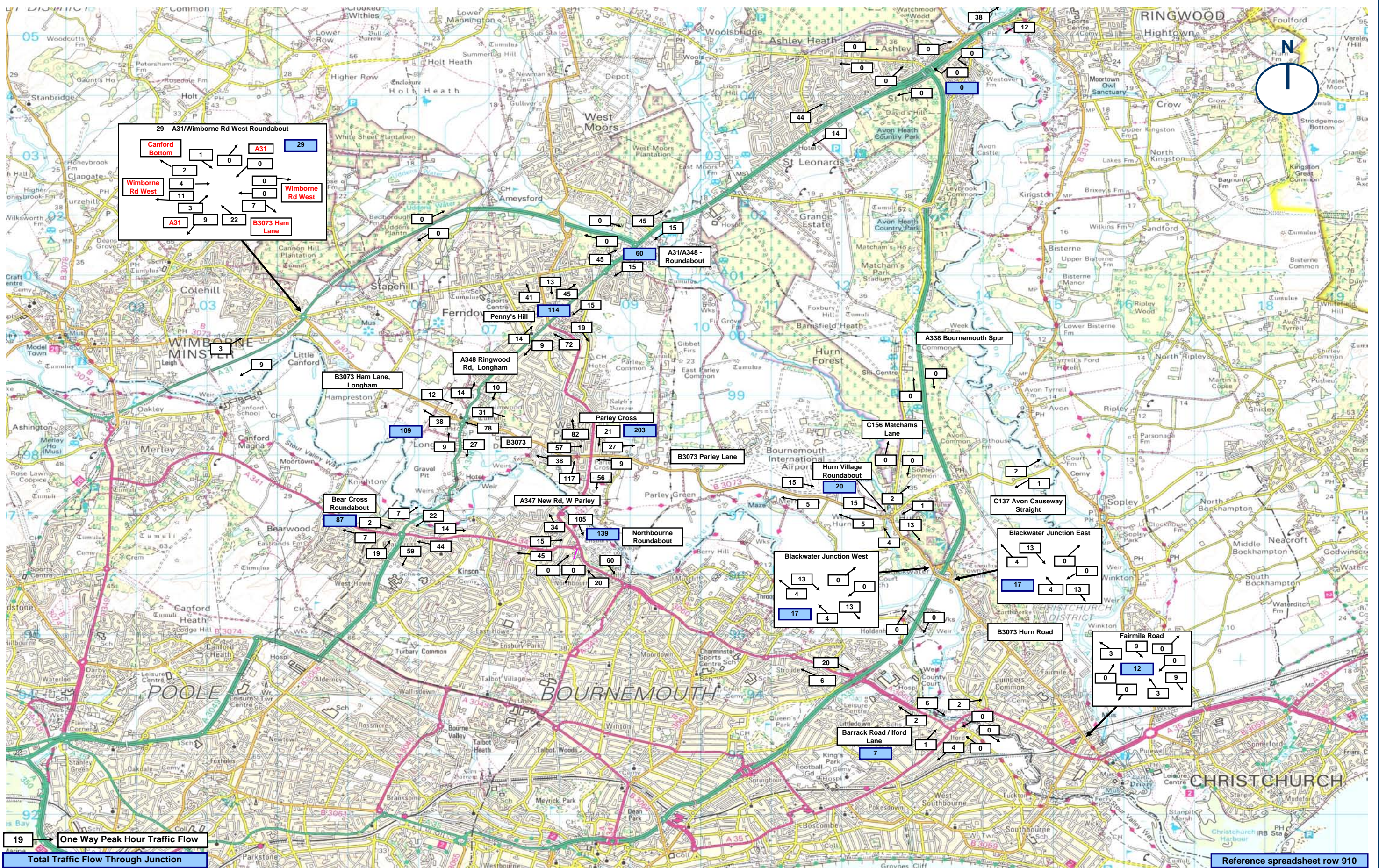


Figure 5.19

Parley Cross Housing Development 900 dwellings - AM

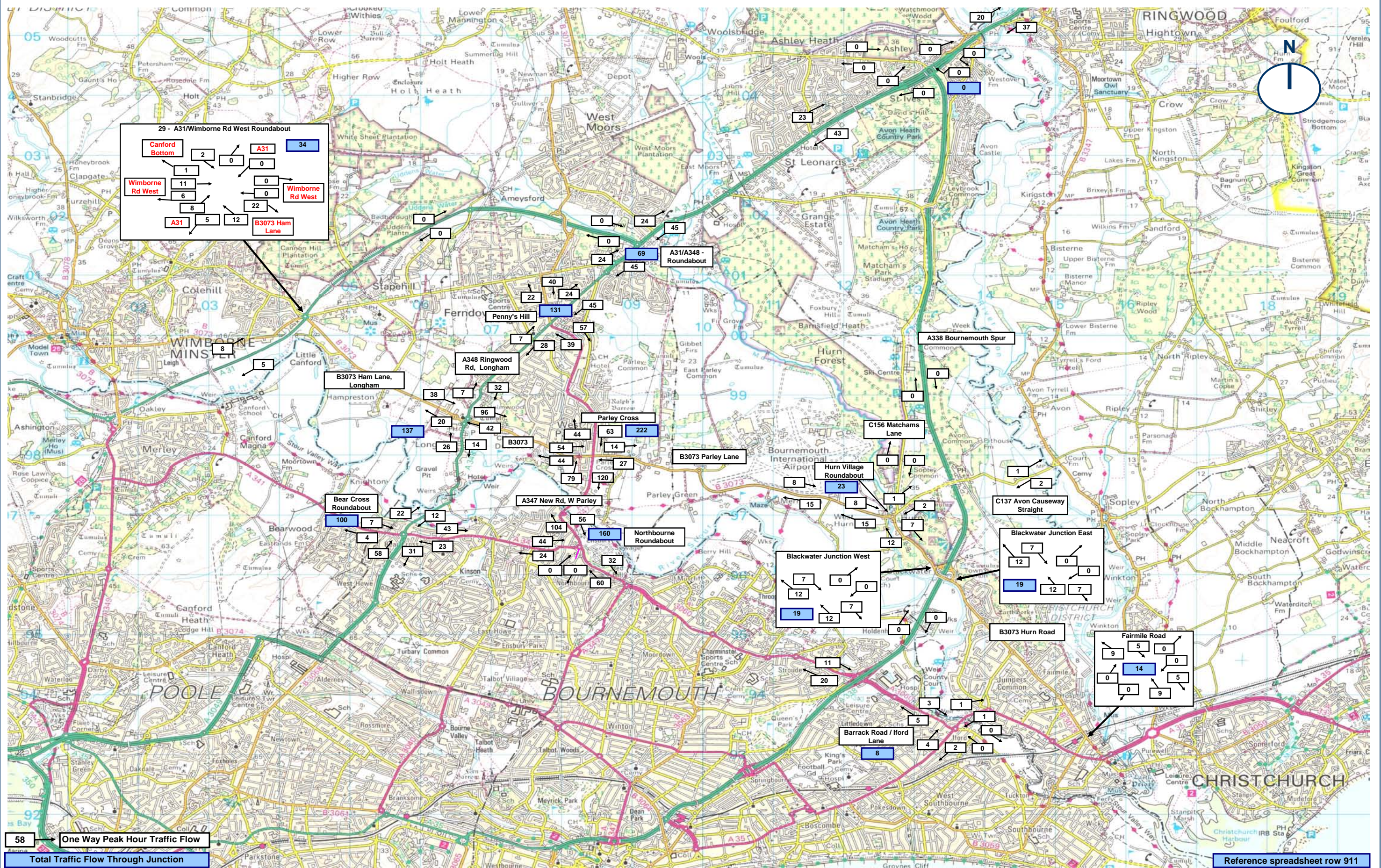


Figure 5.20

Parley Cross Housing Development 900 dwellings - PM

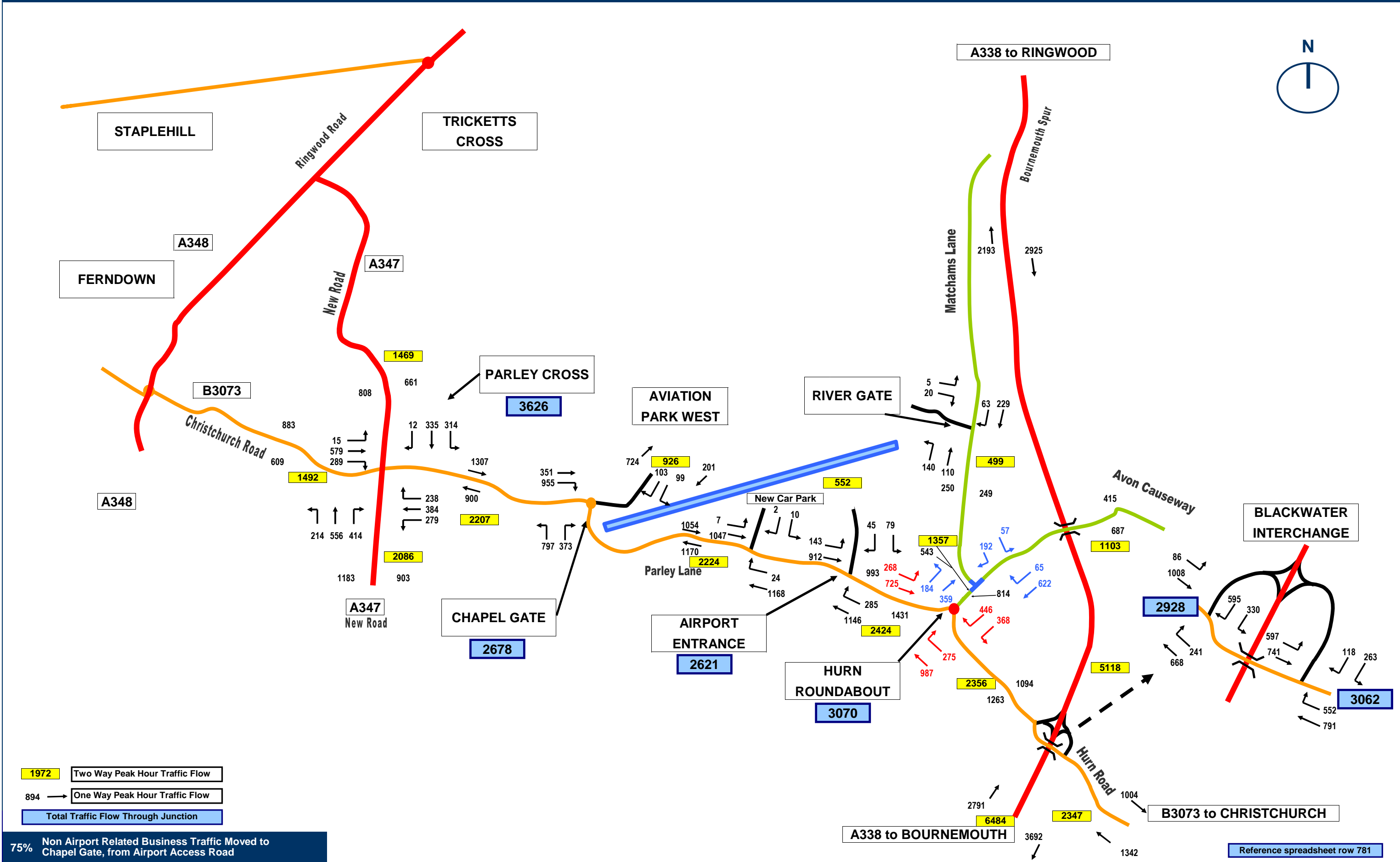


Figure 5.21a 2020 AM (0800 - 0900) + Basepoint + Aim + B1\_B8 + Gravel Works + MBT + 3m Passengers (No Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

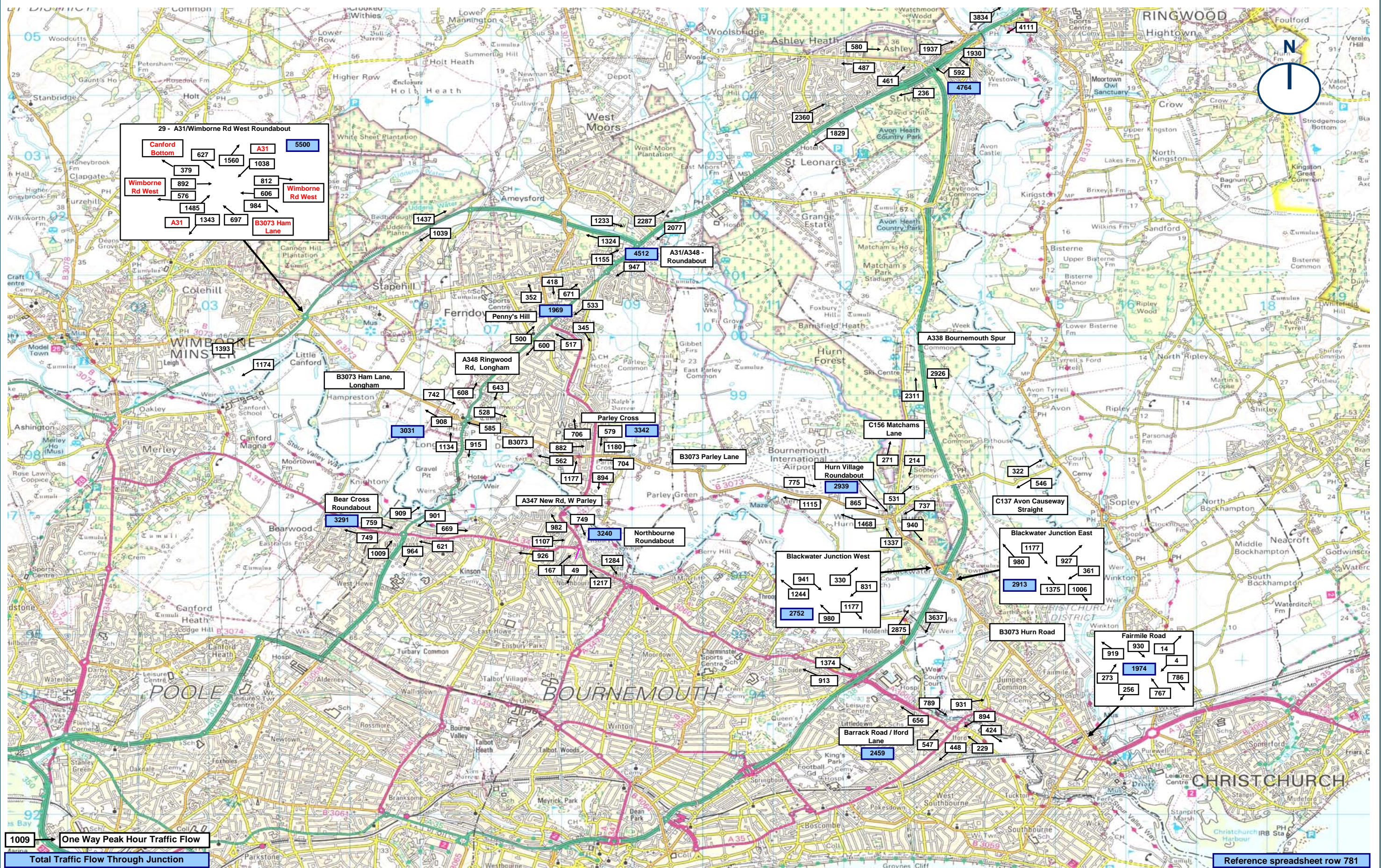


Figure 5.21b 2020 AM (0800 - 0900) + Basepoint + Aim + B1\_B8 + Gravel Works + MBT + 3m Passengers (No Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

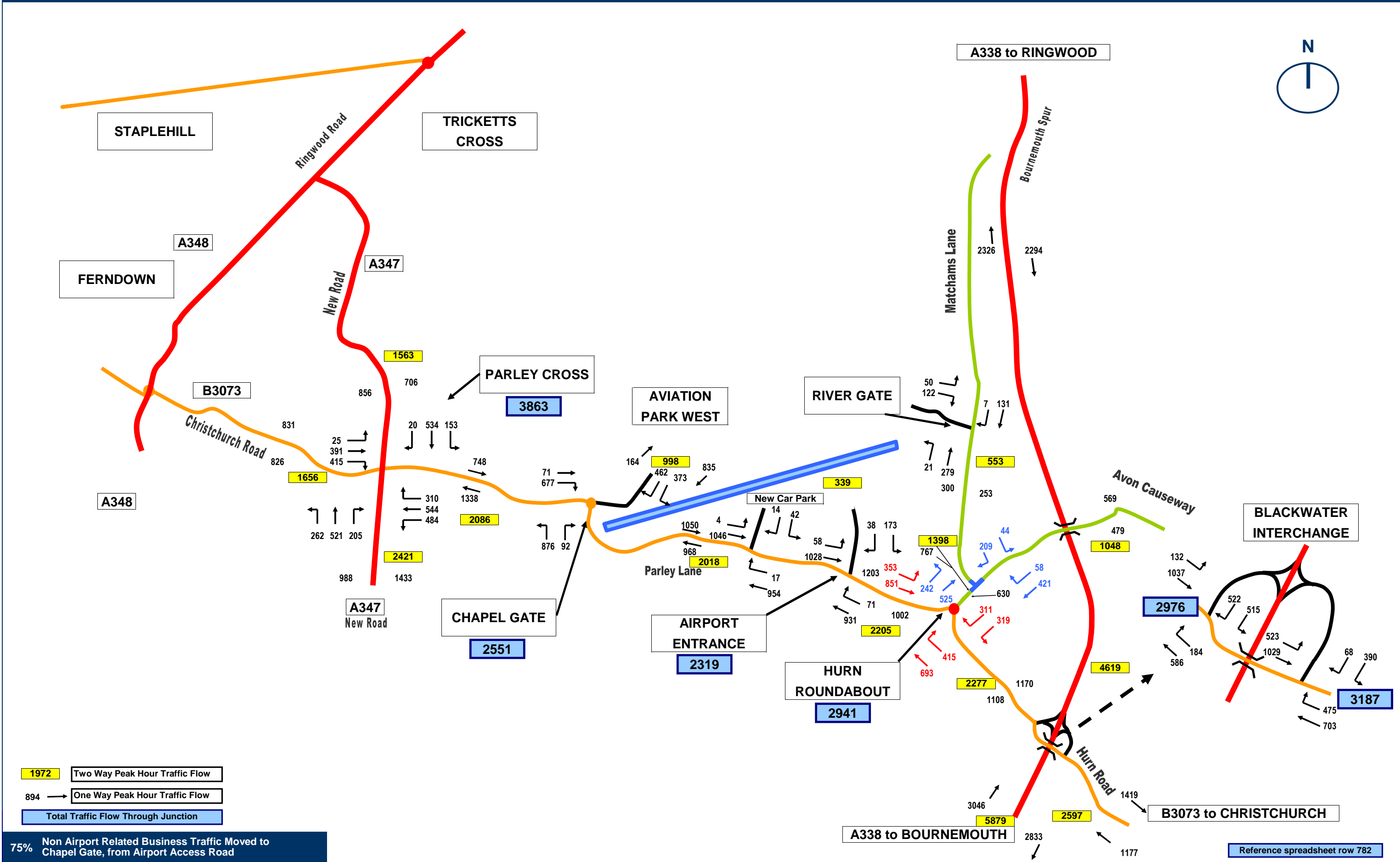


Figure 5.22a 2020 PM (1700 - 1800) + Basepoint + Aim + B1\_B8 + Gravel Works + MBT + 3m Passengers (No Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

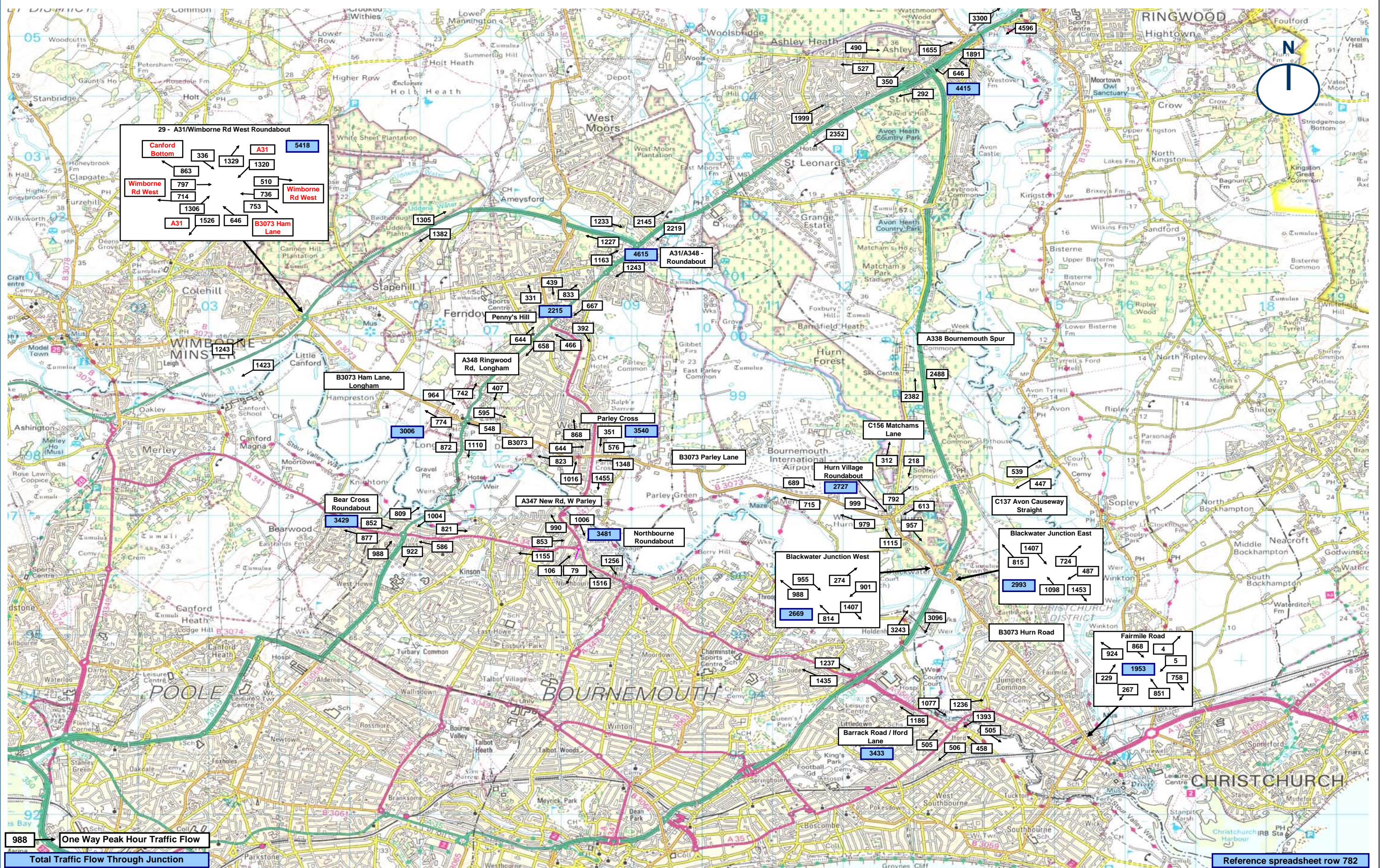
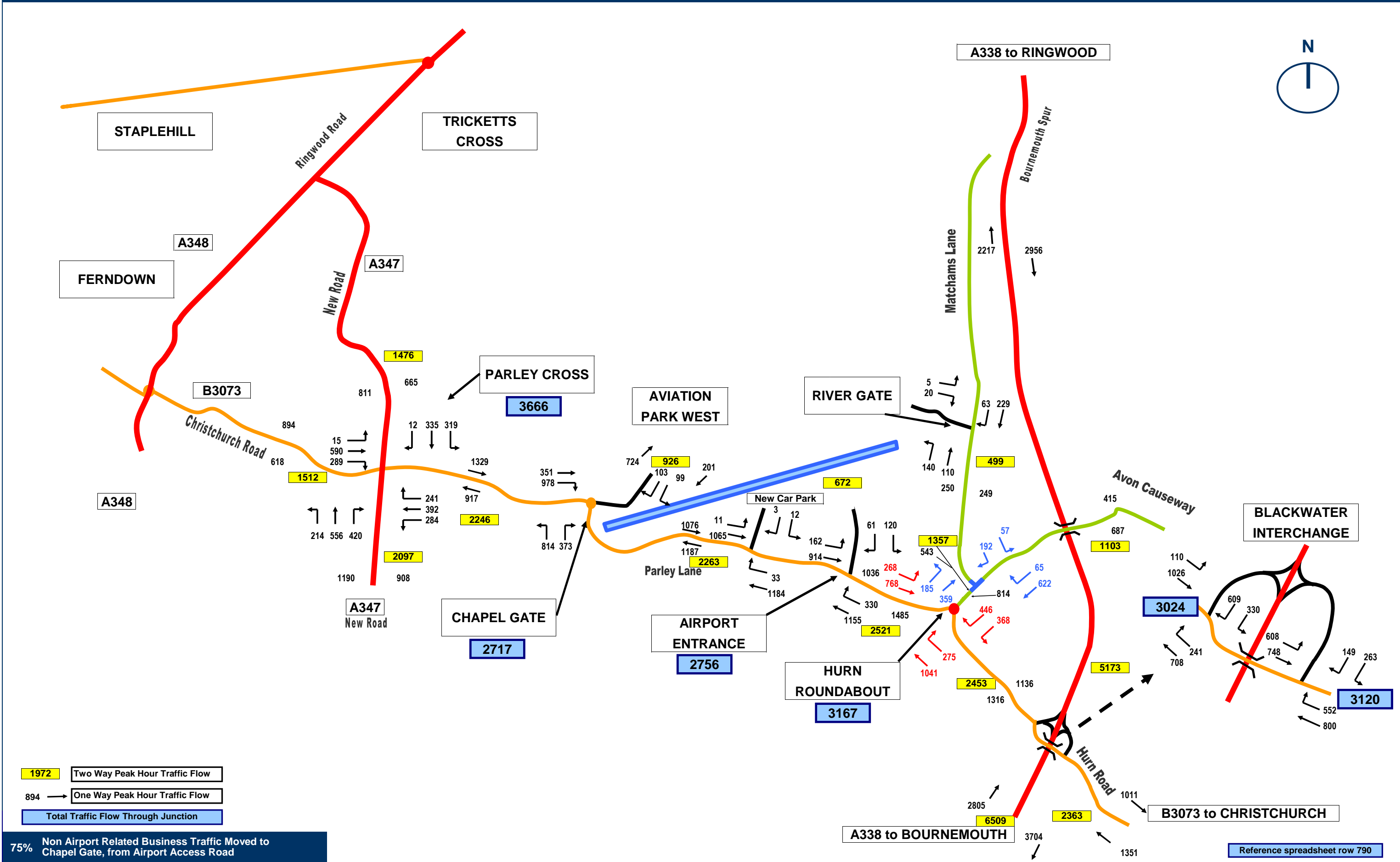


Figure 5.22b 2020 PM (1700 - 1800) + Basepoint + Aim + B1\_B8 + Gravel Works + MBT + 3m Passengers (No Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.



75% Non Airport Related Business Traffic Moved to Chapel Gate, from Airport Access Road

Reference spreadsheet row 790

Figure 5.23a 2020 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS (No Travel Plan Effect)

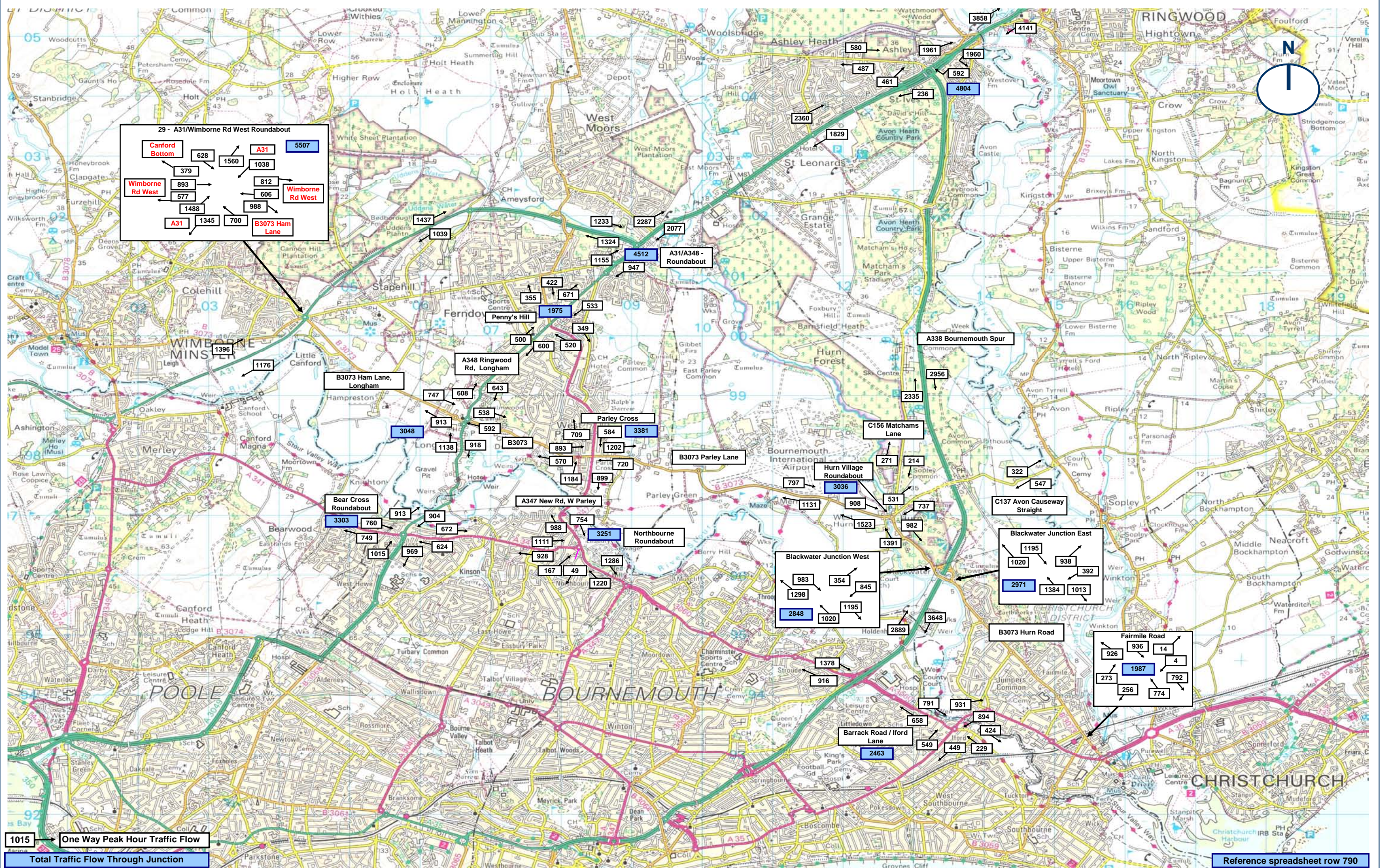
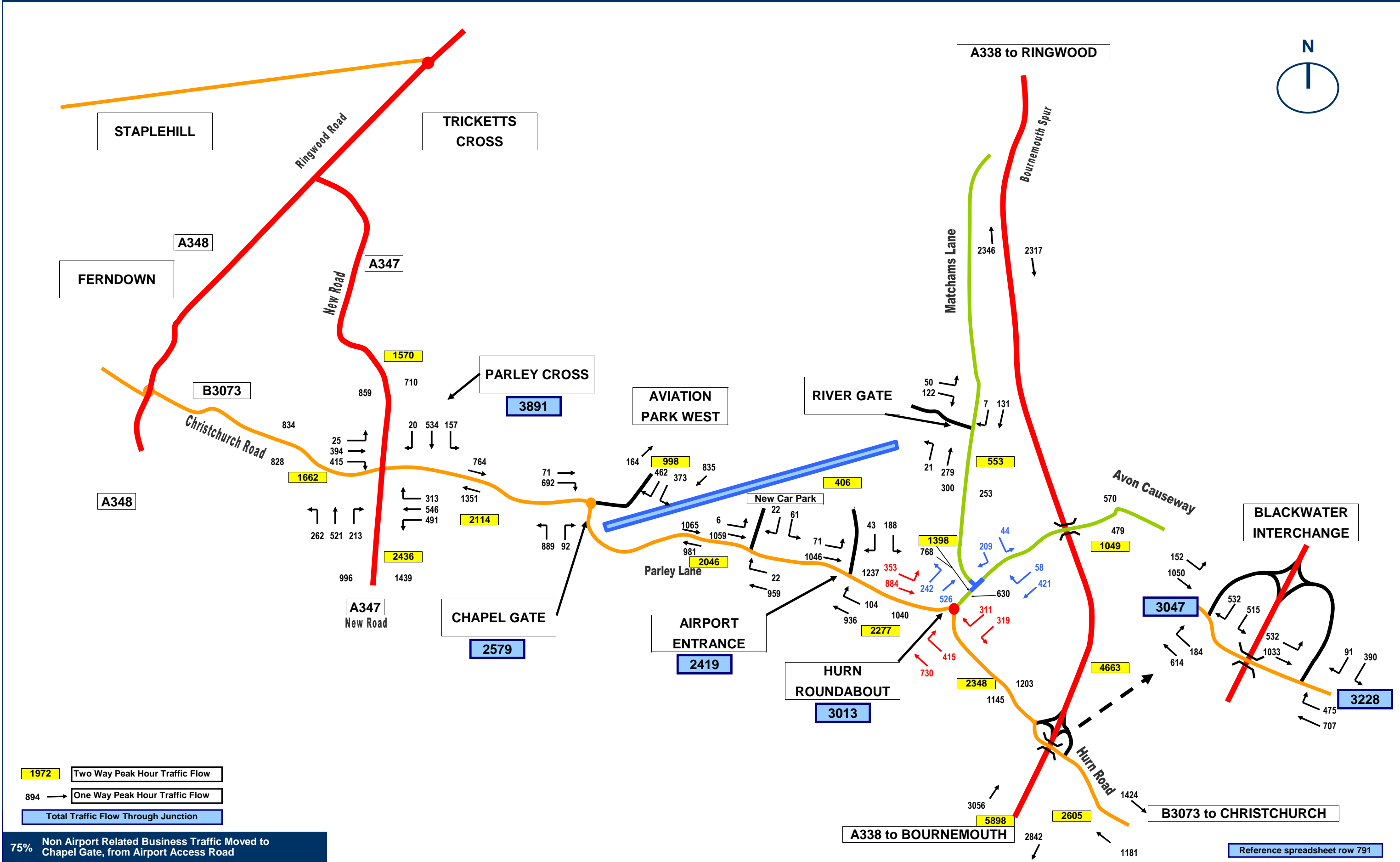


Figure 5.23b 2020 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS (No Travel Plan Effect)





75% Non Airport Related Business Traffic Moved to Chapel Gate, from Airport Access Road

Reference spreadsheet row 791

Figure 5.24a 2020 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS (No Travel Plan Effect)

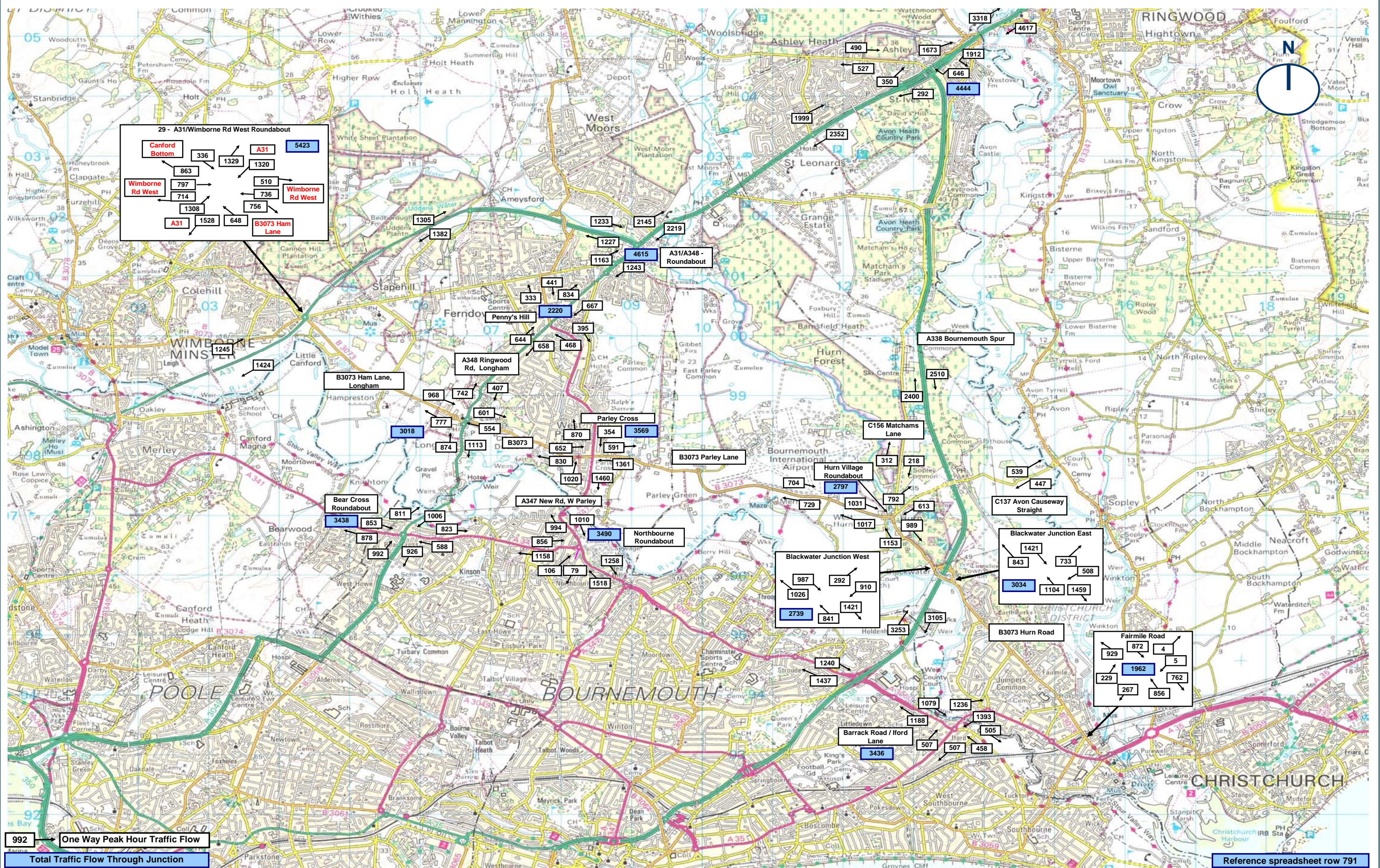
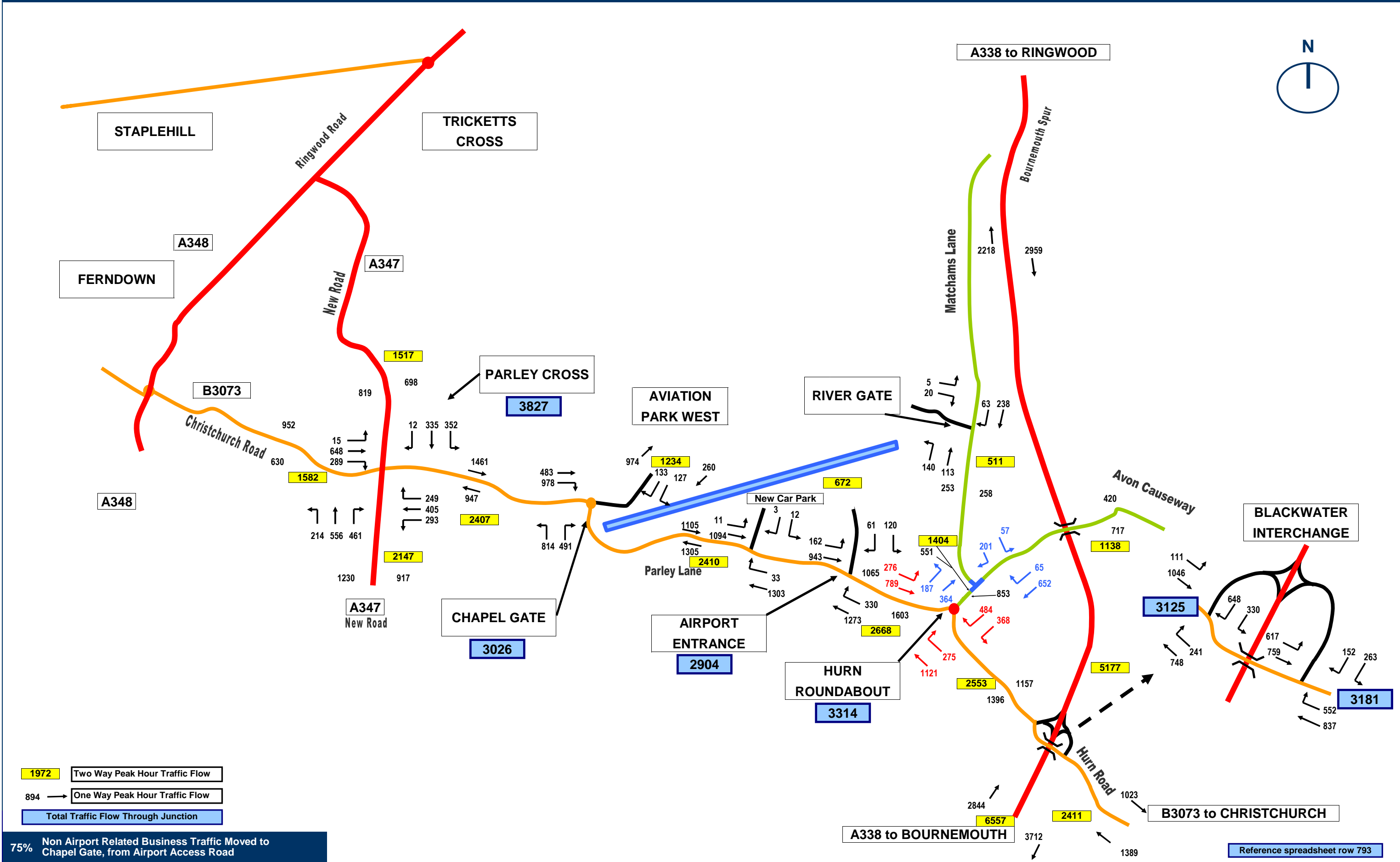


Figure 5.24b 2020 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS (No Travel Plan Effect)



75% Non Airport Related Business Traffic Moved to Chapel Gate, from Airport Access Road

Reference spreadsheet row 793

Figure 5.25a 2020 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (No Travel Plan Effect)

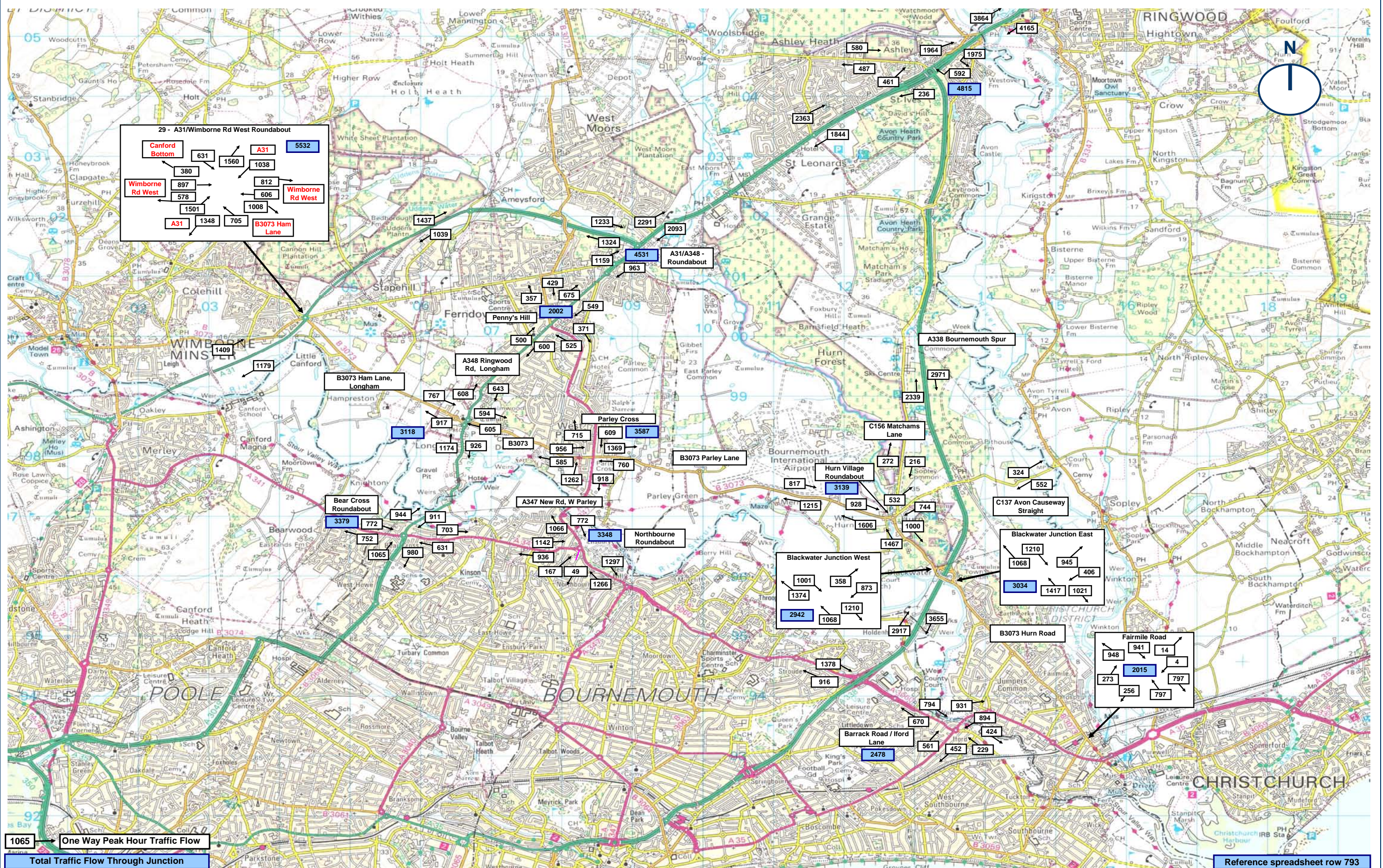


Figure 5.25b 2020 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (No Travel Plan Effect)

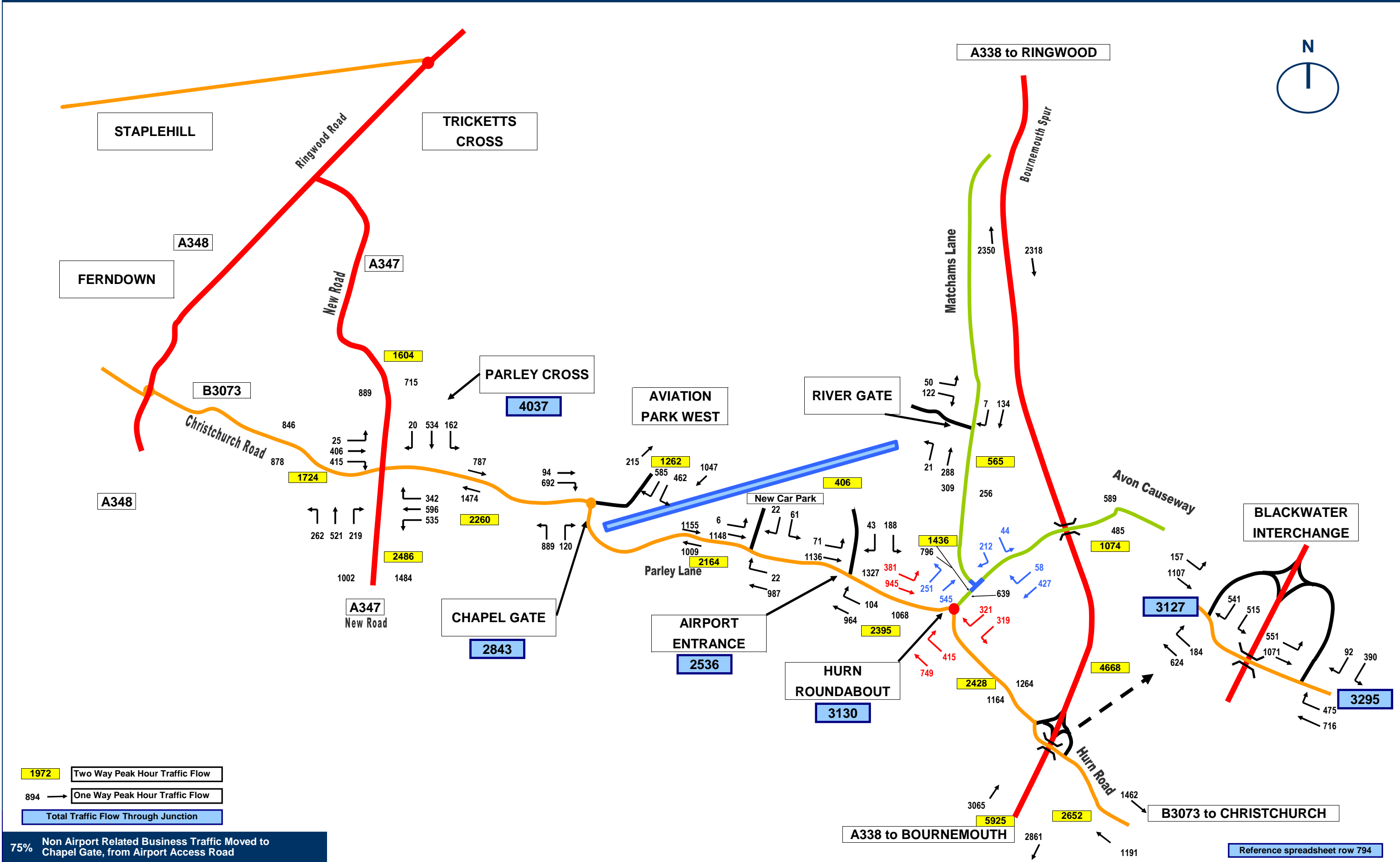


Figure 5.26a 2020 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (No Travel Plan Effect)

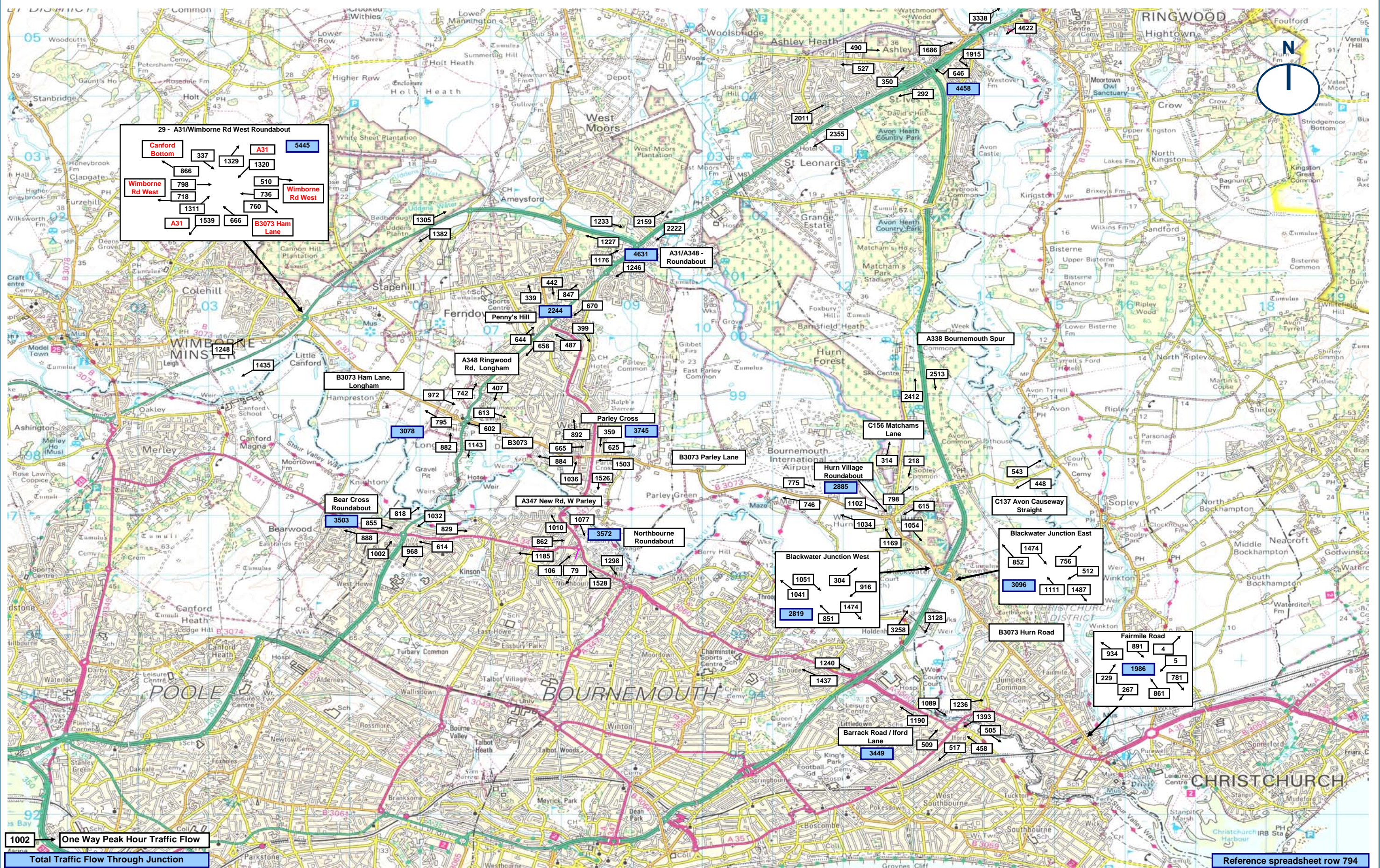


Figure 5.26b 2020 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (No Travel Plan Effect)

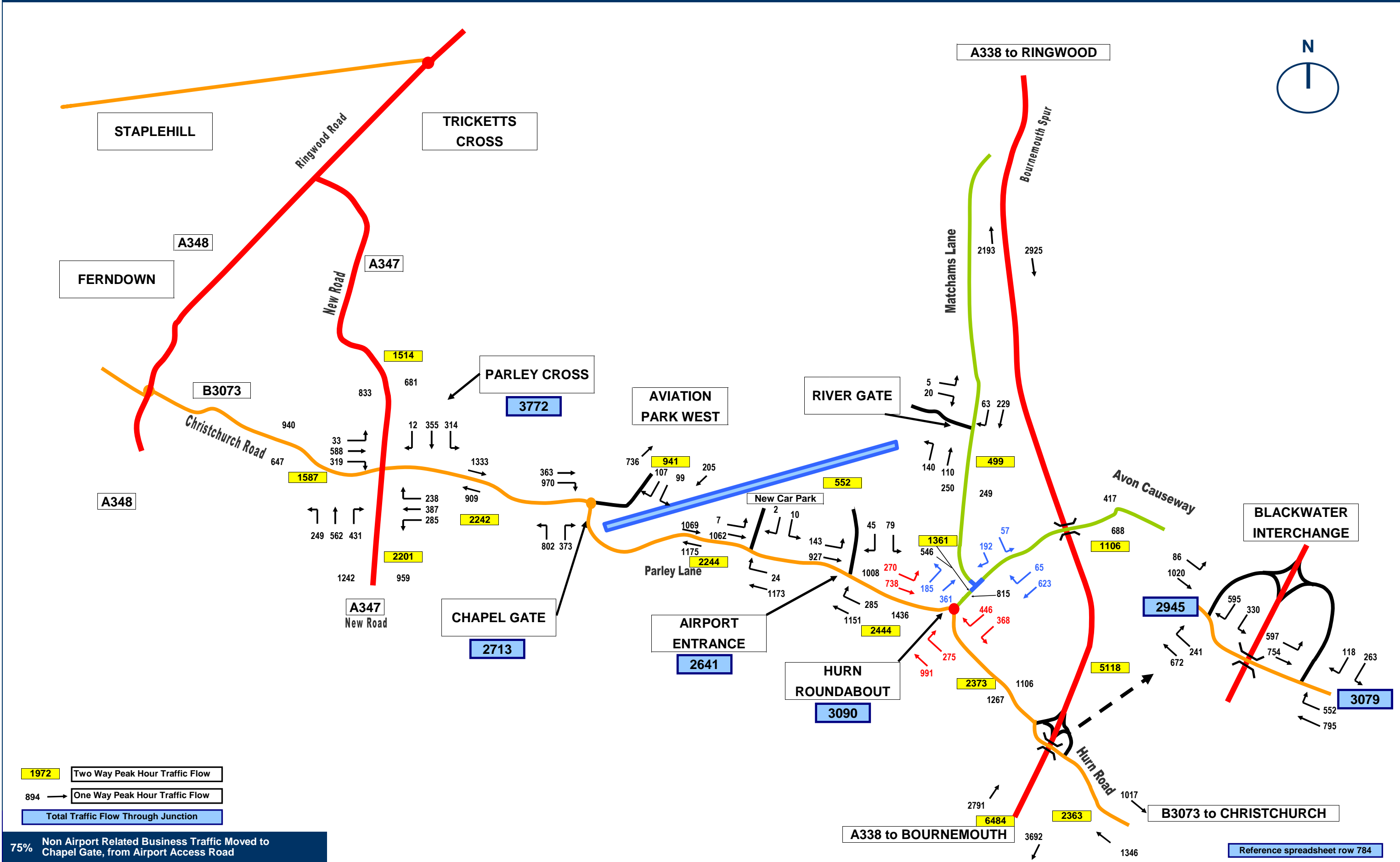


Figure 5.27a 2020 AM (0800 - 0900) - BASE CASE + PARLEY HOUSING (No Travel Plan Effect)

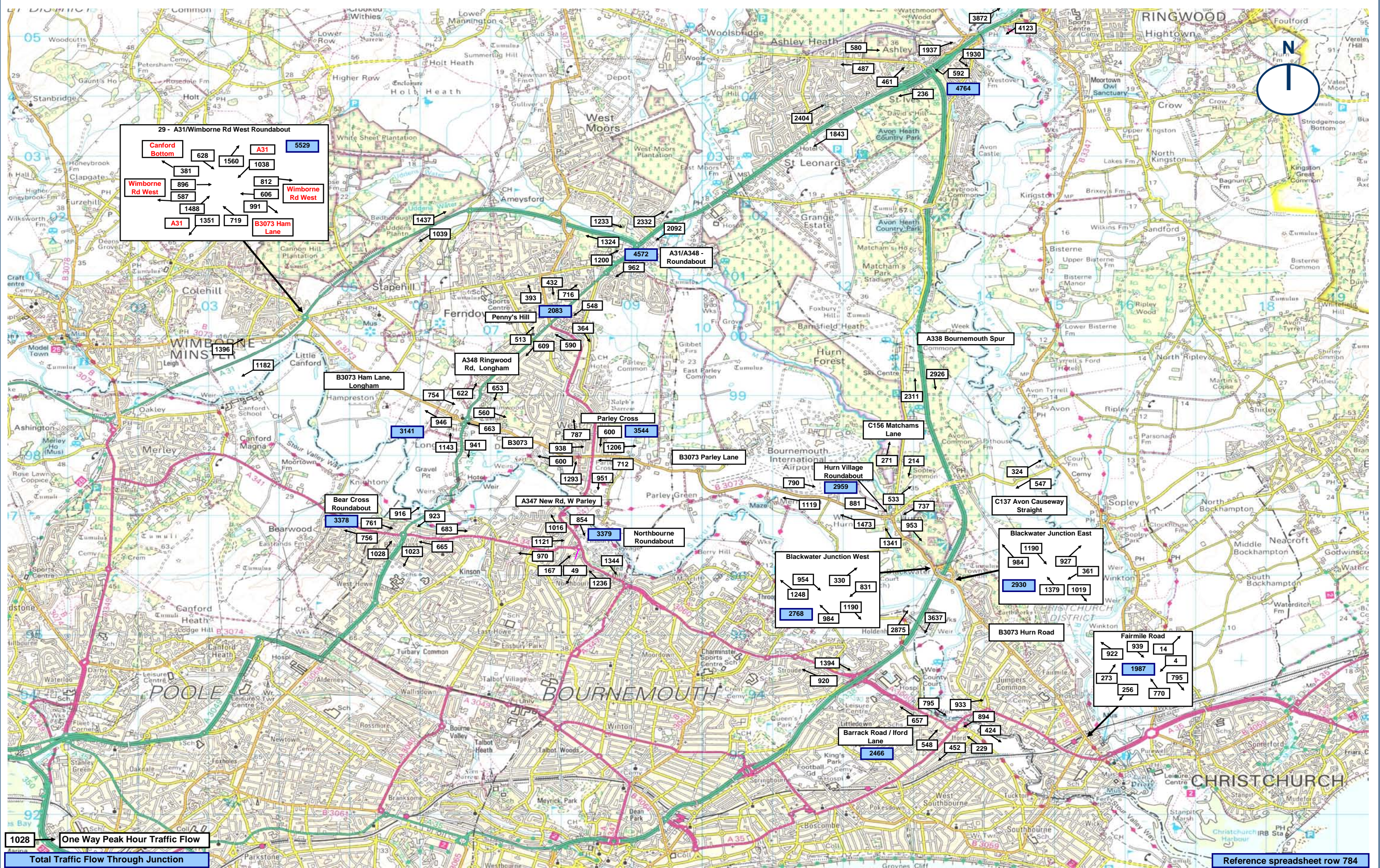
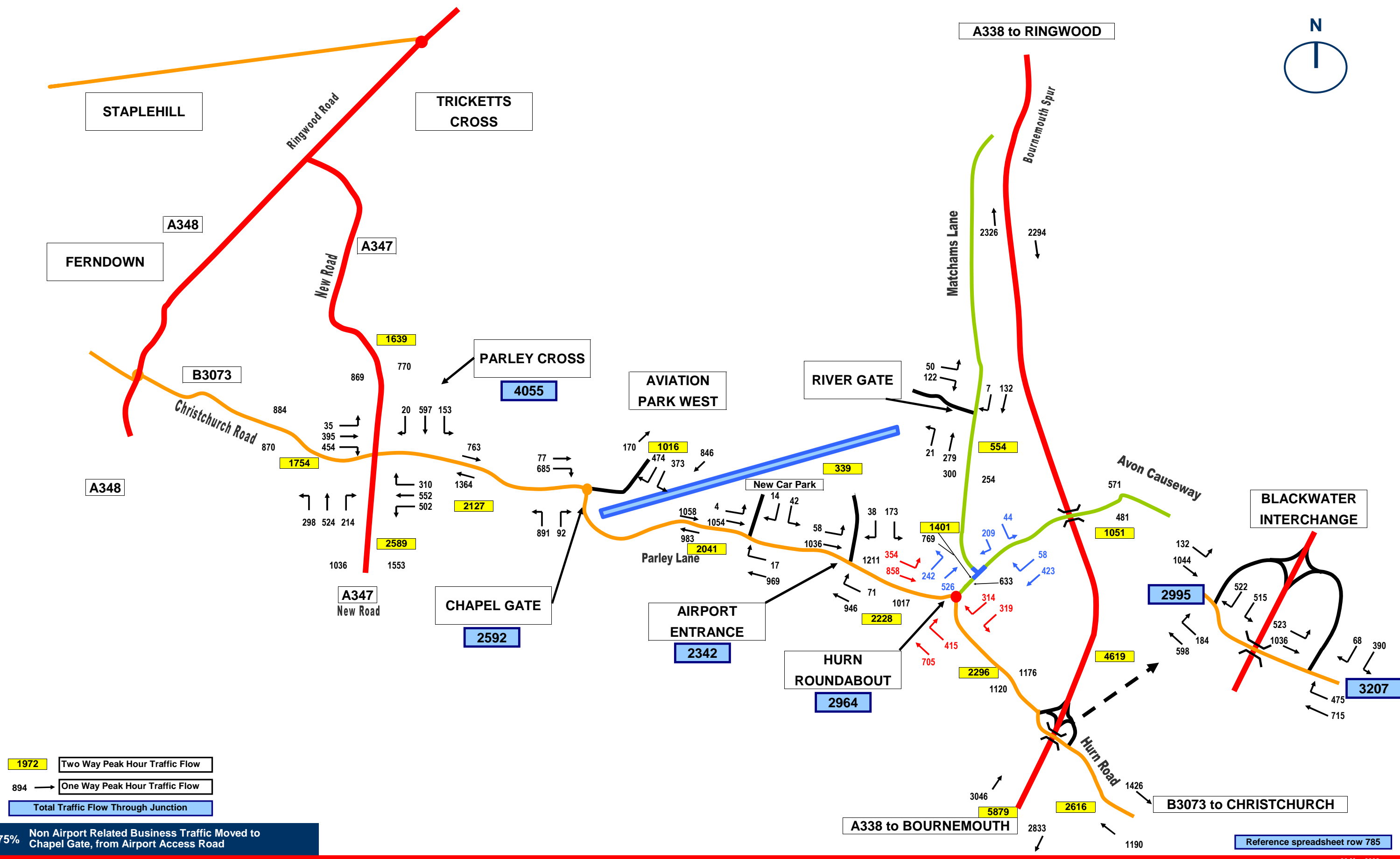
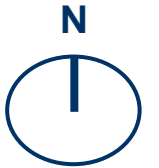


Figure 5.27b 2020 AM (0800 - 0900) - BASE CASE + PARLEY HOUSING (No Travel Plan Effect)





75% Non Airport Related Business Traffic Moved to Chapel Gate, from Airport Access Road

Reference spreadsheet row 785

Figure 5.28a 2020 PM (1700 - 1800) - BASE CASE + PARLEY HOUSING (No Travel Plan Effect)

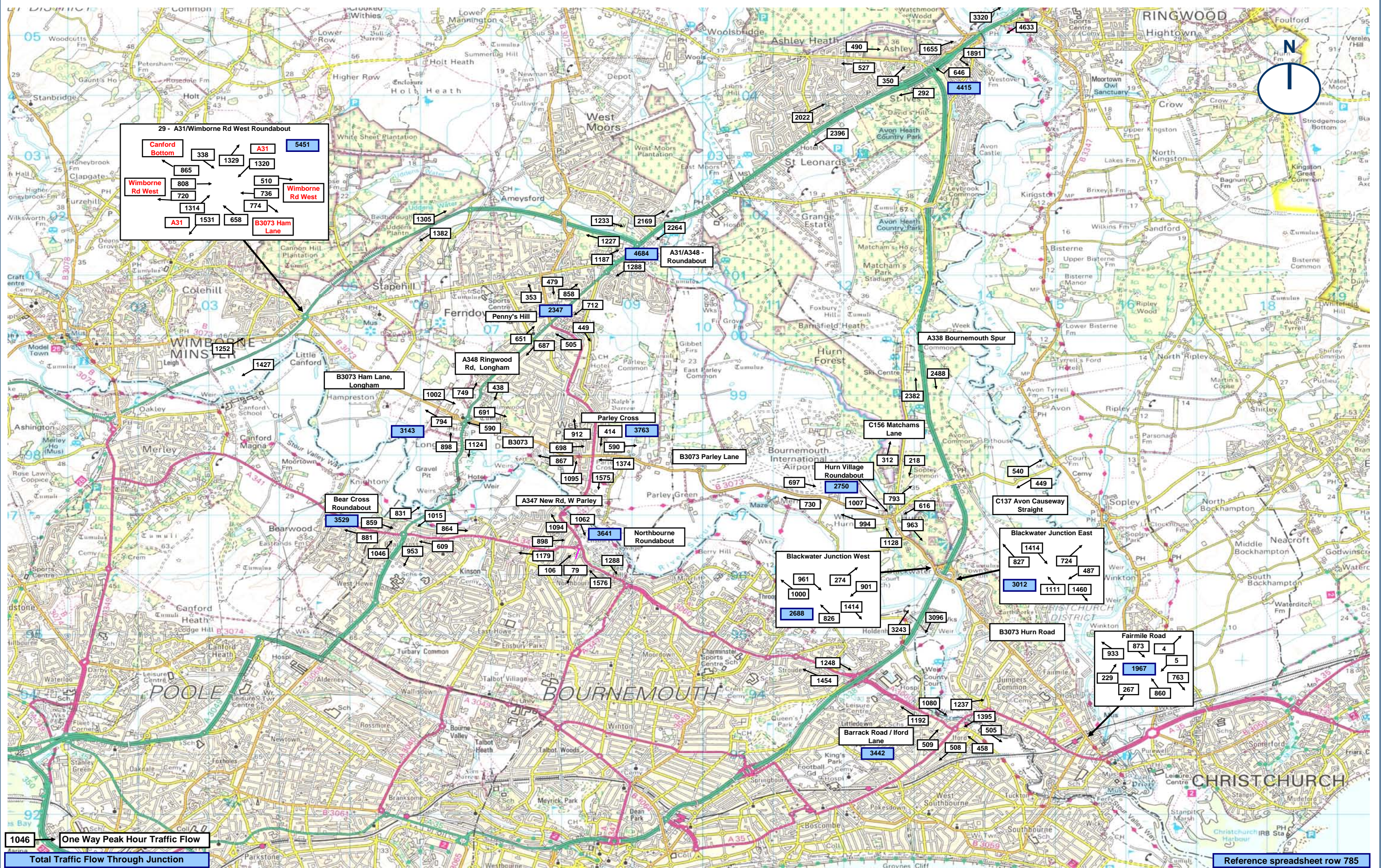


Figure 5.28b 2020 PM (1700 - 1800) - BASE CASE + PARLEY HOUSING (No Travel Plan Effect)

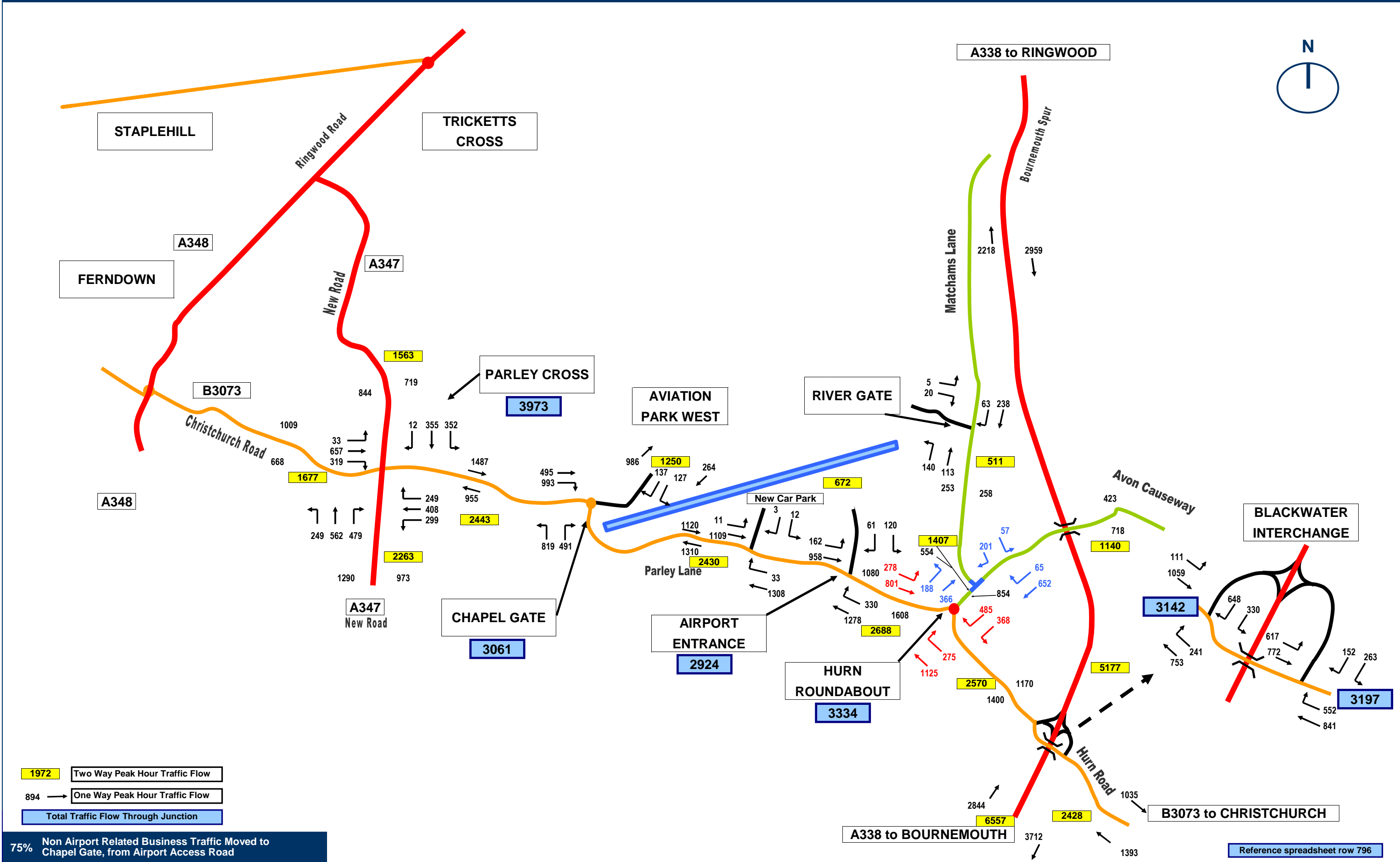


Figure 5.29a 2020 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (No Travel Plan Effect)

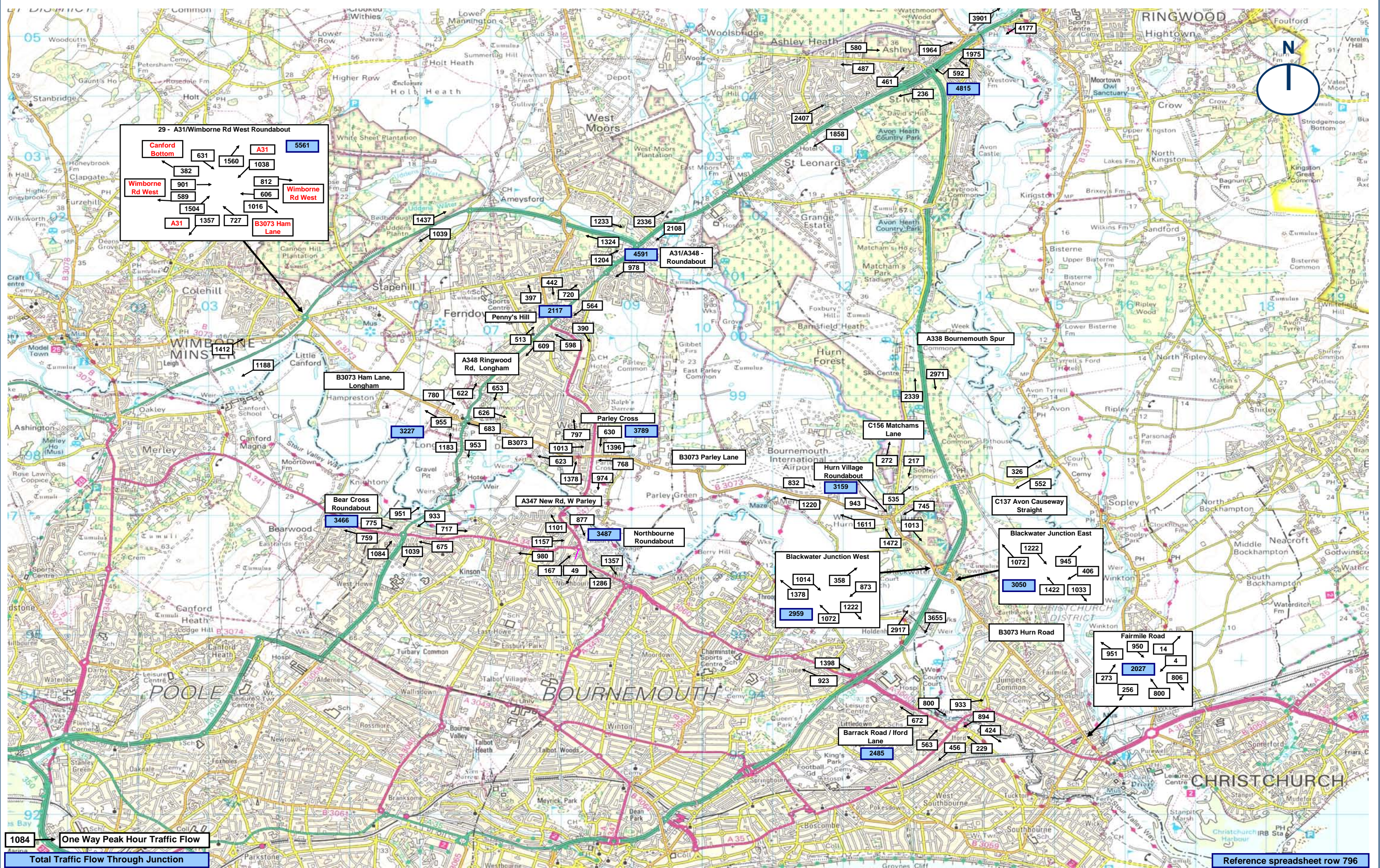


Figure 5.29b 2020 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (No Travel Plan Effect)