

Figure 5.30b 2020 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (No Travel Plan Effect)

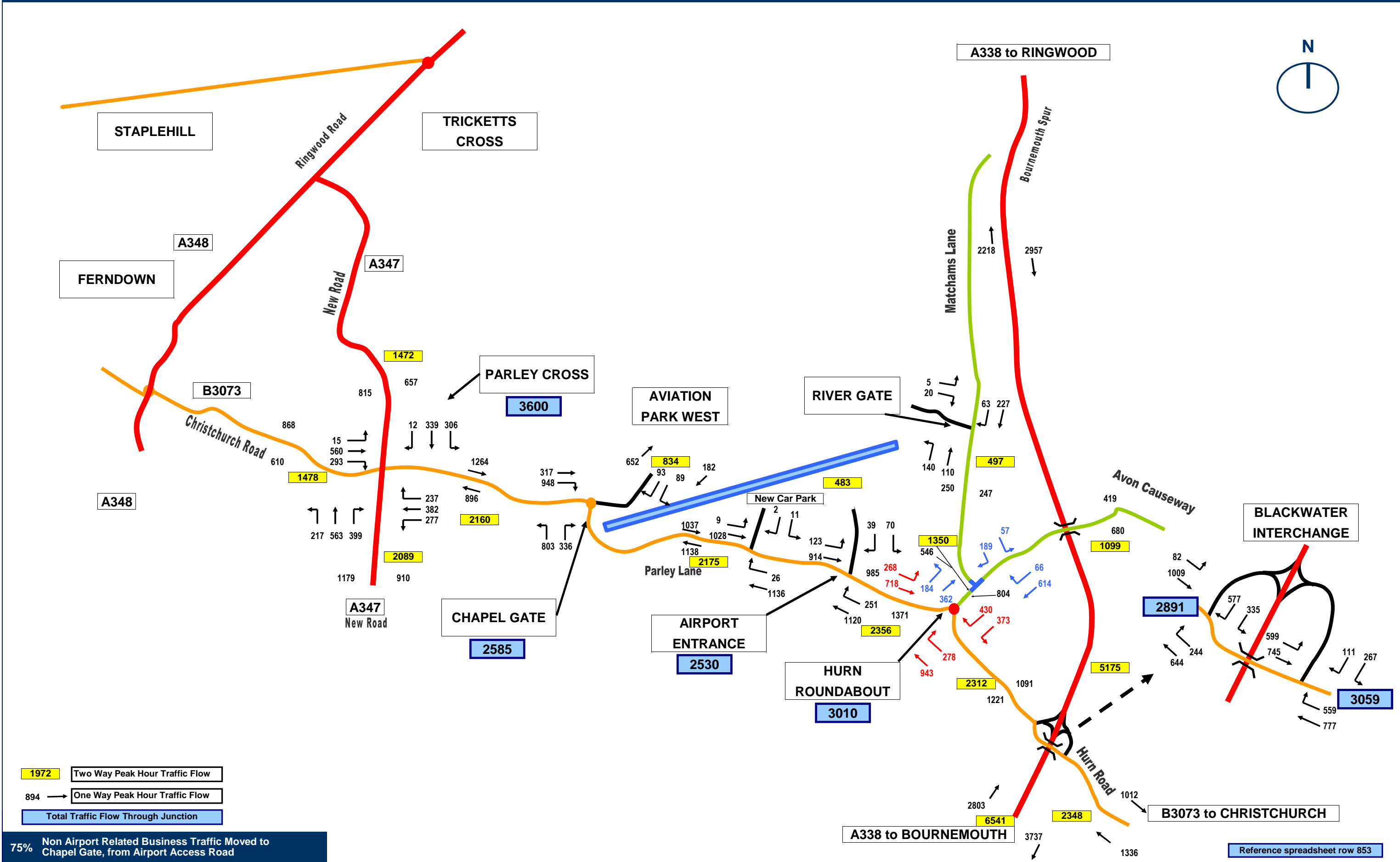


Figure 5.31a 2030 AM (0800 - 0900) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

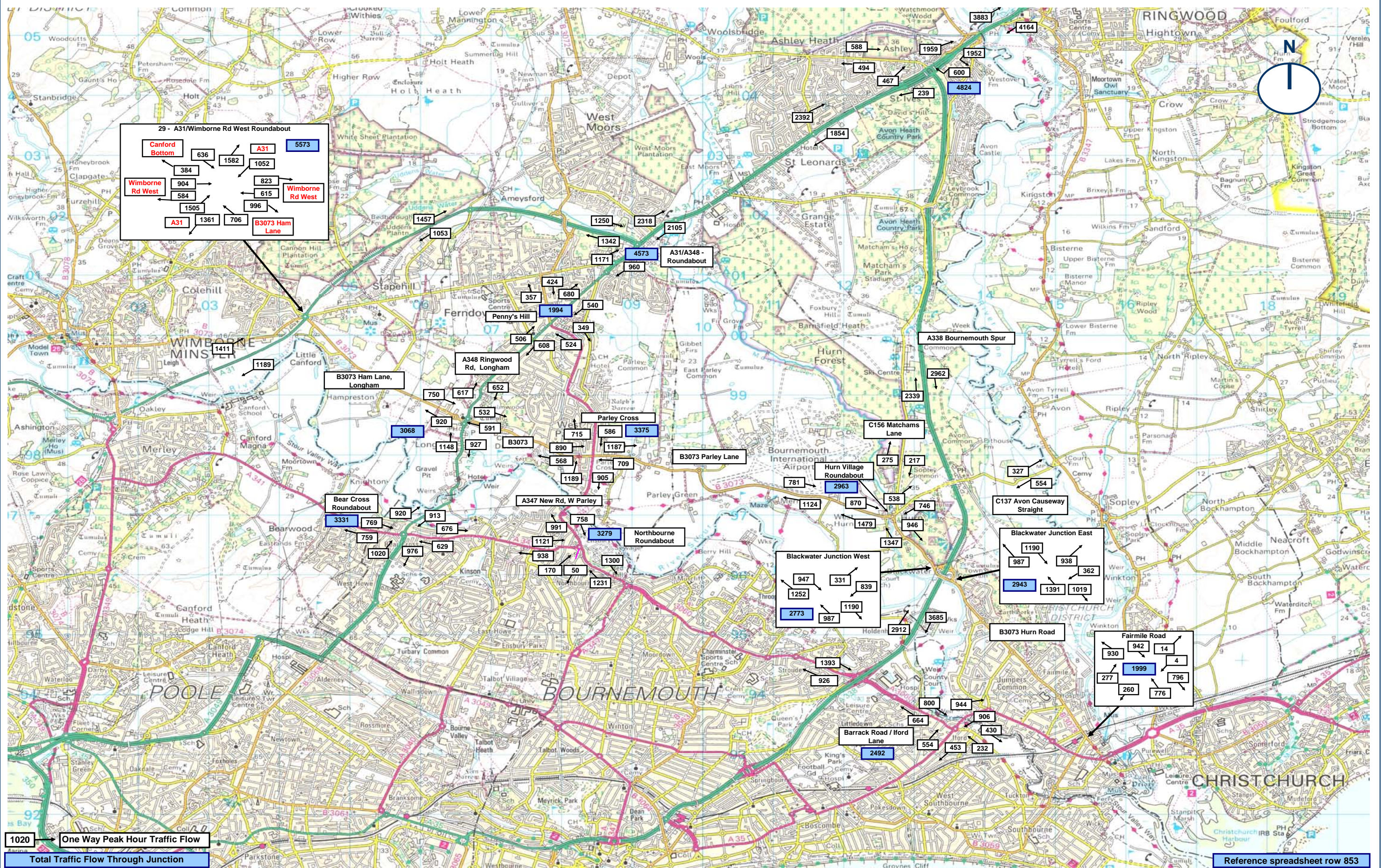


Figure 5.31b 2030 AM (0800 - 0900) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

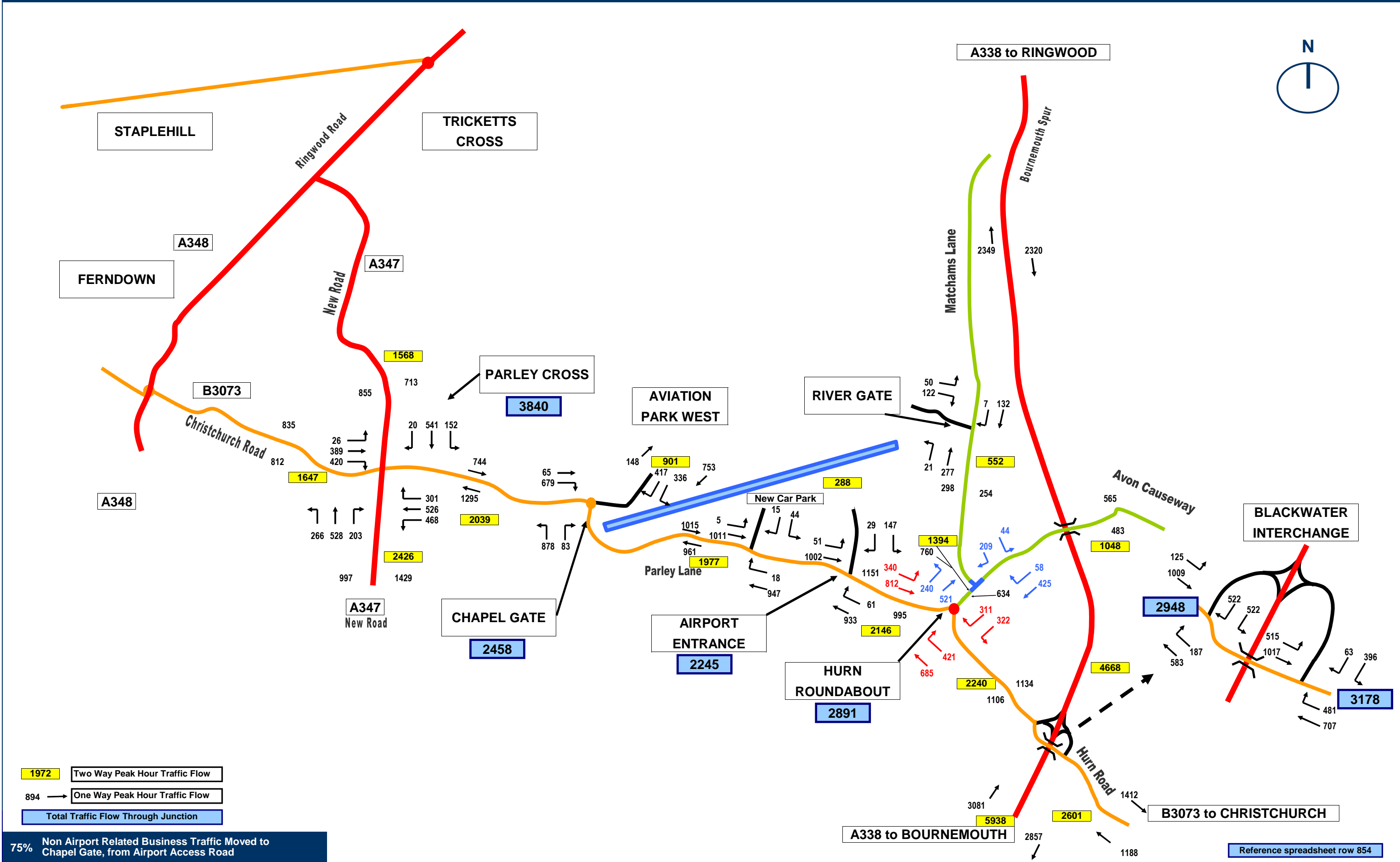


Figure 5.32a 2030 PM (1700 - 1800) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

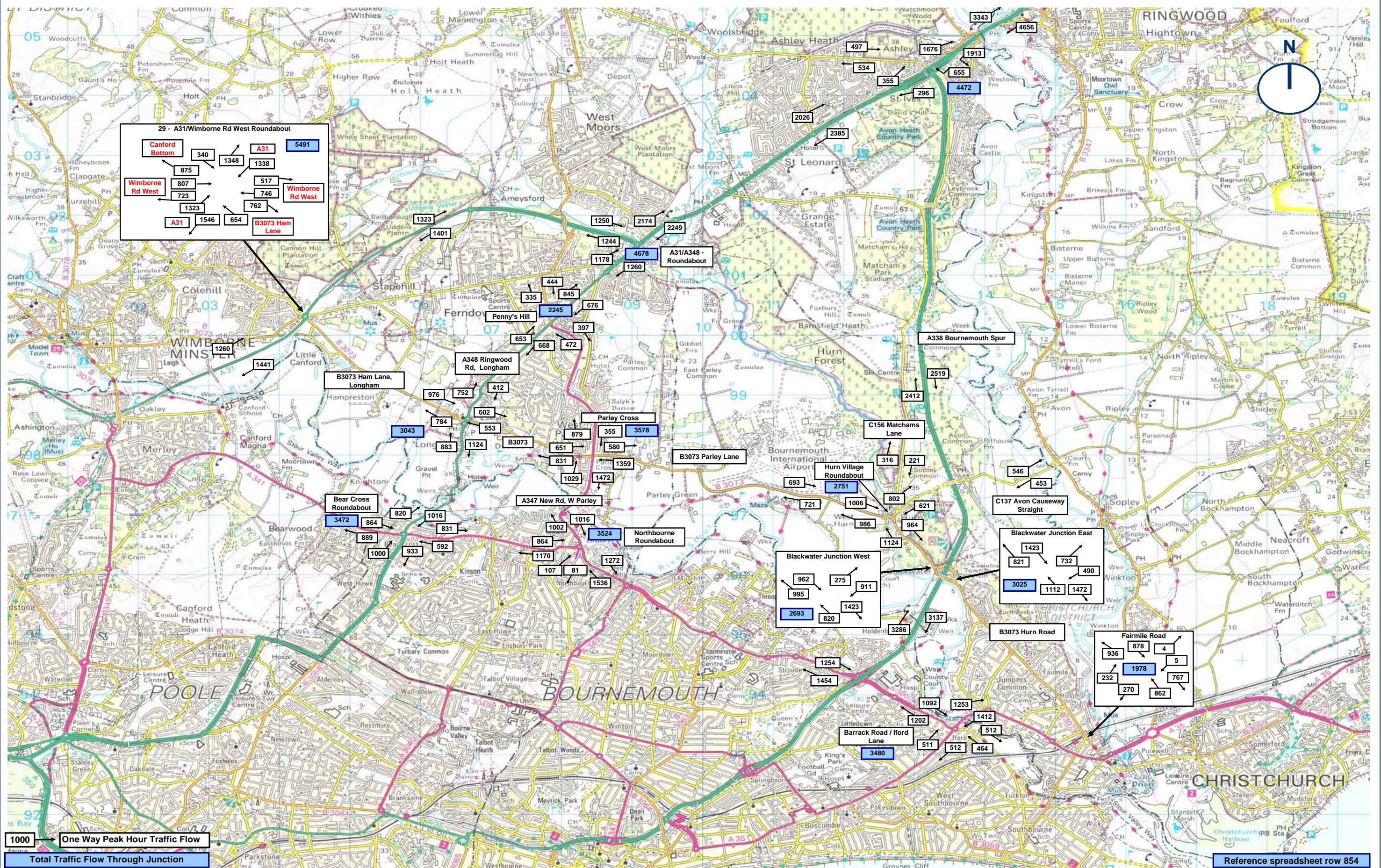


Figure 5.32b 2030 PM (1700 - 1800) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

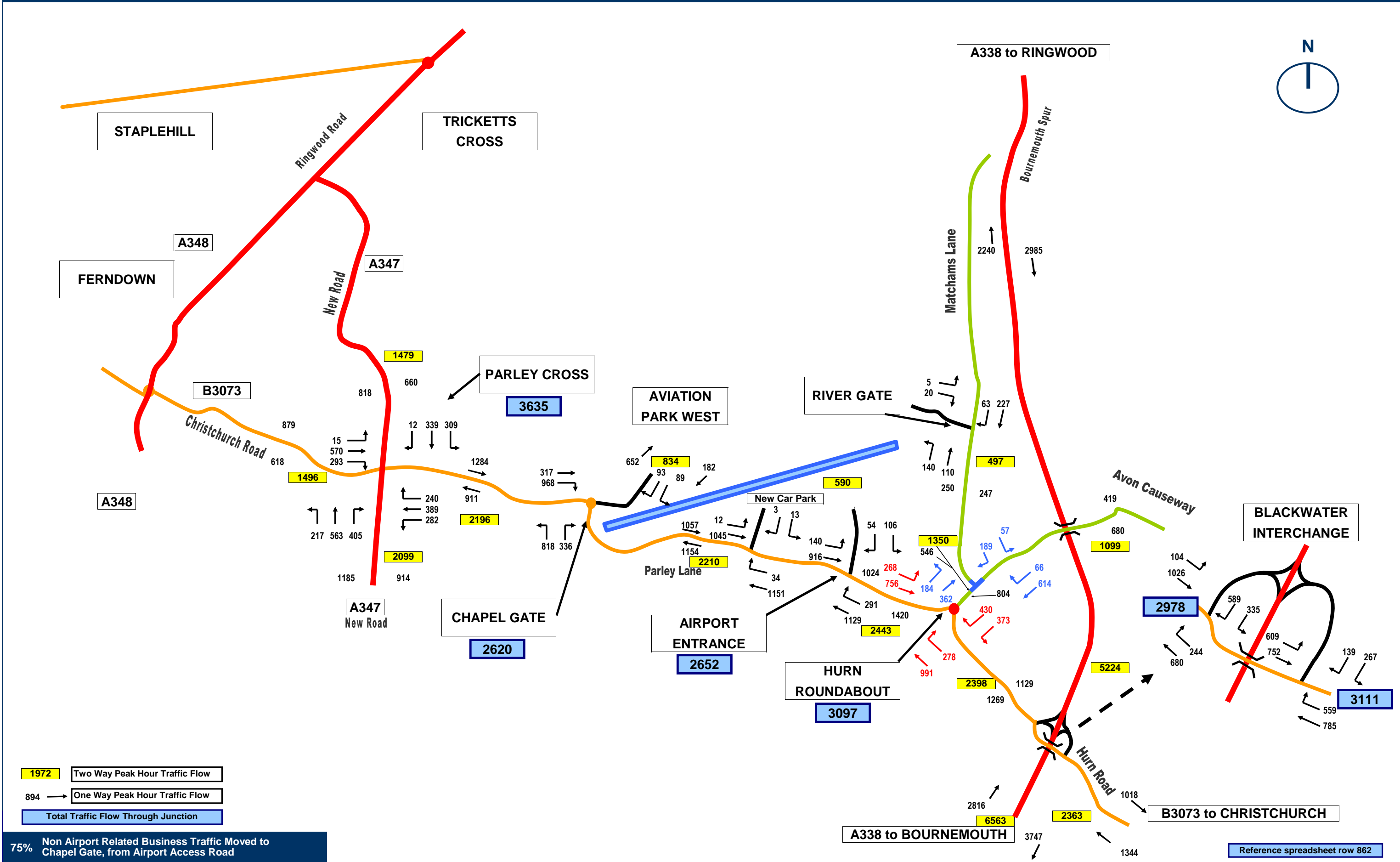


Figure 5.33a 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS (10% Travel Plan Effect)

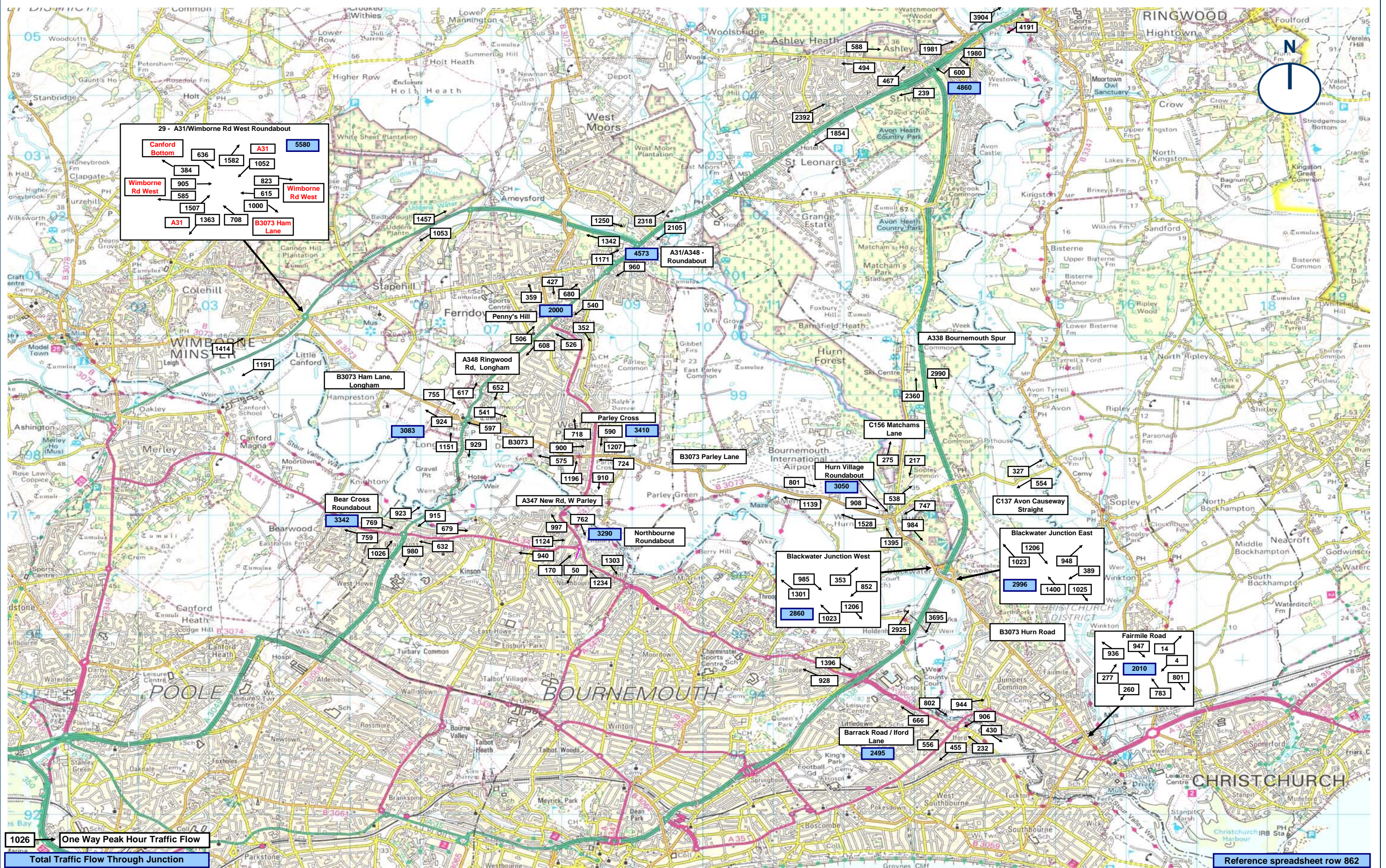


Figure 5.33b 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS (10% Travel Plan Effect)

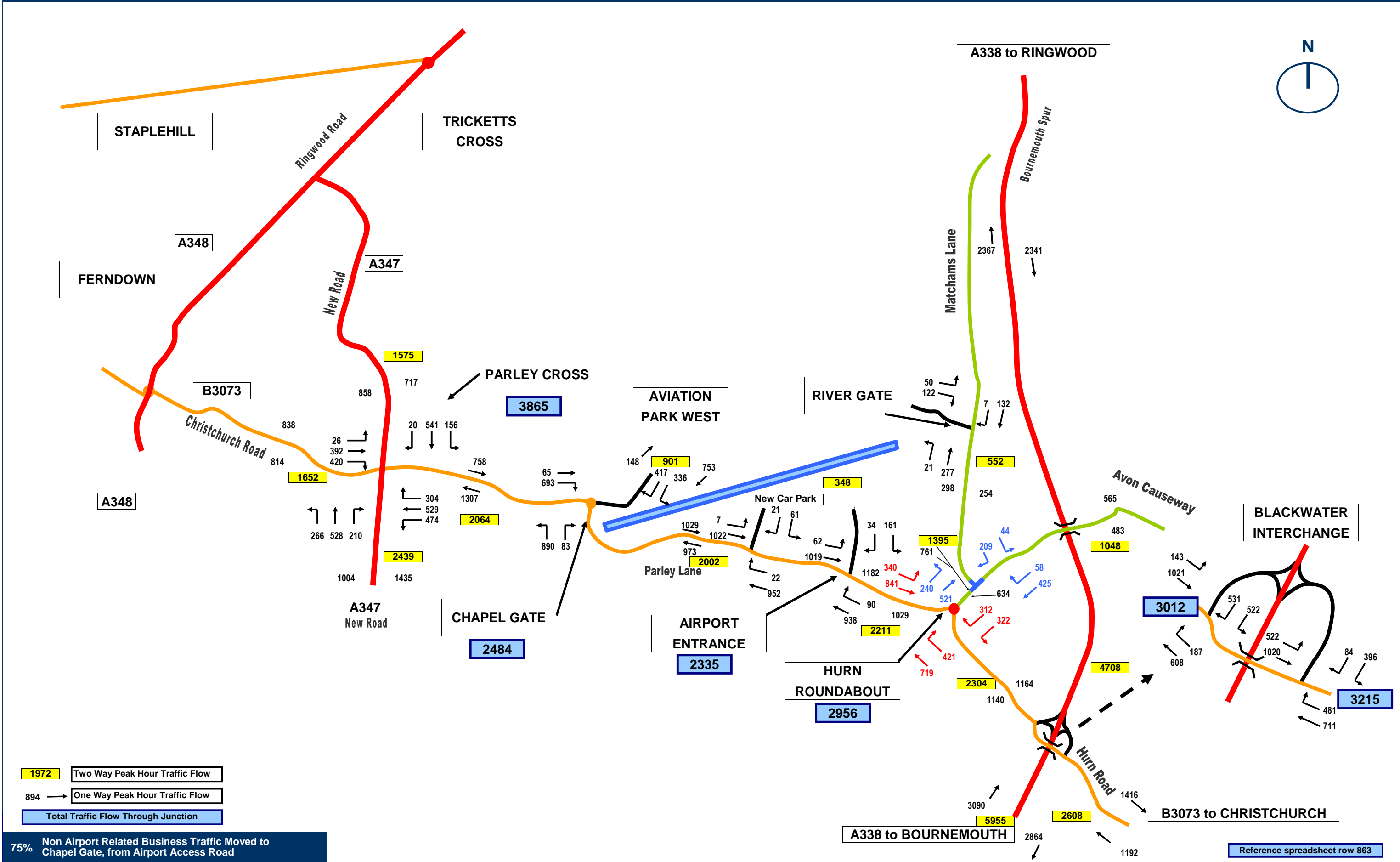


Figure 5.34a 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS (10% Travel Plan Effect)

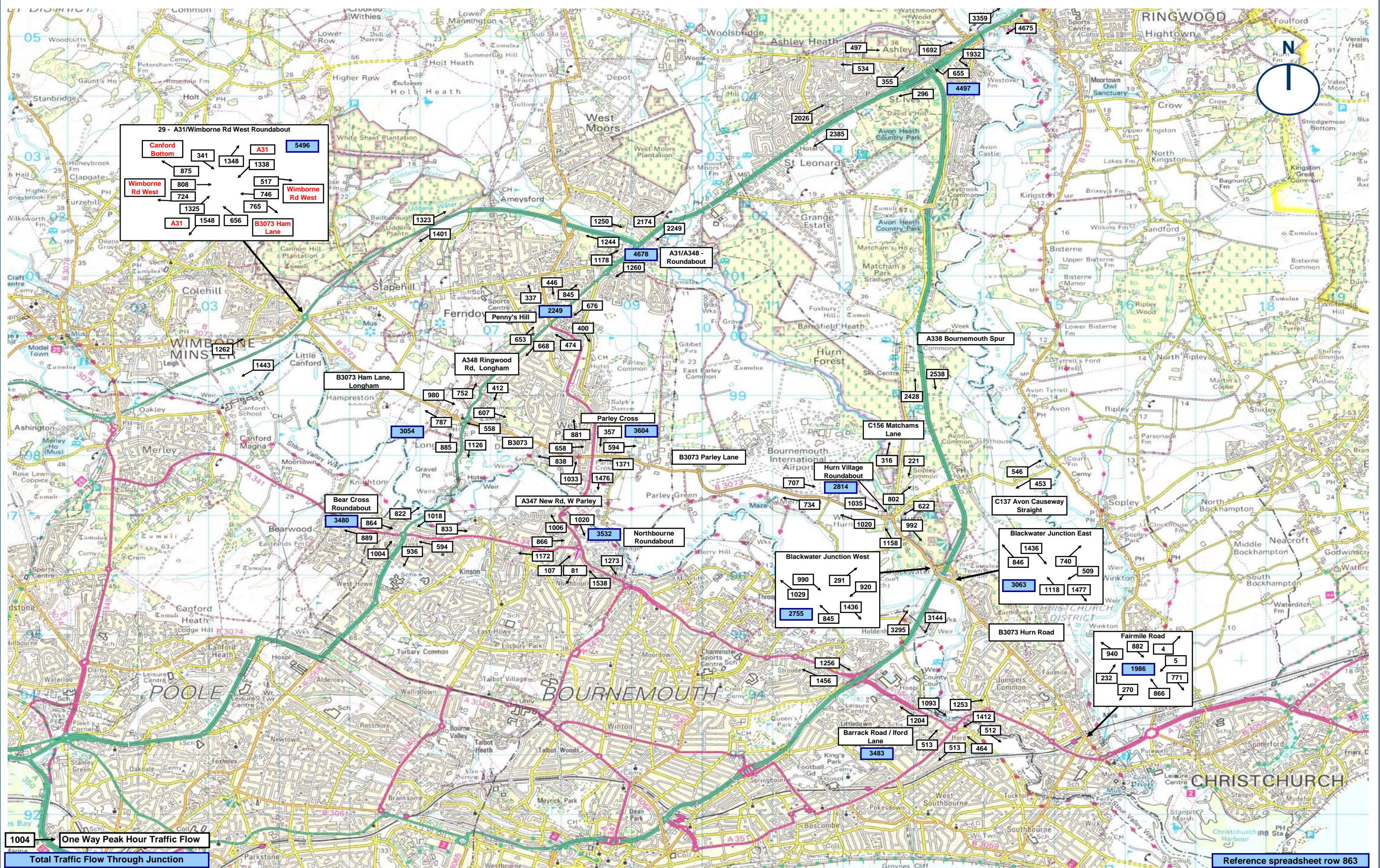


Figure 5.34b 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS (10% Travel Plan Effect)

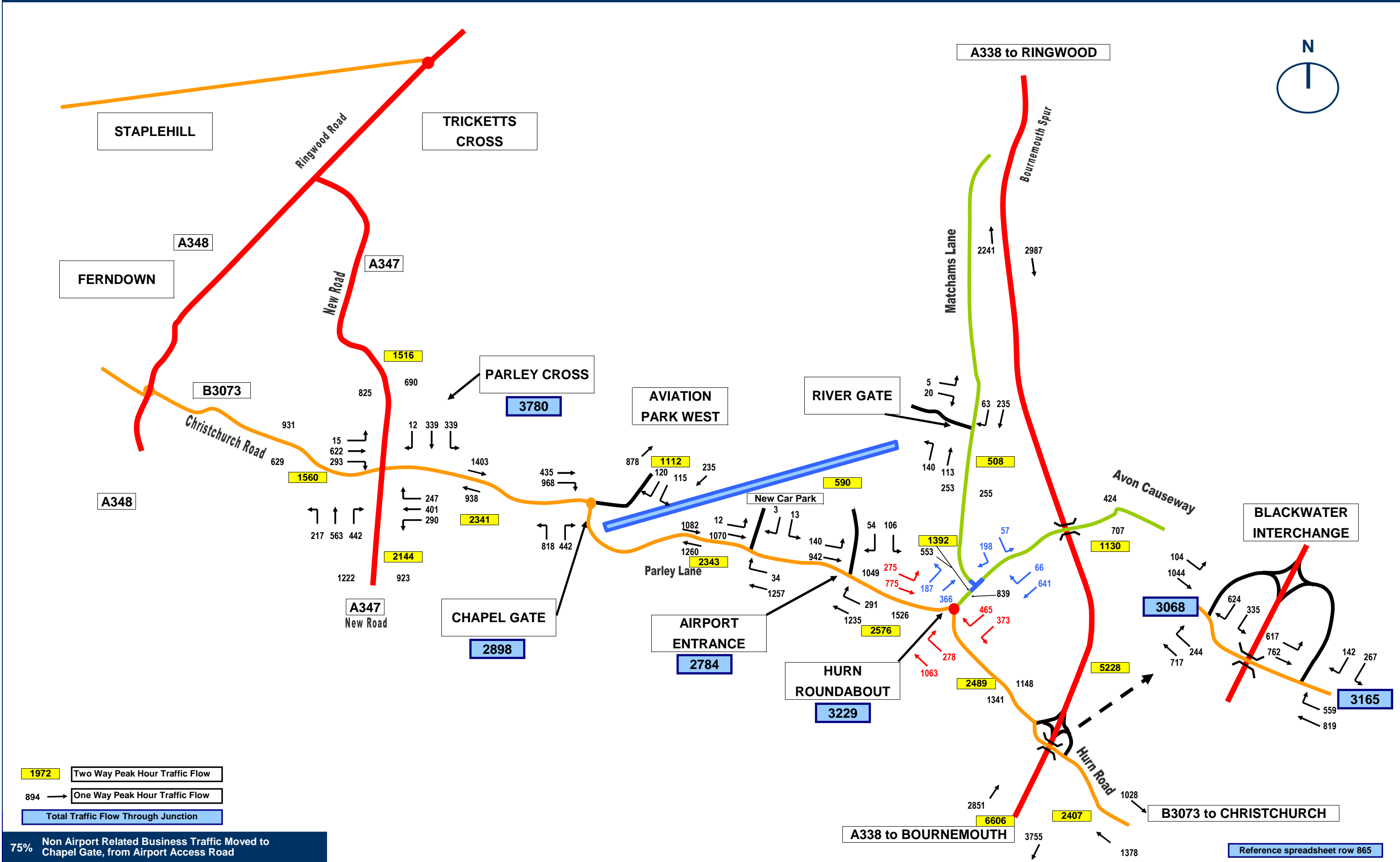


Figure 5.35a 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (10% Travel Plan Effect)

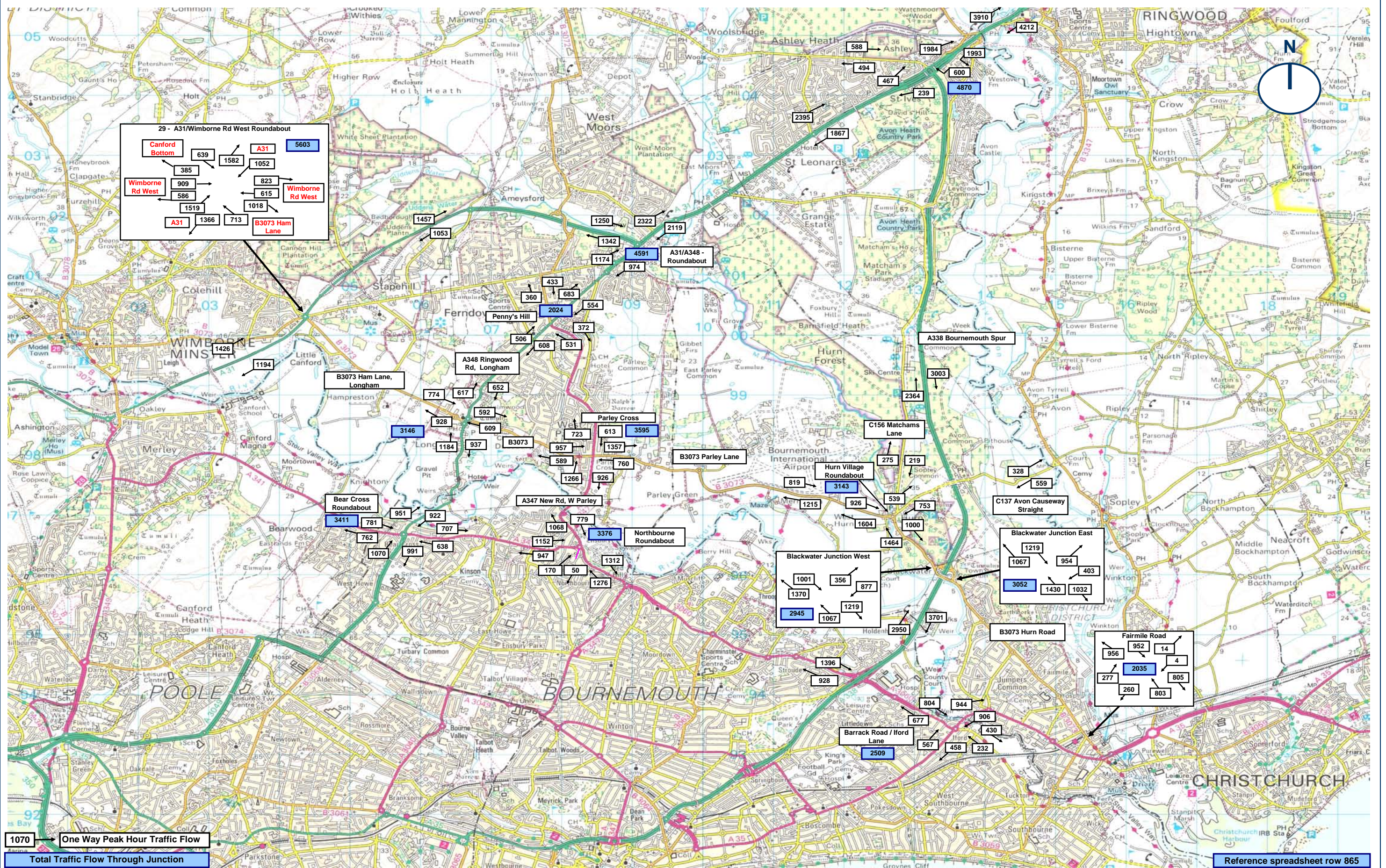


Figure 5.35b 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (10% Travel Plan Effect)

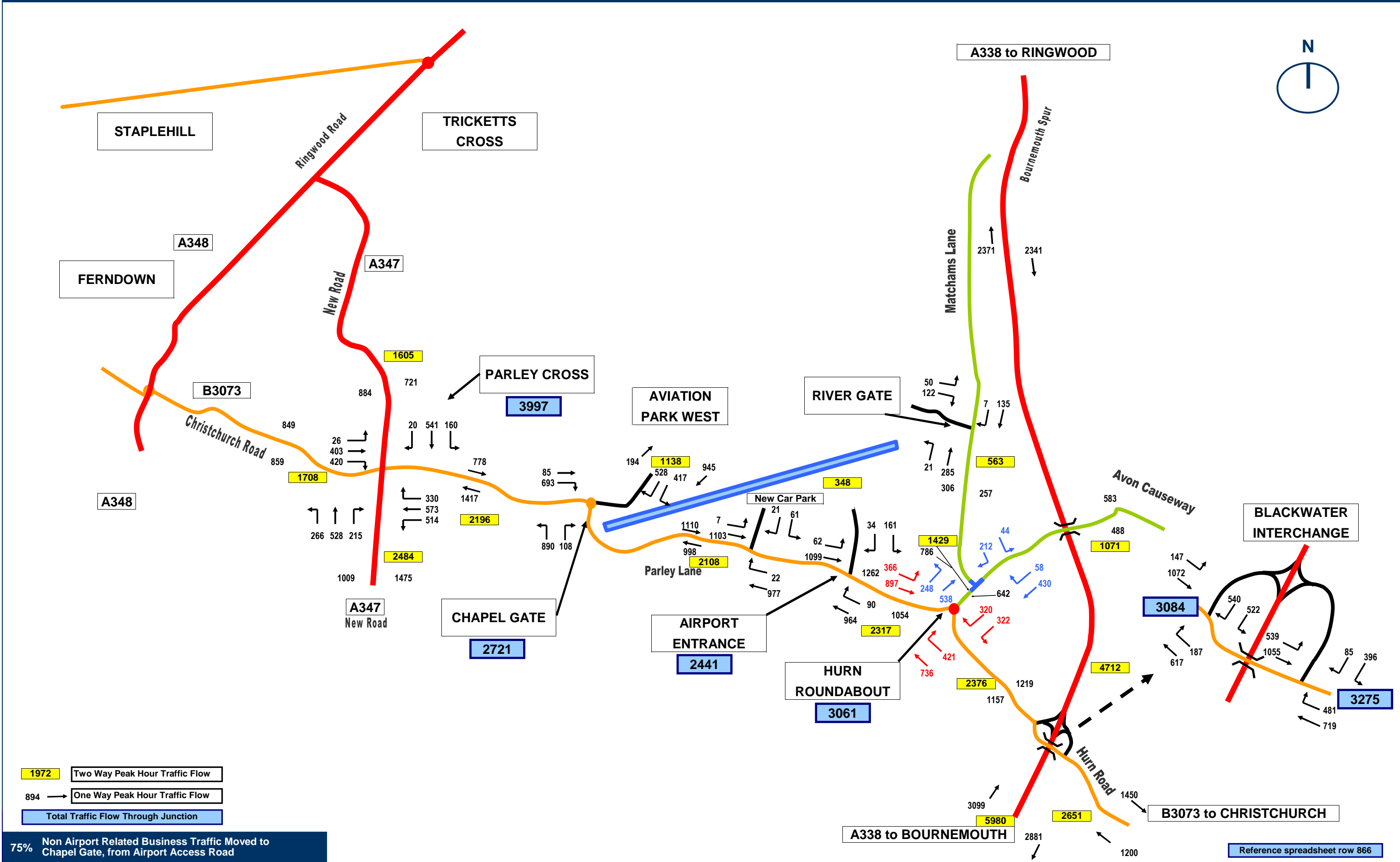


Figure 5.36a 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (10% Travel Plan Effect)

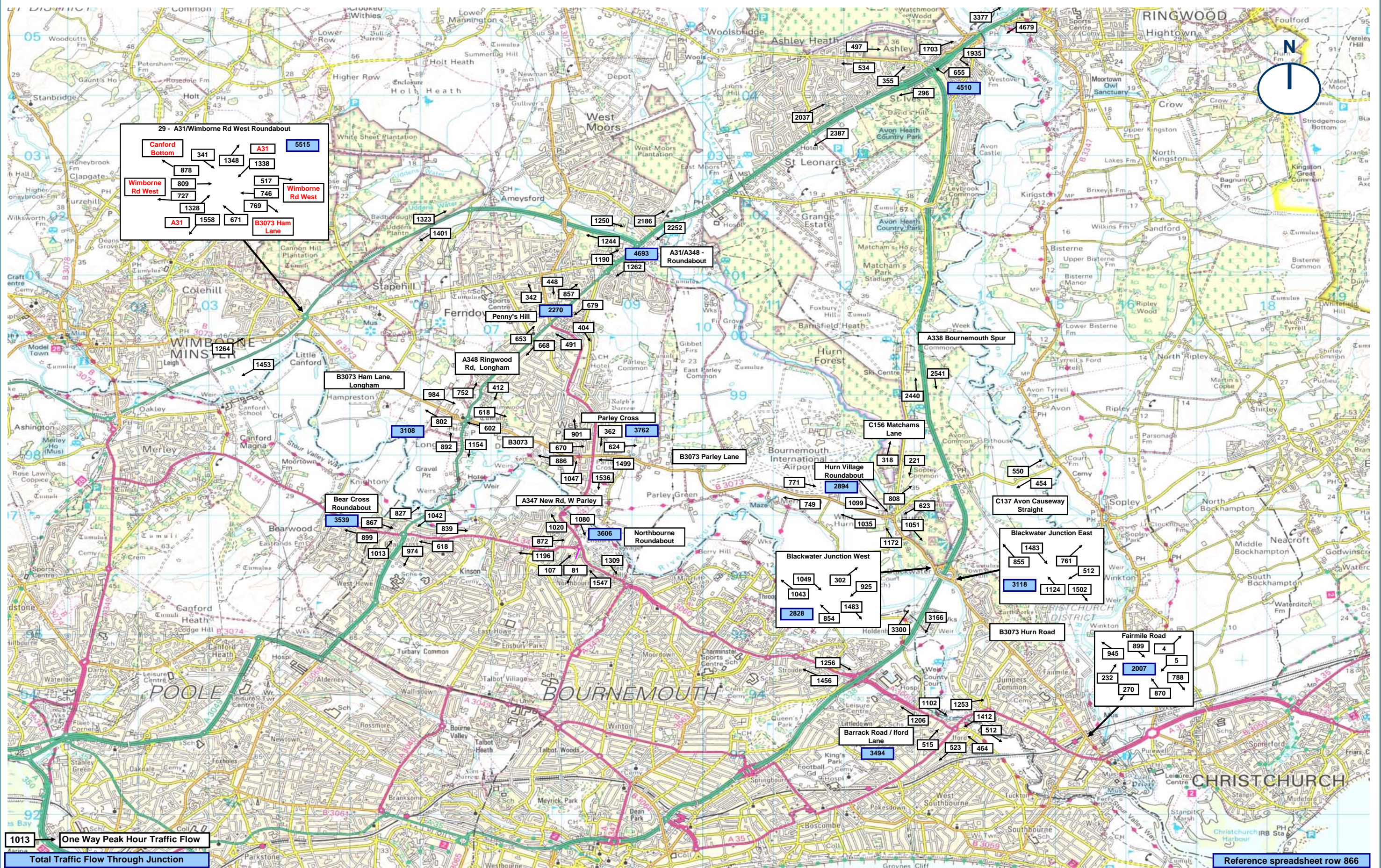


Figure 5.36b 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (10% Travel Plan Effect)

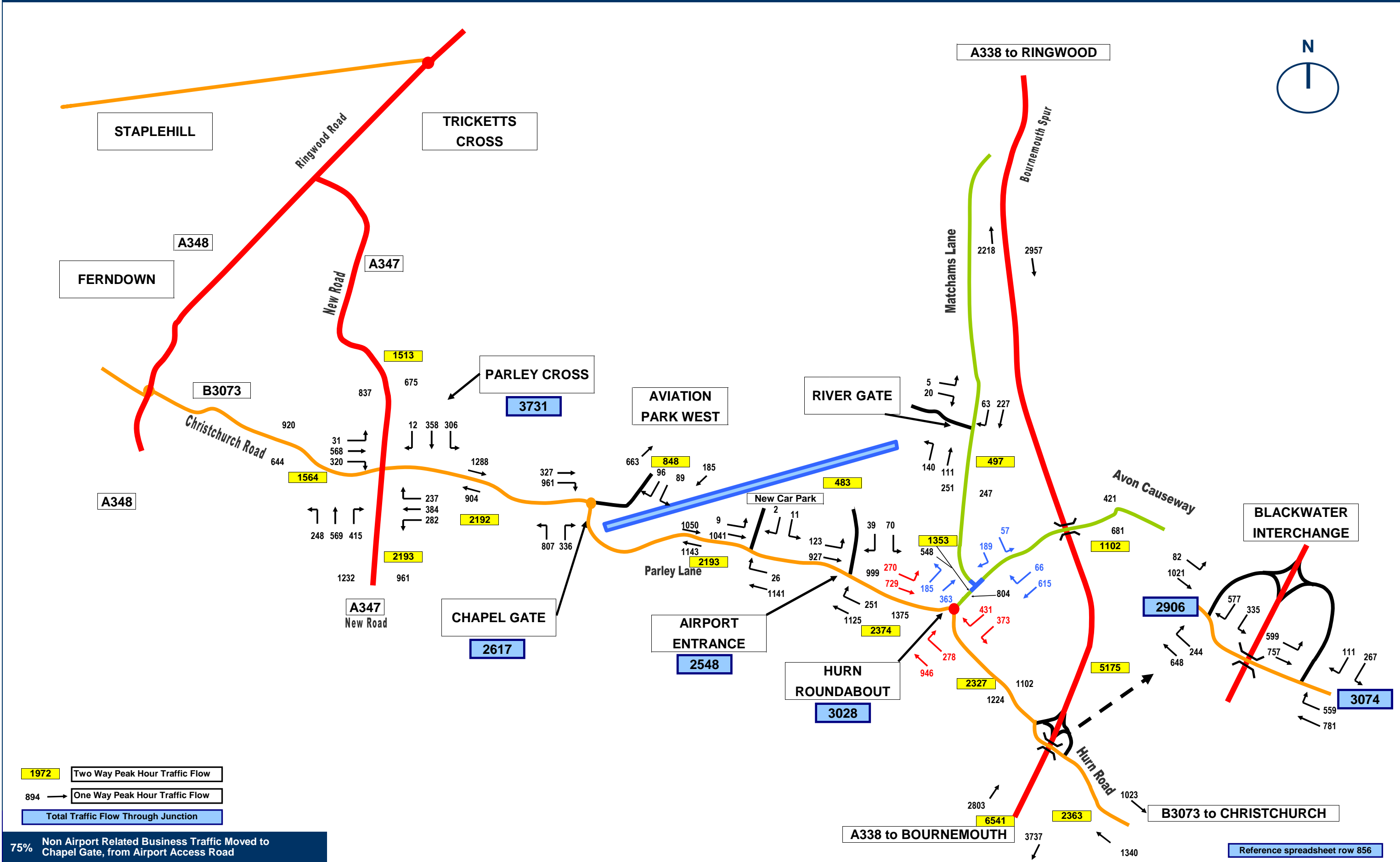


Figure 5.37a 2030 AM (0800 - 0900) - BASE CASE + PARLEY HOUSING (10% Travel Plan Effect)

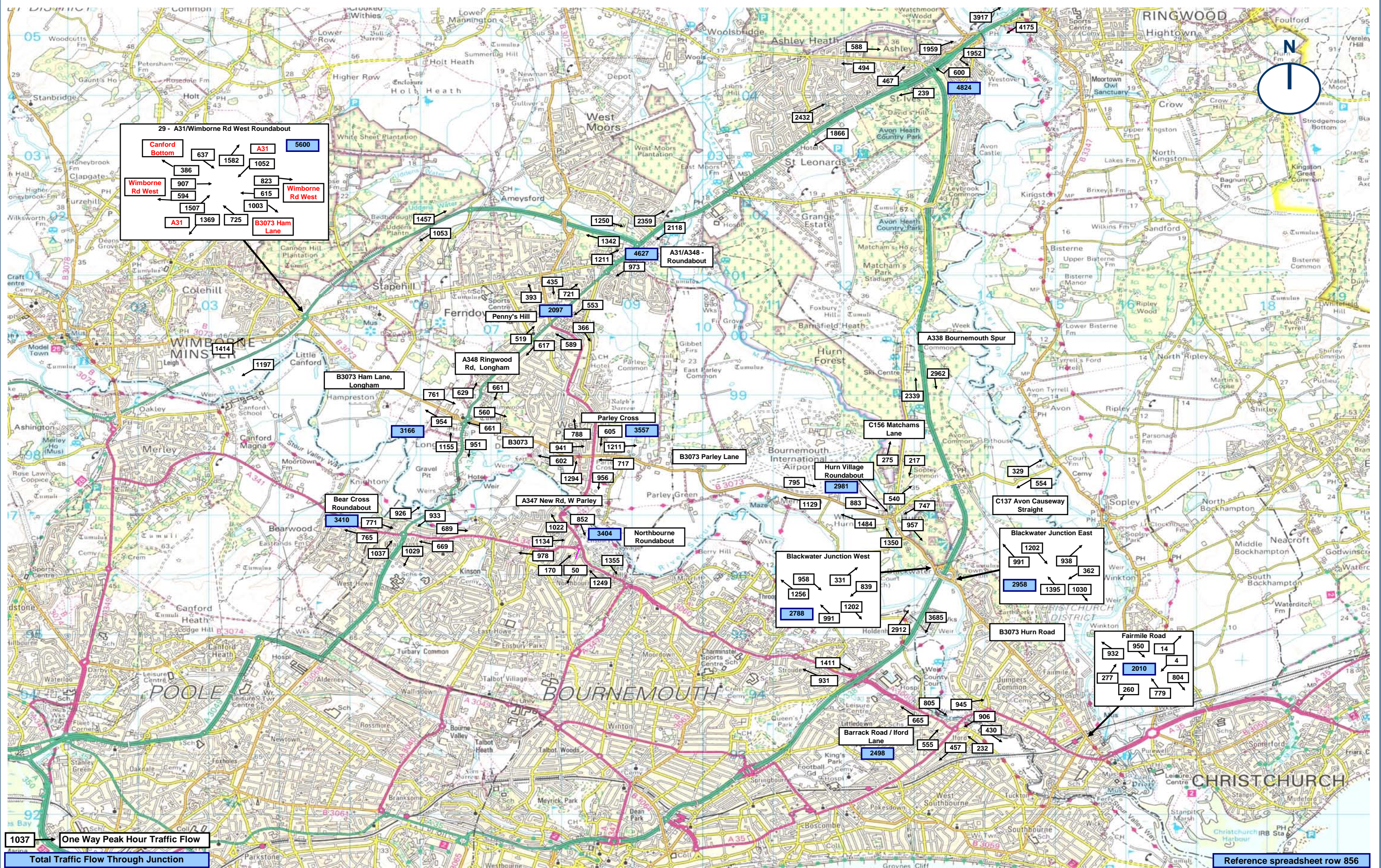


Figure 5.37b 2030 AM (0800 - 0900) - BASE CASE + PARLEY HOUSING (10% Travel Plan Effect)

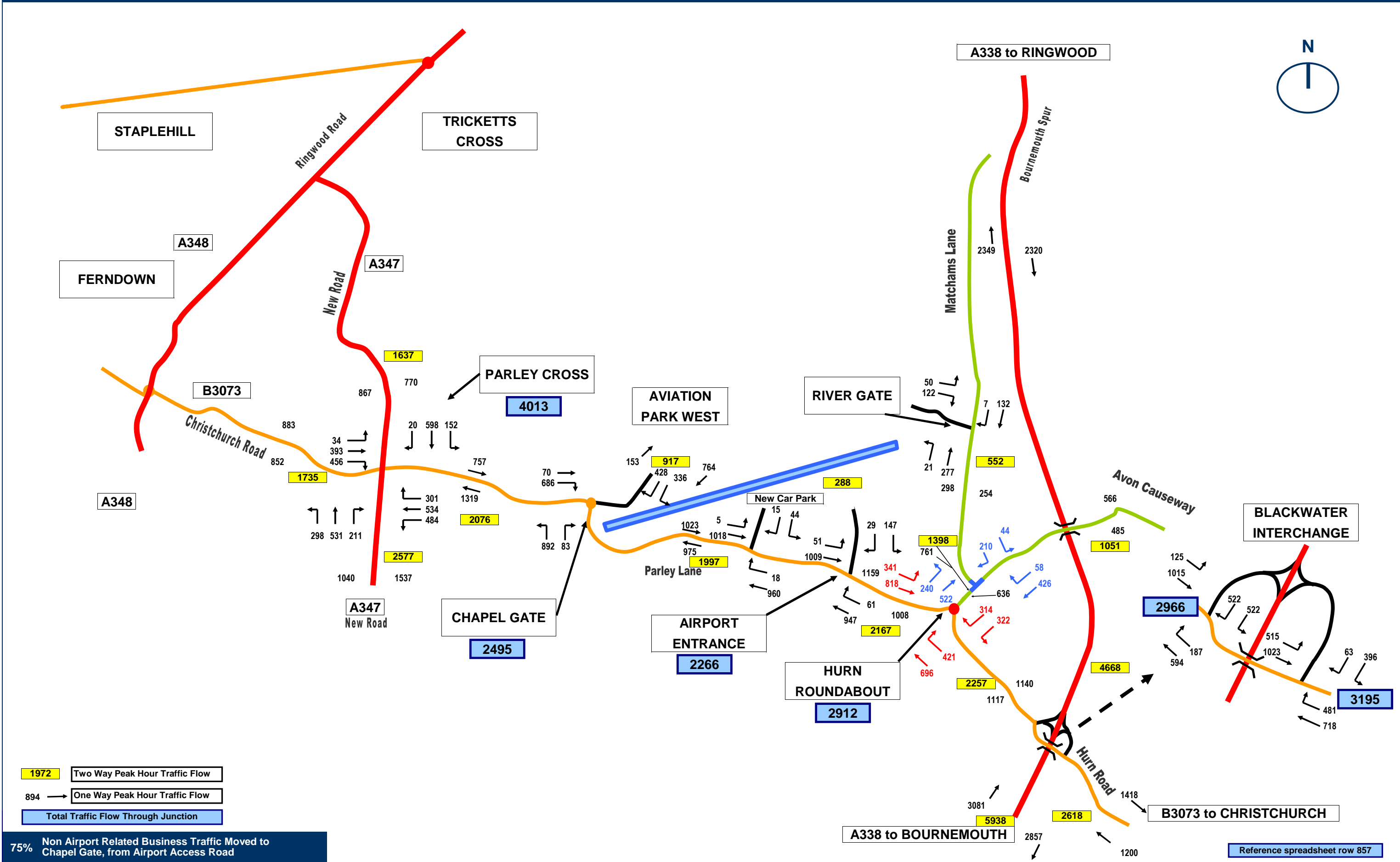


Figure 5.38a 2030 PM (1700 - 1800) - BASE CASE + PARLEY HOUSING (10% Travel Plan Effect)

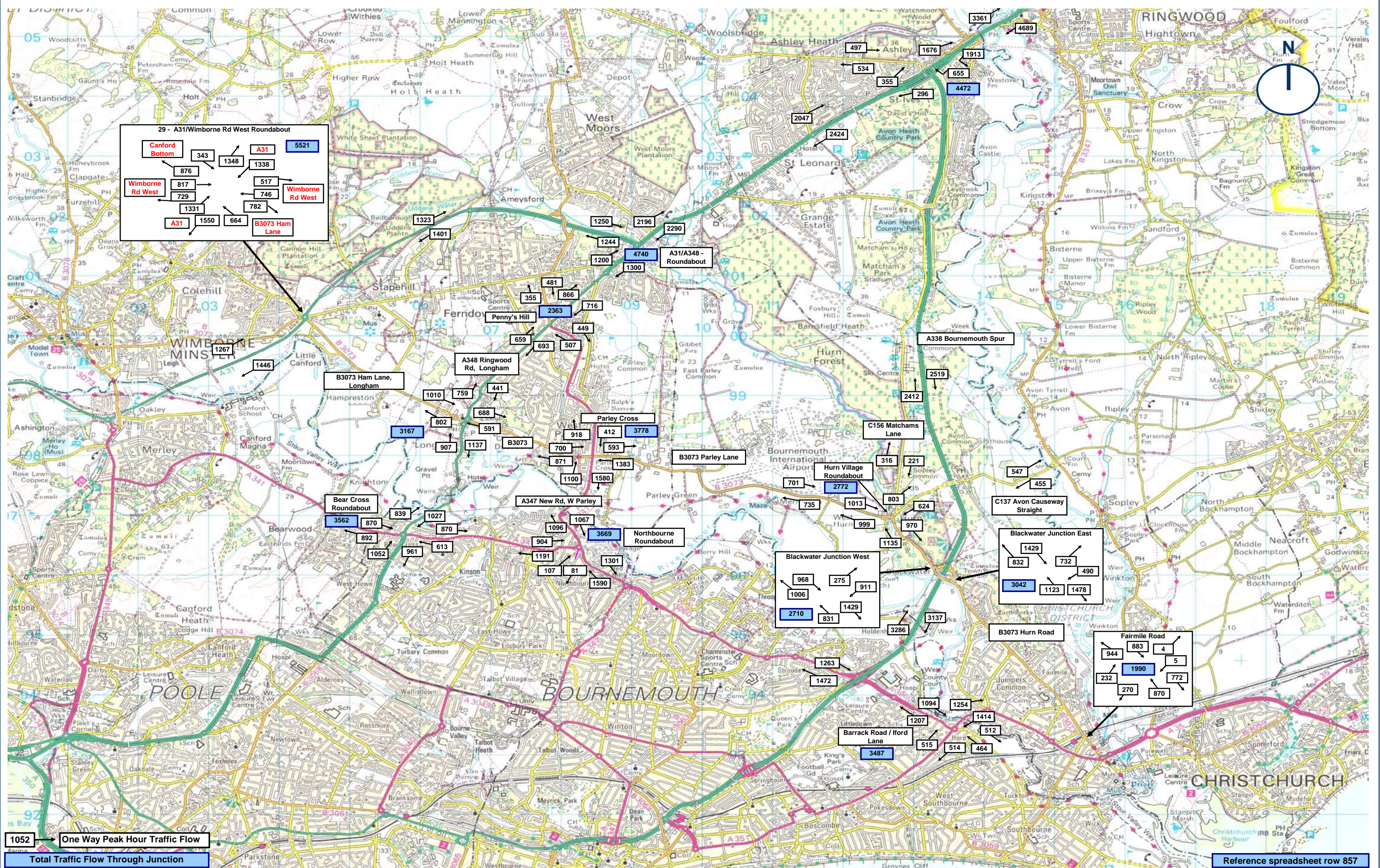


Figure 5.38b 2030 PM (1700 - 1800) - BASE CASE + PARLEY HOUSING (10% Travel Plan Effect)

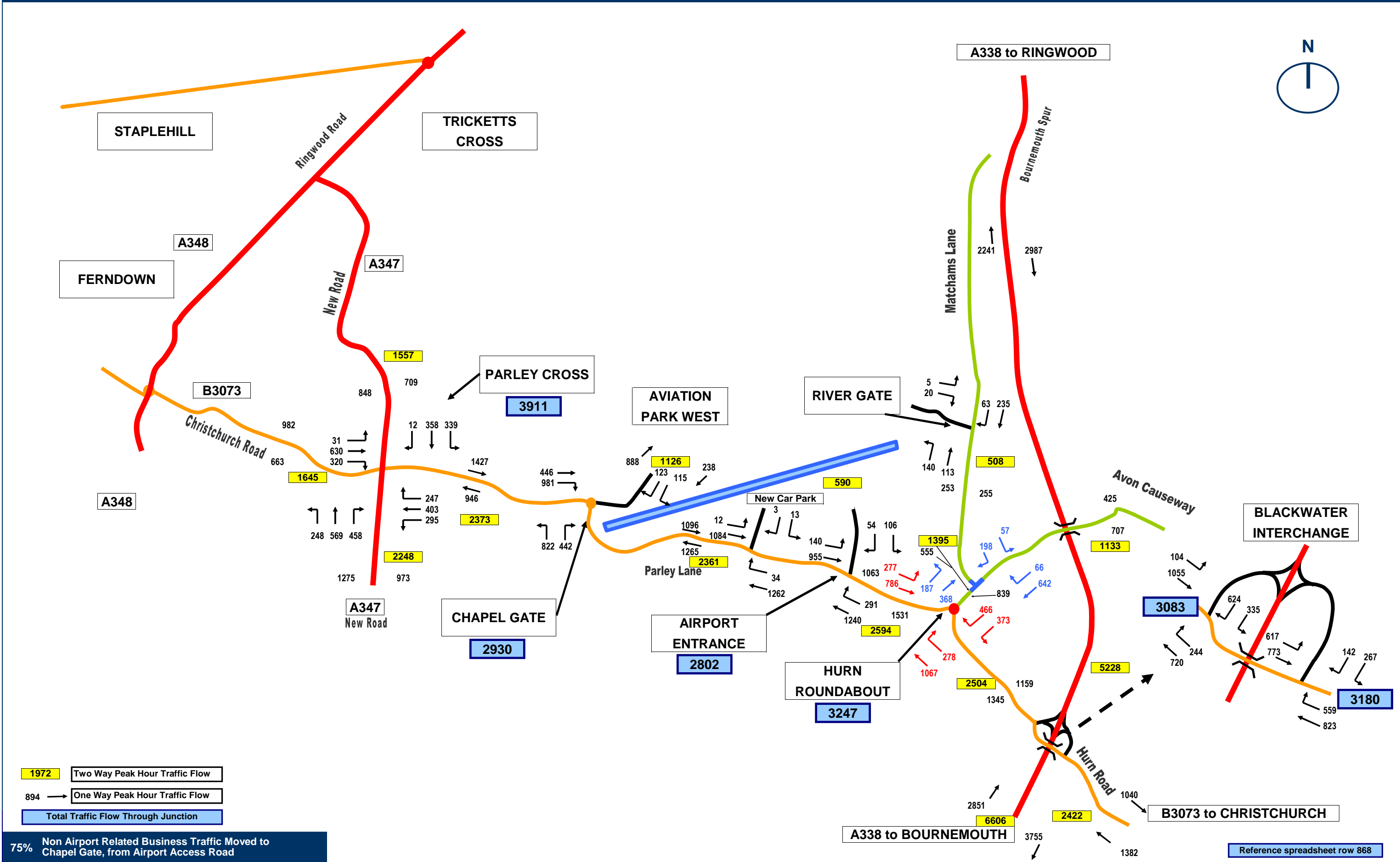


Figure 5.39a 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (10% Travel Plan Effect)

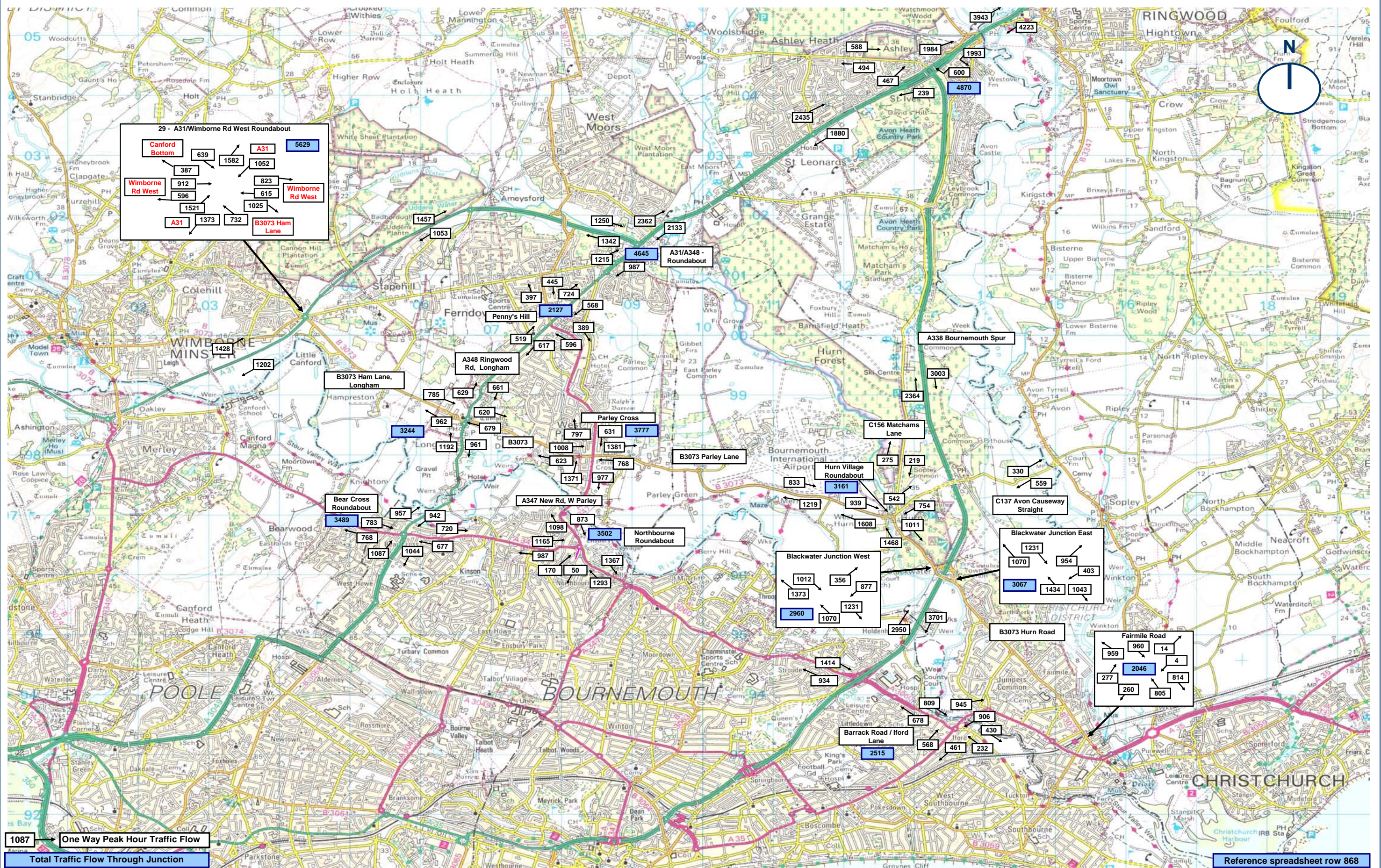
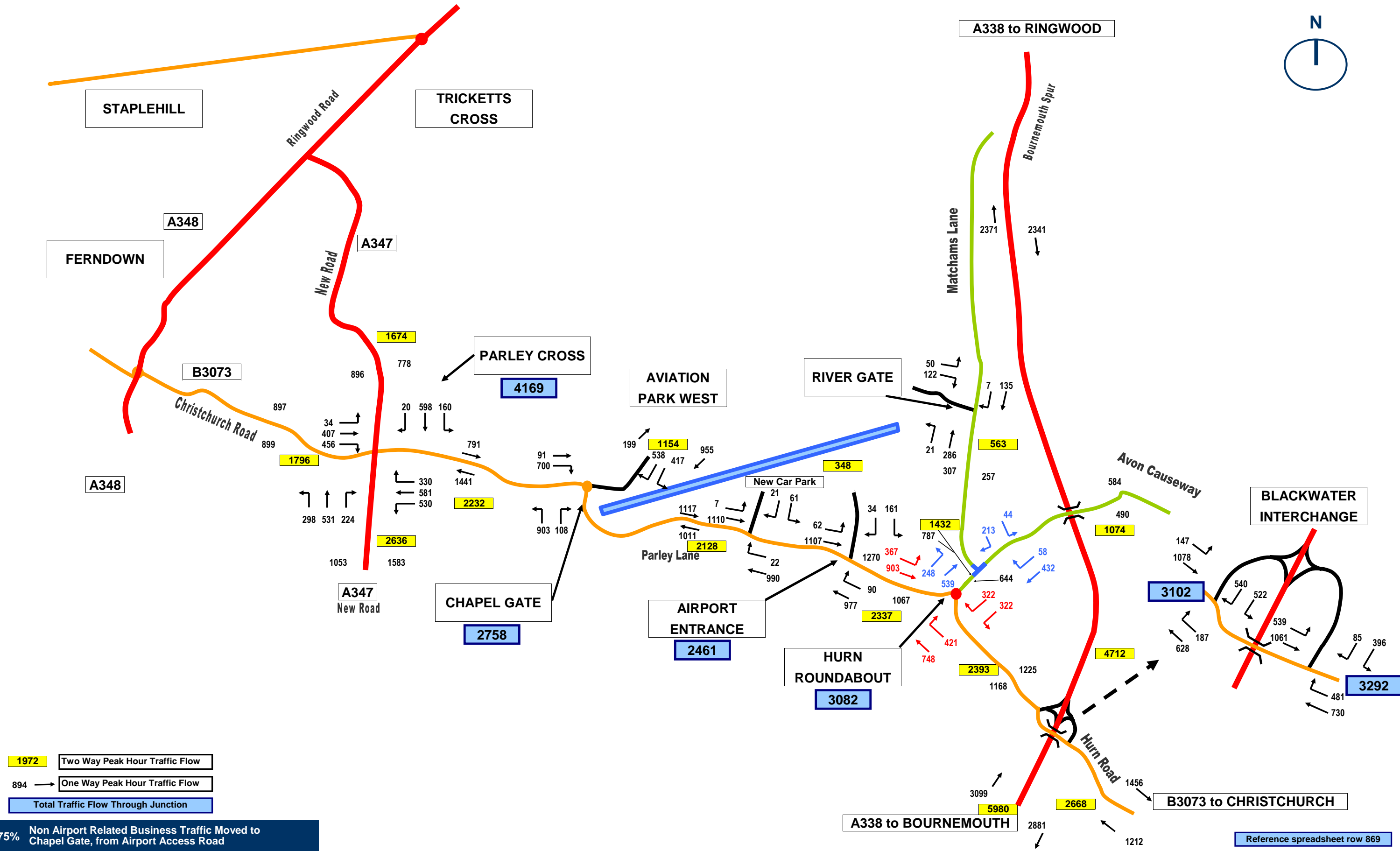
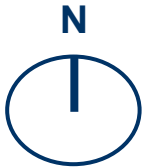


Figure 5.39b 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (10% Travel Plan Effect)



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

Reference spreadsheet row 869

Figure 5.40a 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (10% Travel Plan Effect)

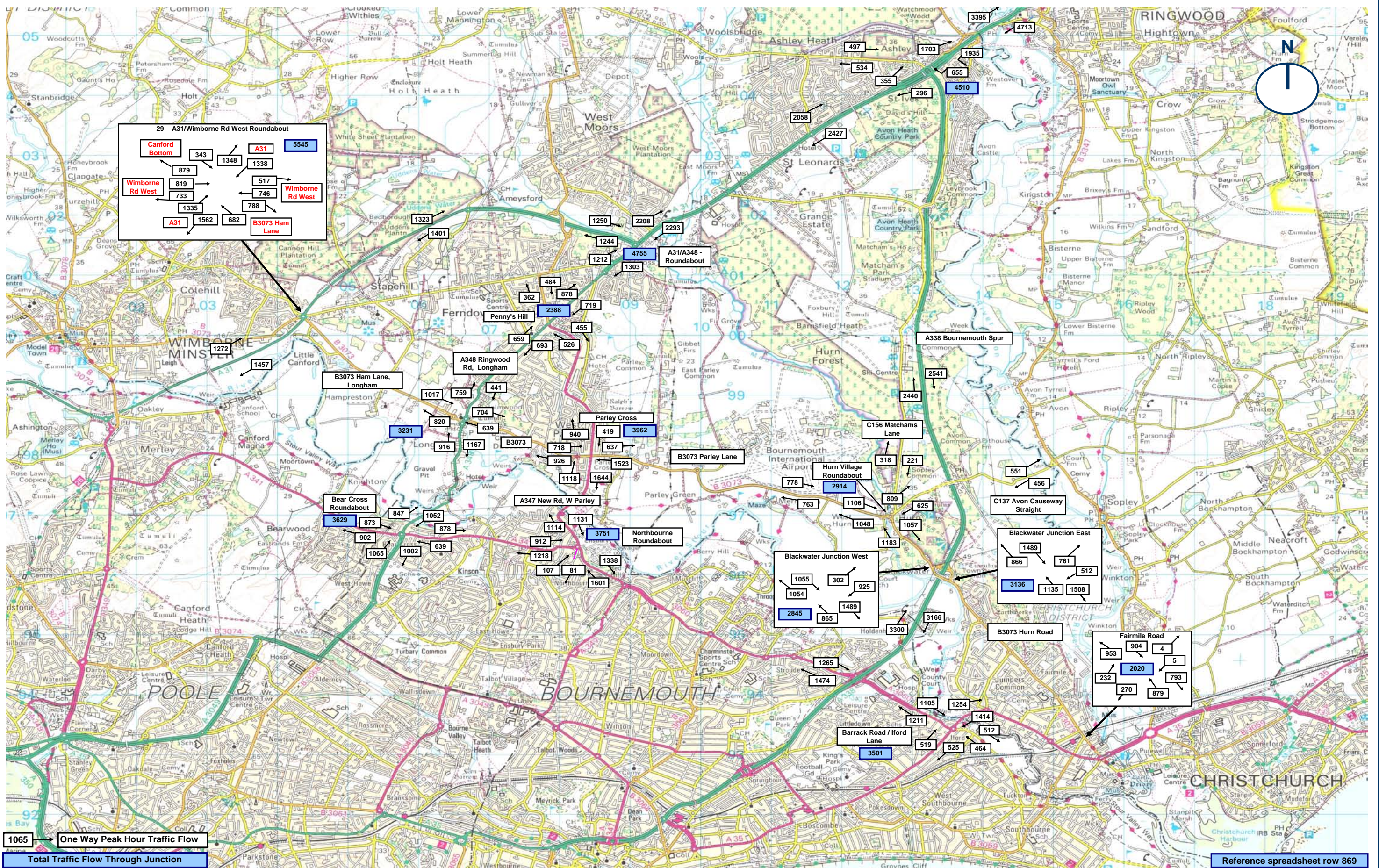


Figure 5.40b 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (10% Travel Plan Effect)

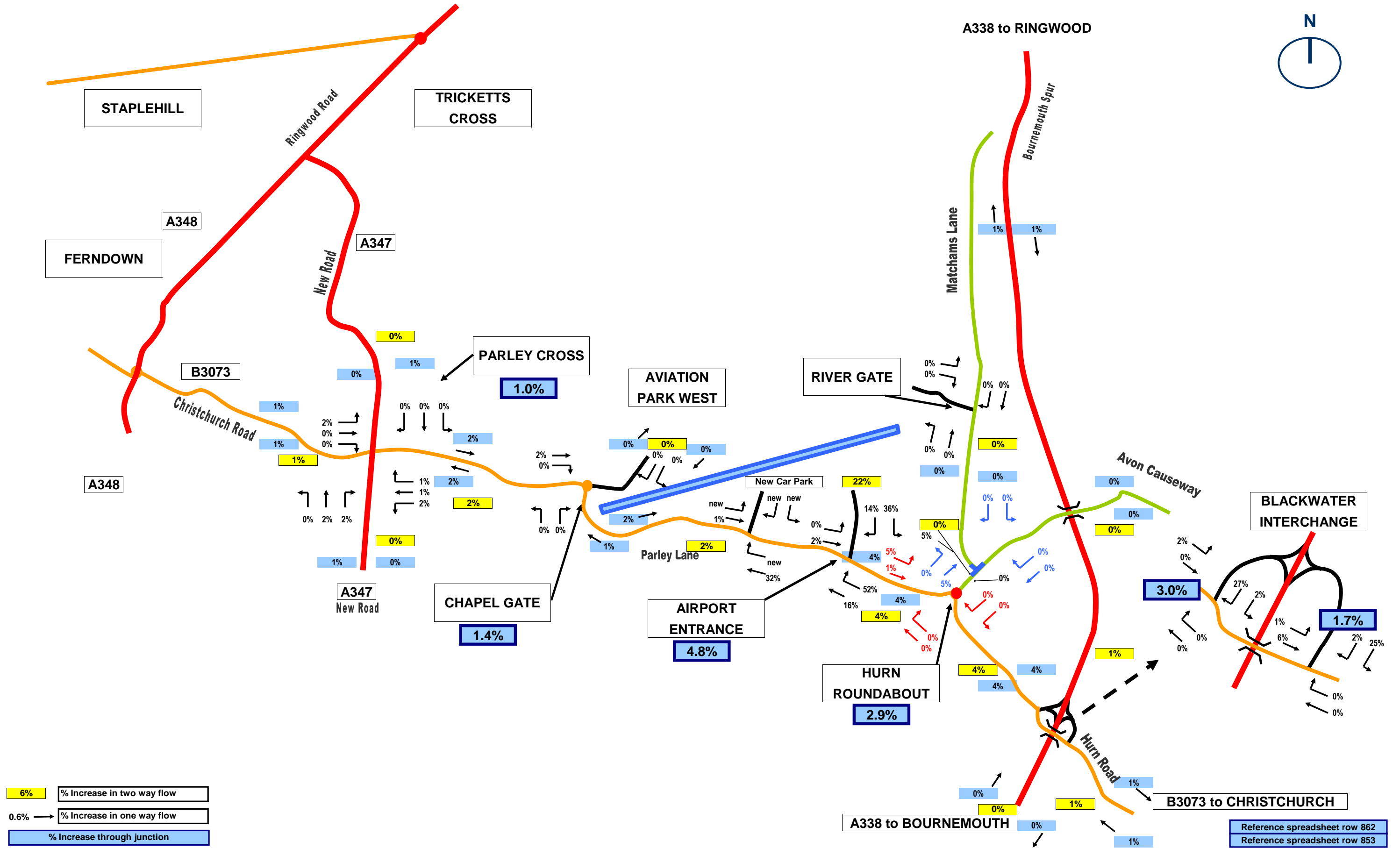


Figure 5.41a

Percent increase of: 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS (10% Travel Plan Effect)
 compared with: 2030 AM (0800 - 0900) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

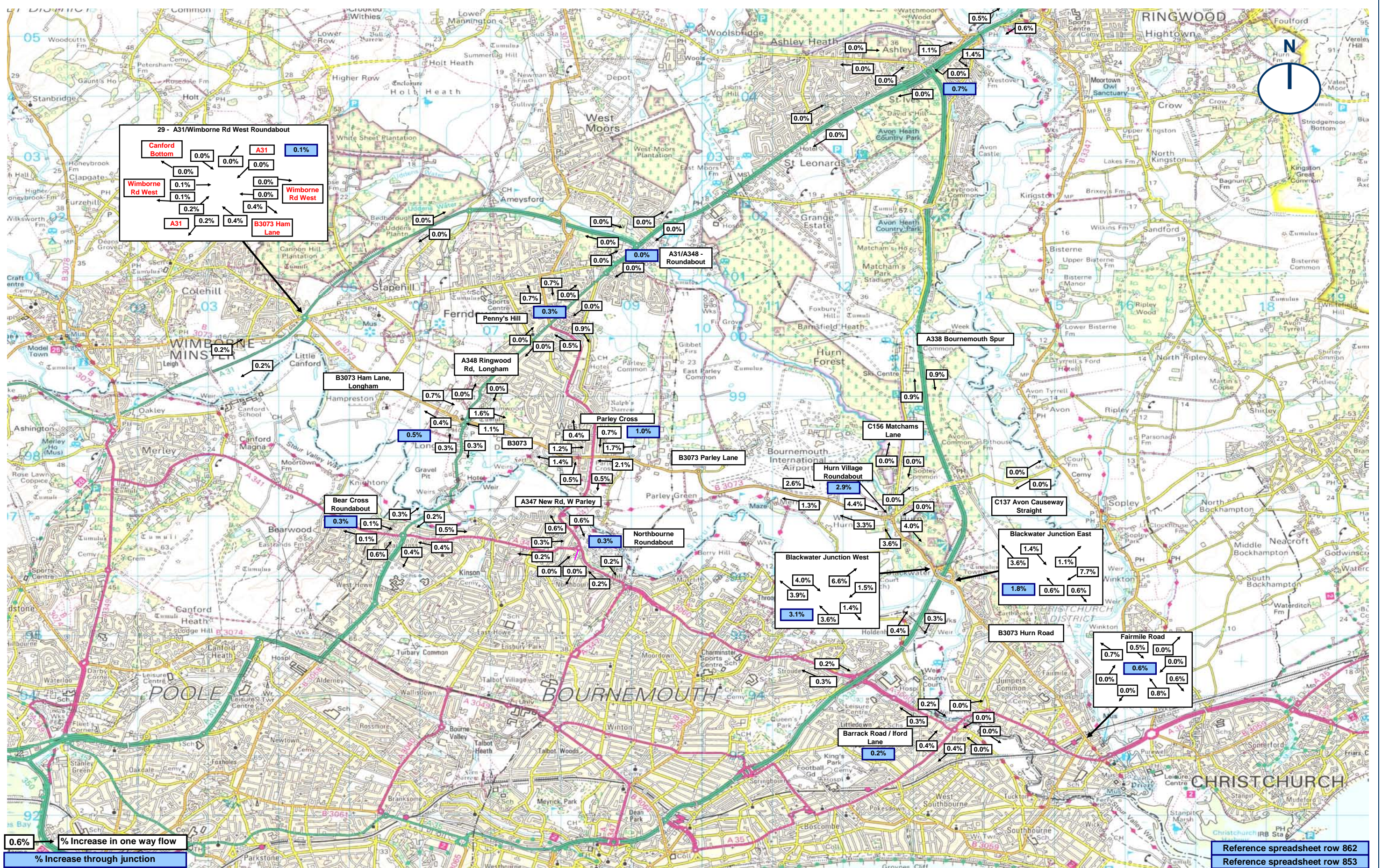


Figure 5.41b

Percent increase of: 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS (10% Travel Plan Effect)
 compared with: 2030 AM (0800 - 0900) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

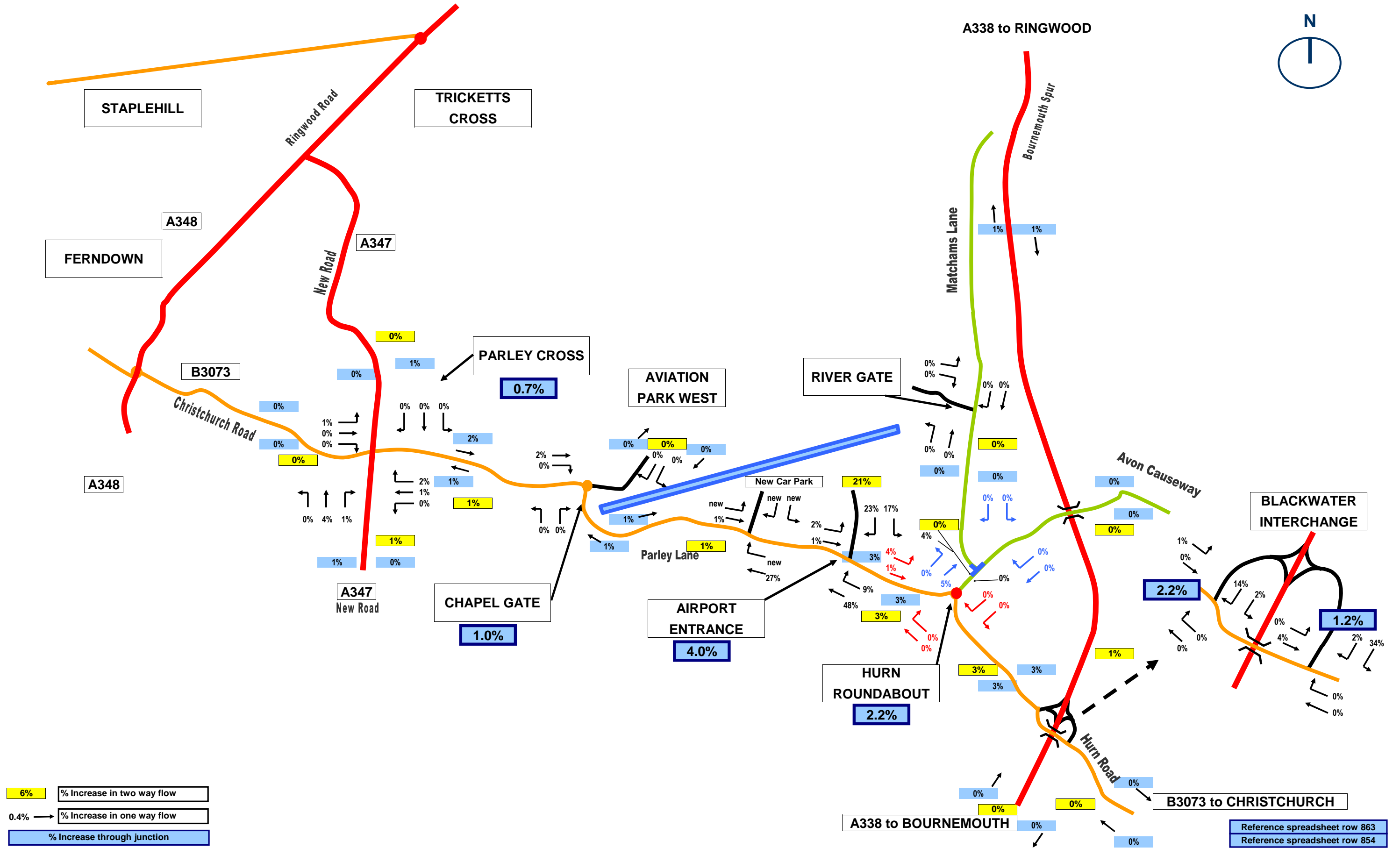


Figure 5.42a

Percent increase of: 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS (10% Travel Plan Effect)

compared with: 2030 PM (1700 - 1800) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

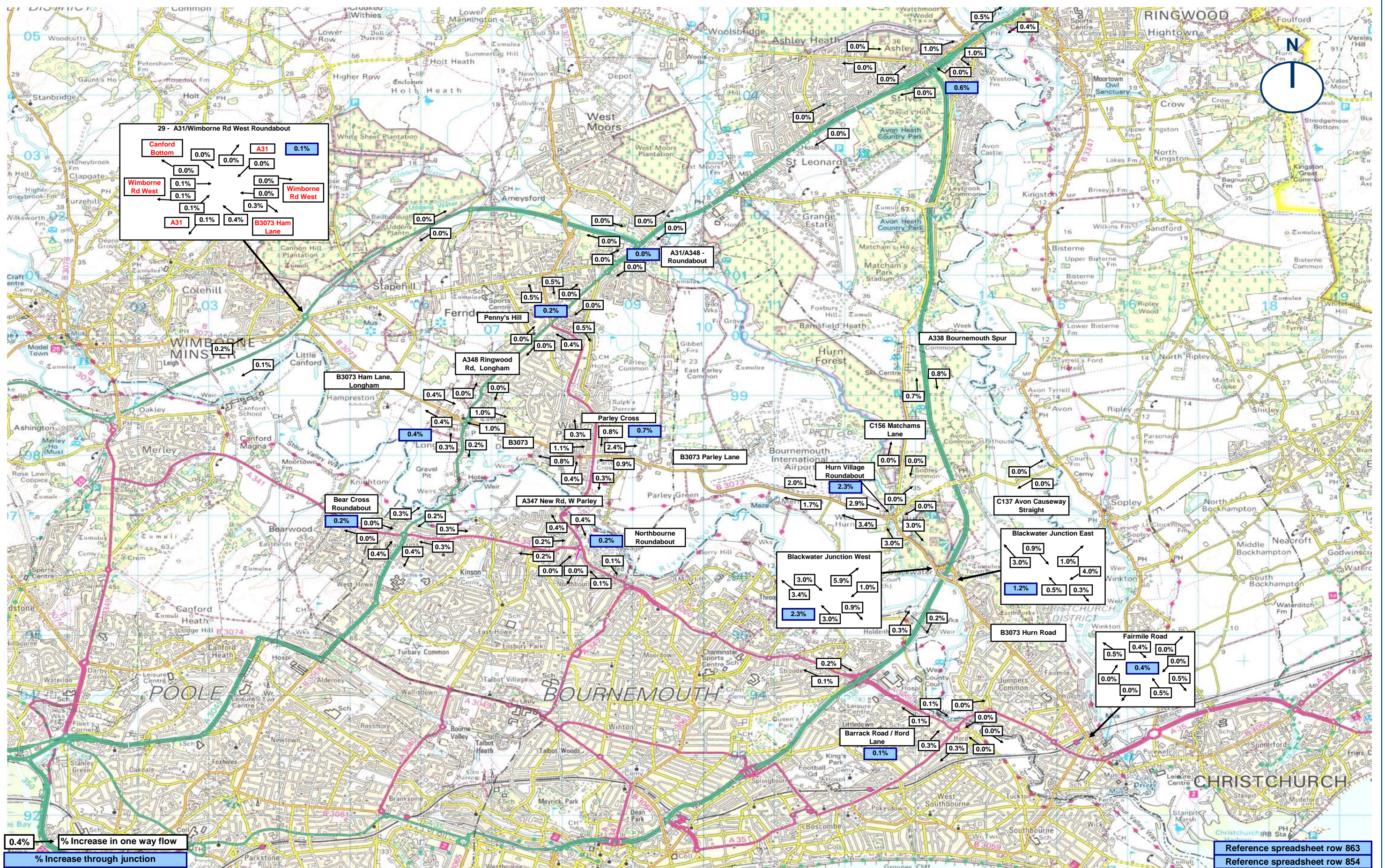


Figure 5.42b

Percent increase of: 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS (10% Travel Plan Effect)
 compared with: 2030 PM (1700 - 1800) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

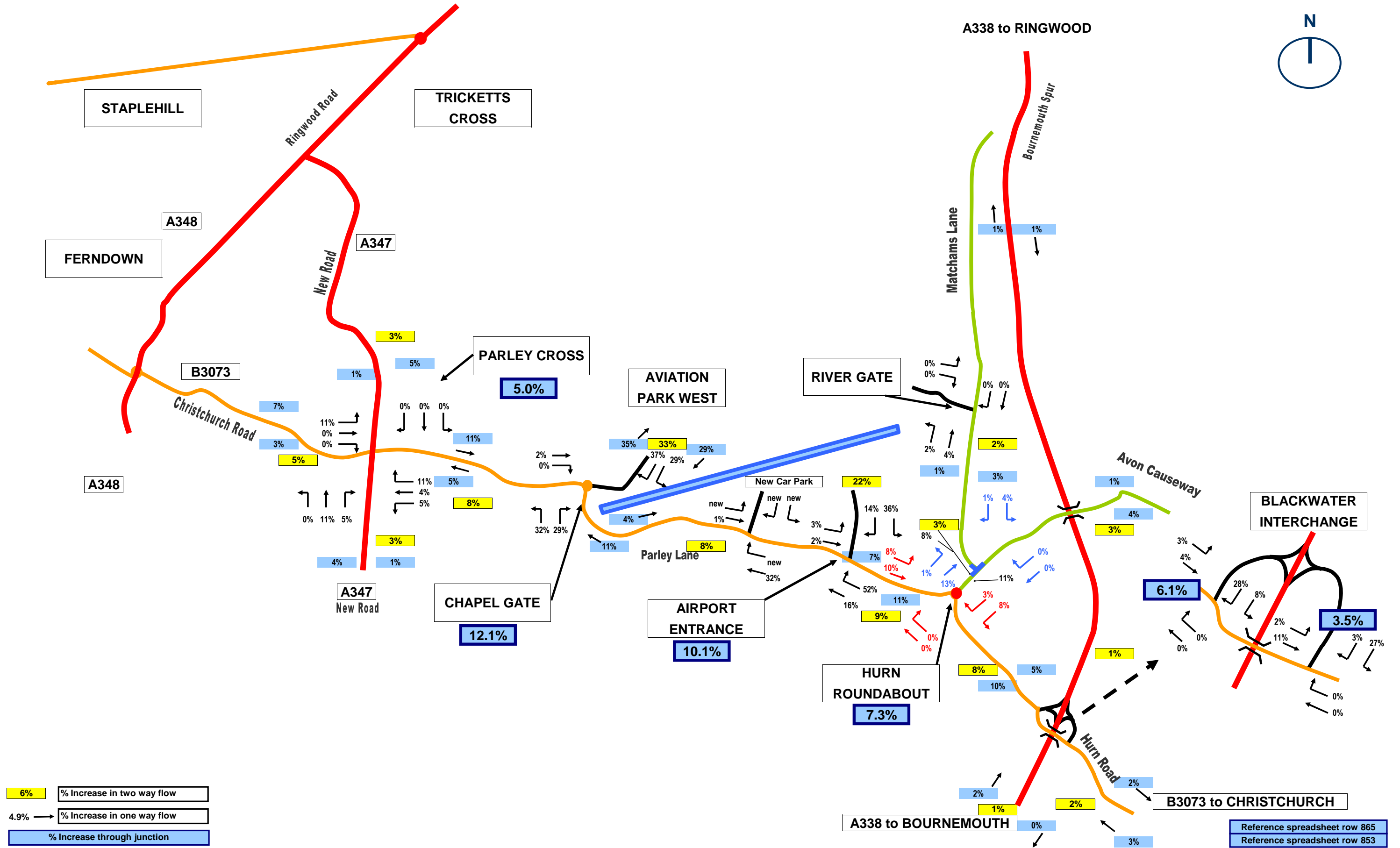


Figure 5.43a

Percent increase of: 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (10% Travel Plan Effect)
 compared with: 2030 AM (0800 - 0900) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

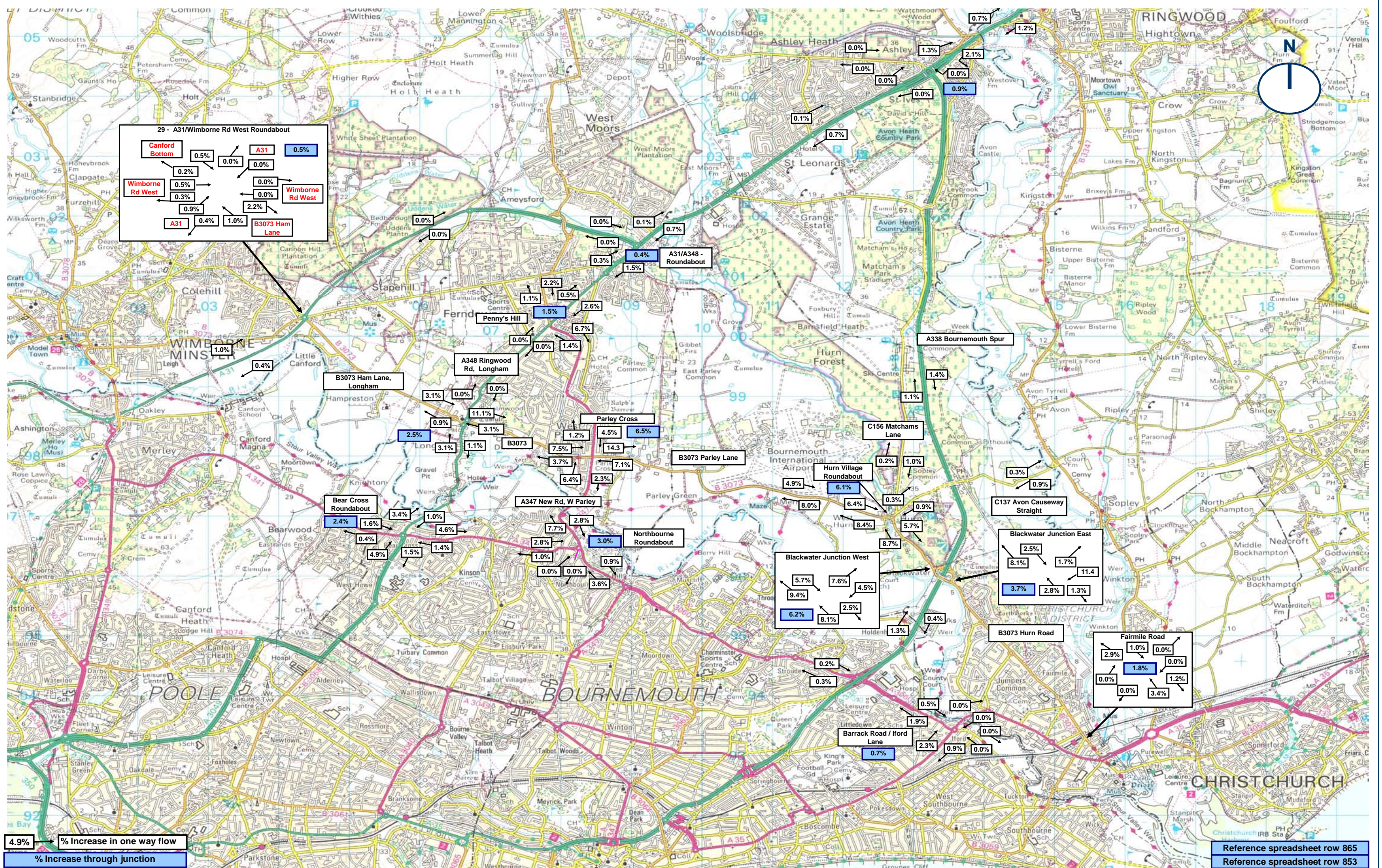


Figure 5.43b

Percent increase of: 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (10% Travel Plan Effect)
 compared with: 2030 AM (0800 - 0900) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

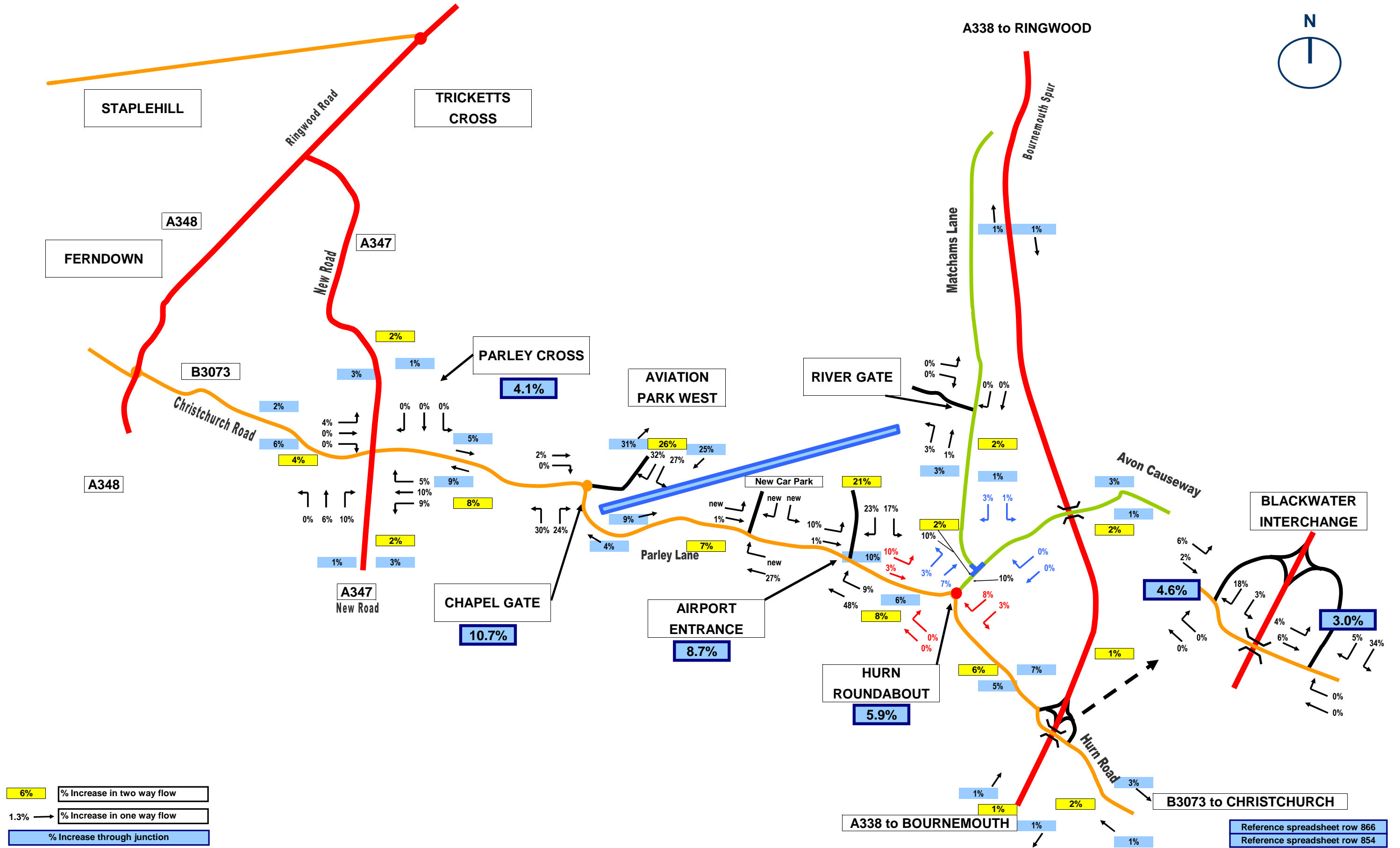


Figure 5.44a

Percent increase of: 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (10% Travel Plan Effect)
 compared with: 2030 PM (1700 - 1800) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

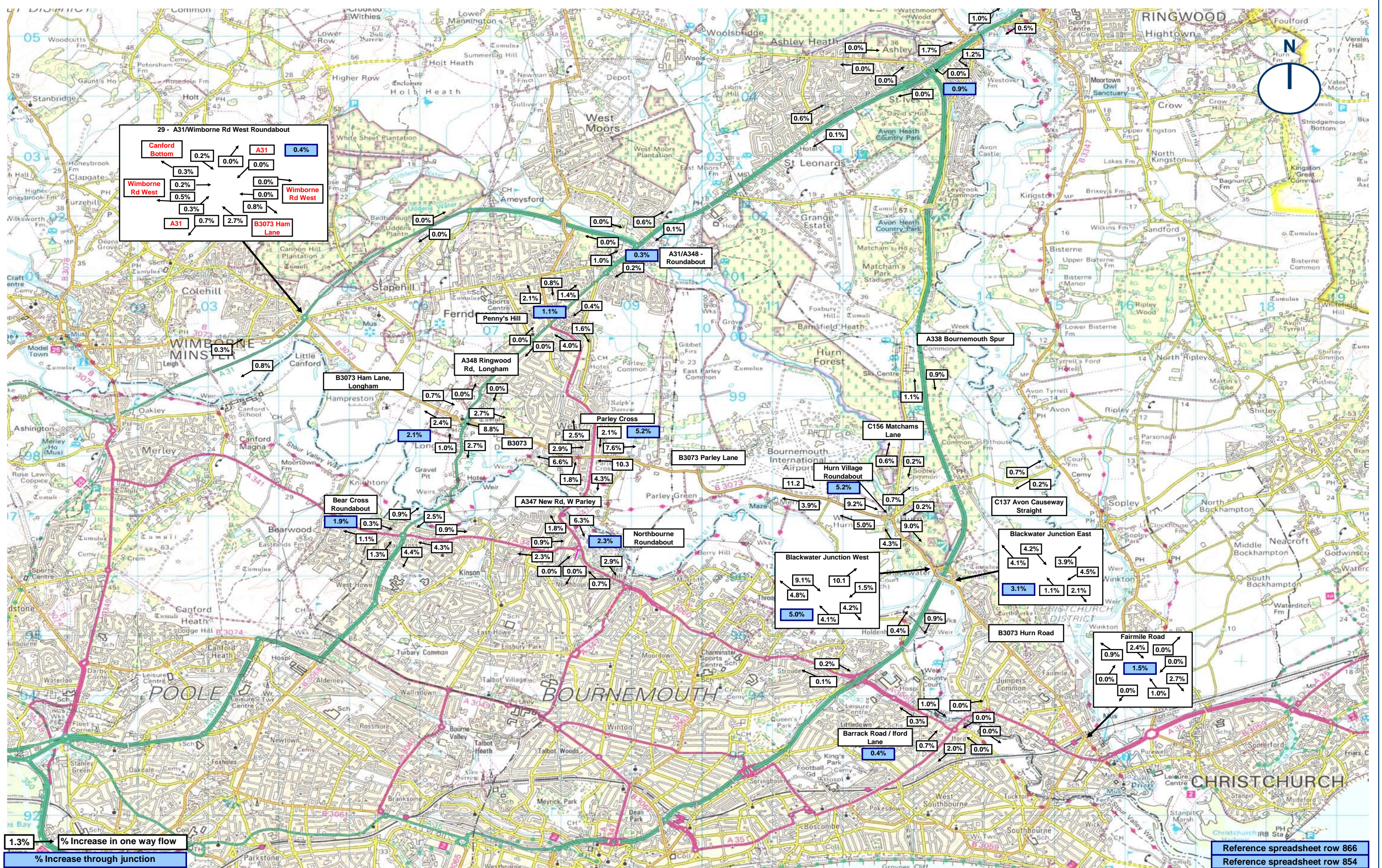


Figure 5.44b

Percent increase of: 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK (10% Travel Plan Effect)
 compared with: 2030 PM (1700 - 1800) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

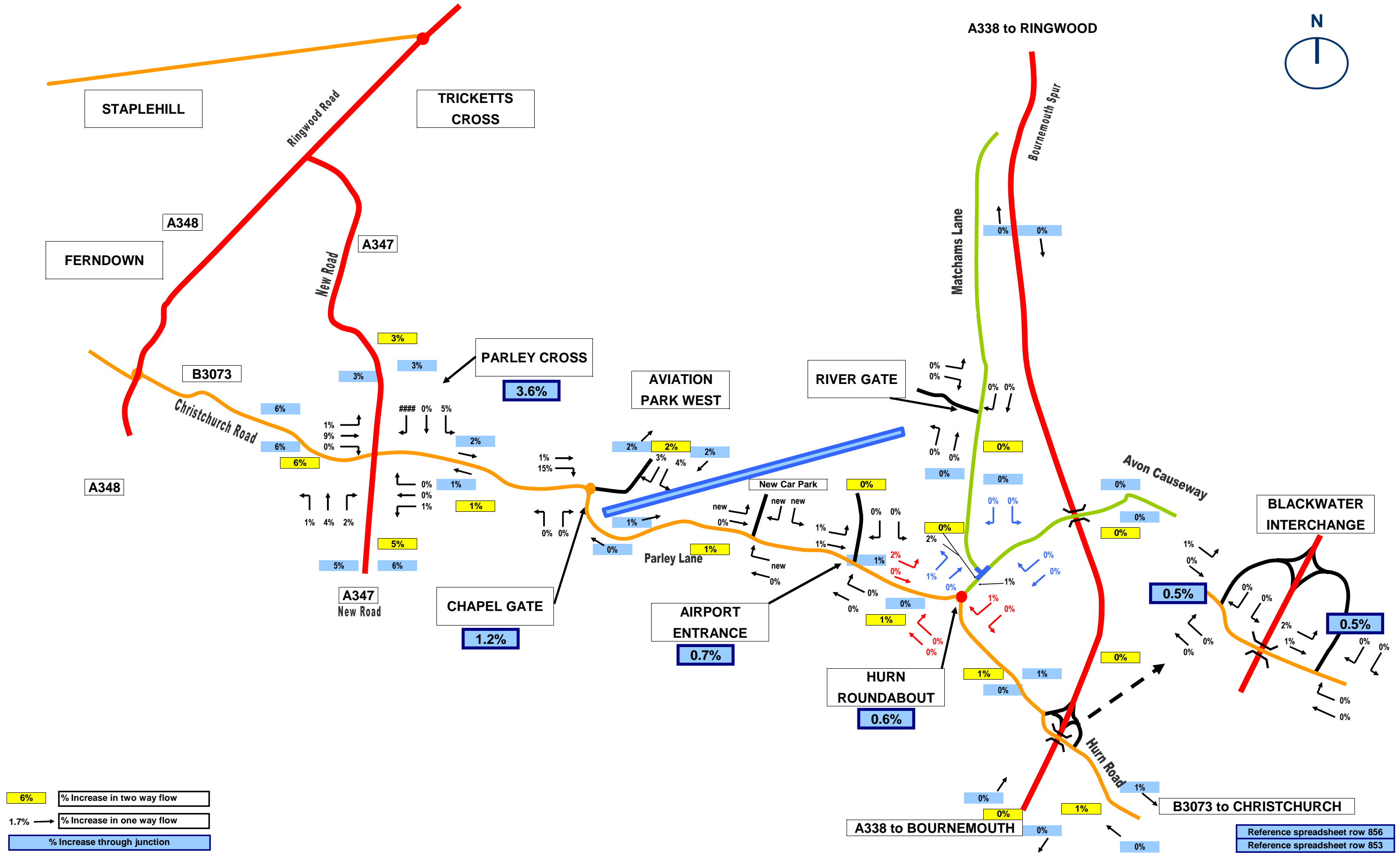


Figure 5.45a

Percent increase of: 2030 AM (0800 - 0900) - BASE CASE + PARLEY HOUSING (10% Travel Plan Effect)
 compared with: 2030 AM (0800 - 0900) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

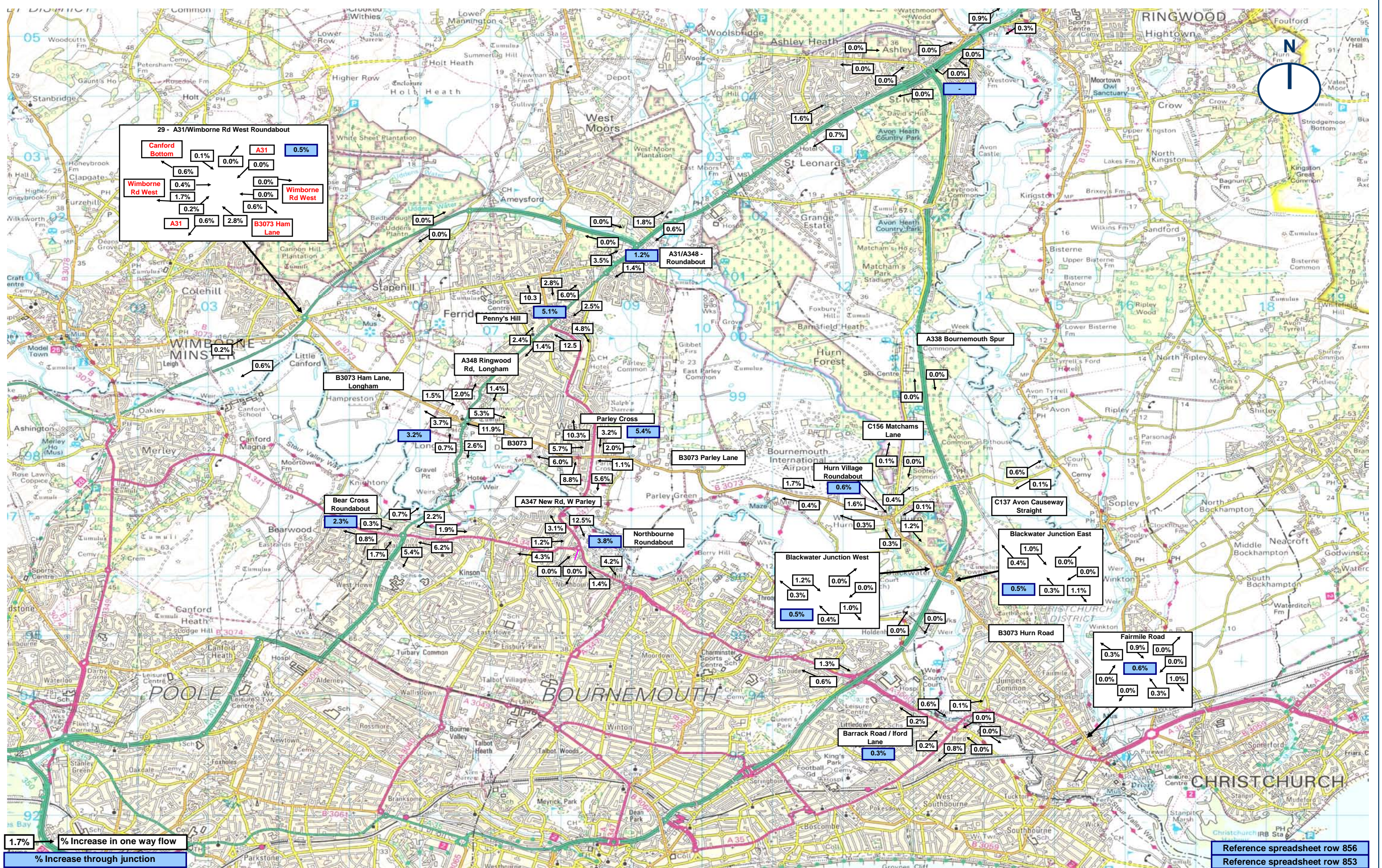


Figure 5.45b

Percent increase of: 2030 AM (0800 - 0900) - BASE CASE + PARLEY HOUSING (10% Travel Plan Effect)
 compared with: 2030 AM (0800 - 0900) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

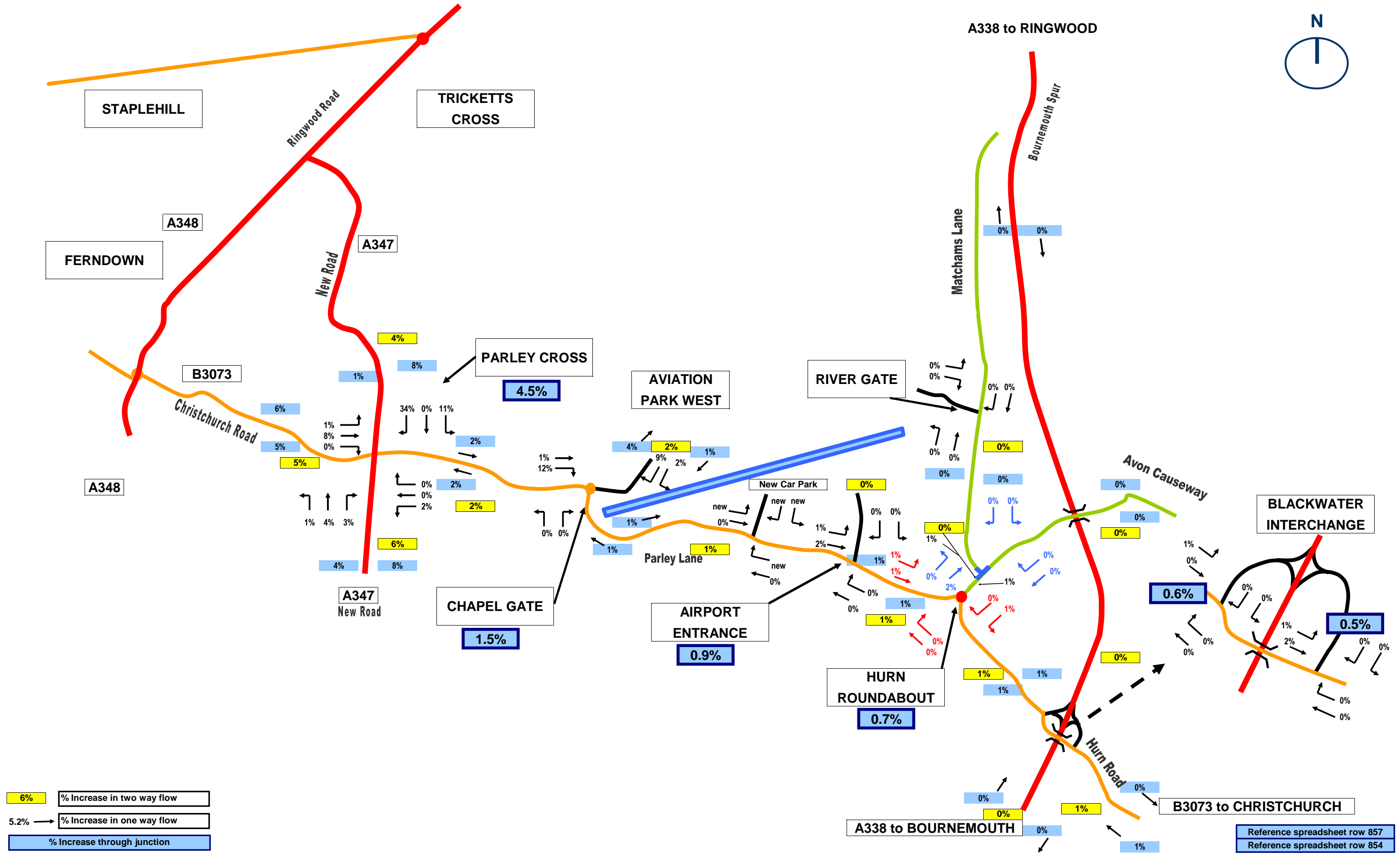


Figure 5.46a

Percent increase of: 2030 PM (1700 - 1800) - BASE CASE + PARLEY HOUSING (10% Travel Plan Effect)

compared with: 2030 PM (1700 - 1800) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

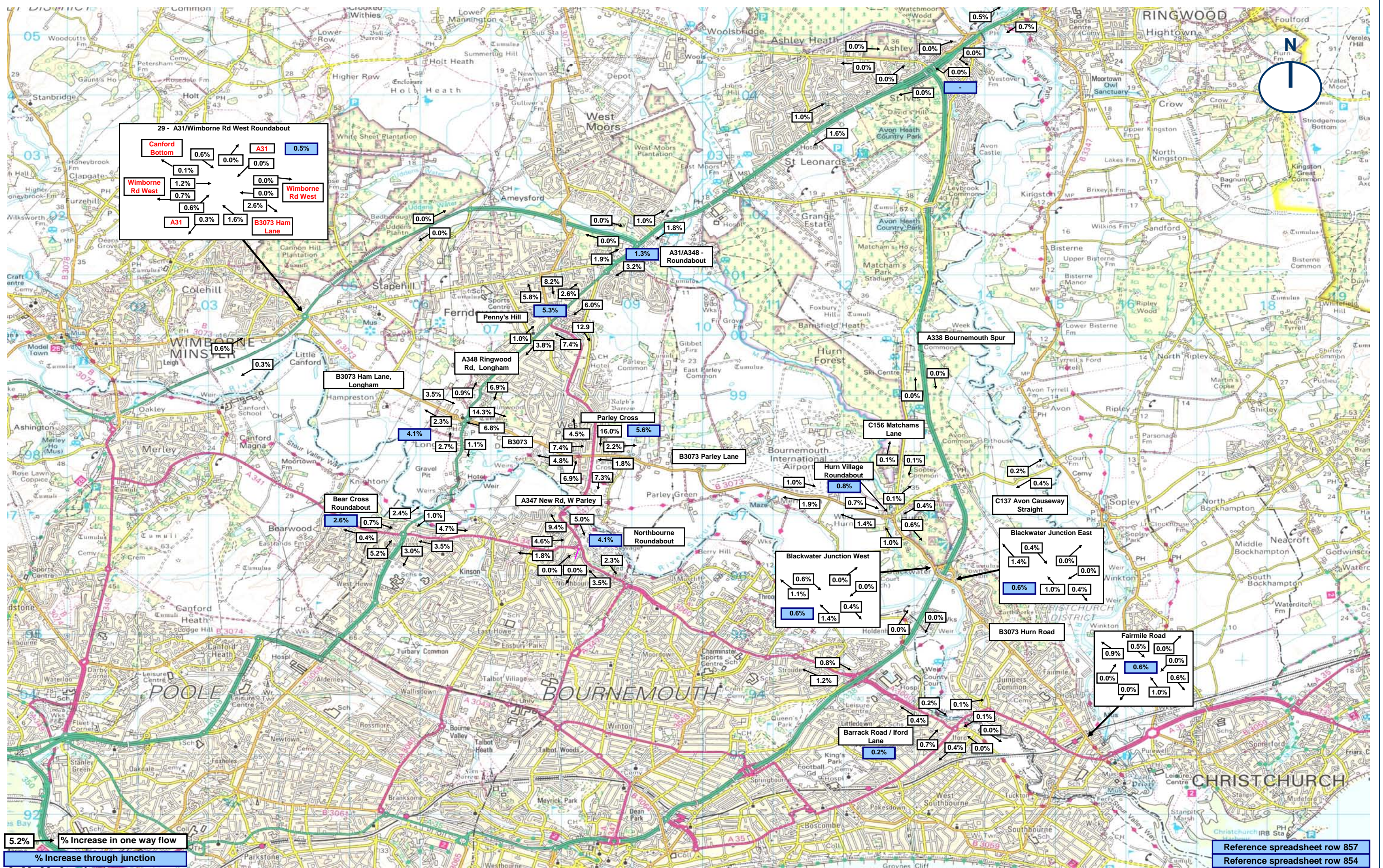


Figure 5.46b

Percent increase of: 2030 PM (1700 - 1800) - BASE CASE + PARLEY HOUSING (10% Travel Plan Effect)
 compared with: 2030 PM (1700 - 1800) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

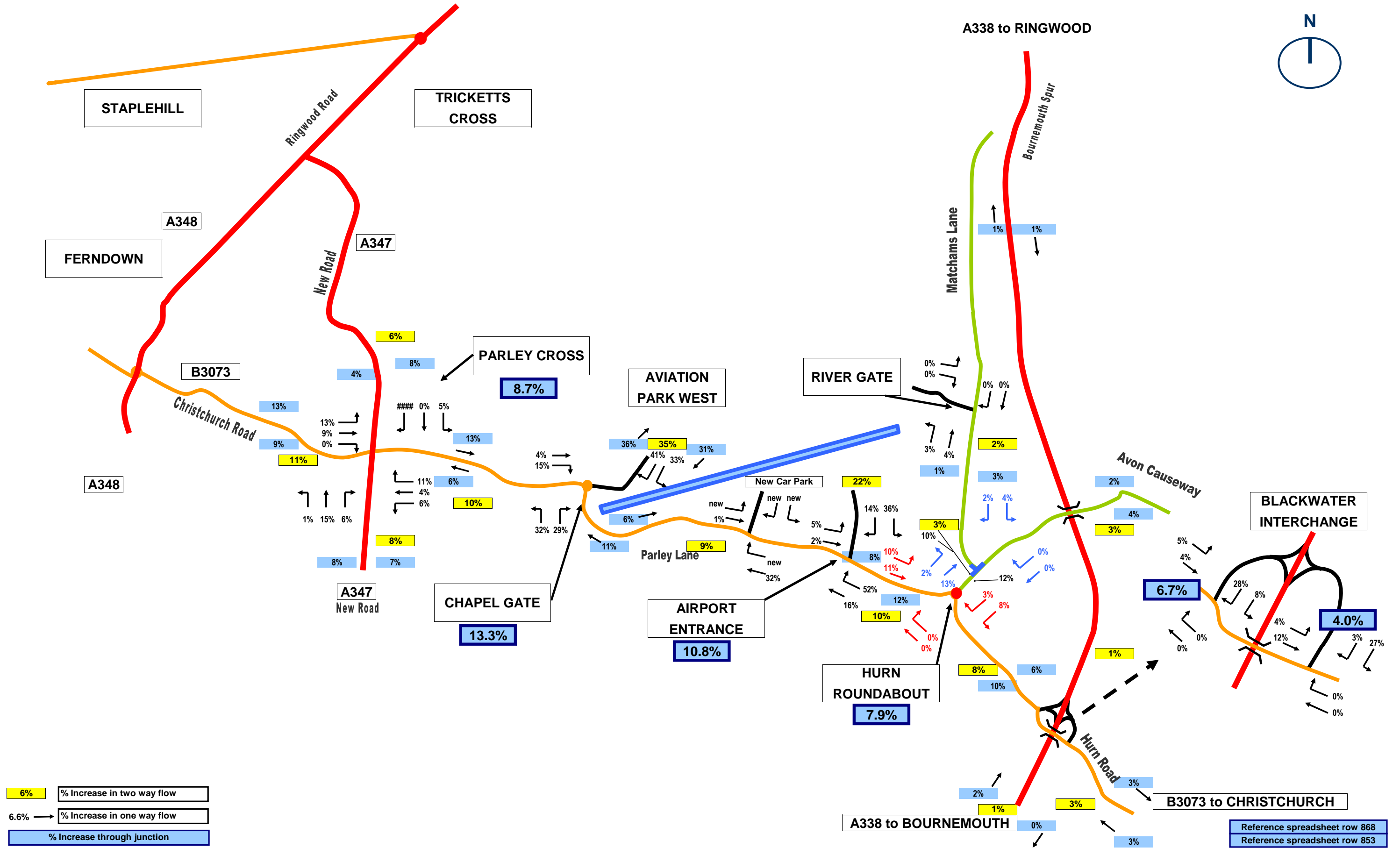


Figure 5.47a

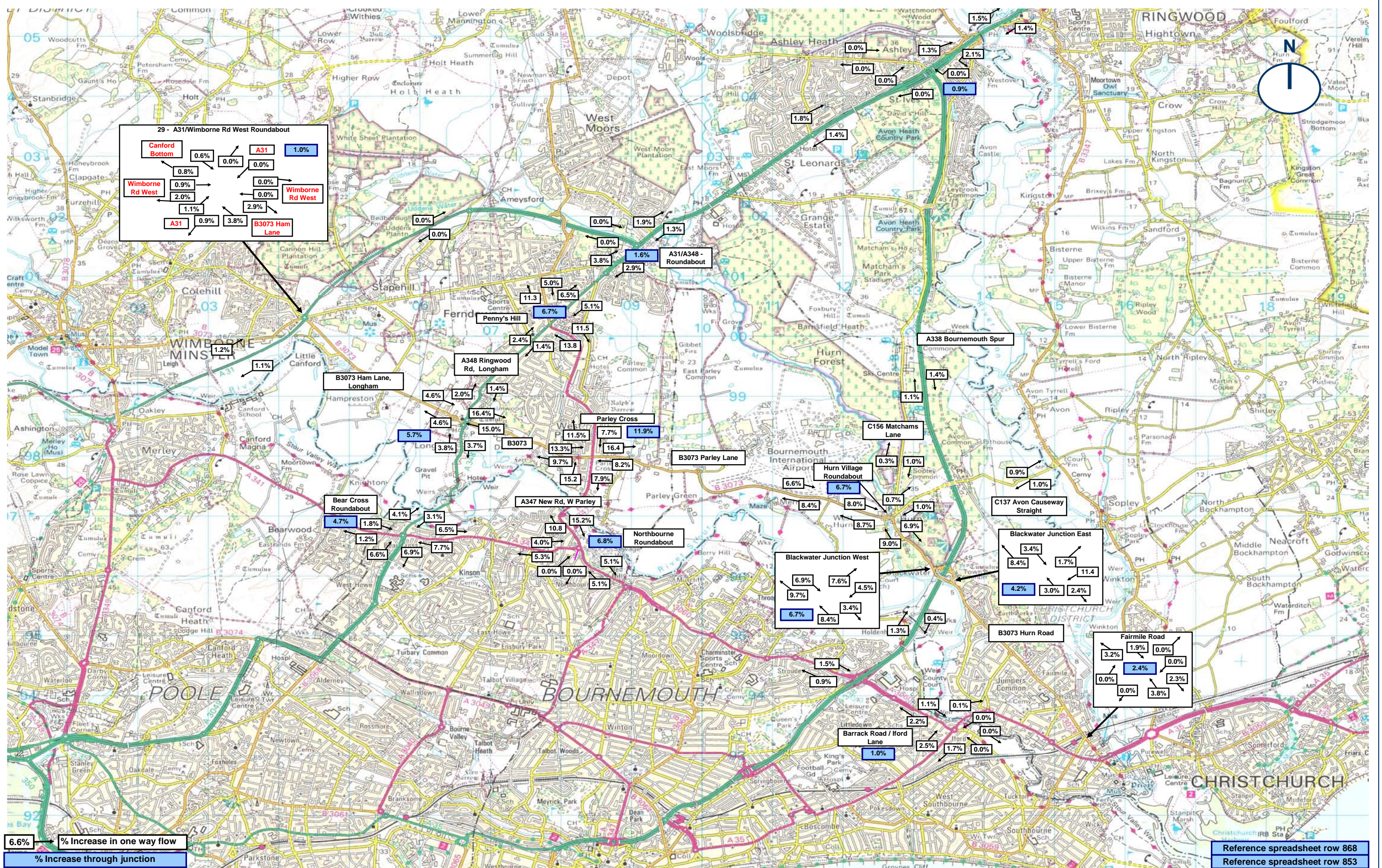


Figure 5.47b

Percent increase of: 2030 AM (0800 - 0900) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (10% Travel Plan Effect)
 compared with: 2030 AM (0800 - 0900) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

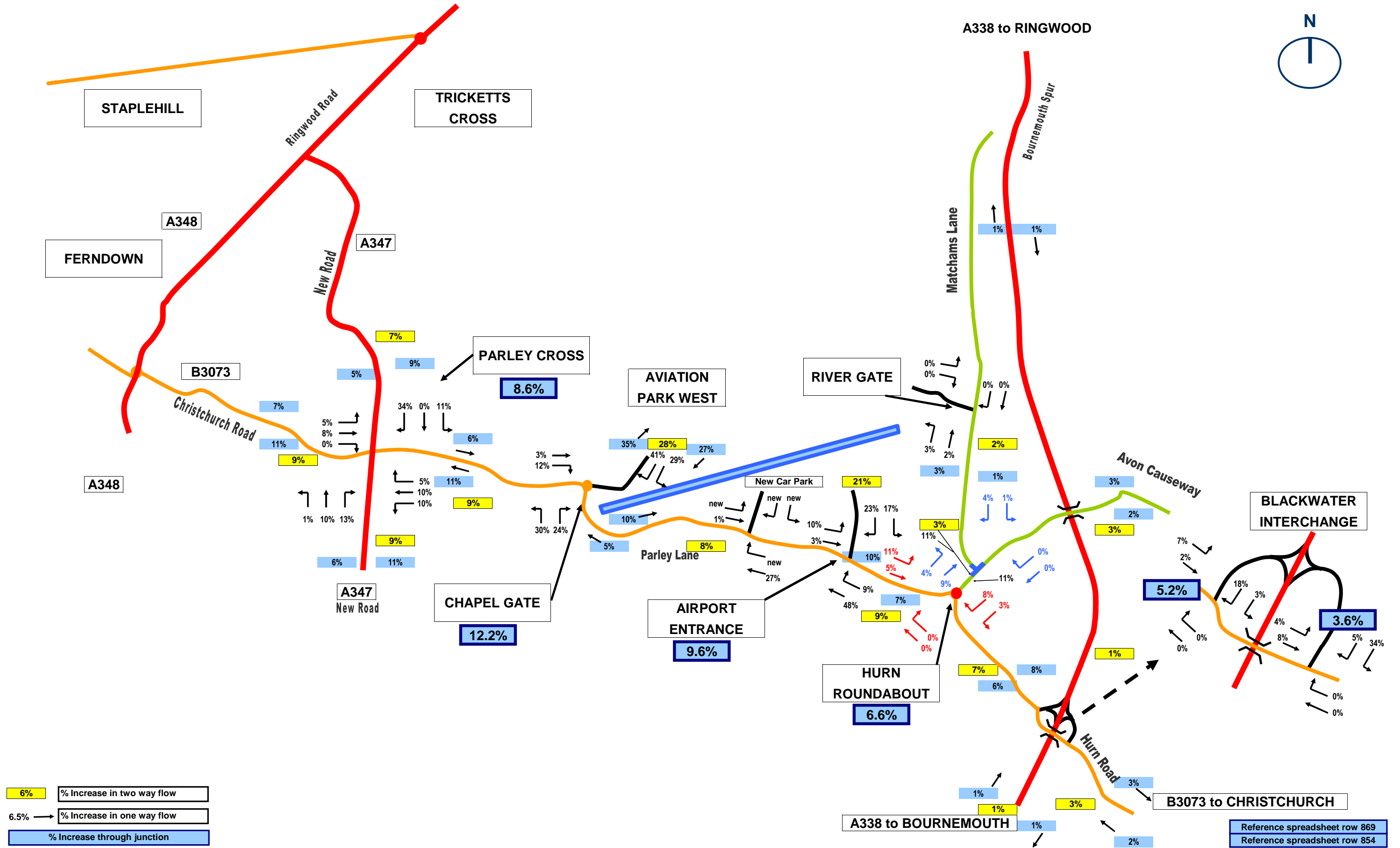


Figure 5.48a

Percent increase of:
 compared with:

2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (10% Travel Plan Effect)

2030 PM (1700 - 1800) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.

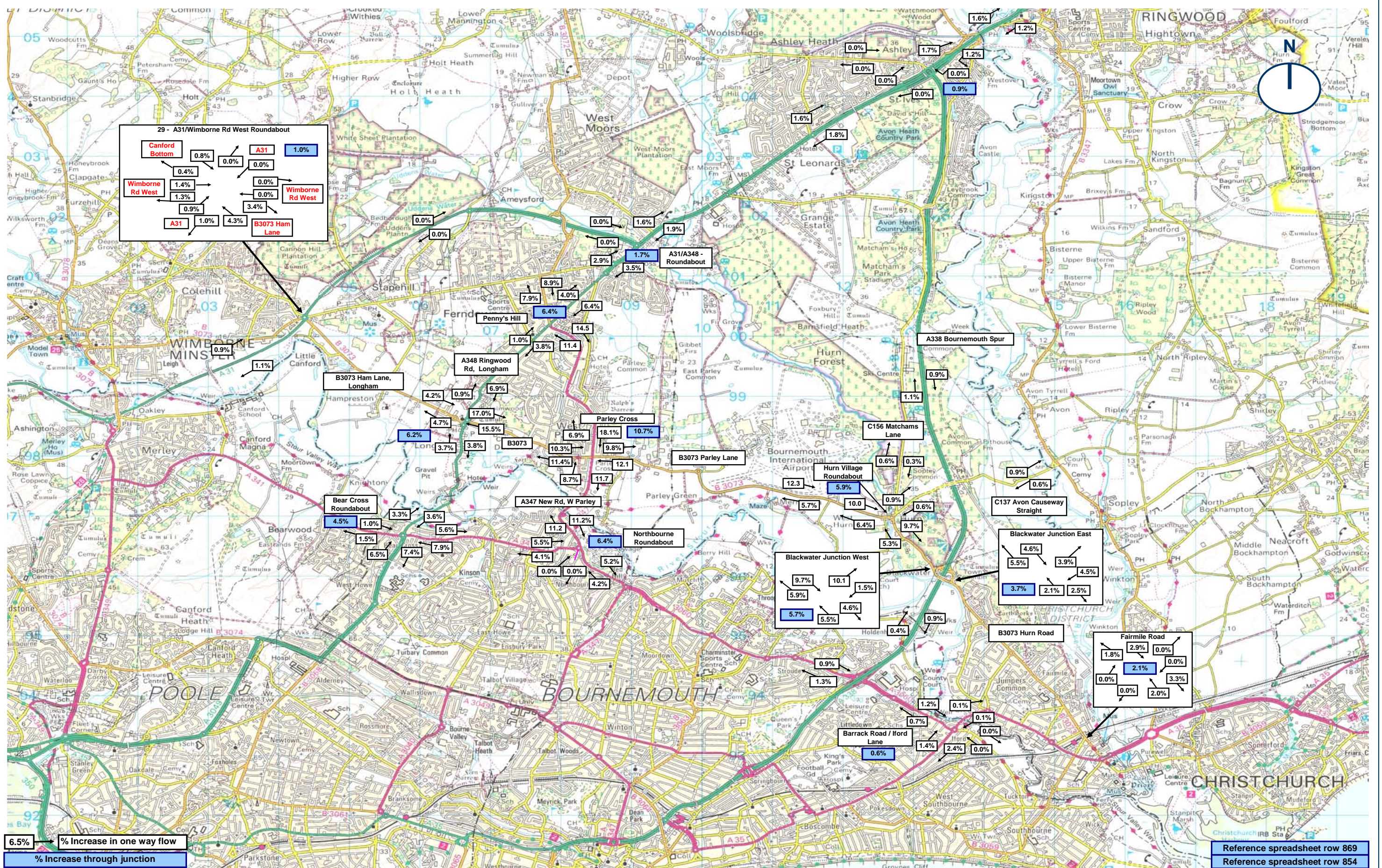
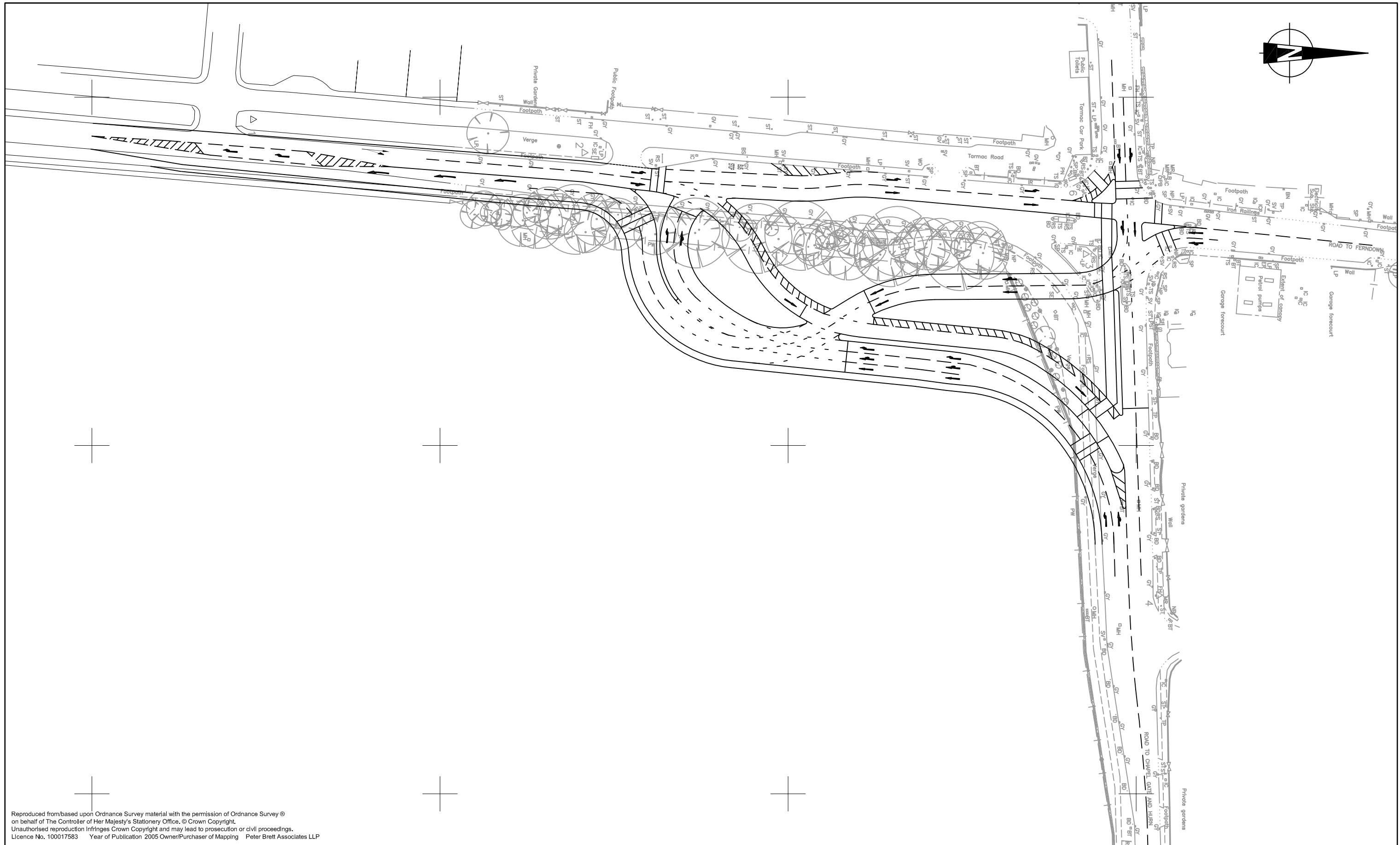


Figure 5.48b

Percent increase of: 2030 PM (1700 - 1800) - BASE CASE + 1.5M PASSENGERS + OPTION 4 AVIATION PARK + PARLEY HOUSING (10% Travel Plan Effect)
 compared with: 2030 PM (1700 - 1800) + Basepoint + Aim + B1_B8 + Gravel Works + MBT + 3m Passengers (10% Travel Plan Effect) - BASE CASE WITH ALL COMMITTED DEVS.



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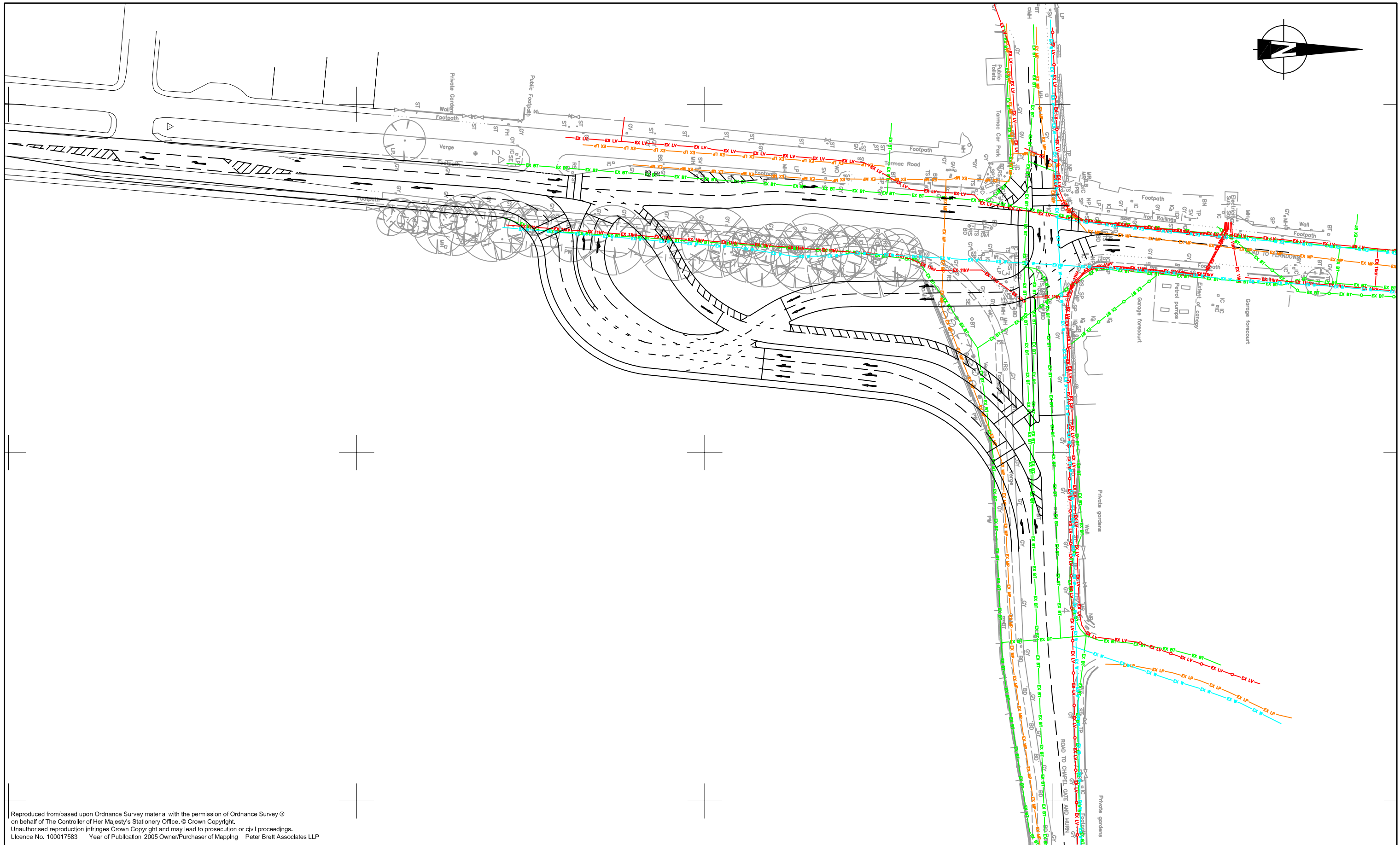
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**BOURNEMOUTH AIRPORT
 TRANSPORT & INFRASTRUCTURE STUDY
 PARLEY CROSS GYRATORY
 OPTION 2**

A	Revised Crossings and Stop lines	JSR	26.09.05	BJ
Mark	Revision	Drawn	Date	Chkd
Drawing Status		DRAFT		
Date of 1st Issue	23.09.2005	Drawing Number	Revision	
A3 Scale	1:1000	FIGURE 6.1		A
Drawn by	AJ / JSR			
Checked by	PL			



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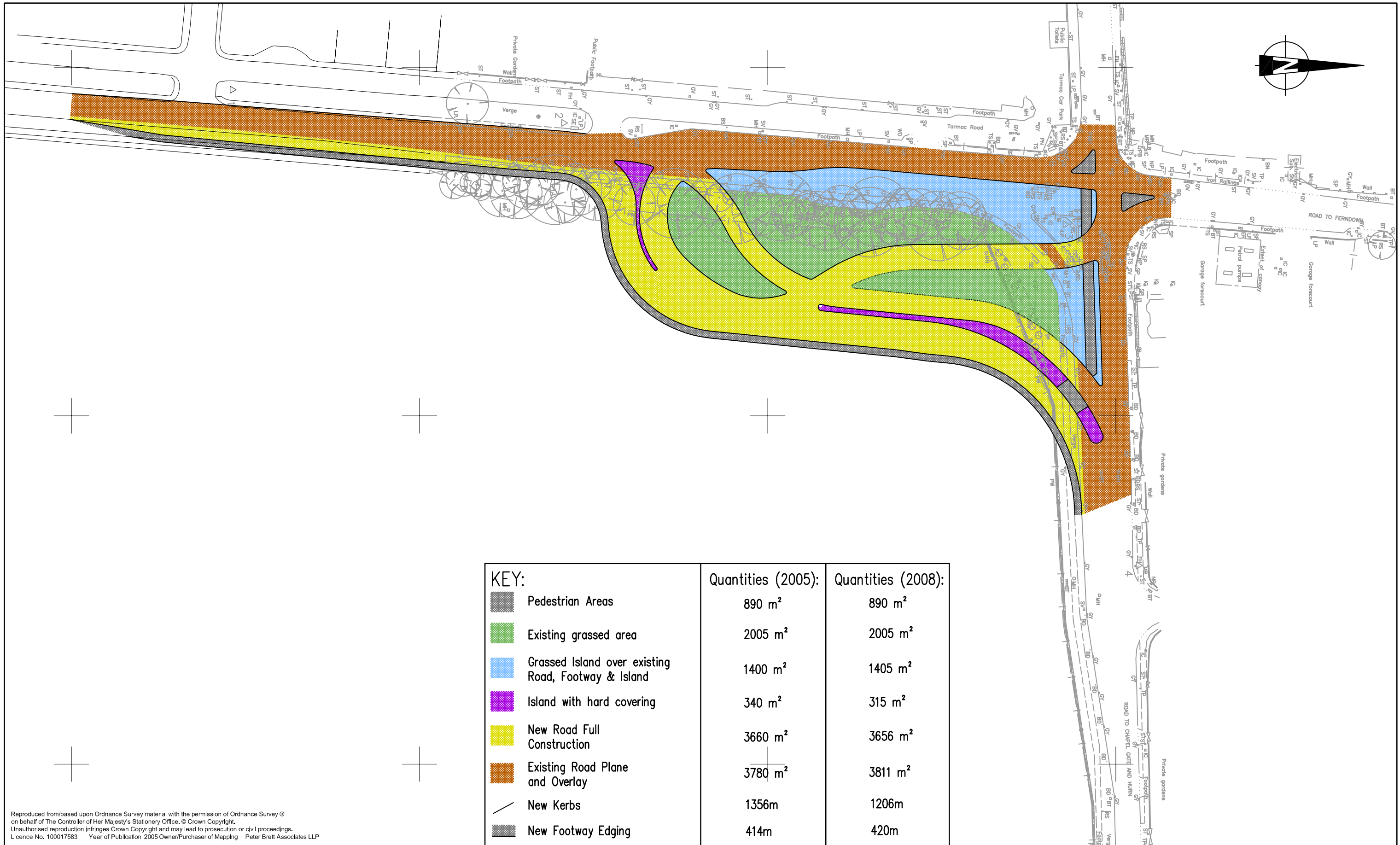
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**BOURNEMOUTH AIRPORT
TRANSPORT & INFRASTRUCTURE STUDY
PARLEY CROSS GYRATORY
OPTION 2
SERVICE DIAGRAM**

A	Revised Crossings and Stop lines	JSR	26.09.05	BJ	
Mark	Revision	Drawn	Date	Chkd	
Drawing Status		DRAFT			
Date of 1st Issue	30.09.2005	Drawing Number	FIGURE 6.2		
A3 Scale	1:1000	Revision			A
Drawn by	AJ / JSR / PW				
Checked by	PL				



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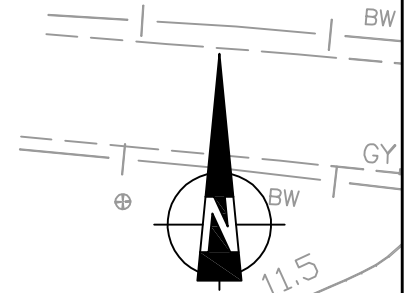
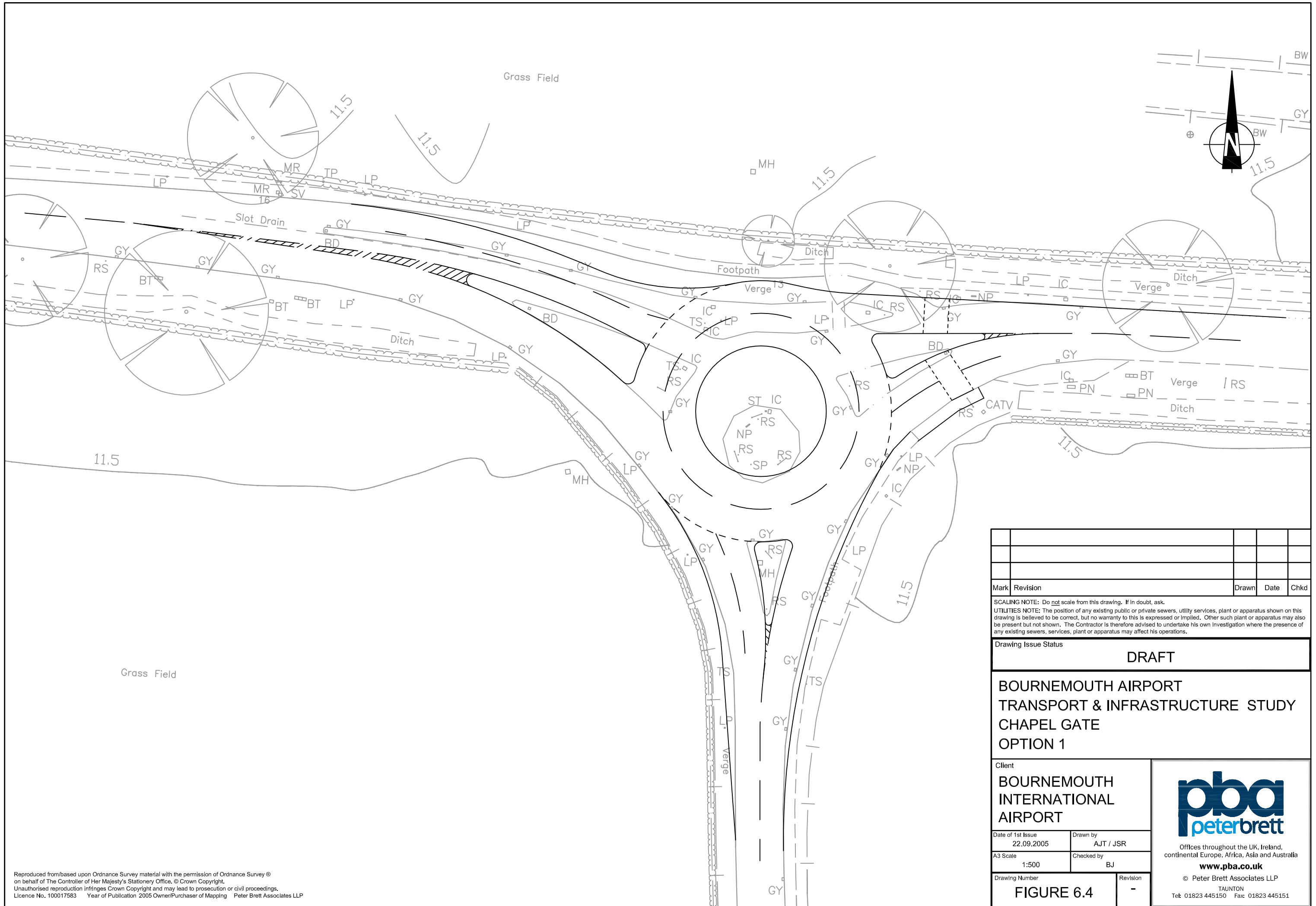


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BOURNEMOUTH INTERNATIONAL AIRPORT

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**BOURNEMOUTH AIRPORT
 TRANSPORT & INFRASTRUCTURE STUDY
 PARLEY CROSS GYRATORY
 OPTION 2
 QUANTITY DIAGRAM**

A	Revised quantities	JL	15.05.08	PL
Mark	Revision	Drawn	Date	Chkd
Drawing Status		DRAFT		
Date of 1st Issue	27.09.2005	Drawing Number	Revision	
A3 Scale	1:1000	FIGURE 6.3		A
Drawn by	AJ / JSR			
Checked by	PL			



Mark	Revision	Drawn	Date	Chkd

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Drawing Issue Status
DRAFT

**BOURNEMOUTH AIRPORT
 TRANSPORT & INFRASTRUCTURE STUDY
 CHAPEL GATE
 OPTION 1**

Client
**BOURNEMOUTH
 INTERNATIONAL
 AIRPORT**

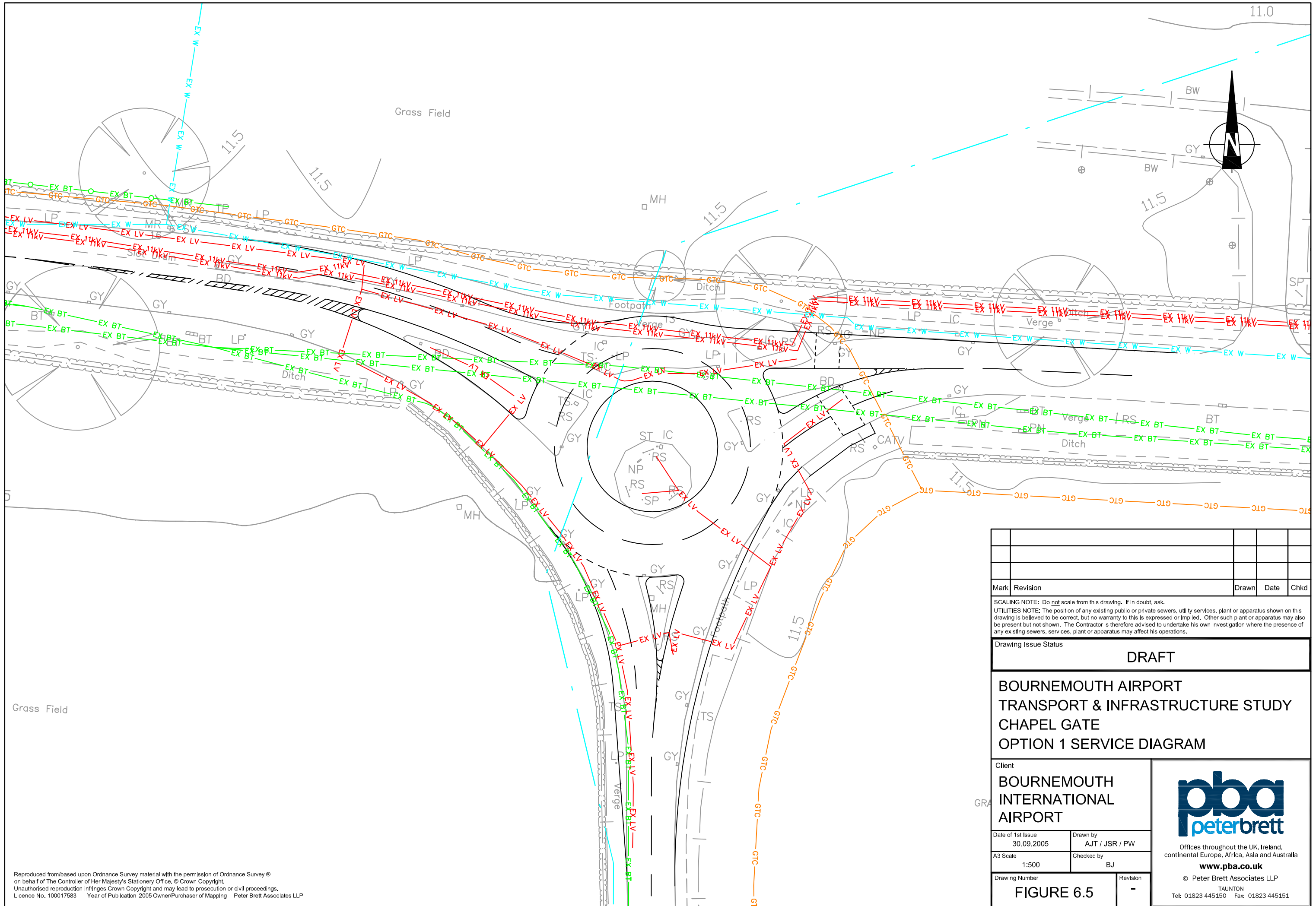
Date of 1st Issue
 22.09.2005

A3 Scale
 1:500

Drawing Number
FIGURE 6.4

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Mark	Revision	Drawn	Date	Chkd

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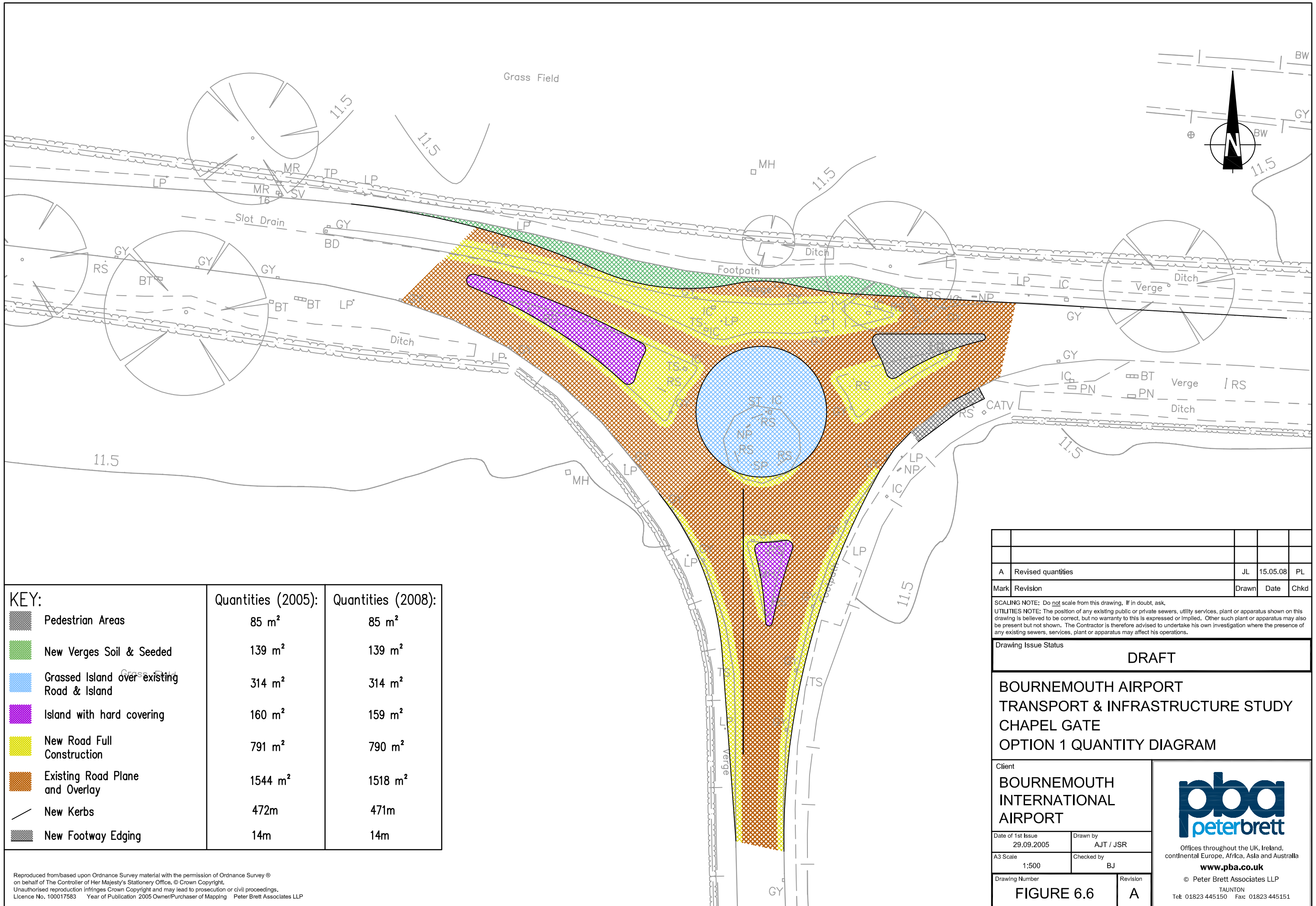
Drawing Issue Status
DRAFT

**BOURNEMOUTH AIRPORT
 TRANSPORT & INFRASTRUCTURE STUDY
 CHAPEL GATE
 OPTION 1 SERVICE DIAGRAM**

Client BOURNEMOUTH INTERNATIONAL AIRPORT	
Date of 1st Issue 30.09.2005	Drawn by AJT / JSR / PW
A3 Scale 1:500	Checked by BJ
Drawing Number FIGURE 6.5	Revision -

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KEY:	Quantities (2005):	Quantities (2008):
Pedestrian Areas	85 m ²	85 m ²
New Verges Soil & Seeded	139 m ²	139 m ²
Grassed Island over existing Road & Island	314 m ²	314 m ²
Island with hard covering	160 m ²	159 m ²
New Road Full Construction	791 m ²	790 m ²
Existing Road Plane and Overlay	1544 m ²	1518 m ²
New Kerbs	472m	471m
New Footway Edging	14m	14m

Mark	Revision	Drawn	Date	Chkd
A	Revised quantities	JL	15.05.08	PL

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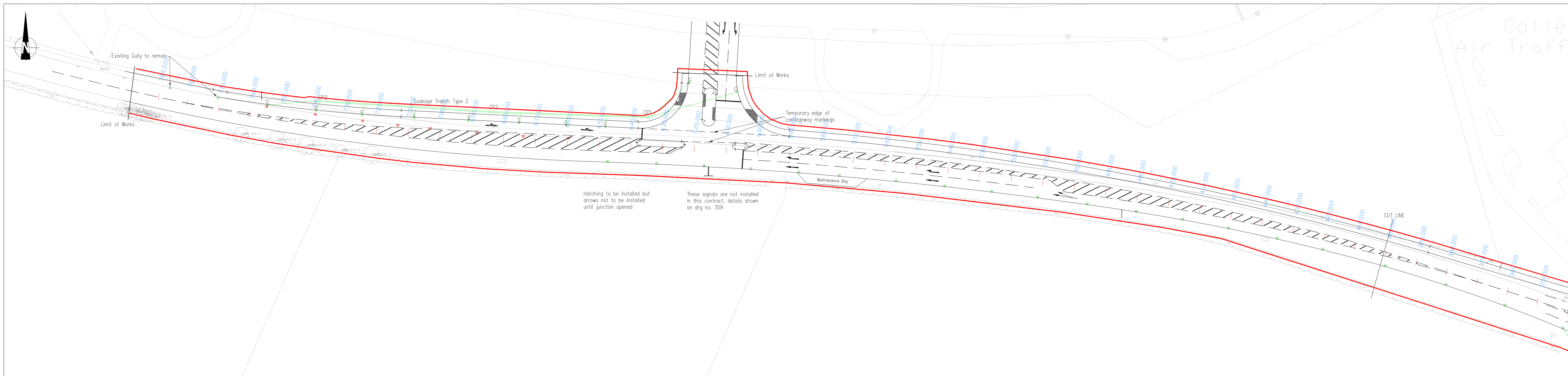
Drawing Issue Status
DRAFT

**BOURNEMOUTH AIRPORT
 TRANSPORT & INFRASTRUCTURE STUDY
 CHAPEL GATE
 OPTION 1 QUANTITY DIAGRAM**

Client BOURNEMOUTH INTERNATIONAL AIRPORT	
Date of 1st Issue 29.09.2005	Drawn by AJT / JSR
A3 Scale 1:500	Checked by BJ
Drawing Number FIGURE 6.6	Revision A

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Plan
Scale 1:500 @ A0

- Notes
1. This drawing is to be read in conjunction with all other Engineer's drawings.
 2. All dimensions are in millimetres unless noted otherwise.
 3. Do not scale this drawing.
 4. All levels are in metres above Ordnance Datum (AOD).
 5. Signals maintenance bays to be in grasscrete construction with no drop kerb at front.

- Key
- Existing Gully to remain
 - Existing Gully to be removed
 - Catch Pit See Detail Dwg 311
 - New Road Gully



Plan
Scale 1:500 @ A0

Mark	Revision	Drawn	Date	Chkd

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Drawing Issue Status: **DRAFT**

**BOURNEMOUTH AIRPORT
 TRANSPORT & INFRASTRUCTURE STUDY
 AIRPORT ENTRANCE
 GENERAL LAYOUT**

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Bournemouth Airport Christchurch Dorset BH23 6SE		
Date of 1st Issue 14.02.2007	Drawn by SMW	
A0 Scale 1:500 @ A0	Checked by TT	
Drawing Number Figure 6-7	Revision -	

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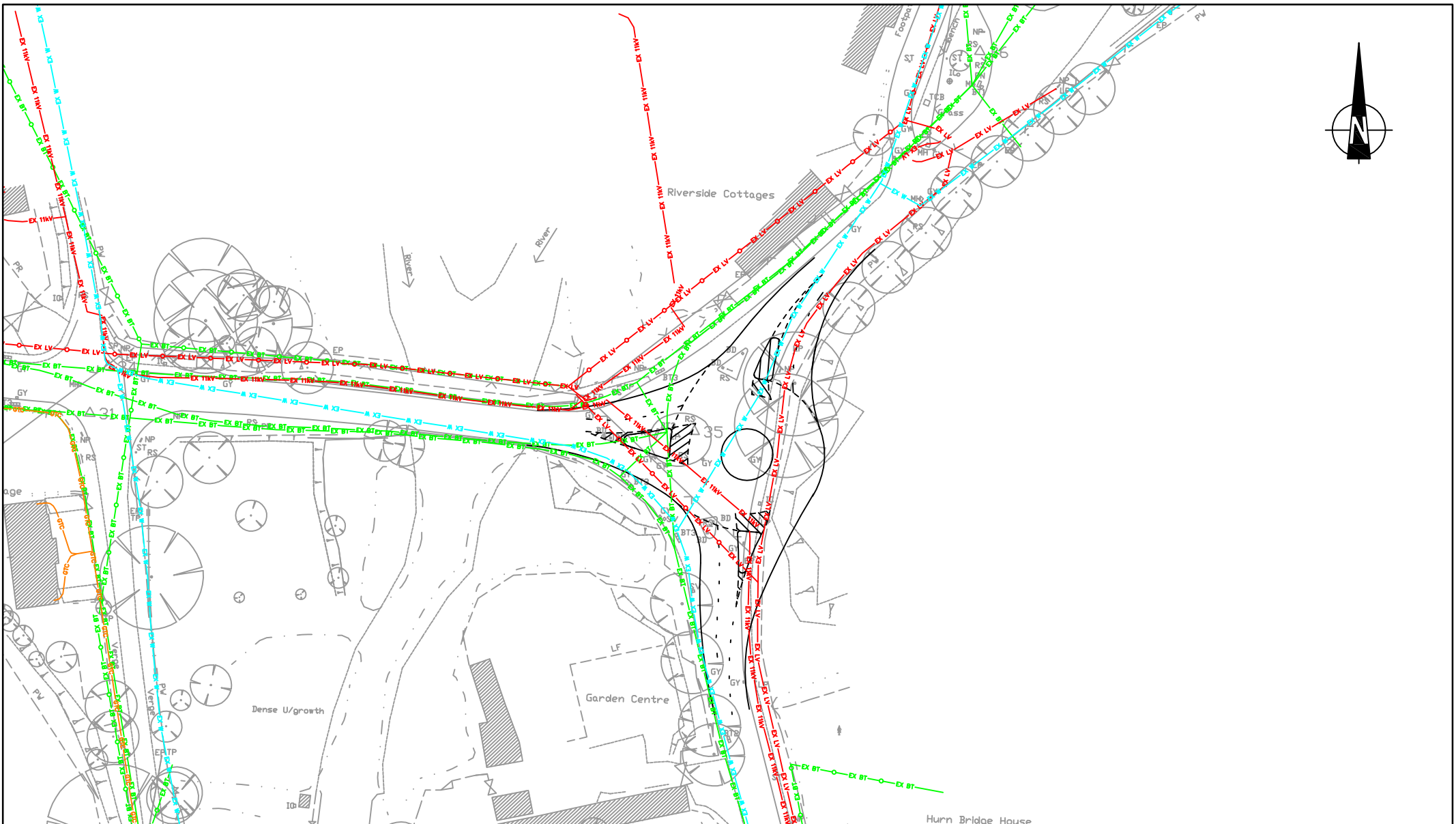
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**BOURNEMOUTH AIRPORT
 TRANSPORT & INFRASTRUCTURE STUDY
 HURN ROUNDABOUT
 OPTION 2**

Mark	Revision	Drawn	Date	Chkd
Drawing Status		DRAFT		
Date of 1st Issue	08.08.2005	Drawing Number	Revision	
A4 Scale	NTS	FIGURE 6.8	-	
Drawn by	MPD			
Checked by	BJ			



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**BOURNEMOUTH AIRPORT
 TRANSPORT & INFRASTRUCTURE STUDY
 HURN ROUNDABOUT
 OPTION 2 SERVICE DIAGRAM**

Mark	Revision	Drawn	Date	Chkd
Drawing Status		DRAFT		
Date of 1st Issue	02.10.2005	Drawing Number	Revision	
A4 Scale	NTS	FIGURE 6.9		-
Drawn by	MPD / JSR / PR			
Checked by	BJ			



Assumed area of Cut = 1200m³

KEY:		Quantities:
	Pedestrian Areas	230 m ²
	Island with hard covering	136 m ²
	New Road Full Construction	761 m ²
	Existing Road Plane and Overlay	946 m ²
	New Verges Soil & Seeded	203 m ²
	New Kerbs	333m
	New Footway Edging	95m

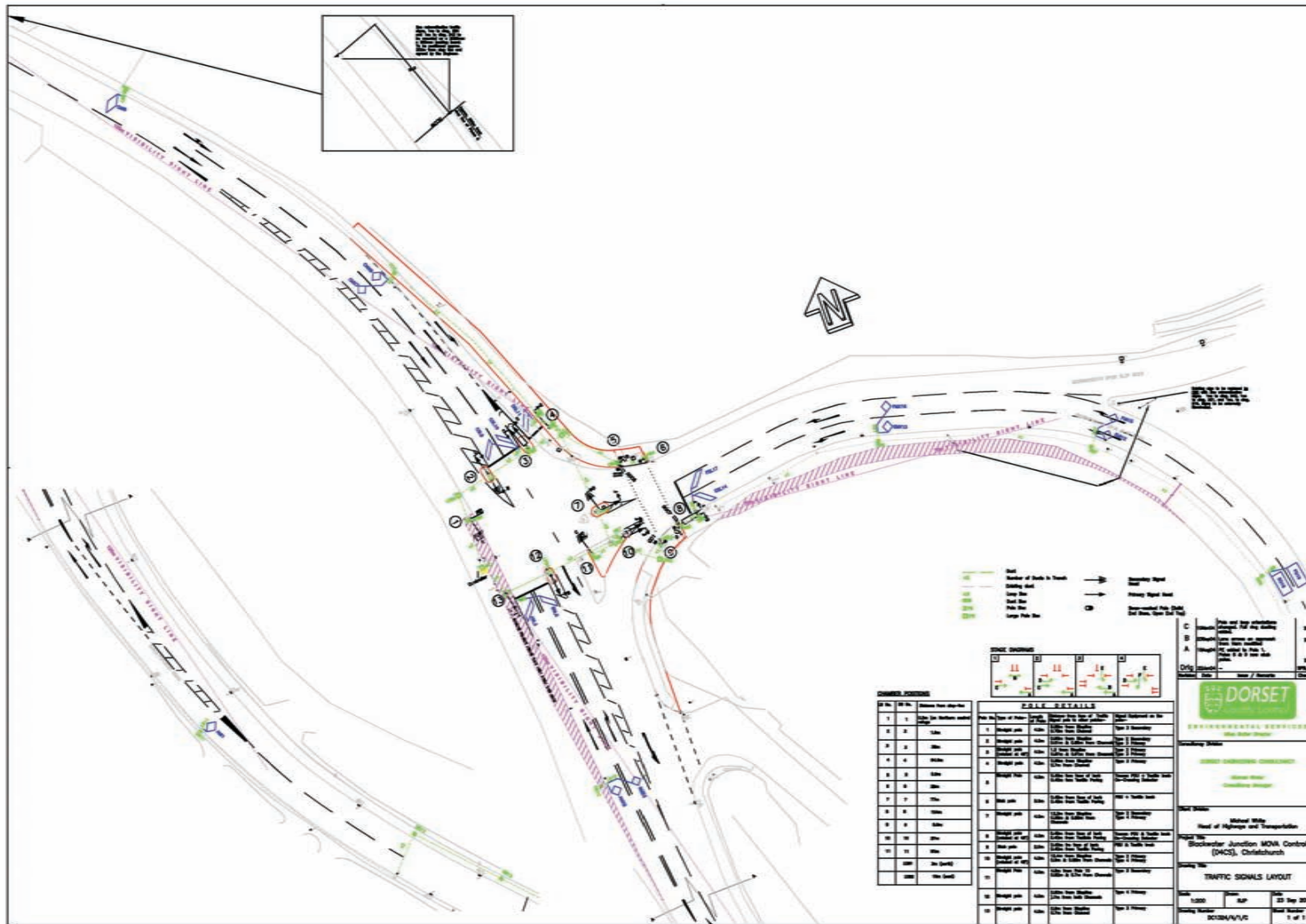
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**BOURNEMOUTH AIRPORT
 TRANSPORT & INFRASTRUCTURE STUDY
 HURN ROUNDABOUT
 OPTION 2 QUANTITY DIAGRAM**

Mark	Revision	Drawn	Date	Chkd
Drawing Status		DRAFT		
Date of 1st Issue	28.08.2005	Drawing Number	Revision	
A4 Scale	NTS	FIGURE 6.10	-	
Drawn by	MPD / JSR			
Checked by	BJ			

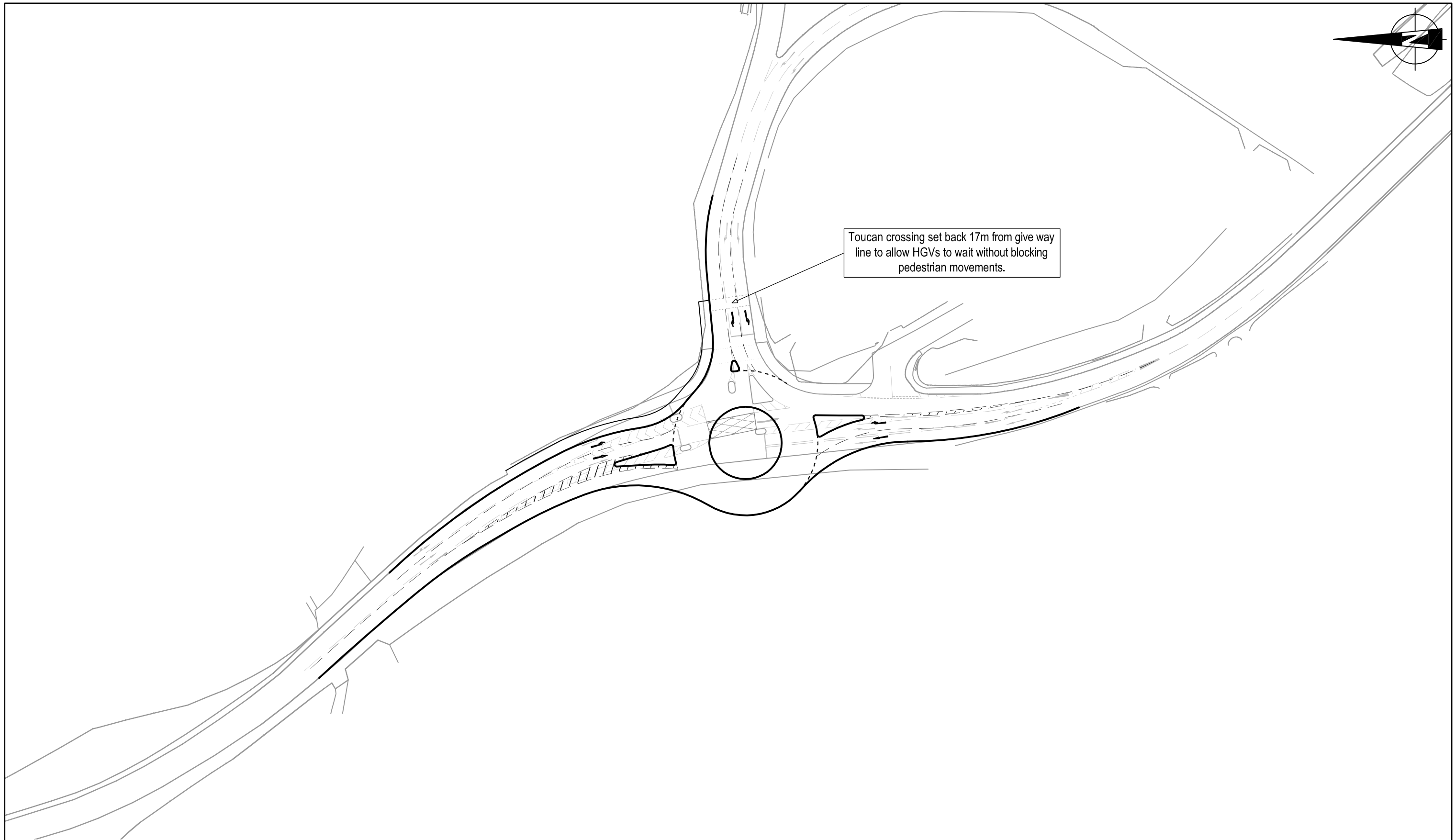


Client
Bournemouth International Airport

BOURNEMOUTH AIRPORT
TRANSPORT & INFRASTRUCTURE STUDY
BLACKWATER JUNCTION WEST

Date	27/05/2008
Scale	NTS
Drawn by	
Checked by	
Revision	

FIGURE 6.11



Toucan crossing set back 17m from give way line to allow HGVs to wait without blocking pedestrian movements.

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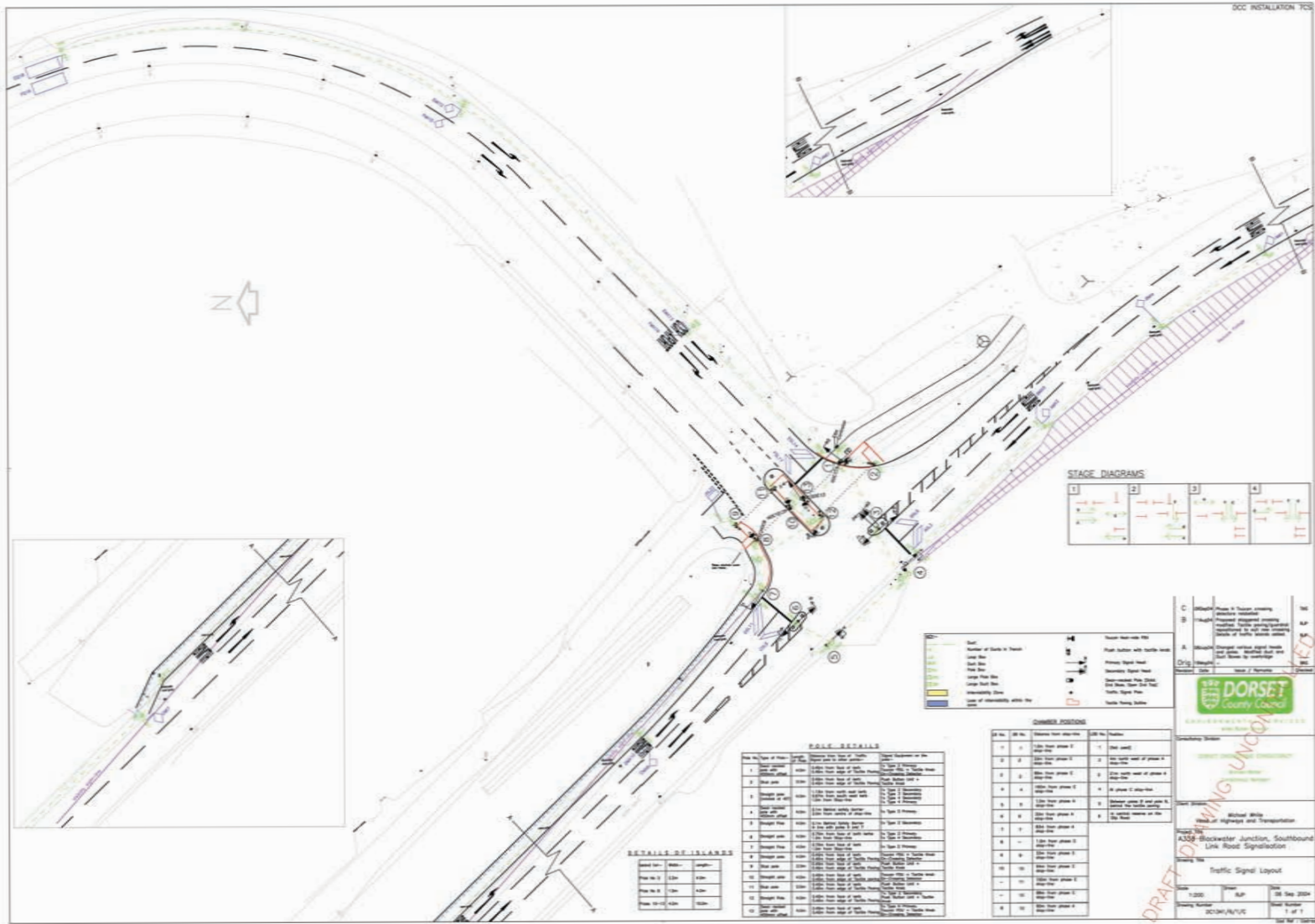
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BOURNEMOUTH AIRPORT
TRANSPORT & INFRASTRUCTURE STUDY
BLACKWATER INTERCHANGE
WESTERN JUNCTION
PROPOSED ROUNDABOUT IMPROVEMENT

Mark	Revision	Drawn	Date	Chkd
Drawing Status				
DRAFT				
Date of 1st Issue	28.05.2008	Drawing Number	Revision	
A3 Scale	1:1000	FIGURE 6.12	-	
Drawn by	JSR			
Checked by	PL			

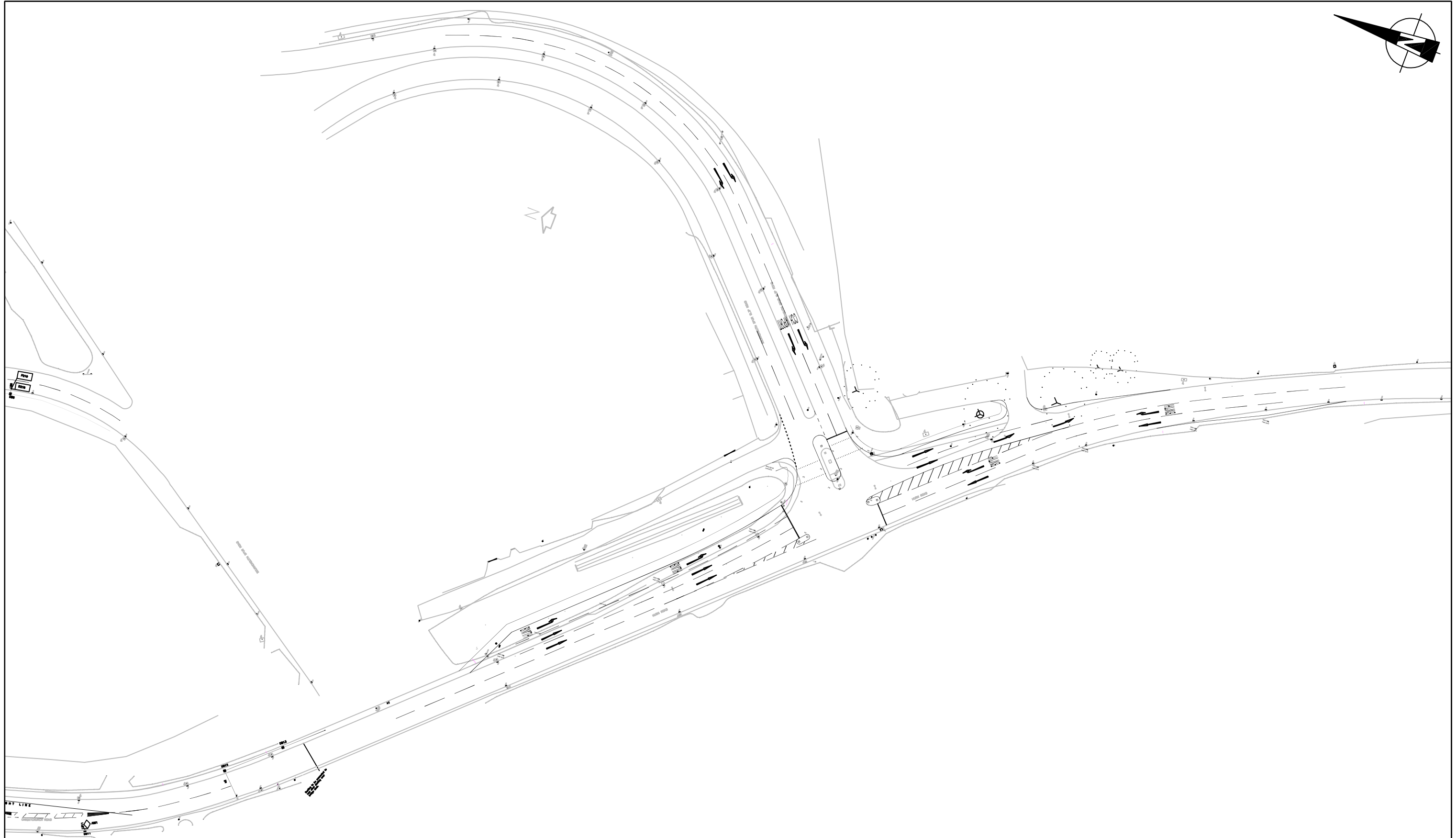
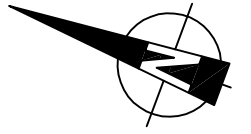


Client
Bournemouth International Airport

BOURNEMOUTH AIRPORT
TRANSPORT & INFRASTRUCTURE STUDY
BLACKWATER JUNCTION EAST

Date 27/05/2008
Scale NTS
Drawn by
Checked by
Revision

FIGURE 6.13



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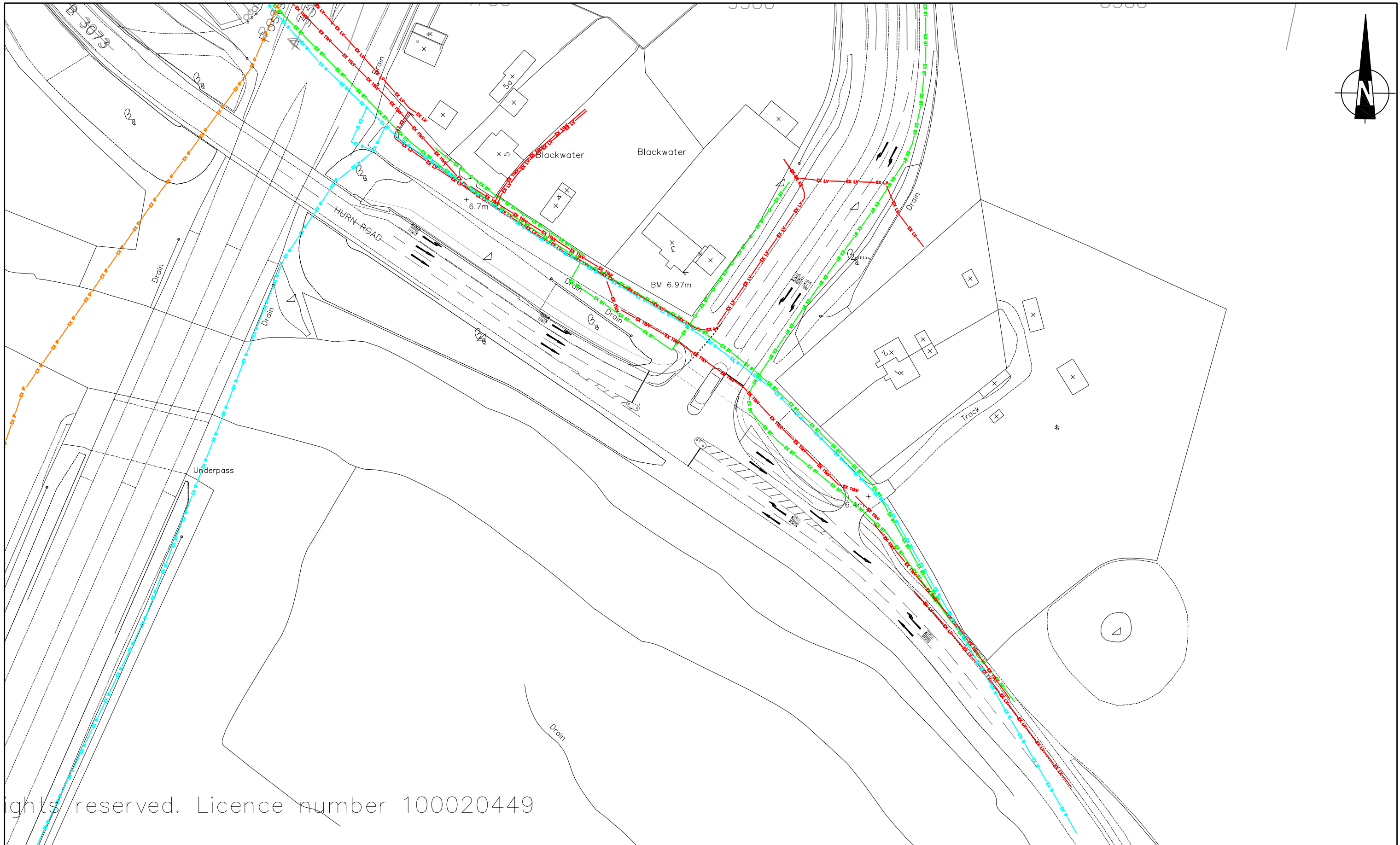
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BOURNEMOUTH AIRPORT
TRANSPORT & INFRASTRUCTURE STUDY
BLACKWATER INTERCHANGE
EASTERN JUNCTION
PROPOSED JUNCTION IMPROVEMENT

Mark	Revision	Drawn	Date	Chkd
Drawing Status		DRAFT		
Date of 1st Issue	17.11.2005	Drawing Number	FIGURE 6.14	
A3 Scale	1:1000	Drawn by	AJT	Revision
Checked by	PL			-



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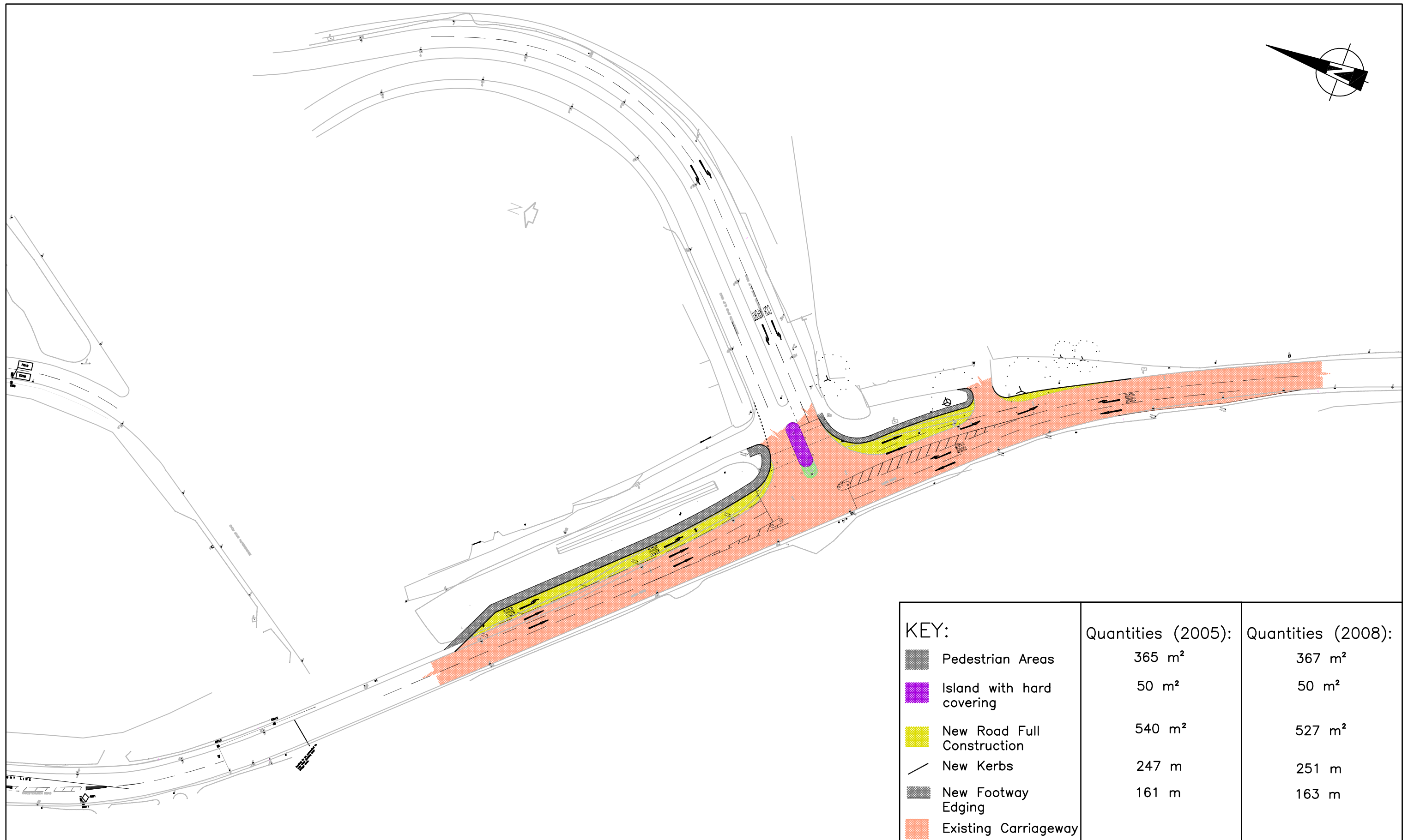
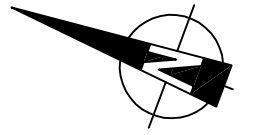
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**BOURNEMOUTH AIRPORT
 TRANSPORT & INFRASTRUCTURE STUDY
 BLACKWATER INTERCHANGE
 EASTERN JUNCTION
 SERVICE DIAGRAM**

Mark	Revision	Drawn	Date	Chkd
Drawing Status		DRAFT		
Date of 1st Issue	17.11.2005	Drawing Number	FIGURE 6.15	
A3 Scale	1:1000	Drawn by	AJT	Revision
Checked by	PL			-



KEY:	Quantities (2005):	Quantities (2008):
Pedestrian Areas	365 m ²	367 m ²
Island with hard covering	50 m ²	50 m ²
New Road Full Construction	540 m ²	527 m ²
New Kerbs	247 m	251 m
New Footway Edging	161 m	163 m
Existing Carriageway		

Client
BOURNEMOUTH INTERNATIONAL AIRPORT

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**BOURNEMOUTH AIRPORT
TRANSPORT & INFRASTRUCTURE STUDY
BLACKWATER INTERCHANGE
EASTERN JUNCTION
QUANTITY DIAGRAM**

A	Revised quantities	JL	15.05.08	PL
Mark	Revision	Drawn	Date	Chkd
Drawing Status: DRAFT				
Date of 1st Issue 17.11.2005		Drawing Number		Revision
A3 Scale 1:1000		FIGURE 6.16		A
Drawn by AJT				
Checked by PL				

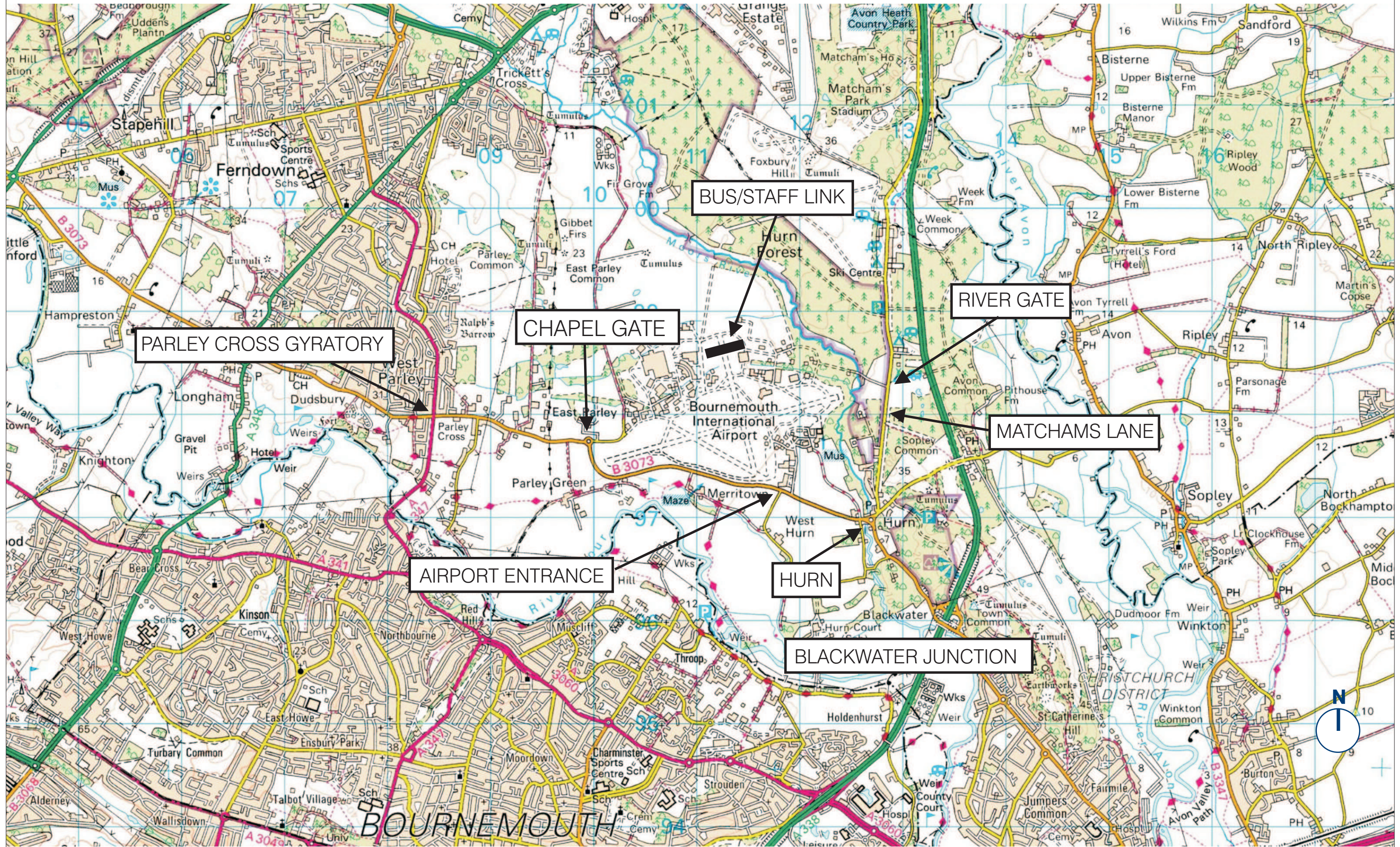


Figure 6.17 Location of Infrastructure Improvements

Appendix 1: Bournemouth Airport Junction Capacity Results

**BOURNEMOUTH AIRPORT
TRANSPORT AND INFRASTRUCTURE STUDY
JUNCTION CAPACITY RESULTS**

PARLEY CROSS – EXISTING SIGNALISED JUNCTION

RFC % = Ratio of flow to capacity		2006 PCU Base Flows (Options 740 & 741)		2020 PCU Base Flows	
PCU = Passenger Car Units				No Travel Plan (Options 781 & 782)	
		AM	PM	AM	PM
New Road North Ahead Right	RFC %	102	101	107	108
	Queue	19	25	22	31
New Road North Left	RFC %	106	32	114	35
	Queue	19	4	25	4
Christchurch Road East Right	RFC %	67	57	71	62
	Queue	7	7	8	8
Christchurch Road East Ahead	RFC %	104	100	115	108
	Queue	21	24	30	31
New Road South Right	RFC %	106	101	115	108
	Queue	23	13	32	15
New Road South Ahead	RFC %	74	71	78	74
	Queue	12	11	13	12
New Road South Left	RFC %	18	25	19	26
	Queue	2	4	3	4
Christchurch Road West Right	RFC %	53	99	55	106
	Queue	7	20	7	24
Christchurch Road West Left Ahead	RFC %	105	98	116	108
	Queue	29	19	44	26

NOTE

2020 PCU Flows includes additional traffic from the Aim, MBT, Gravel Works and Basepoint developments together with 3 million passengers using the Airport.

The beneficial effects of Travel Plans have been ignored.

PARLEY CROSS – IMPROVED (NO TRAVEL PLAN)

RFC % = Ratio of flow to capacity		2030 PCU Base Flows (Options 826 & 827)		2030 PCU flows Base + 1.5m passengers (Options 835 & 836)		2030 PCU flows Base + 1.5m passengers + Option 4 (Options 838 & 839)		2030 PCU flows Base + 1.5m passengers + Option 4 + Parley Housing (Options 841 & 842)	
PCU = Passenger Car Units		AM	PM	AM	PM	AM	PM	AM	PM
New Rd (Link103)	RFC %	-	-	-	-	-	-	-	-
	Queue	-	-	-	-	-	-	-	-
New Rd (Link 104)	RFC %	83	82	83	82	86	85	87	88
	Queue	18	18	16	18	17	19	18	21
New Rd (Link 105)	RFC %	55	71	56	72	58	76	61	81
	Queue	10	14	11	14	11	15	12	17
Christchurch Rd Link 106)	RFC %	81	84	82	84	84	85	89	89
	Queue	11	11	11	11	12	12	14	14
Christchurch Rd Link 107)	RFC %	81	84	82	84	84	85	89	84
	Queue	11	11	11	11	12	12	14	12
New Rd (Link 101)	RFC %	36	37	36	37	38	37	40	41
	Queue	5	5	5	5	5	5	6	6
New Rd (Link 102)	RFC %	43	43	43	44	48	44	48	49
	Queue	5	6	5	6	6	6	6	6
Christchurch Rd (Link 201)	RFC %	40	36	37	37	38	40	38	41
	Queue	4	2	4	2	5	3	5	2
Christchurch Rd Link 202)	RFC %	66	66	62	66	64	72	65	76
	Queue	8	6	8	6	9	8	9	8
New Rd (Link204)	RFC %	35	22	37	23	41	24	42	24
	Queue	5	3	5	3	6	3	6	3
New Rd (Link205)	RFC %	65	85	68	85	68	85	72	87
	Queue	12	18	13	18	13	18	15	20
New Rd Link 301)	RFC %	38	54	39	56	41	58	42	62
	Queue	11	16	11	17	11	17	12	19
Christchurch Rd (Link 302)	RFC %	23	32	23	31	23	33	24	34
	Queue	3	5	2	5	3	5	3	6
Christchurch Rd (Link 303)	RFC %	38	56	38	55	38	58	39	61
	Queue	5	10	4	10	5	11	5	12
Christchurch Rd (Link 304)	RFC %	27	50	27	49	27	52	29	55
	Queue	3	9	3	9	3	9	3	10
New Rd (Link 305)	RFC %	39	20	38	20	41	20	44	22
	Queue	8	4	7	4	8	4	9	5
Christchurch Rd (Link 401)	RFC %	28	41	32	42	29	47	33	46
	Queue	6	10	8	10	6	13	8	11
New Rd (Link 501)	RFC %	46	23	41	23	46	23	47	24
	Queue	9	4	12	5	14	4	14	5

PARLEY CROSS – IMPROVED (WITH TRAVEL PLAN)

RFC % = Ratio of flow to capacity				2030 PCU Base Flows (Options 853 & 854)		2030 PCU flows Base + 1.5m passengers (Options 862 & 863)		2030 PCU flows Base + 1.5m passengers + Option 4 (Options 865 & 866)		2030 PCU flows Base + 1.5m passengers + Option 4 + Parley Housing (Options 868 & 869)	
PCU = Passenger Car Units				AM	PM	AM	PM	AM	PM	AM	PM
New Rd (Link103)	RFC %	-	-	-	-	-	-	-	-	-	-
	Queue	-	-	-	-	-	-	-	-	-	-
New Rd (Link 104)	RFC %	82	83	83	83	84	84	86	89		
	Queue	15	18	16	18	16	19	17	20		
New Rd (Link 105)	RFC %	54	71	55	71	56	73	60	80		
	Queue	10	14	11	14	11	15	12	20		
Christchurch Rd Link 106)	RFC %	79	82	80	82	85	85	86	85		
	Queue	11	11	11	11	12	11	13	12		
Christchurch Rd Link 107)	RFC %	79	77	80	78	85	85	86	79		
	Queue	11	10	11	10	12	11	13	10		
New Rd (Link 101)	RFC %	35	37	36	38	37	37	39	42		
	Queue	5	5	5	5	5	5	6	6		
New Rd (Link 102)	RFC %	42	44	42	44	44	44	47	50		
	Queue	5	6	5	6	5	6	6	7		
Christchurch Rd (Link 201)	RFC %	37	36	37	36	38	38	39	40		
	Queue	4	2	4	2	4	2	5	5		
Christchurch Rd Link 202)	RFC %	62	65	61	66	63	69	66	72		
	Queue	8	6	8	6	8	7	9	11		
New Rd (Link204)	RFC %	34	21	35	22	39	23	39	23		
	Queue	5	3	5	3	6	3	6	3		
New Rd (Link205)	RFC %	67	83	68	83	68	85	70	86		
	Queue	13	18	13	18	13	18	14	19		
New Rd Link 301)	RFC %	38	54	38	54	39	56	42	60		
	Queue	10	16	11	16	11	17	12	18		
Christchurch Rd (Link 302)	RFC %	23	31	23	31	23	33	23	34		
	Queue	3	5	3	5	3	5	3	5		
Christchurch Rd (Link 303)	RFC %	37	54	38	54	38	57	38	59		
	Queue	5	10	5	9	5	11	5	10		
Christchurch Rd (Link 304)	RFC %	27	48	27	48	28	51	28	54		
	Queue	3	8	3	8	3	9	3	9		
New Rd (Link 305)	RFC %	37	20	37	20	40	20	41	22		
	Queue	7	4	7	4	8	4	8	4		
Christchurch Rd (Link 401)	RFC %	29	41	30	40	31	43	33	44		
	Queue	6	10	7	9	7	11	8	11		
New Rd (Link 501)	RFC %	27	43	44	23	45	23	45	24		
	Queue	3	9	13	5	13	4	13	5		

CHAPEL GATE ROUNDABOUT – EXISTING

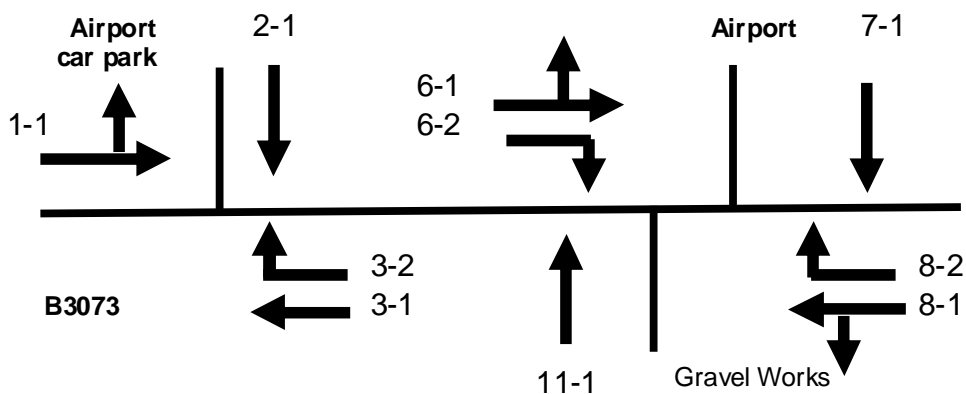
RFC % = Ratio of flow to capacity		2006 Base Veh Flows (Options 740 & 741)		2020 Base Veh flows (Options 781 & 782)		2030 Veh flows Base + 1.5m passengers + Option 4	
PCU = Passenger Car Units						10% Travel Plan (Options 865 & 866)	
Arm		AM	PM	AM	PM	AM	PM
Parley Lane West (Arm A)	RFC	0.81	0.51	0.90	0.55	0.94	0.57
	Queue	4.1	1.0	7.5	1.2	13.9	1.3
Chapel Gate (Arm B)	RFC	0.18	0.58	0.23	0.80	0.27	0.91
	Queue	0.2	1.4	0.3	3.8	0.4	9.3
Parley Lane East (Arm C)	RFC	0.64	0.69	0.75	0.75	0.82	0.80
	Queue	1.7	2.2	3.0	2.9	4.4	3.9

CHAPEL GATE ROUNDABOUT - IMPROVED

RFC % = Ratio of flow to capacity		2030 Veh flows Base + 1.5m passengers + Option 4		2030 Veh flows Base + 1.5m passengers + Option 4 + Parley Housing		2030 Veh flows Base + 1.5m passengers + Option 4 + Parley Housing	
PCU = Passenger Car Units						10% Travel Plan (Options 868 & 869)	
Arm		AM	PM	AM	PM	AM	PM
Parley Lane West (Arm A)	RFC	0.88	0.41	0.89	0.42	0.83	0.41
	Queue	6.8	0.7	7.9	0.7	4.9	0.7
Chapel Gate (Arm B)	RFC	0.28	0.95	0.29	0.97	0.26	0.87
	Queue	0.4	16.0	0.4	20.1	0.3	6.3
Parley Lane East (Arm C)	RFC	0.75	0.73	0.75	0.74	0.72	0.70
	Queue	3.0	2.6	3.0	2.8	2.5	2.3

AIRPORT ENTRANCE - IMPROVED

Airport Entrance		2030 PCU flows Base + 1.5m passengers + Option 4 + Parley Housing		2030 PCU Base Flows 10% Travel Plan (Options 853 & 854)		2030 PCU flows Base + 1.5m passengers 10% Travel Plan (Options 862 & 863)		2030 PCU flows Base + 1.5m passengers + Option 4 10% Travel Plan (Options 865 & 866)		2030 PCU flows Base + 1.5m passengers + Option 4 + Parley Housing 10% Travel Plan (Options 868 & 869)	
Proposed Design		No Travel Plan (Options 841 & 842)									
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Parley Rd West Straight and Left (6-1)	RFC %	97	93	86	79	90	82	91	87	92	88
	Queue	55	37	29	24	31	26	33	30	37	31
Parley Rd West Right Turn (6-2)	RFC %	11	6	9	5	9	5	11	6	11	6
	Queue	0	0	0	0	0	0	0	0	0	0
Airport Access Out (7-1)	RFC %	80	89	50	77	71	78	71	85	71	85
	Queue	9	12	5	8	7	9	7	10	8	10
Parley Rd East Straight and Left (8-1)	RFC %	57	43	50	40	50	41	55	42	55	42
	Queue	40	27	33	25	33	25	38	26	38	26
Parley Rd East Right Turn (8-2)	RFC %	98	47	83	28	89	41	90	41	92	41
	Queue	23	5	13	3	16	4	17	4	16	4
Hurn Court Lane (11-1)	RFC %	17	17	17	17	17	17	17	17	17	17
	Queue	1	1	1	1	1	1	1	1	1	1
Parley Lane East Straight (3-1)	RFC %	77	59	67	55	68	56	74	57	74	58
	Queue	52	35	48	31	48	31	55	33	51	34
Parley Lane East Right Turn (3-2)	RFC %	34	24	28	21	35	23	35	24	35	24
	Queue	2	1	1	1	2	1	2	1	2	1
Parley Lane West Straight (1-1)	RFC %	76	78	70	68	71	69	73	74	74	75
	Queue	32	40	26	28	27	30	29	34	30	35
Car Park Out (2-1)	RFC %	27	57	24	42	28	53	28	56	28	56
	Queue	2	9	2	7	2	9	2	9	2	9

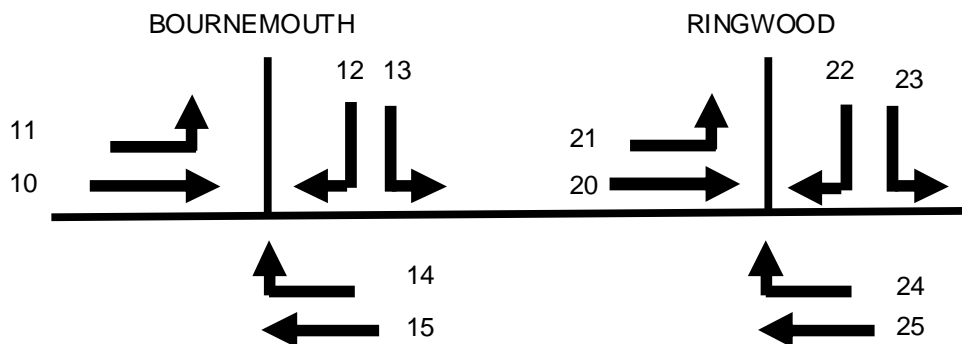


HURN ROUNDABOUT – DCC IMPROVEMENT

Hurn		2030 Veh flows Base + 1.5m passengers + Option 4 + Parley Housing		2030 Veh flows Base + 1.5m passengers + Option 4 + Parley Housing	
DCC Improved					
		No Travel Plan (Options 841 & 842)		10% Travel Plan (Options 868 & 869)	
Arm		AM	PM	AM	PM
Parley Lane East	RFC	0.78	0.60	0.73	0.59
	Queue	3.4	1.5	2.7	1.4
Parley Lane West	RFC	0.67	0.85	0.65	0.81
	Queue	2.0	5.7	1.8	4.1
Avon Causeway	RFC	0.62	0.49	0.60	0.48
	Queue	1.6	1.0	1.5	0.9

BLACKWATER - EXISTING

Blackwater		2006 Base PCU Flows		2006 Base PCU Flows		2020 PCU Base Flows		2020 PCU Base Flows	
Existing Design		(Options 740 & 741)		(link 10 – 2 lanes) (Options 740 & 741)		No Travel Plan (Options 781 & 782)		No Travel Plan (link 10 – 2 lanes) (Options 781 & 782)	
		AM	PM	AM	PM	AM	PM	AM	PM
B3073 West Straight (Link10)	RFC %	104	98	84	84	117	105	85	85
	Queue	60	43	31	33	115	69	34	35
B3073 West Left Turn (Link11)	RFC %	9	17	16	34	16	20	25	37
	Queue	1	3	1	3	2	3	3	4
From Bournemouth Right (Turn Link 12)	RFC %	97	89	81	74	98	94	85	76
	Queue	26	19	19	15	29	22	21	17
From Bournemouth Left Turn (Link 13)	RFC %	35	59	27	43	35	62	29	46
	Queue	7	13	4	8	7	13	5	9
B3073 Internal Westbound Right Turn (Link 14)	RFC %	81	74	50	37	84	83	58	45
	Queue	9	7	7	5	10	8	8	6
B3073 Internal Westbound Straight (Link 15)	RFC %	53	45	59	50	61	52	67	58
	Queue	14	10	15	12	17	13	19	15
B3073 Internal Eastbound Straight (Link 20)	RFC %	67	83	69	84	72	87	77	89
	Queue	15	23	17	27	16	26	21	32
B3073 Internal Eastbound Left Turn (Link 21)	RFC %	48	40	50	40	46	41	54	43
	Queue	3	4	5	1	3	4	7	1
From Ringwood Right Turn (Link 22)	RFC %	61	30	61	30	63	62	69	62
	Queue	3	1	3	1	5	3	5	3
From Ringwood Left Turn (Link 23)	RFC %	34	61	34	60	33	62	33	62
	Queue	6	11	6	11	6	12	6	12
B3073 East Right Turn (Link 24)	RFC %	90	96	90	92	92	97	92	97
	Queue	21	22	21	19	22	23	22	23
B3073 East Straight (Link25)	RFC %	46	40	46	40	50	43	50	43
	Queue	6	5	6	5	9	5	8	5



BLACKWATER WEST IMPROVED (WITH TRAVEL PLAN) - Link 10 as 2 lanes

Blackwater	Improved Eastern Junction	2030 PCU Base Flows (Options 853 & 854)		2030 PCU flows Base + 1.5m passengers (Options 862 & 863)		2030 PCU flows Base + 1.5m passengers + Option 4 (Options 865 & 866)		2030 PCU flows Base + 1.5m passengers + Option 4 + Parley Housing (Options 868 & 869)	
		AM	PM	AM	PM	AM	PM	AM	PM
B3073 West Straight (Link10)	RFC %	85	85	86	84	88	85	86	86
	Queue	34	34	35	34	37	36	36	36
B3073 West Left Turn (Link11)	RFC %	24	37	31	41	31	40	30	40
	Queue	2	4	3	4	3	5	3	5
From Bournemouth Right (Turn Link 12)	RFC %	84	76	84	79	87	79	87	79
	Queue	20	17	20	18	22	18	22	18
From Bournemouth Left Turn (Link 13)	RFC %	29	46	29	46	29	47	30	47
	Queue	5	9	5	9	5	9	5	9
B3073 Internal Westbound Right Turn (Link 14)	RFC %	57	43	59	44	61	47	64	47
	Queue	8	6	8	6	8	6	8	6
B3073 Internal Westbound Straight (Link 15)	RFC %	64	58	69	59	73	61	74	62
	Queue	18	15	20	16	21	16	21	17
B3073 Internal Eastbound Straight (Link 20)	RFC %	76	88	80	89	81	90	81	91
	Queue	20	31	22	31	22	34	23	34
B3073 Internal Eastbound Left Turn (Link 21)	RFC %	55	43	56	43	56	44	55	44
	Queue	7	1	8	1	8	1	8	1
From Ringwood Right Turn (Link 22)	RFC %	71	58	74	77	76	78	76	78
	Queue	5	3	6	4	6	4	6	4
From Ringwood Left Turn (Link 23)	RFC %	34	63	33	63	33	65	34	65
	Queue	6	12	6	12	6	12	6	12
B3073 East Right Turn (Link 24)	RFC %	93	98	93	98	93	101	95	101
	Queue	23	25	23	25	23	29	25	29
B3073 East Straight (Link25)	RFC %	49	43	50	43	52	44	52	44
	Queue	7	5	8	5	9	6	9	6

BLACKWATER WEST & EAST IMPROVED (WITH TRAVEL PLAN)
- Link 10 as 2 lanes and Link 20 as 2 lanes

Blackwater	Improved Eastern and Western Junction	2030 PCU Base Flows (Options 853 & 854)		2030 PCU flows Base + 1.5m passengers (Options 862 & 863)		2030 PCU flows Base + 1.5m passengers + Option 4 (Options 865 & 866)		2030 PCU flows Base + 1.5m passengers + Option 4 + Parley Housing (Options 868 & 869)	
		AM	PM	AM	PM	AM	PM	AM	PM
B3073 West Straight (Link10)	RFC %	85	87	86	86	88	88	89	88
	Queue	34	35	35	35	37	37	37	38
B3073 West Left Turn (Link11)	RFC %	24	39	31	42	31	42	31	42
	Queue	2	4	3	4	3	5	3	5
From Bournemouth Right (Turn Link 12)	RFC %	84	78	84	79	87	81	87	81
	Queue	20	17	20	18	22	18	22	18
From Bournemouth Left Turn (Link 13)	RFC %	29	45	29	46	29	46	29	46
	Queue	5	9	5	9	5	9	5	9
B3073 Internal Westbound Right Turn (Link 14)	RFC %	57	40	59	42	61	43	61	43
	Queue	8	6	8	6	8	6	8	6
B3073 Internal Westbound Straight (Link 15)	RFC %	64	57	69	59	73	60	74	61
	Queue	18	14	19	15	21	16	21	16
B3073 Internal Eastbound Straight (Link 20)	RFC %	43	48	45	49	45	50	46	50
	Queue	15	15	16	18	16	16	16	17
B3073 Internal Eastbound Left Turn (Link 21)	RFC %	56	45	57	45	58	46	58	47
	Queue	7	1	8	4	8	1	7	1
From Ringwood Right Turn (Link 22)	RFC %	55	58	59	60	61	68	61	68
	Queue	4	3	5	3	5	4	5	4
From Ringwood Left Turn (Link 23)	RFC %	31	58	30	56	30	58	30	58
	Queue	6	11	5	11	5	11	5	11
B3073 East Right Turn (Link 24)	RFC %	88	87	88	89	88	89	88	89
	Queue	21	18	21	19	21	19	21	19
B3073 East Straight (Link25)	RFC %	50	43	52	44	54	44	54	45
	Queue	8	5	9	6	10	6	10	6

BLACKWATER WEST ROUNDABOUT IMPROVEMENT (replaces existing signalised junction)

Blackwater		2030 Veh flows Base + 1.5m passengers + Option 4 + Parley Housing		2030 Veh flows Base + 1.5m passengers + Option 4 + Parley Housing	
PBA Improvement		No Travel Plan (Options 841 & 842)		10% Travel Plan (Options 868 & 869)	
Arm		AM	PM	AM	PM
Hurn Road West	RFC	0.57	0.59	0.55	0.57
	Queue	1.3	1.4	1.2	1.3
Slip Road from A338	RFC	0.71	0.77	0.67	0.75
	Queue	2.5	3.3	2.0	2.9
Hurn Road East	RFC	0.62	0.48	0.57	0.47
	Queue	1.6	0.9	1.3	0.9

BLACKWATER EAST – IMPROVED SIGNALS (WITH TRAVEL PLAN) - *Link 20 widened to 2 lanes*

Blackwater		2030 PCU flows Base + 1.5m passengers + Option 4		2030 PCU flows Base + 1.5m passengers + Option 4 + Parley Housing		2030 PCU flows Base + 1.5m passengers + Option 4 + Parley Housing	
Improved Eastern Junction		10% Travel Plan (Options 865 & 866)		10% Travel Plan (Options 868 & 869)		No Travel Plan (Options 841 & 842)	
		AM	PM	AM	PM	AM	PM
B3073 Internal Eastbound Straight (Link 20)	RFC %	45	50	46	50	55	66
	Queue	16	16	16	17	16	22
B3073 Internal Eastbound Left Turn (Link 21)	RFC %	58	46	58	47	64	56
	Queue	8	1	7	1	12	9
From Ringwood Right Turn (Link 22)	RFC %	61	68	61	68	67	63
	Queue	5	4	5	4	5	3
From Ringwood Left Turn (Link 23)	RFC %	30	58	30	58	29	48
	Queue	5	11	5	11	4	7
B3073 East Right Turn (Link 24)	RFC %	88	89	88	89	83	73
	Queue	21	19	21	19	15	12
B3073 East Straight (Link 25)	RFC %	54	44	54	45	58	47
	Queue	10	6	10	6	9	6