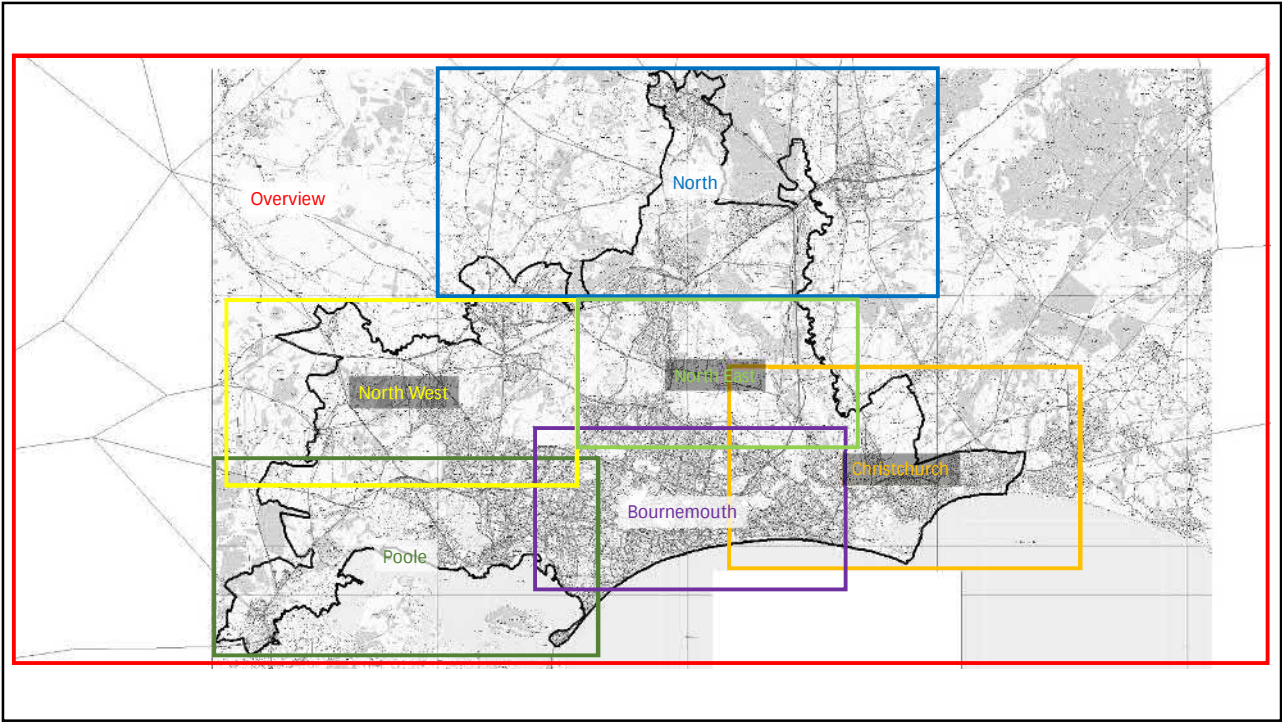
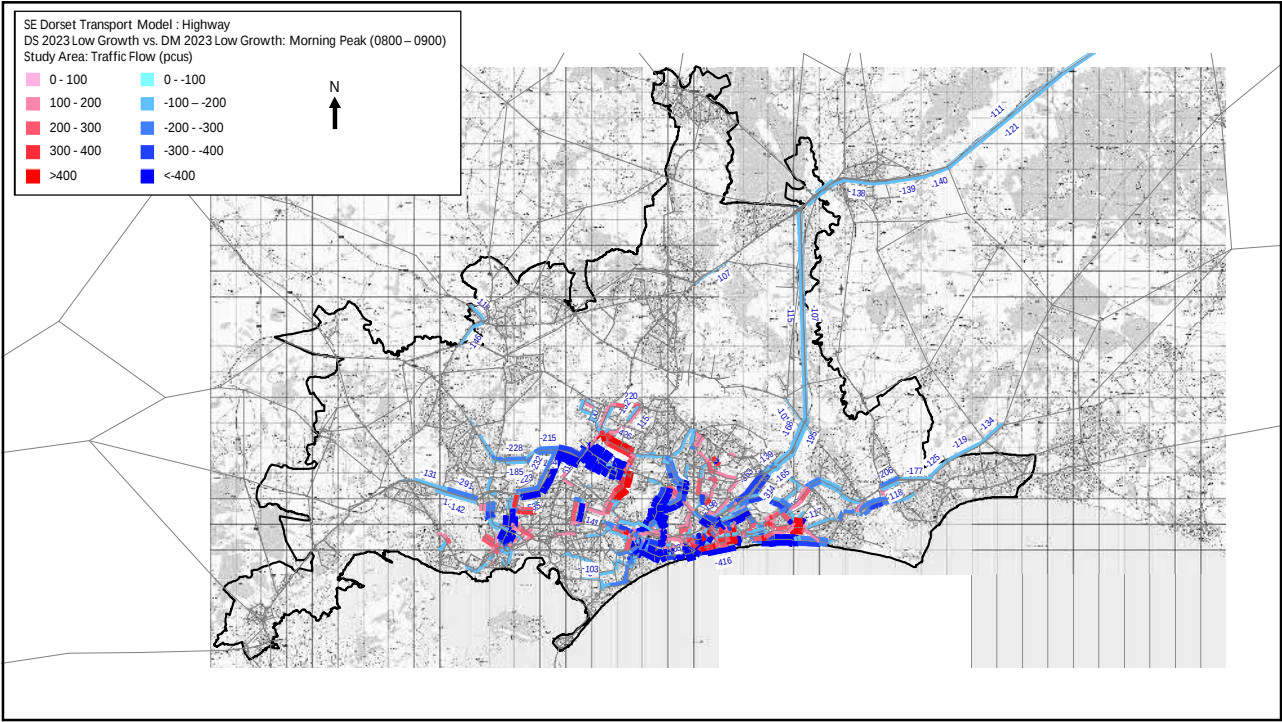
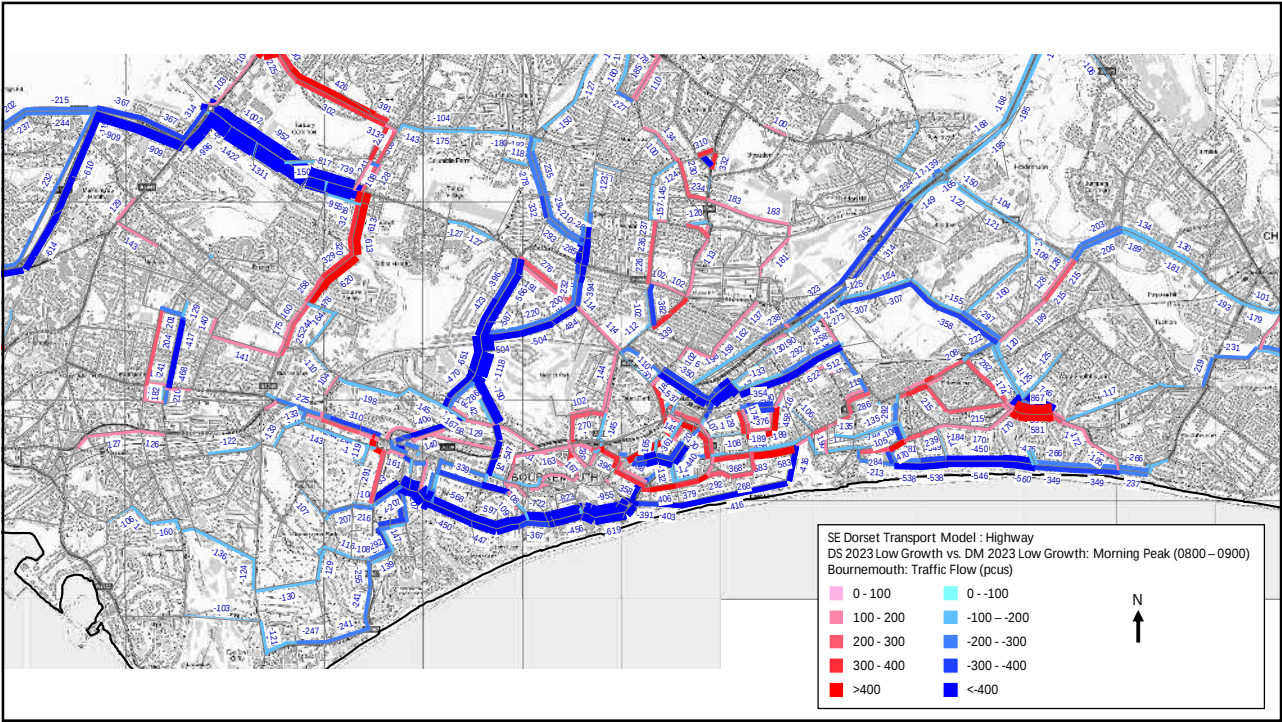




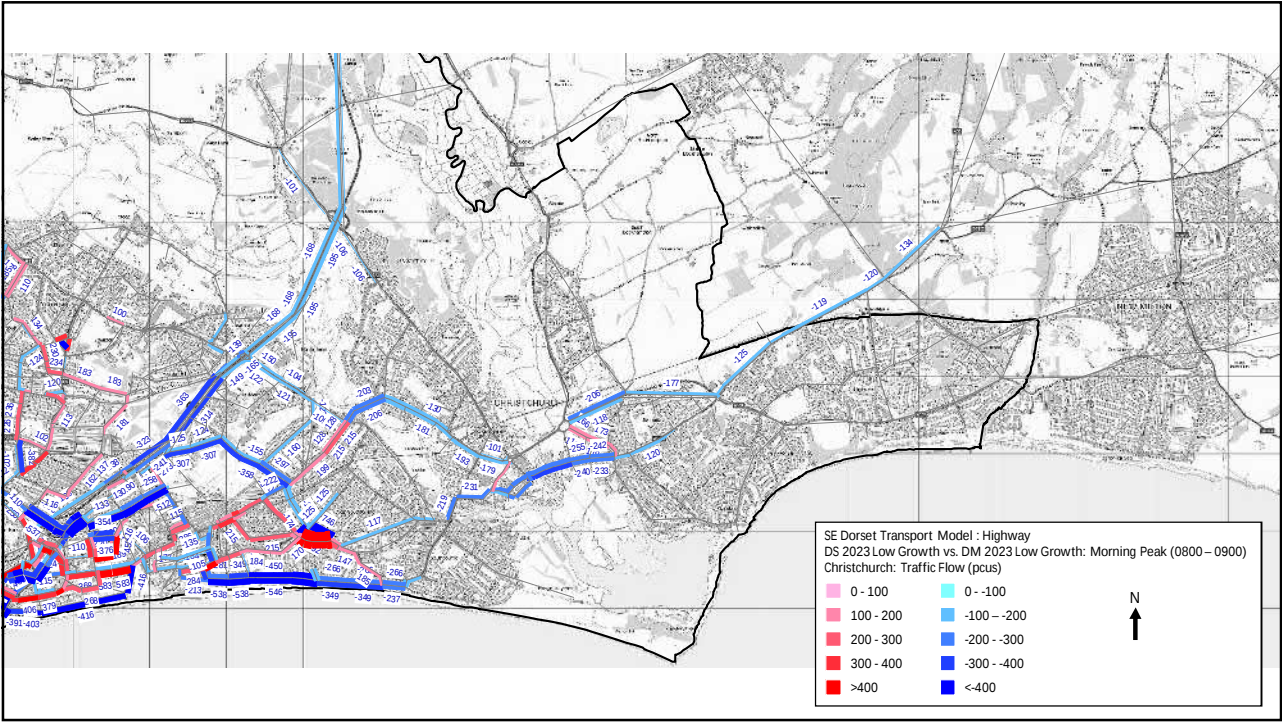
1



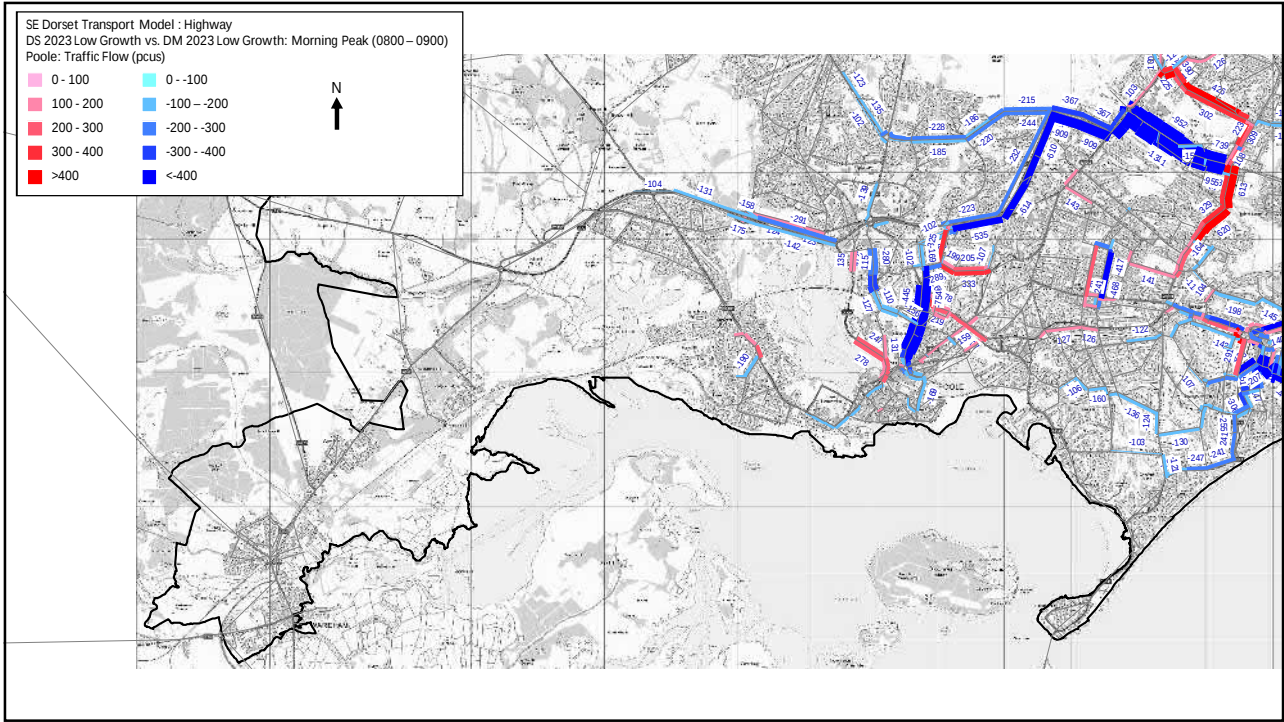
2



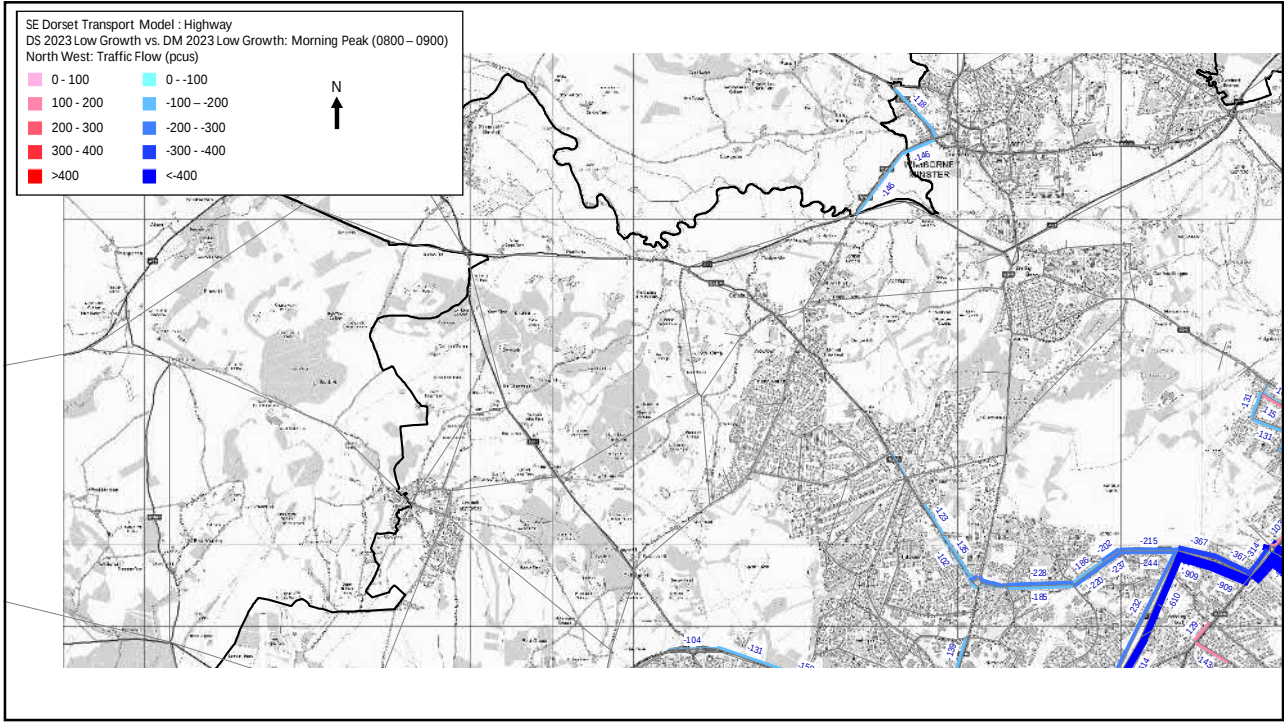
3



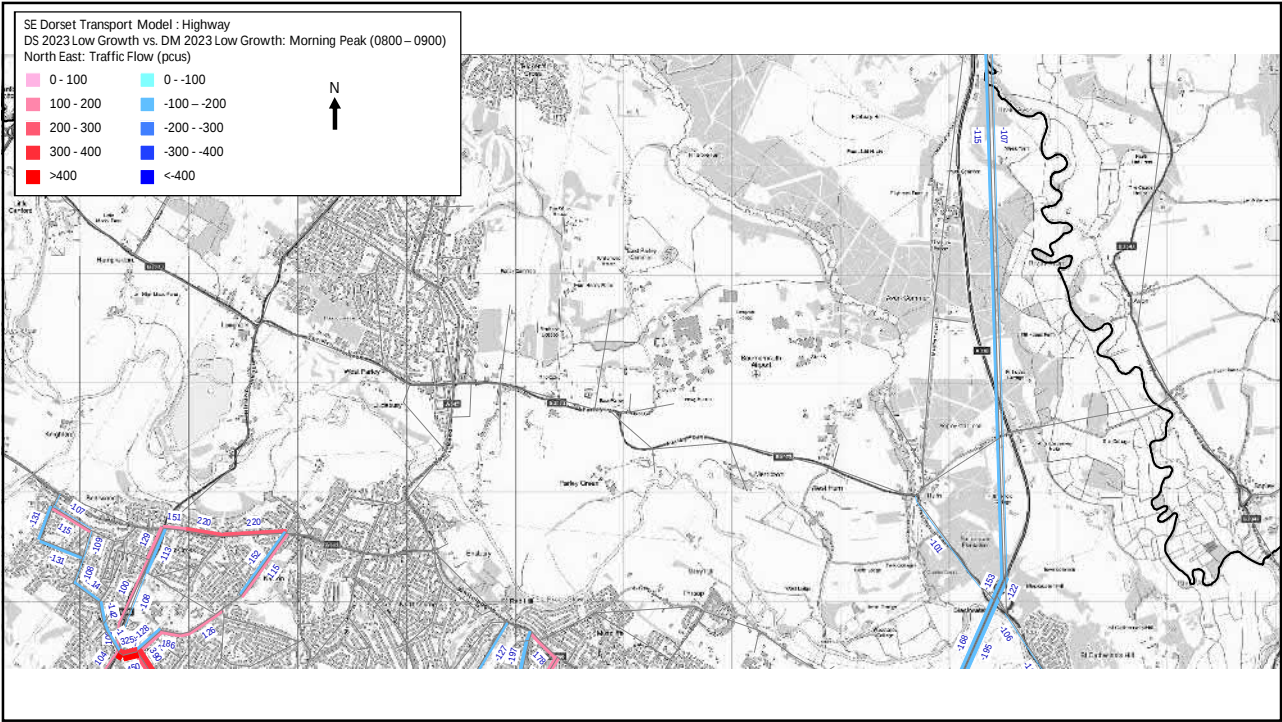
4



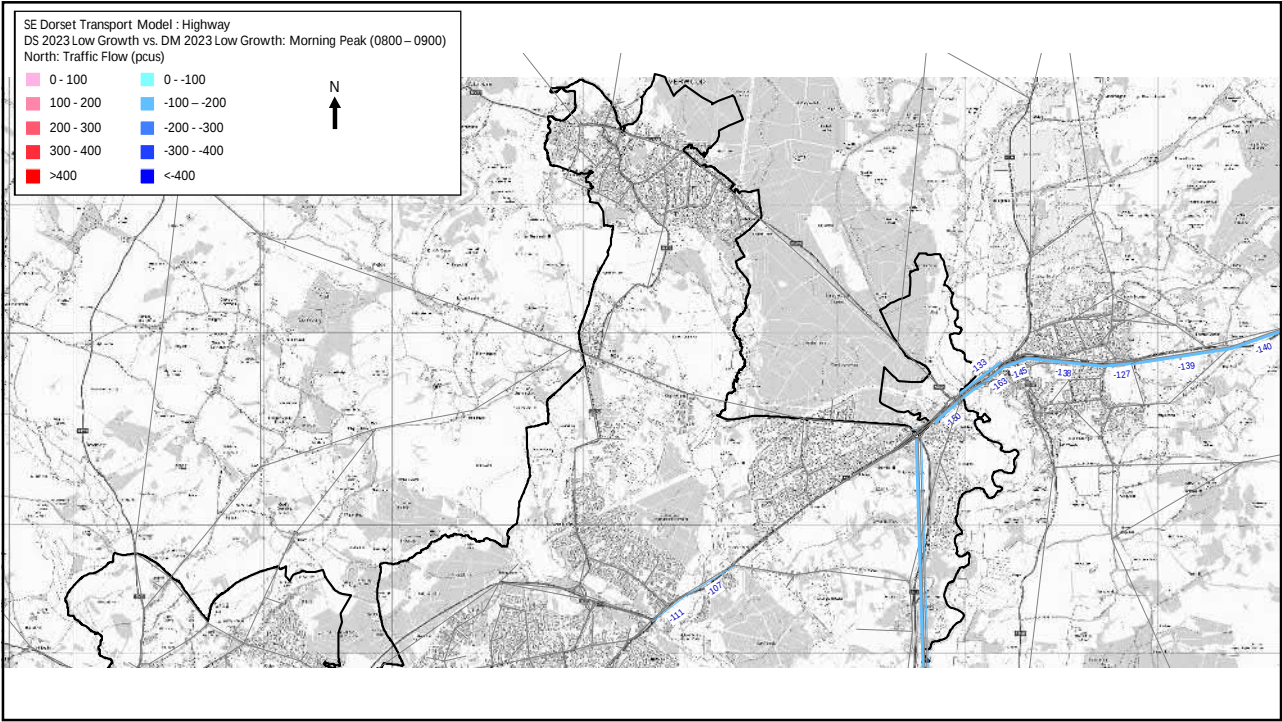
5



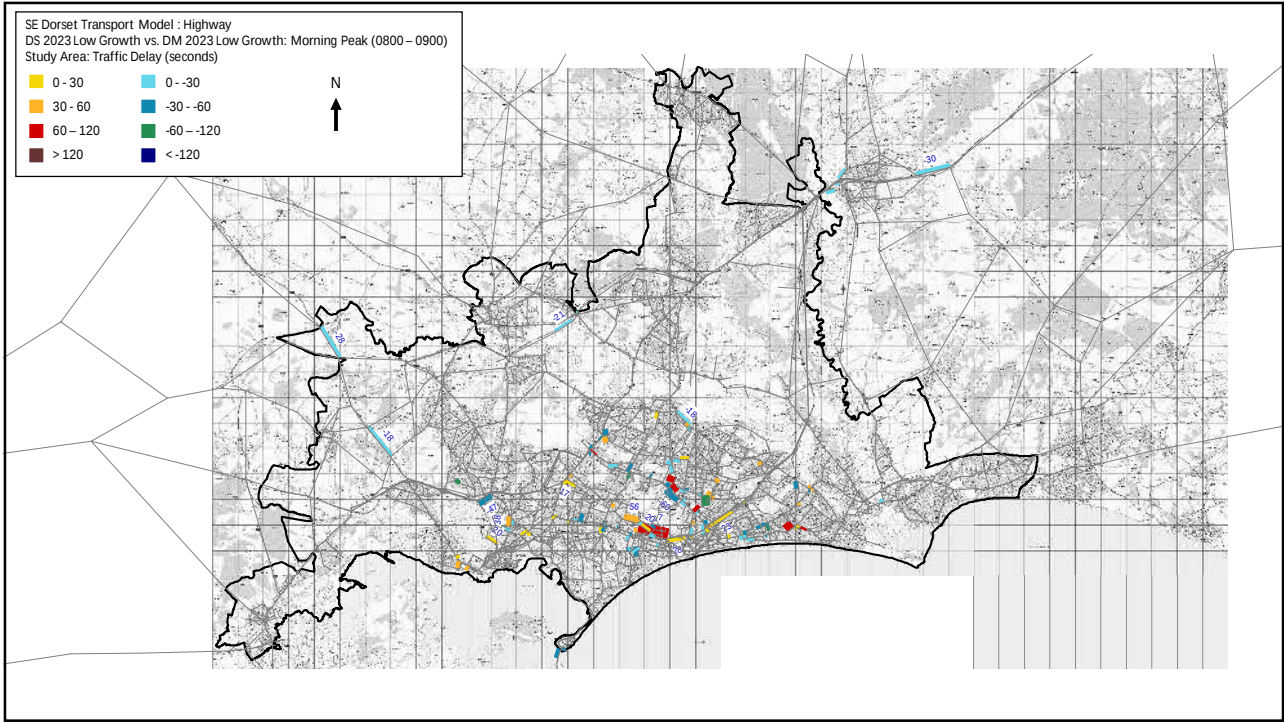
6



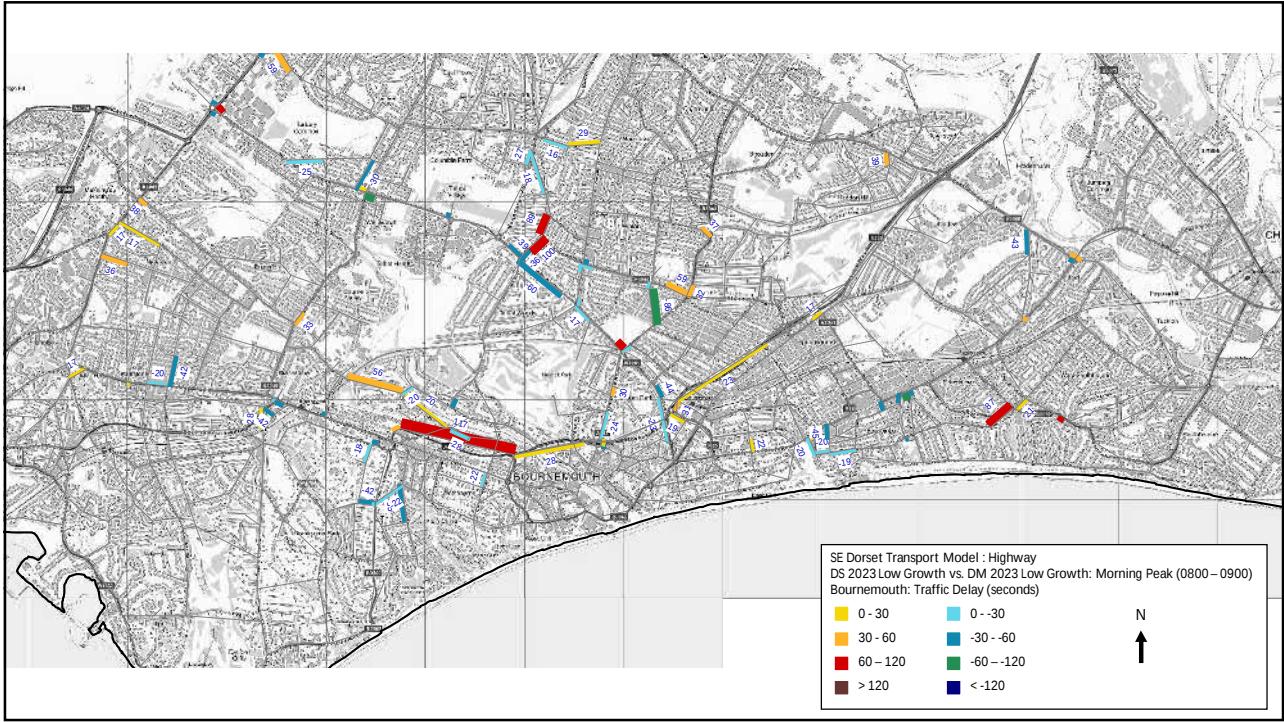
7



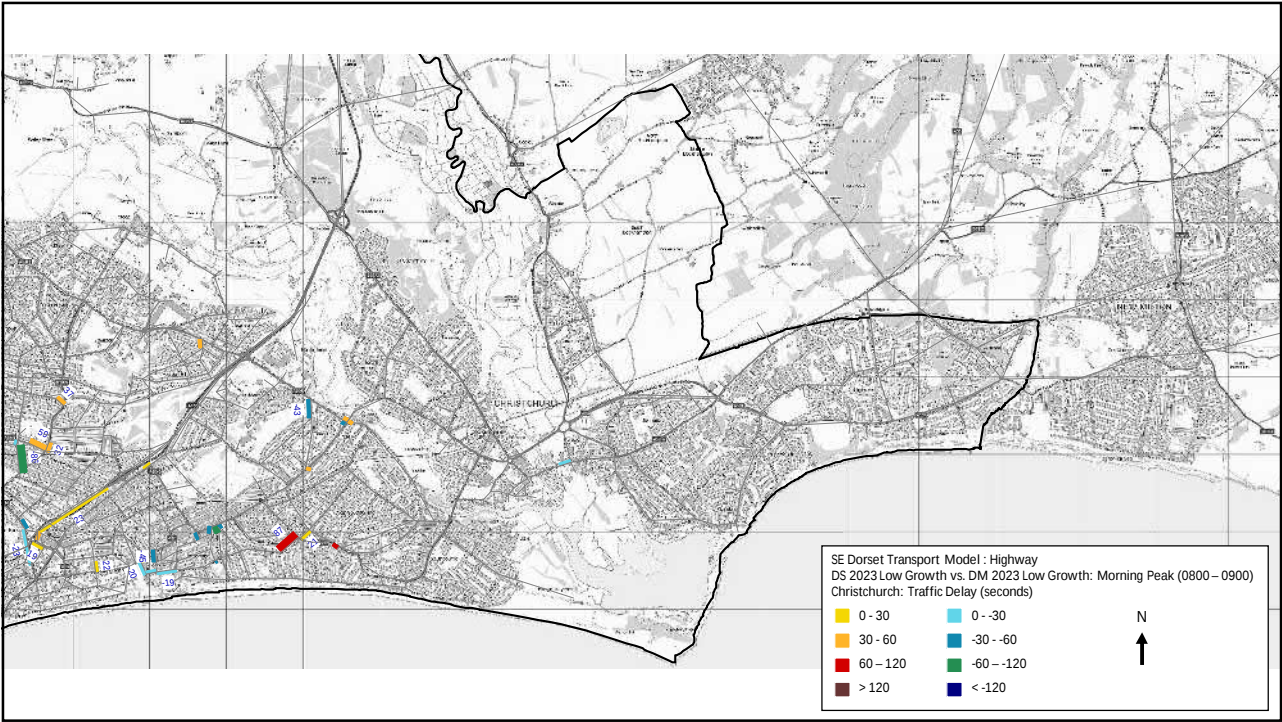
8



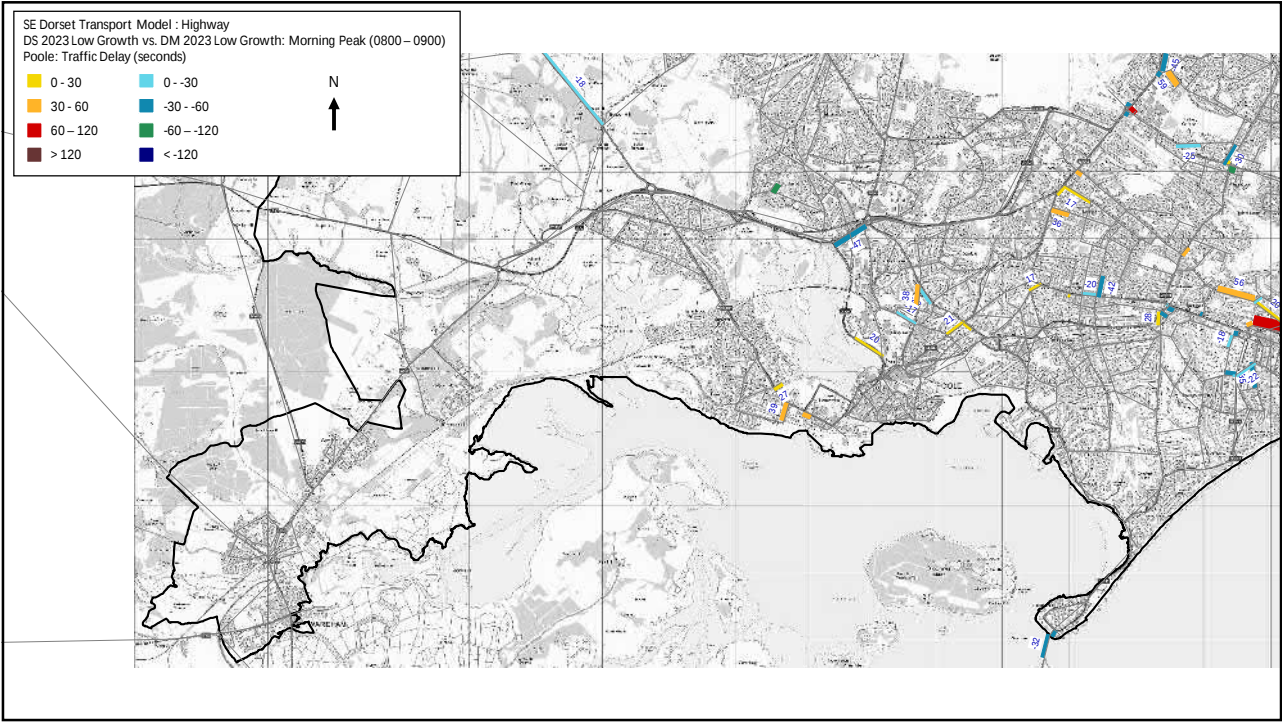
9



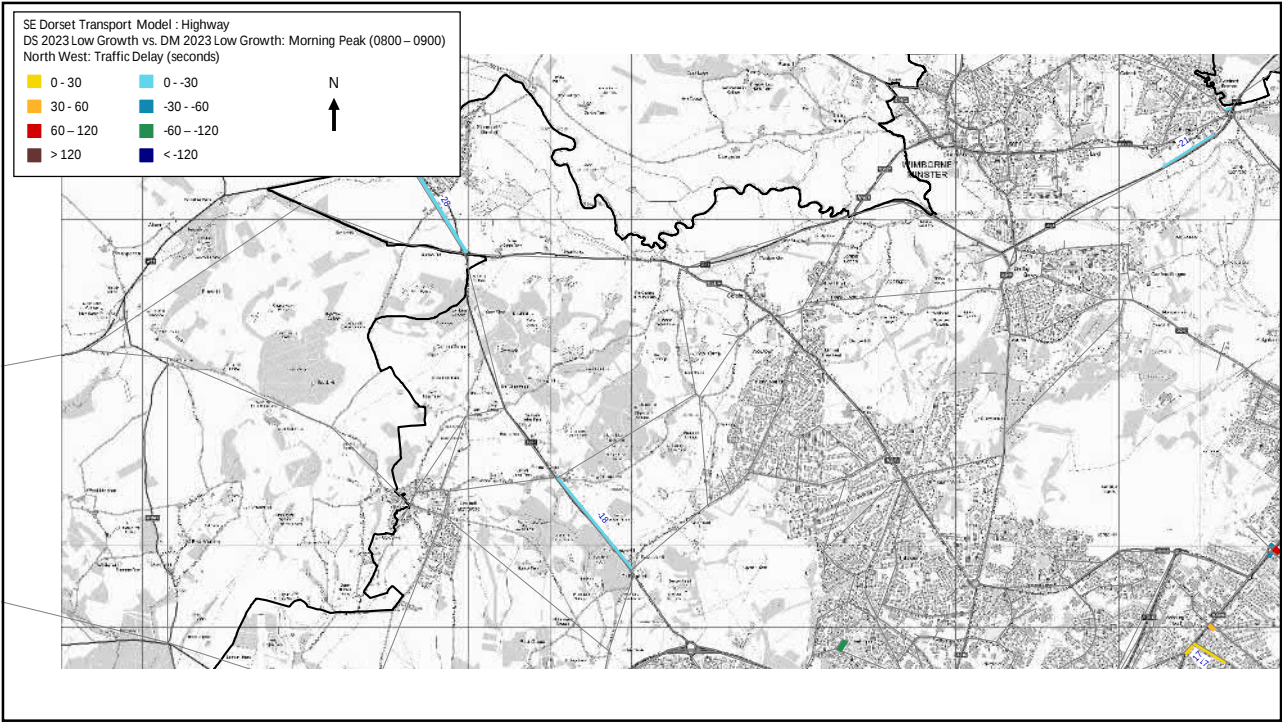
10



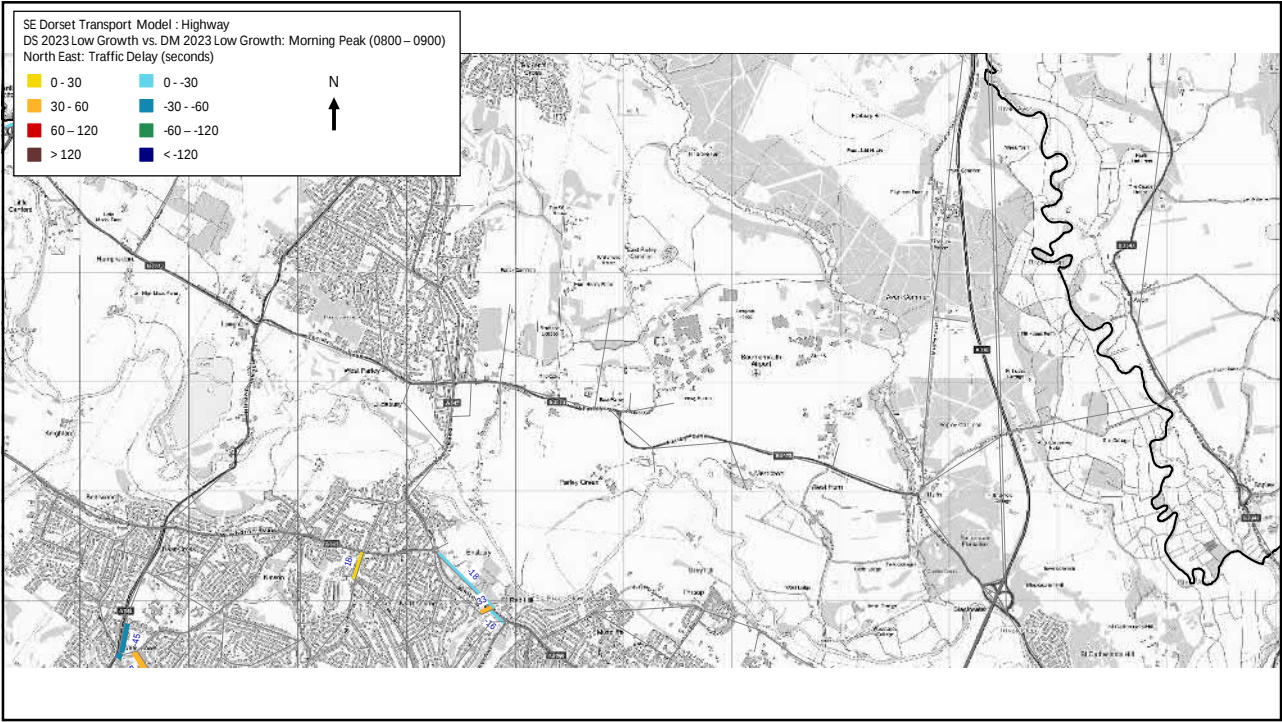
11



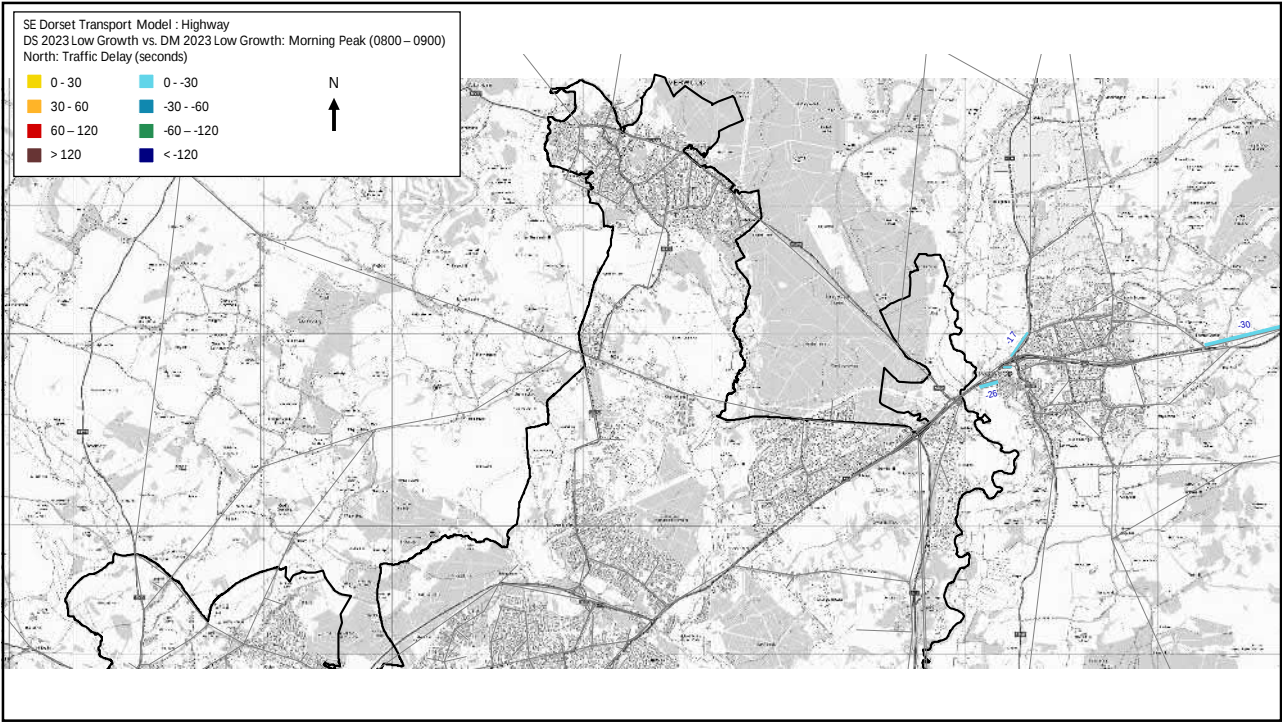
12



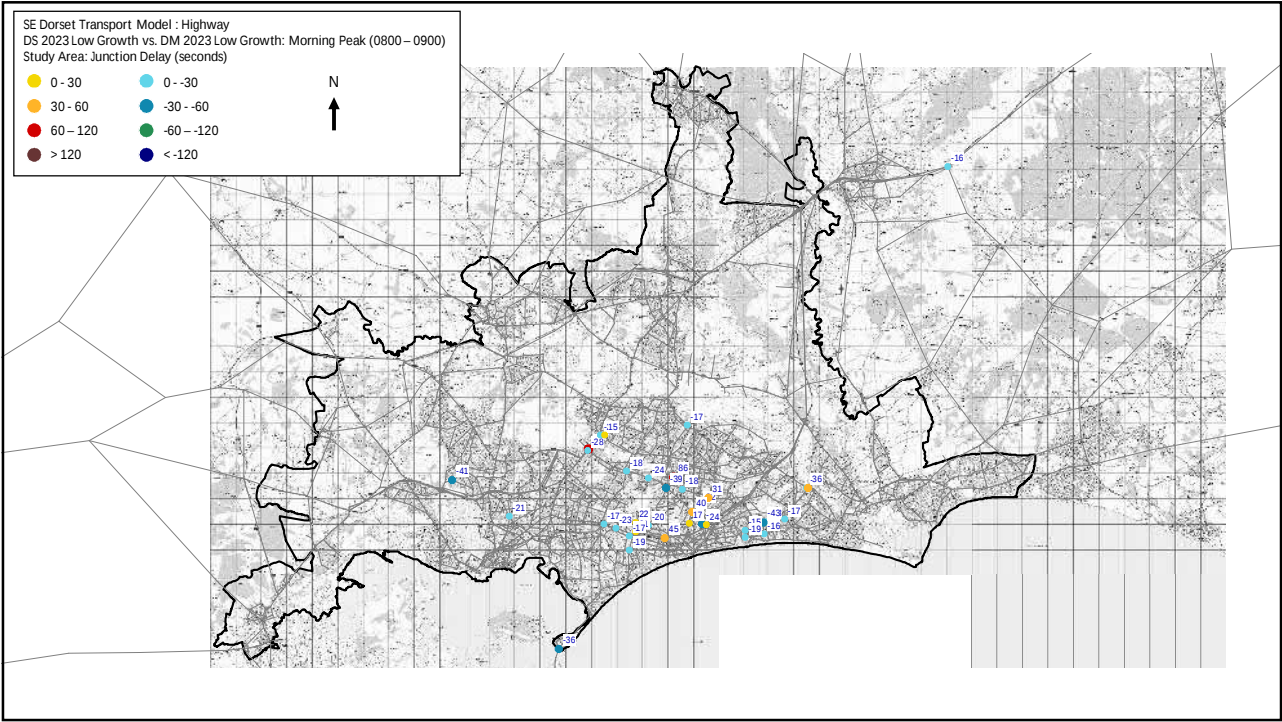
13



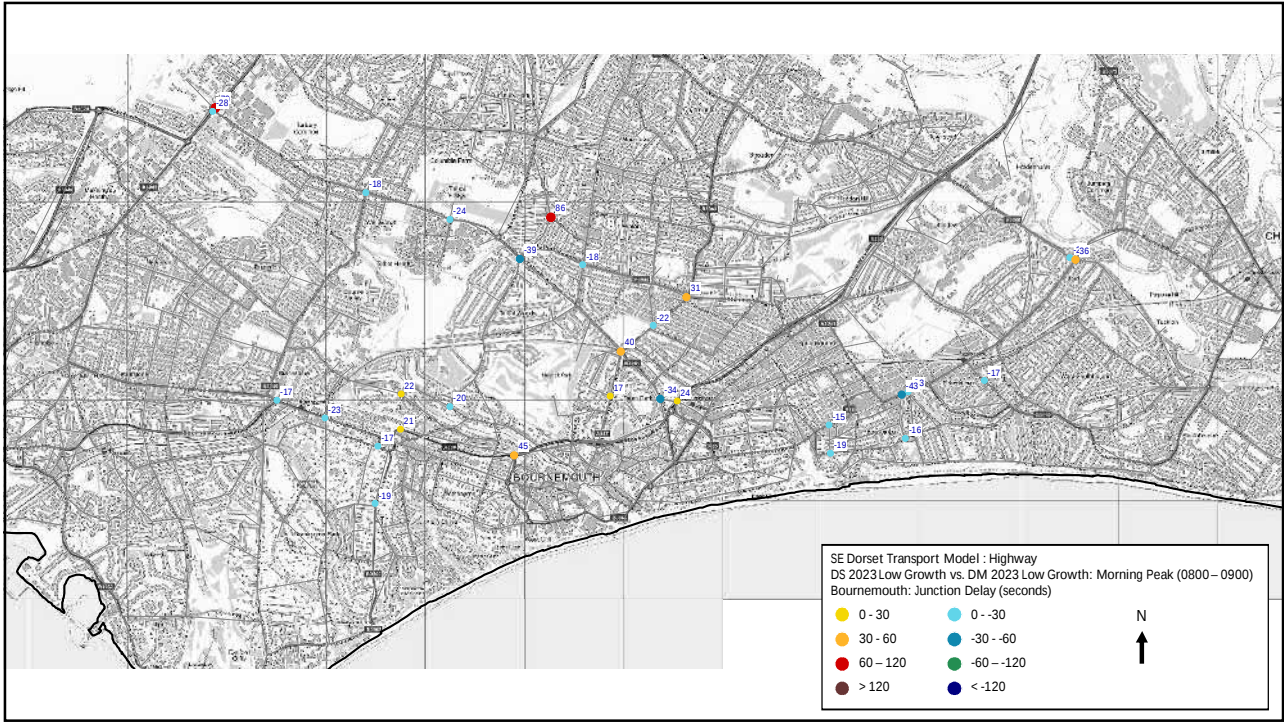
14



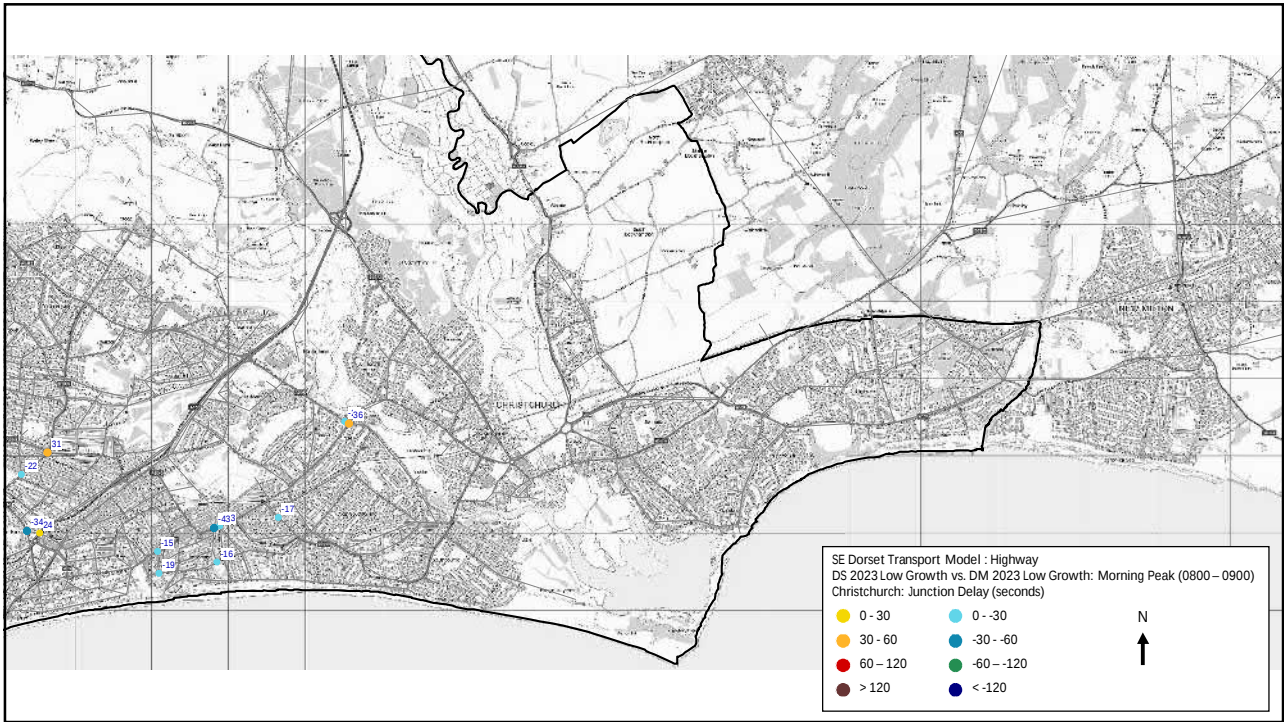
15



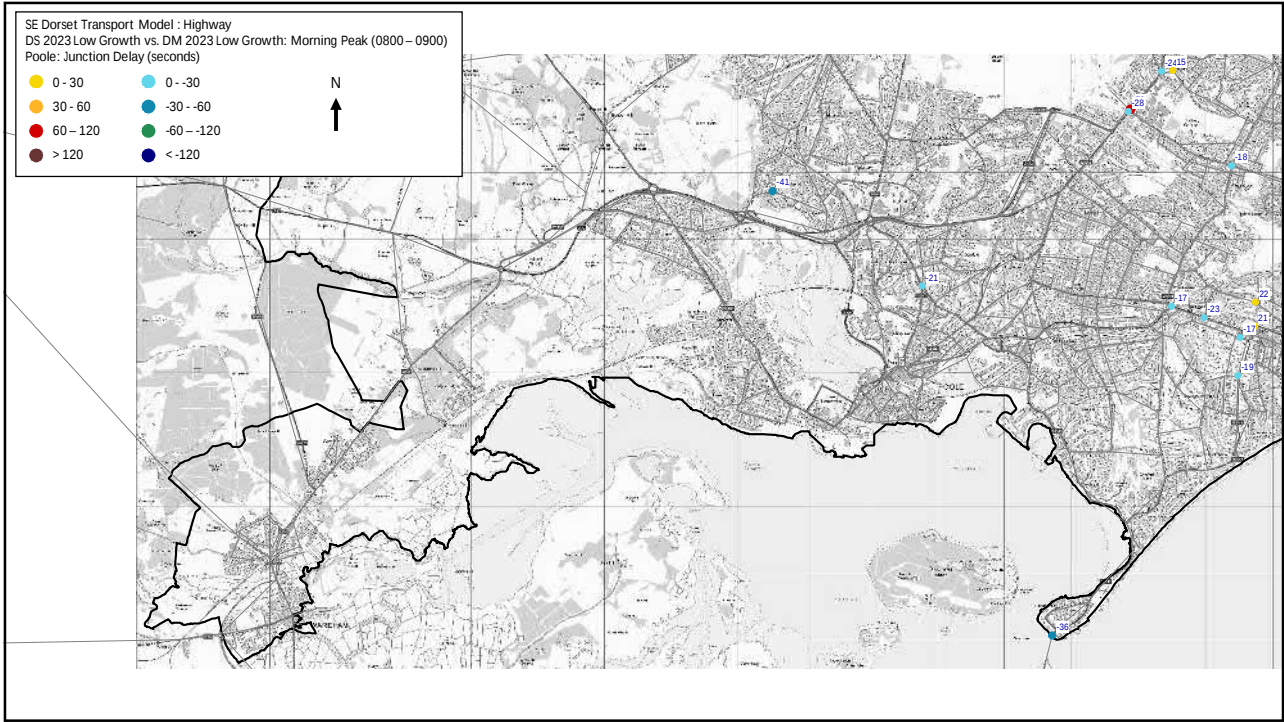
16



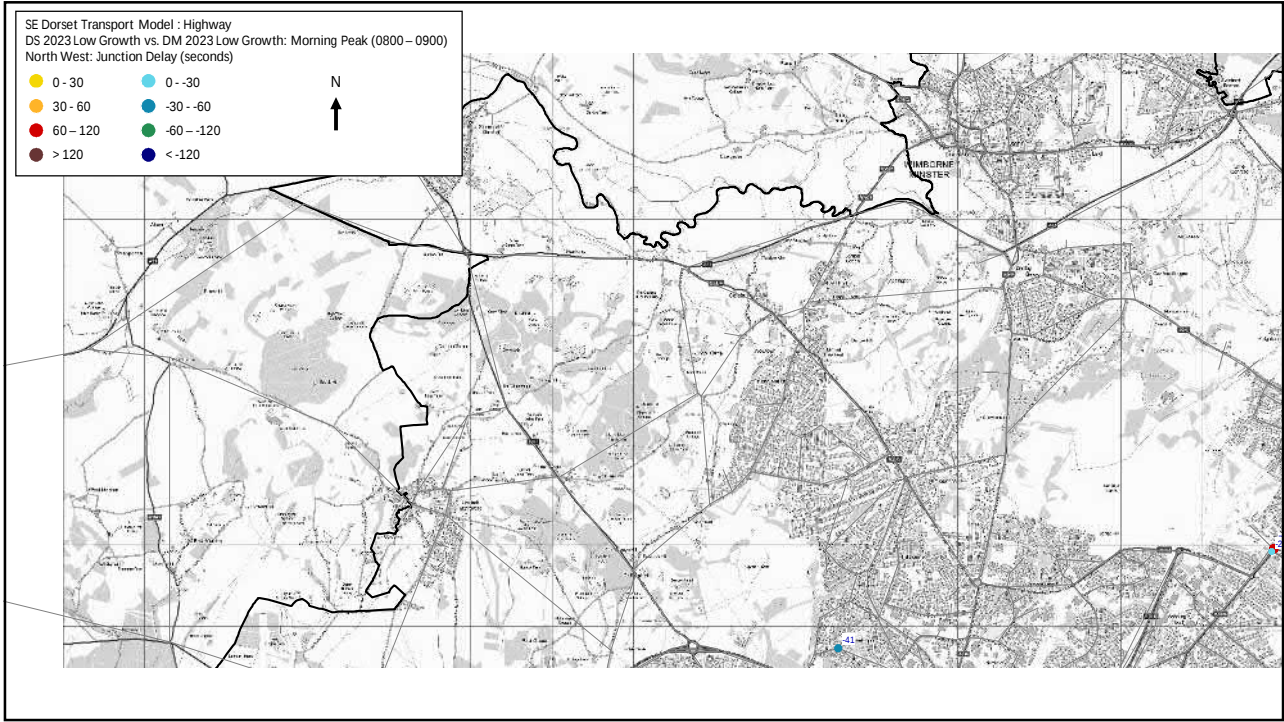
17



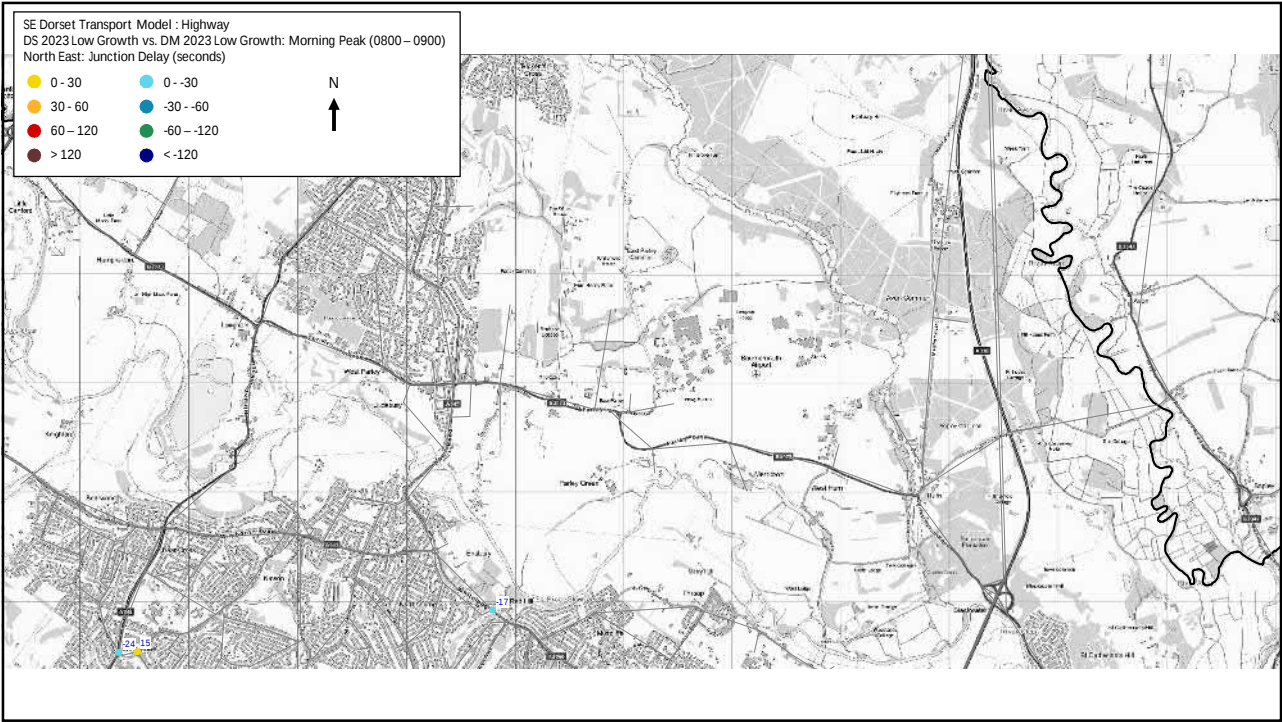
18



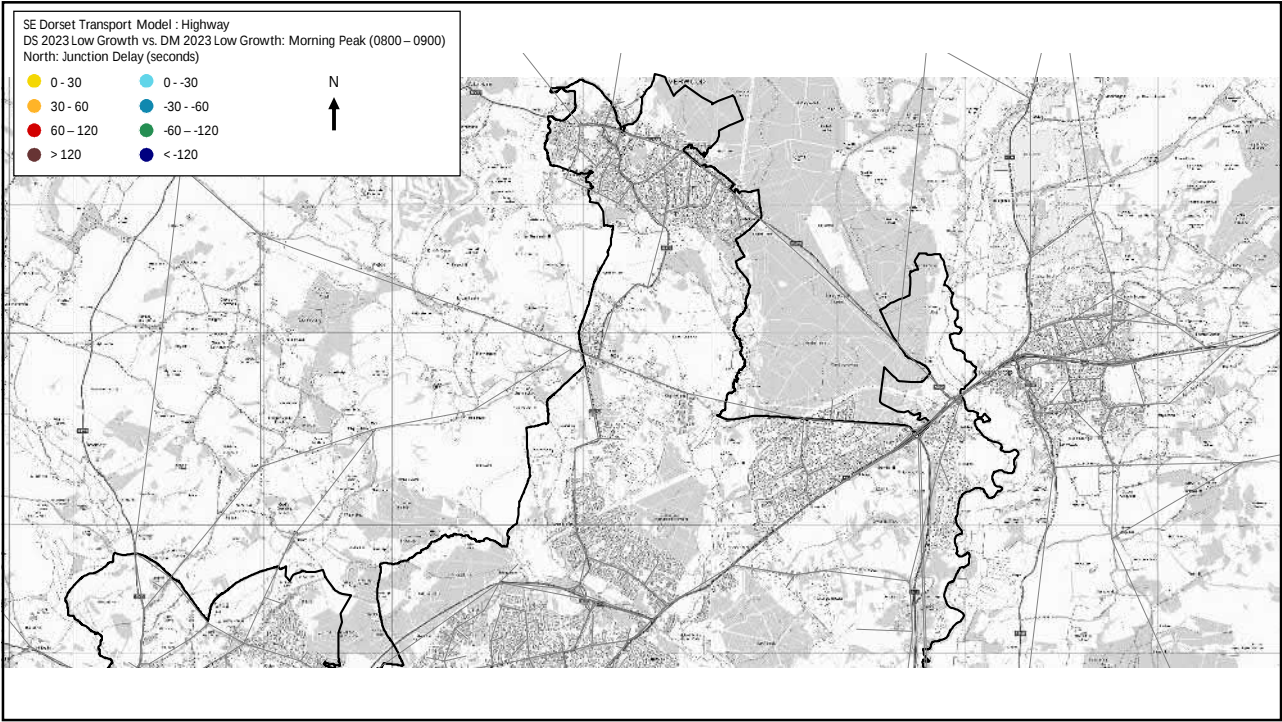
19



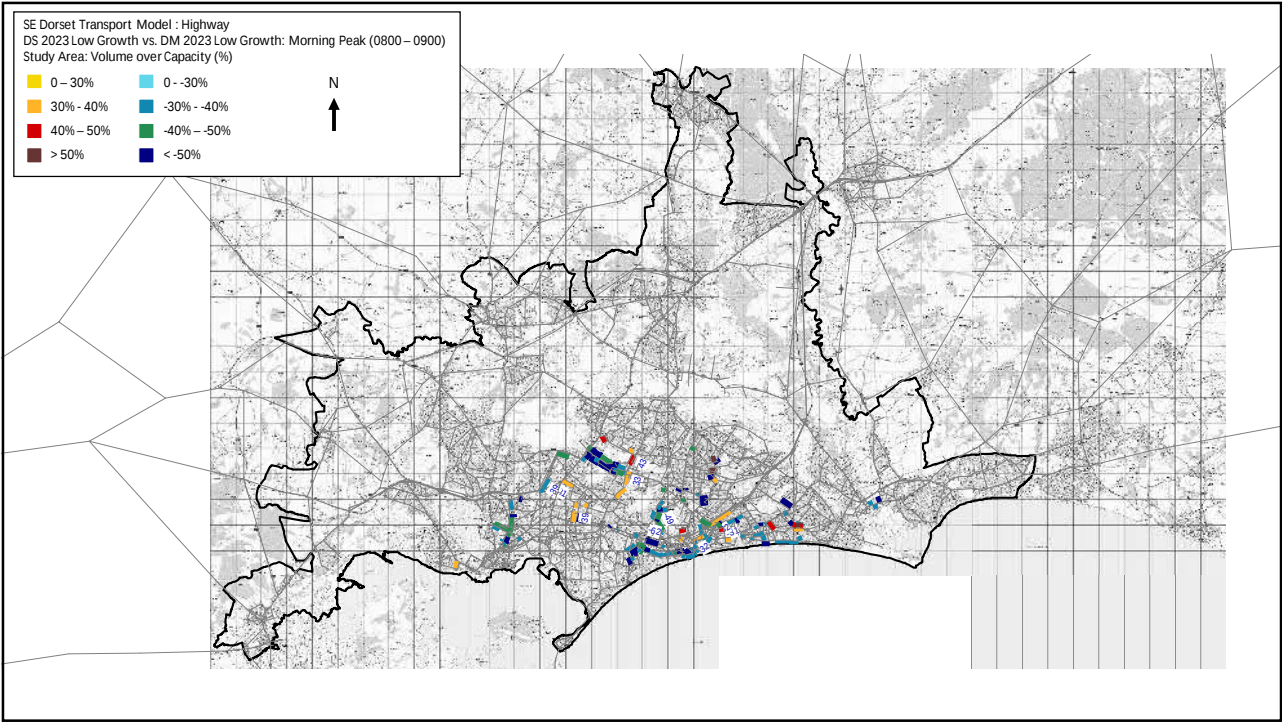
20



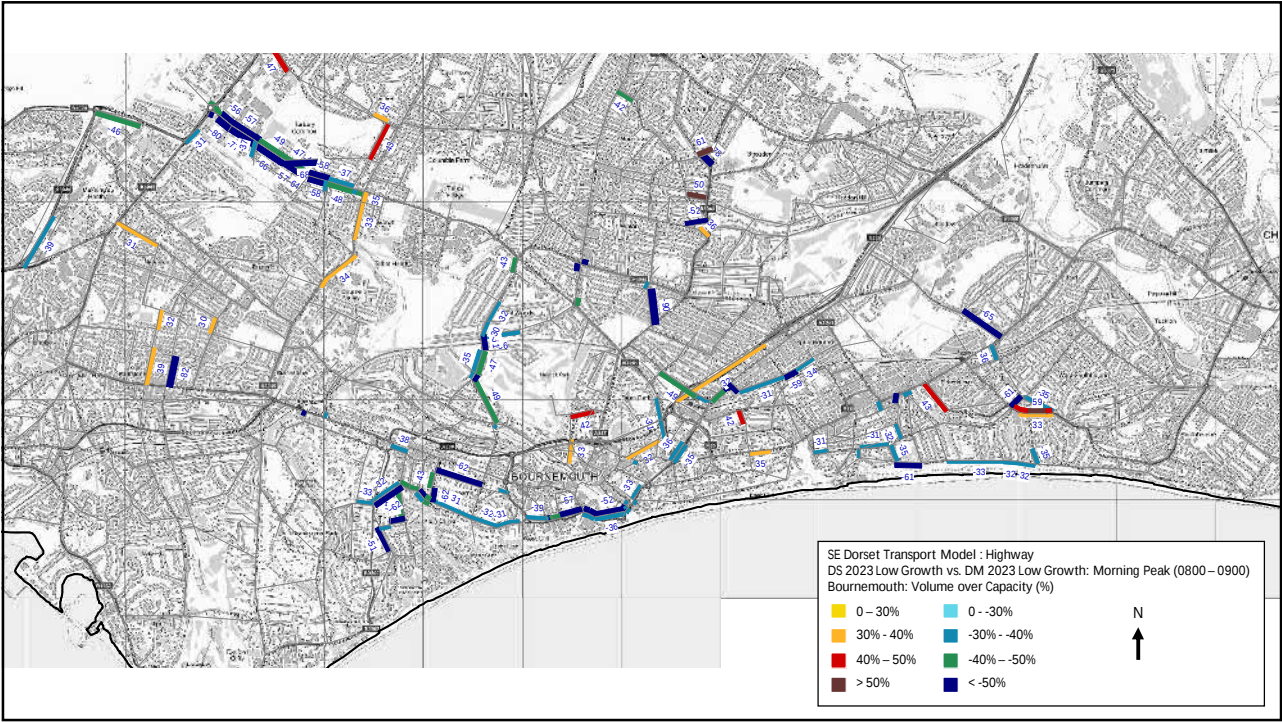
21



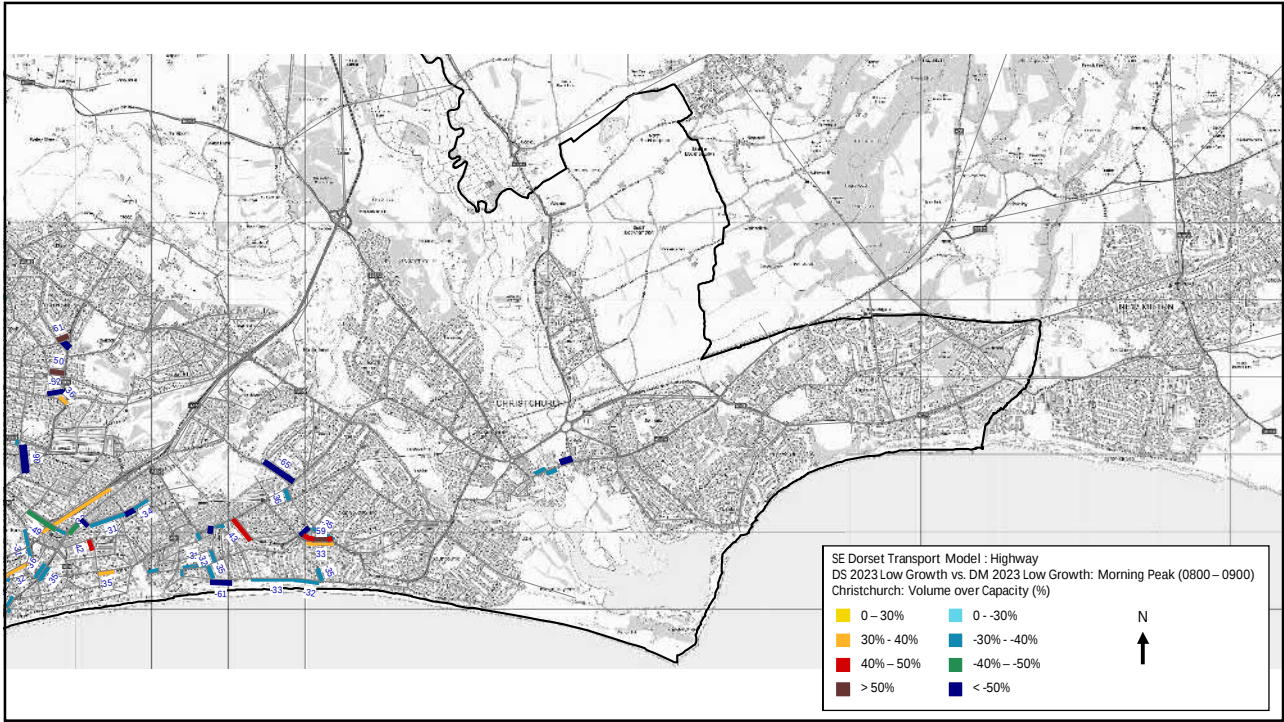
22



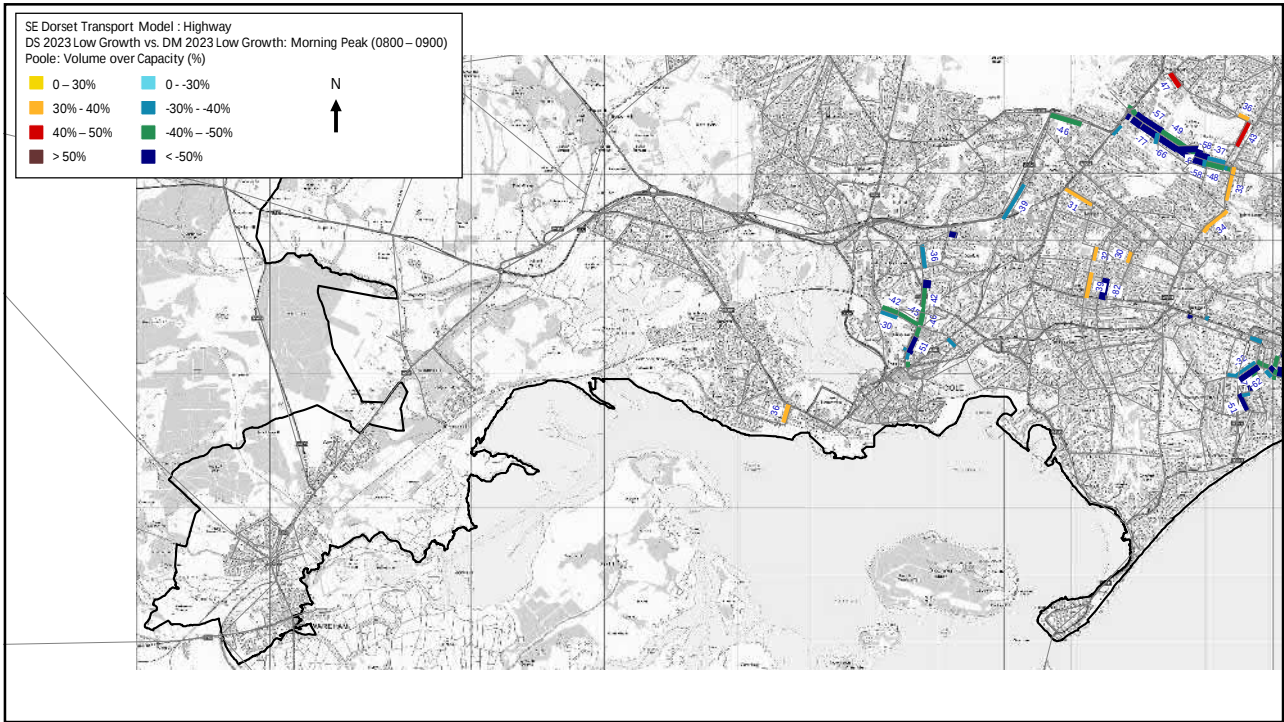
23



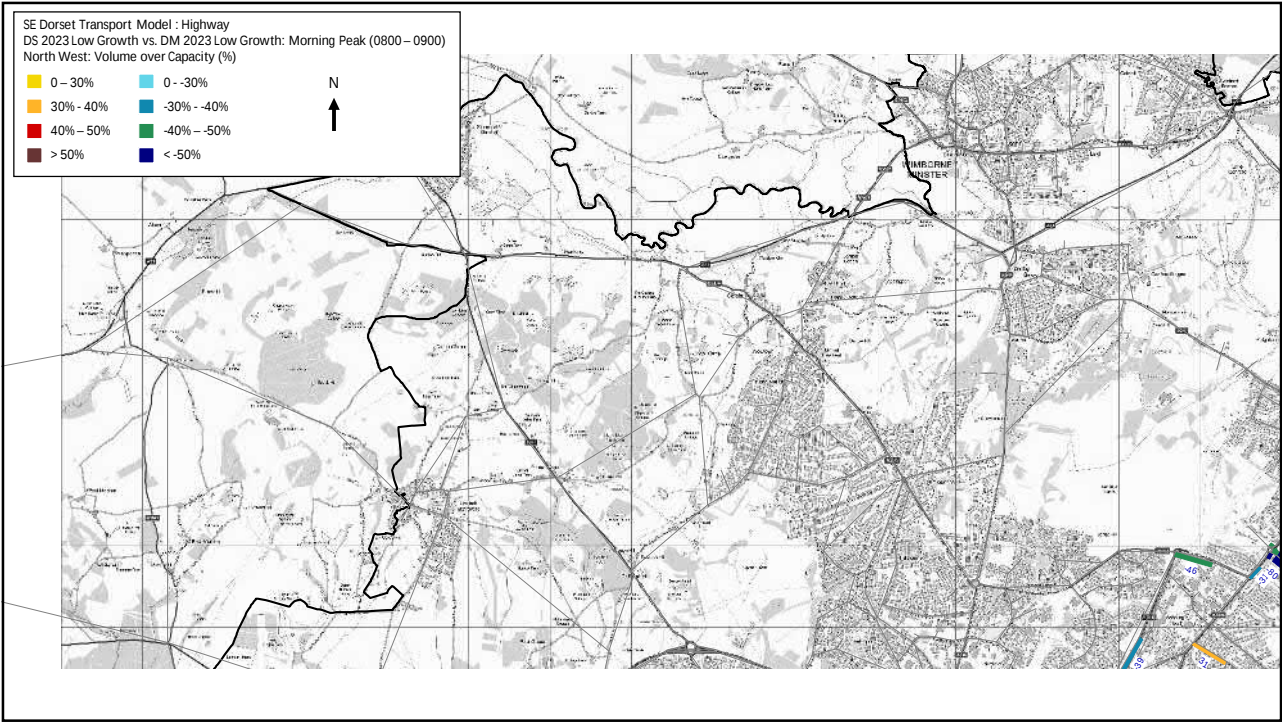
24



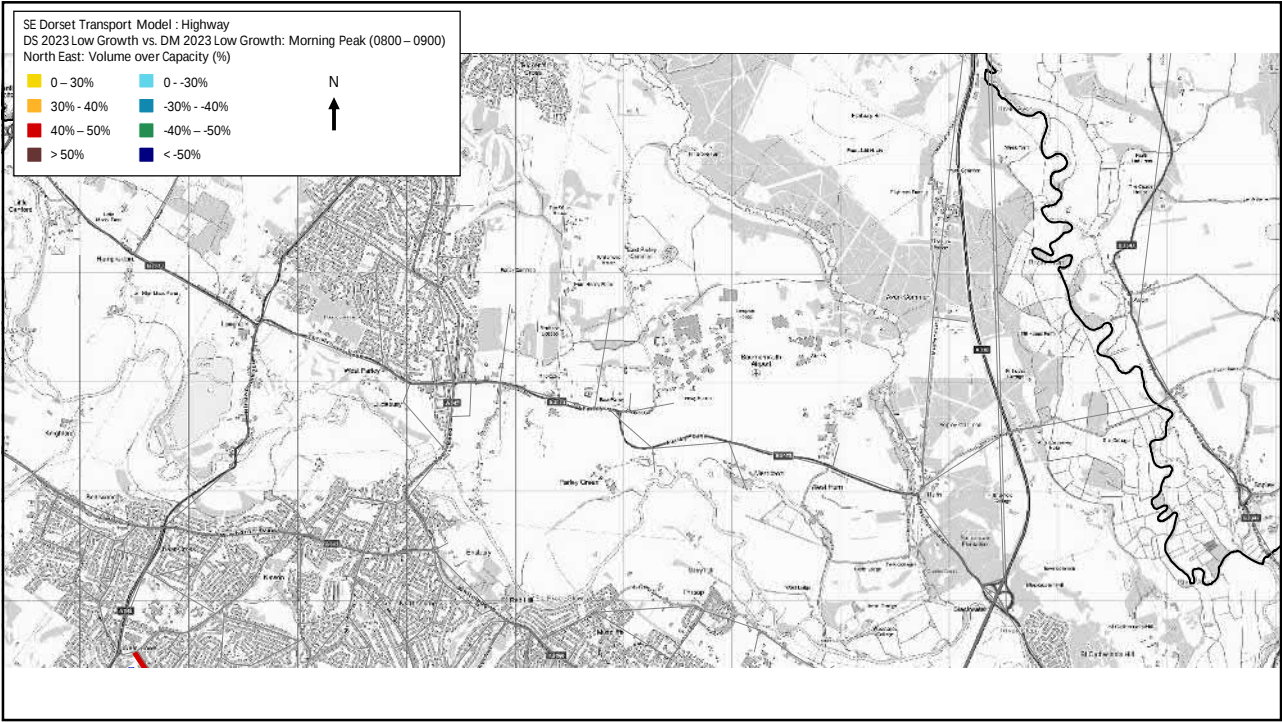
25



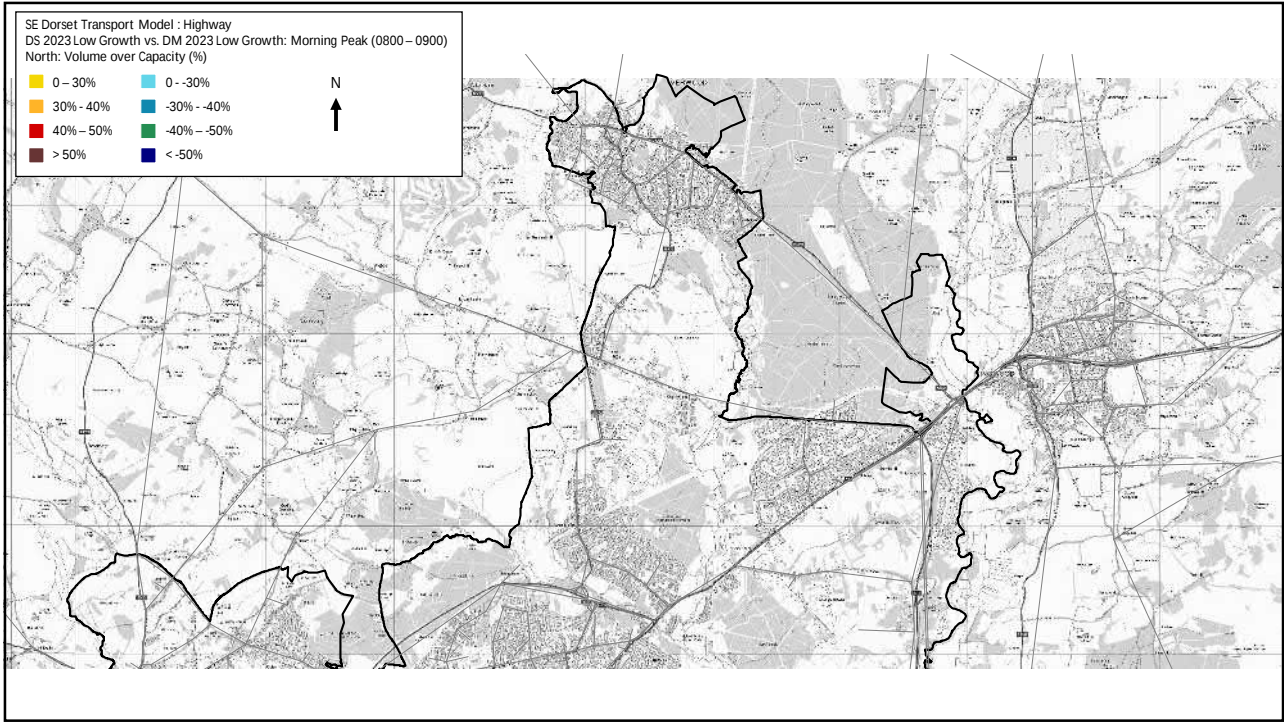
26



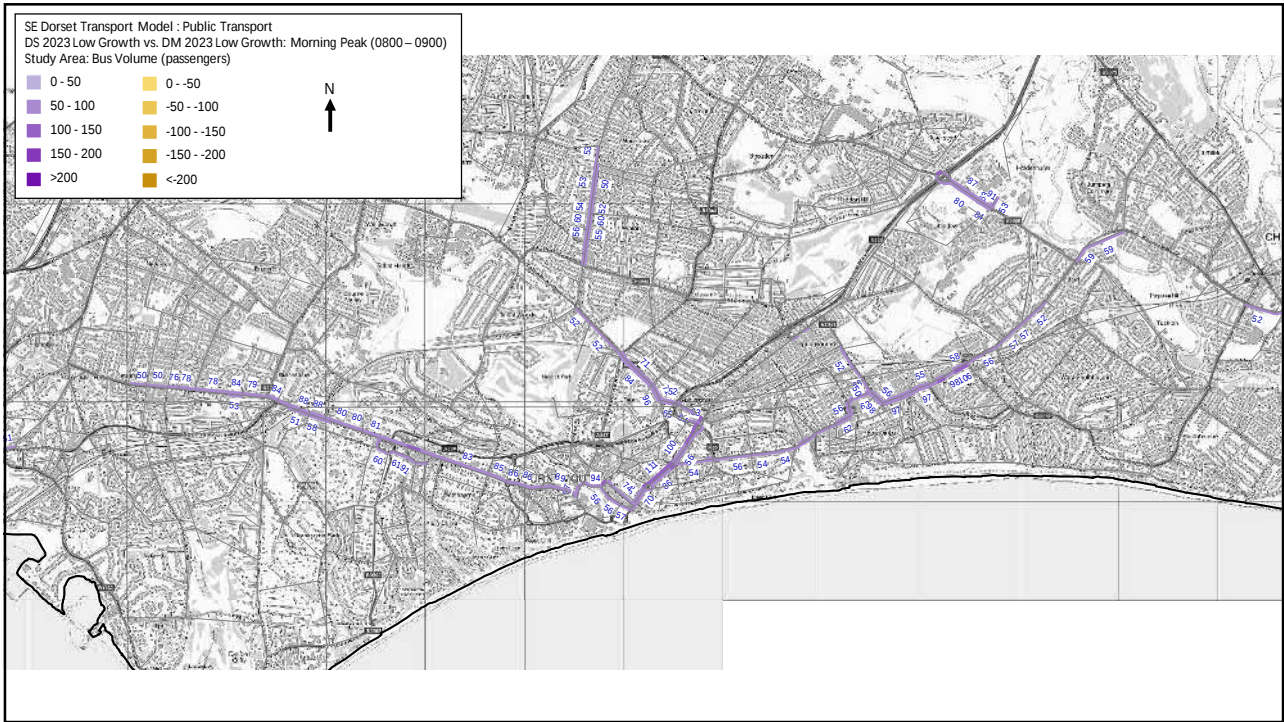
27



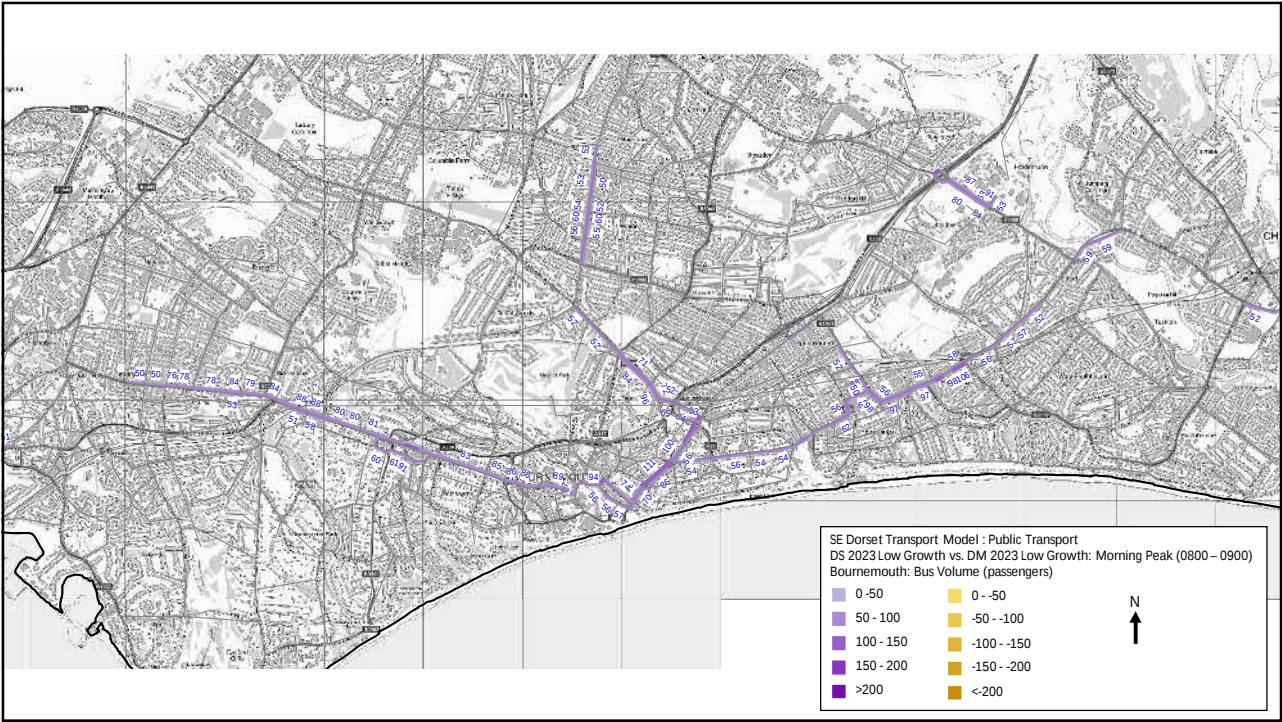
28



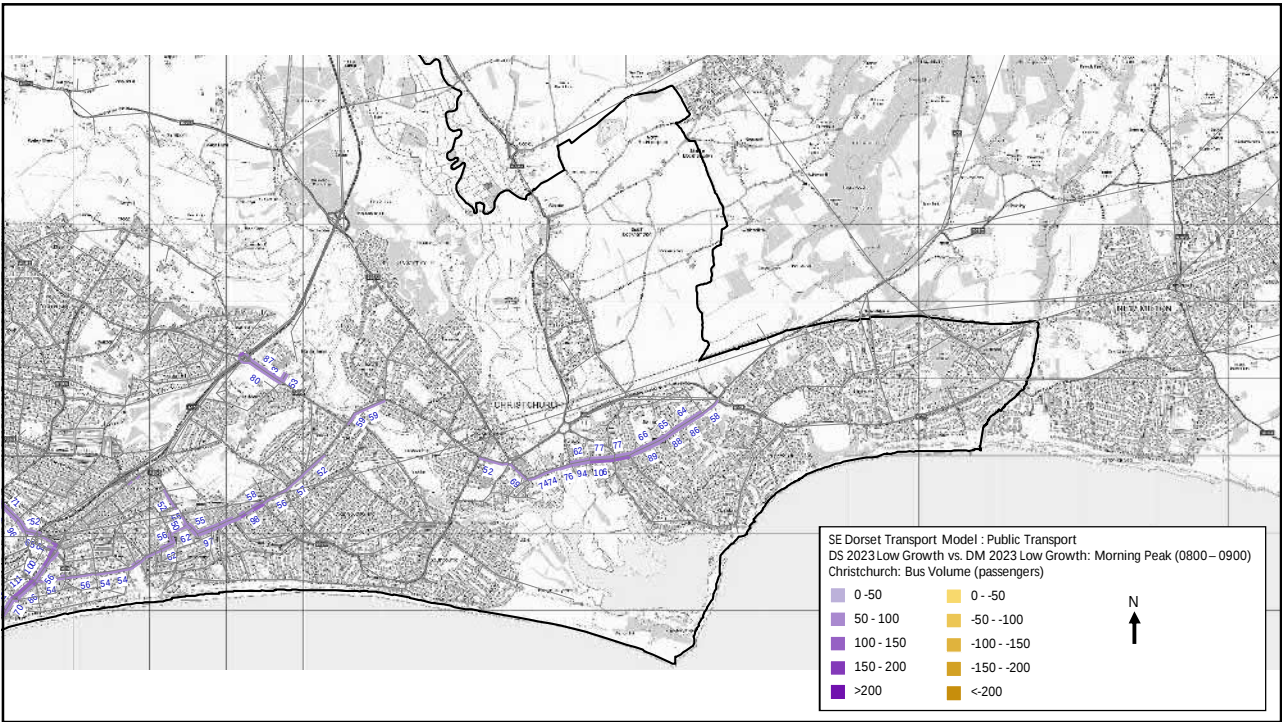
29



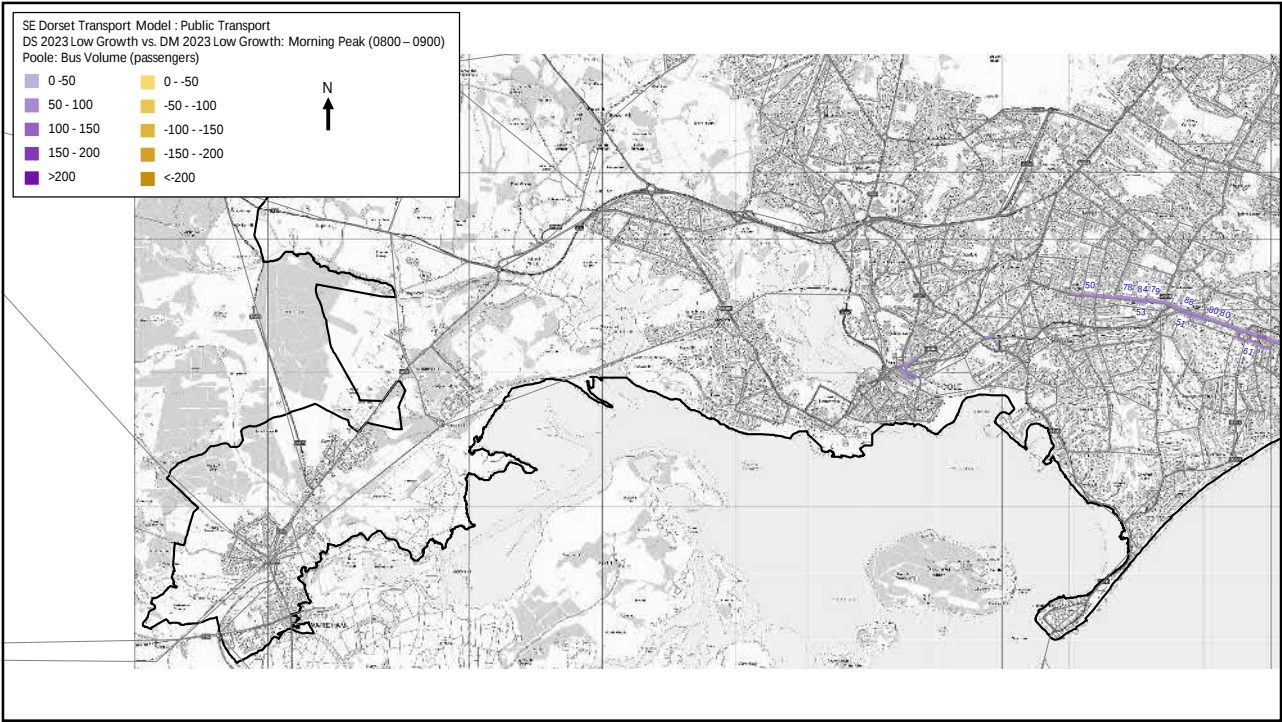
30



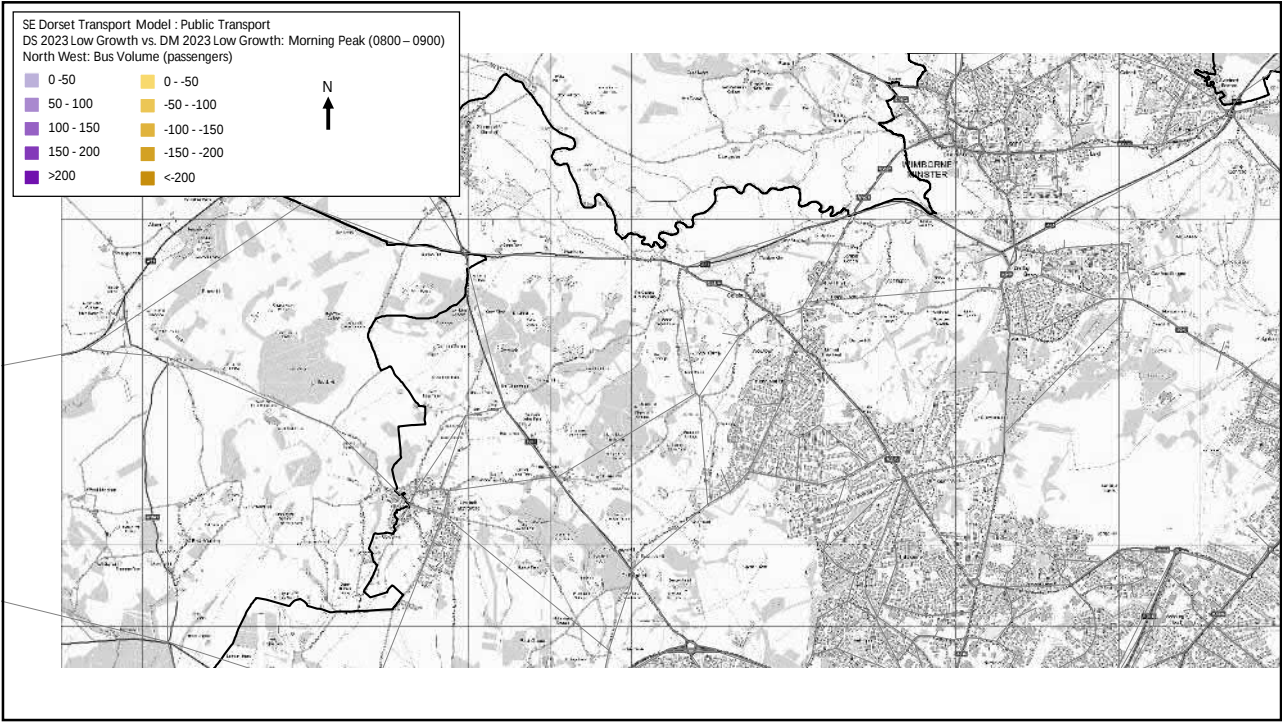
31



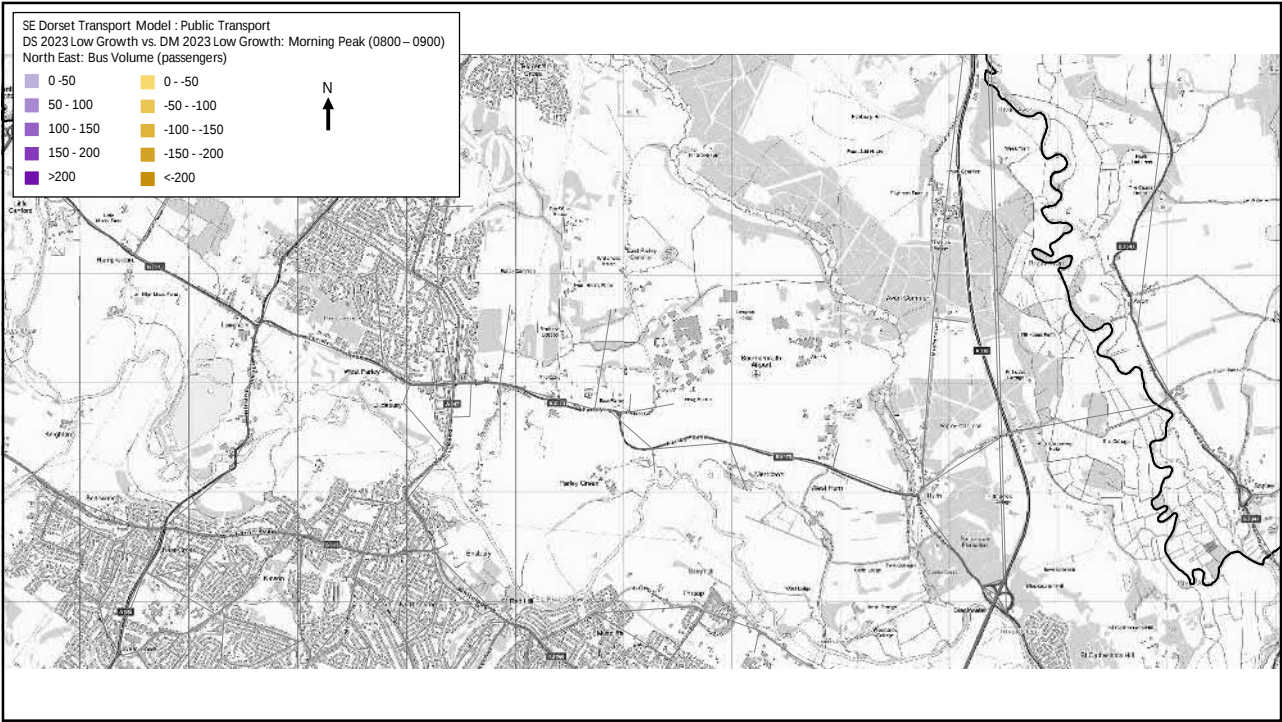
32



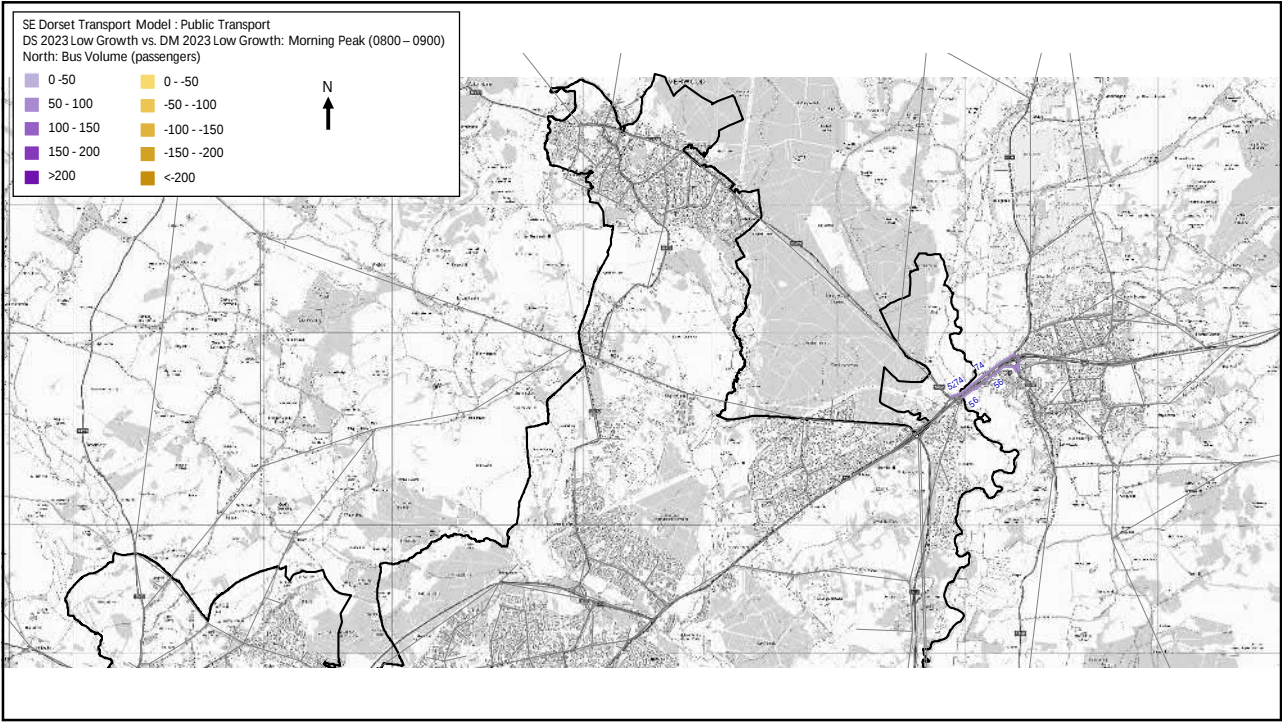
33



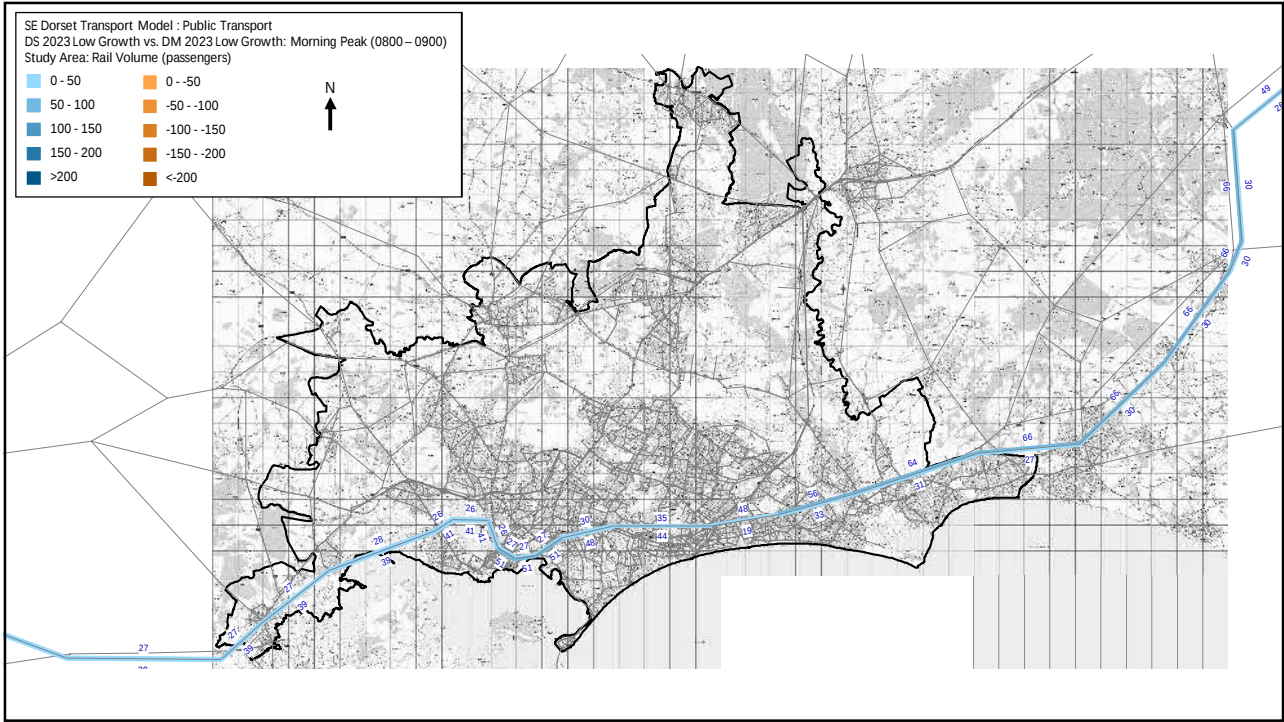
34



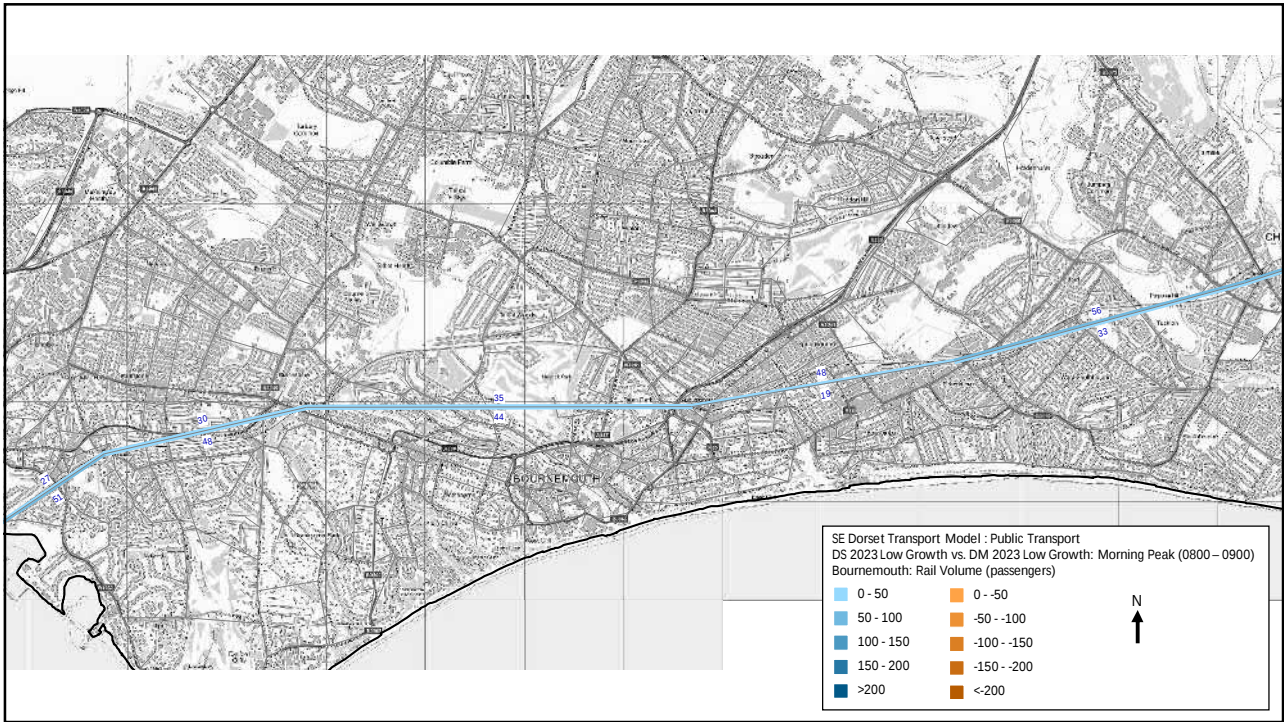
35



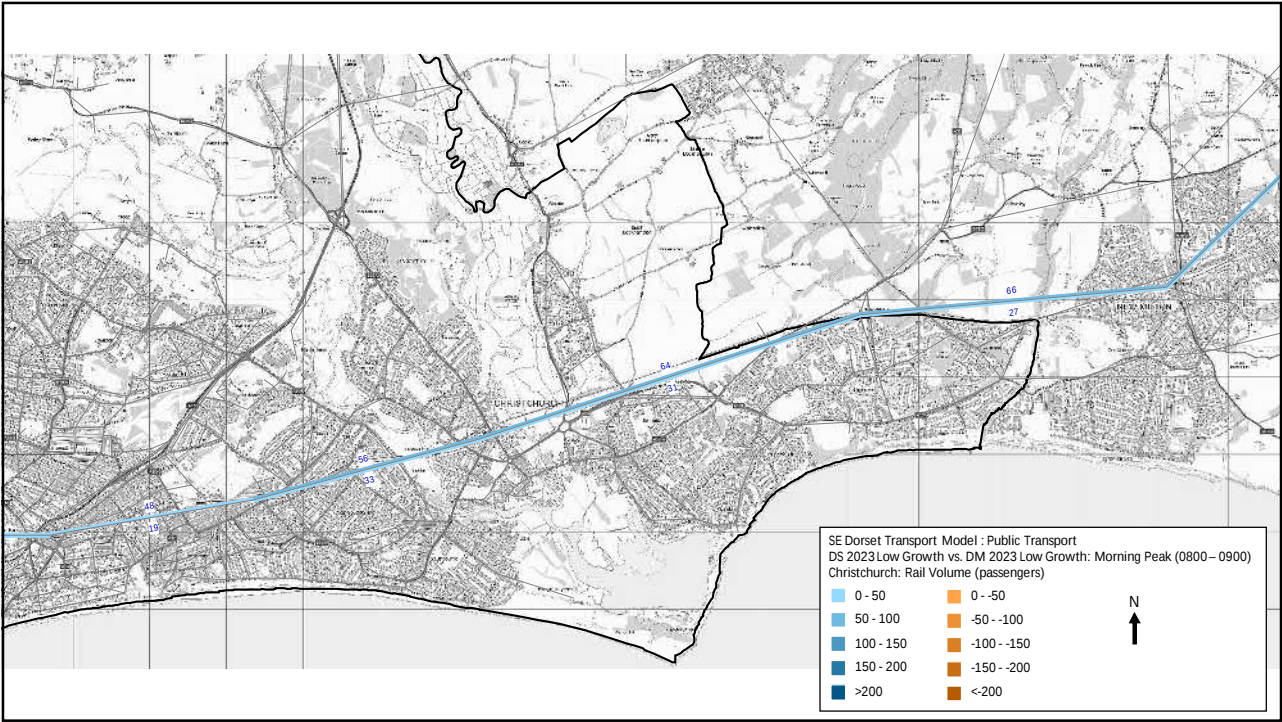
36



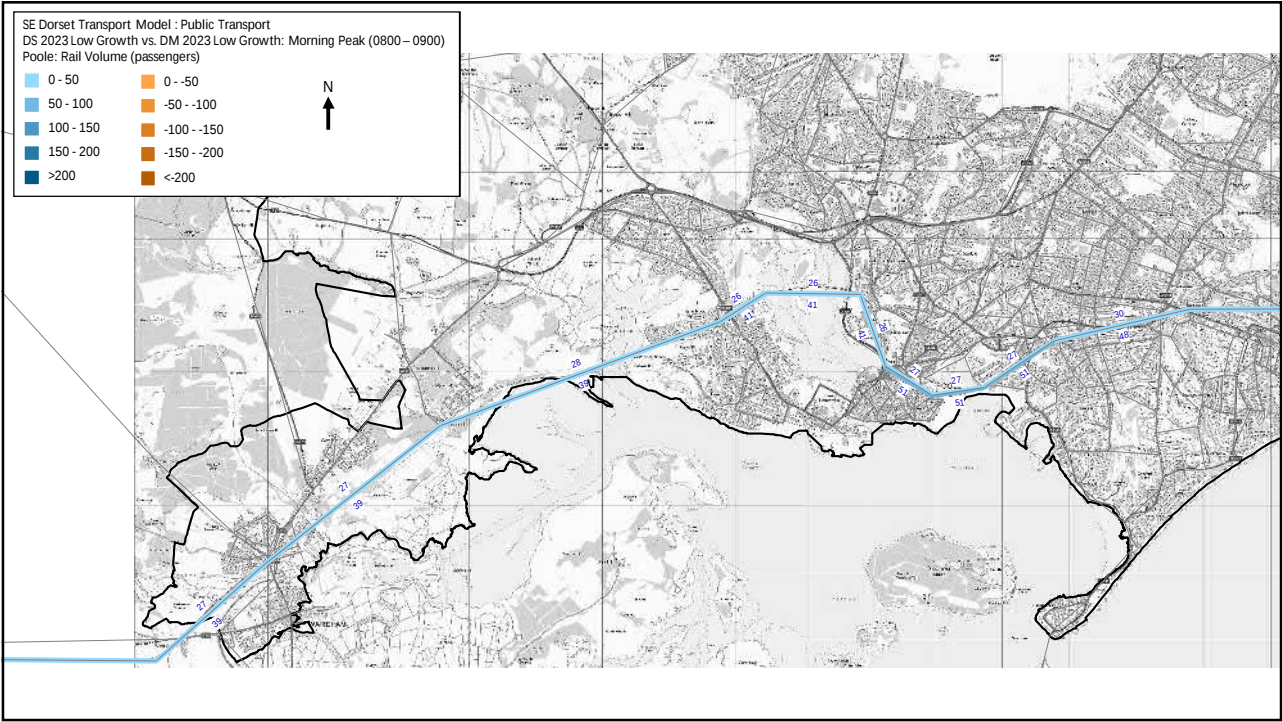
37



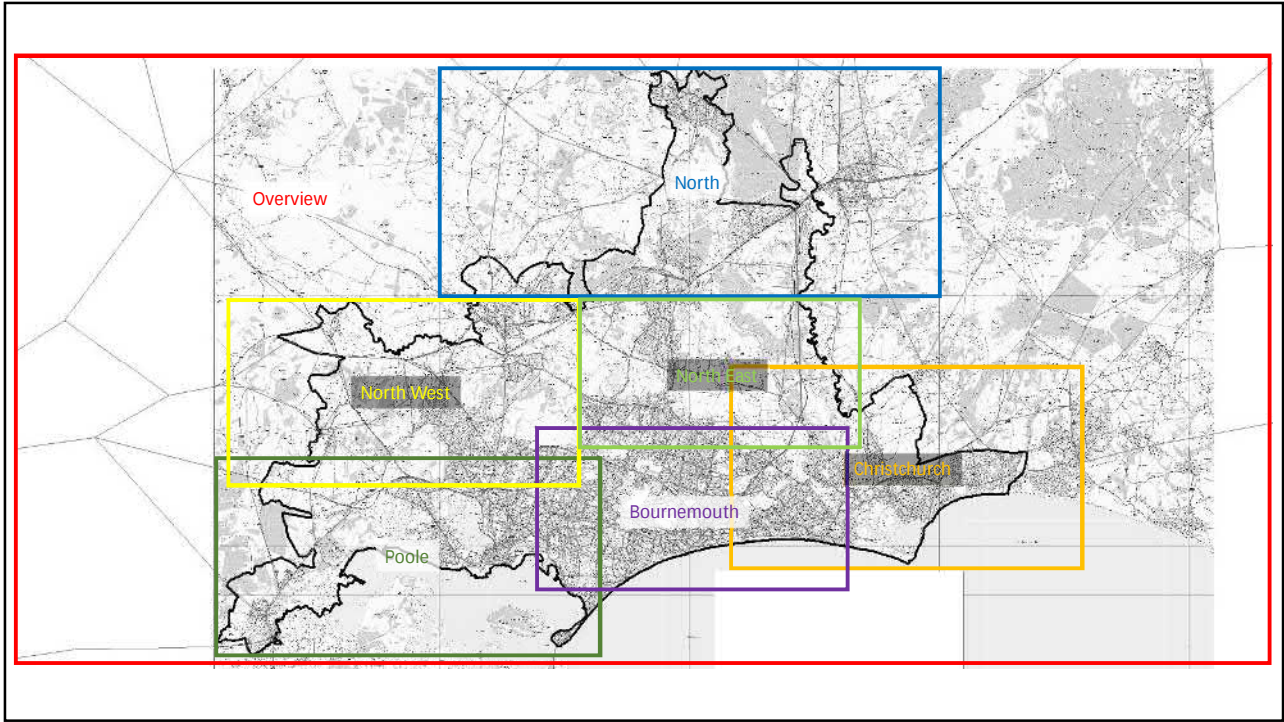
38



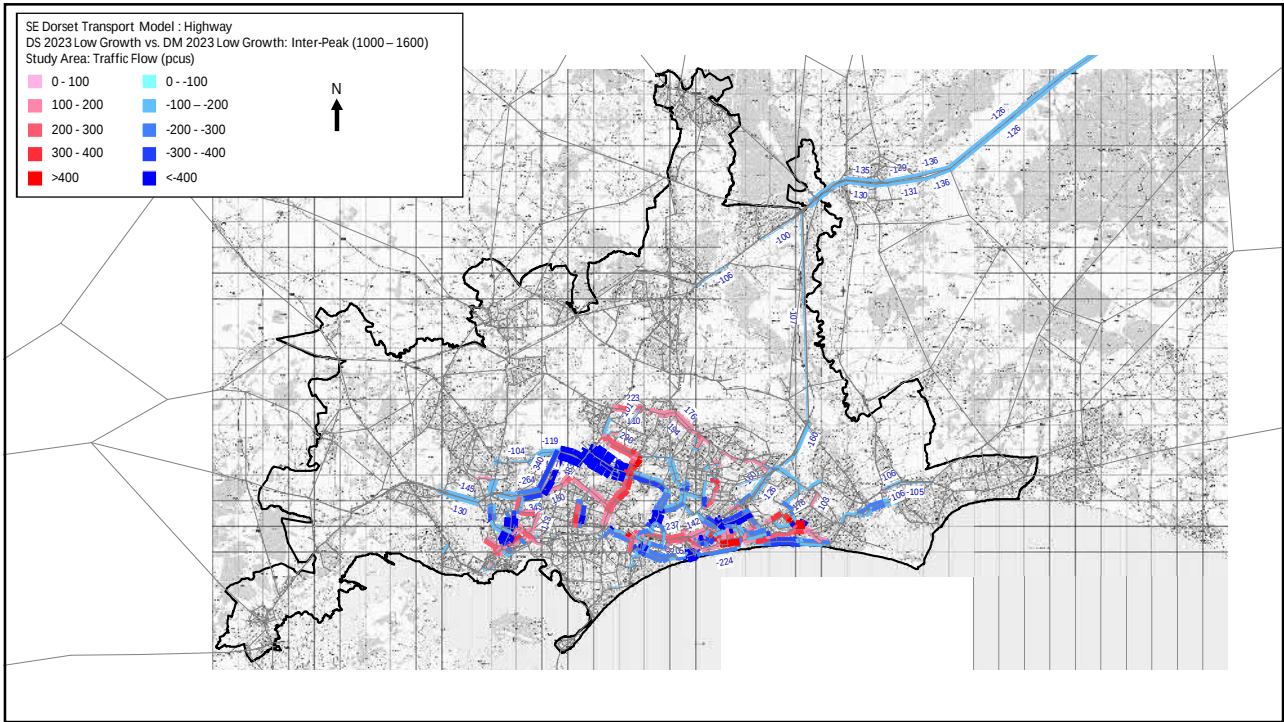
39



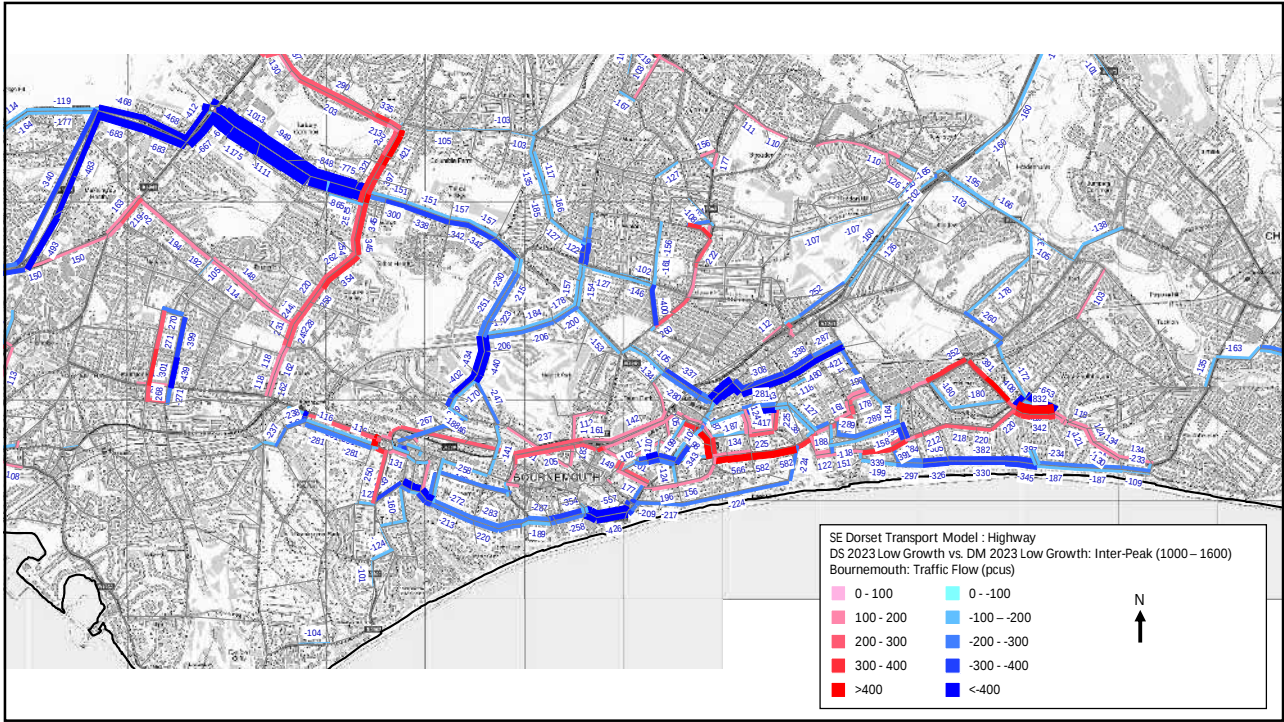
40



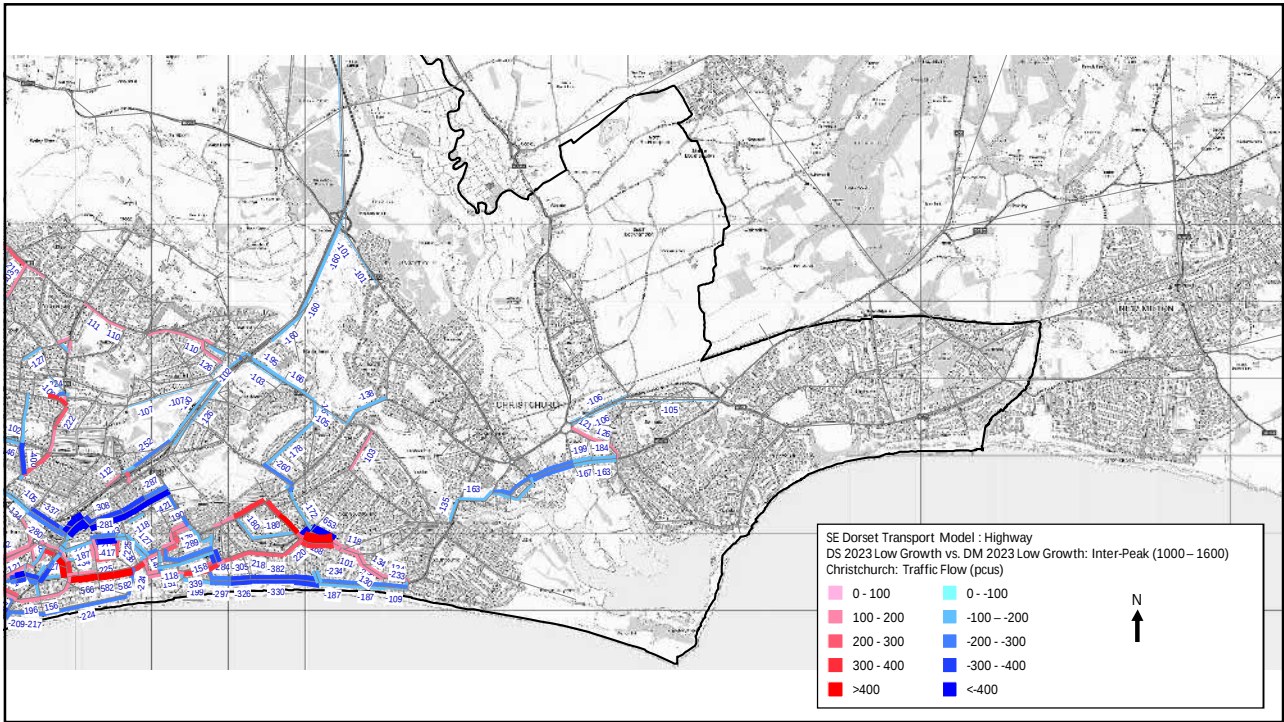
1



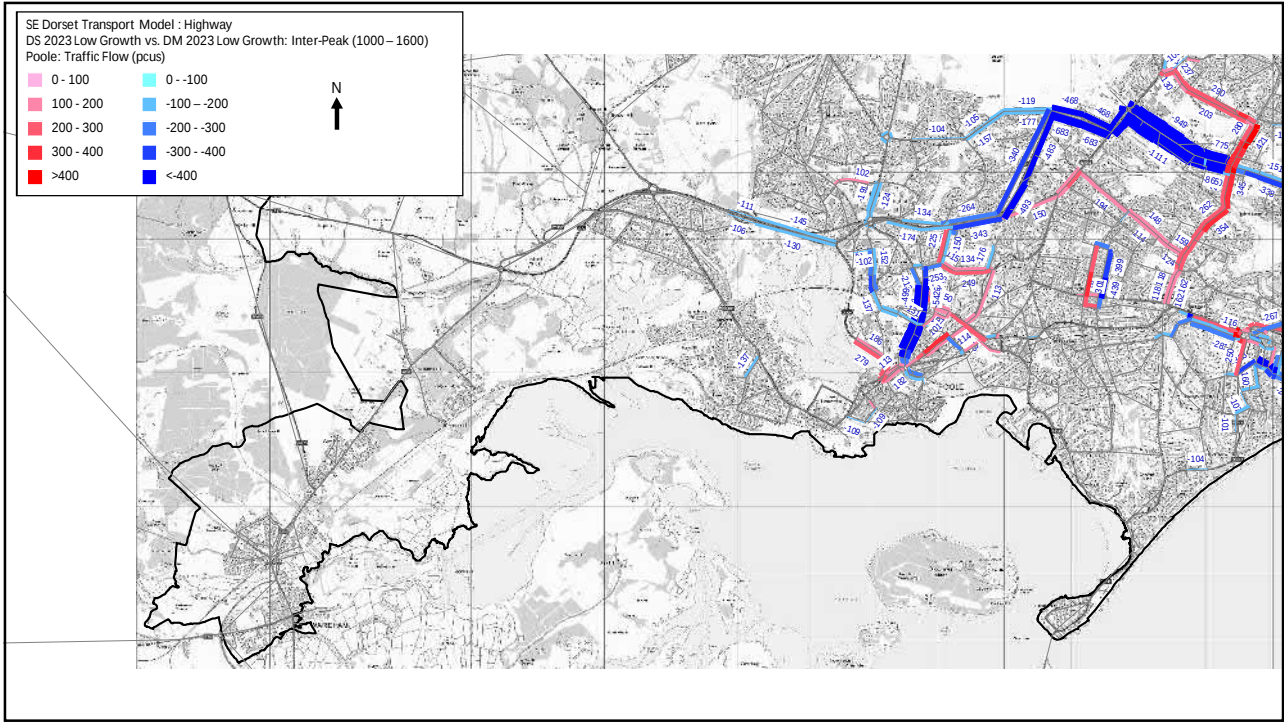
2



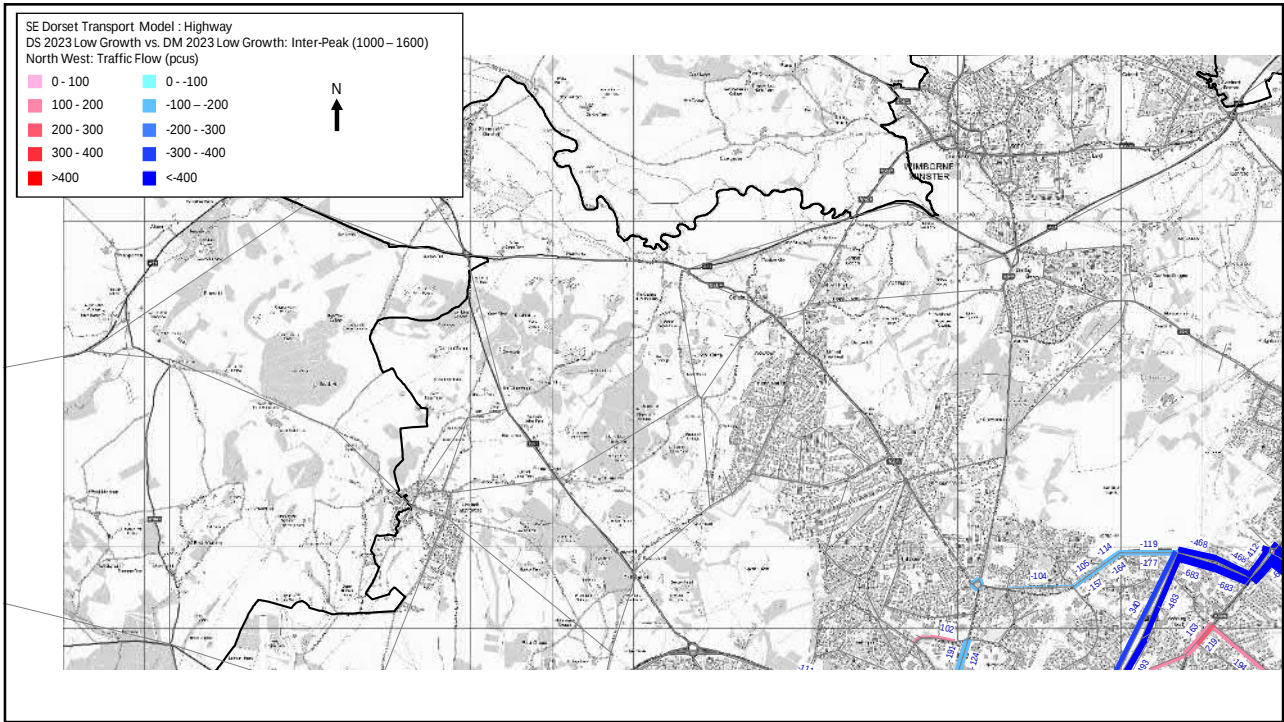
3



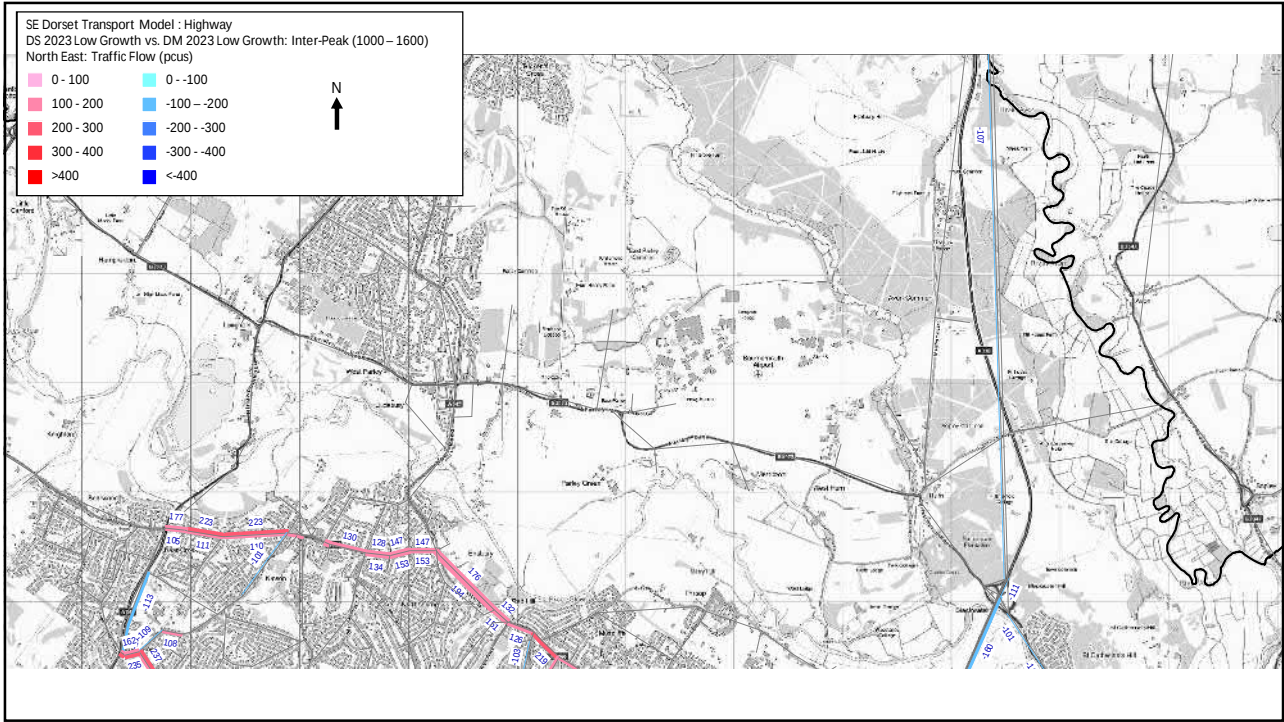
4



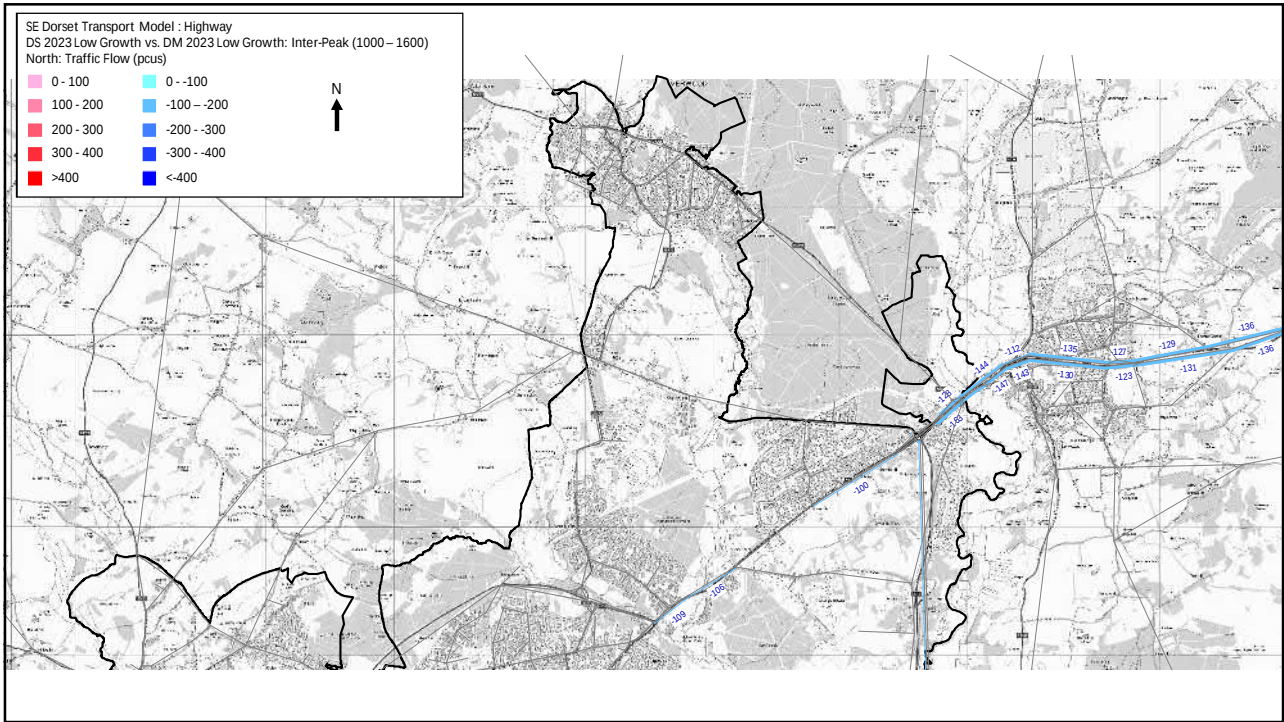
5



6



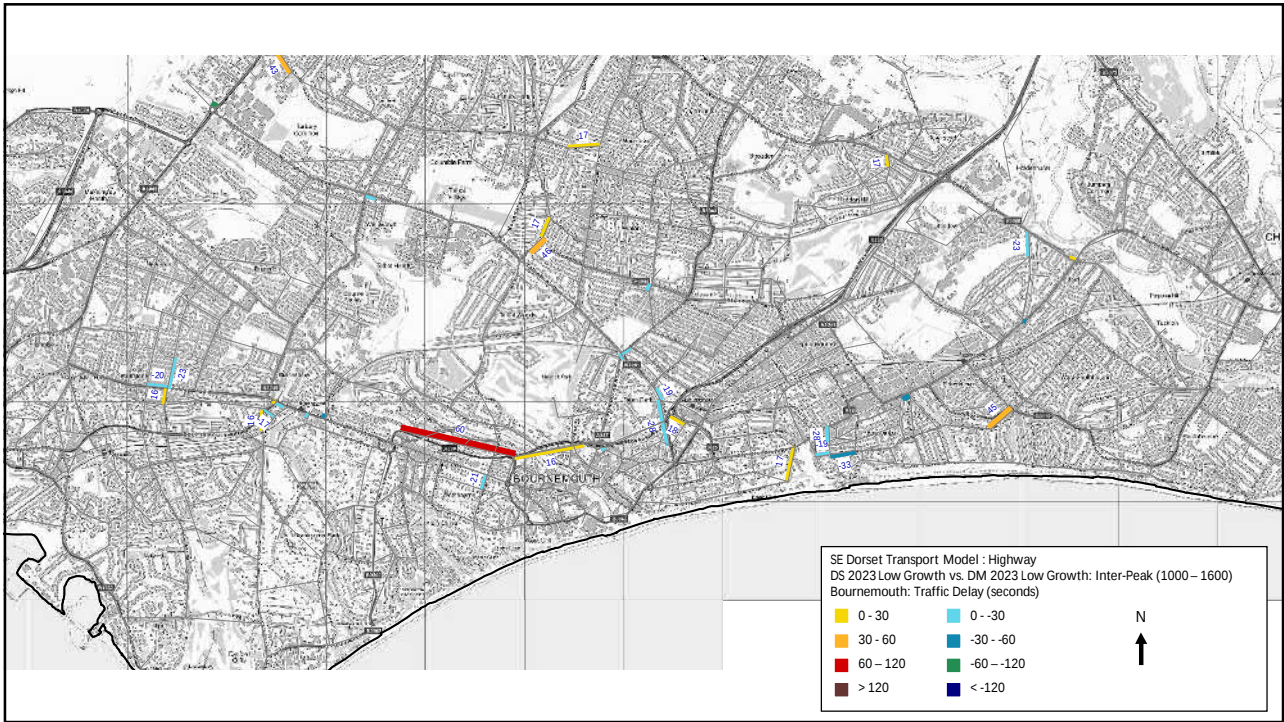
7



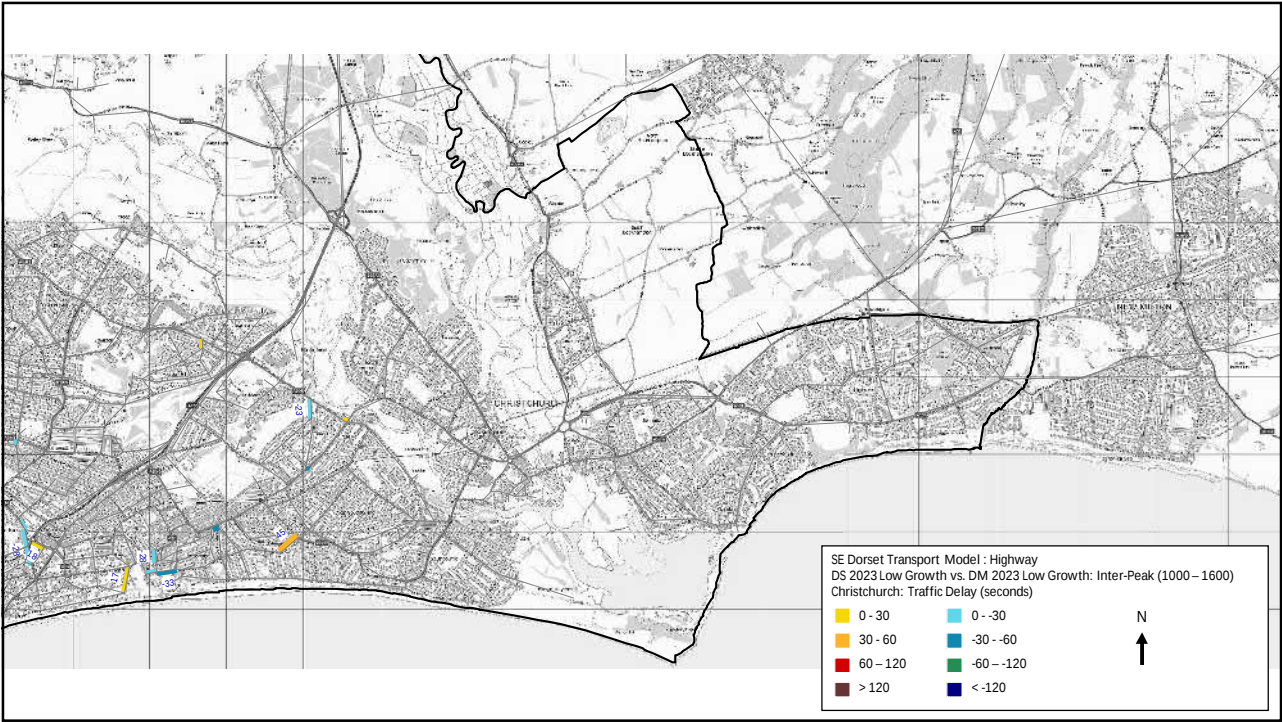
8



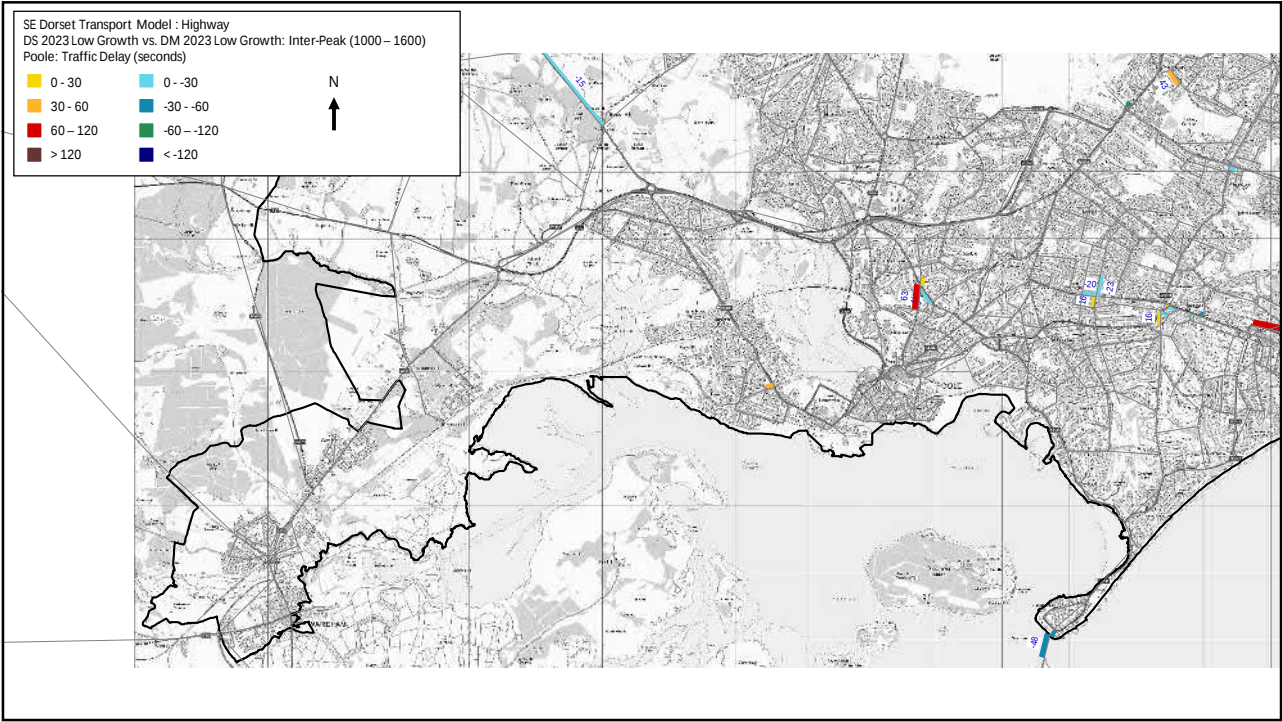
9



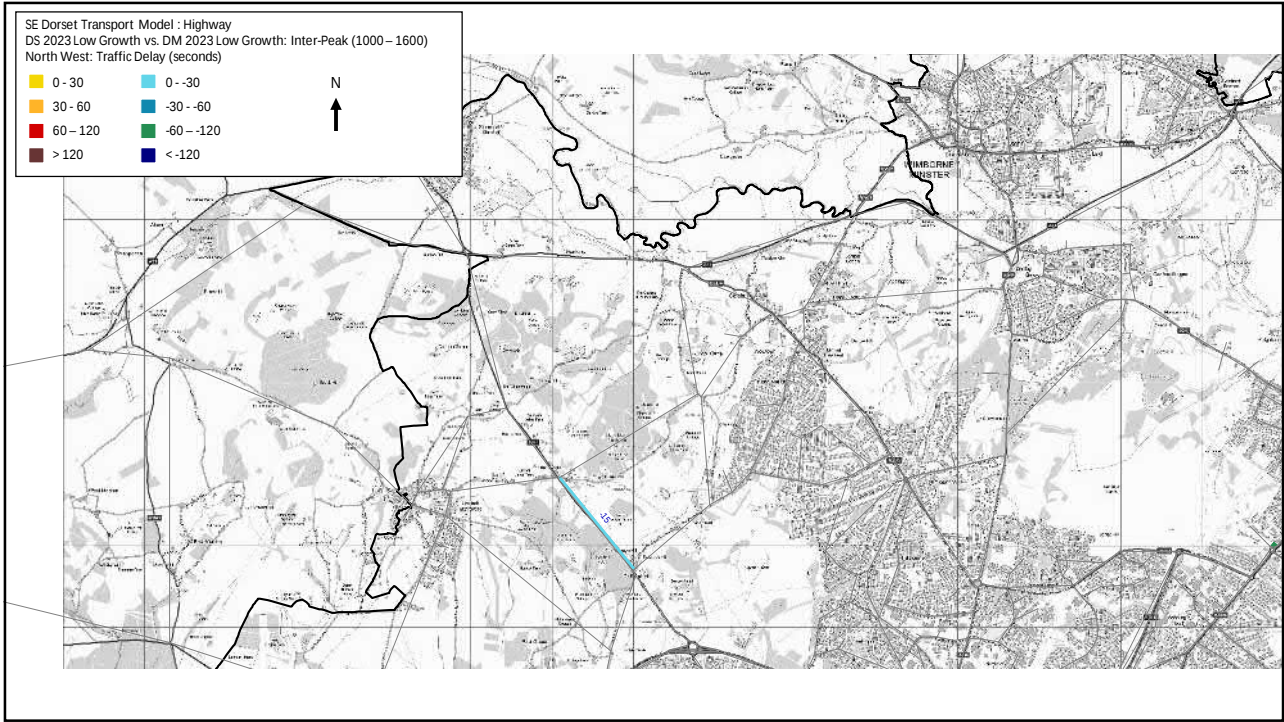
10



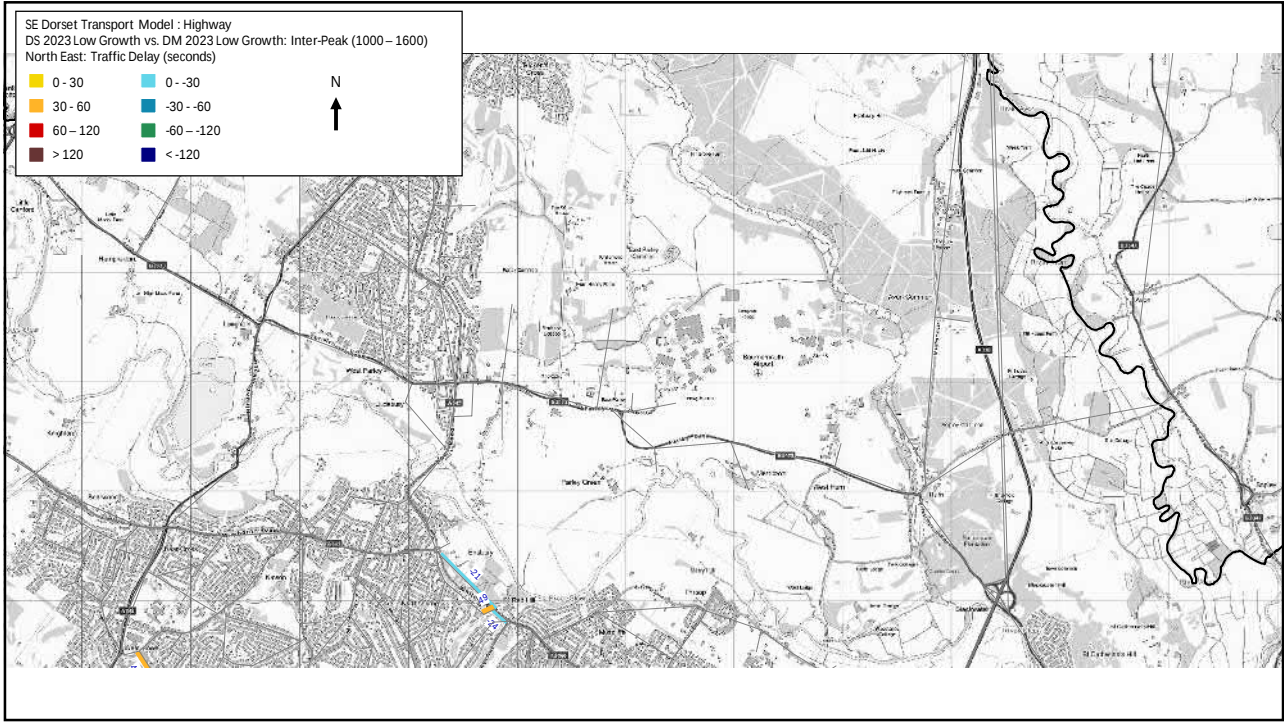
11



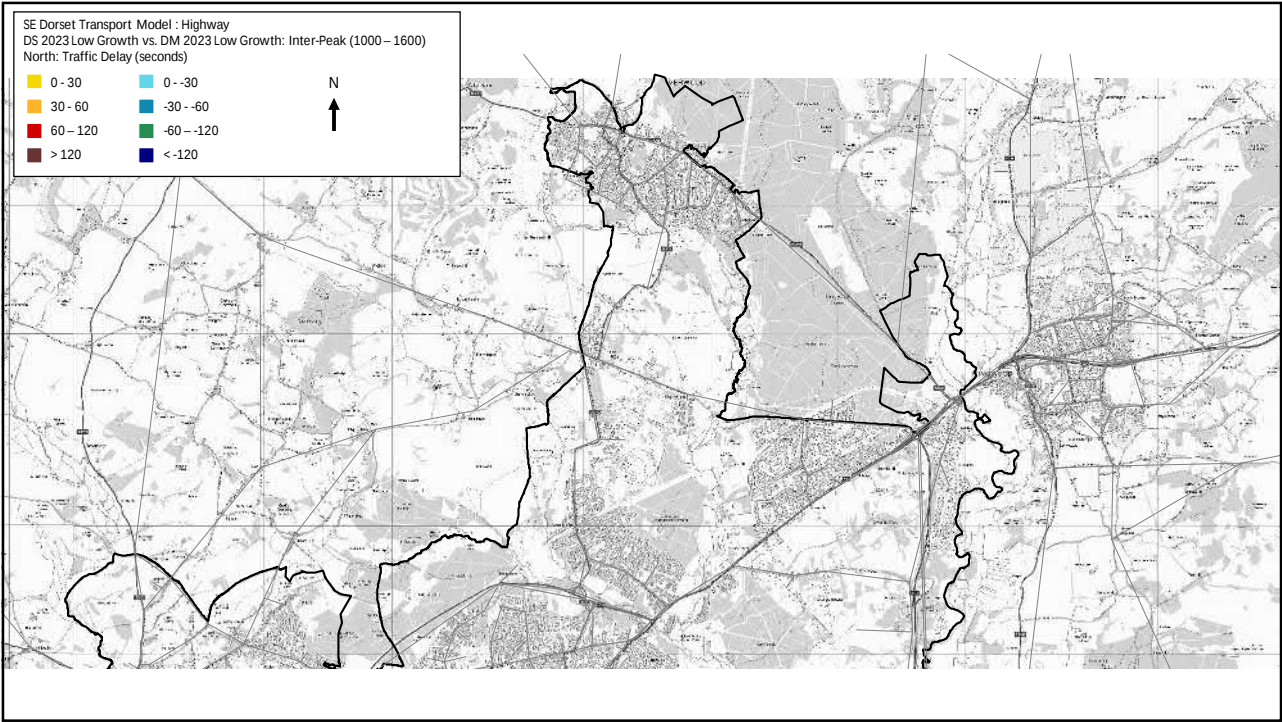
12



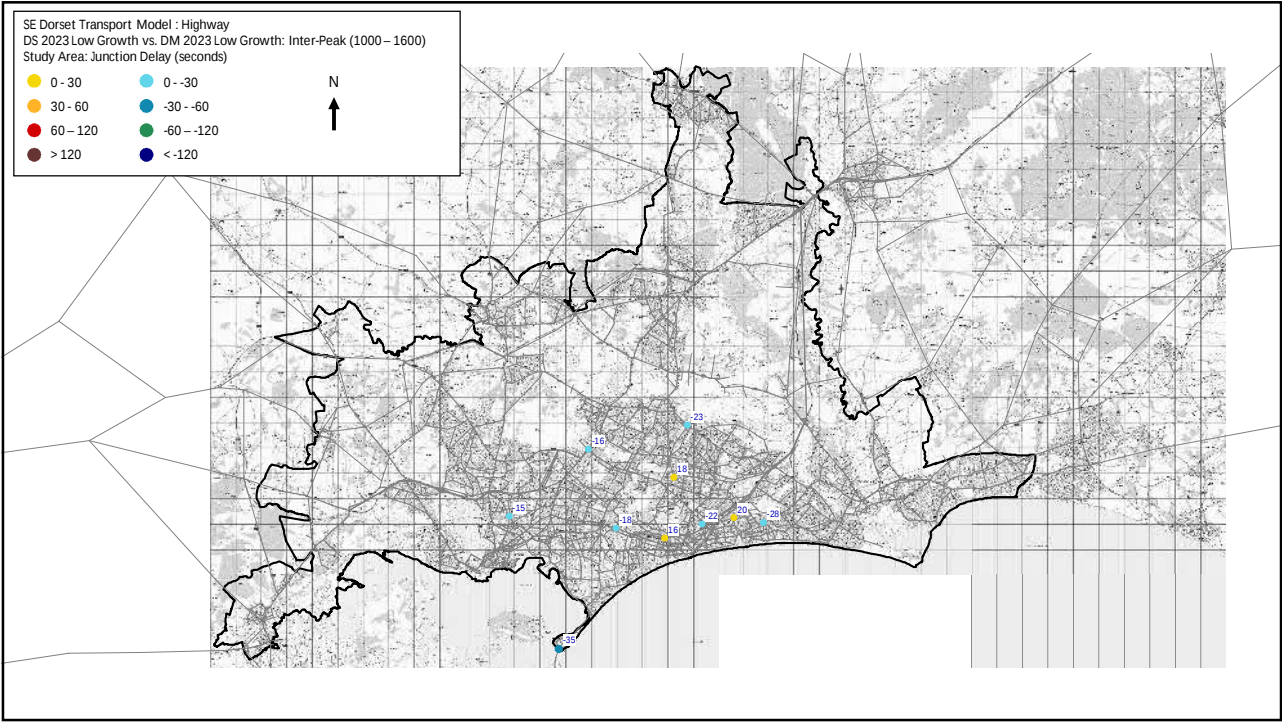
13



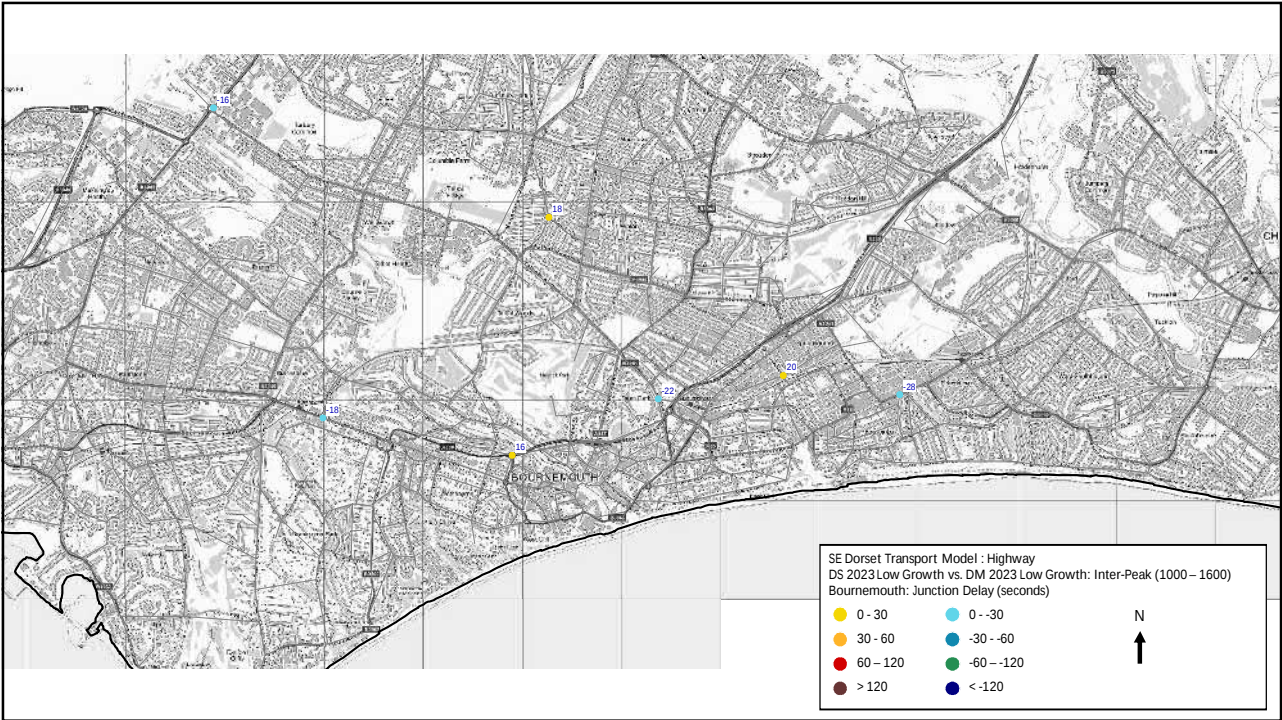
14



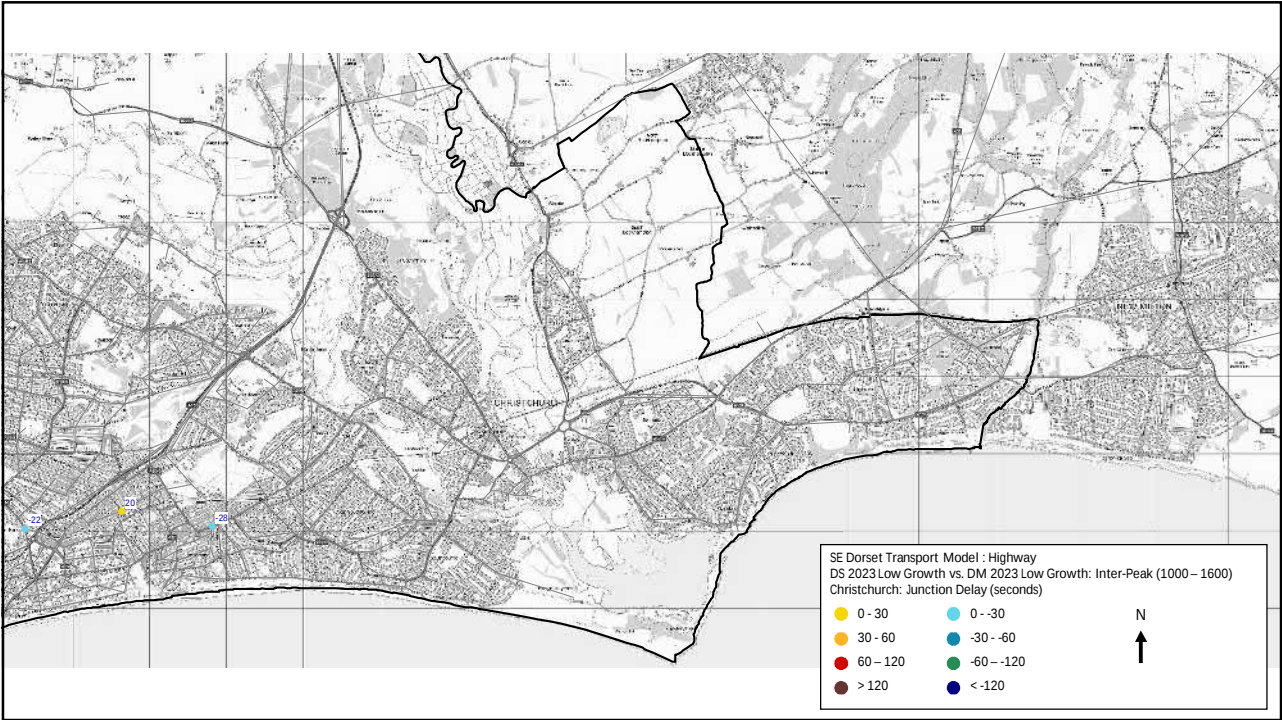
15



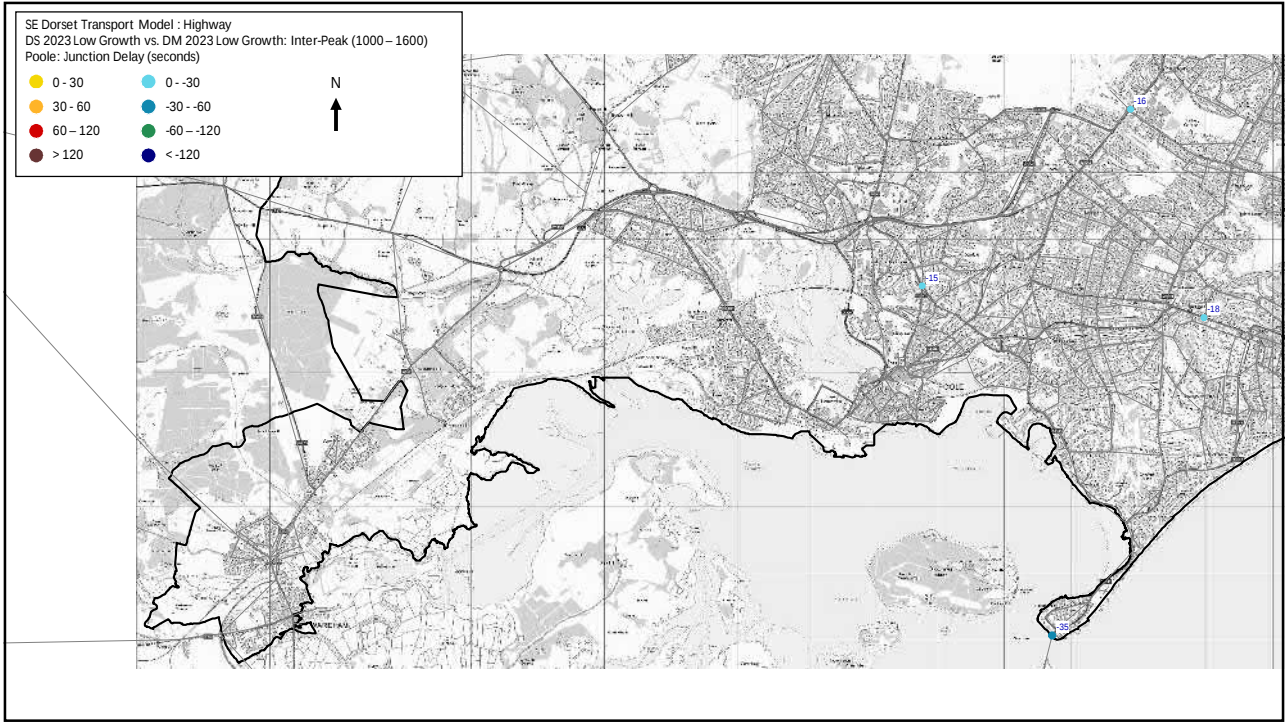
16



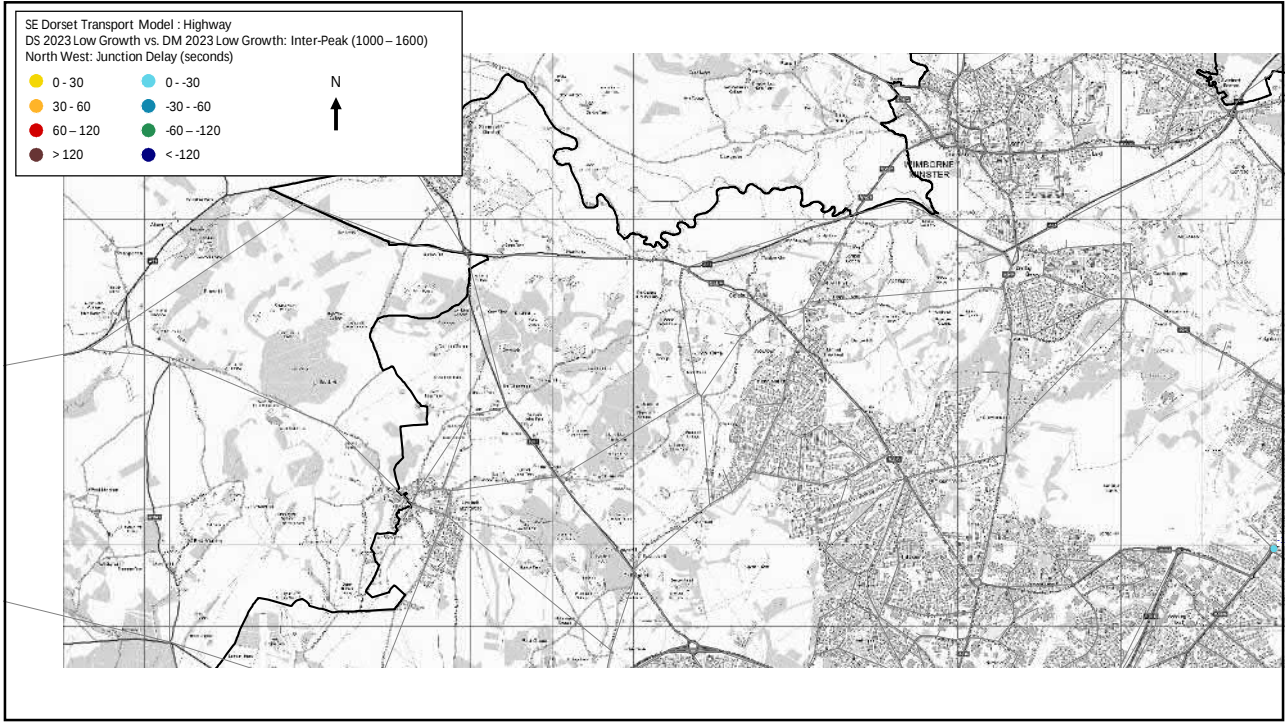
17



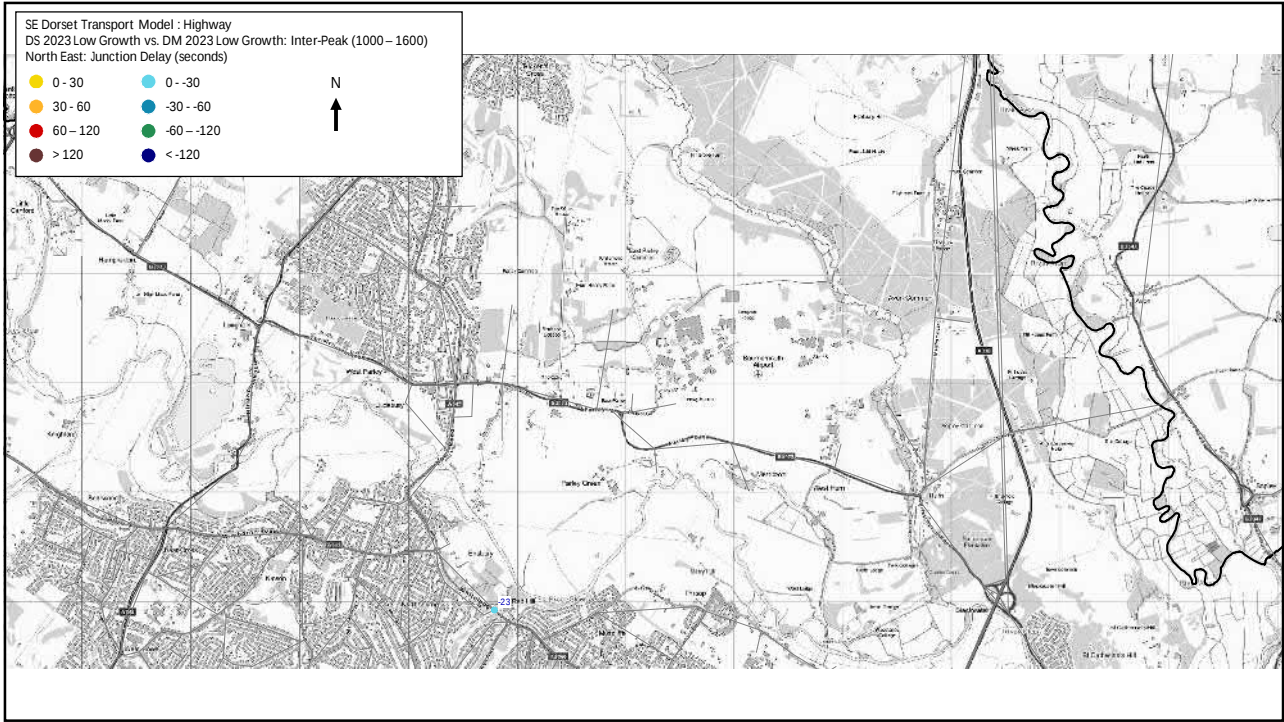
18



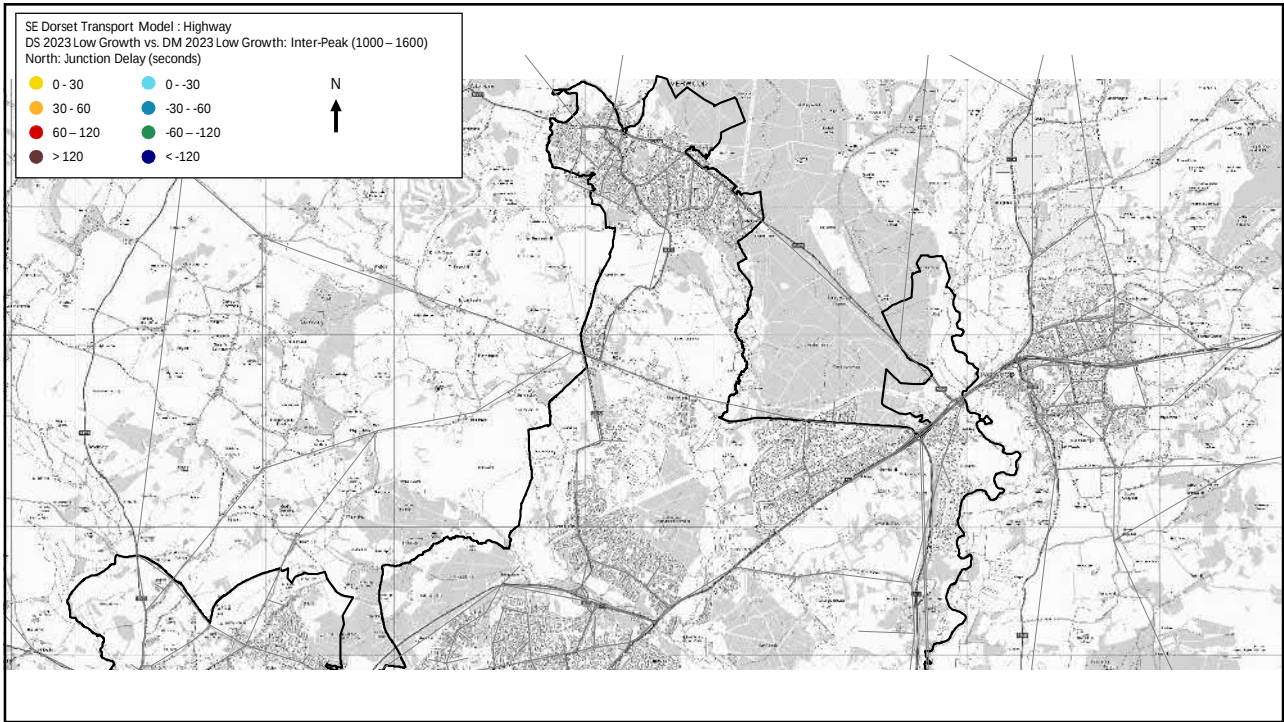
19



20



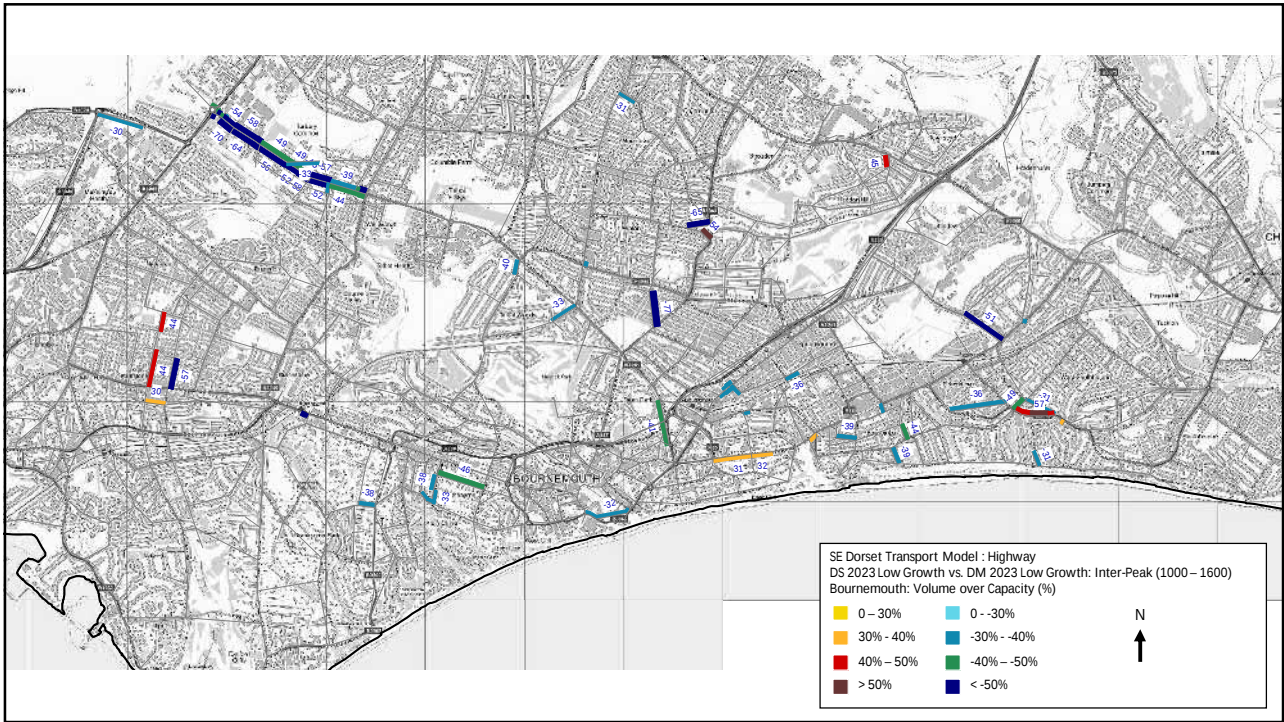
21



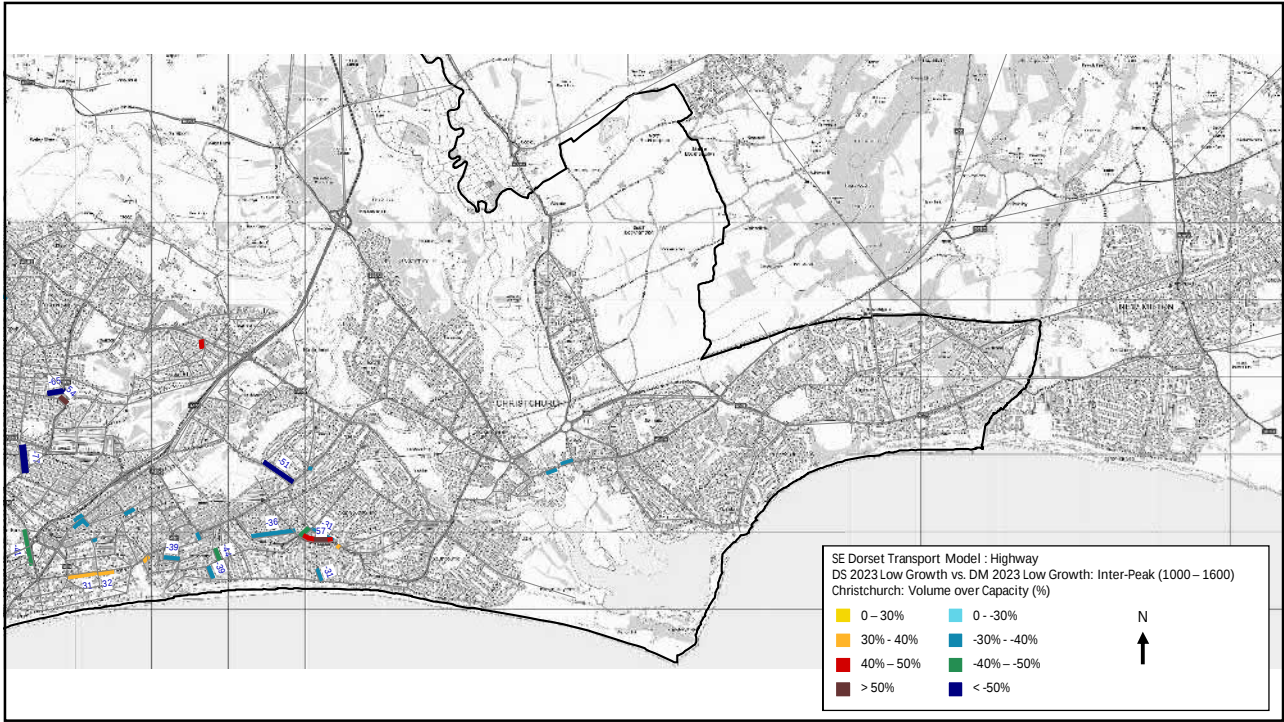
22



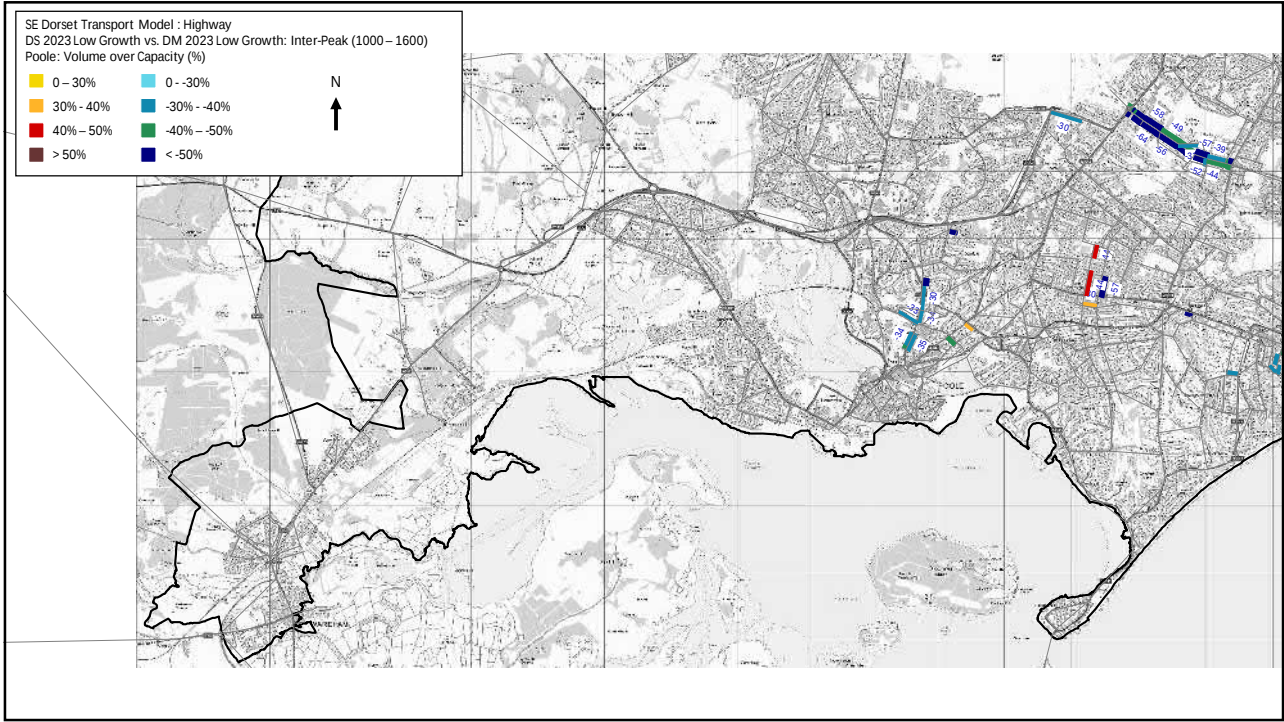
23



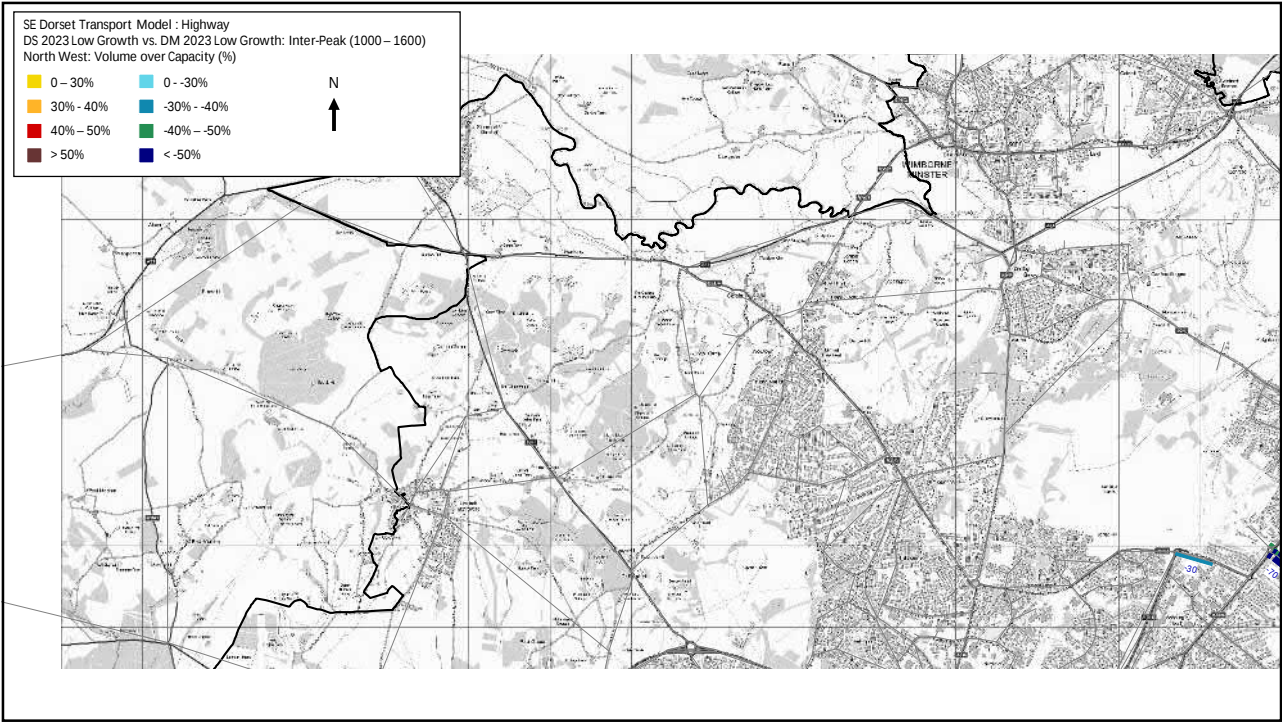
24



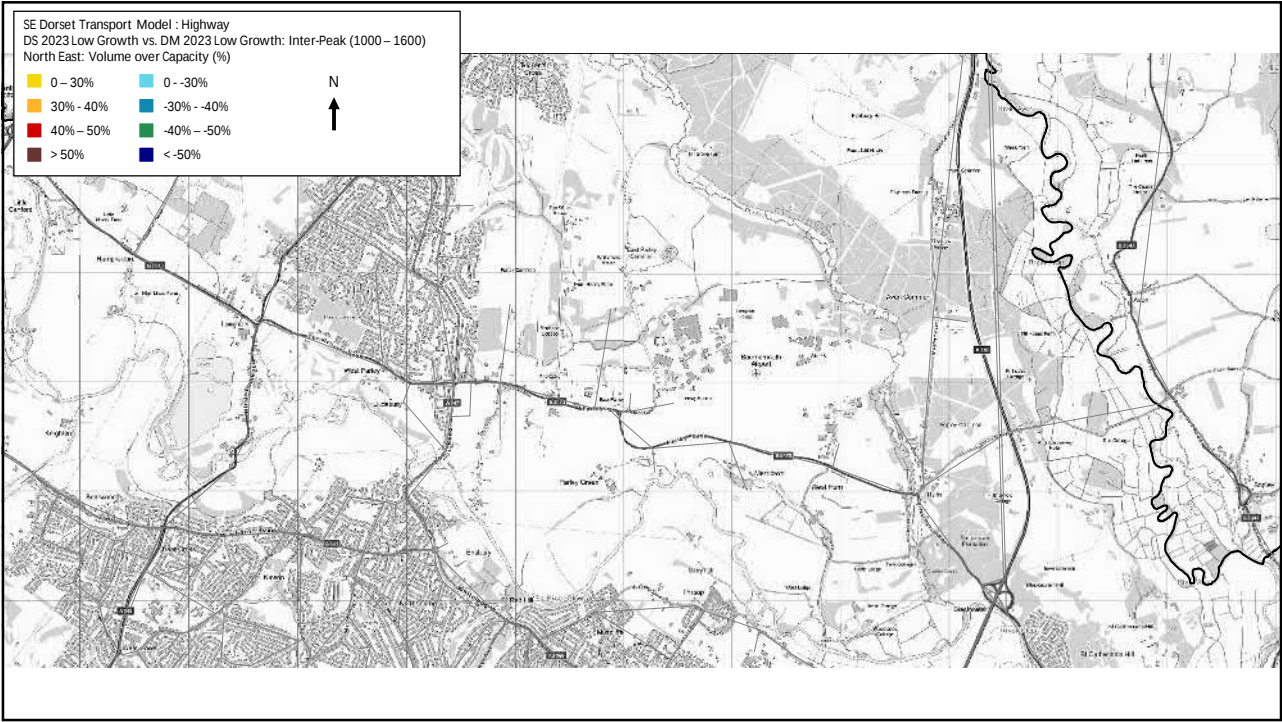
25



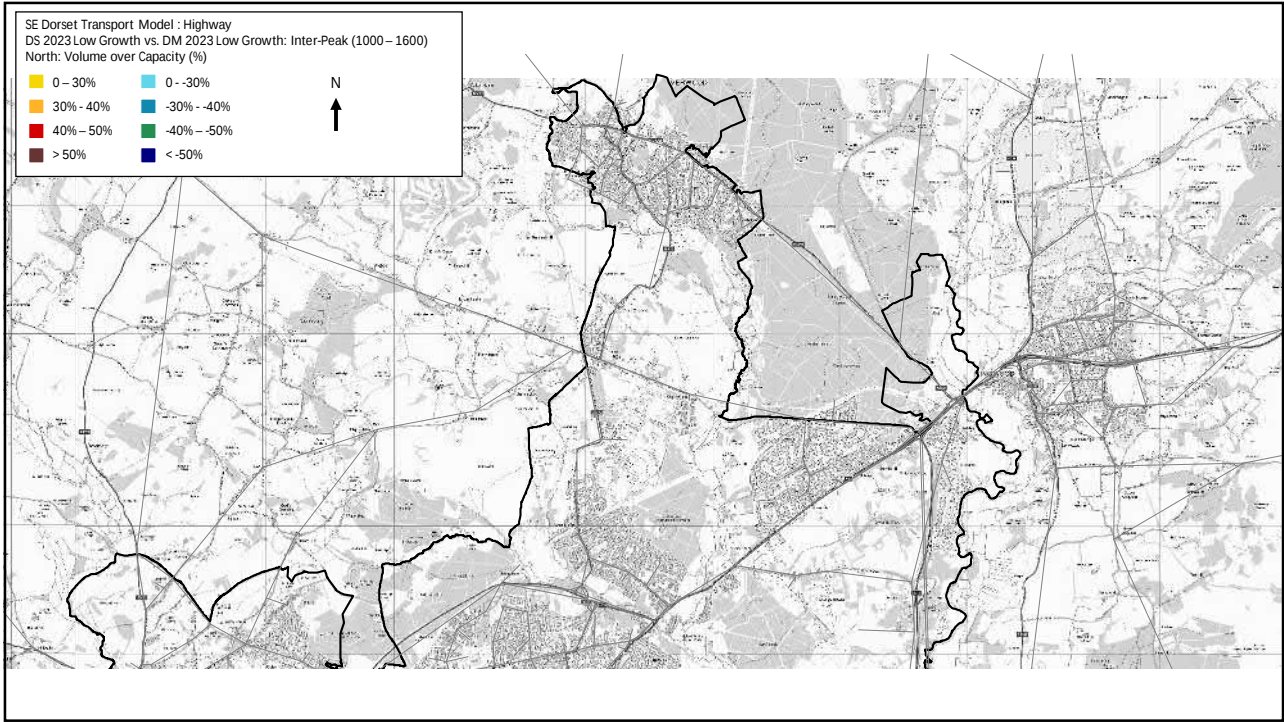
26



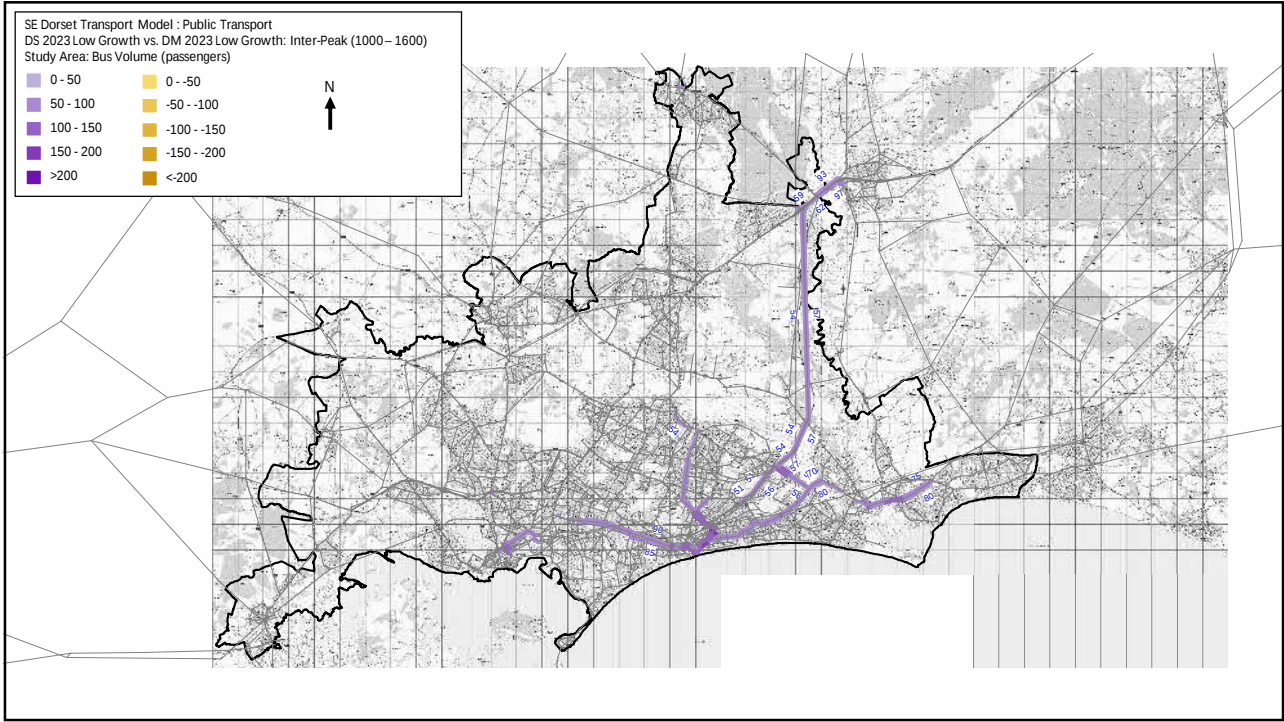
27



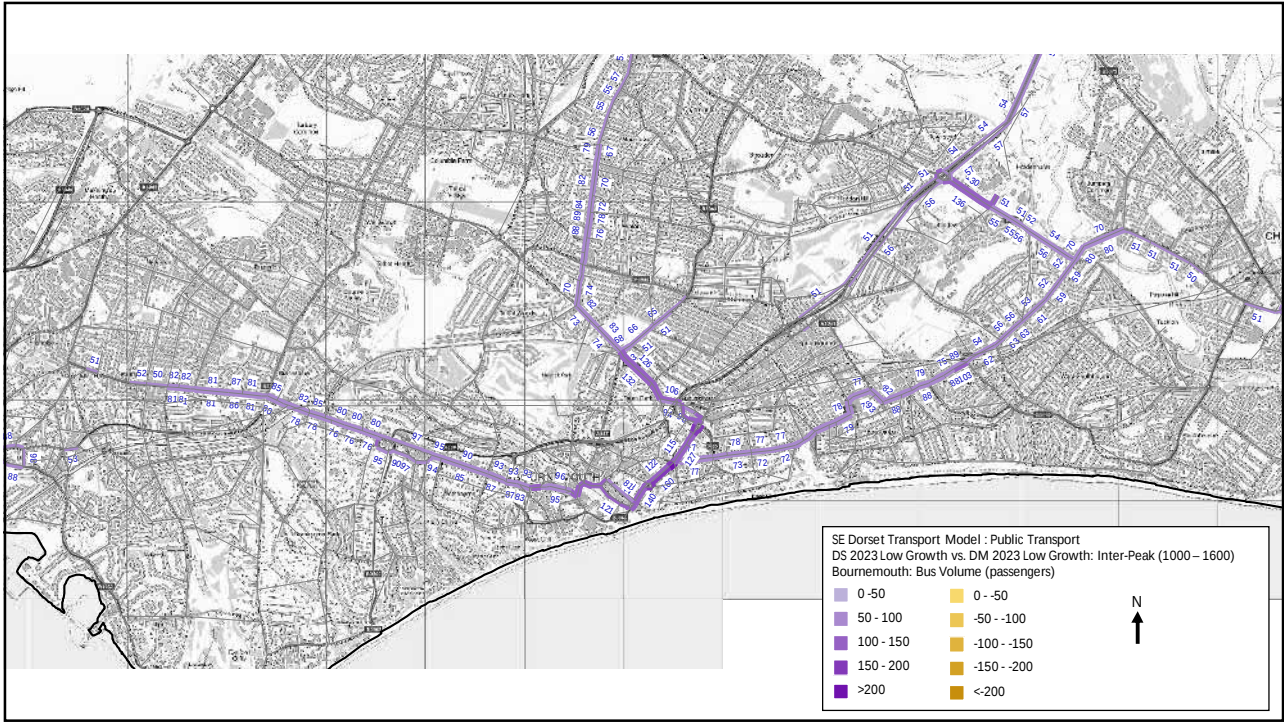
28



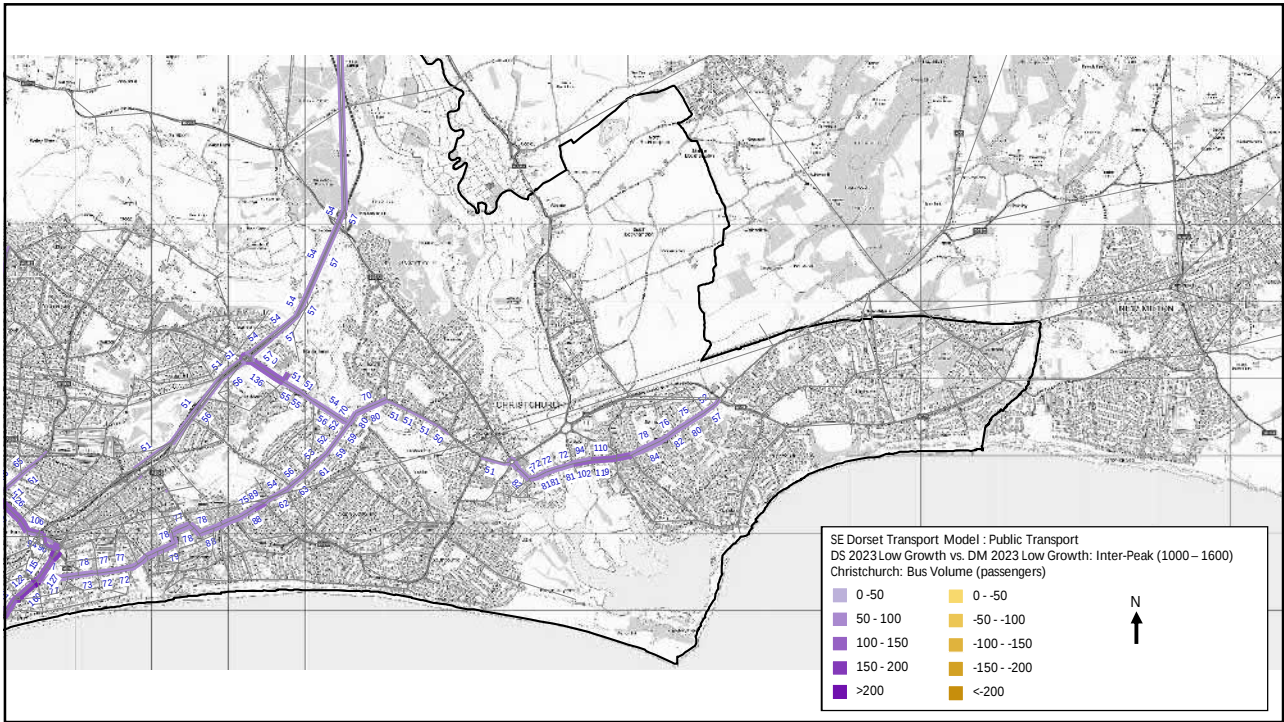
29



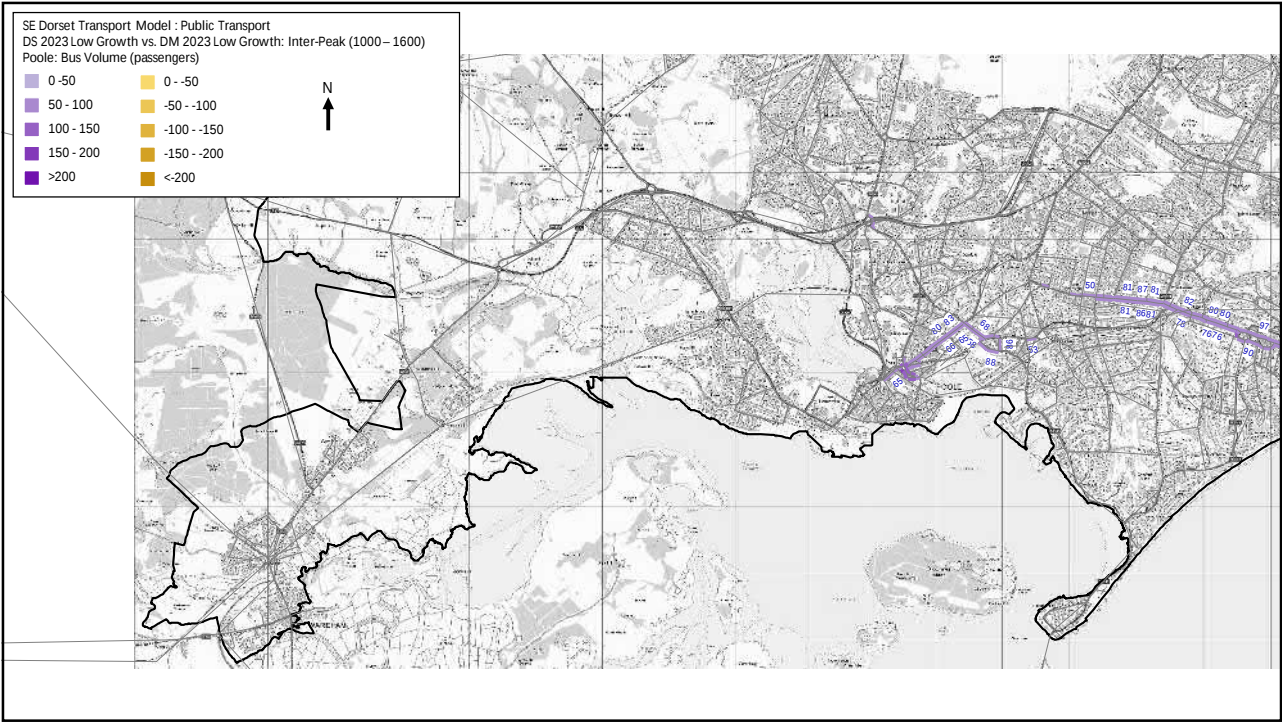
30



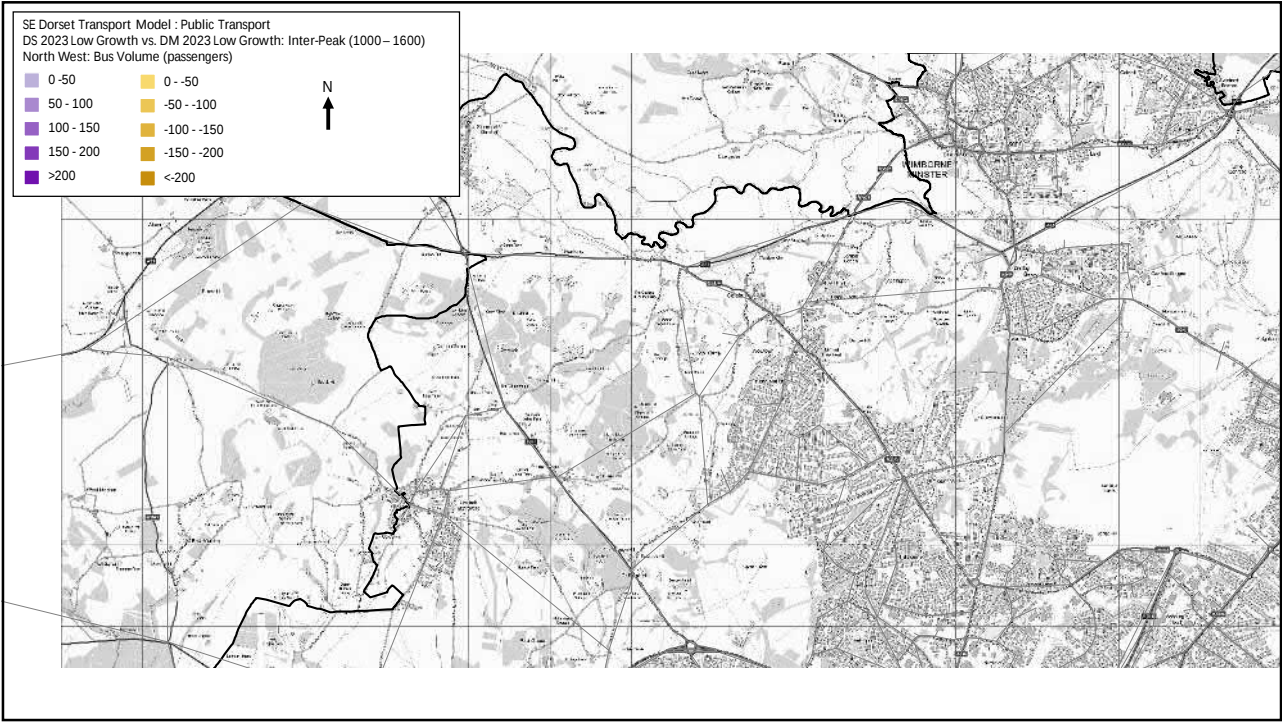
31



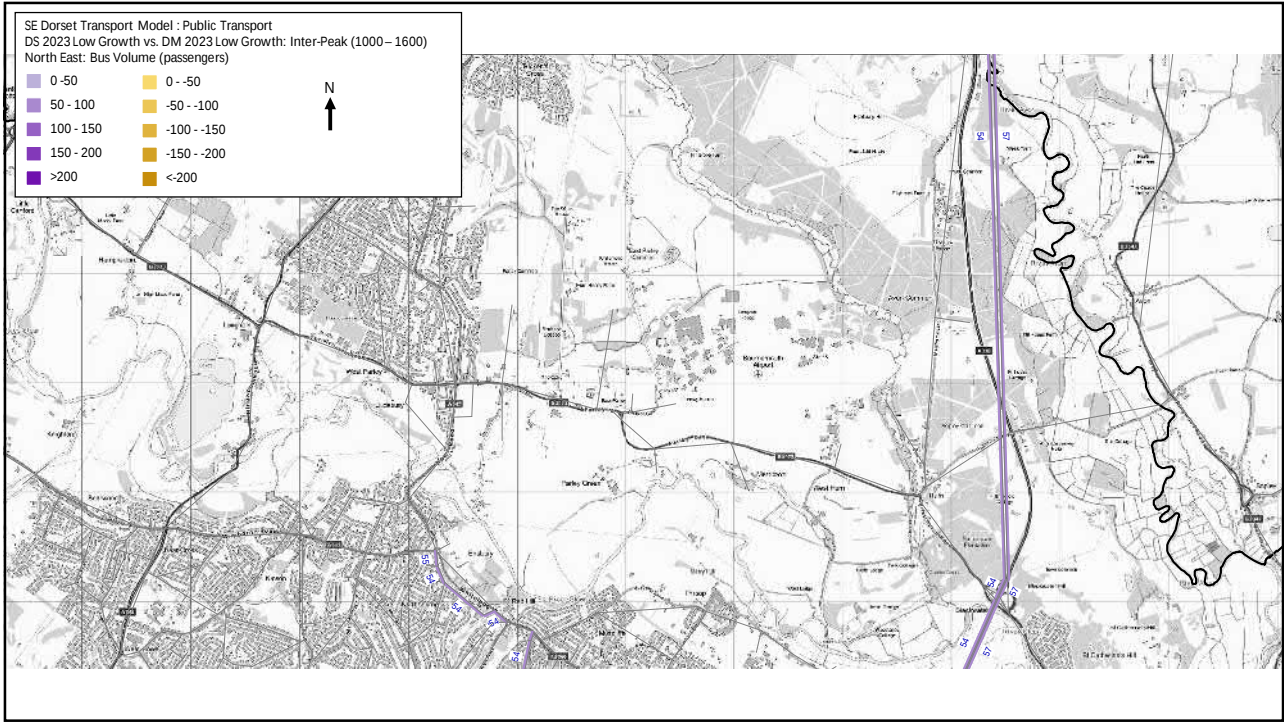
32



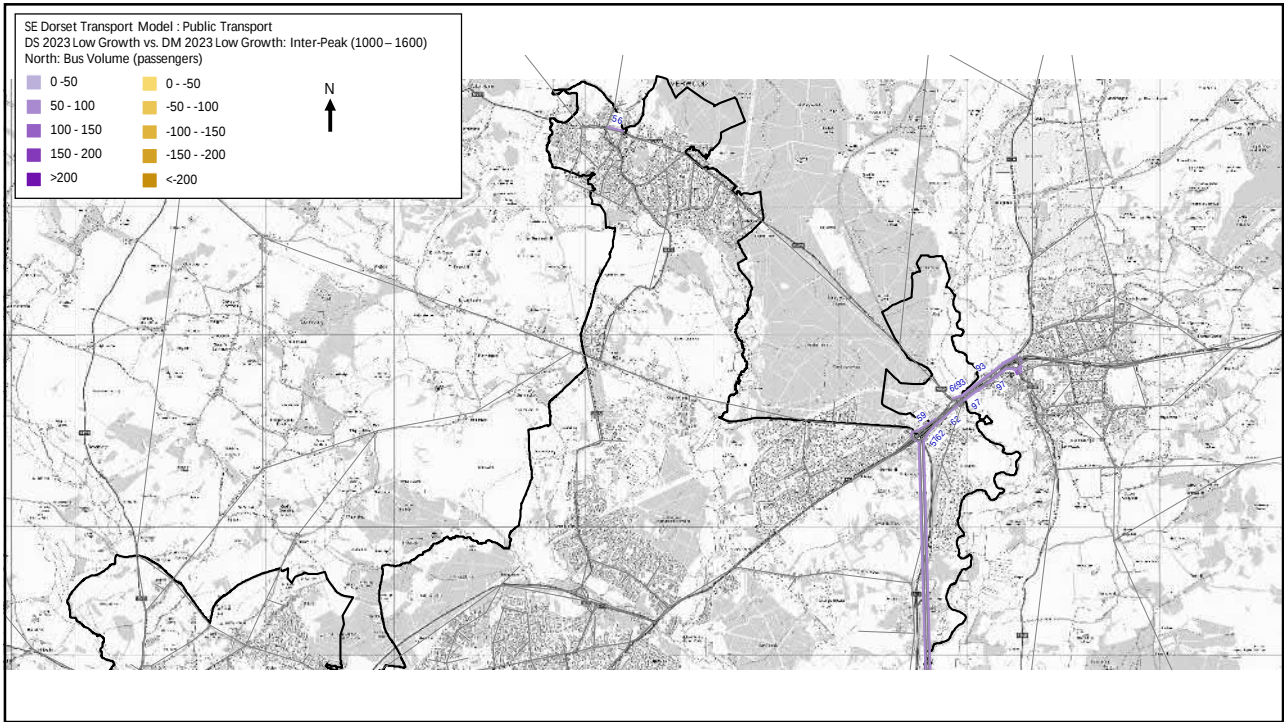
33



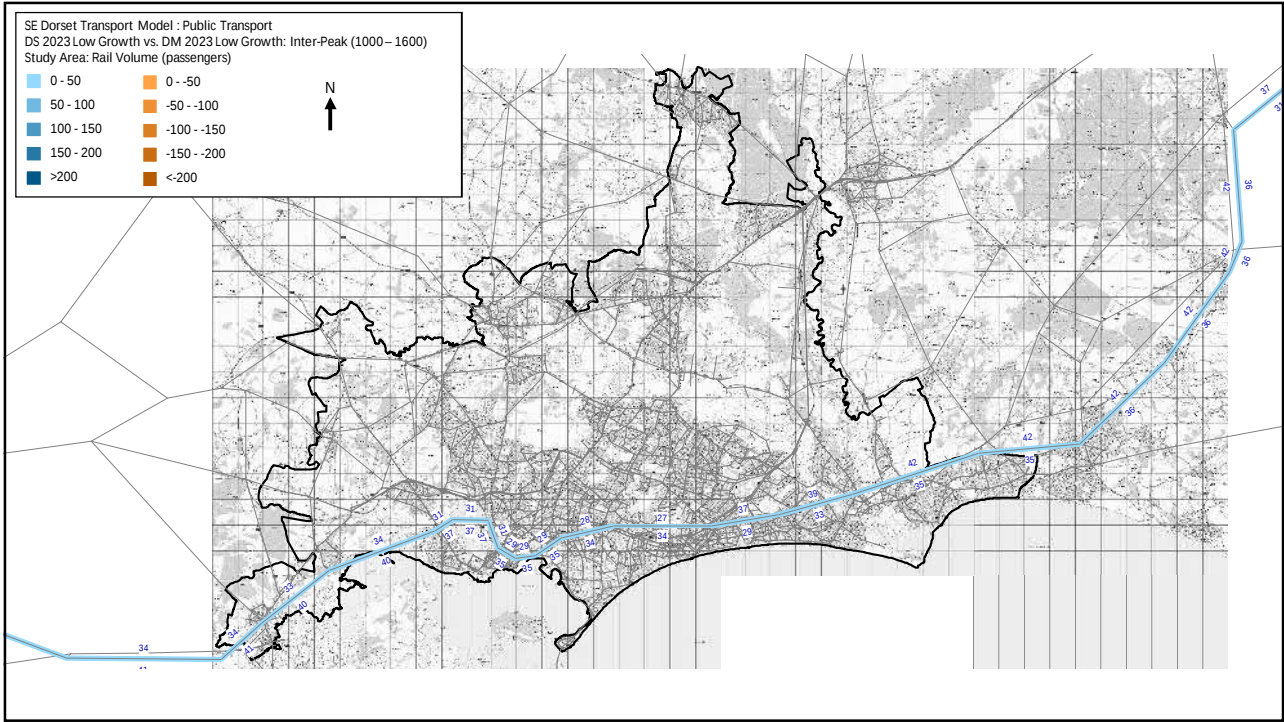
34



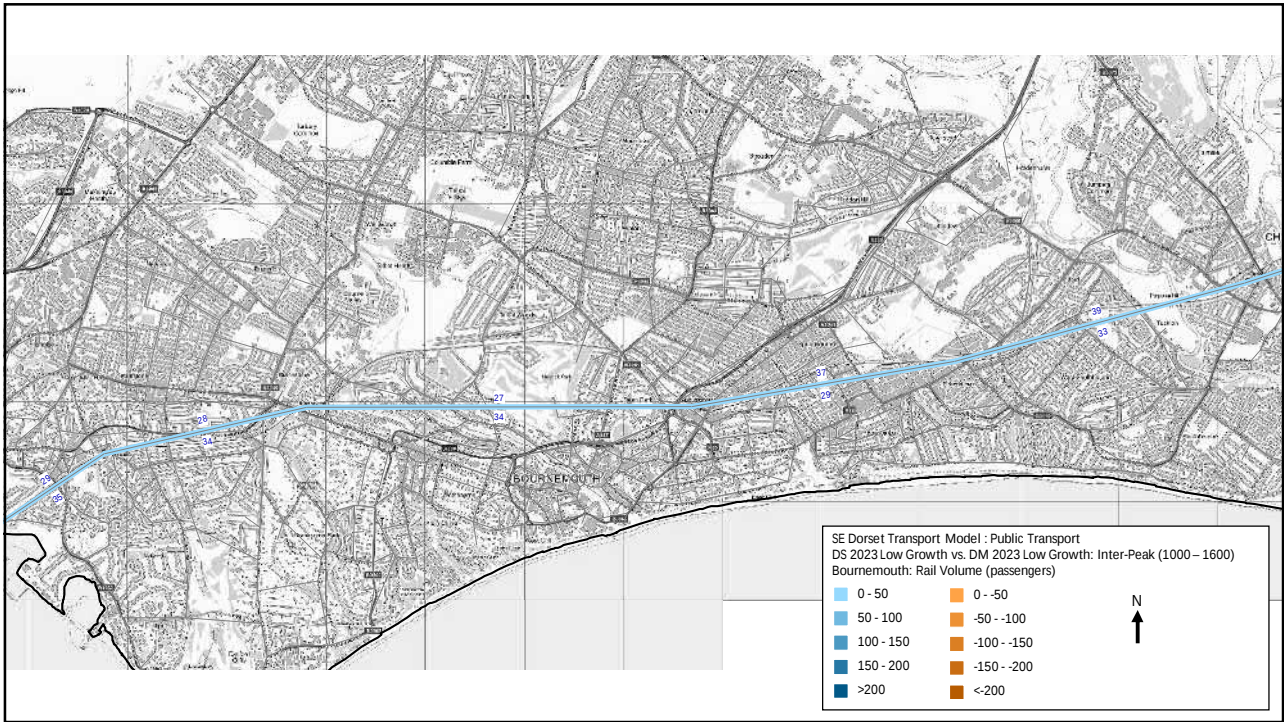
35



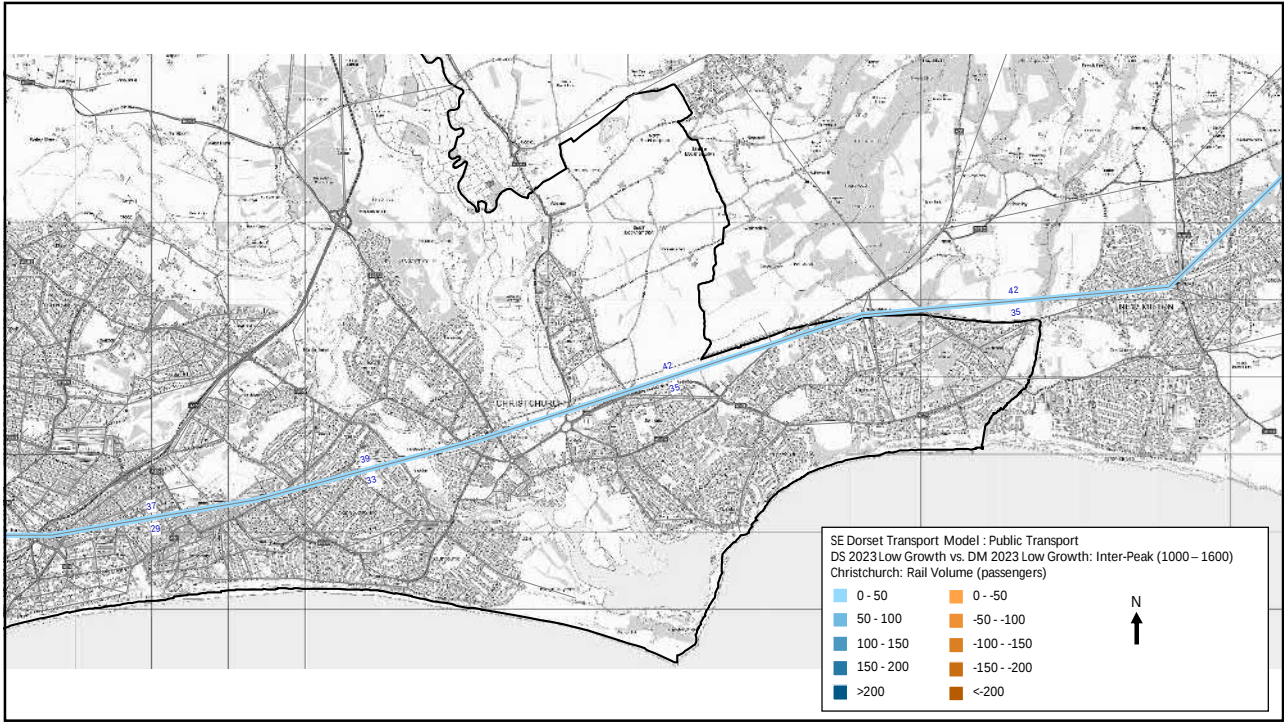
36



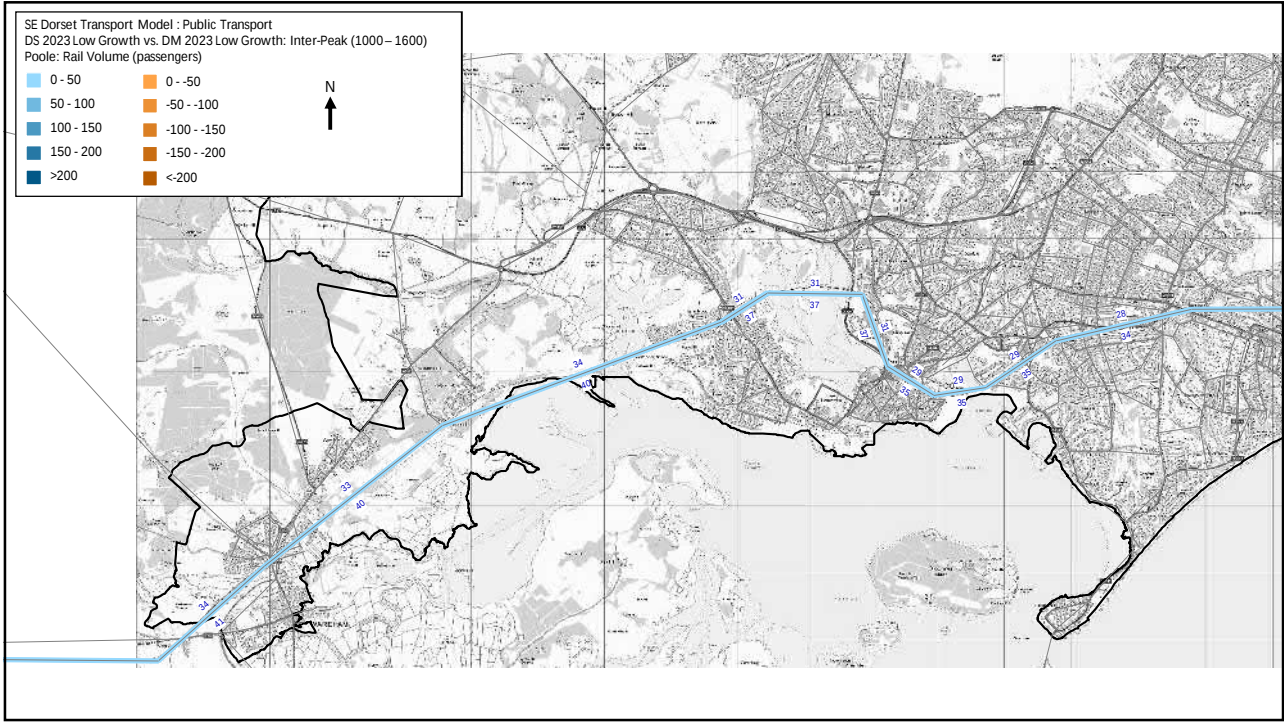
37



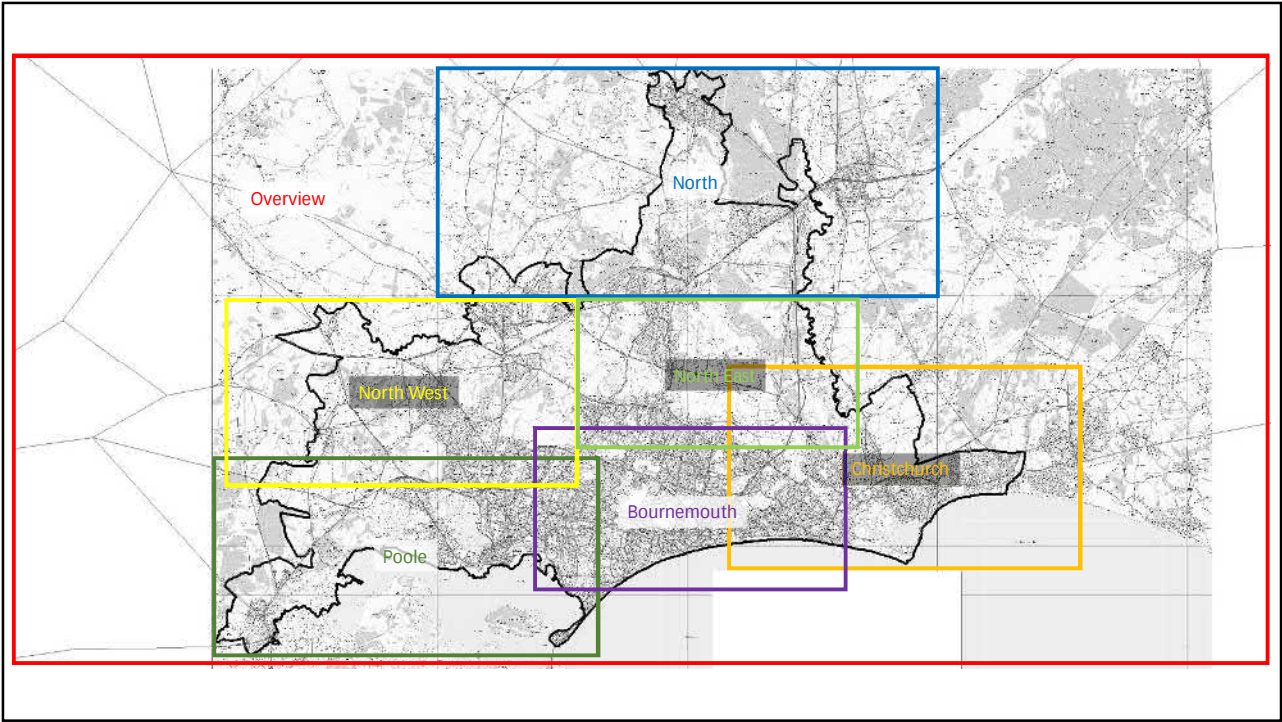
38



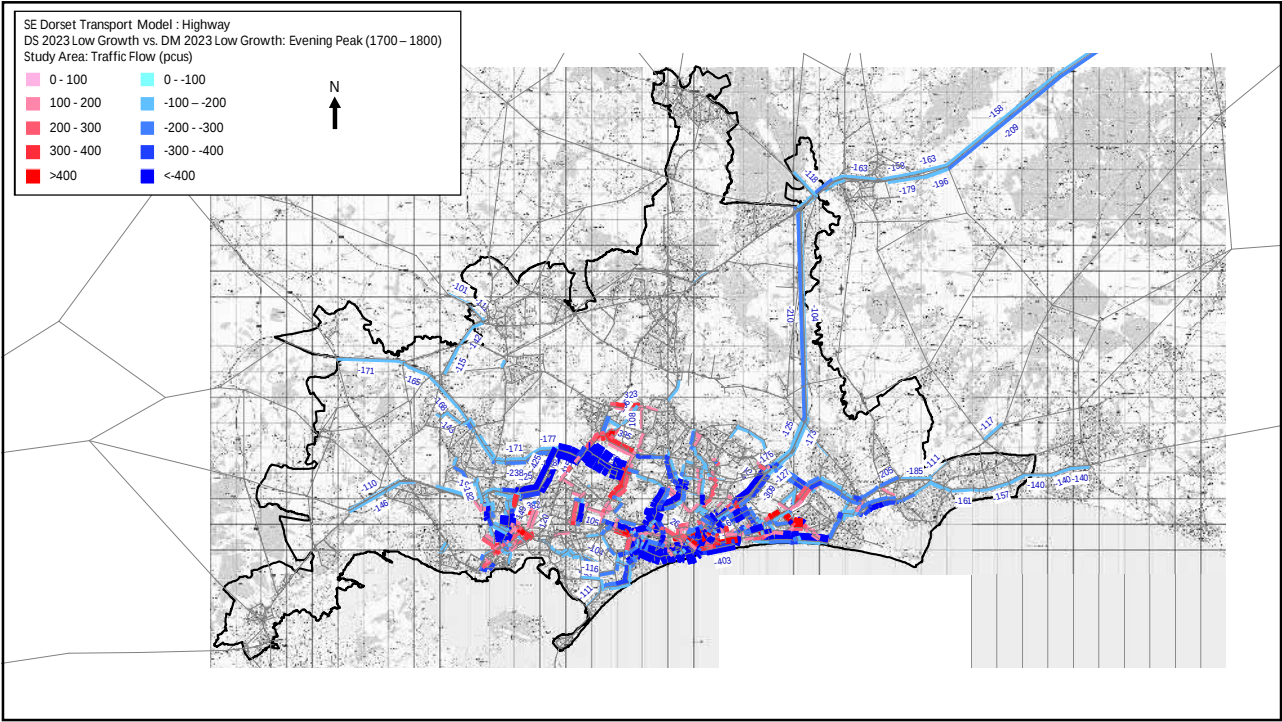
39



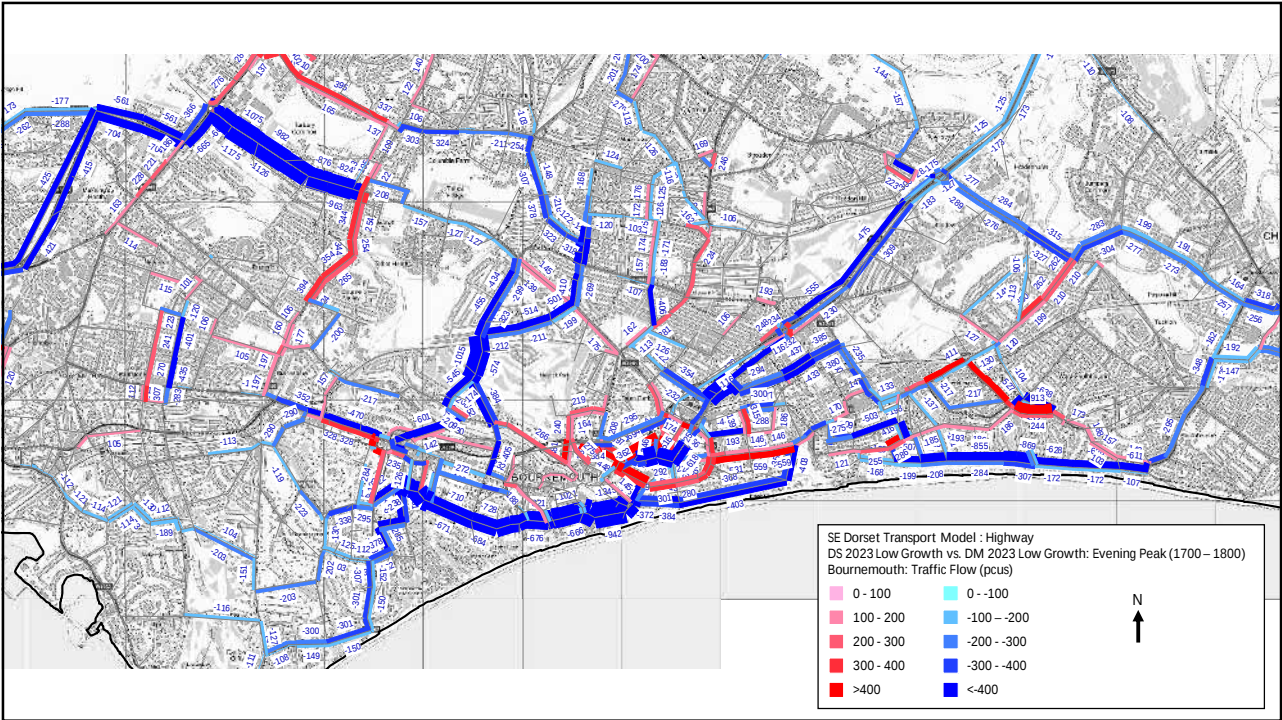
40



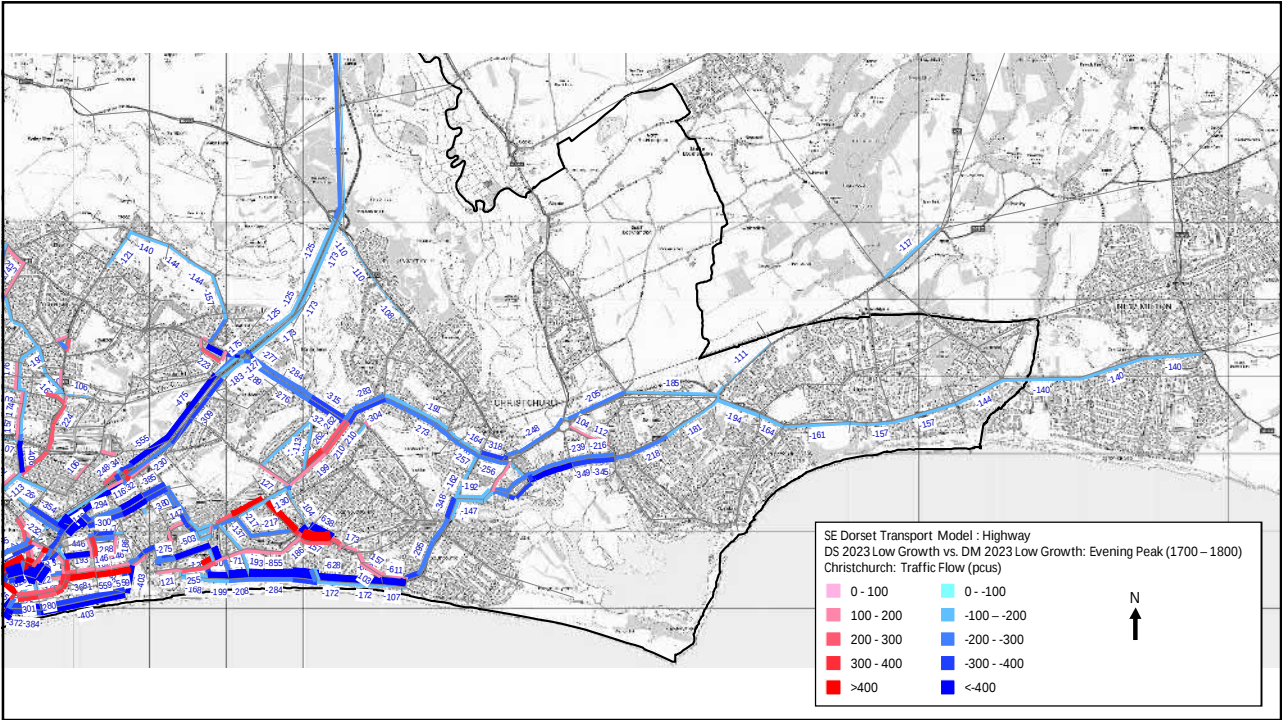
1



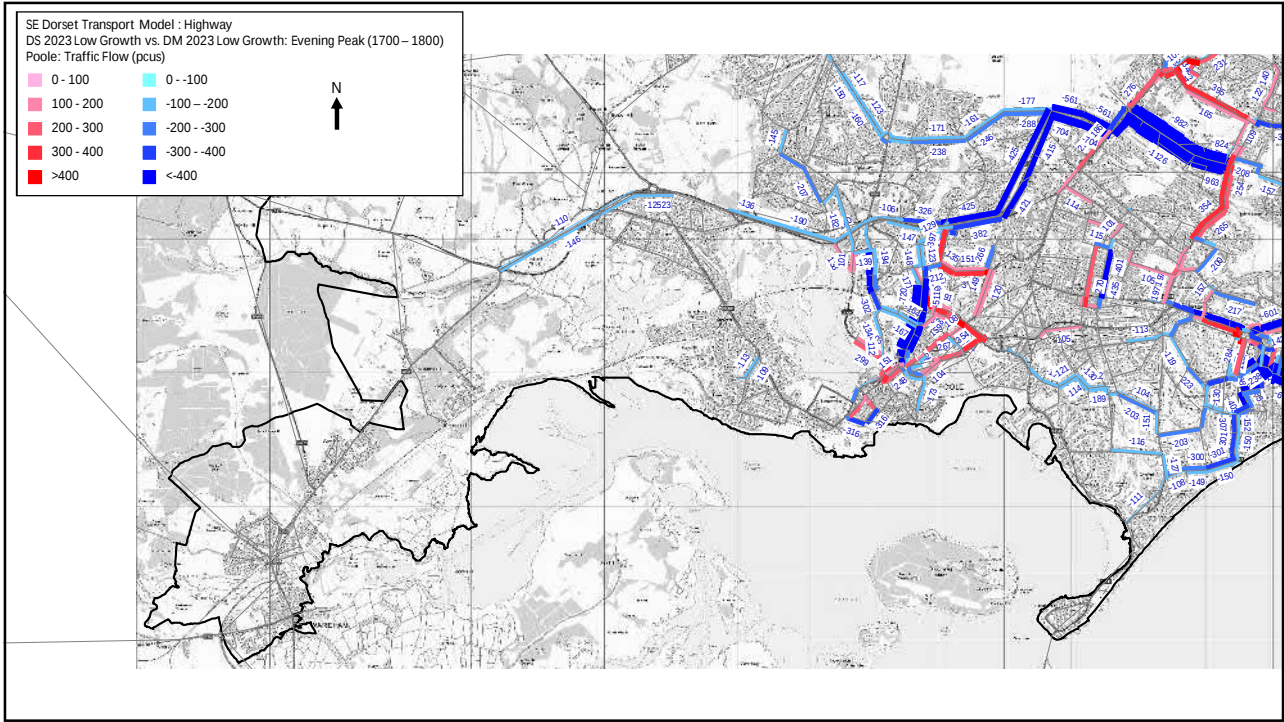
2



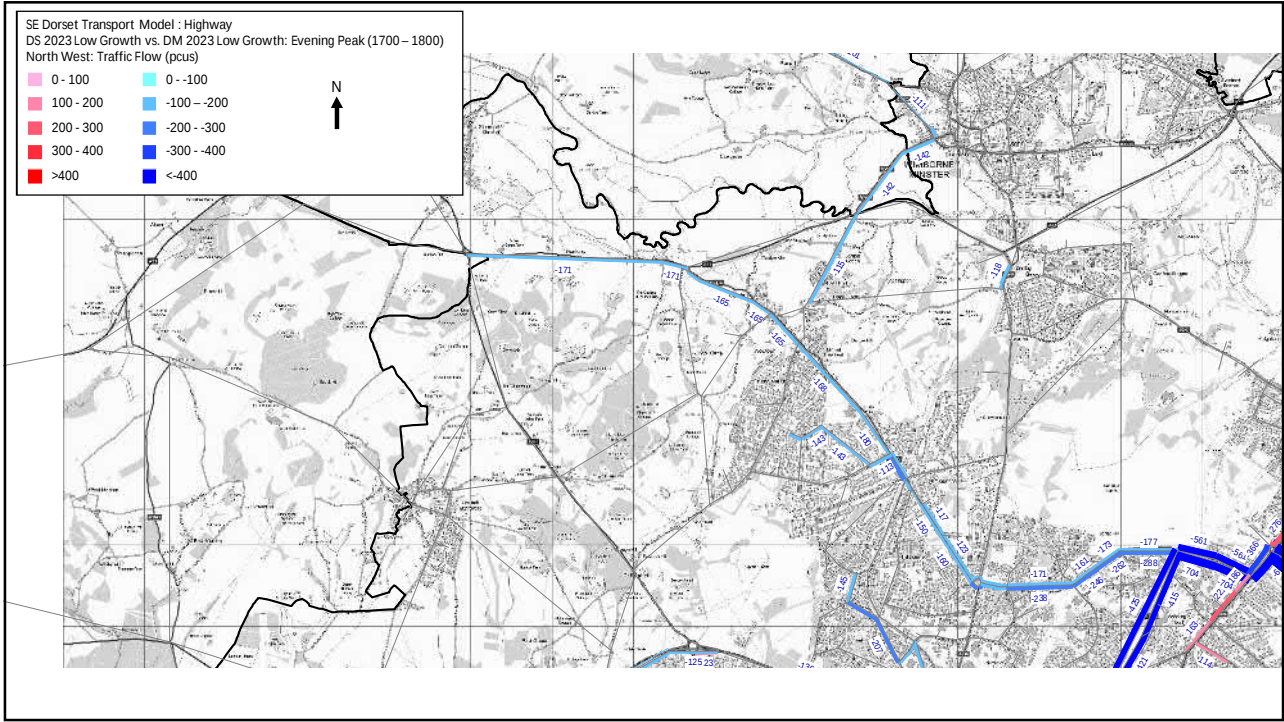
3



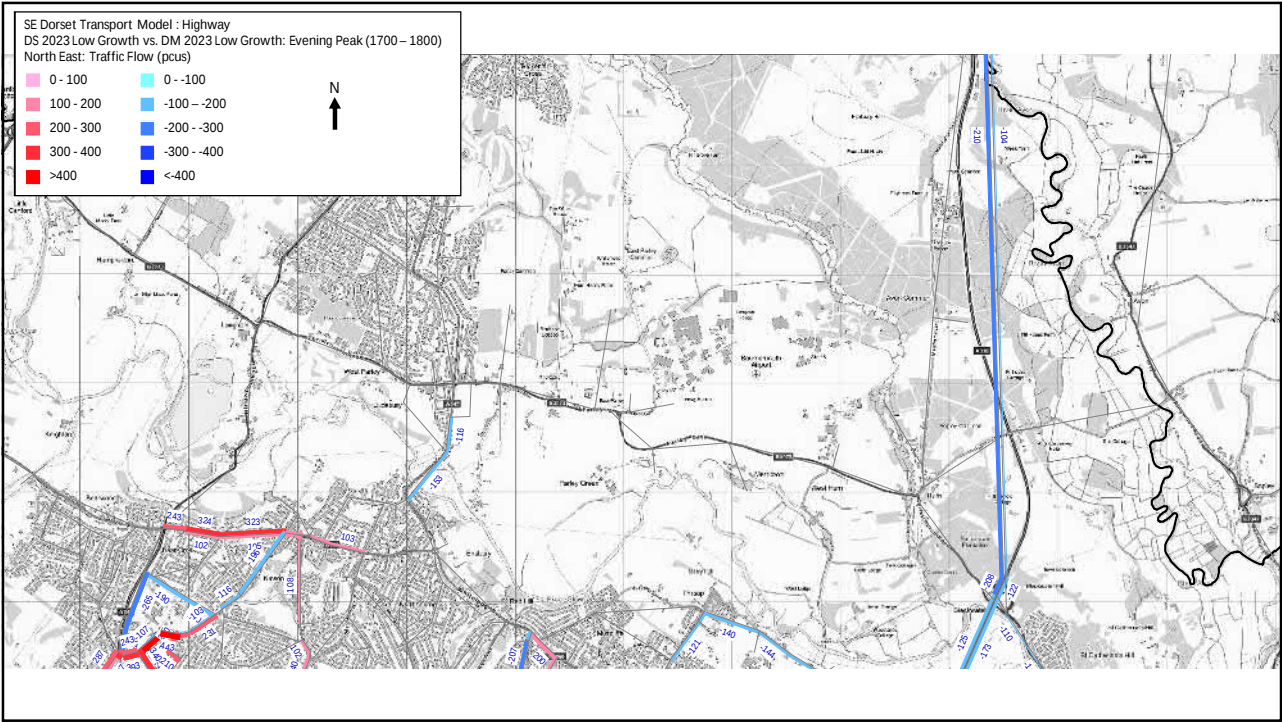
4



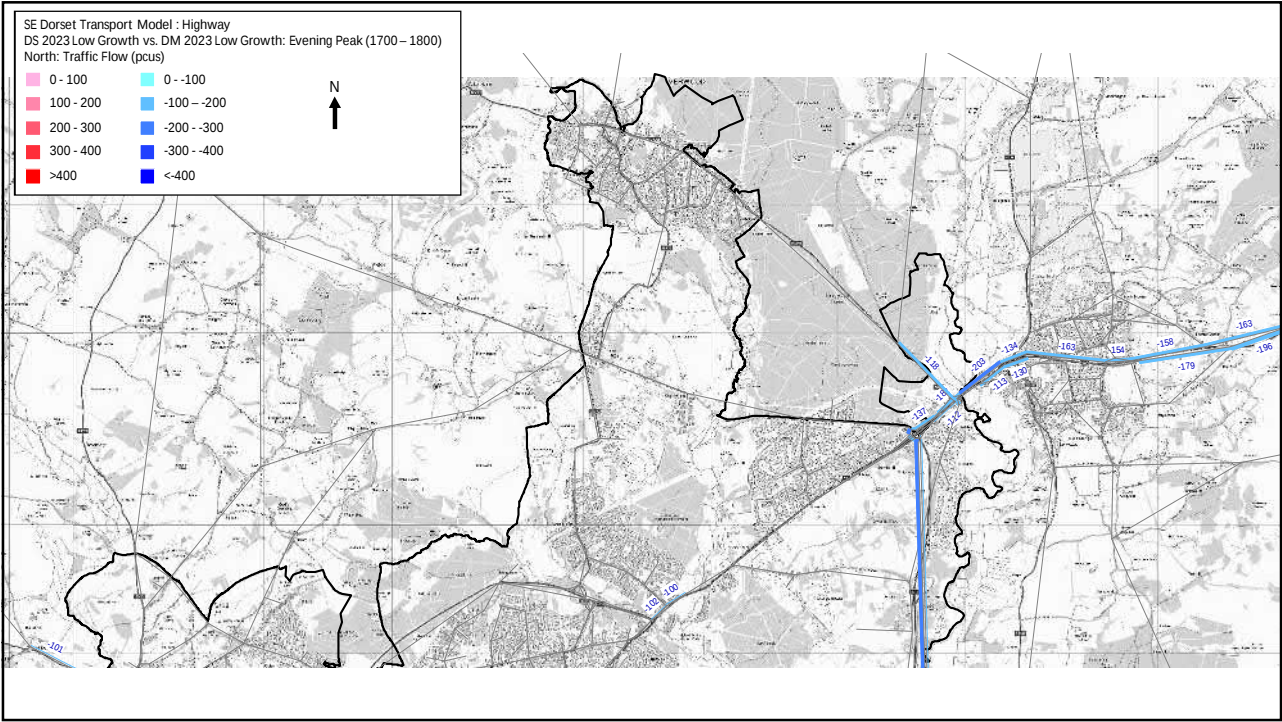
5



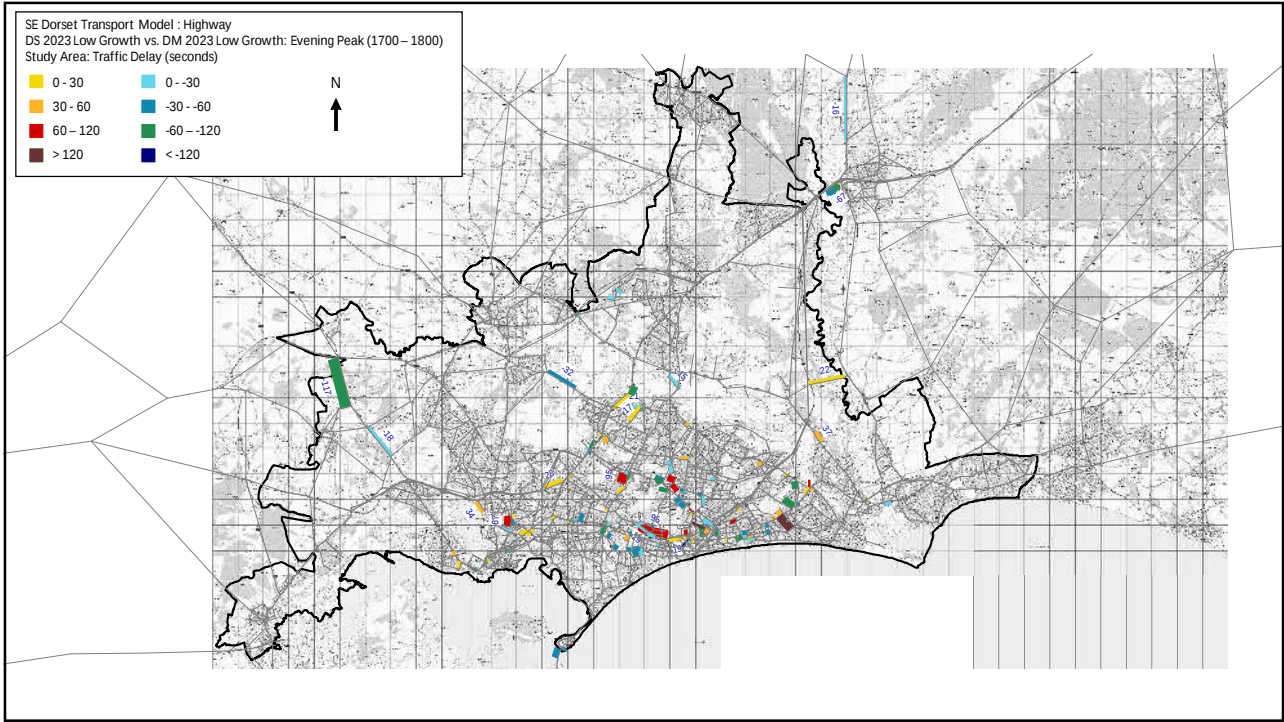
6



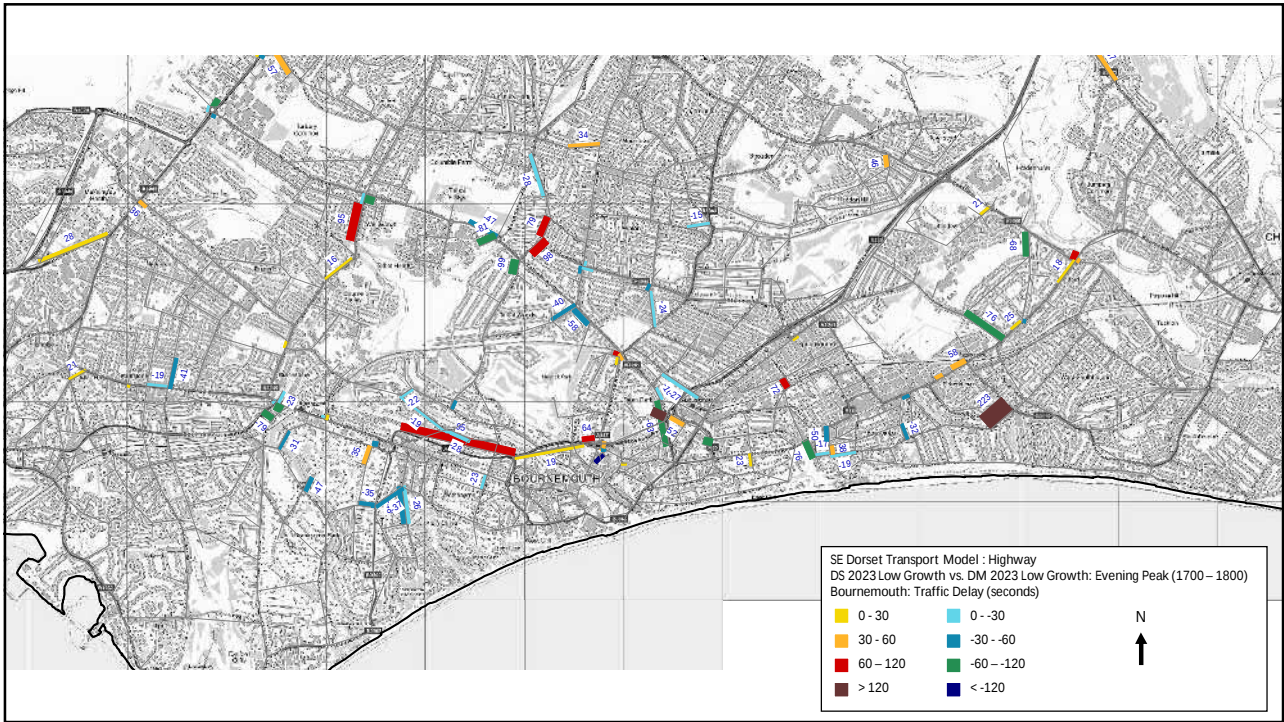
7



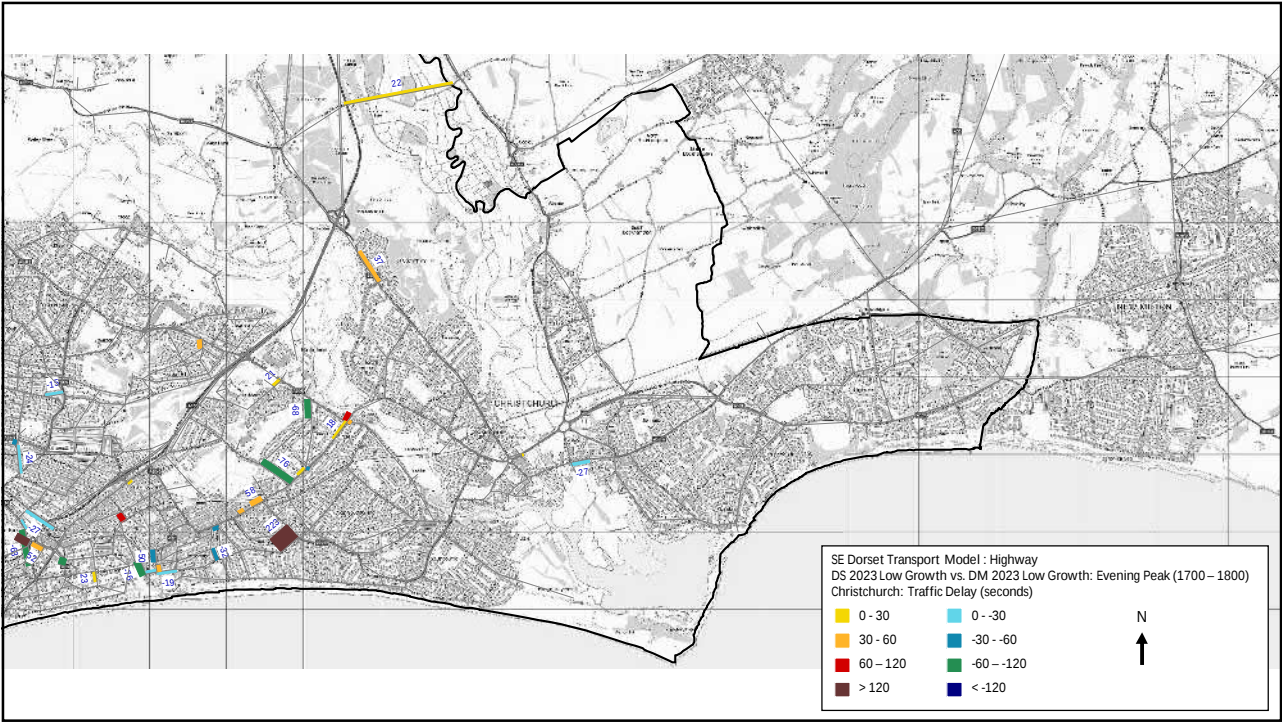
8



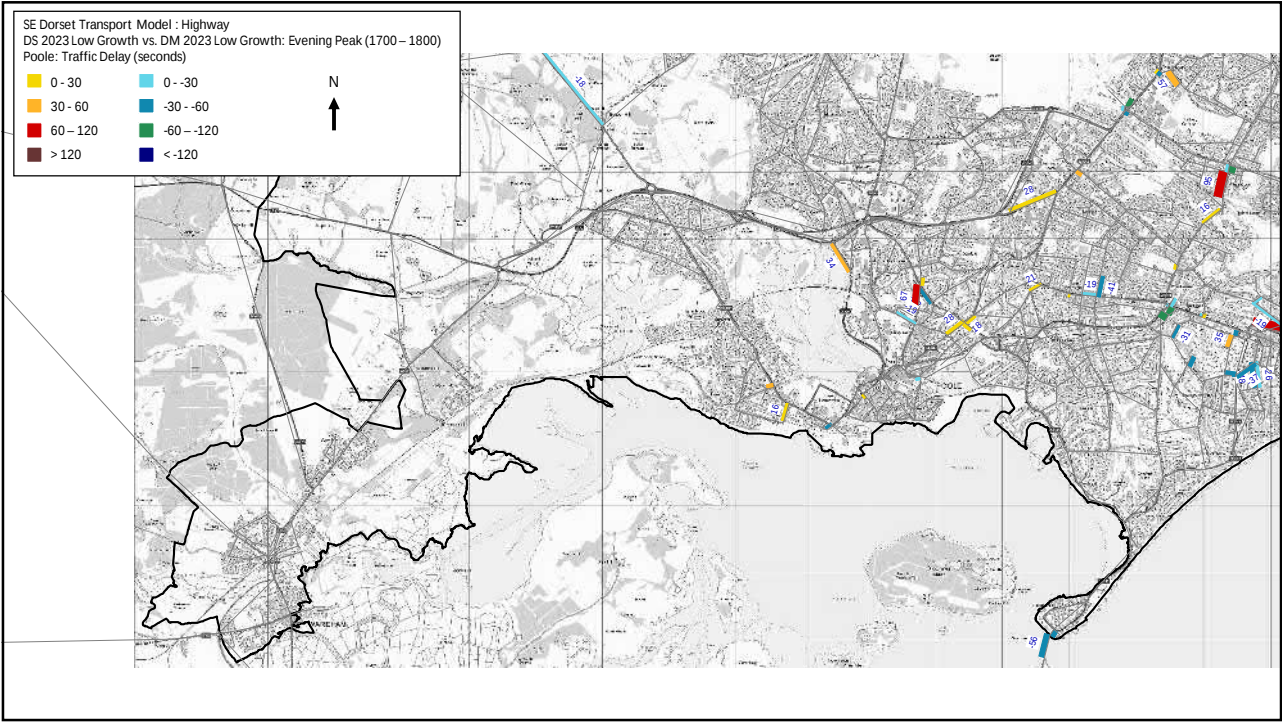
9



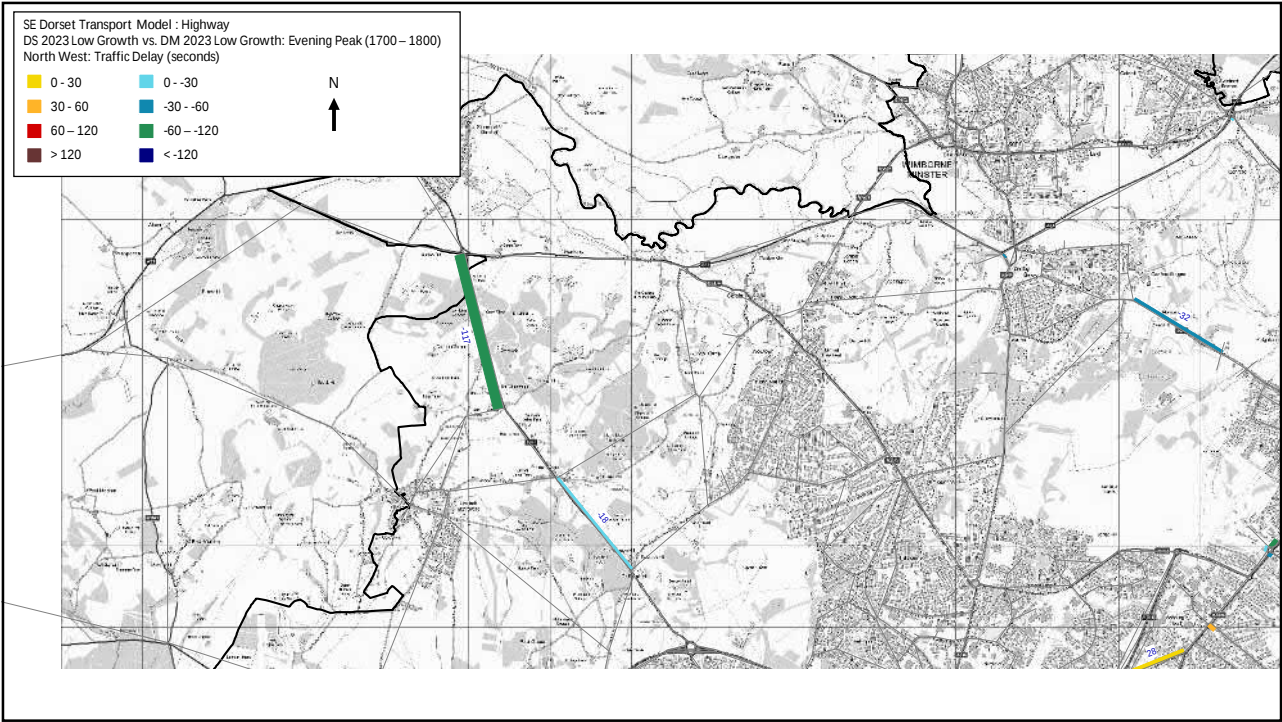
10



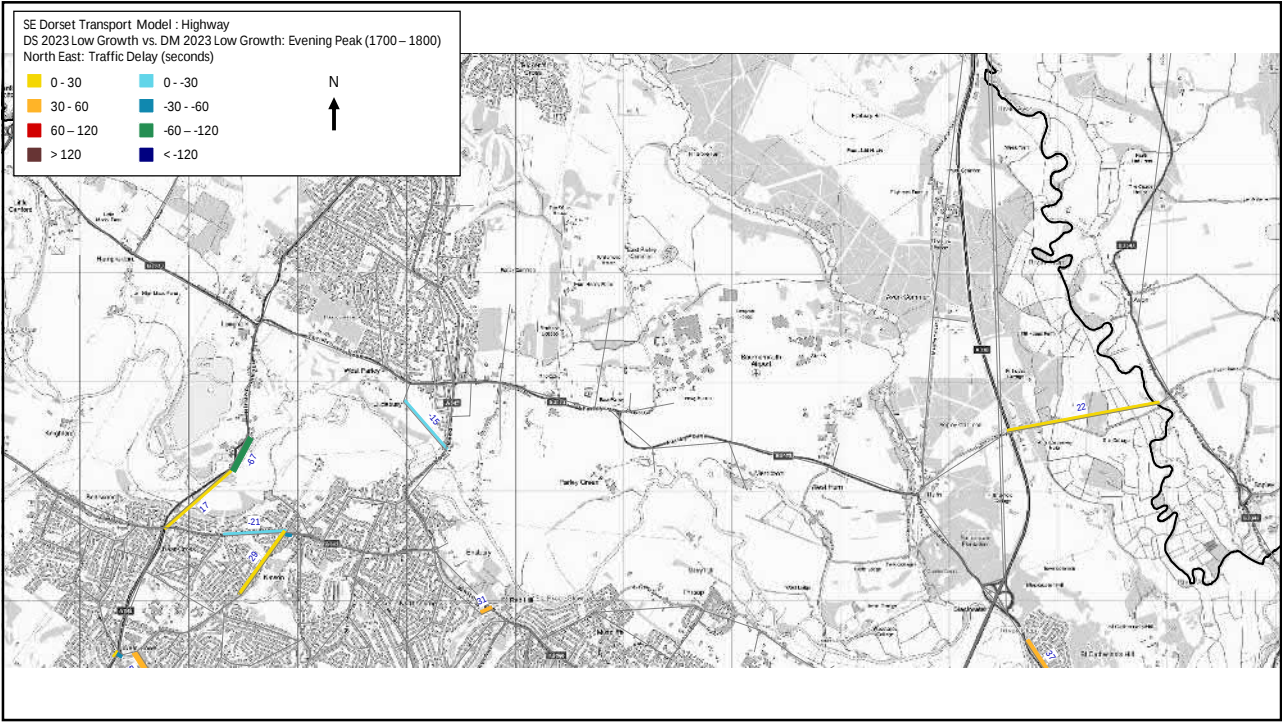
11



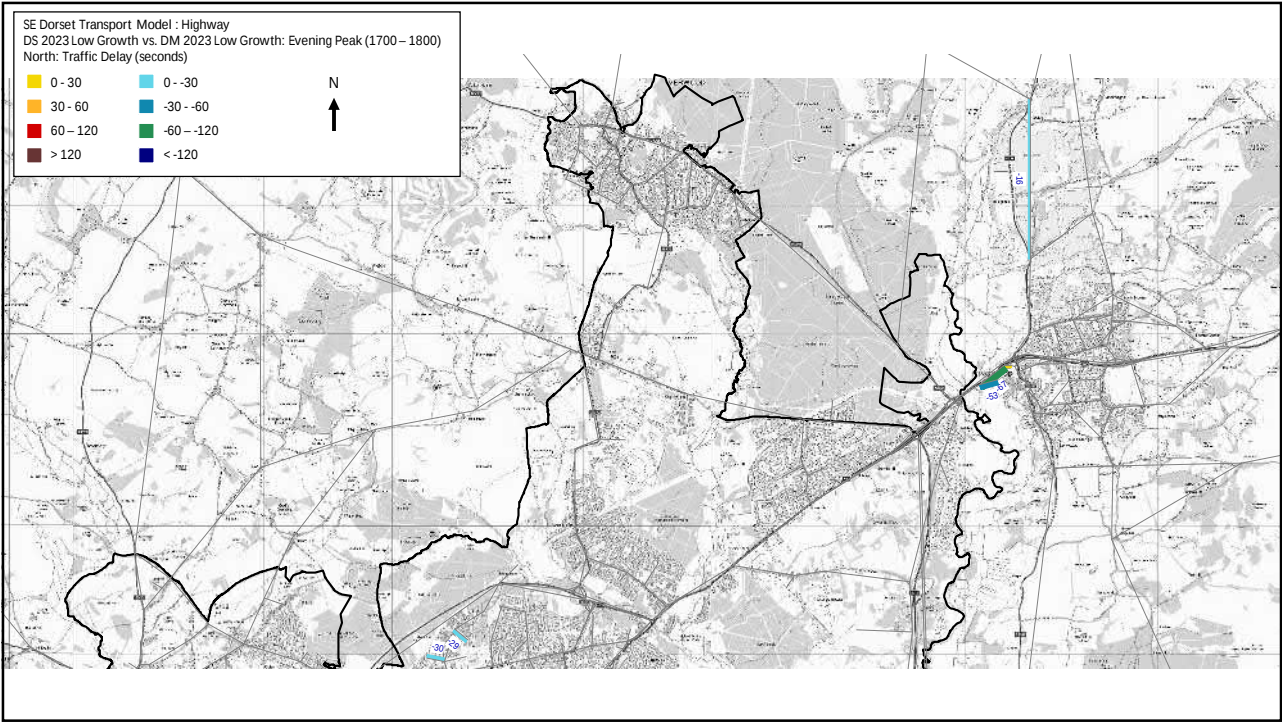
12



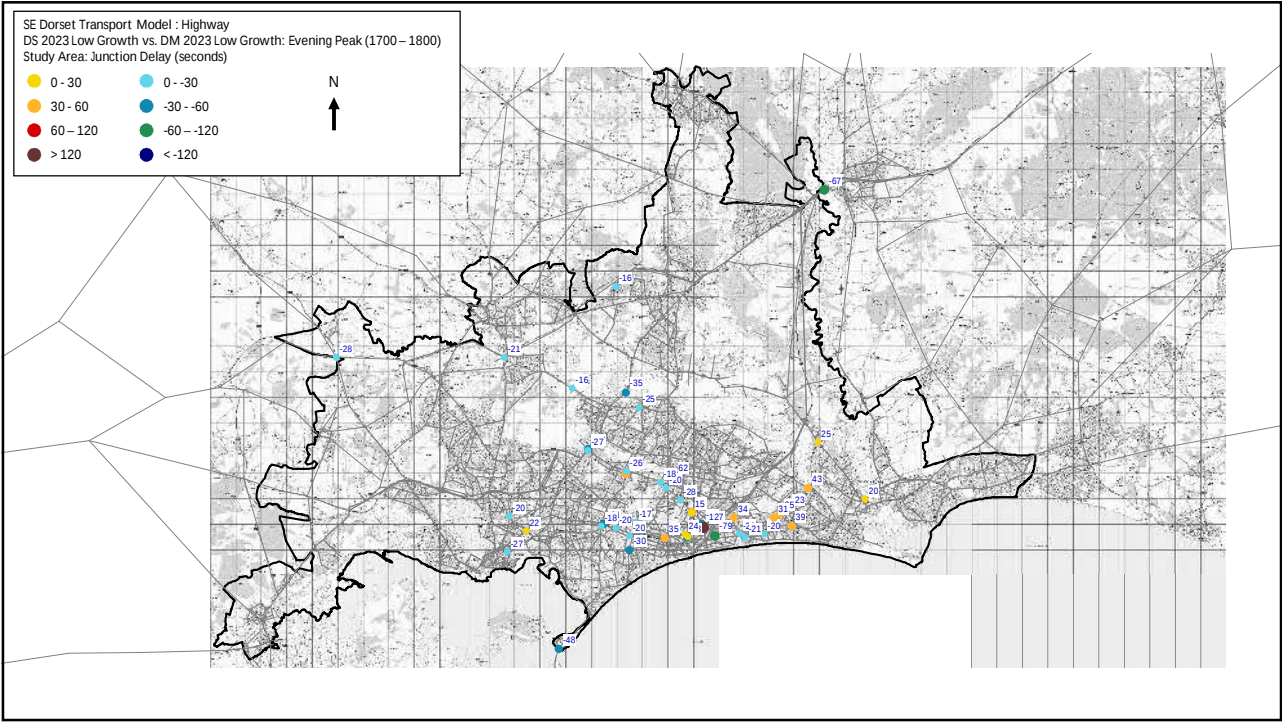
13



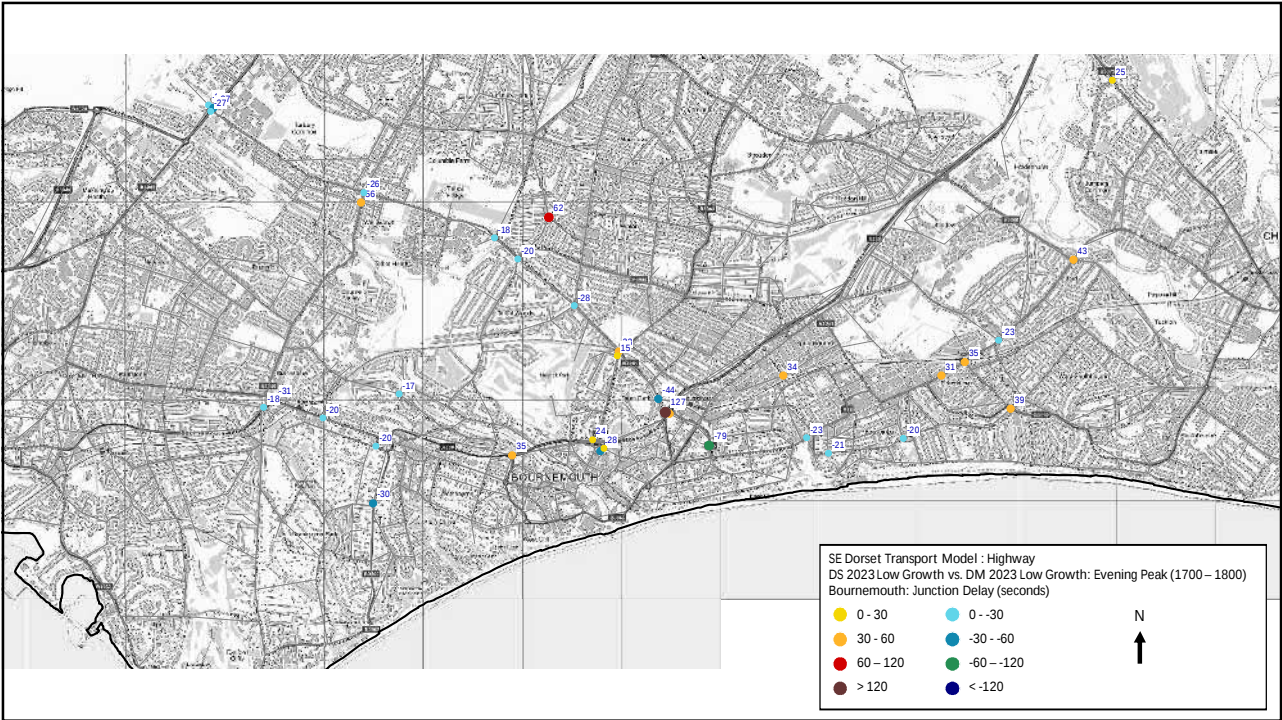
14



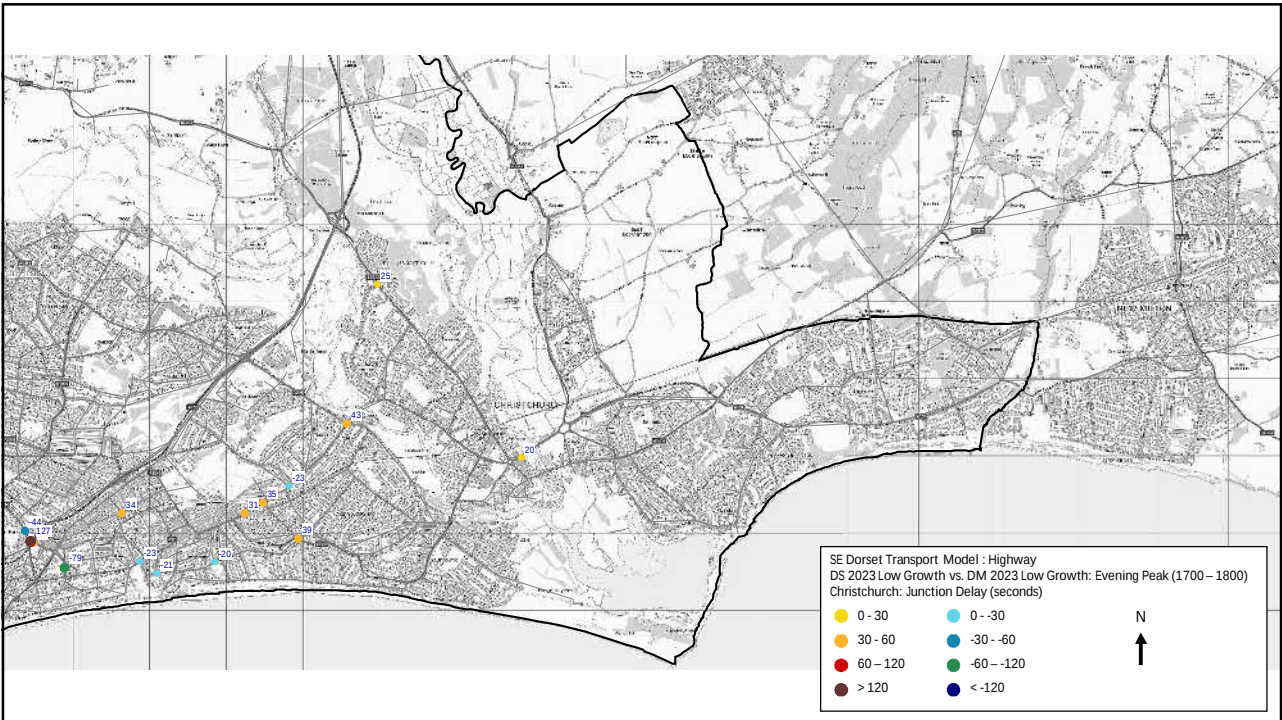
15



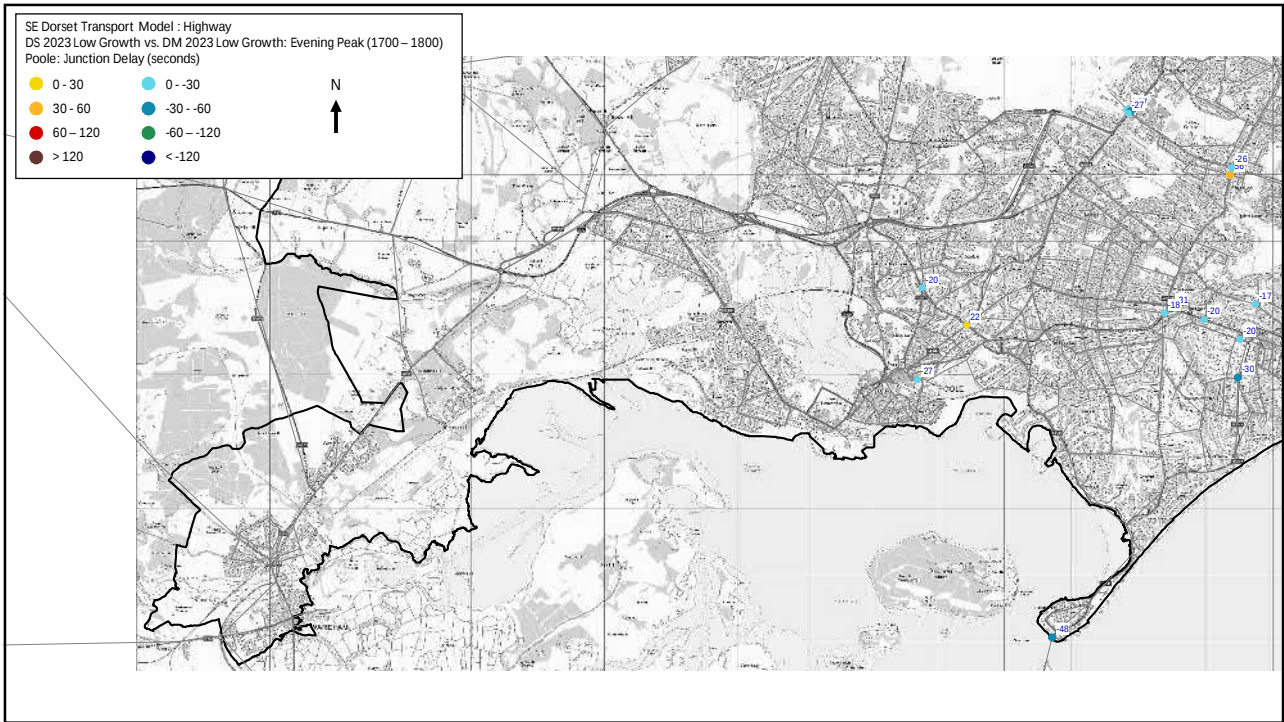
16



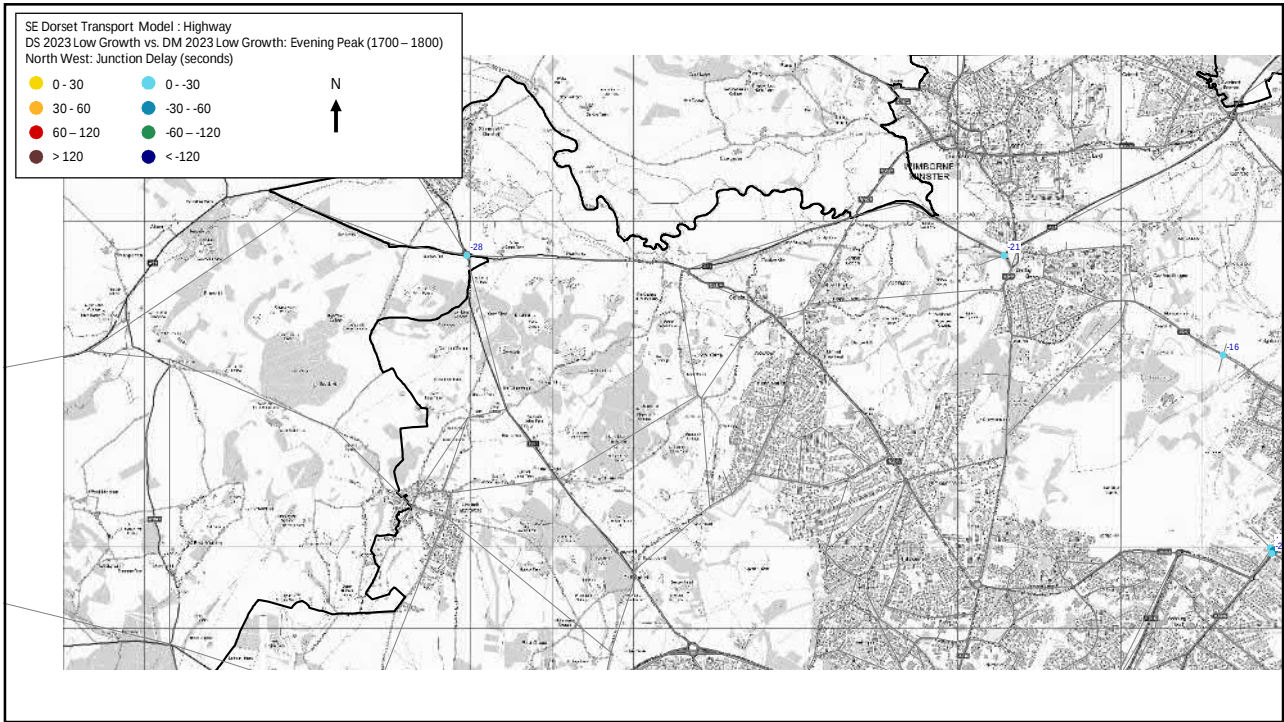
17



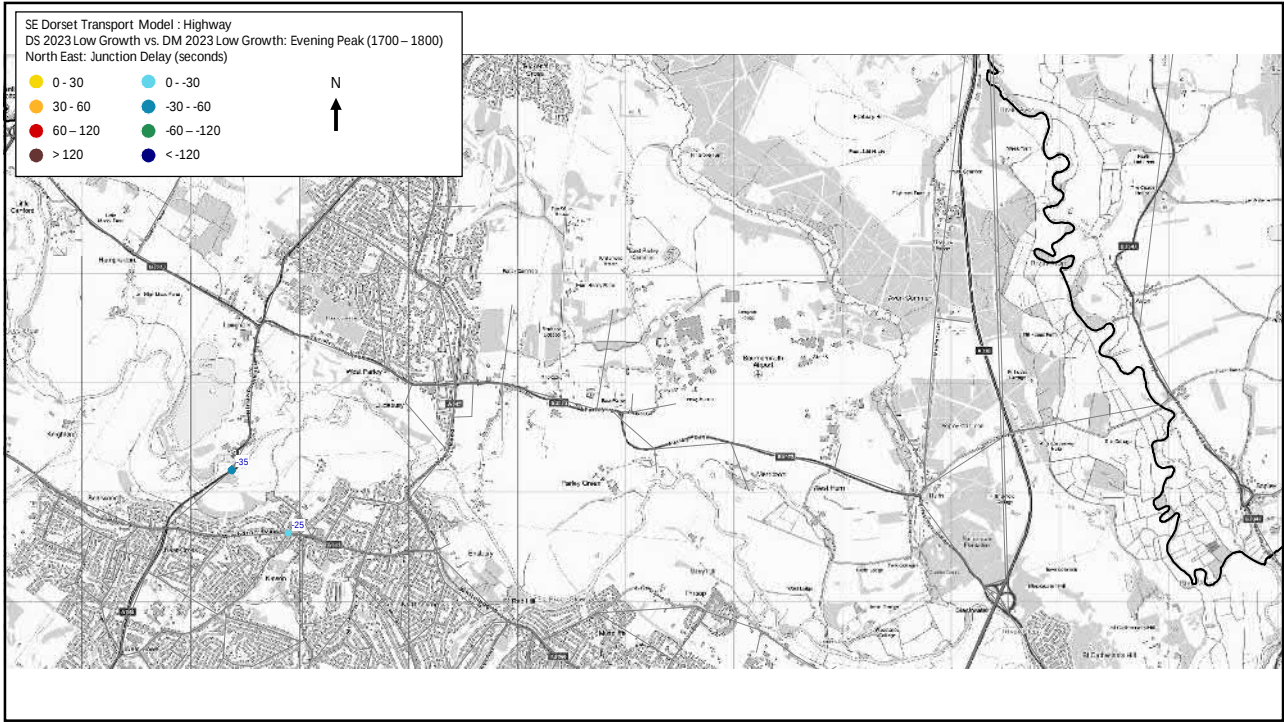
18



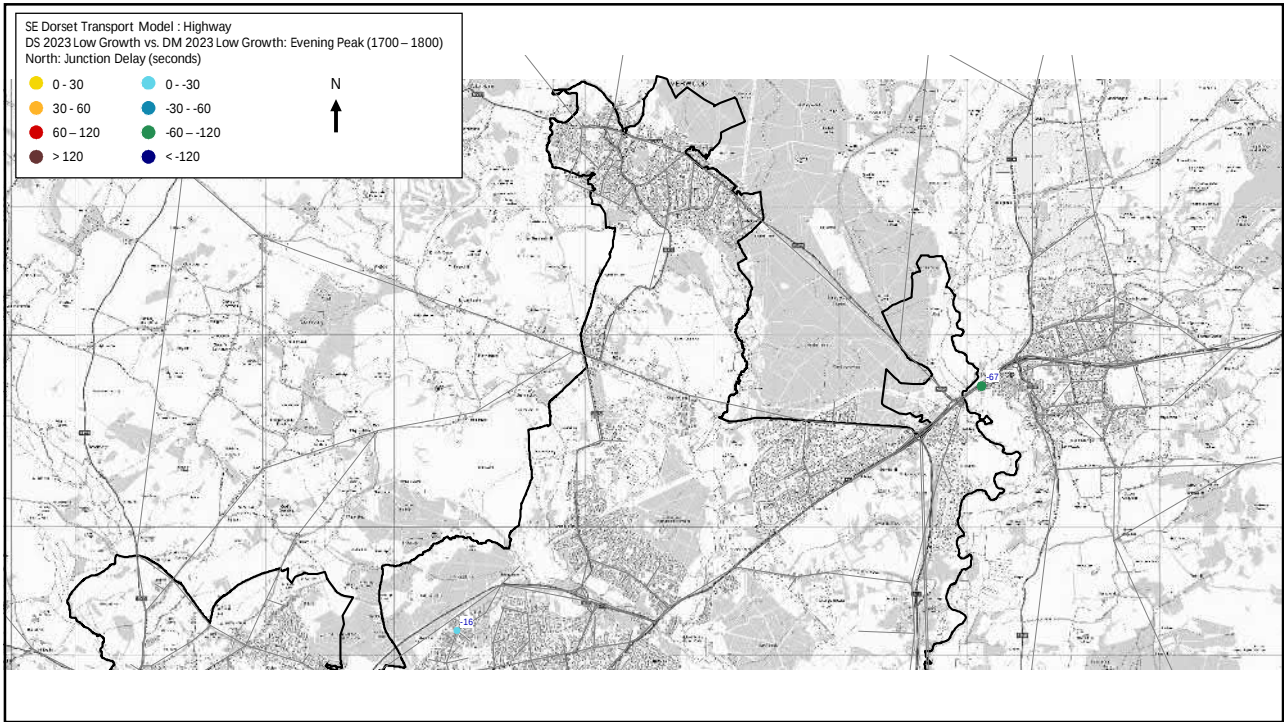
19



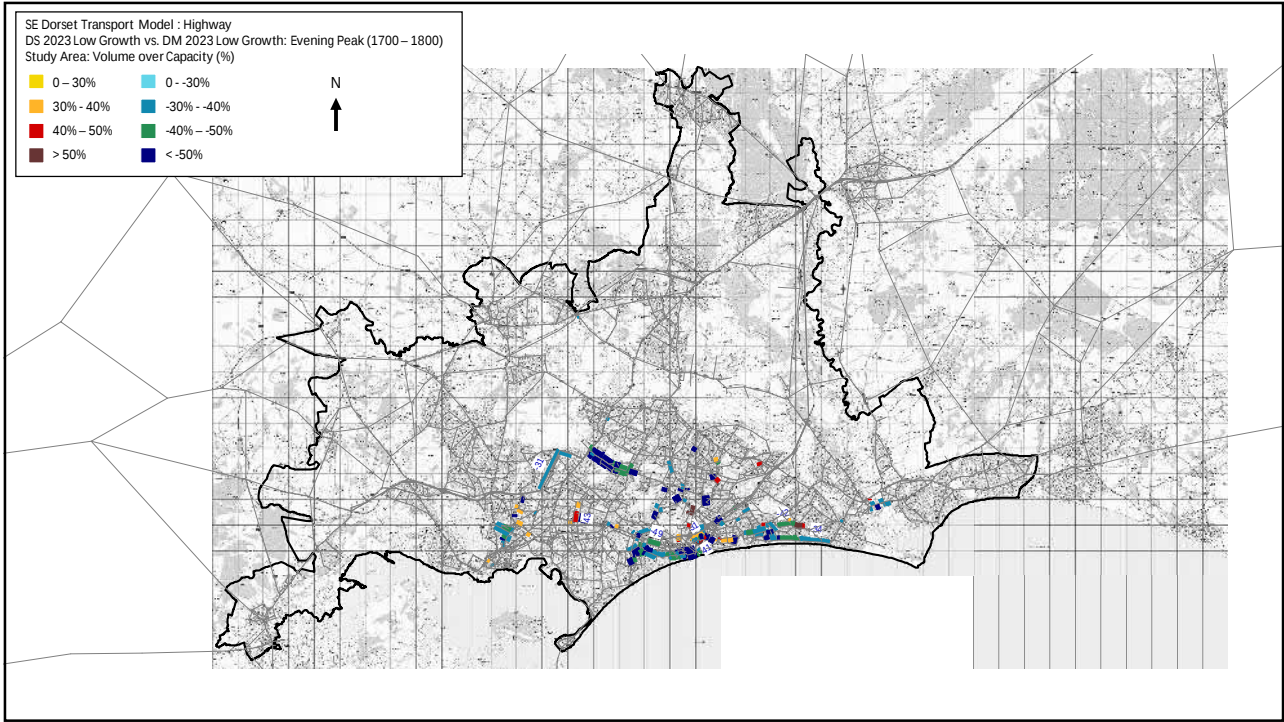
20



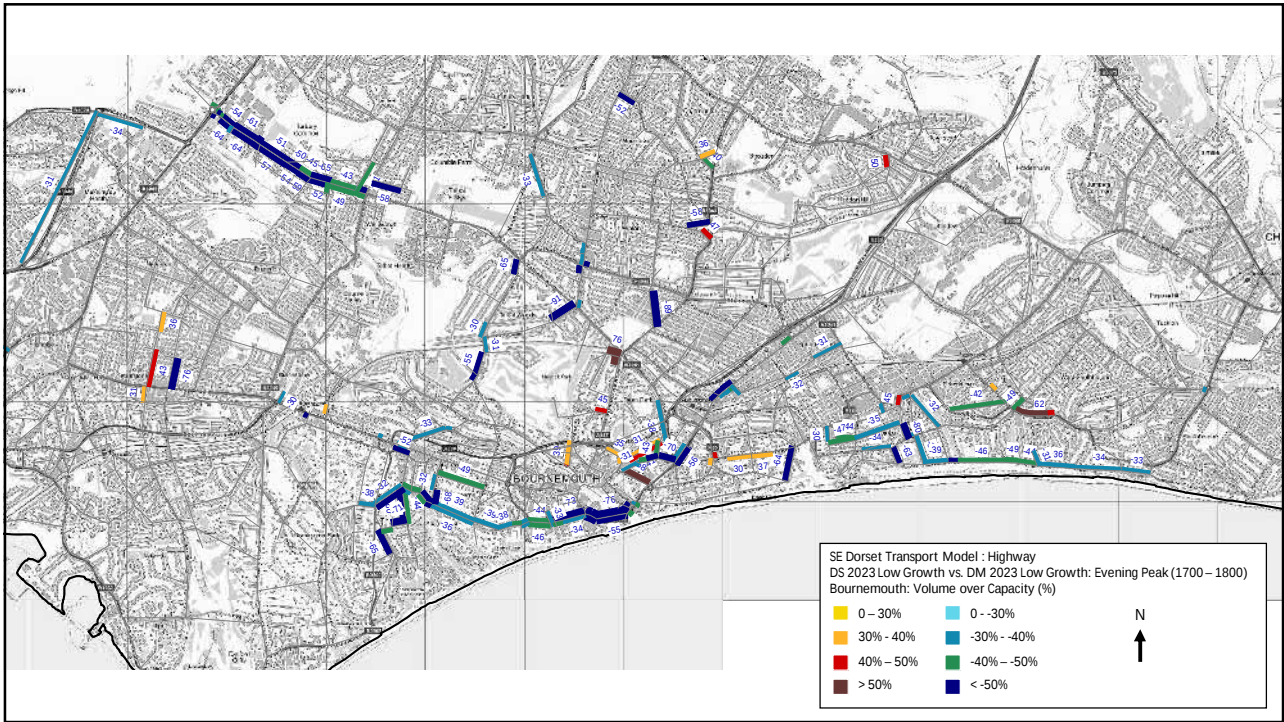
21



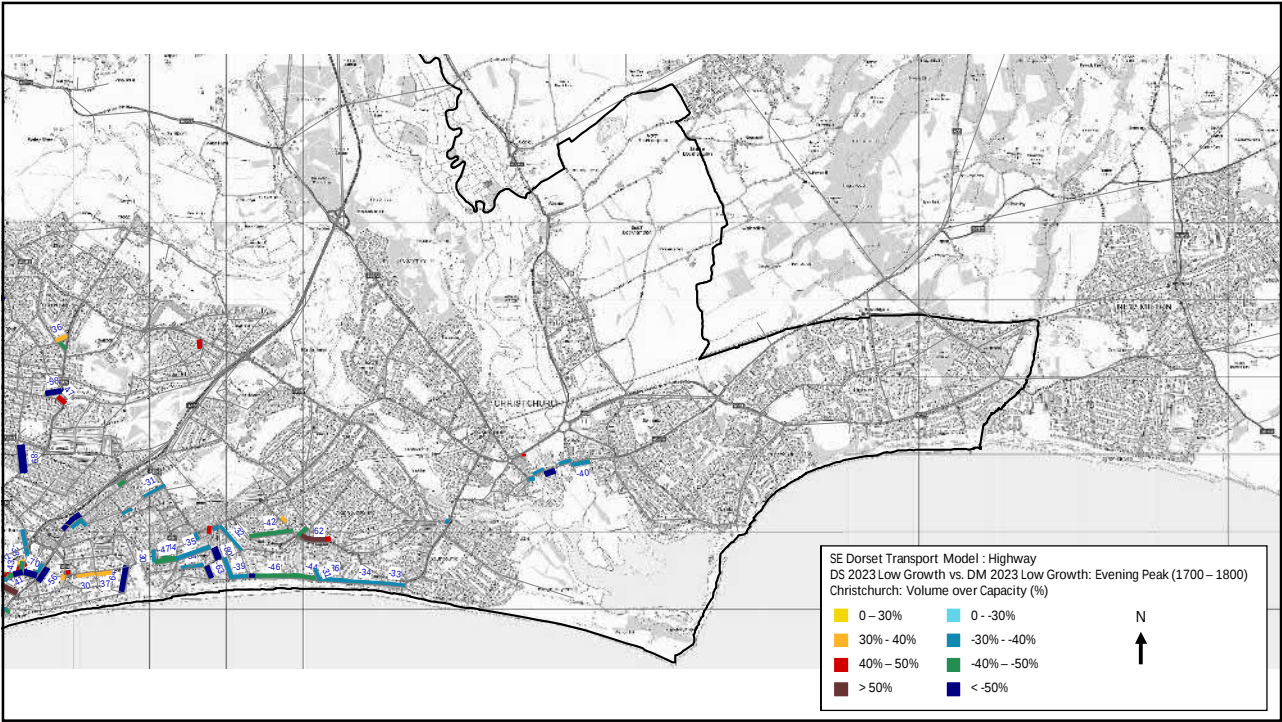
22



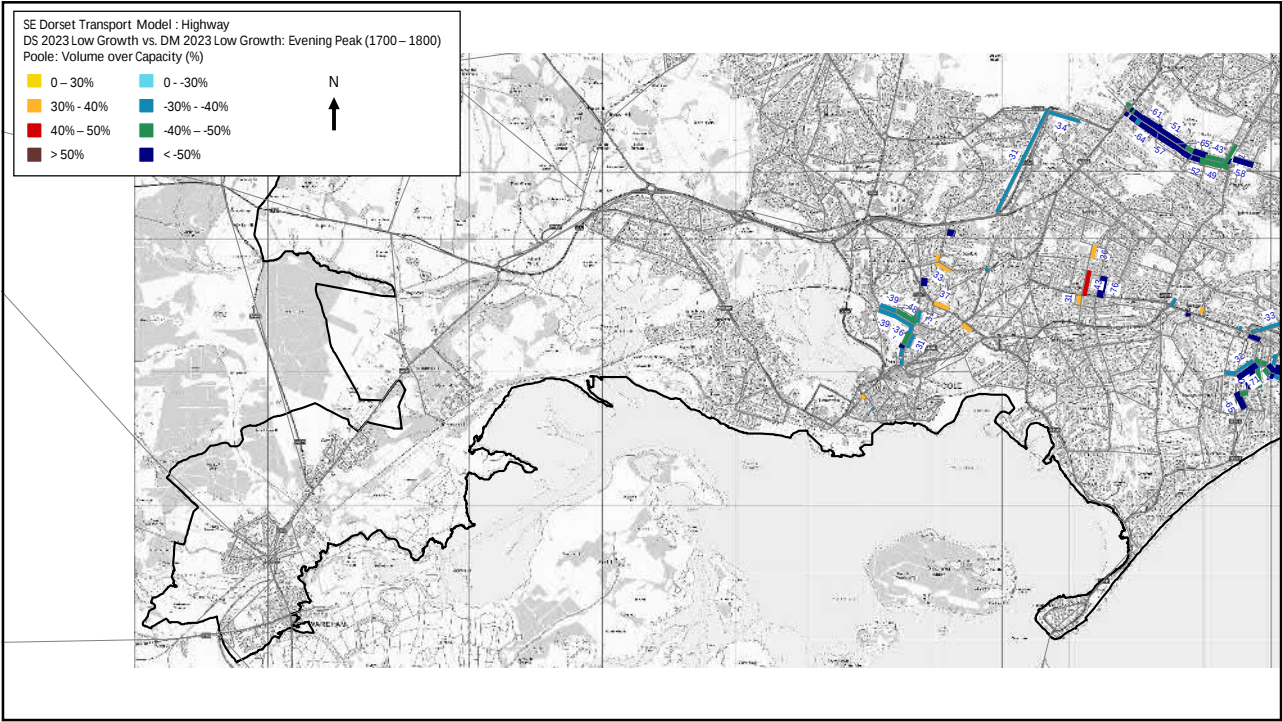
23



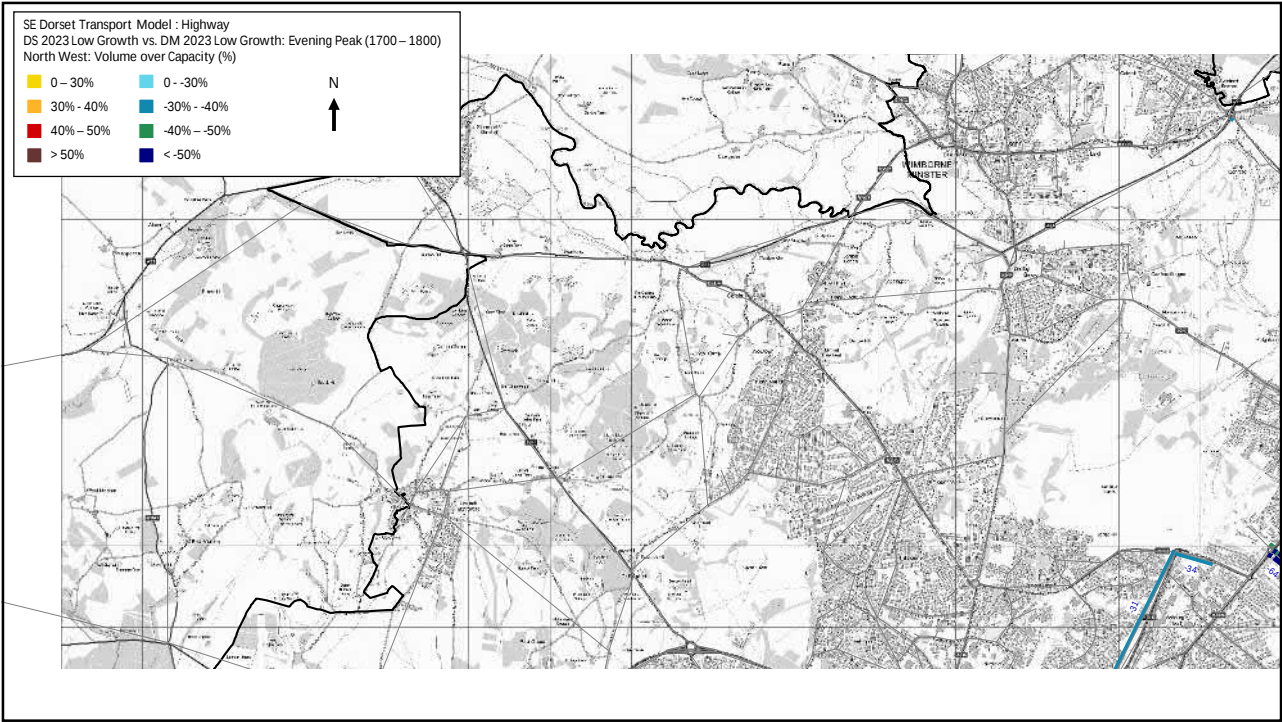
24



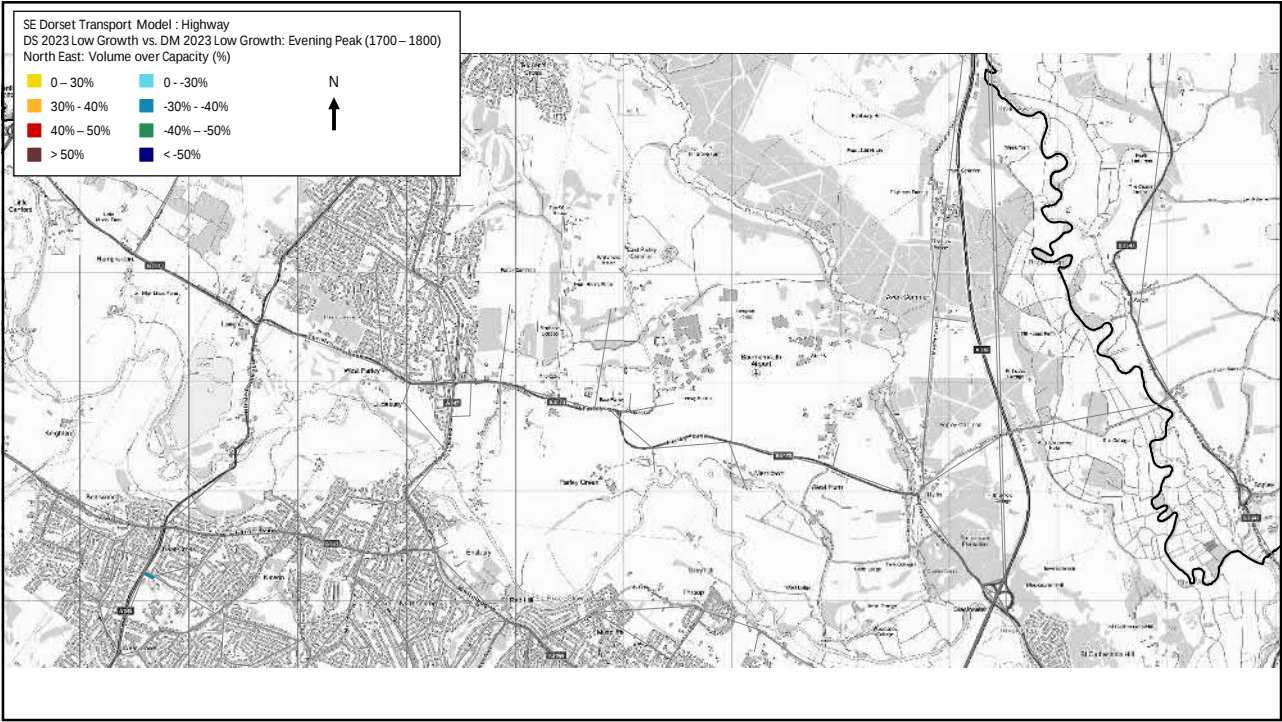
25



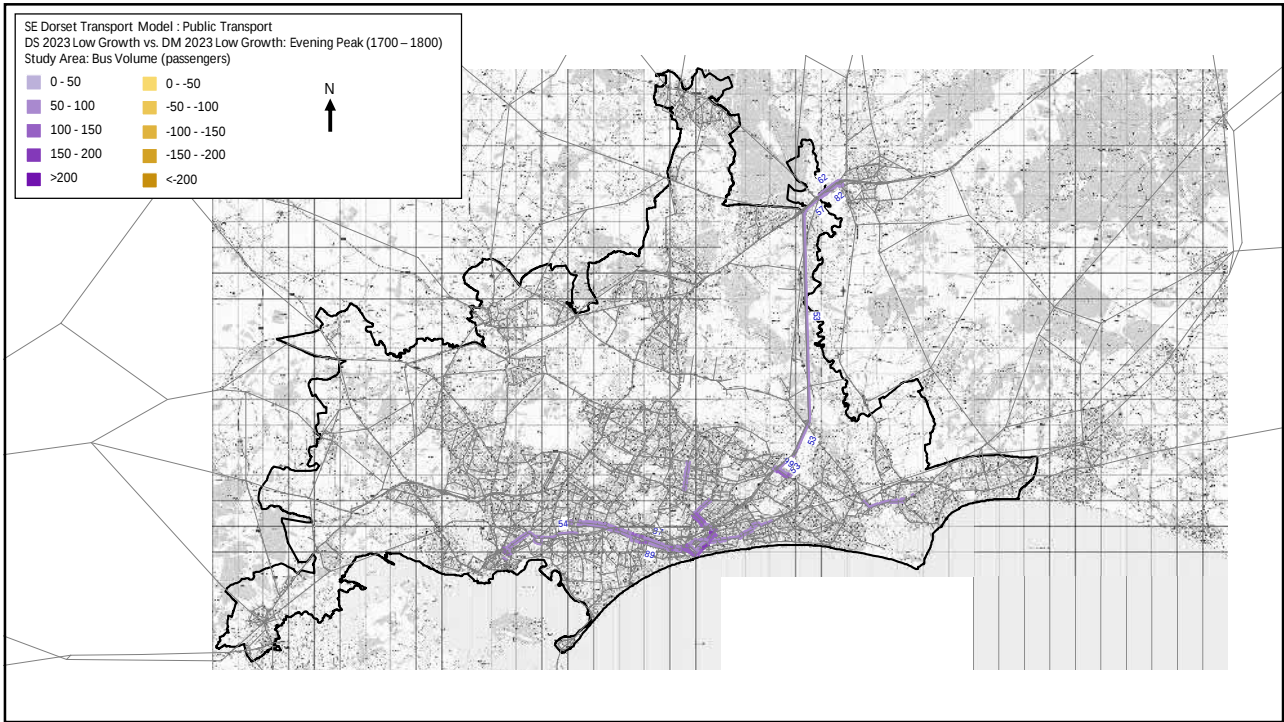
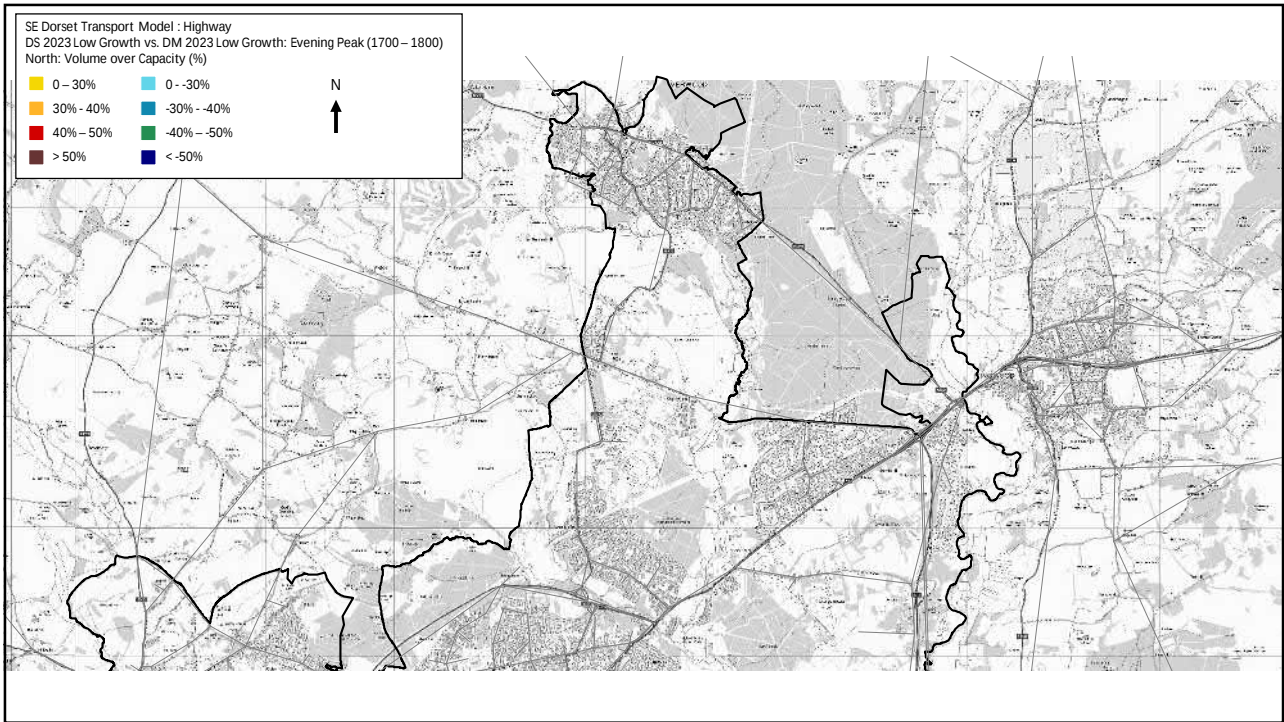
26

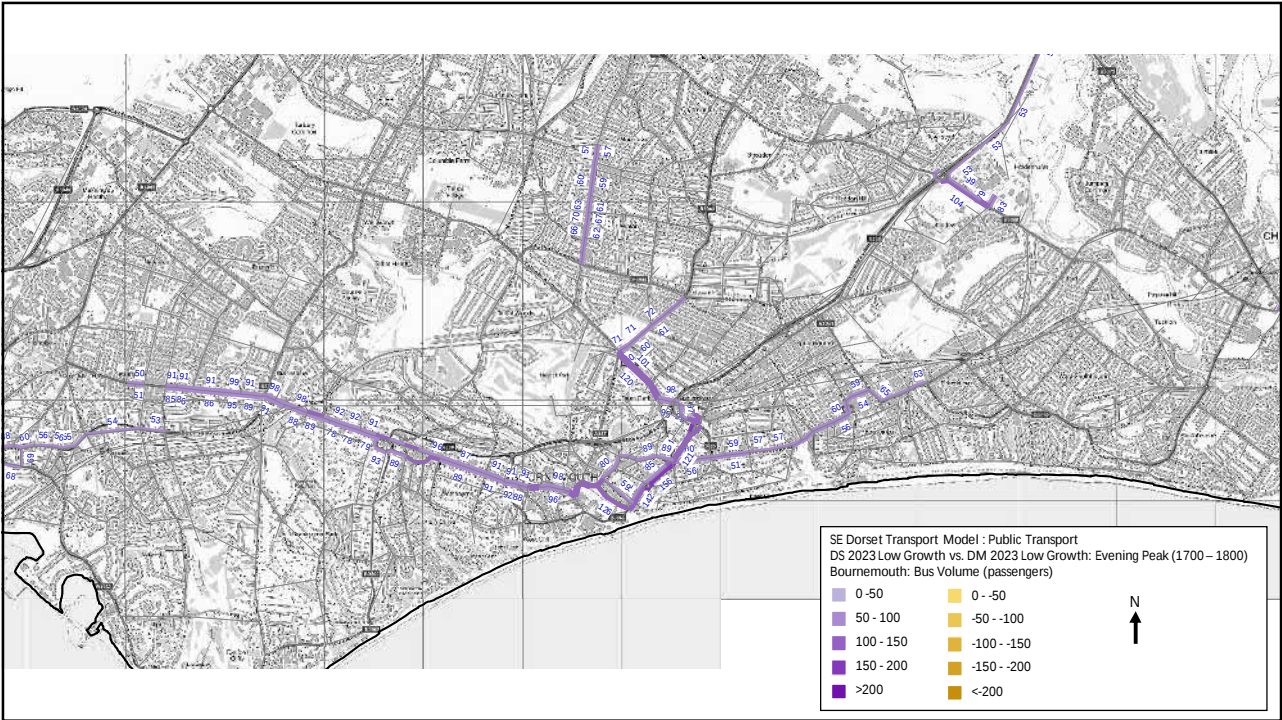


27

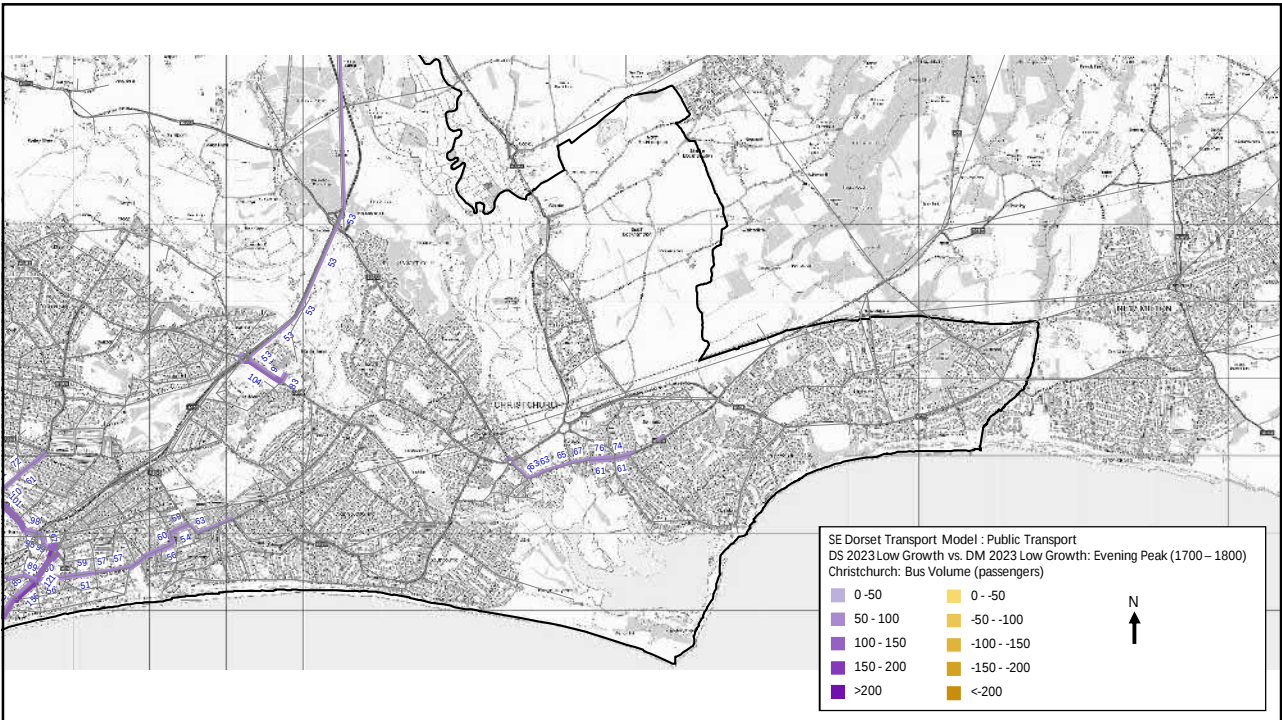


28

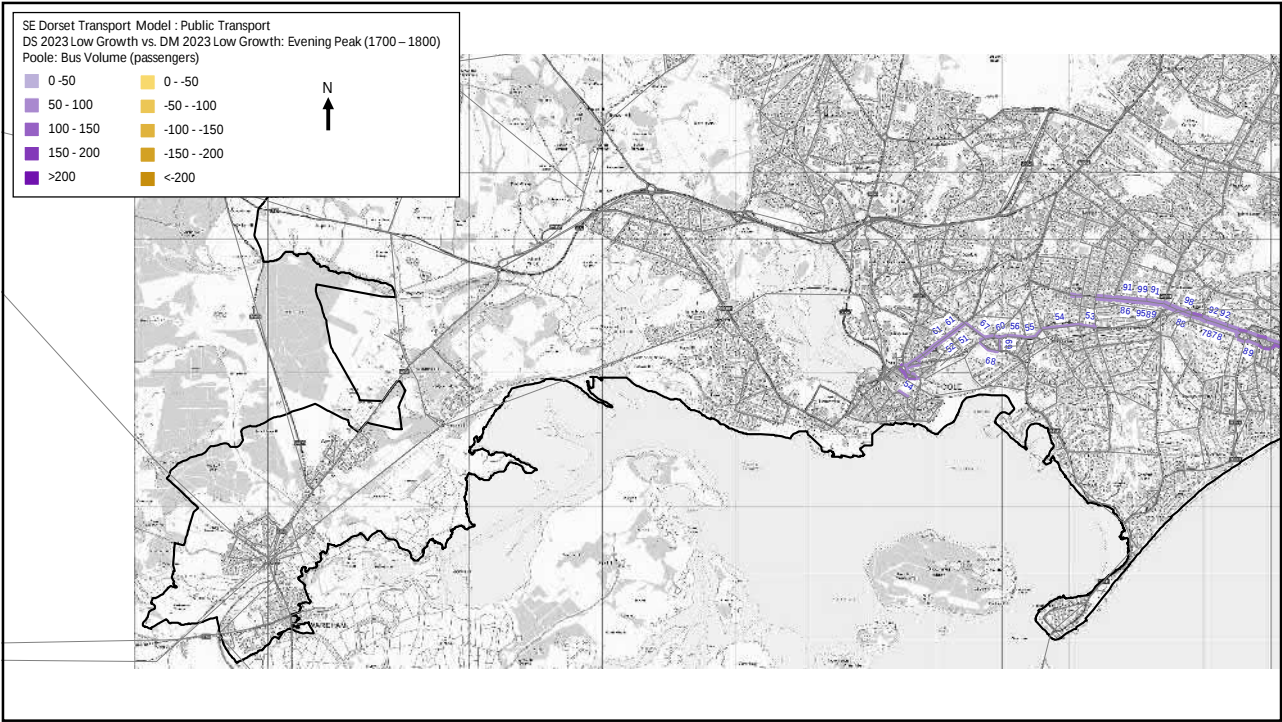




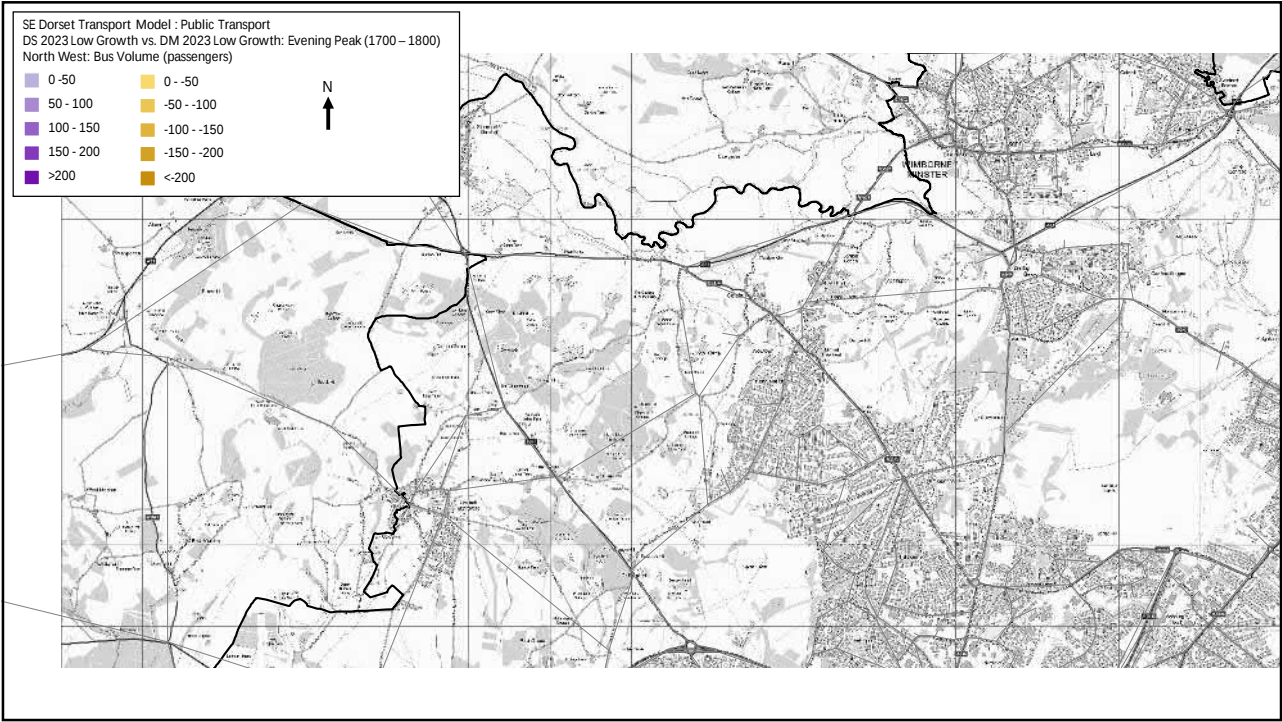
31



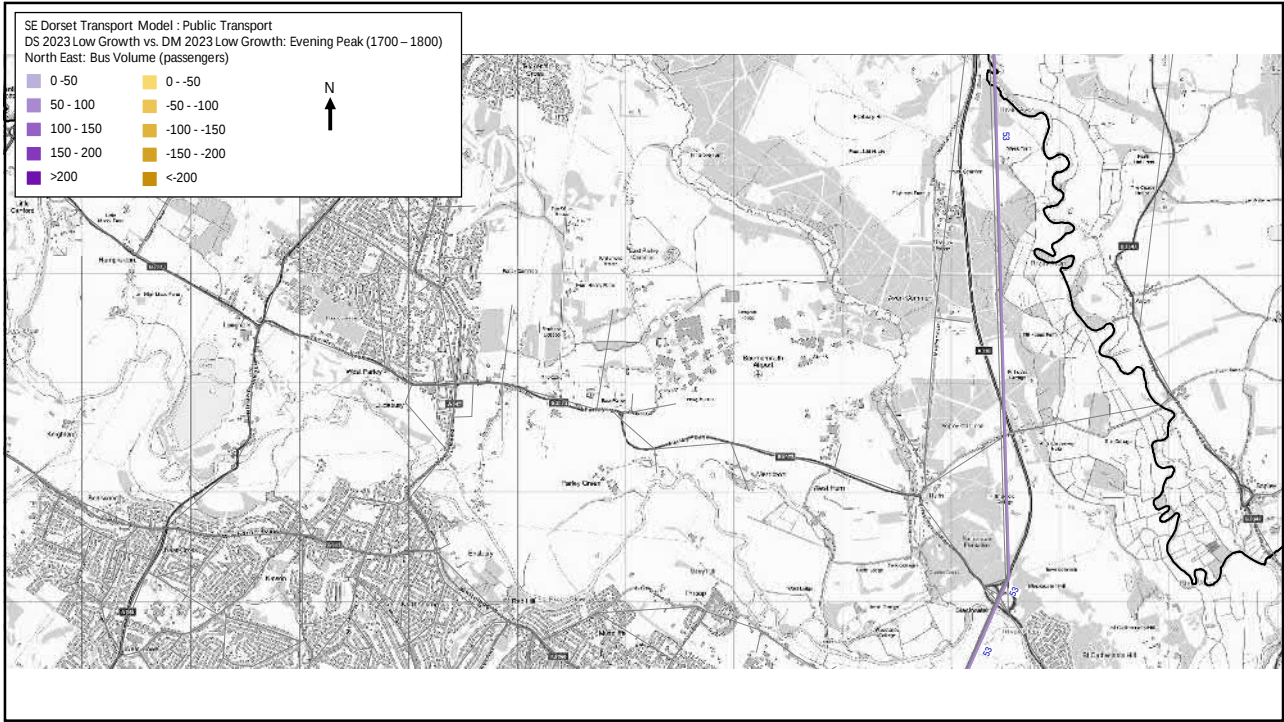
32



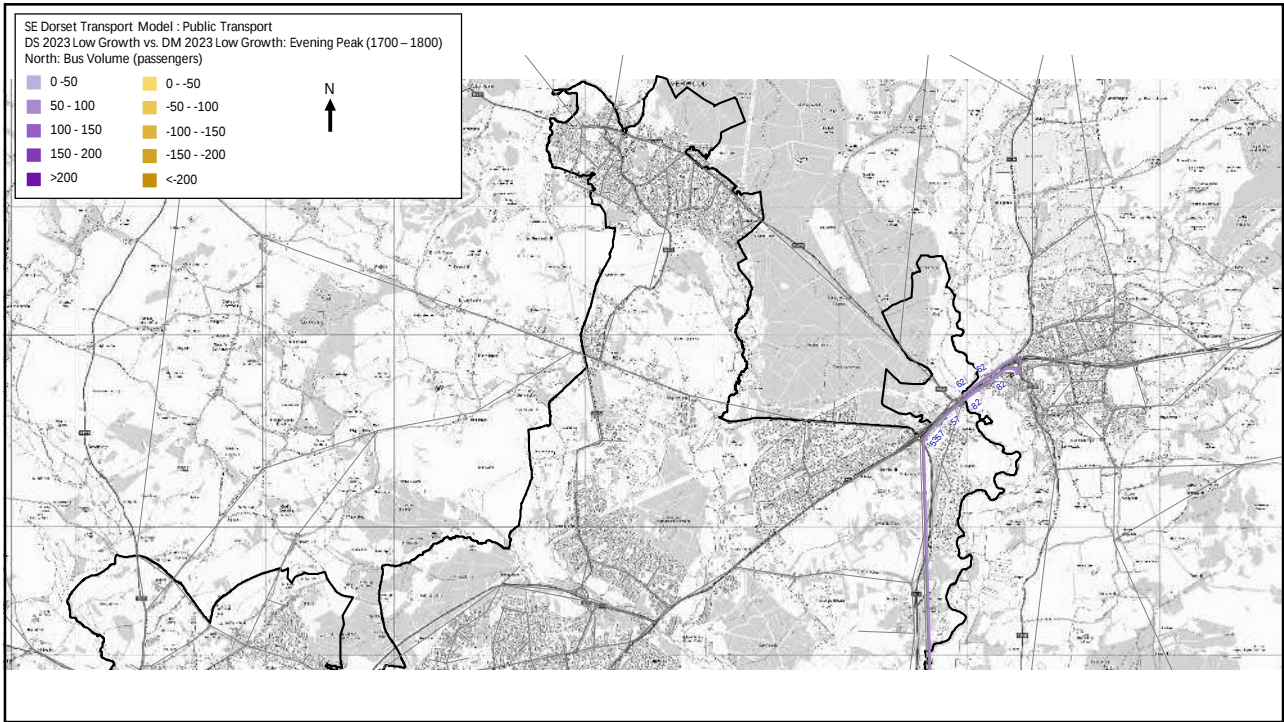
33



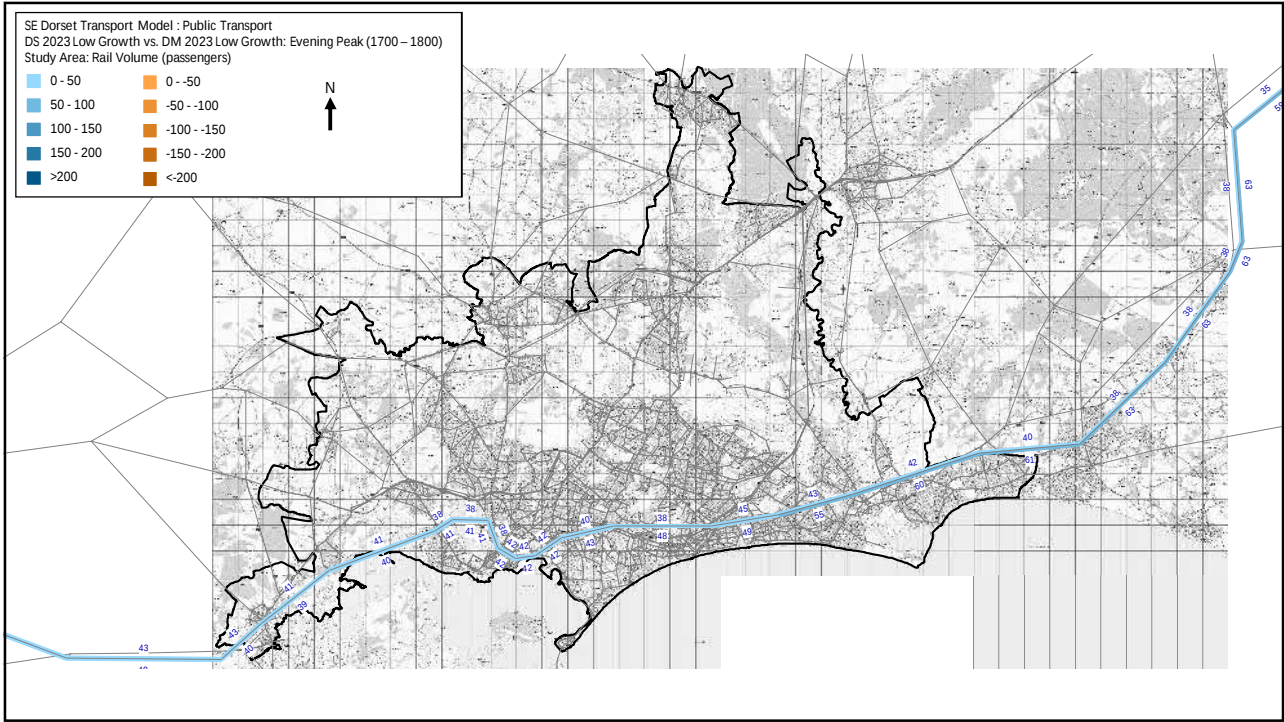
34



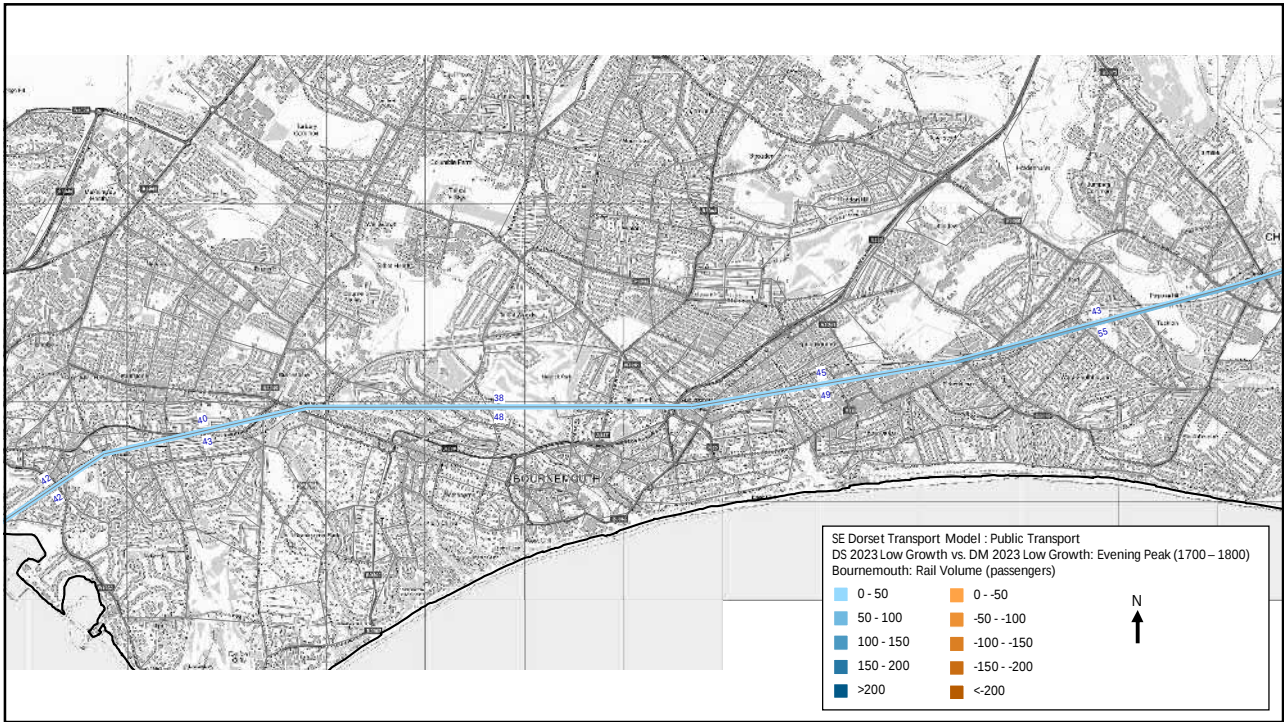
35



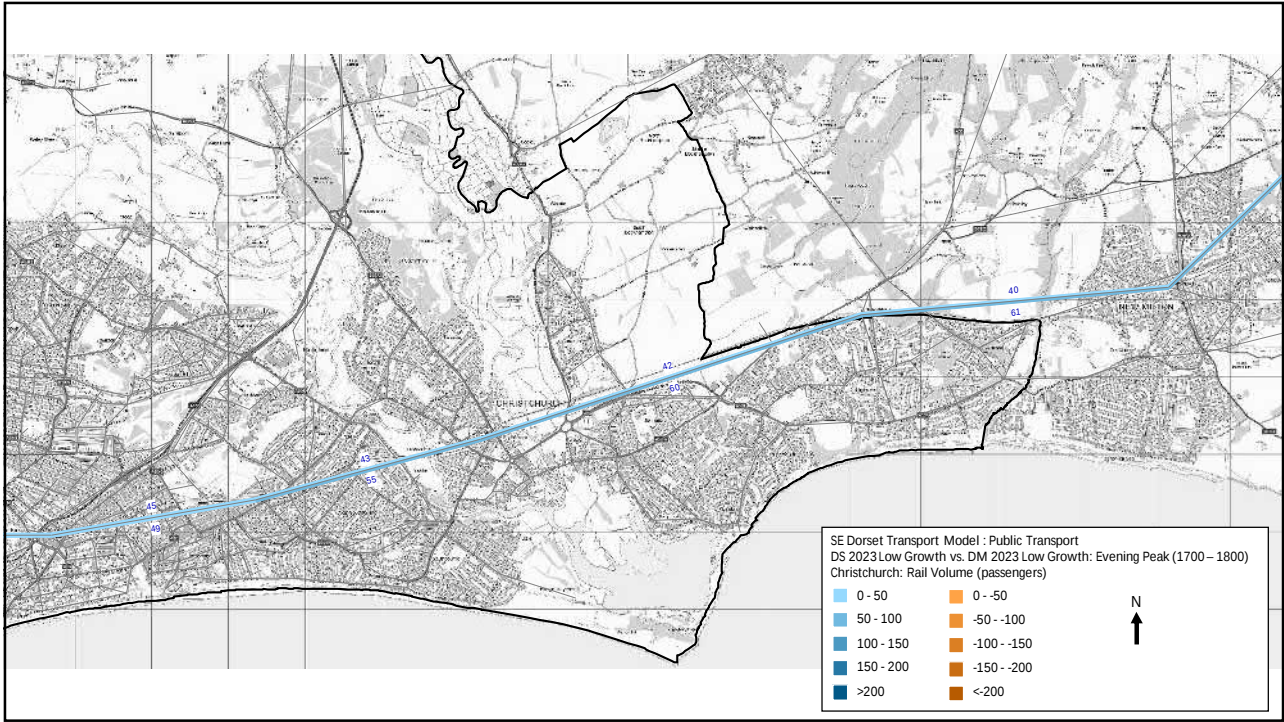
36



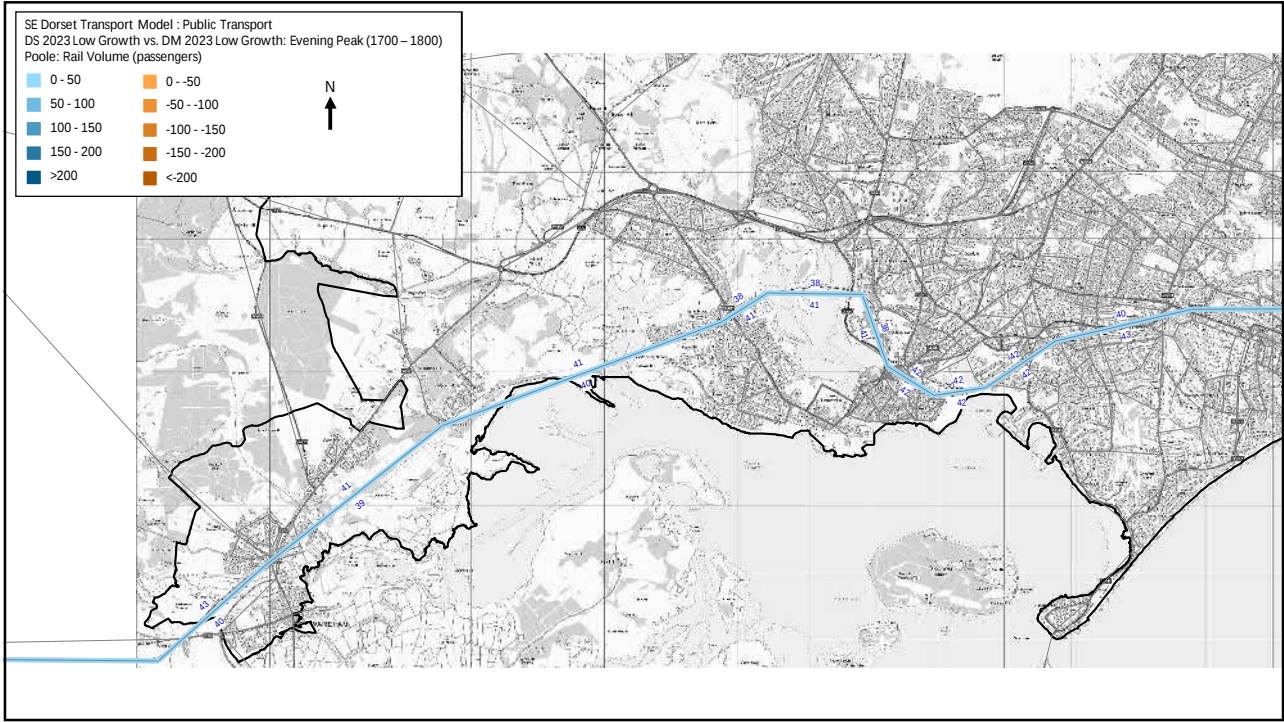
37



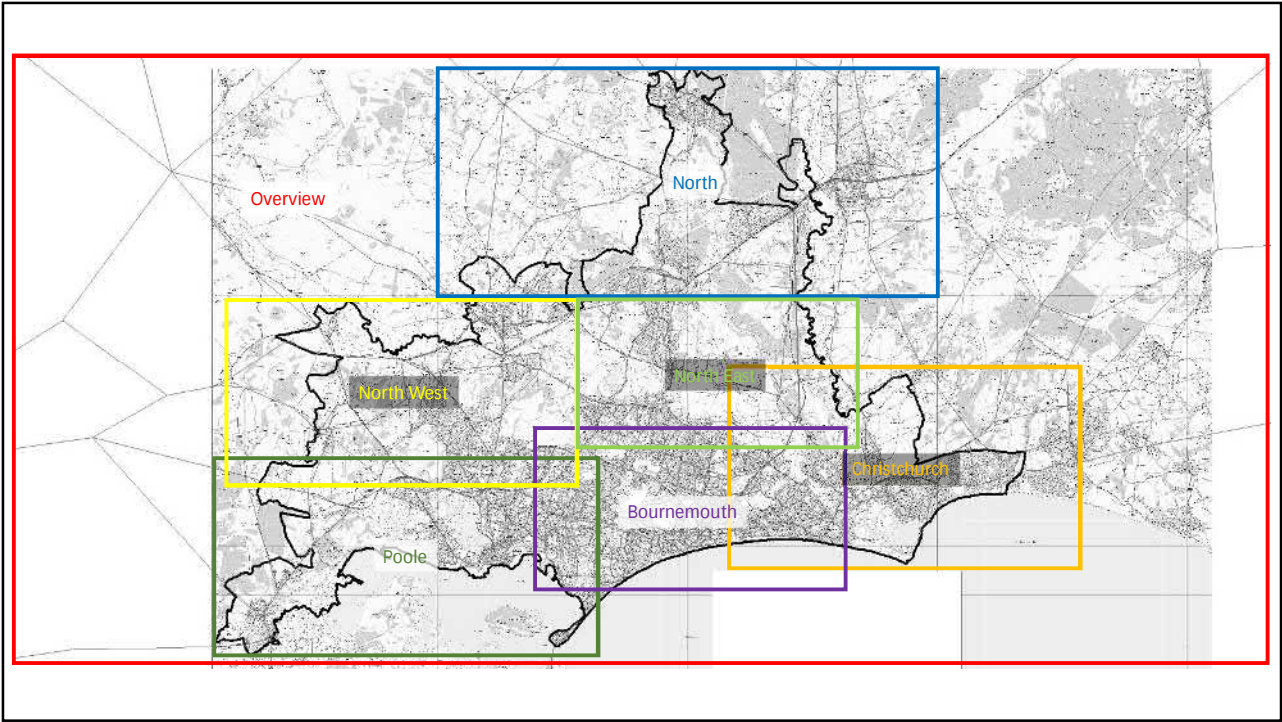
38



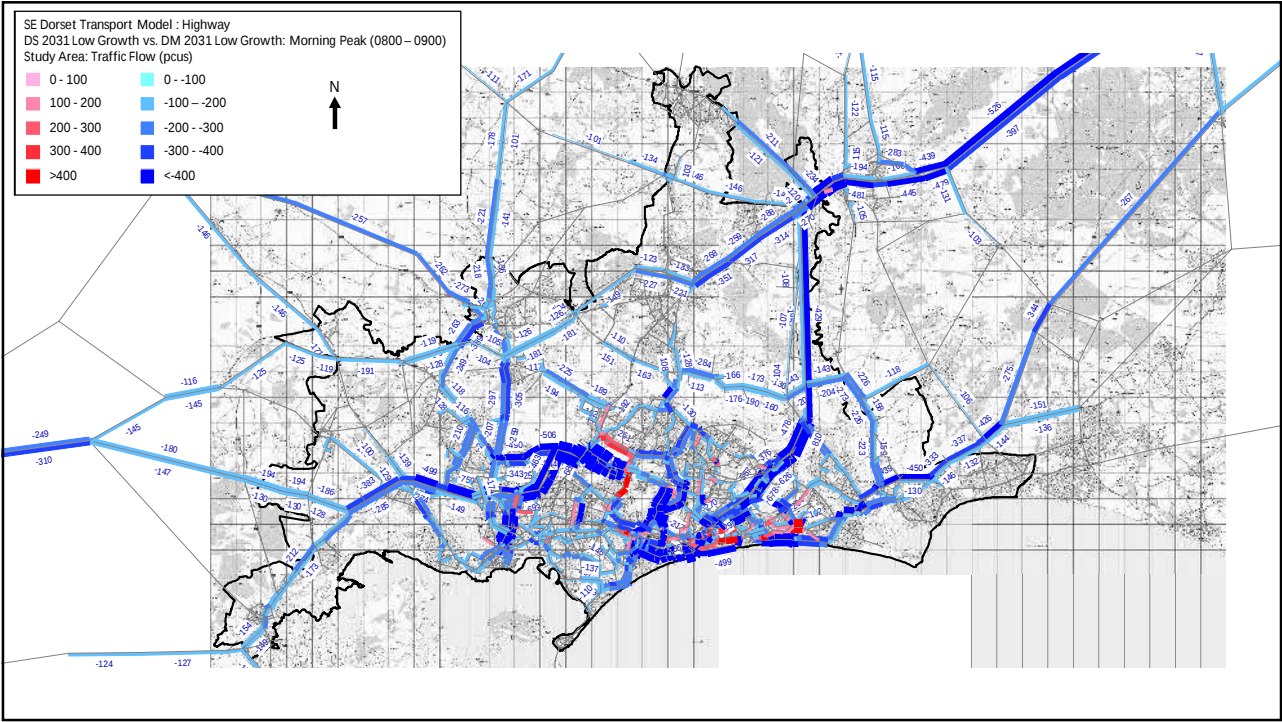
39



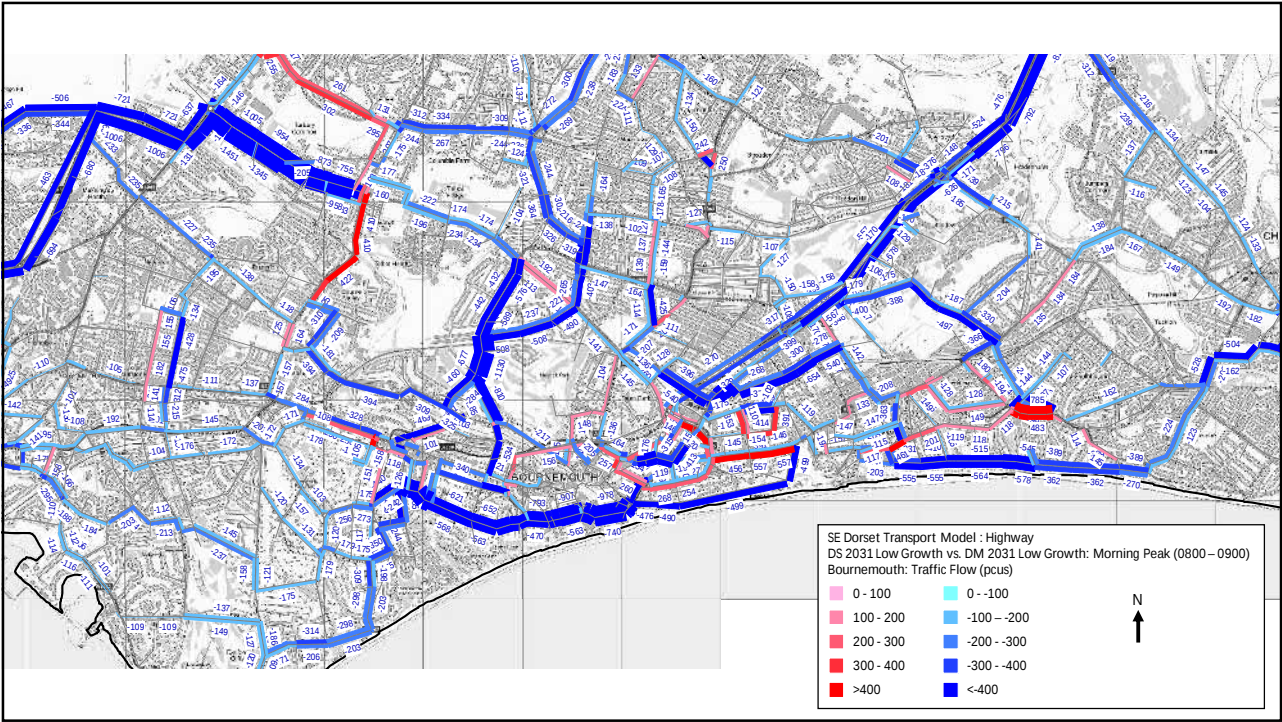
40



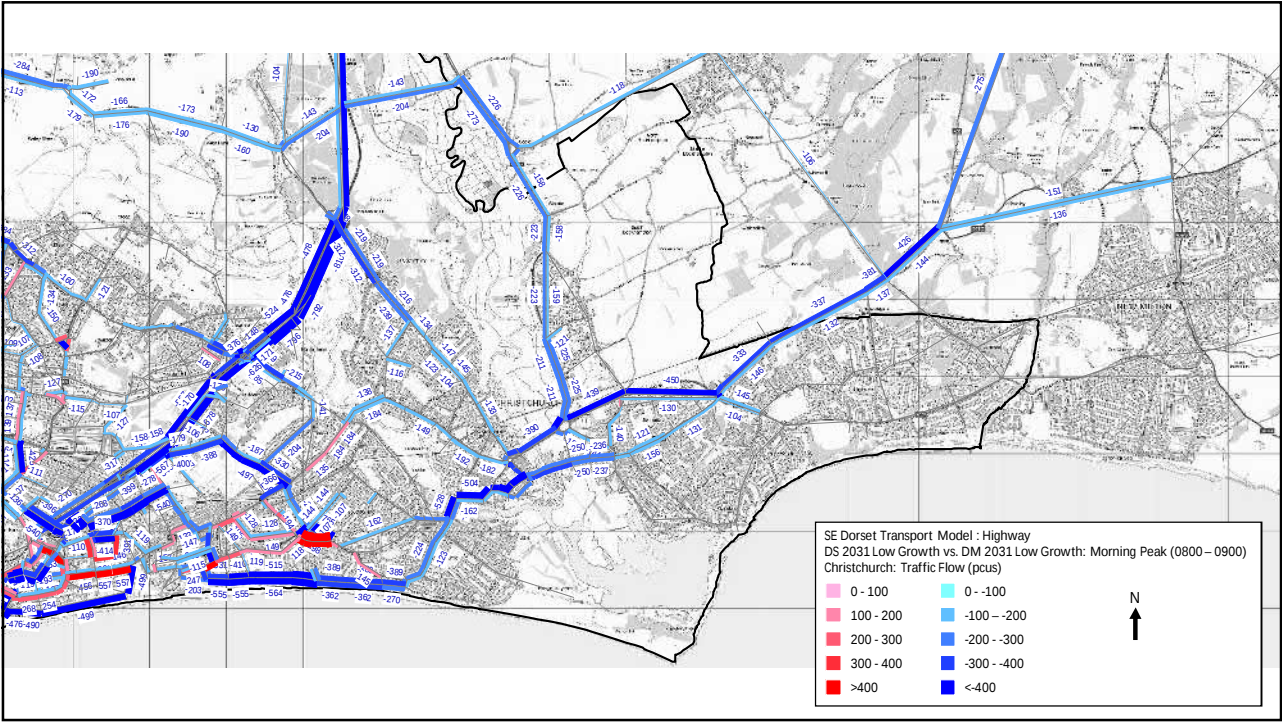
1



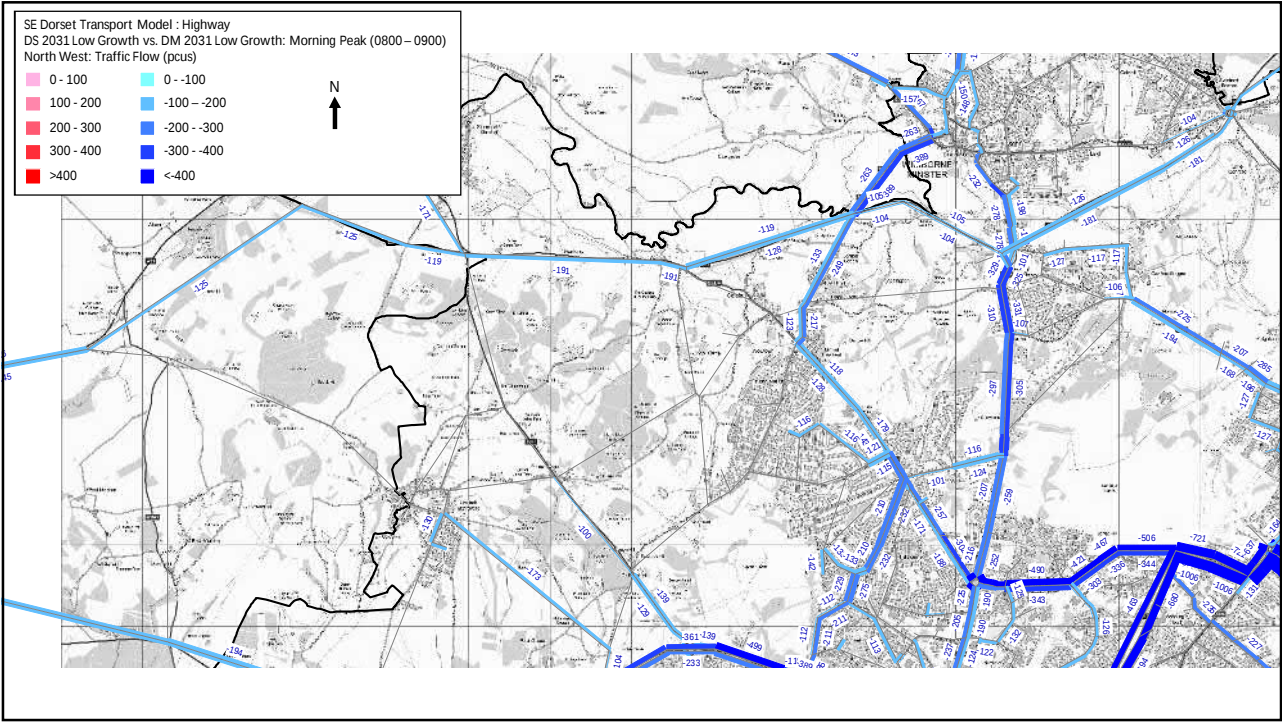
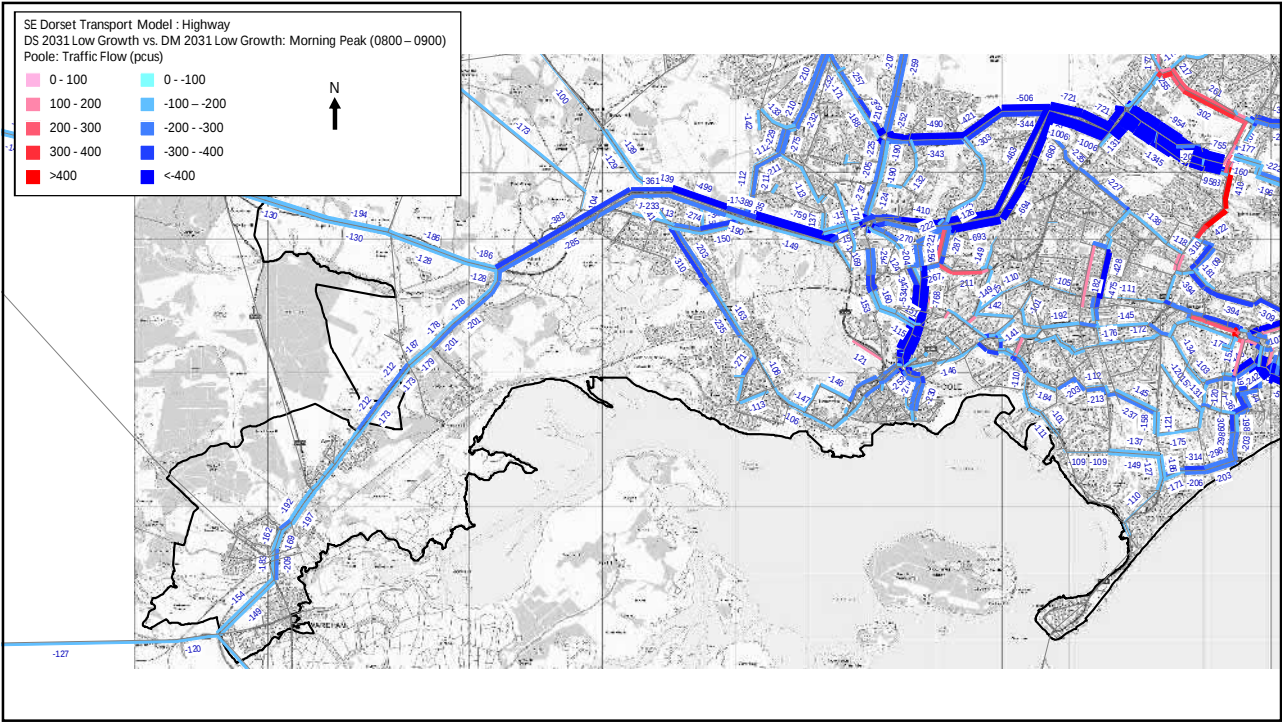
2

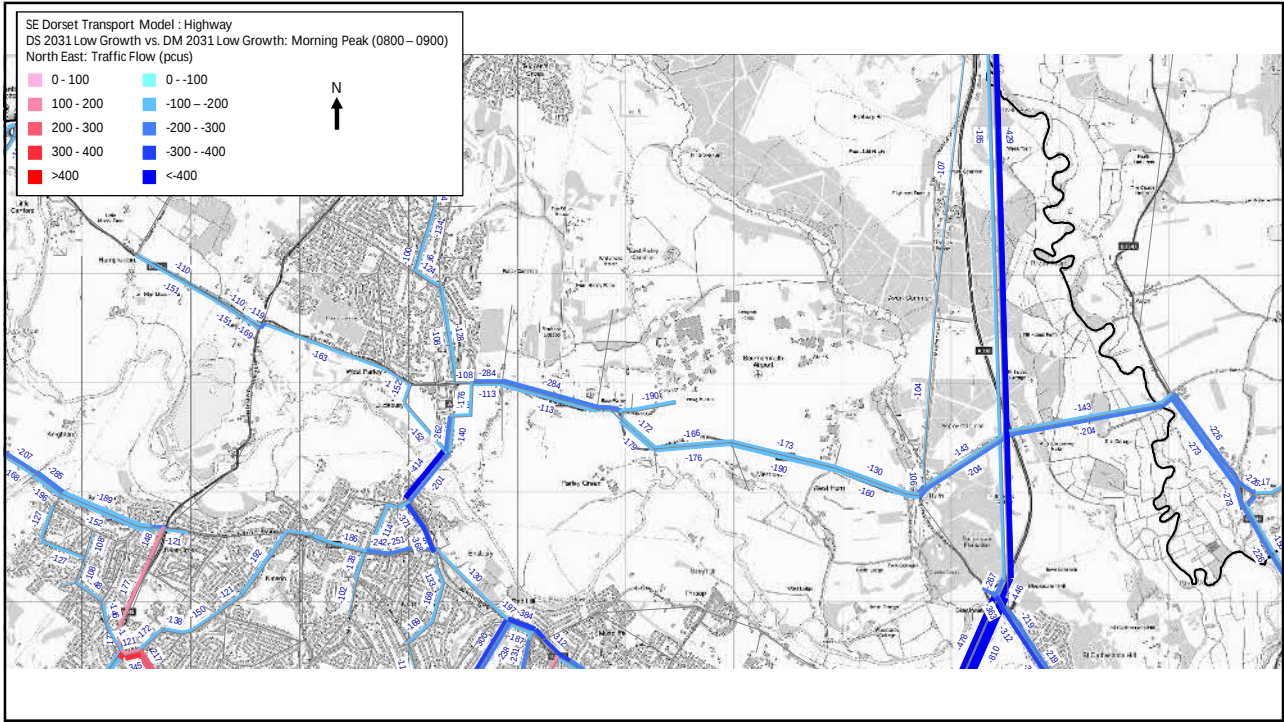


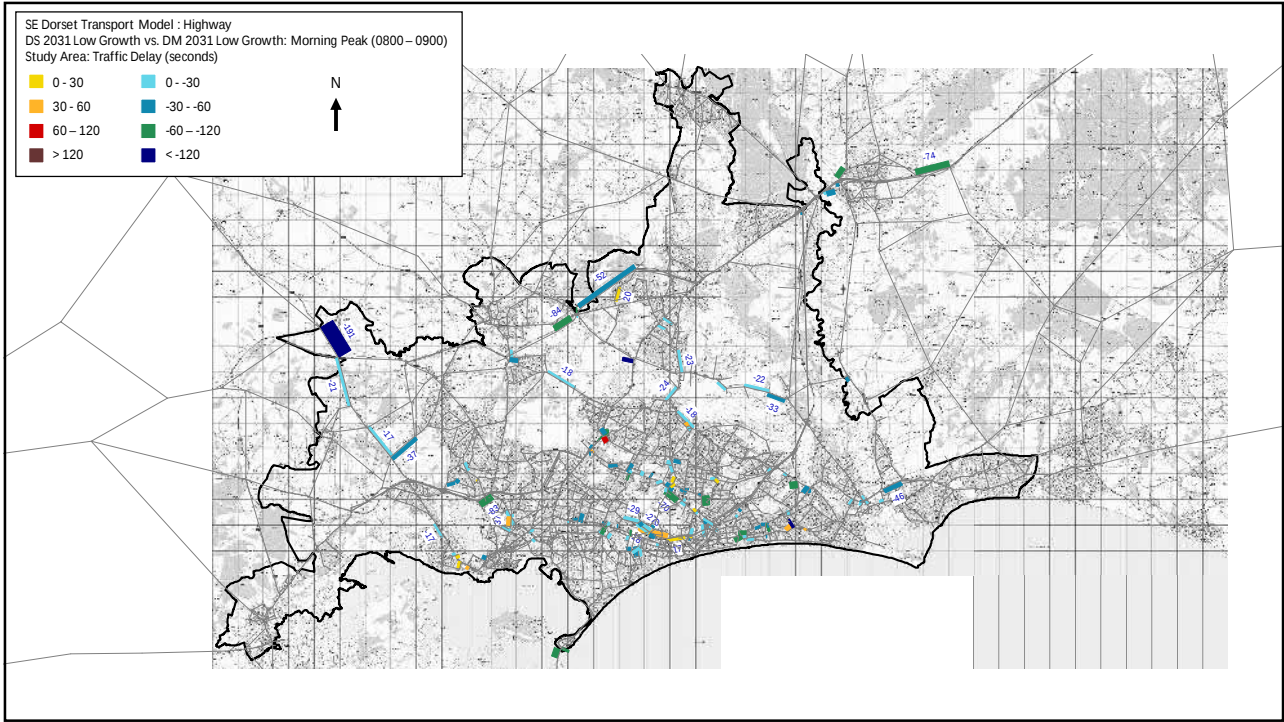
3



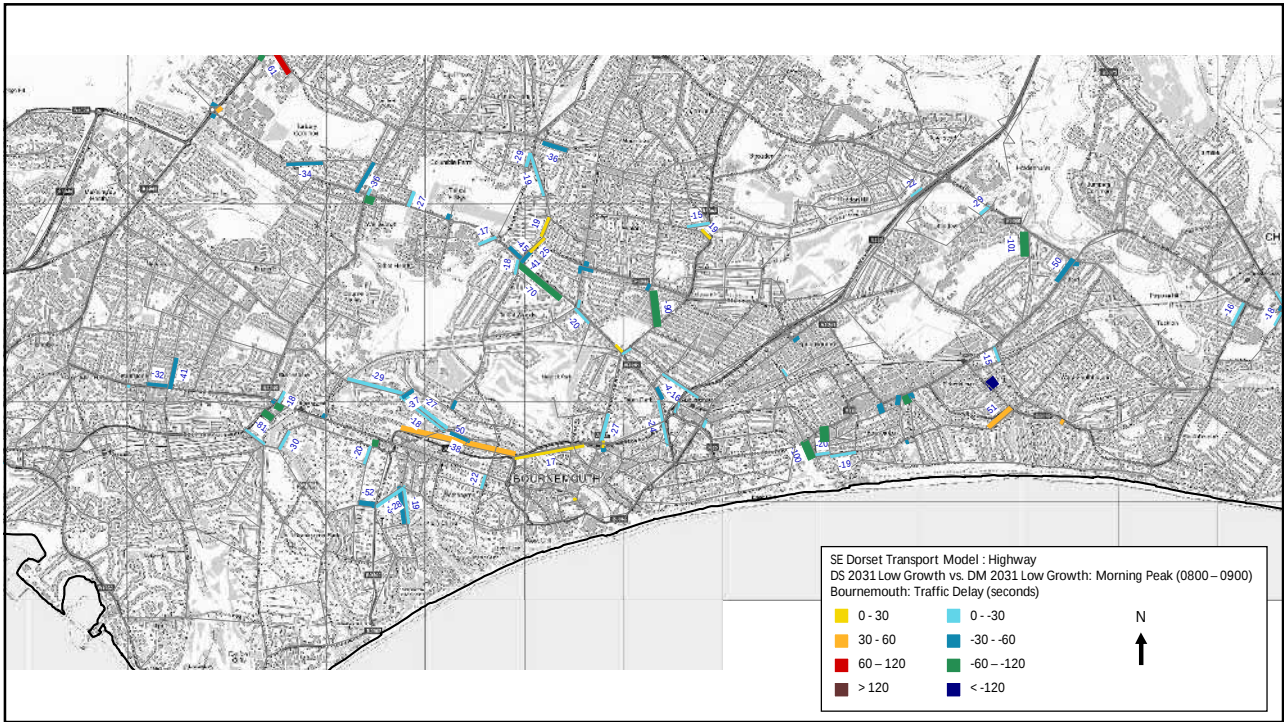
4



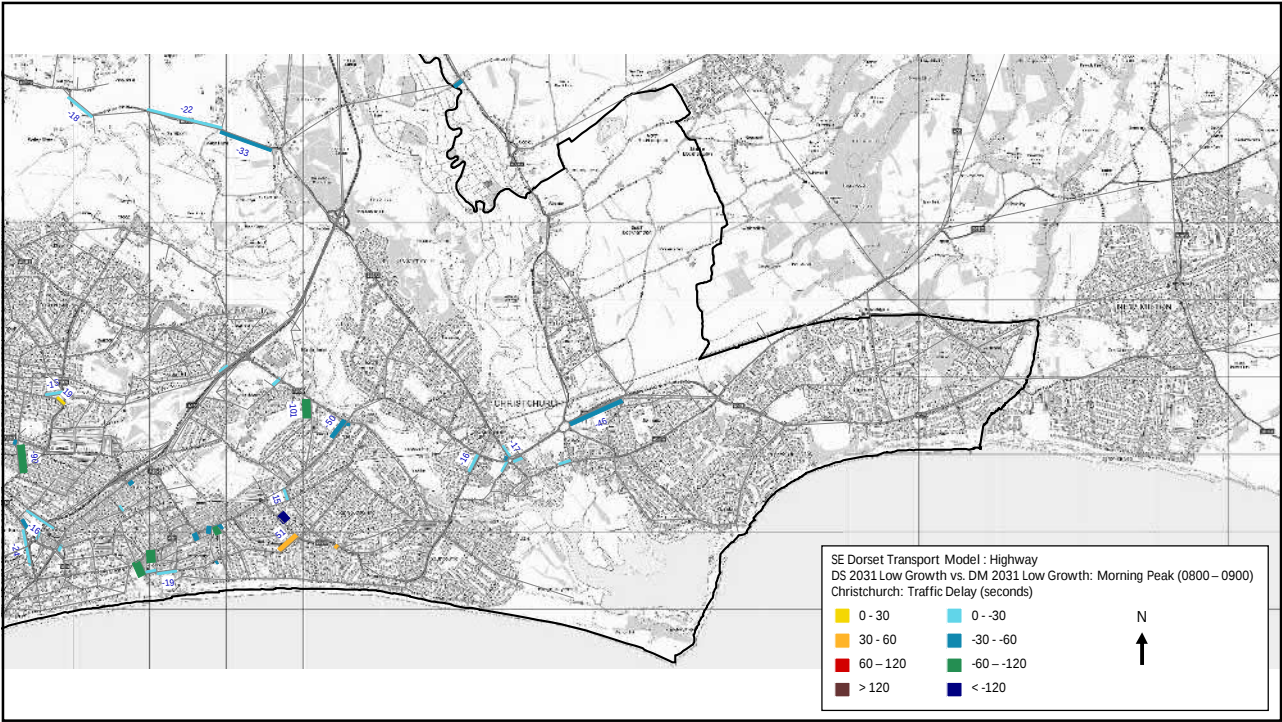




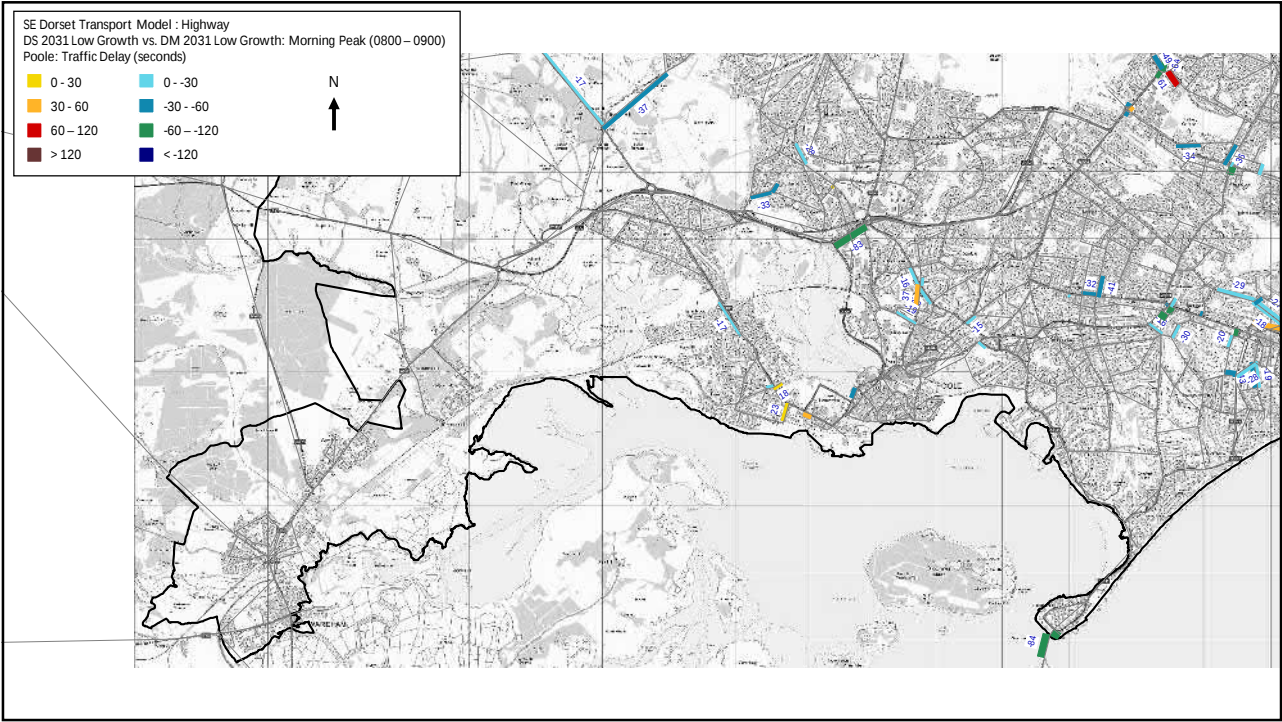
9



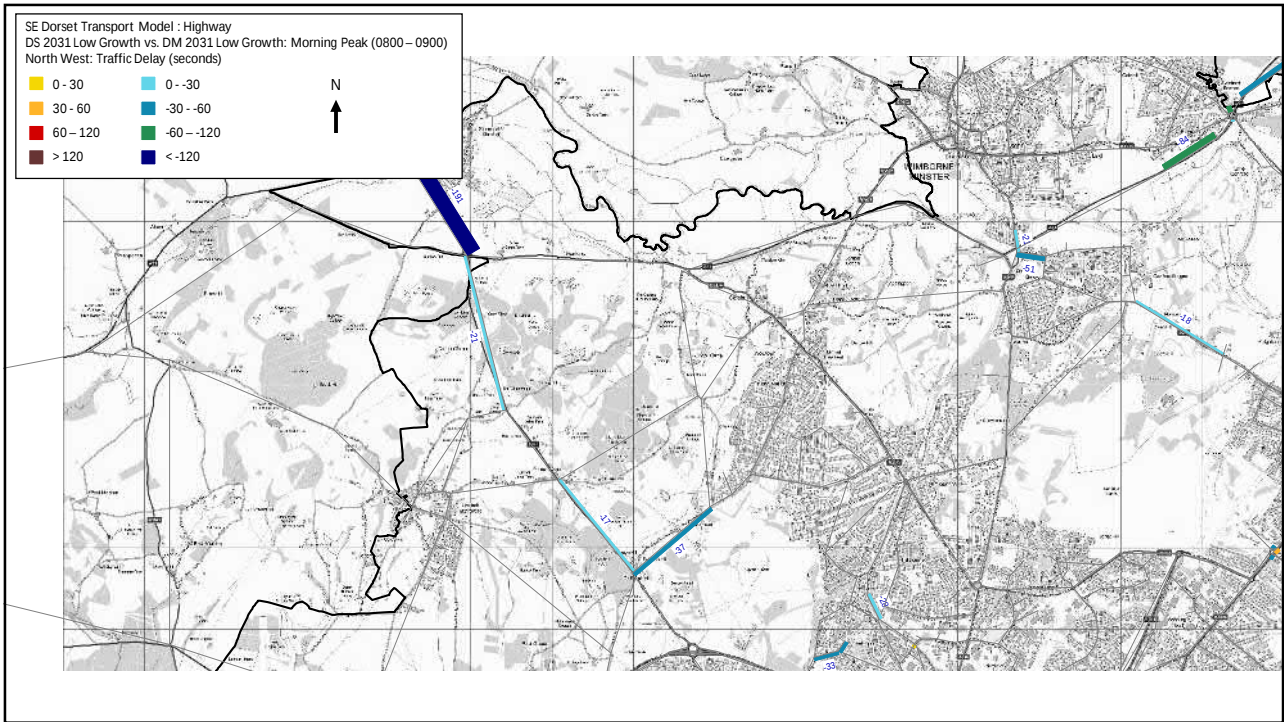
10



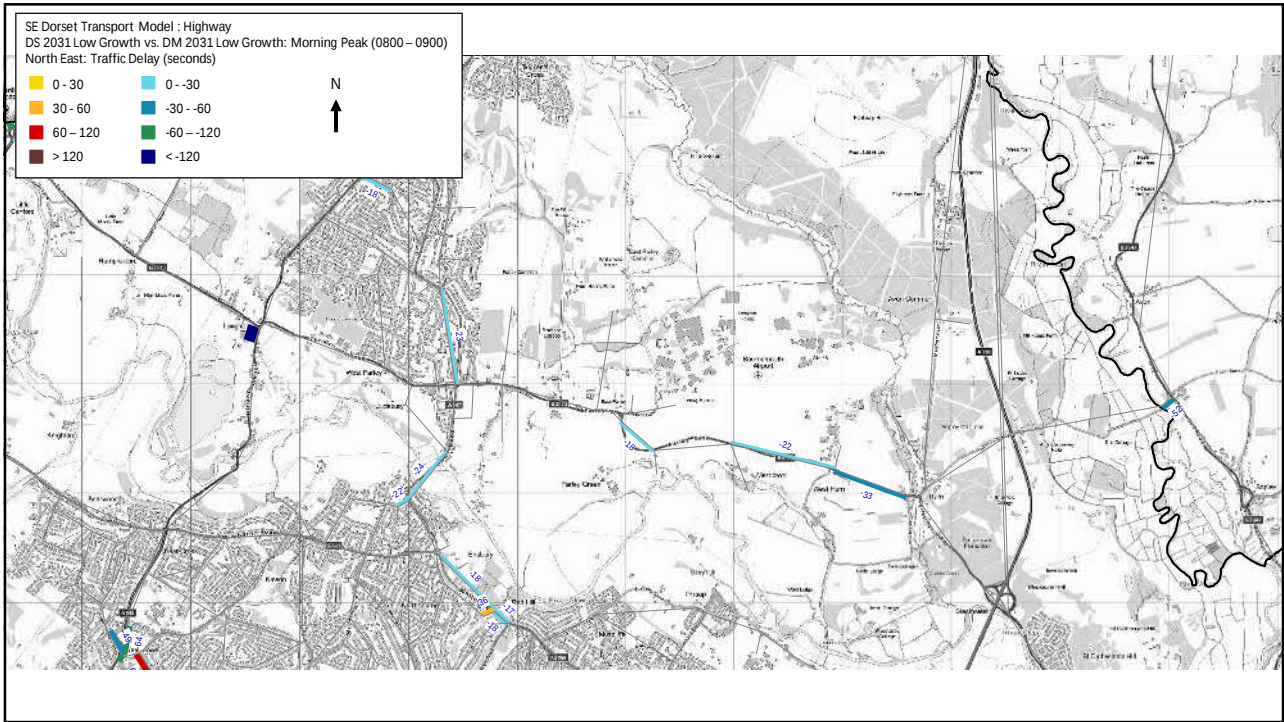
11



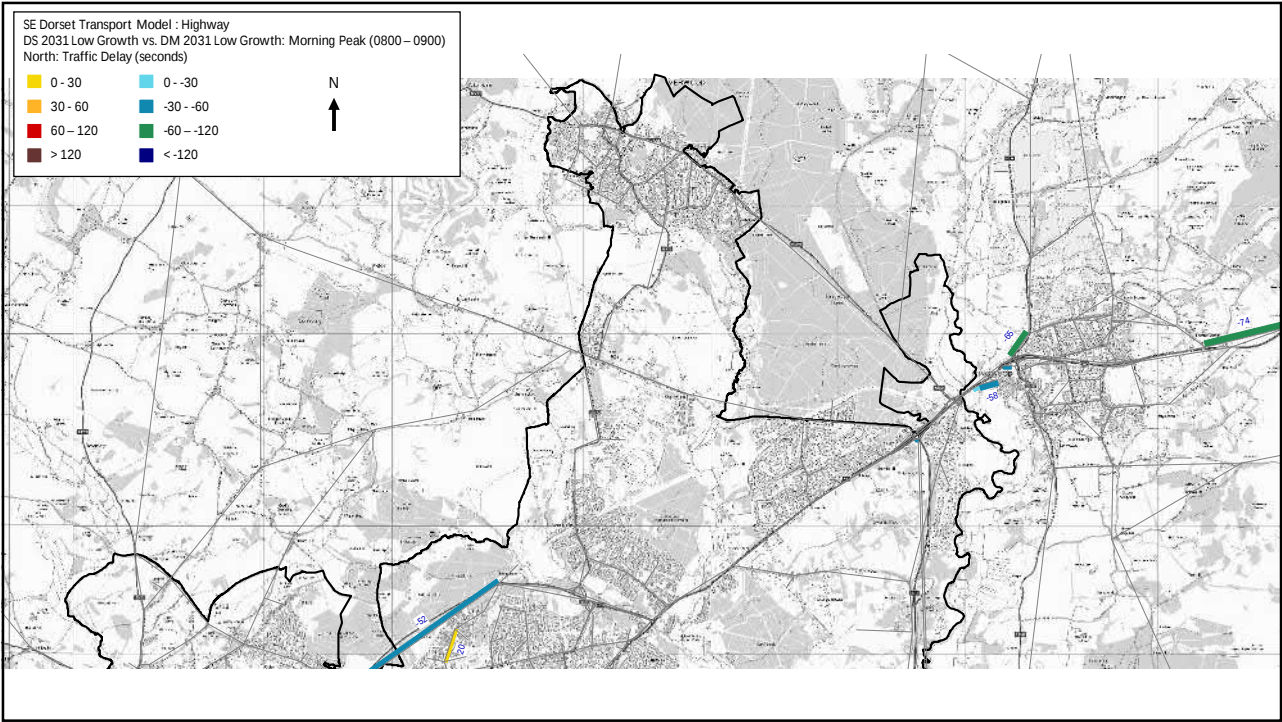
12



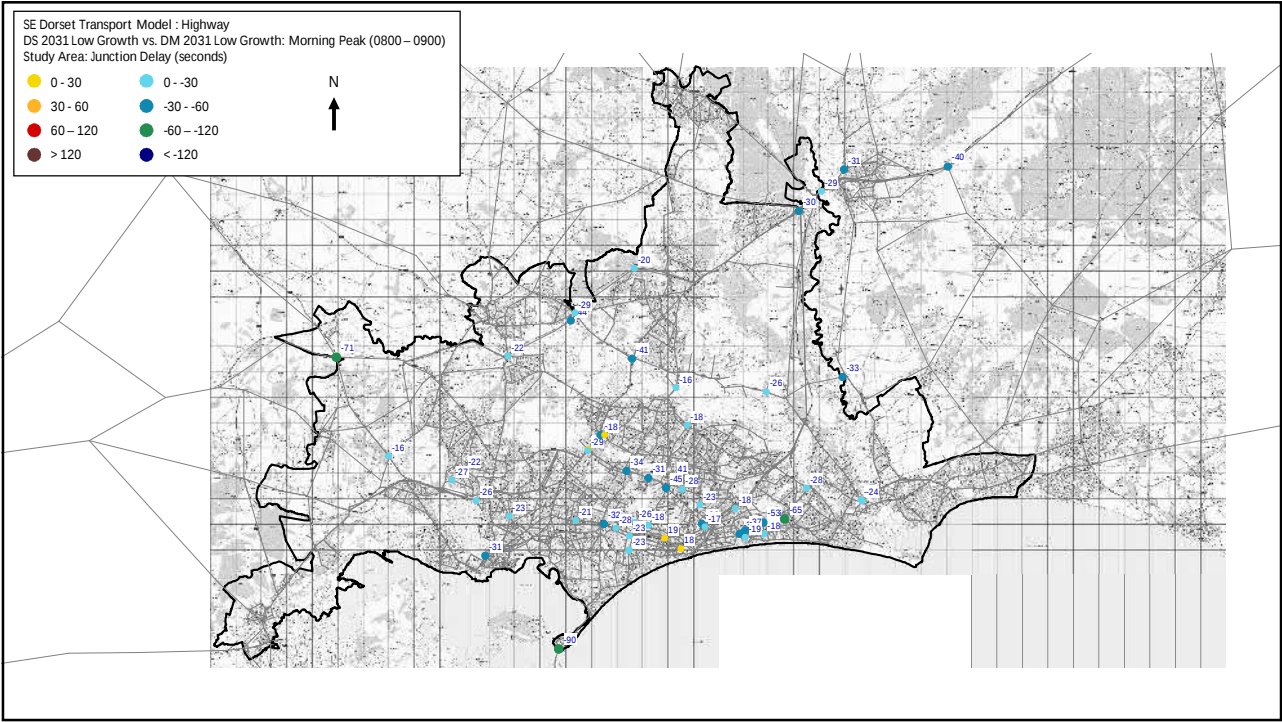
13



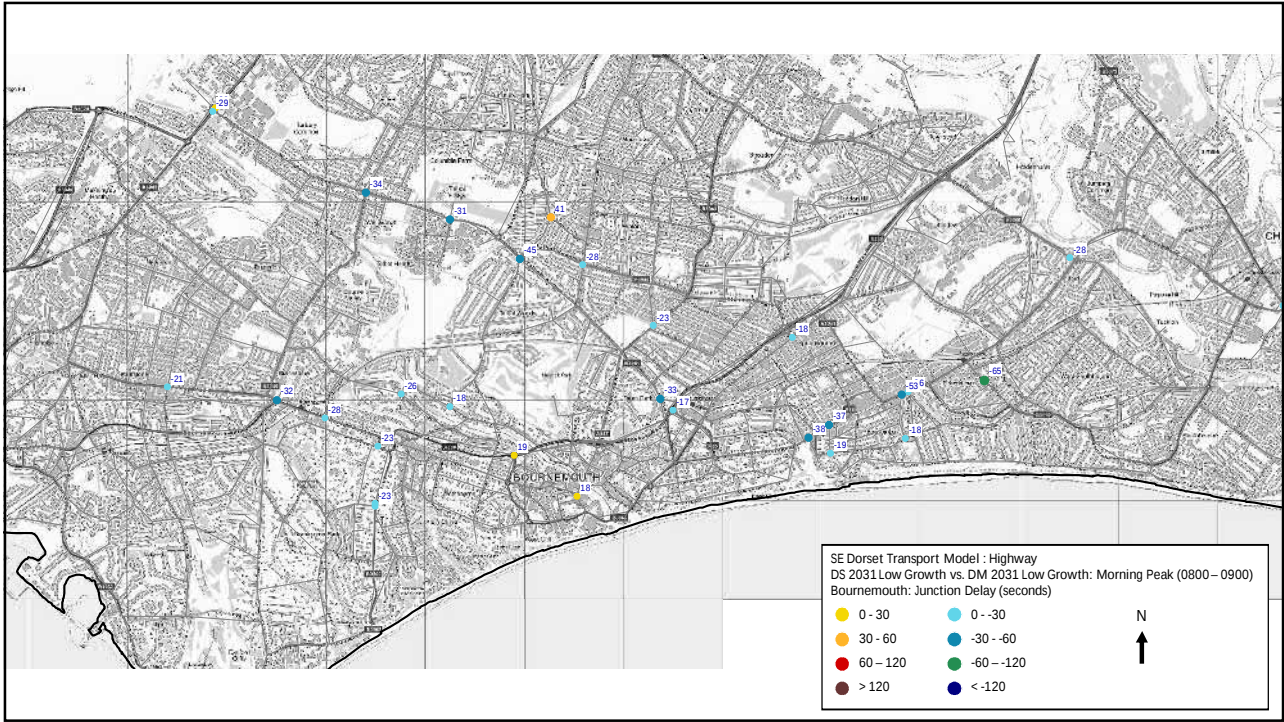
14



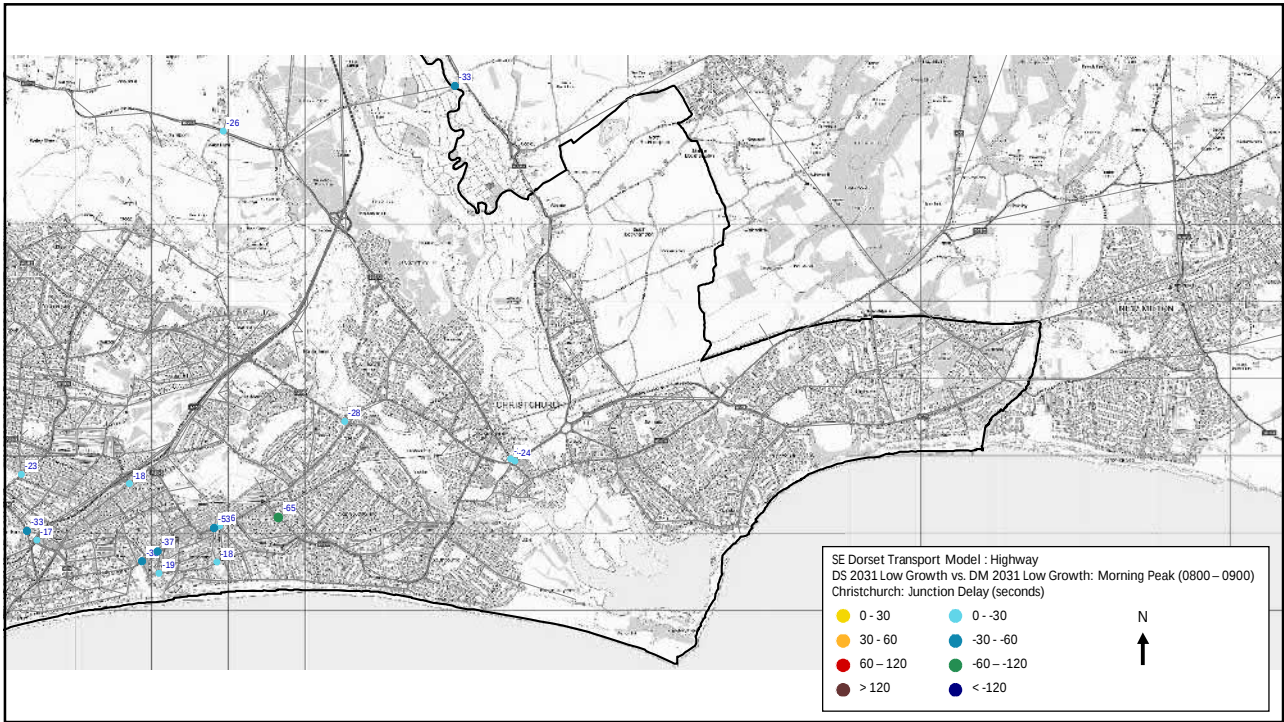
15



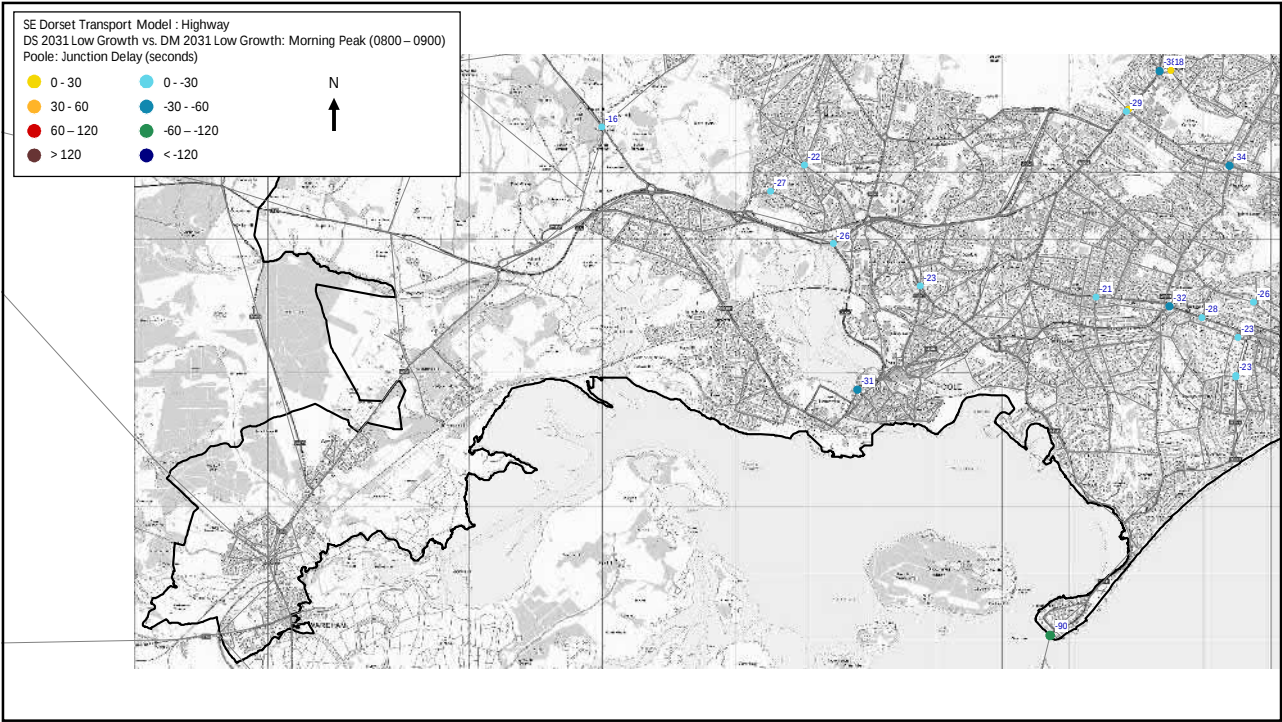
16



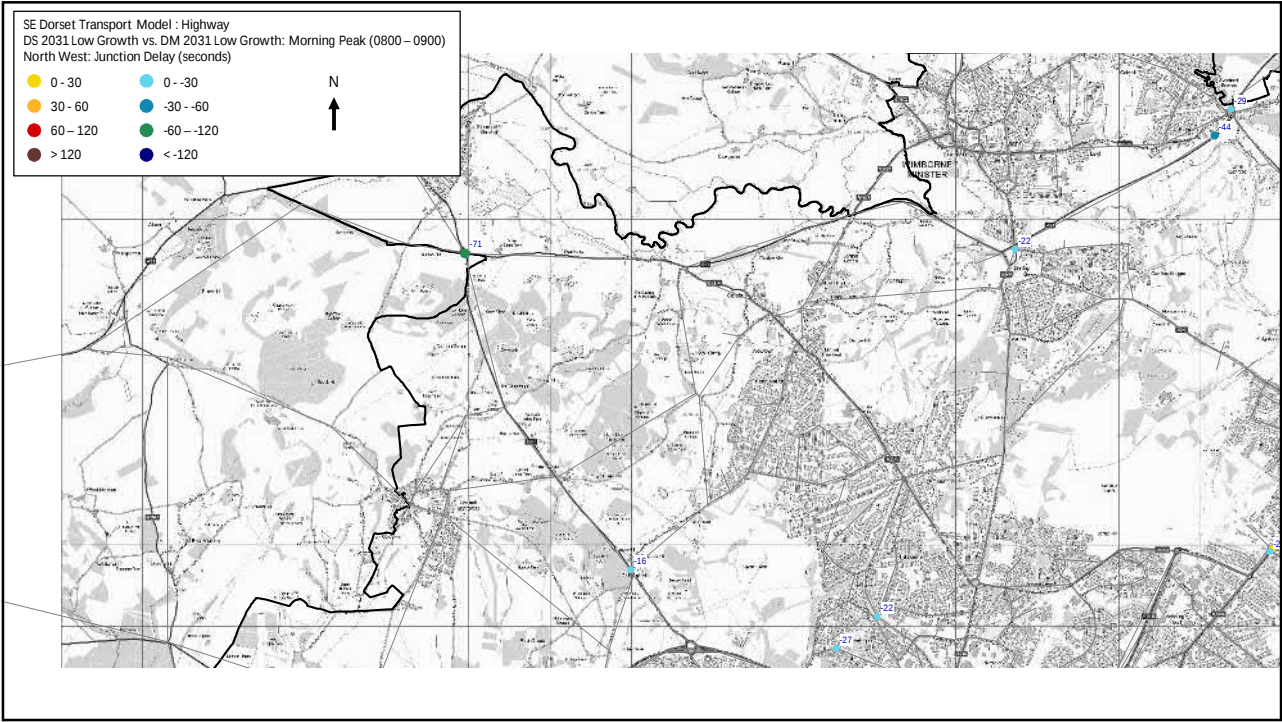
17



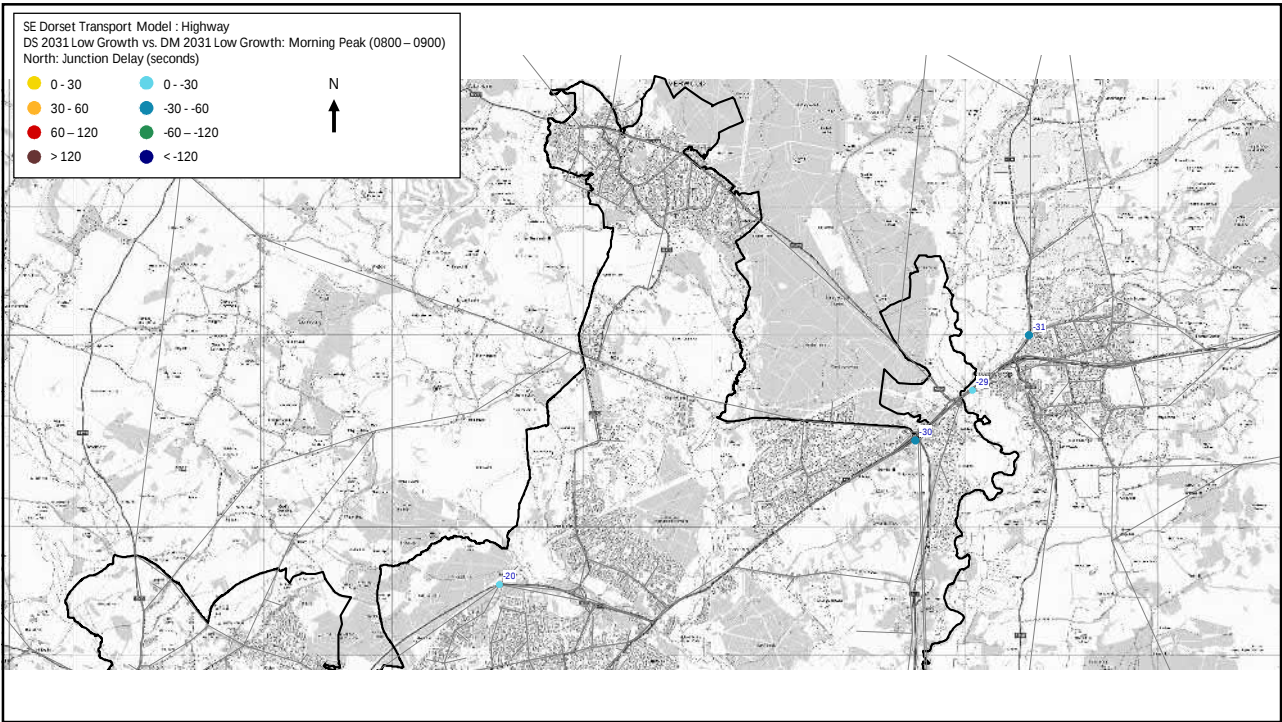
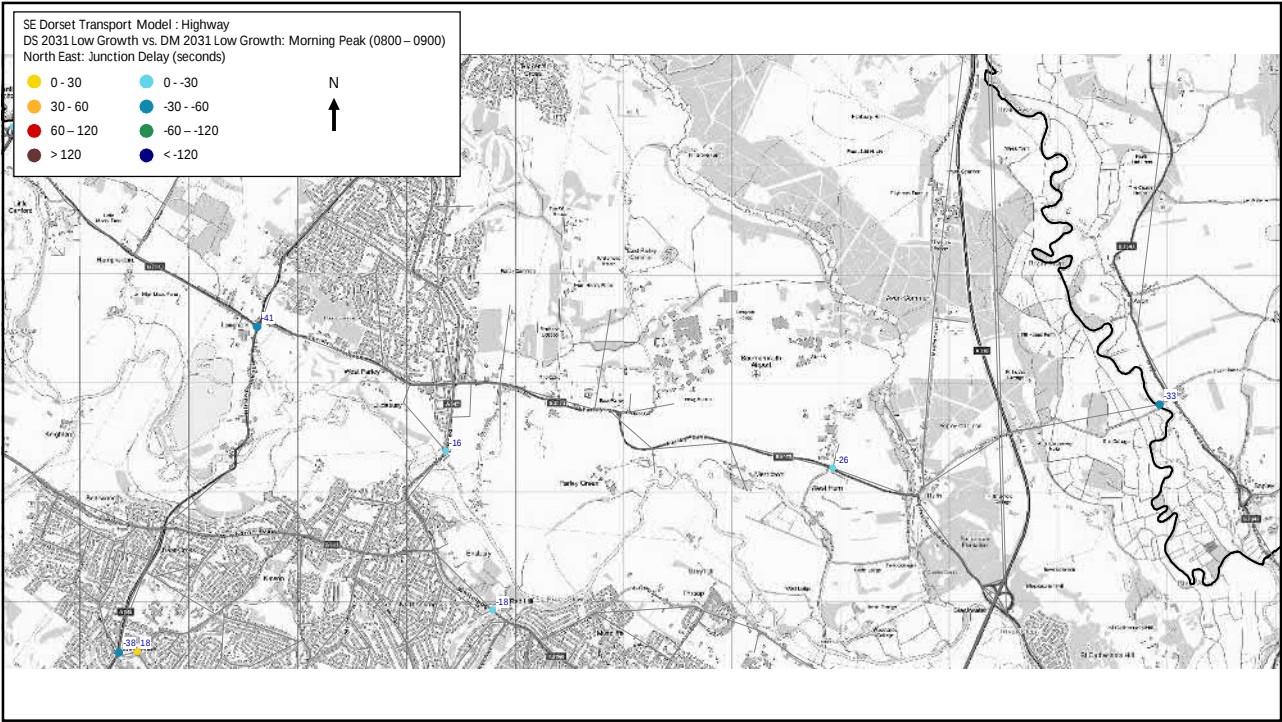
18

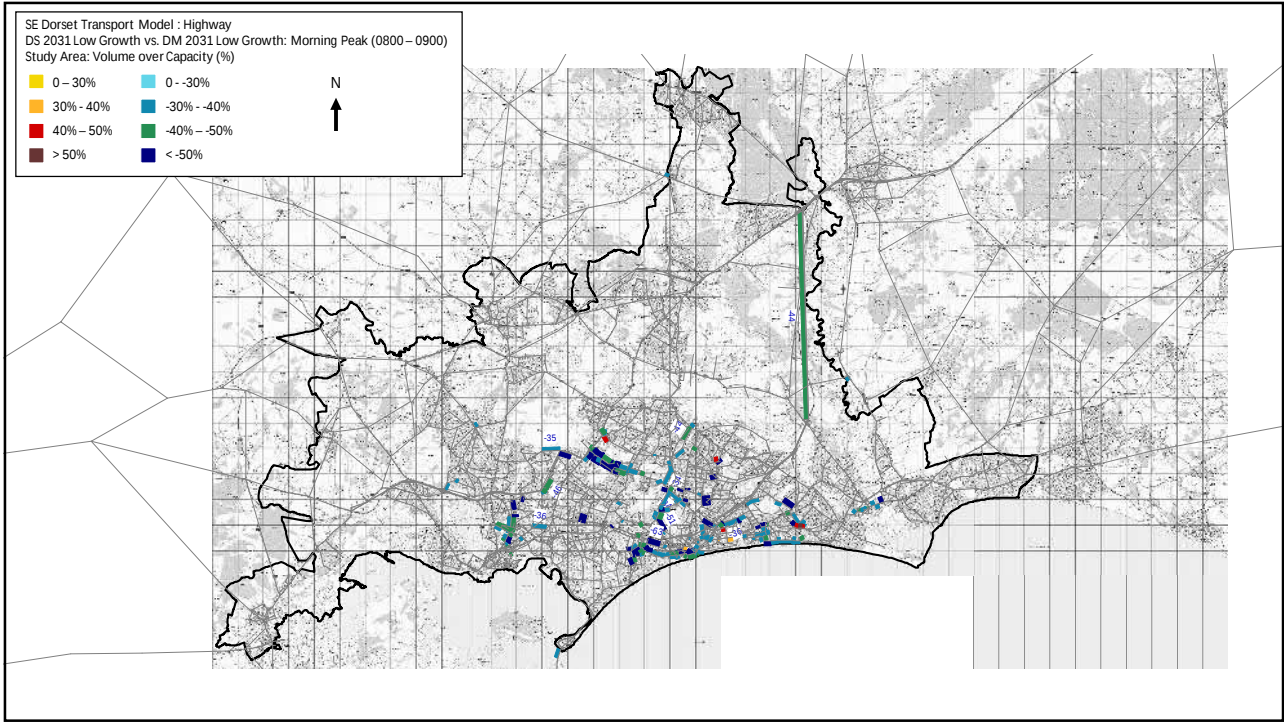


19

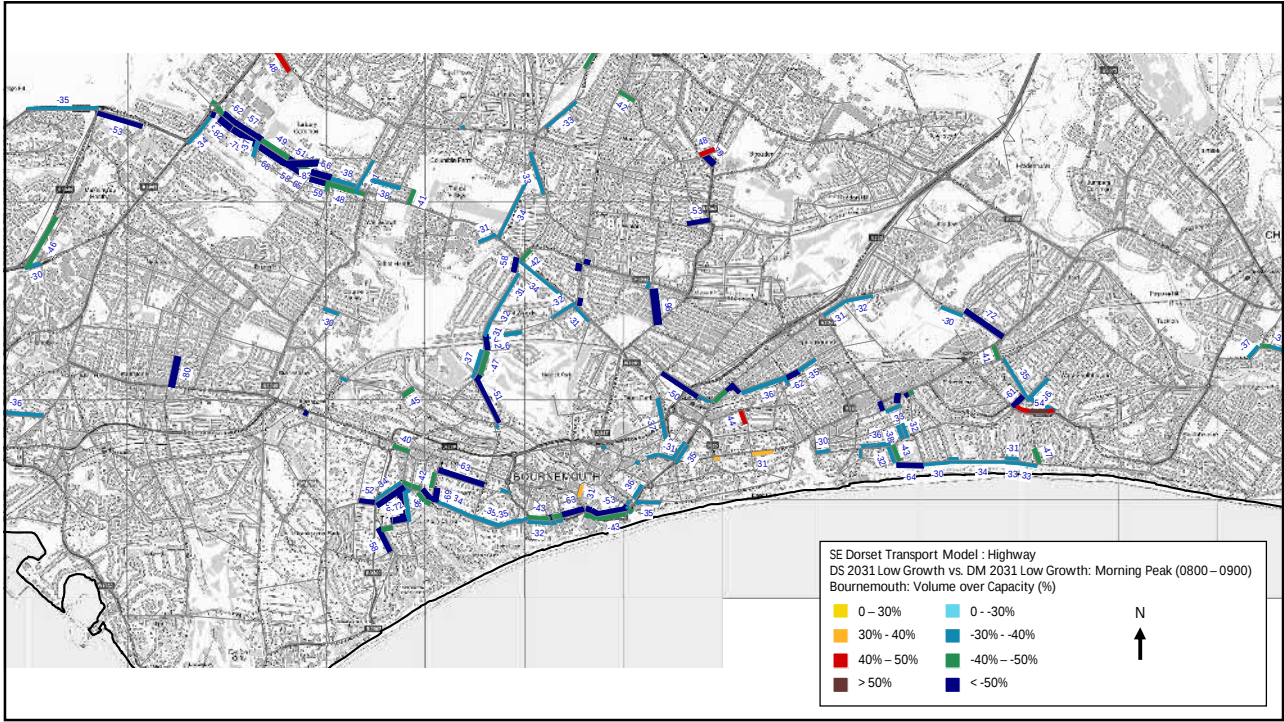


20

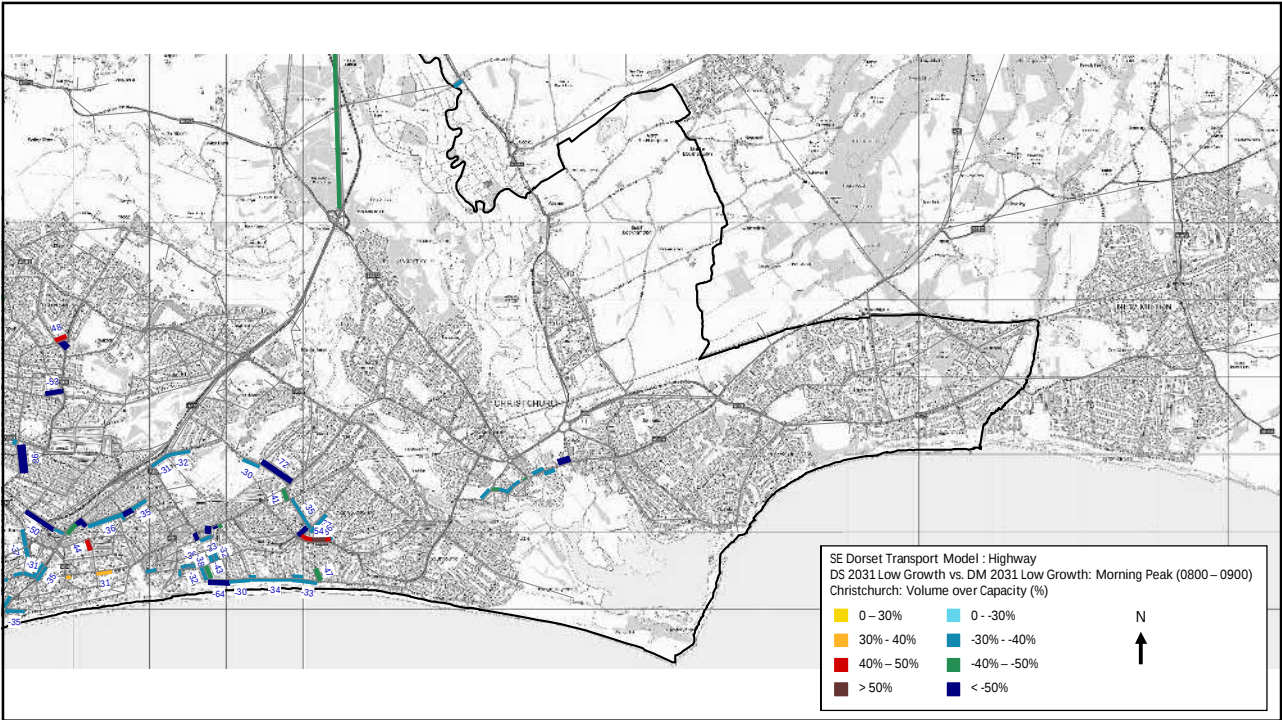




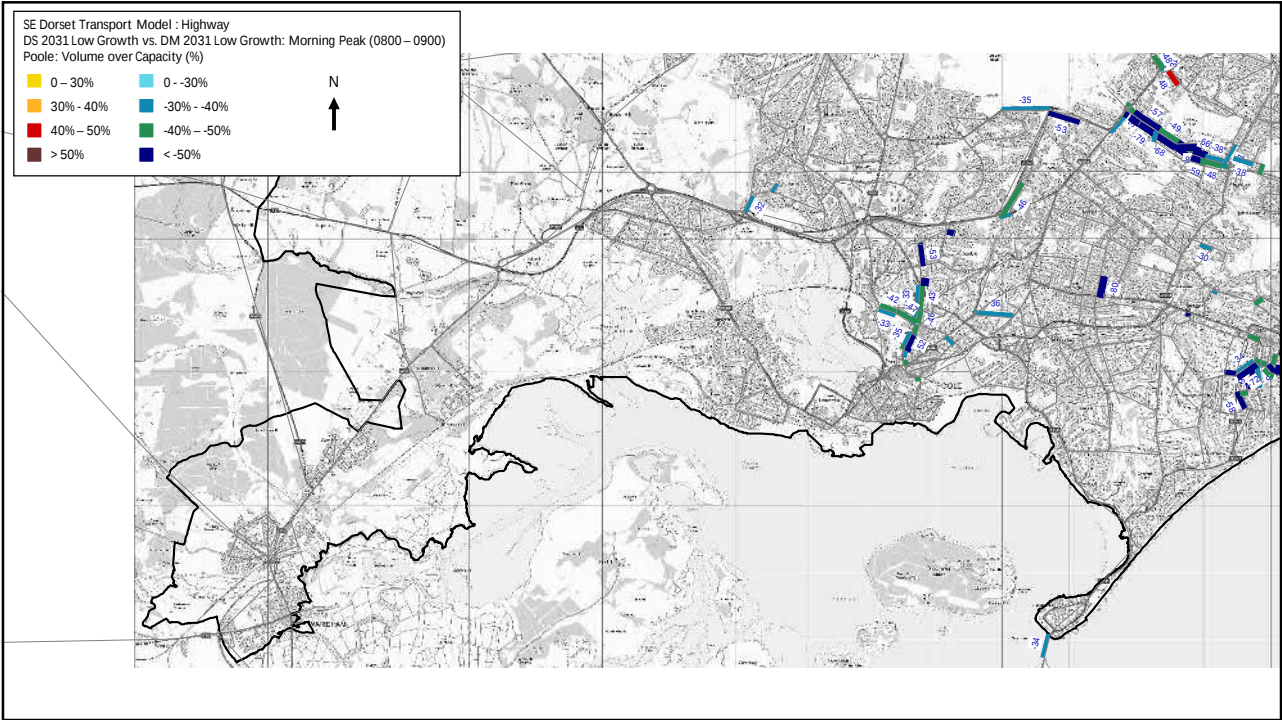
23



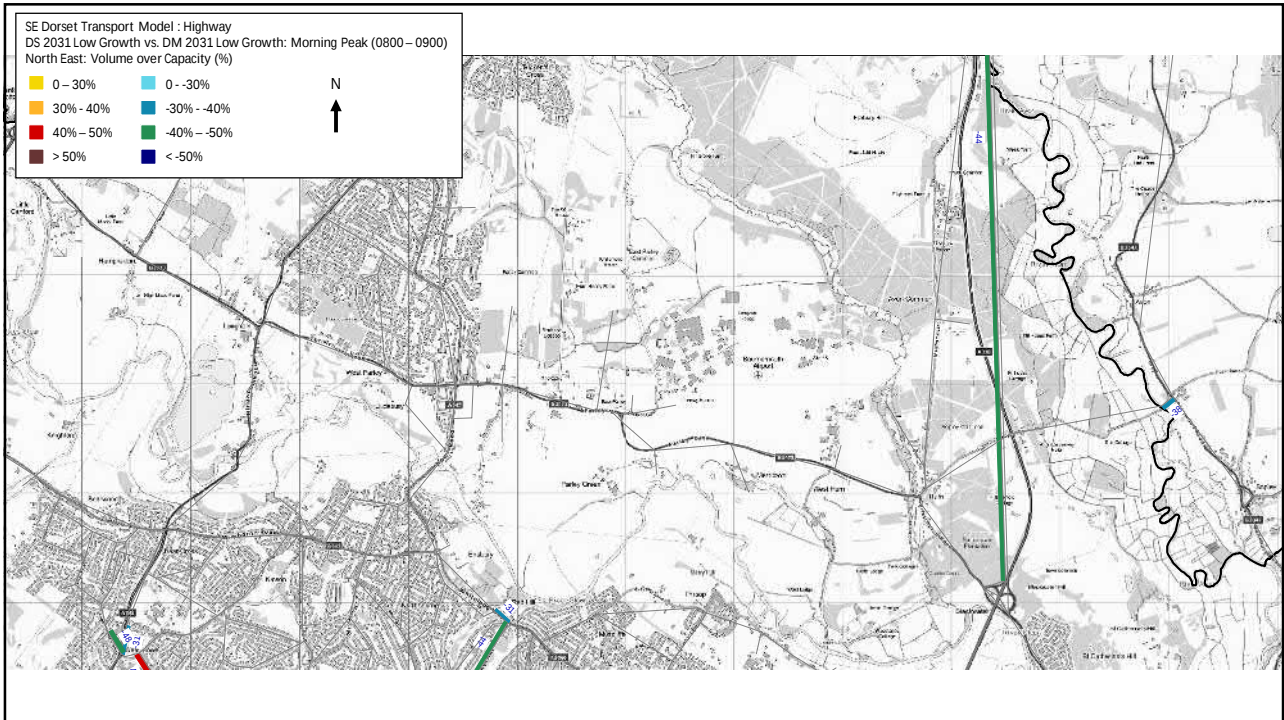
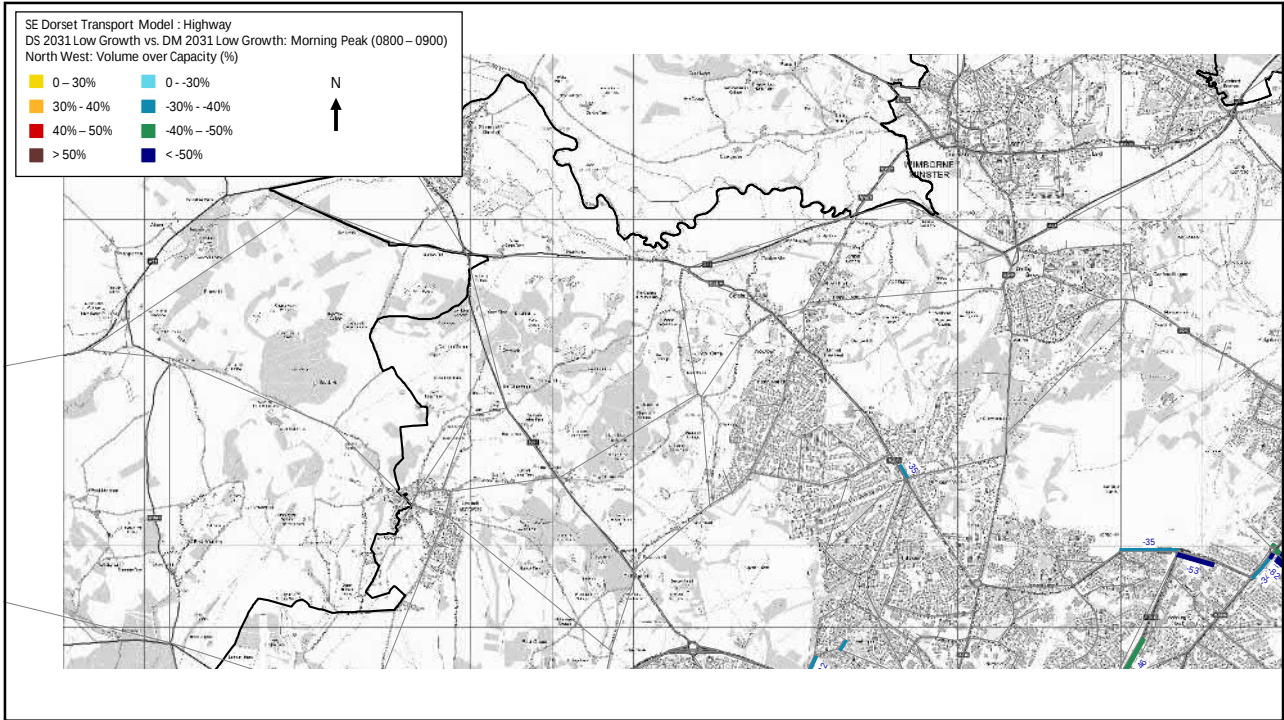
24

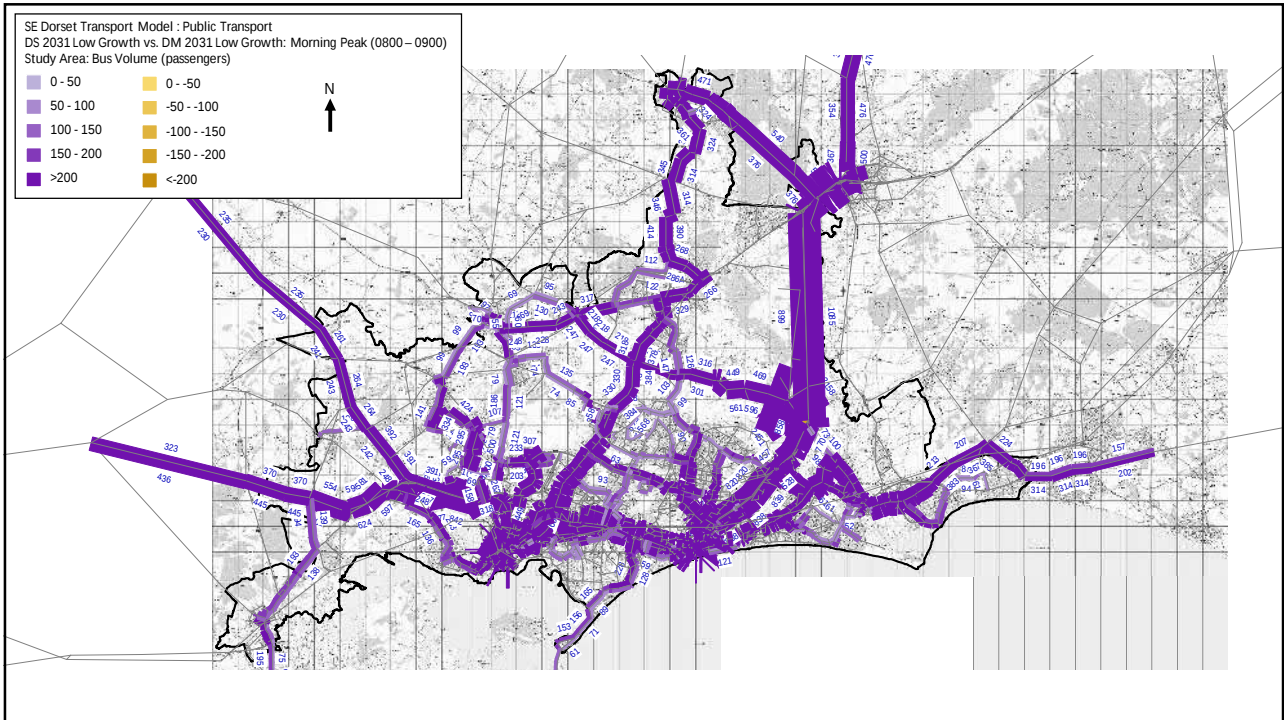
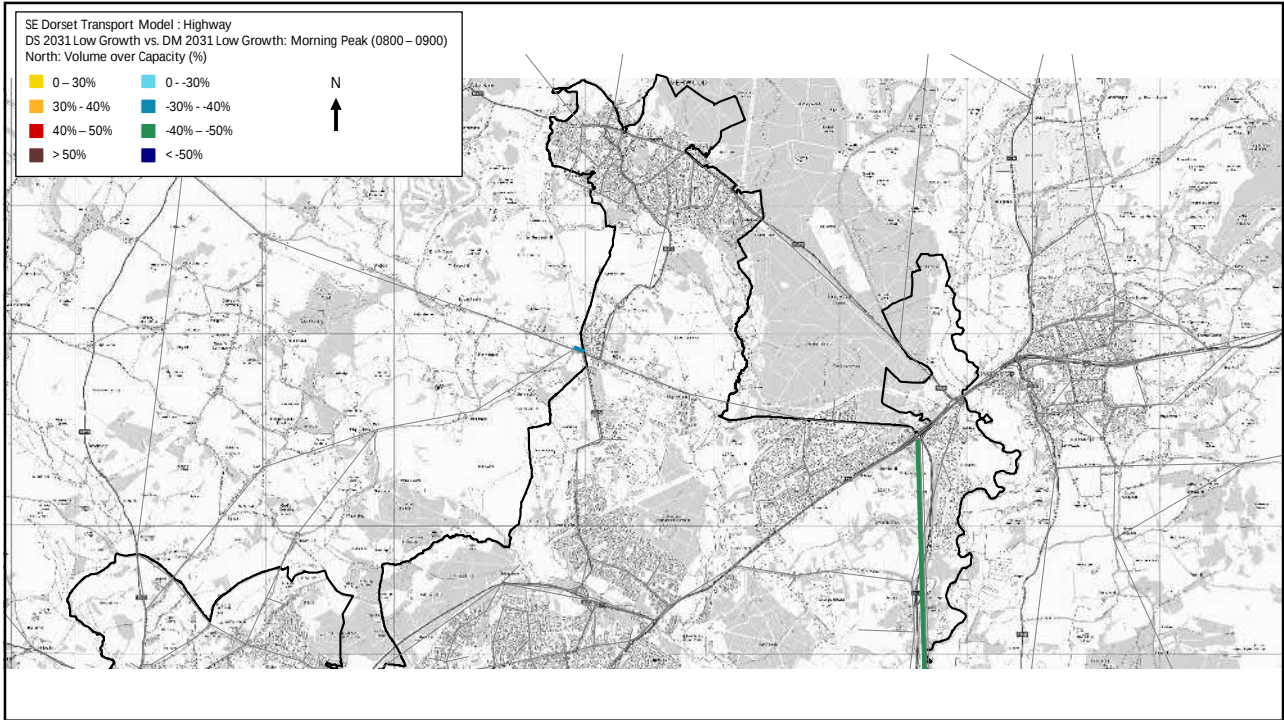


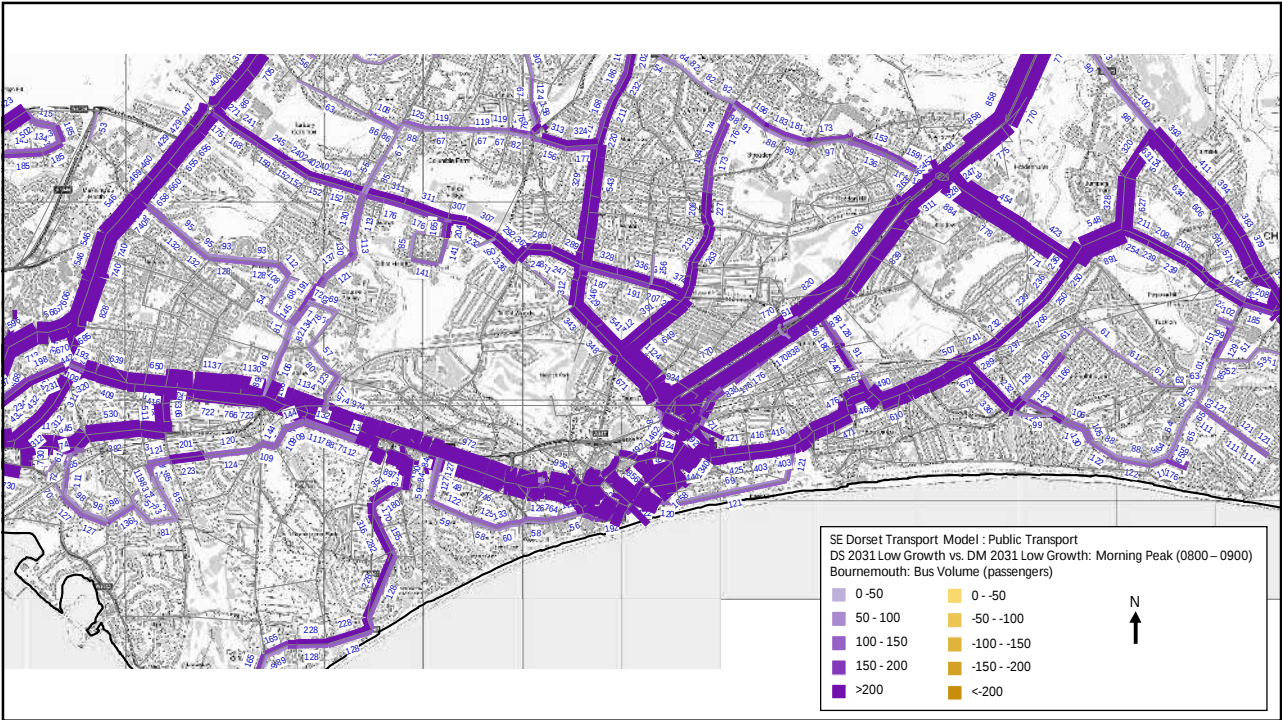
25



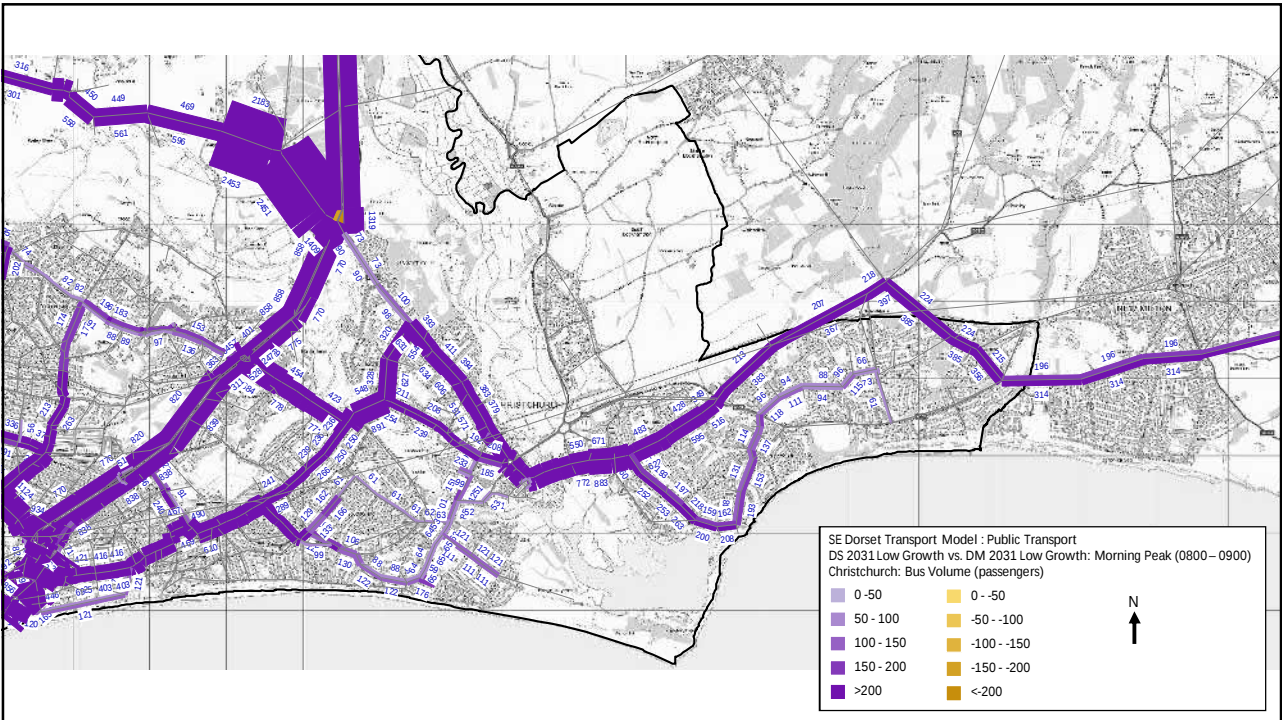
26



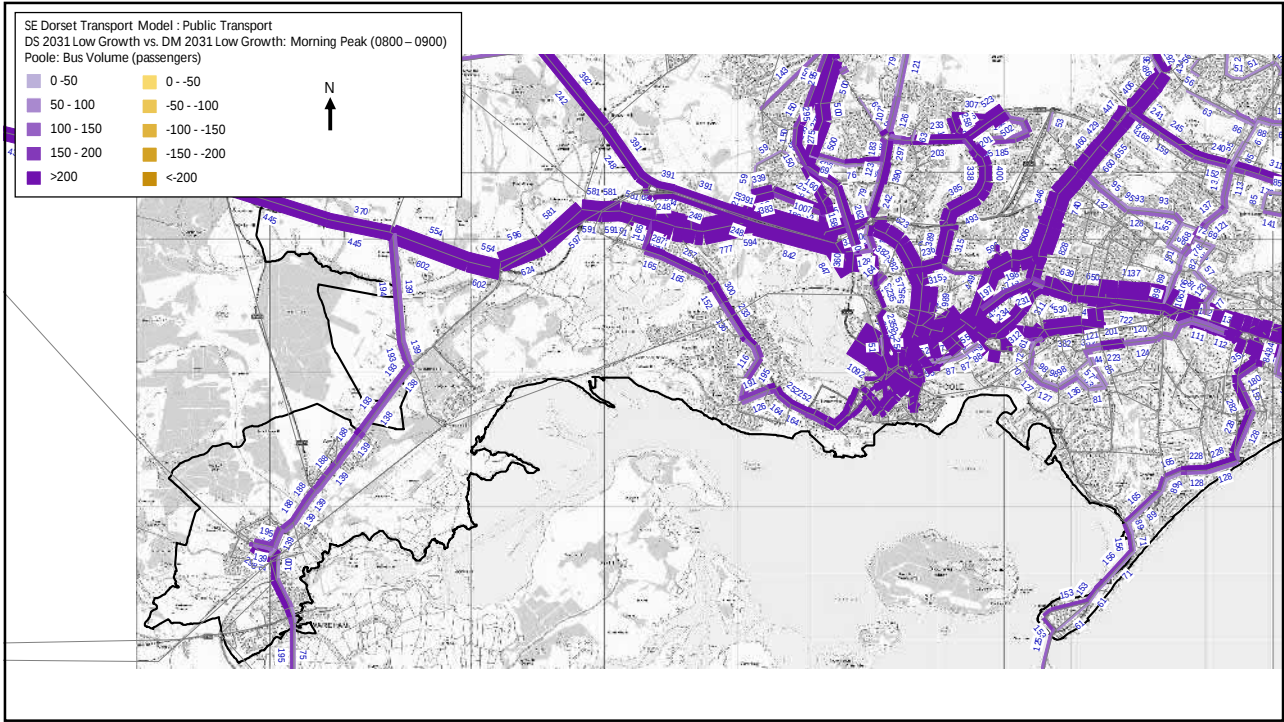




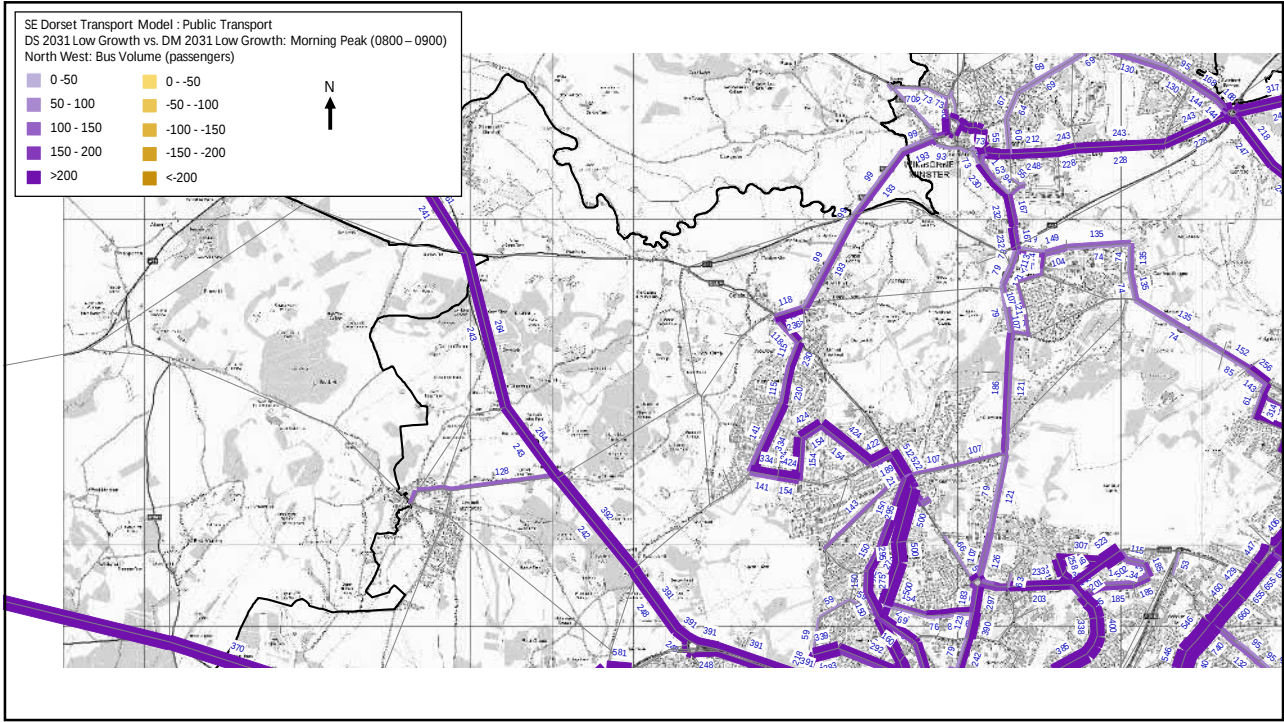
31



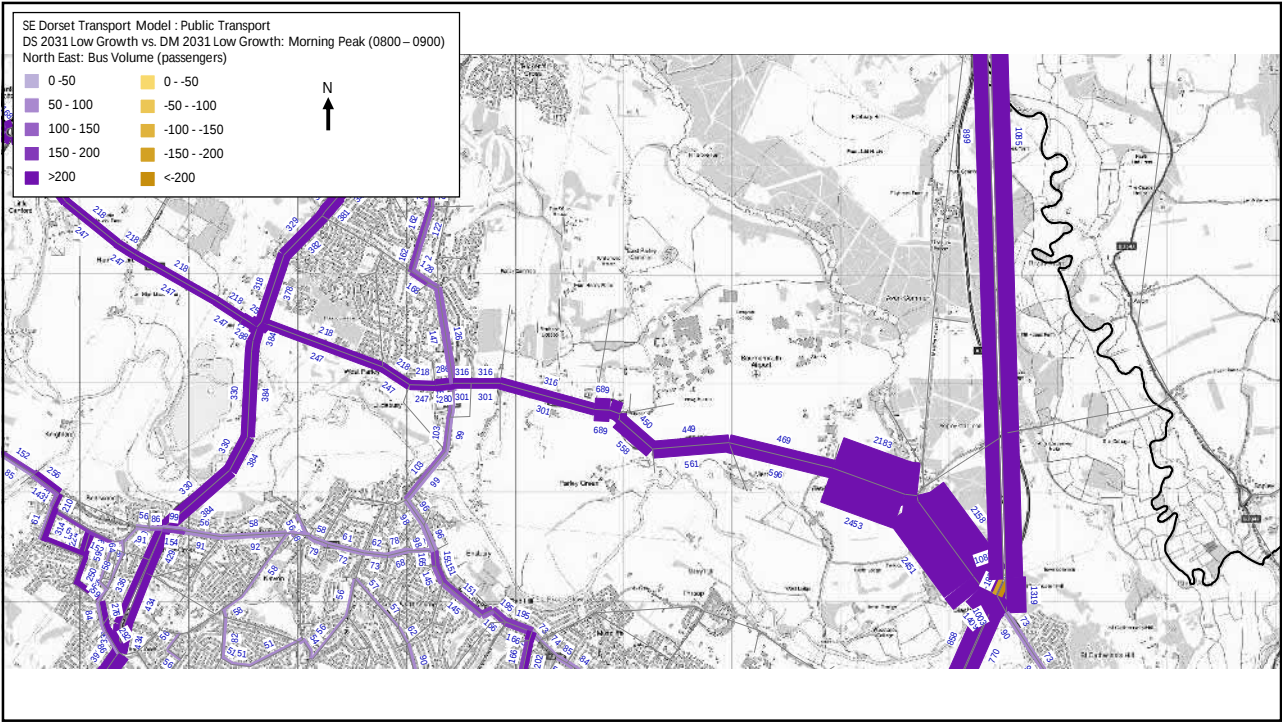
32



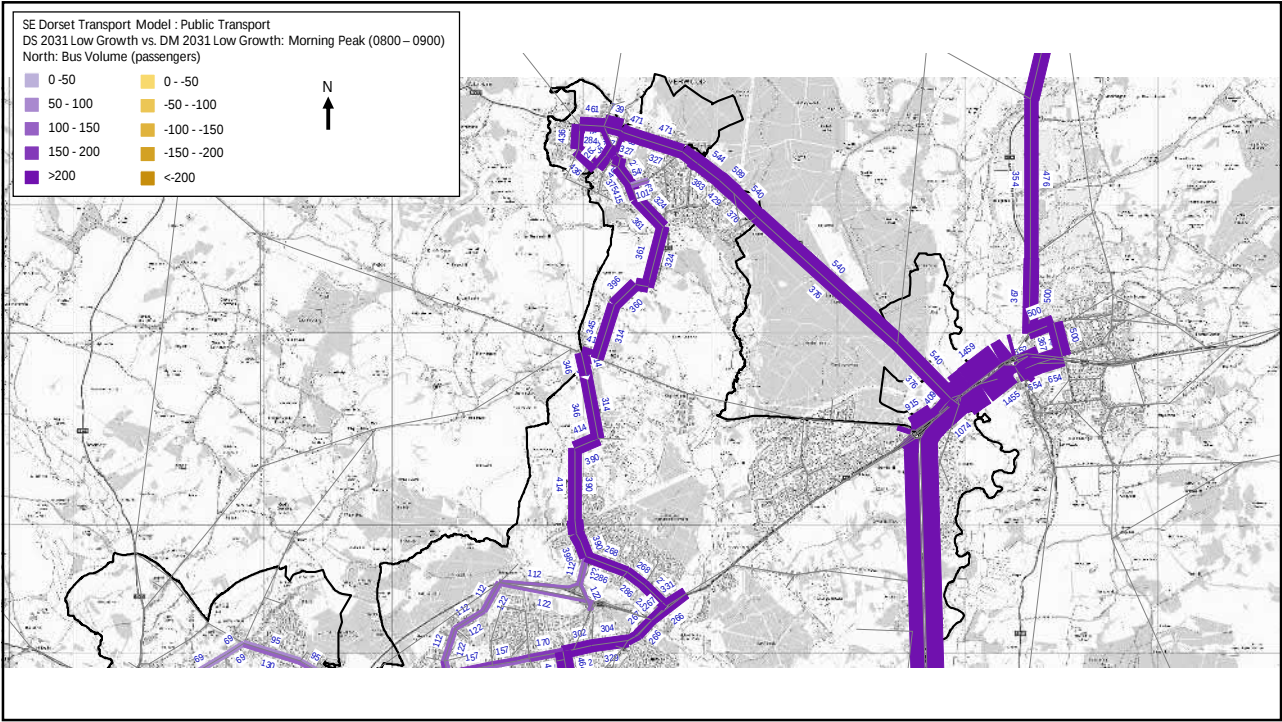
33



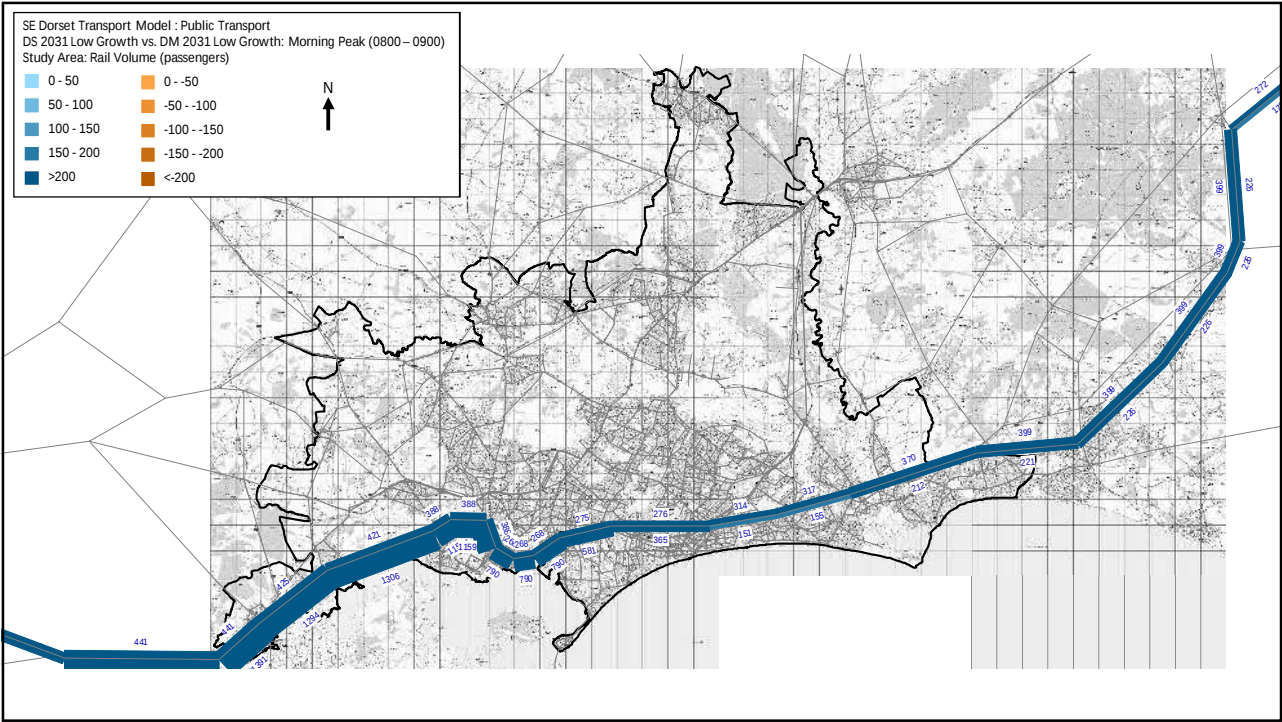
34



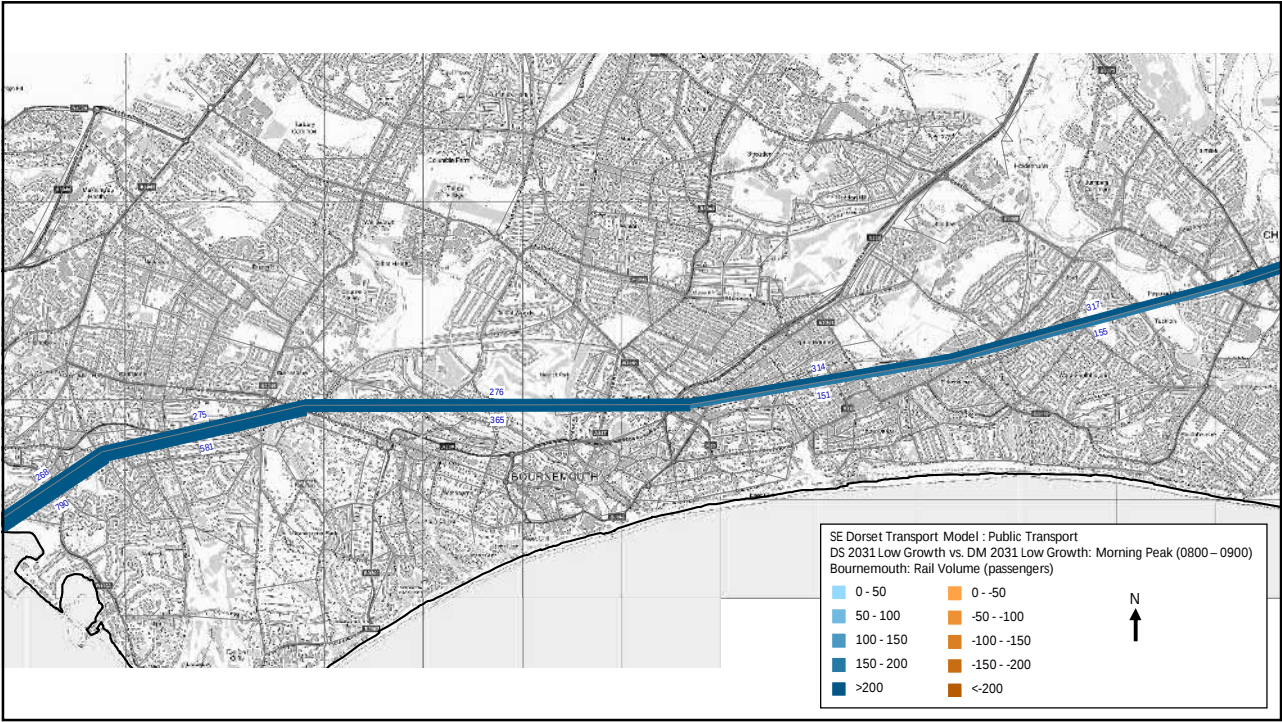
35



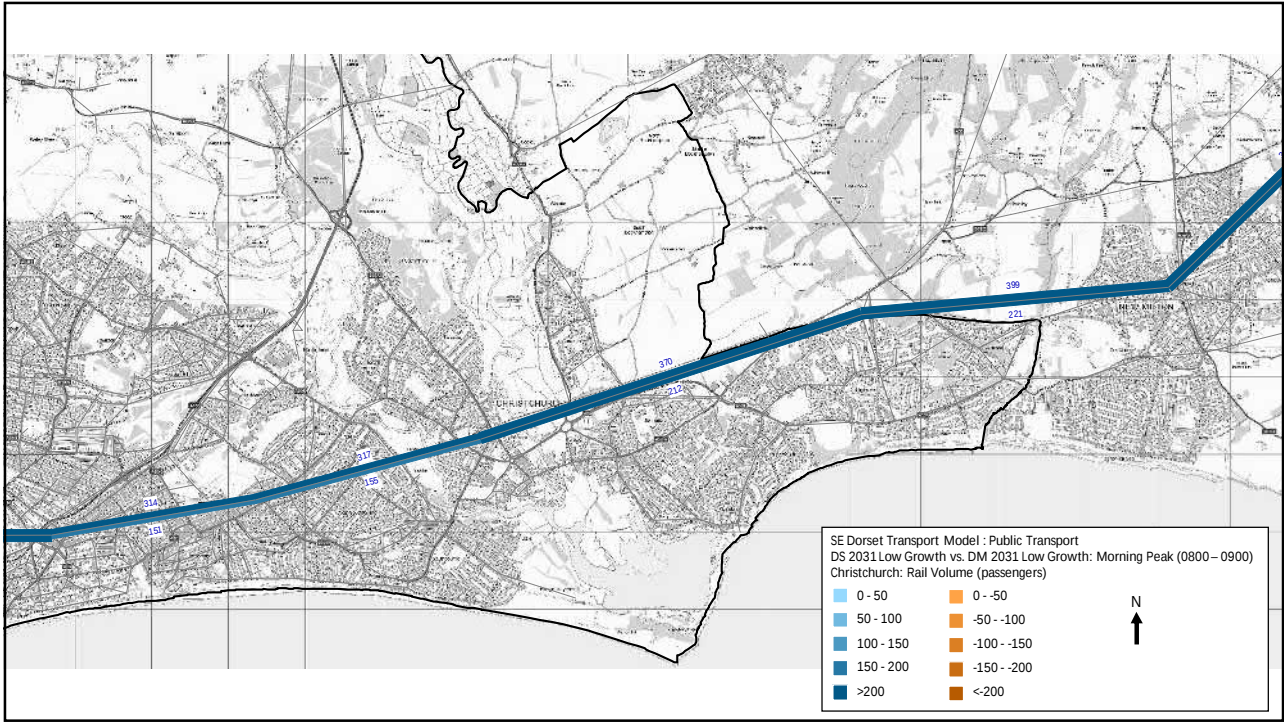
36



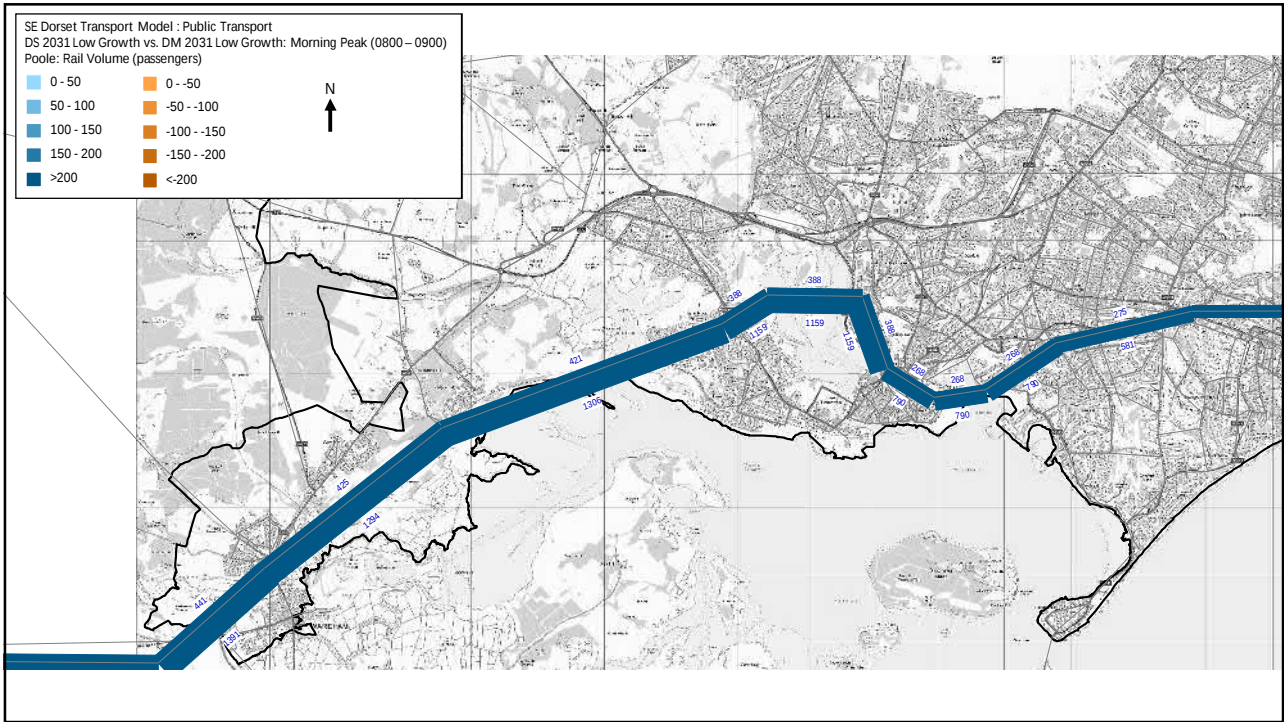
37



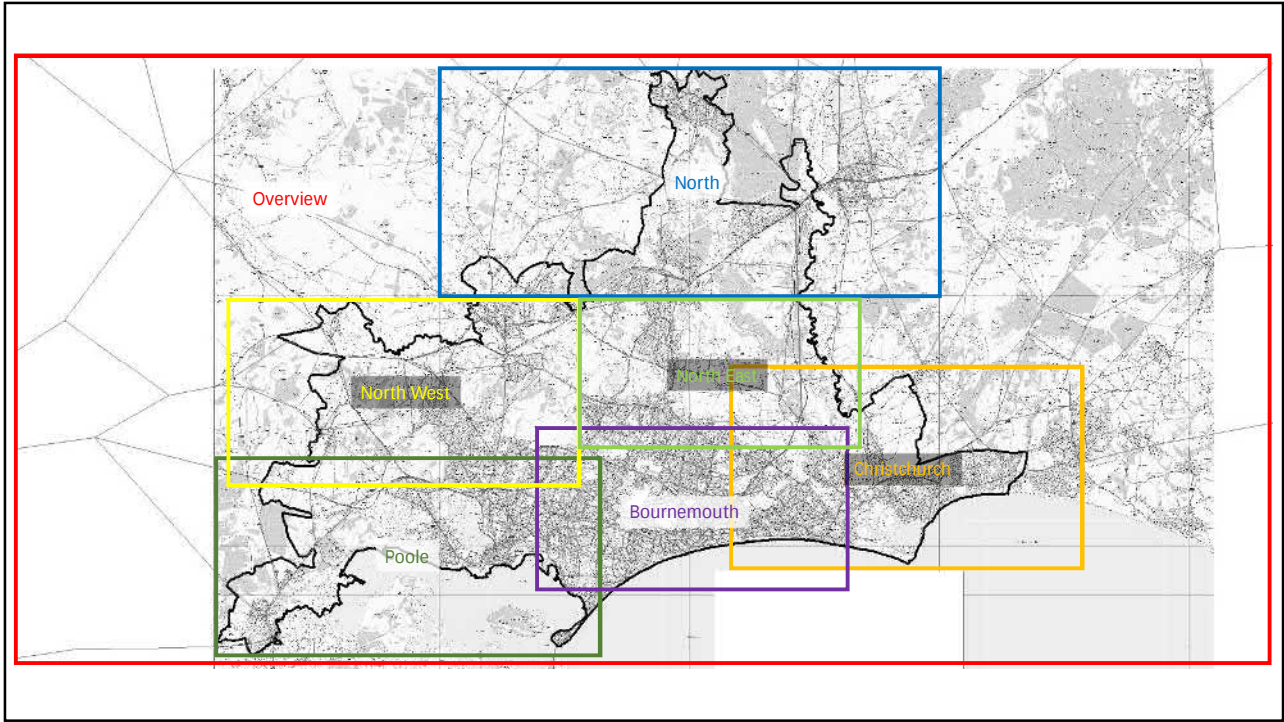
38



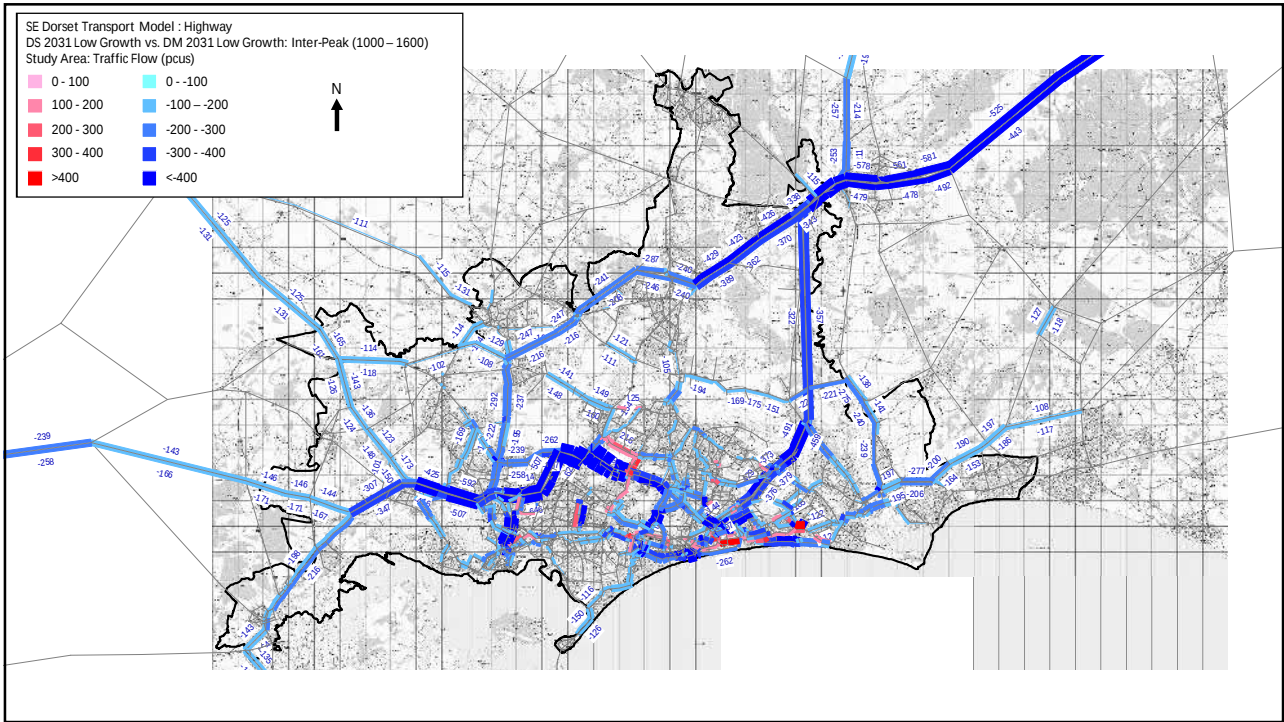
39



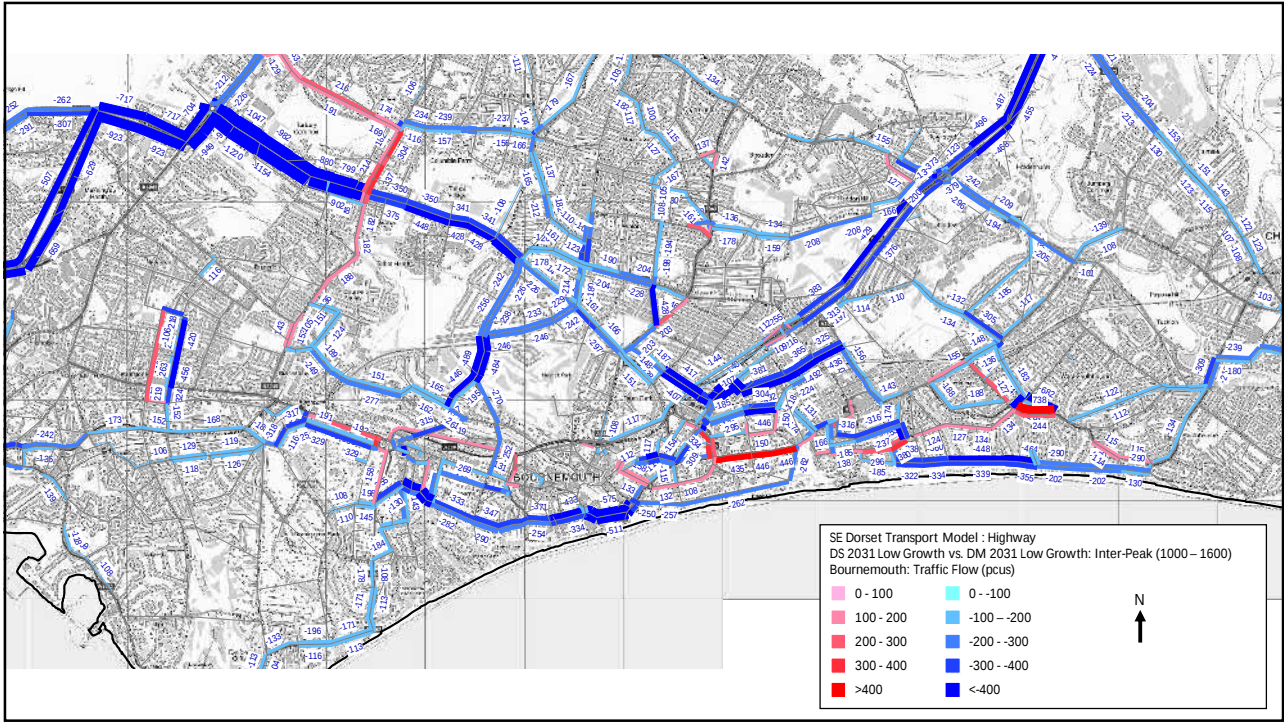
40



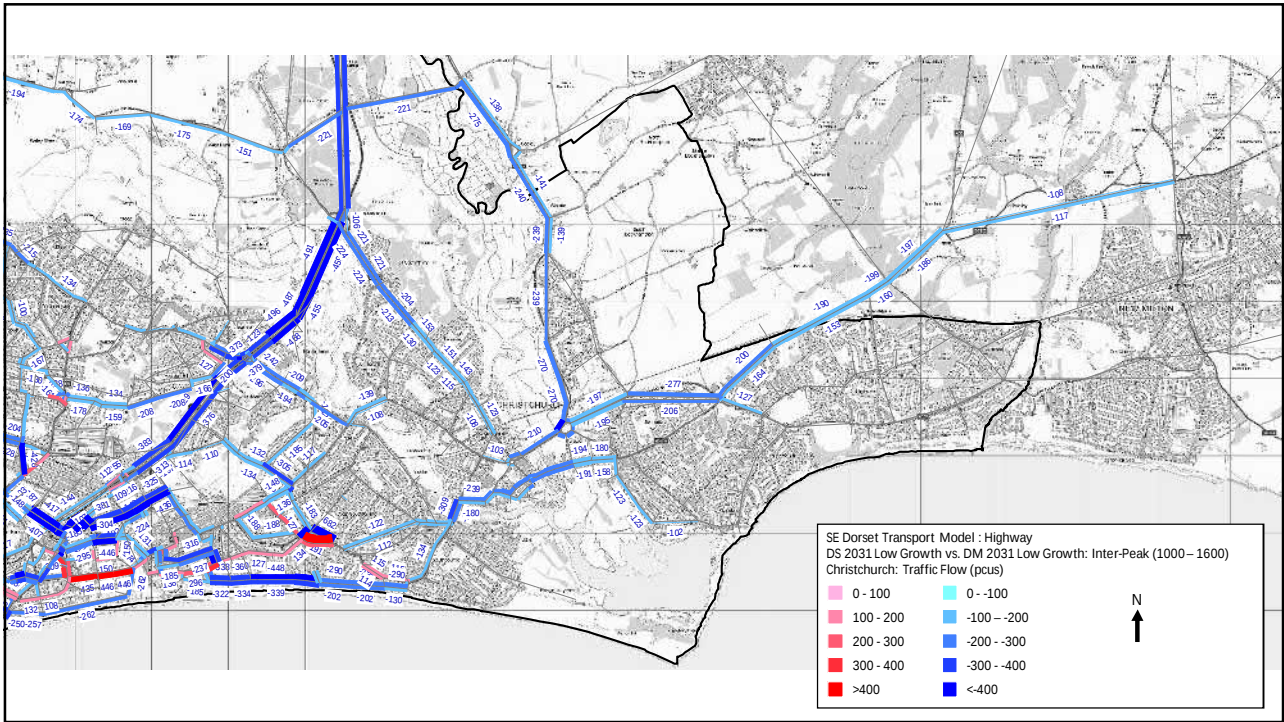
1



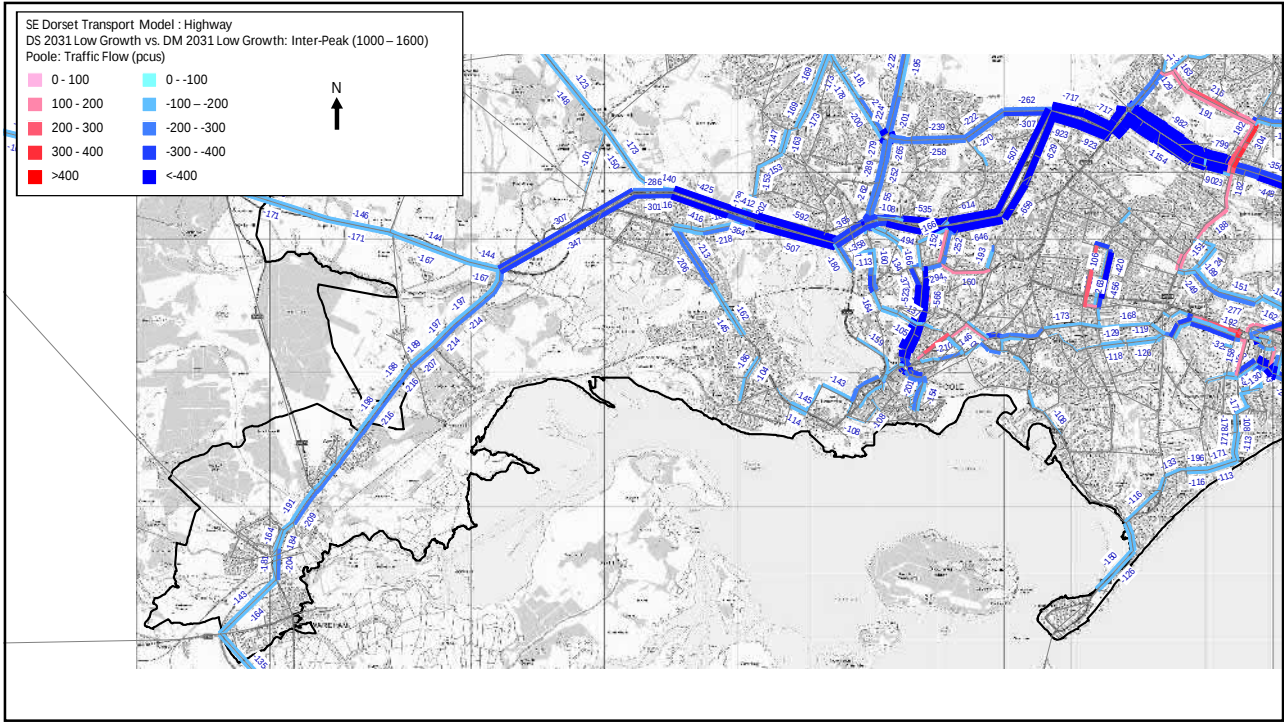
2



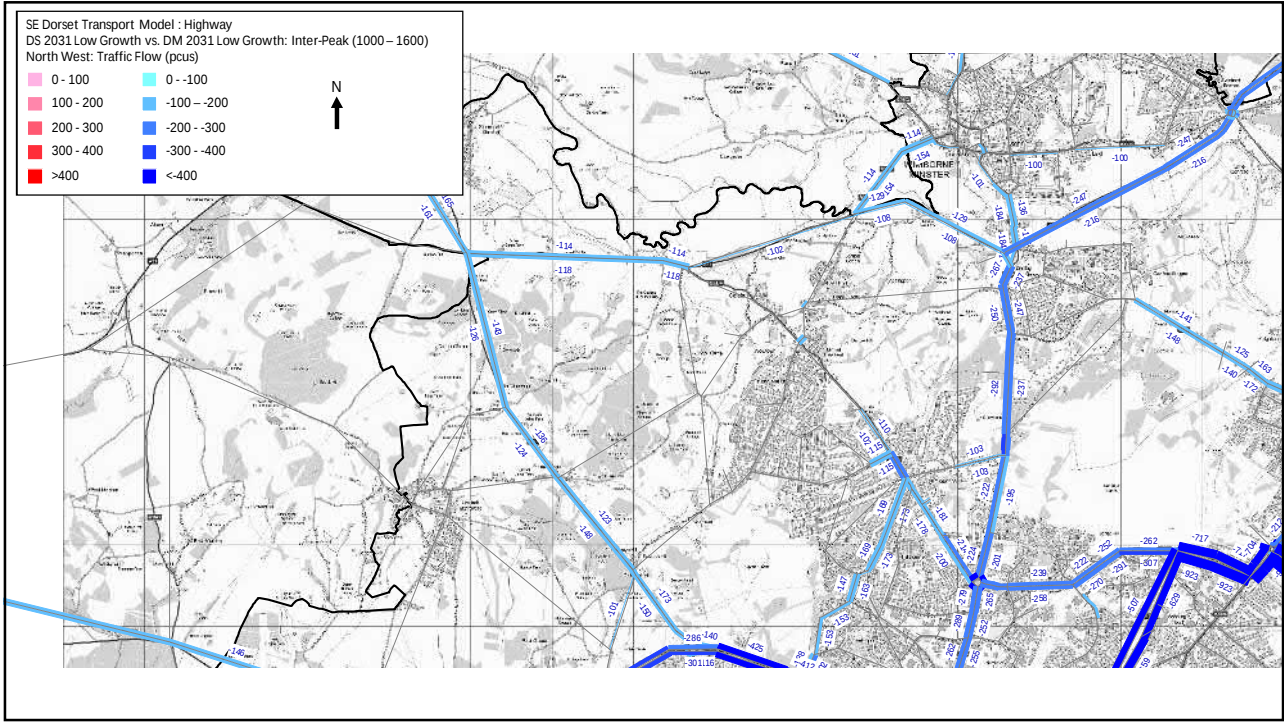
3



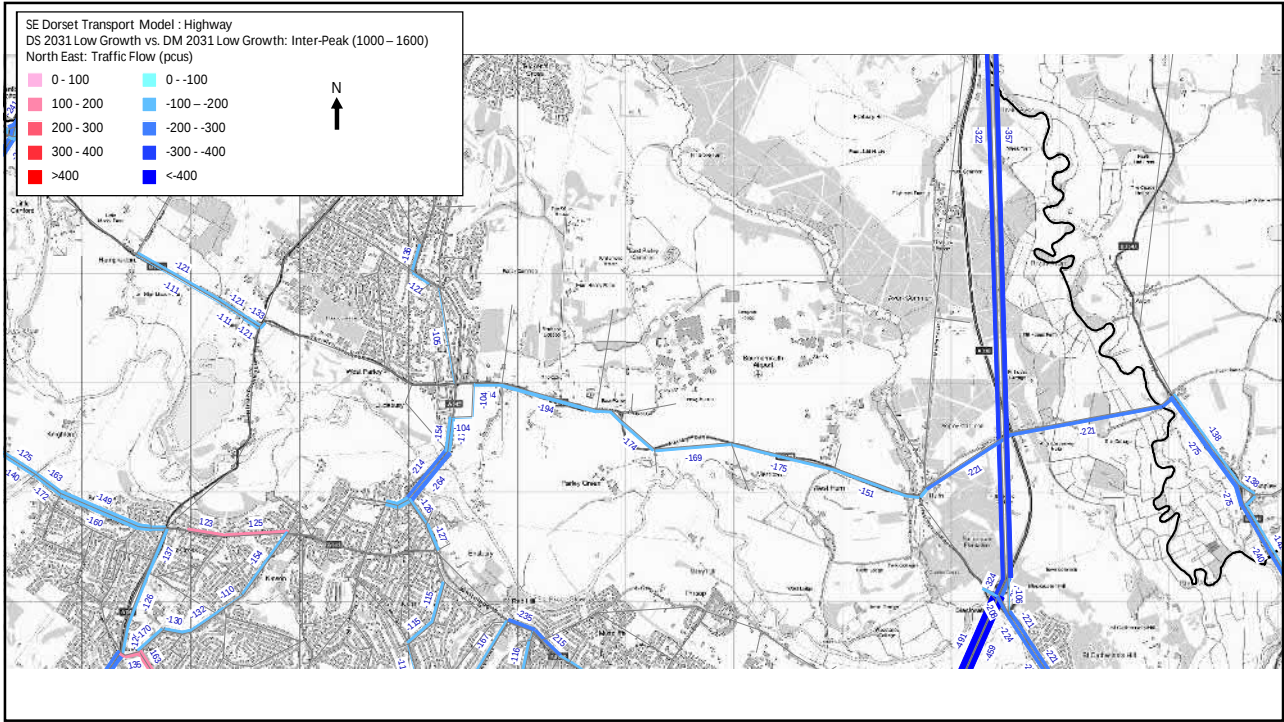
4



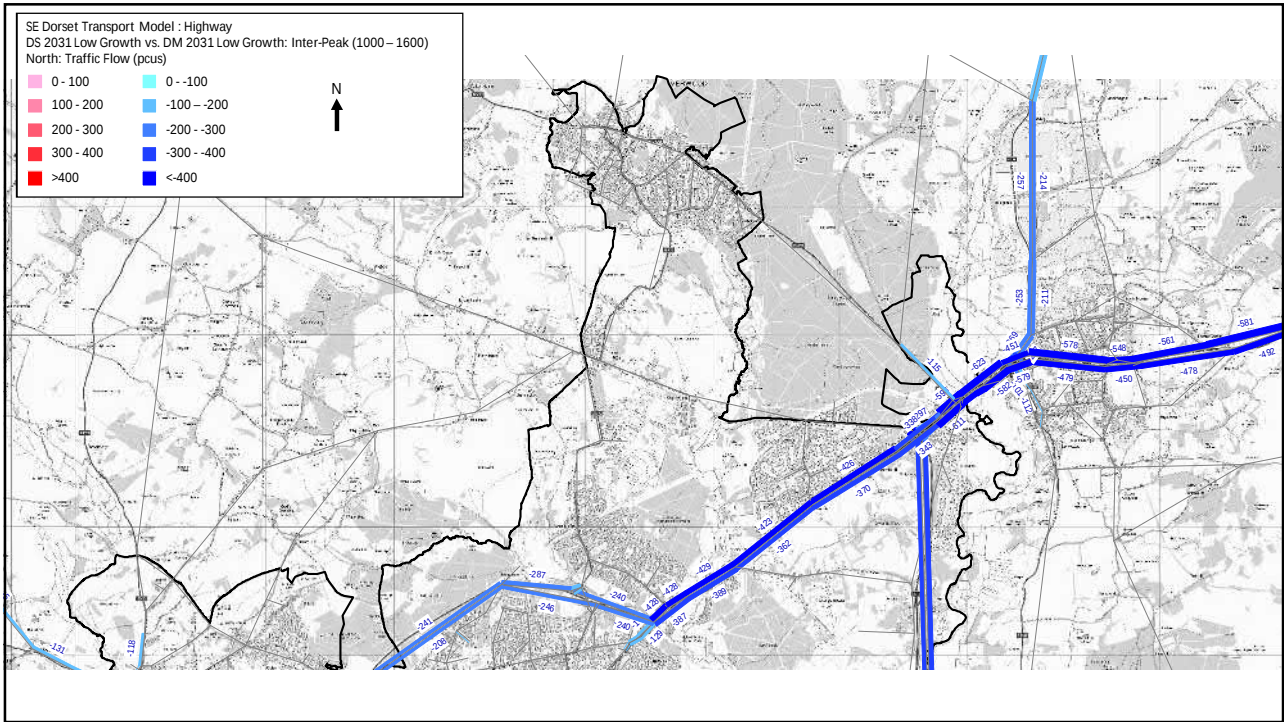
5



6



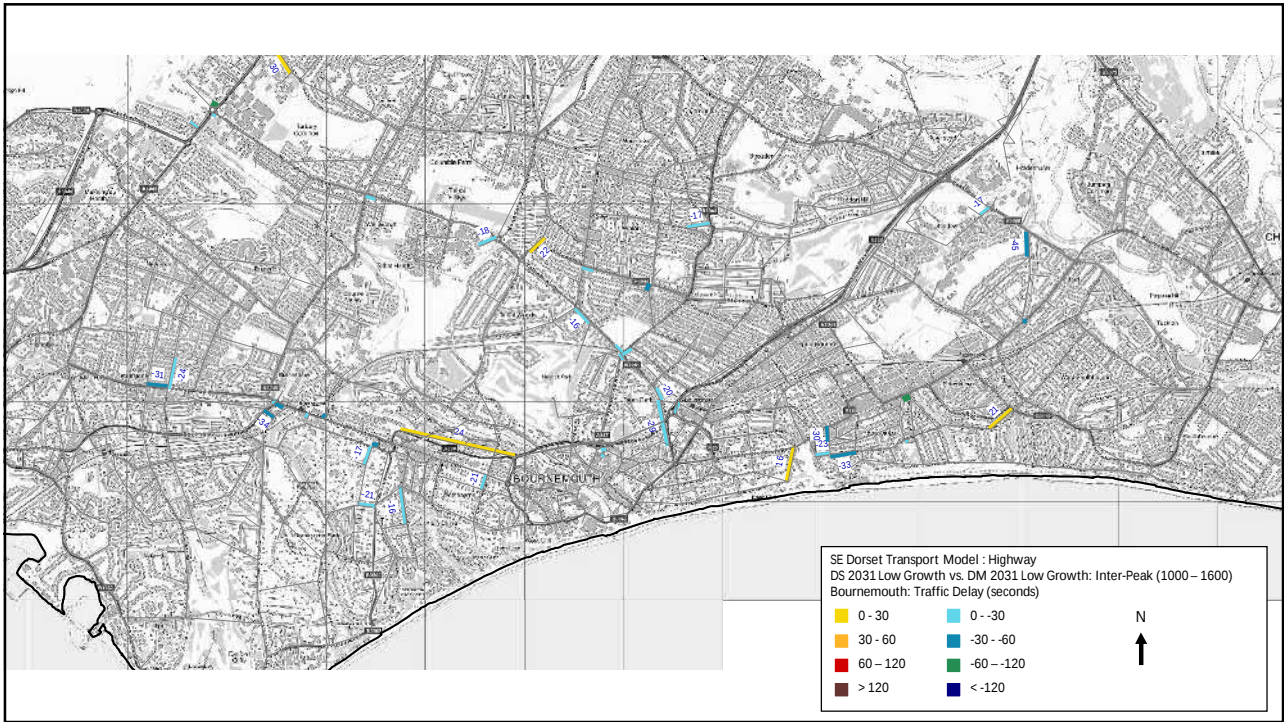
7



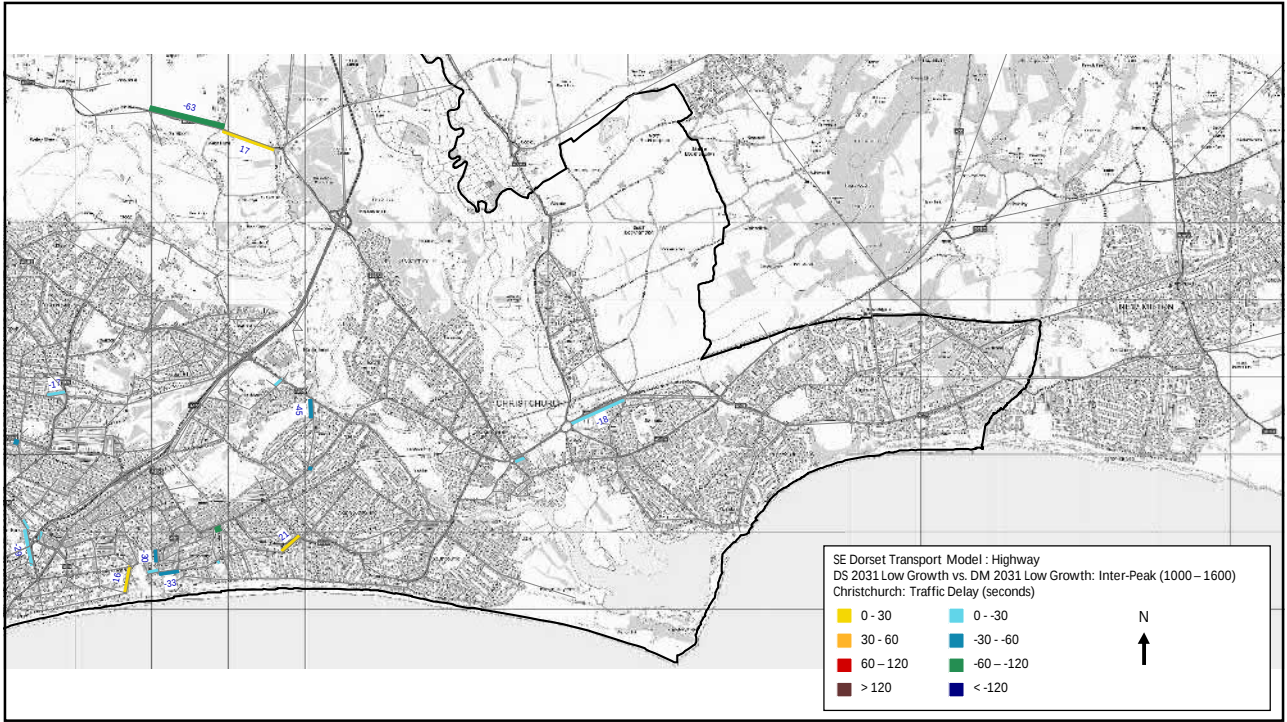
8



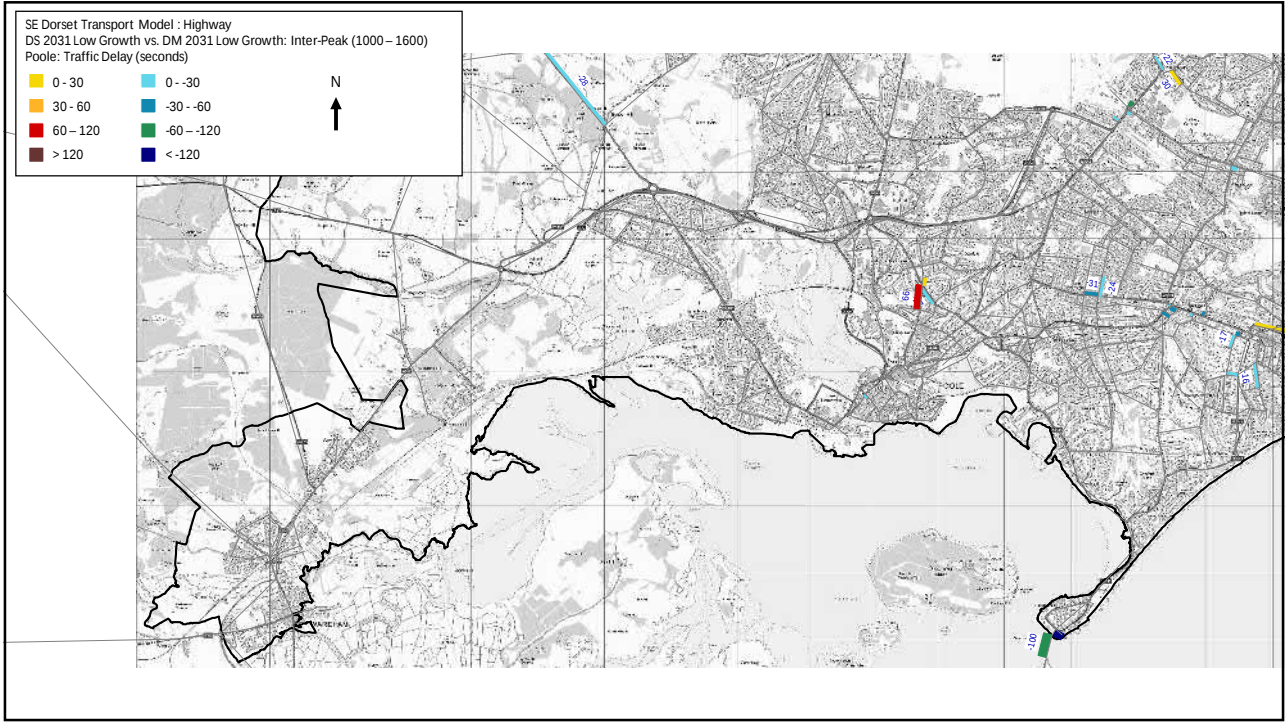
9



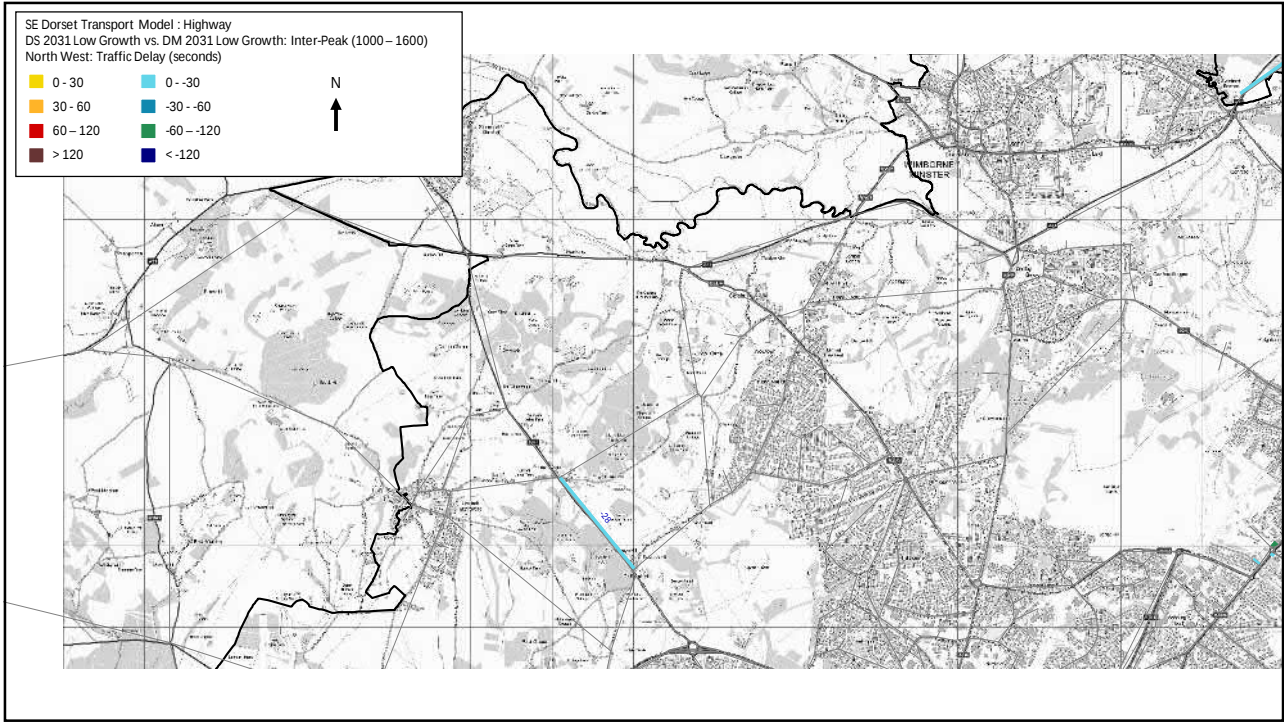
10



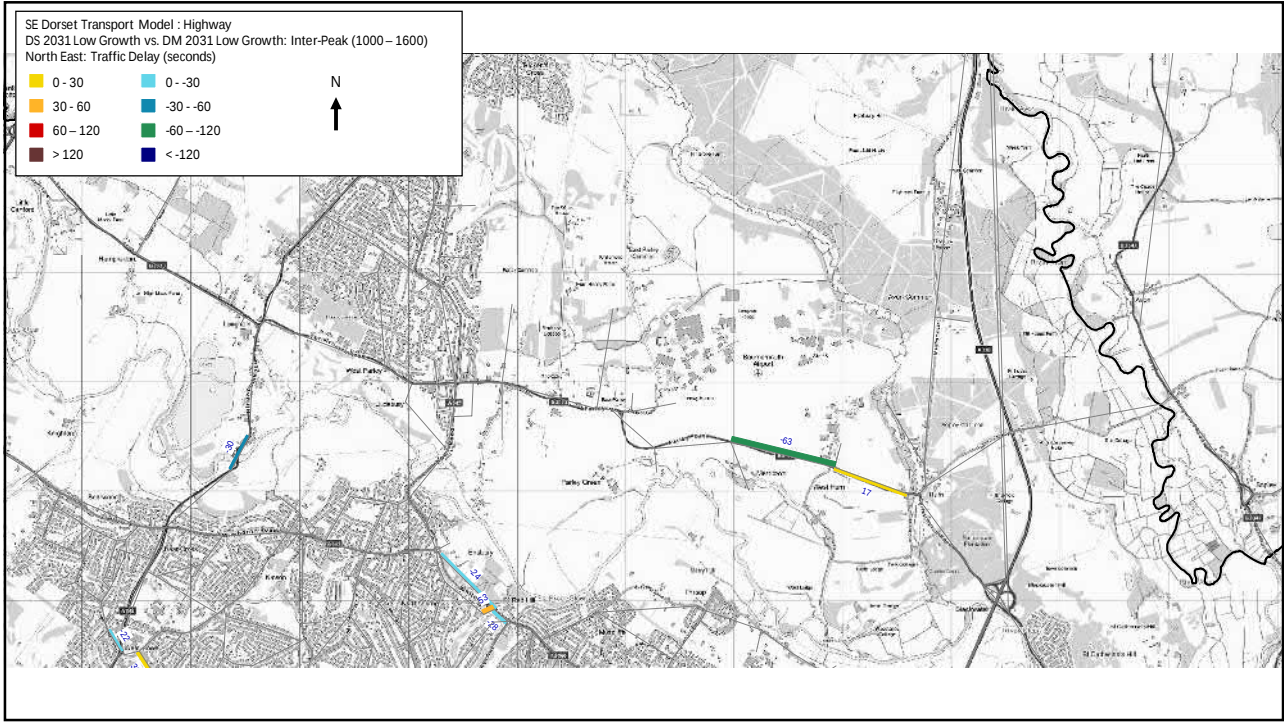
11



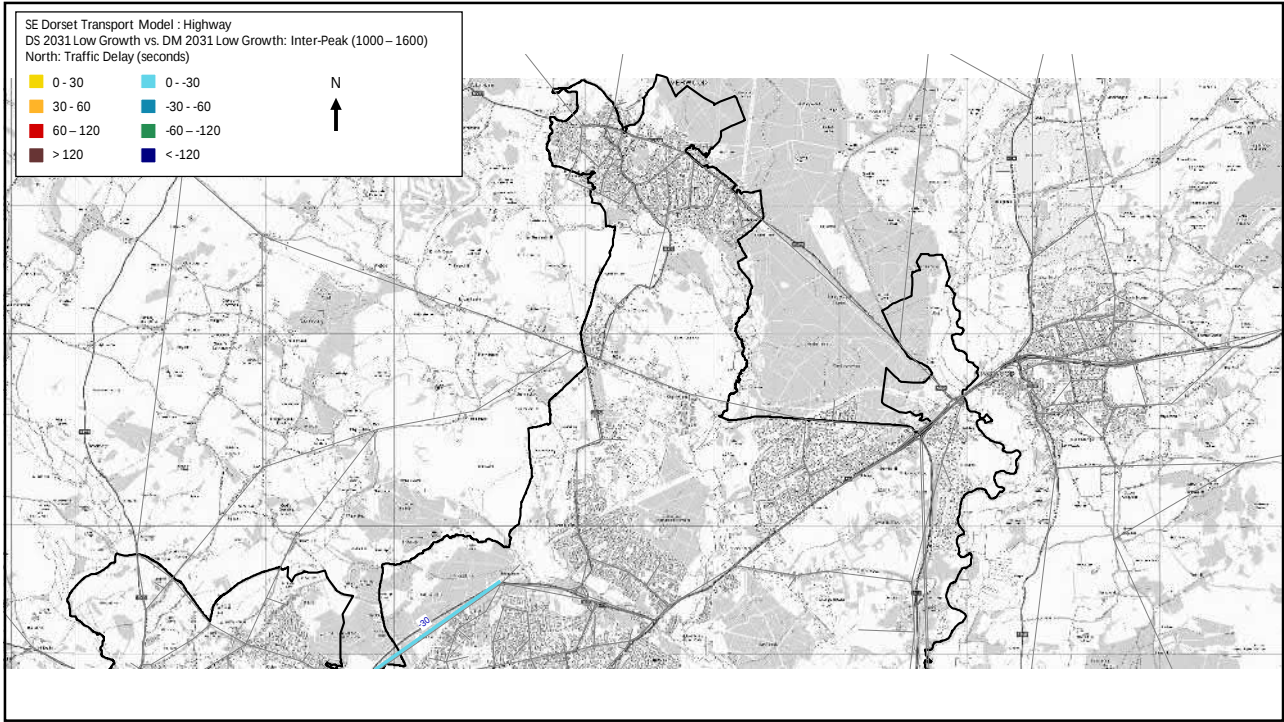
12



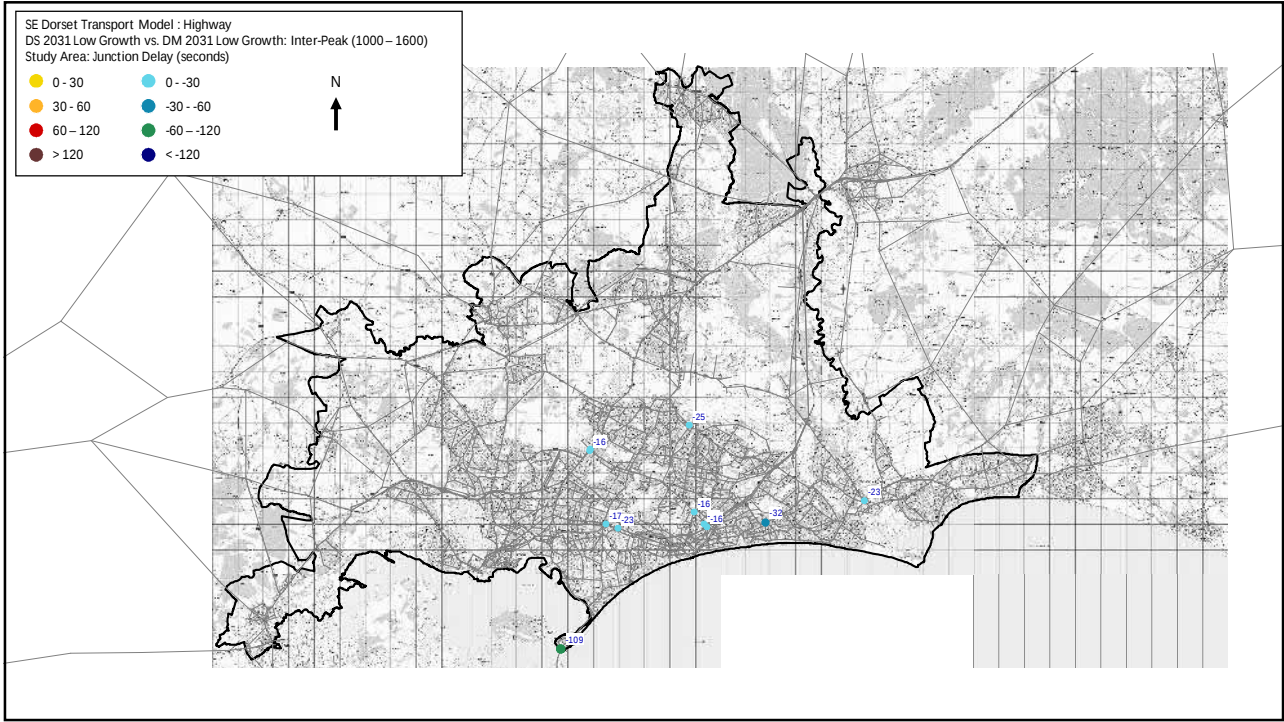
13



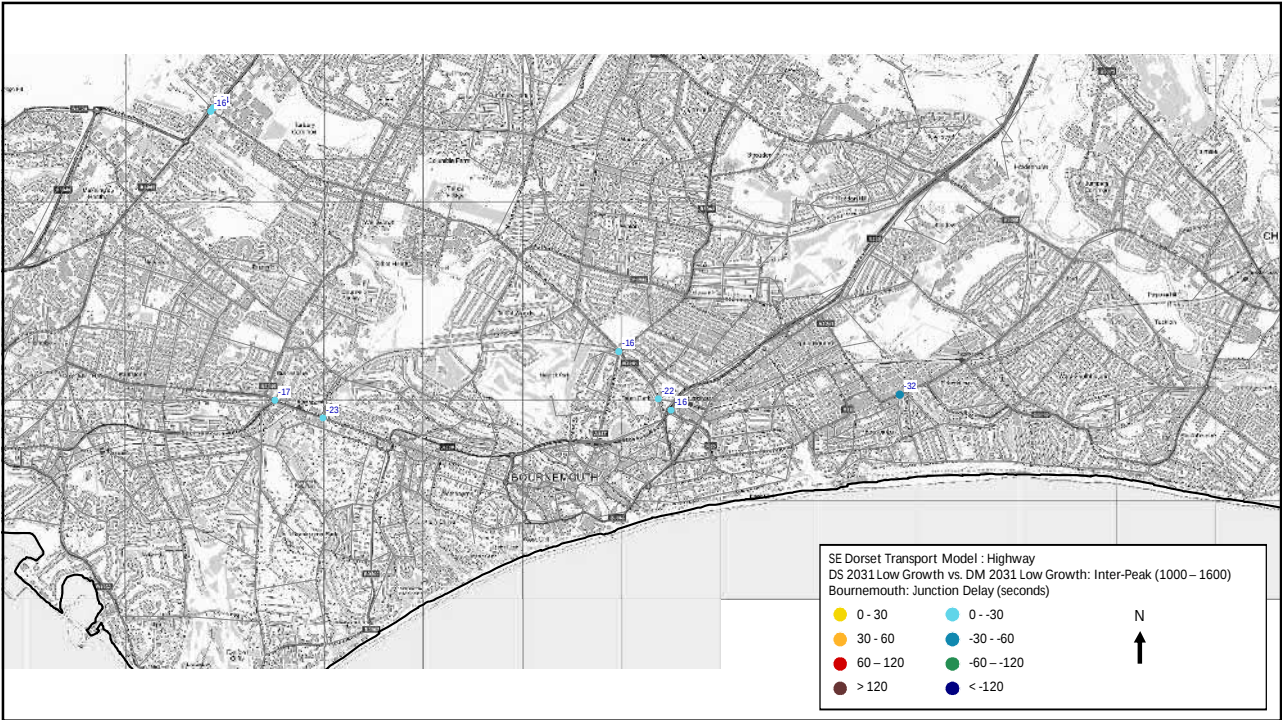
14



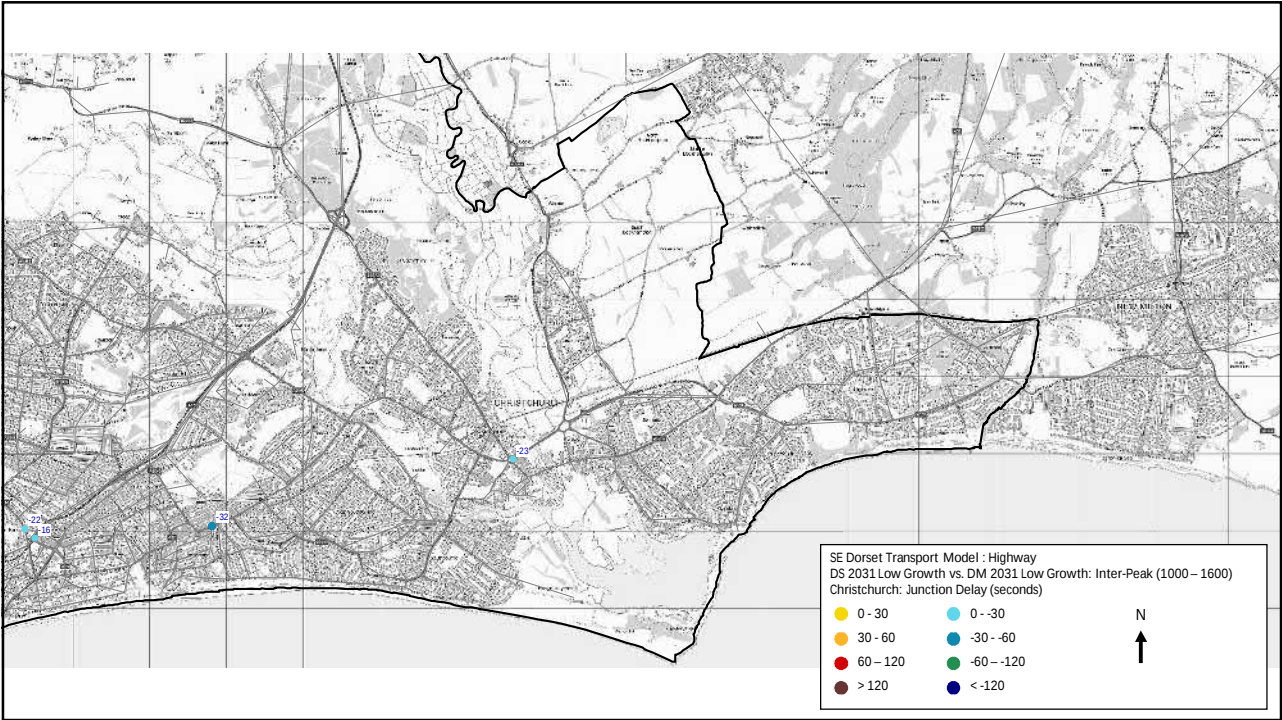
15



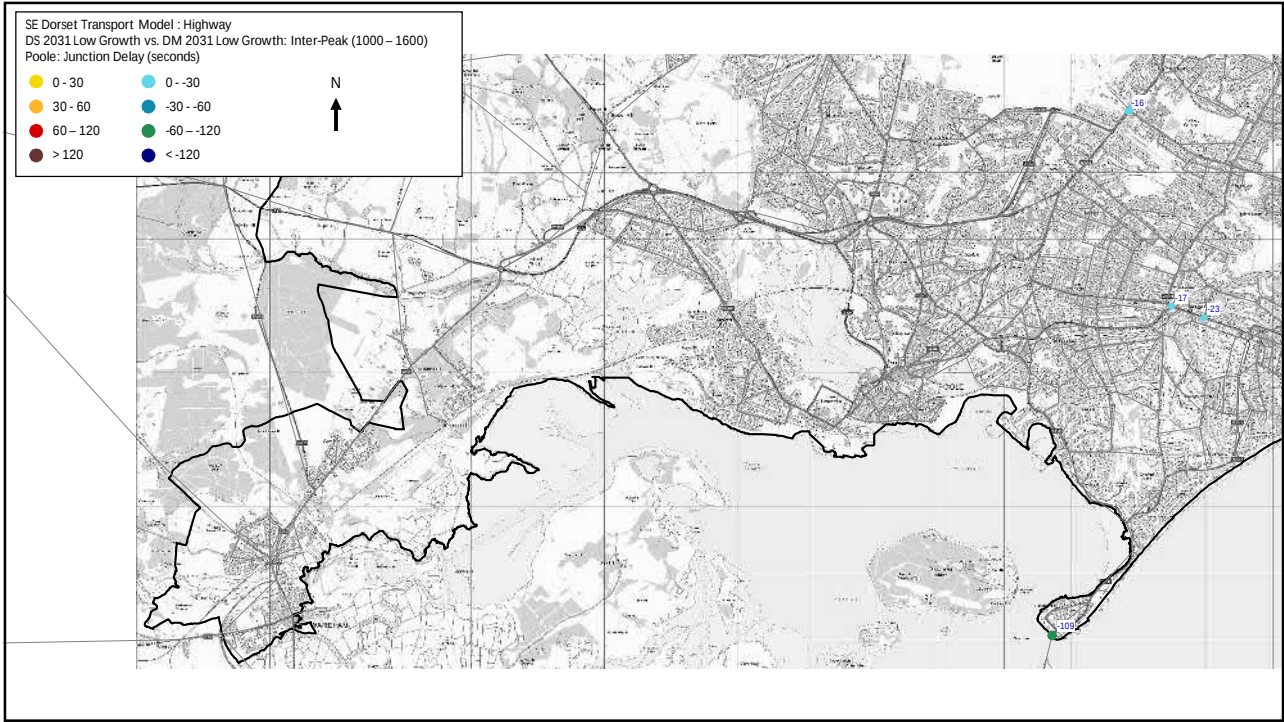
16



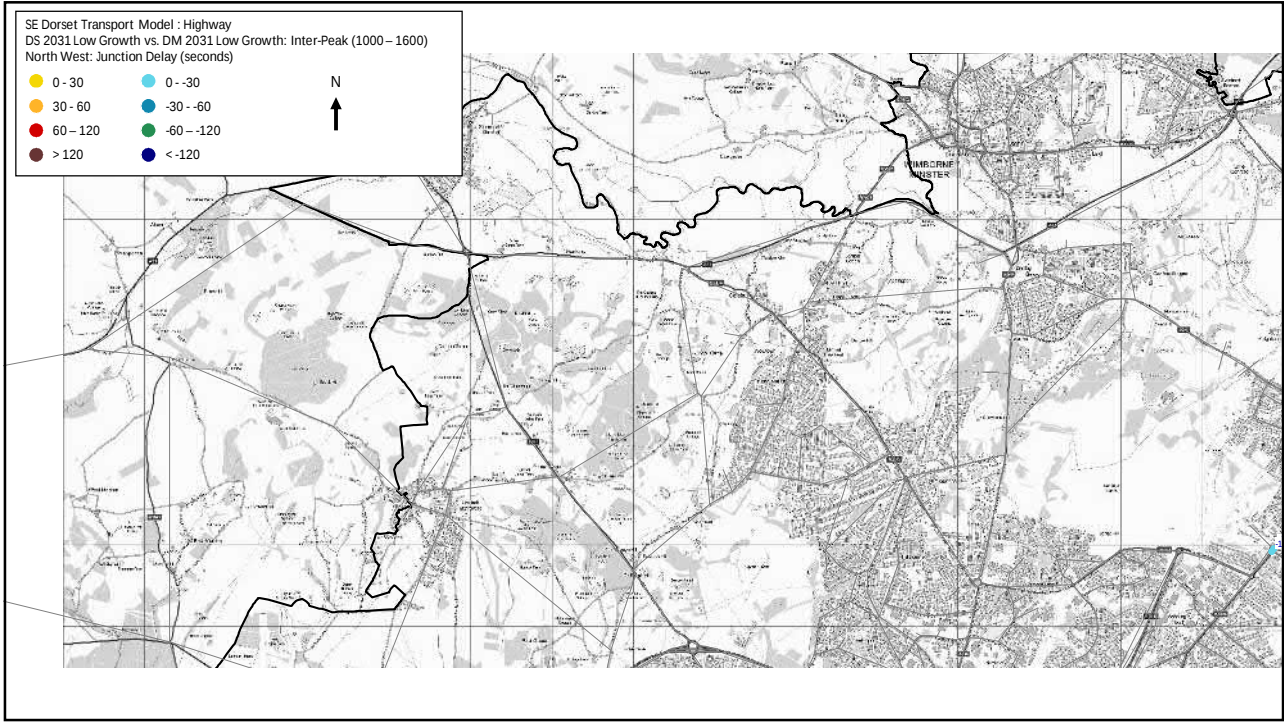
17



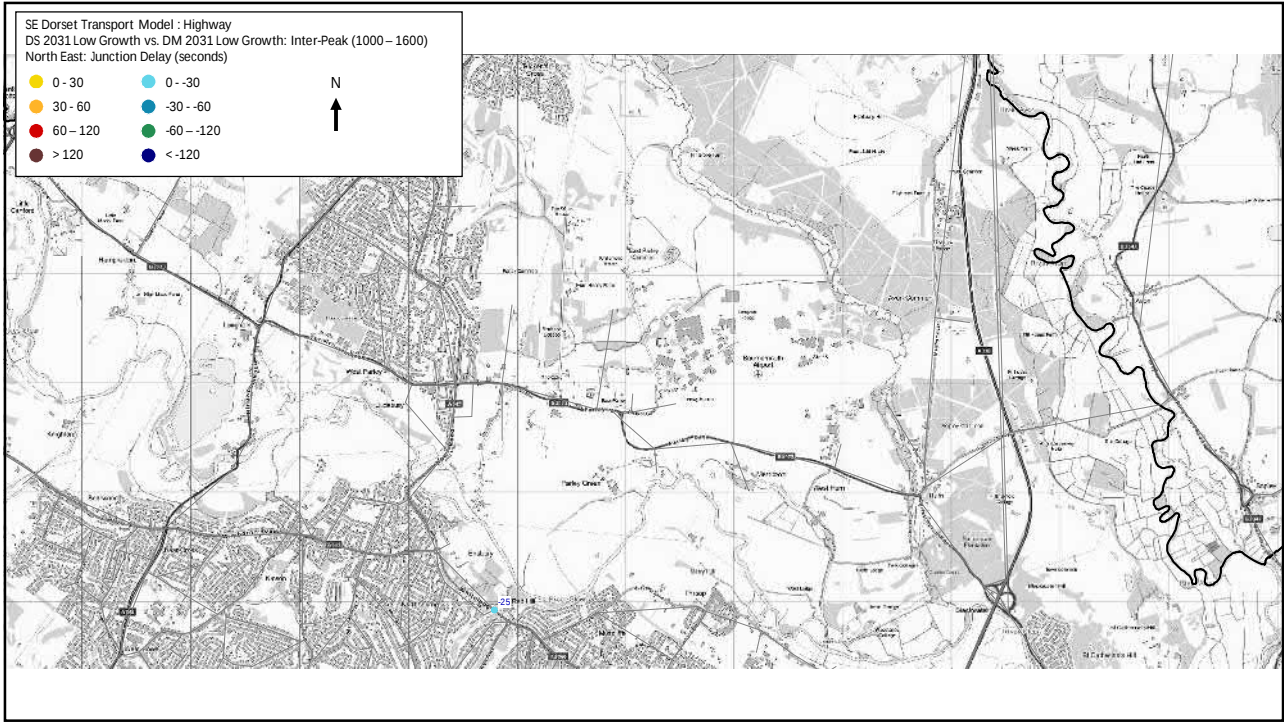
18



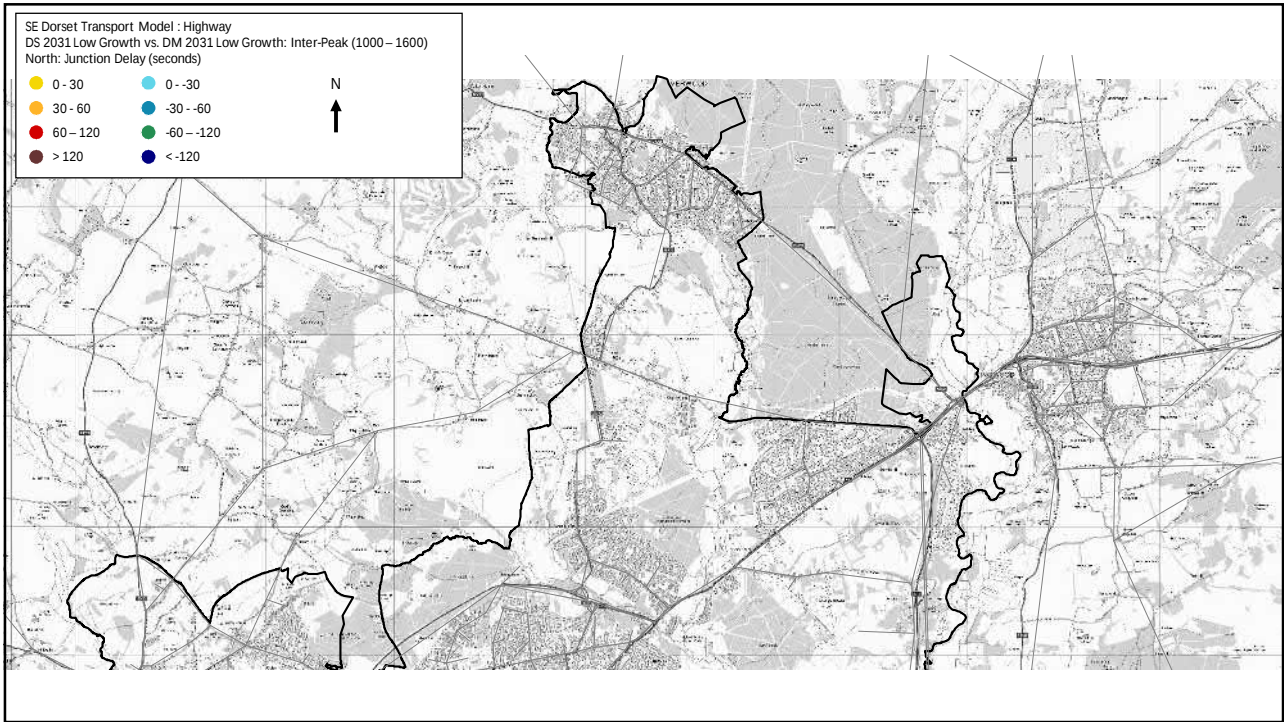
19



20



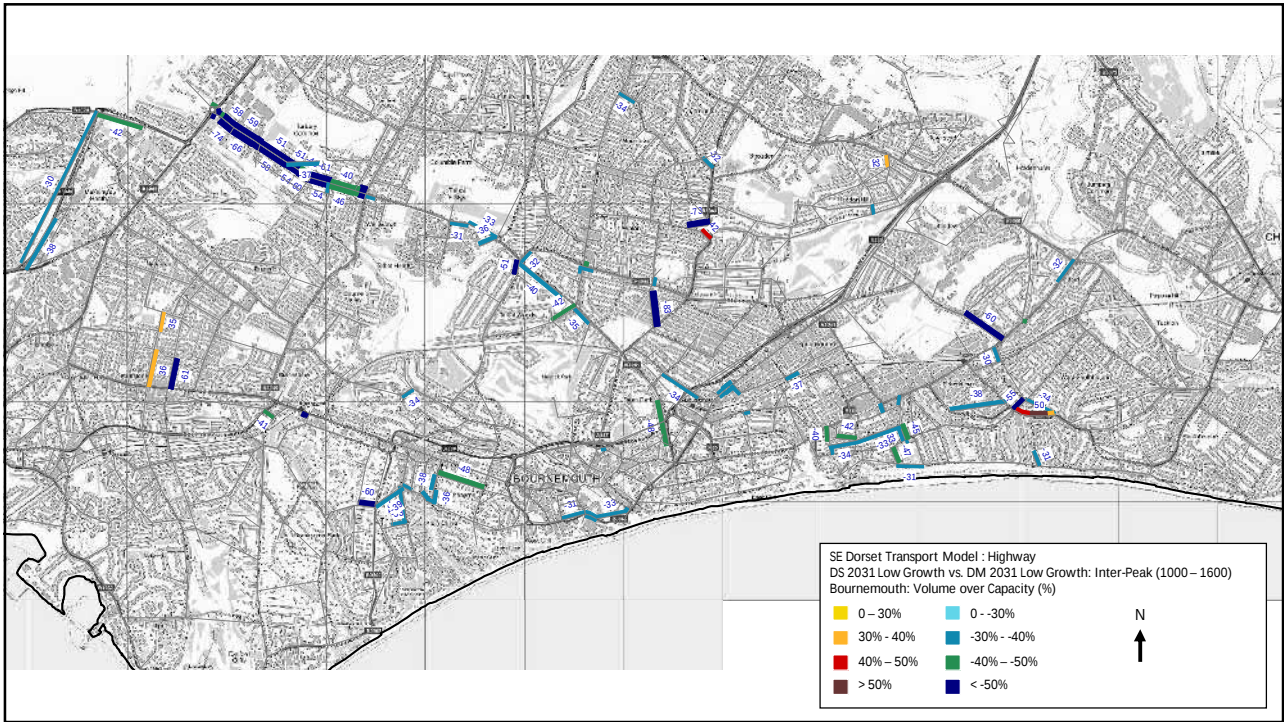
21



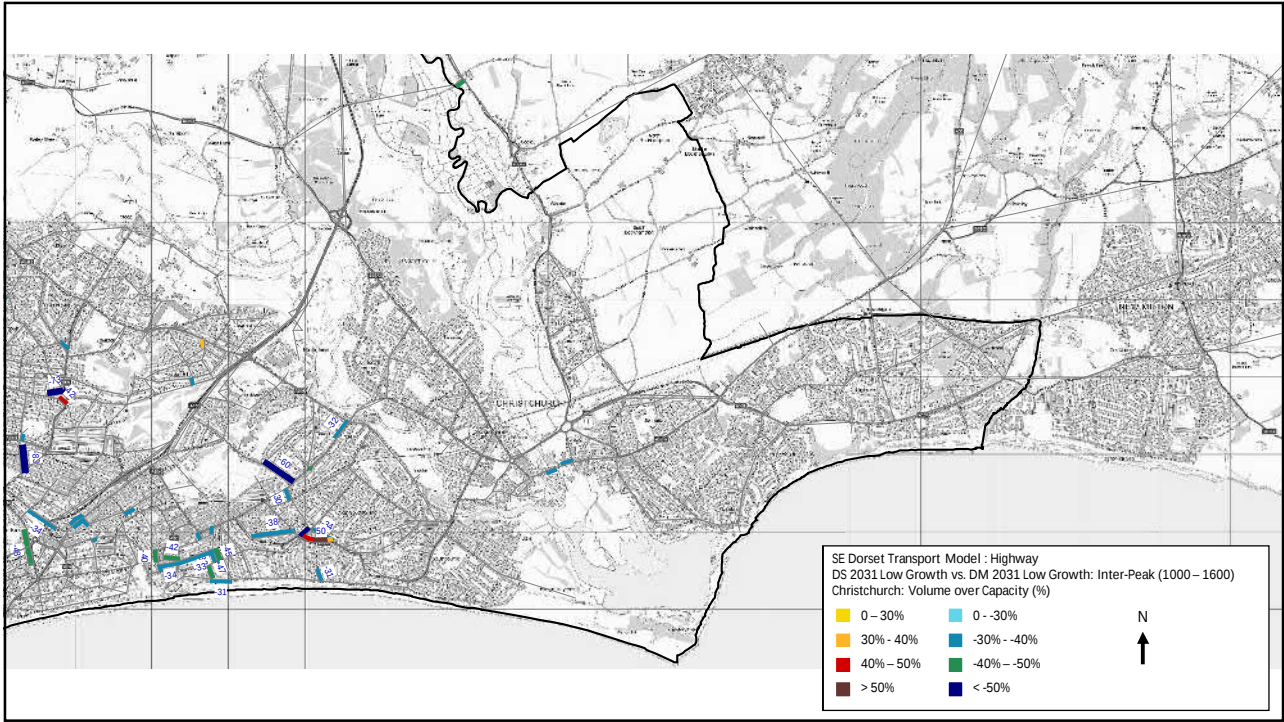
22



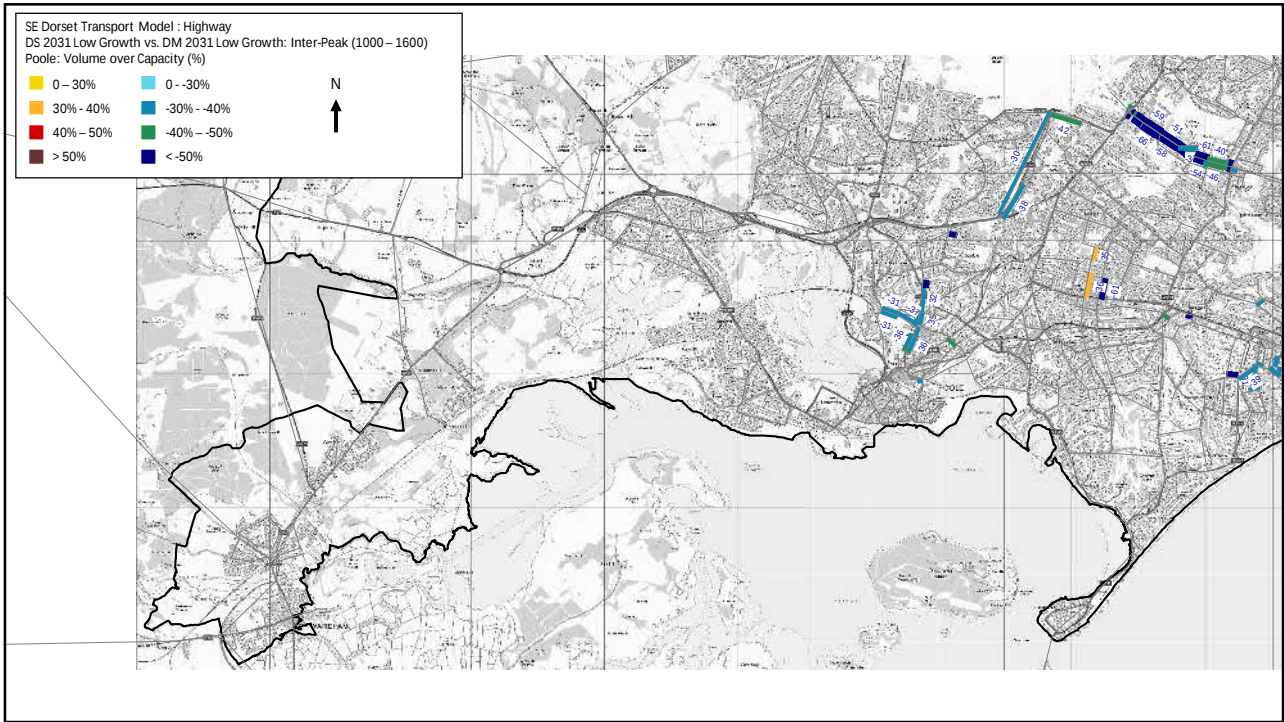
23



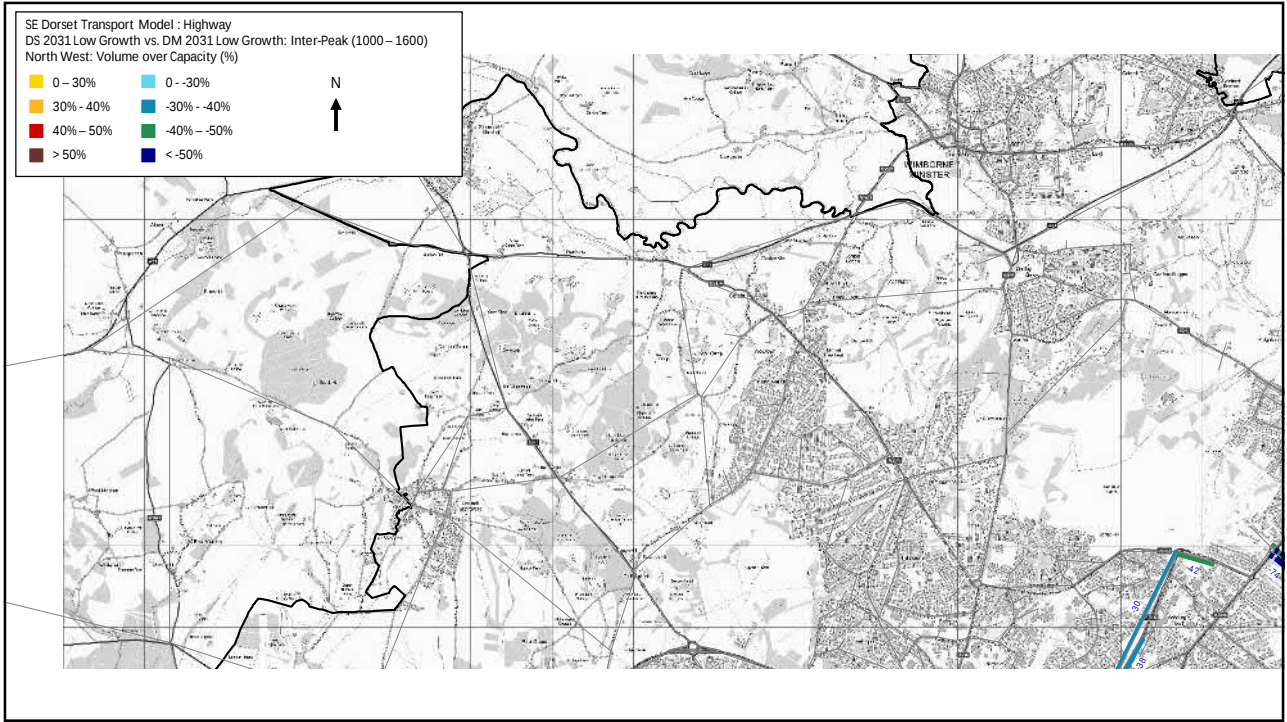
24



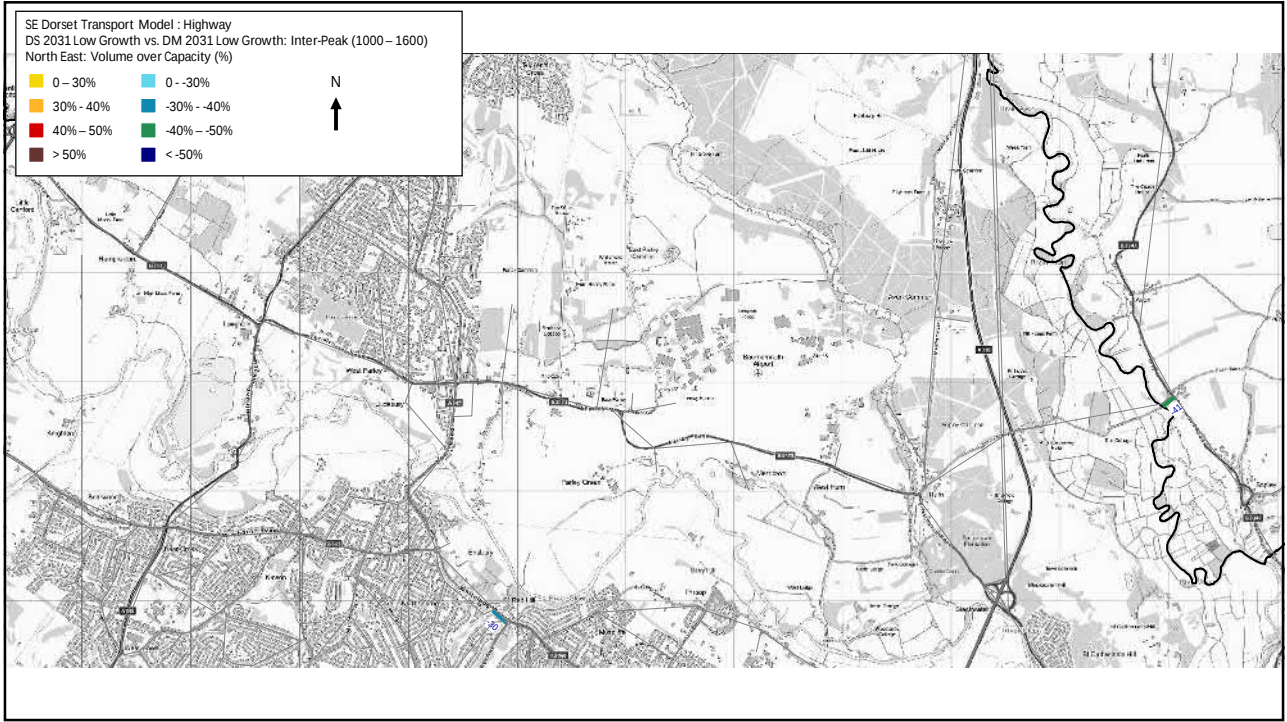
25



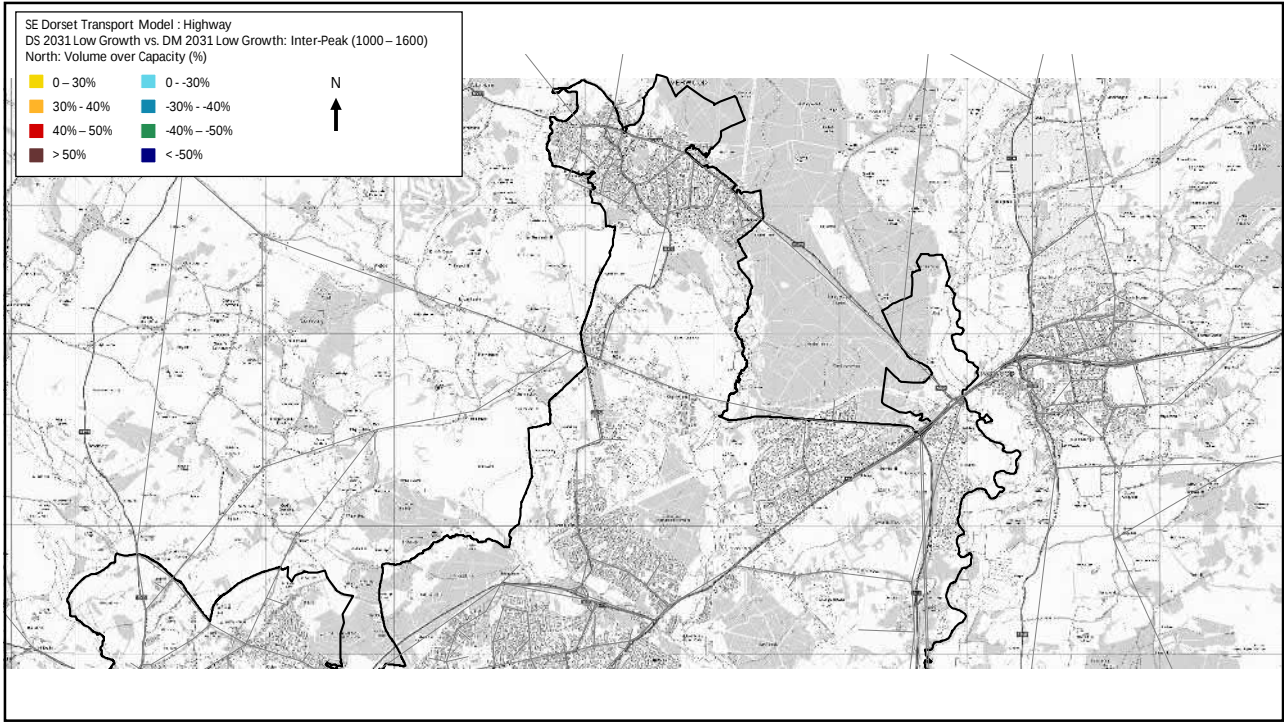
26



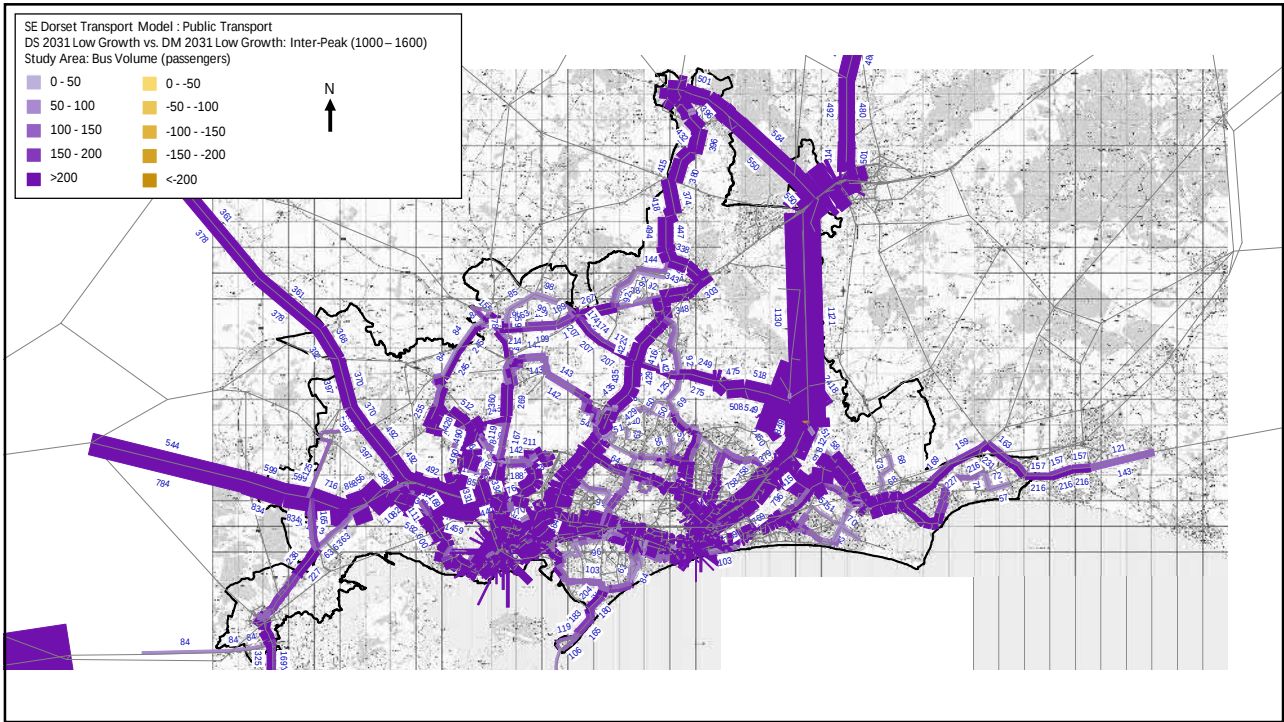
27



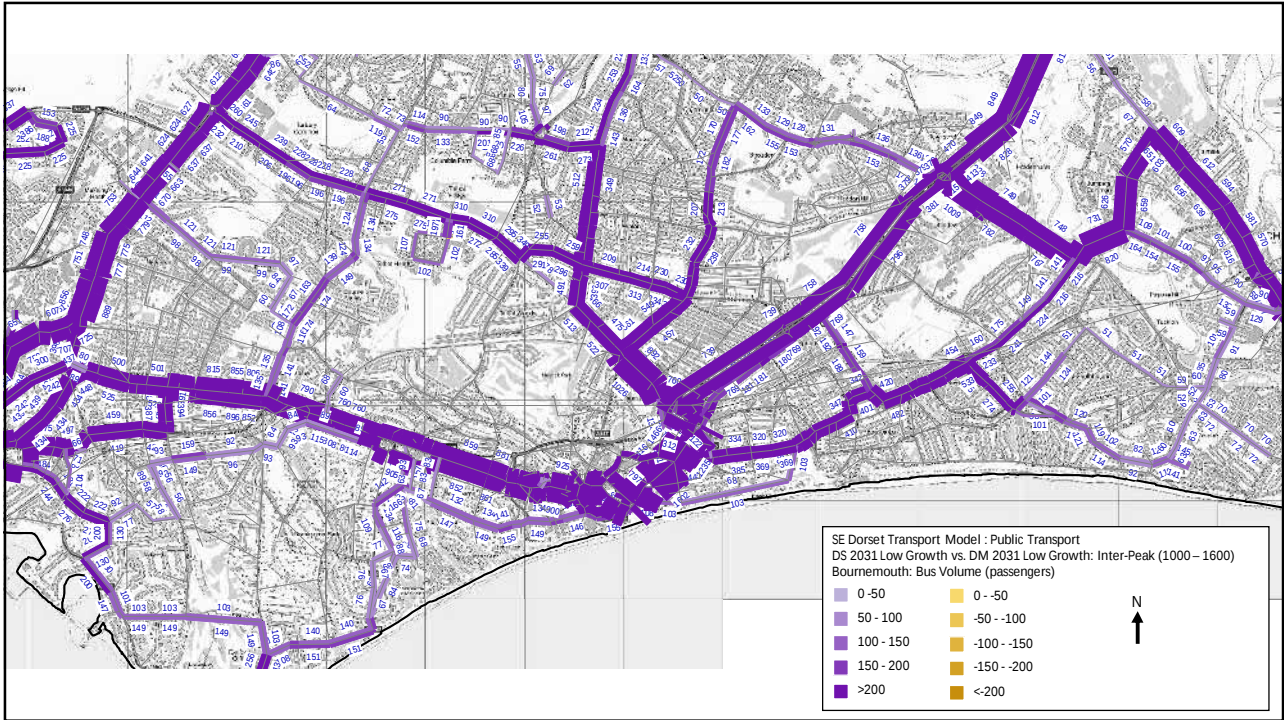
28



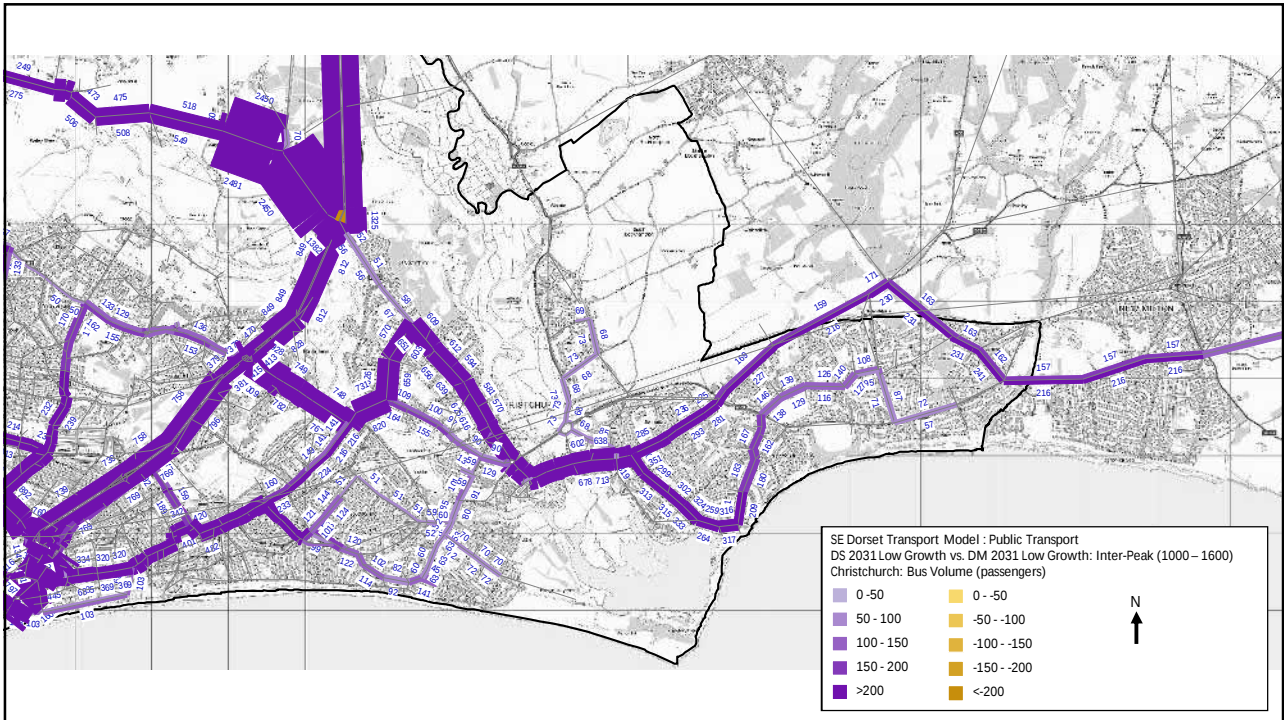
29



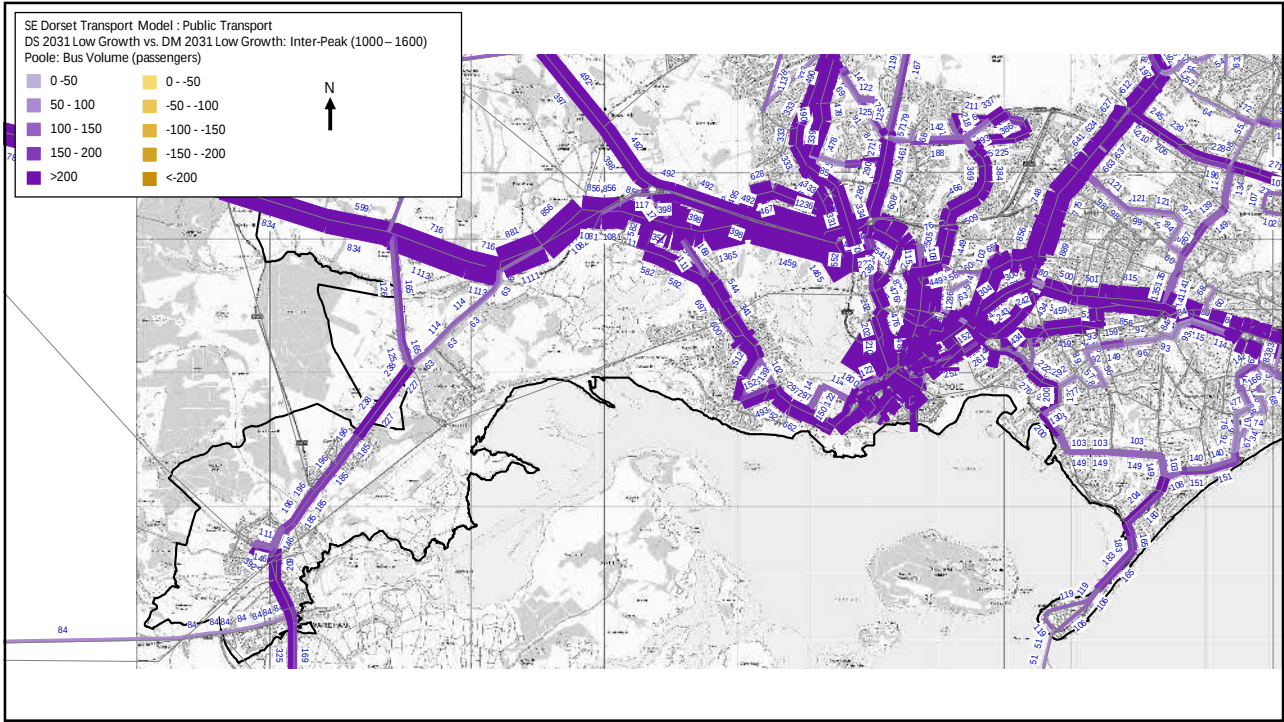
30



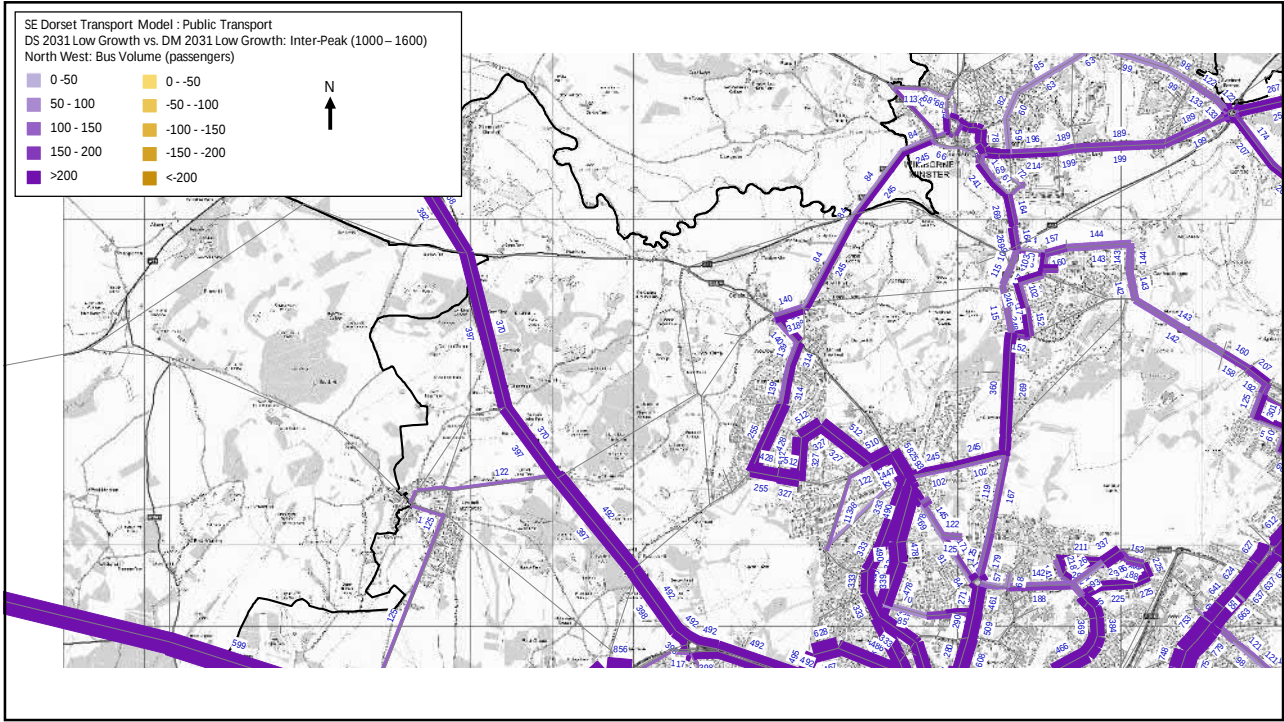
31



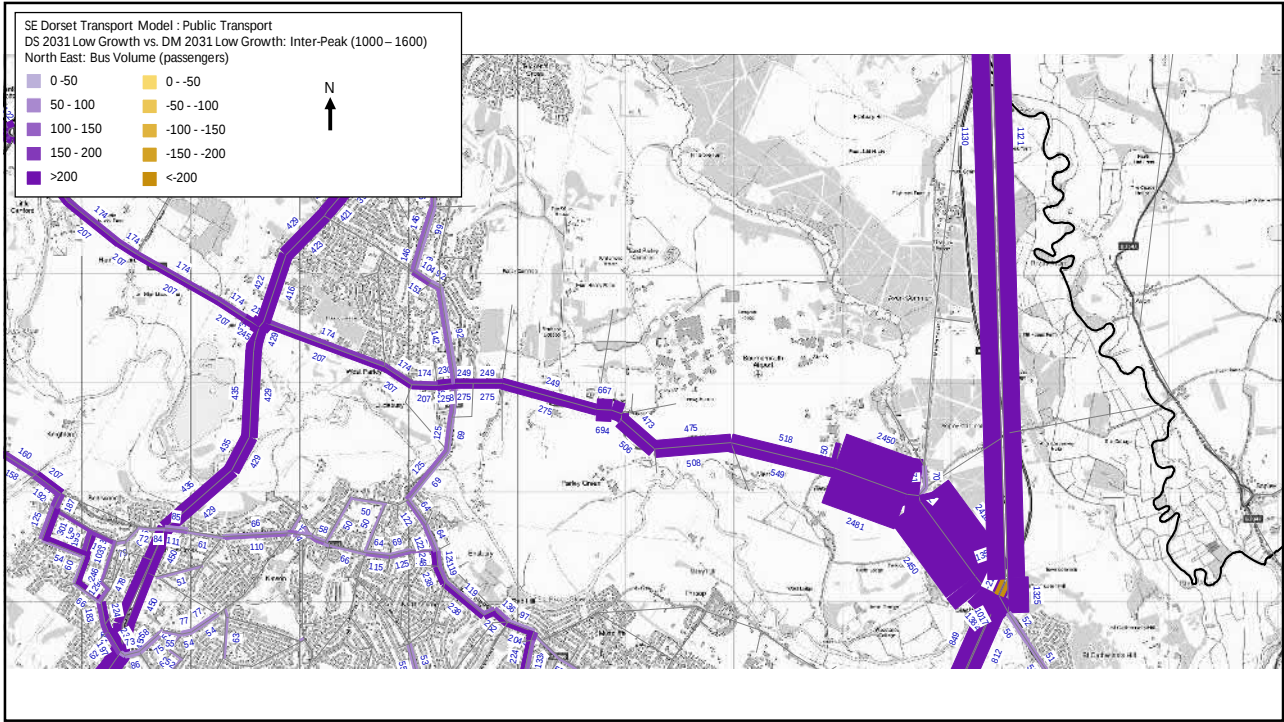
32



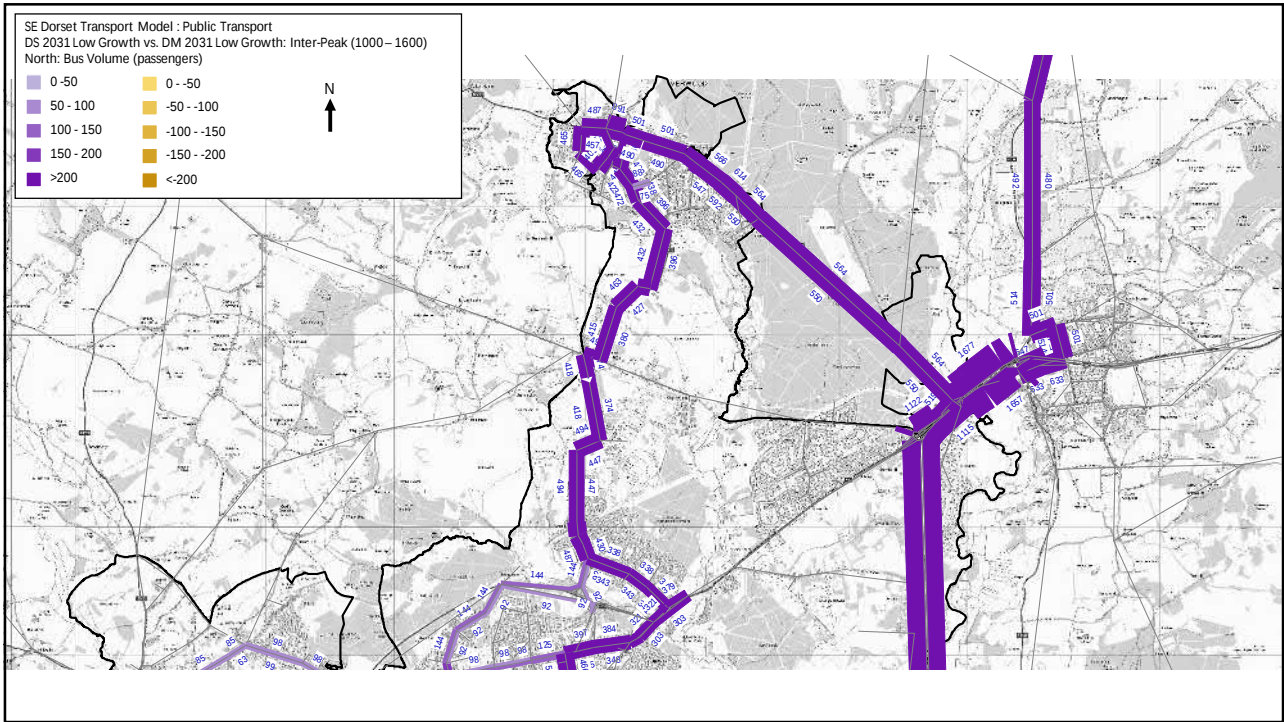
33



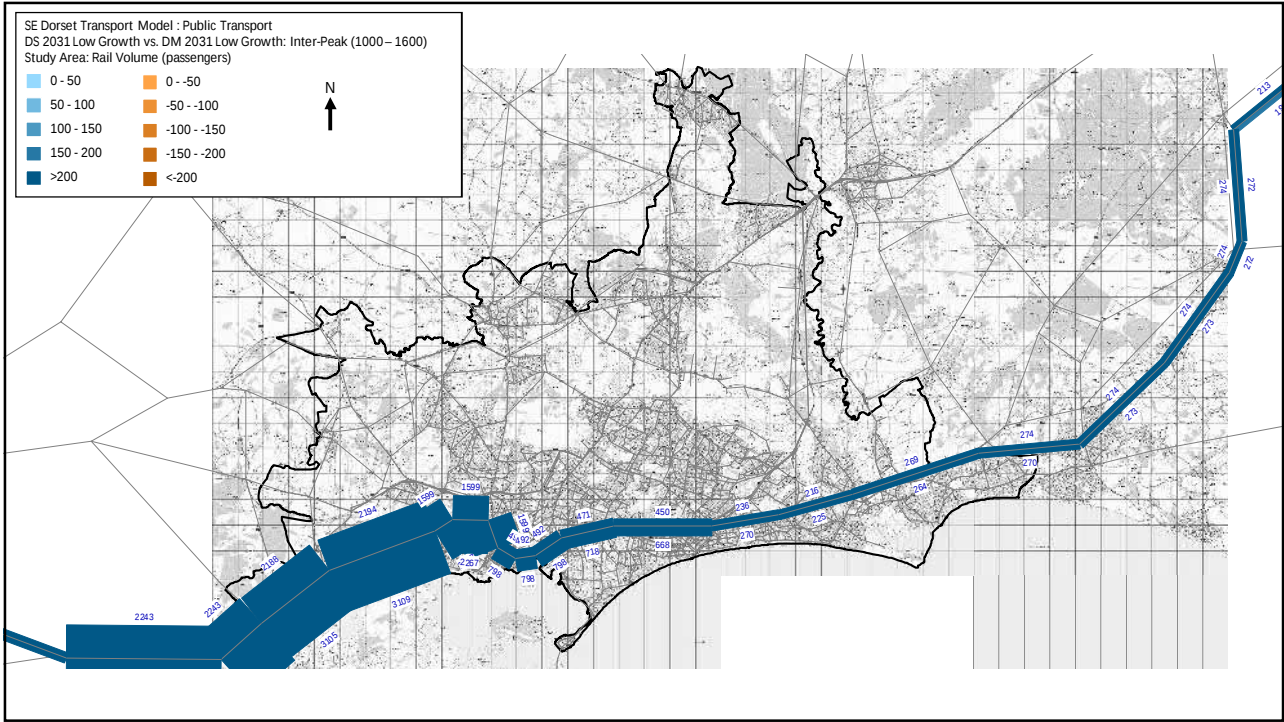
34



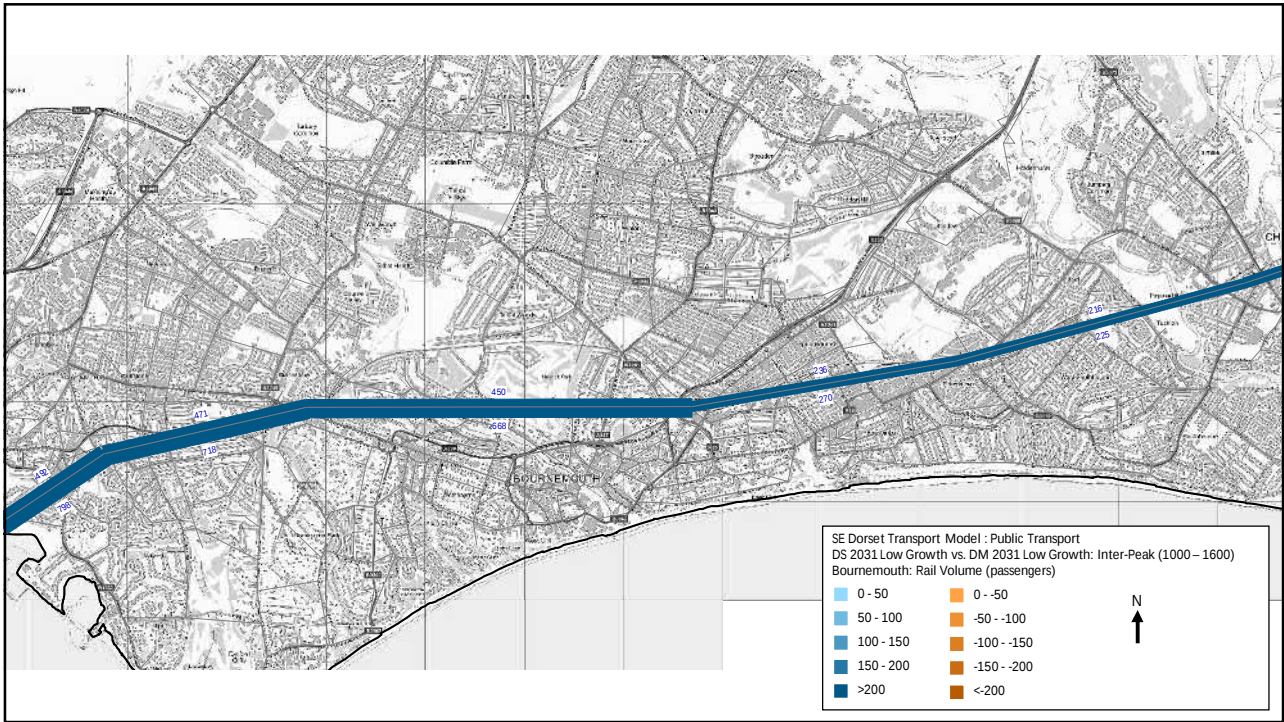
35



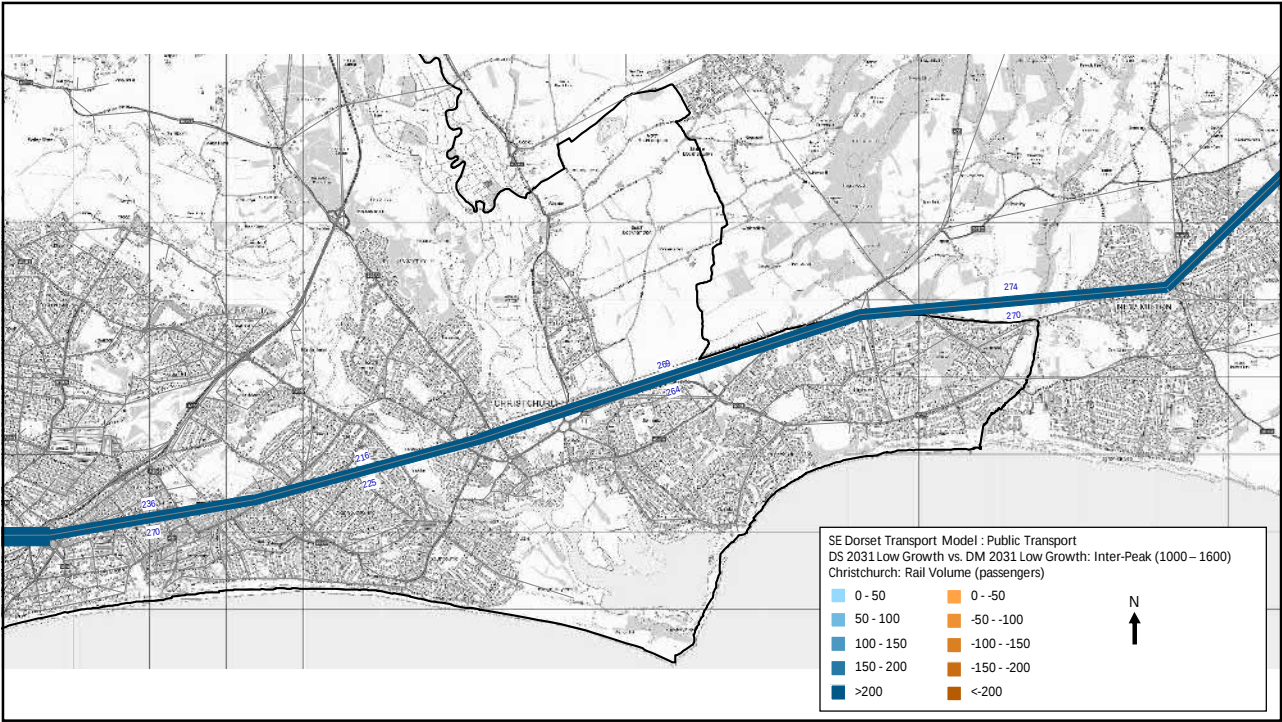
36



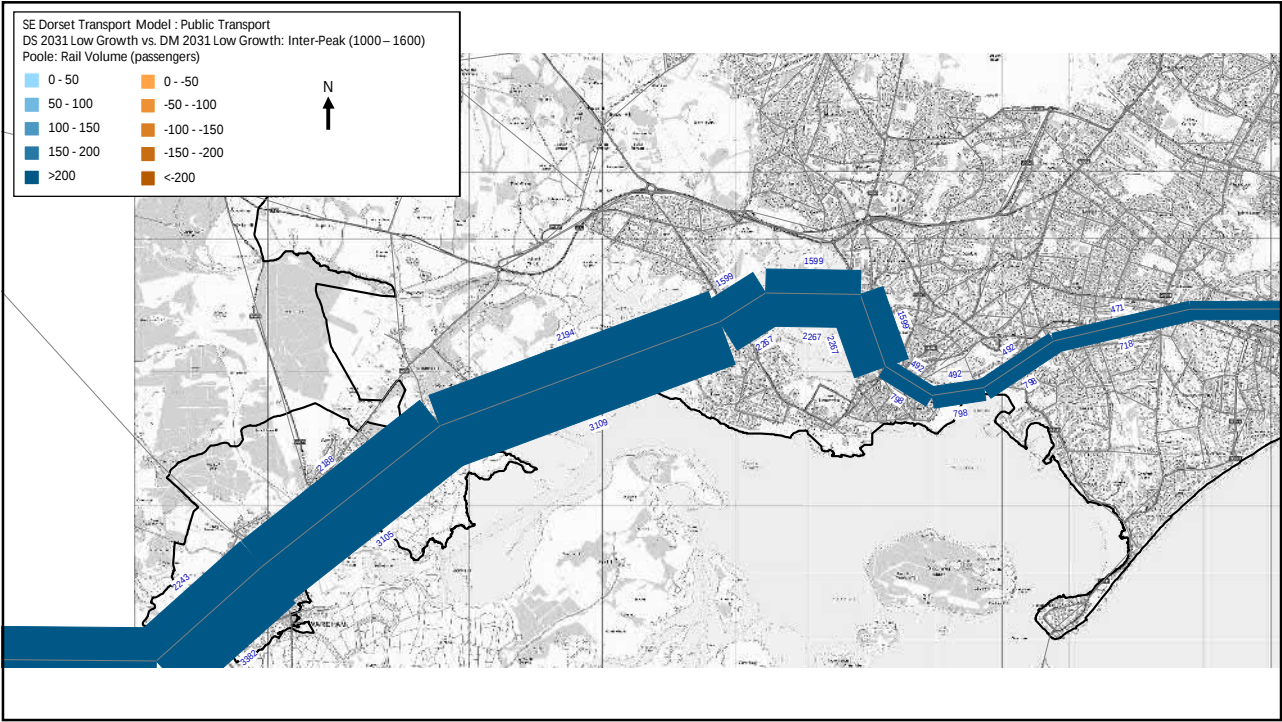
37



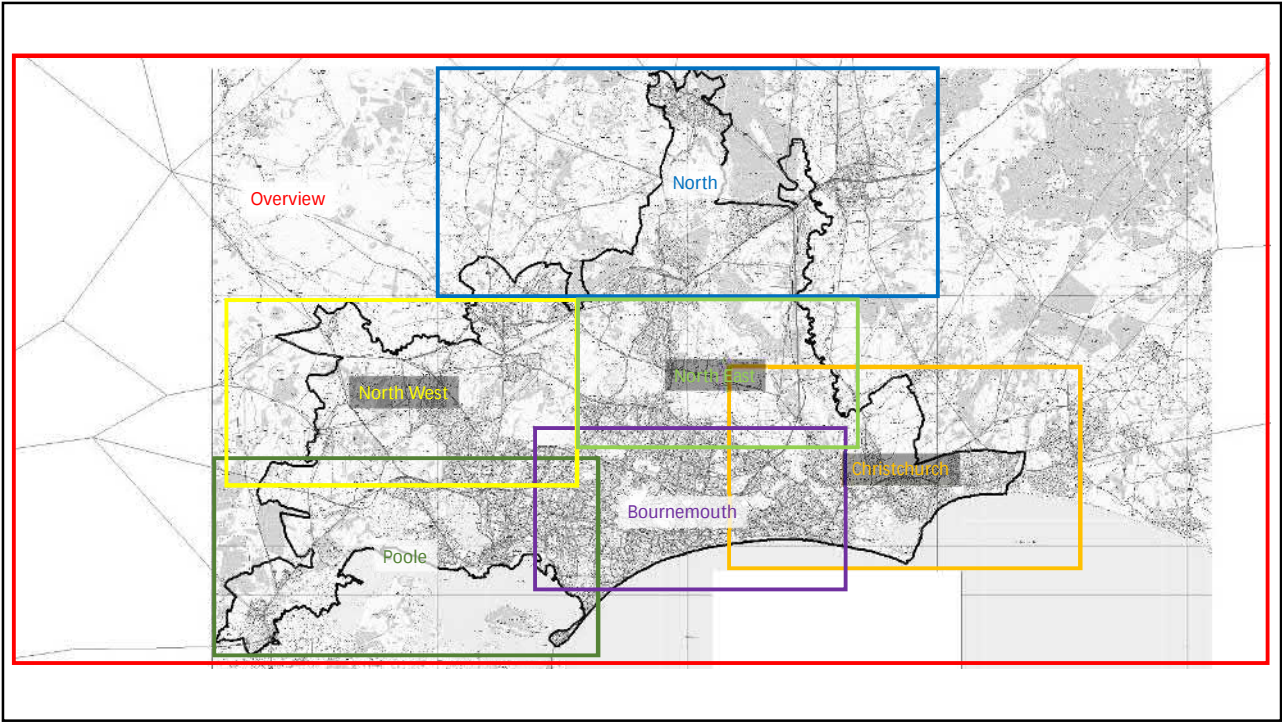
38



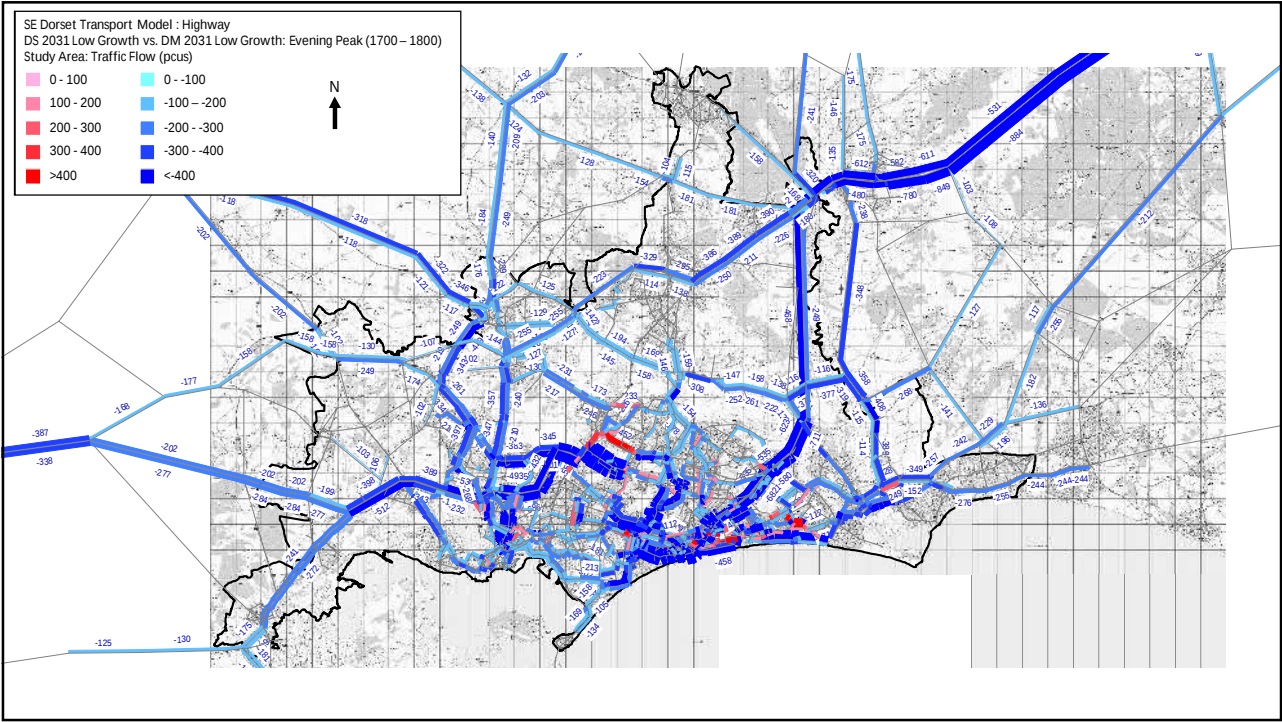
39



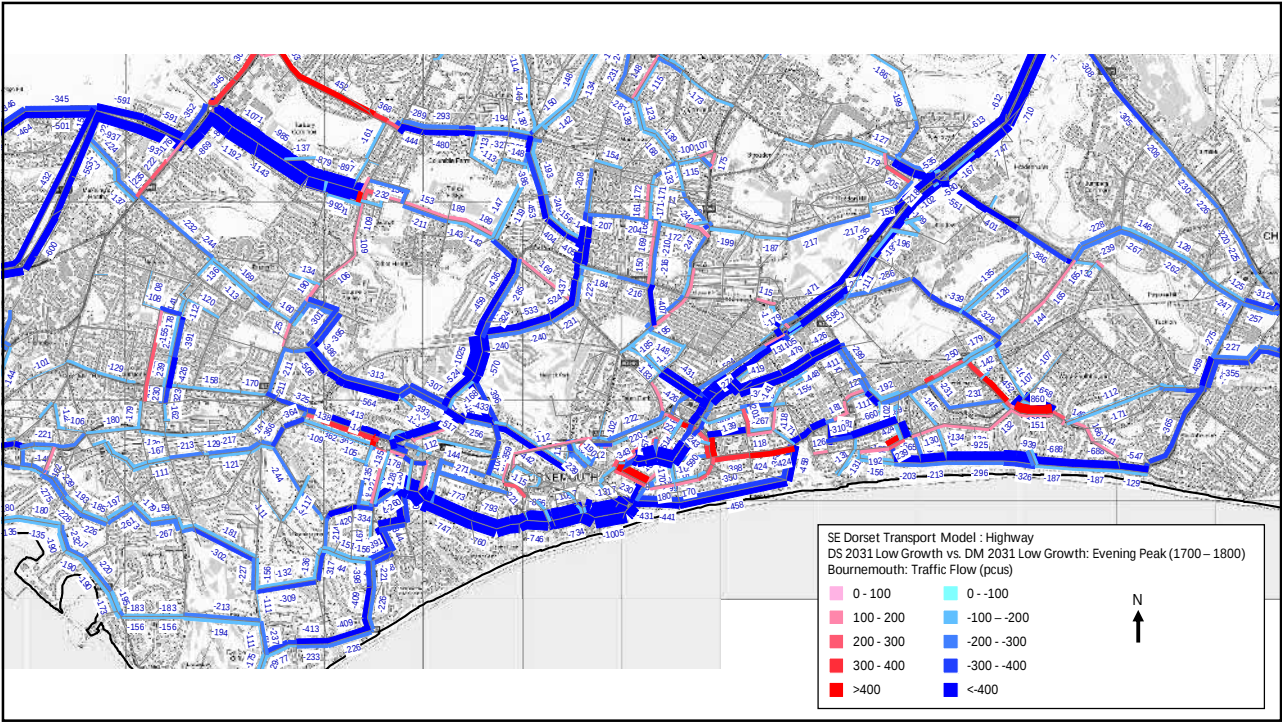
40



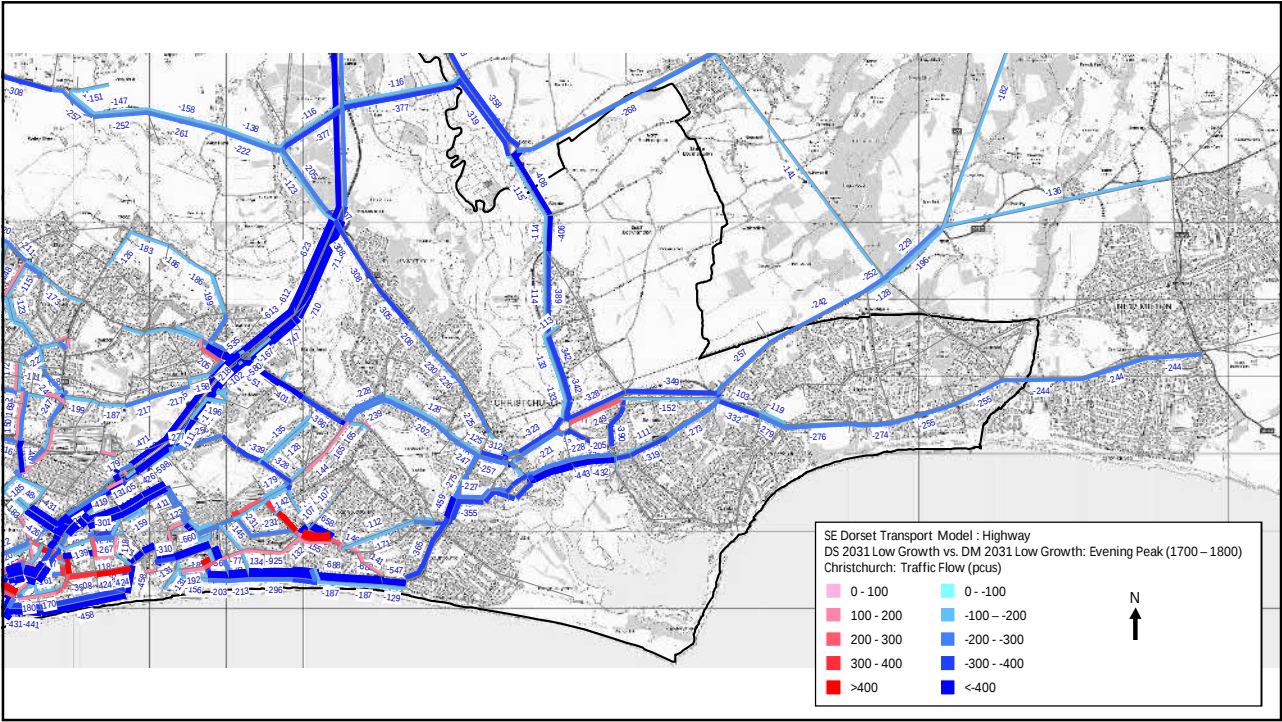
1



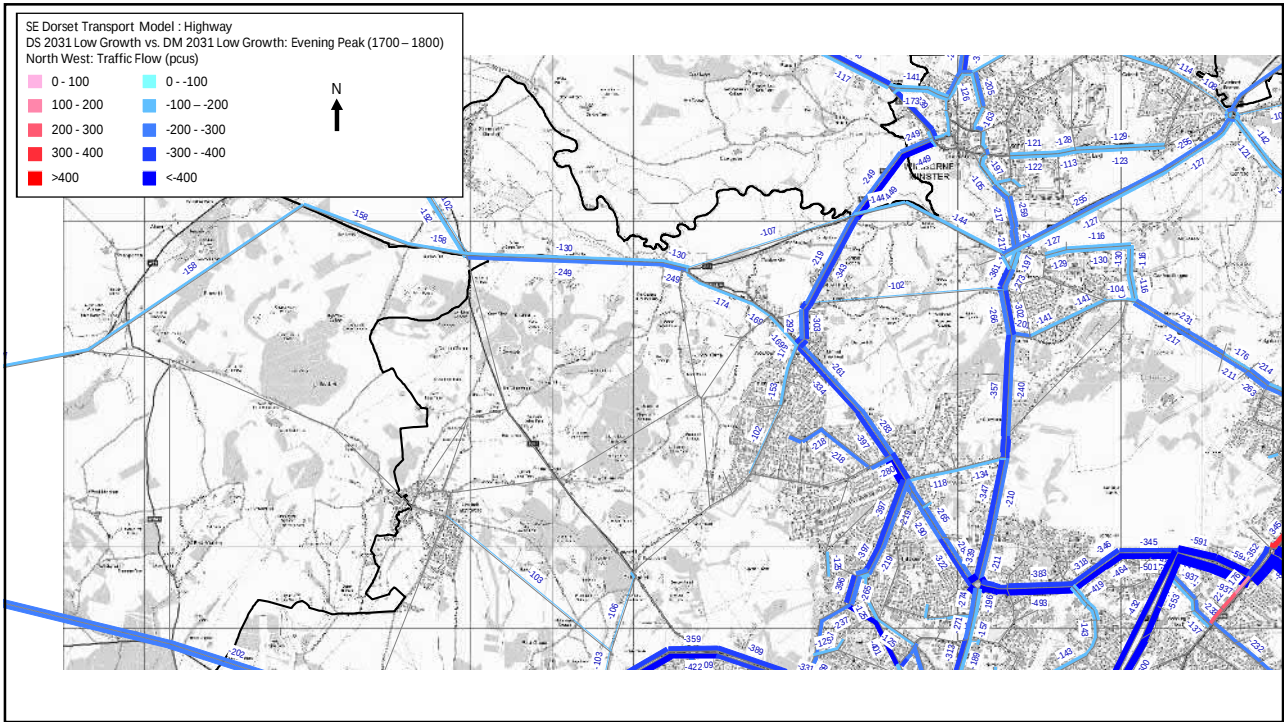
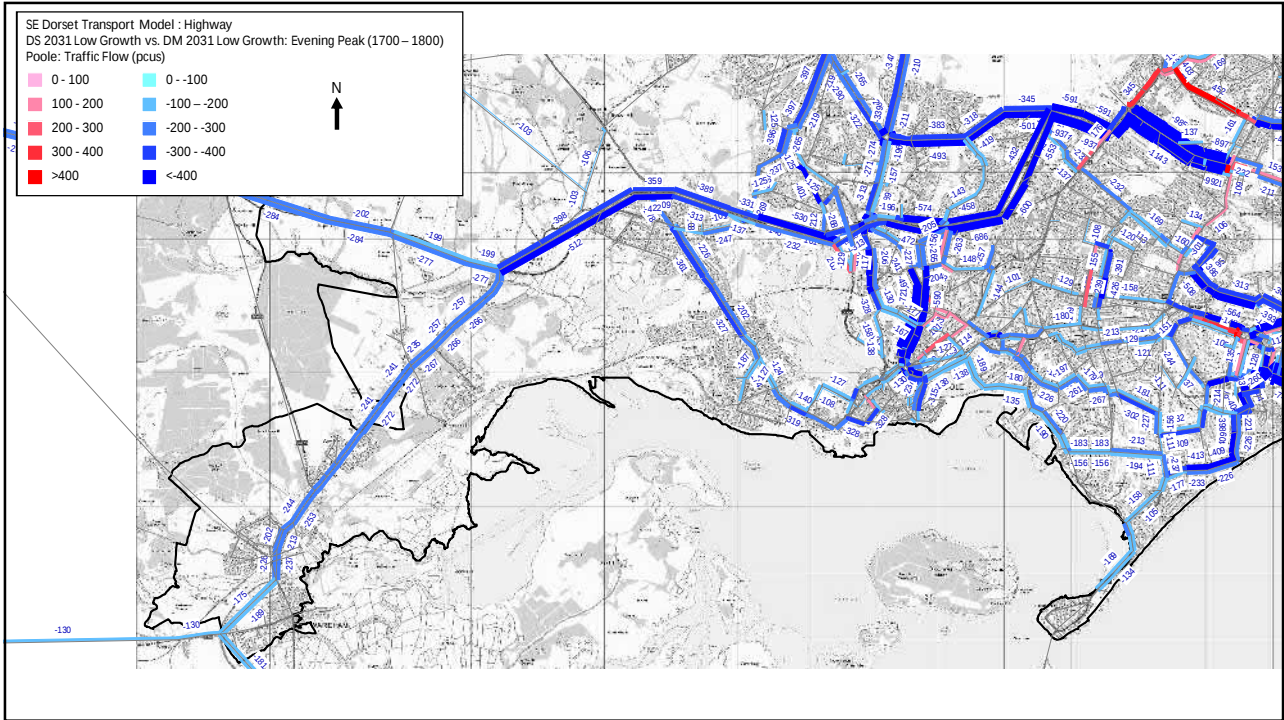
2

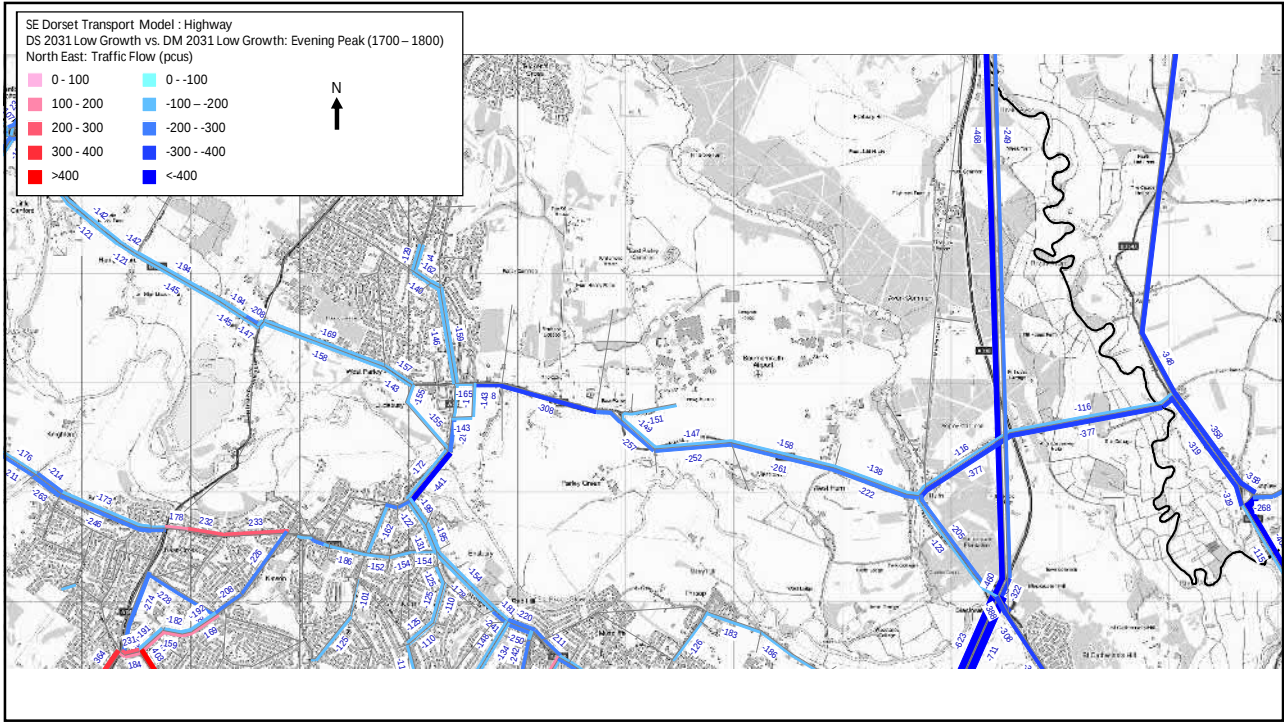


3

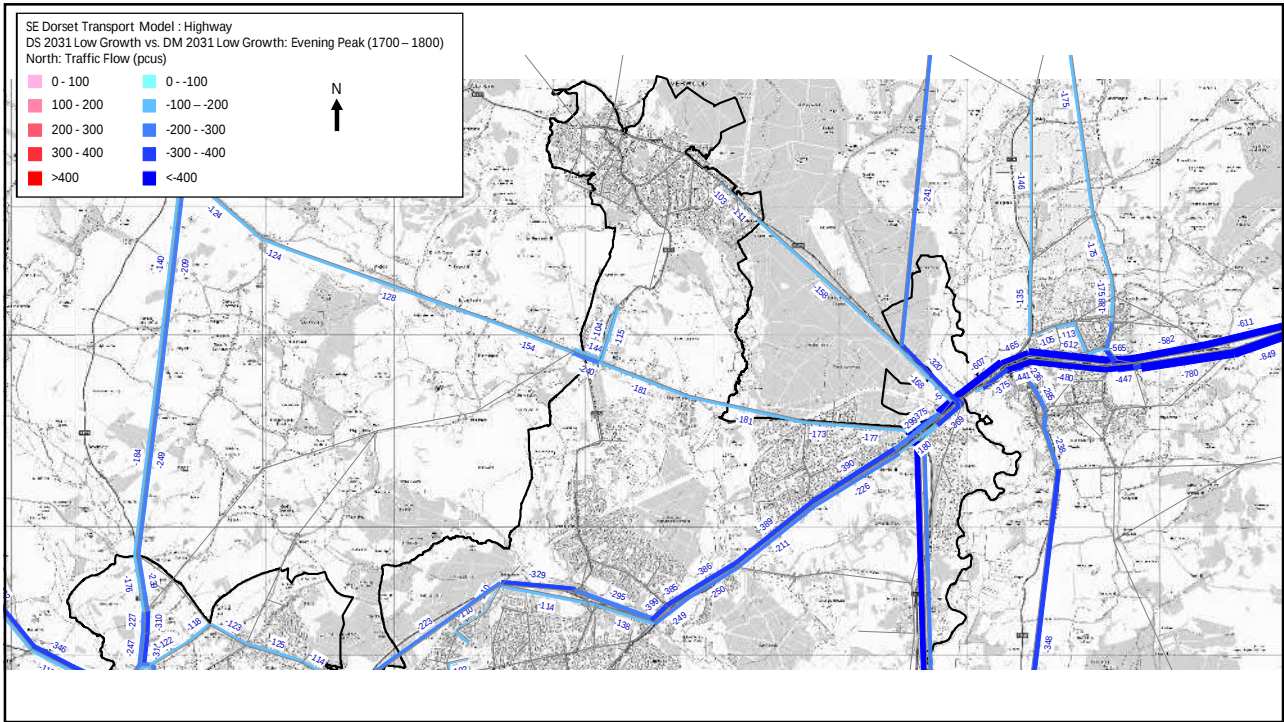


4

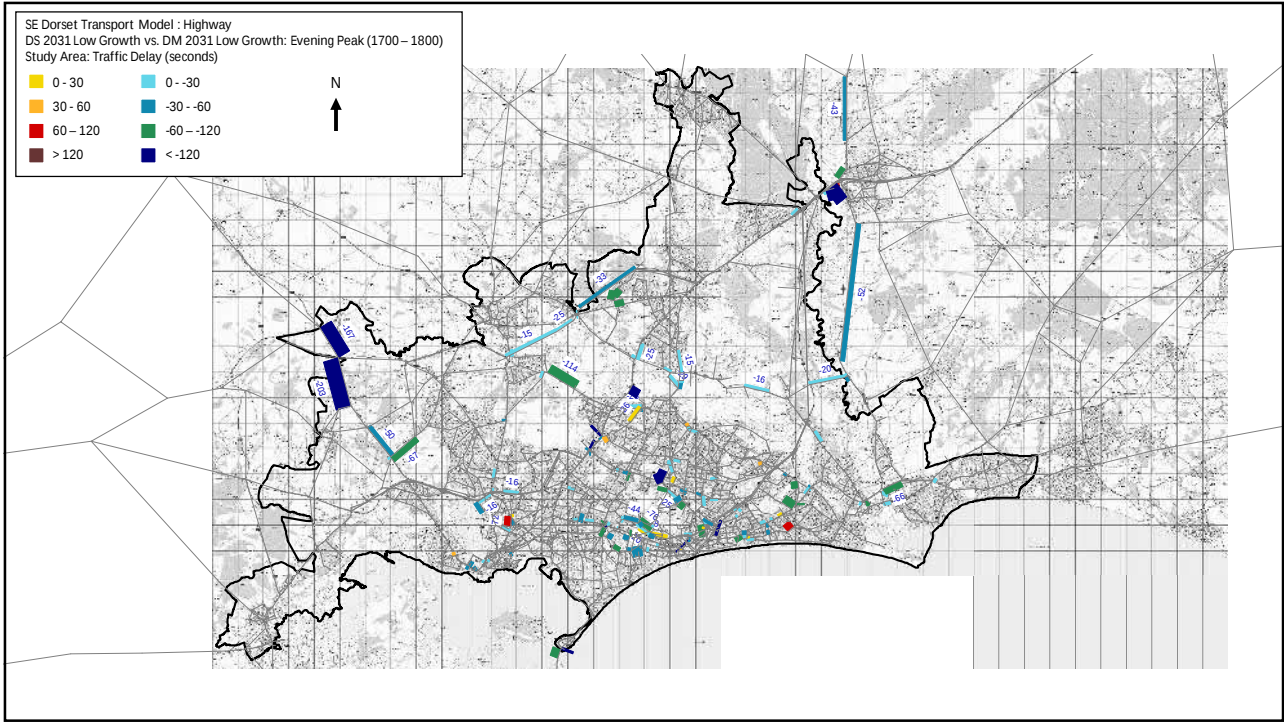




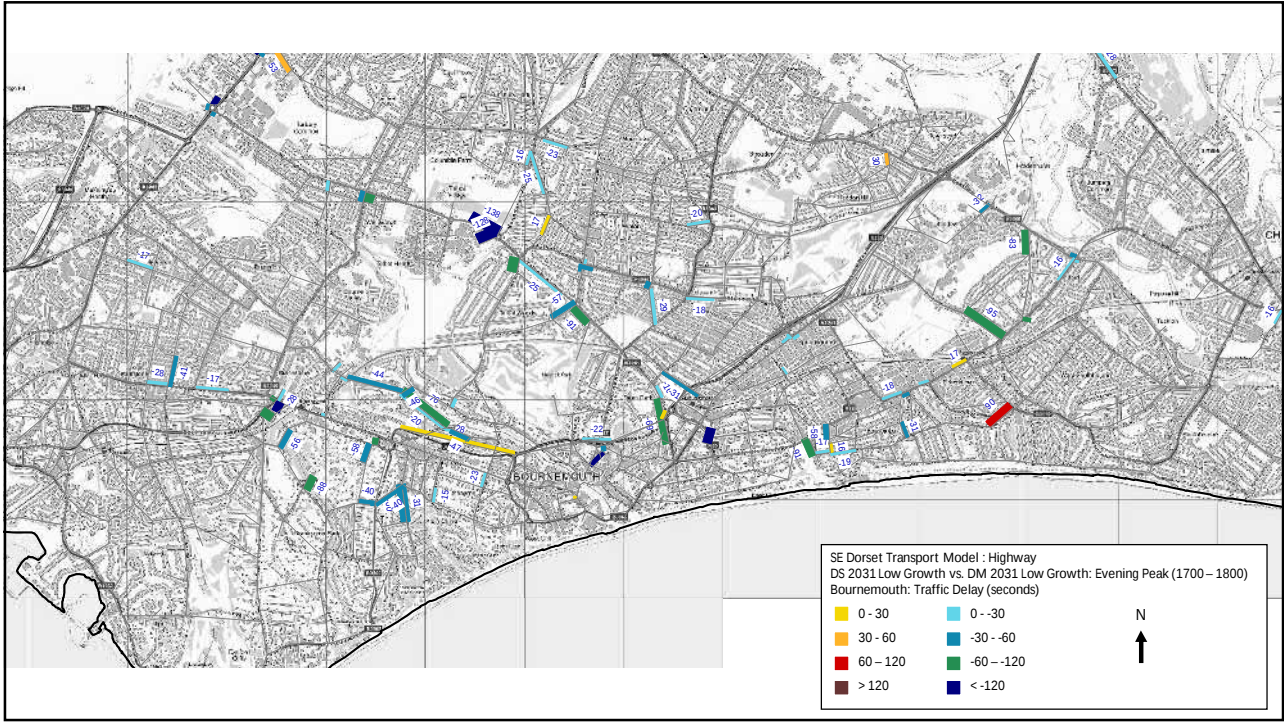
7



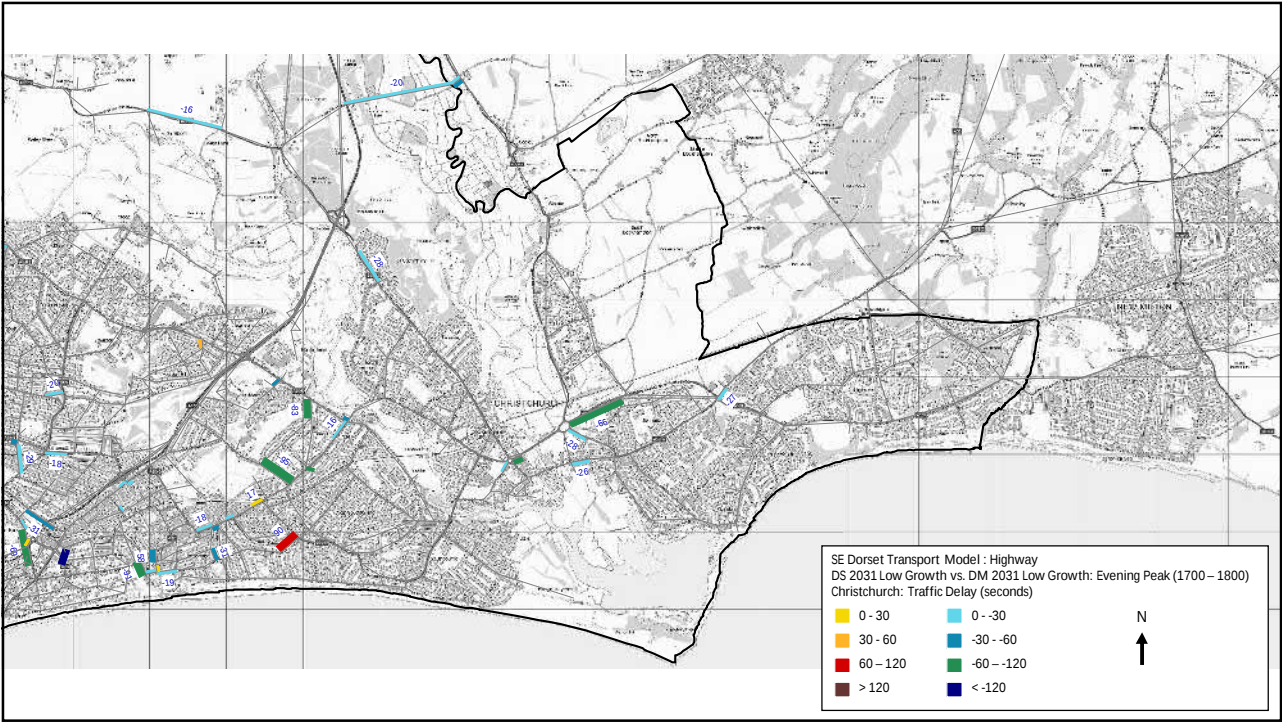
8



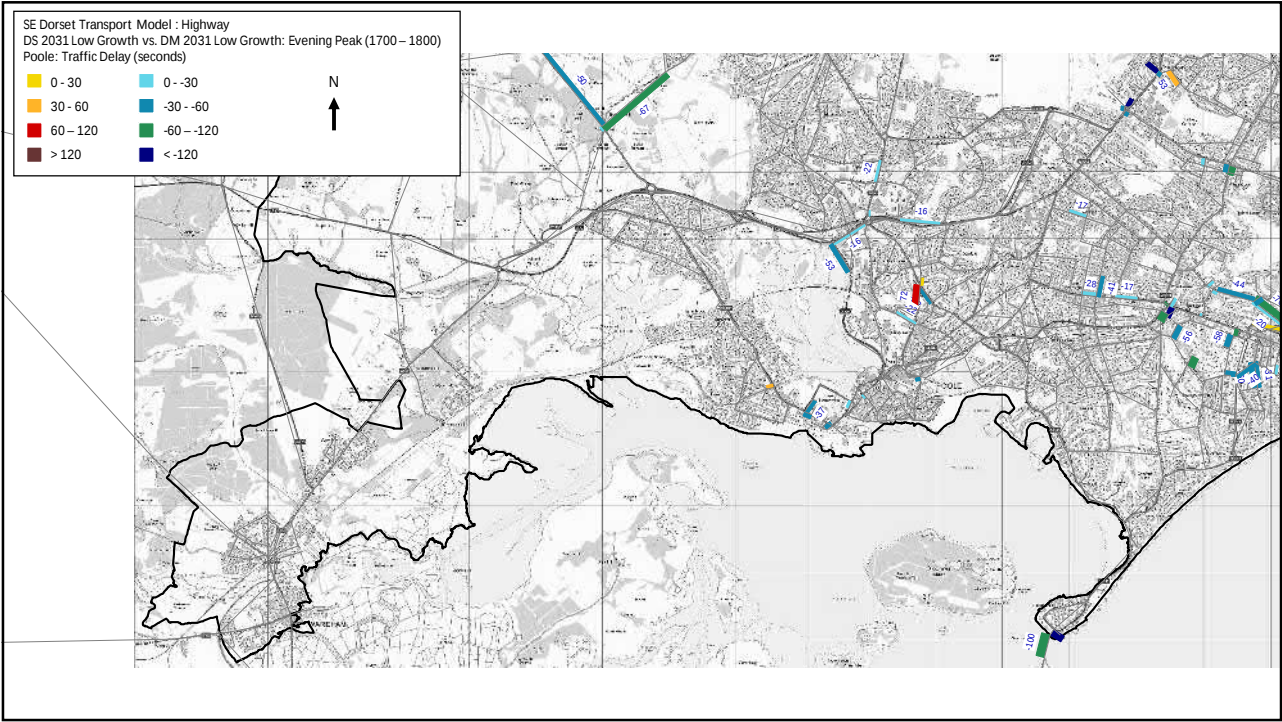
9



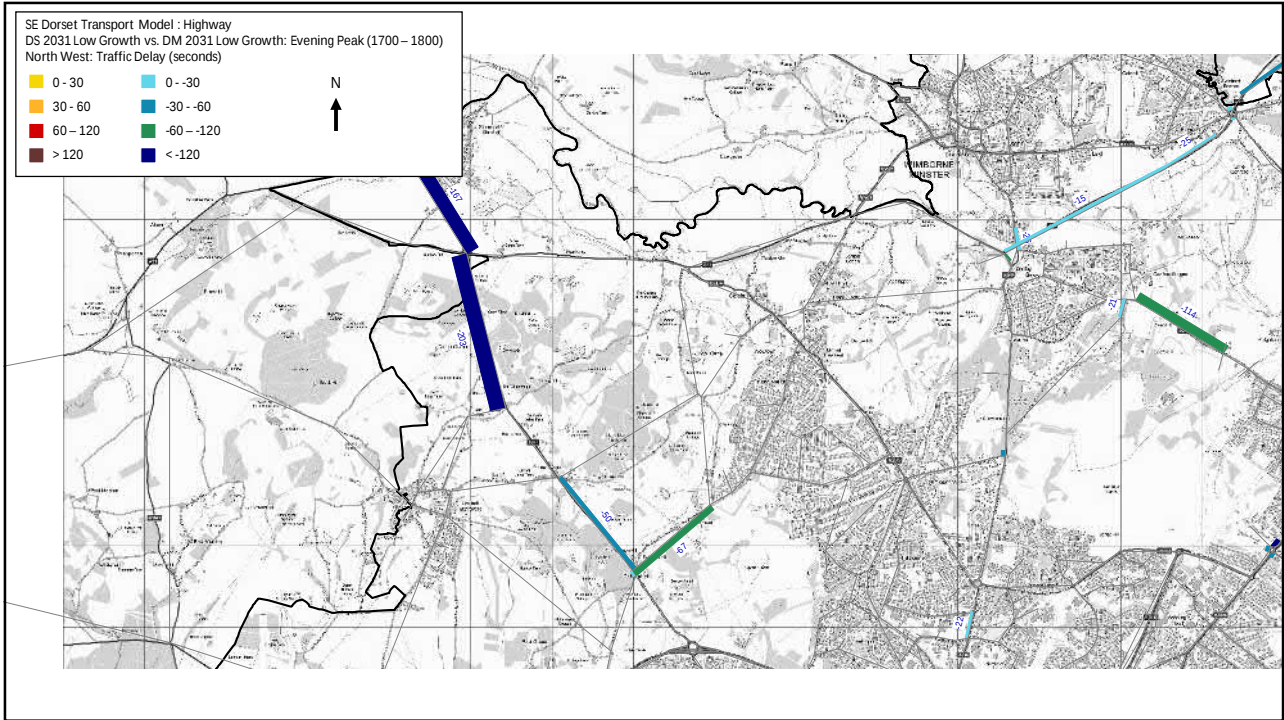
10



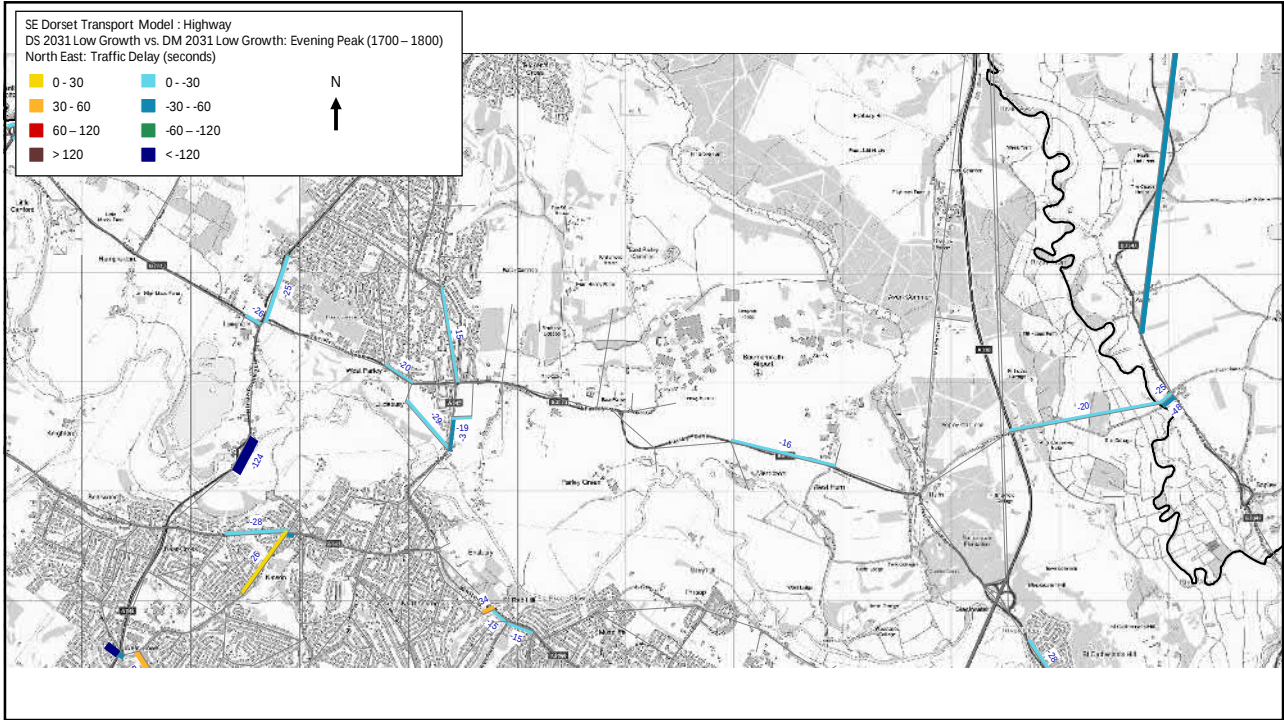
11



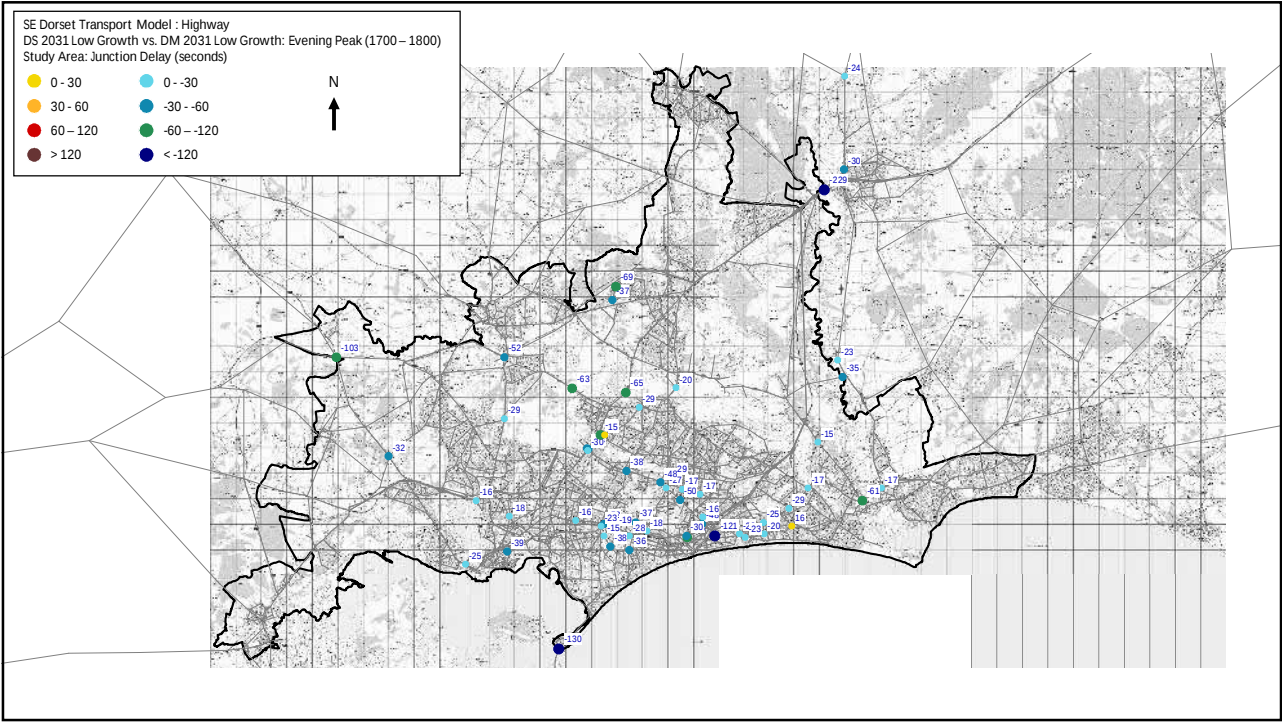
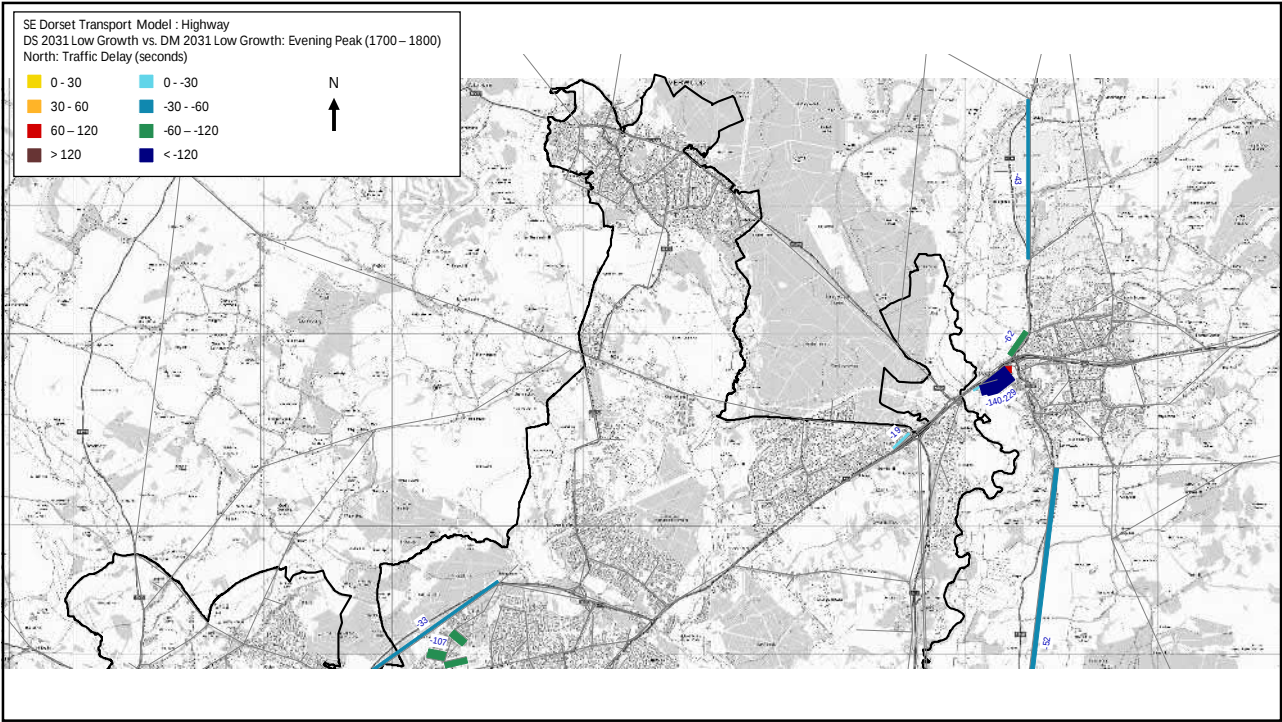
12

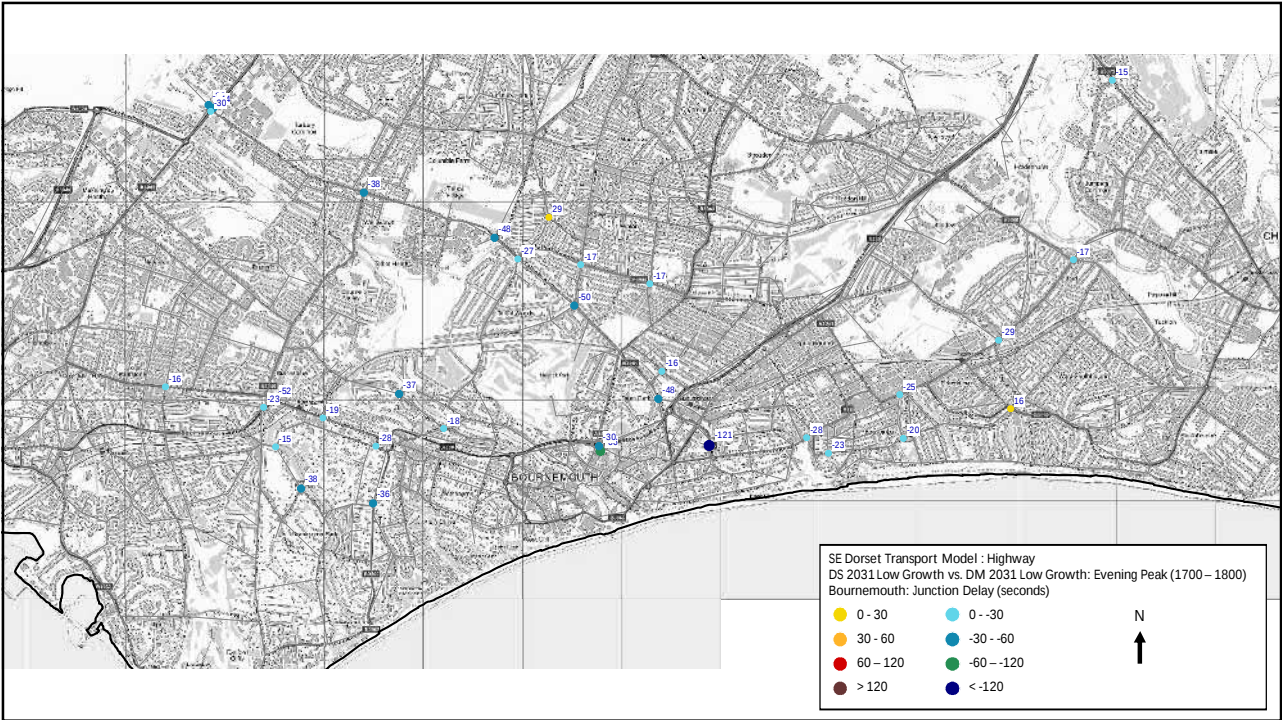


13

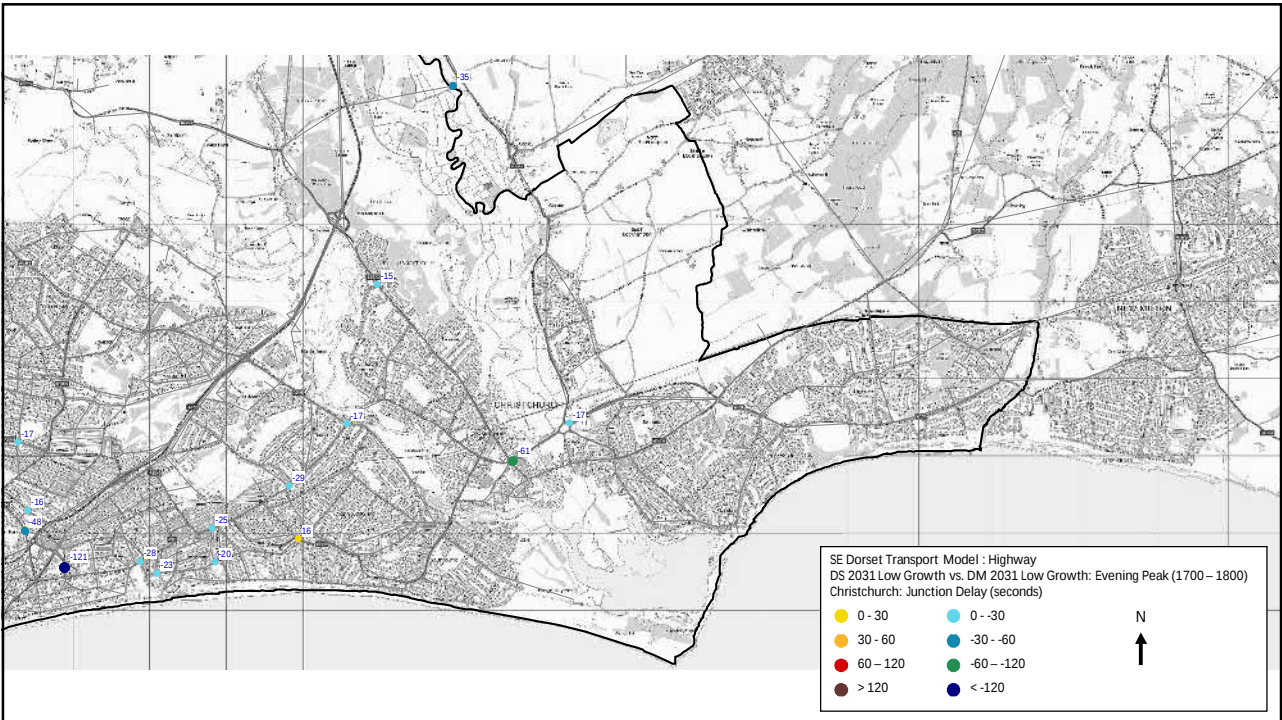


14

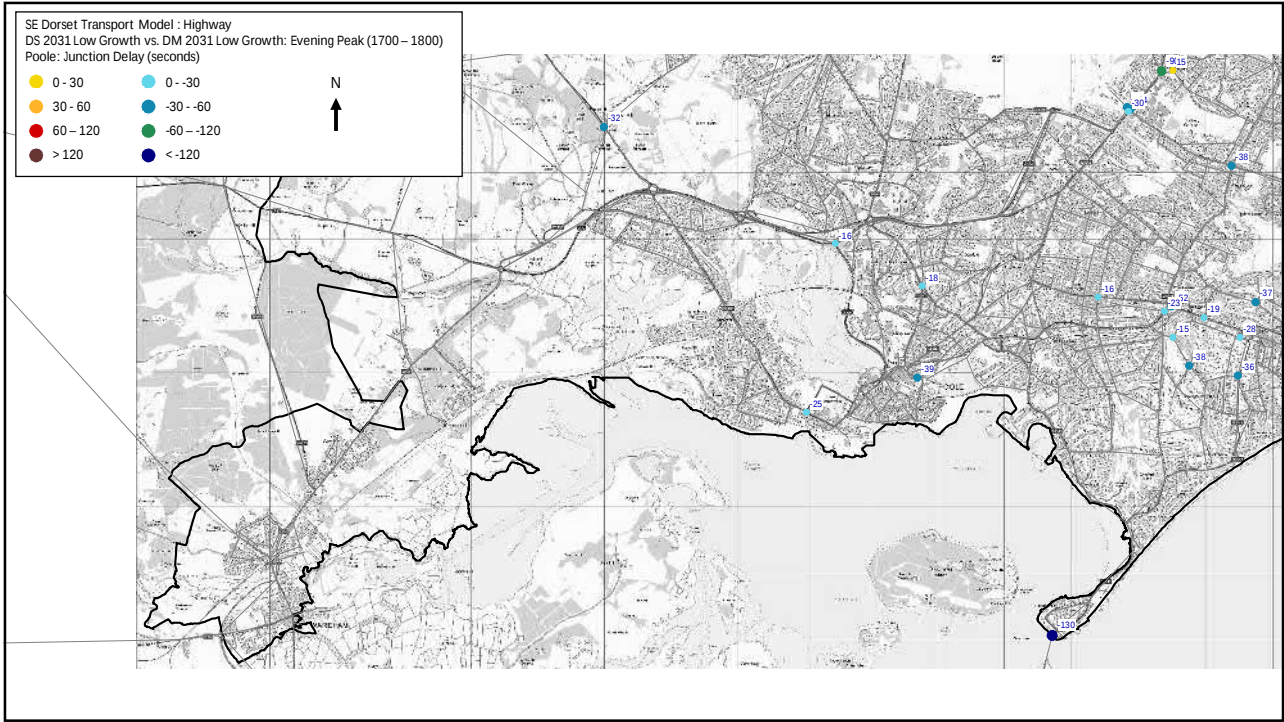




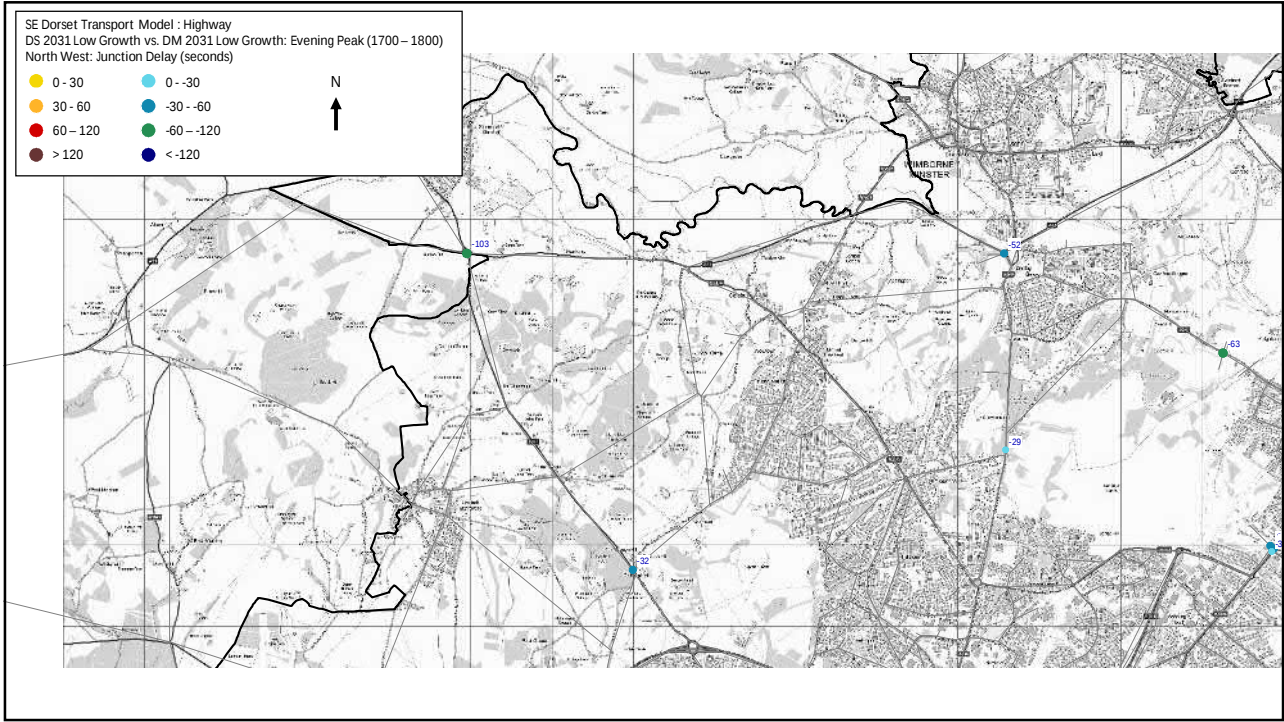
17



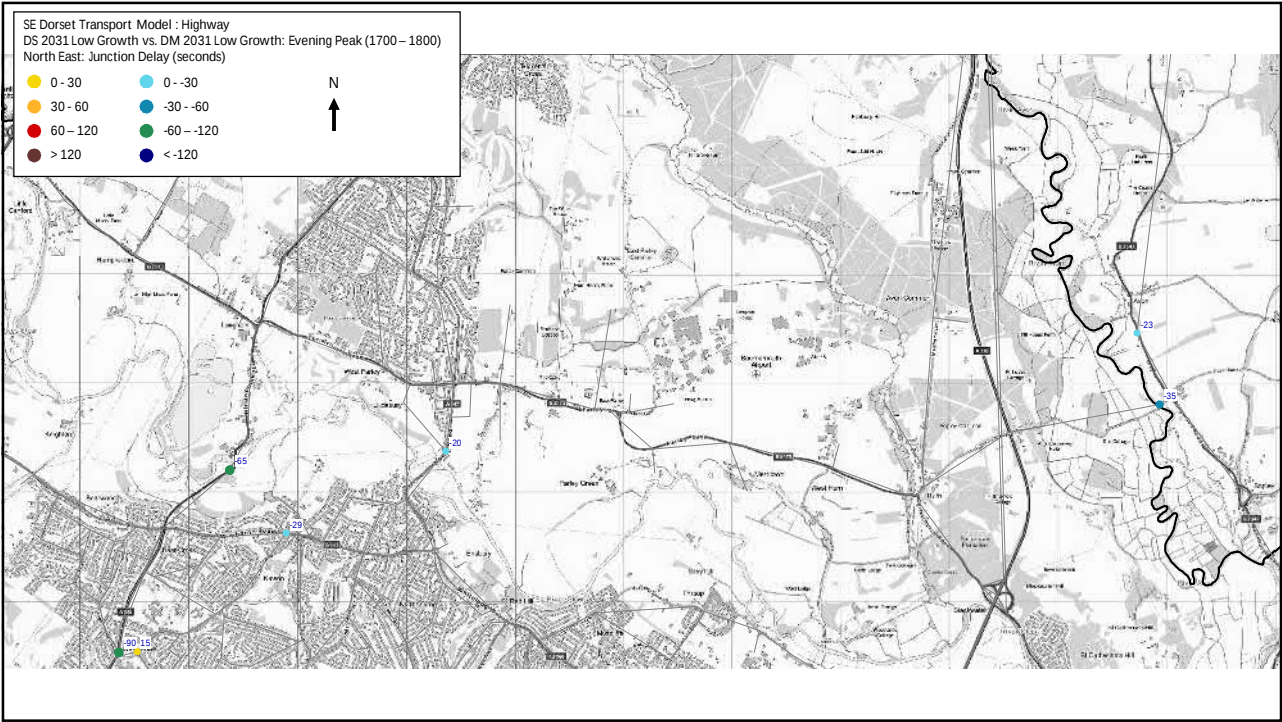
18



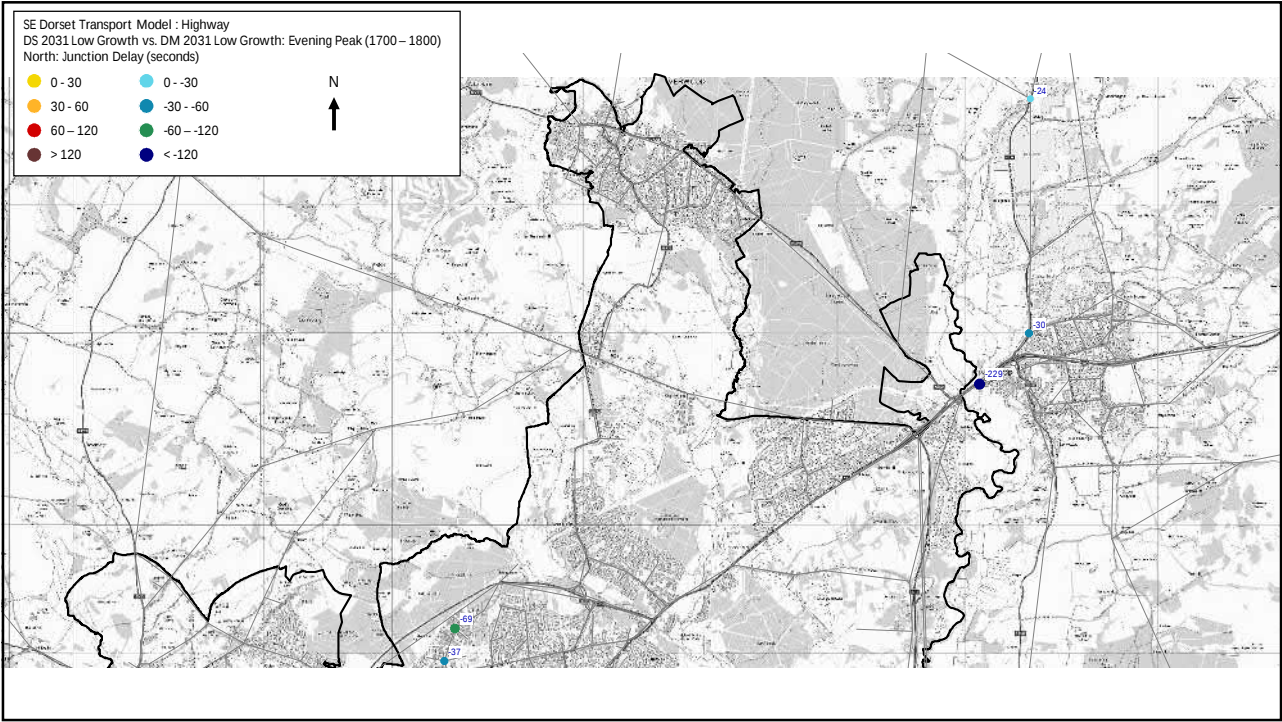
19



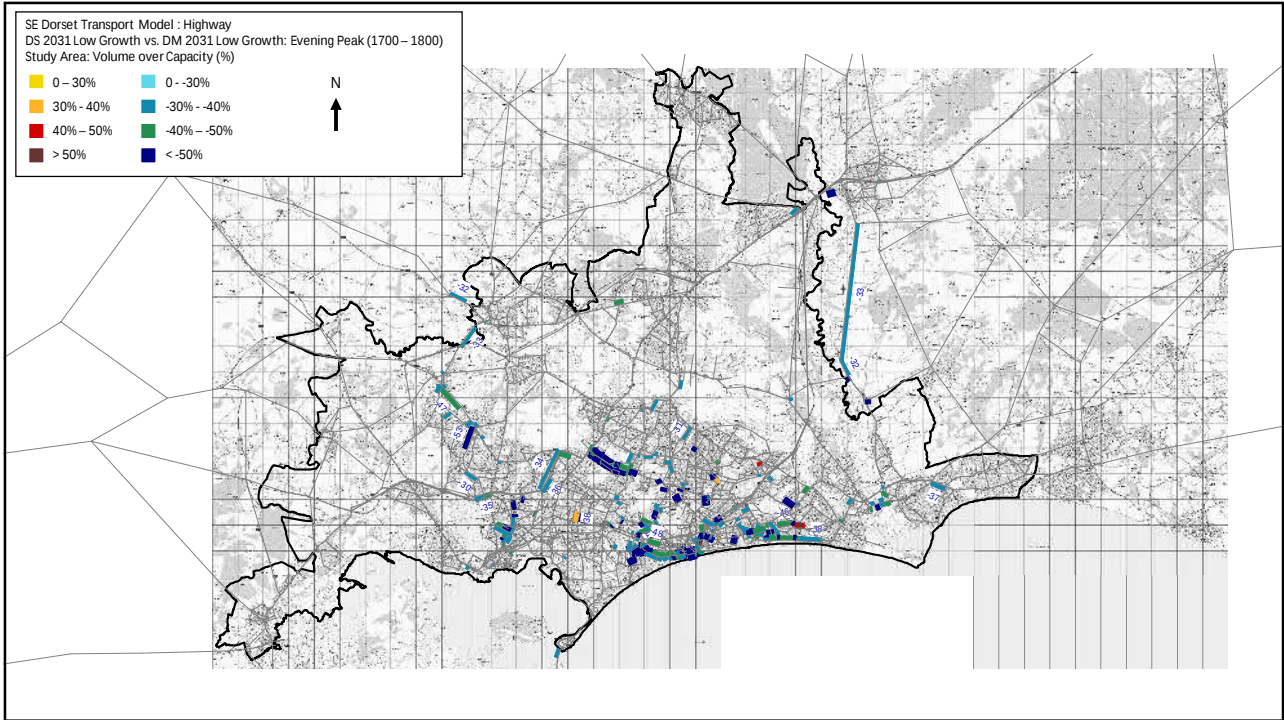
20



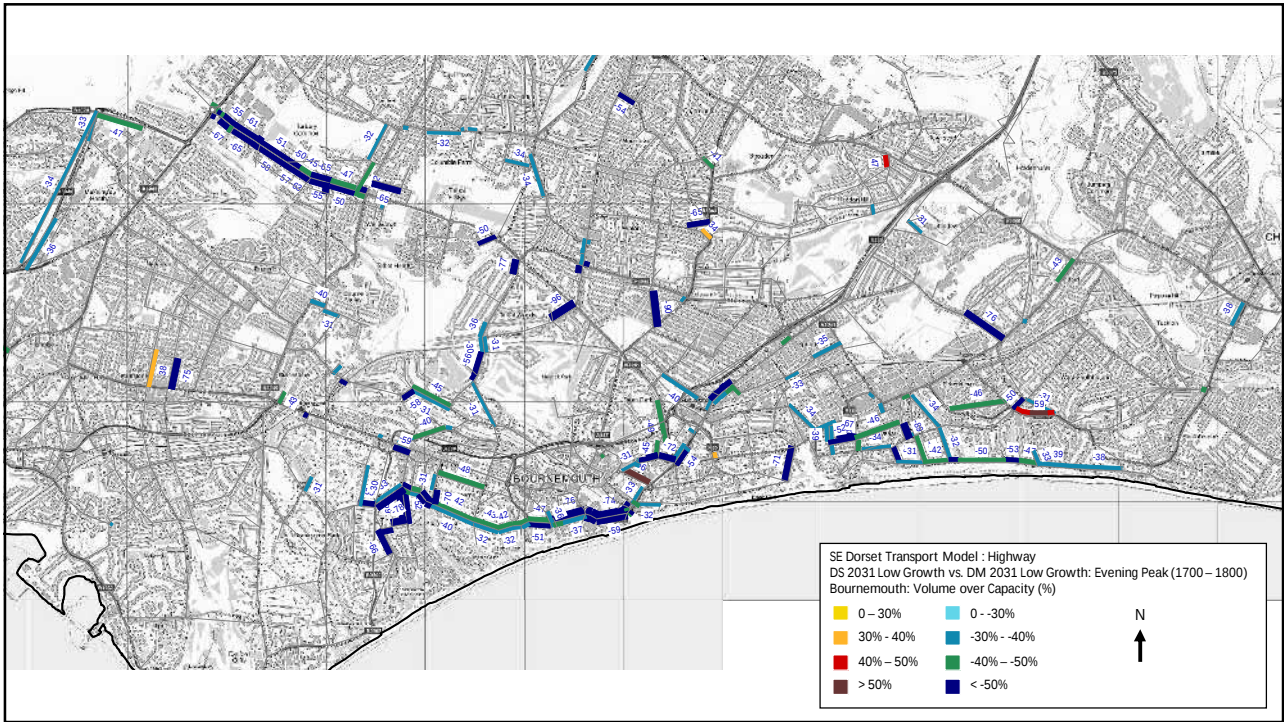
21



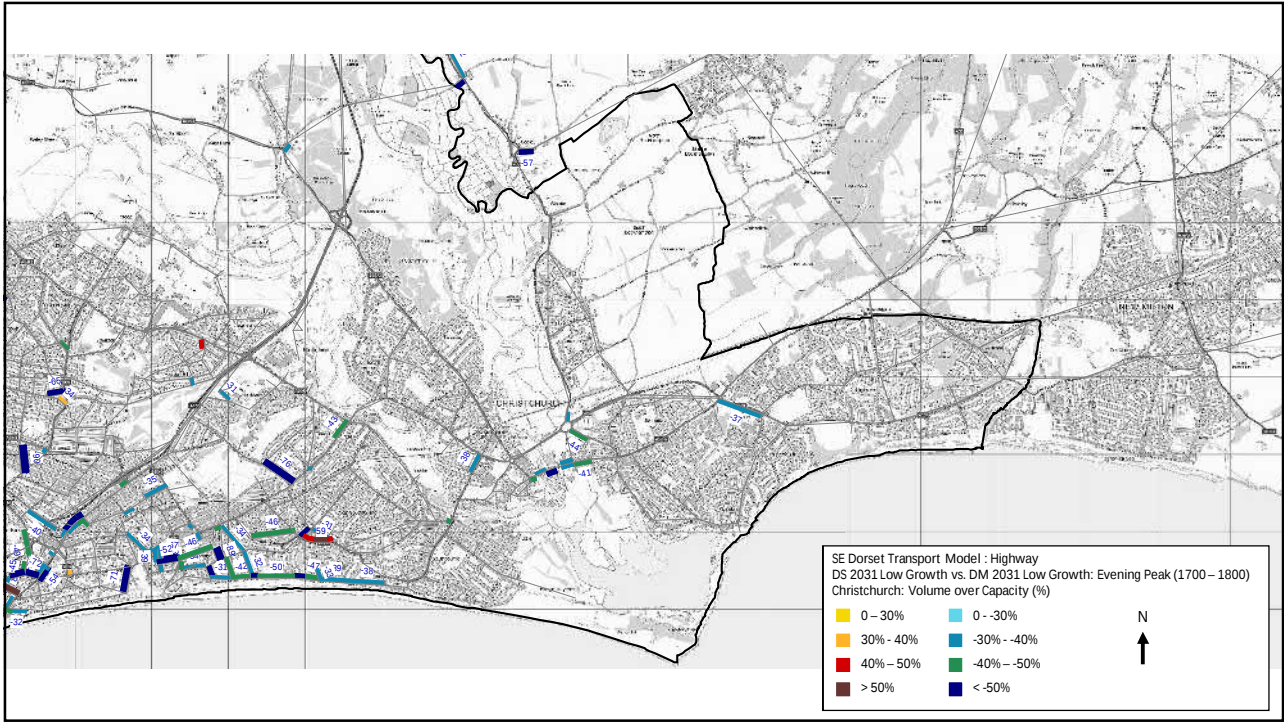
22



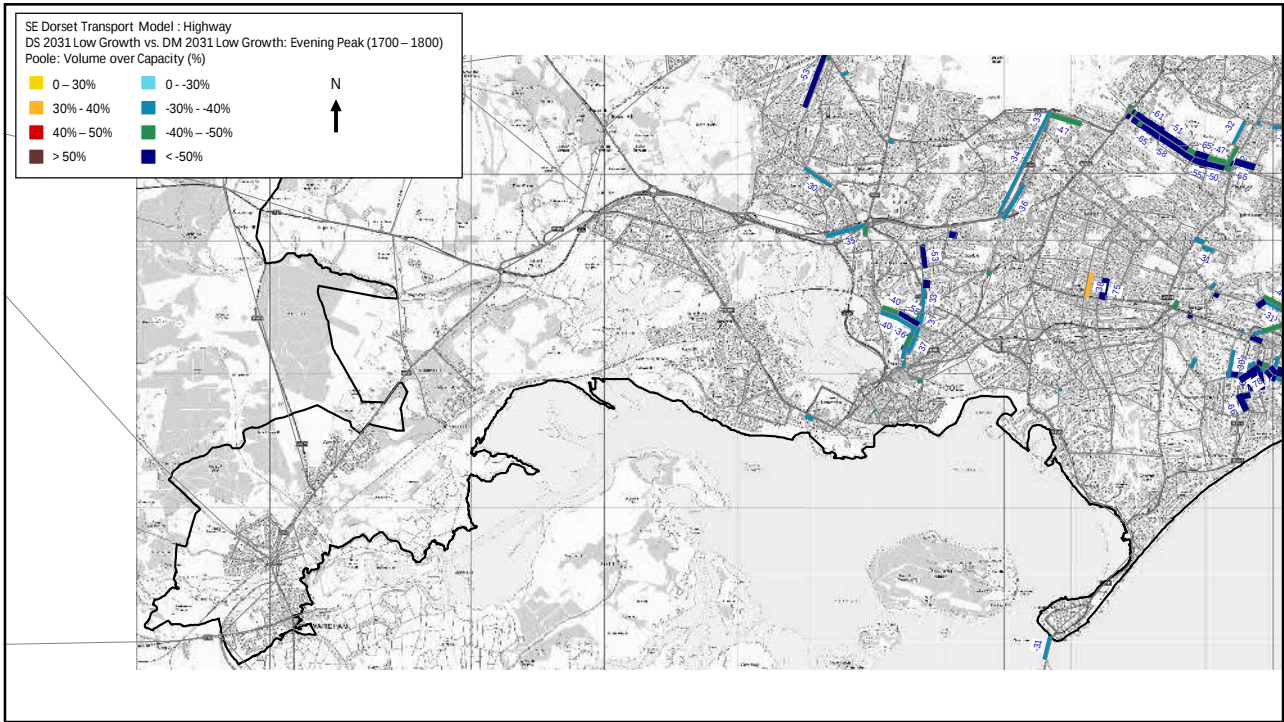
23



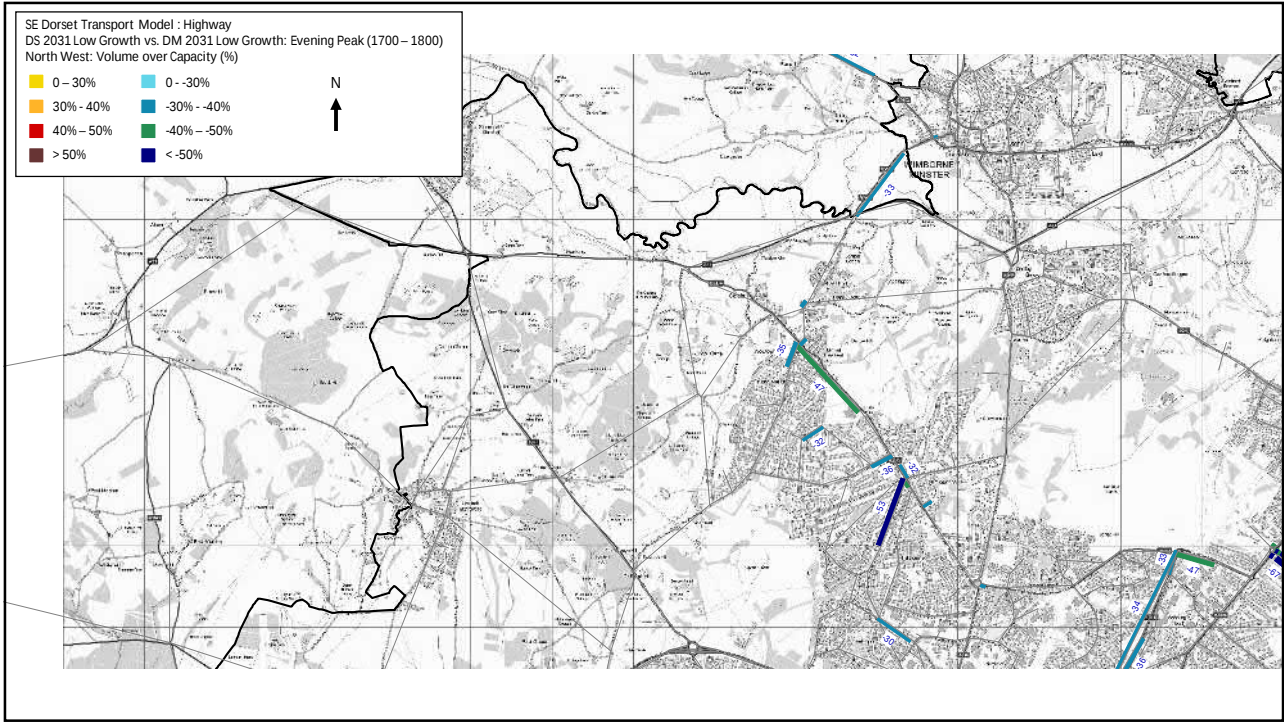
24



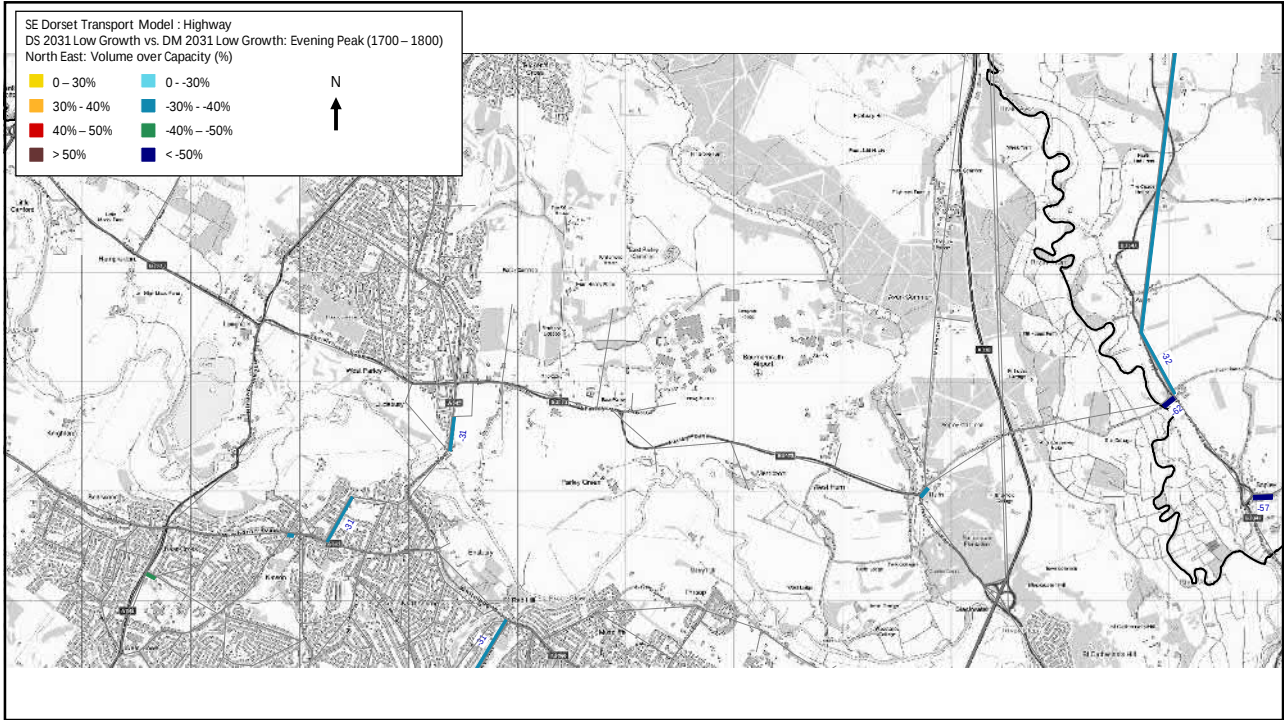
25



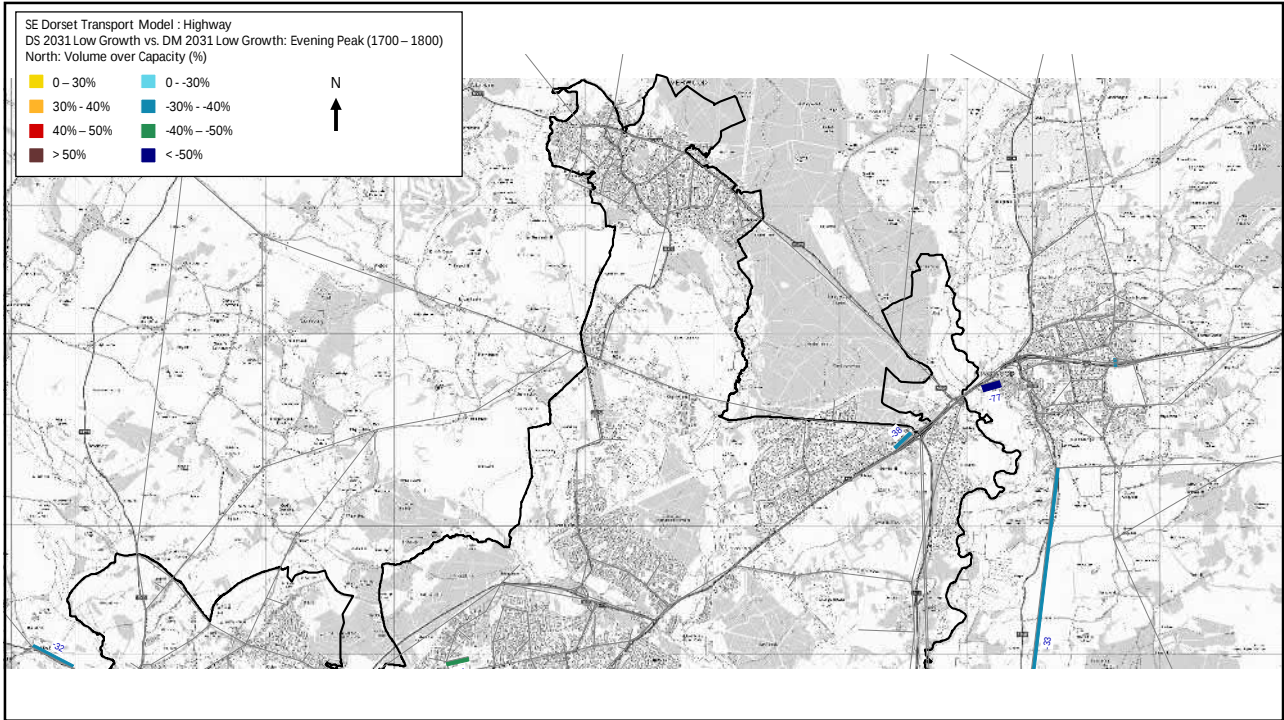
26



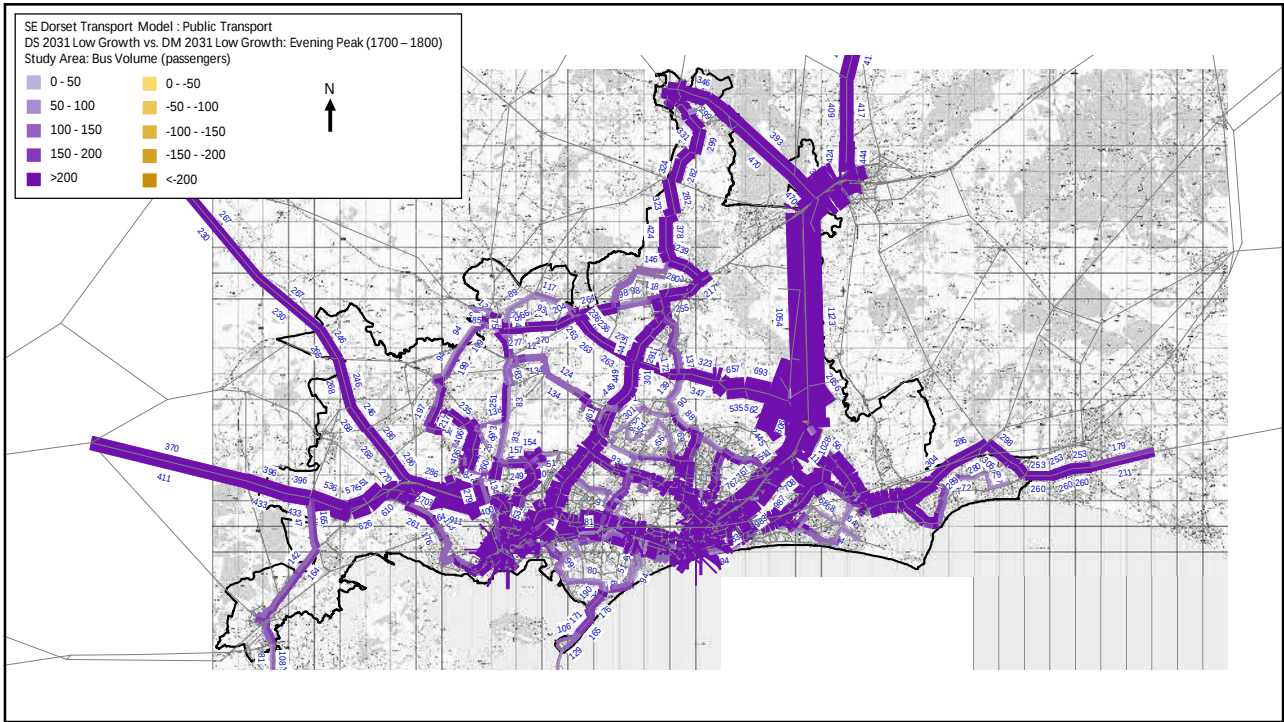
27



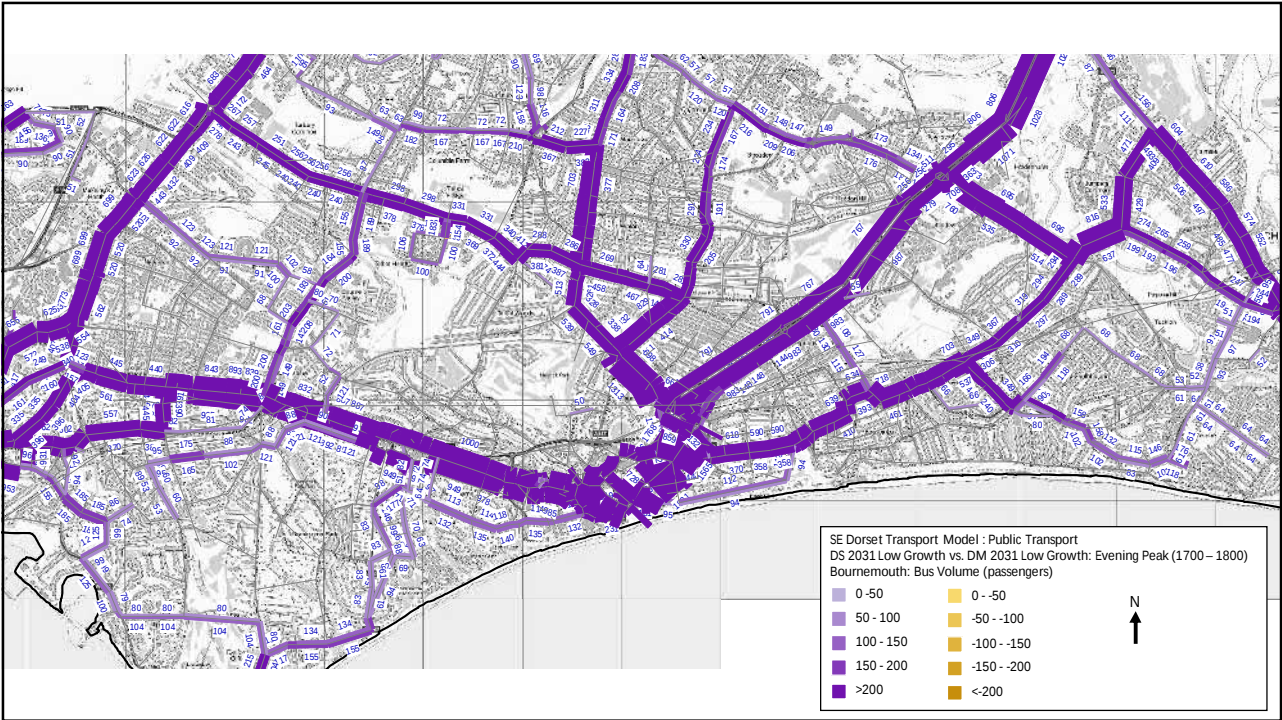
28



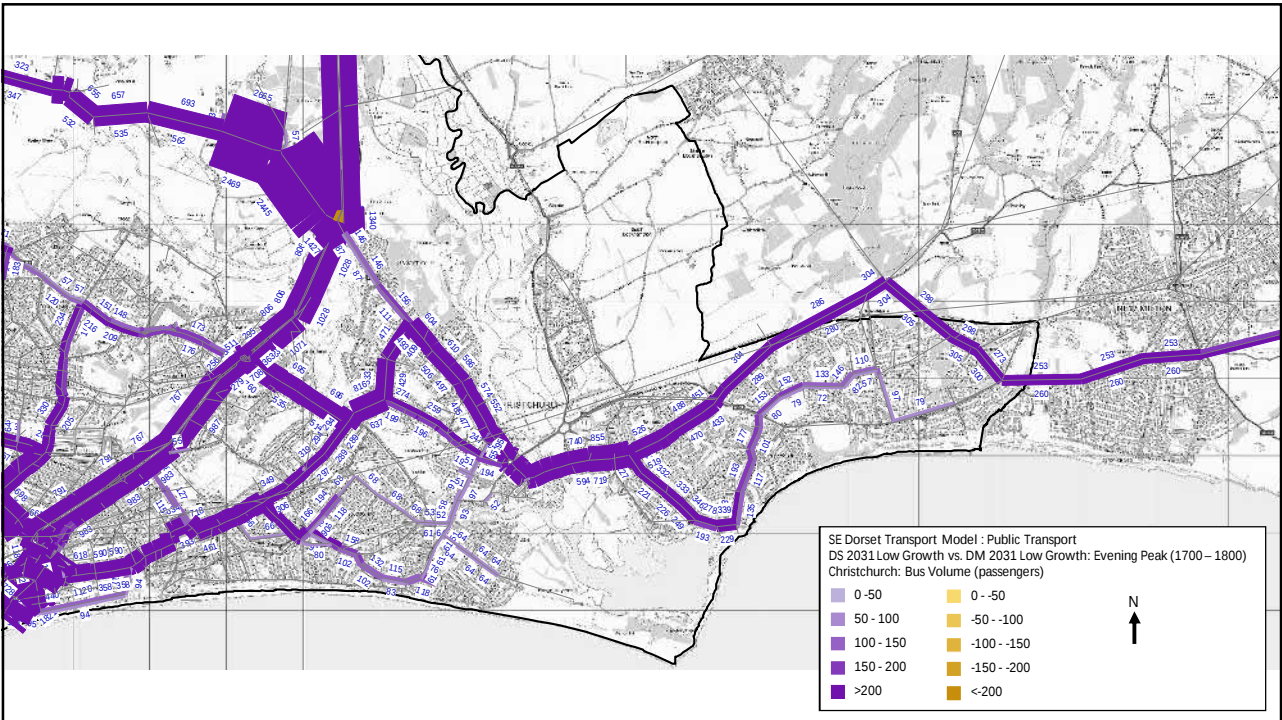
29



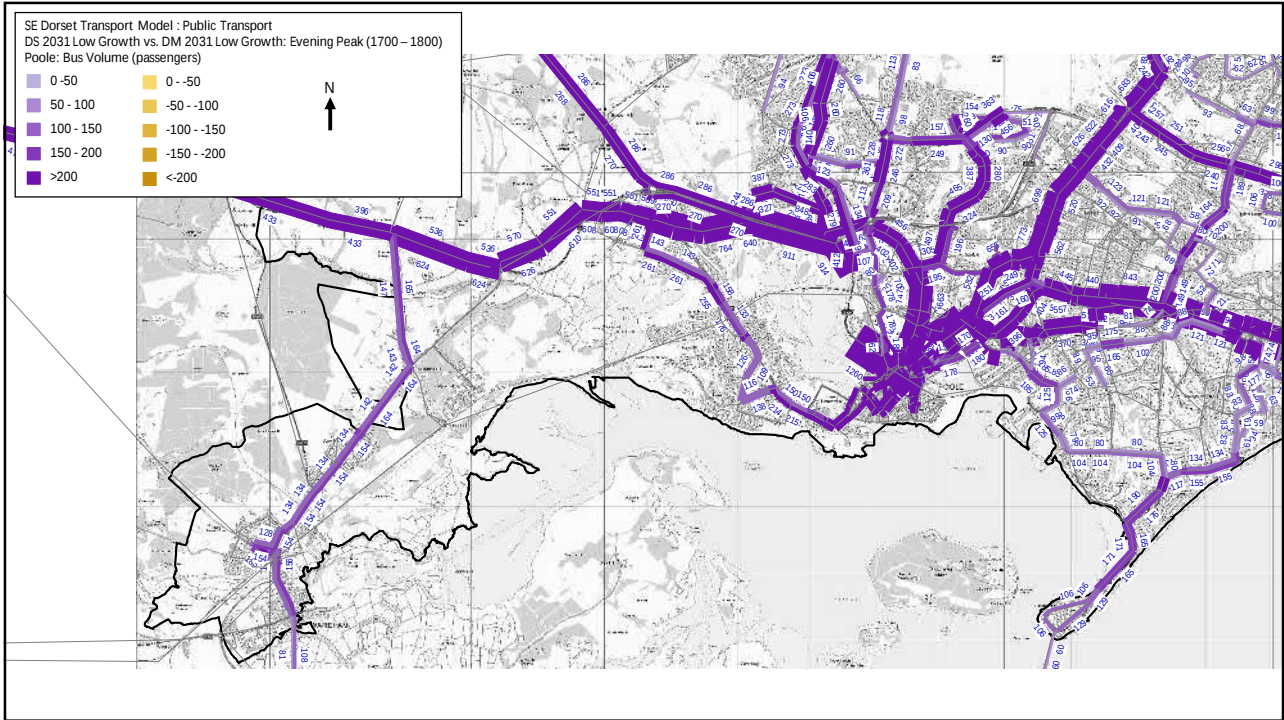
30



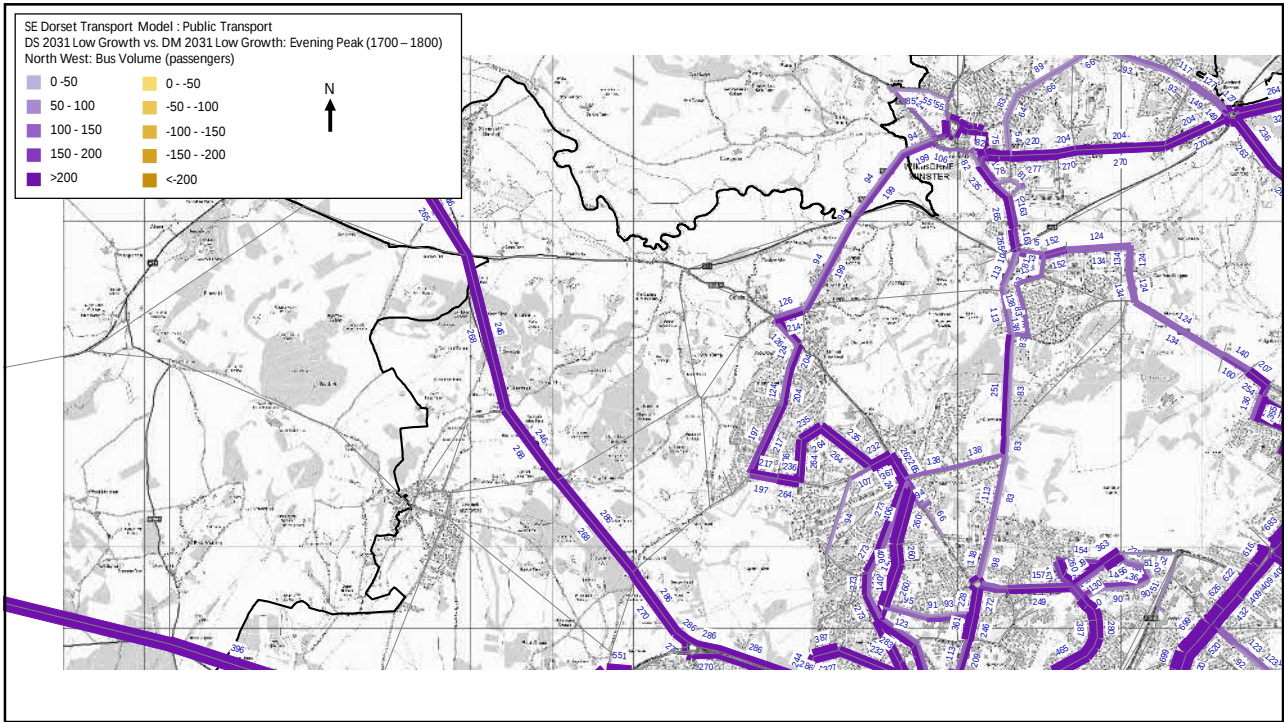
31



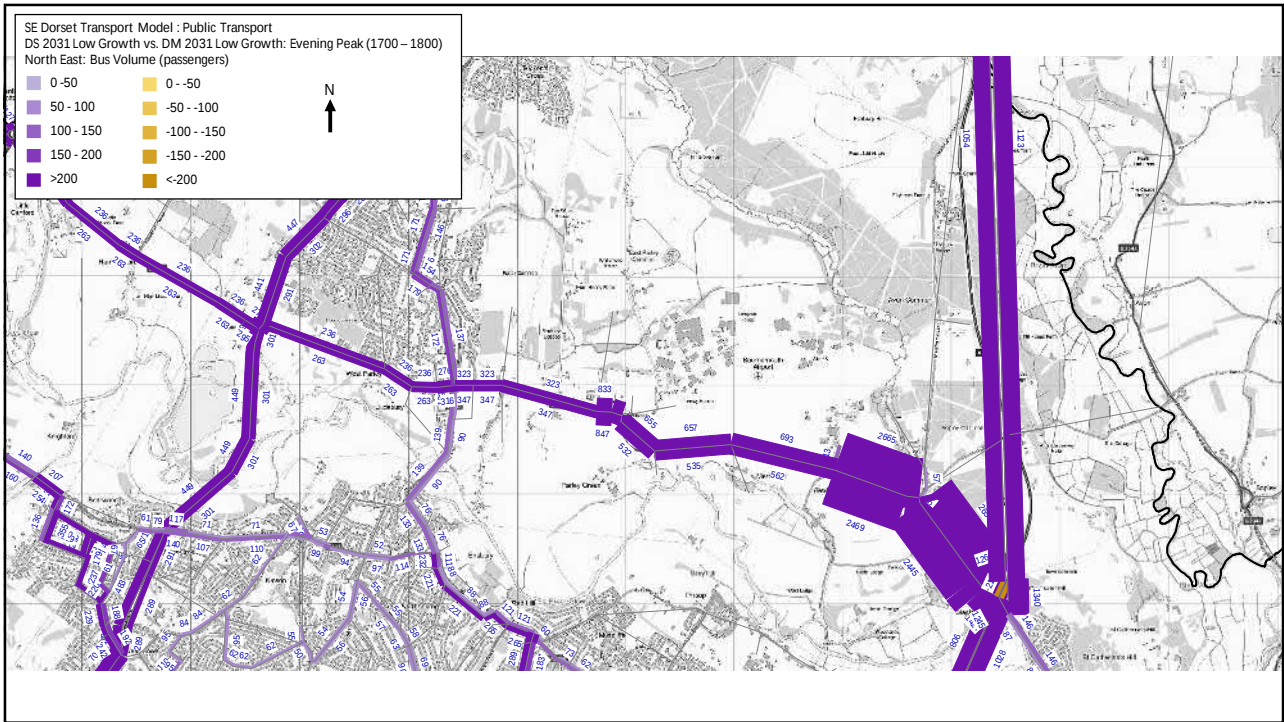
32



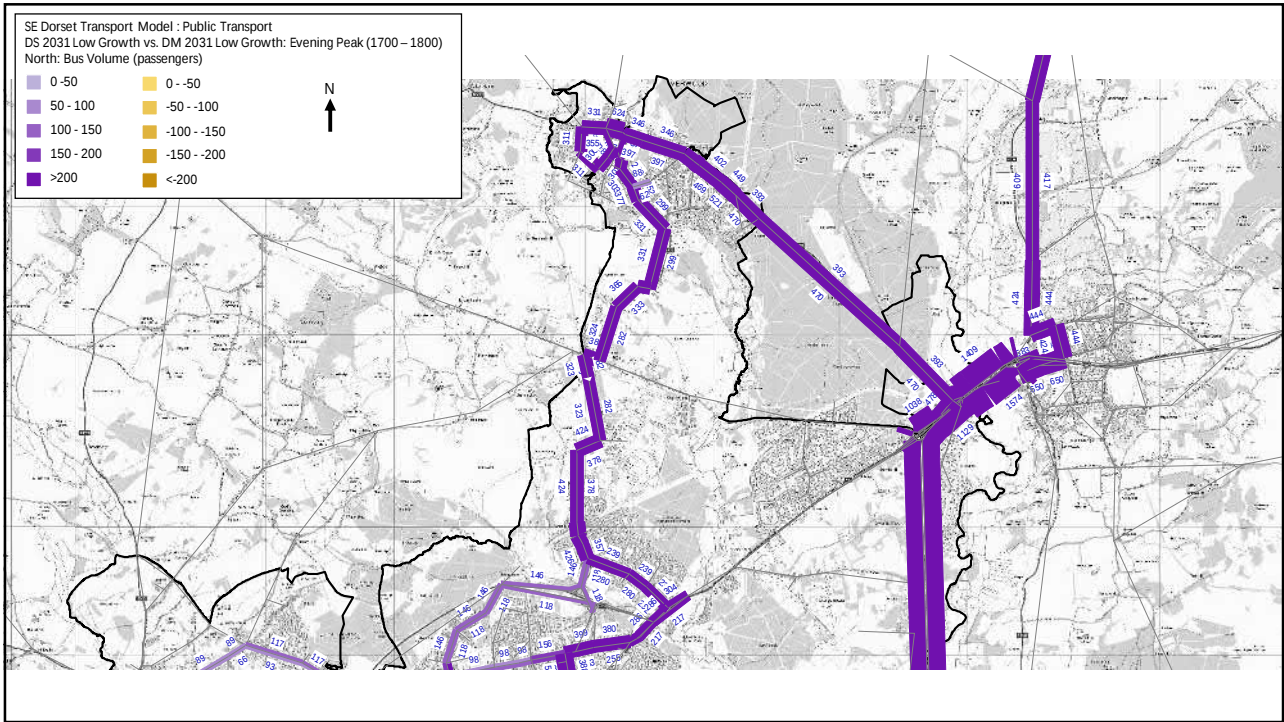
33



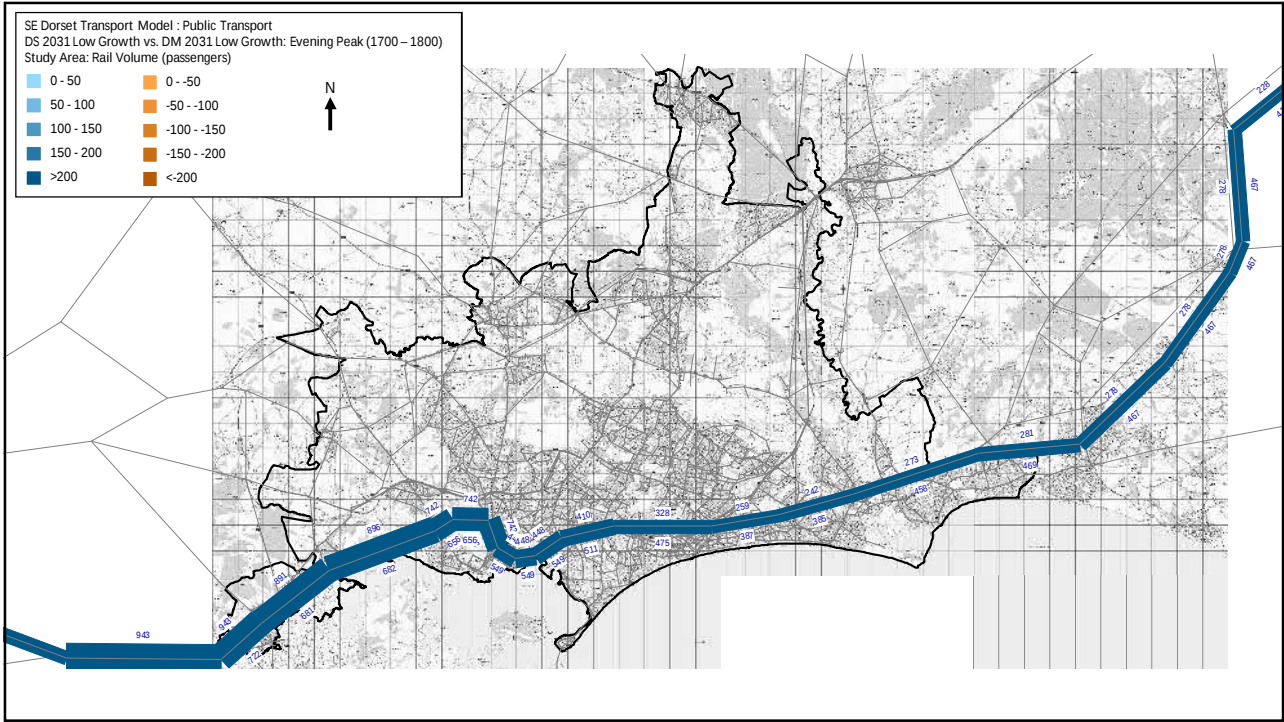
34



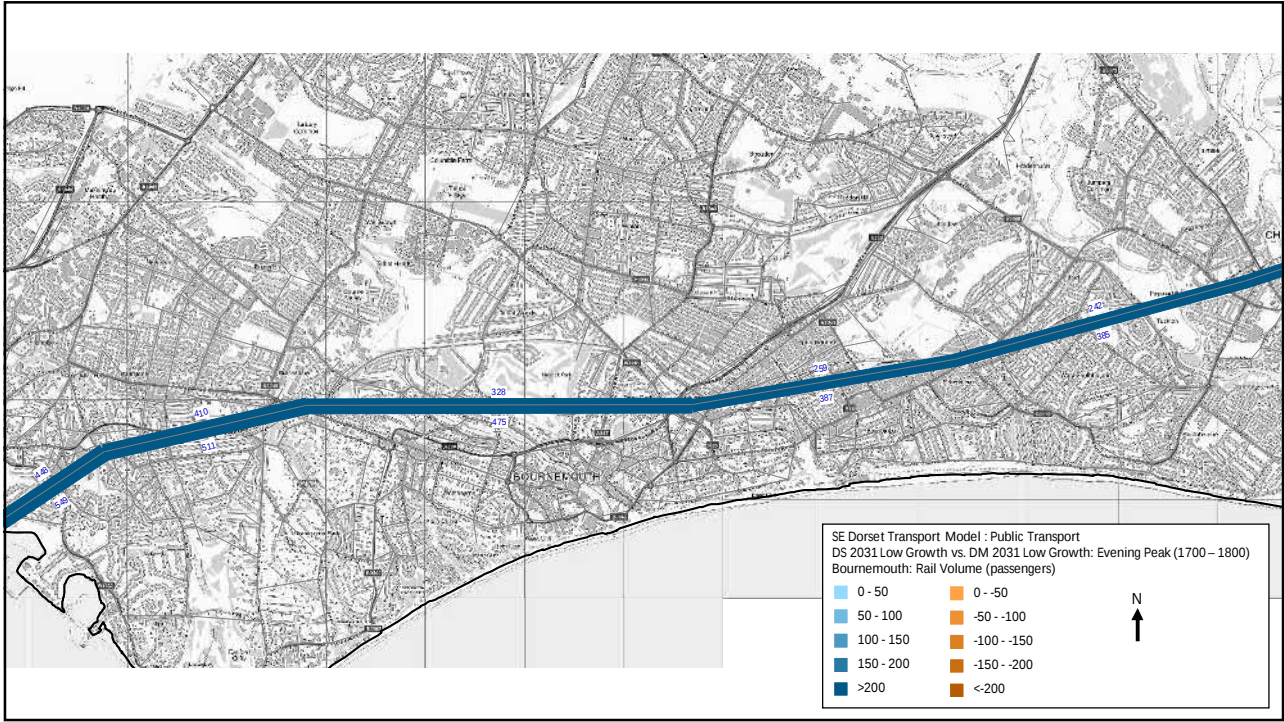
35



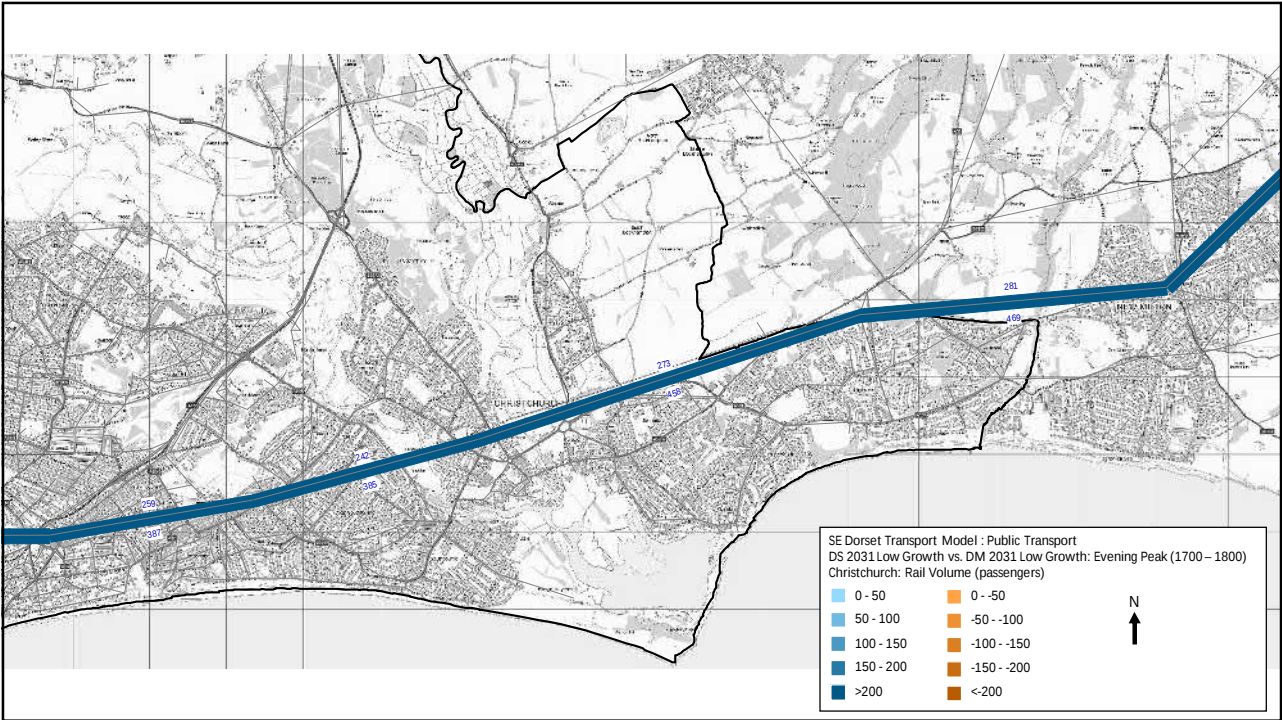
36



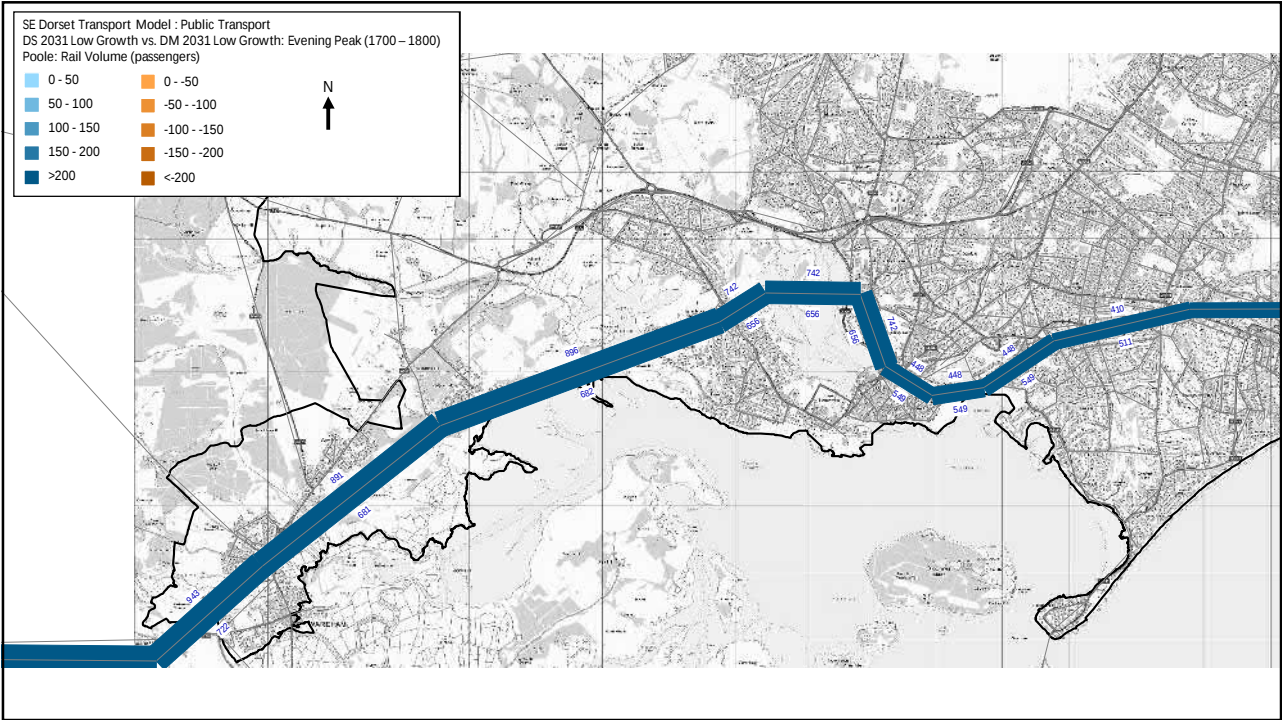
37



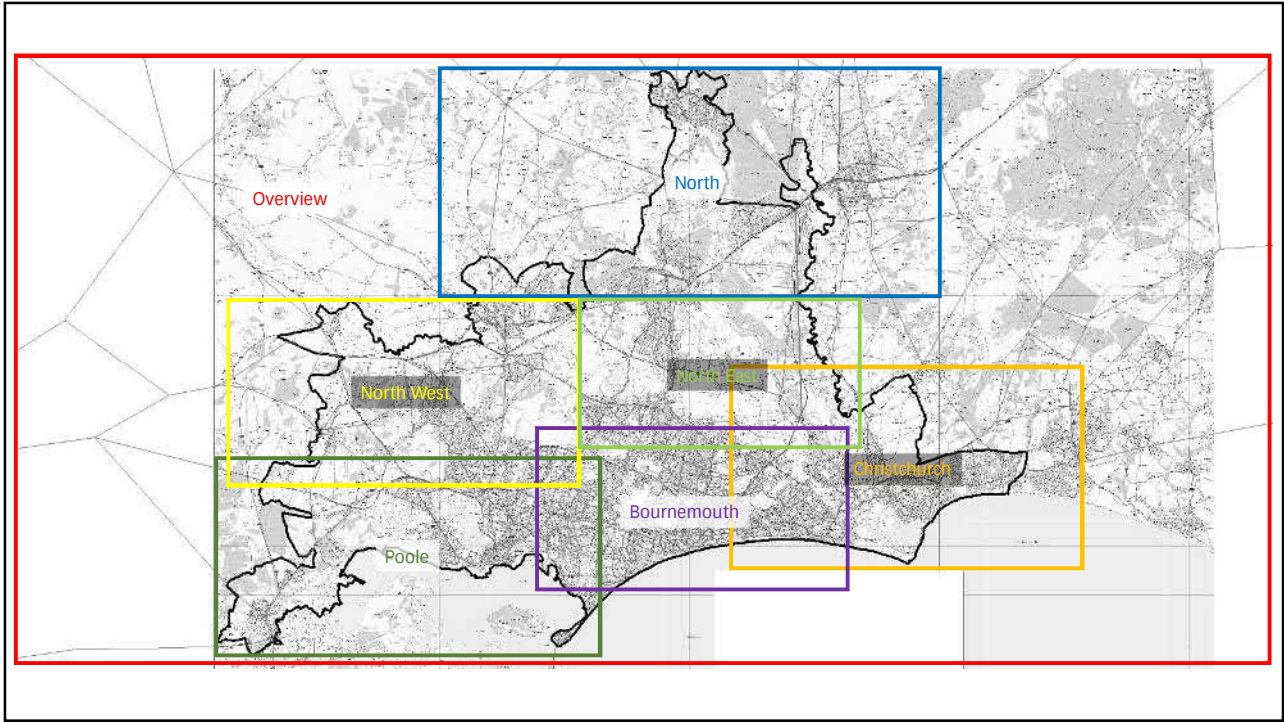
38



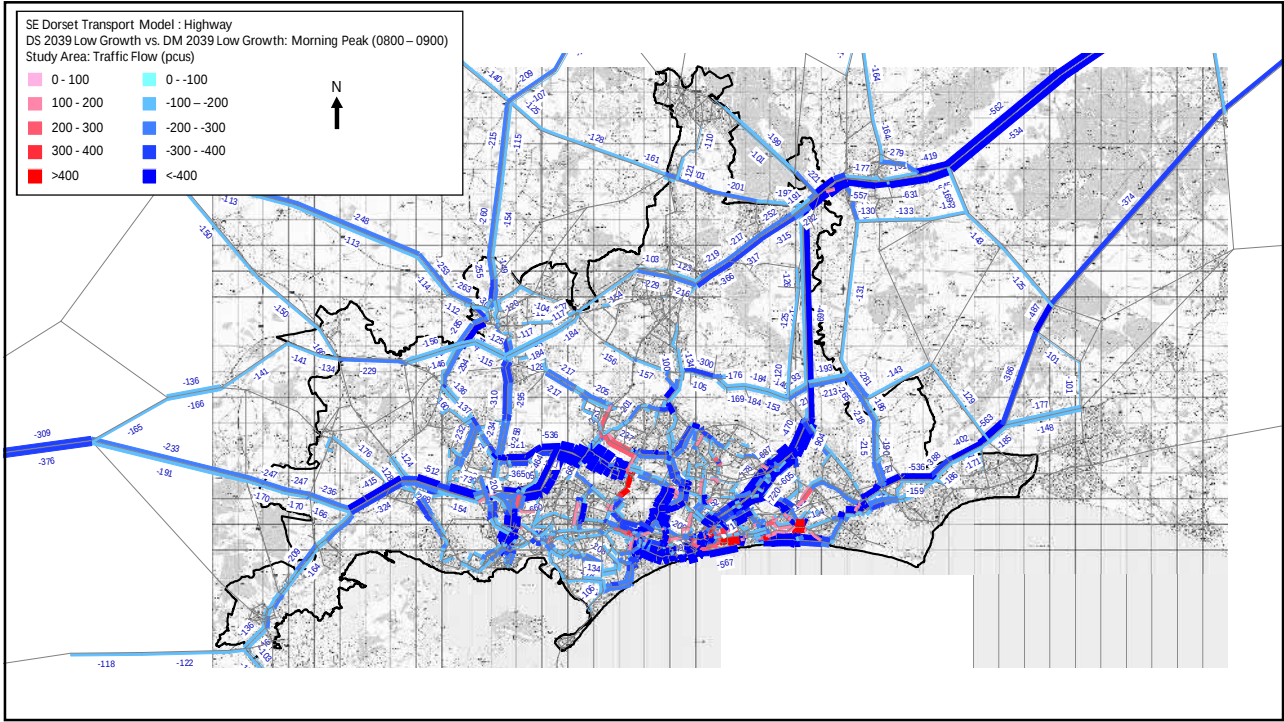
39



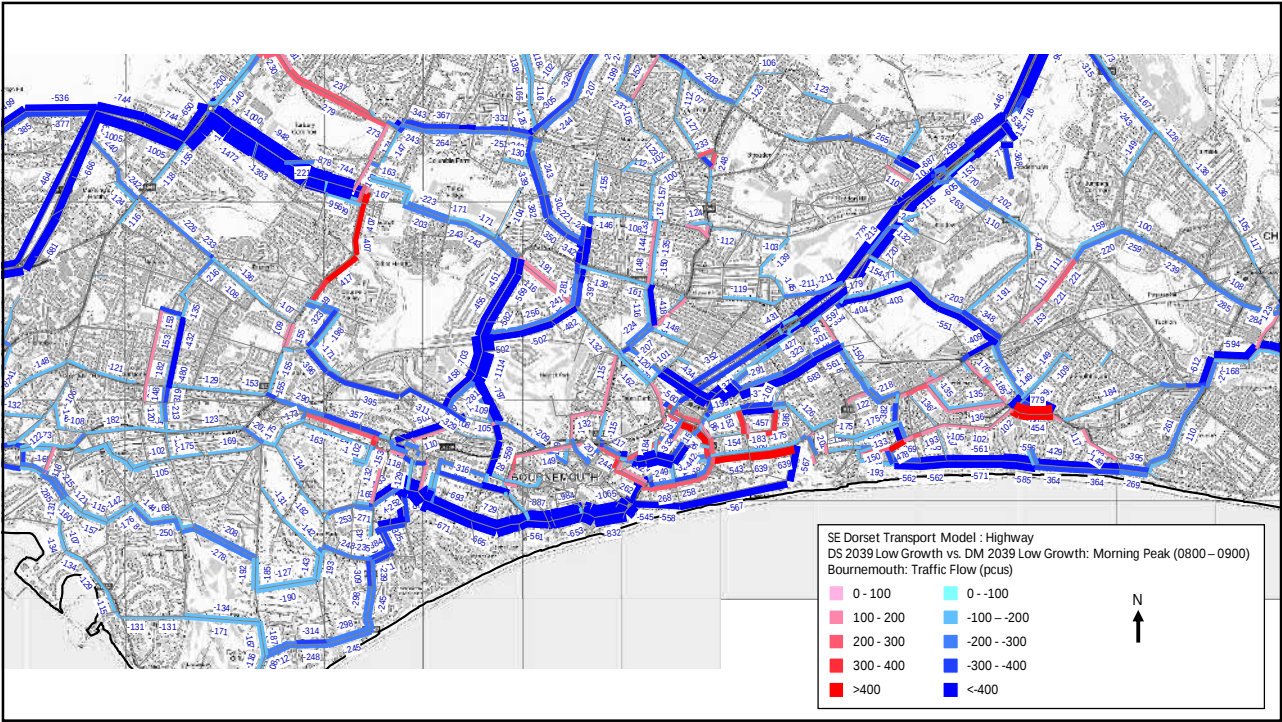
40



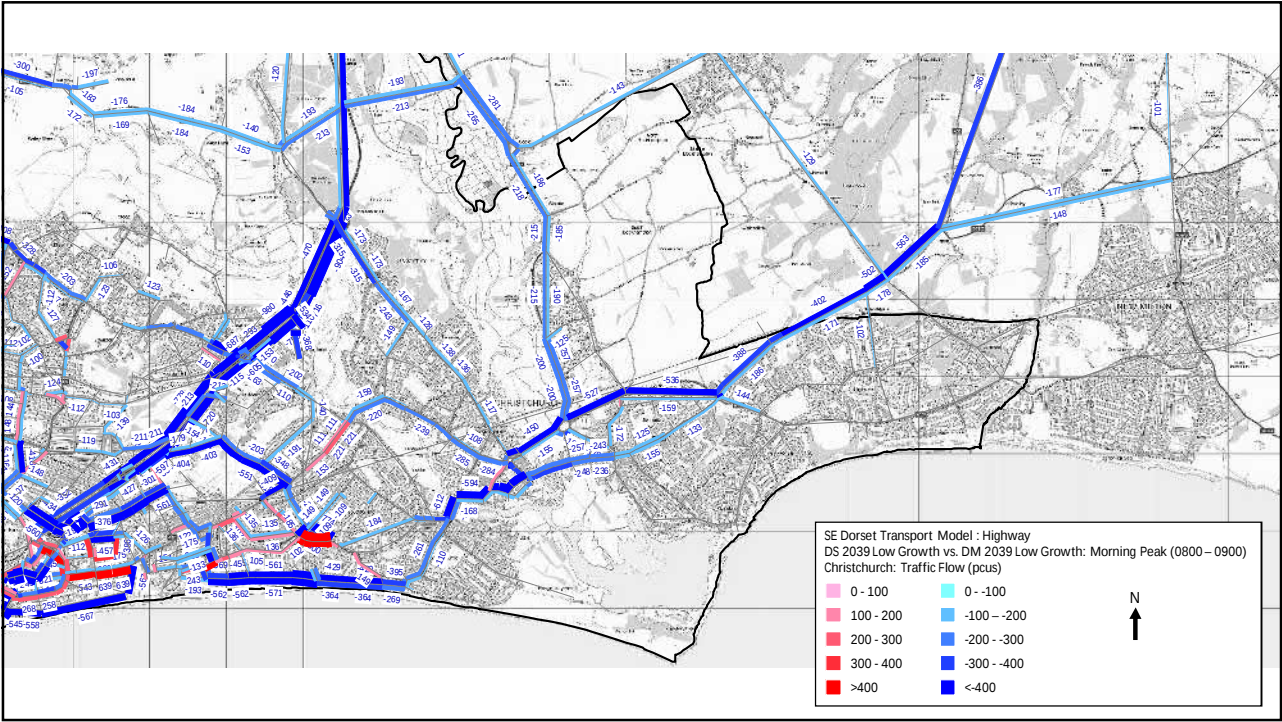
1



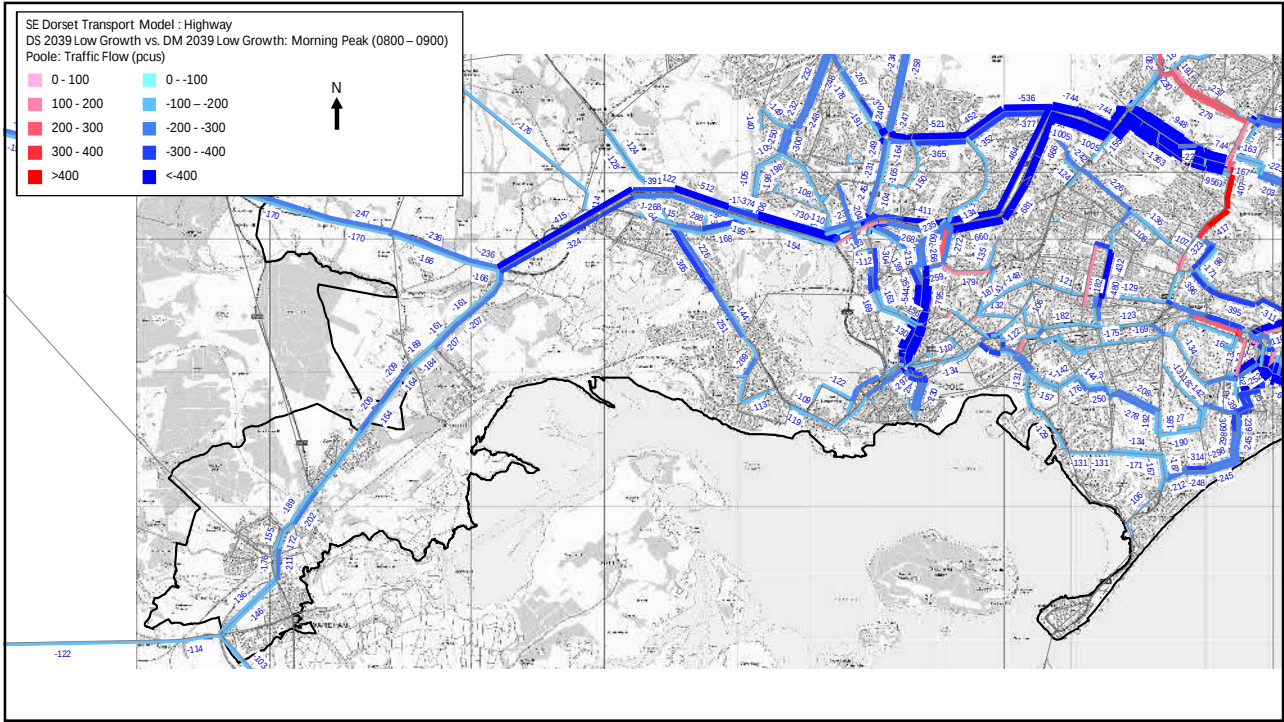
2



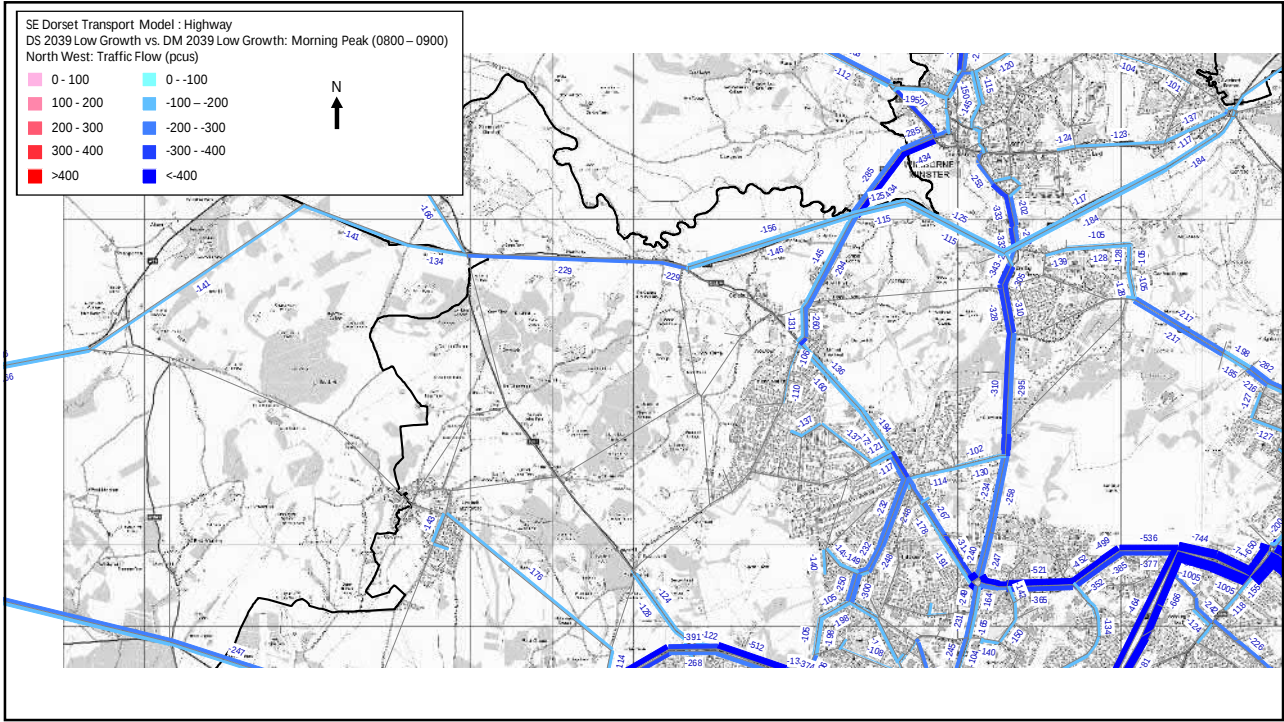
3



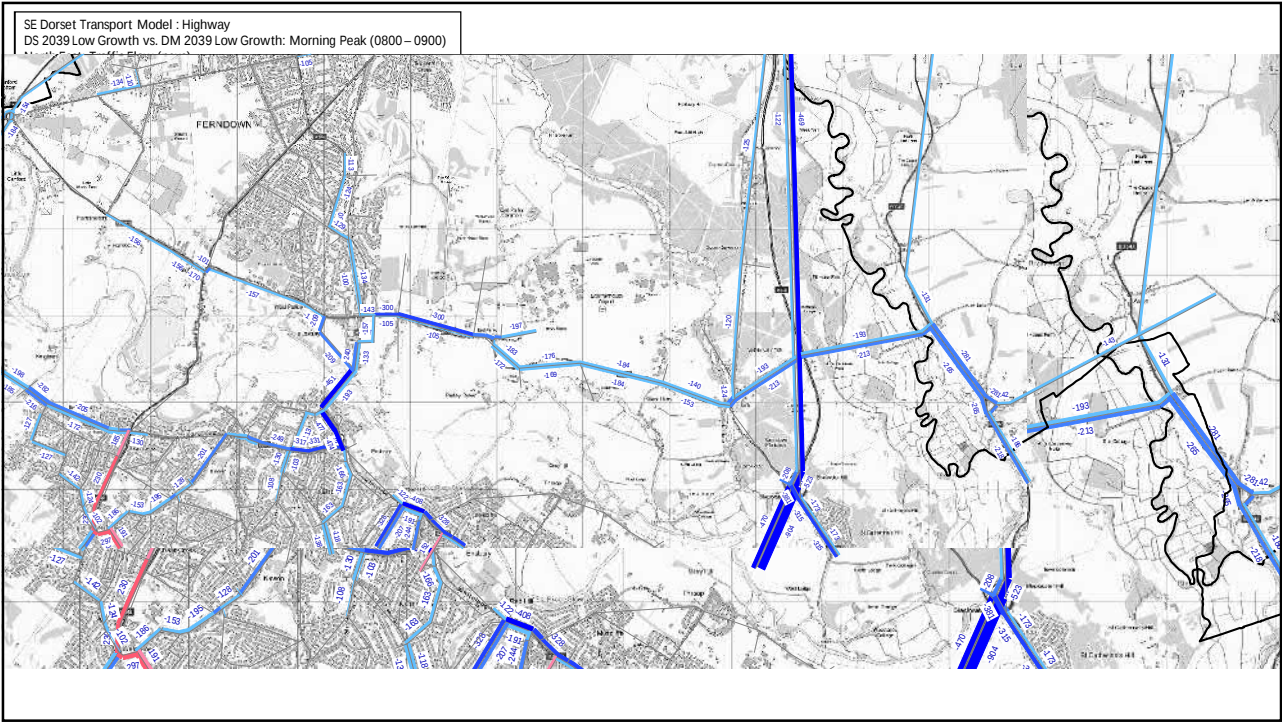
4



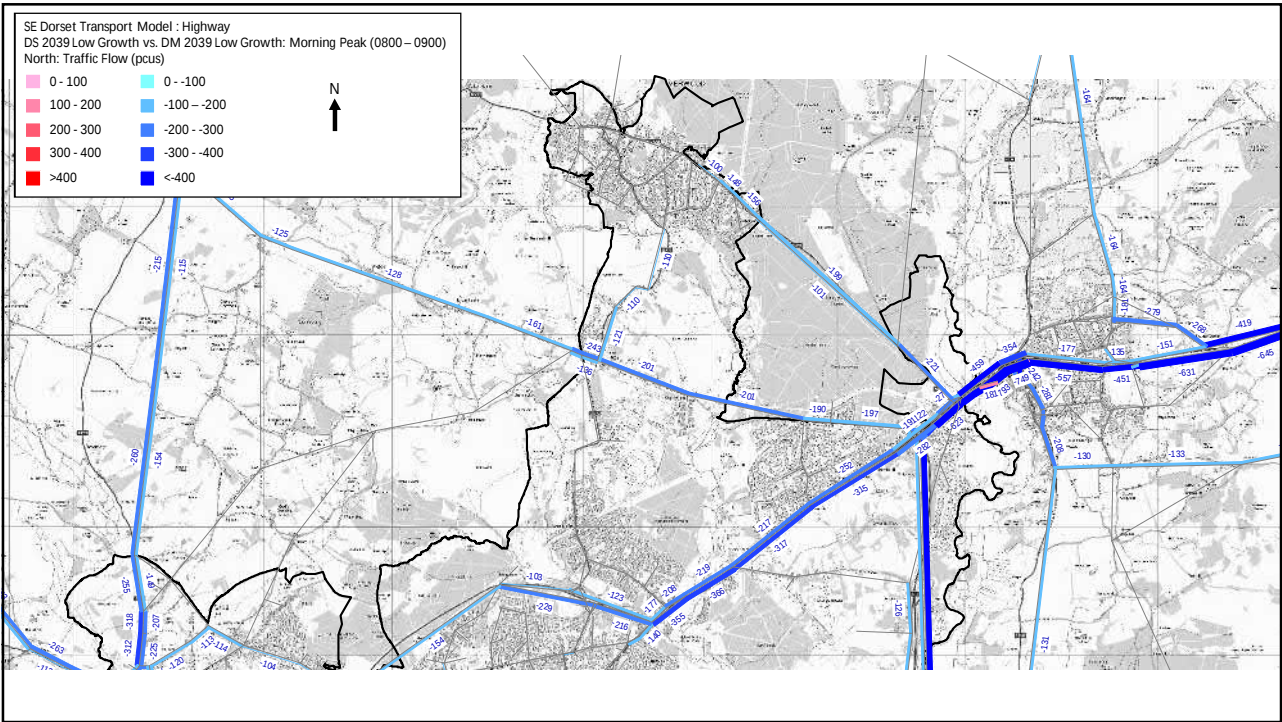
5



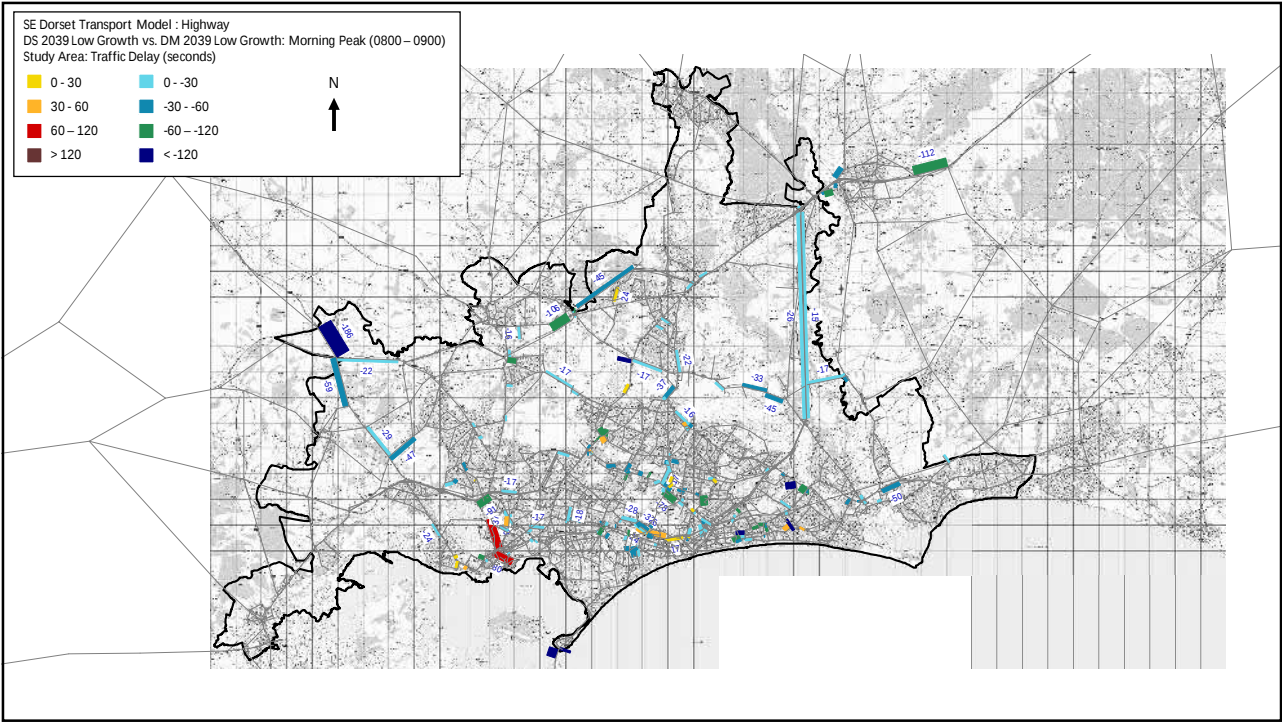
6



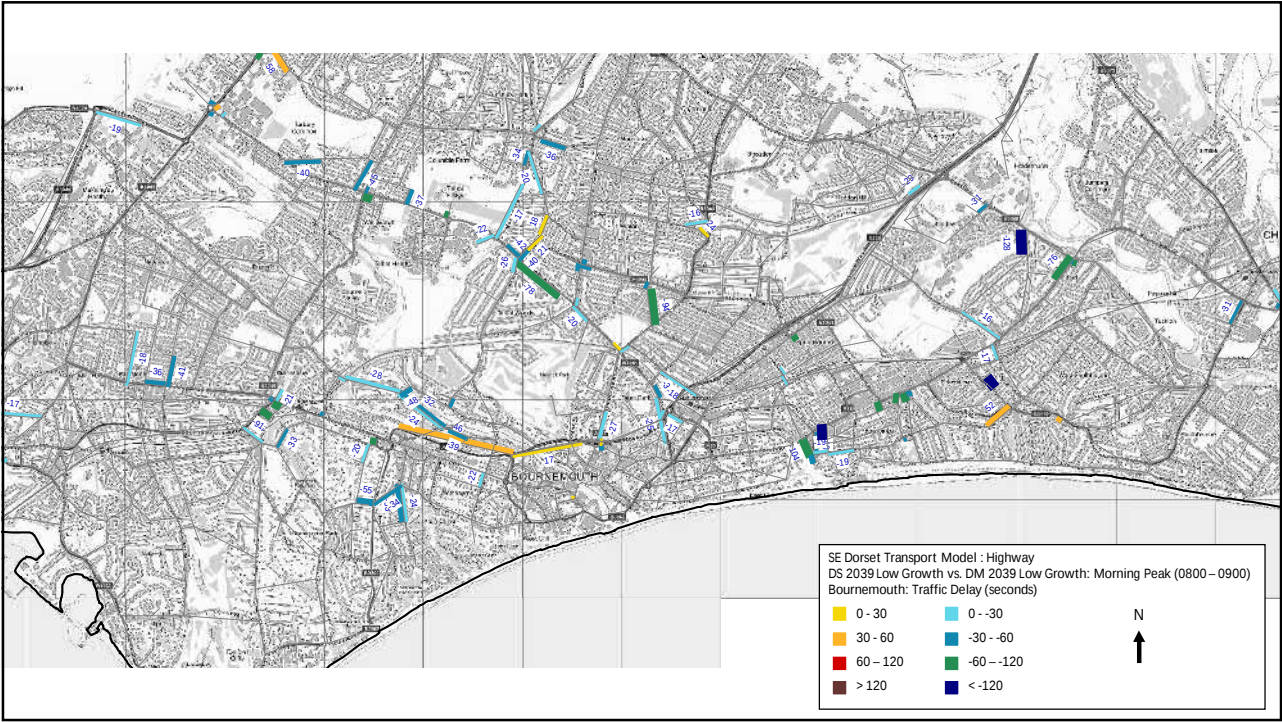
7



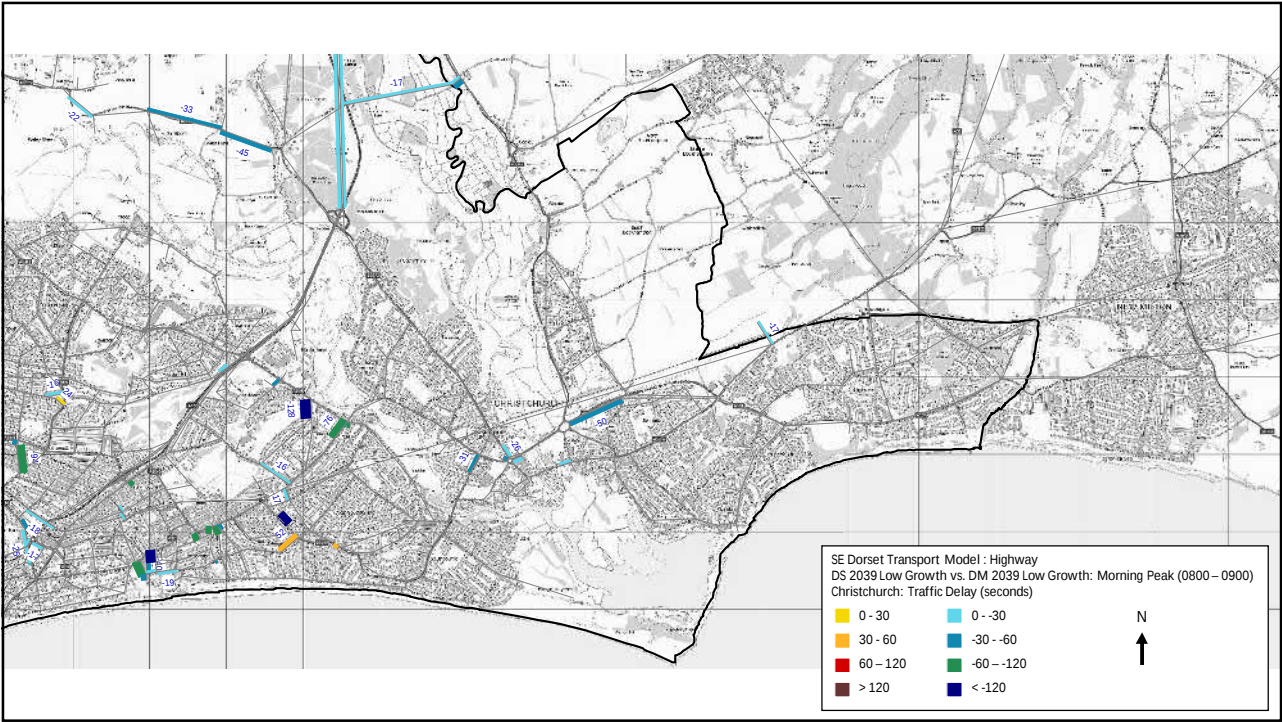
8



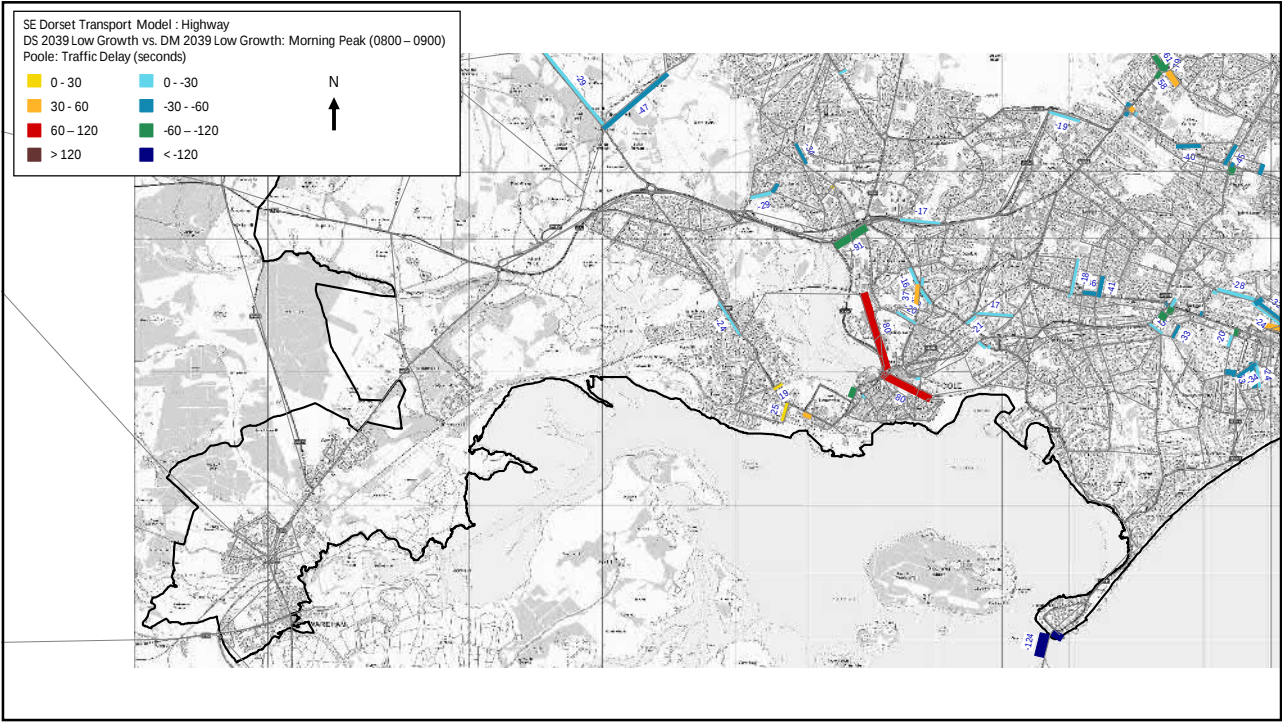
9



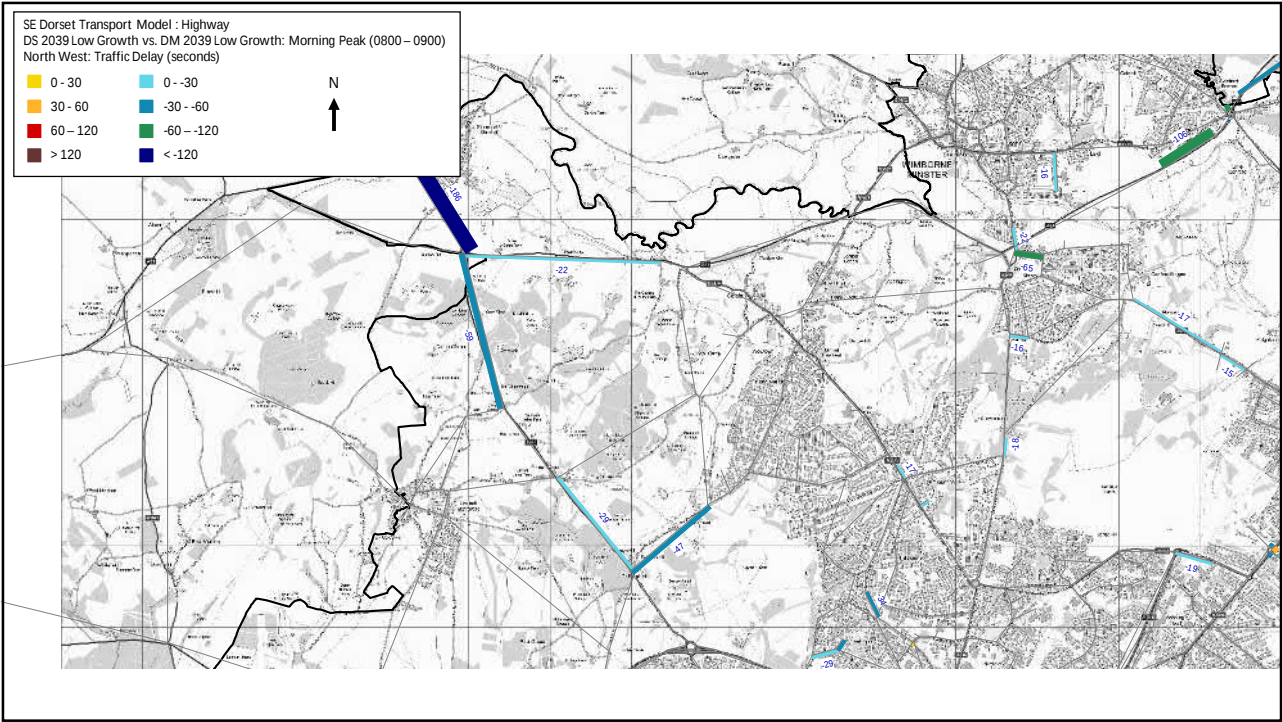
10



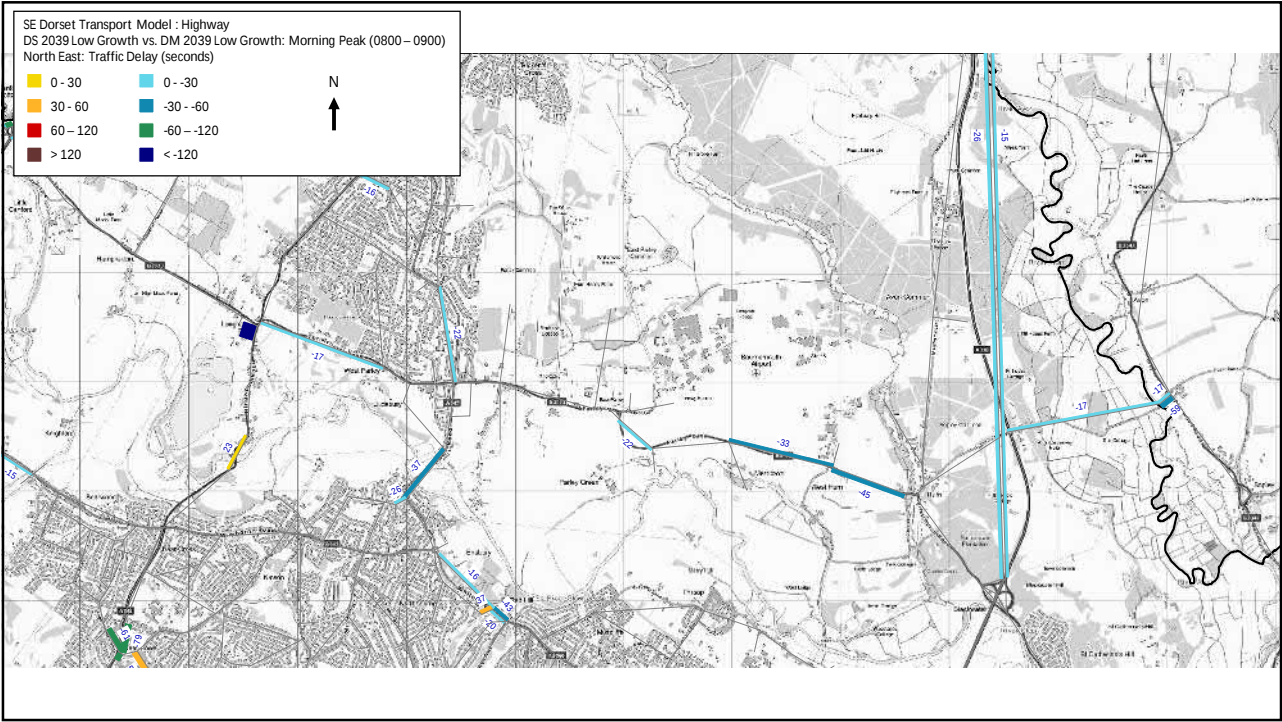
11



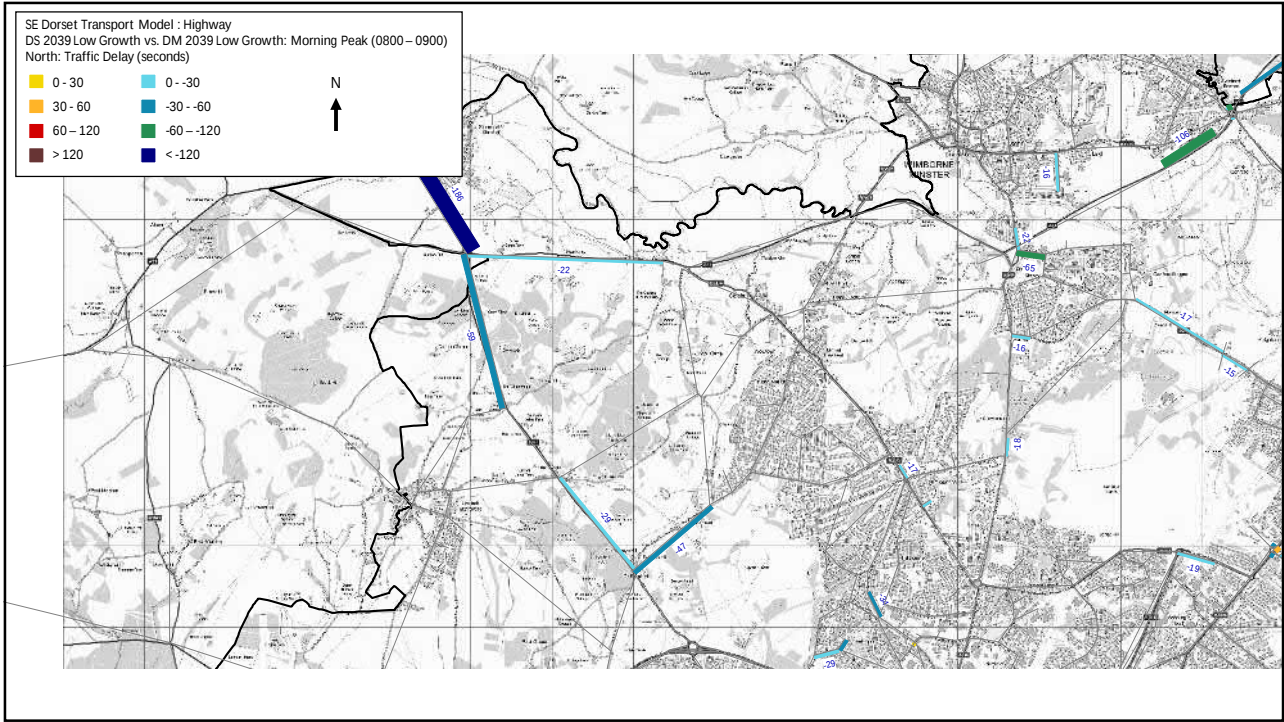
12



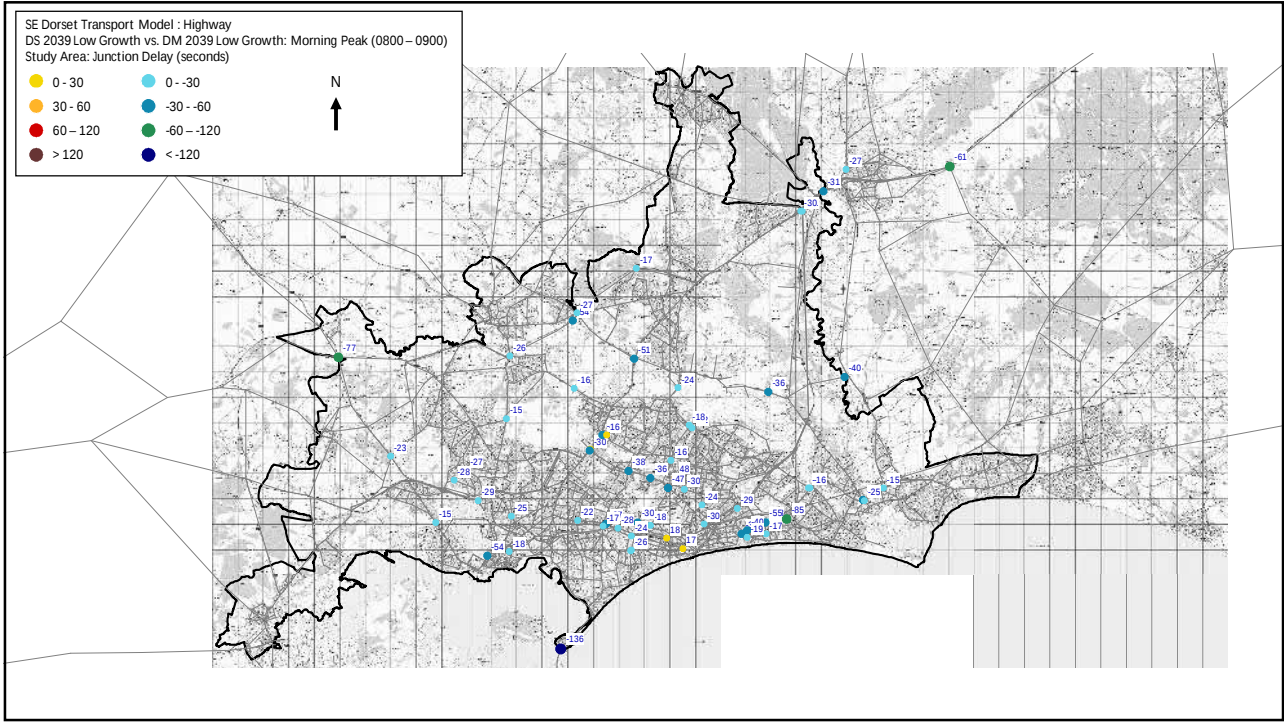
13



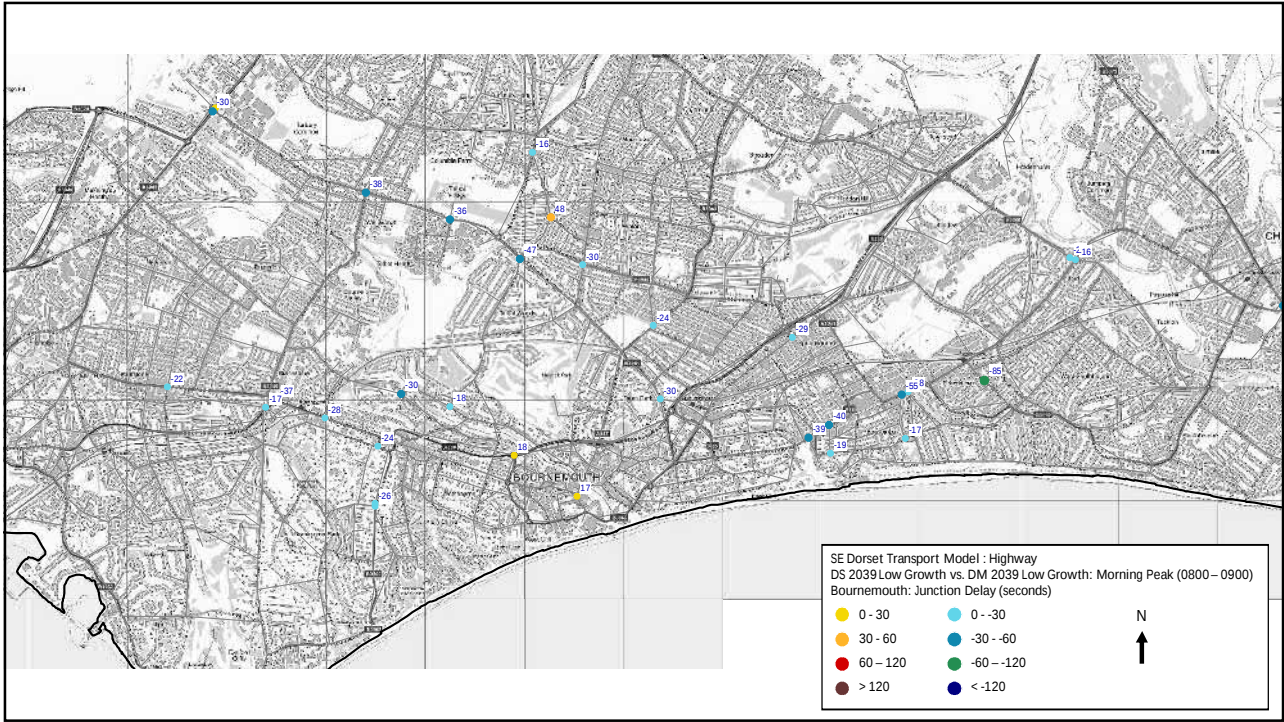
14



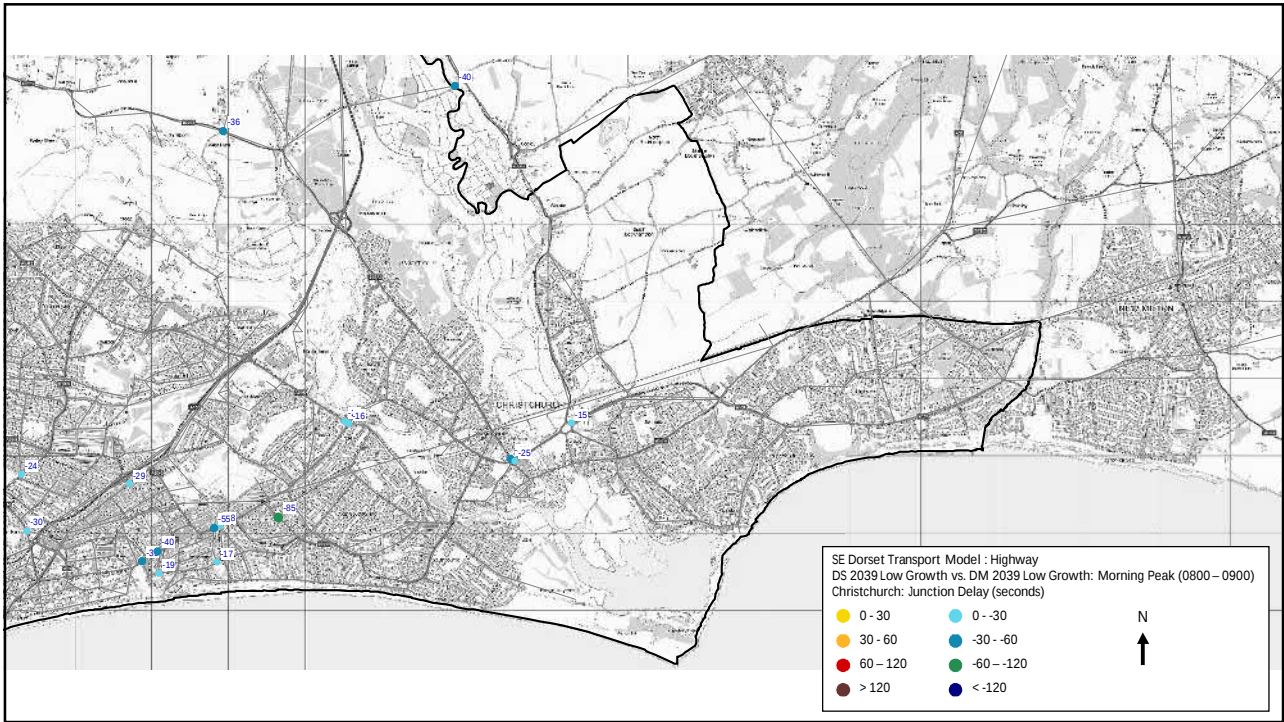
15



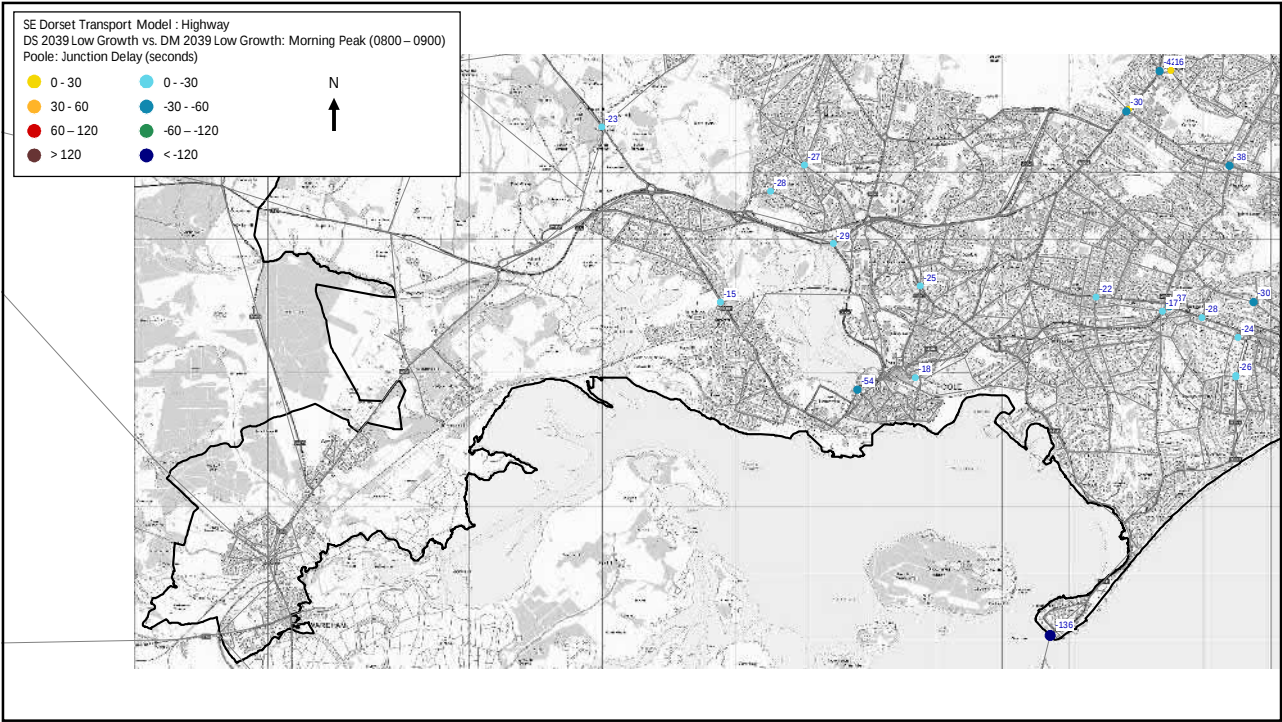
16



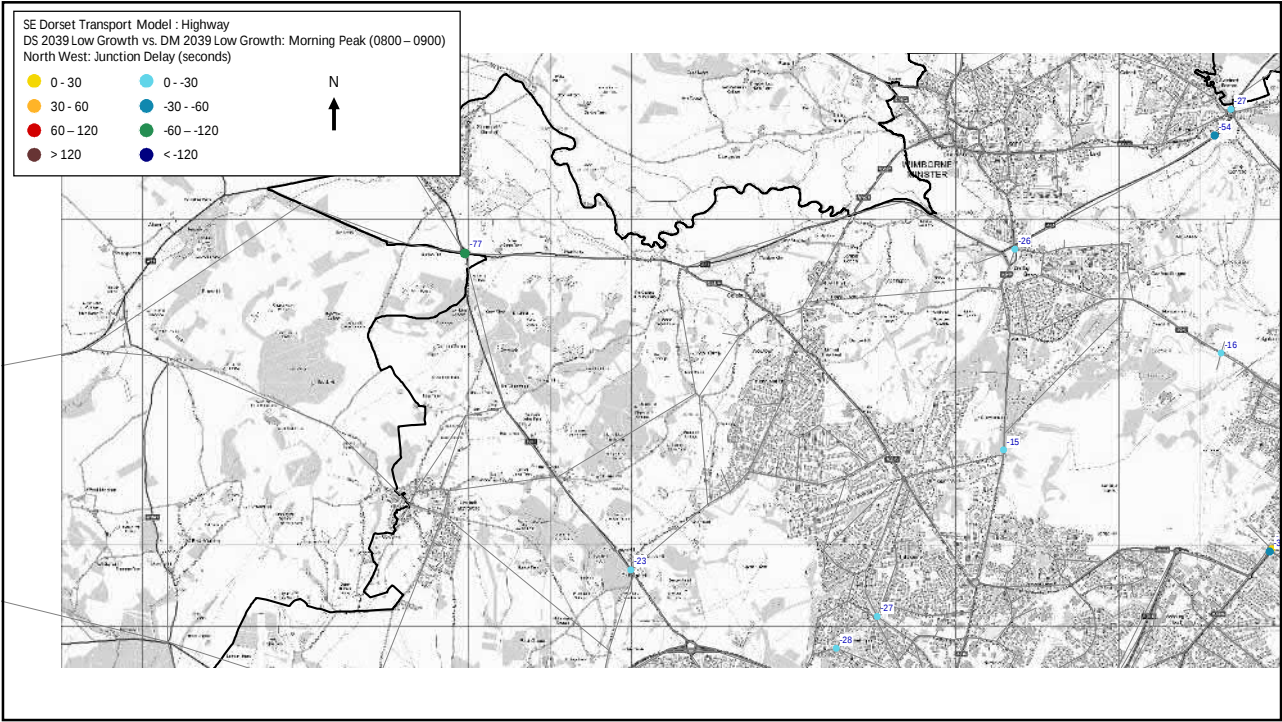
17



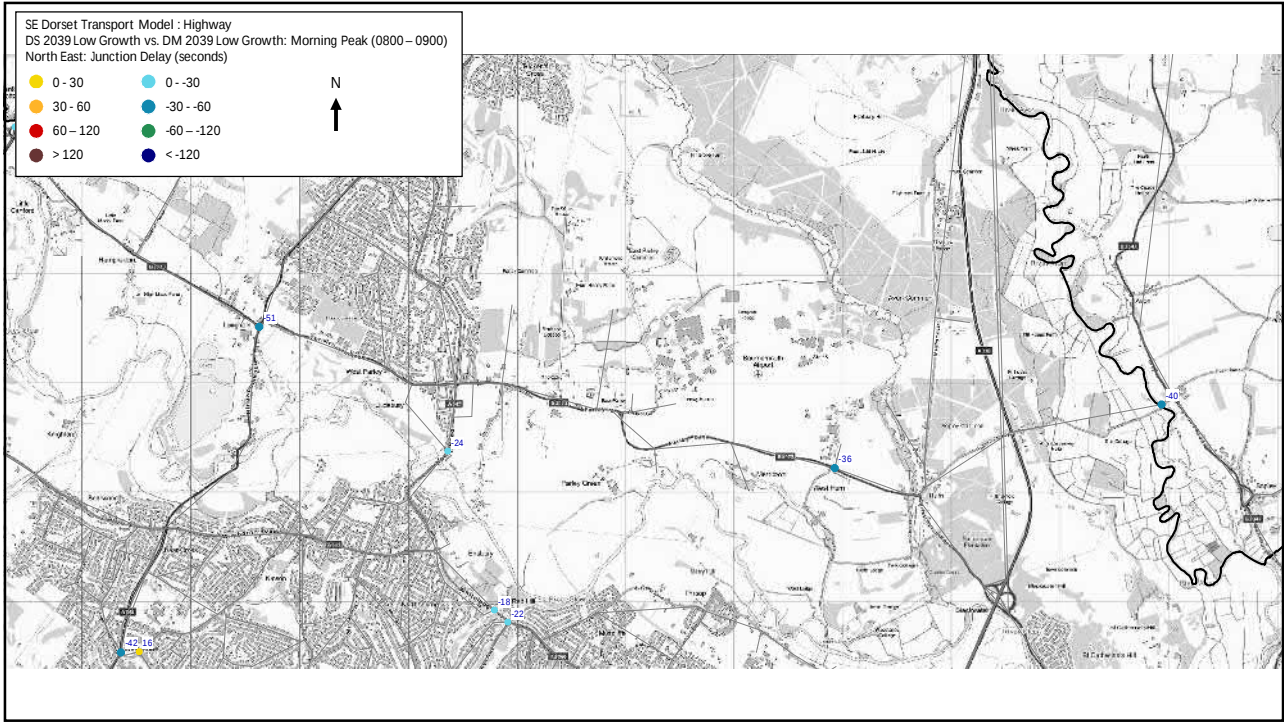
18



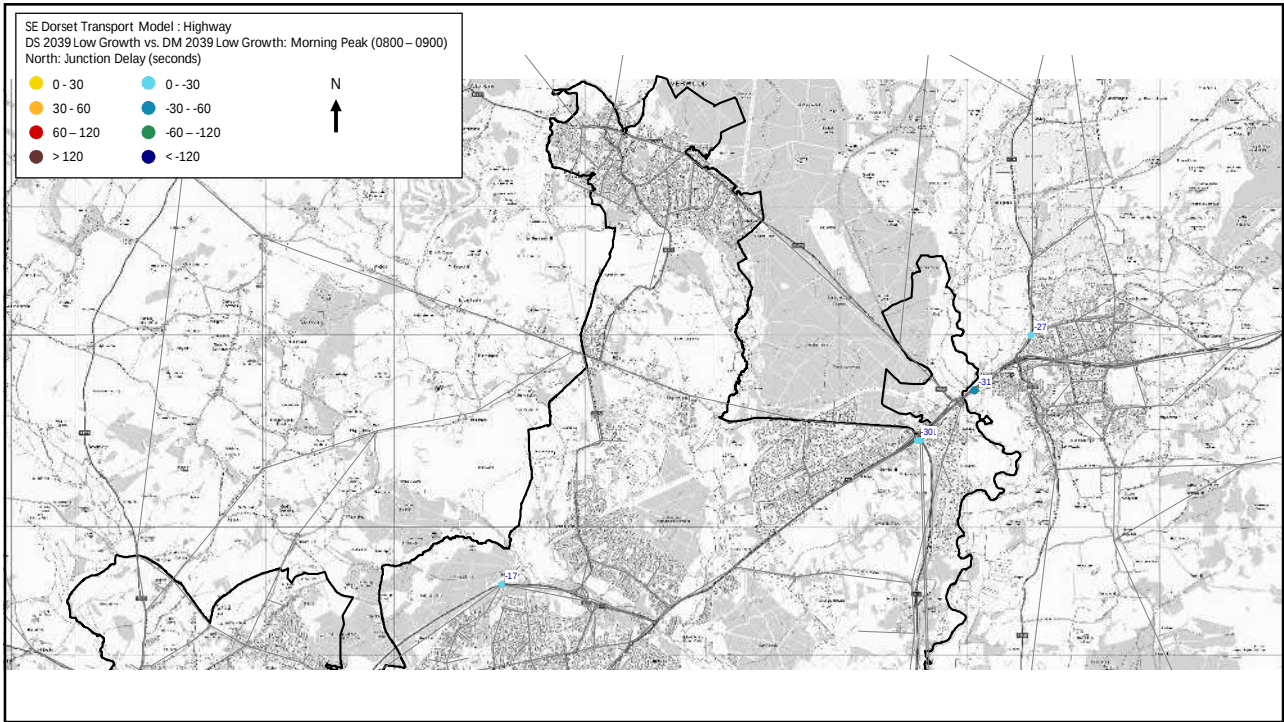
19



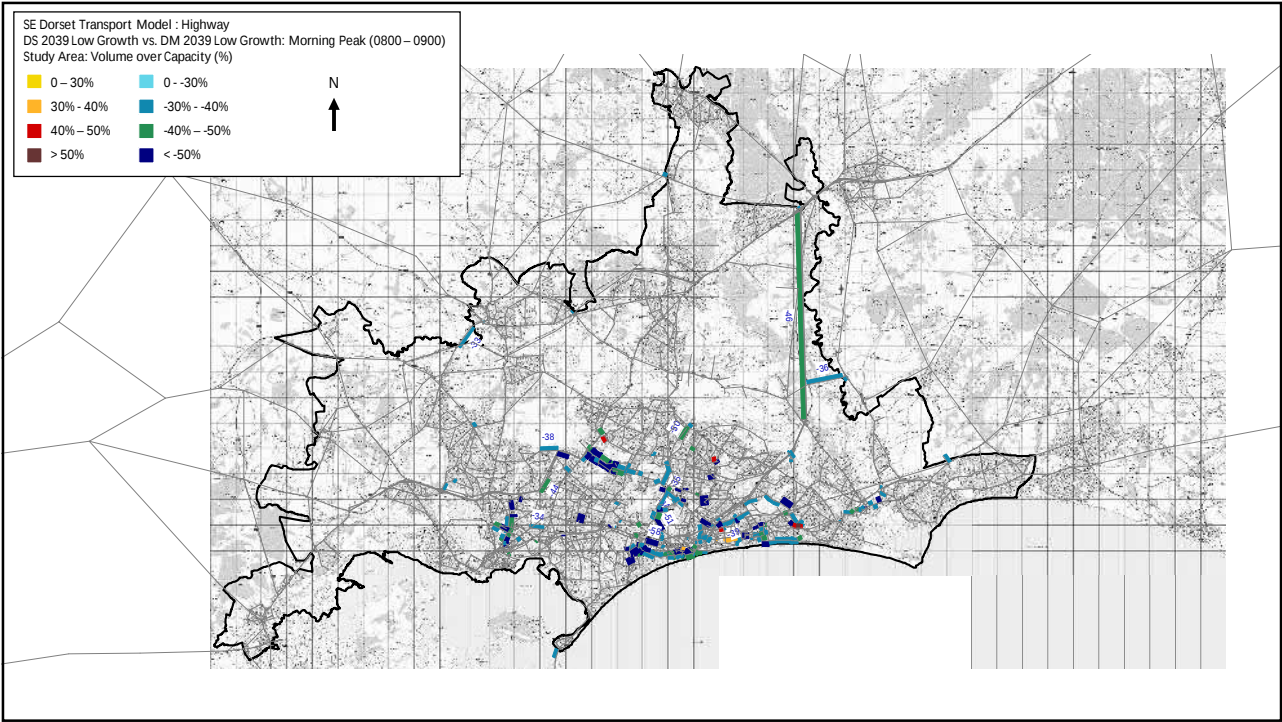
20



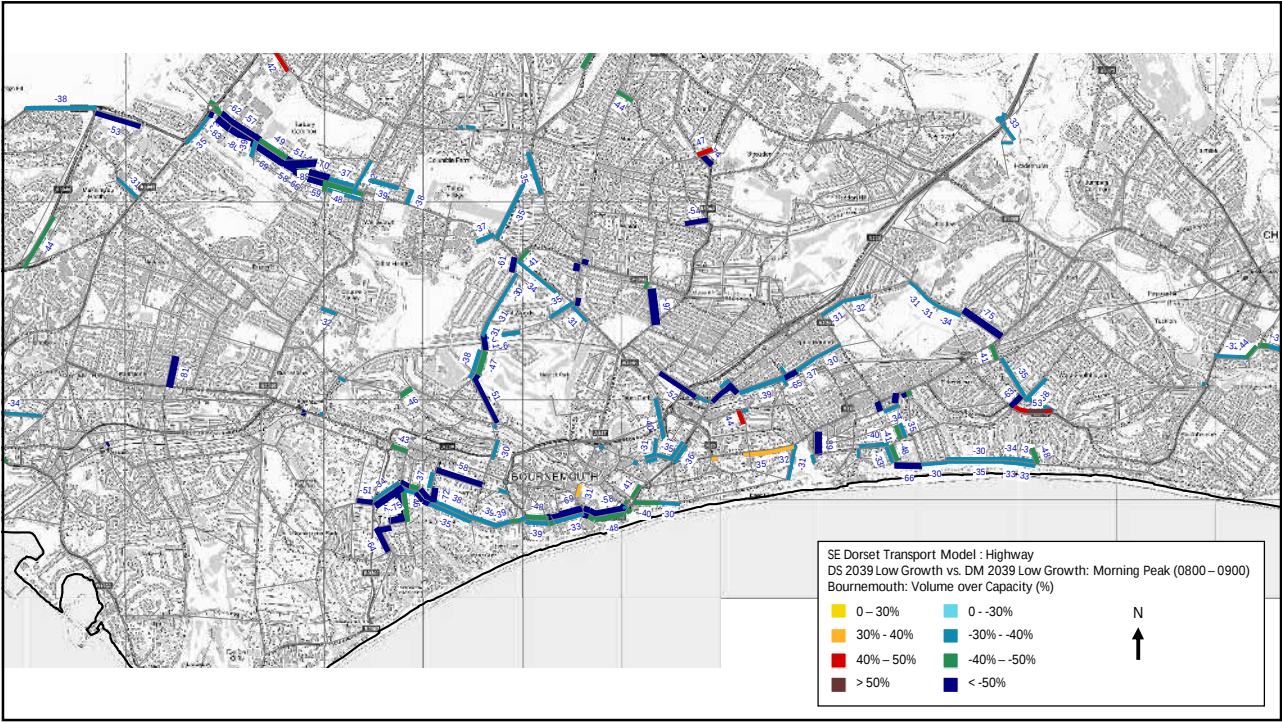
21



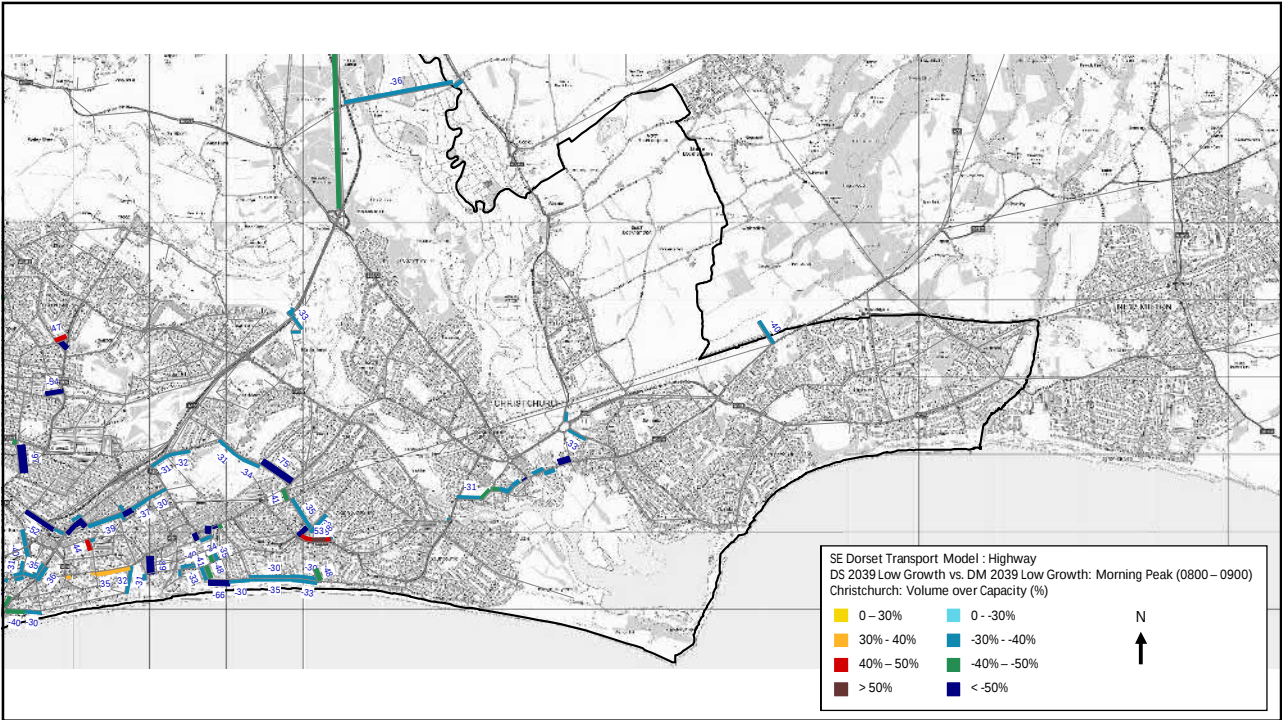
22



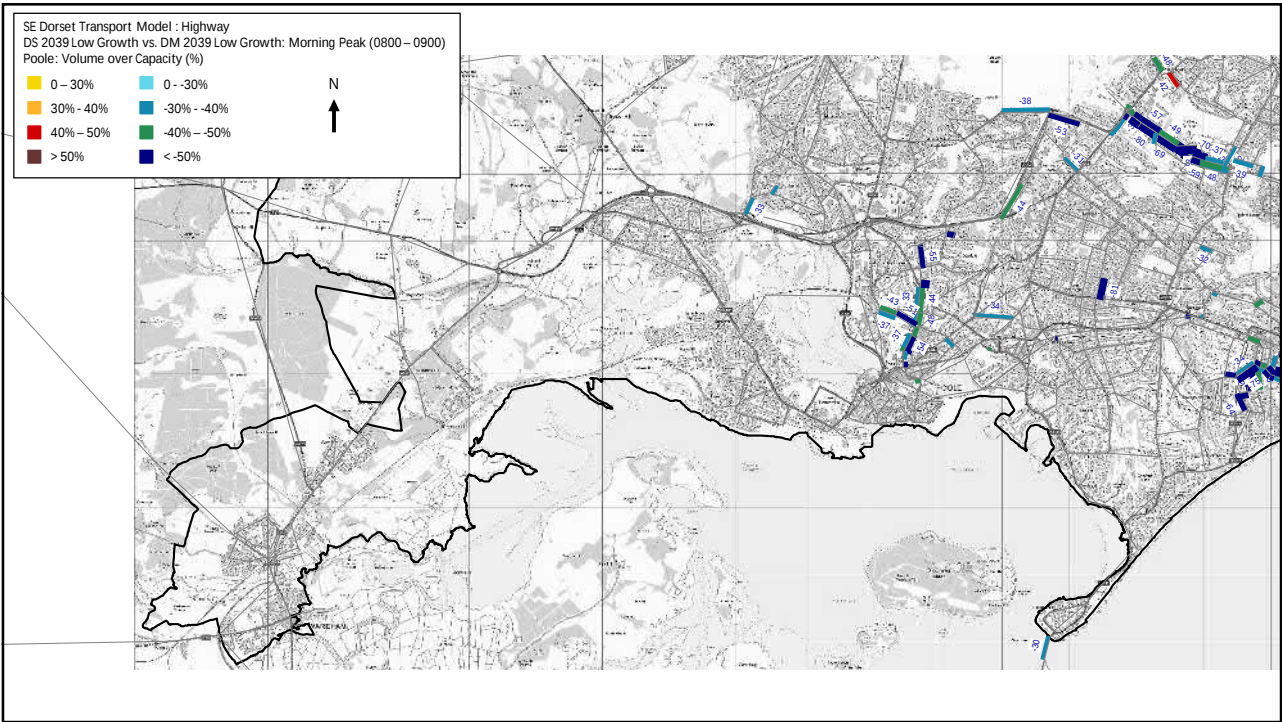
23



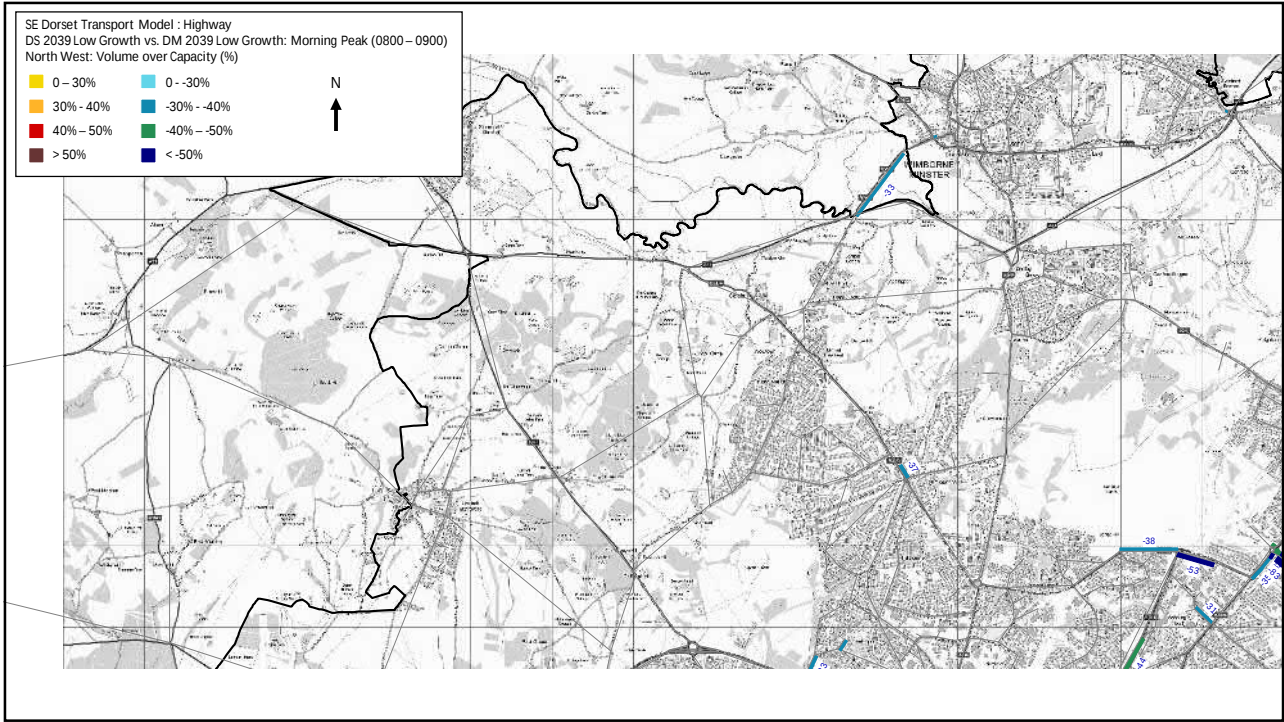
24



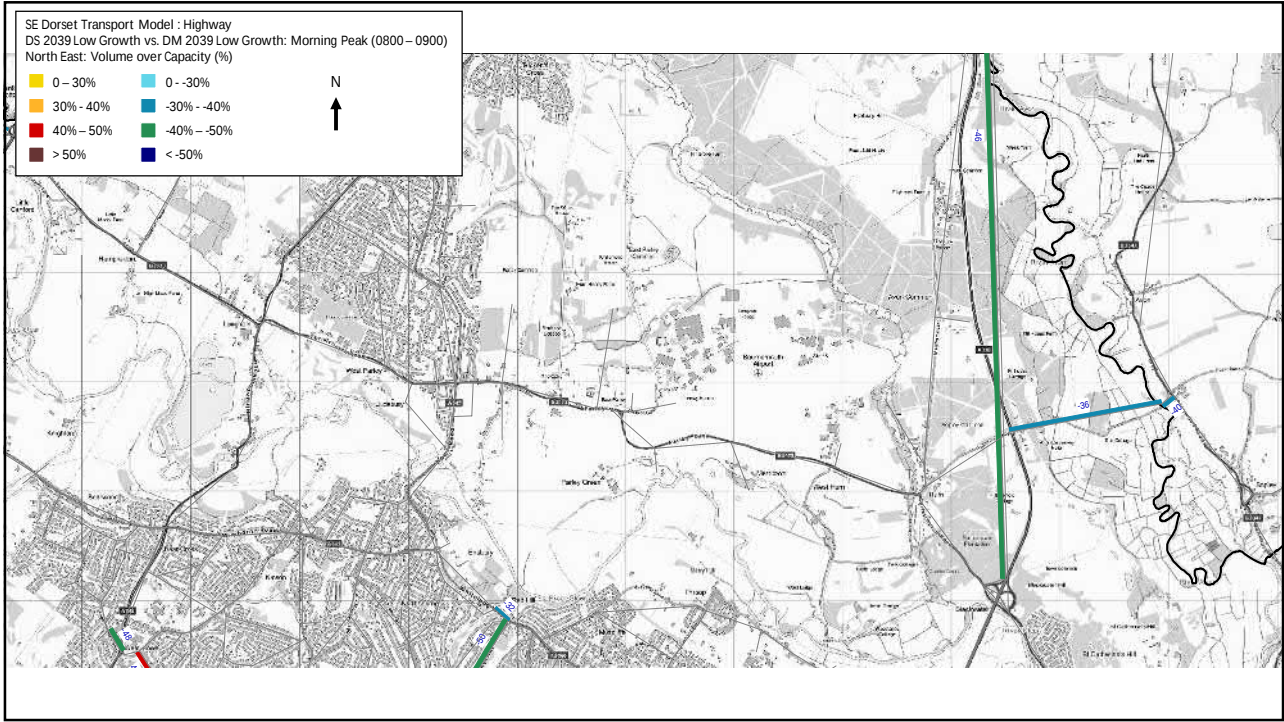
25



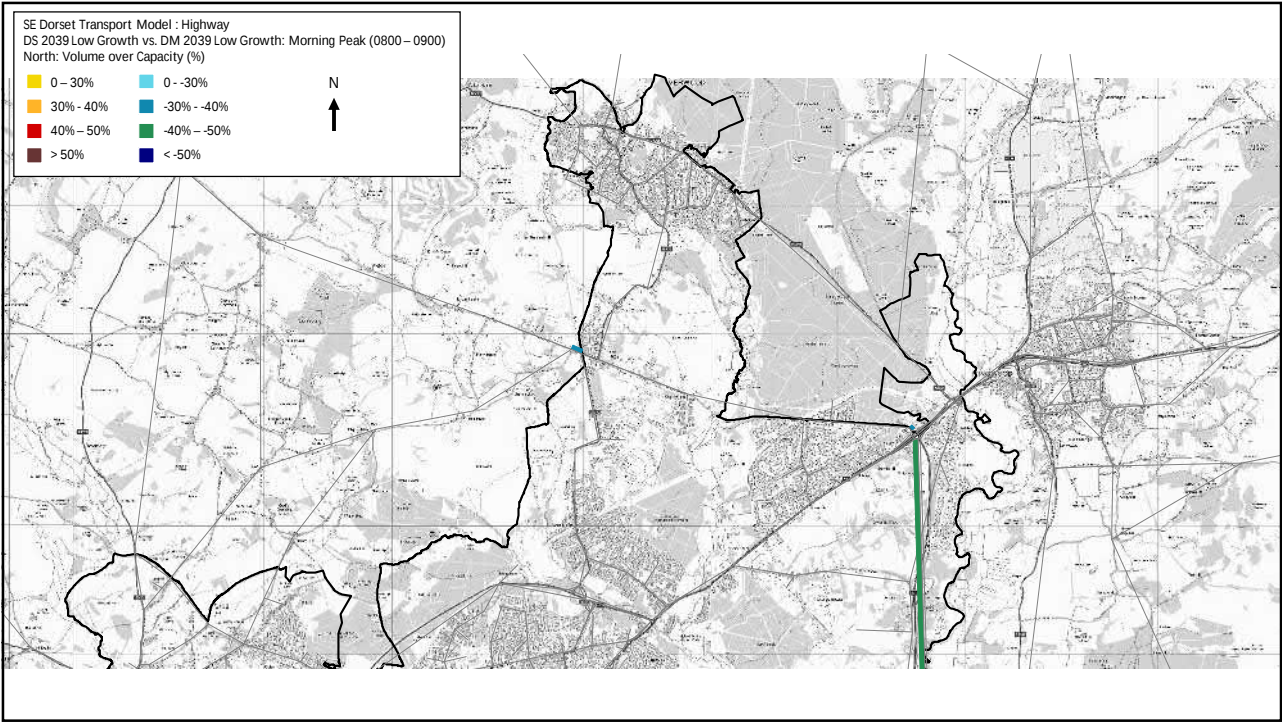
26



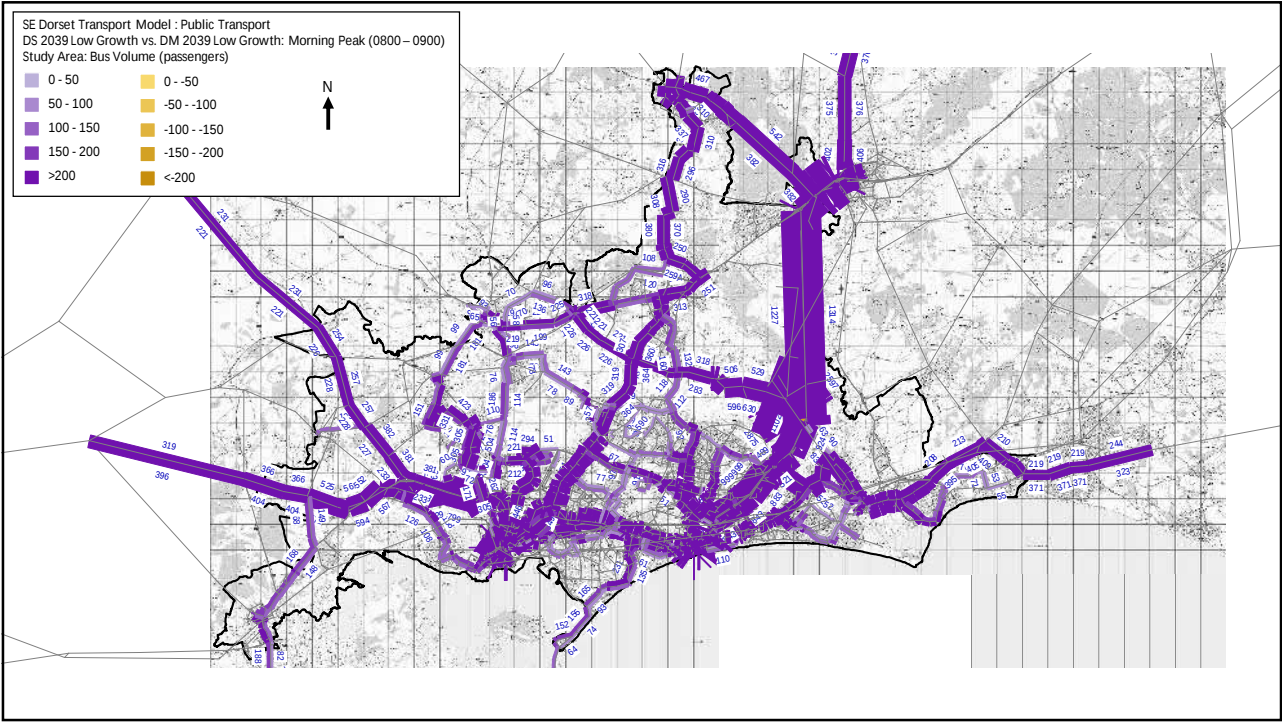
27



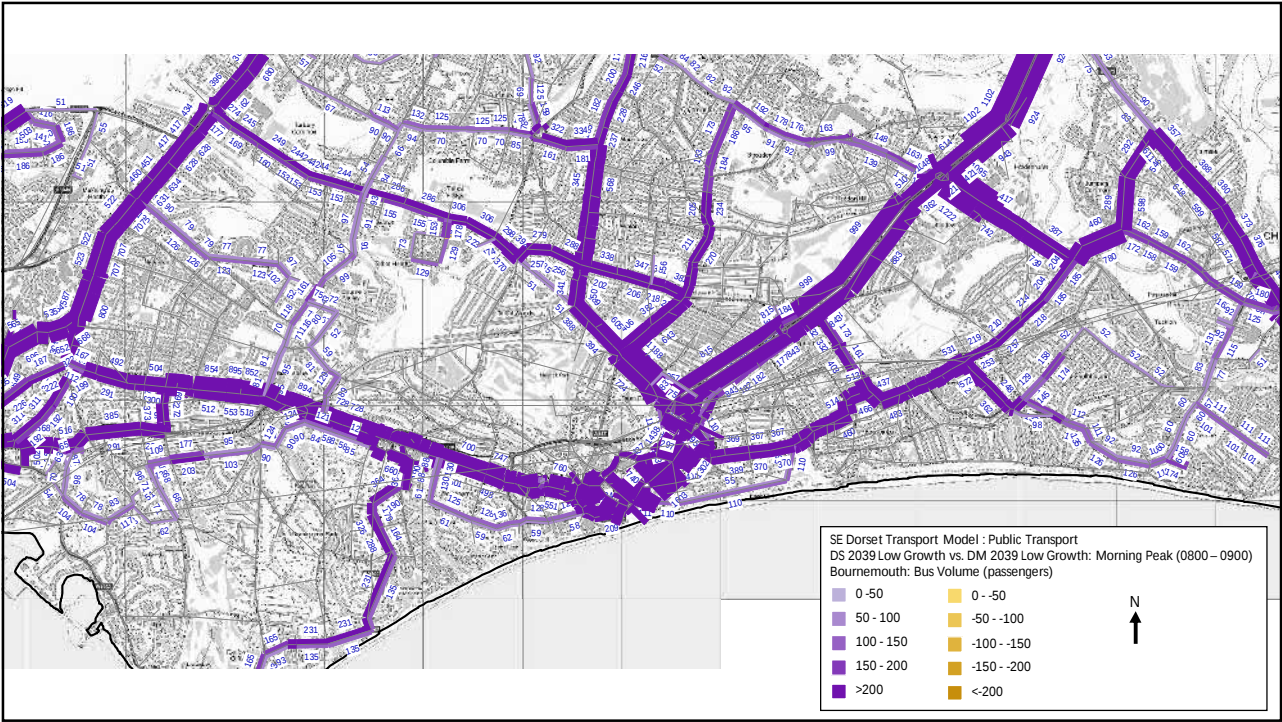
28



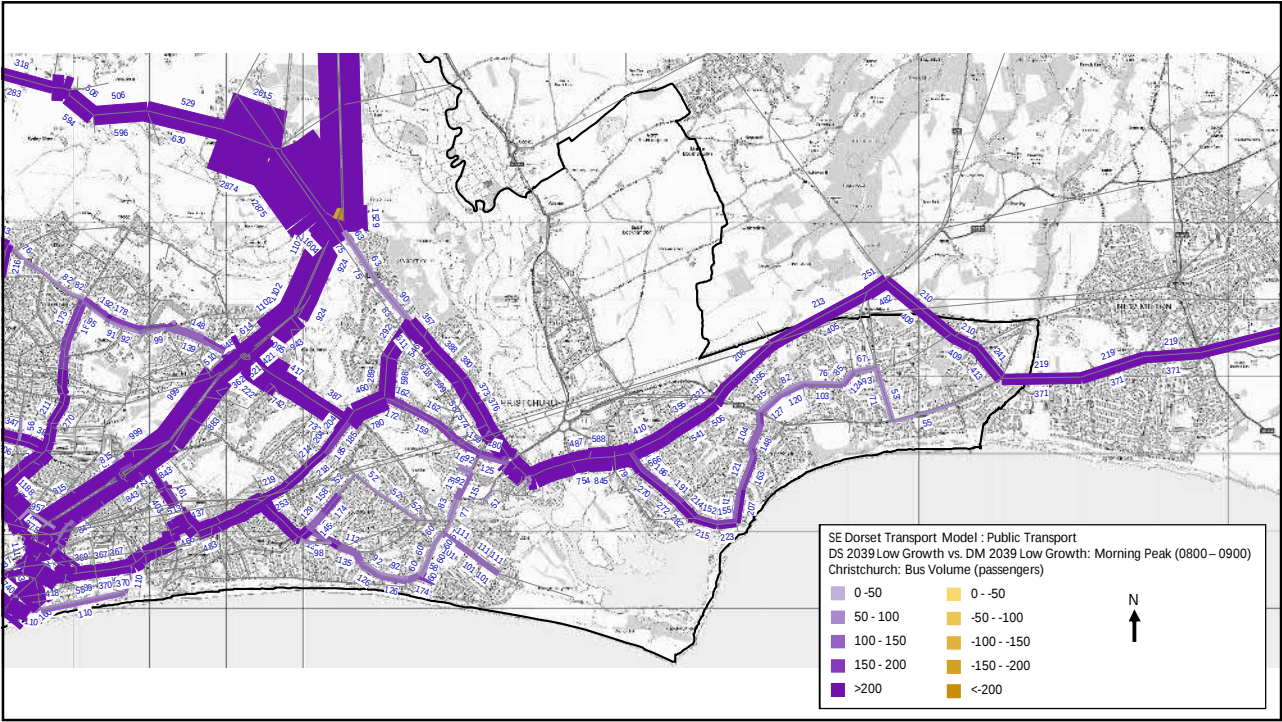
29



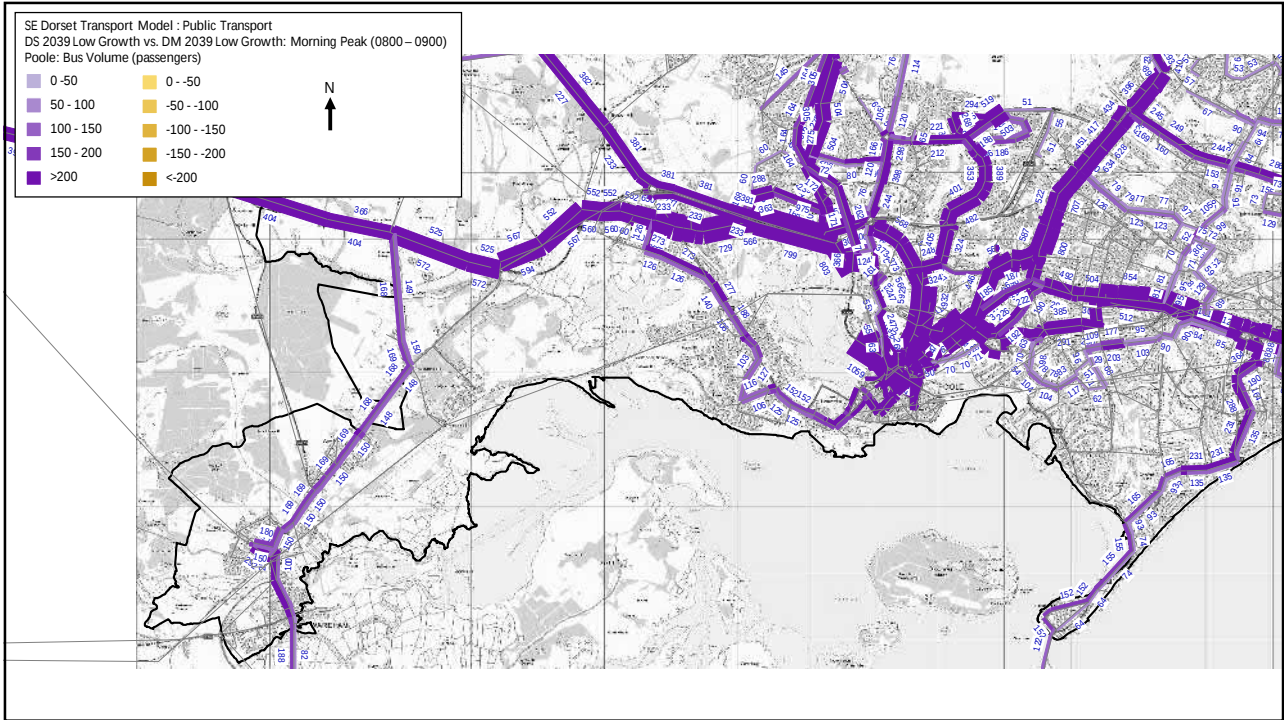
30



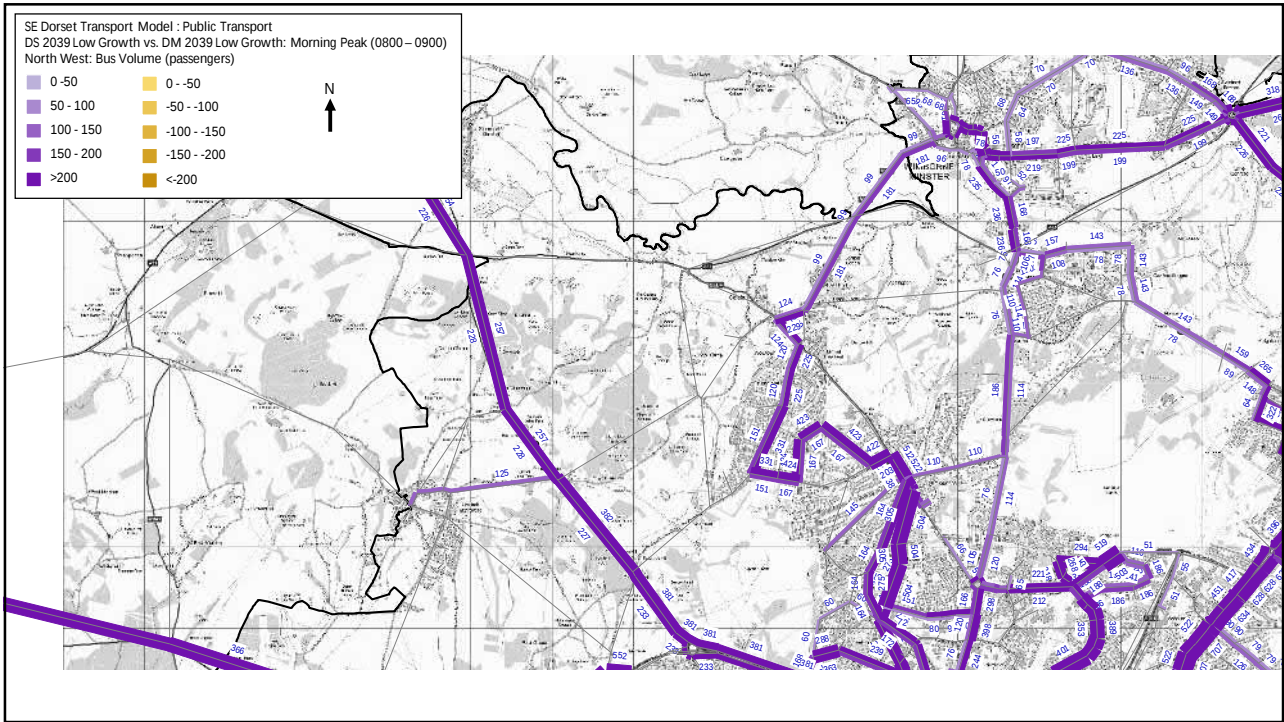
31



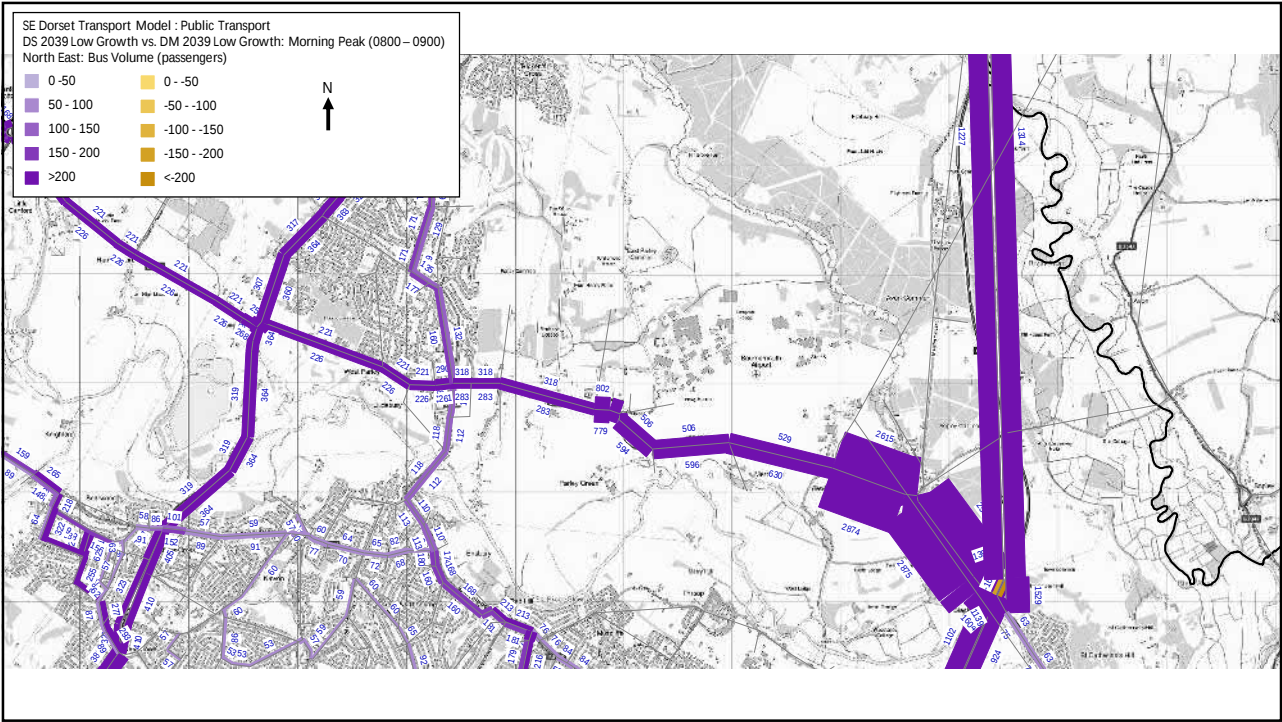
32



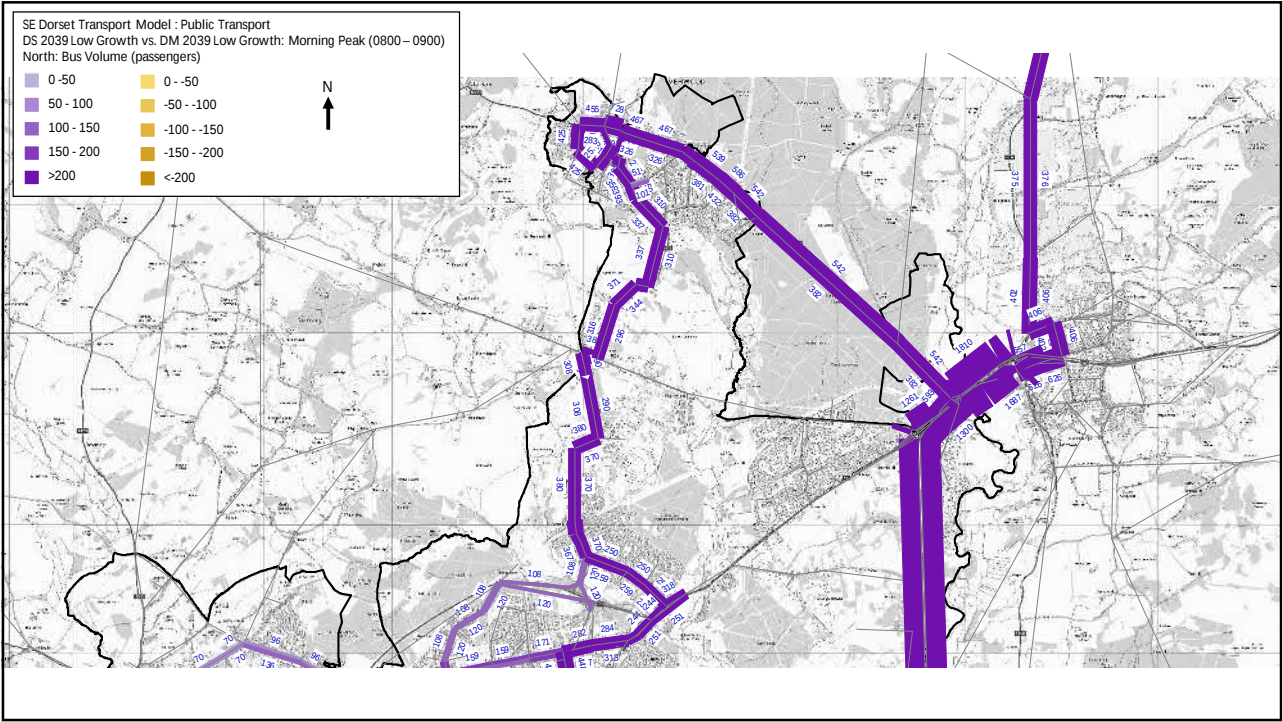
33



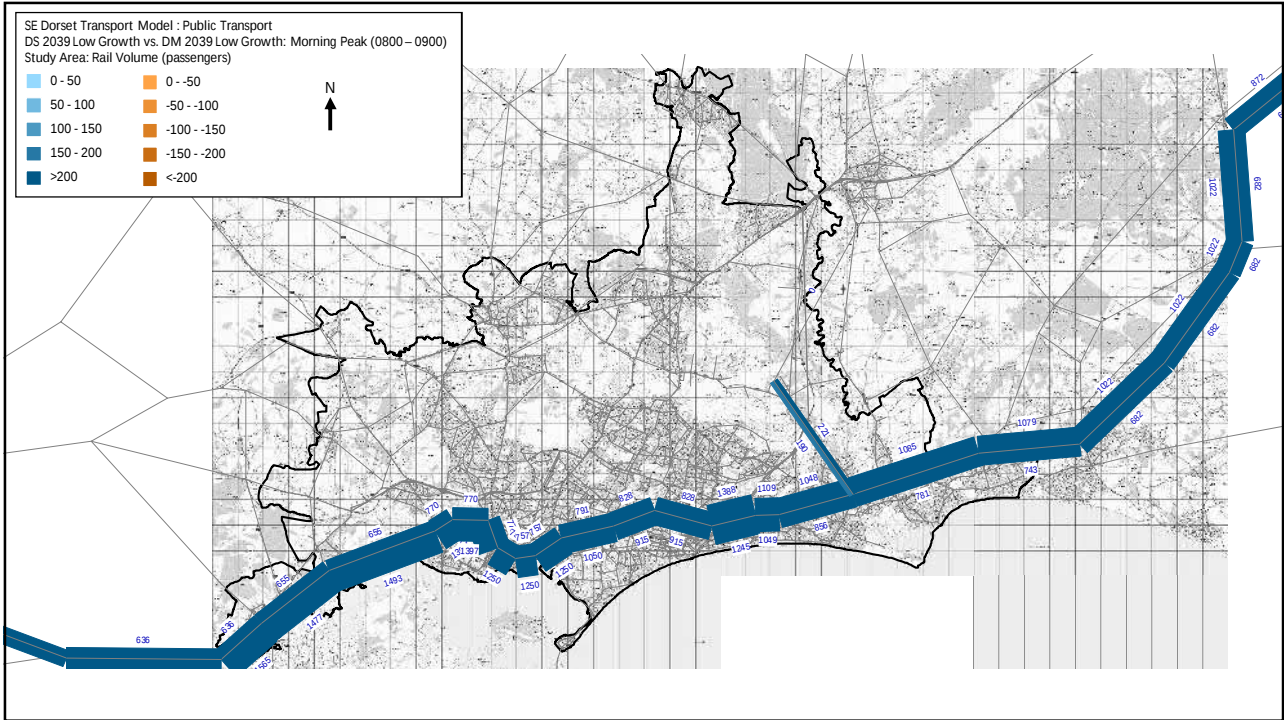
34



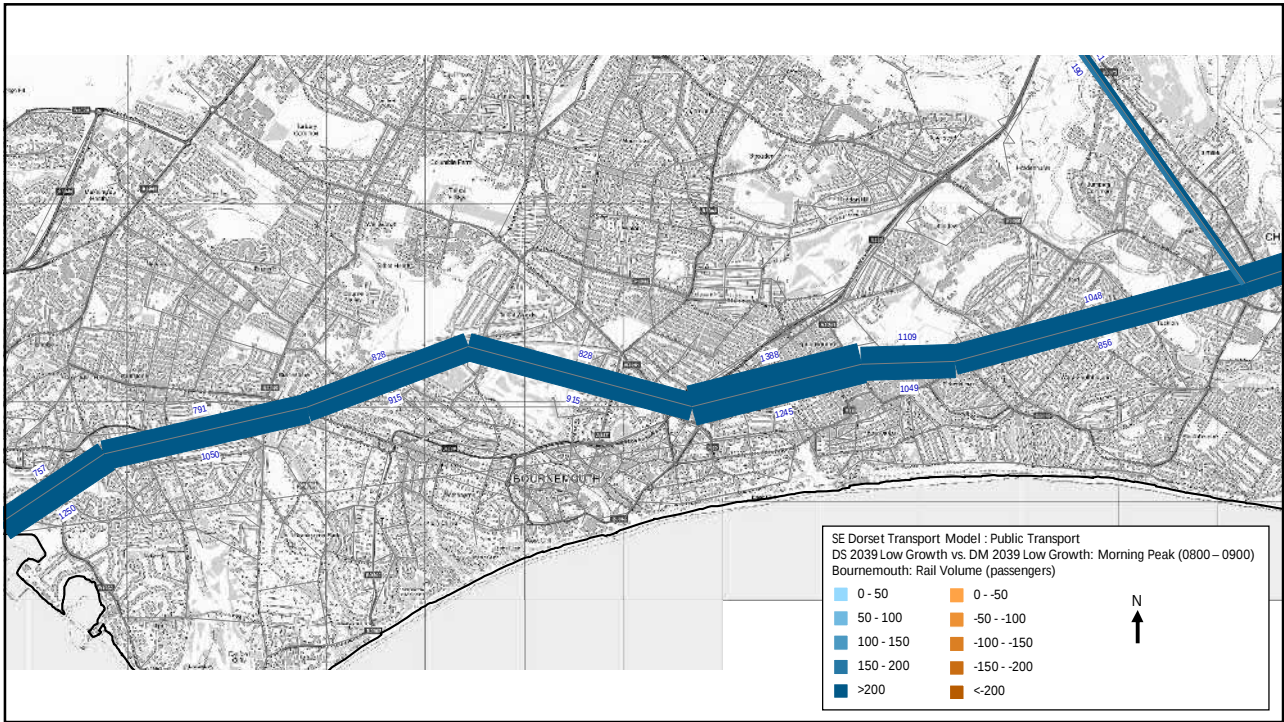
35



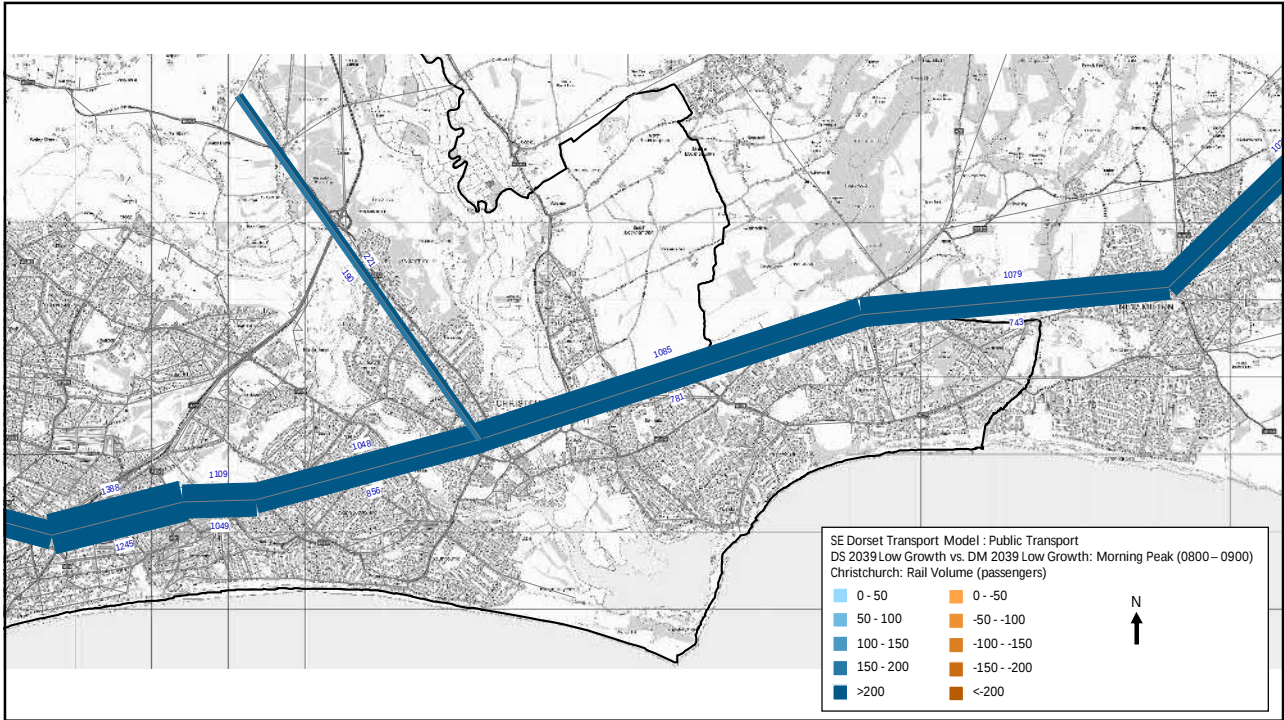
36



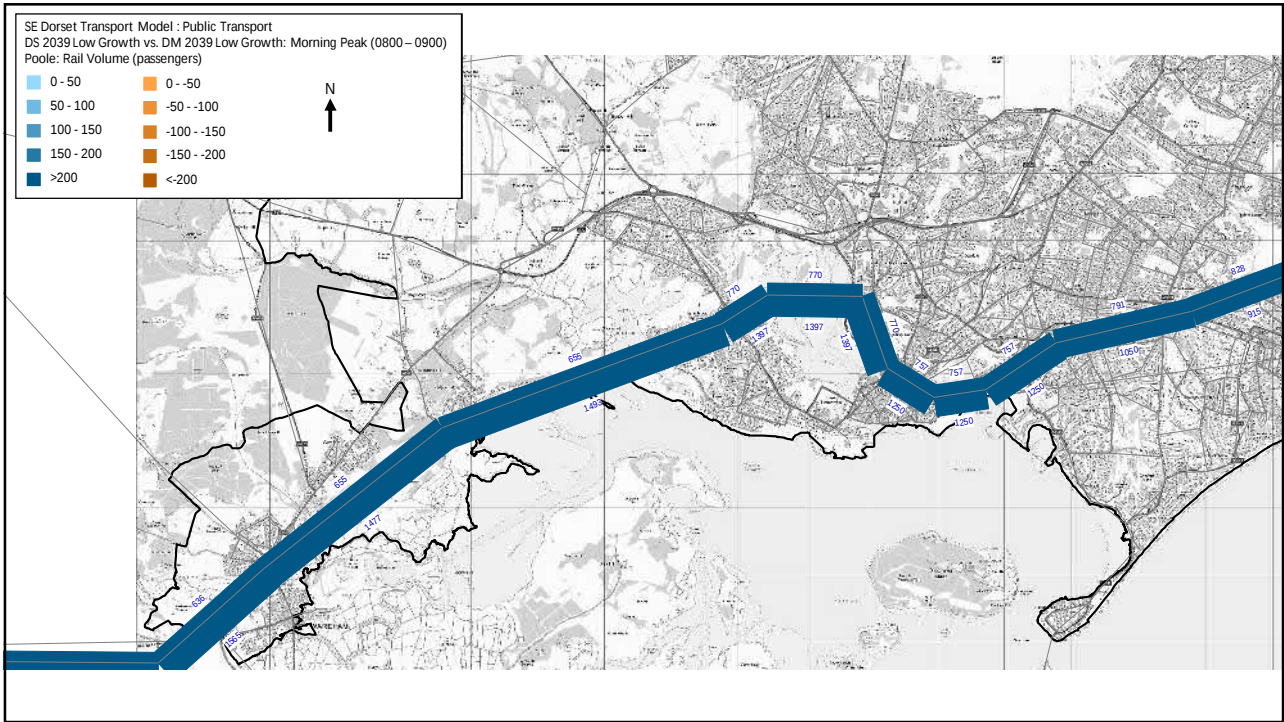
37



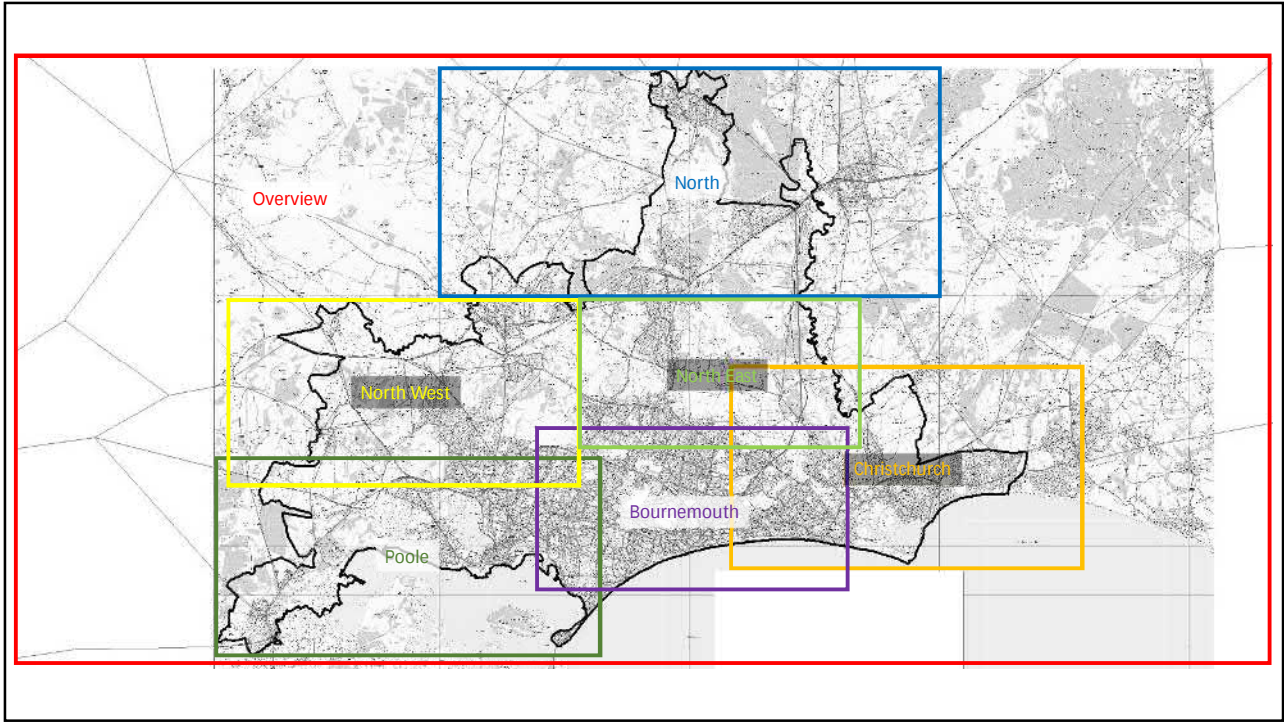
38



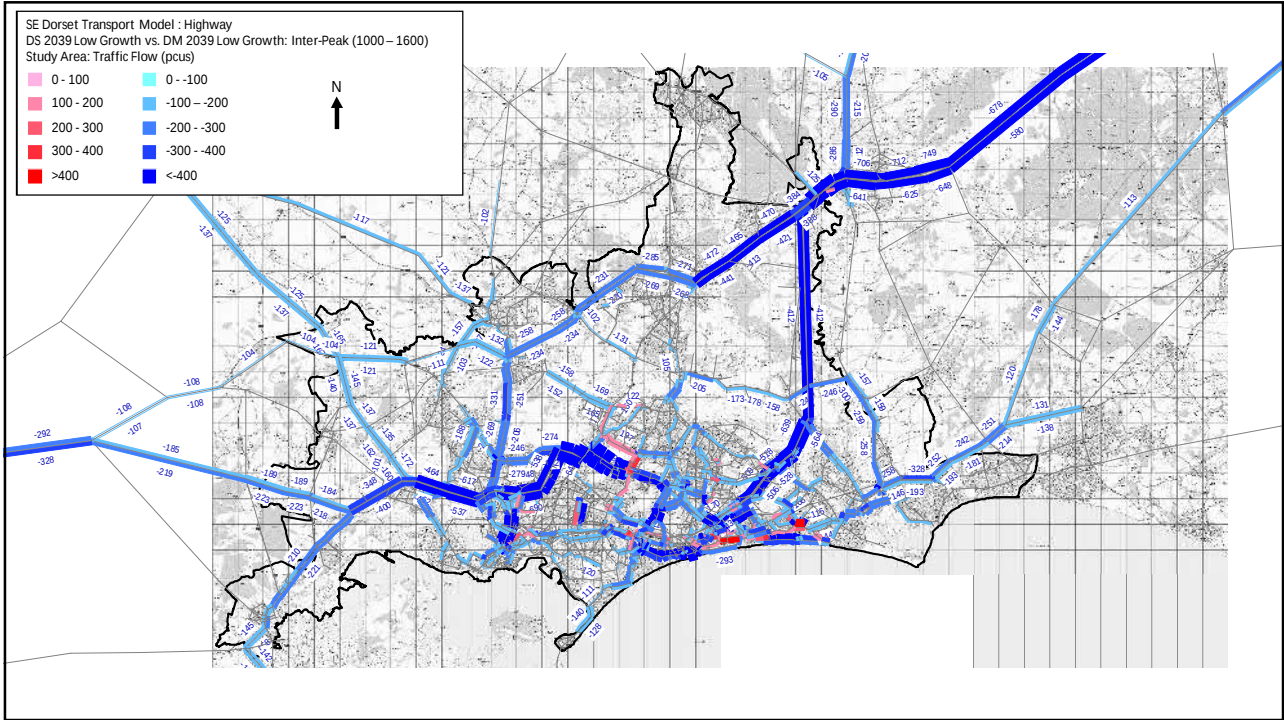
39

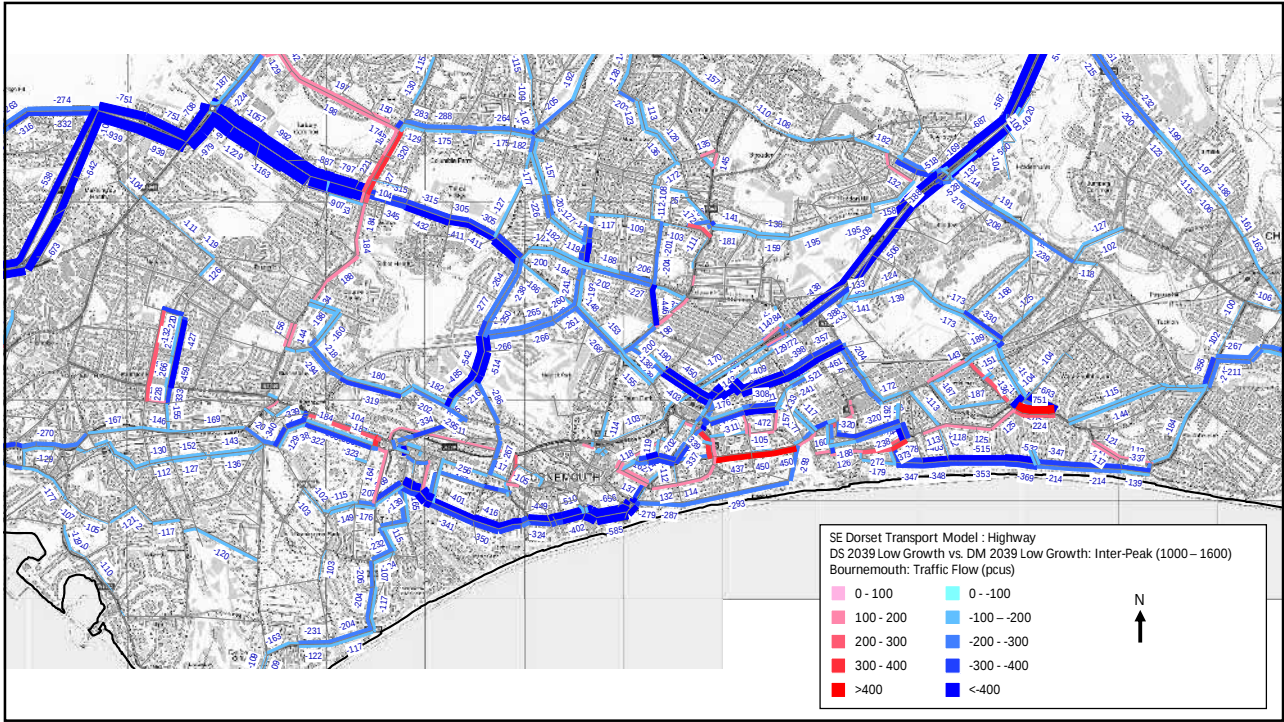


40

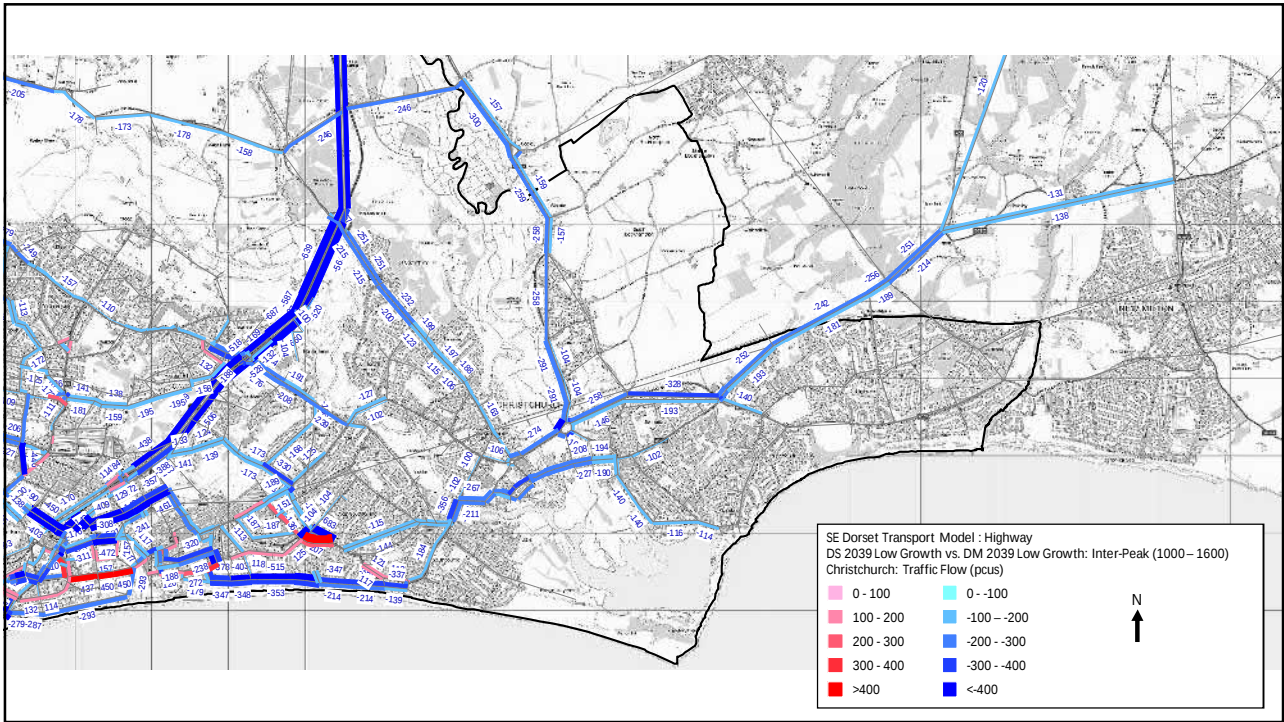


1

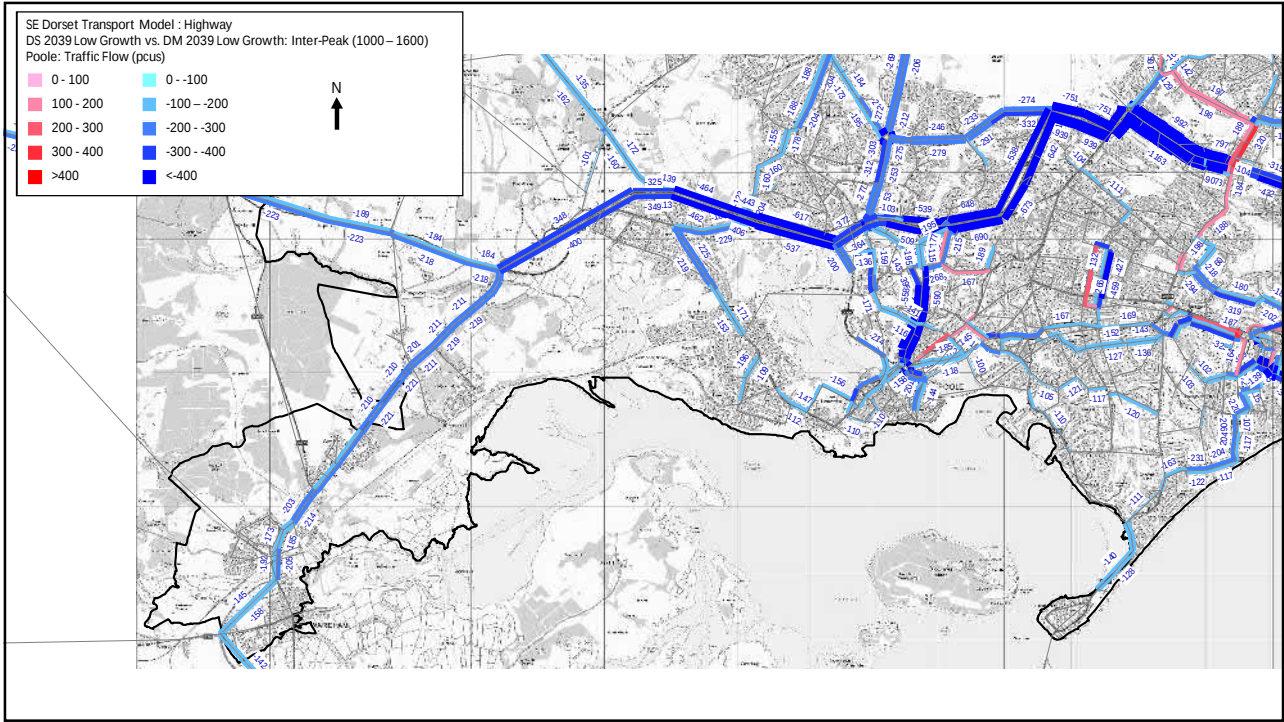




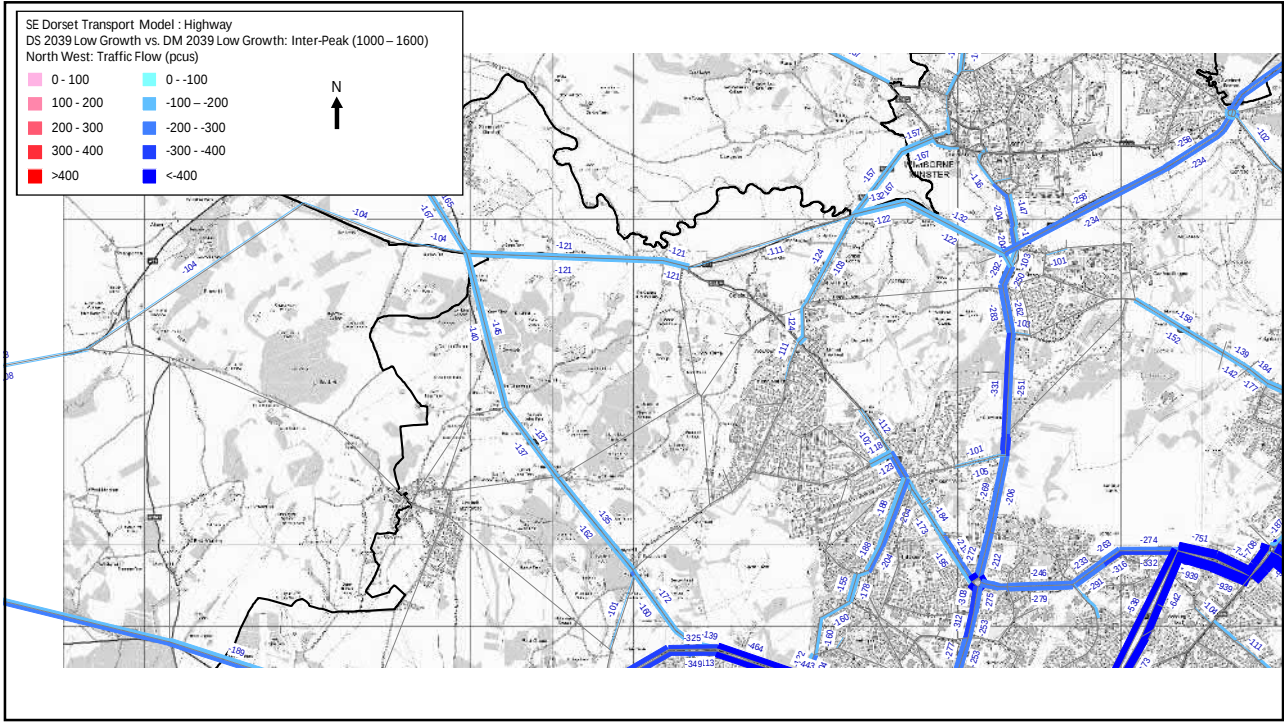
3



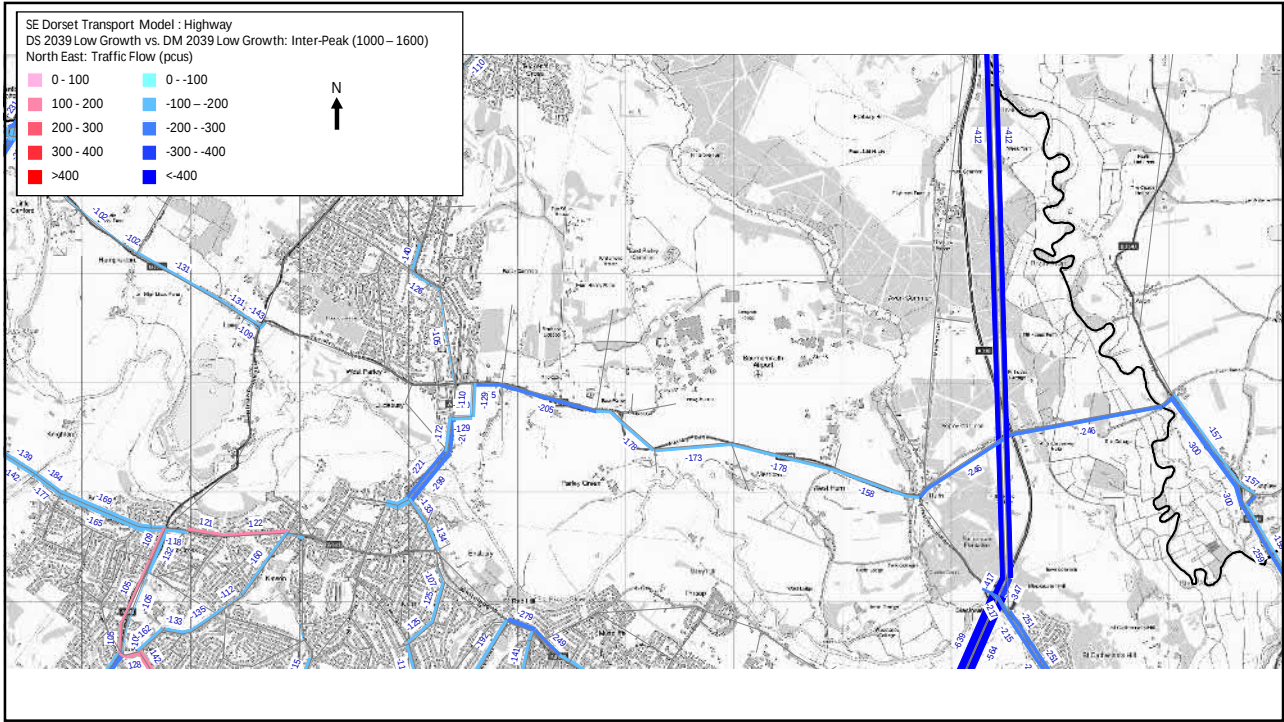
4



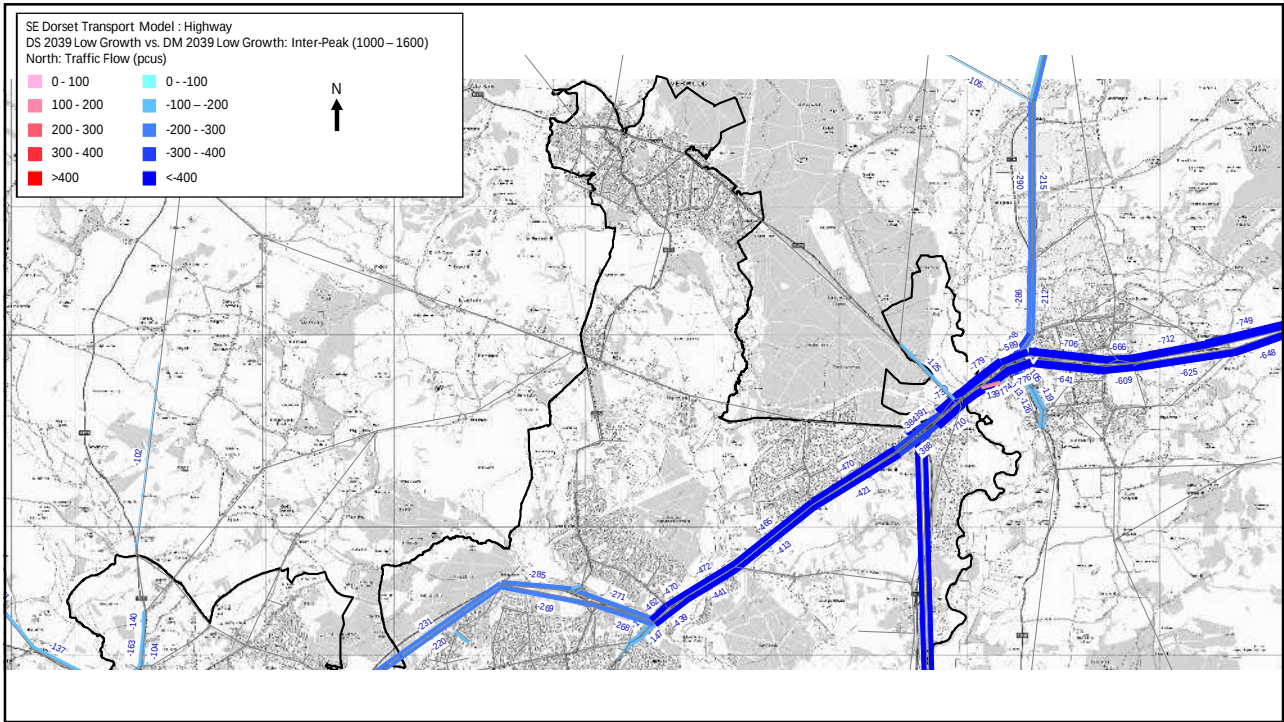
5



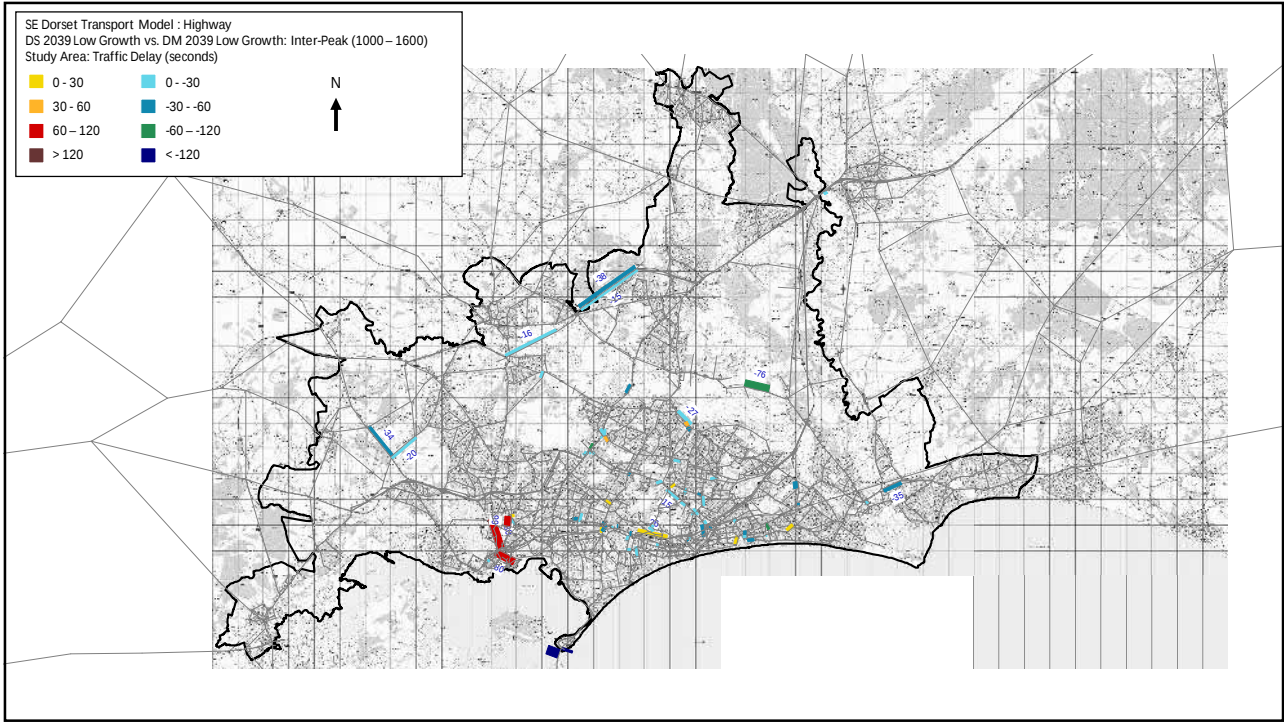
6



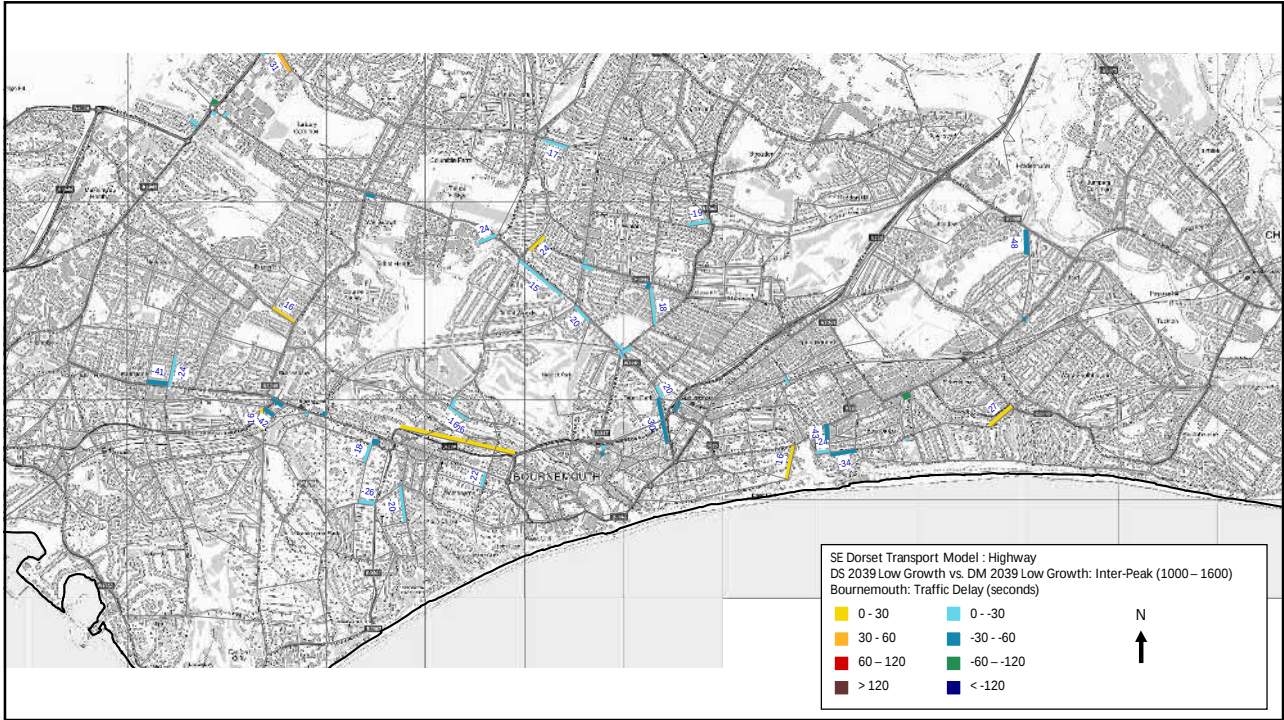
7



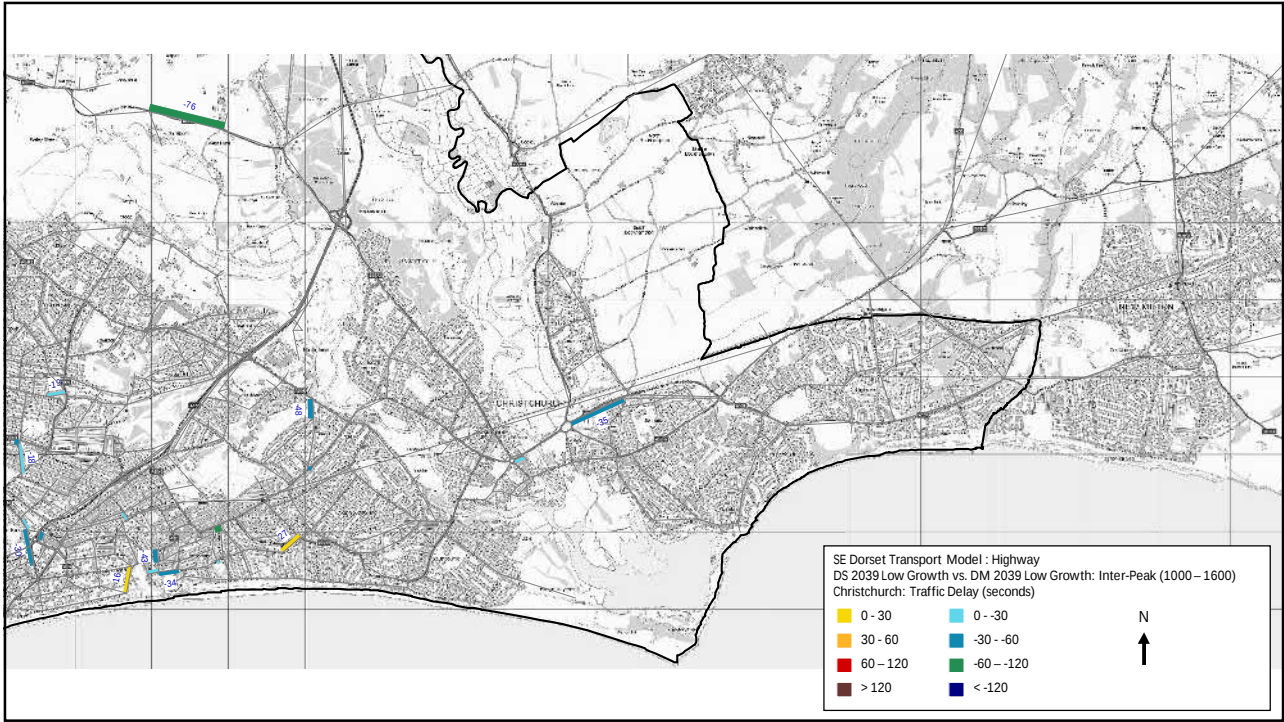
8



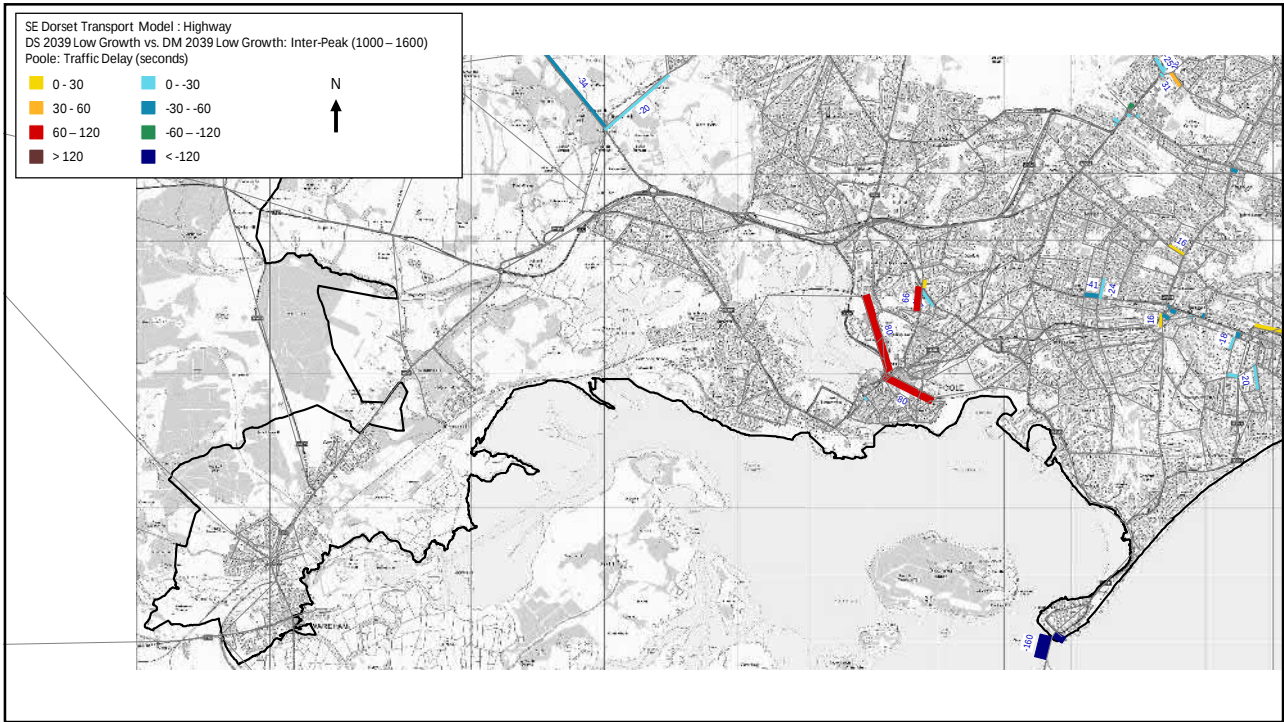
9



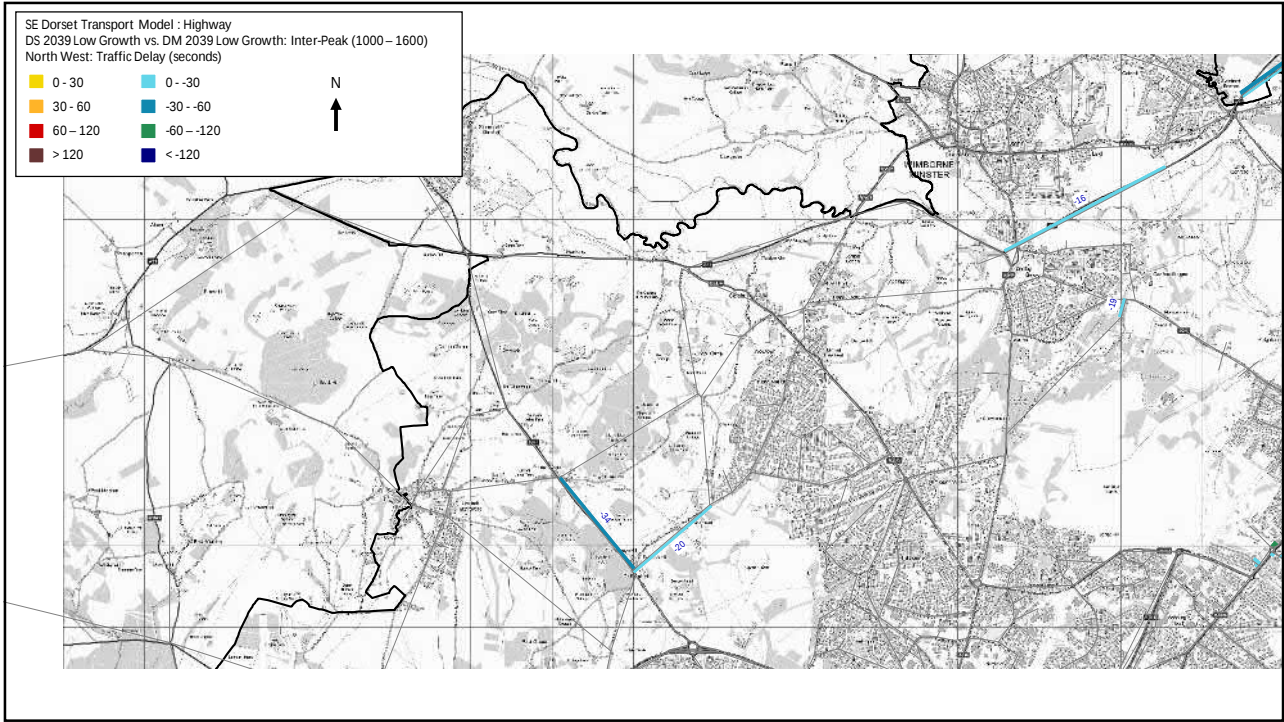
10



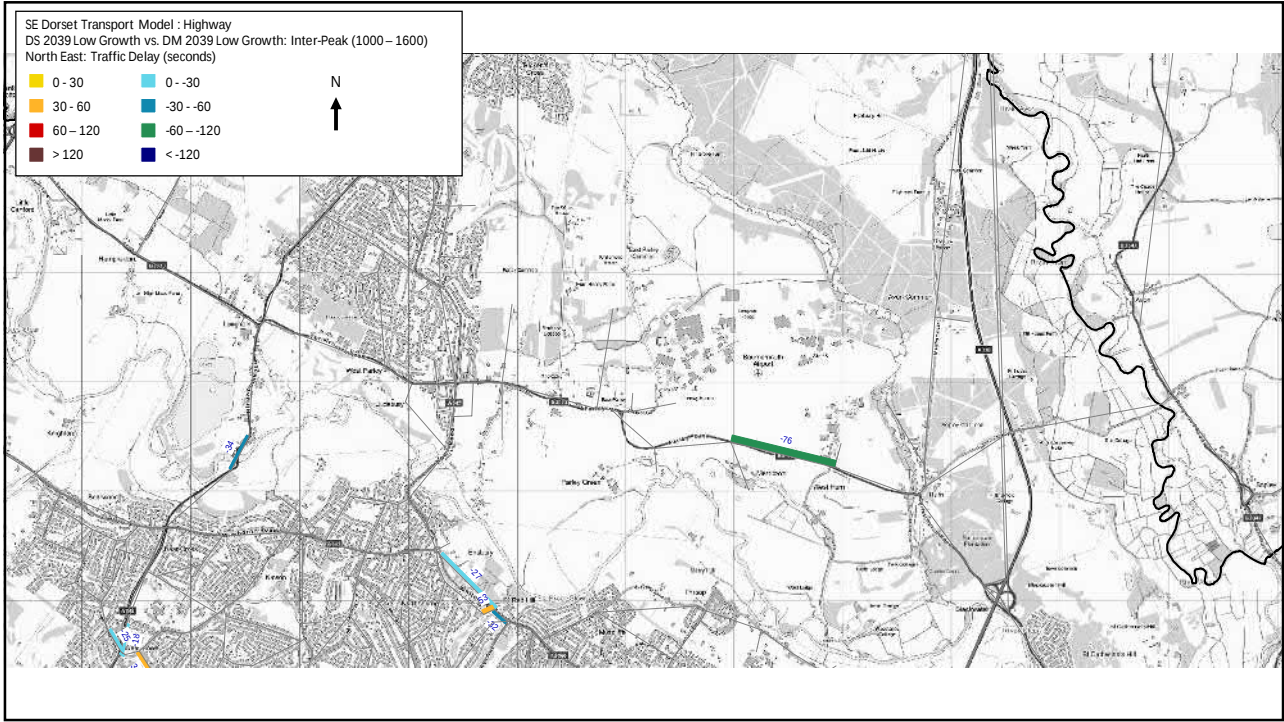
11



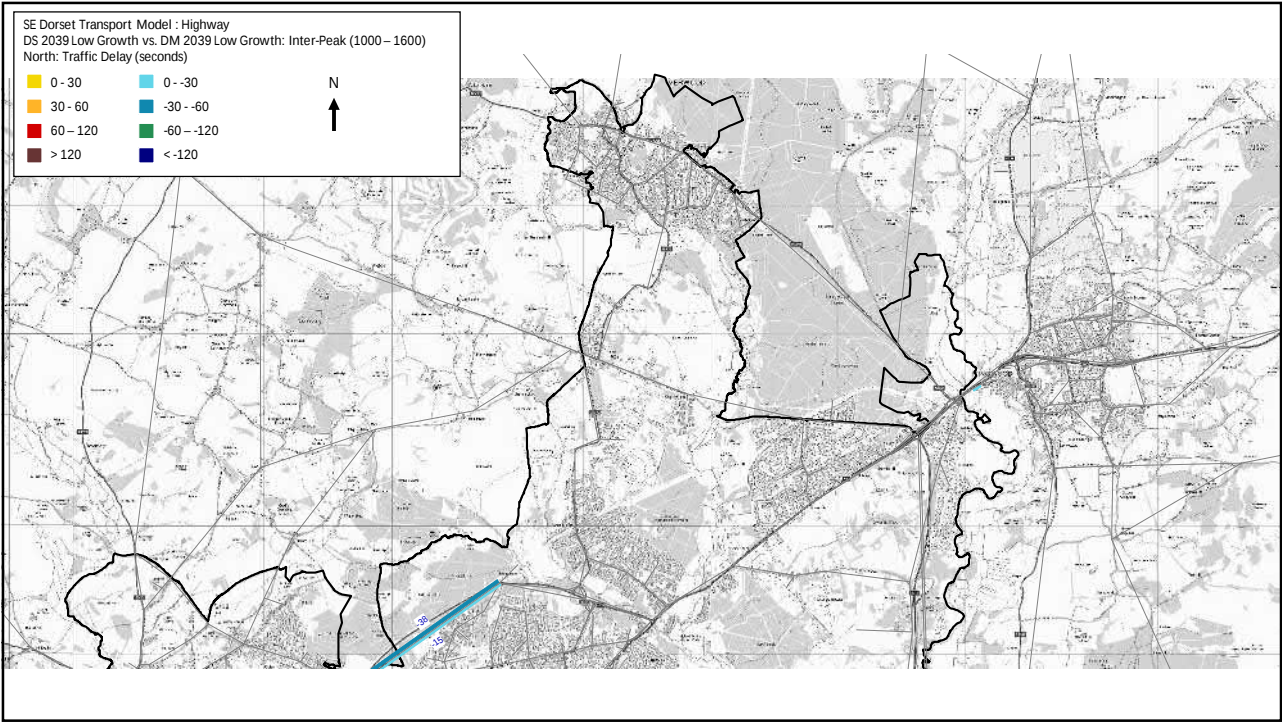
12



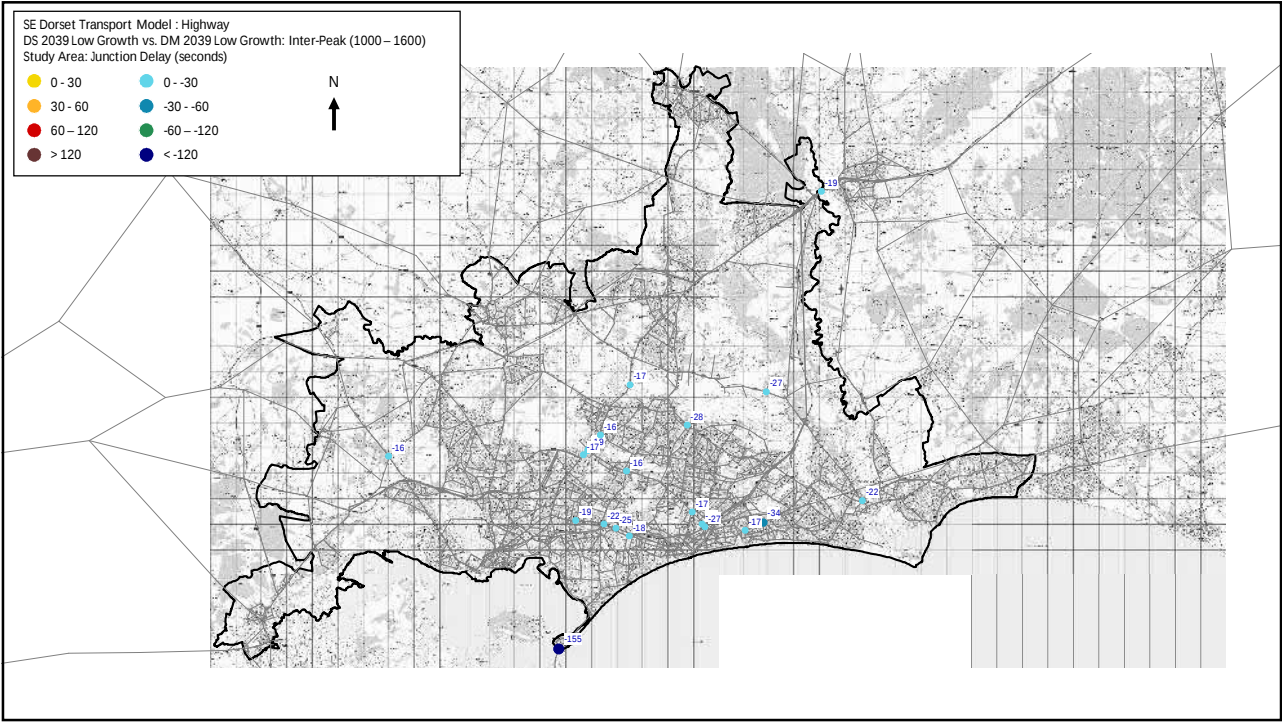
13



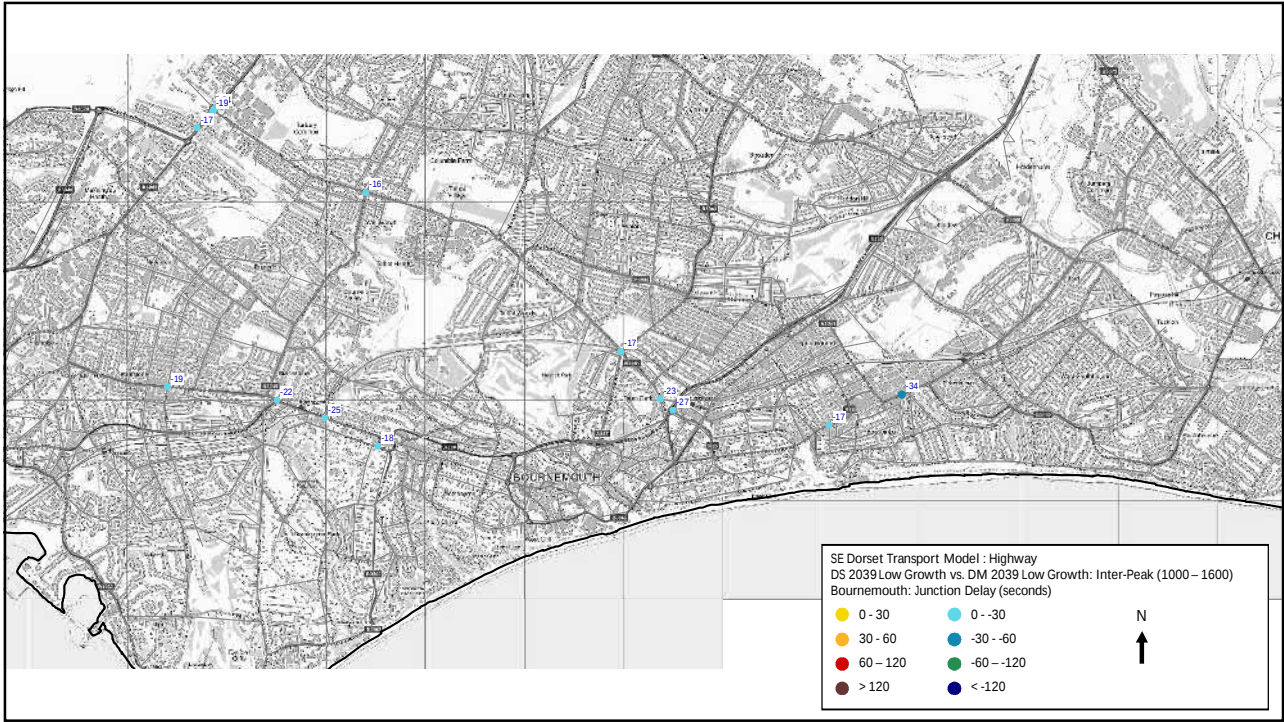
14



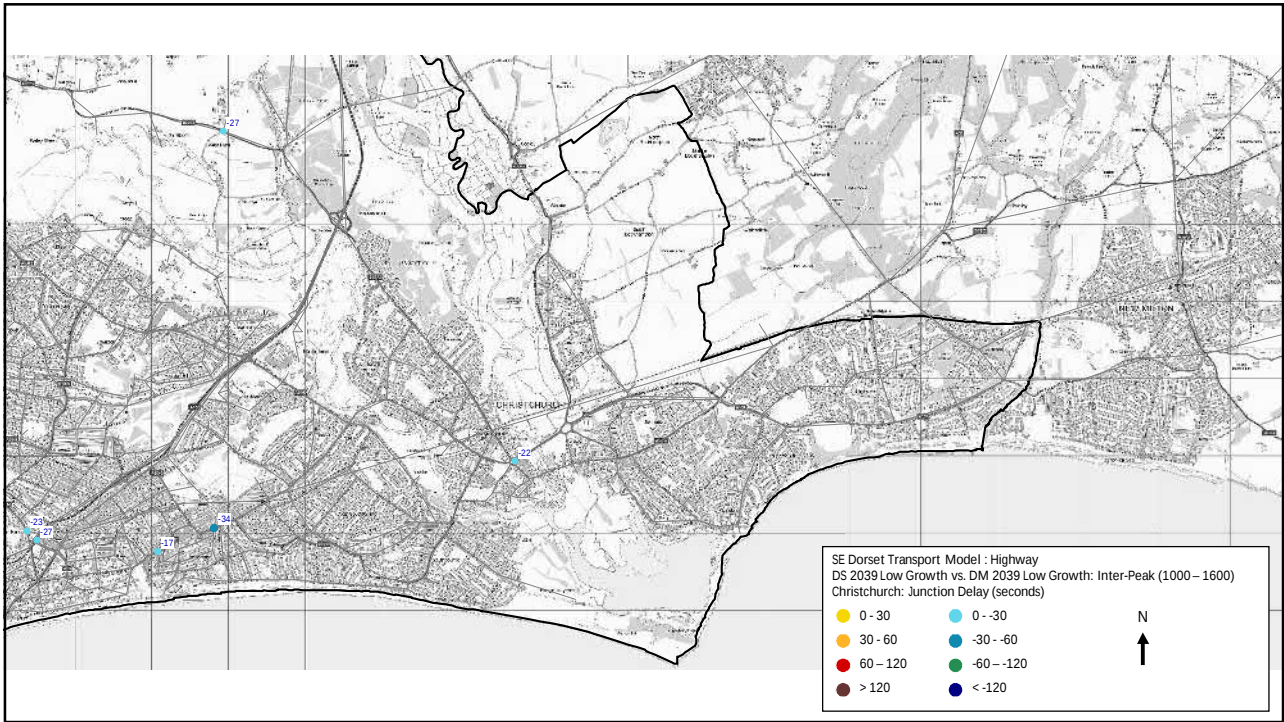
15



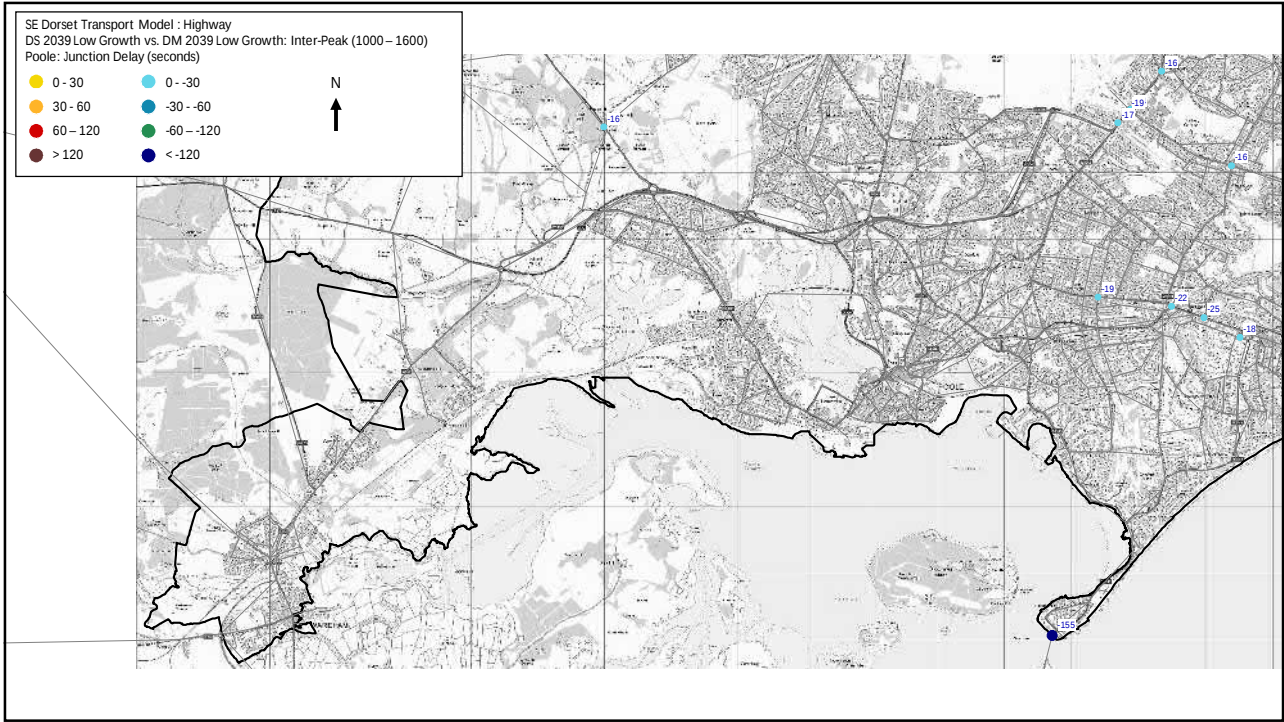
16



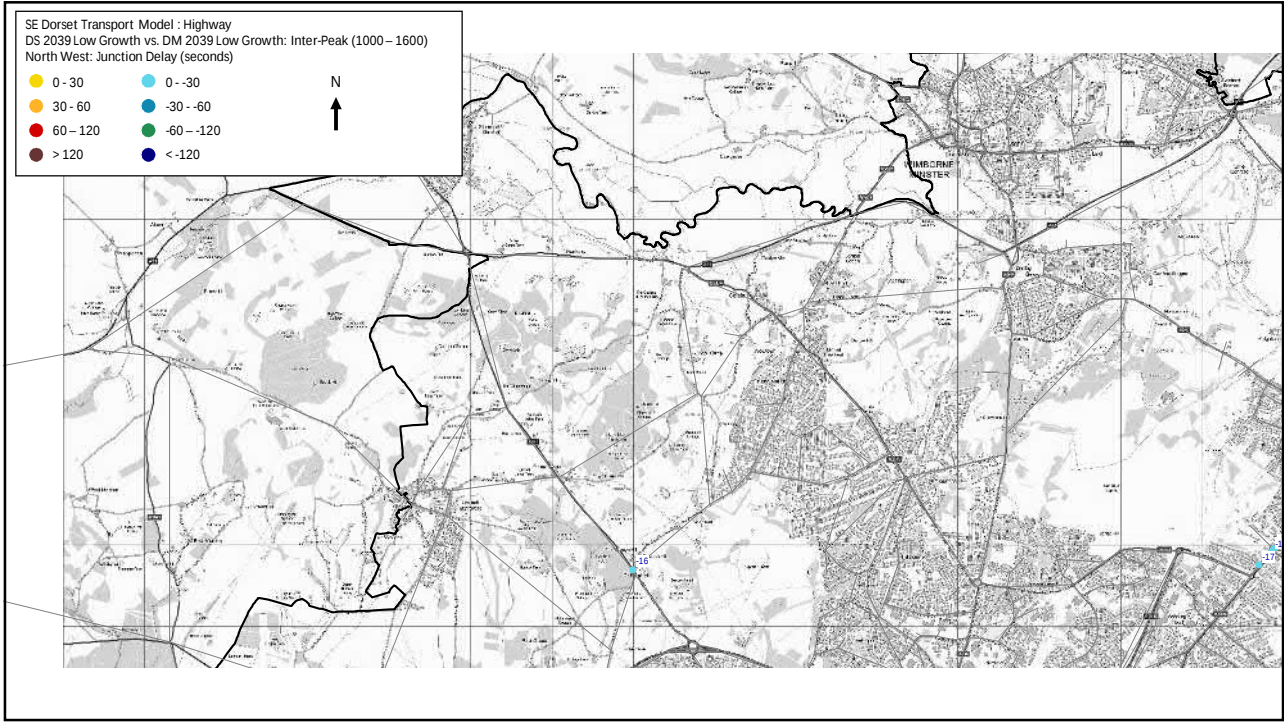
17



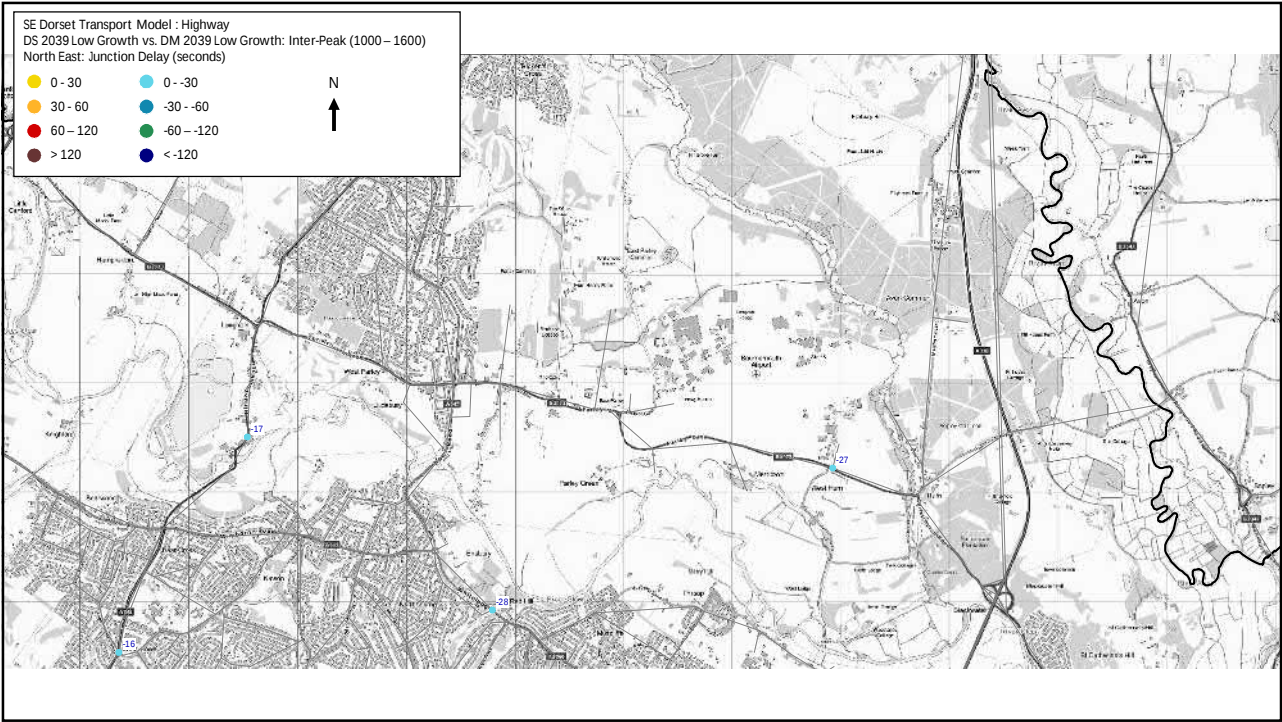
18



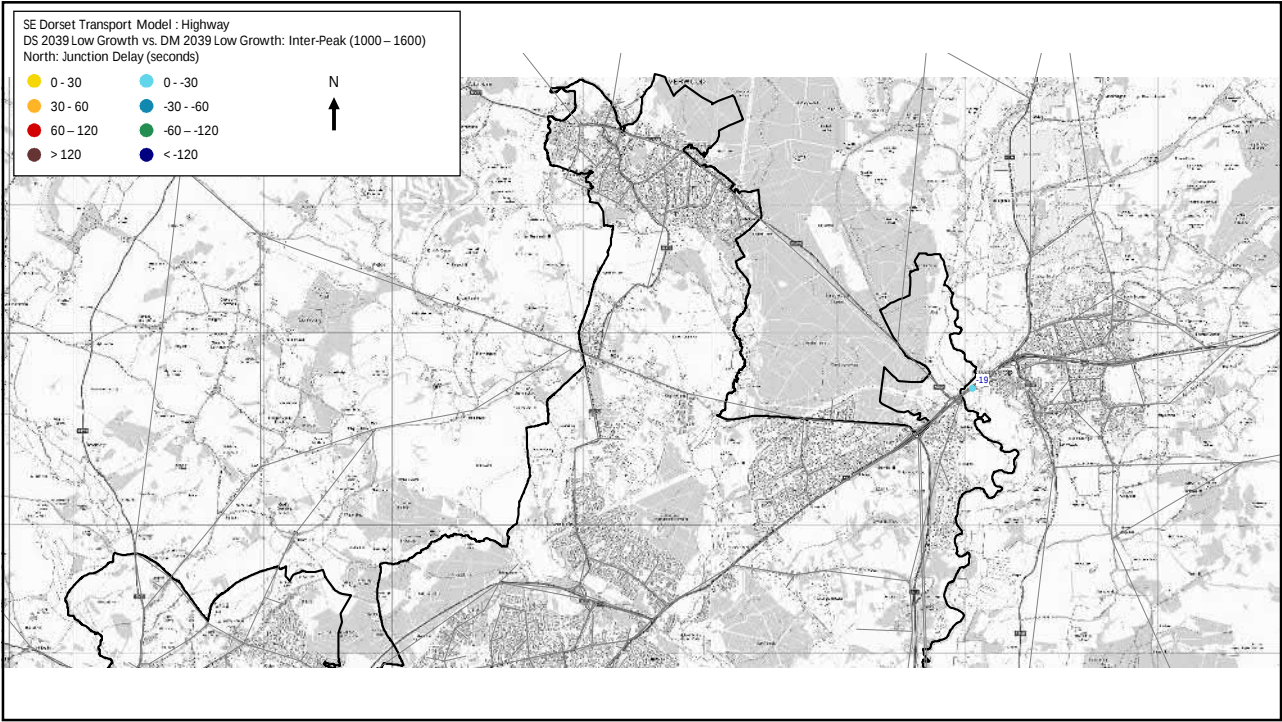
19



20



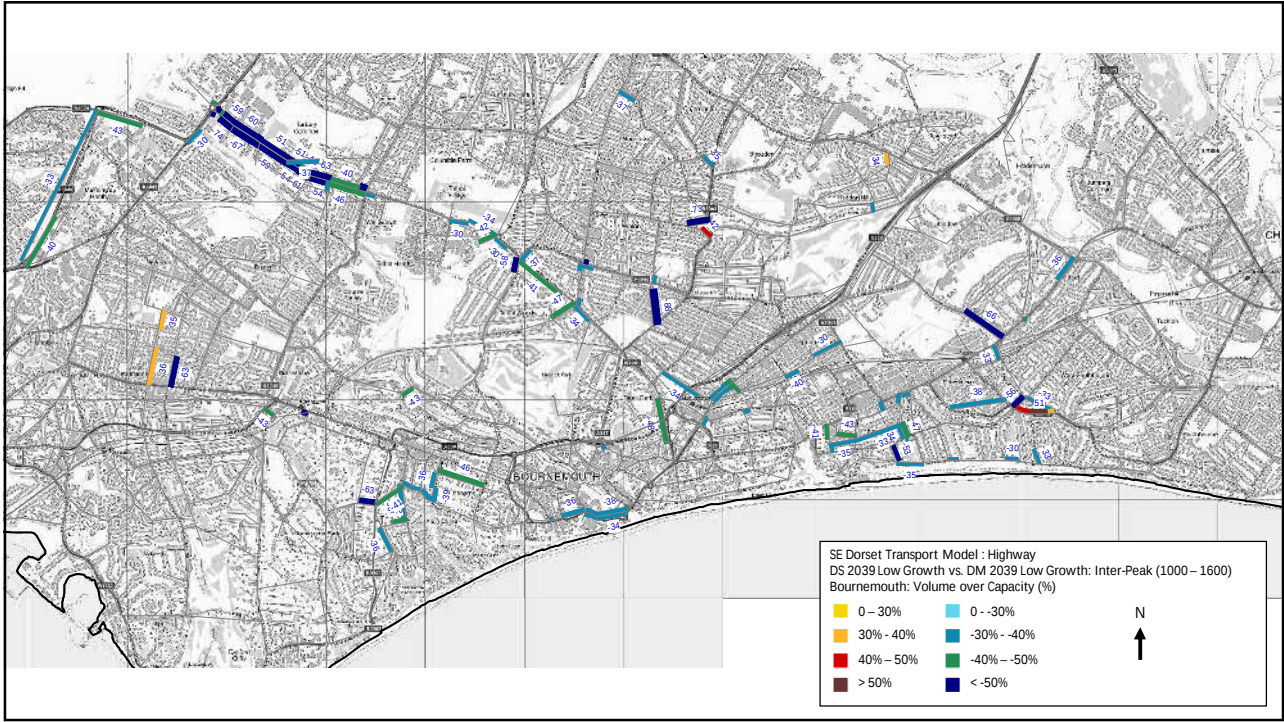
21



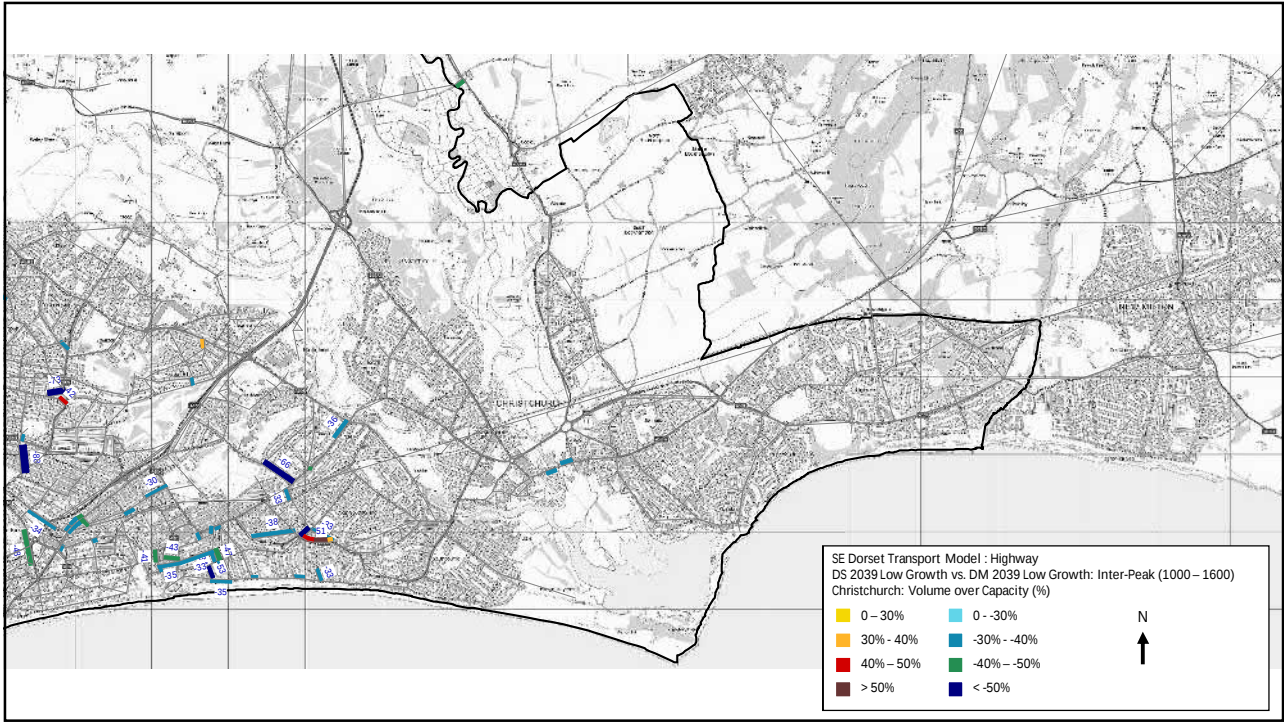
22



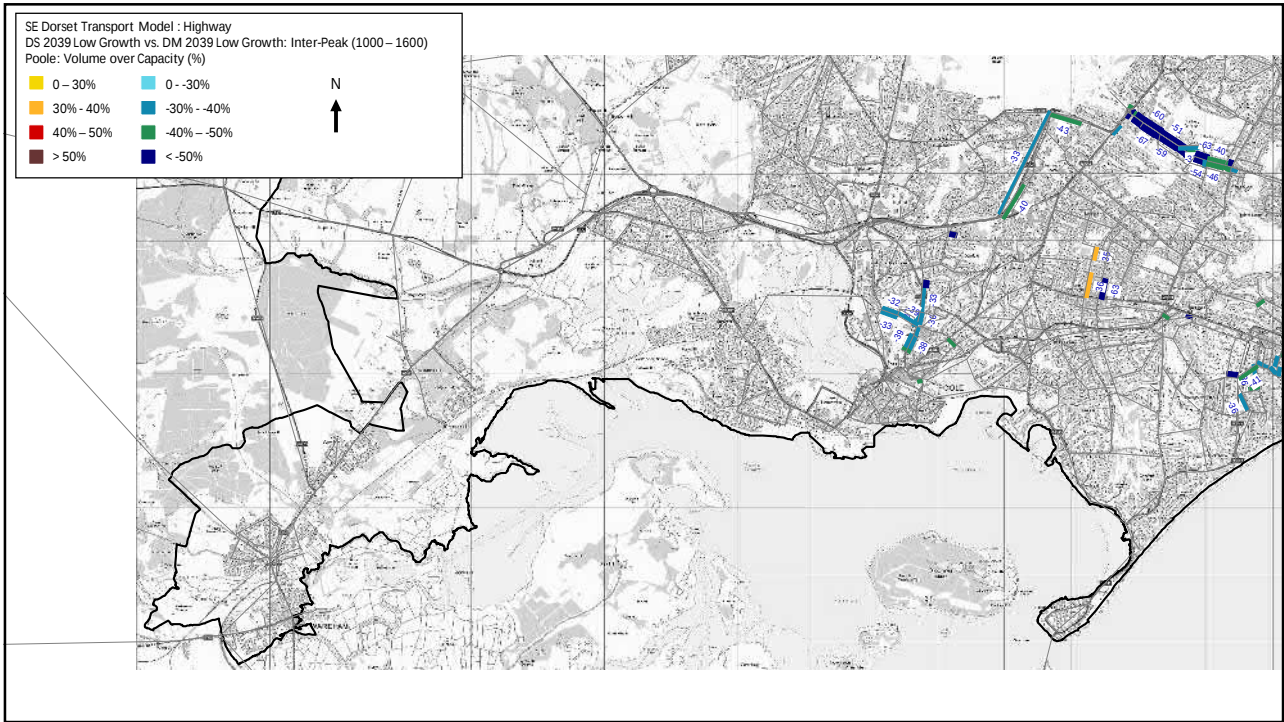
23



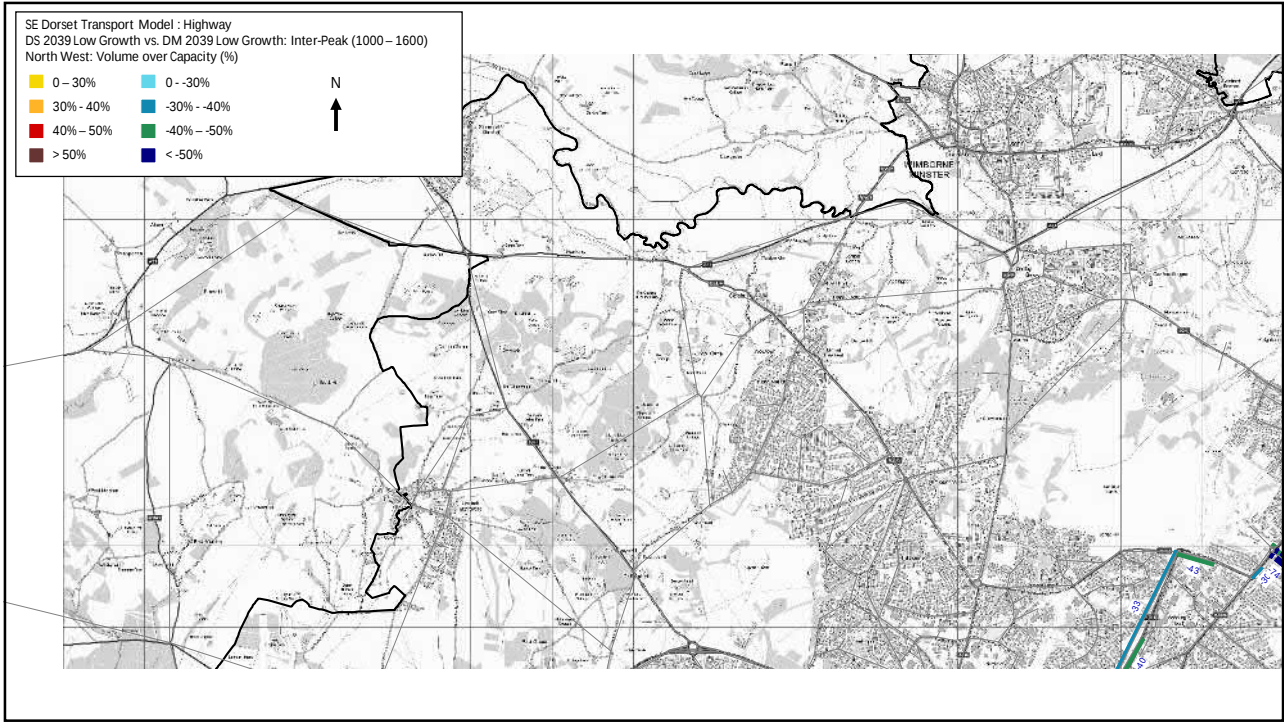
24



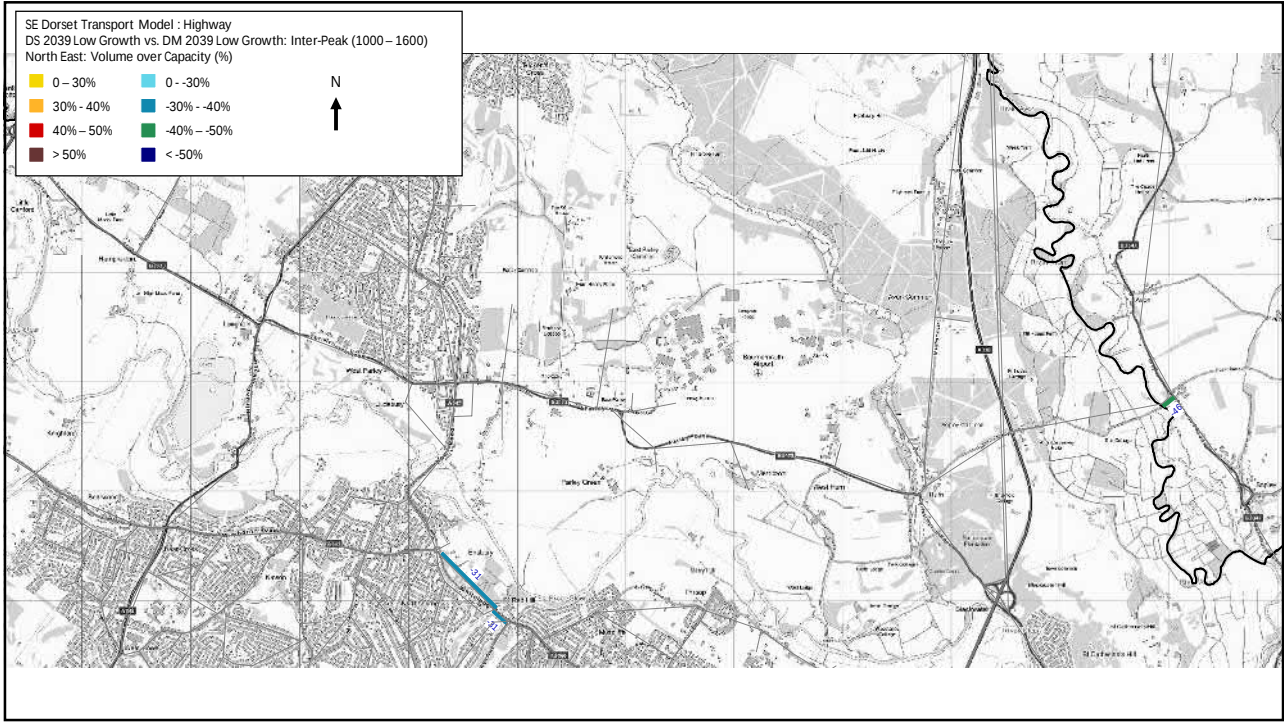
25



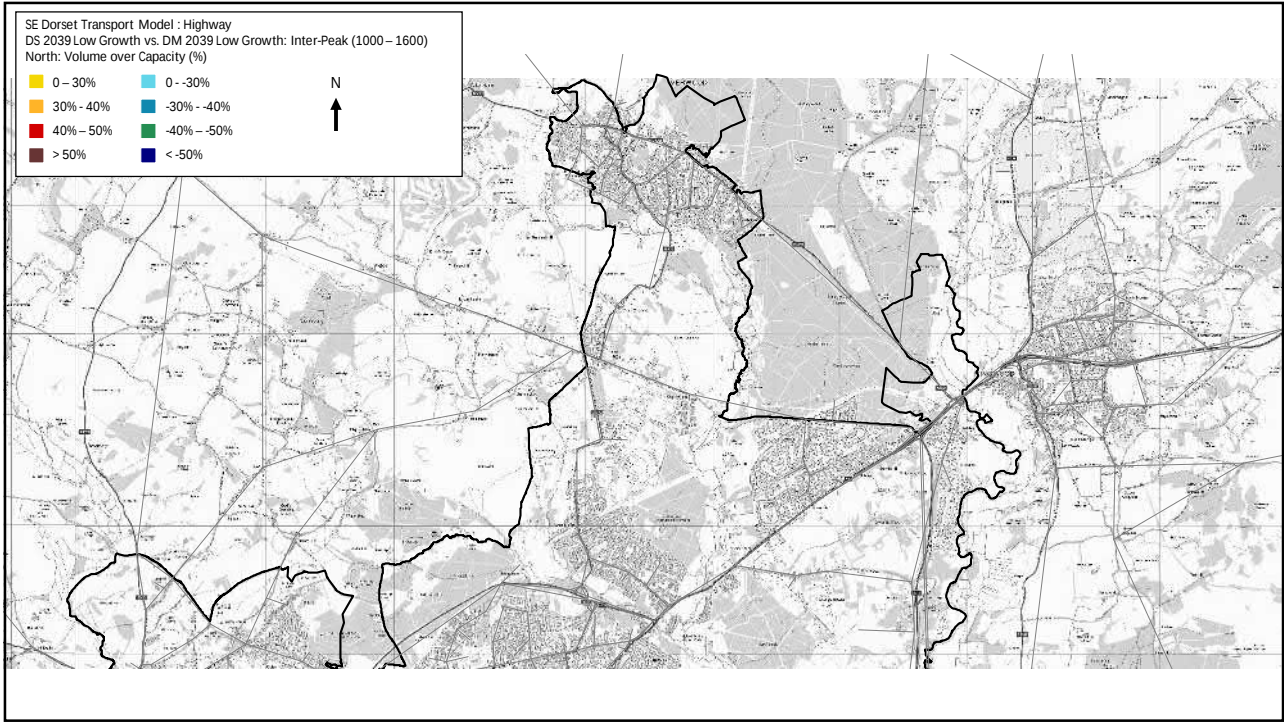
26



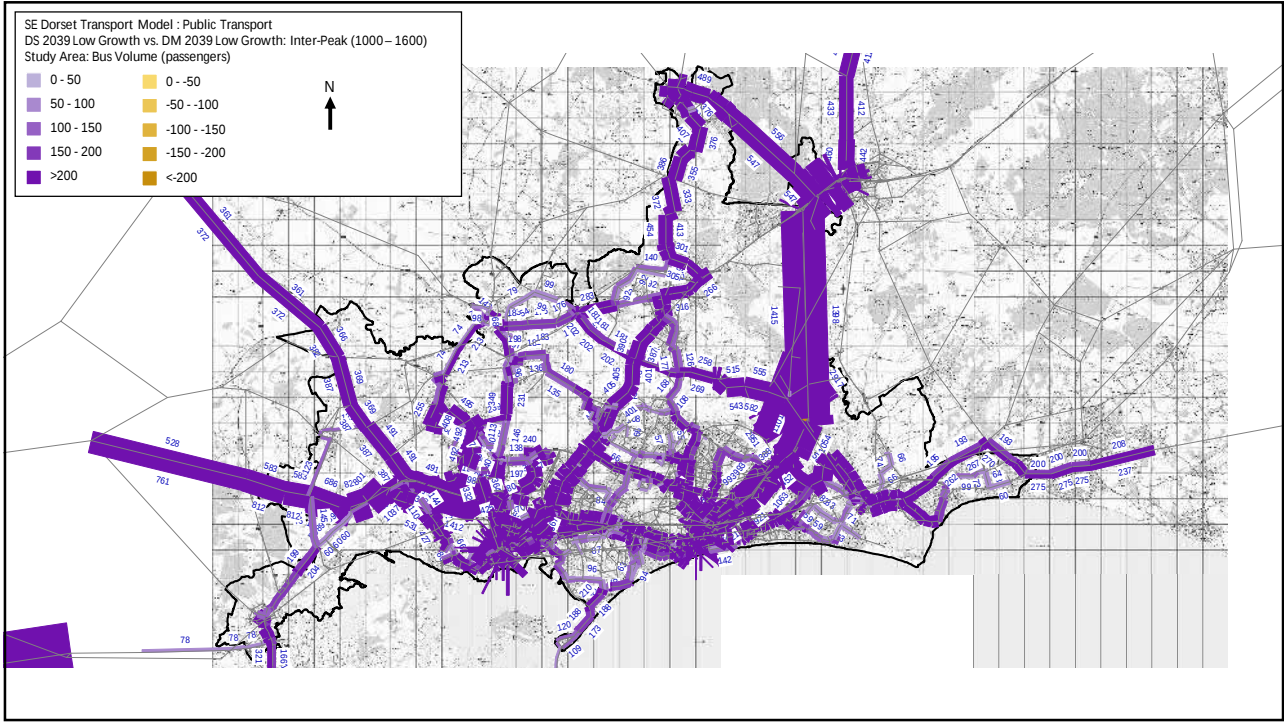
27



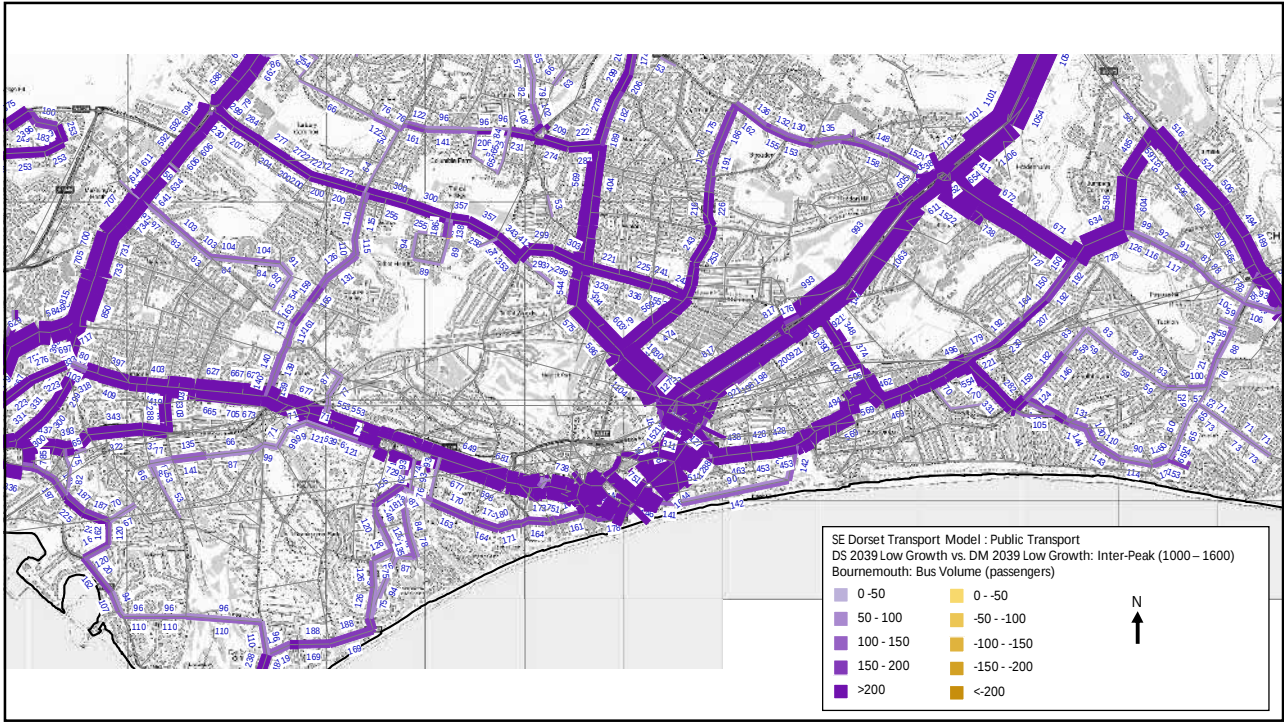
28



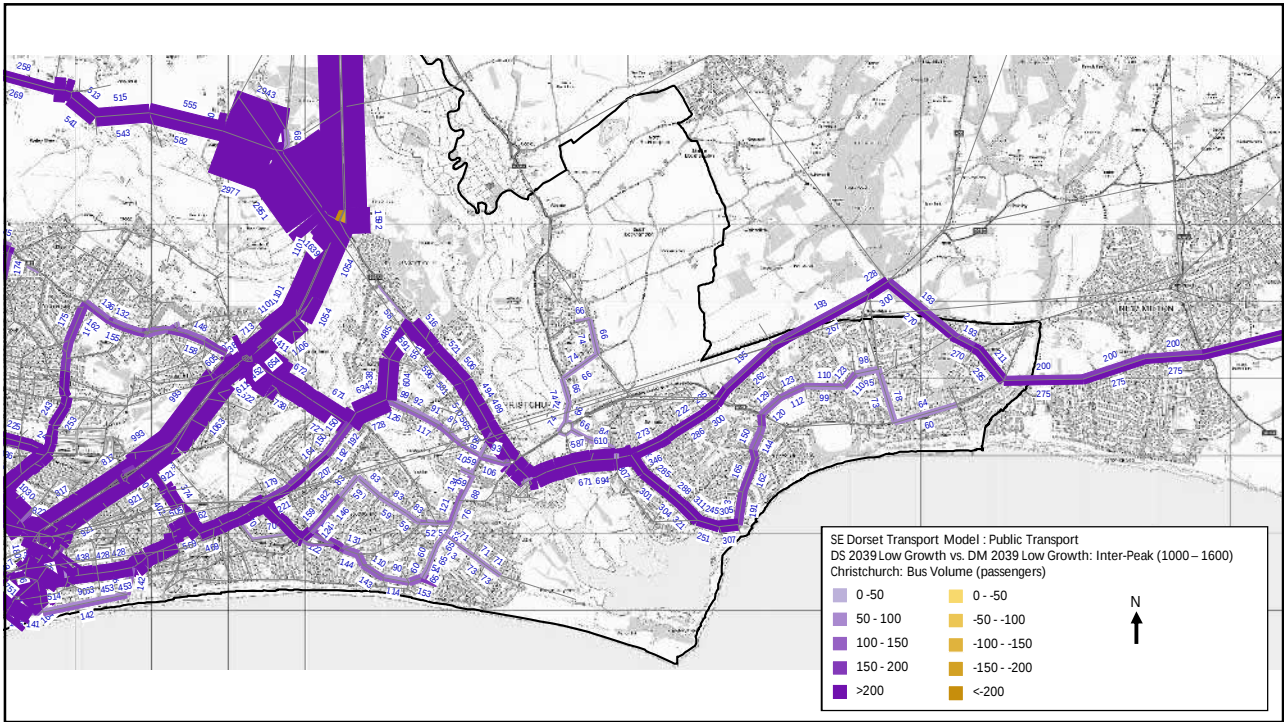
29



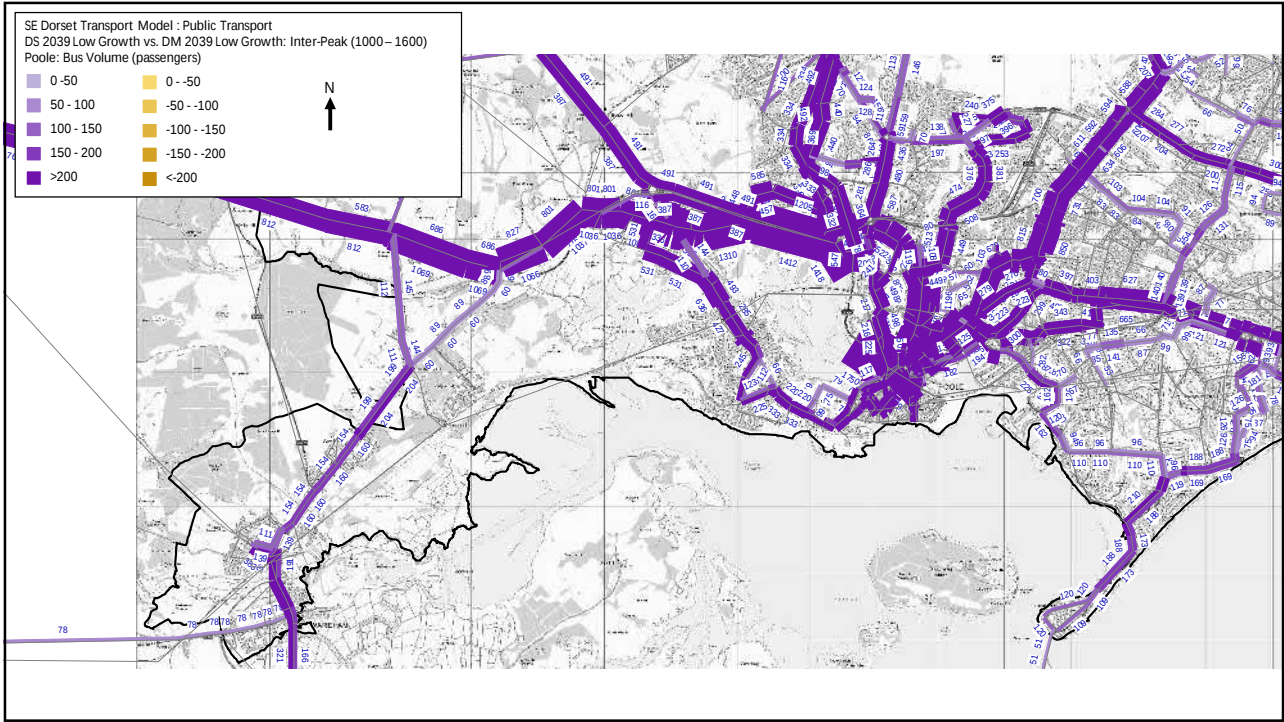
30



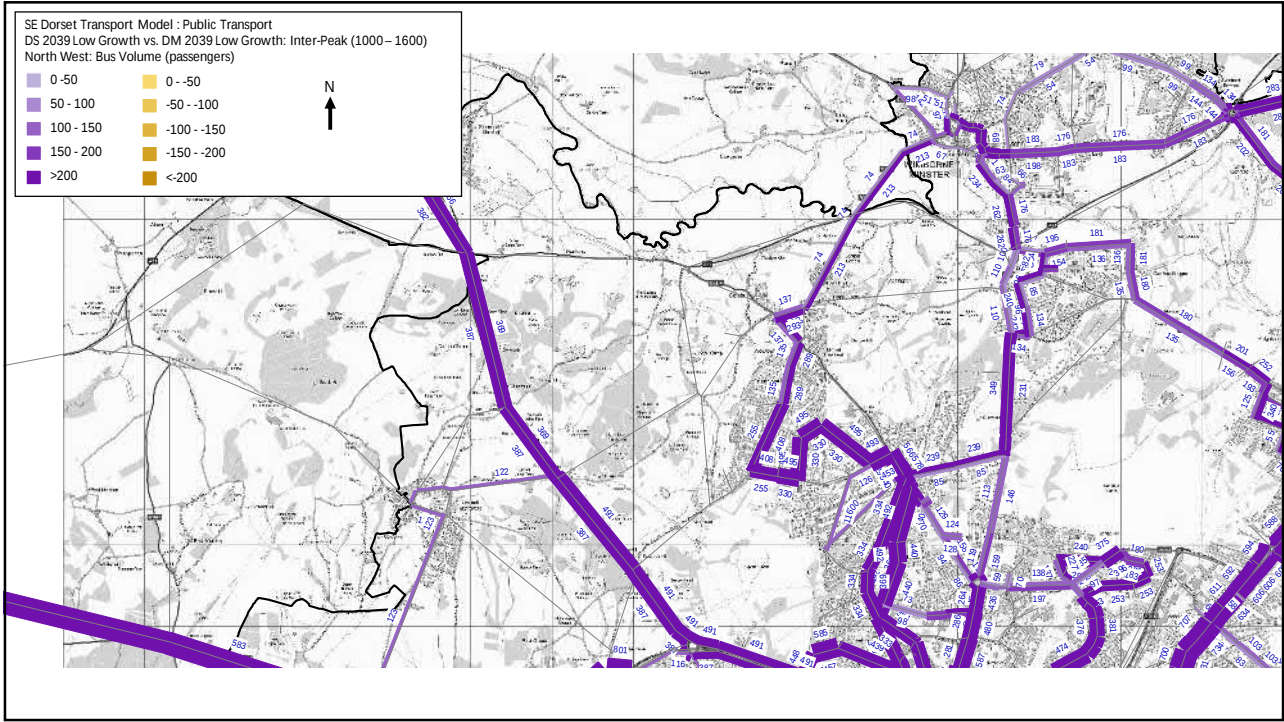
31



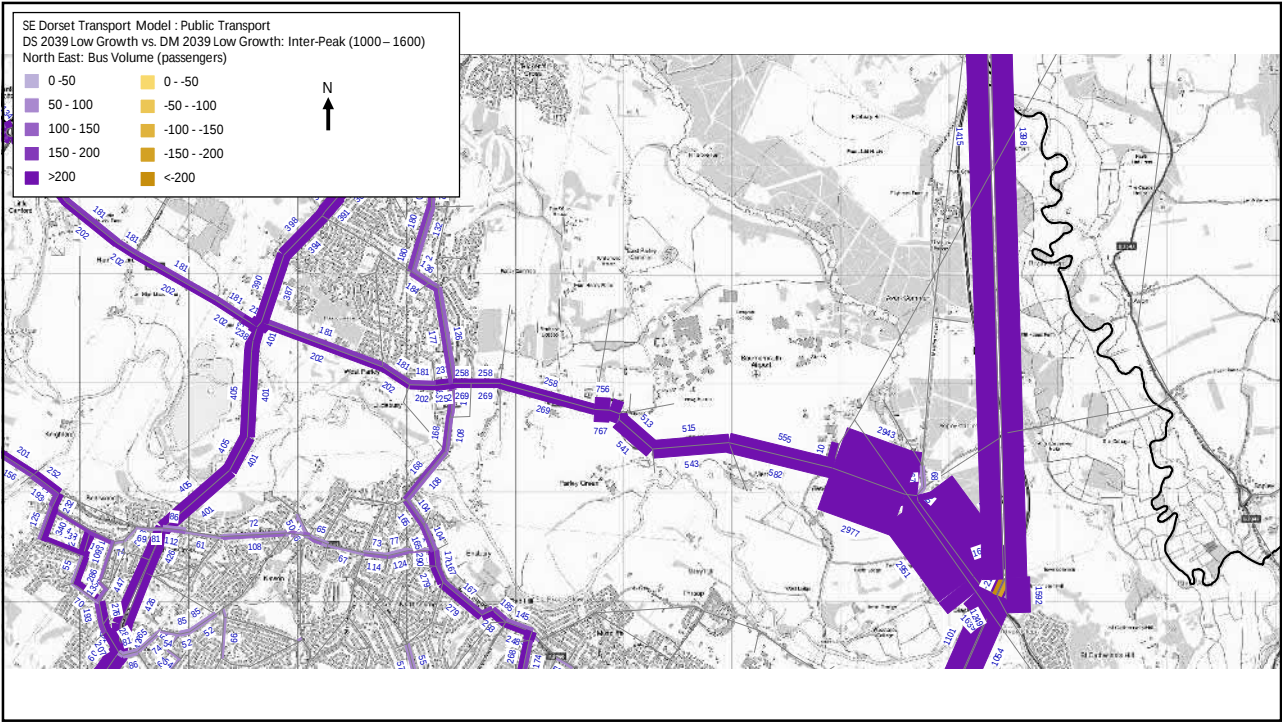
32



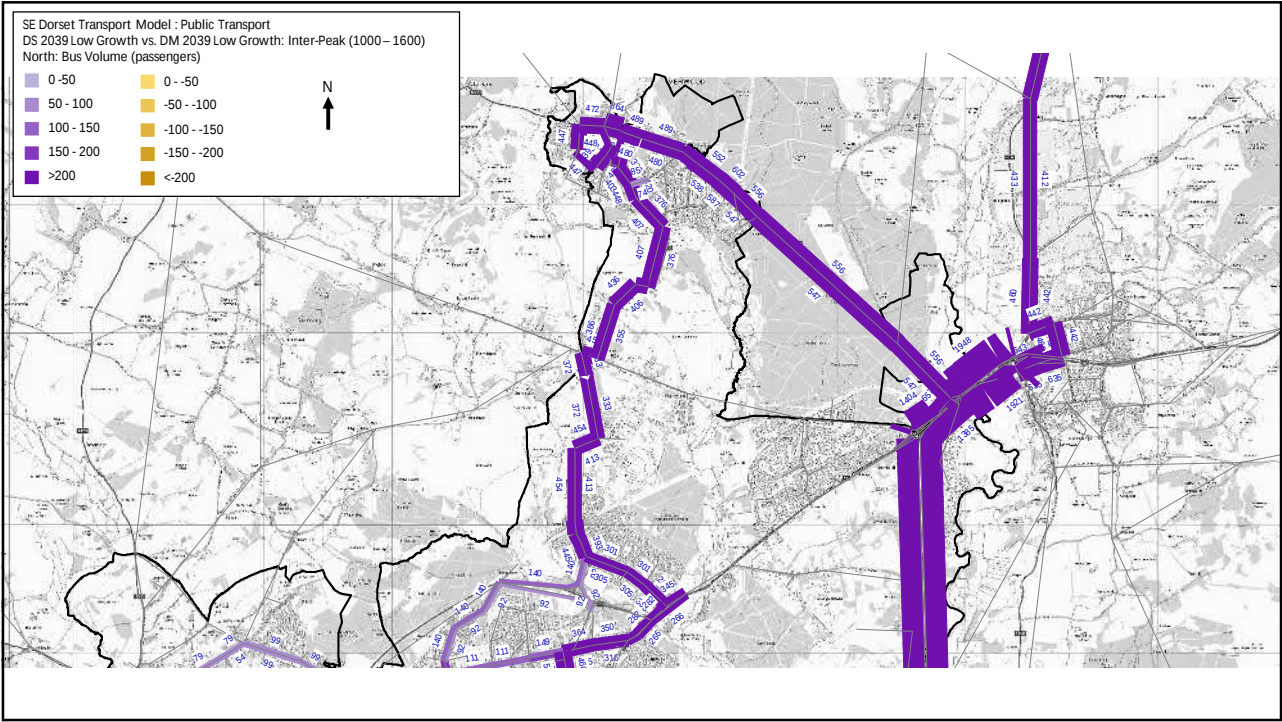
33



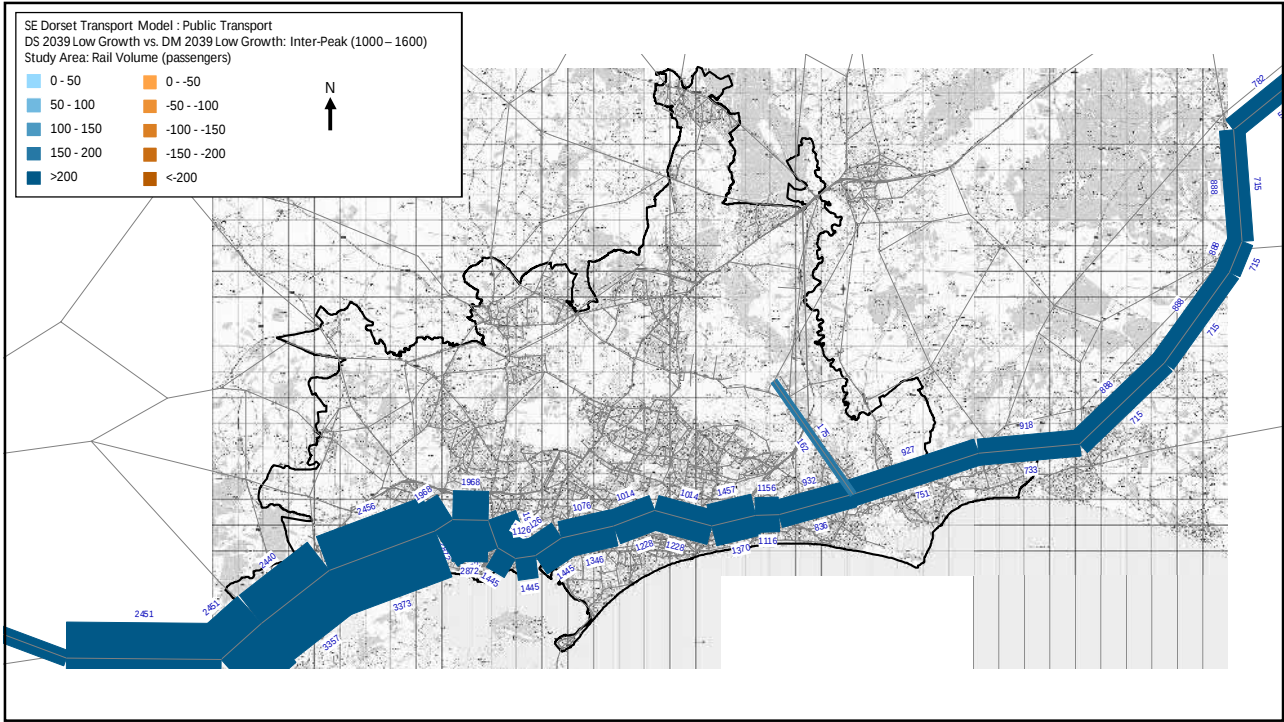
34



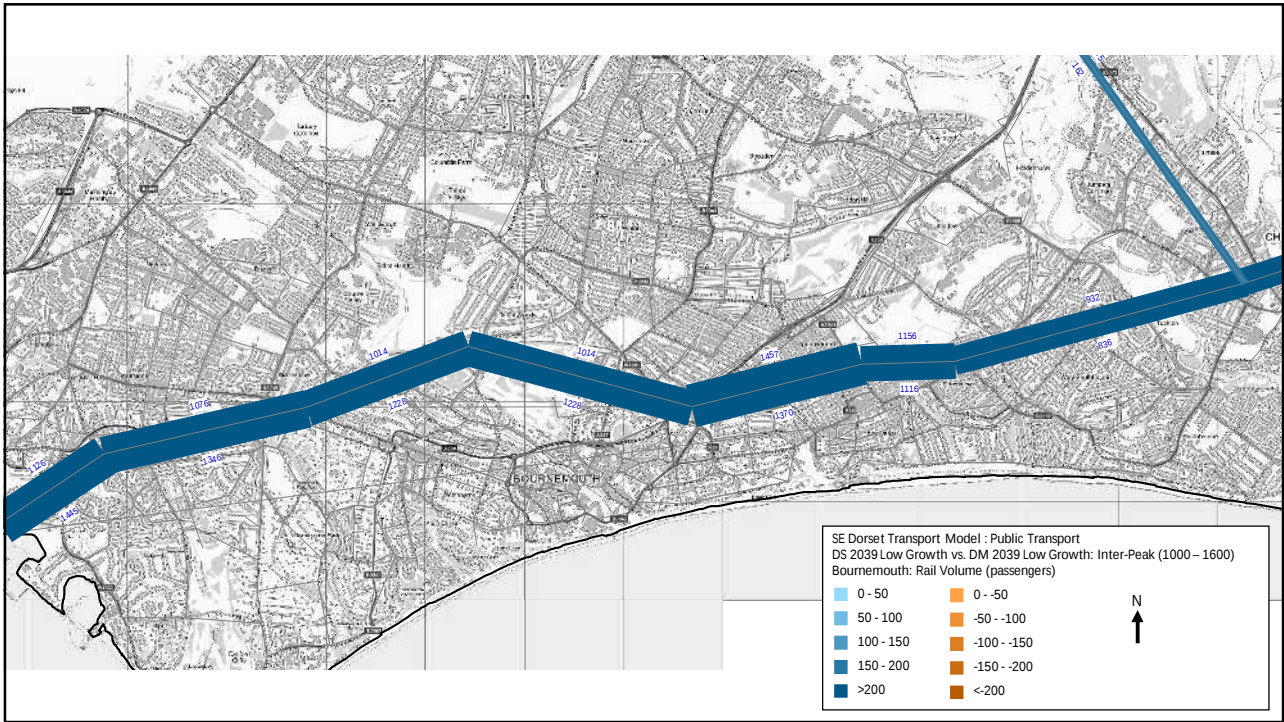
35



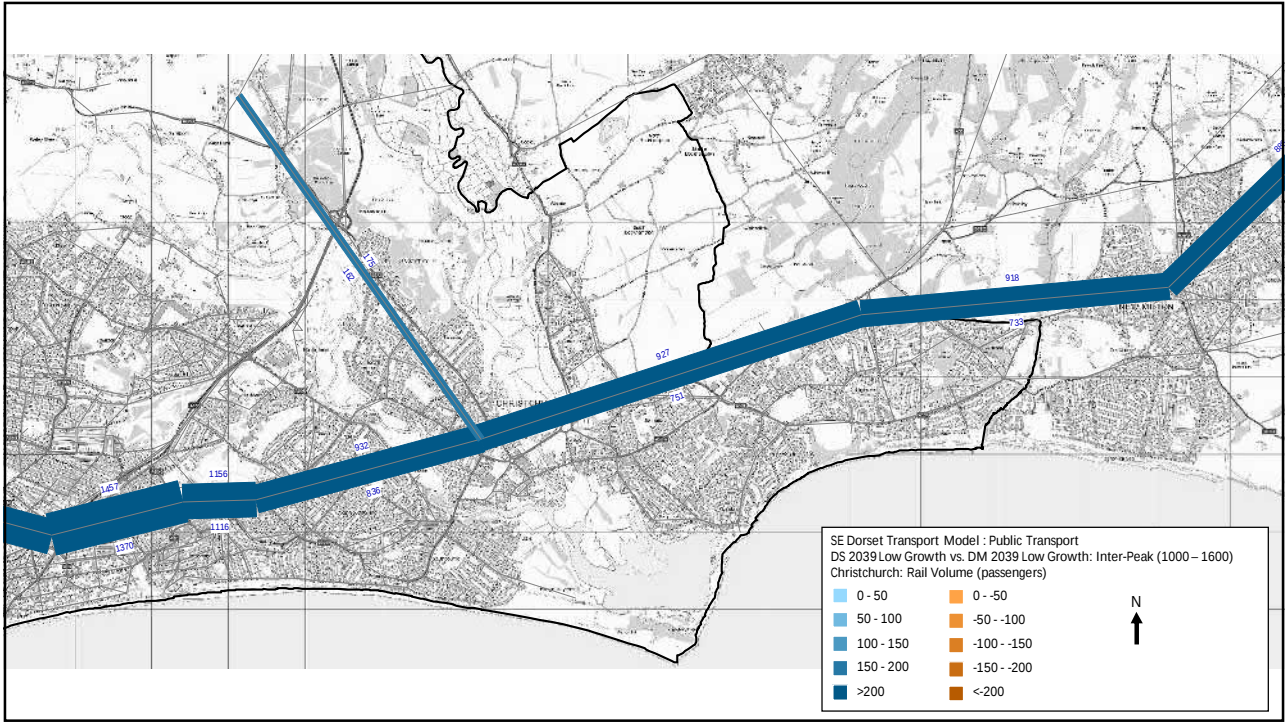
36



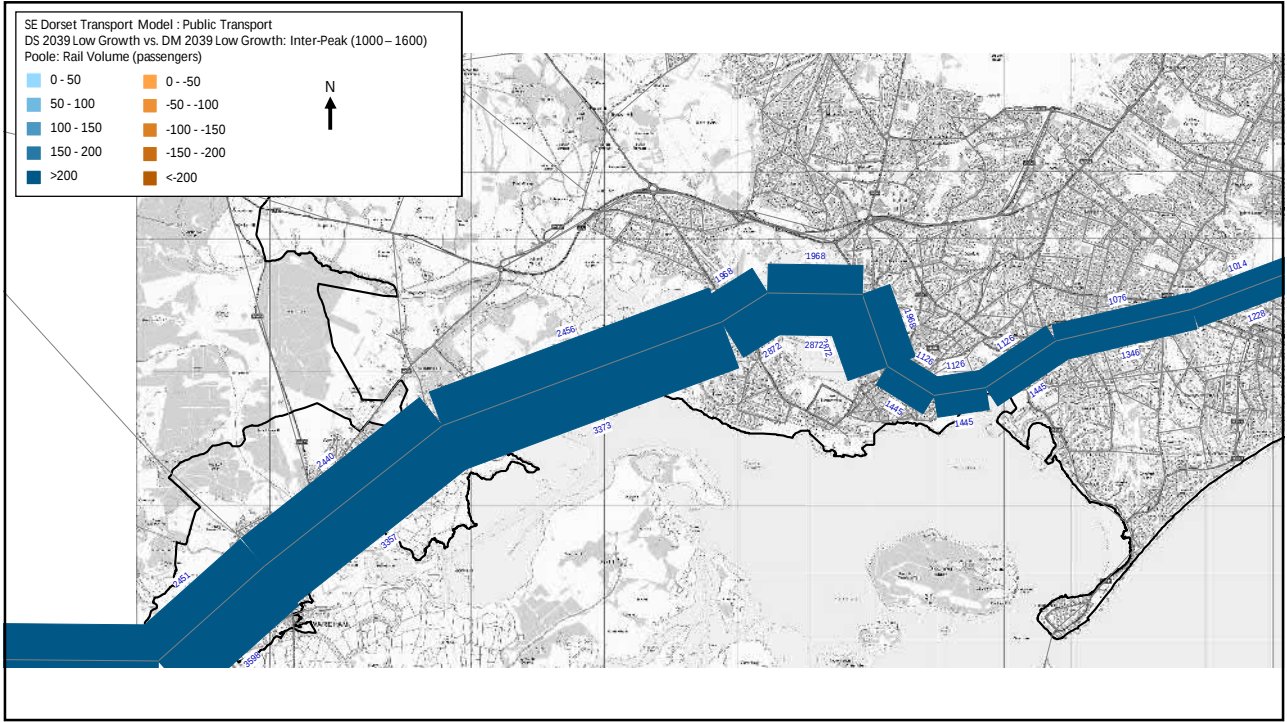
37



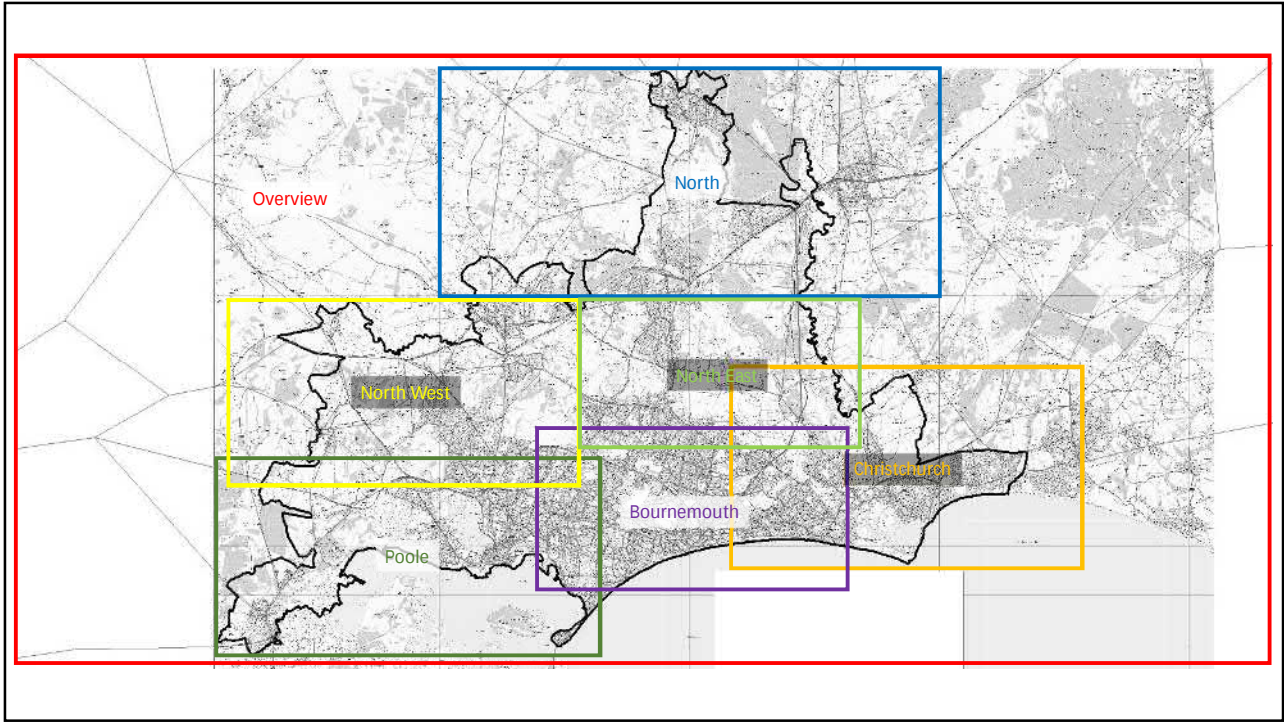
38



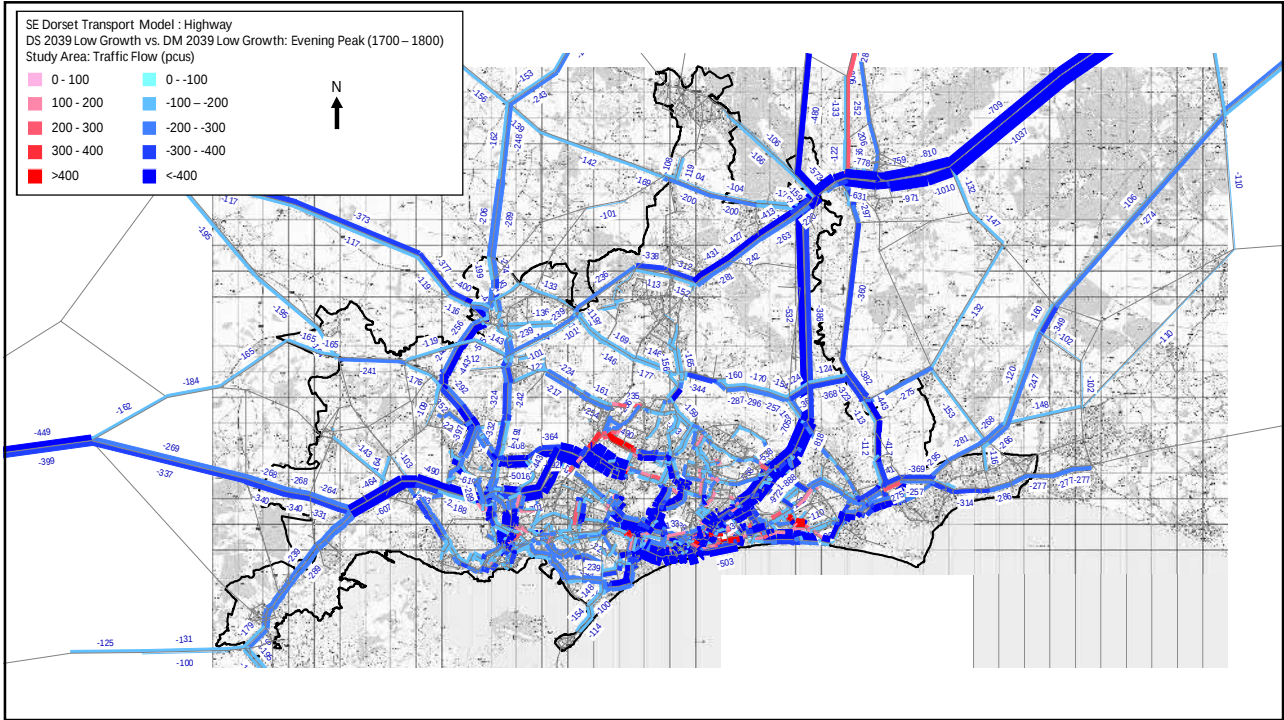
39



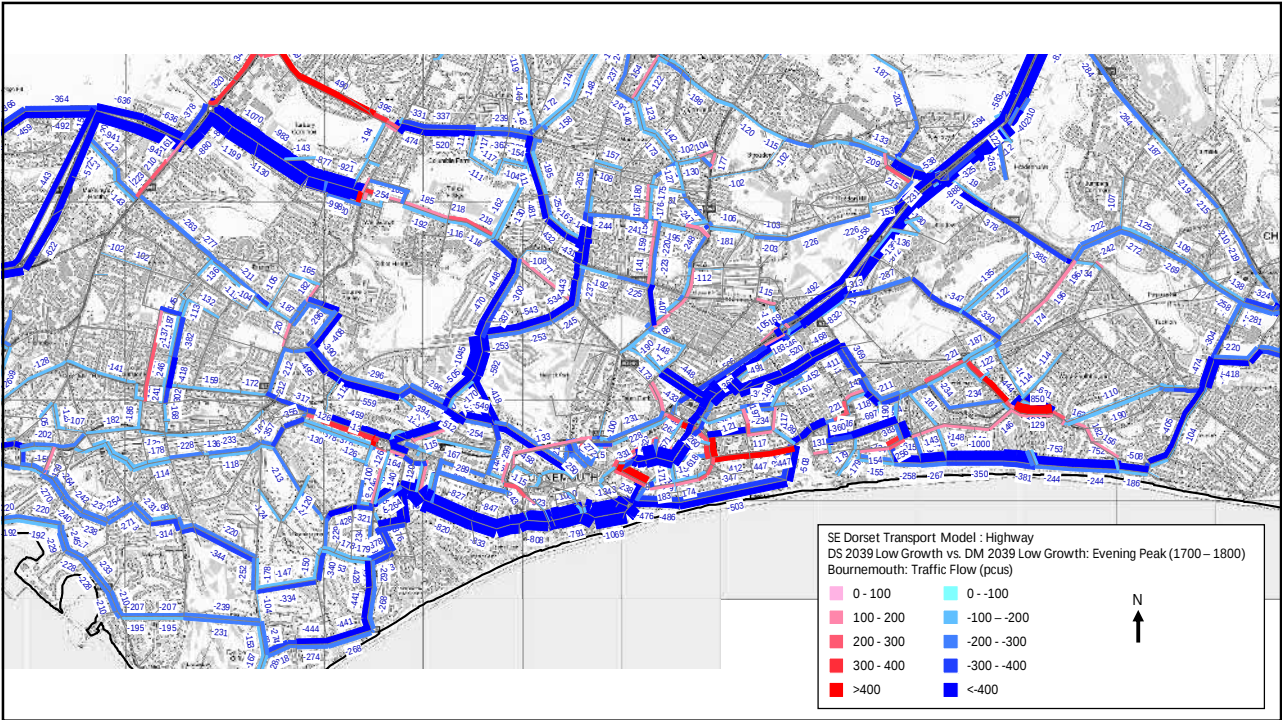
40



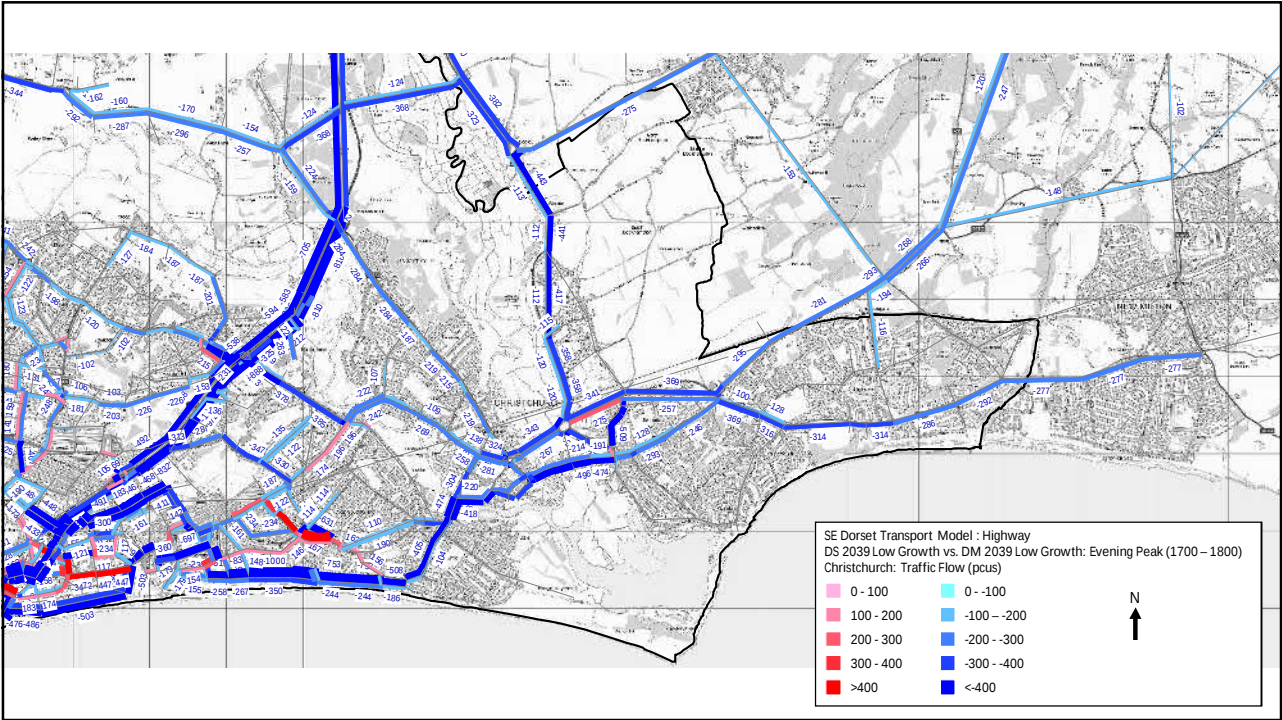
1



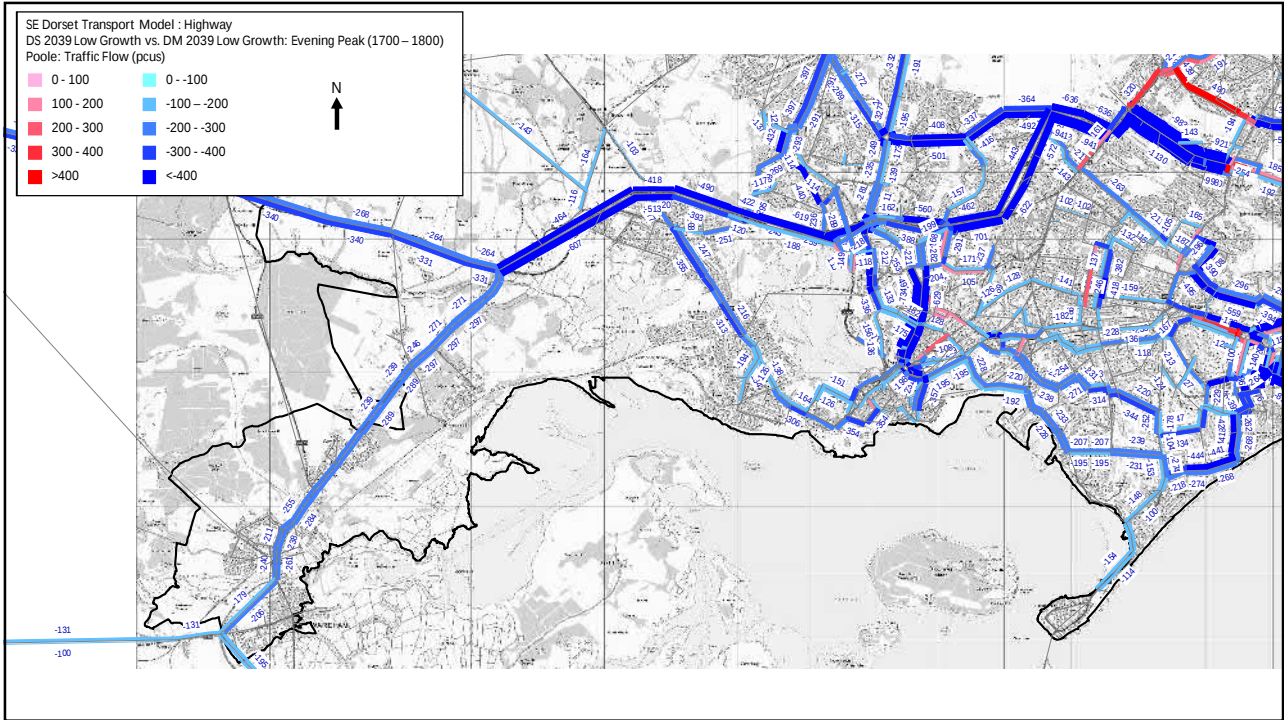
2



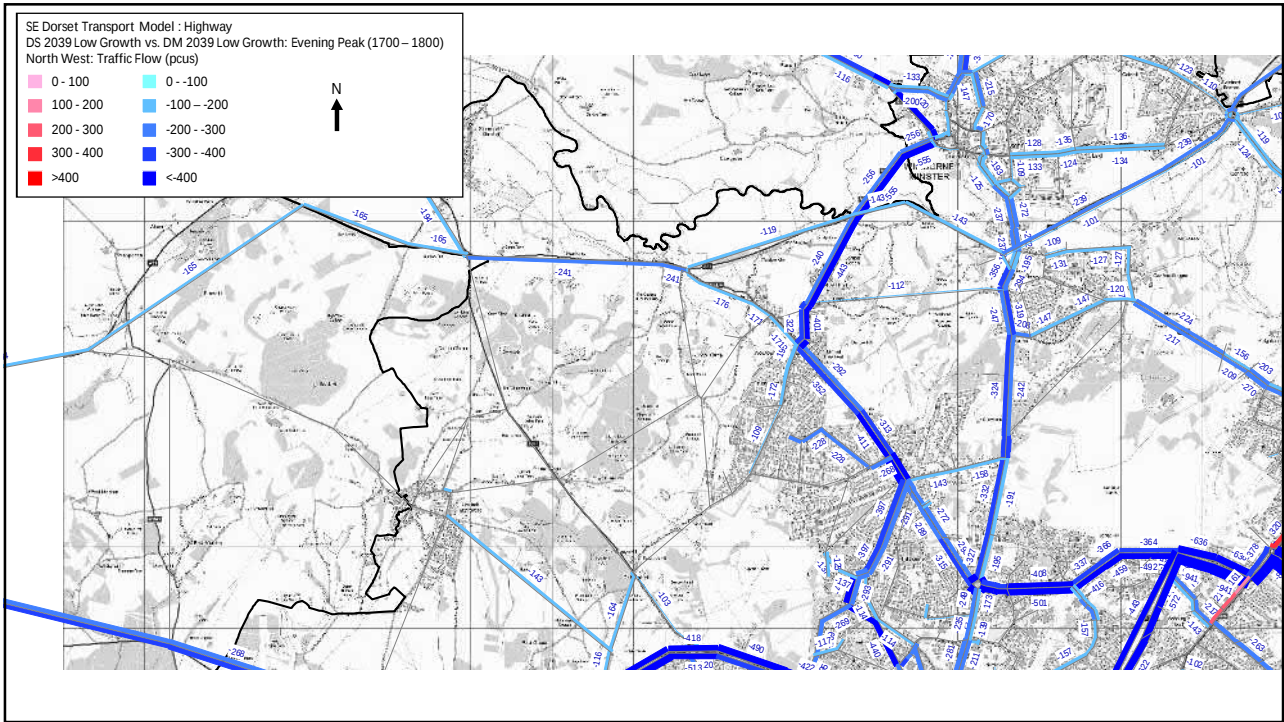
3



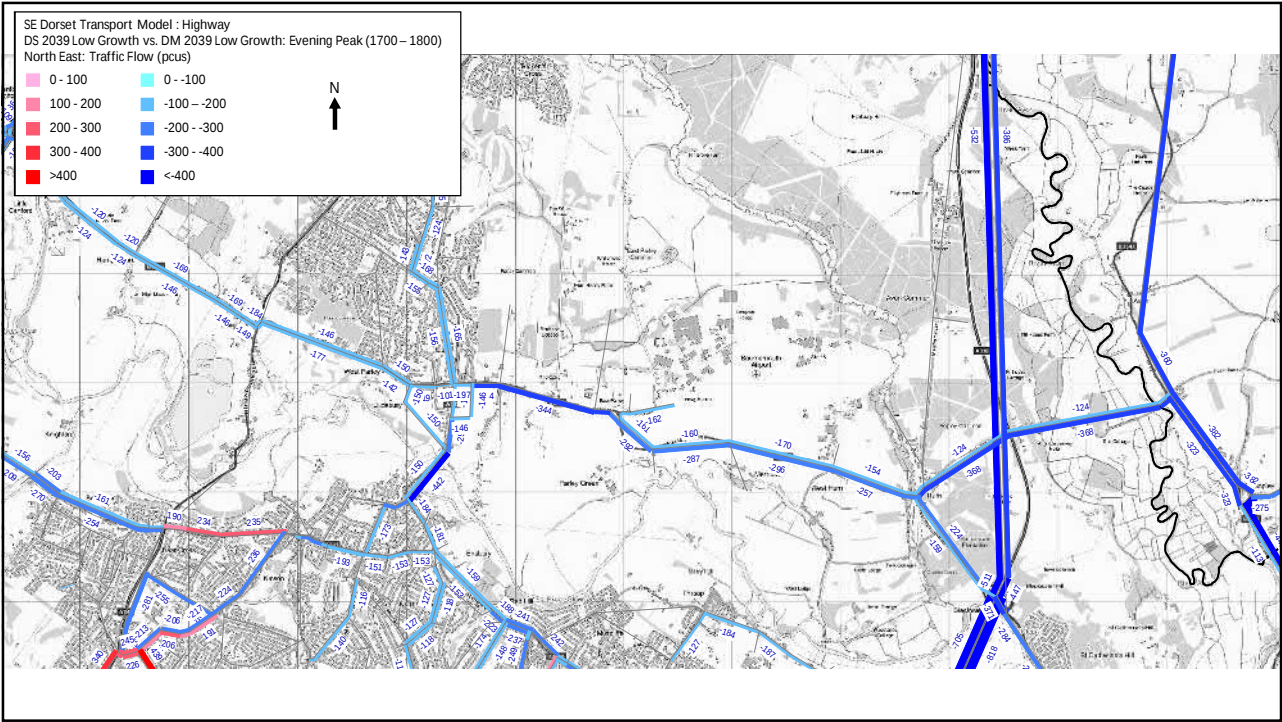
4



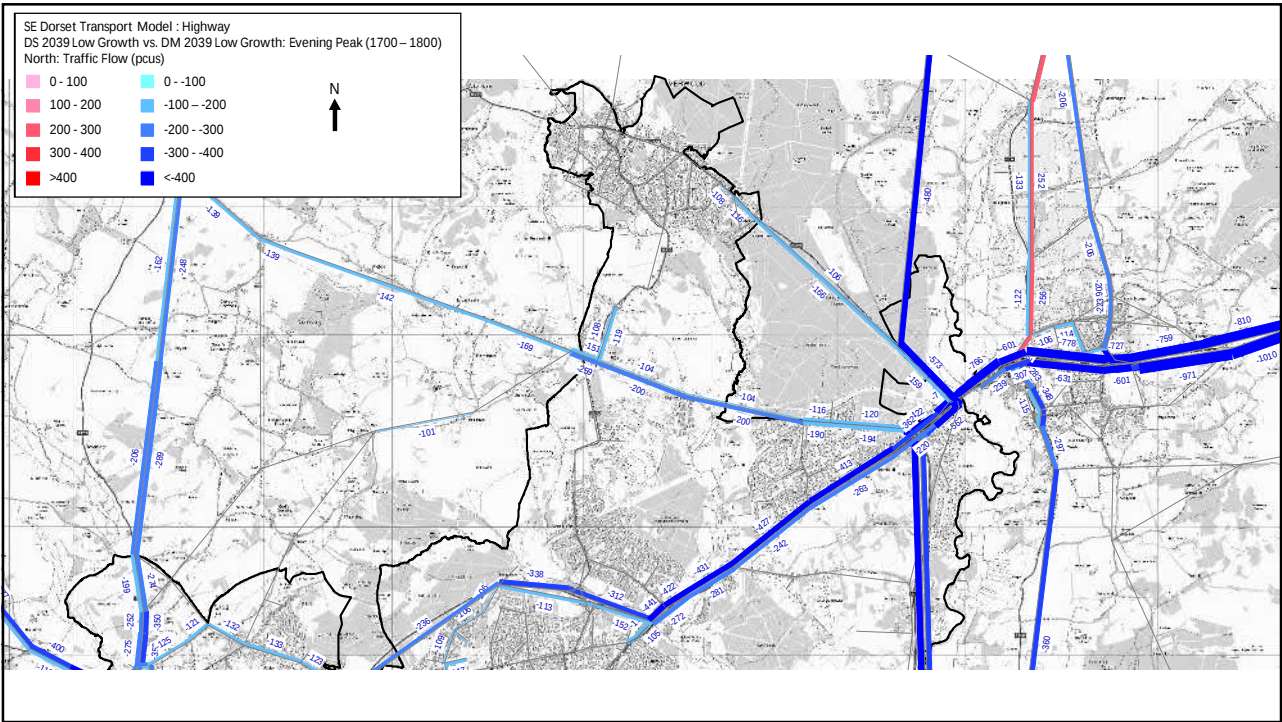
5



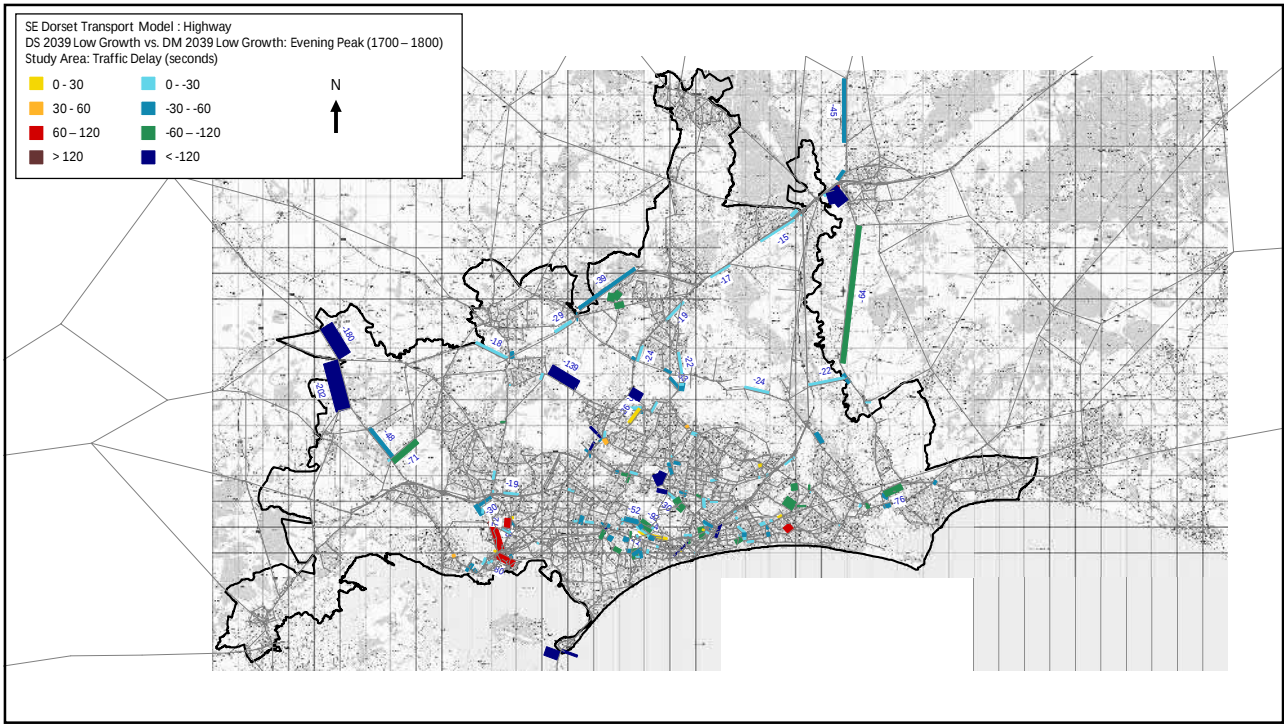
6



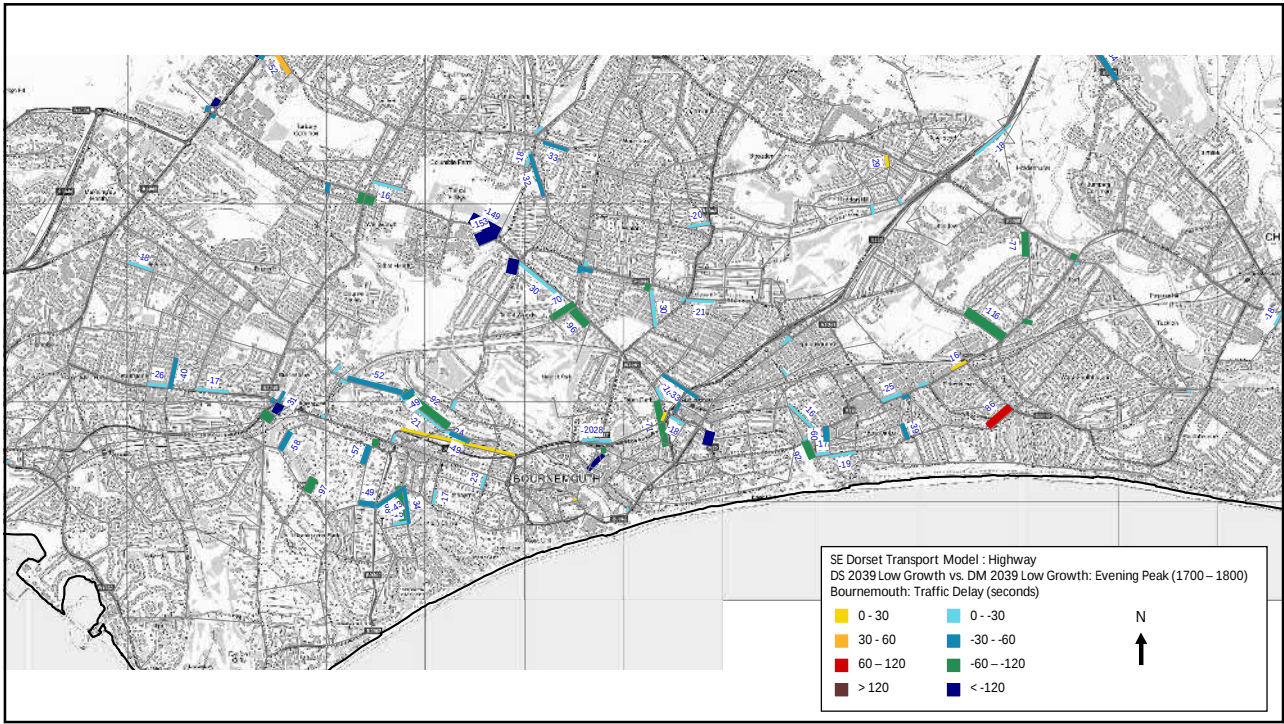
7



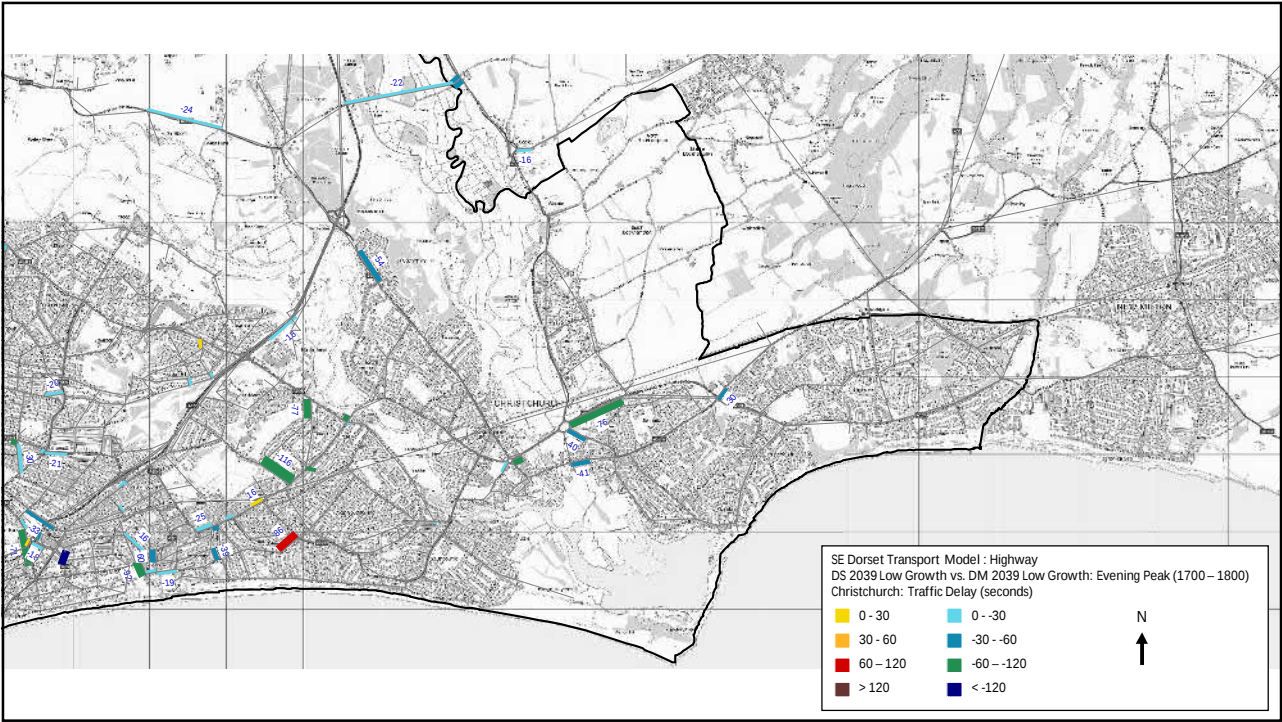
8



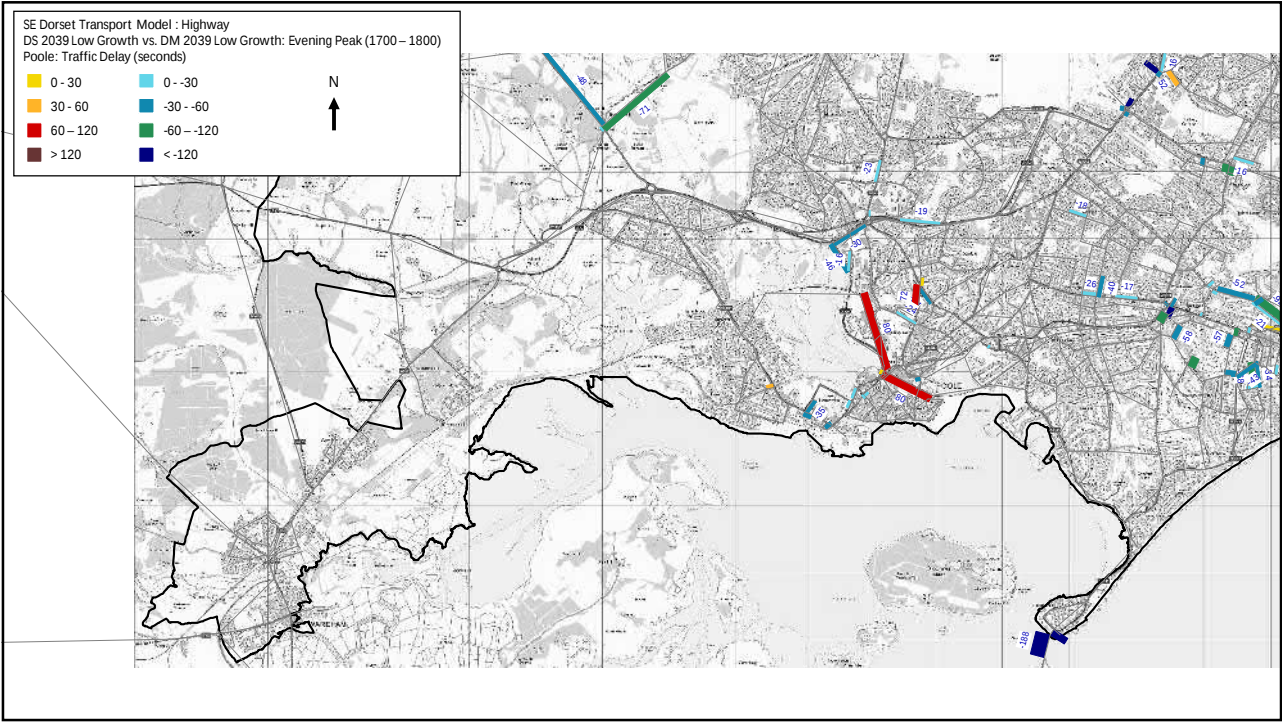
9



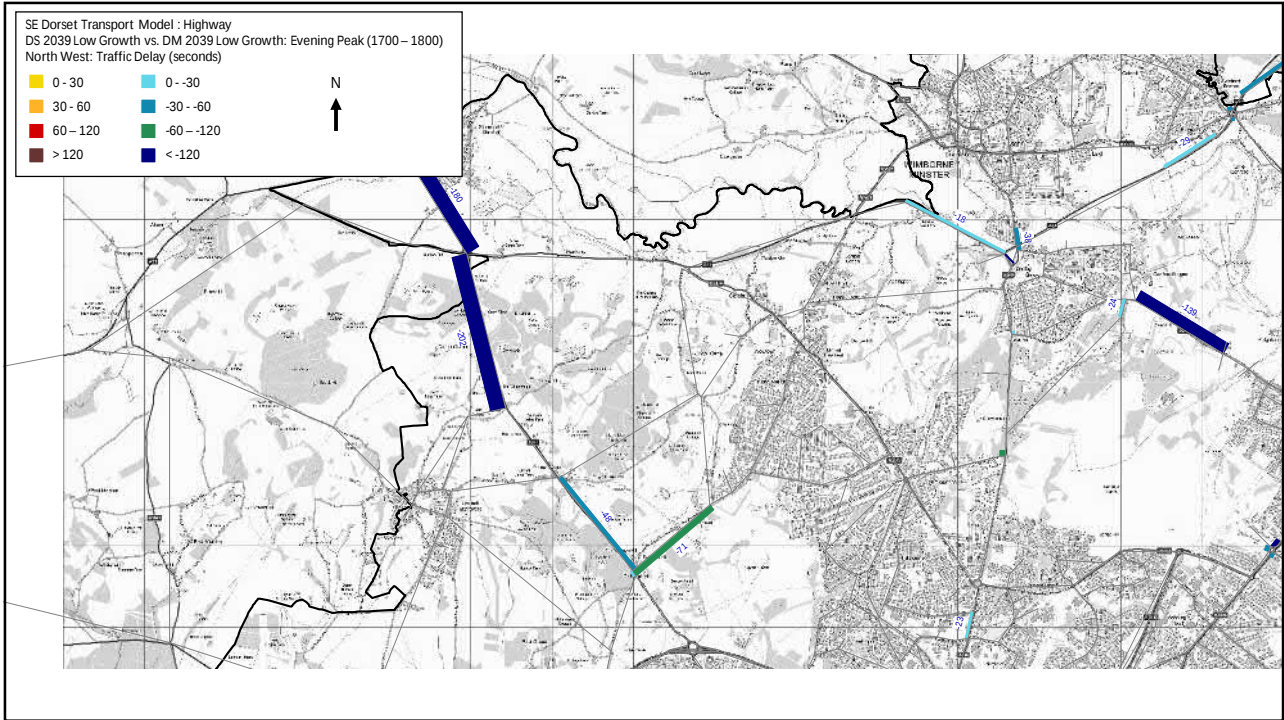
10



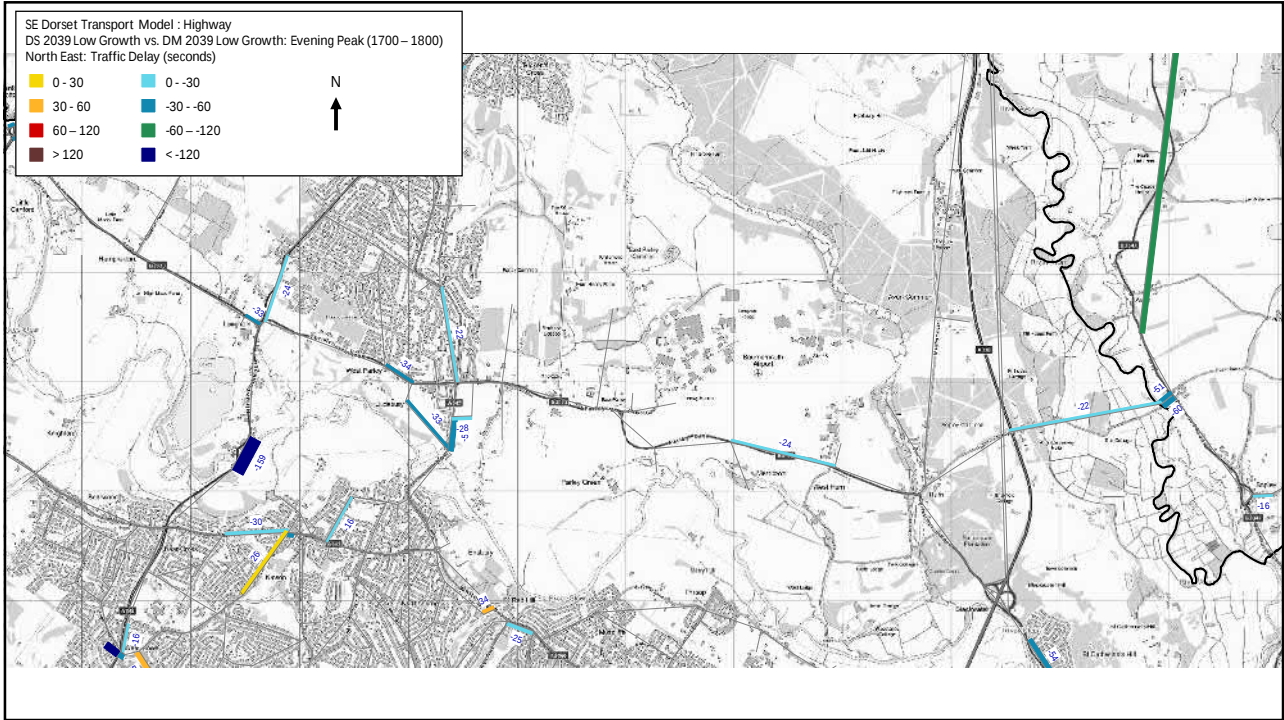
11



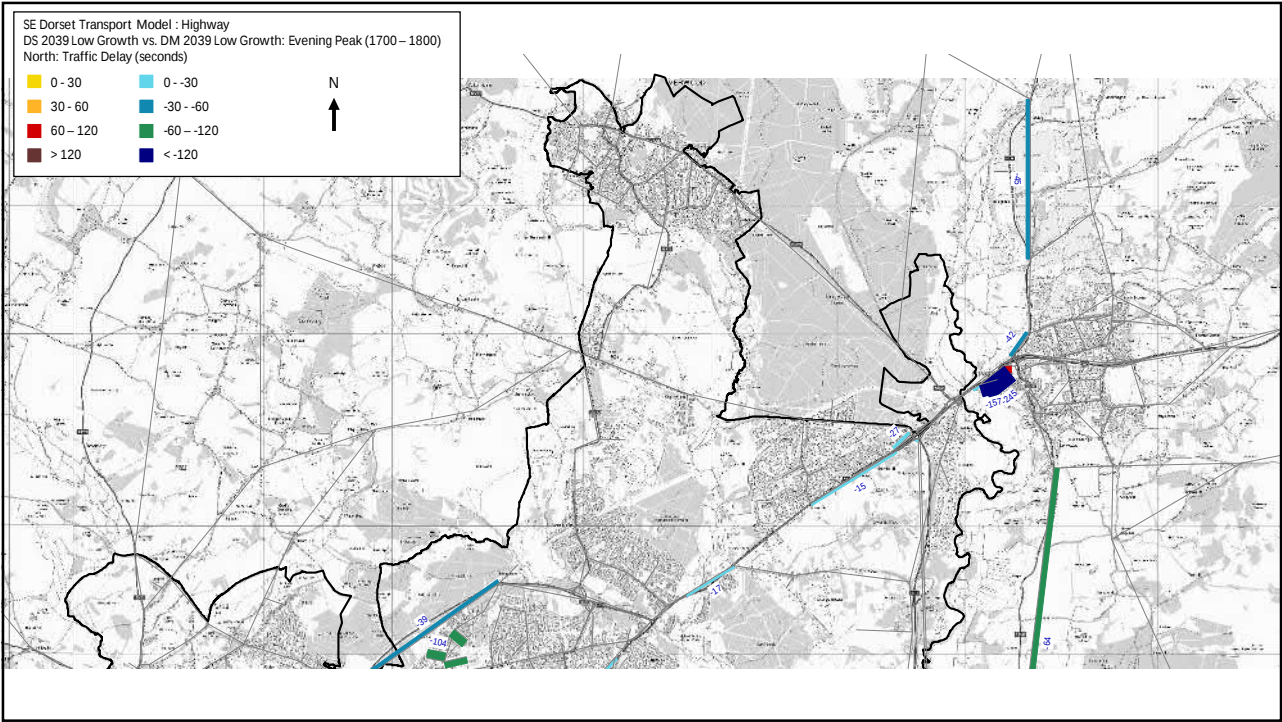
12



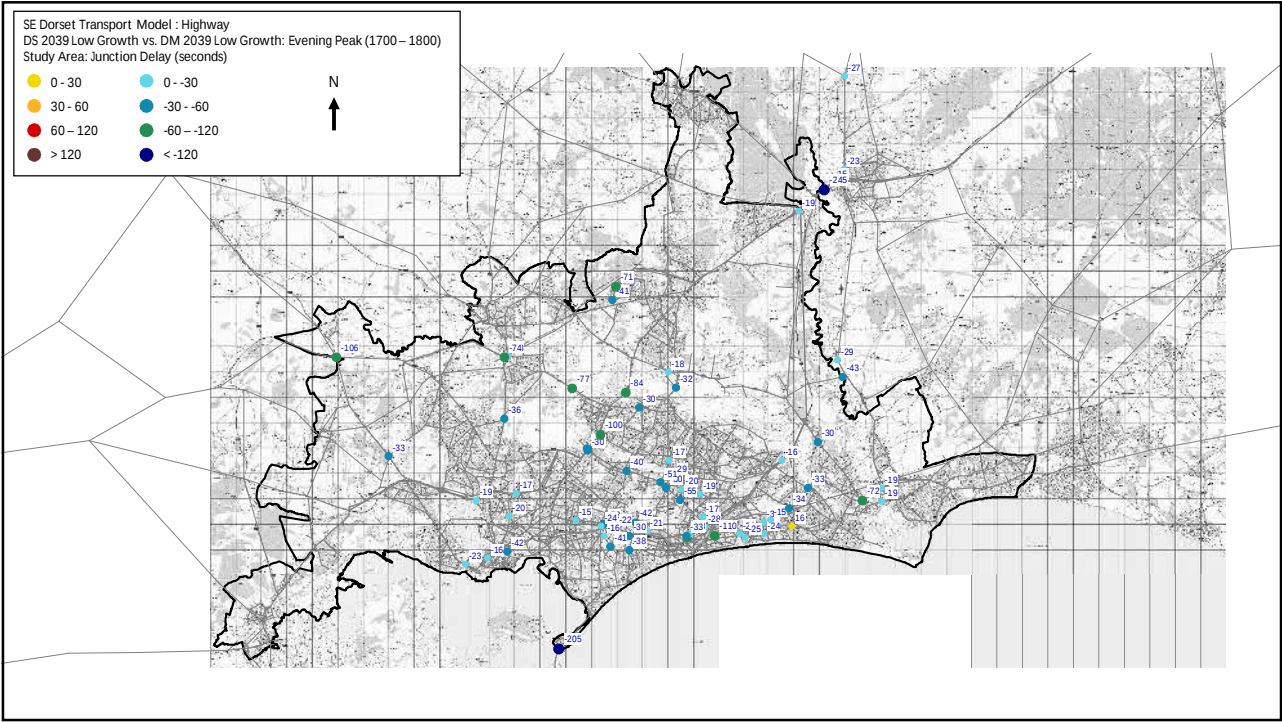
13



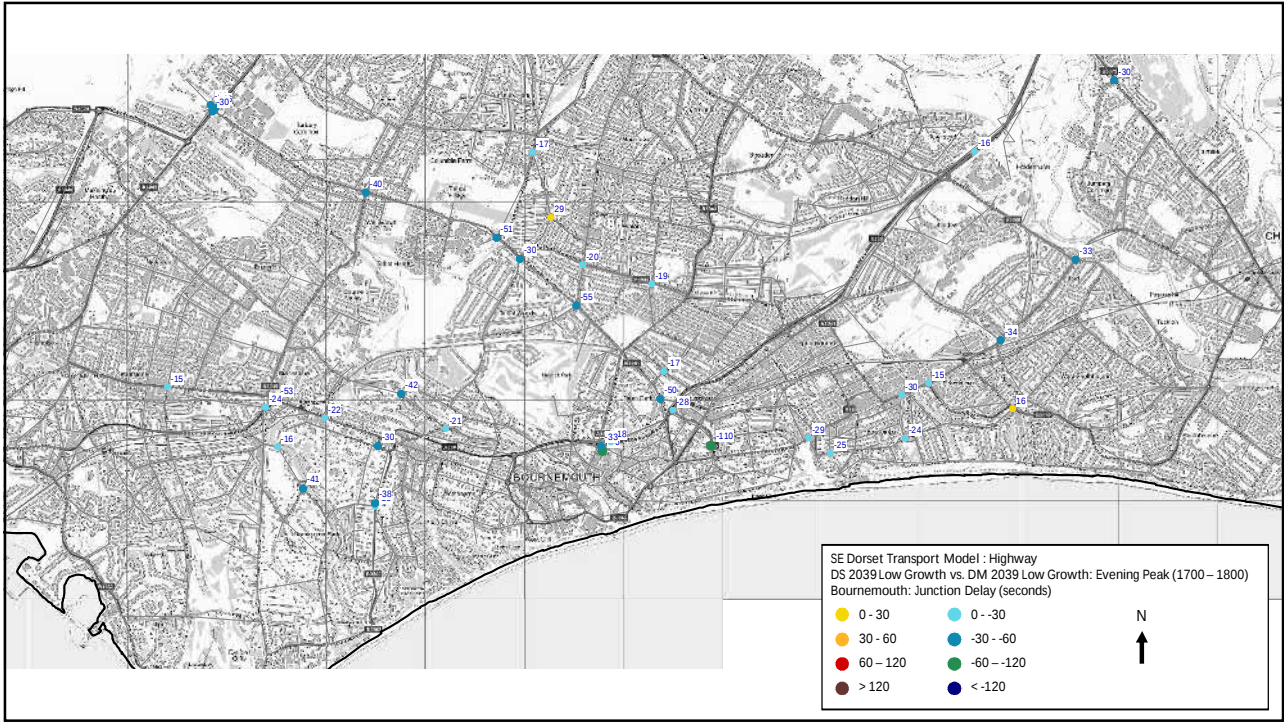
14



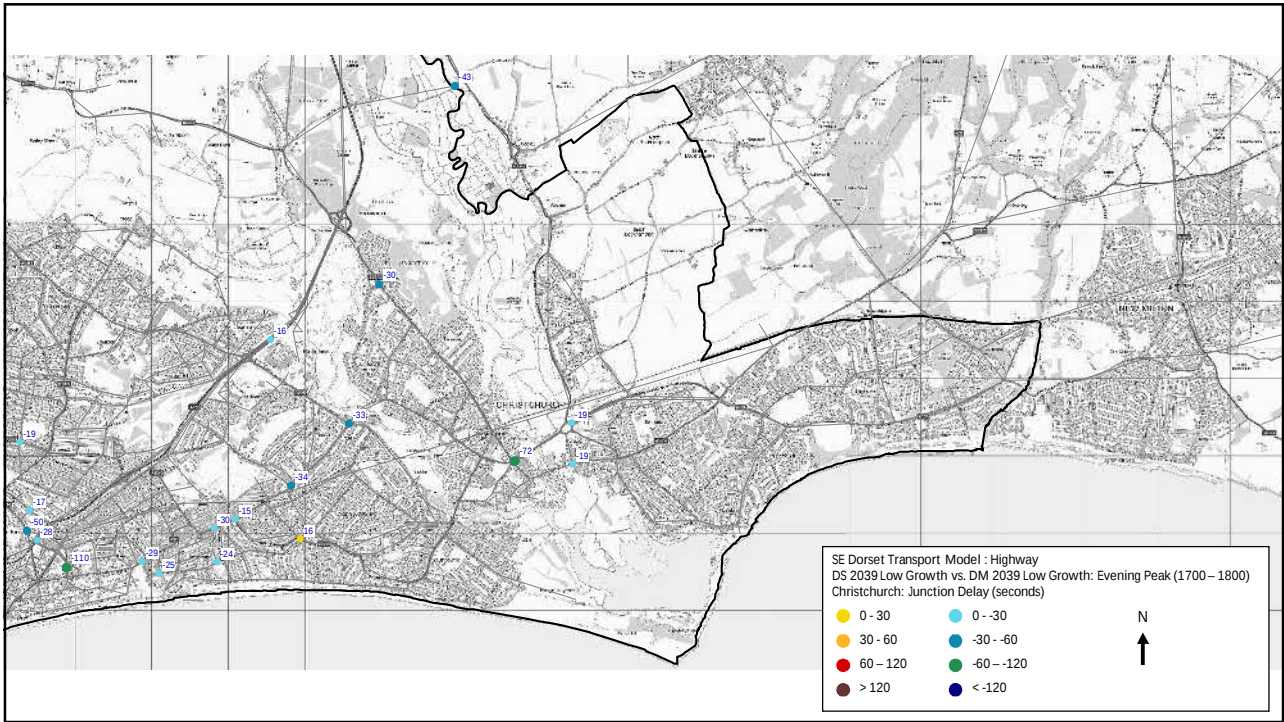
15



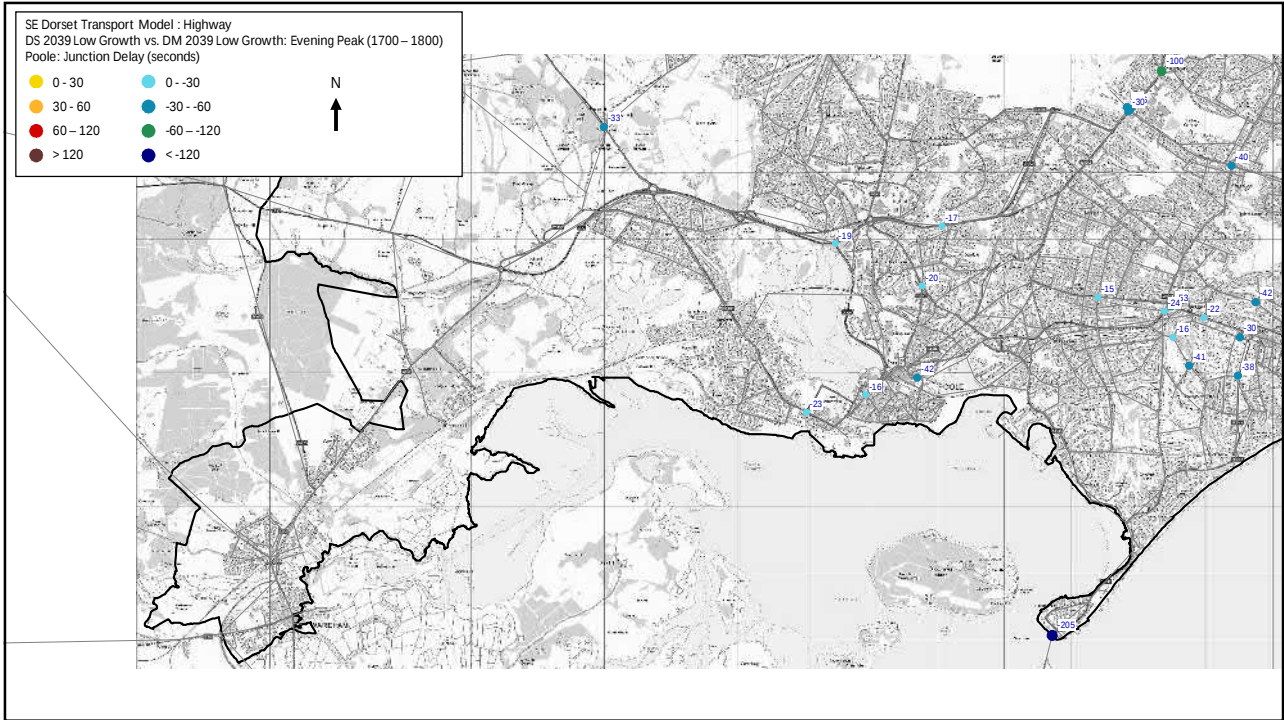
16



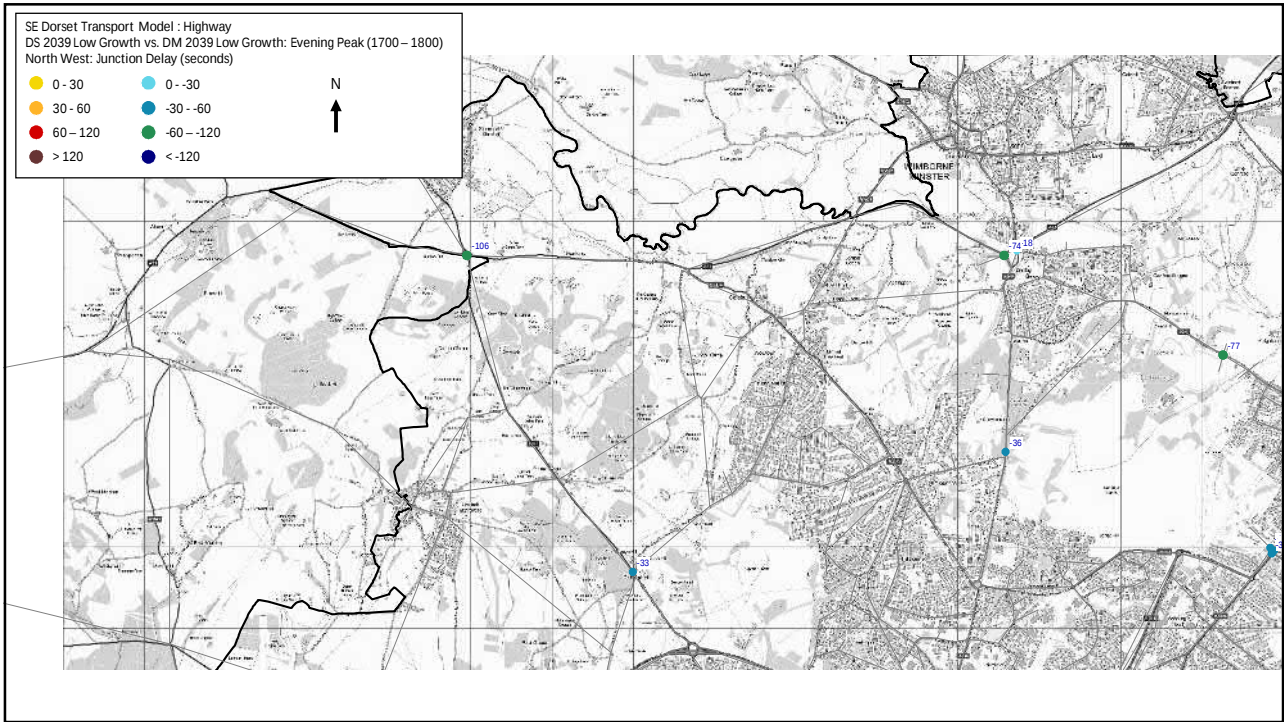
17



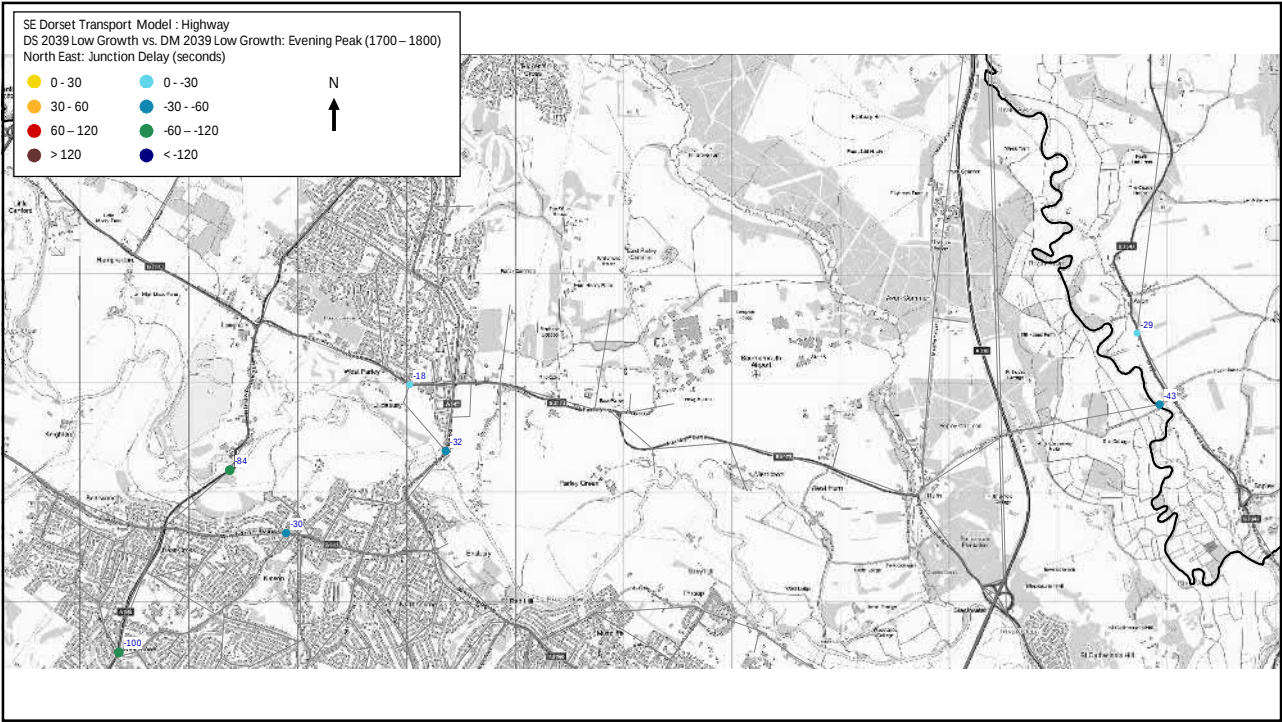
18



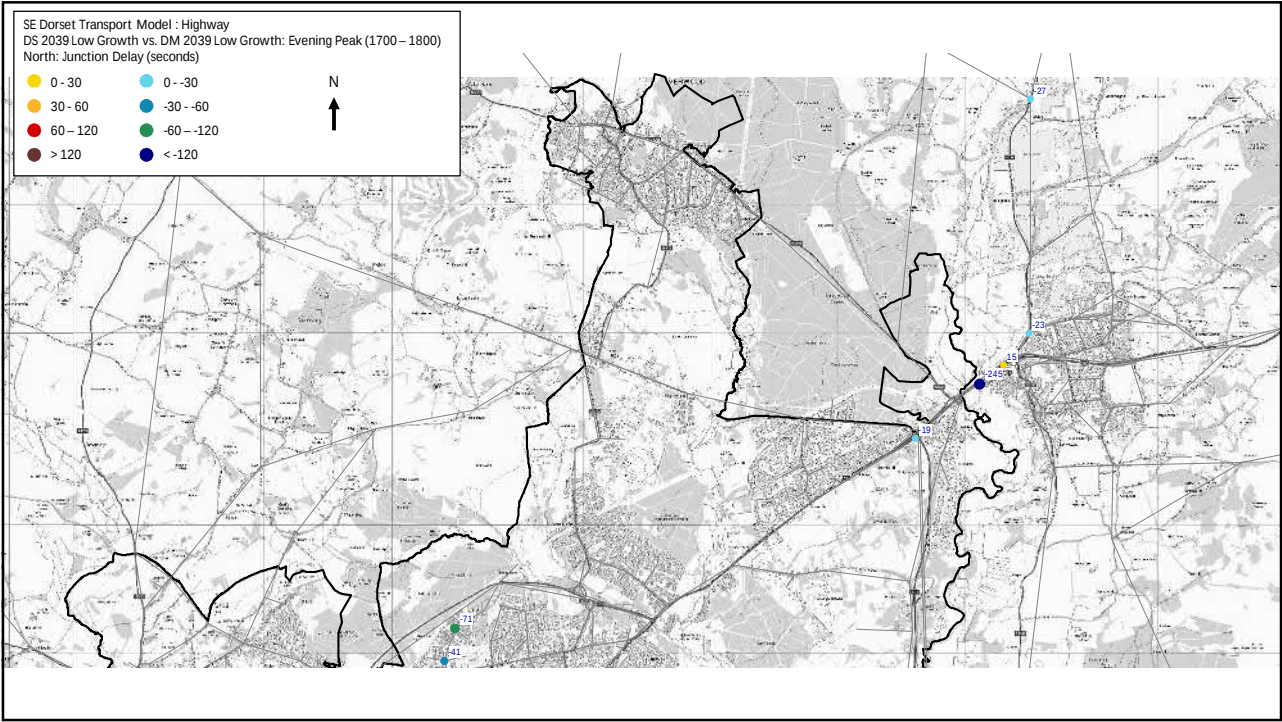
19



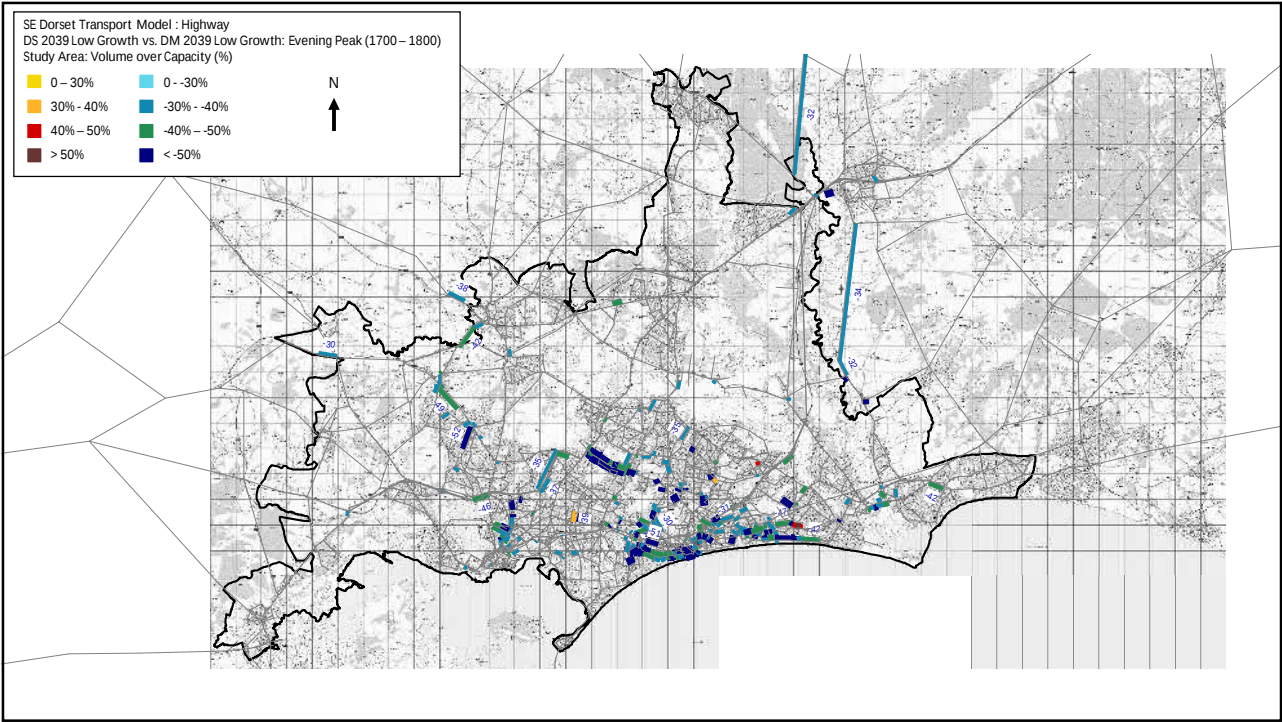
20



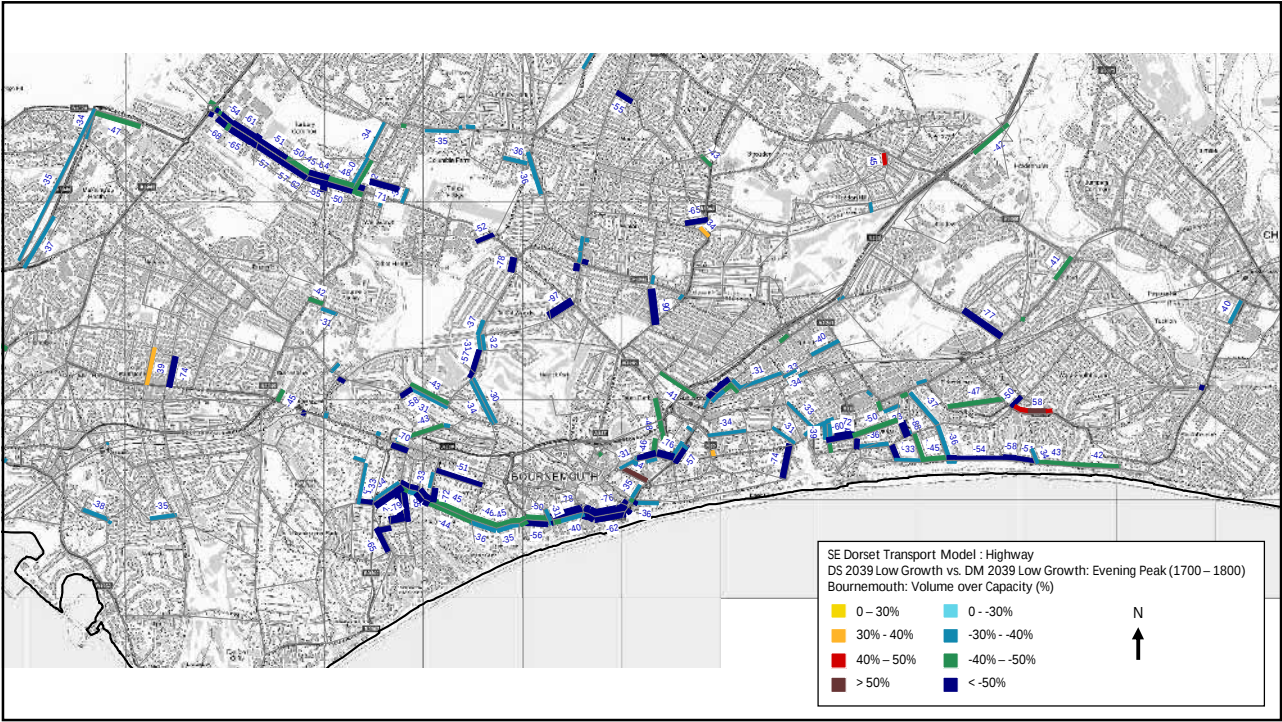
21



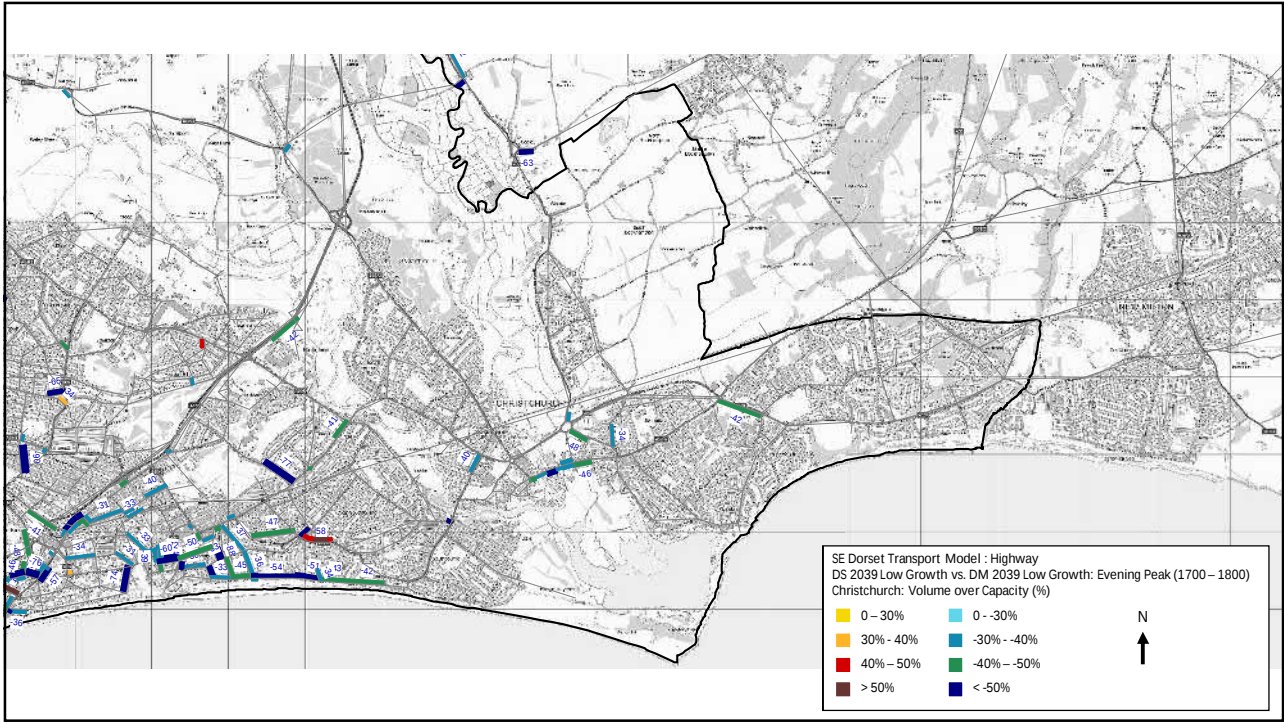
22



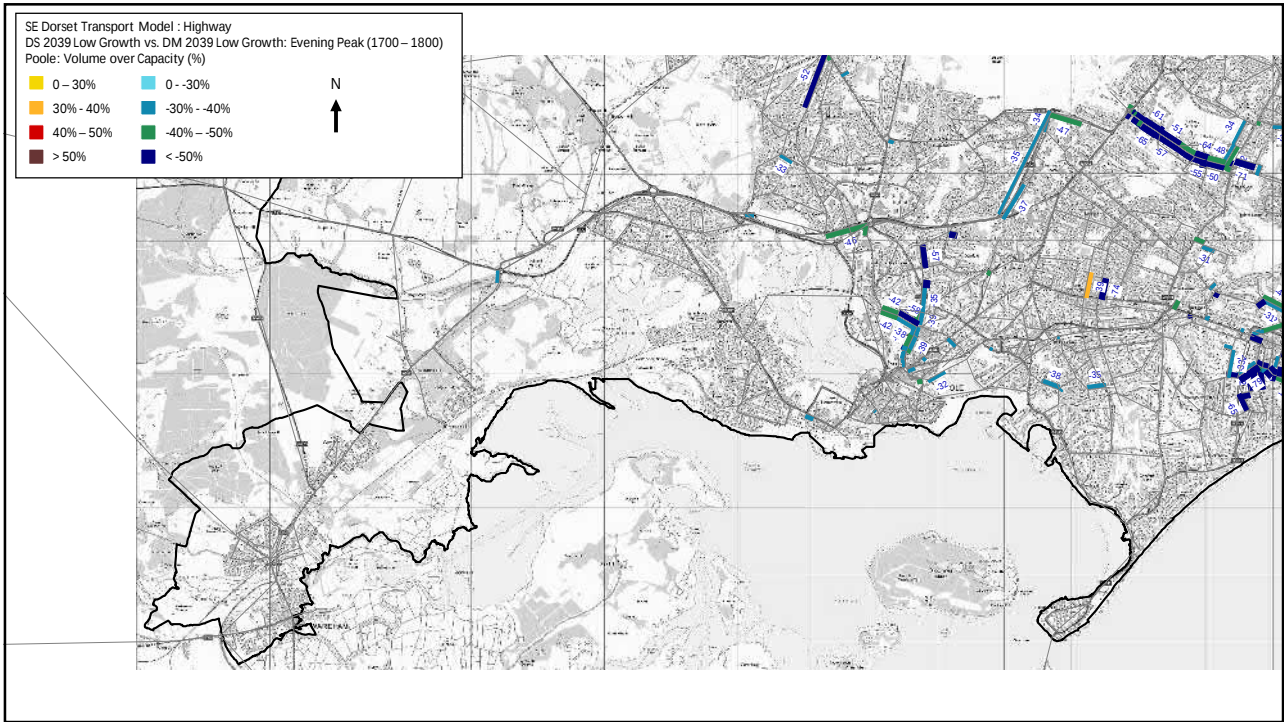
23



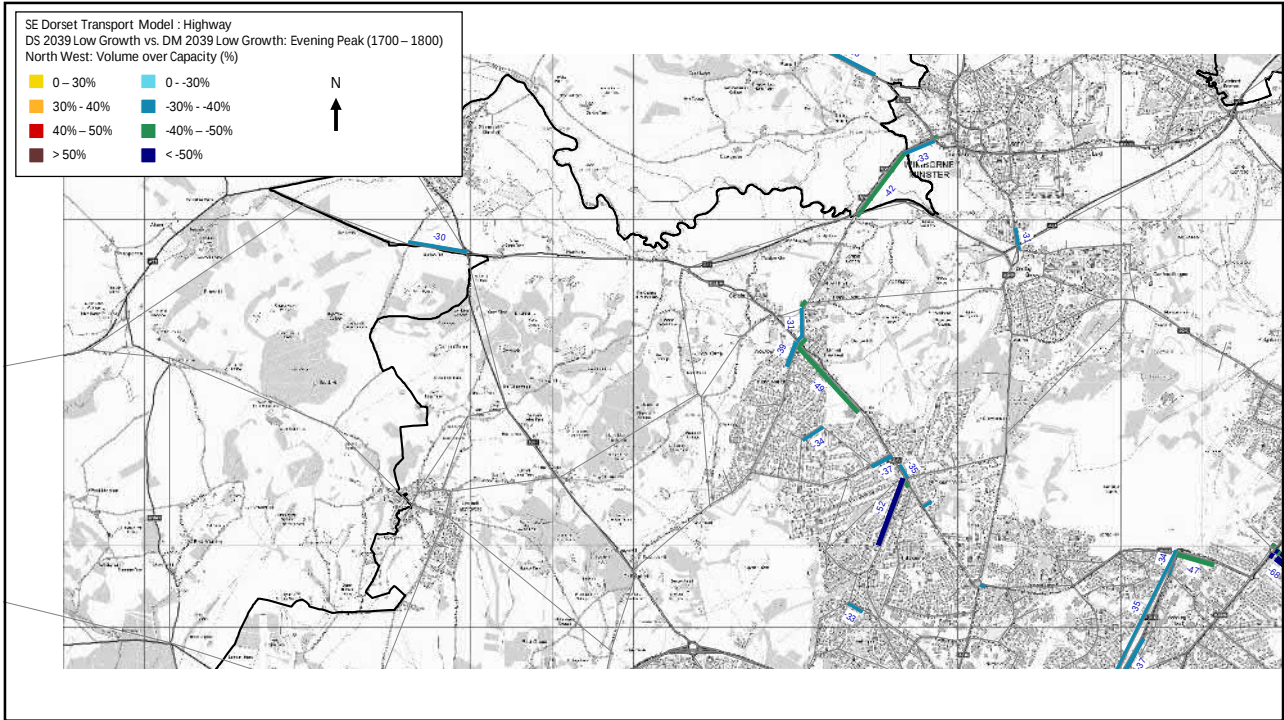
24



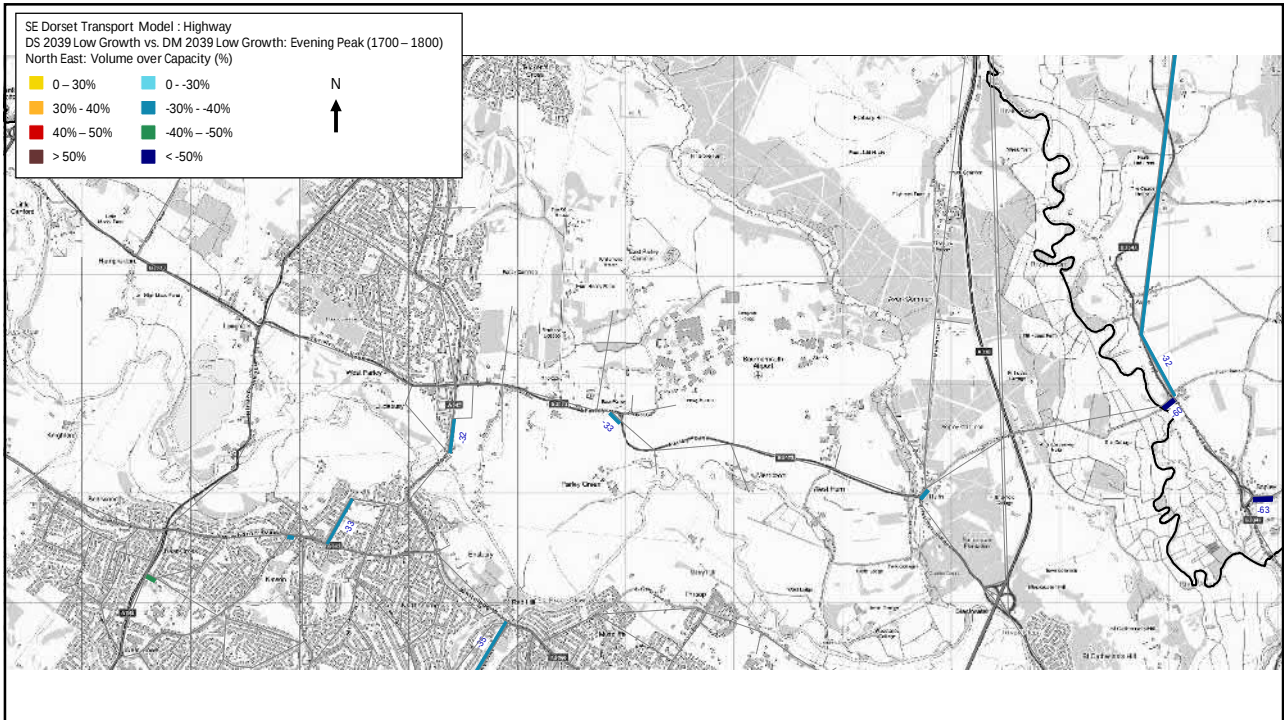
25



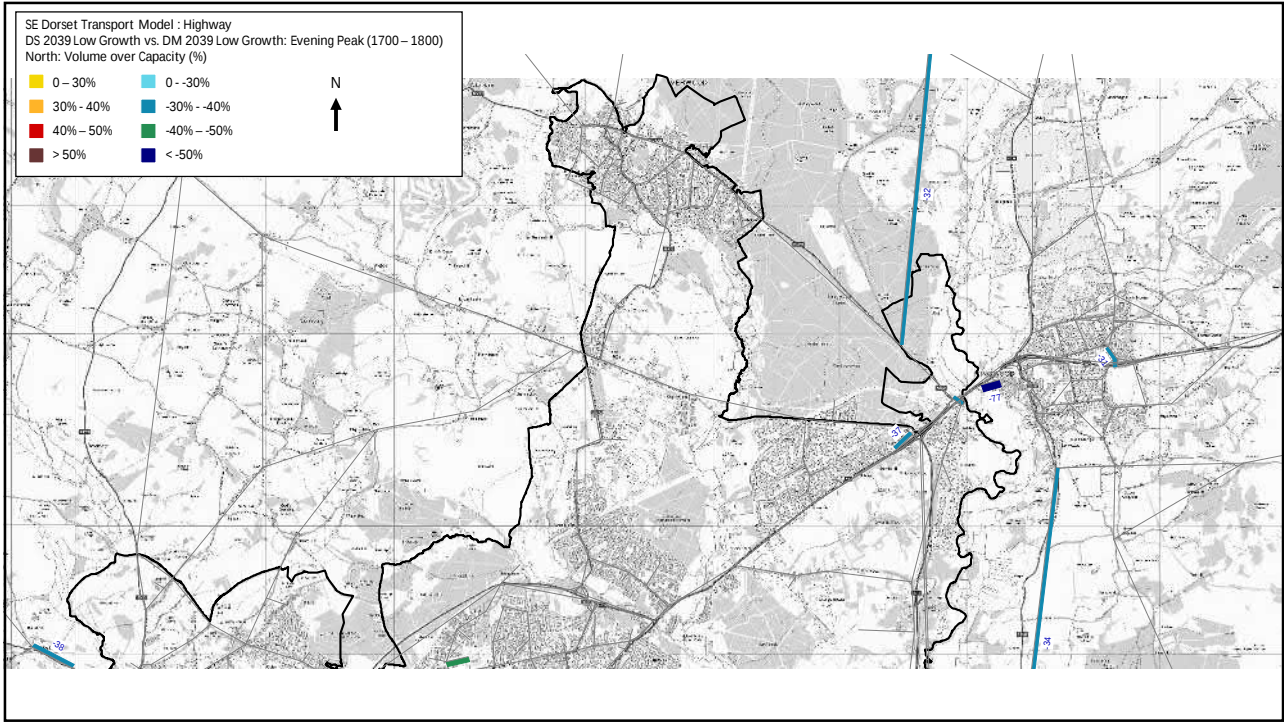
26



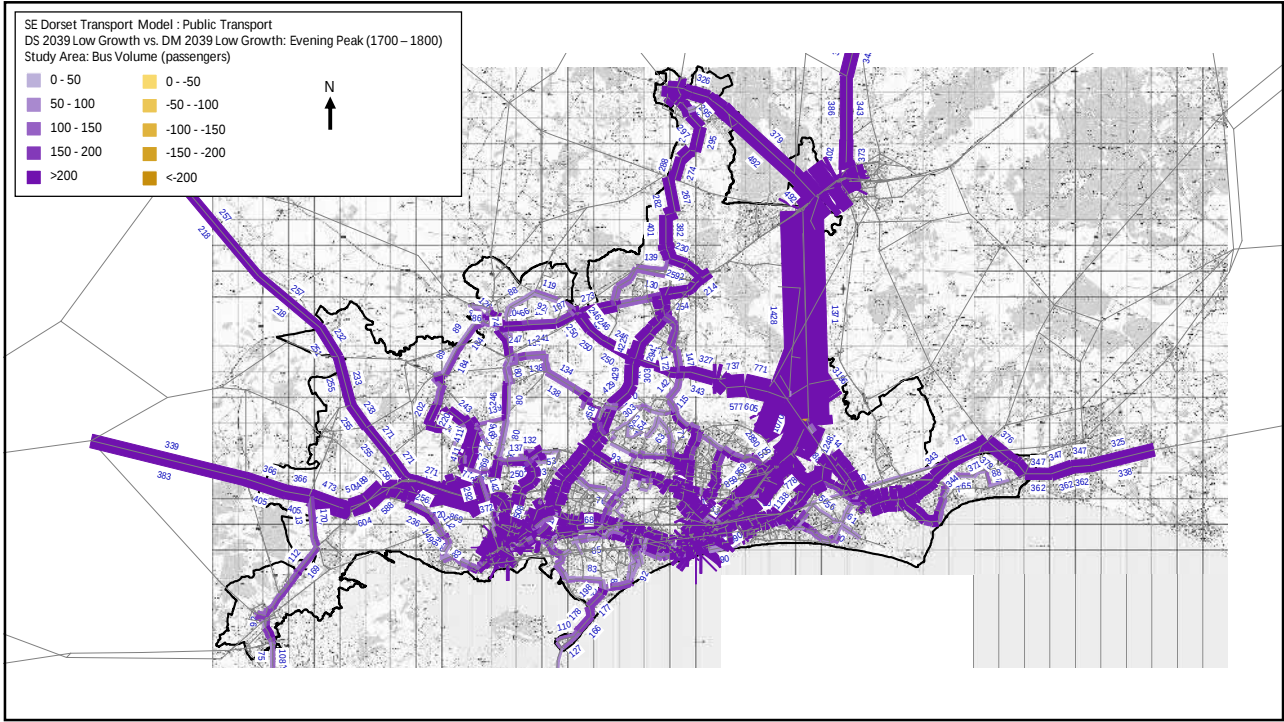
27



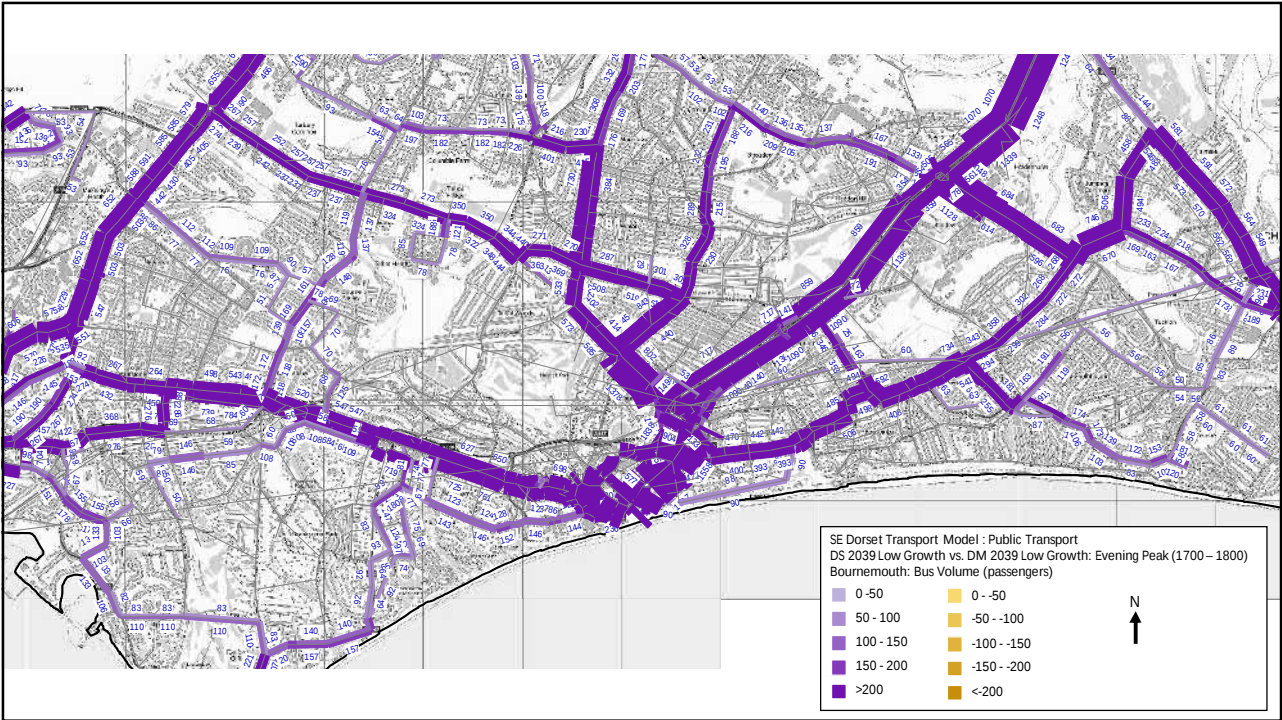
28



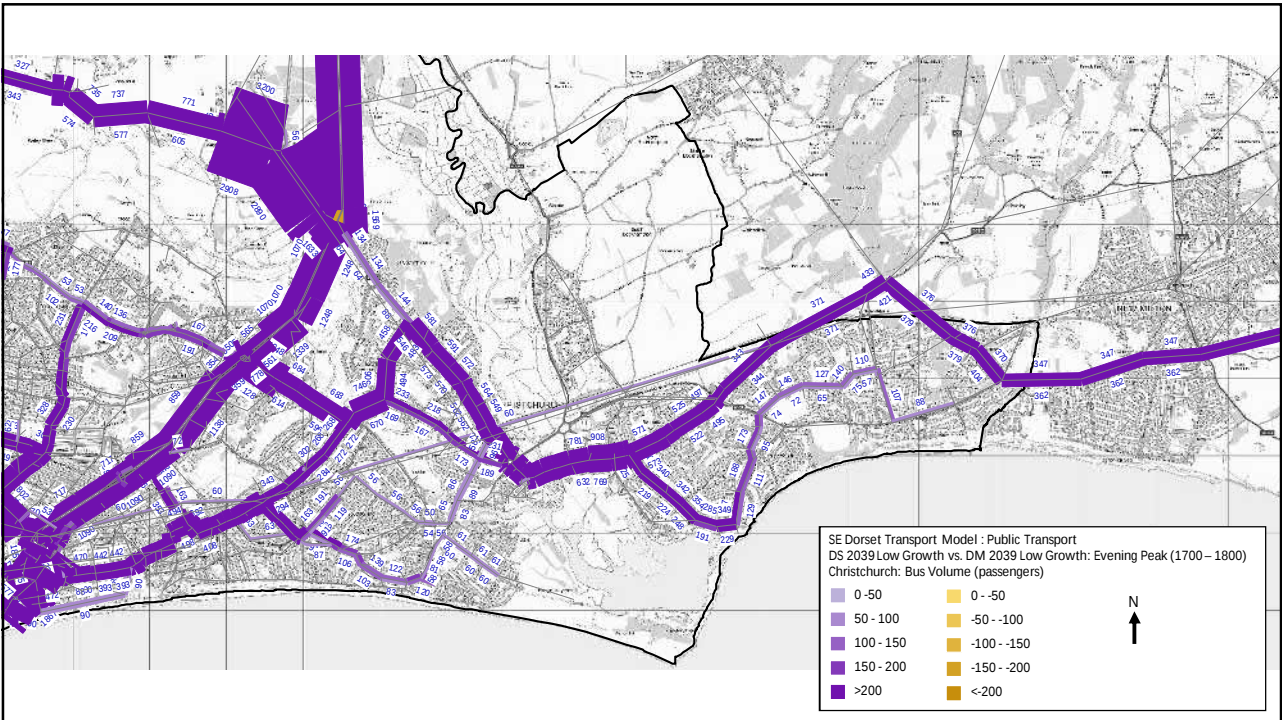
29



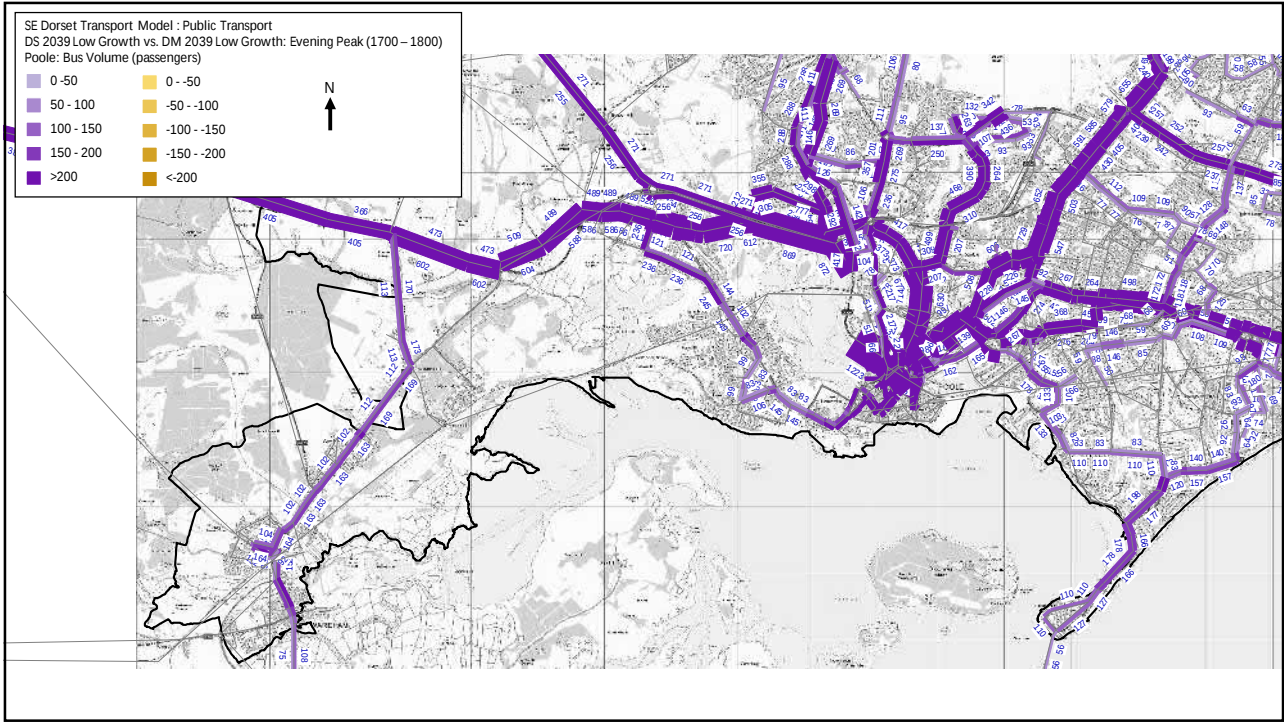
30



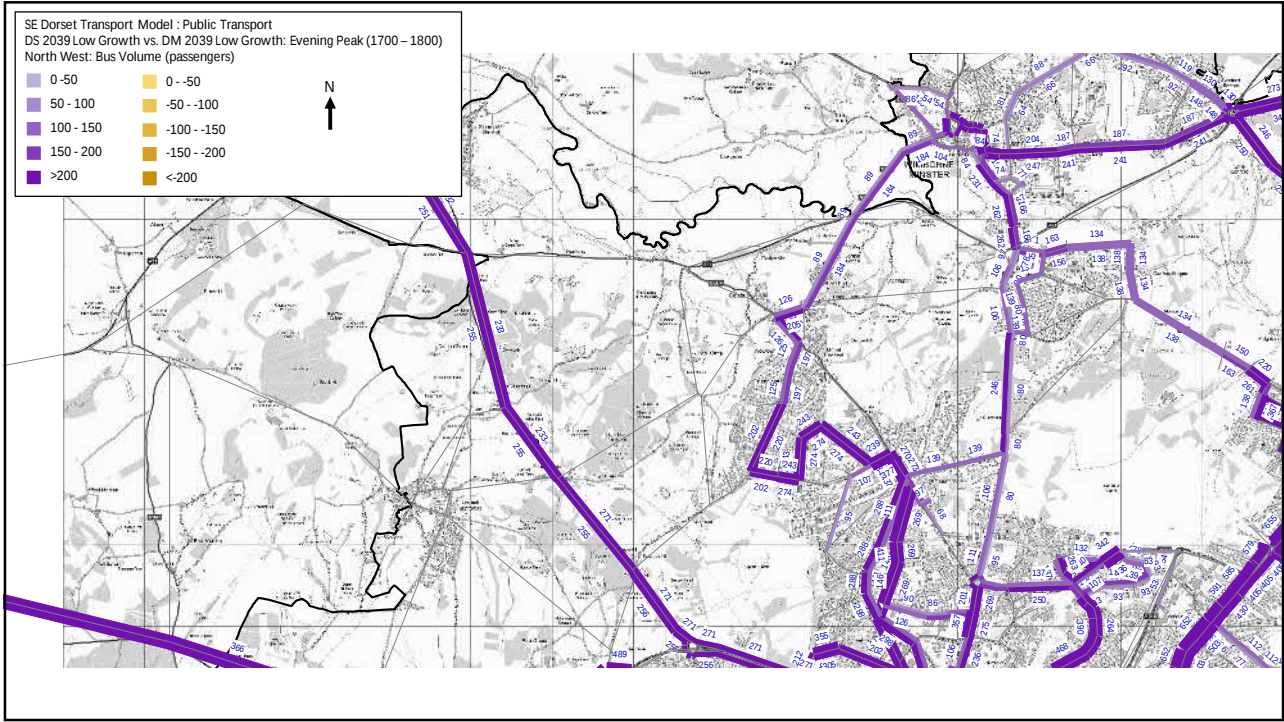
31



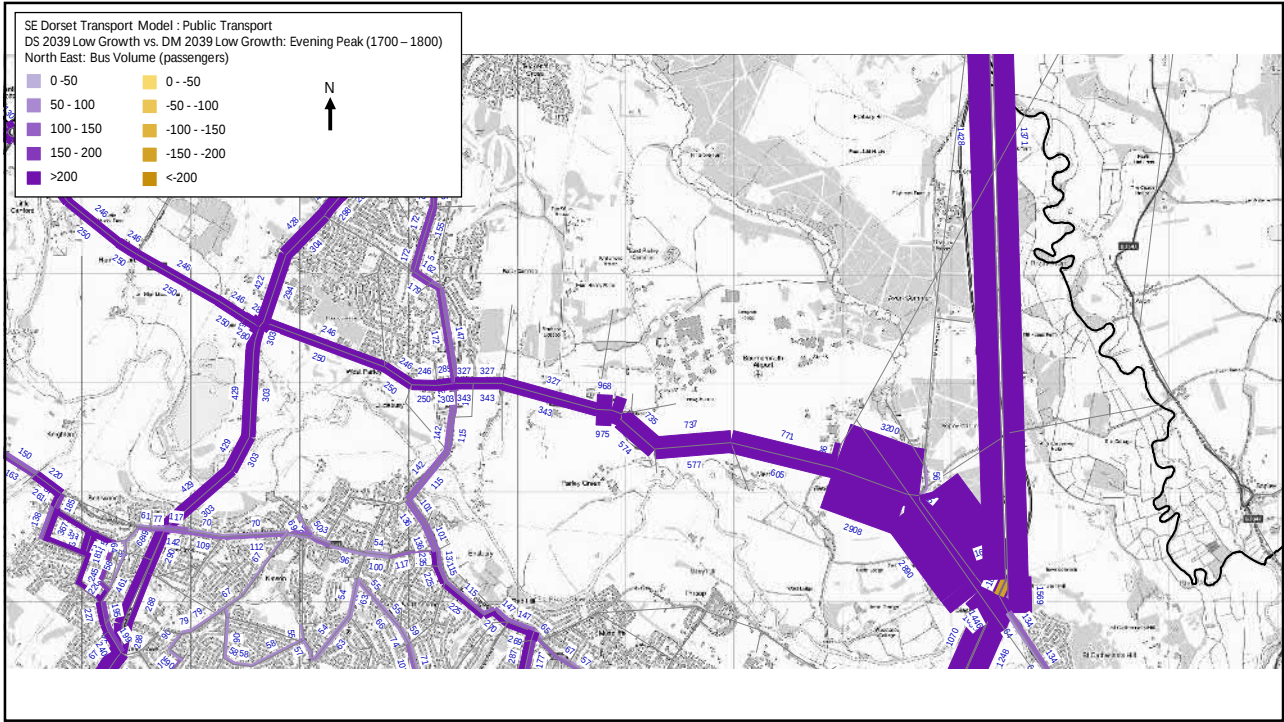
32



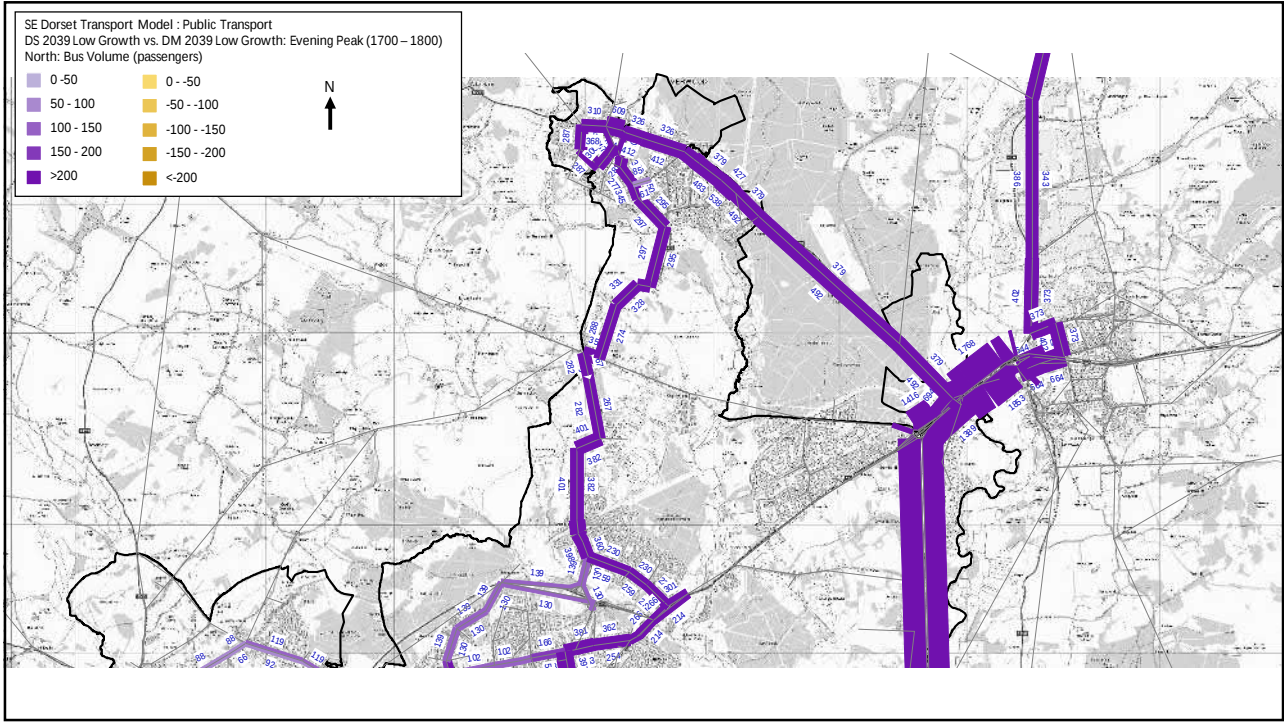
33



34

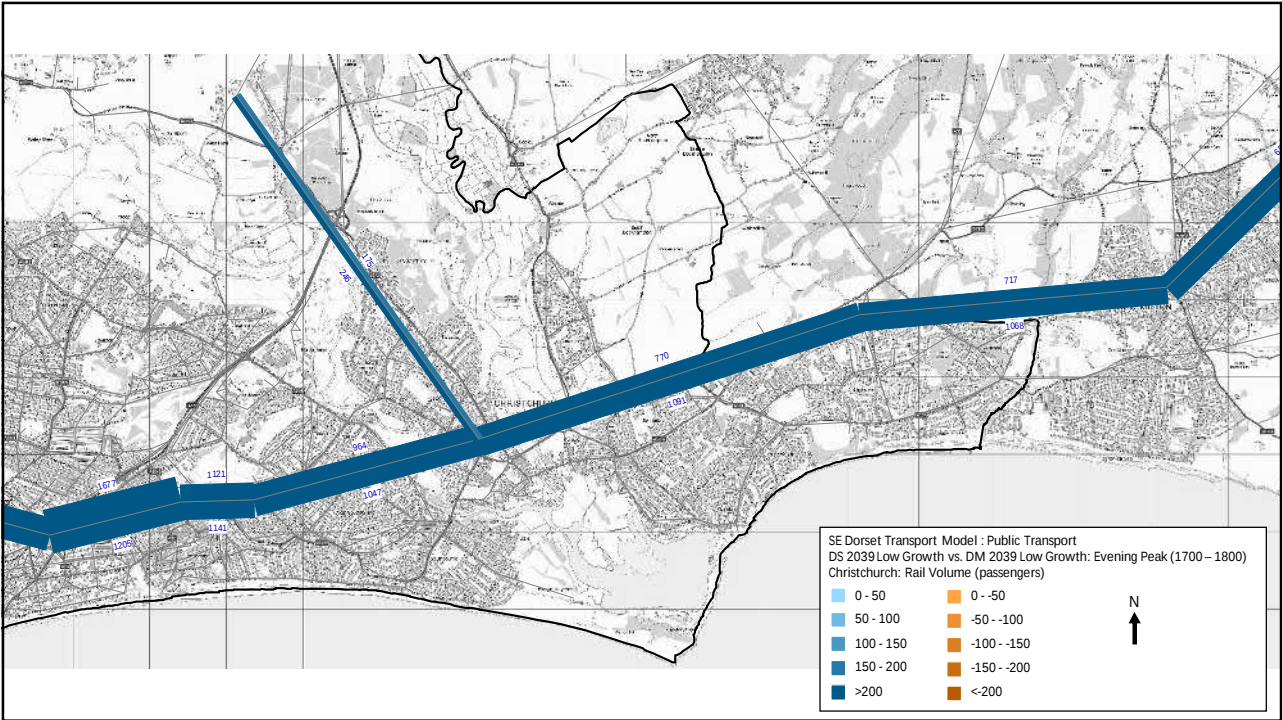


35

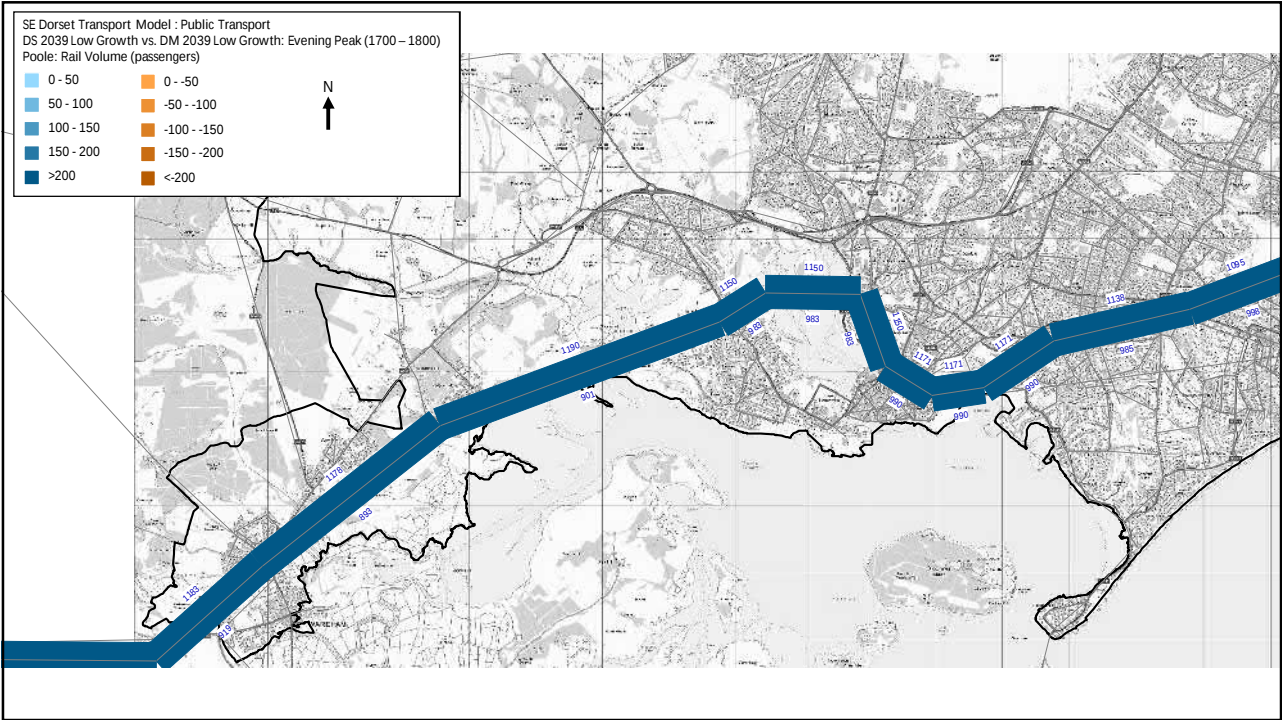


36





39



40

SE DORSET TRANSPORT MODEL - DM 2023 ADJUSTED LOW GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,048	1,875	1,993	389	4,257	775
Over-capacity queues (pcu hrs)	171	54	58	0	112	59
Link cruise time (pcu hrs)	11,609	3,487	3,717	1,479	8,683	2,885
Total Travel Time (PCU Hours)	16,828	5,416	5,768	1,868	13,052	3,719
Total Travel Distance (PCU KMS)	664,779	183,065	181,288	104,483	468,835	193,838
Overall average speed (kph)	39.5	33.8	31.4	55.9	35.9	52.1
Overall average speed (mph)	24.6	21.0	19.5	34.8	22.3	32.4

Inter-Peak (1000-1600)

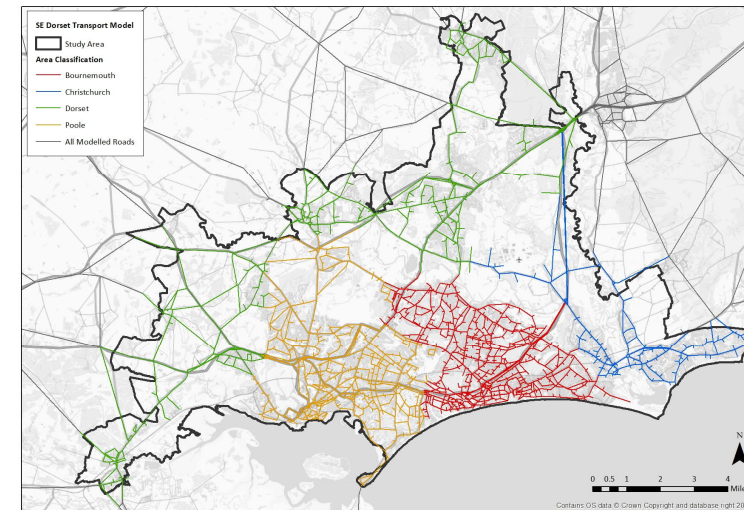
	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,236	1,175	1,310	270	2,755	472
Over-capacity queues (pcu hrs)	7	5	2	0	7	0
Link cruise time (pcu hrs)	8,921	2,725	2,896	1,080	6,700	2,182
Total Travel Time (PCU Hours)	12,164	3,905	4,208	1,349	9,462	2,654
Total Travel Distance (PCU KMs)	515,852	145,059	142,689	76,371	364,119	149,861
Overall average speed (kph)	42.4	37.1	33.9	56.6	38.5	56.5
Overall average speed (mph)	26.4	23.1	21.1	35.2	23.9	35.1

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,085	1,901	2,078	364	4,343	751
Over-capacity queues (pcu hrs)	257	49	138	2	189	68
Link cruise time (pcu hrs)	11,646	3,574	3,842	1,422	8,838	2,766
Total Travel Time (PCU Hours)	16,989	5,524	6,059	1,788	13,371	3,585
Total Travel Distance (PCU KMS)	662,664	186,687	186,372	100,152	473,211	187,335
Overall average speed (kph)	39.0	33.8	30.8	56.0	35.4	52.3
Overall average speed (mph)	24.2	21.0	19.1	34.8	22.0	32.5

Definitions

Transient queues	Queues caused by vehicles reducing speeds approaching junctions and by junction waiting times, such as queuing at a red phase at a signalised junction - i.e. queues which dissipate.
Over-capacity queues	Queues generating as a result of junctions operating over-capacity - i.e. permanent queues.
Link cruise time	The time spent by vehicles travelling in free flow conditions.
Total Travel Time	The total queuing time of vehicles in the model (the sum of transient queues, over-capacity queues, and the link cruise time).
Total travel Distance	The total distance travelled by vehicles in the model.
Overall average speed	The average speed of all vehicles- calculated by dividing total travel distance by total travel time.



SE DORSET TRANSPORT MODEL - DM 2031 ADJUSTED LOW GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,431	2,007	2,117	444	4,568	846
Over-capacity queues (pcu hrs)	218	67	70	0	137	81
Link cruise time (pcu hrs)	12,086	3,605	3,886	1,554	9,045	2,998
Total Travel Time (PCU Hours)	17,735	5,679	6,073	1,998	13,750	3,924
Total Travel Distance (PCU KMS)	691,594	189,280	189,417	109,268	487,965	201,472
Overall average speed (kph)	39.0	33.3	31.2	54.7	35.5	51.3
Overall average speed (mph)	24.2	20.7	19.4	34.0	22.1	31.9

Inter-Peak (1000-1600)

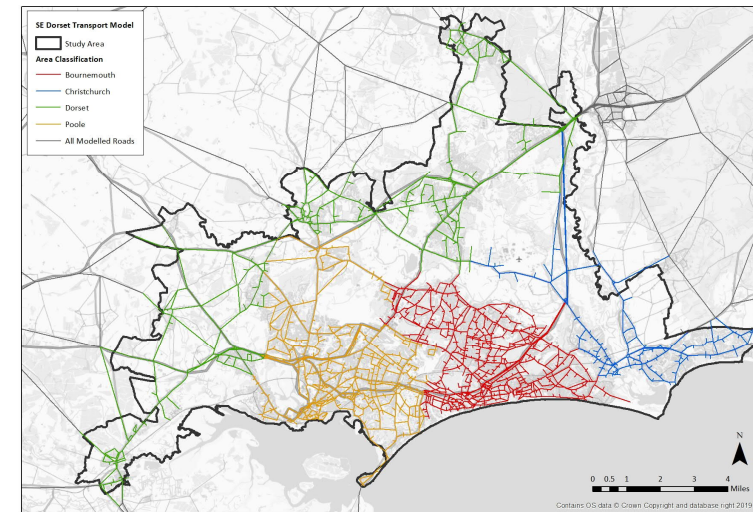
	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,548	1,279	1,444	297	3,020	515
Over-capacity queues (pcu hrs)	10	8	2	0	10	0
Link cruise time (pcu hrs)	9,506	2,885	3,101	1,173	7,158	2,309
Total Travel Time (PCU Hours)	13,064	4,171	4,547	1,470	10,188	2,824
Total Travel Distance (PCU KMs)	549,773	153,637	152,678	83,218	389,533	158,441
Overall average speed (kph)	42.1	36.8	33.6	56.6	38.2	56.1
Overall average speed (mph)	26.2	22.9	20.9	35.2	23.8	34.9

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,430	2,001	2,204	416	4,621	817
Over-capacity queues (pcu hrs)	288	62	153	2	217	71
Link cruise time (pcu hrs)	12,127	3,690	3,991	1,523	9,204	2,879
Total Travel Time (PCU Hours)	17,845	5,753	6,347	1,941	14,041	3,767
Total Travel Distance (PCU KMS)	689,971	192,547	193,612	106,626	492,785	195,023
Overall average speed (kph)	38.7	33.5	30.5	54.9	35.1	51.8
Overall average speed (mph)	24.0	20.8	19.0	34.1	21.8	32.2

Definitions

Transient queues	Queues caused by vehicles reducing speeds approaching junctions and by junction waiting times, such as queuing at a red phase at a signalised junction - i.e. queues which dissipate.
Over-capacity queues	Queues generating as a result of junctions operating over-capacity - i.e. permanent queues.
Link cruise time	The time spent by vehicles travelling in free flow conditions.
Total Travel Time	The total queuing time of vehicles in the model (the sum of transient queues, over-capacity queues, and the link cruise time).
Total travel Distance	The total distance travelled by vehicles in the model.
Overall average speed	The average speed of all vehicles- calculated by dividing total travel distance by total travel time.



SE DORSET TRANSPORT MODEL - DM 2039 ADJUSTED LOW GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,782	2,135	2,237	481	4,853	915
Over-capacity queues (pcu hrs)	255	80	86	0	166	89
Link cruise time (pcu hrs)	12,498	3,724	4,029	1,603	9,356	3,099
Total Travel Time (PCU Hours)	18,534	5,940	6,352	2,084	14,376	4,102
Total Travel Distance (PCU KMS)	714,104	195,226	196,355	112,277	503,857	208,167
Overall average speed (kph)	38.5	32.9	30.9	53.9	35.0	50.7
Overall average speed (mph)	23.9	20.4	19.2	33.5	21.8	31.5

Inter-Peak (1000-1600)

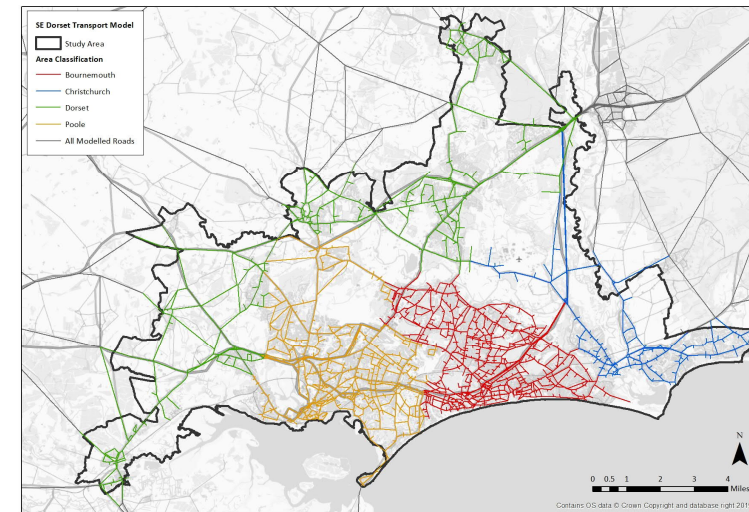
	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,827	1,377	1,558	320	3,255	559
Over-capacity queues (pcu hrs)	16	12	4	0	16	0
Link cruise time (pcu hrs)	9,995	3,024	3,268	1,246	7,538	2,419
Total Travel Time (PCU Hours)	13,838	4,412	4,831	1,566	10,809	2,978
Total Travel Distance (PCU KMs)	577,999	160,894	160,935	88,525	410,353	166,007
Overall average speed (kph)	41.8	36.5	33.3	56.5	38.0	55.7
Overall average speed (mph)	26.0	22.7	20.7	35.1	23.6	34.6

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,782	2,108	2,335	443	4,885	902
Over-capacity queues (pcu hrs)	338	78	179	15	272	66
Link cruise time (pcu hrs)	12,529	3,808	4,114	1,584	9,505	2,979
Total Travel Time (PCU Hours)	18,649	5,993	6,627	2,041	14,662	3,947
Total Travel Distance (PCU KMS)	712,350	198,202	199,569	110,586	508,357	201,867
Overall average speed (kph)	38.2	33.1	30.1	54.2	34.7	51.1
Overall average speed (mph)	23.7	20.6	18.7	33.7	21.5	31.8

Definitions

Transient queues	Queues caused by vehicles reducing speeds approaching junctions and by junction waiting times, such as queuing at a red phase at a signalised junction - i.e. queues which dissipate.
Over-capacity queues	Queues generating as a result of junctions operating over-capacity - i.e. permanent queues.
Link cruise time	The time spent by vehicles travelling in free flow conditions.
Total Travel Time	The total queuing time of vehicles in the model (the sum of transient queues, over-capacity queues, and the link cruise time).
Total travel Distance	The total distance travelled by vehicles in the model.
Overall average speed	The average speed of all vehicles- calculated by dividing total travel distance by total travel time.



SE DORSET TRANSPORT MODEL - DS 2023 LOW GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	4,668	1,759	1,839	332	3,930	723
Over-capacity queues (pcu hrs)	155	28	78	0	106	49
Link cruise time (pcu hrs)	10,855	3,294	3,376	1,380	8,050	2,769
Total Travel Time (PCU Hours)	15,678	5,080	5,293	1,713	12,086	3,541
Total Travel Distance (PCU KMS)	621,042	170,171	164,304	98,368	432,843	186,369
Overall average speed (kph)	39.6	33.5	31.0	57.4	35.8	52.6
Overall average speed (mph)	24.6	20.8	19.3	35.7	22.3	32.7

Inter-Peak (1000-1600)

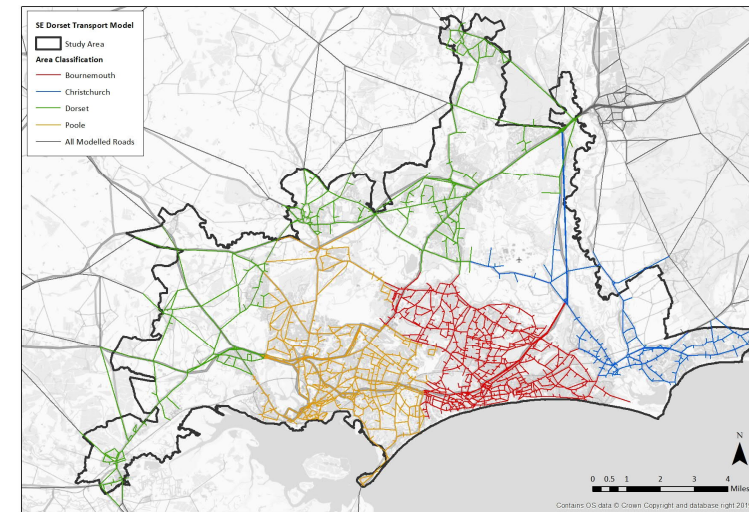
	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,078	1,136	1,221	266	2,623	449
Over-capacity queues (pcu hrs)	8	2	6	0	8	0
Link cruise time (pcu hrs)	8,710	2,743	2,626	1,024	6,392	2,263
Total Travel Time (PCU Hours)	11,796	3,880	3,853	1,290	9,023	2,712
Total Travel Distance (PCU KMs)	504,699	145,593	129,363	65,936	340,892	160,445
Overall average speed (kph)	42.8	37.5	33.6	51.1	37.8	59.2
Overall average speed (mph)	26.6	23.3	20.9	31.8	23.5	36.8

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	4,658	1,802	1,860	327	3,989	682
Over-capacity queues (pcu hrs)	269	50	157	10	217	52
Link cruise time (pcu hrs)	10,634	3,300	3,388	1,285	7,973	2,624
Total Travel Time (PCU Hours)	15,562	5,152	5,405	1,622	12,179	3,358
Total Travel Distance (PCU KMS)	606,994	170,593	164,556	91,704	426,853	178,233
Overall average speed (kph)	39.0	33.1	30.4	56.5	35.0	53.1
Overall average speed (mph)	24.2	20.6	18.9	35.1	21.8	33.0

Definitions

Transient queues	Queues caused by vehicles reducing speeds approaching junctions and by junction waiting times, such as queuing at a red phase at a signalised junction - i.e. queues which dissipate.
Over-capacity queues	Queues generating as a result of junctions operating over-capacity - i.e. permanent queues.
Link cruise time	The time spent by vehicles travelling in free flow conditions.
Total Travel Time	The total queuing time of vehicles in the model (the sum of transient queues, over-capacity queues, and the link cruise time).
Total travel Distance	The total distance travelled by vehicles in the model.
Overall average speed	The average speed of all vehicles- calculated by dividing total travel distance by total travel time.



SE DORSET TRANSPORT MODEL - DS 2031 LOW GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,635	1,312	1,472	262	3,047	574
Over-capacity queues (pcu hrs)	16	8	8	0	16	0
Link cruise time (pcu hrs)	9,554	2,783	3,027	1,253	7,063	2,455
Total Travel Time (PCU Hours)	13,205	4,103	4,508	1,515	10,126	3,029
Total Travel Distance (PCU KMS)	553,357	145,603	148,713	90,466	384,783	166,733
Overall average speed (kph)	41.9	35.5	33.0	59.7	38.0	55.0
Overall average speed (mph)	26.0	22.1	20.5	37.1	23.6	34.2

Inter-Peak (1000-1600)

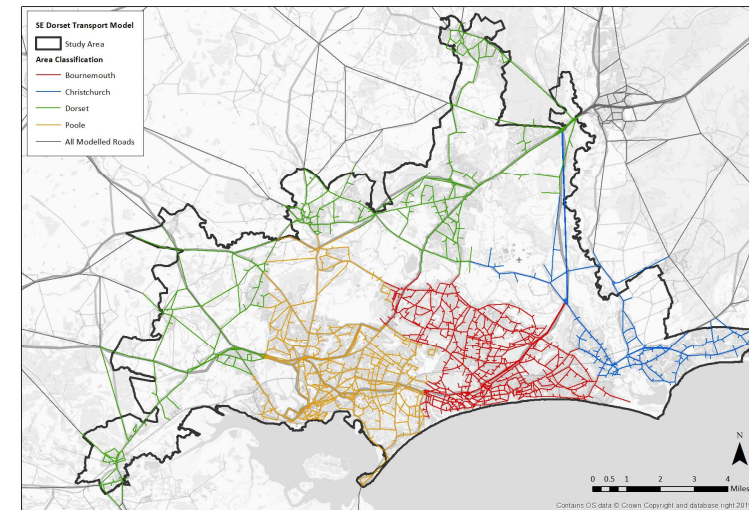
	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	2,519	907	1,002	228	2,137	379
Over-capacity queues (pcu hrs)	0	0	0	0	0	0
Link cruise time (pcu hrs)	7,703	2,352	2,363	937	5,652	2,001
Total Travel Time (PCU Hours)	10,222	3,259	3,365	1,165	7,790	2,380
Total Travel Distance (PCU KMs)	450,890	125,718	117,844	60,619	304,181	143,639
Overall average speed (kph)	44.1	38.6	35.0	52.0	39.0	60.4
Overall average speed (mph)	27.4	24.0	21.8	32.3	24.3	37.5

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,419	1,264	1,417	231	2,912	516
Over-capacity queues (pcu hrs)	45	2	42	0	45	0
Link cruise time (pcu hrs)	9,126	2,678	2,989	1,161	6,828	2,261
Total Travel Time (PCU Hours)	12,590	3,945	4,448	1,392	9,785	2,777
Total Travel Distance (PCU KMS)	529,692	141,138	147,237	83,957	372,331	155,446
Overall average speed (kph)	42.1	35.8	33.1	60.3	38.1	56.0
Overall average speed (mph)	26.1	22.2	20.6	37.5	23.6	34.8

Definitions

Transient queues	Queues caused by vehicles reducing speeds approaching junctions and by junction waiting times, such as queuing at a red phase at a signalised junction - i.e. queues which dissipate.
Over-capacity queues	Queues generating as a result of junctions operating over-capacity - i.e. permanent queues.
Link cruise time	The time spent by vehicles travelling in free flow conditions.
Total Travel Time	The total queuing time of vehicles in the model (the sum of transient queues, over-capacity queues, and the link cruise time).
Total travel Distance	The total distance travelled by vehicles in the model.
Overall average speed	The average speed of all vehicles- calculated by dividing total travel distance by total travel time.



SE DORSET TRANSPORT MODEL - DS 2039 LOW GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,744	1,355	1,500	266	3,121	609
Over-capacity queues (pcu hrs)	18	9	10	0	18	0
Link cruise time (pcu hrs)	9,785	2,857	3,081	1,281	7,219	2,531
Total Travel Time (PCU Hours)	13,548	4,220	4,591	1,547	10,358	3,141
Total Travel Distance (PCU KMS)	566,861	149,359	151,403	92,385	393,147	172,070
Overall average speed (kph)	41.8	35.4	33.0	59.7	38.0	54.8
Overall average speed (mph)	26.0	22.0	20.5	37.1	23.6	34.1

Inter-Peak (1000-1600)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	2,645	955	1,051	238	2,245	398
Over-capacity queues (pcu hrs)	0	0	0	0	0	0
Link cruise time (pcu hrs)	7,983	2,434	2,445	973	5,851	2,082
Total Travel Time (PCU Hours)	10,628	3,389	3,496	1,211	8,096	2,480
Total Travel Distance (PCU KMs)	467,051	129,780	121,786	63,037	314,604	149,461
Overall average speed (kph)	43.9	38.3	34.8	52.0	38.9	60.3
Overall average speed (mph)	27.3	23.8	21.7	32.3	24.2	37.5

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,483	1,297	1,431	234	2,963	531
Over-capacity queues (pcu hrs)	46	4	42	0	46	0
Link cruise time (pcu hrs)	9,273	2,739	3,019	1,177	6,935	2,301
Total Travel Time (PCU Hours)	12,802	4,041	4,492	1,412	9,945	2,833
Total Travel Distance (PCU KMS)	537,669	144,065	148,685	85,017	377,767	158,109
Overall average speed (kph)	42.0	35.7	33.1	60.2	38.0	55.8
Overall average speed (mph)	26.1	22.2	20.6	37.4	23.6	34.7

Definitions

Transient queues	Queues caused by vehicles reducing speeds approaching junctions and by junction waiting times, such as queuing at a red phase at a signalised junction - i.e. queues which dissipate.
Over-capacity queues	Queues generating as a result of junctions operating over-capacity - i.e. permanent queues.
Link cruise time	The time spent by vehicles travelling in free flow conditions.
Total Travel Time	The total queuing time of vehicles in the model (the sum of transient queues, over-capacity queues, and the link cruise time).
Total travel Distance	The total distance travelled by vehicles in the model.
Overall average speed	The average speed of all vehicles- calculated by dividing total travel distance by total travel time.

