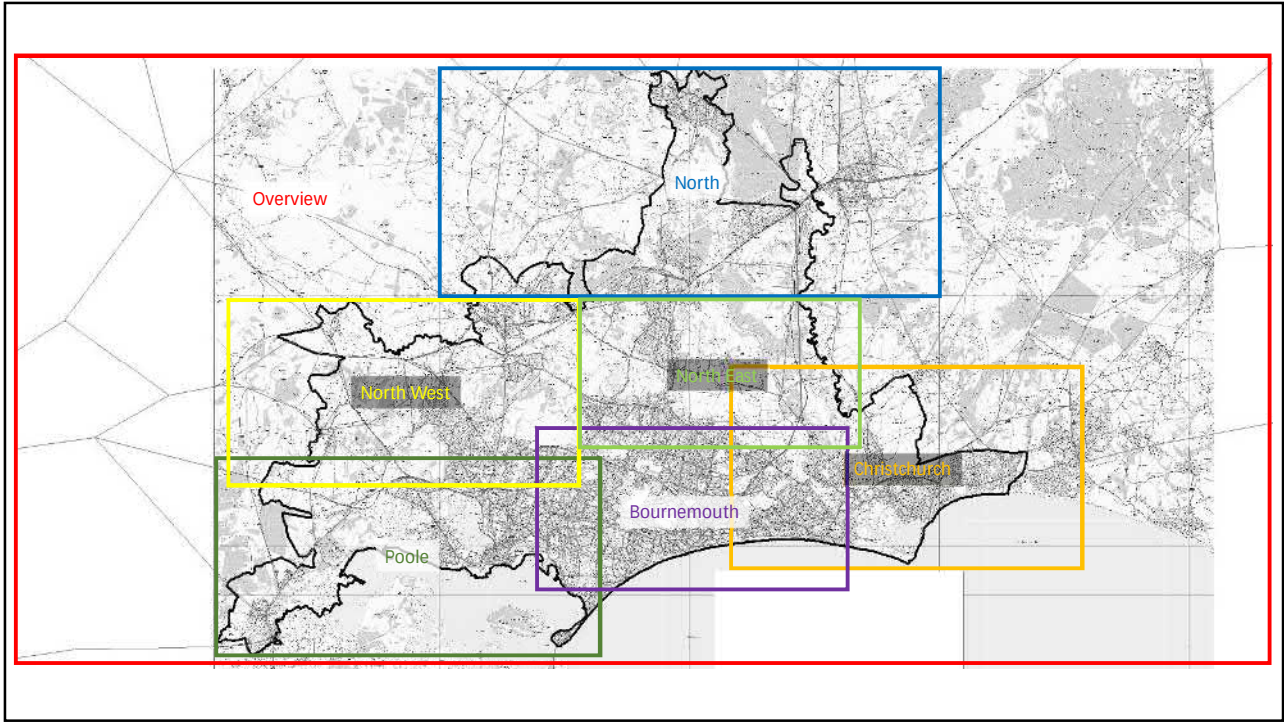
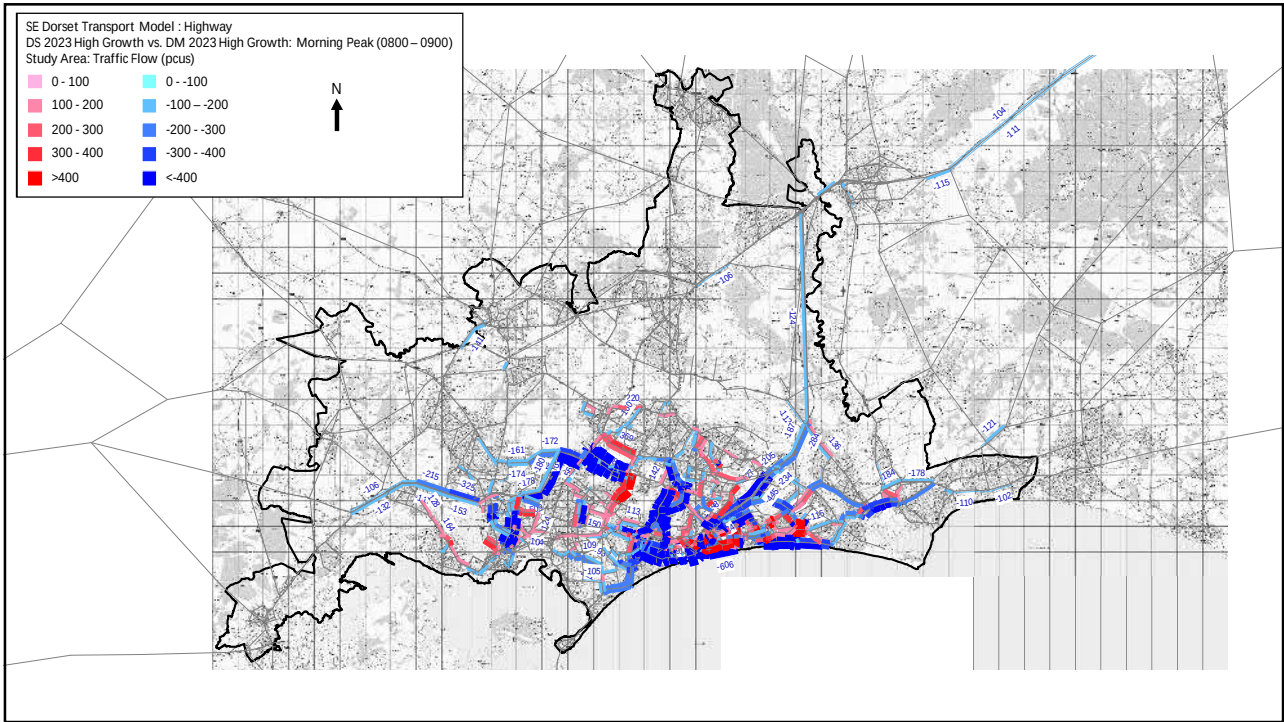
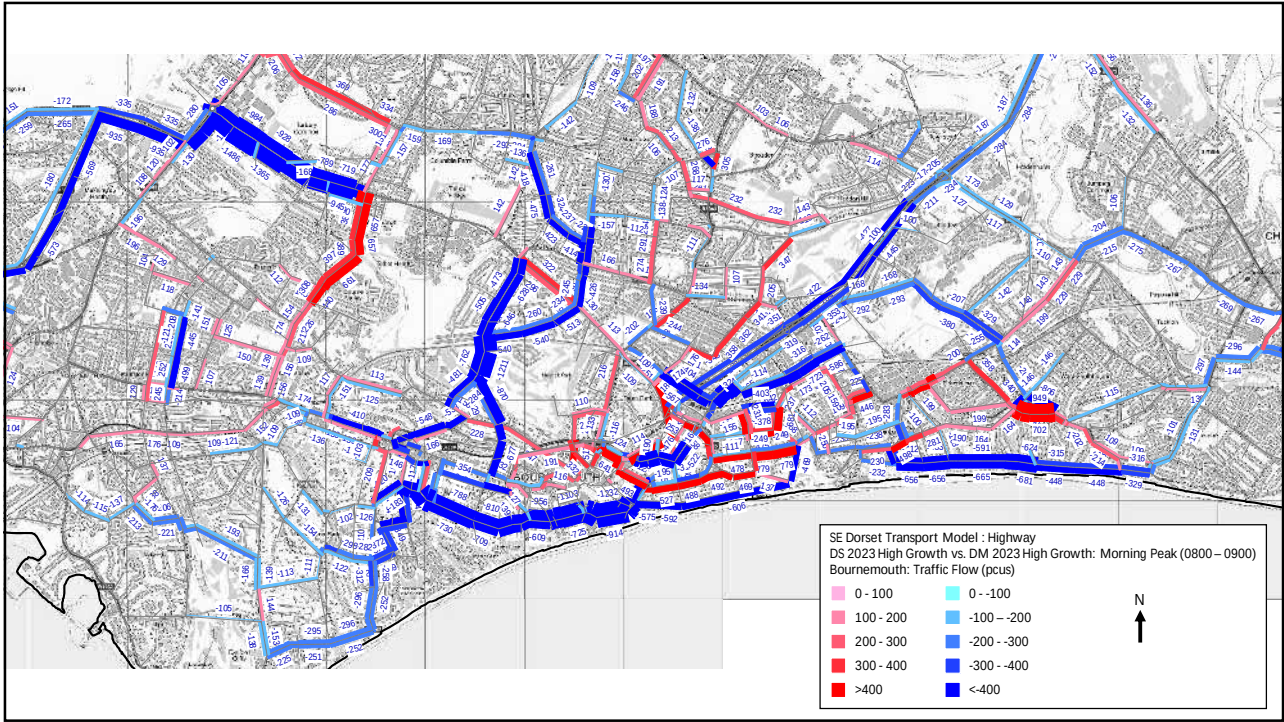




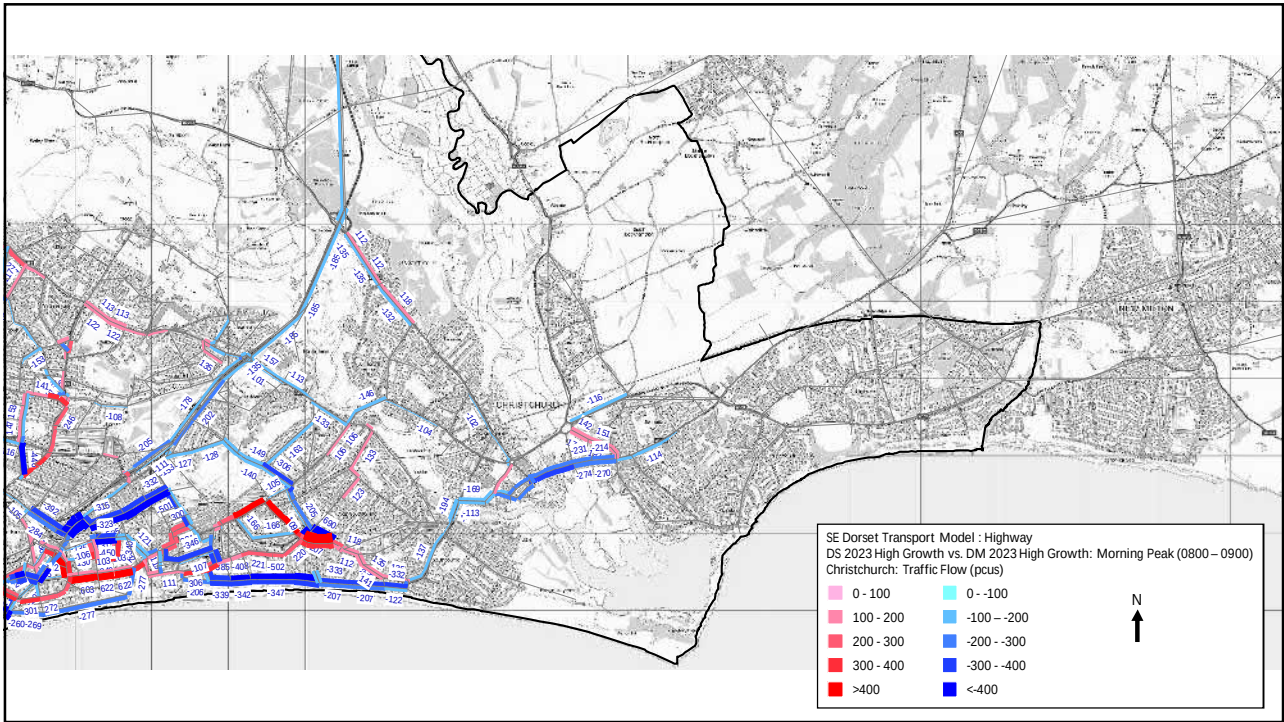
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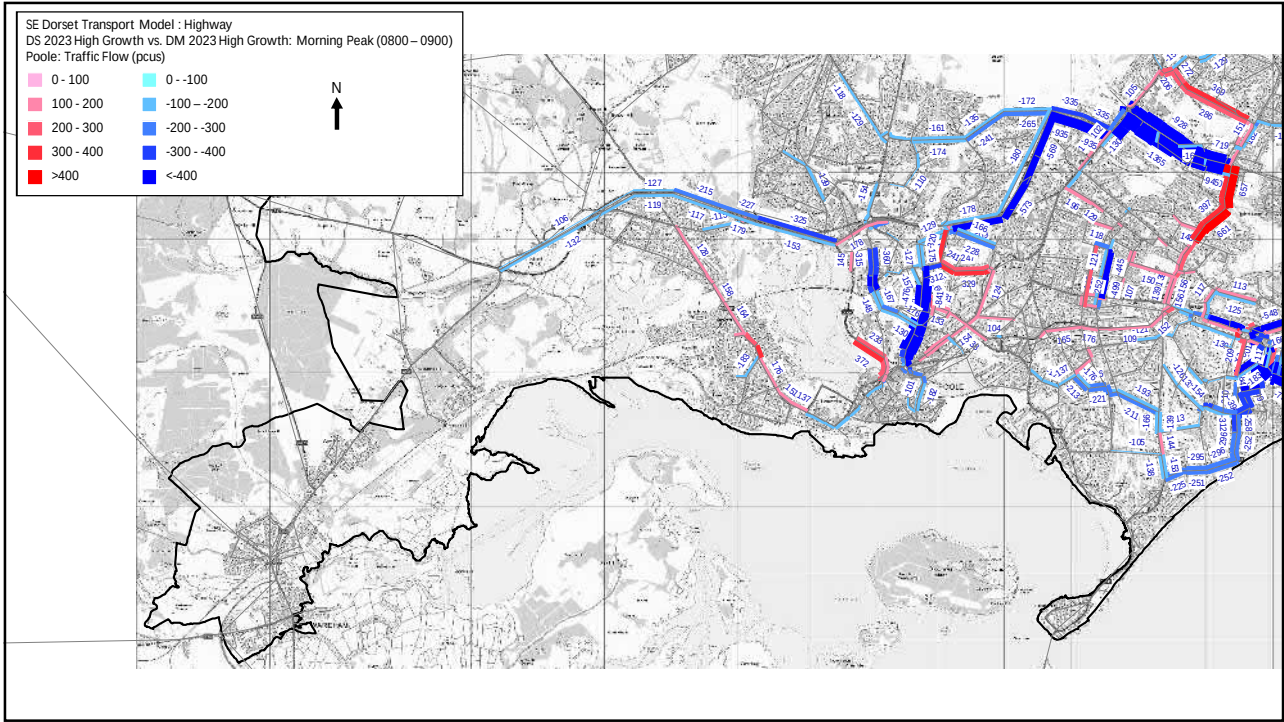
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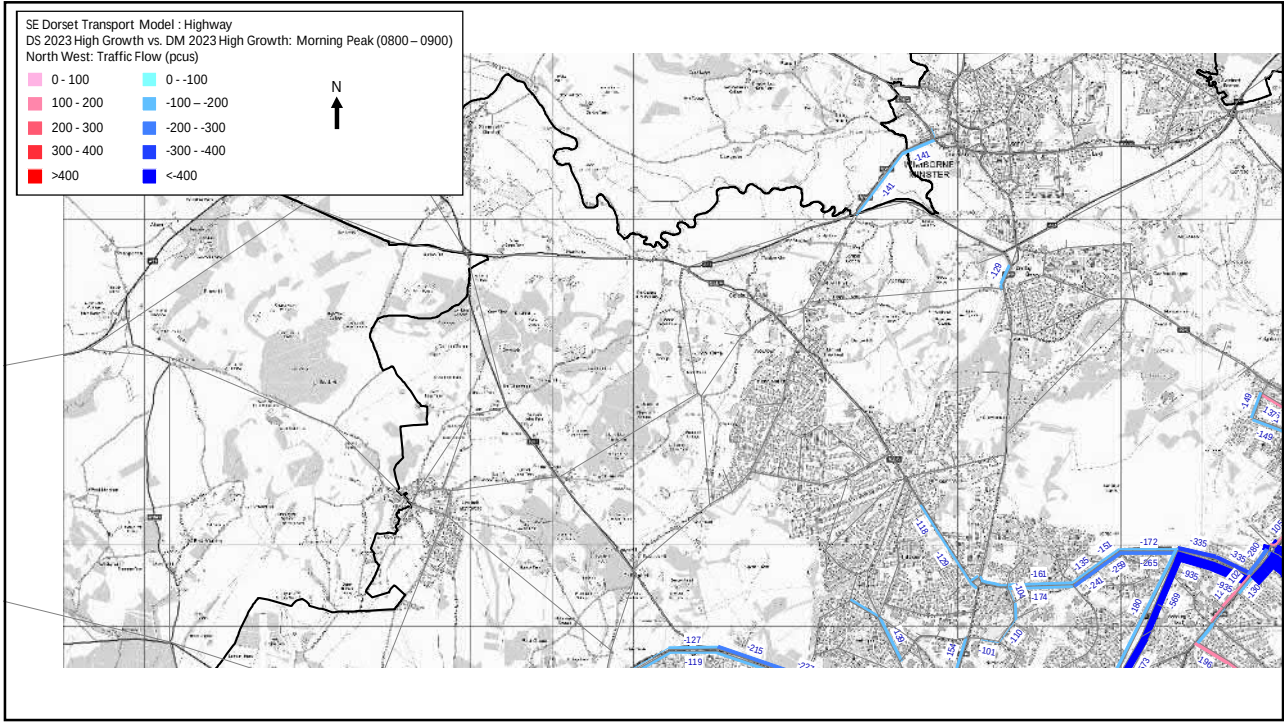
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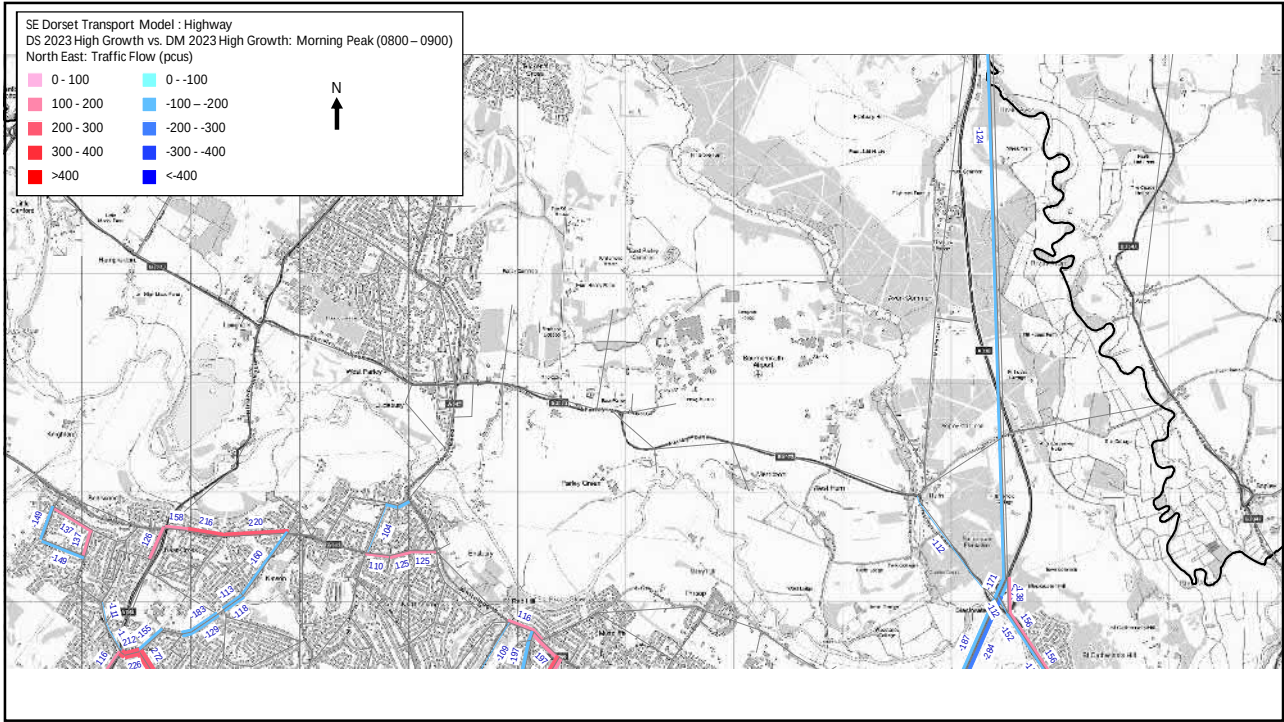
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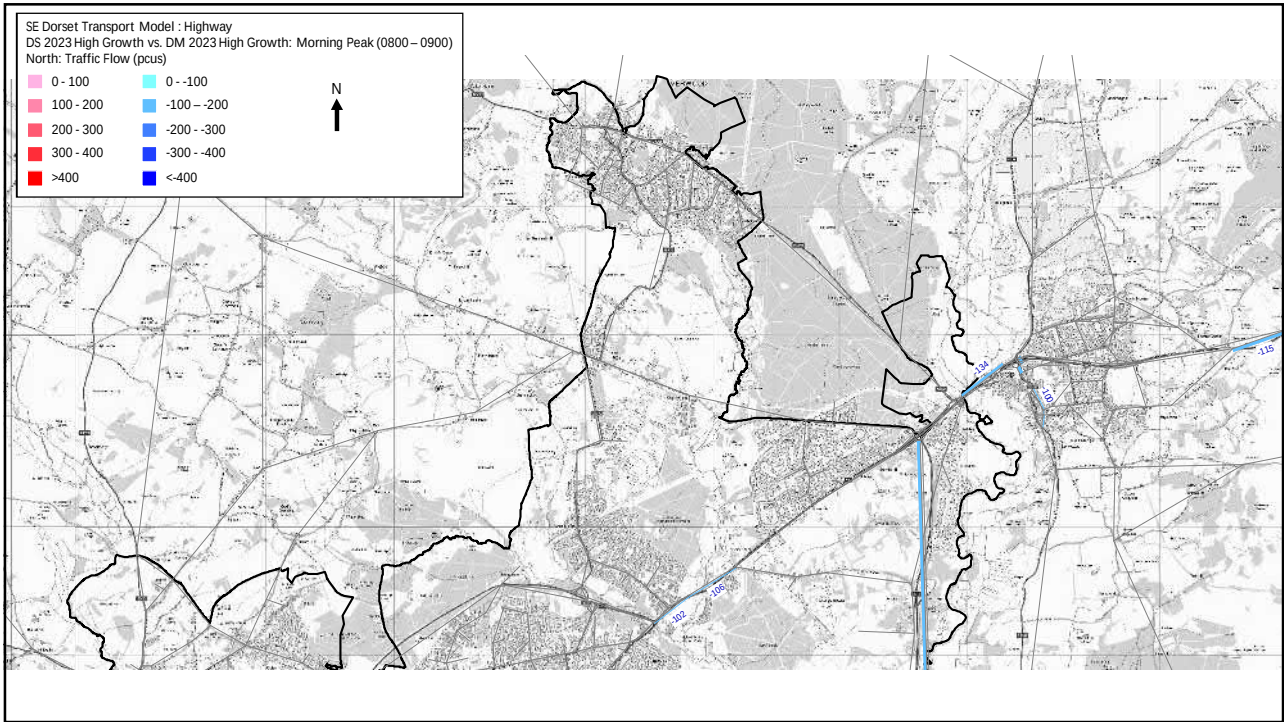
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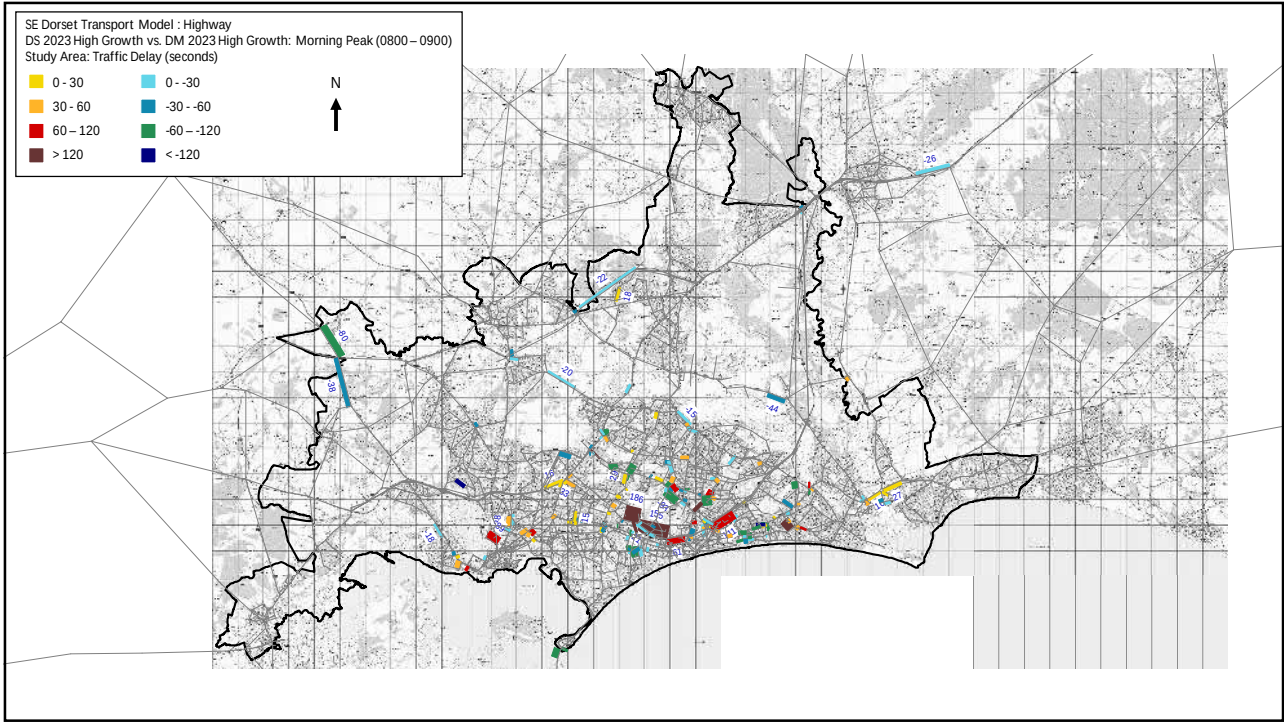
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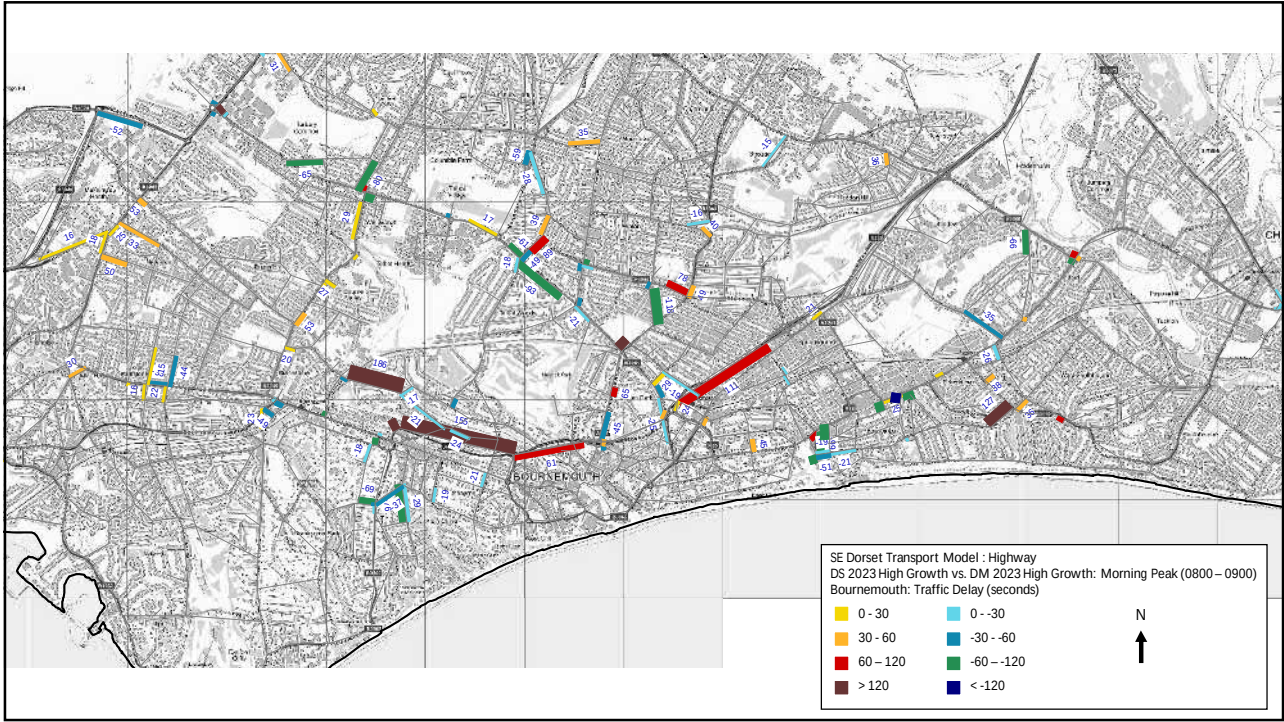
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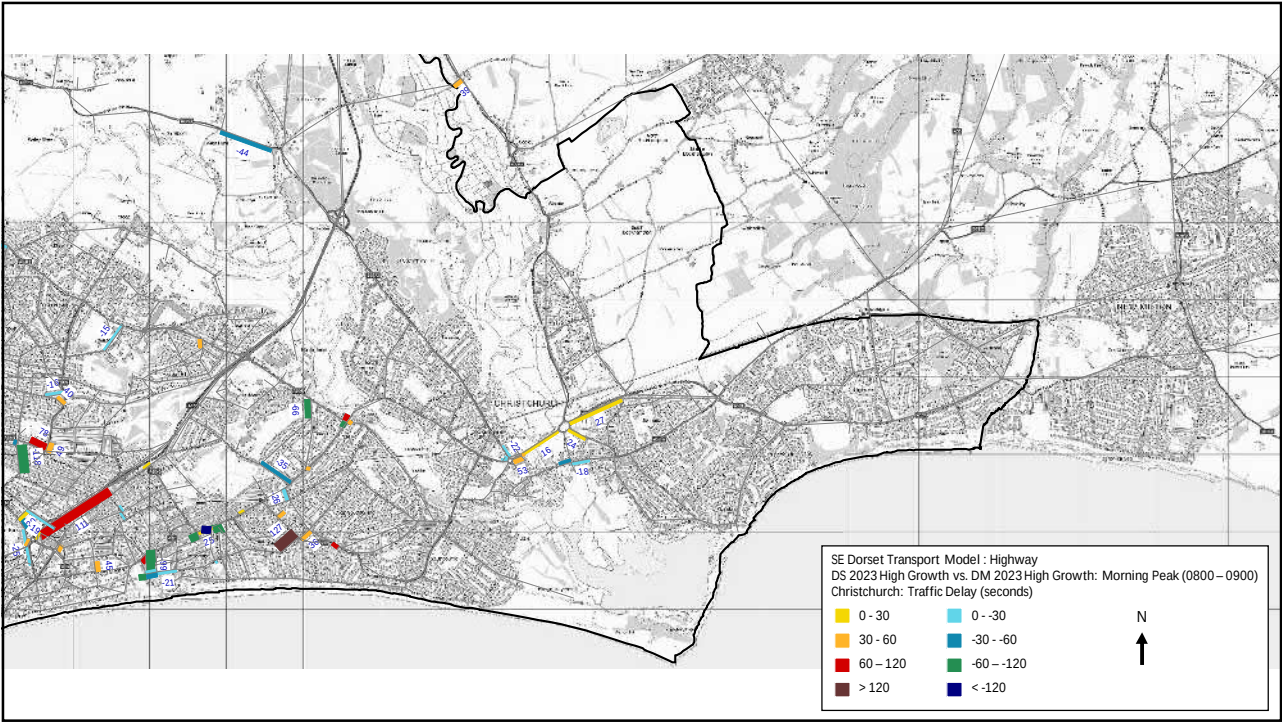
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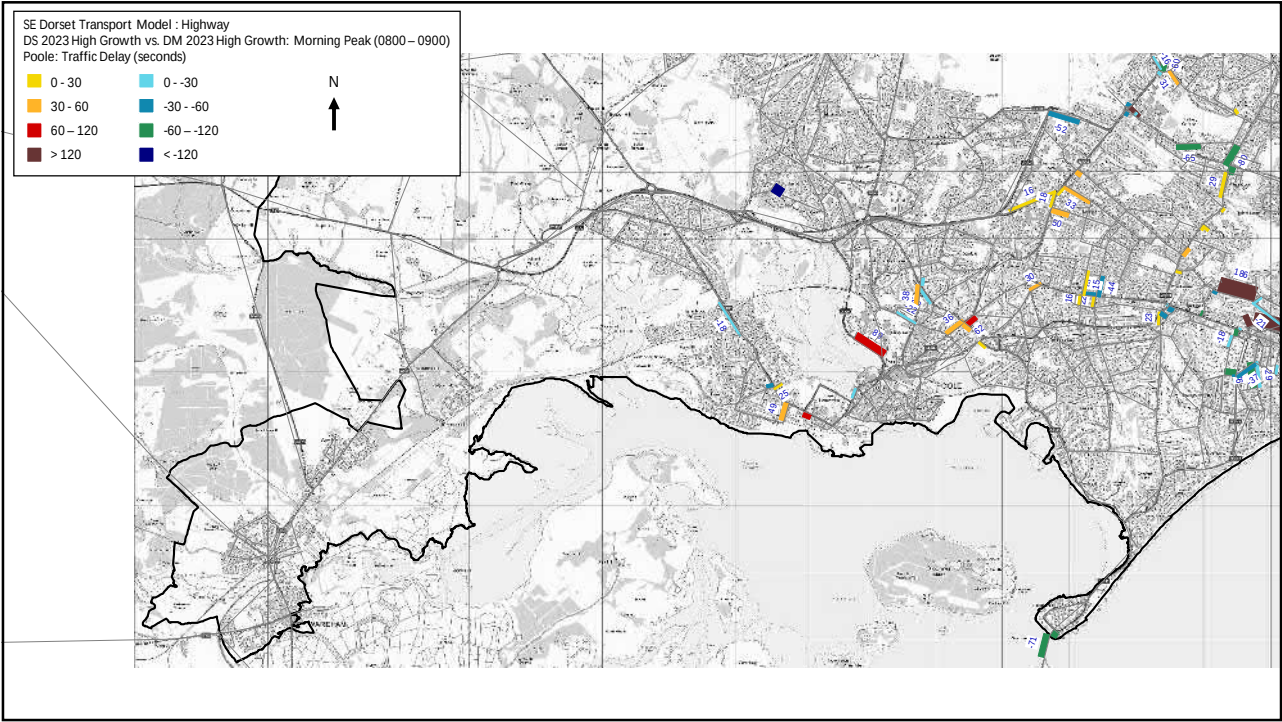
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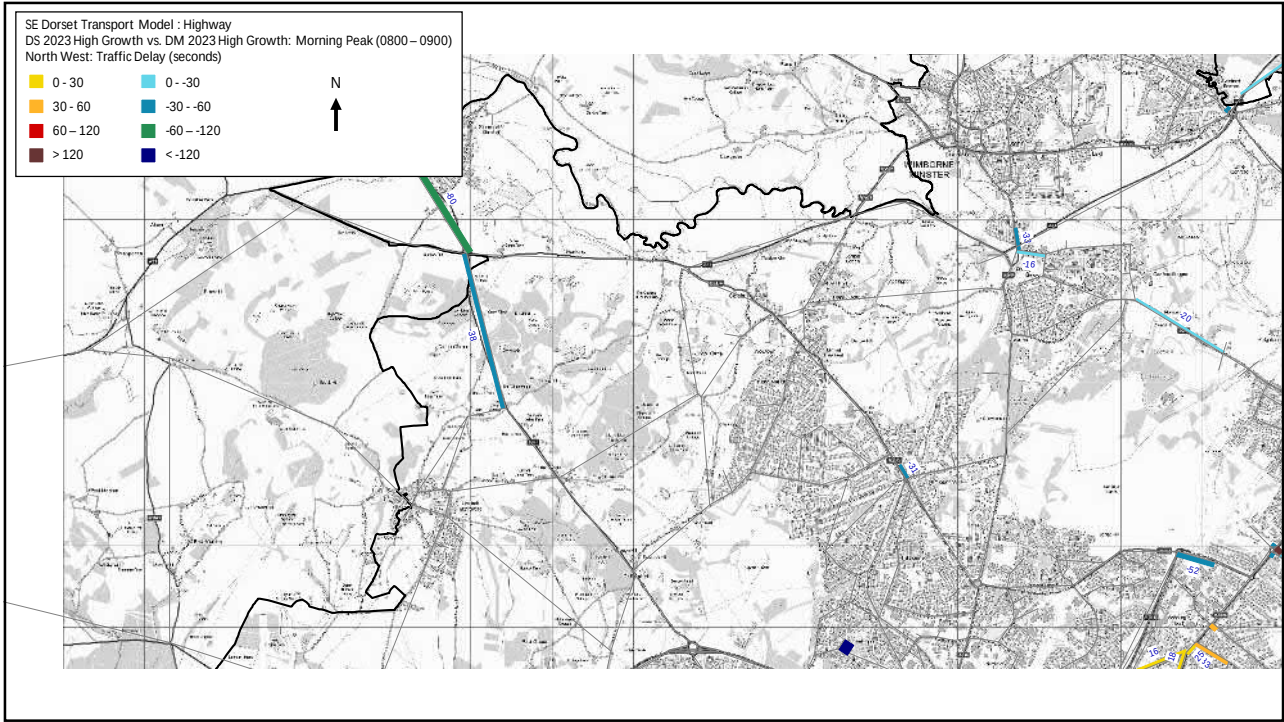
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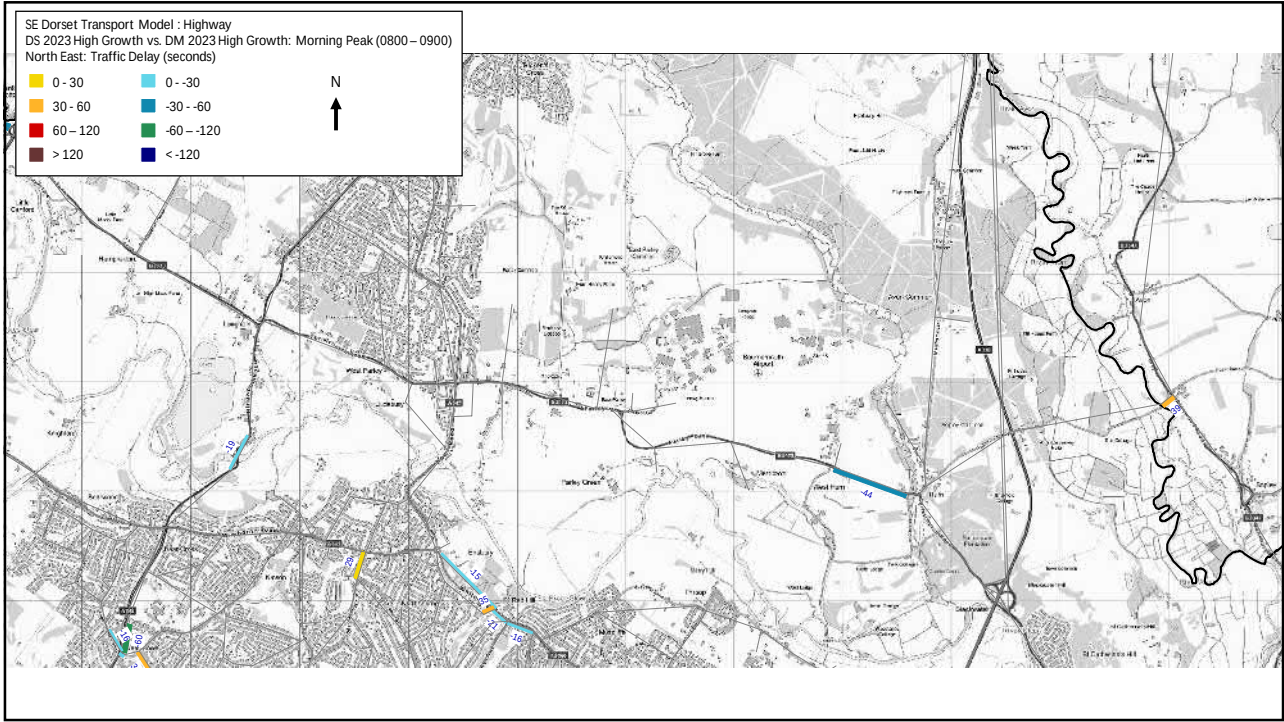
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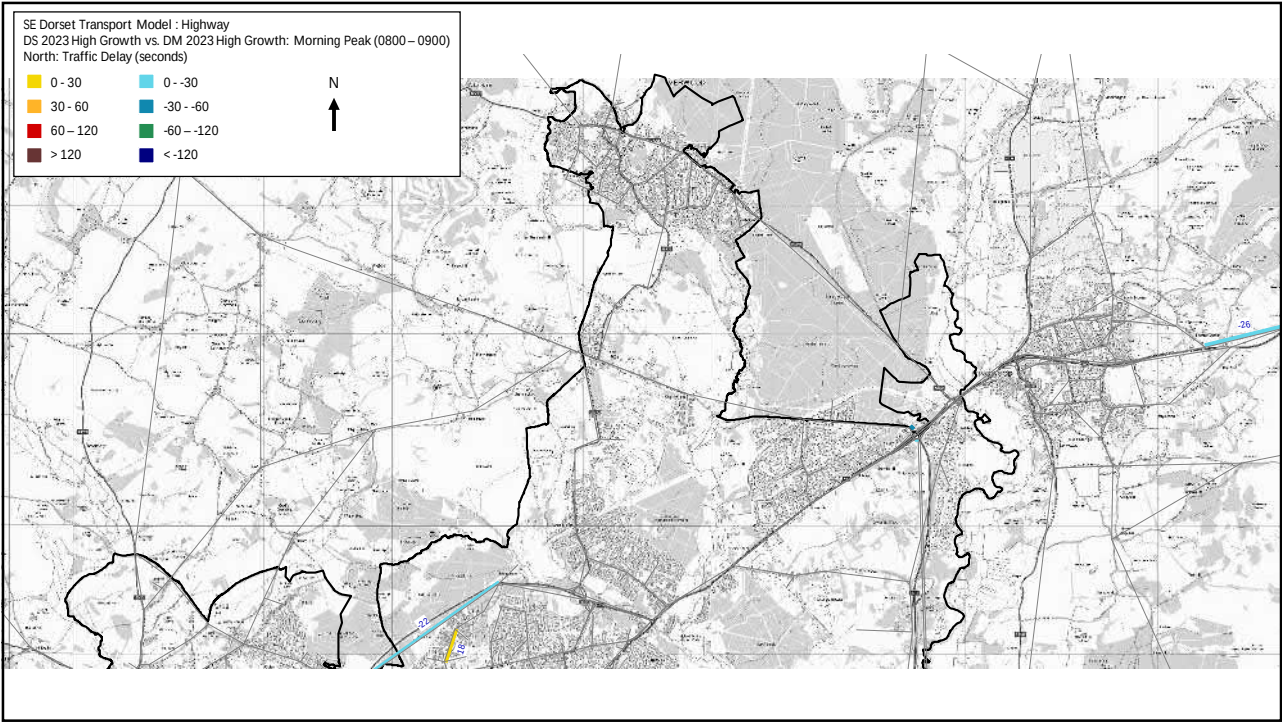
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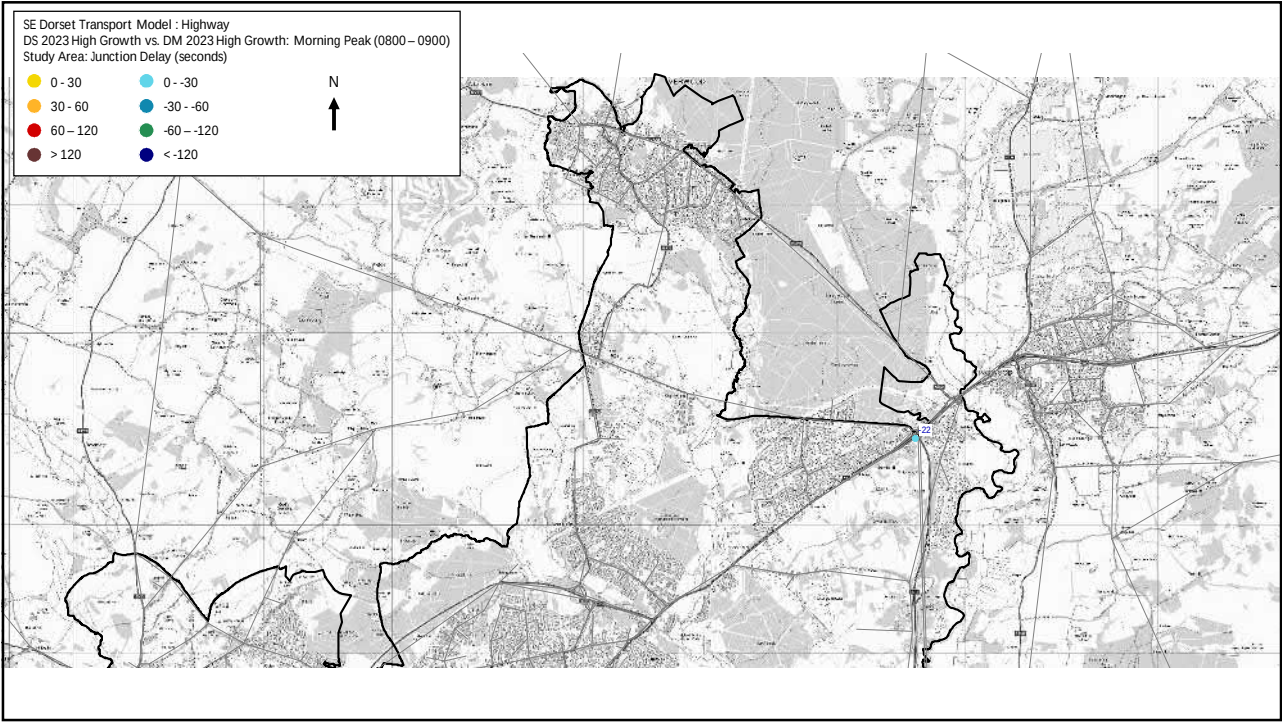
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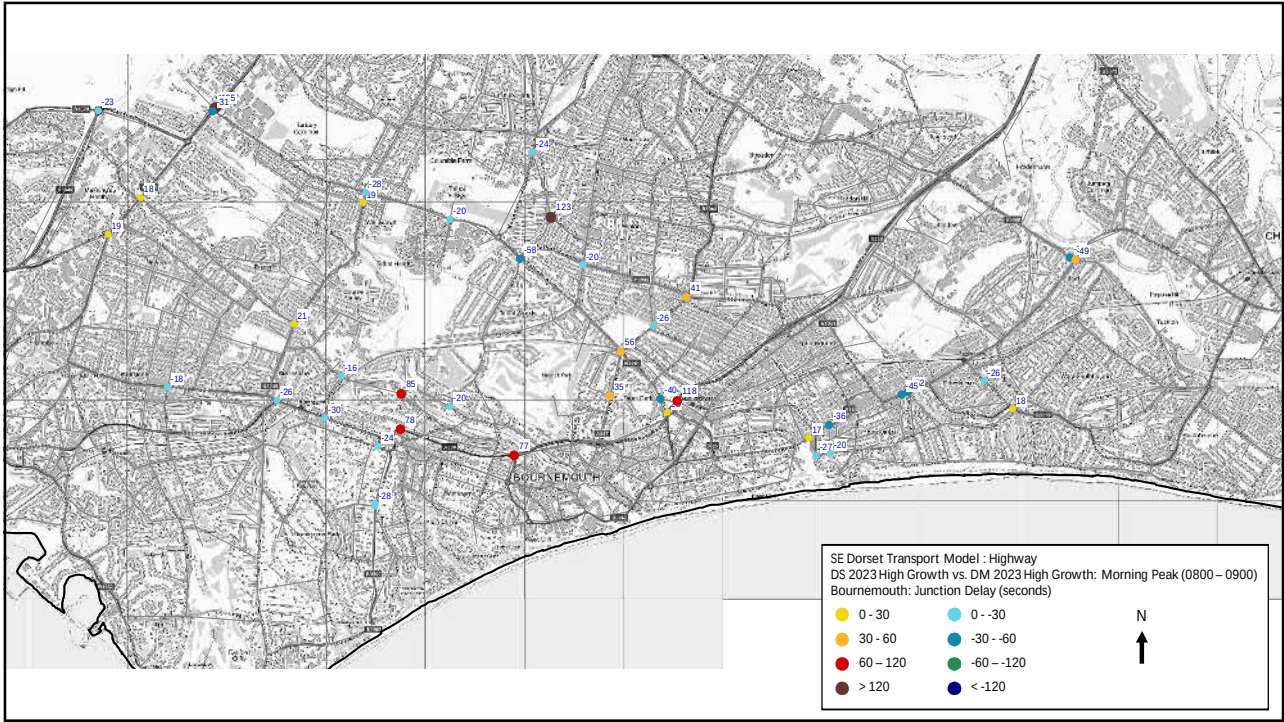
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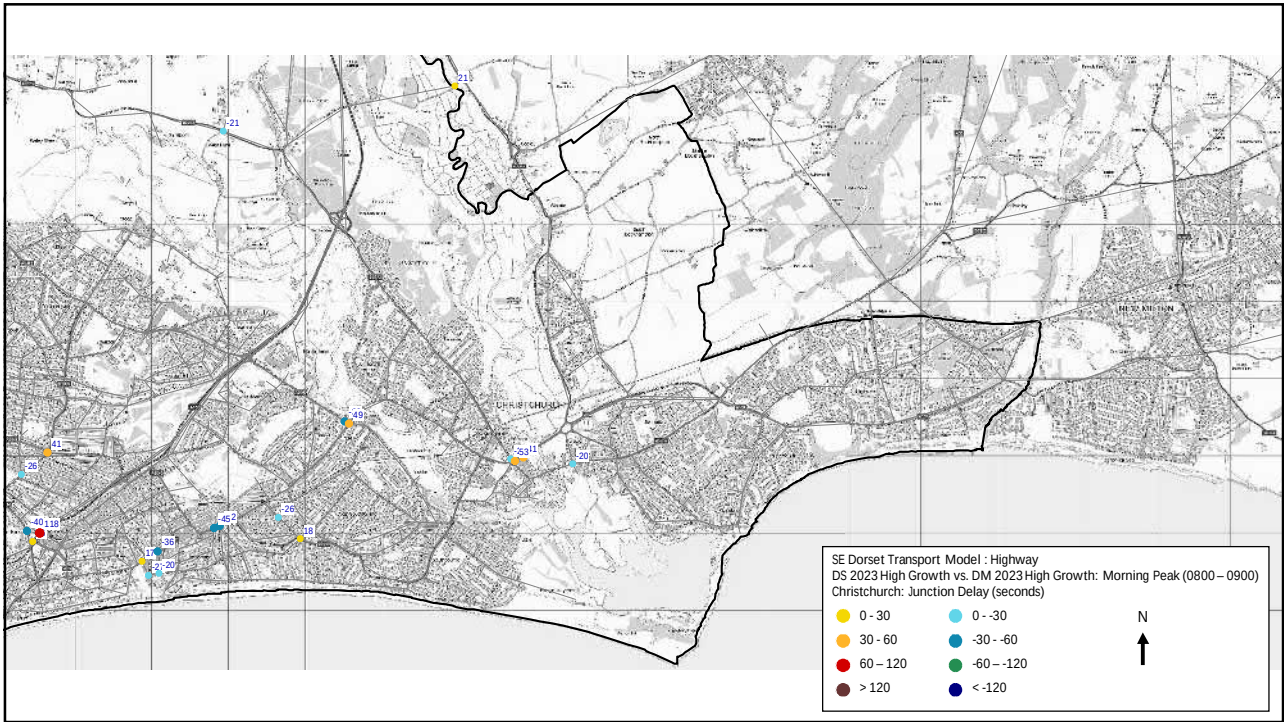
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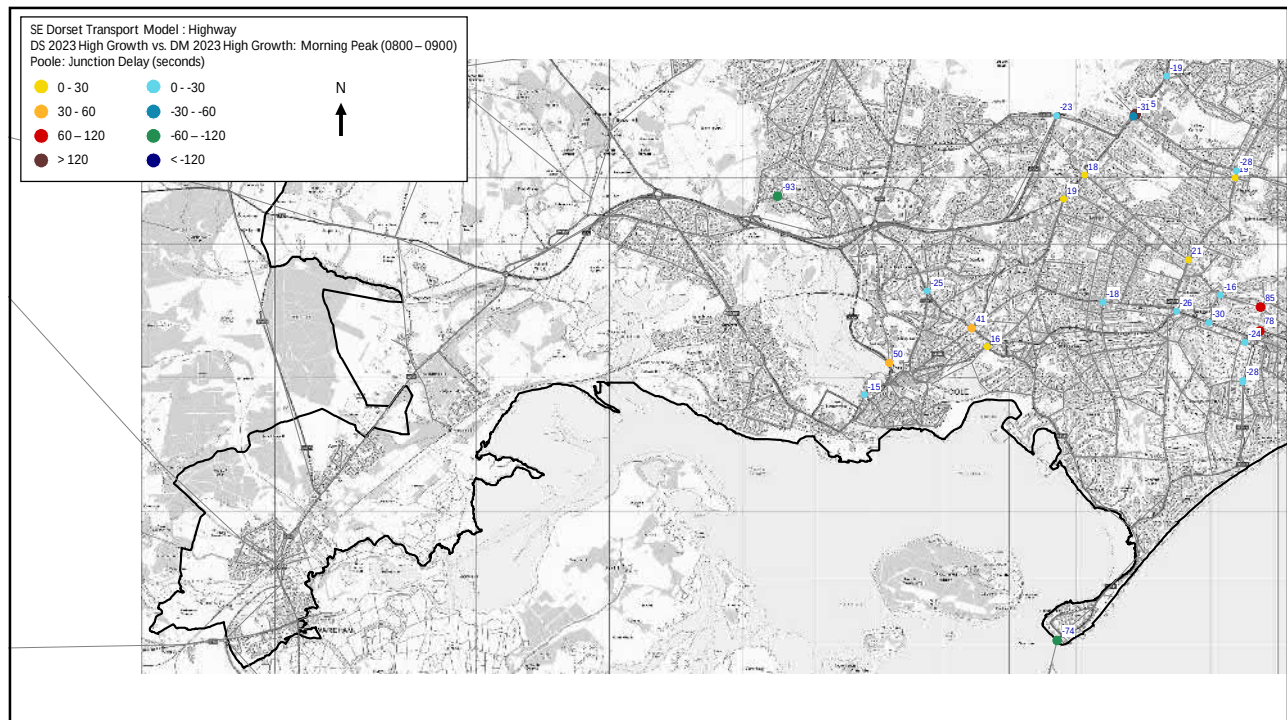
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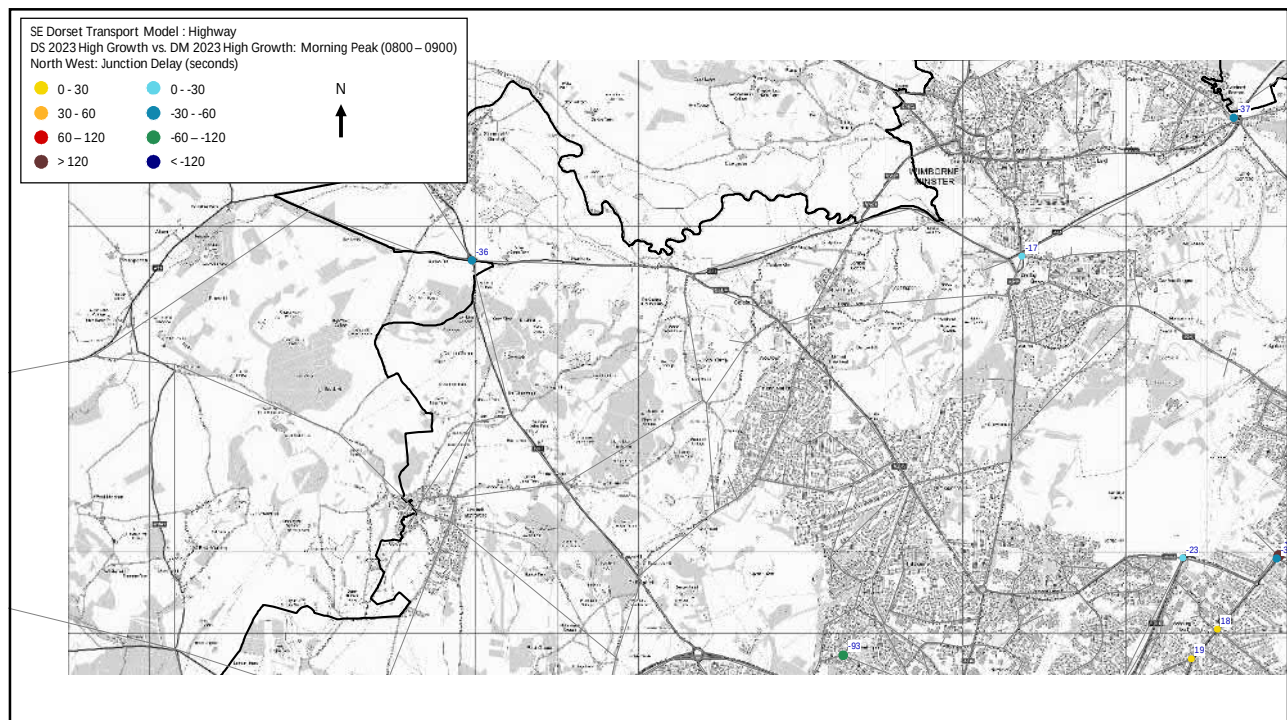
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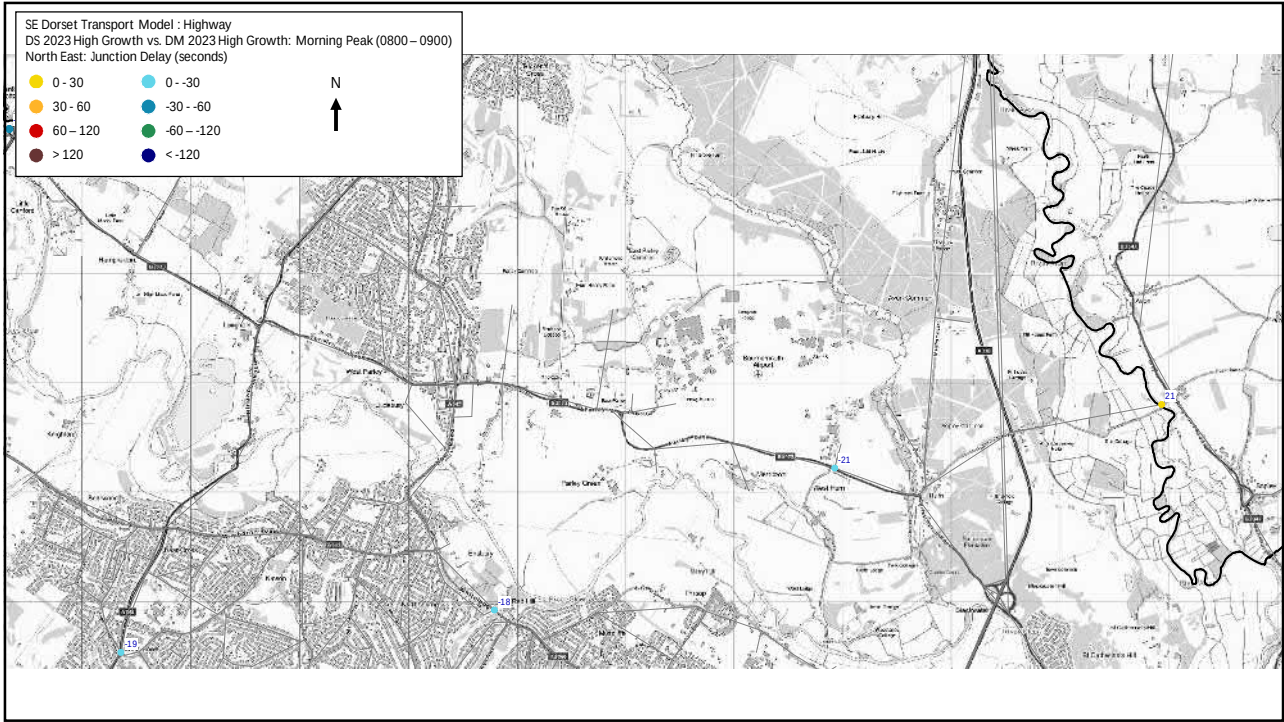
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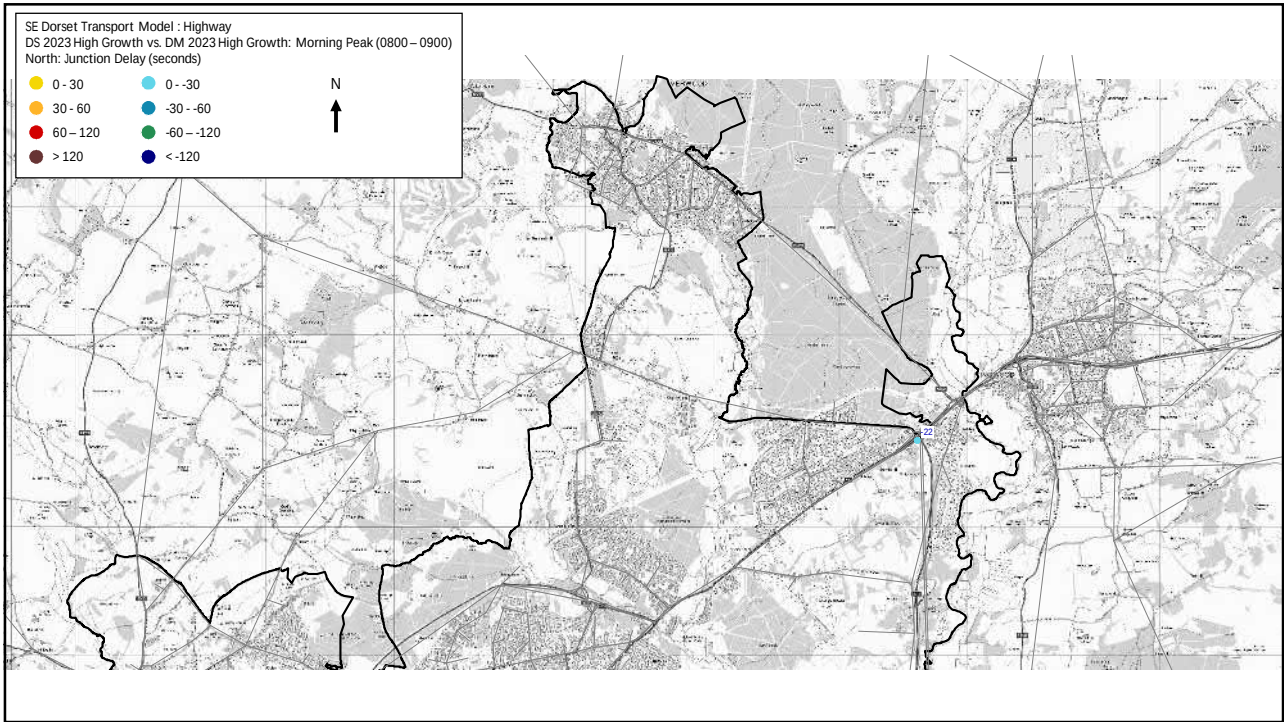
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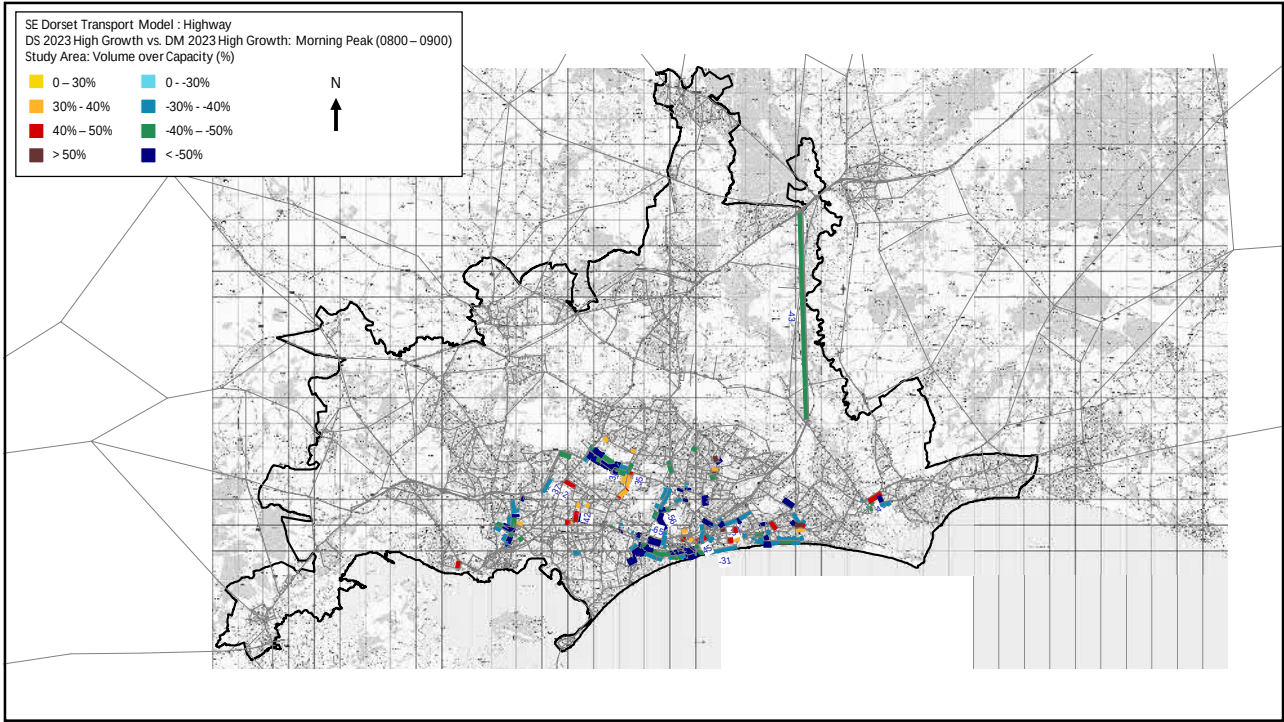
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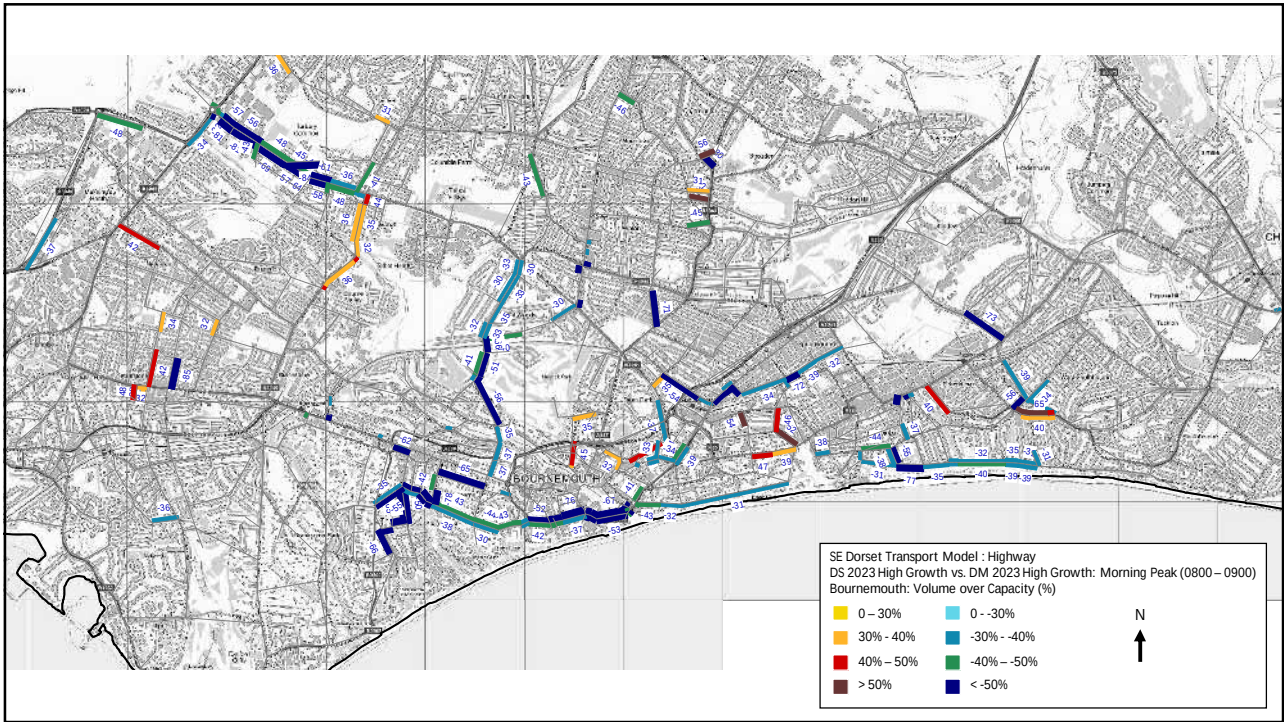
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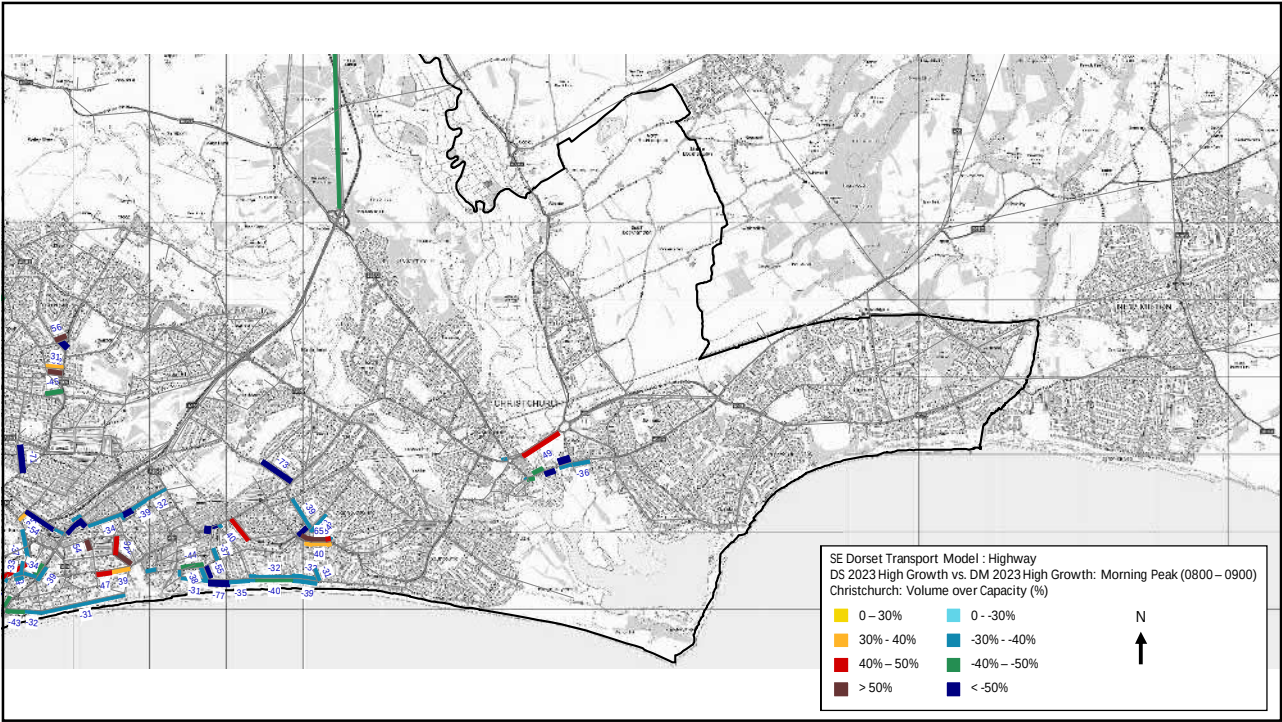
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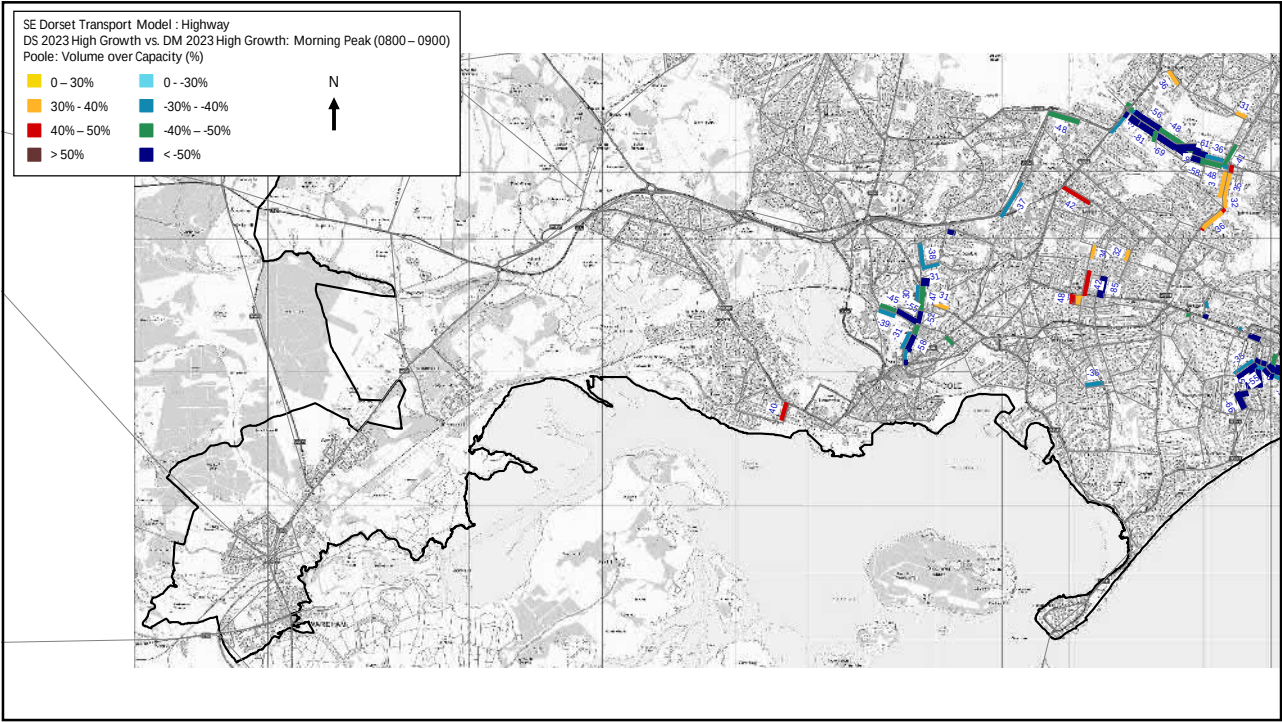
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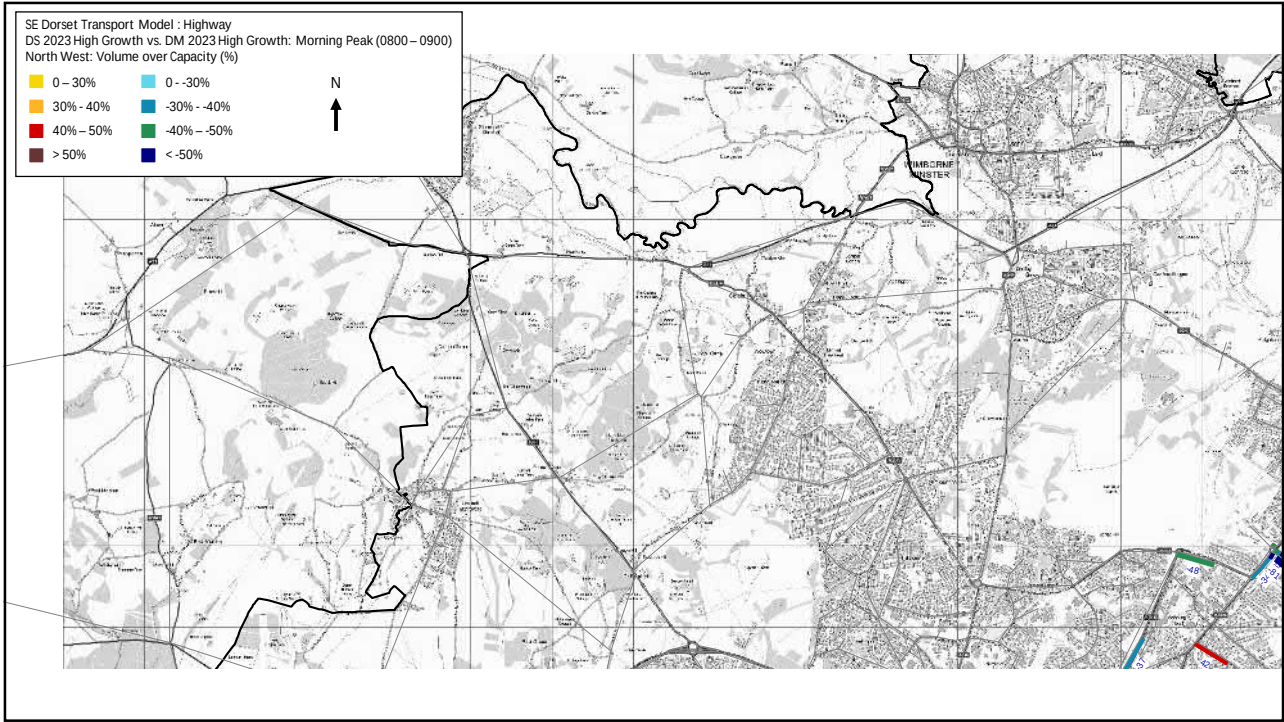
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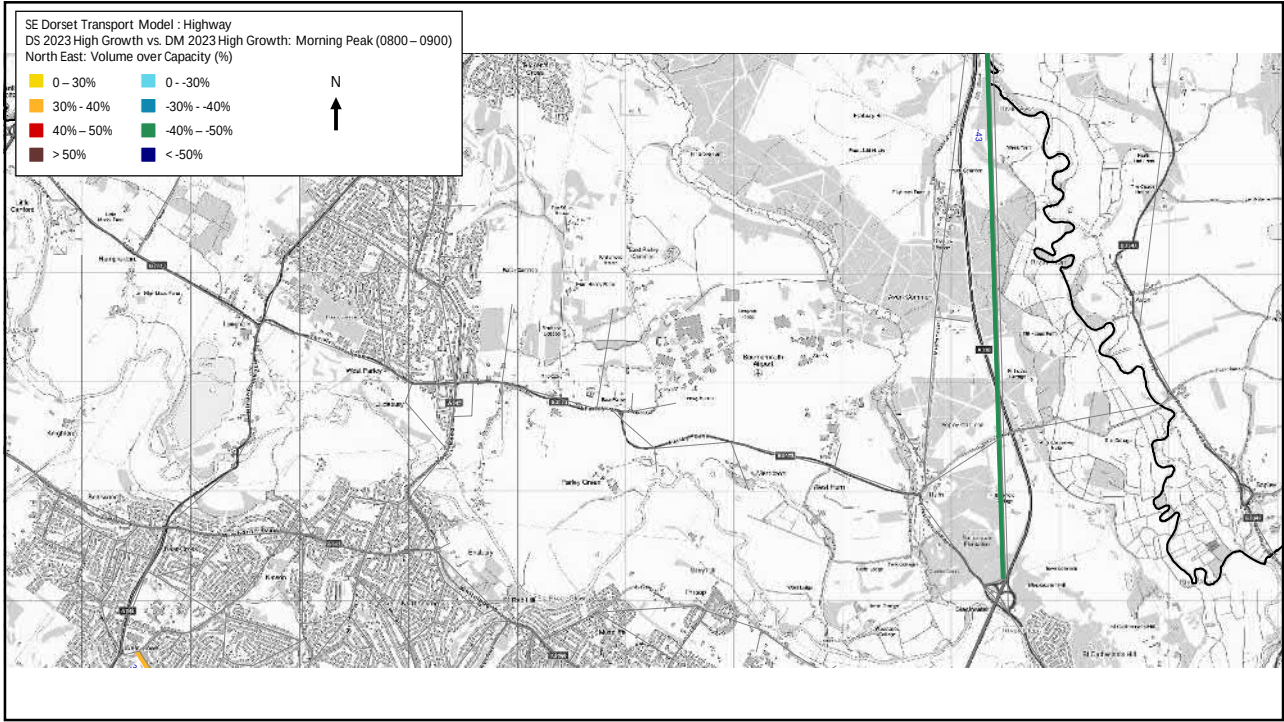
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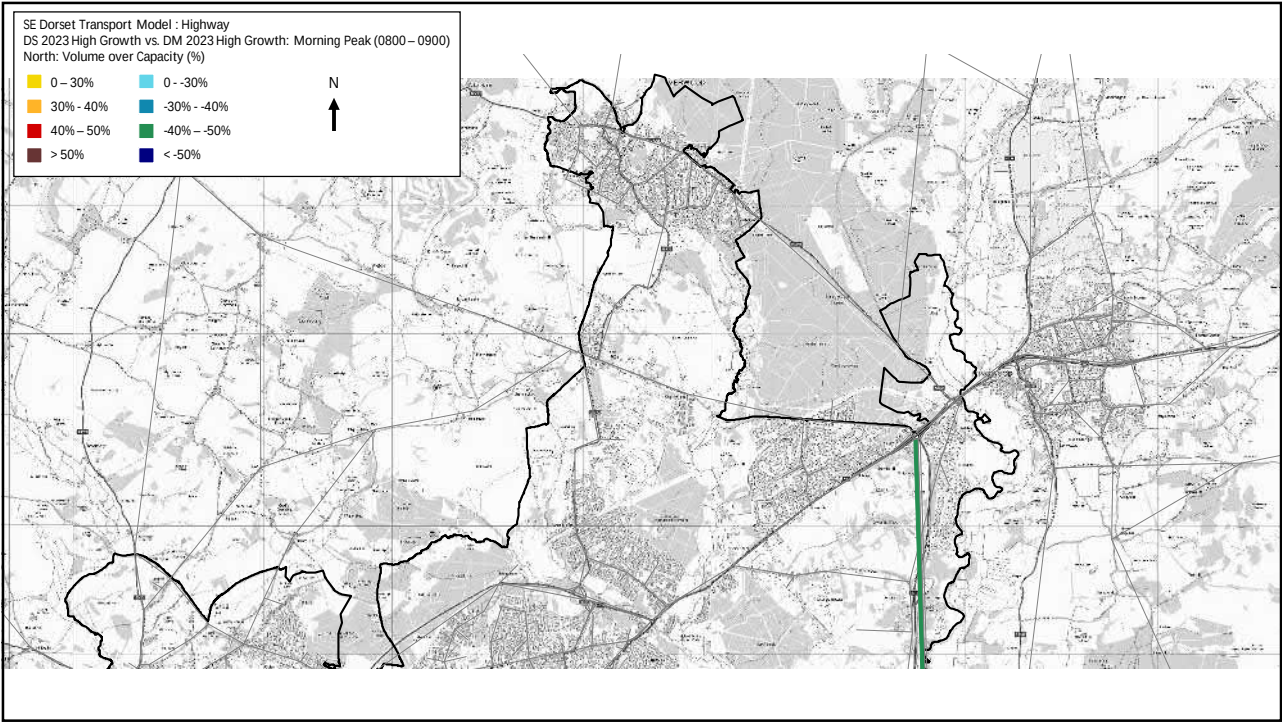
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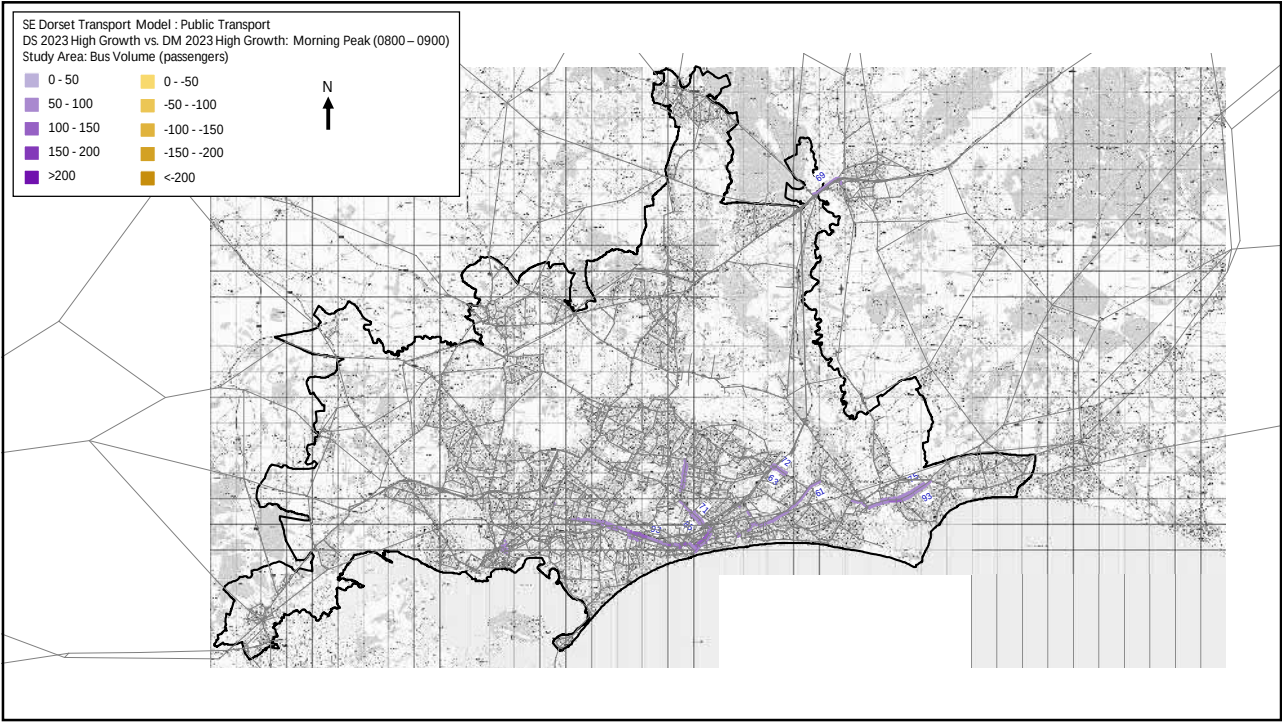
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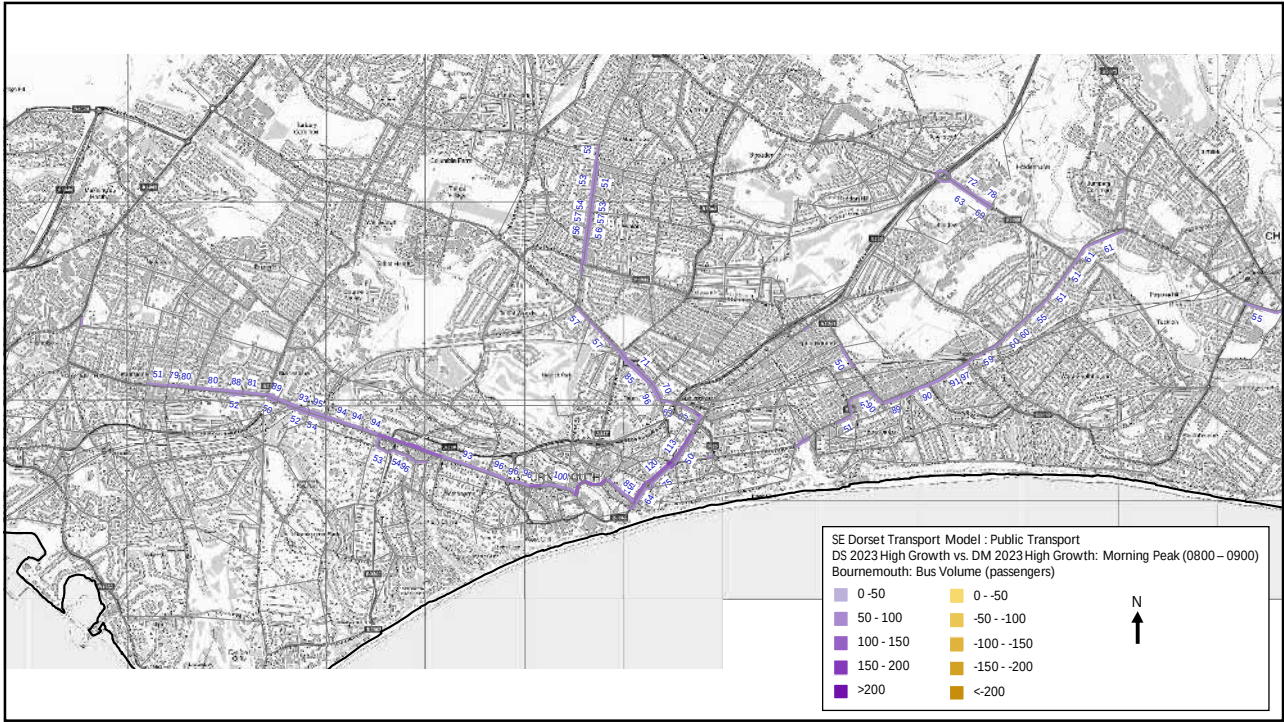
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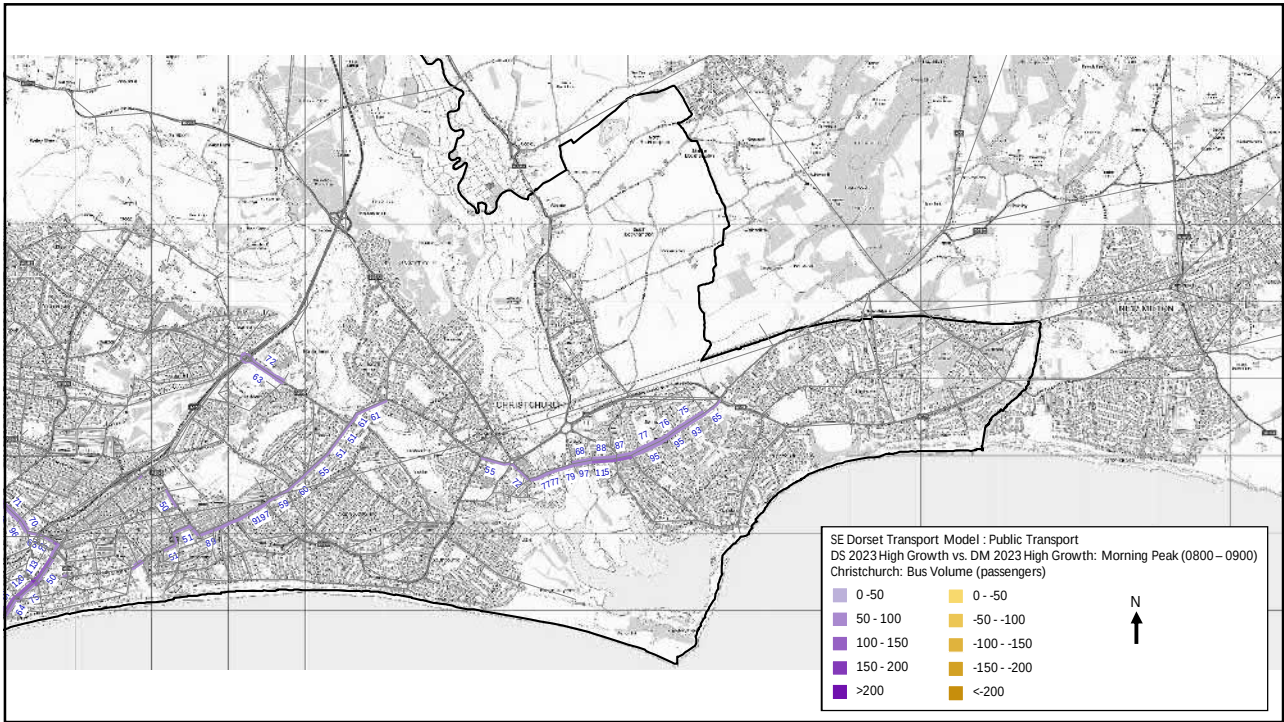
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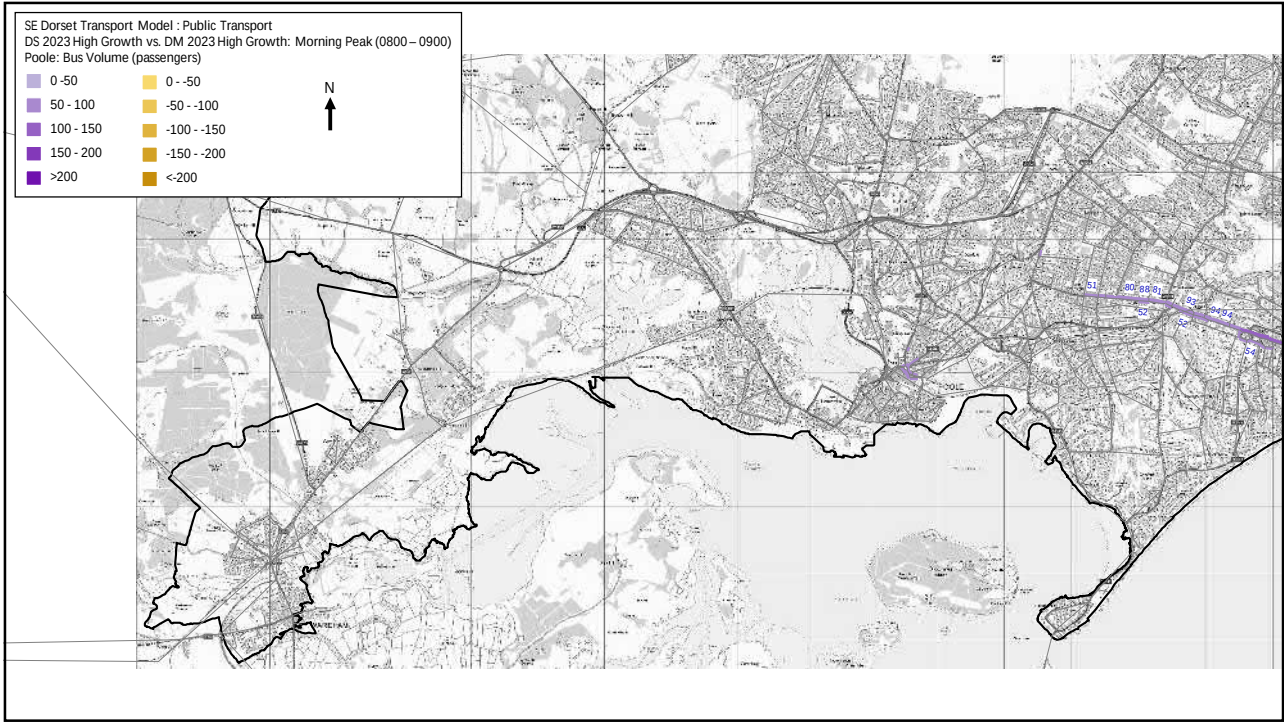
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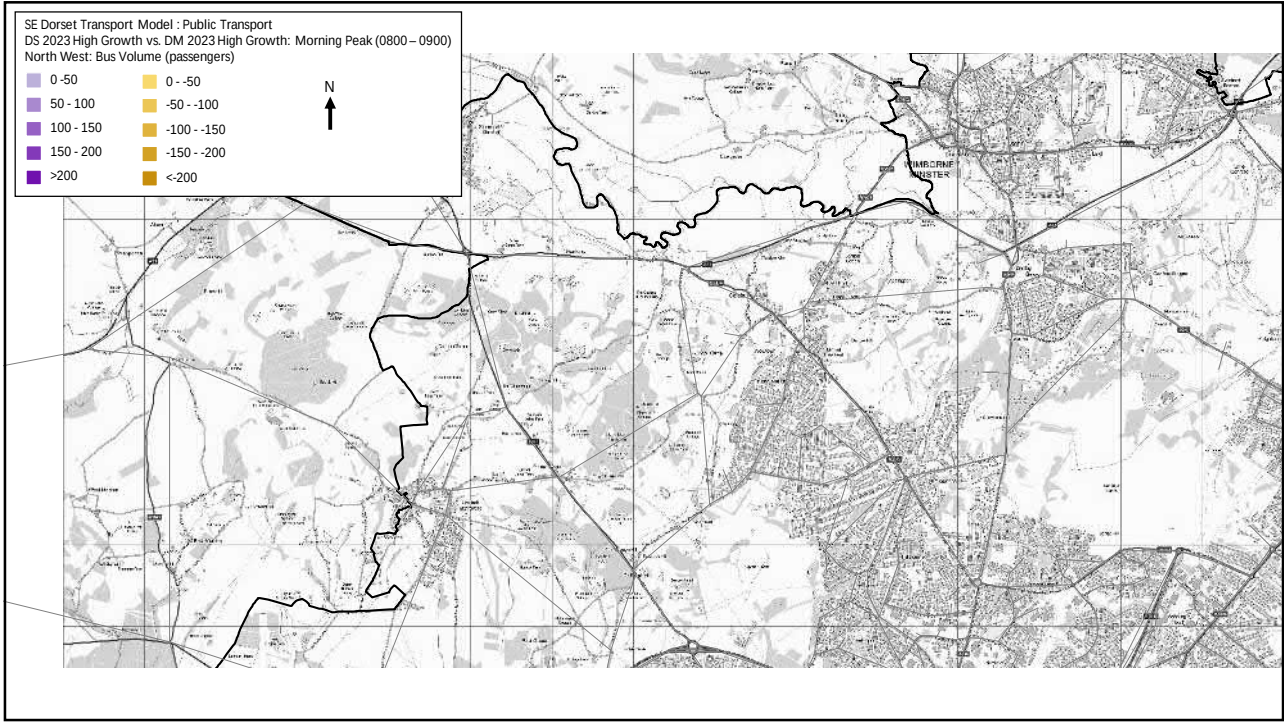
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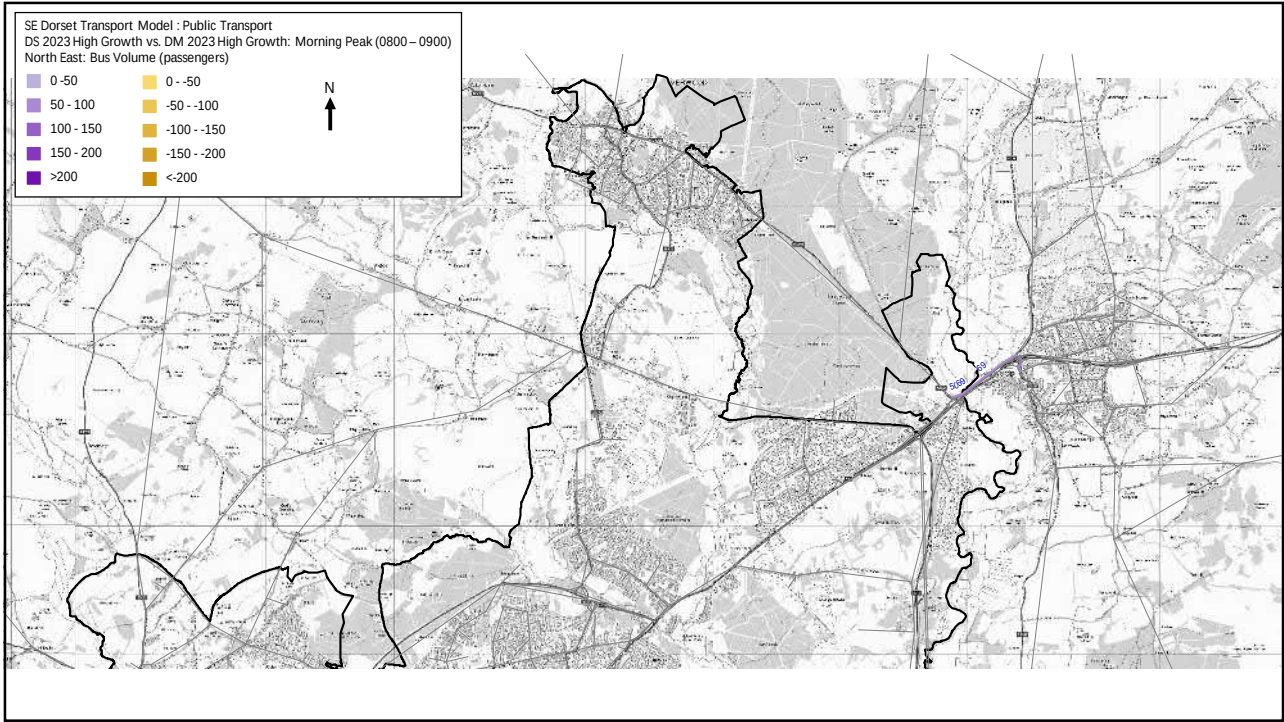
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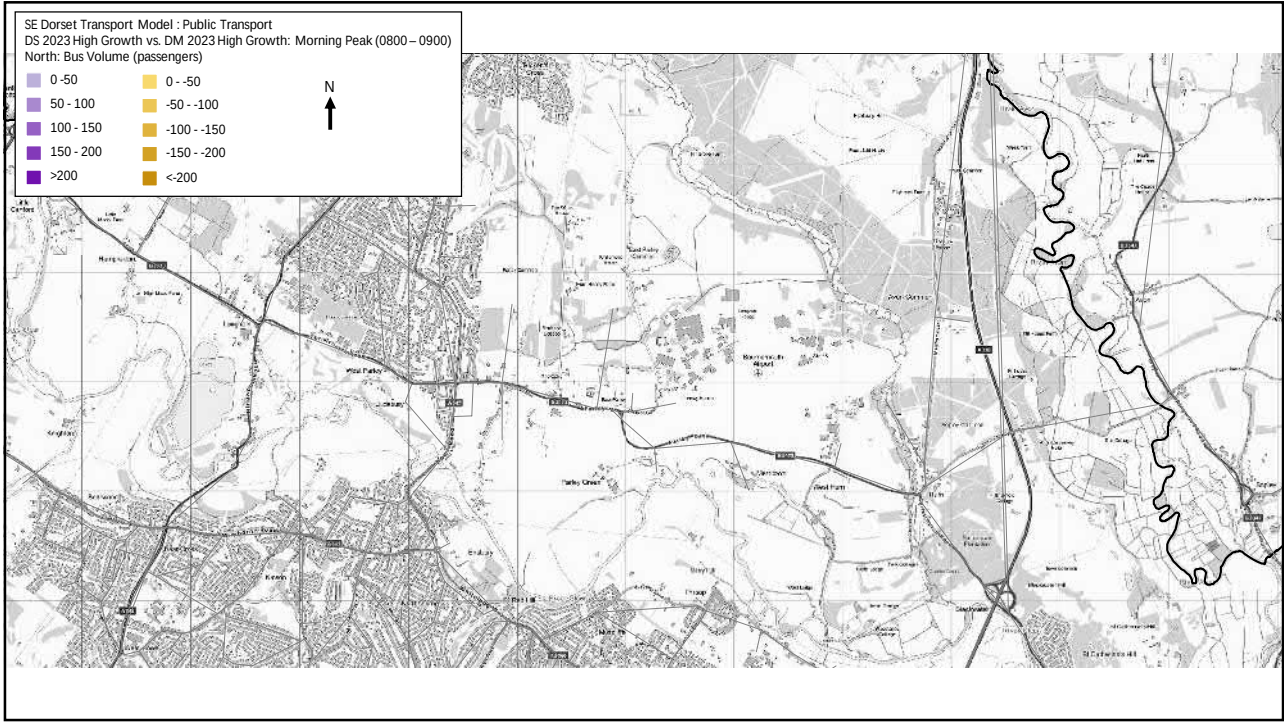
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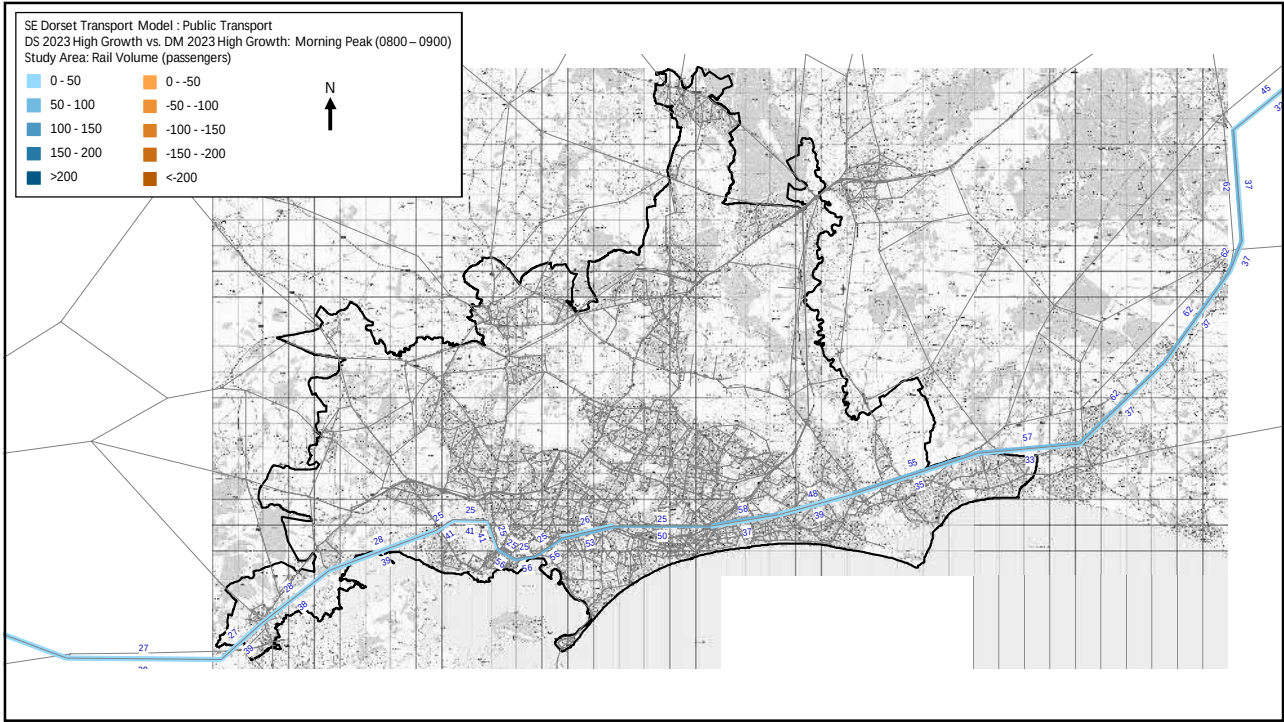
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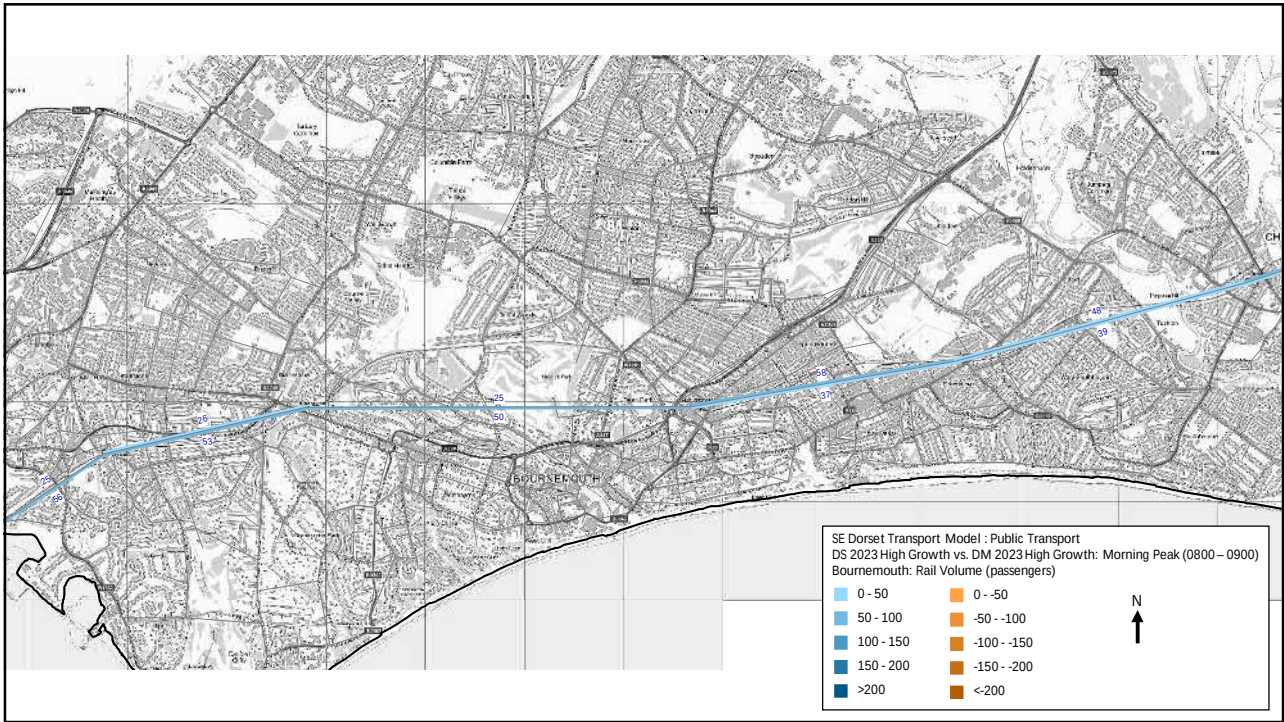
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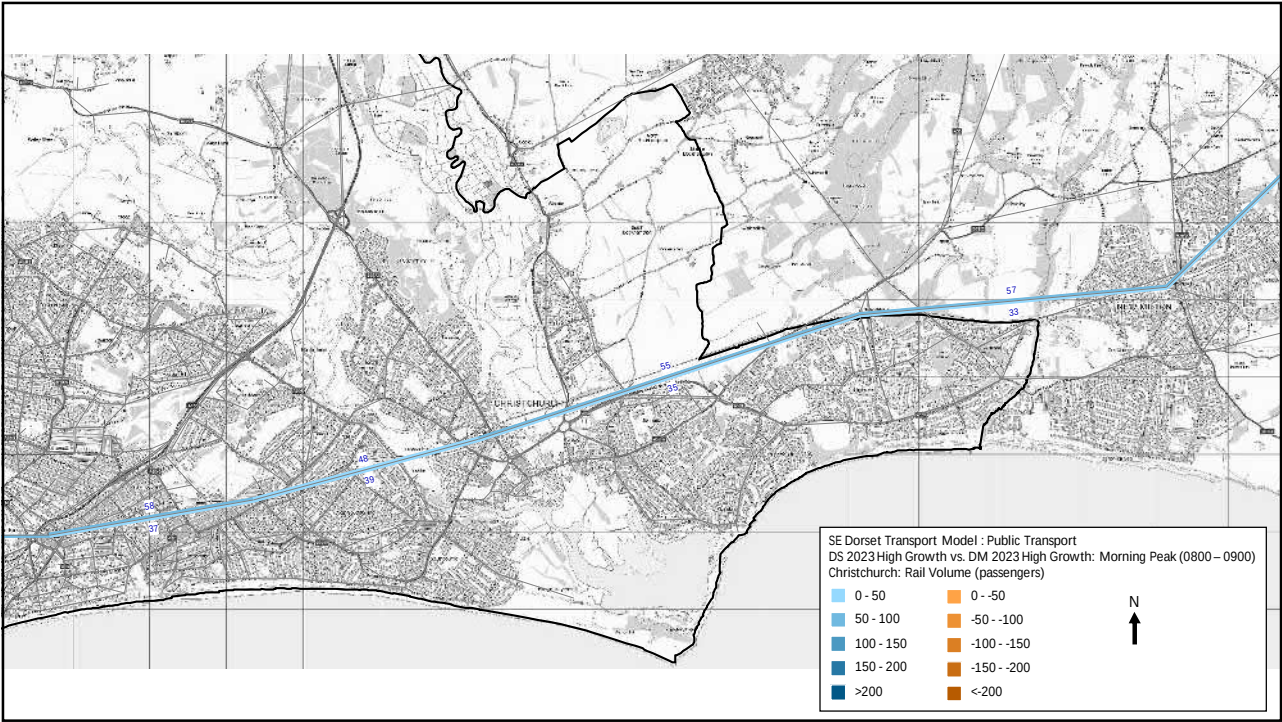
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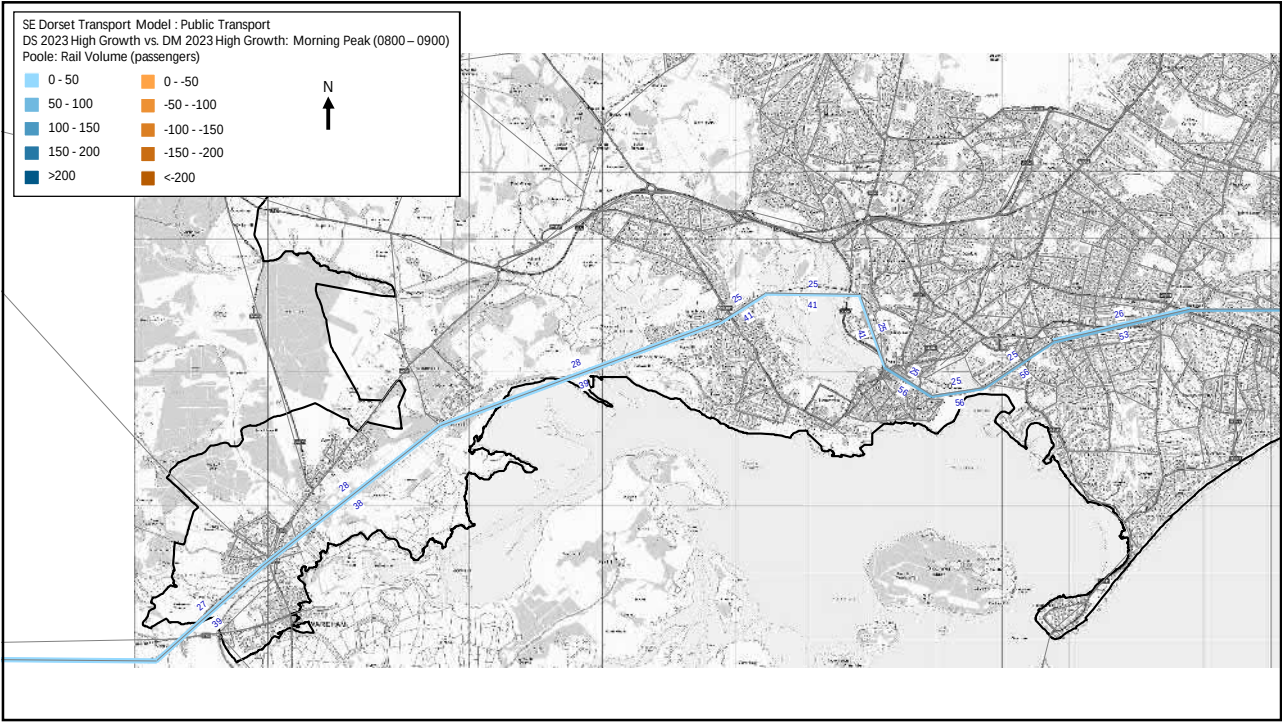
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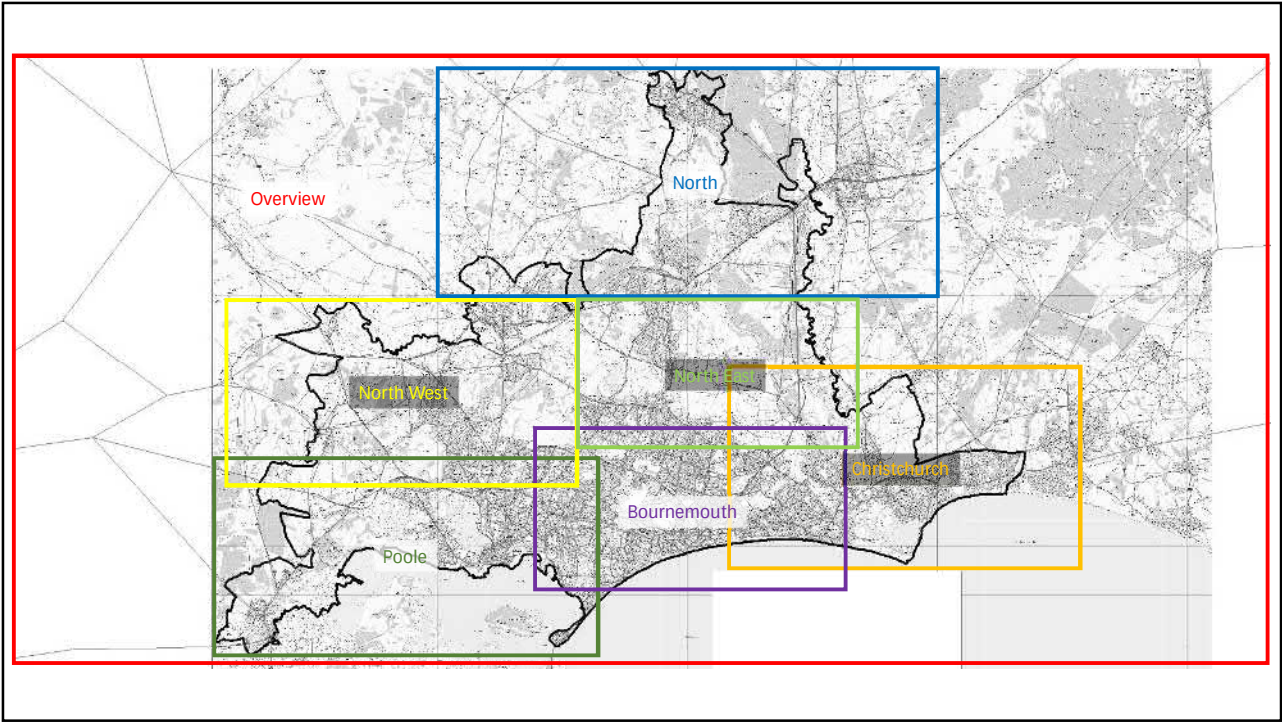
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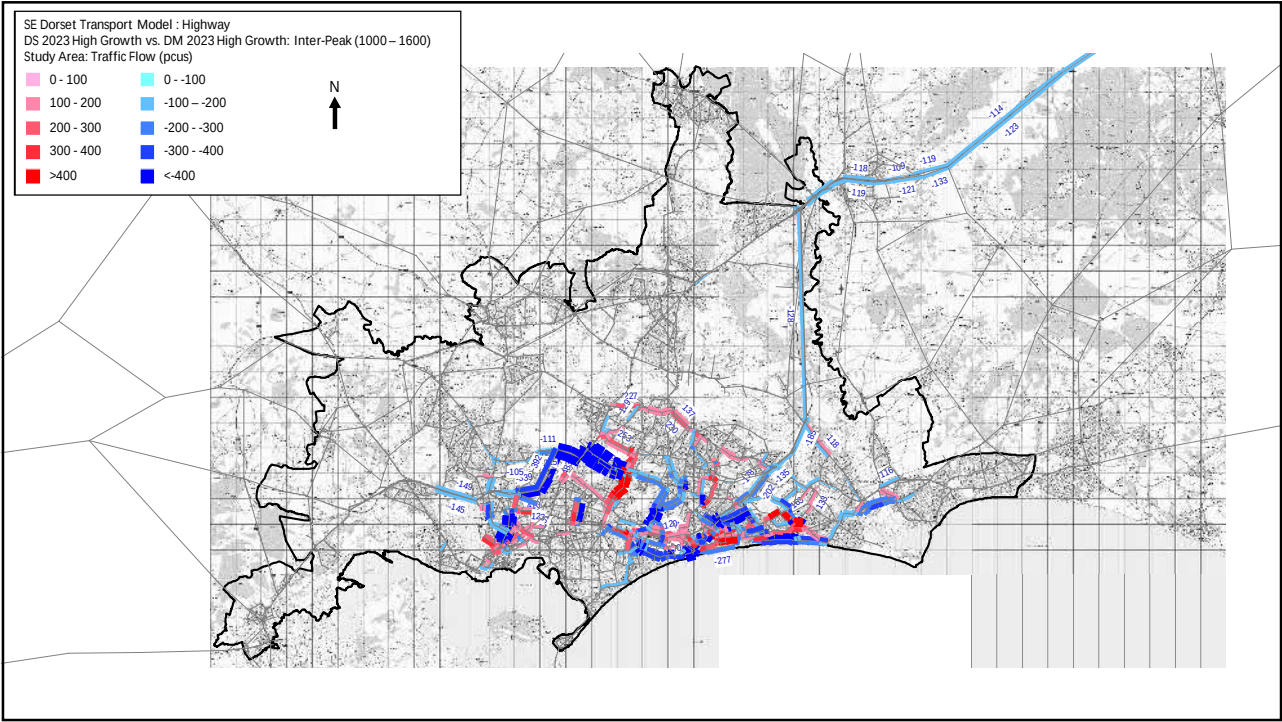
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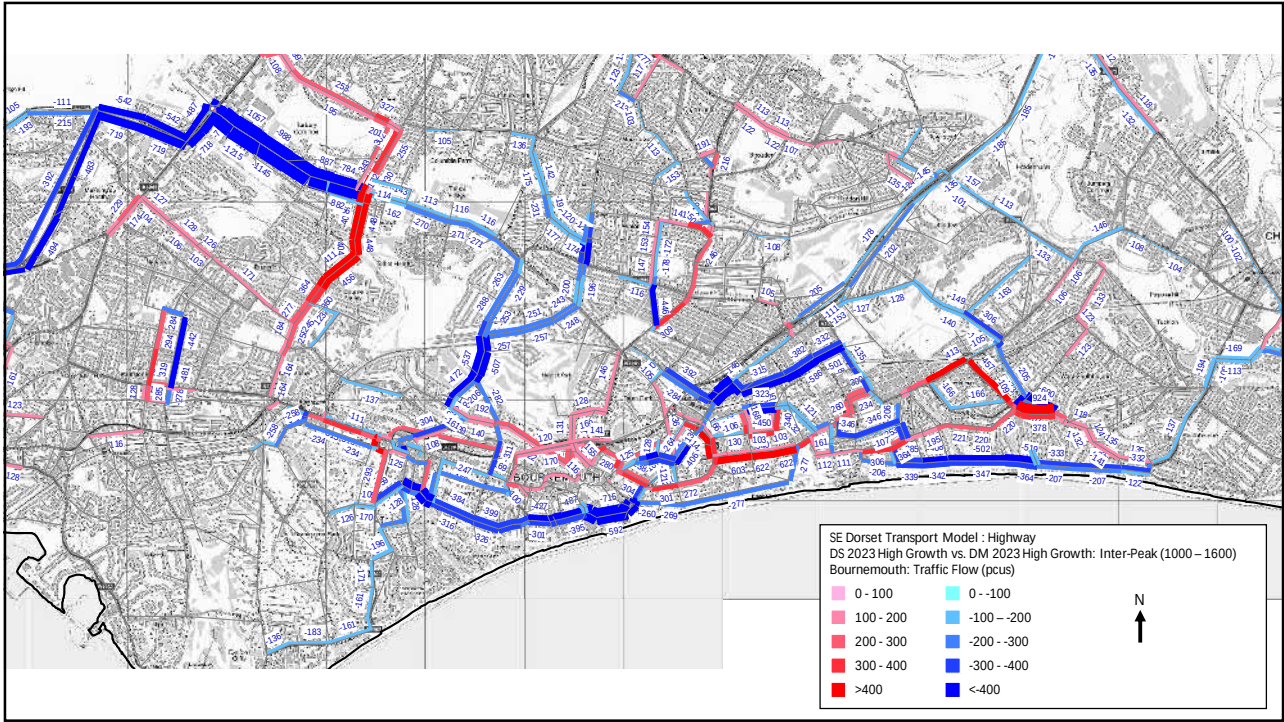
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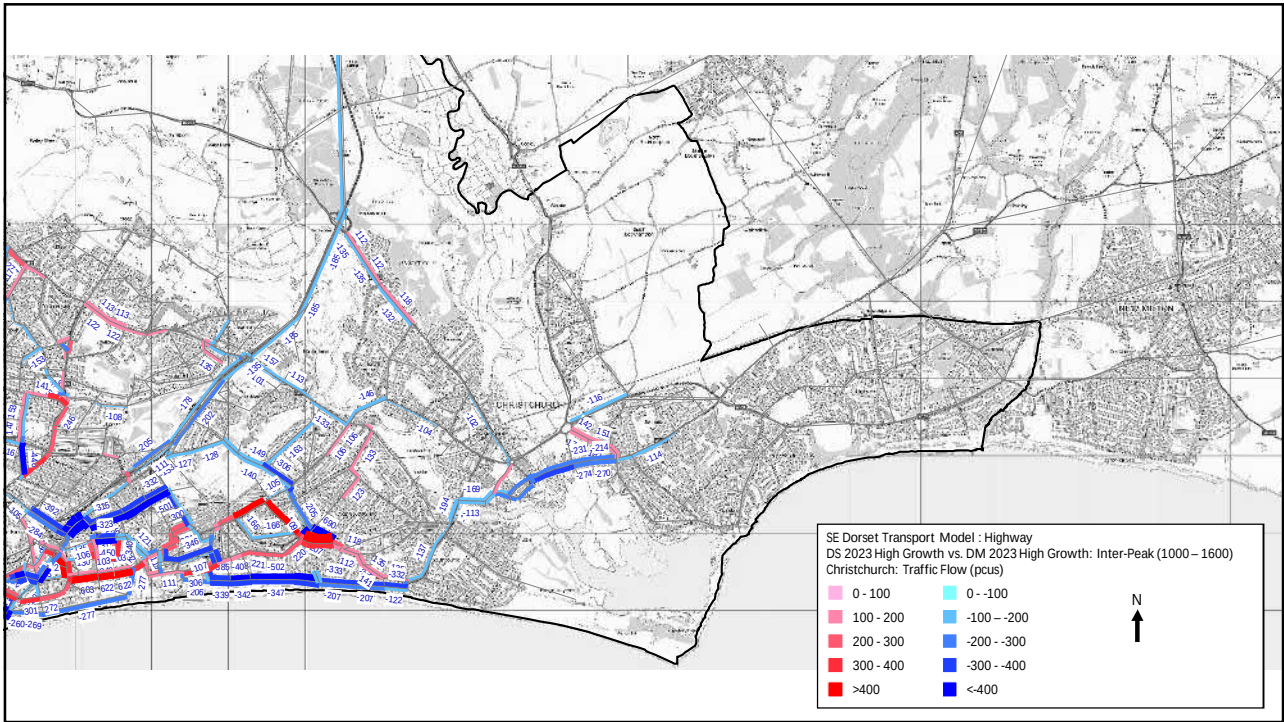
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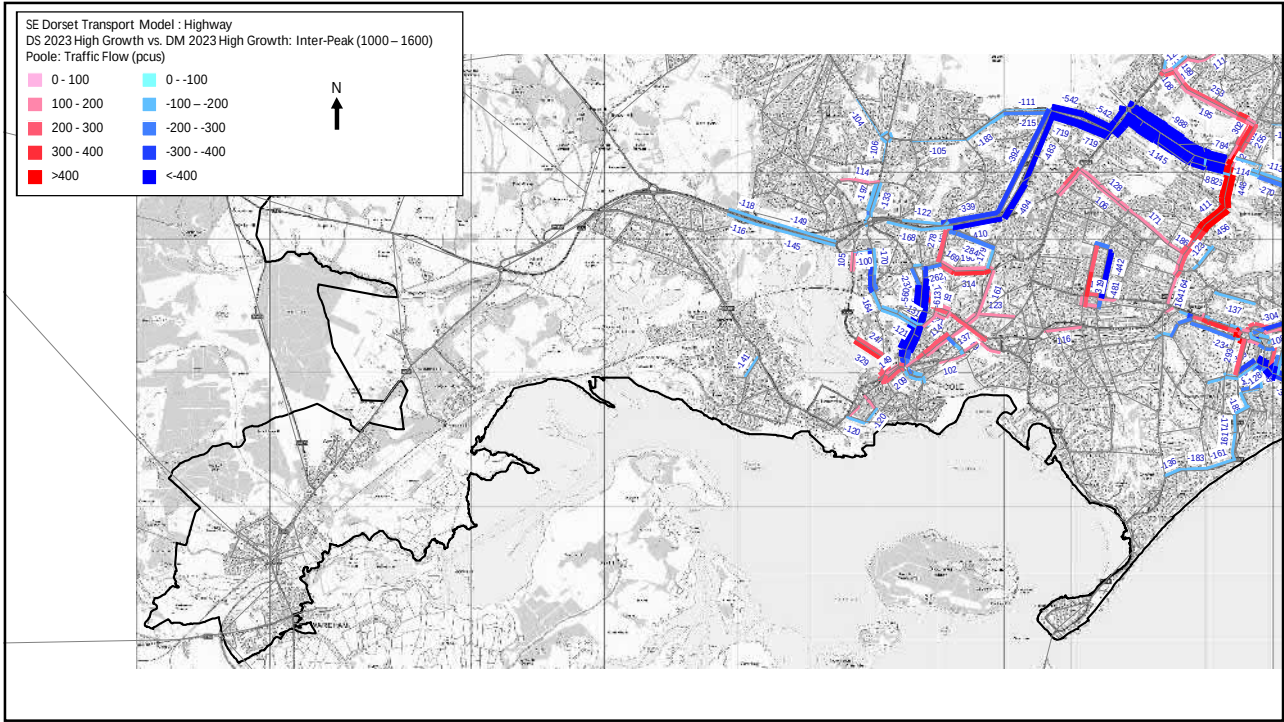
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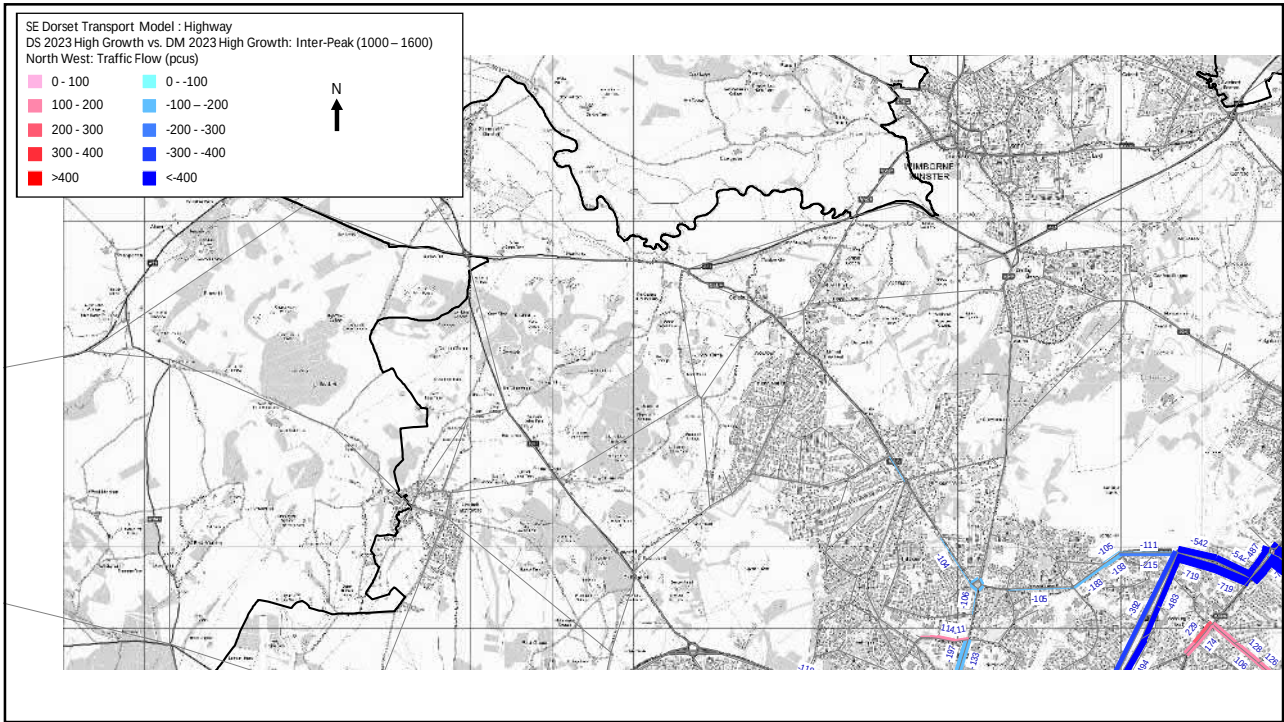
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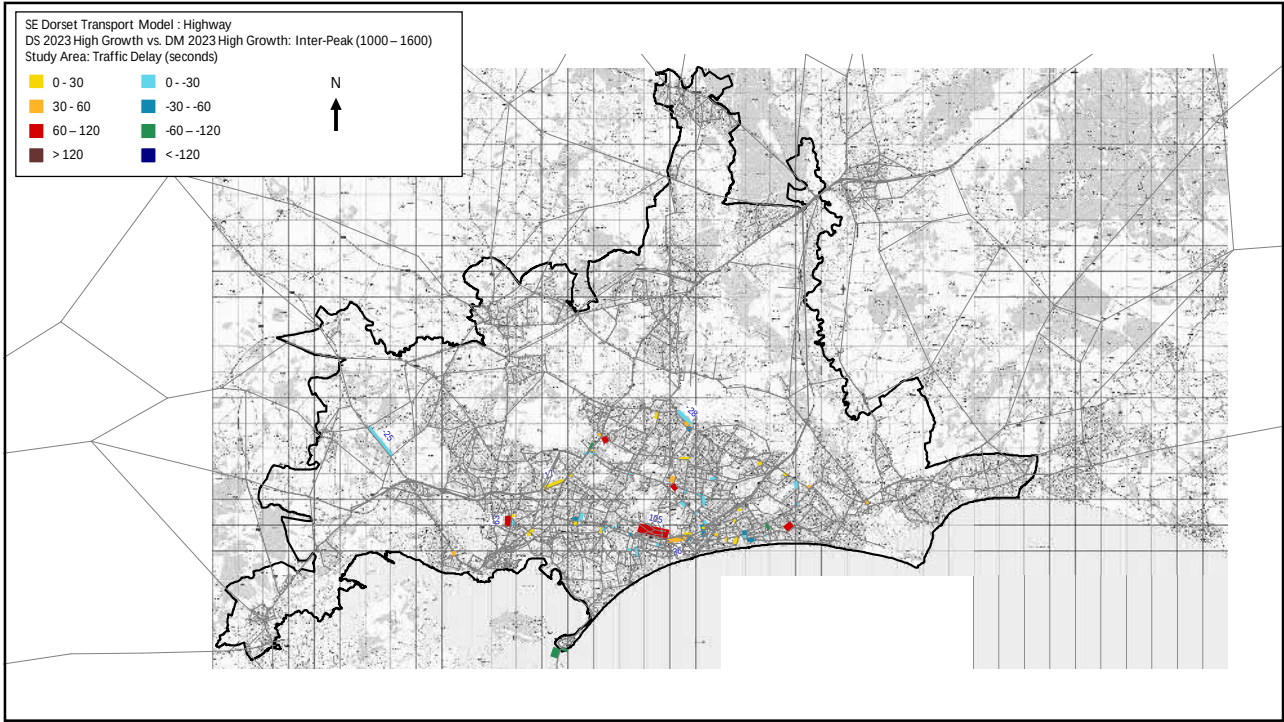


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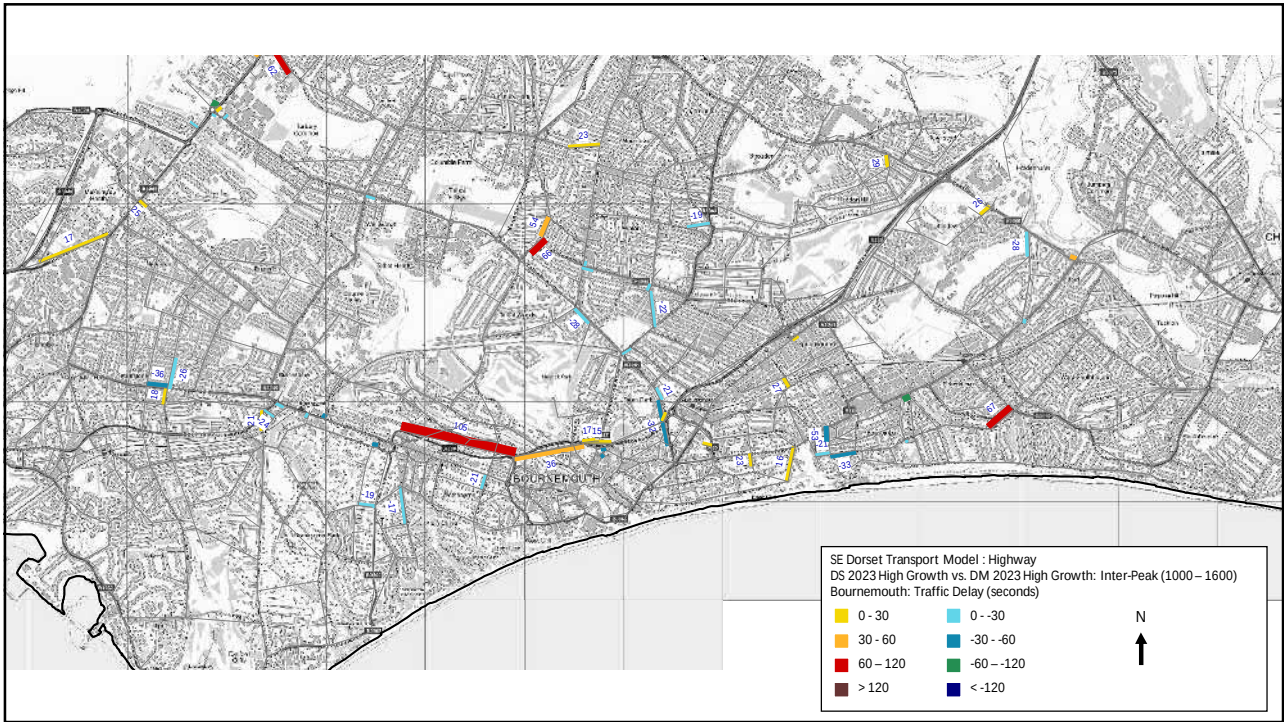


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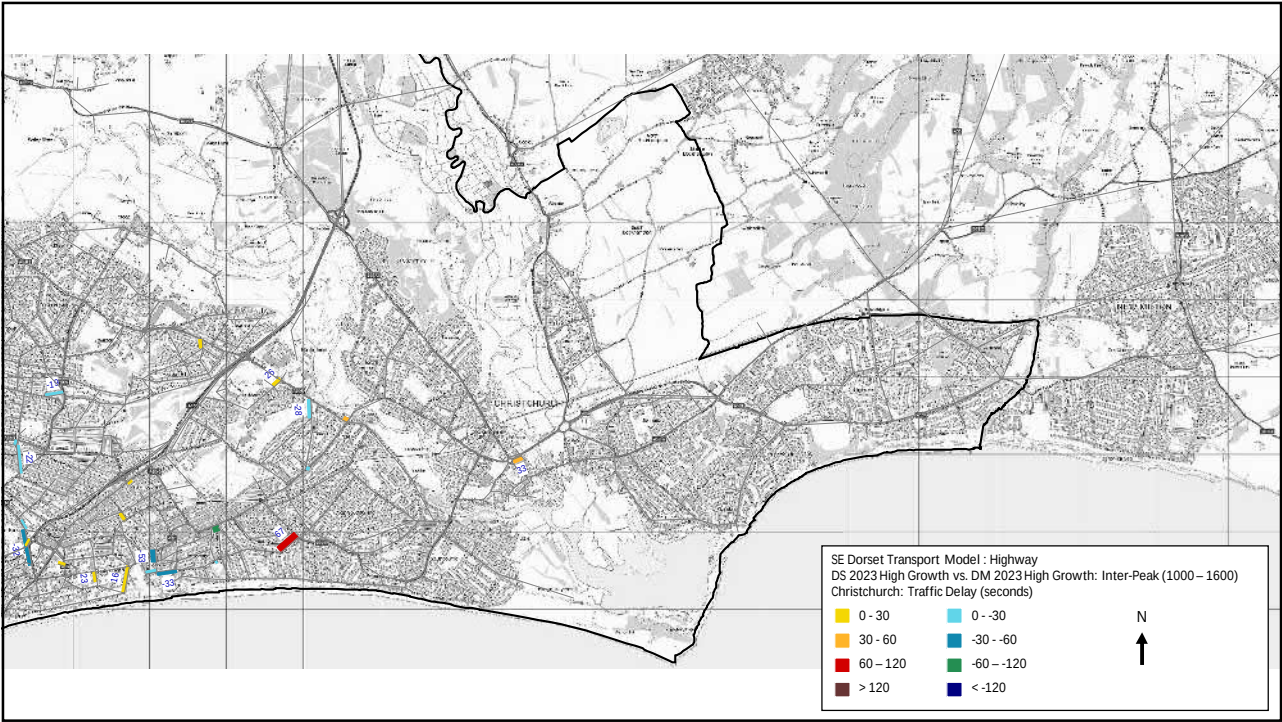




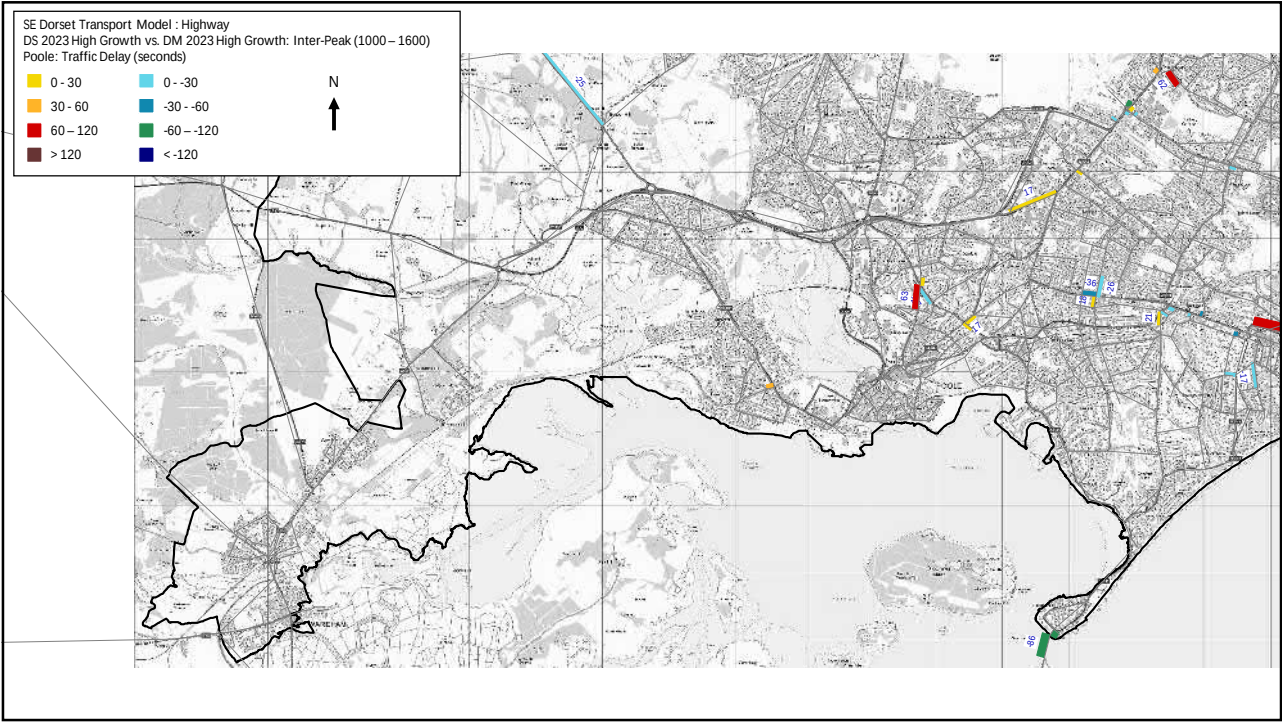
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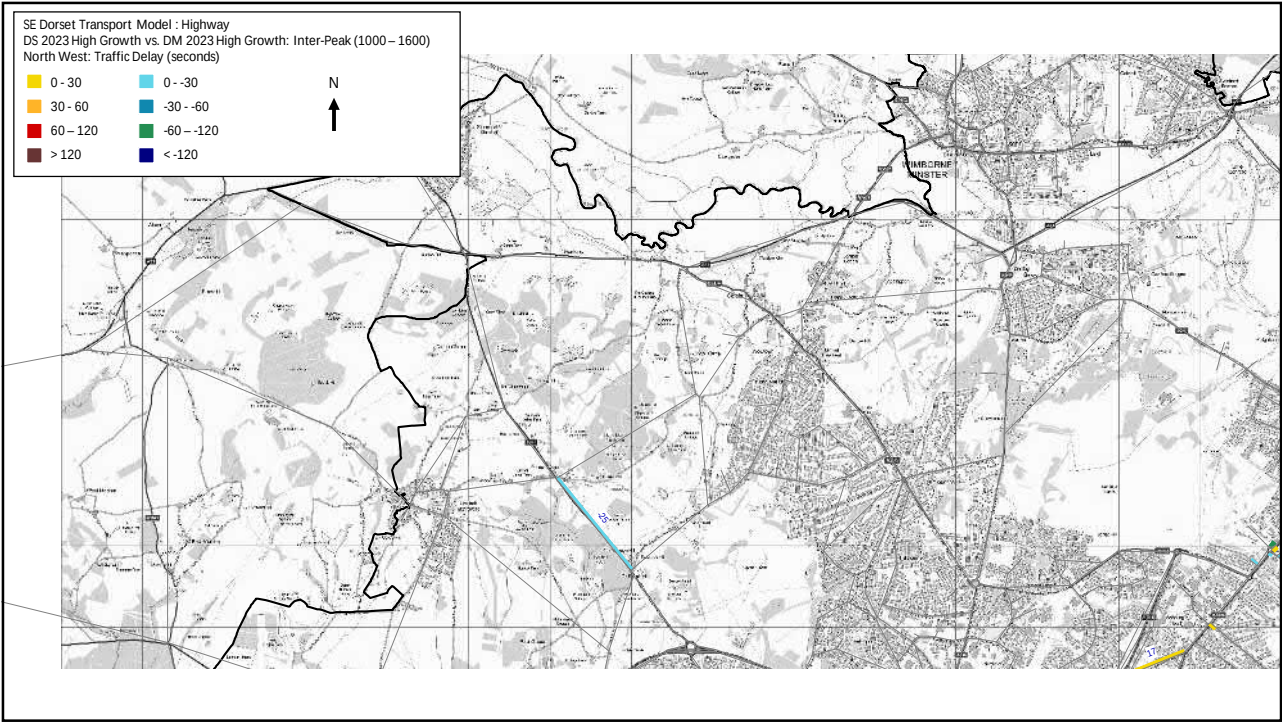
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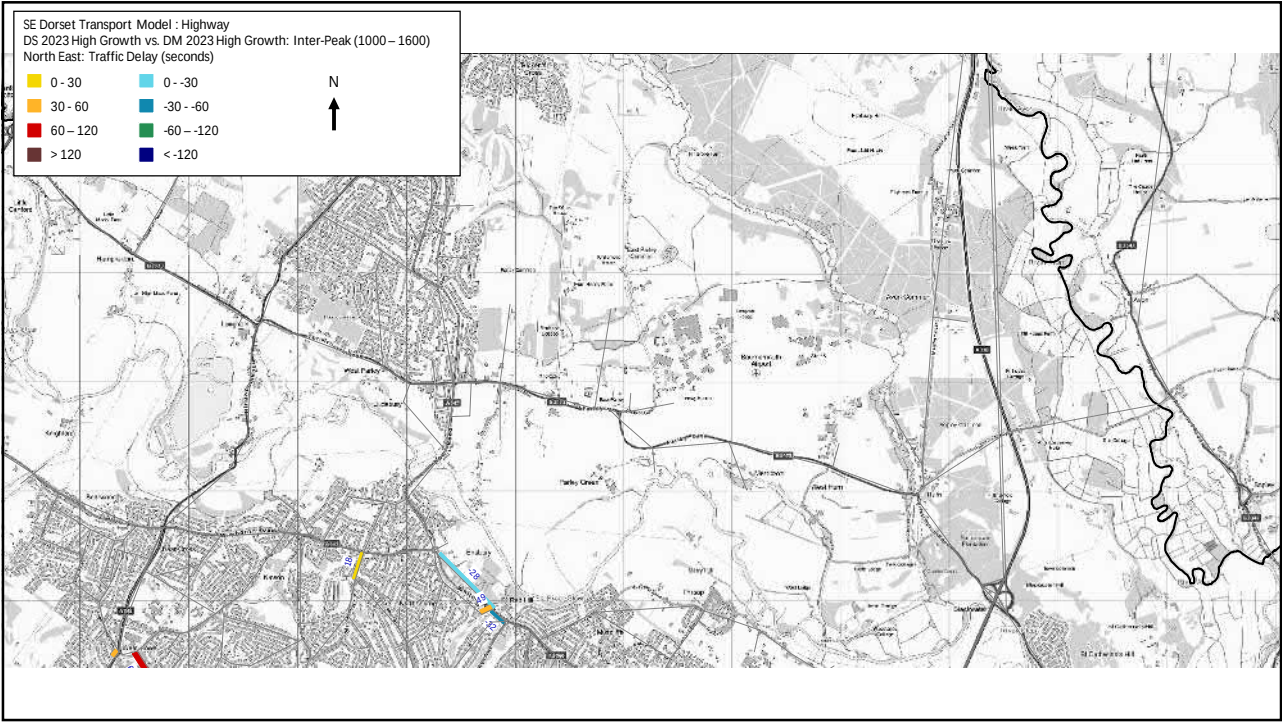
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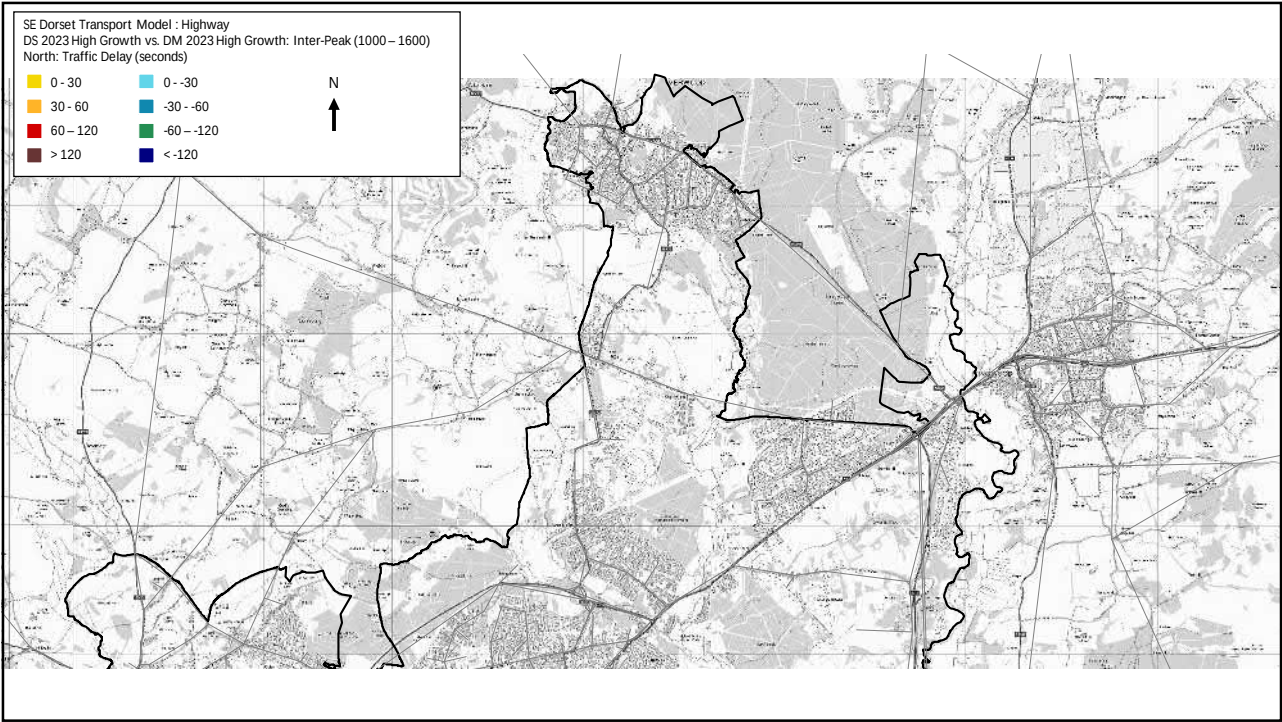
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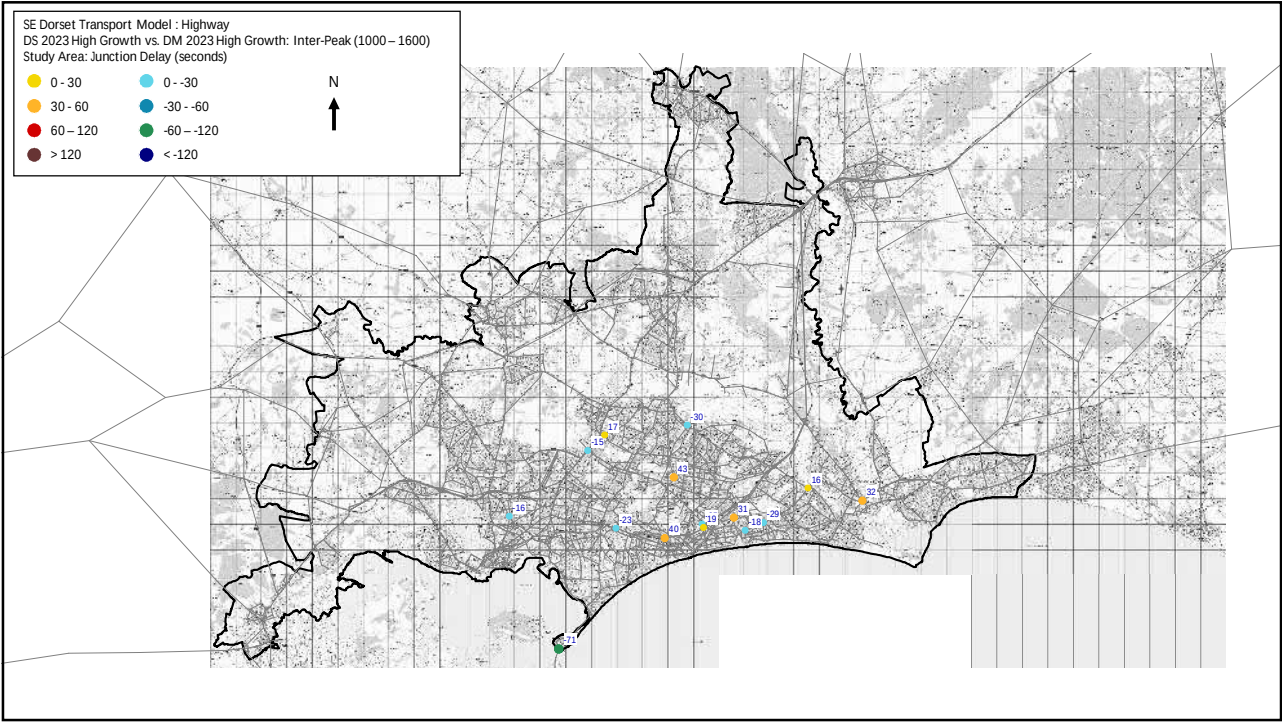
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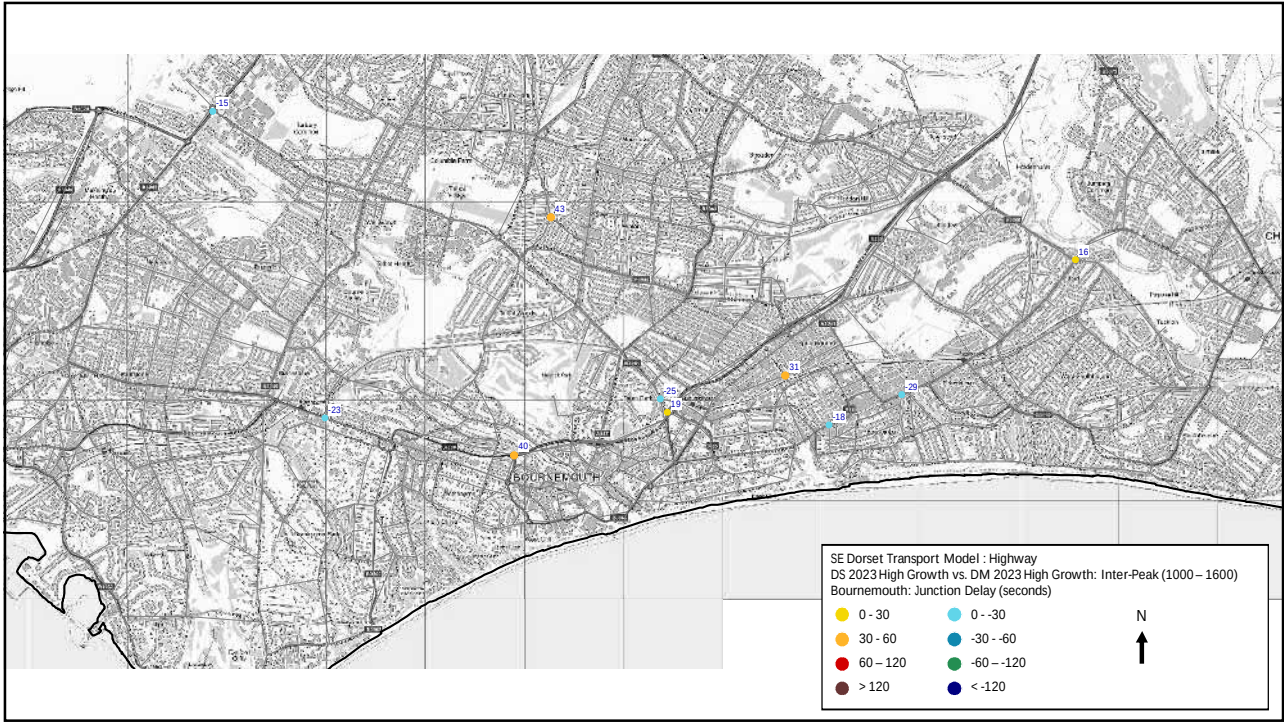
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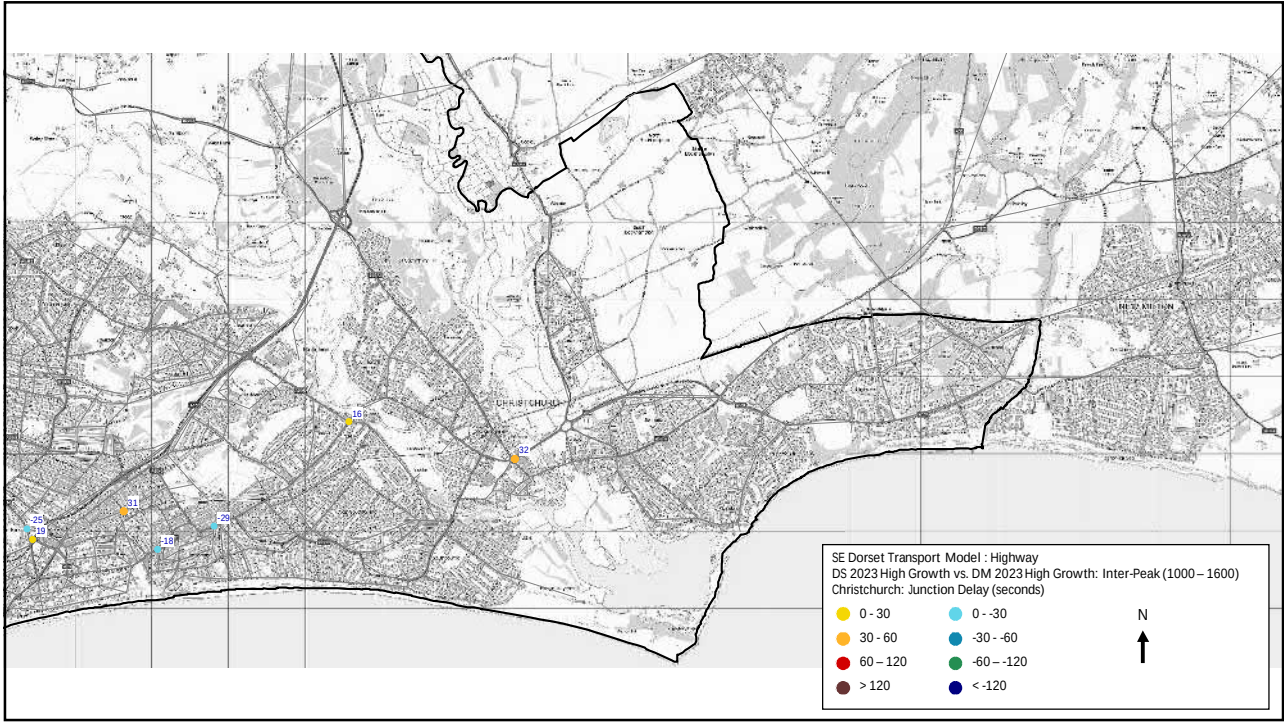
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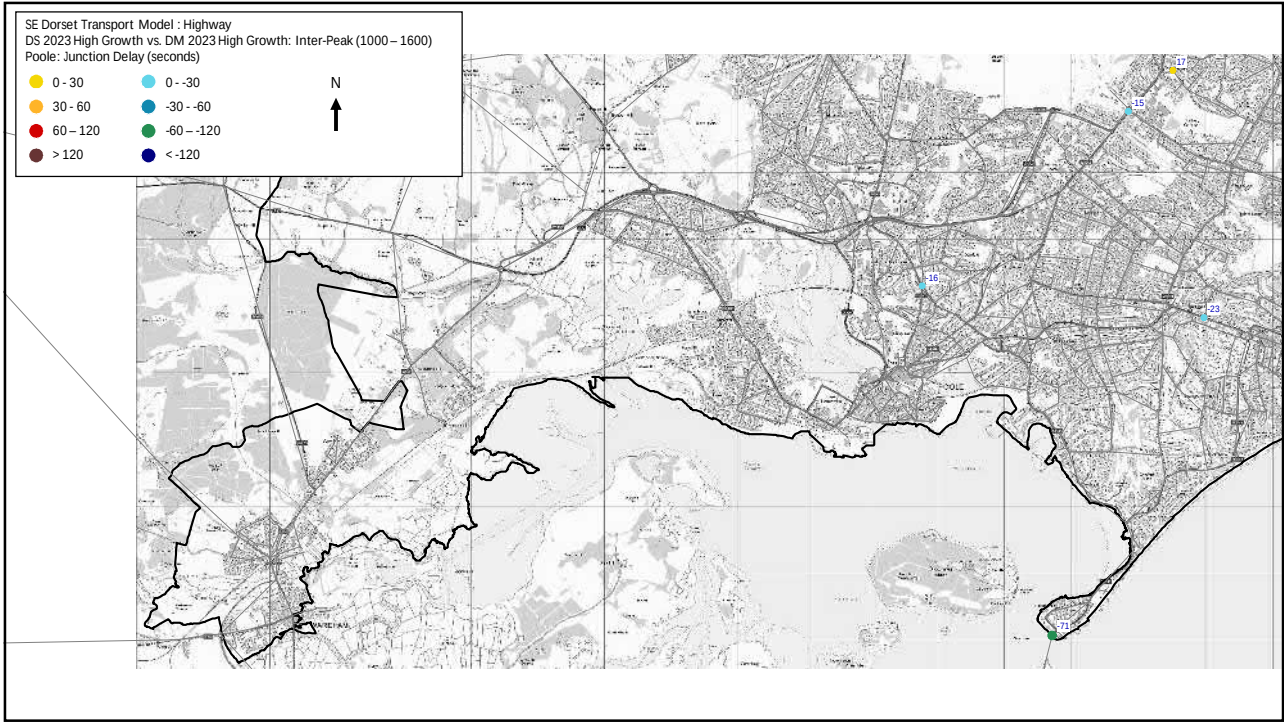
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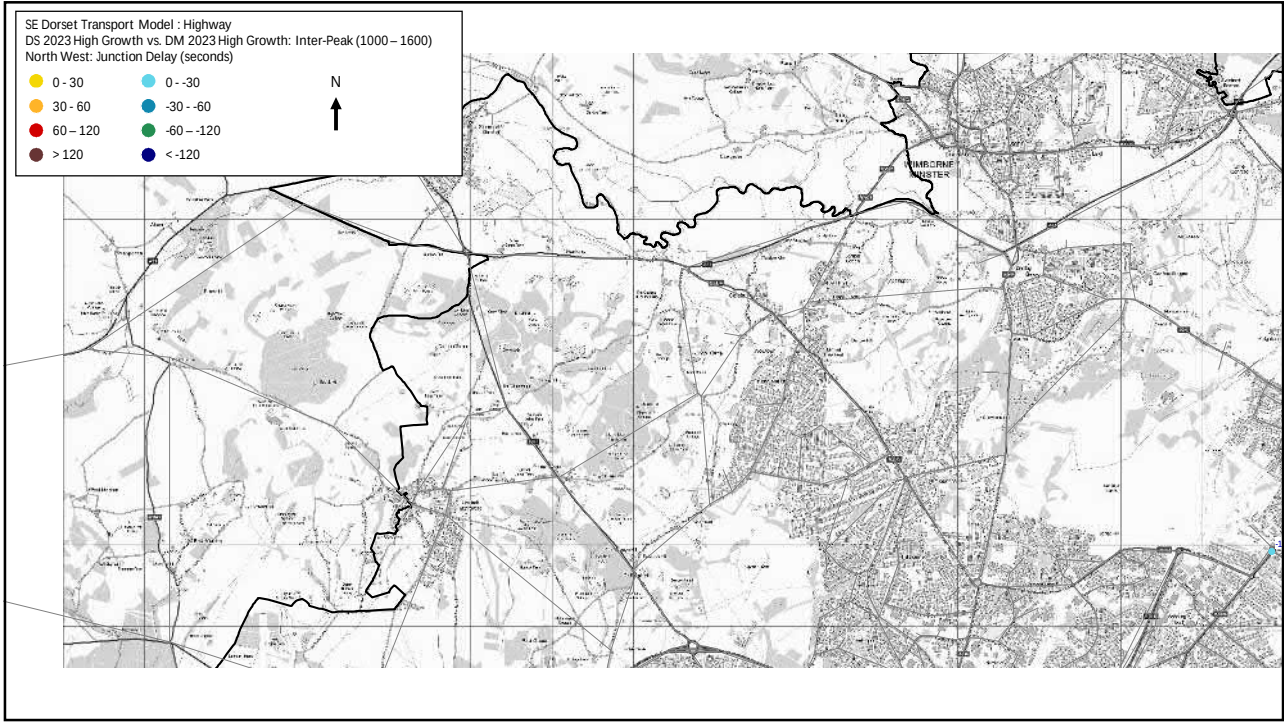
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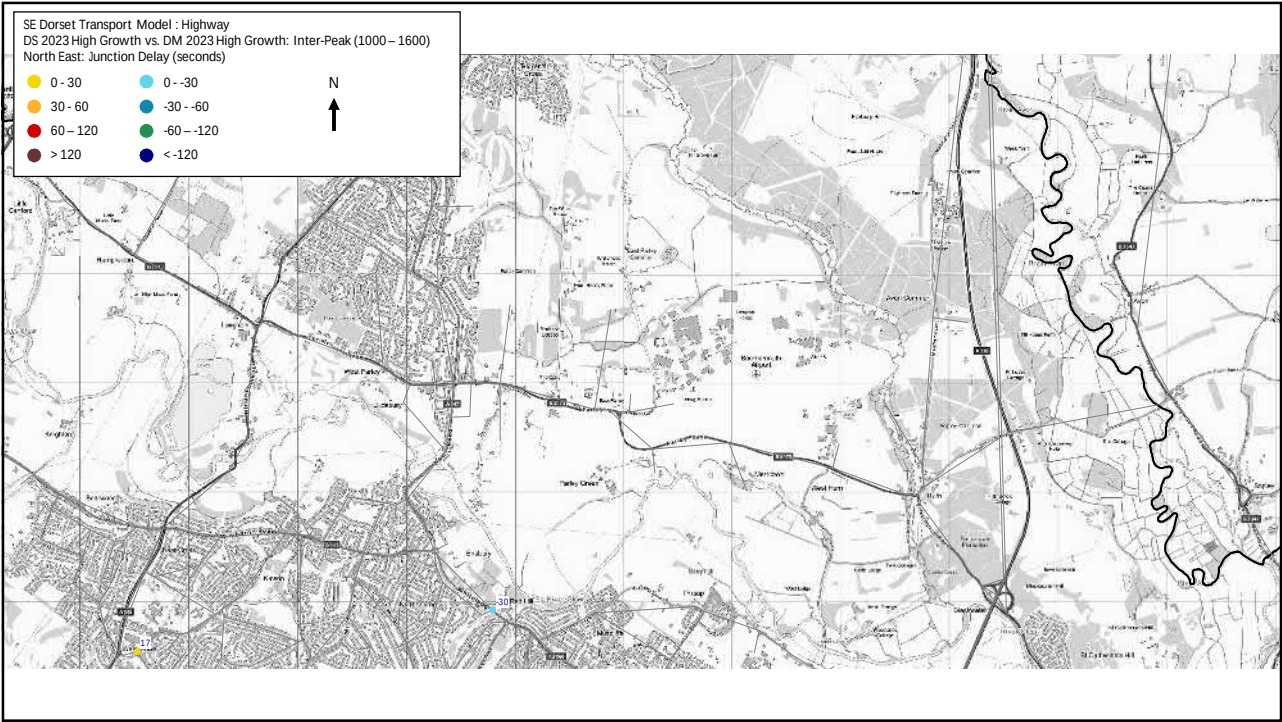
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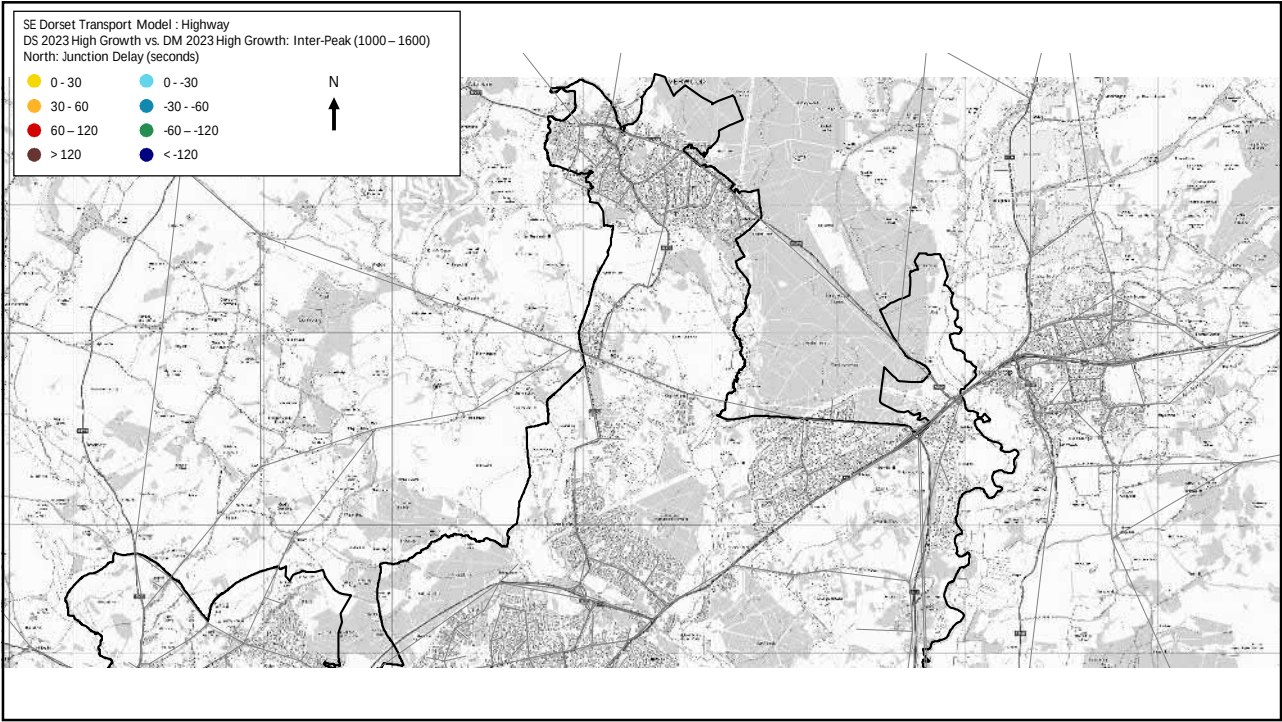
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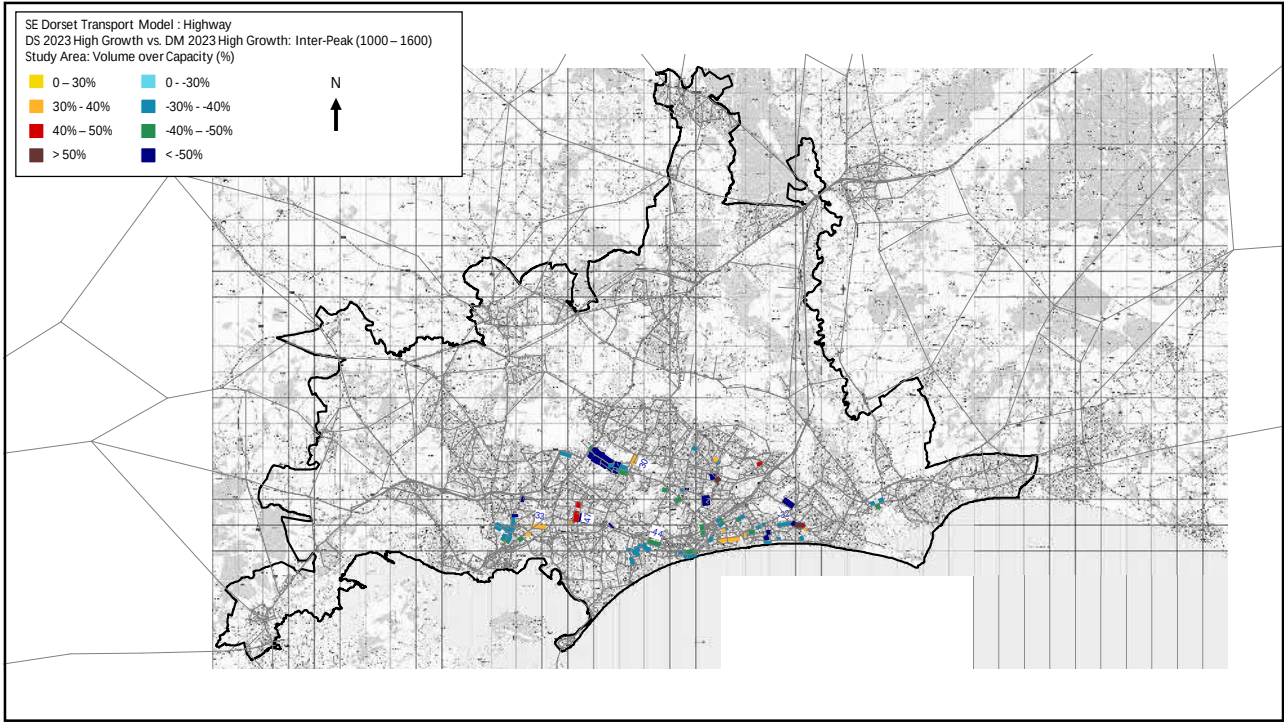
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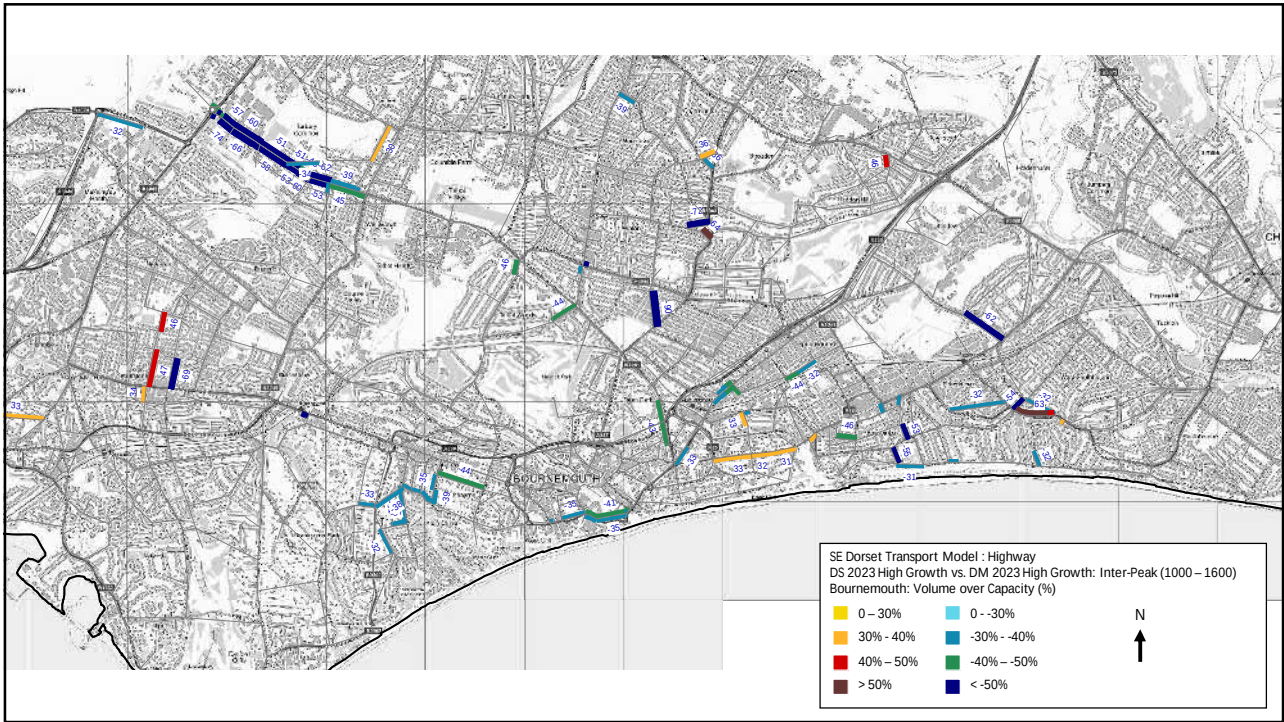
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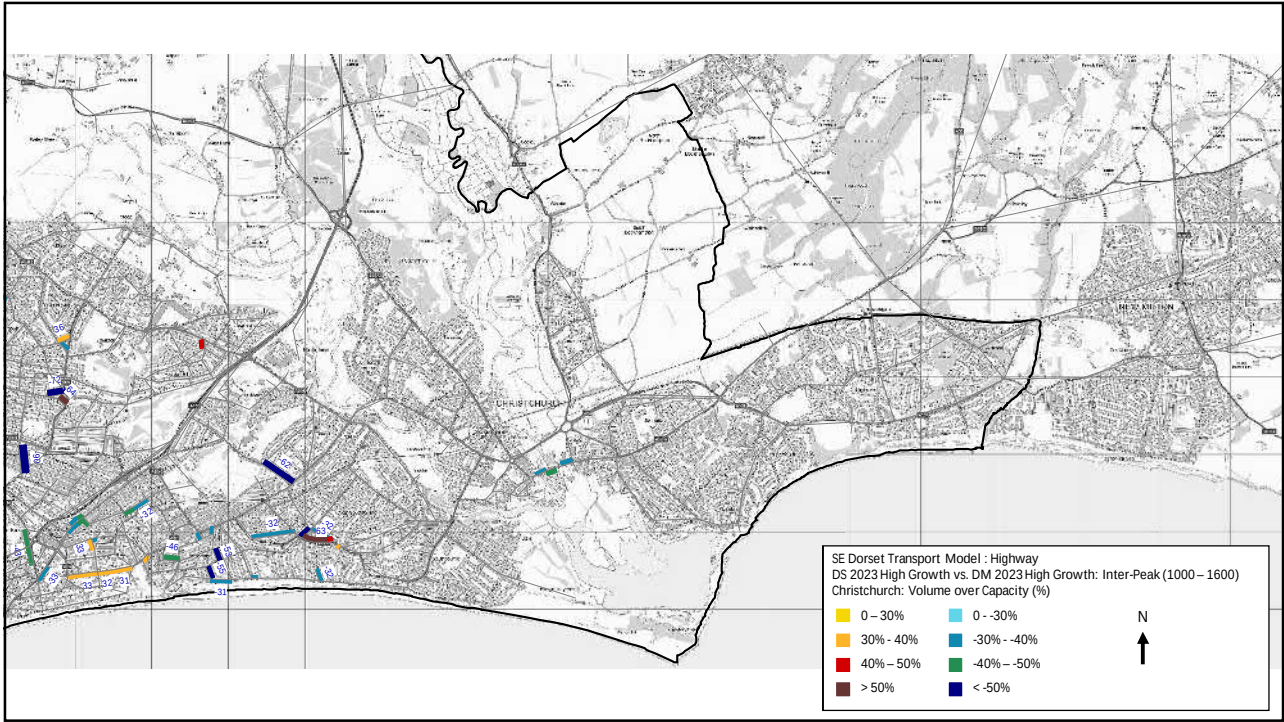
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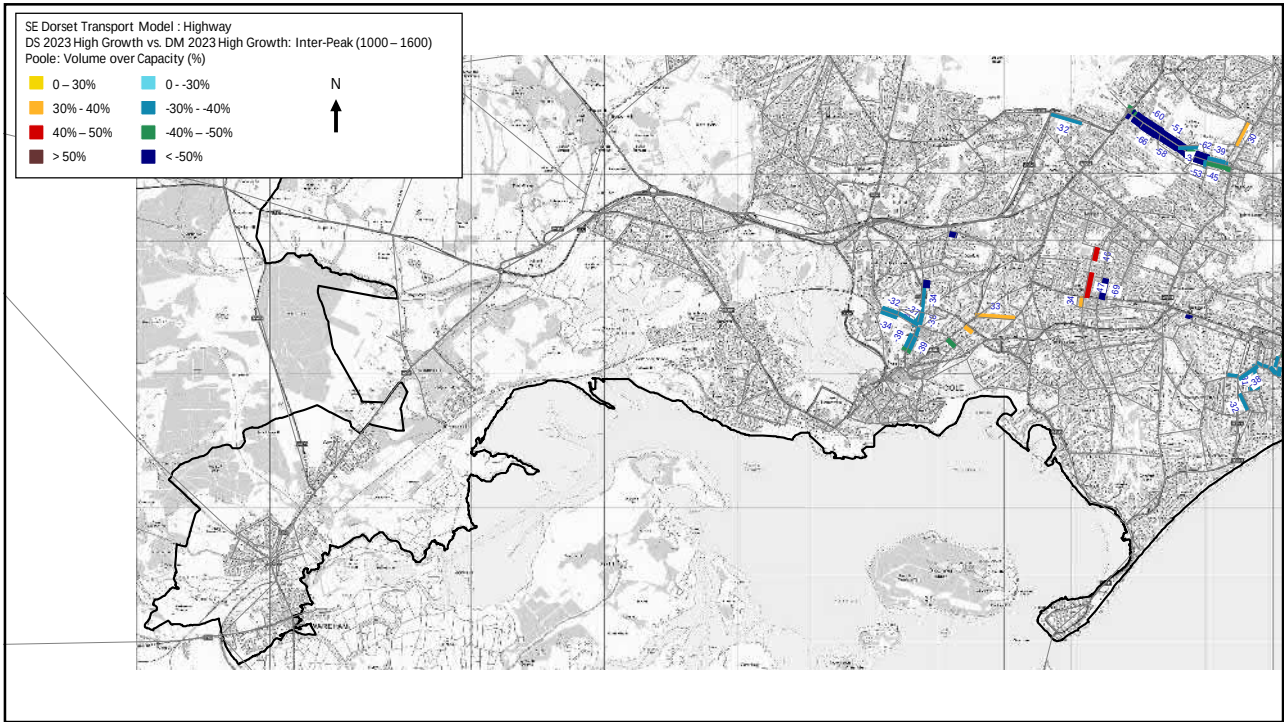
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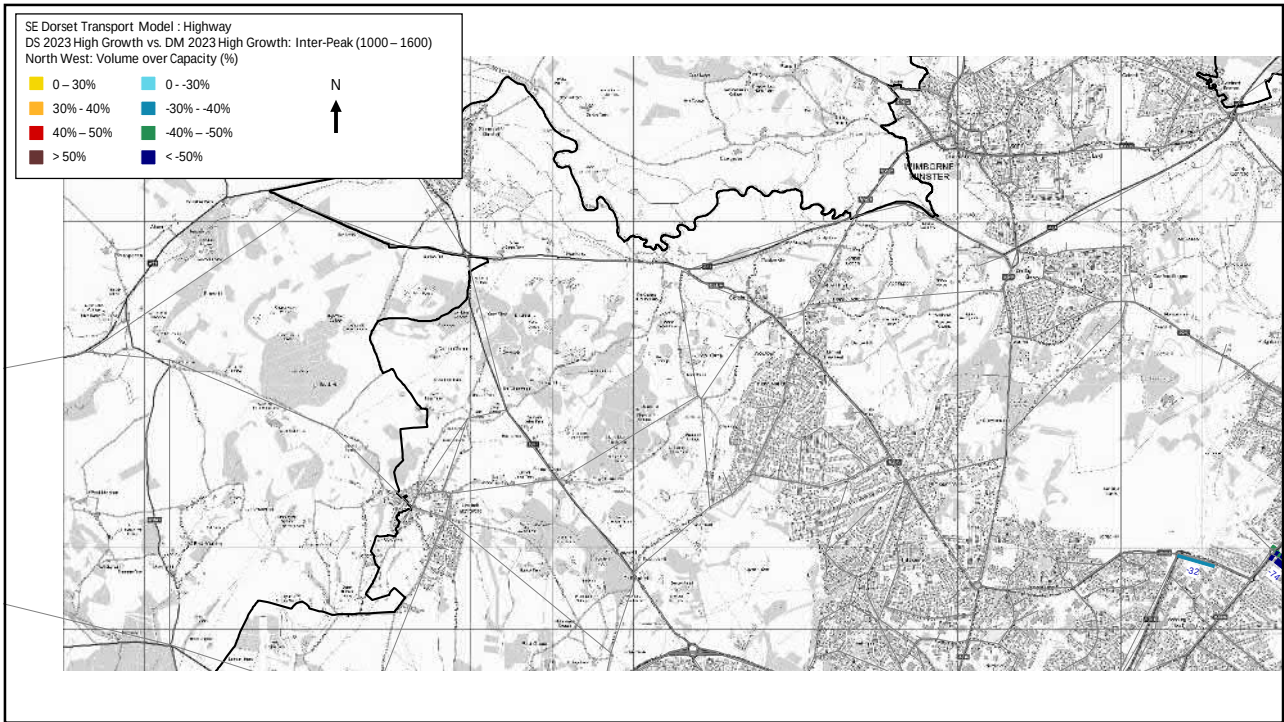
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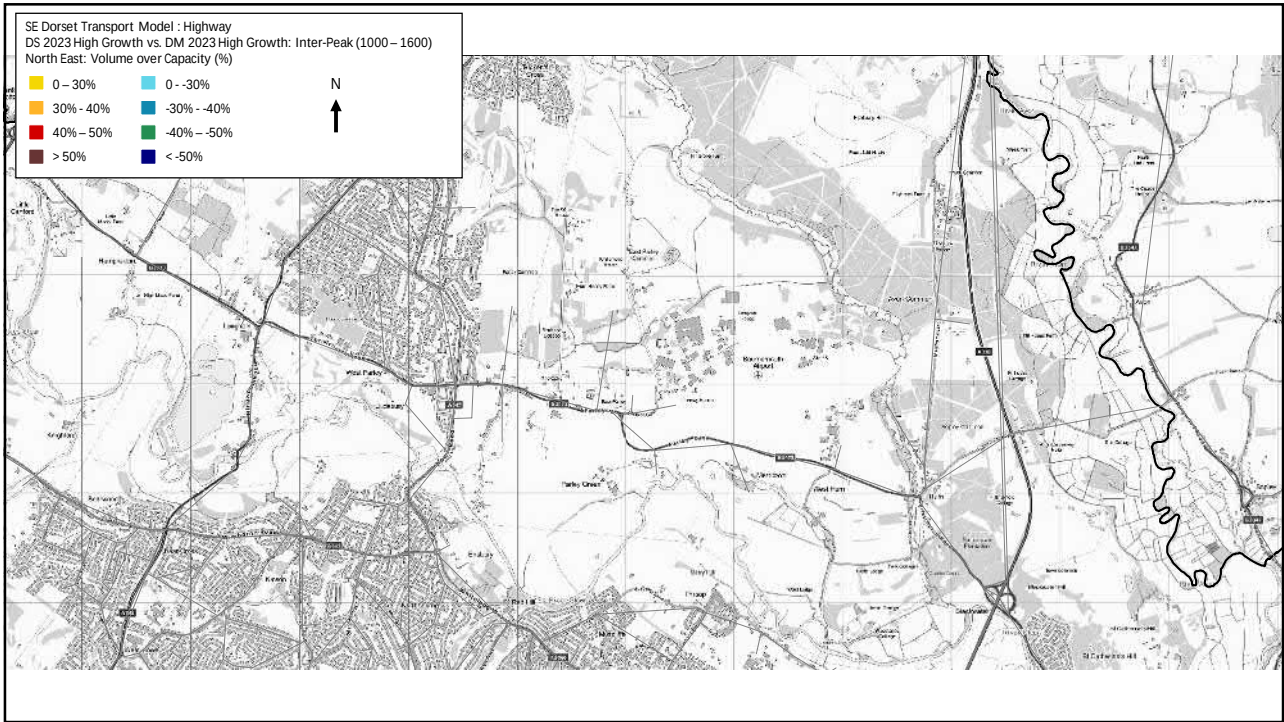
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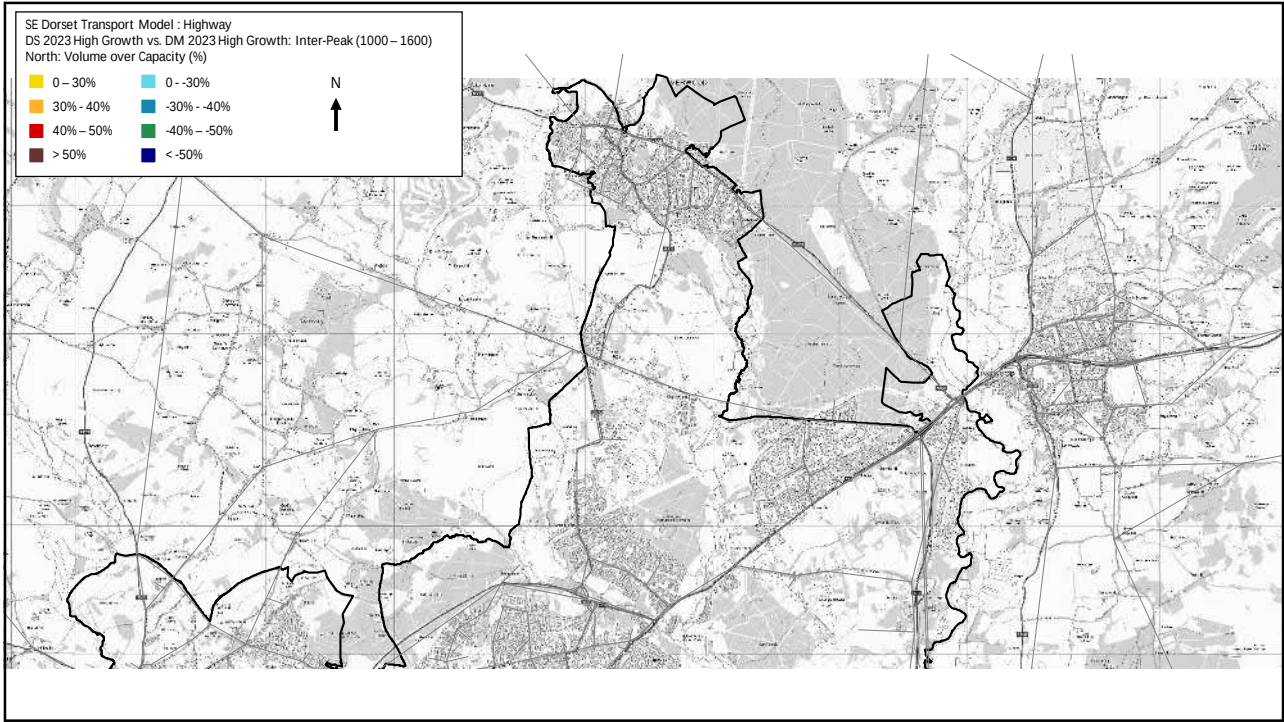
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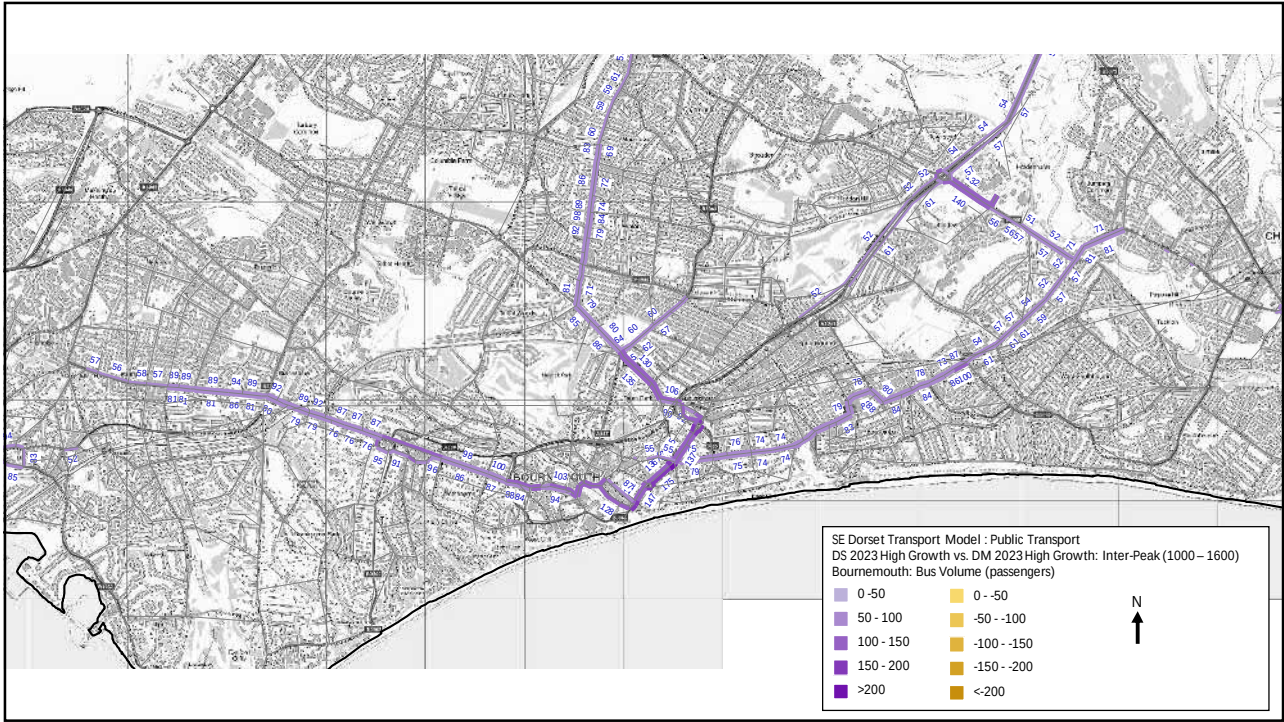
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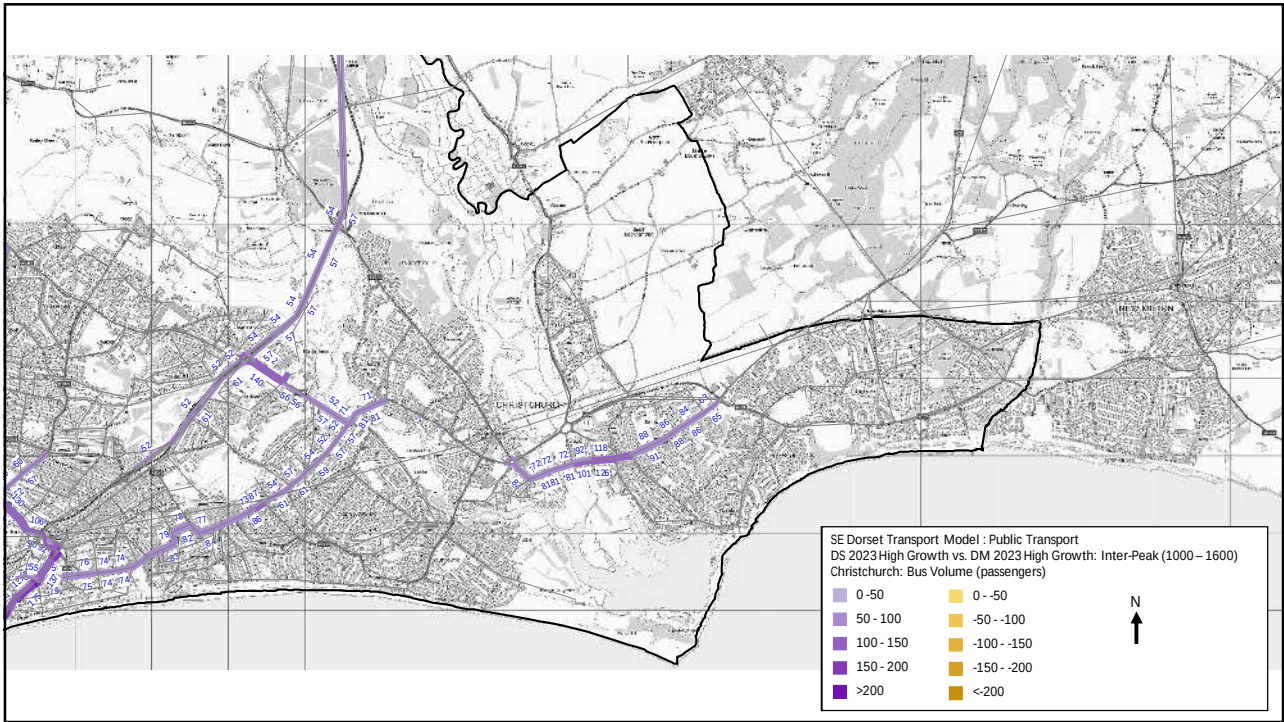
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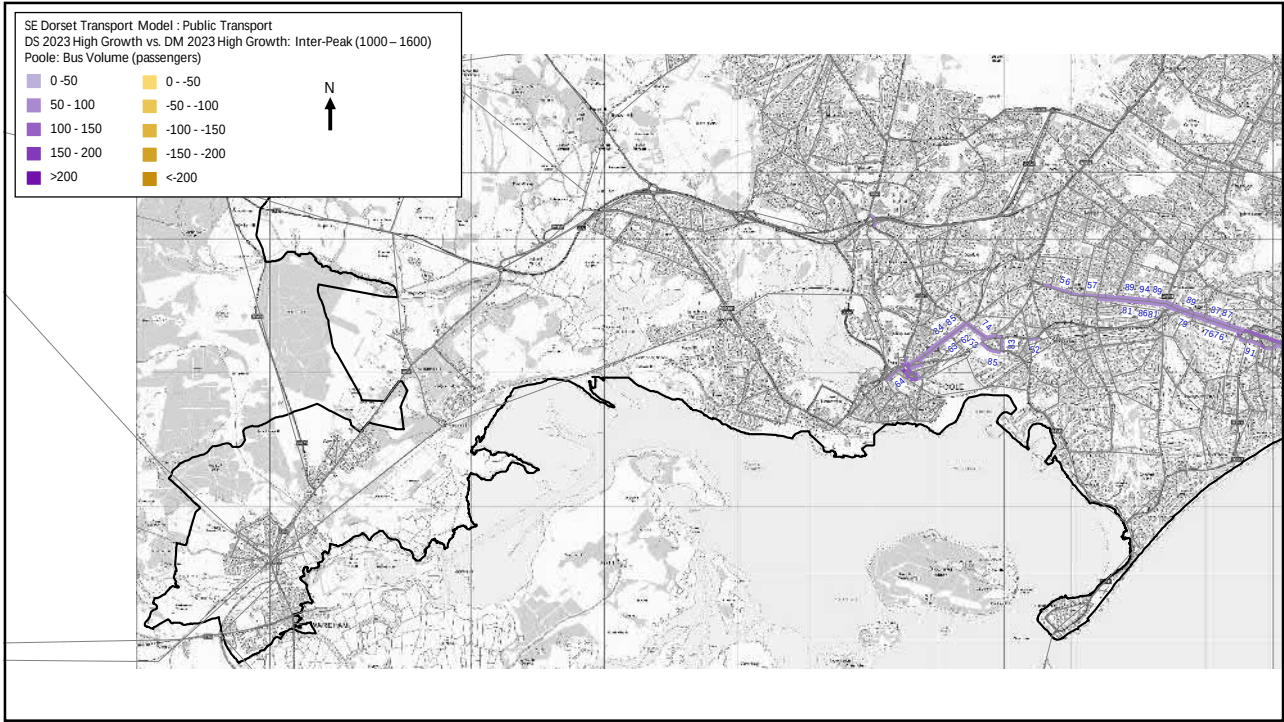
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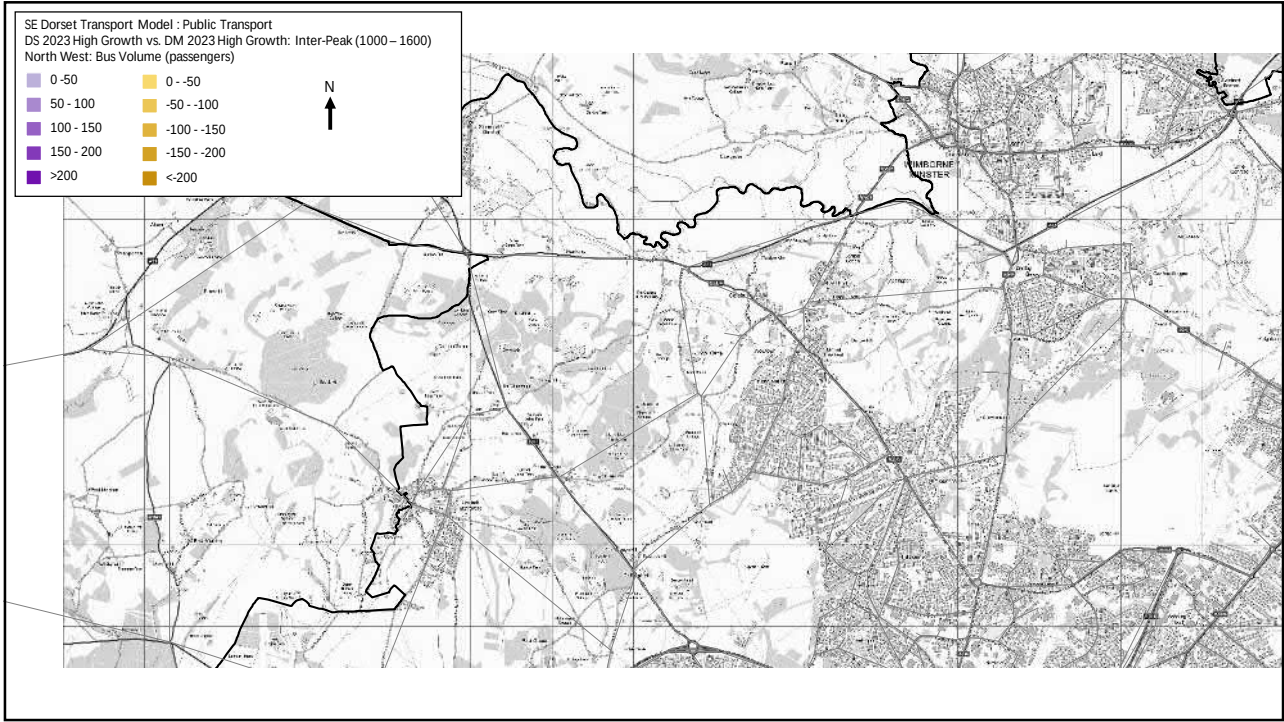
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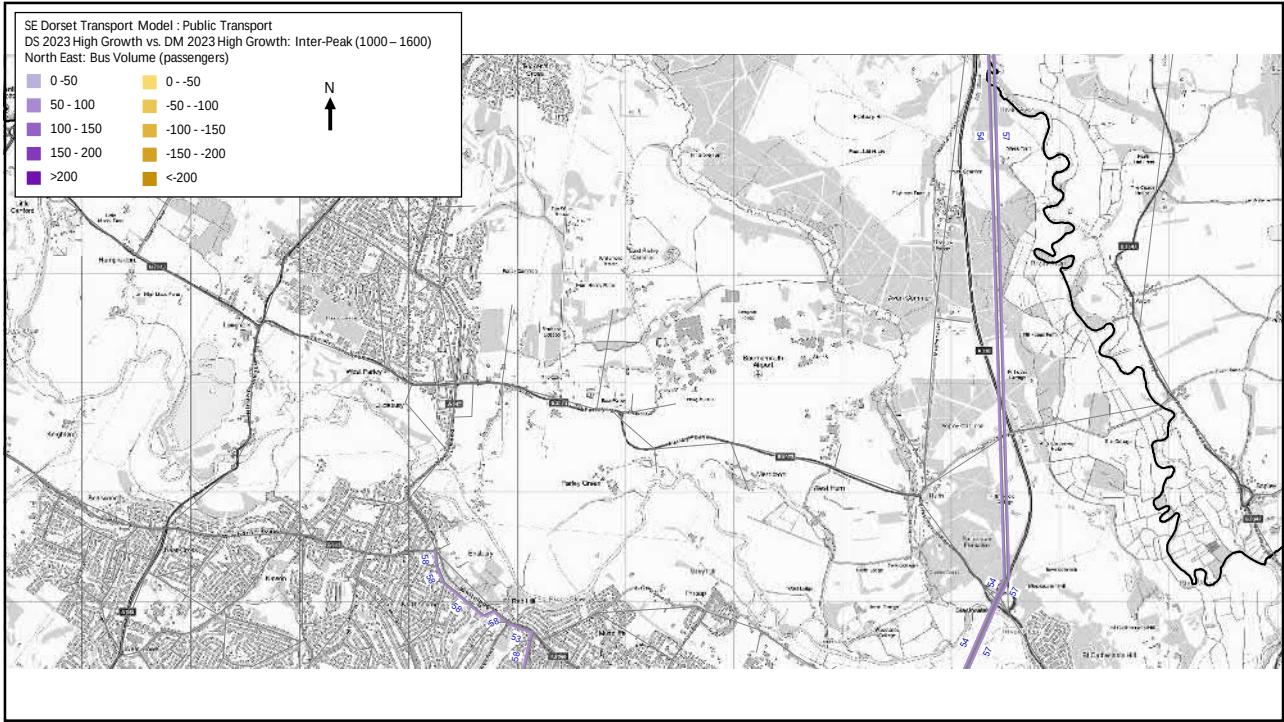
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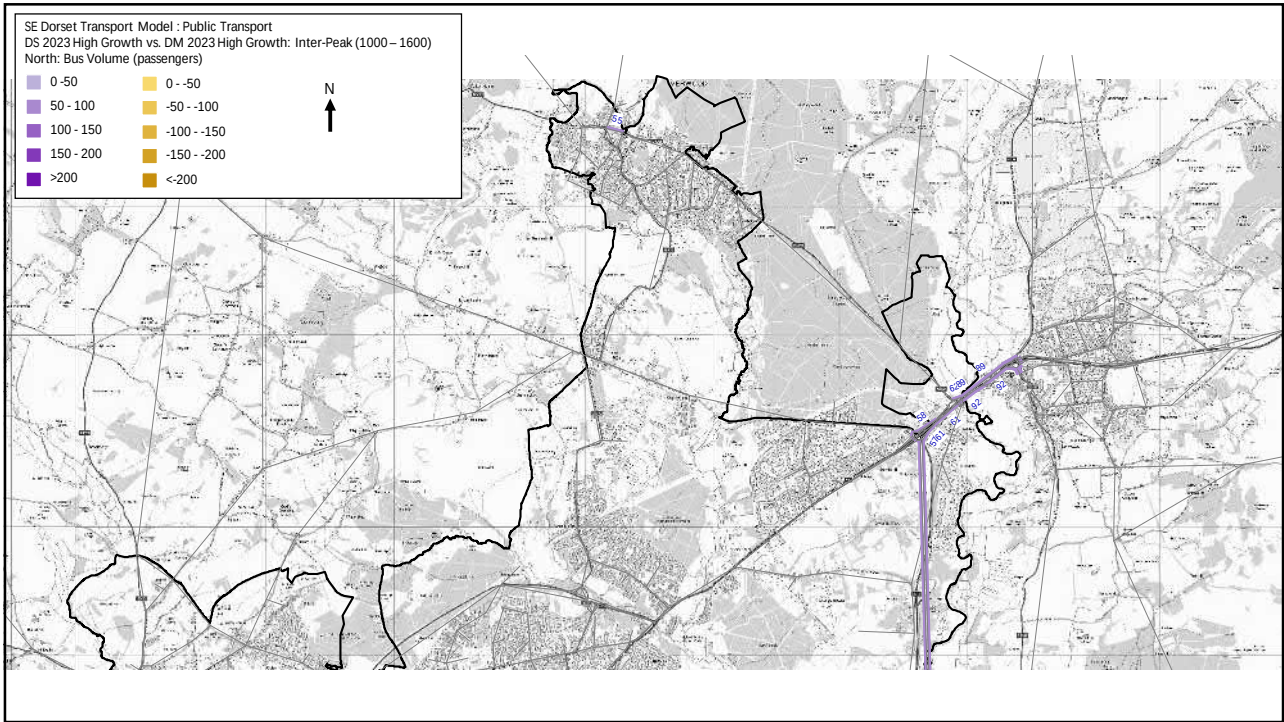
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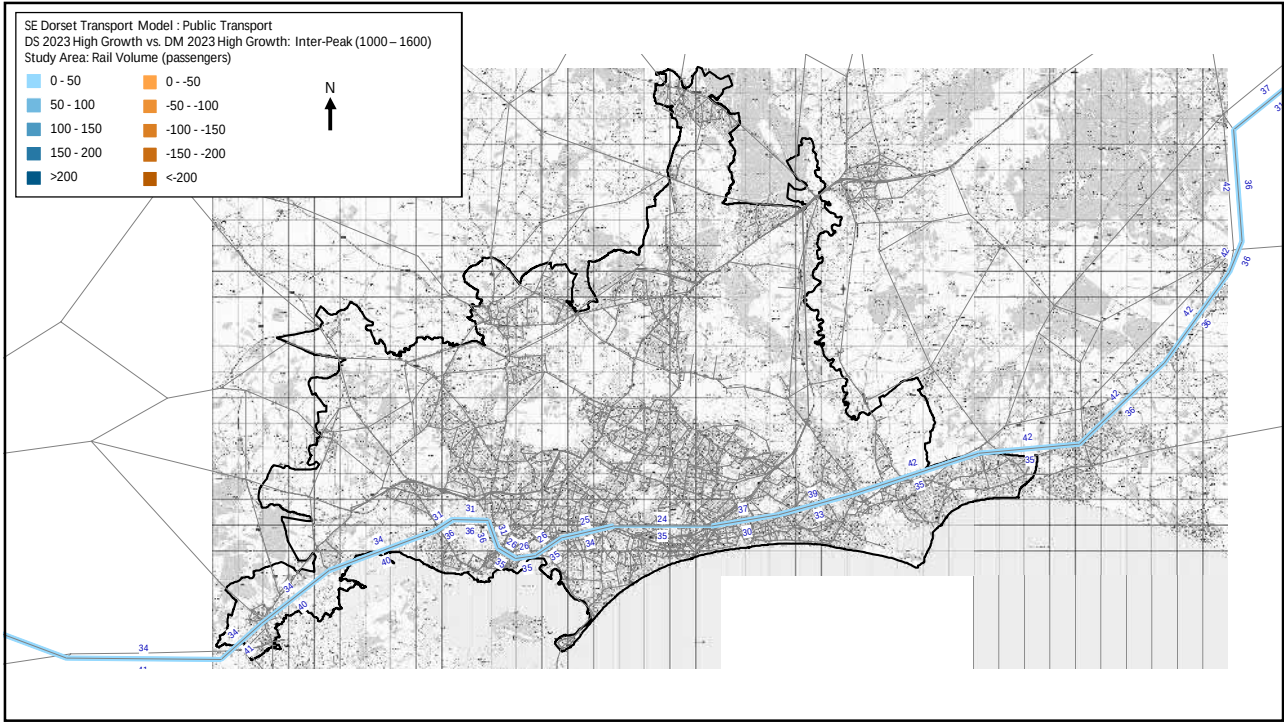
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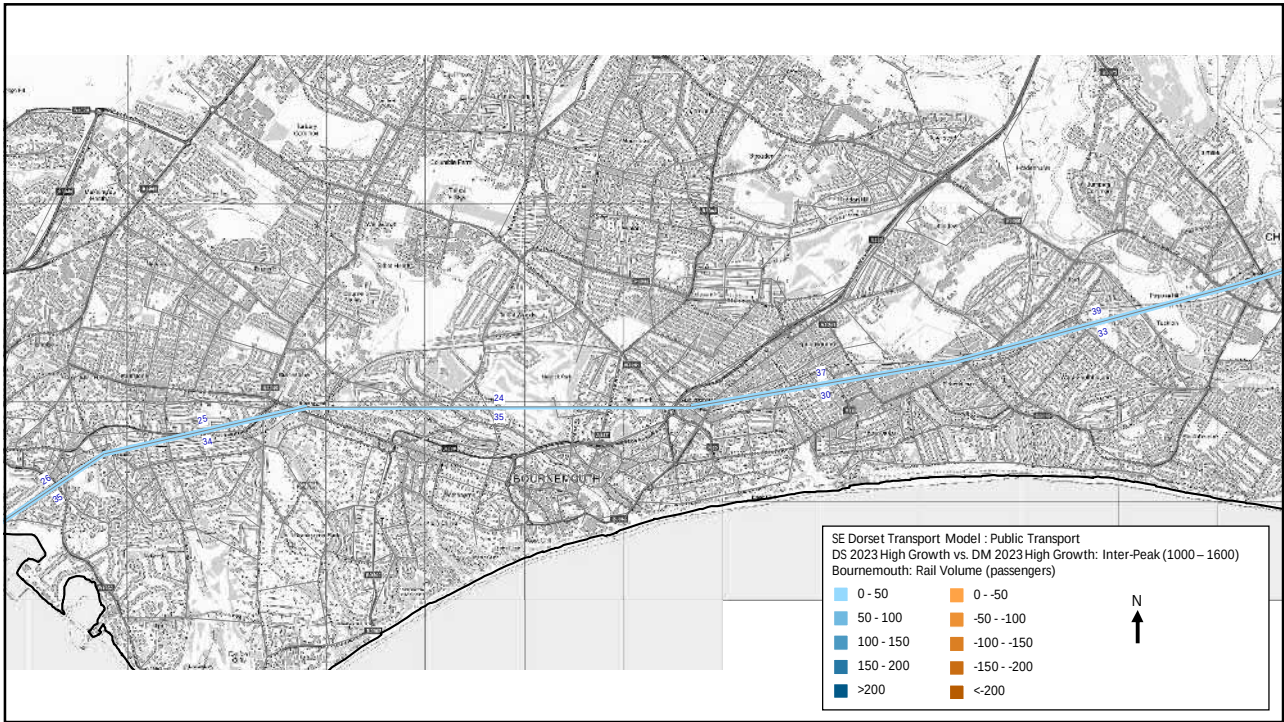
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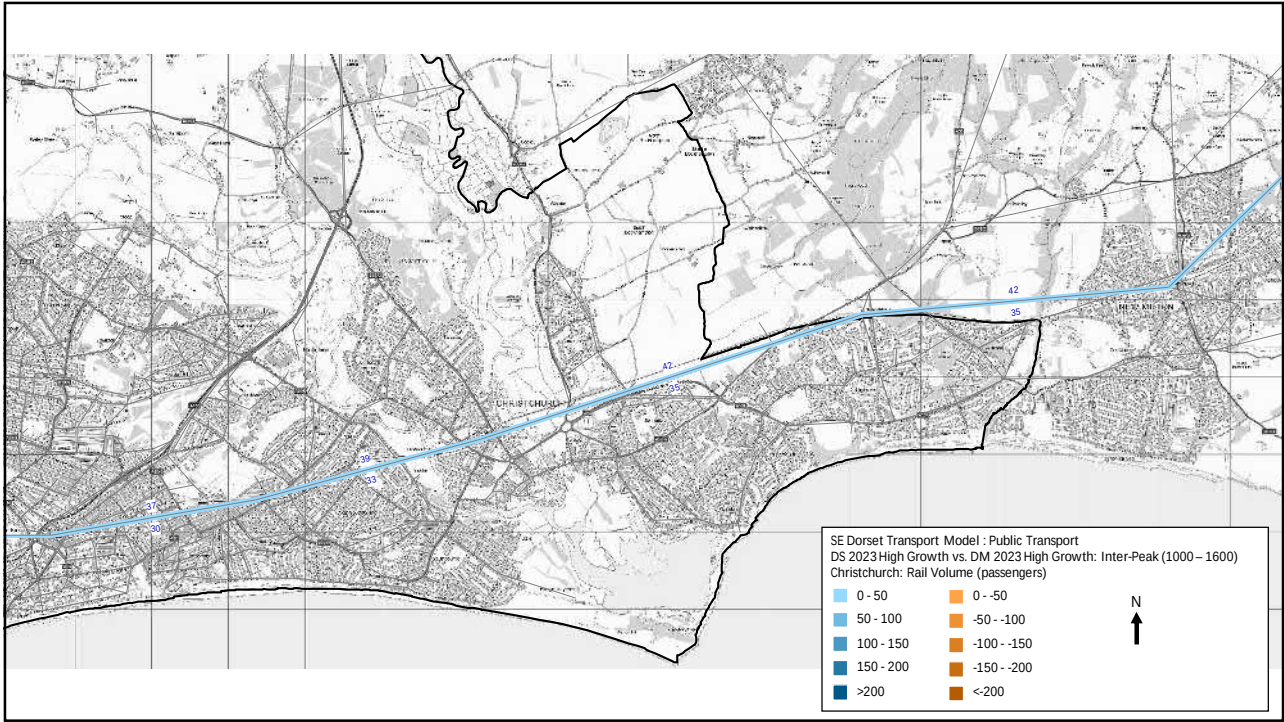
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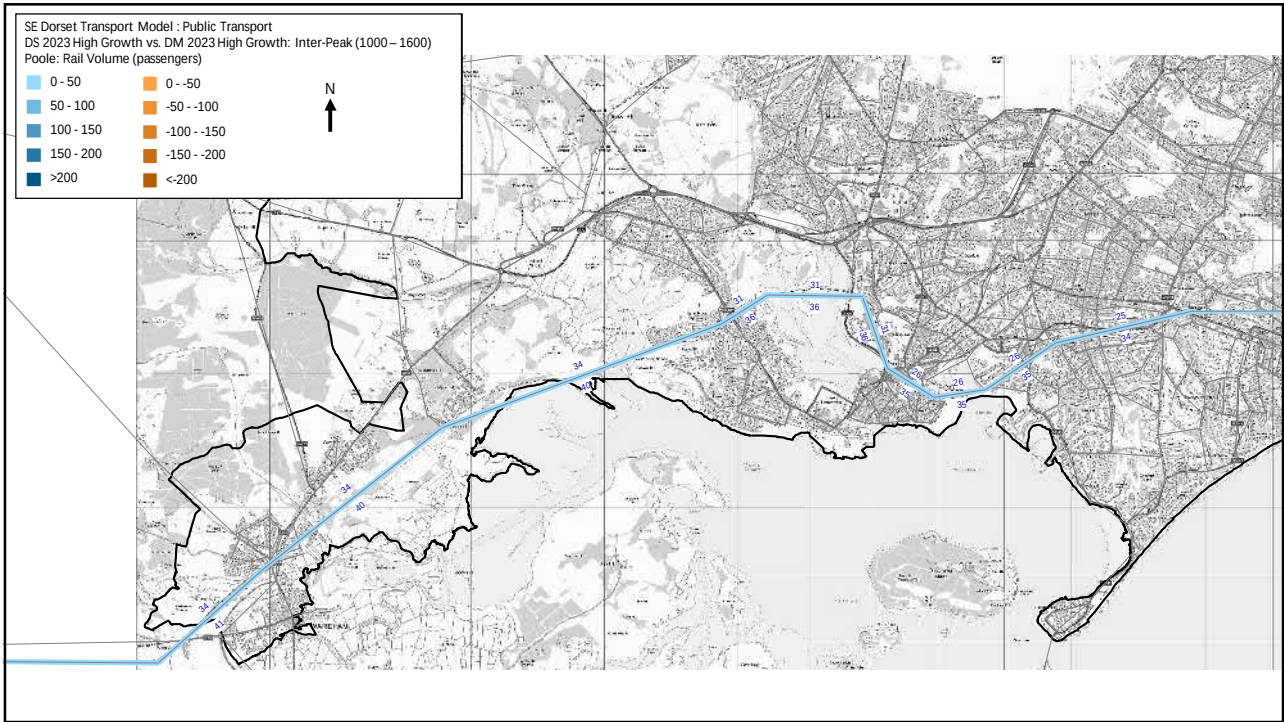
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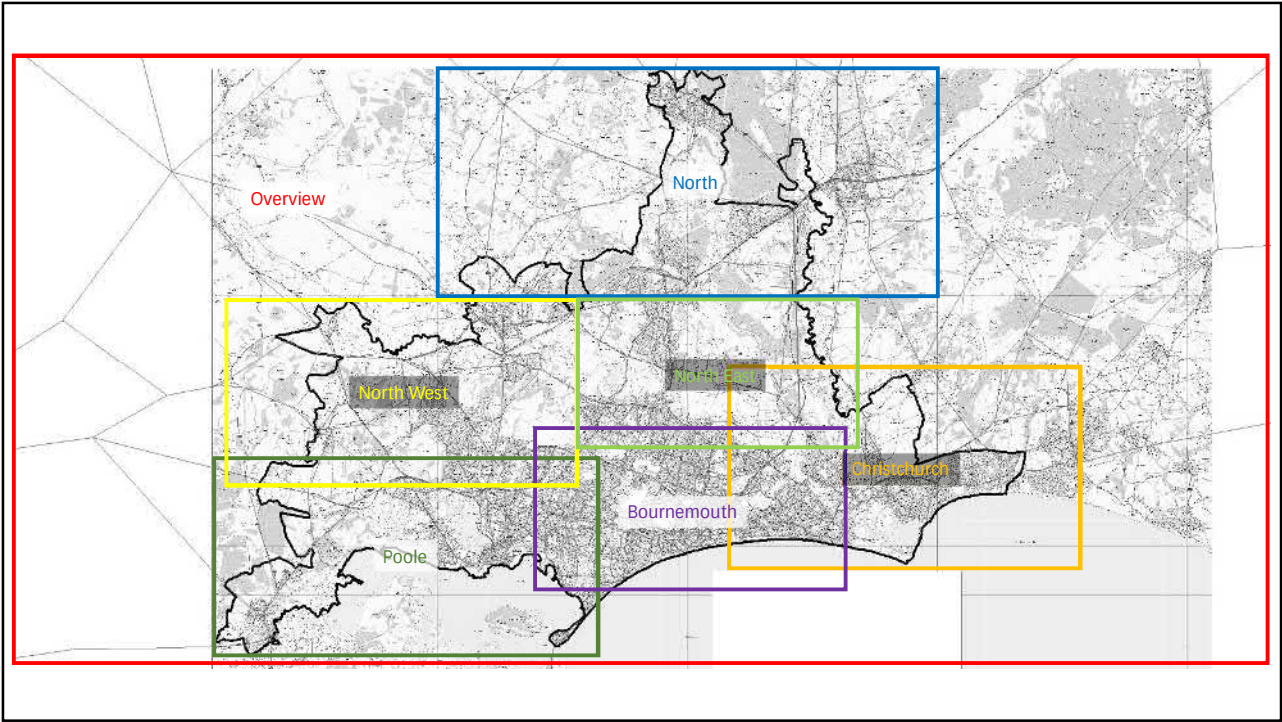
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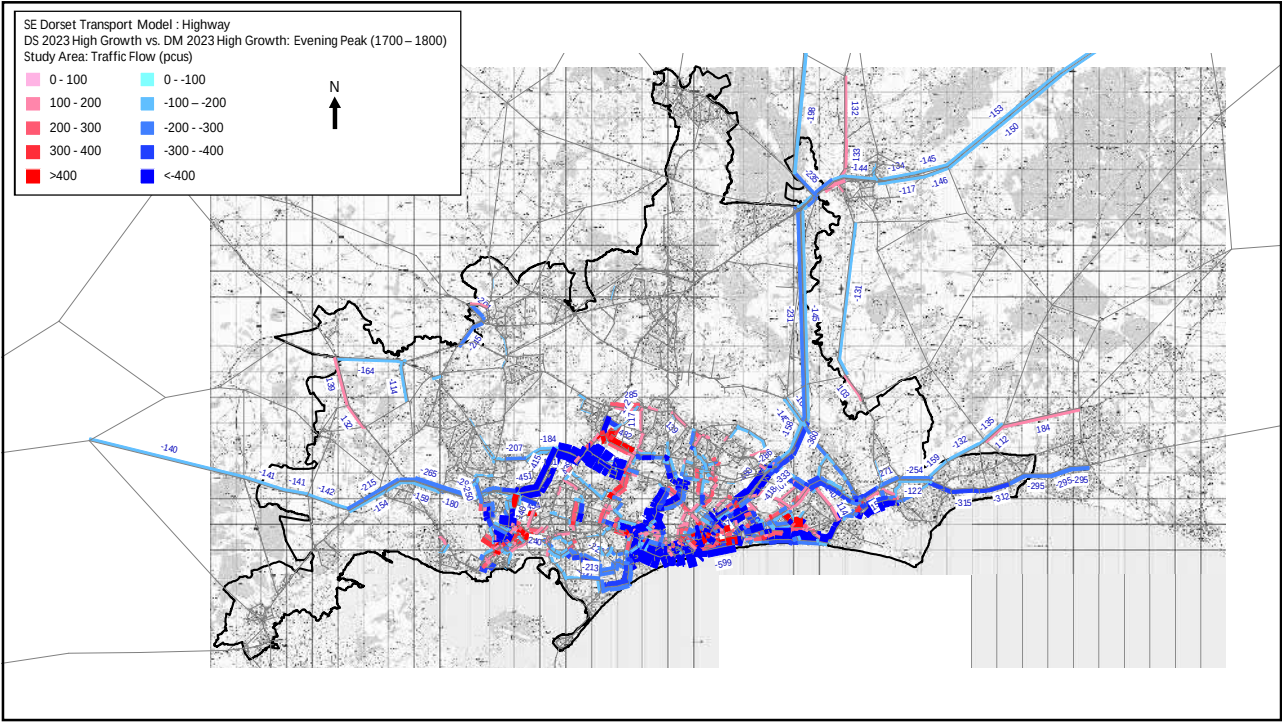
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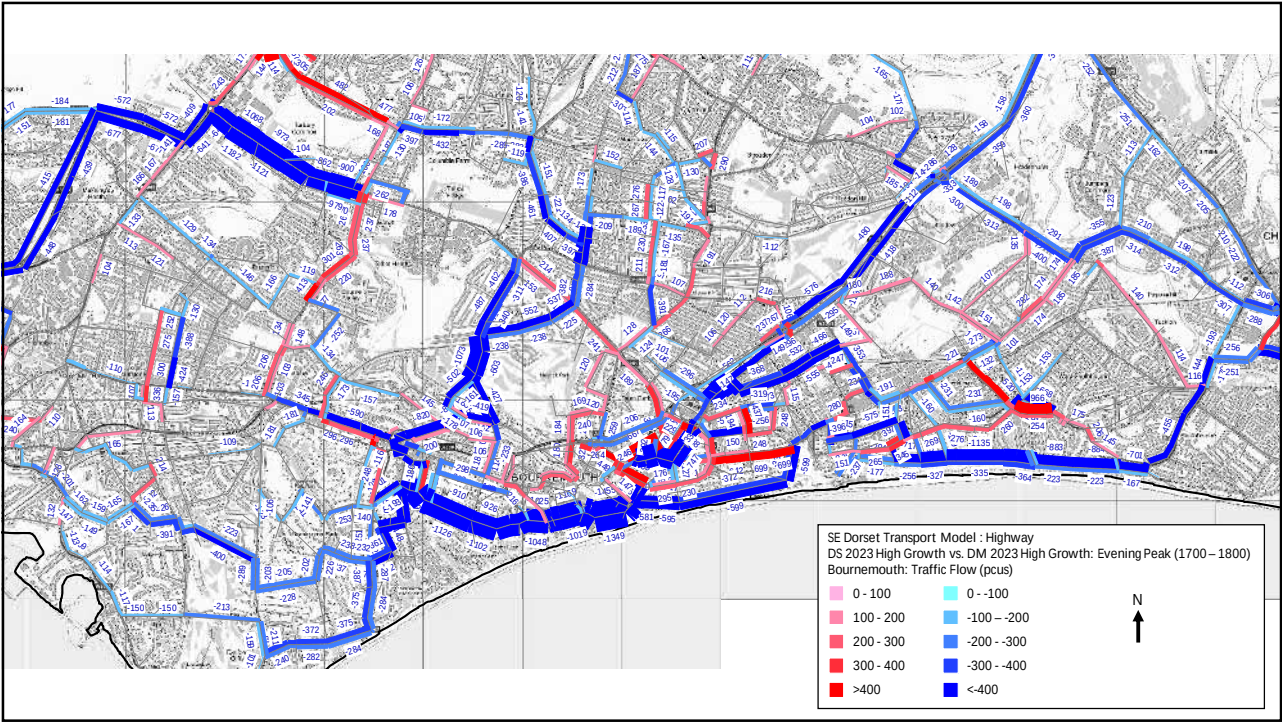
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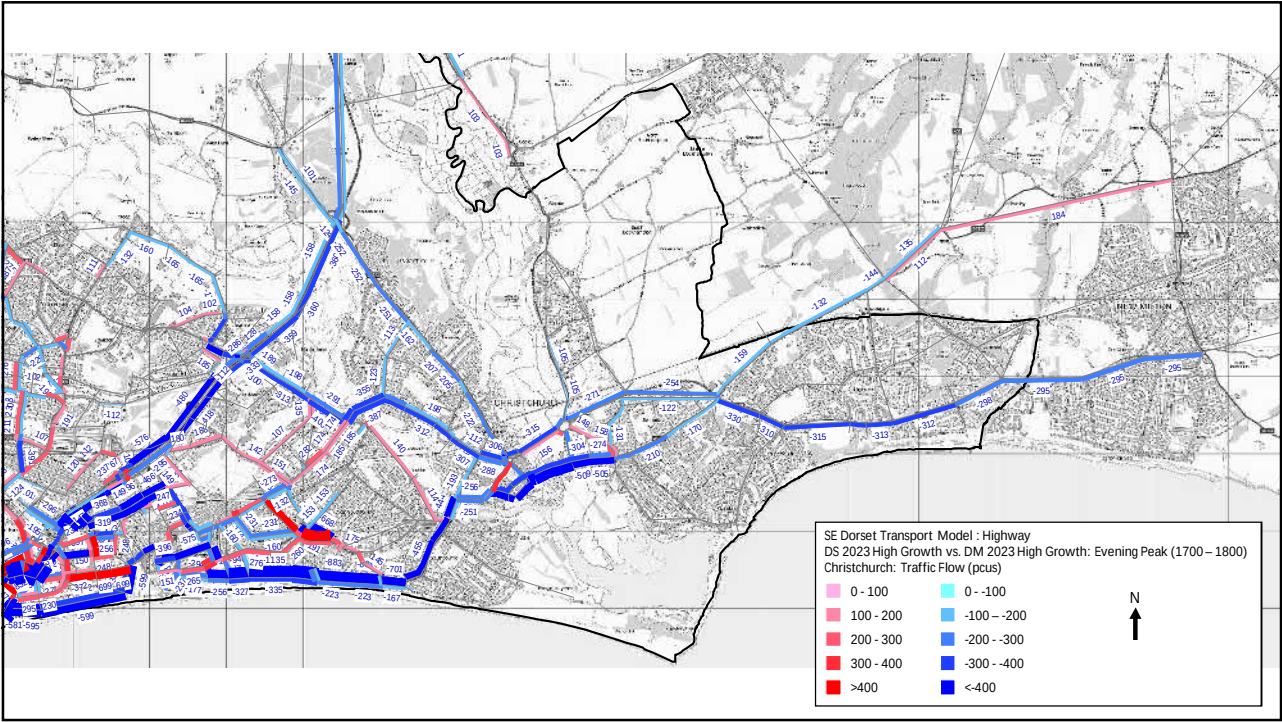
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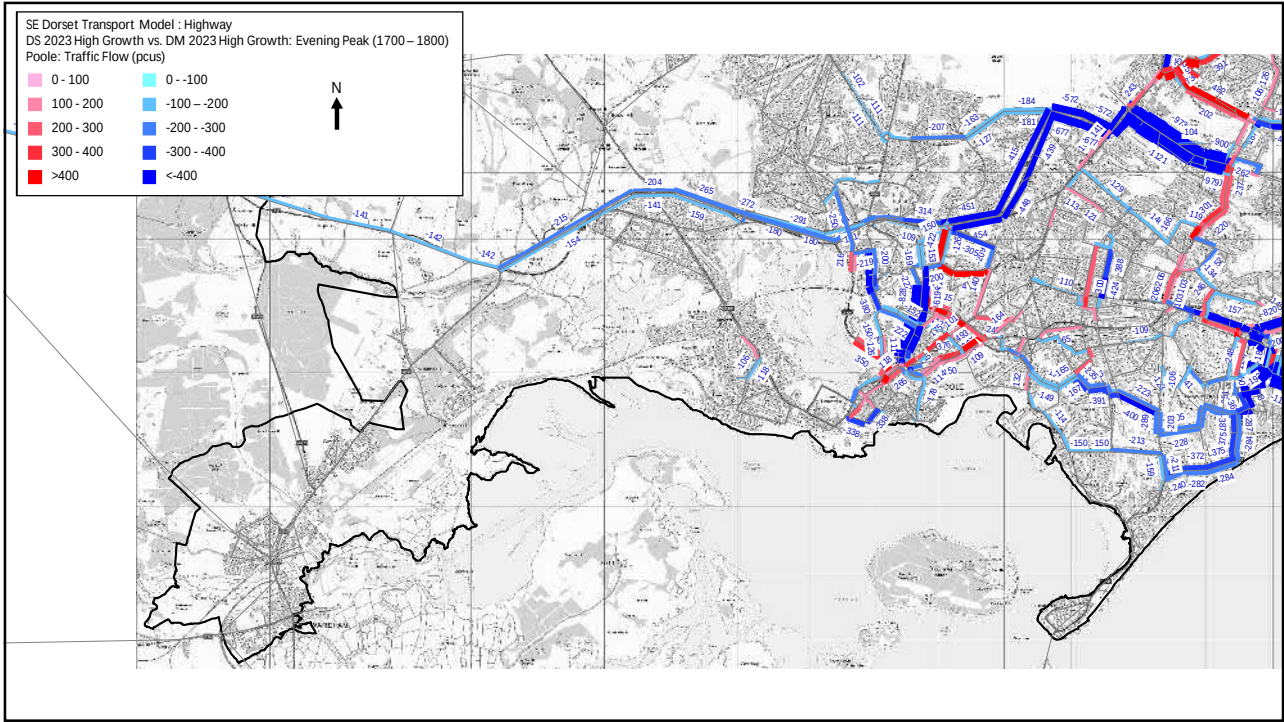
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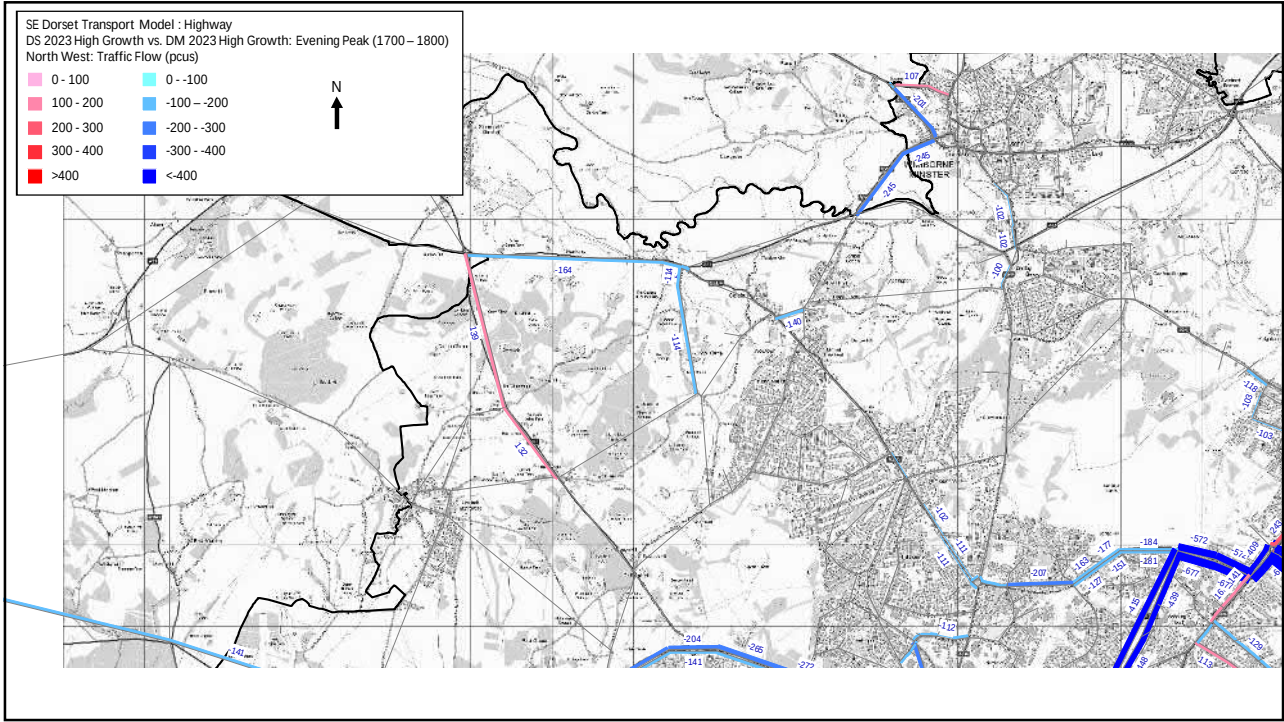
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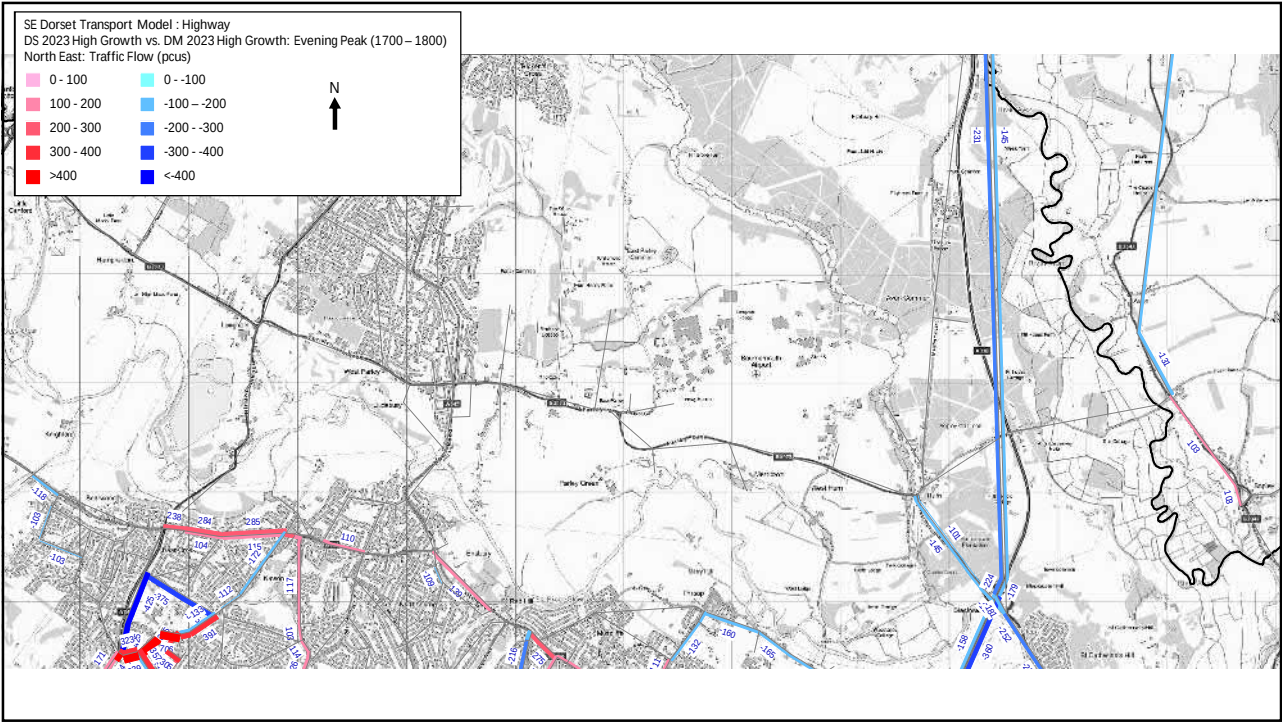
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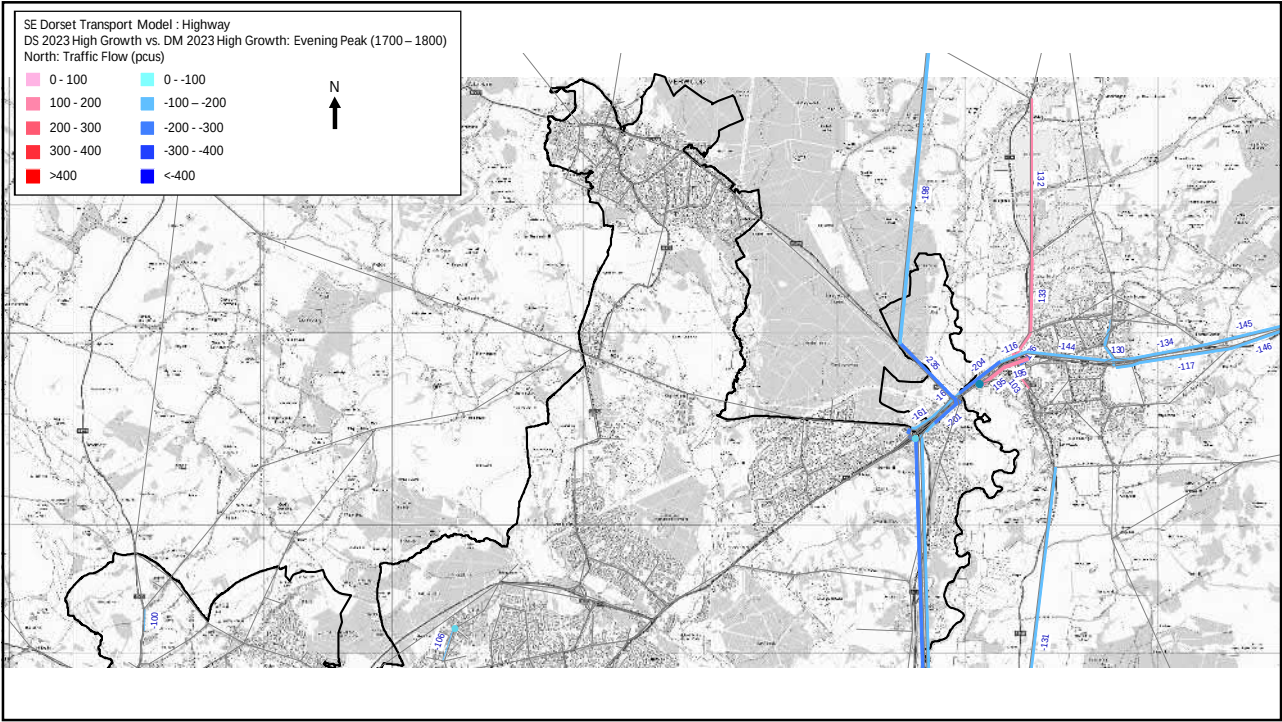
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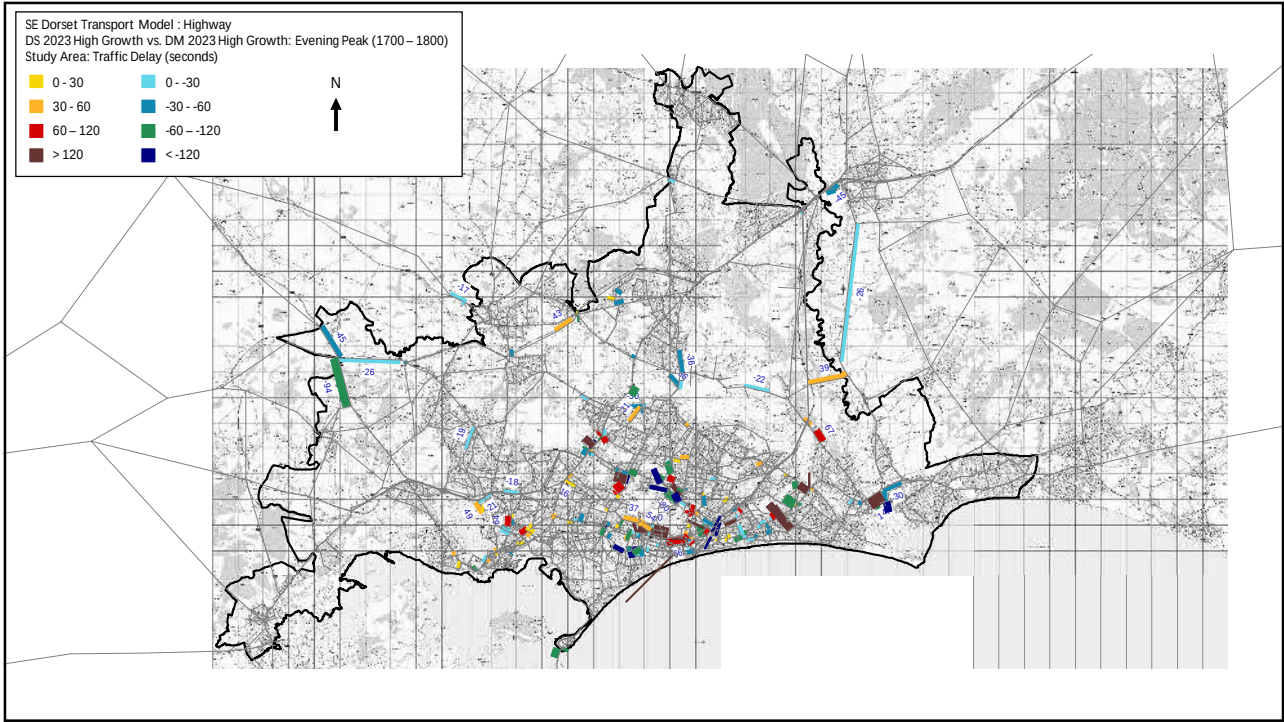
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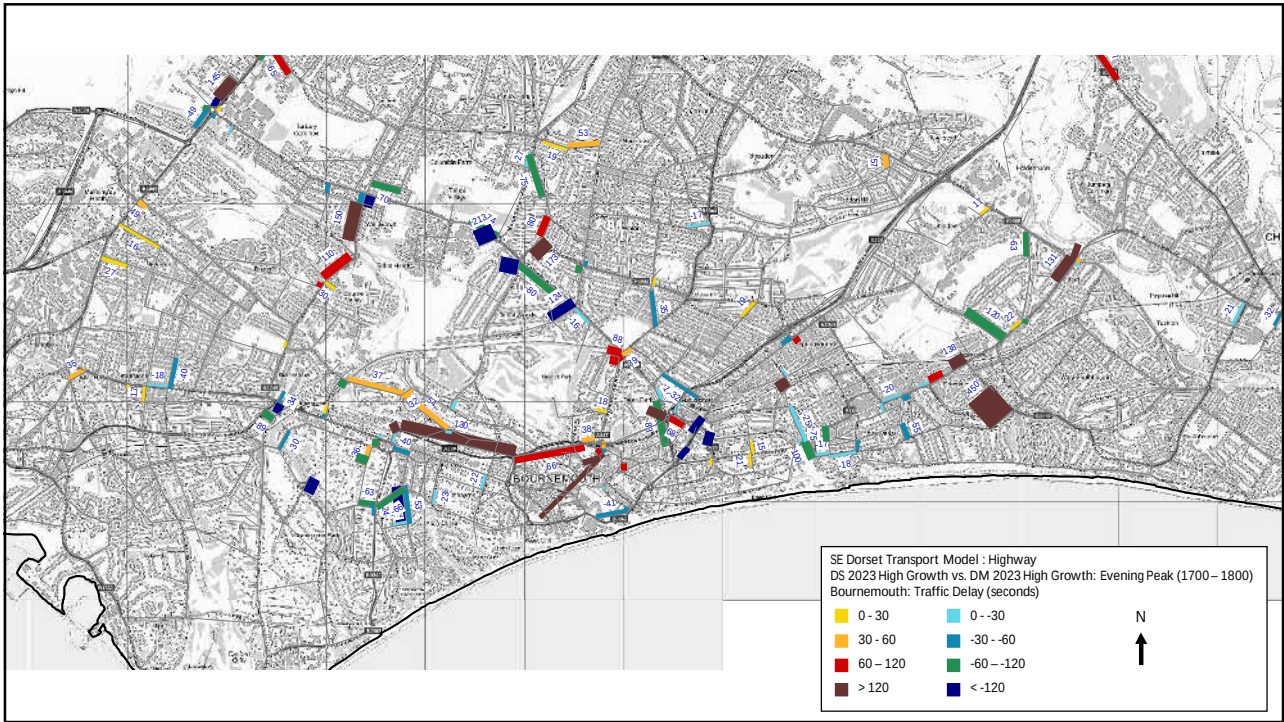
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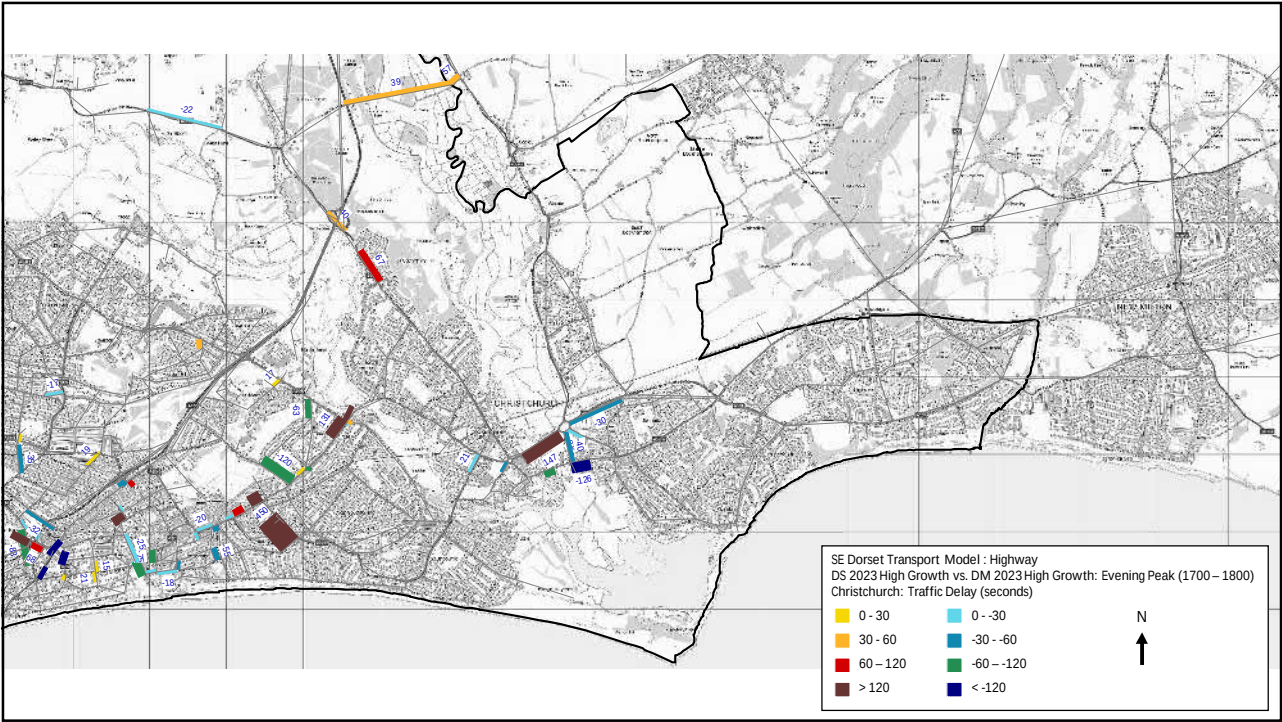
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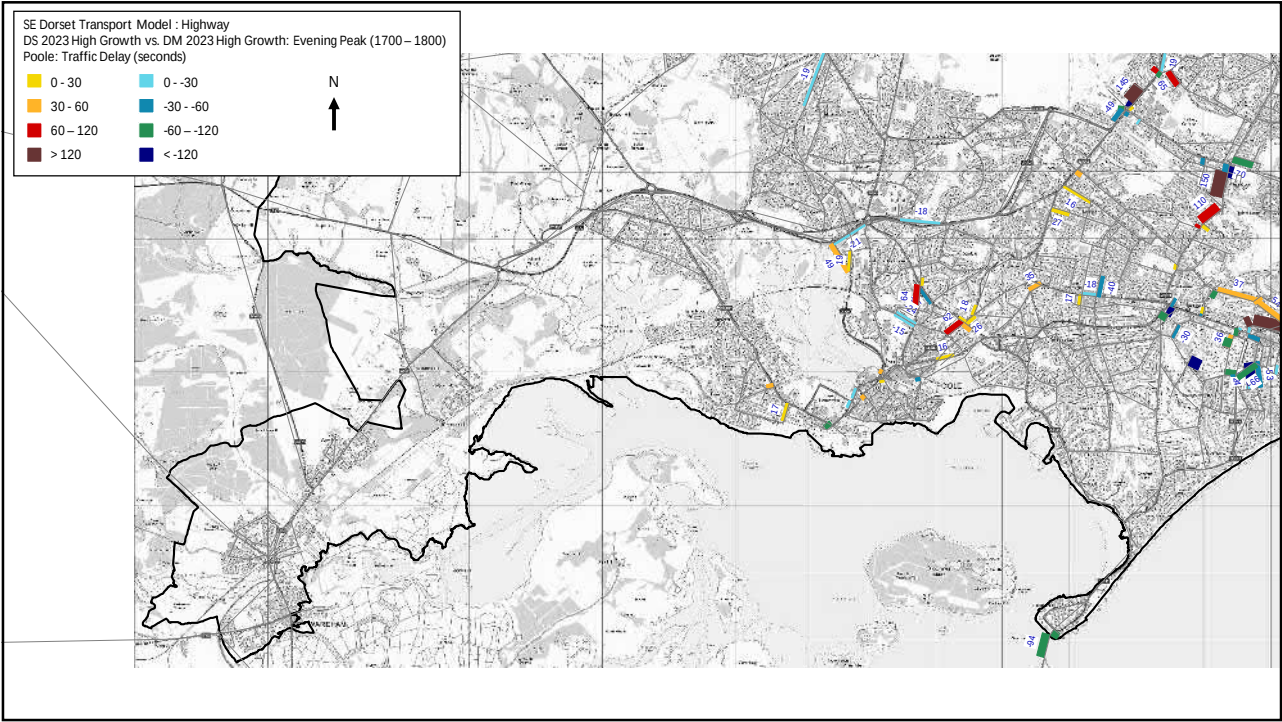
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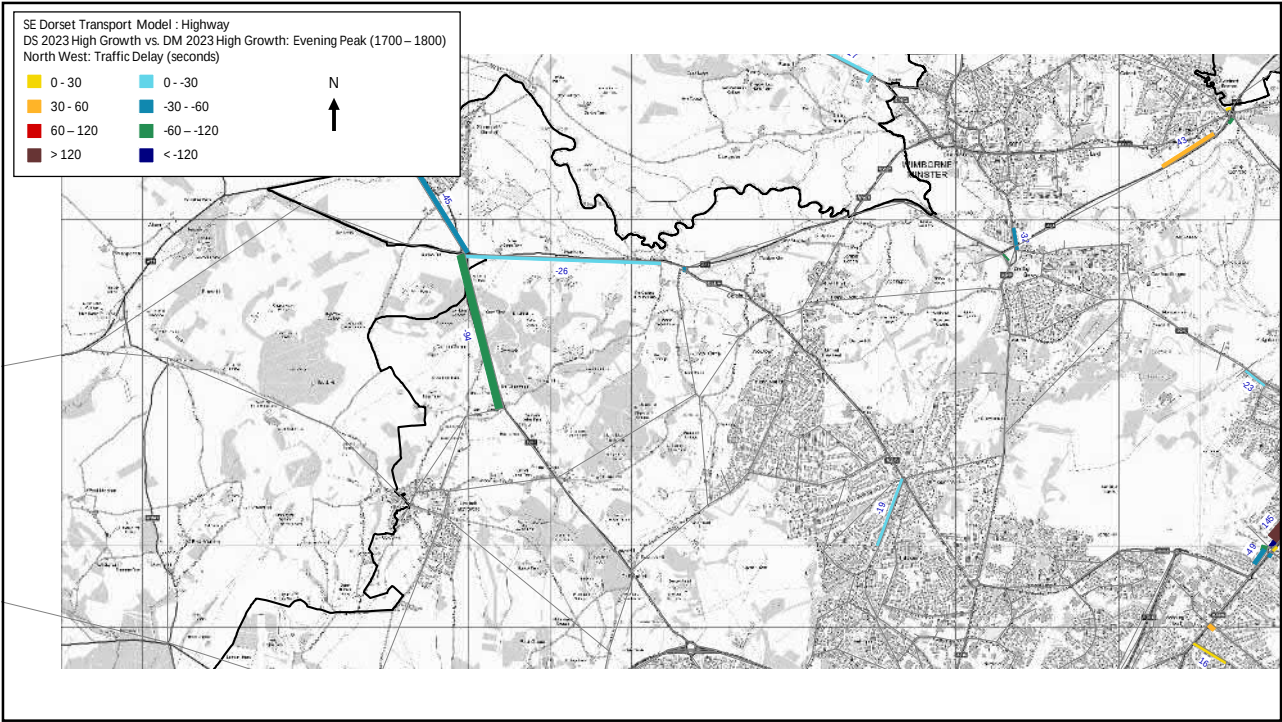
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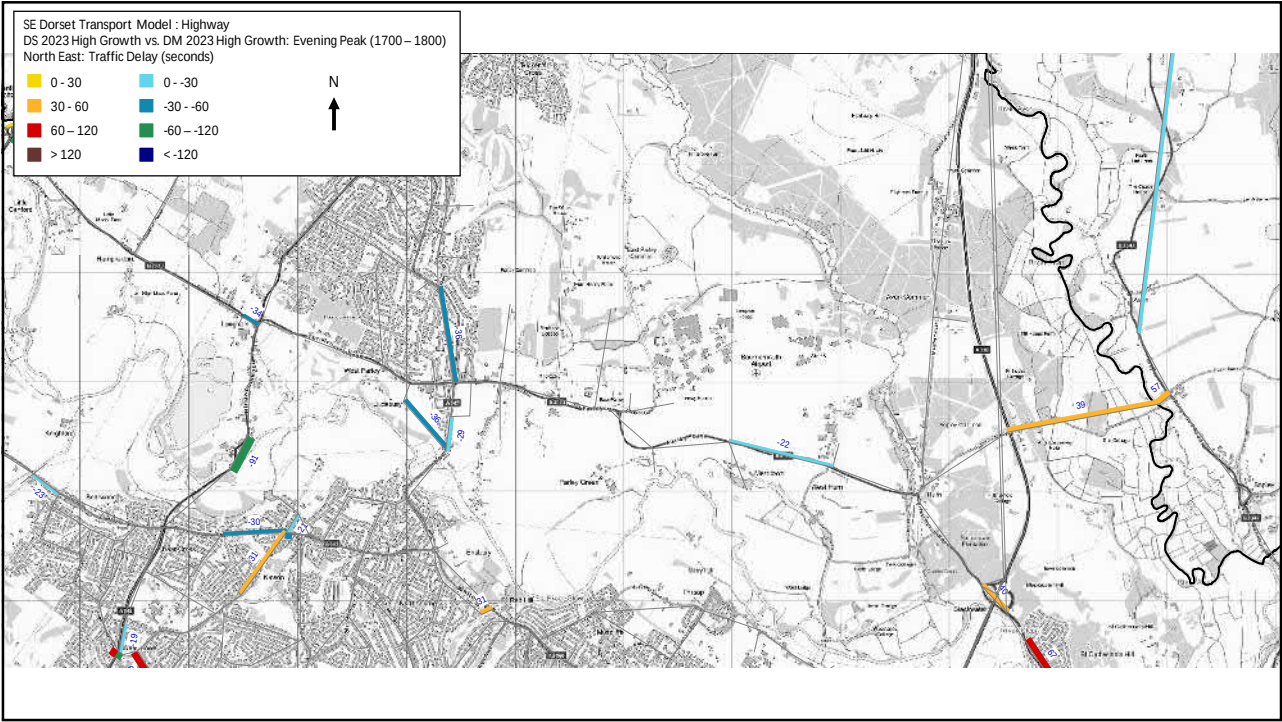
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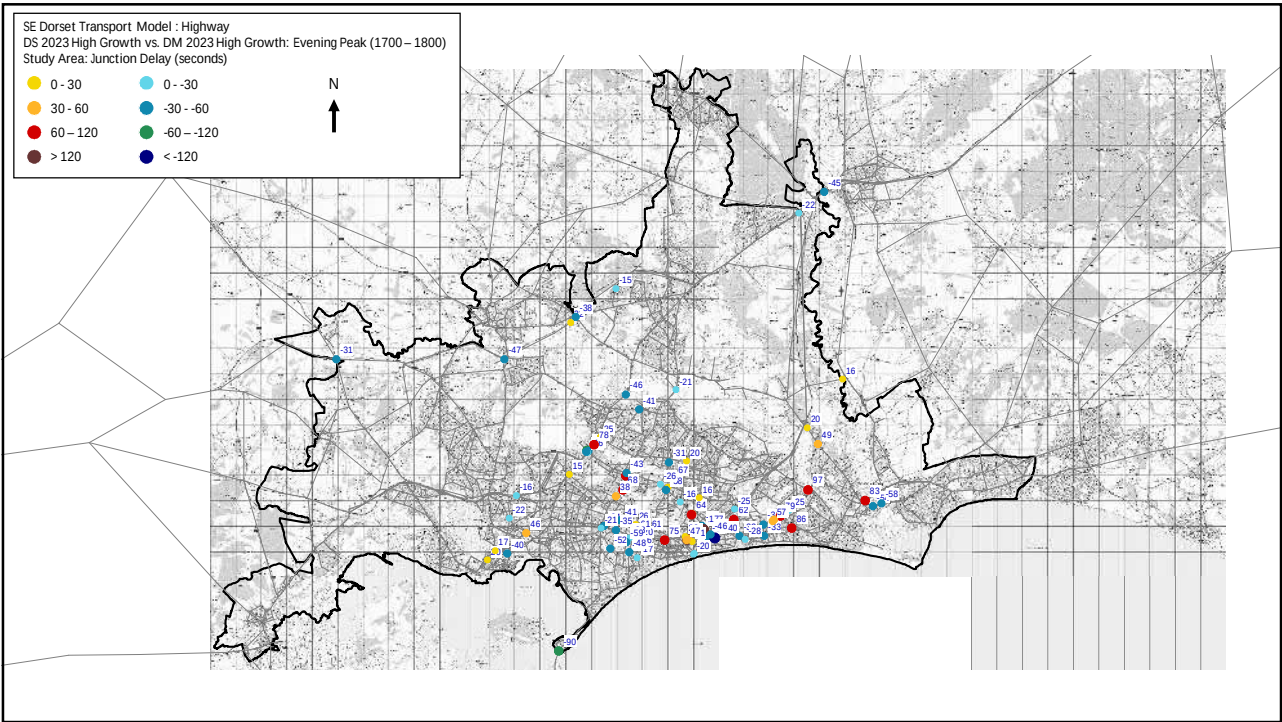
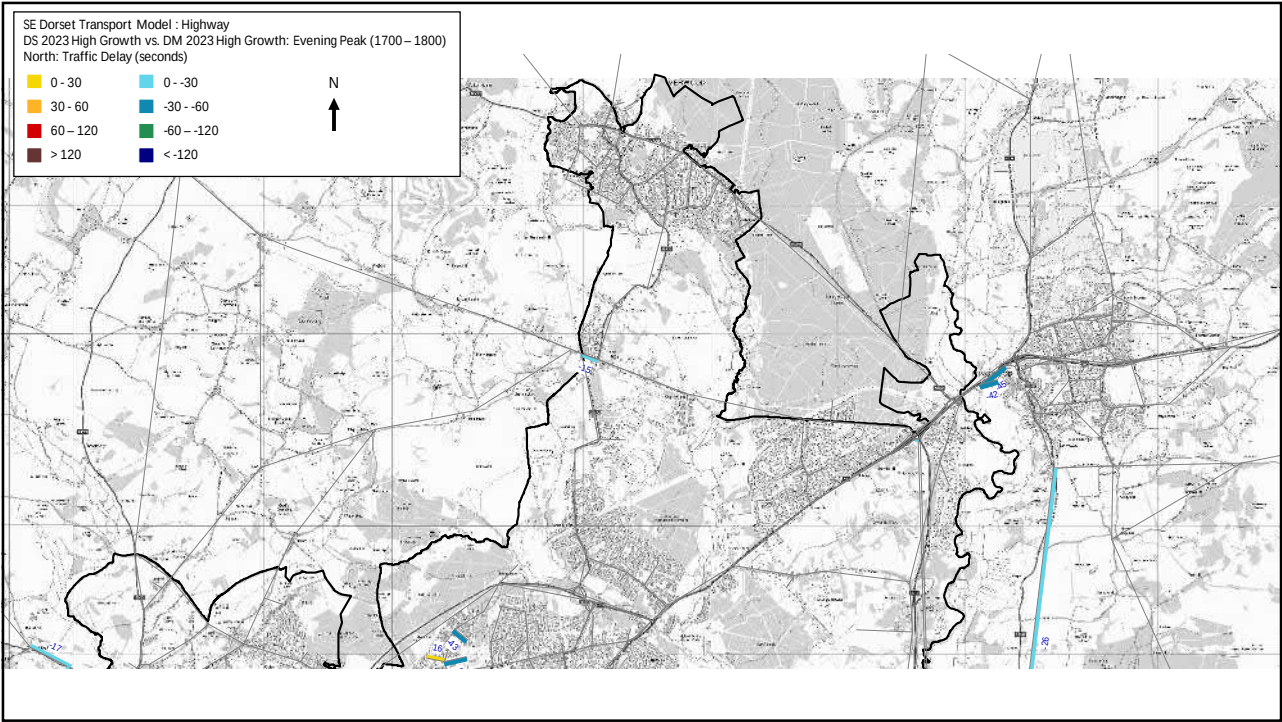
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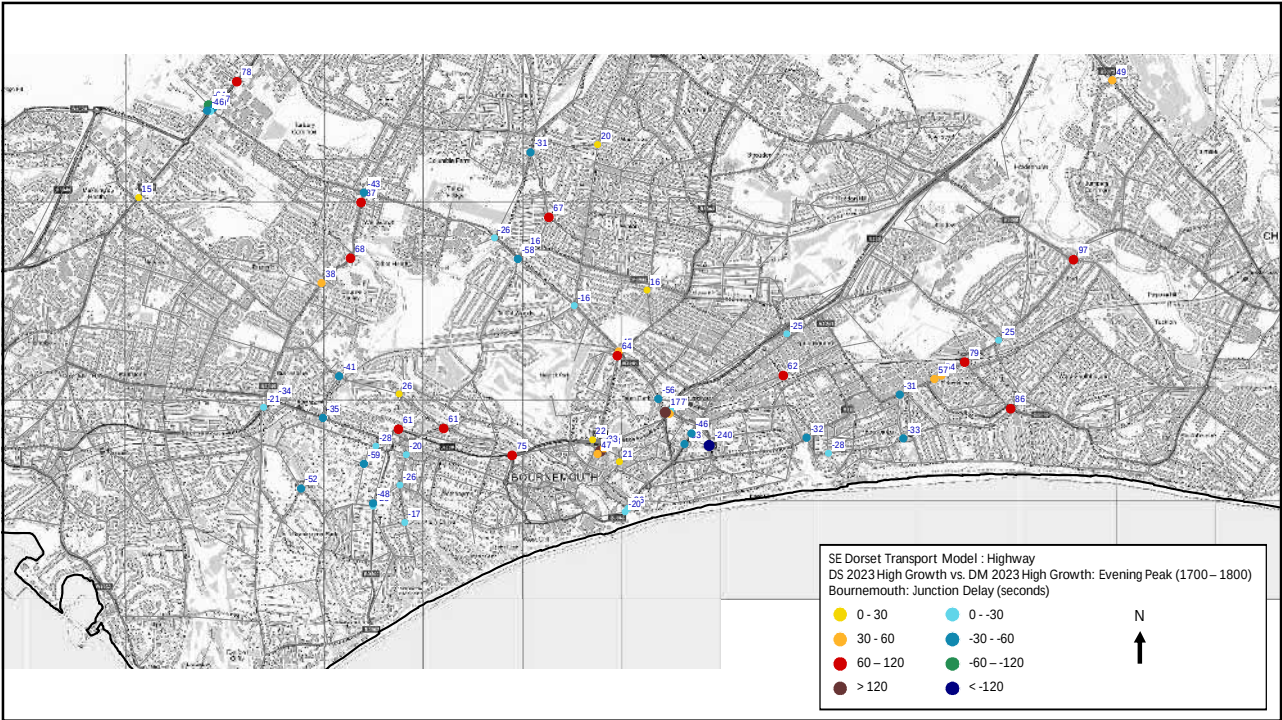


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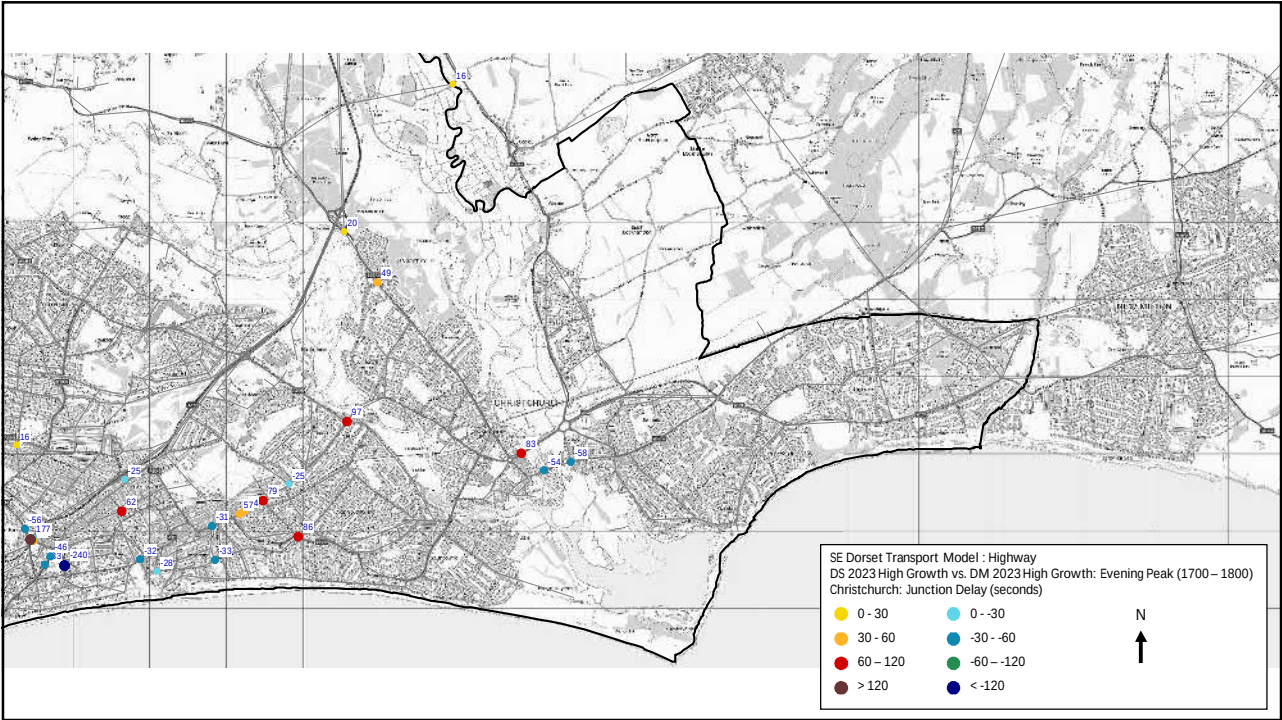


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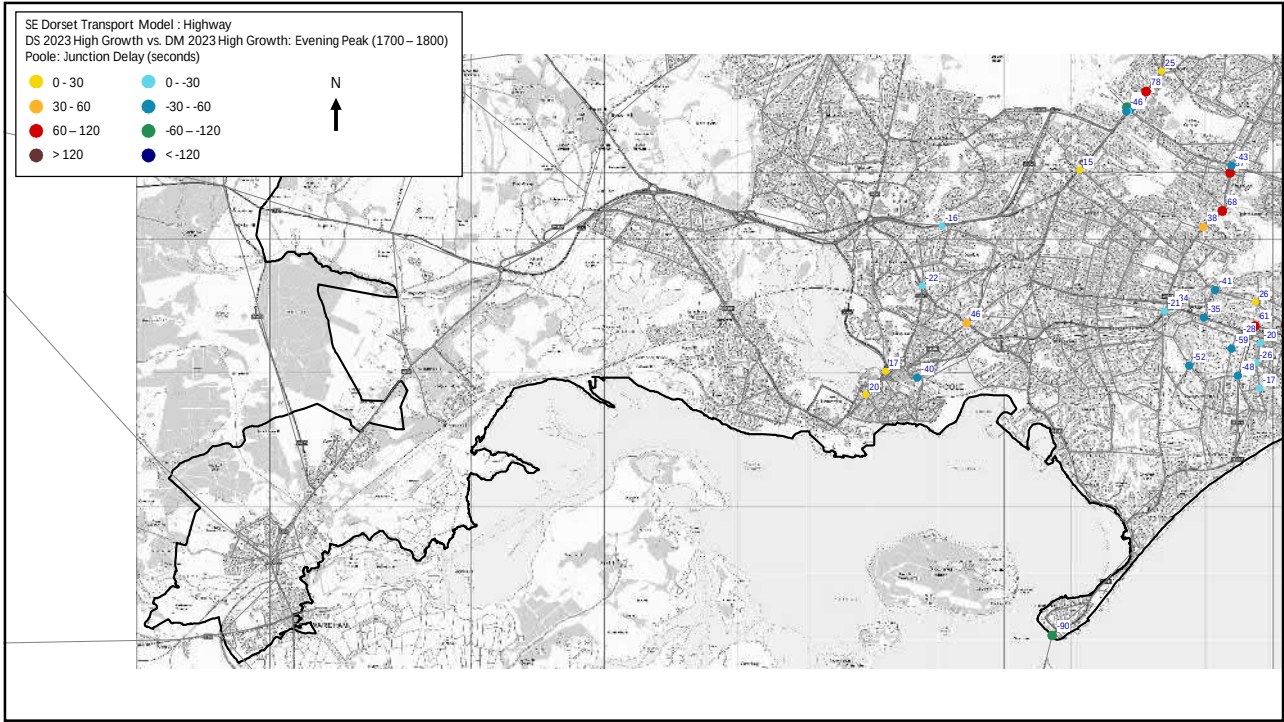




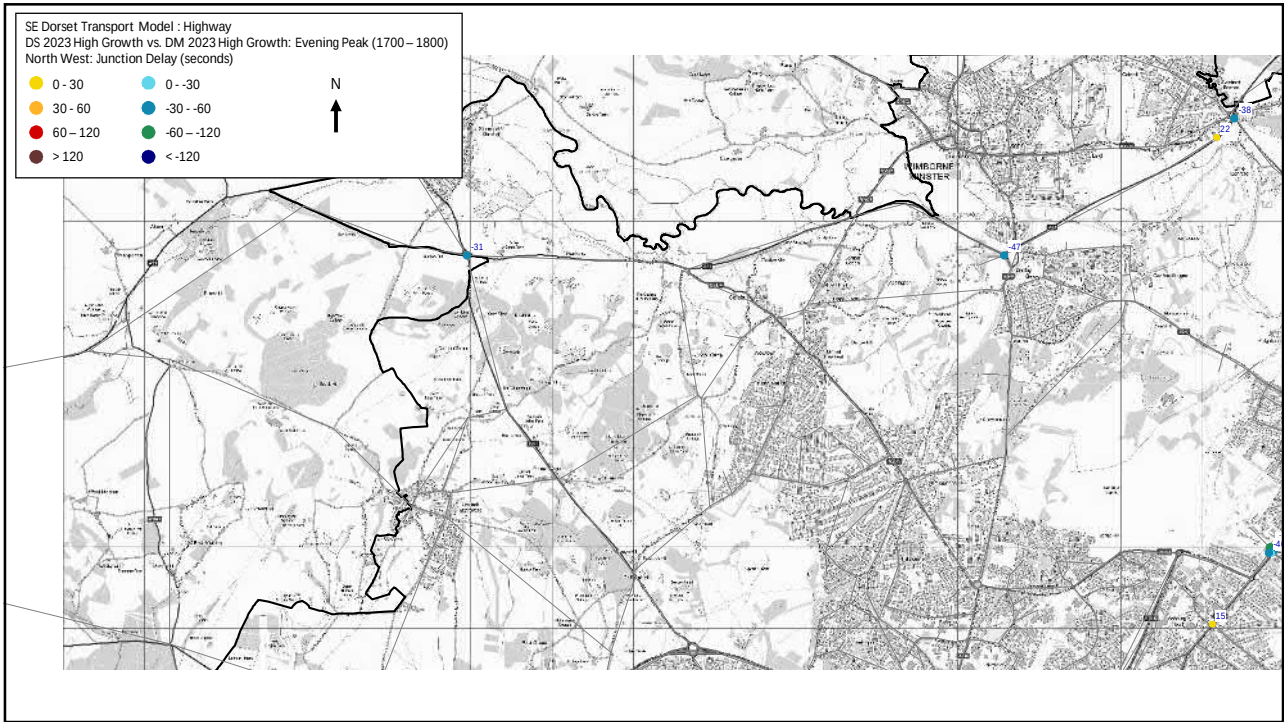
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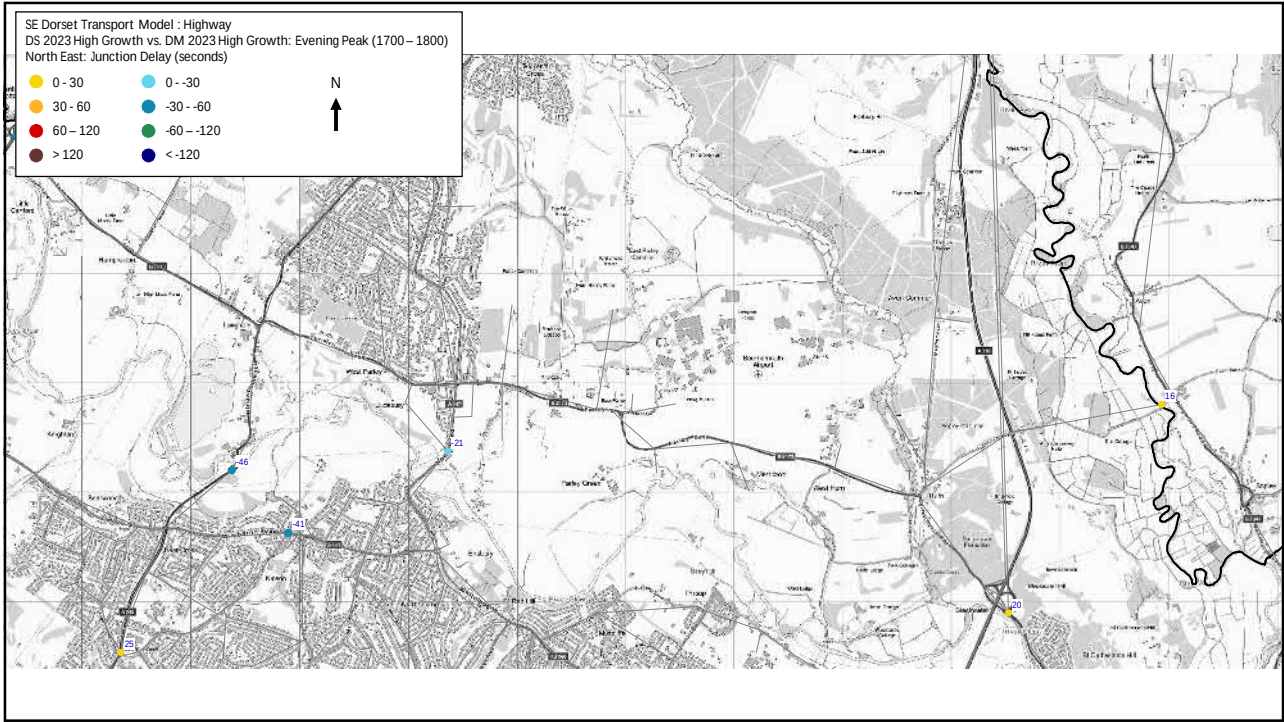
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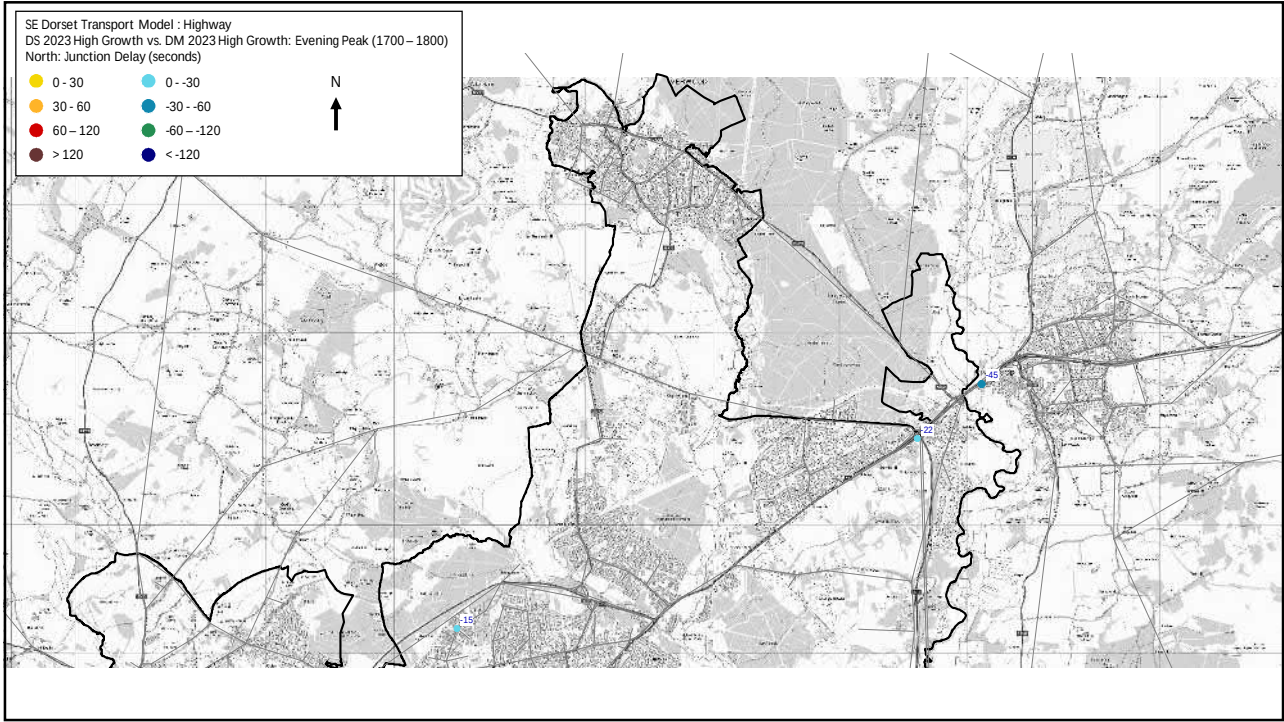
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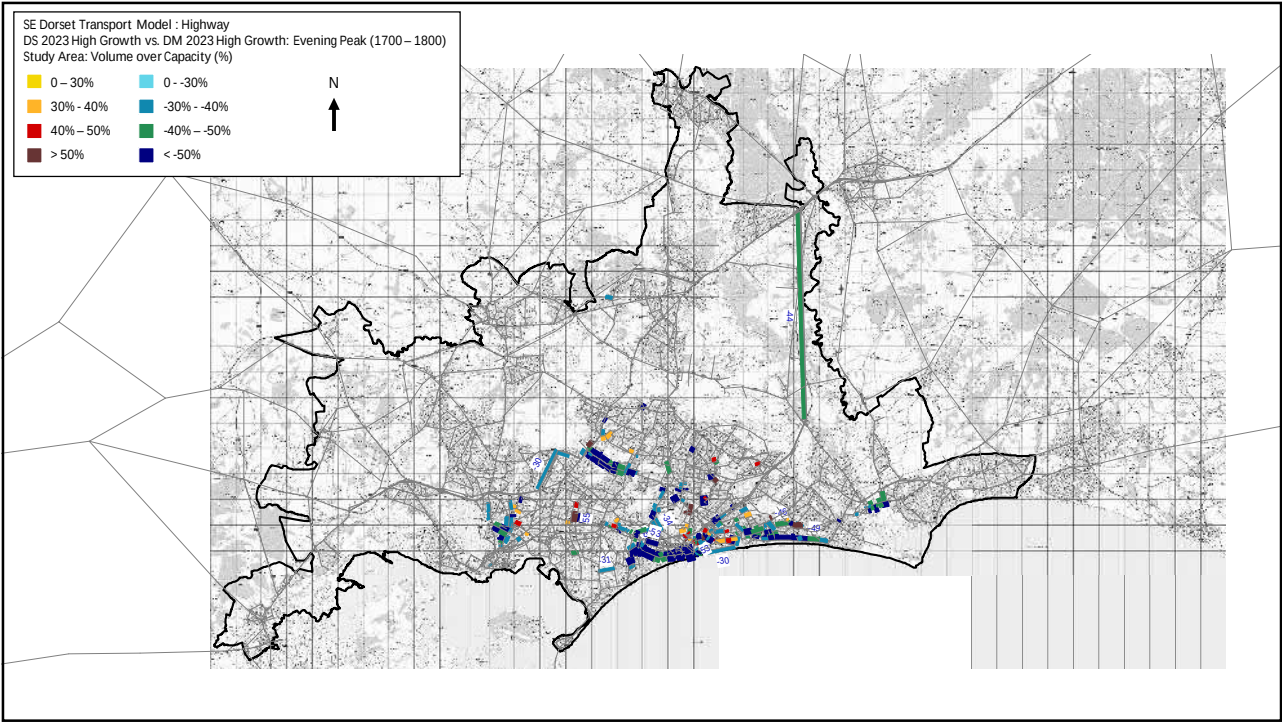
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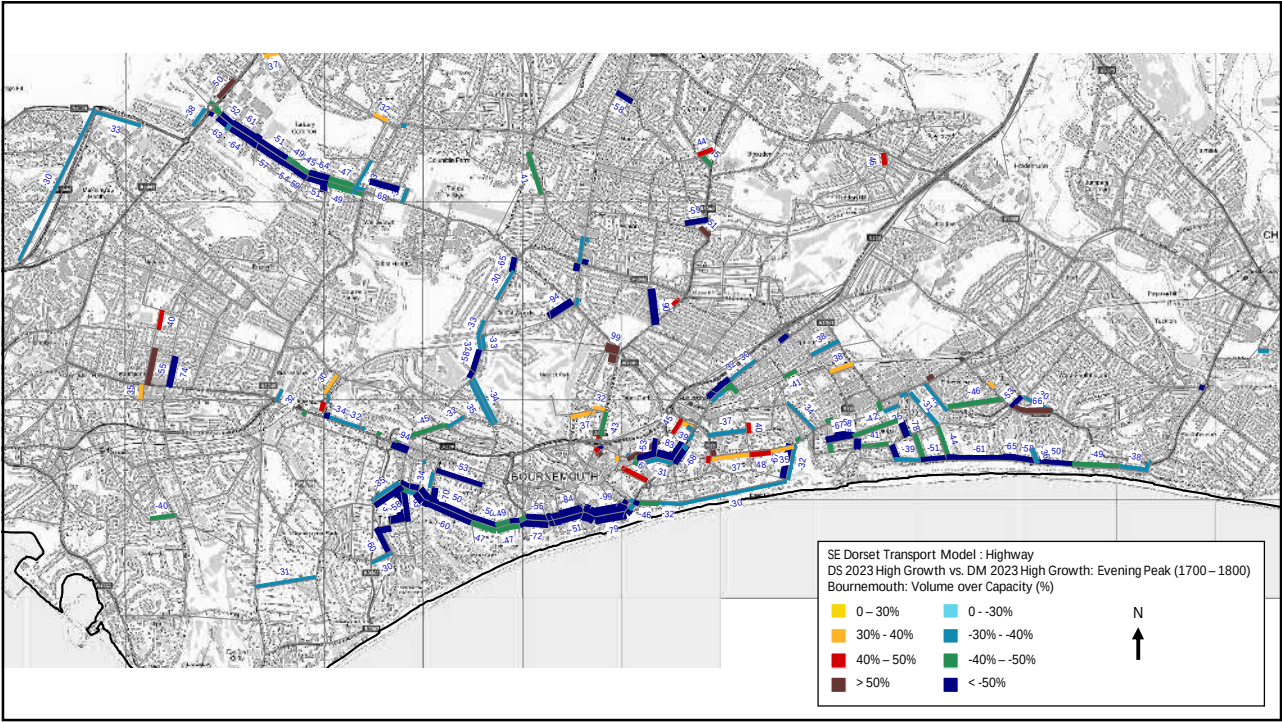
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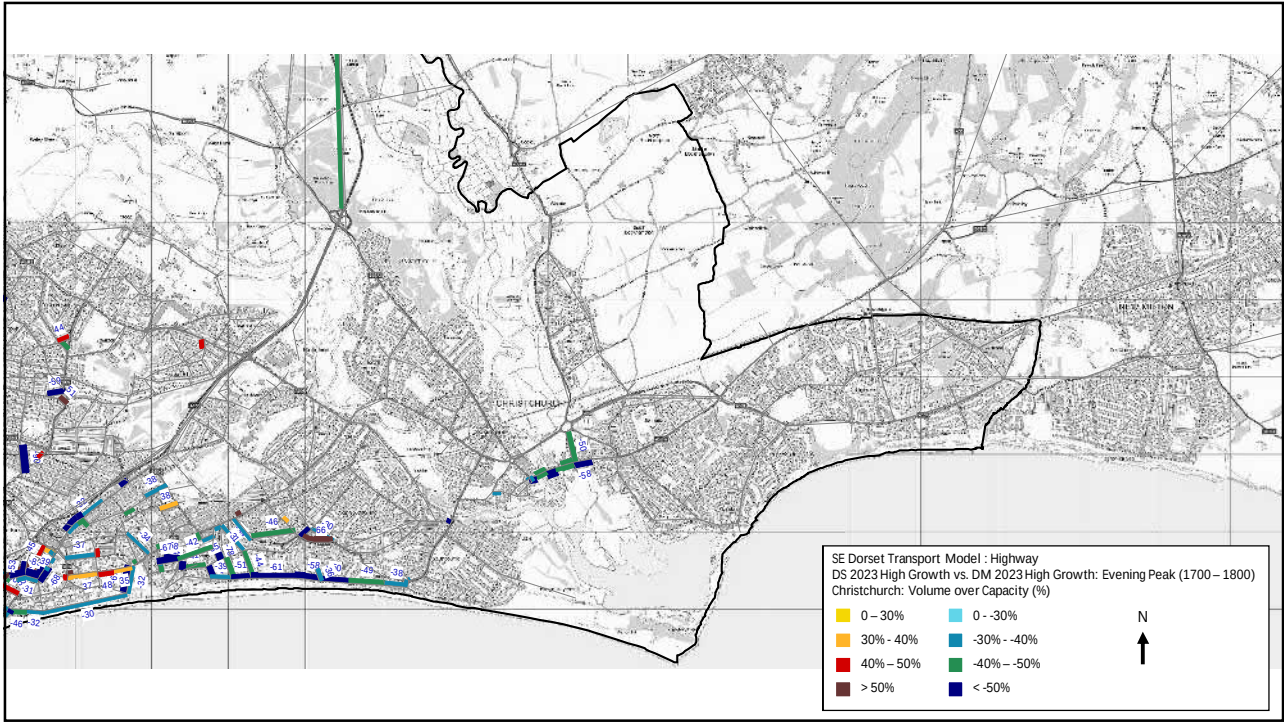
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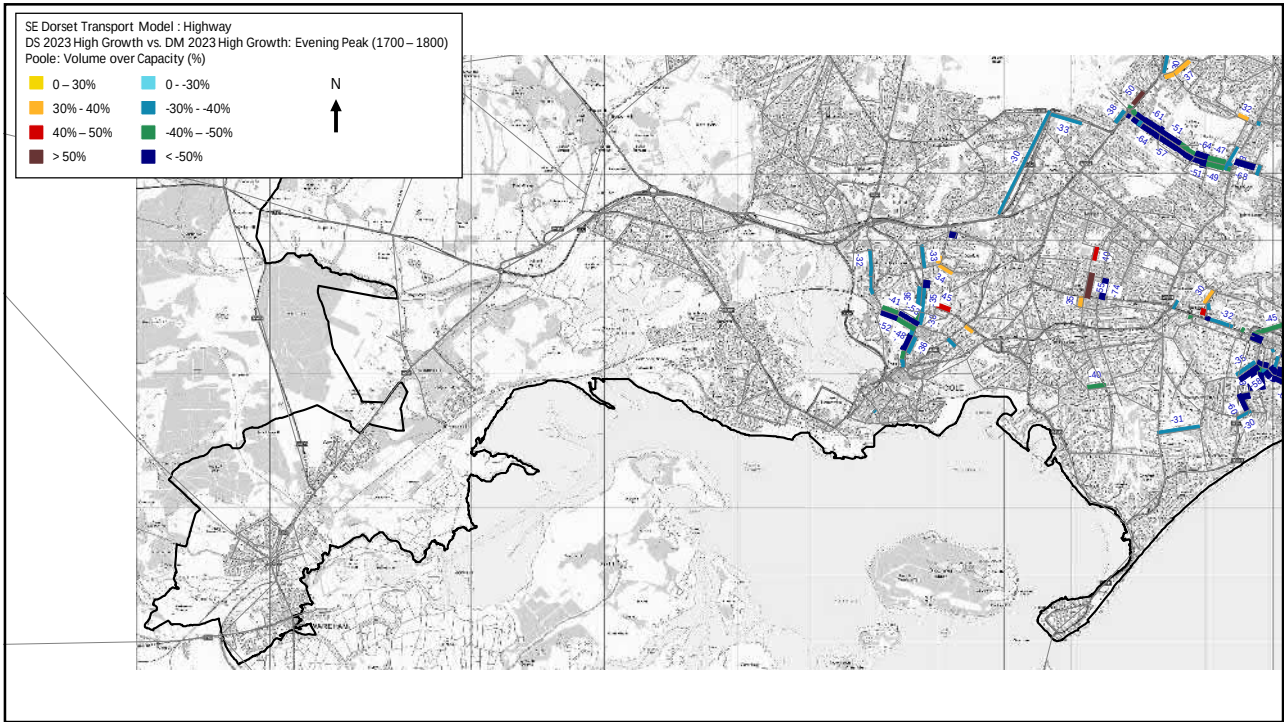
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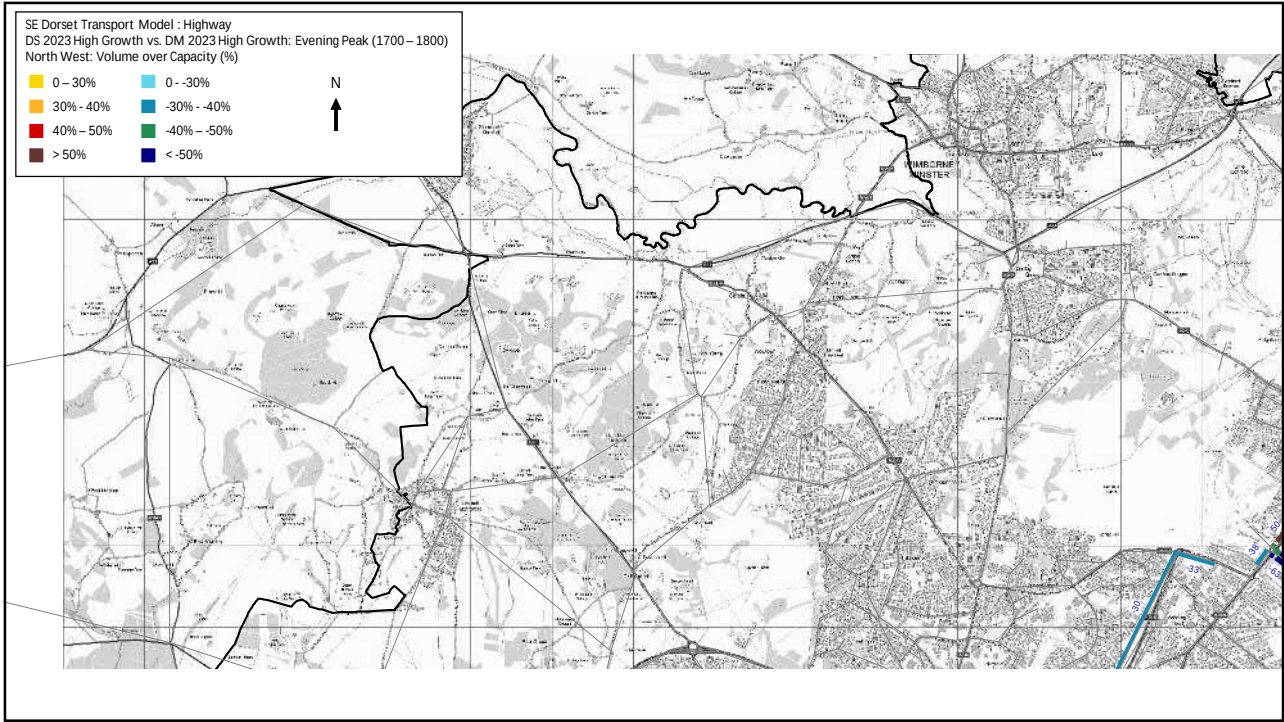
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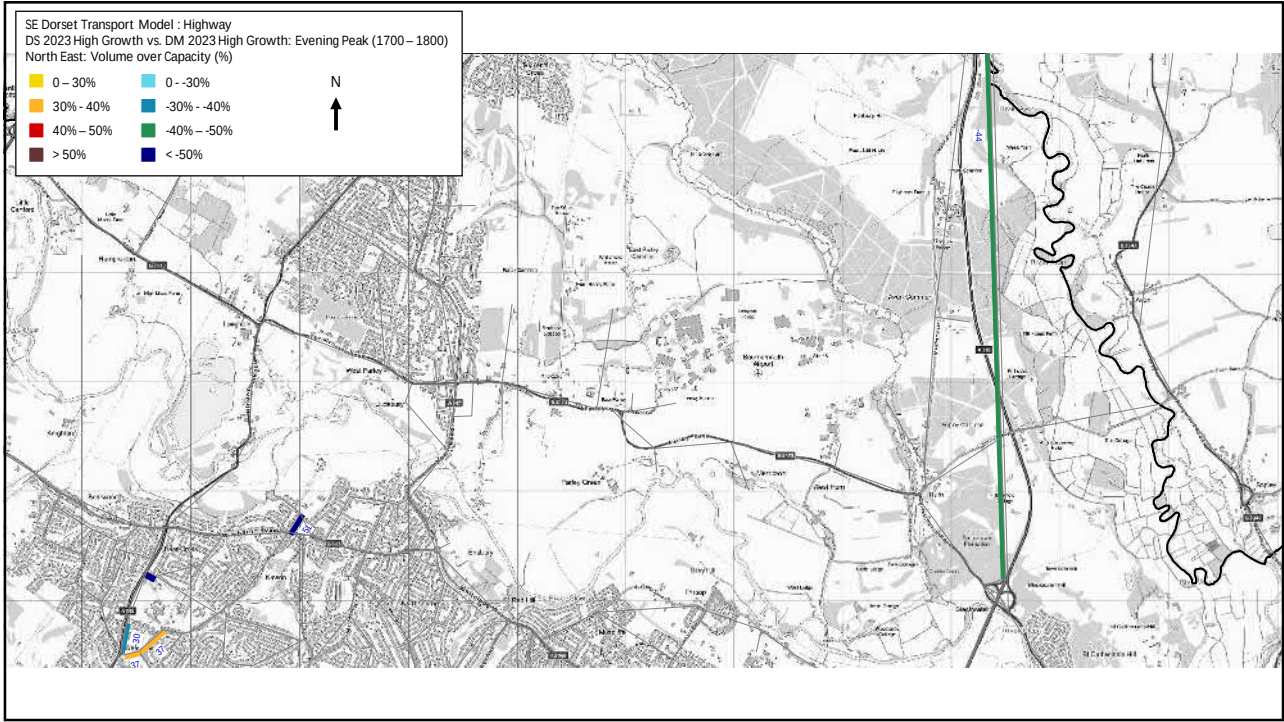
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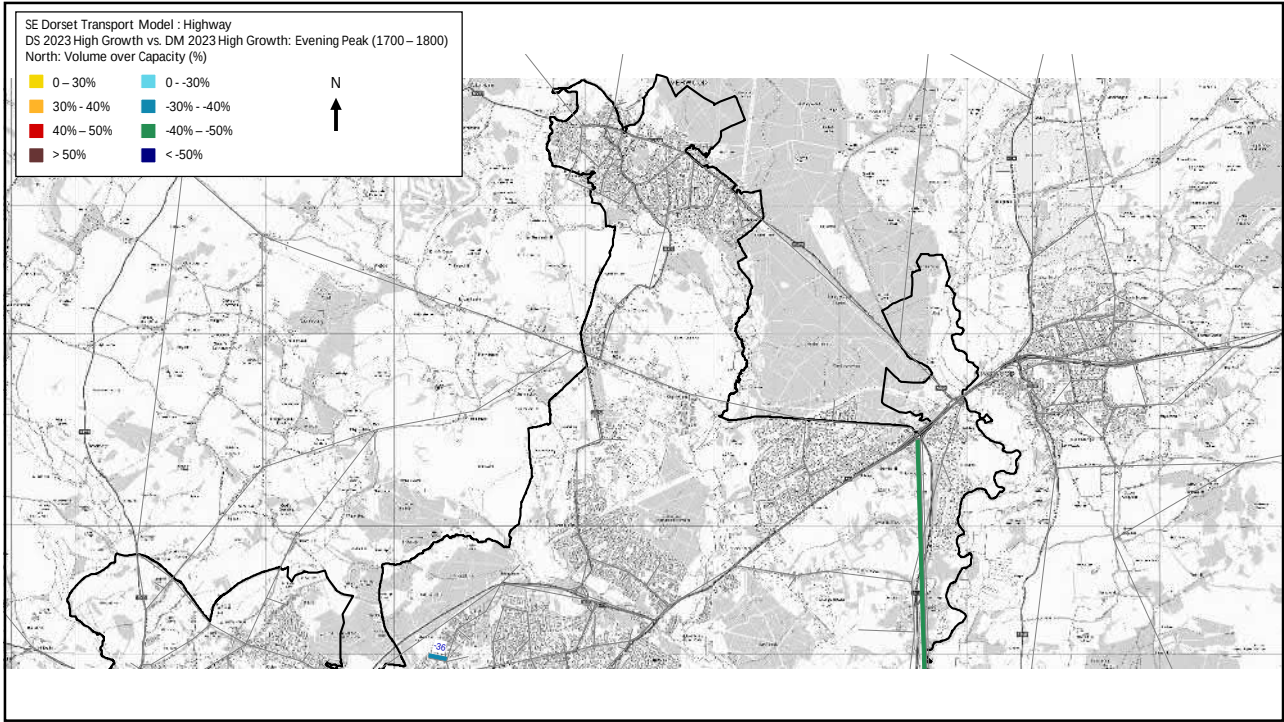
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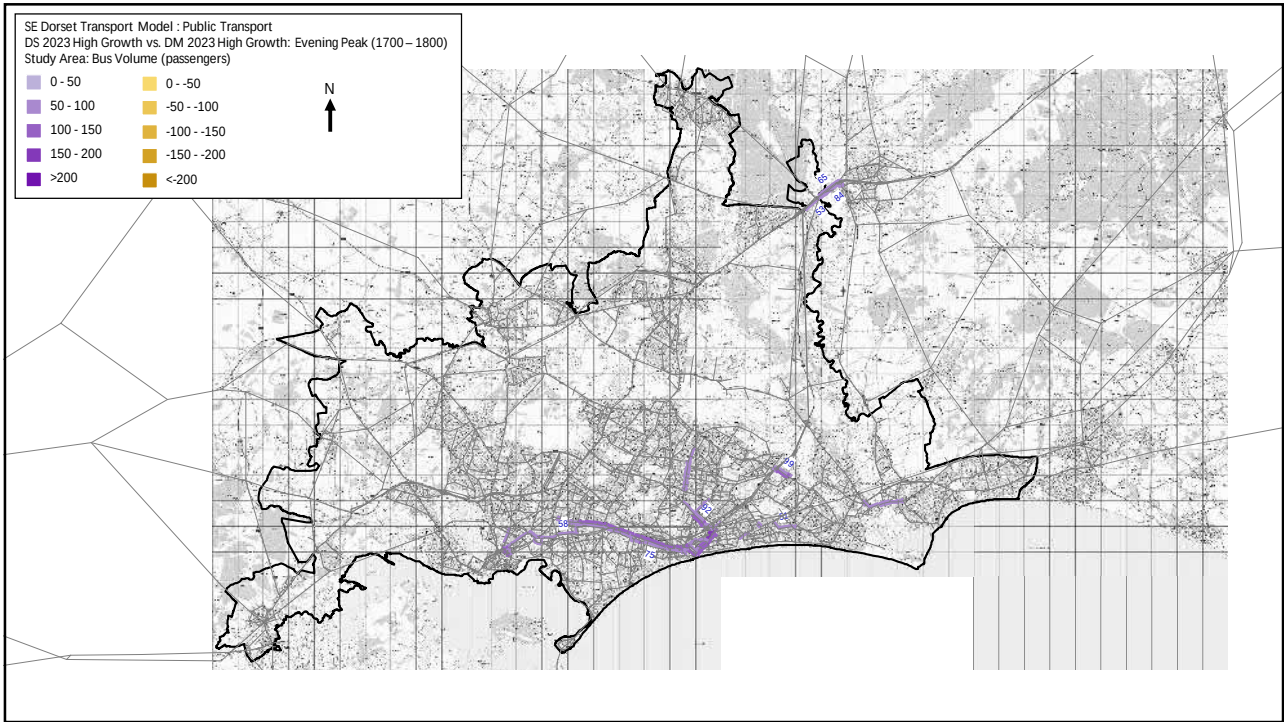
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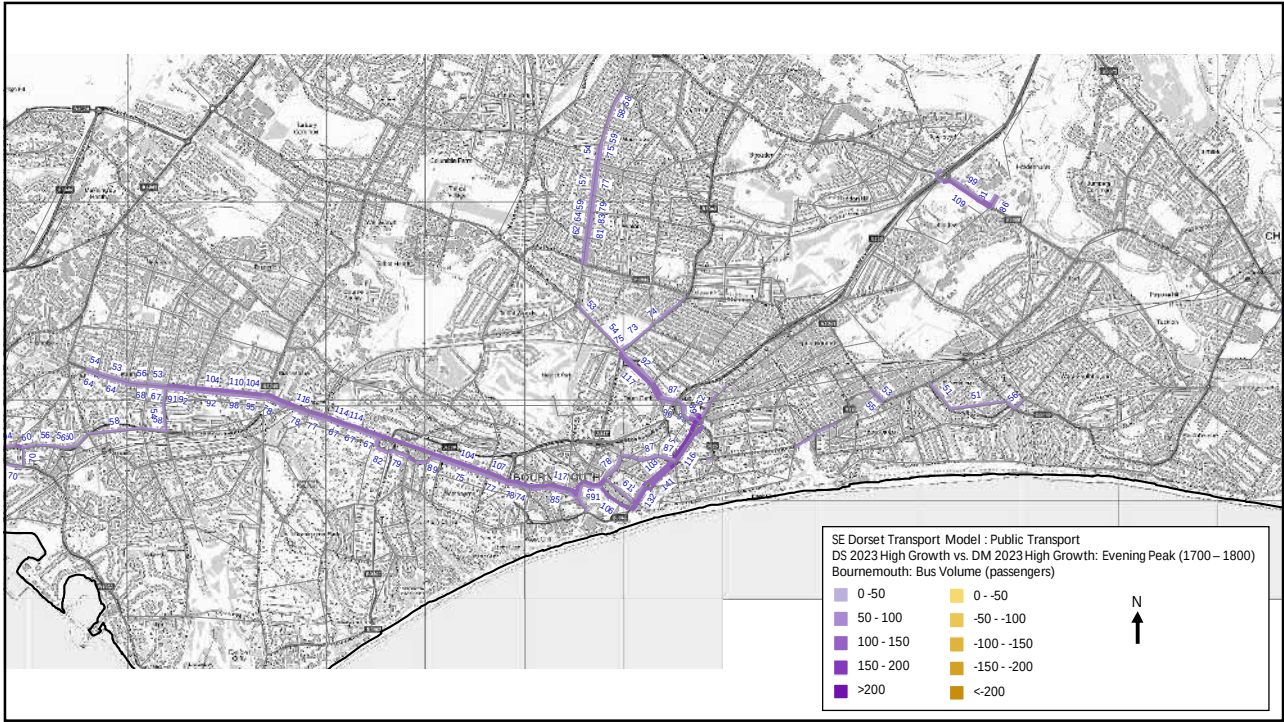
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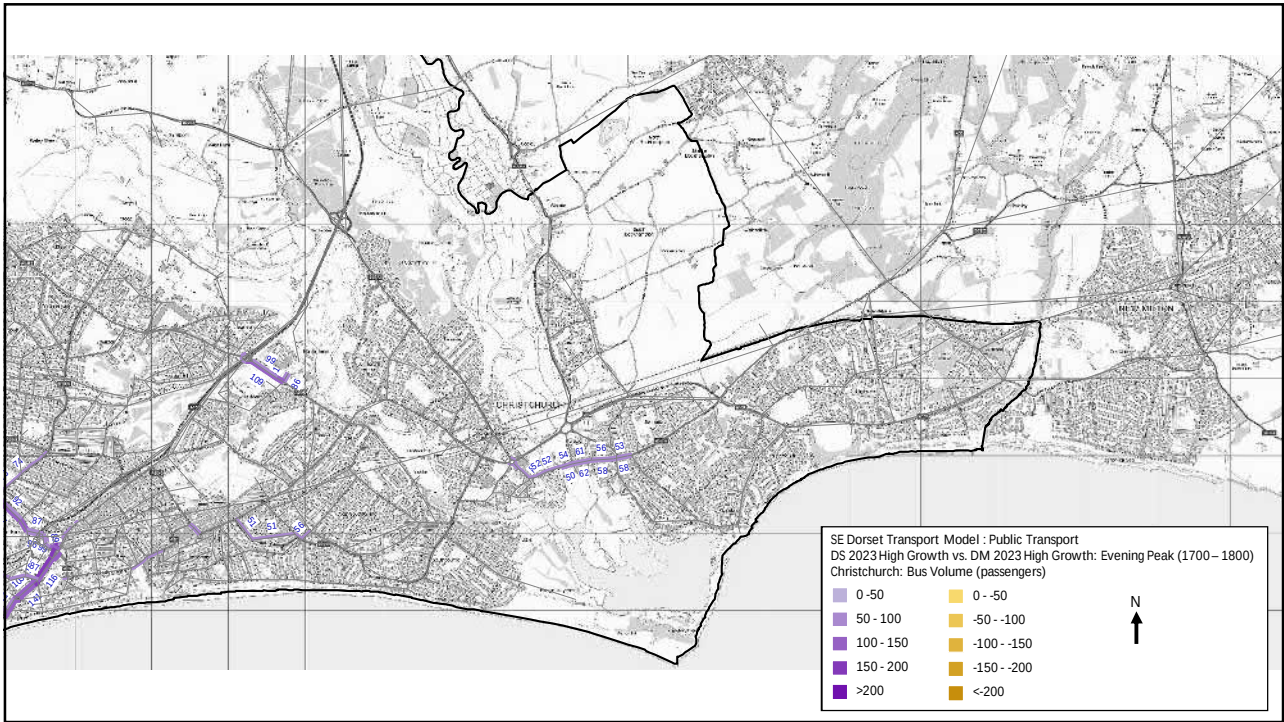
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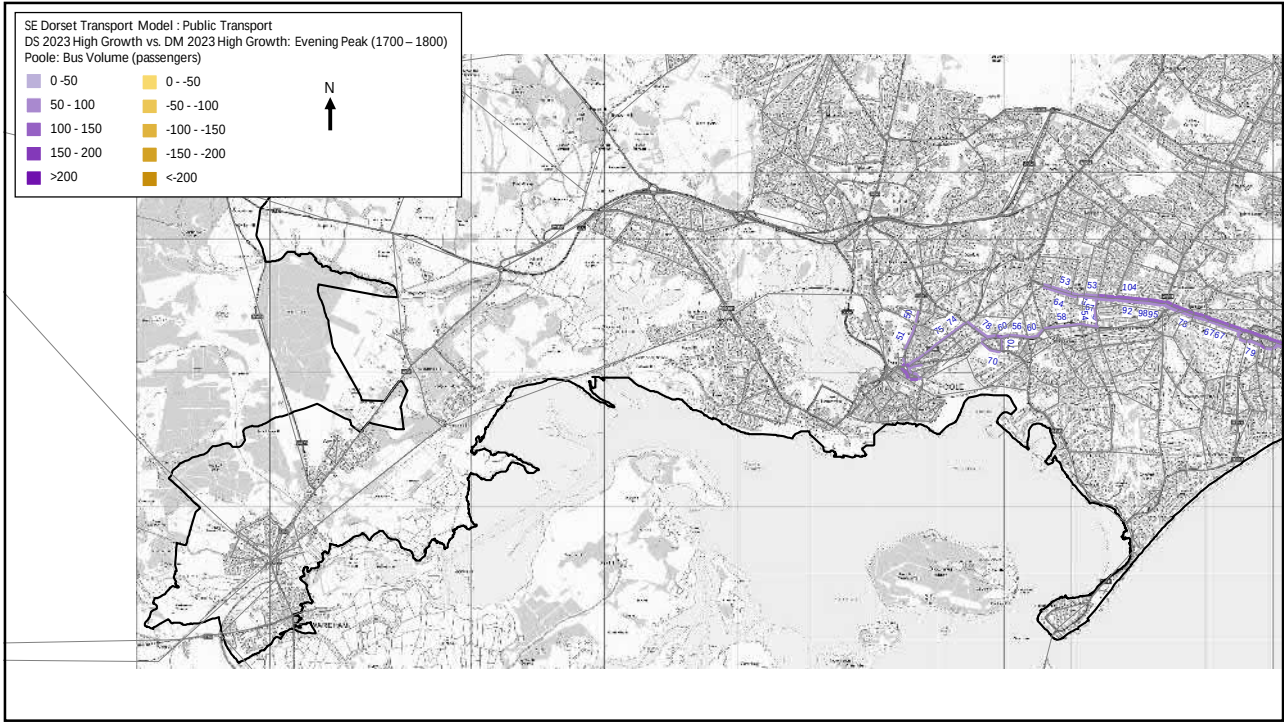
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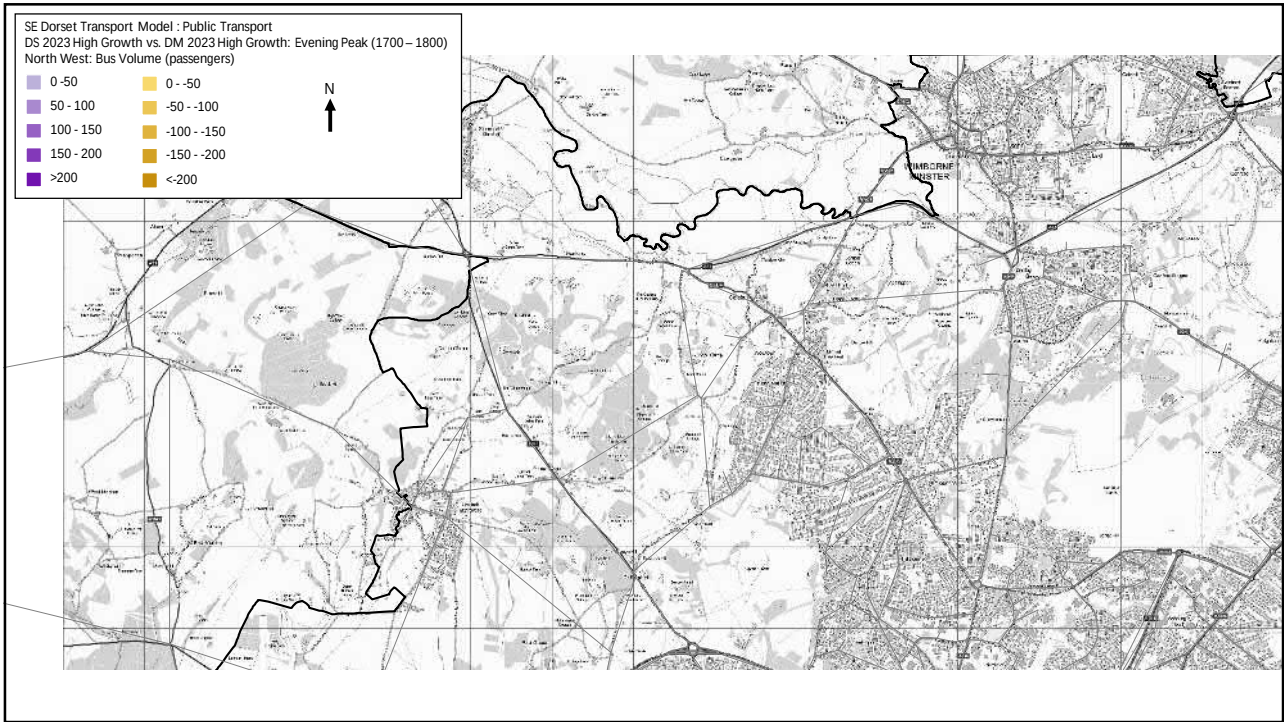
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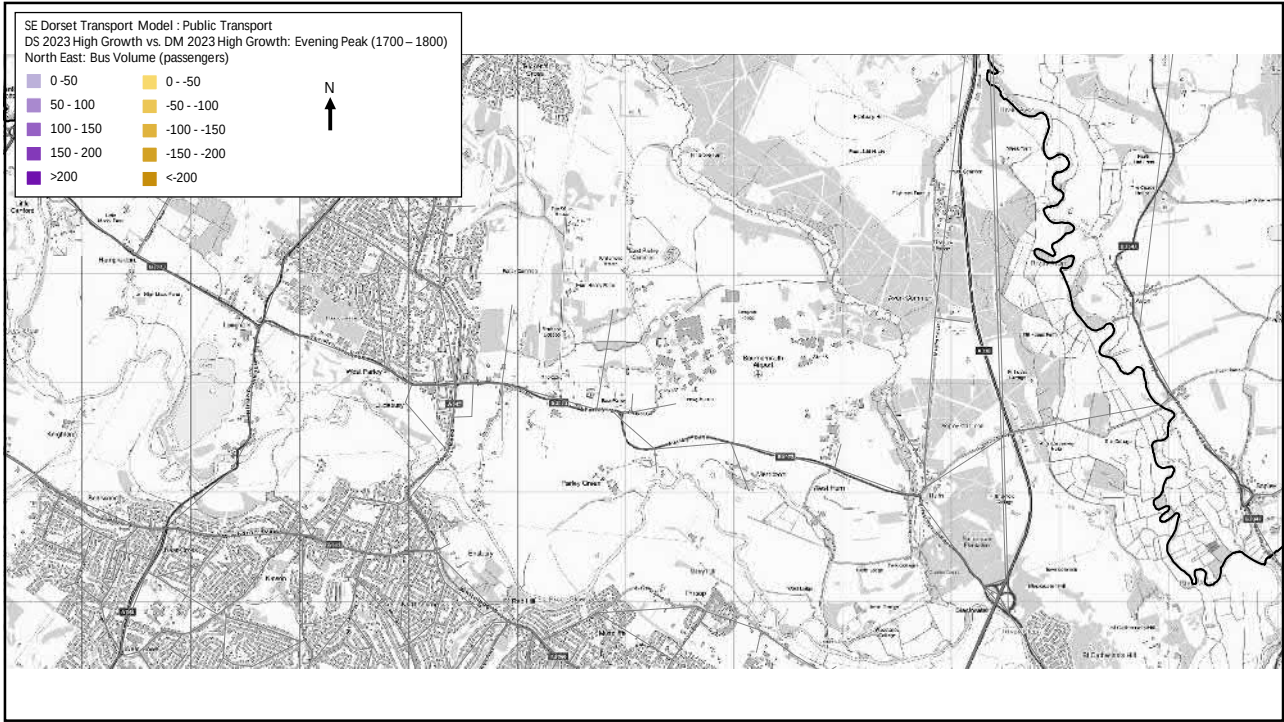
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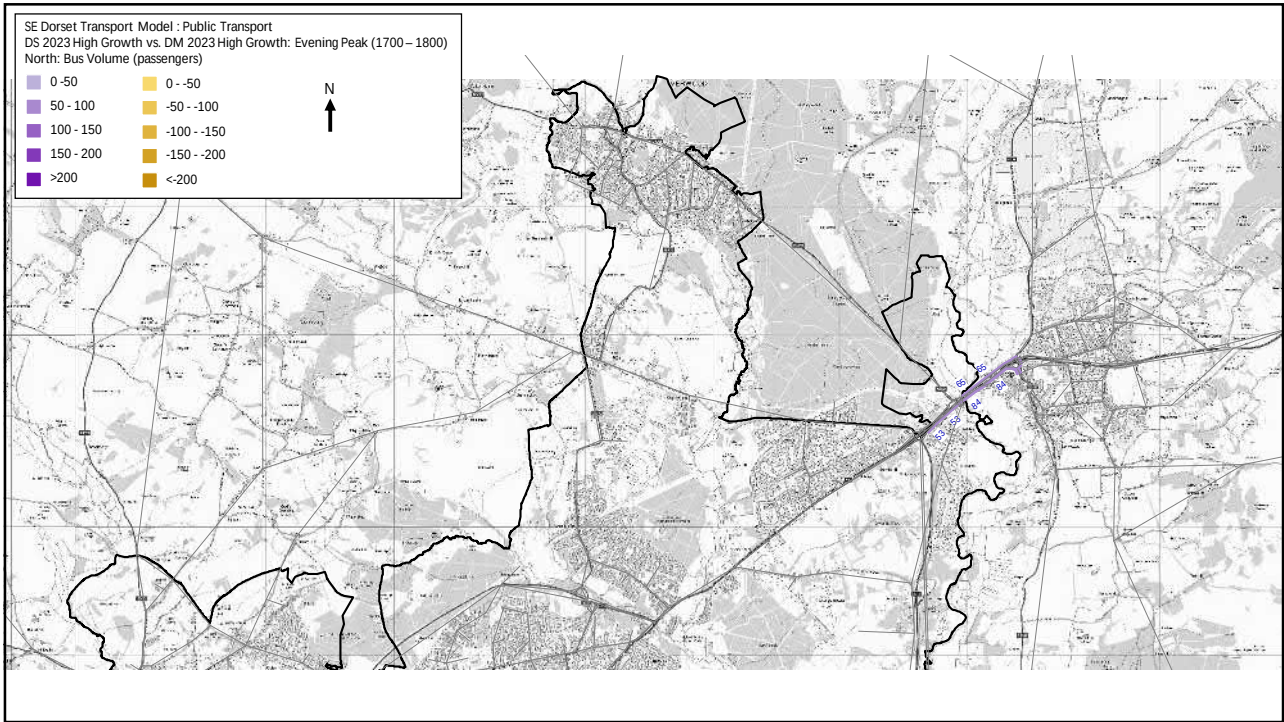
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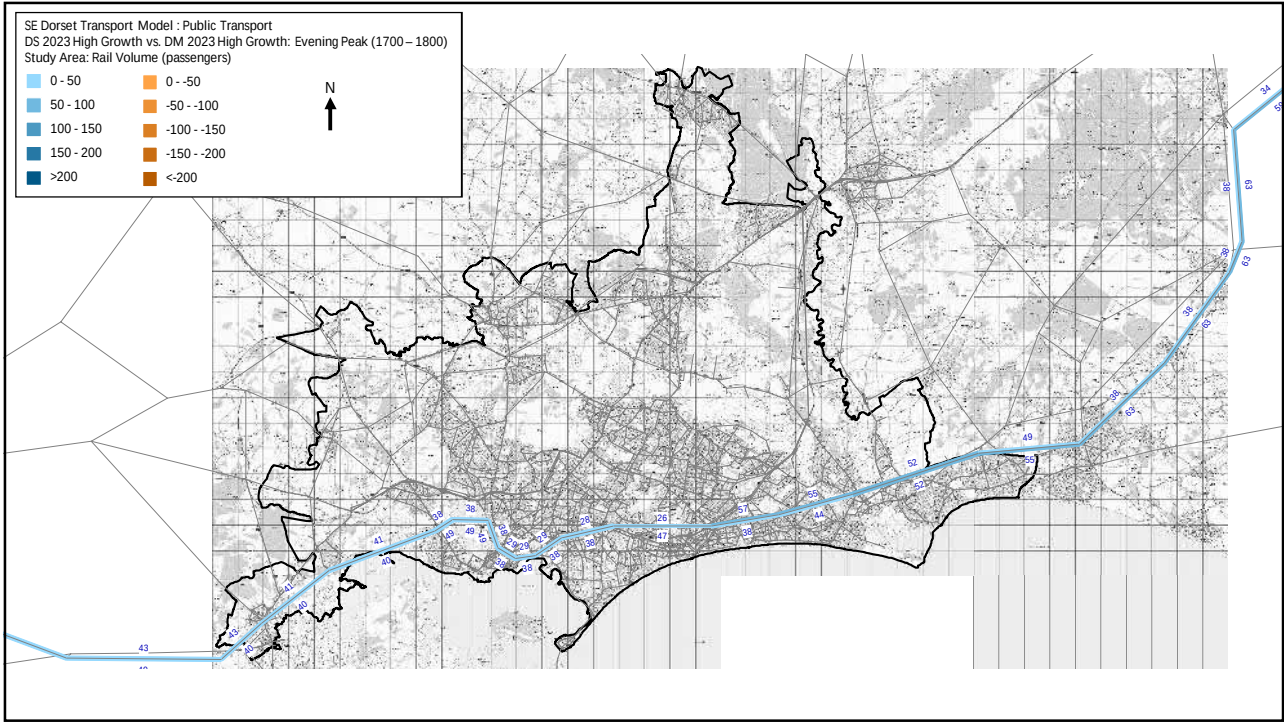
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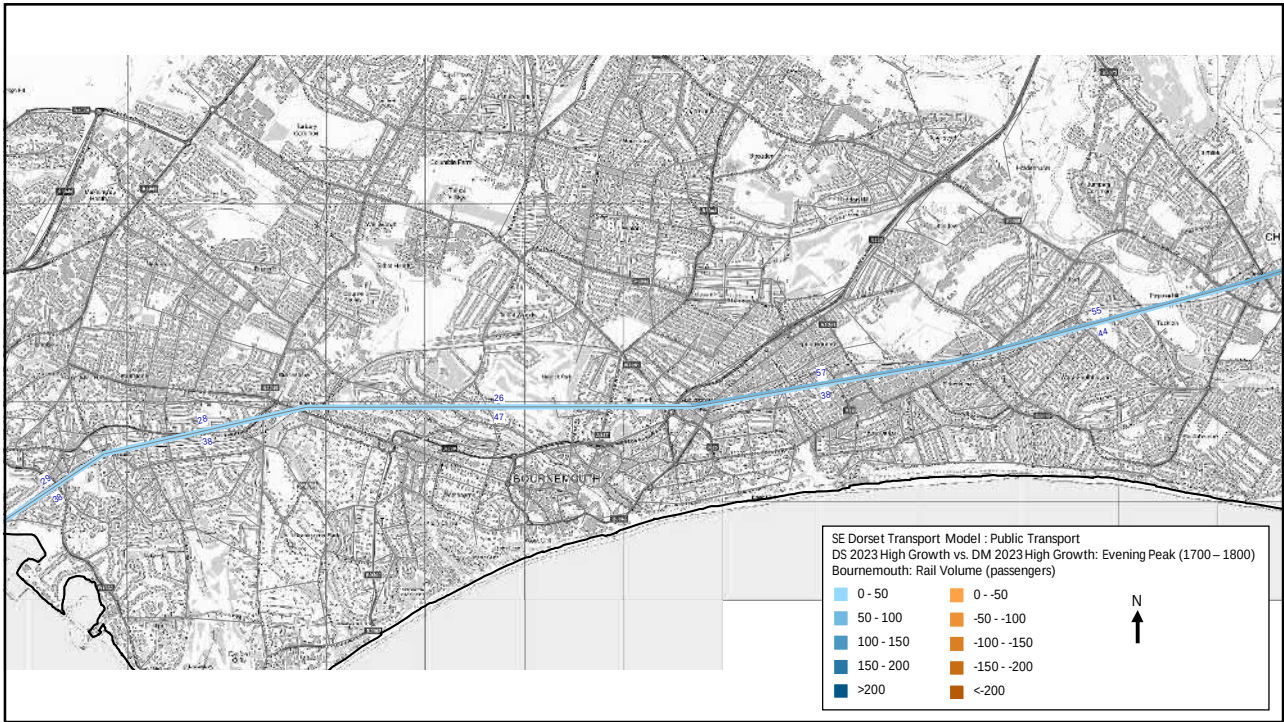
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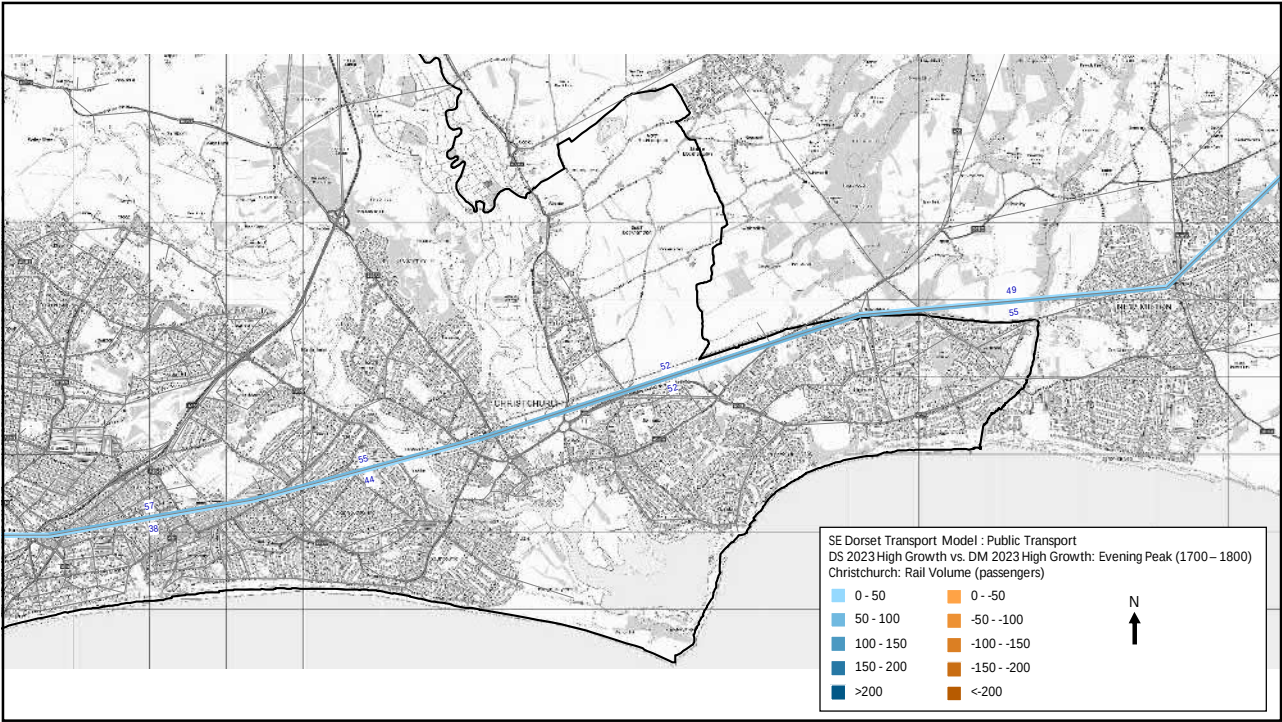
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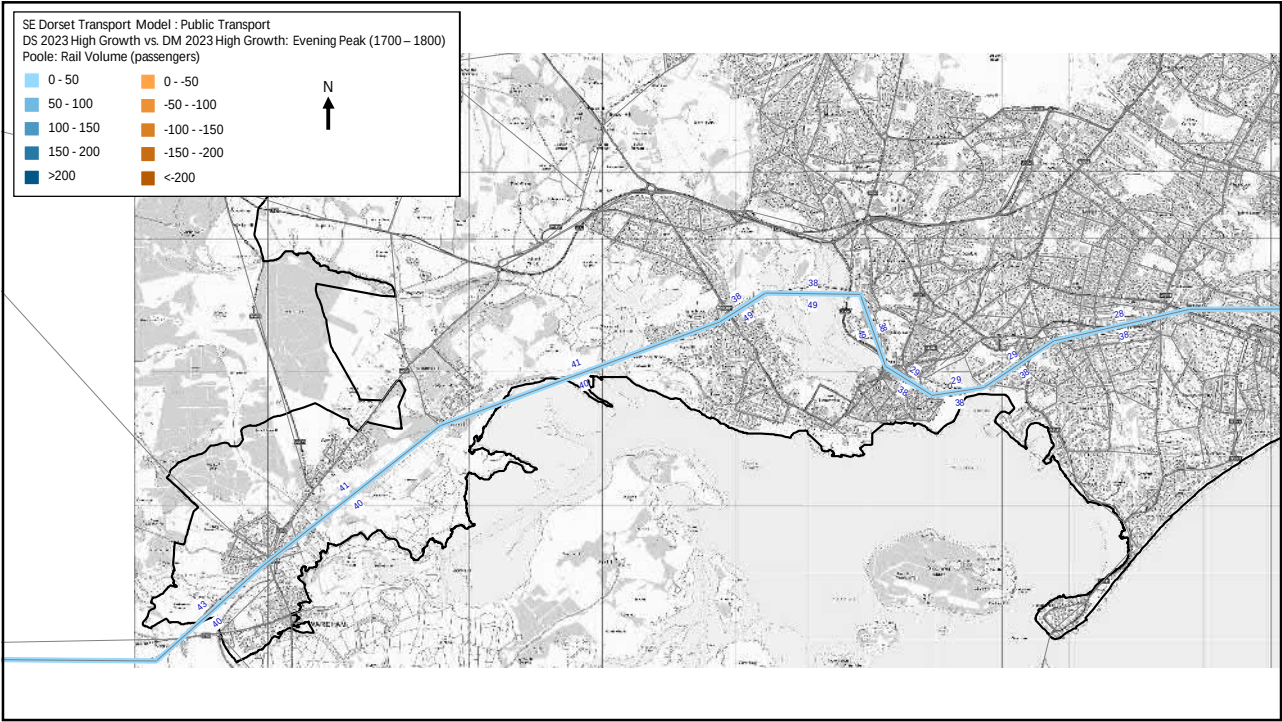
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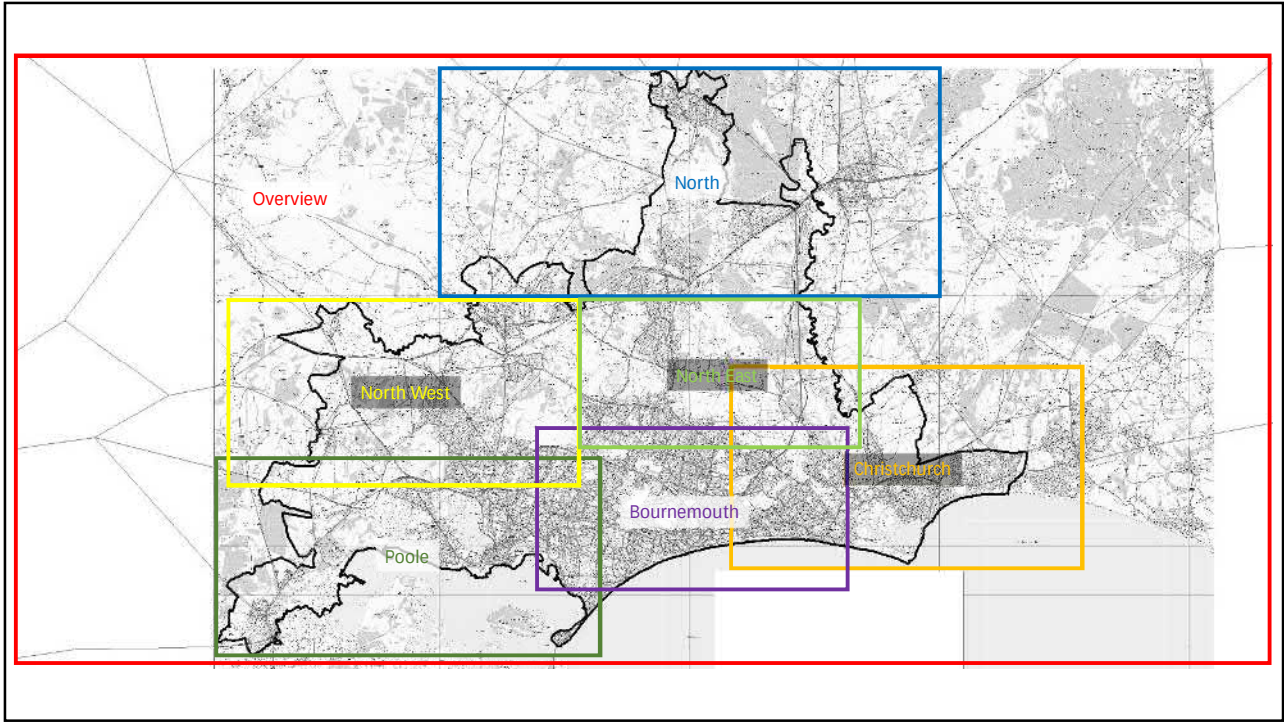
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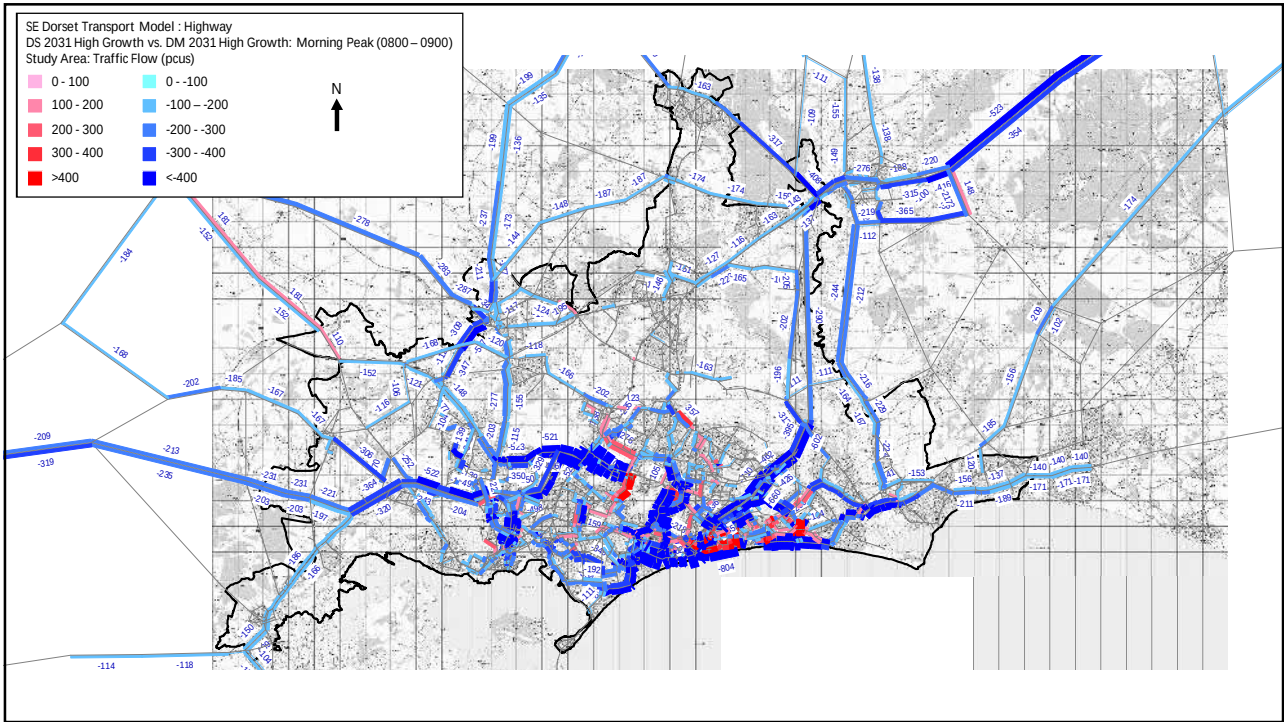
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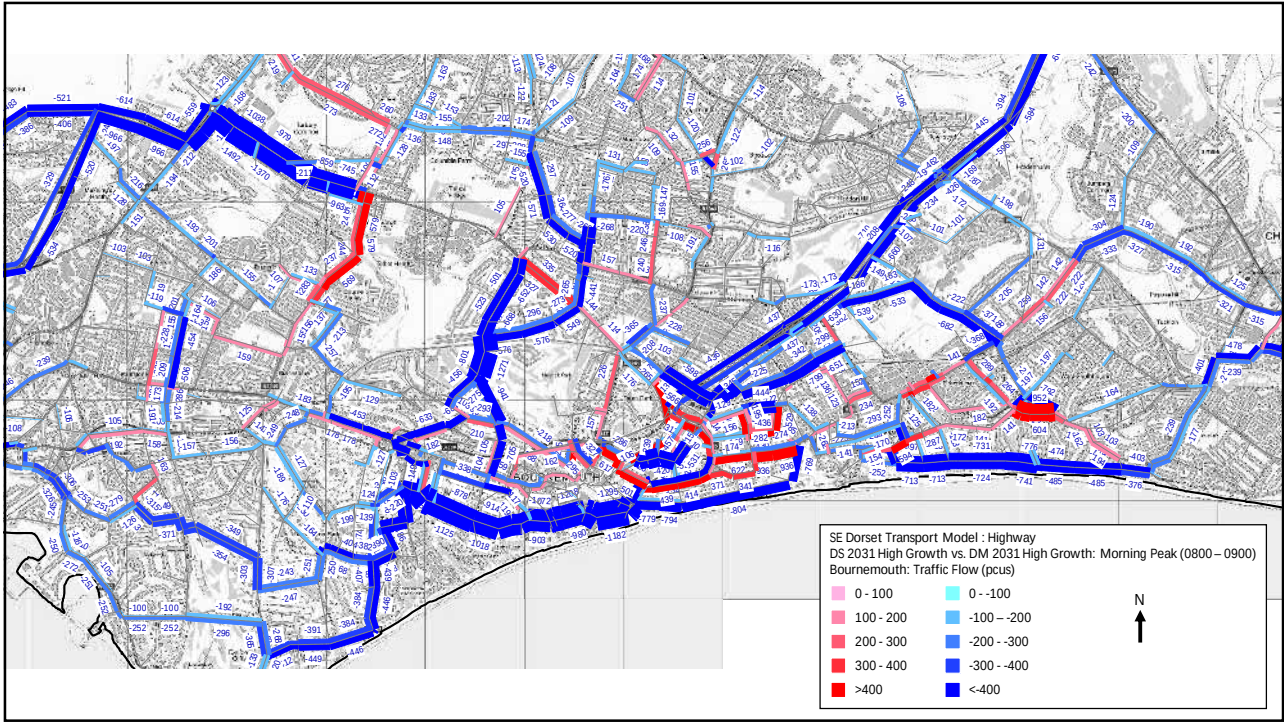
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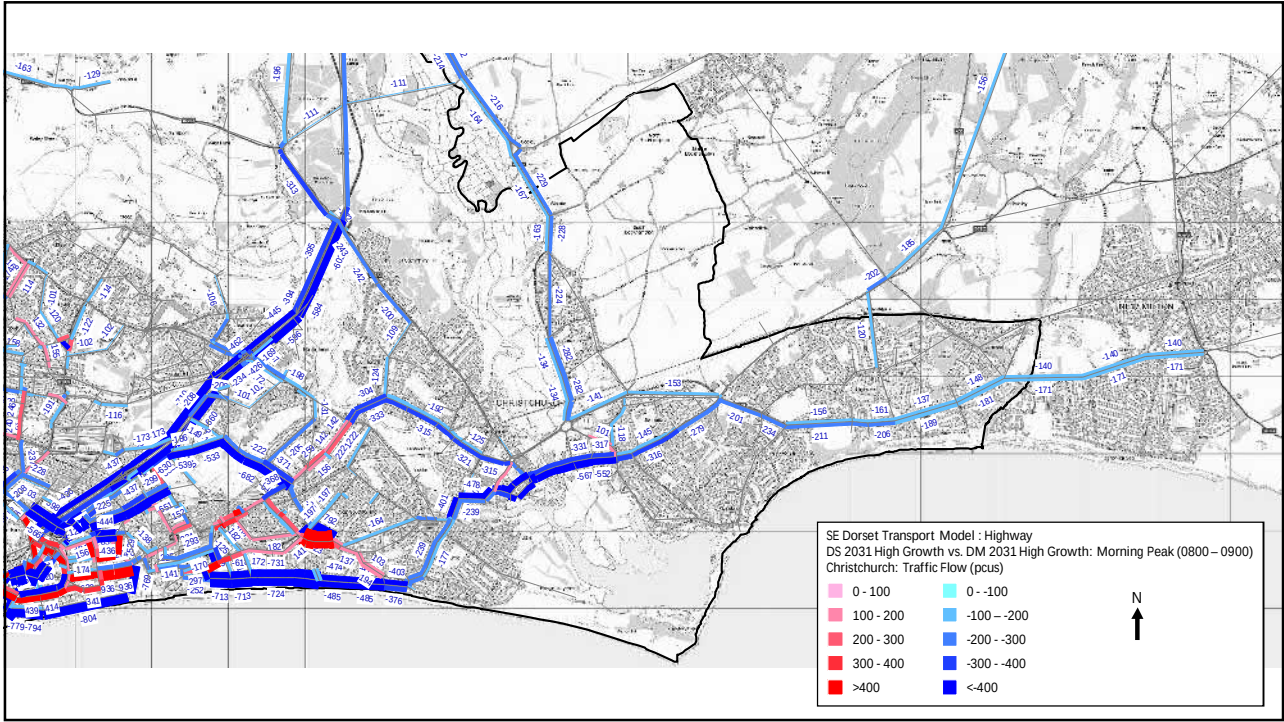
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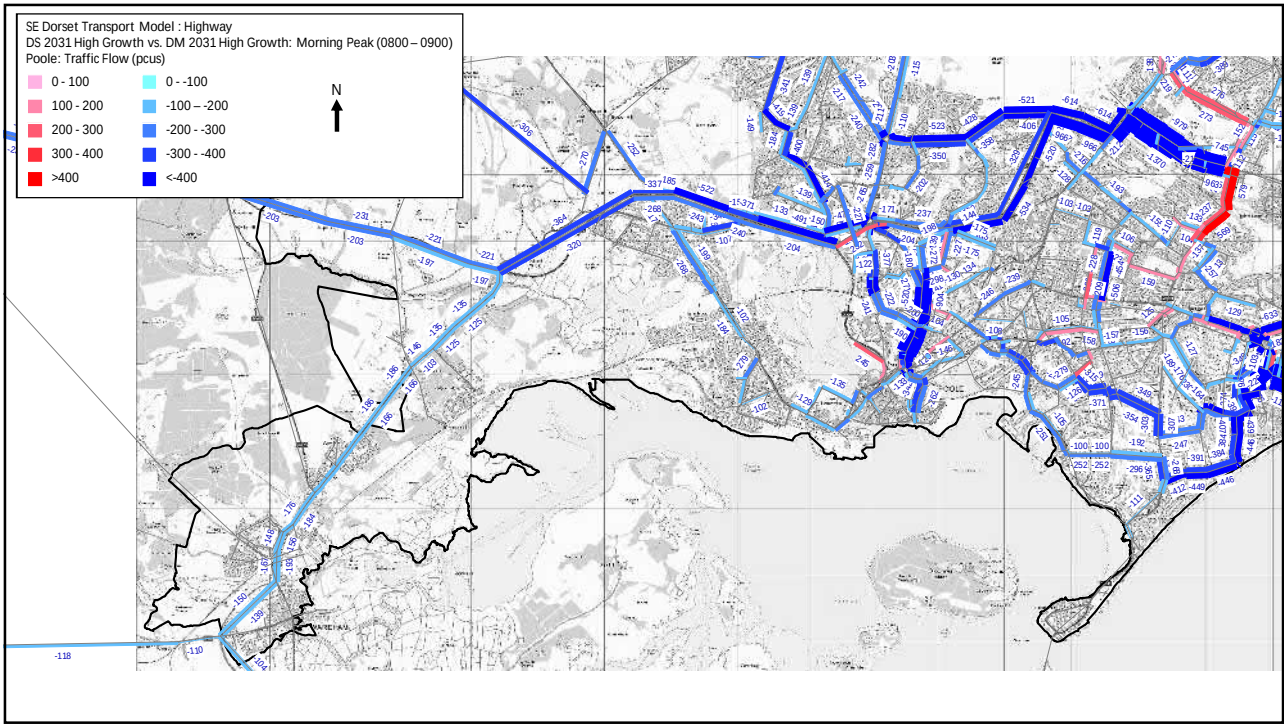
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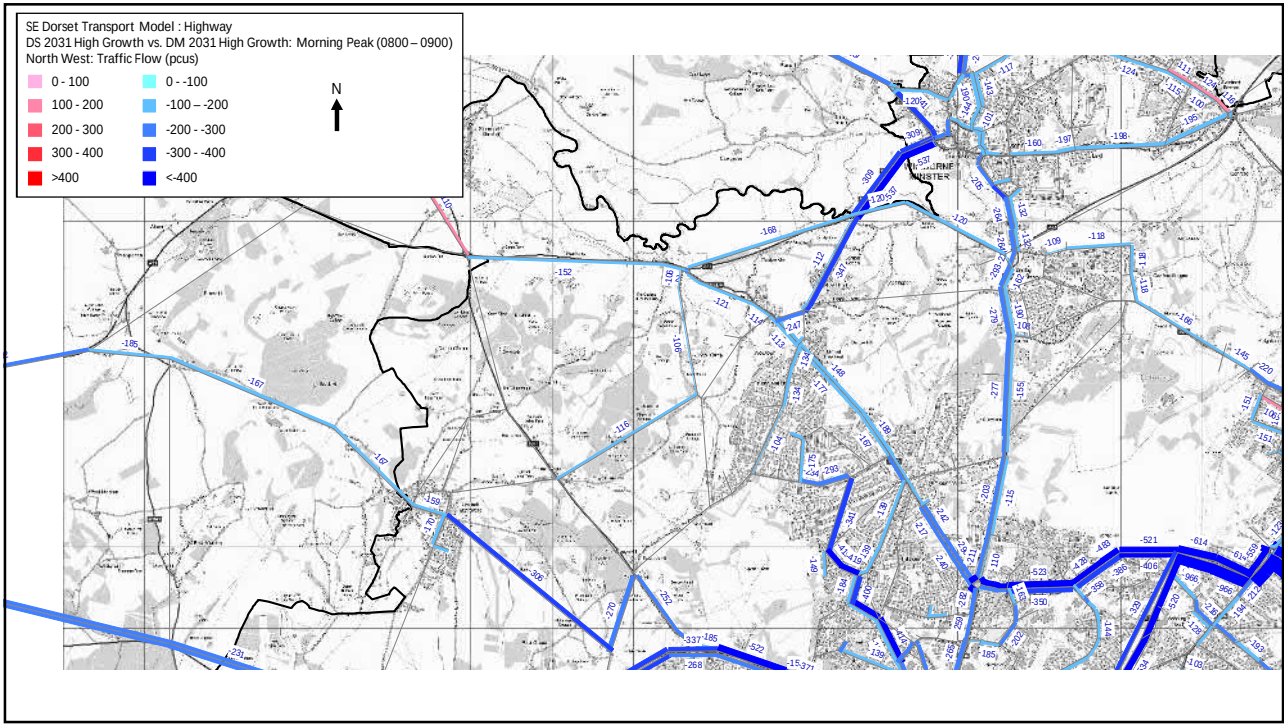
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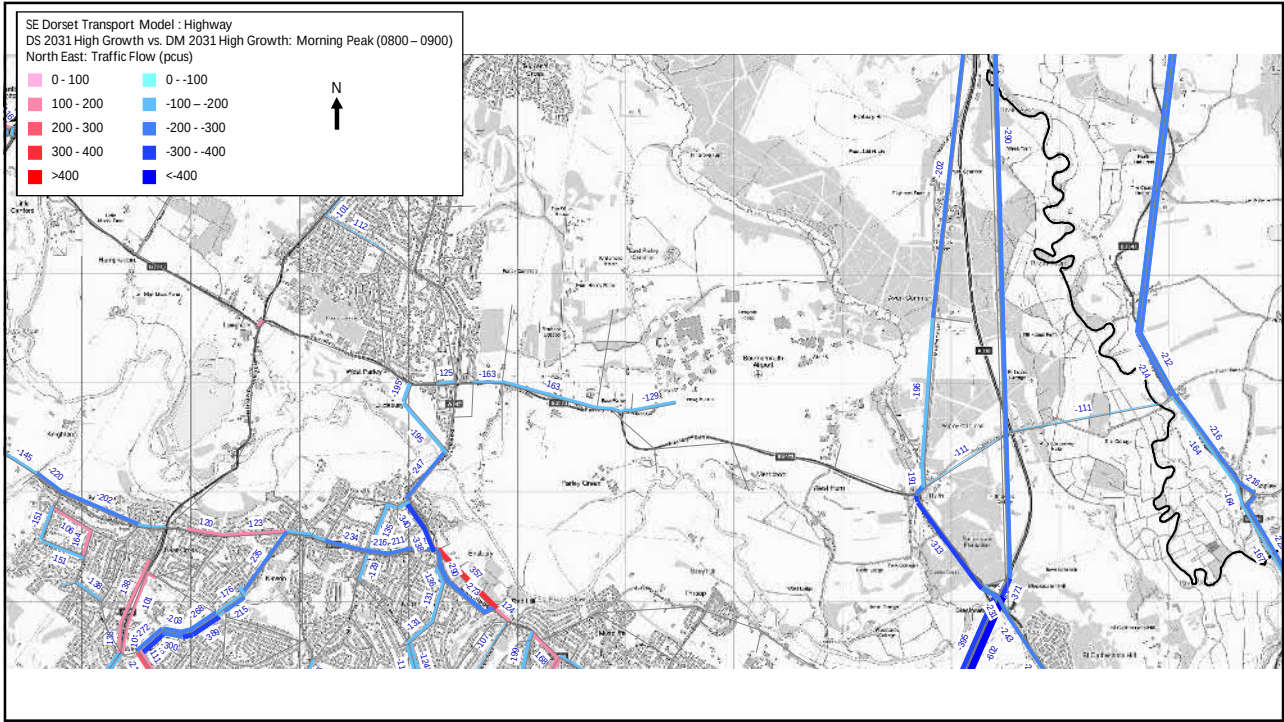
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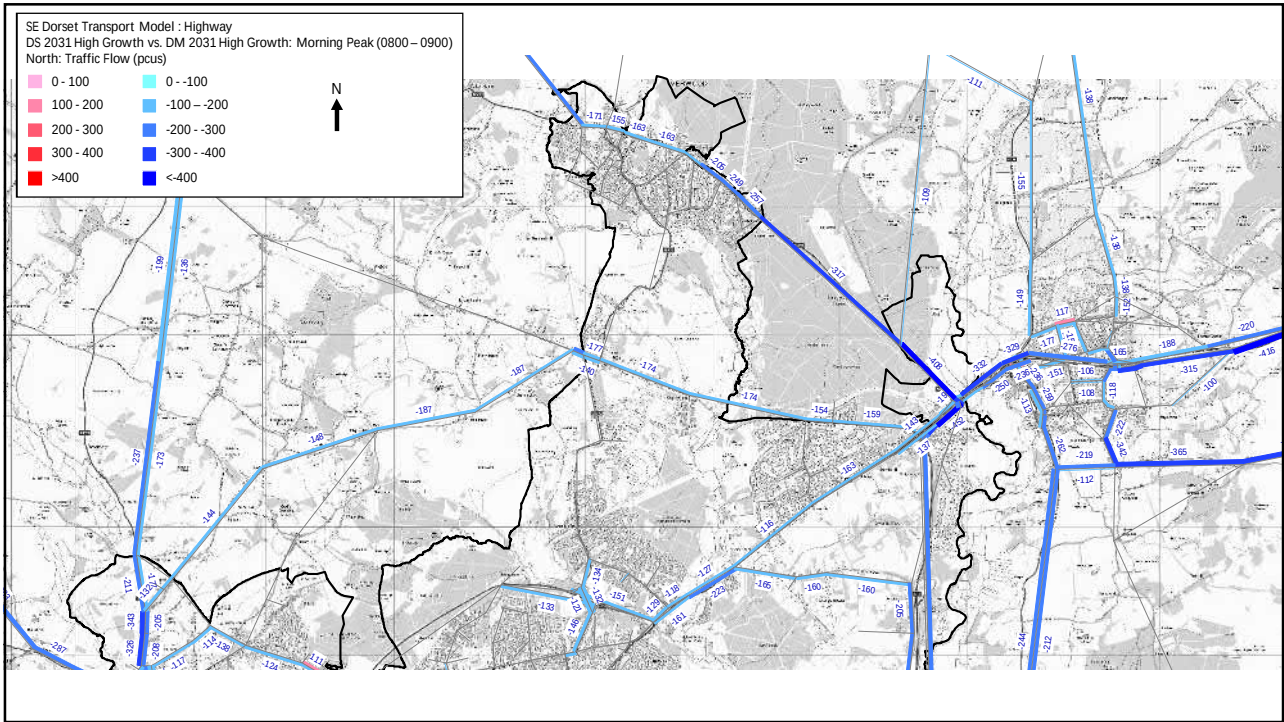
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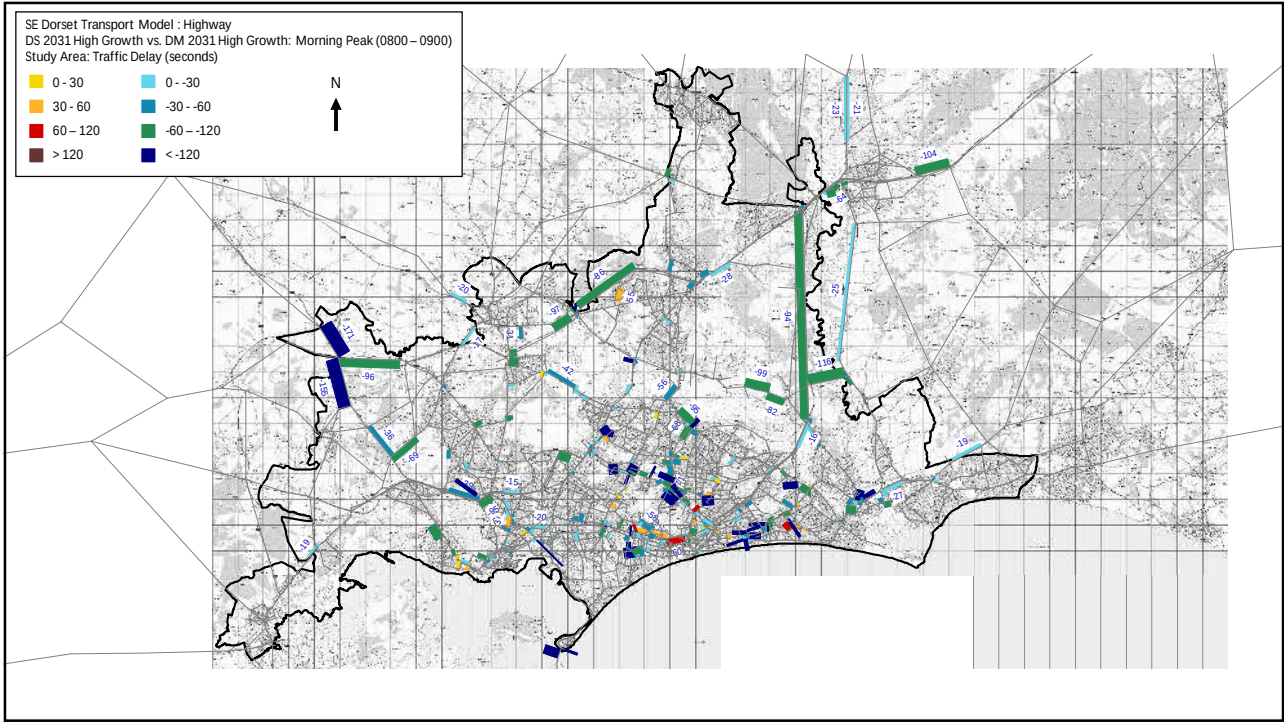
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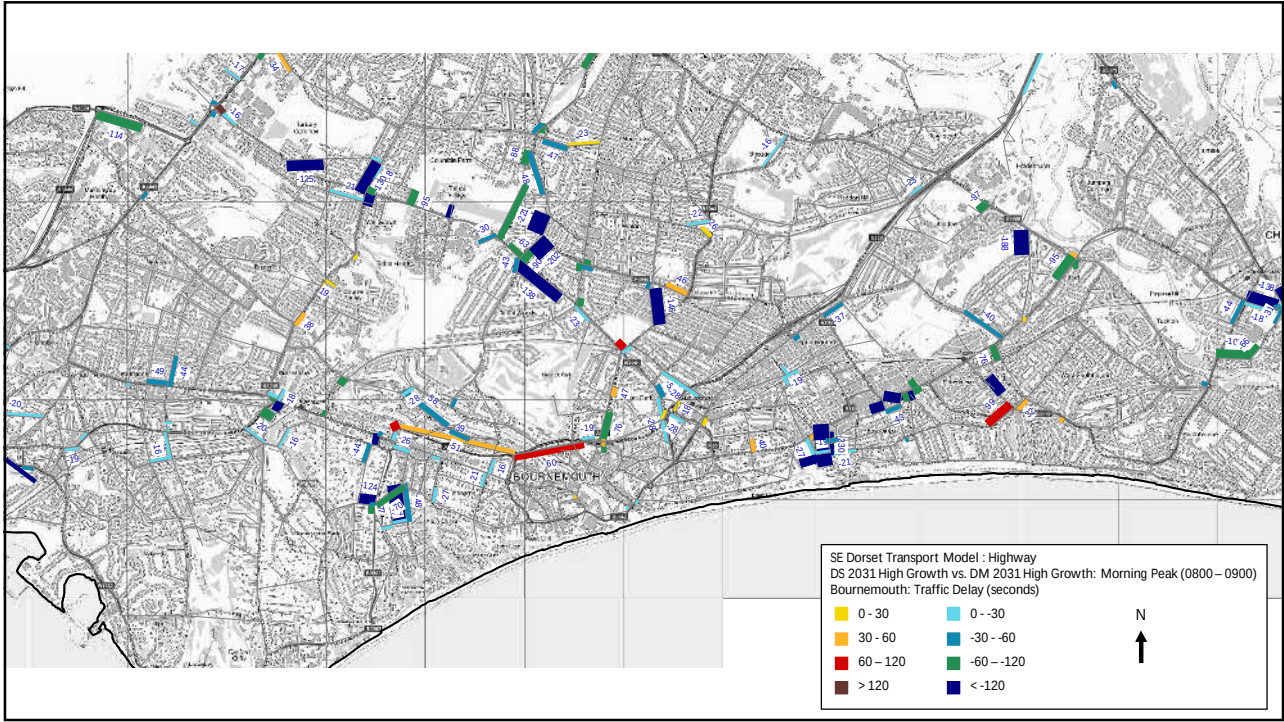
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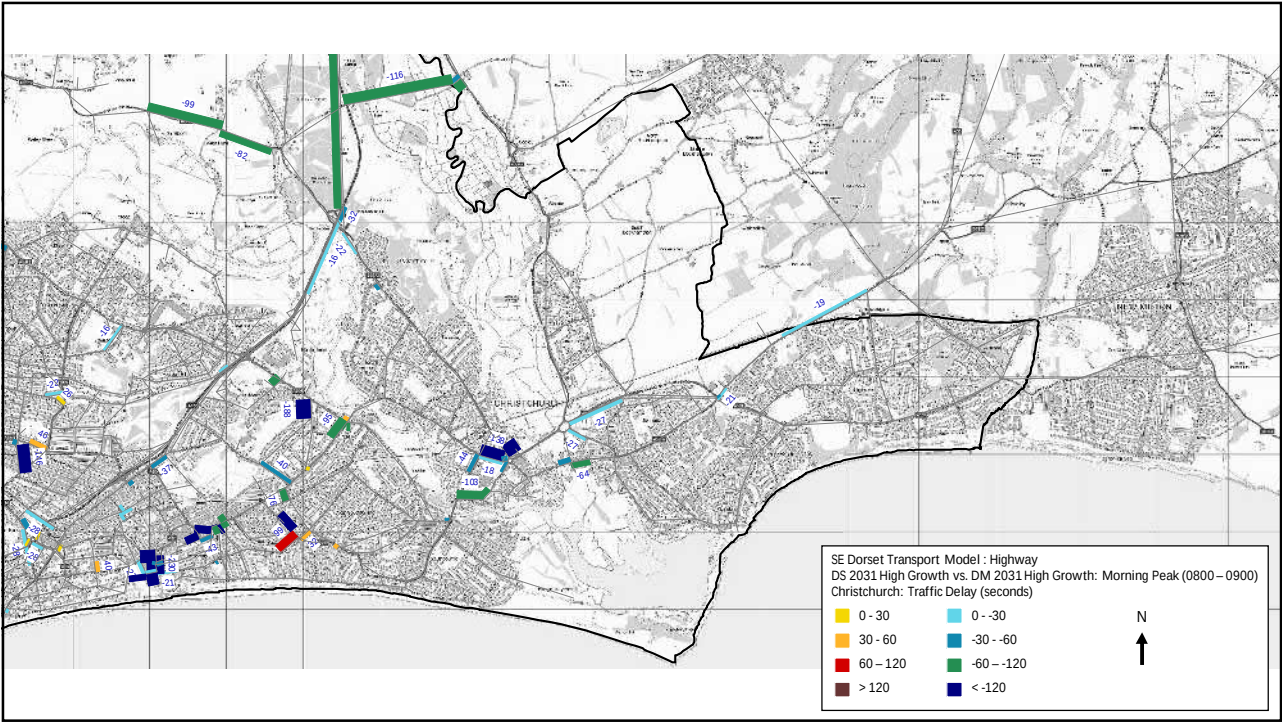
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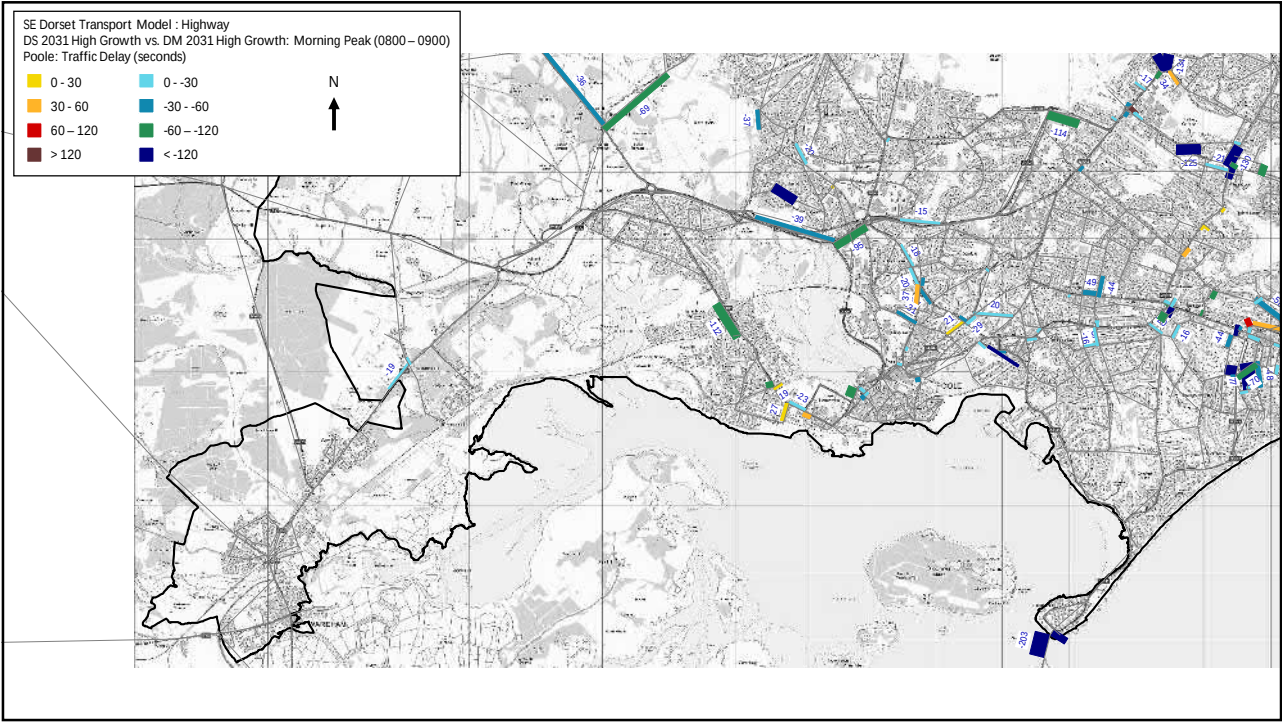
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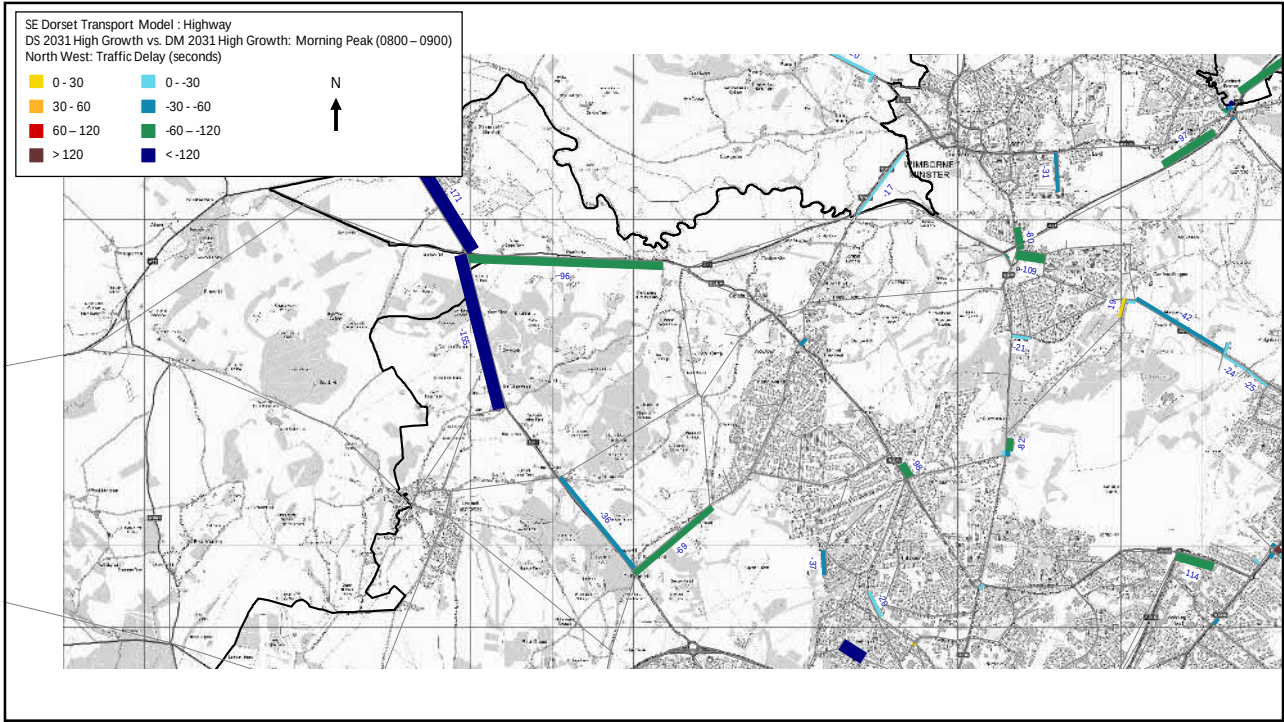
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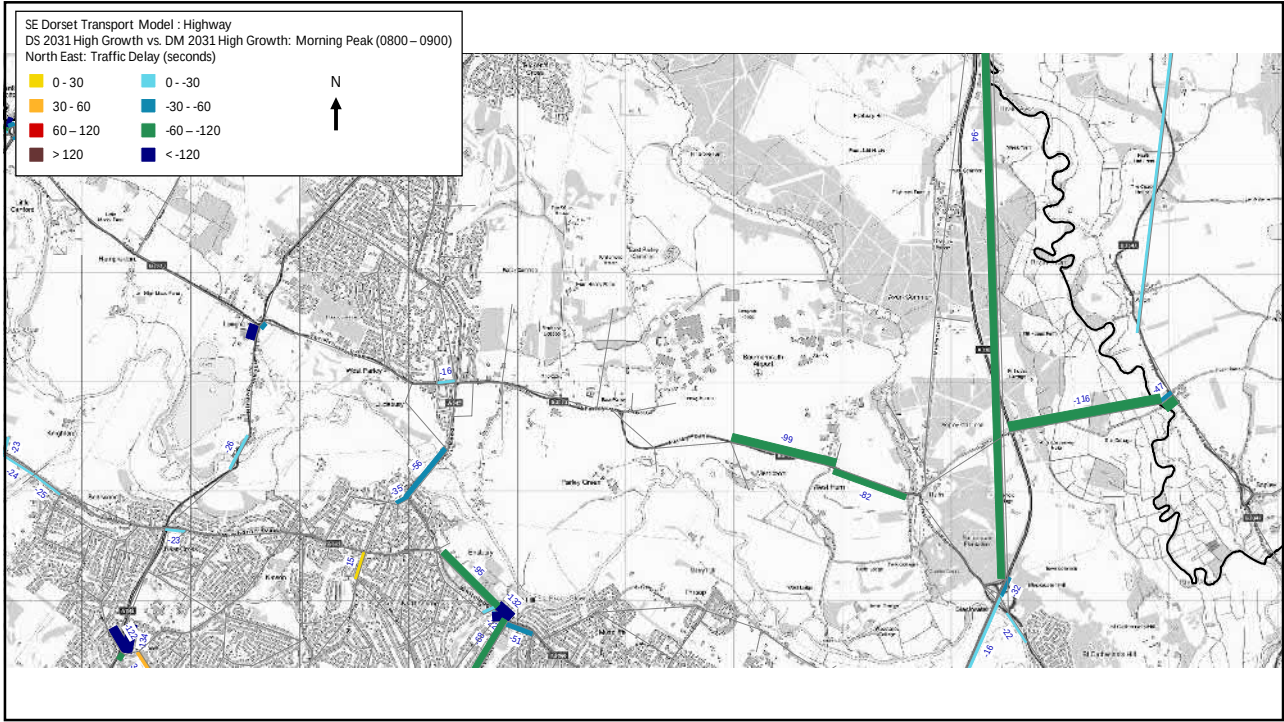
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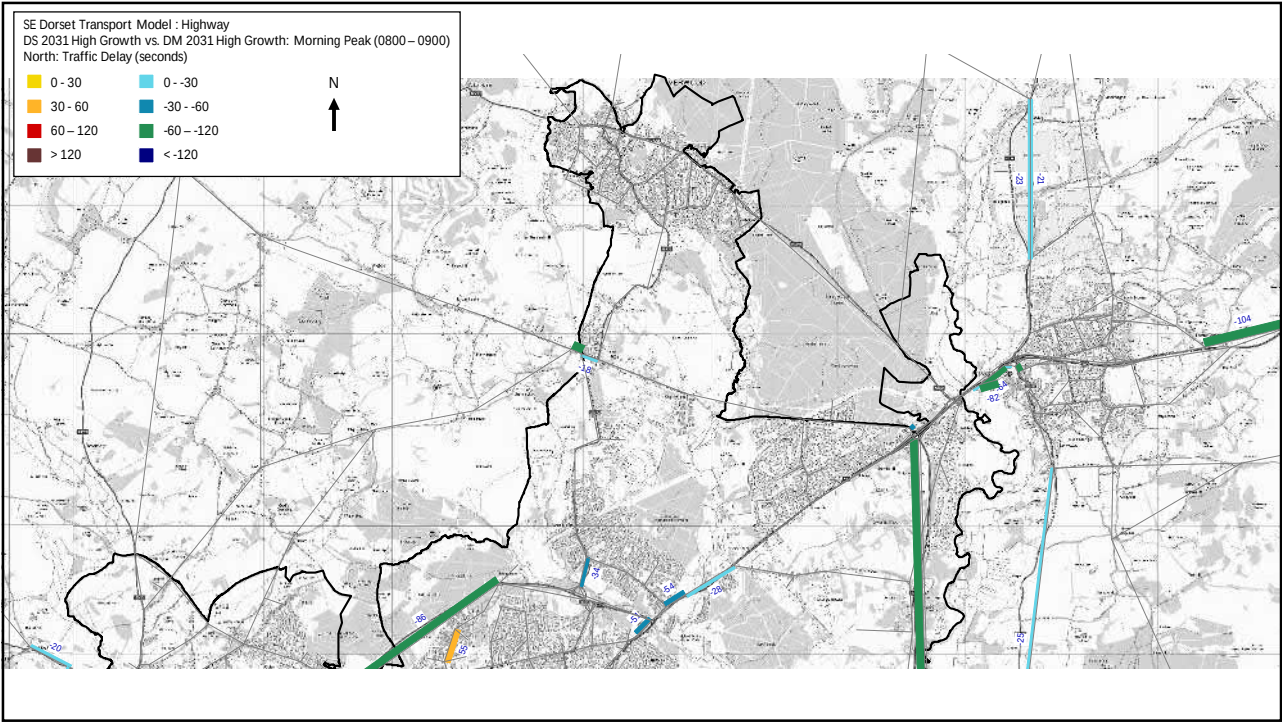
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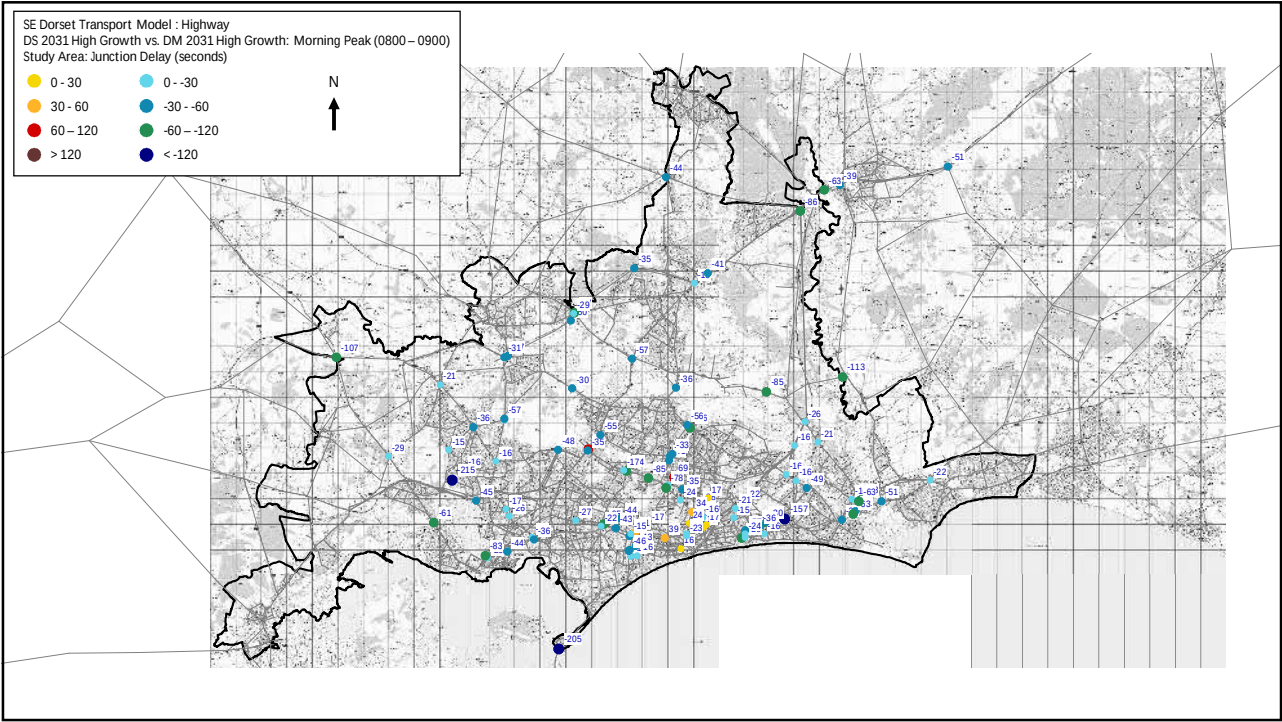
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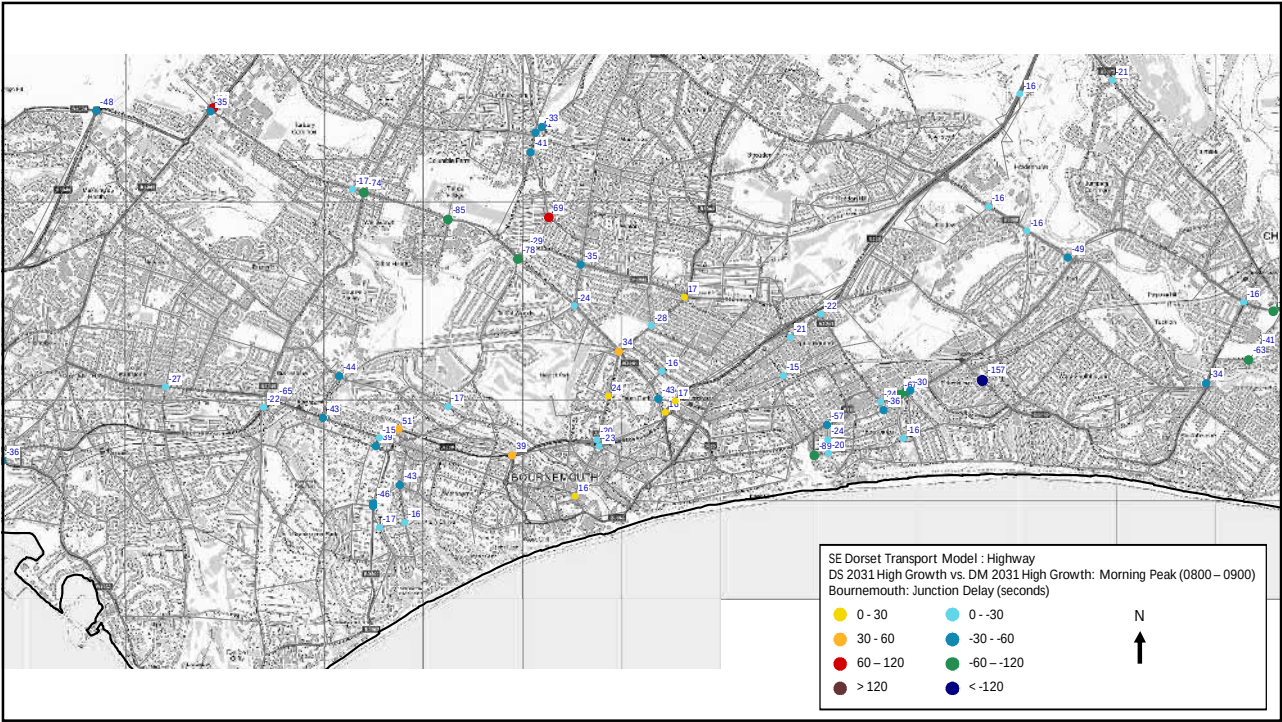
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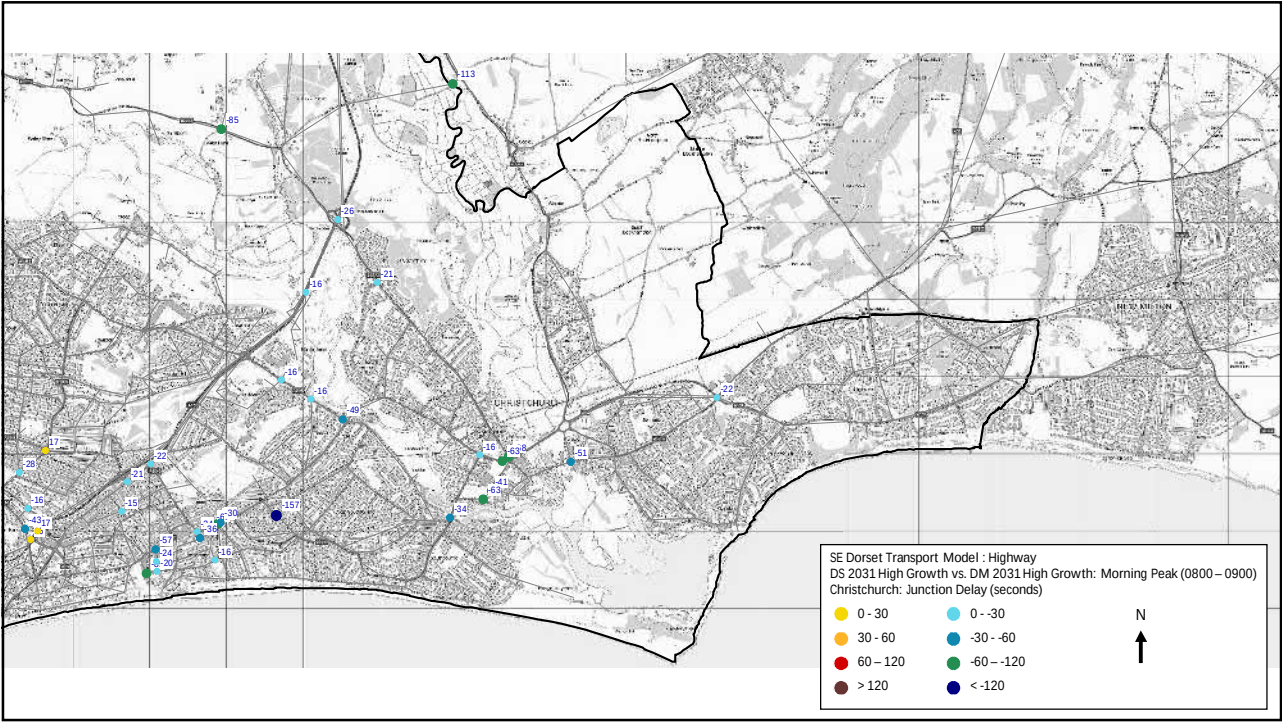
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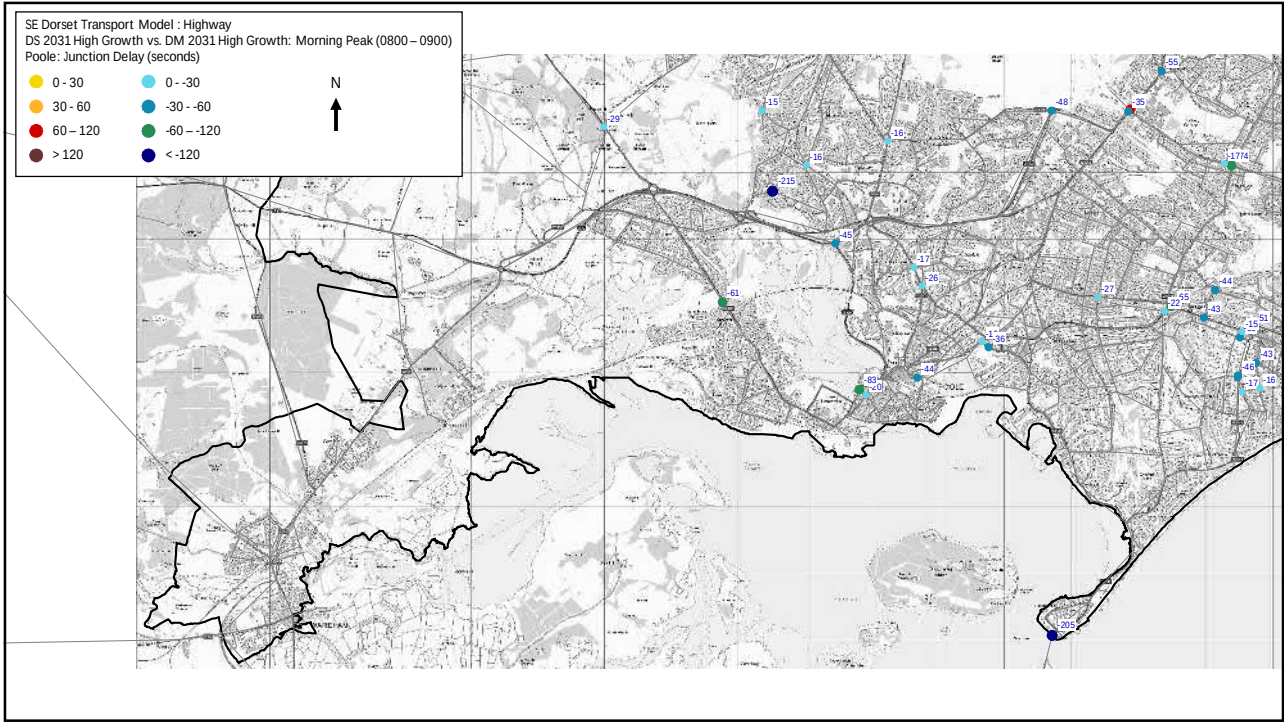
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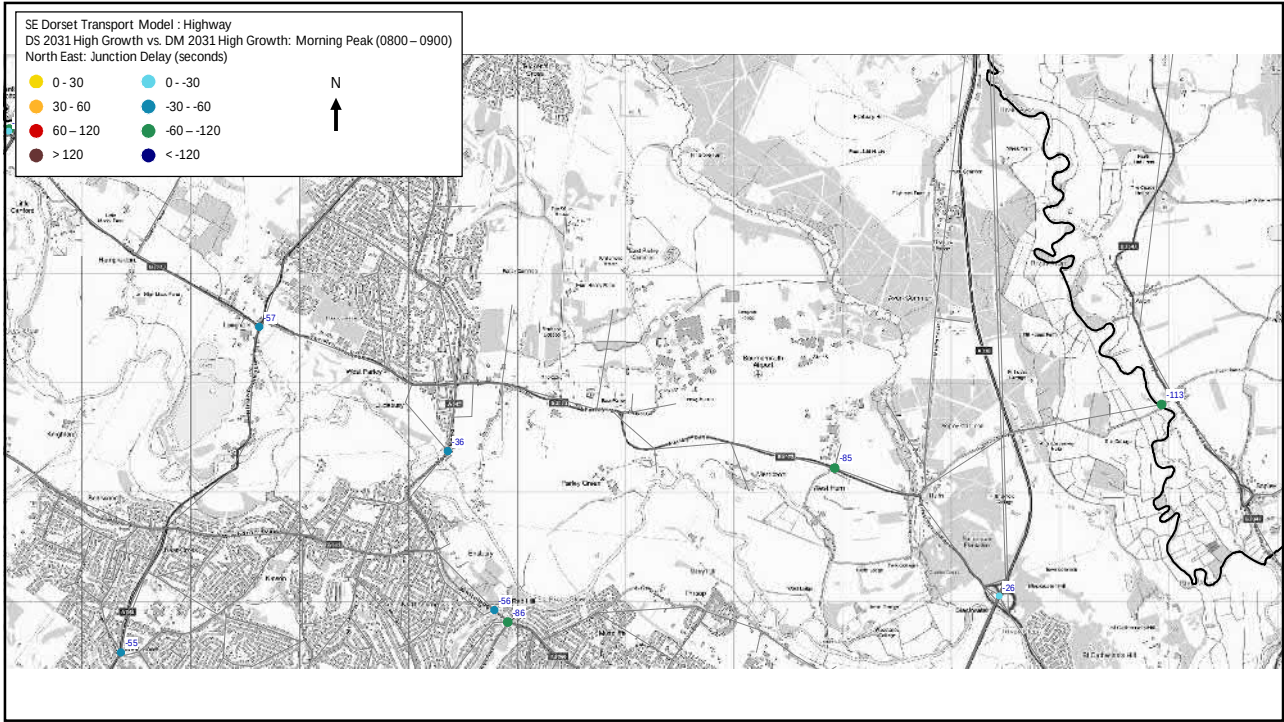


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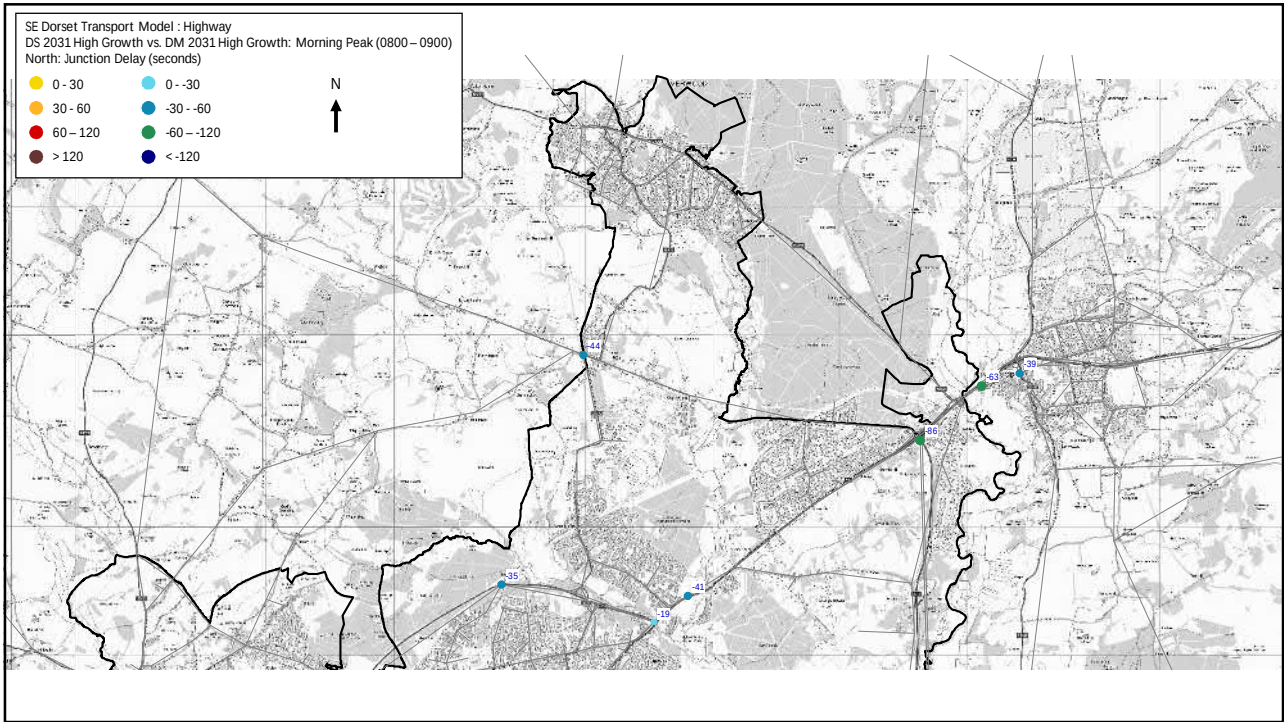


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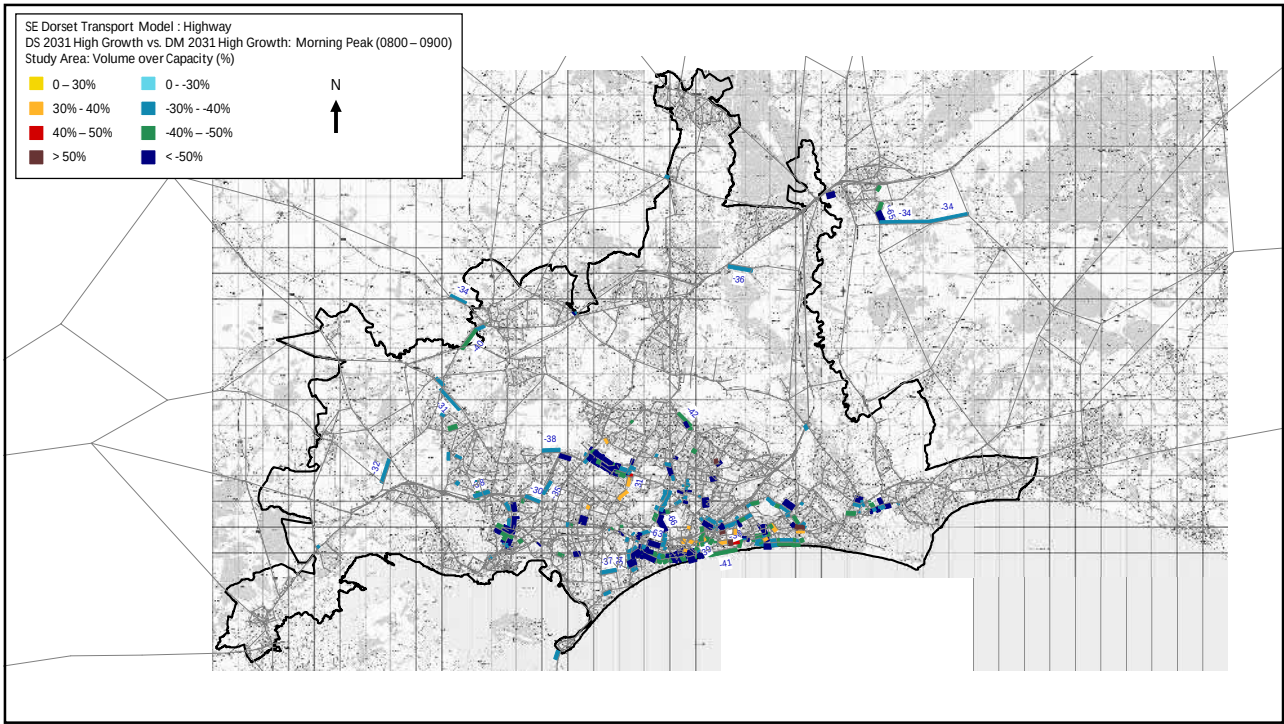




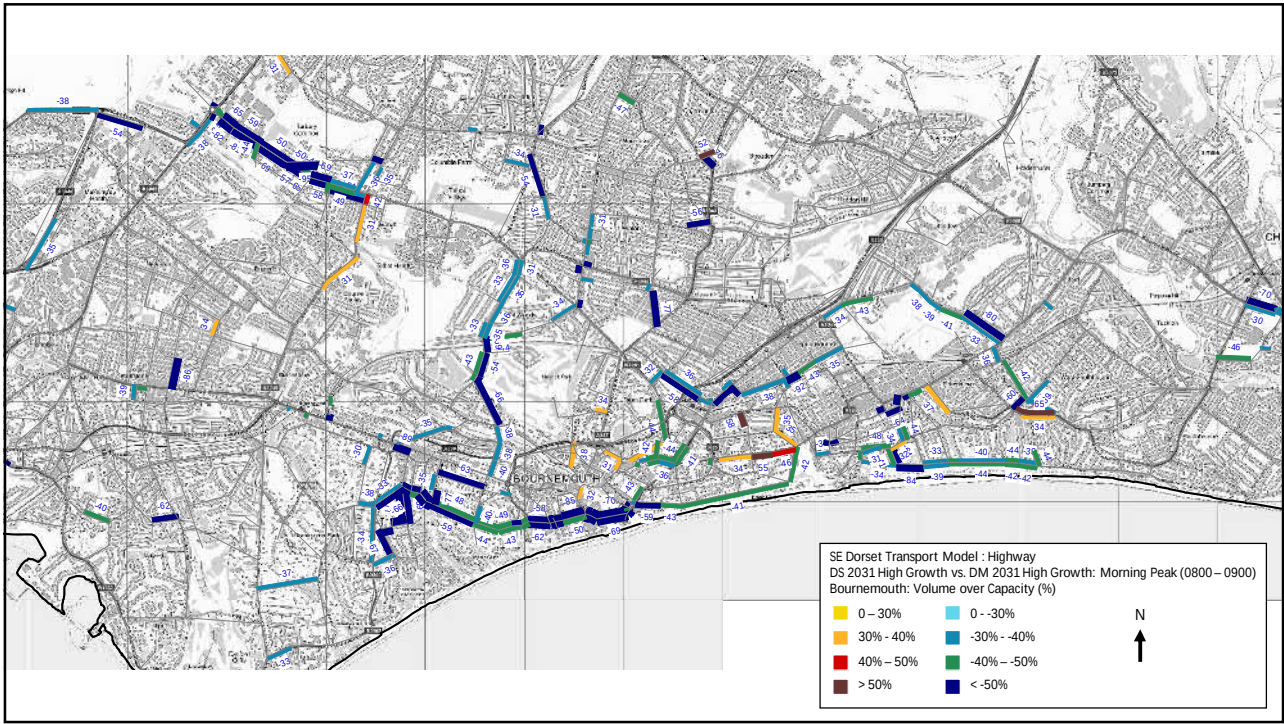
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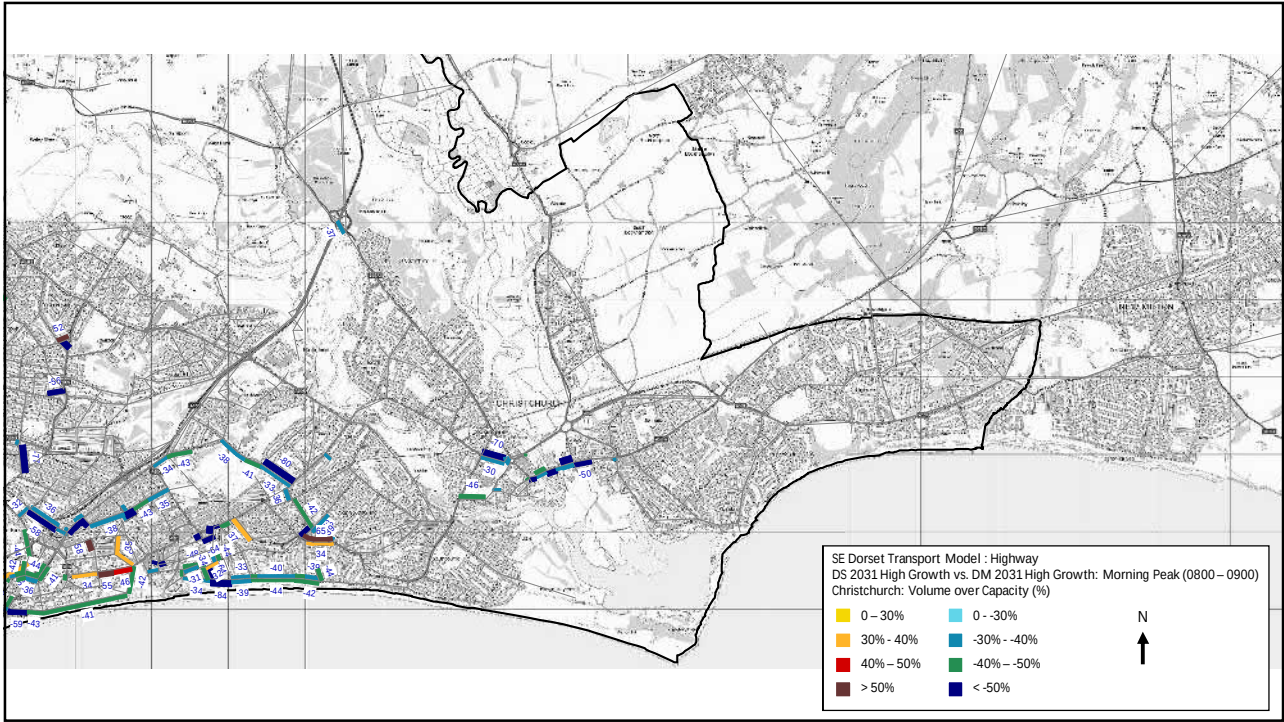
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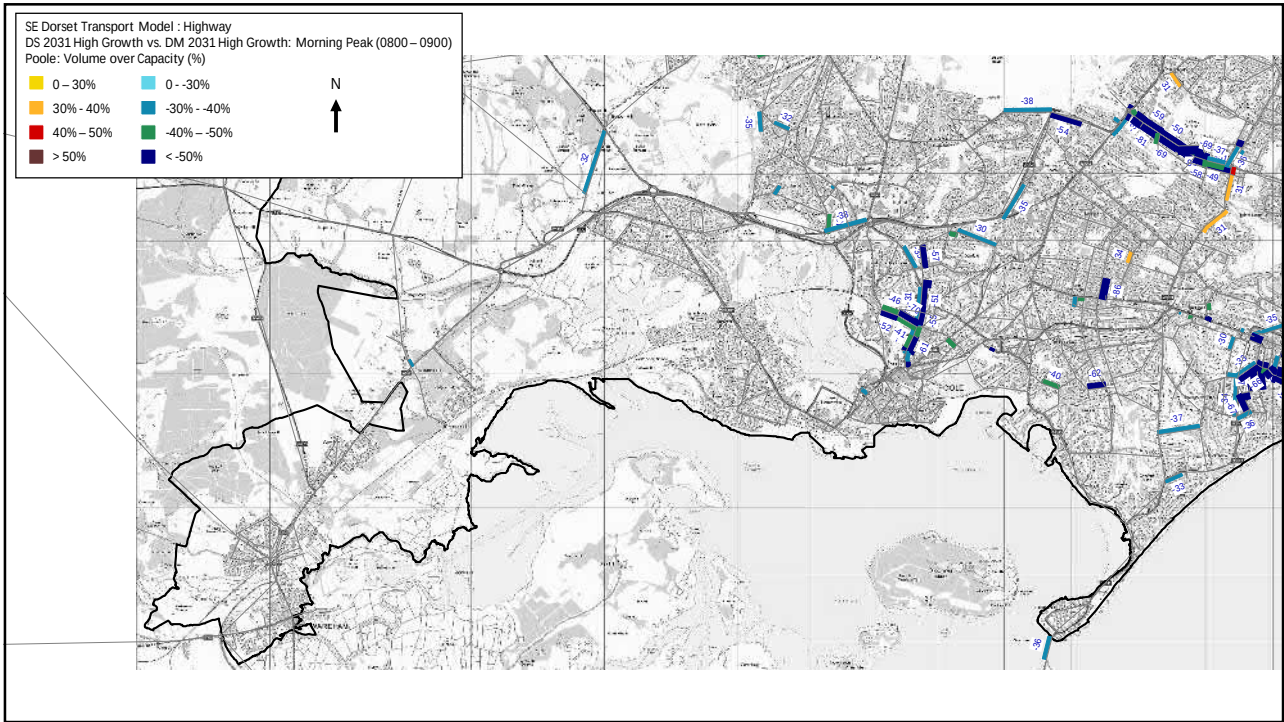
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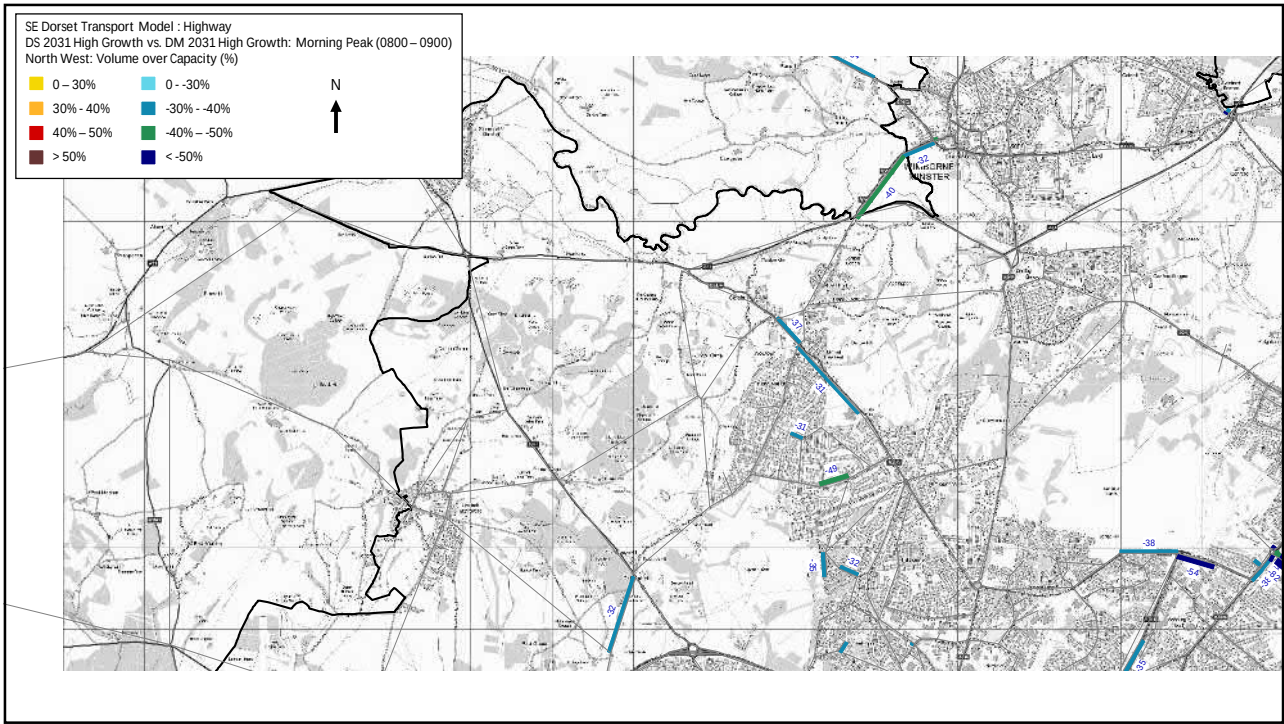
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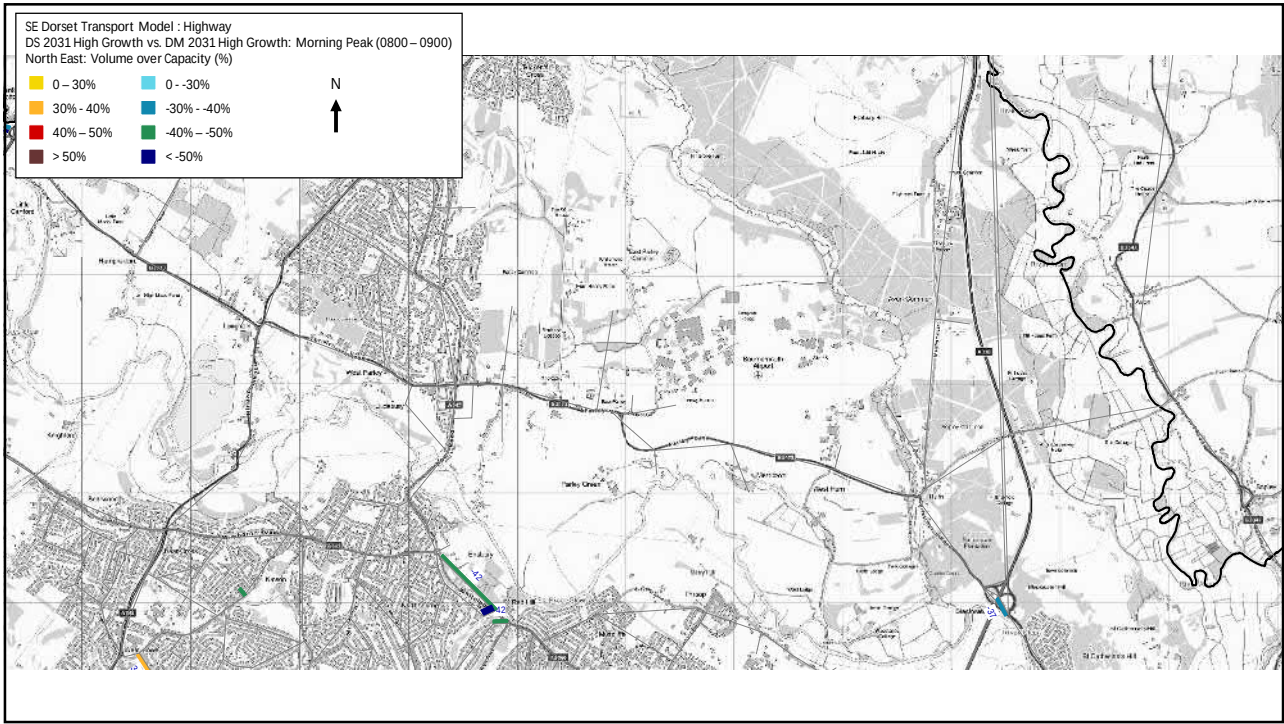
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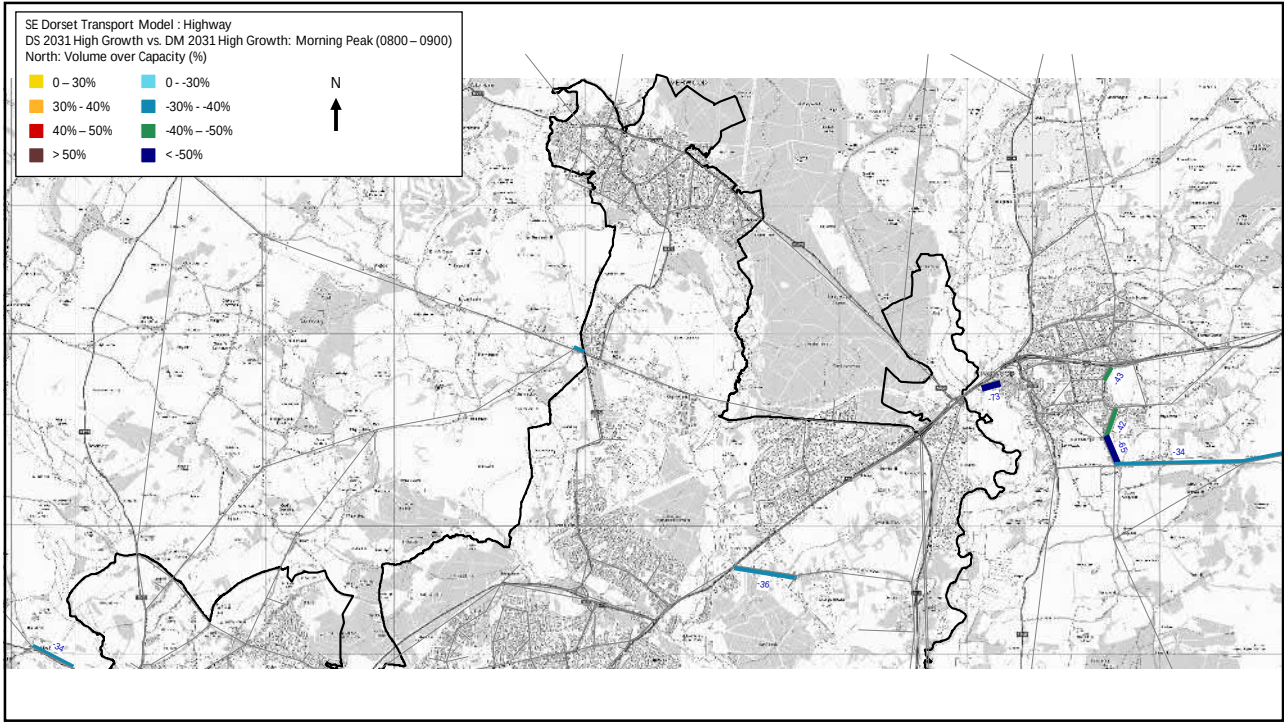
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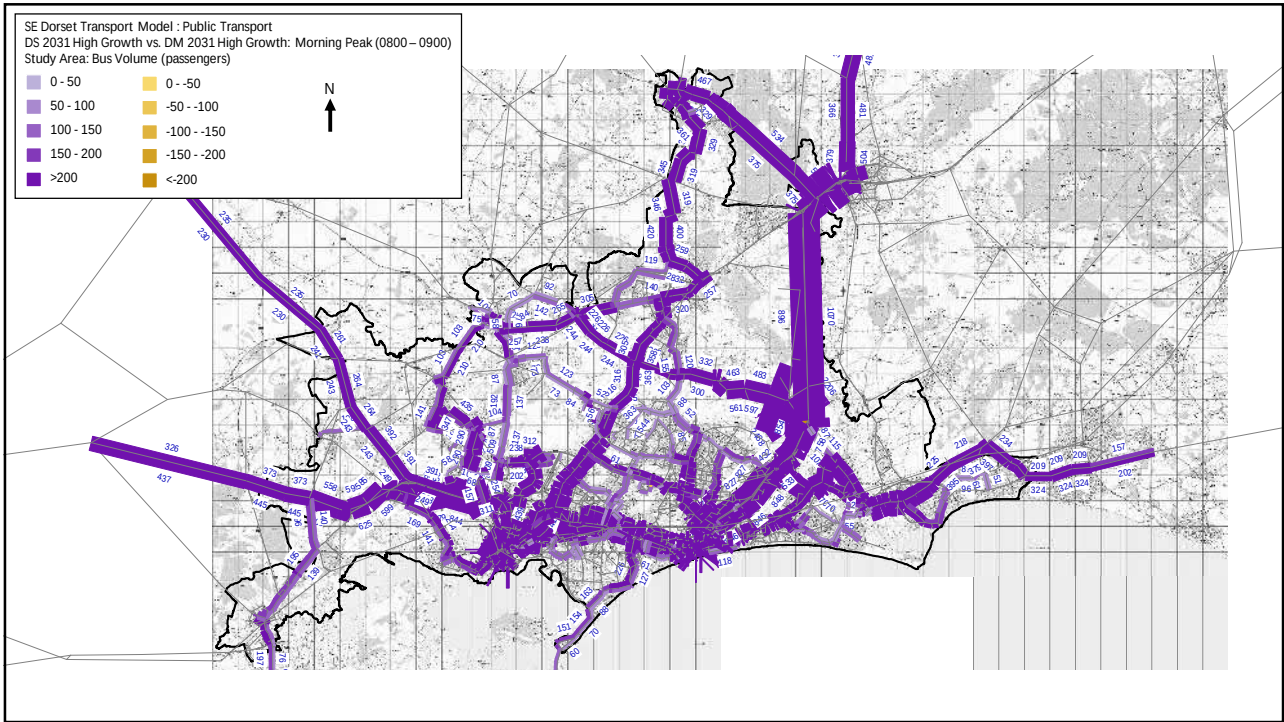
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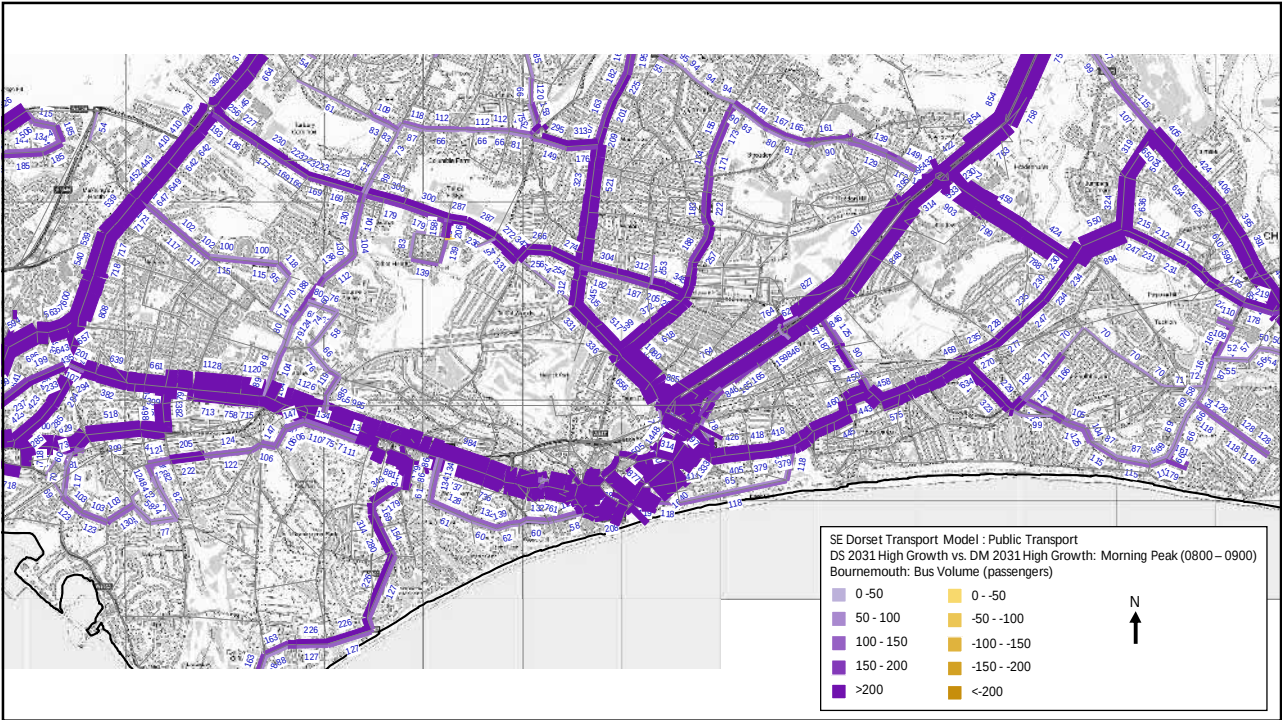
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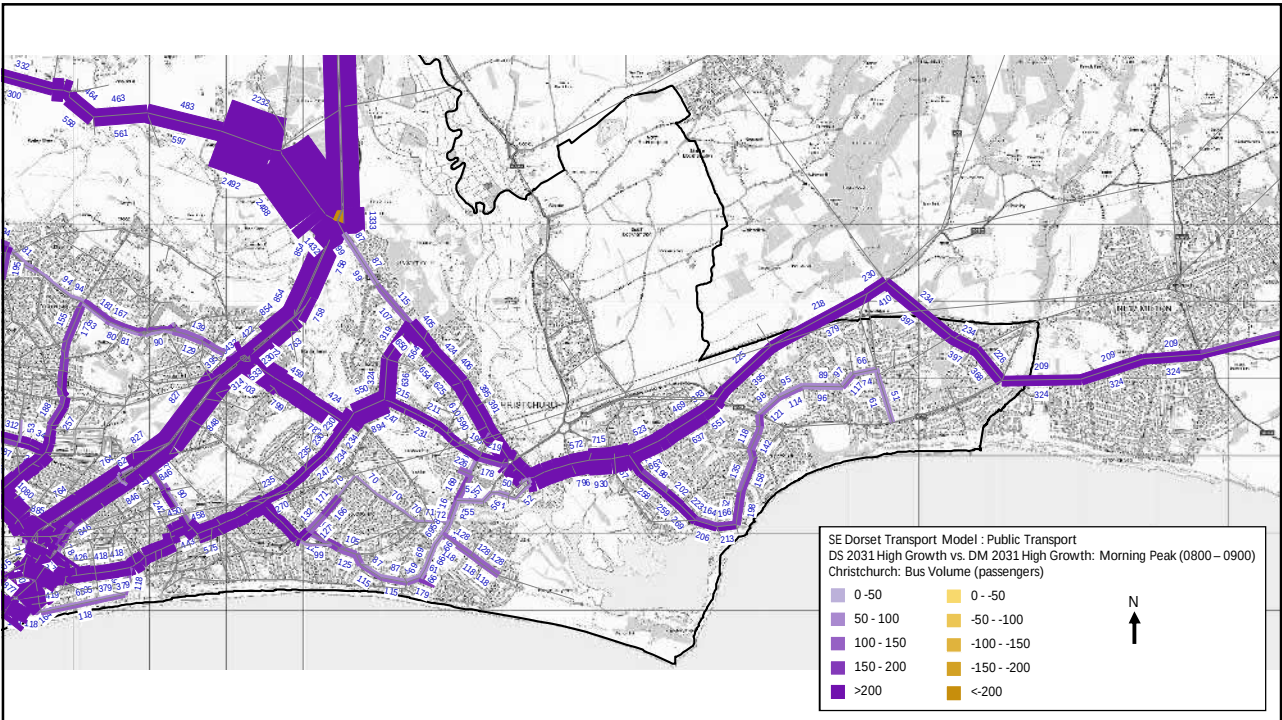
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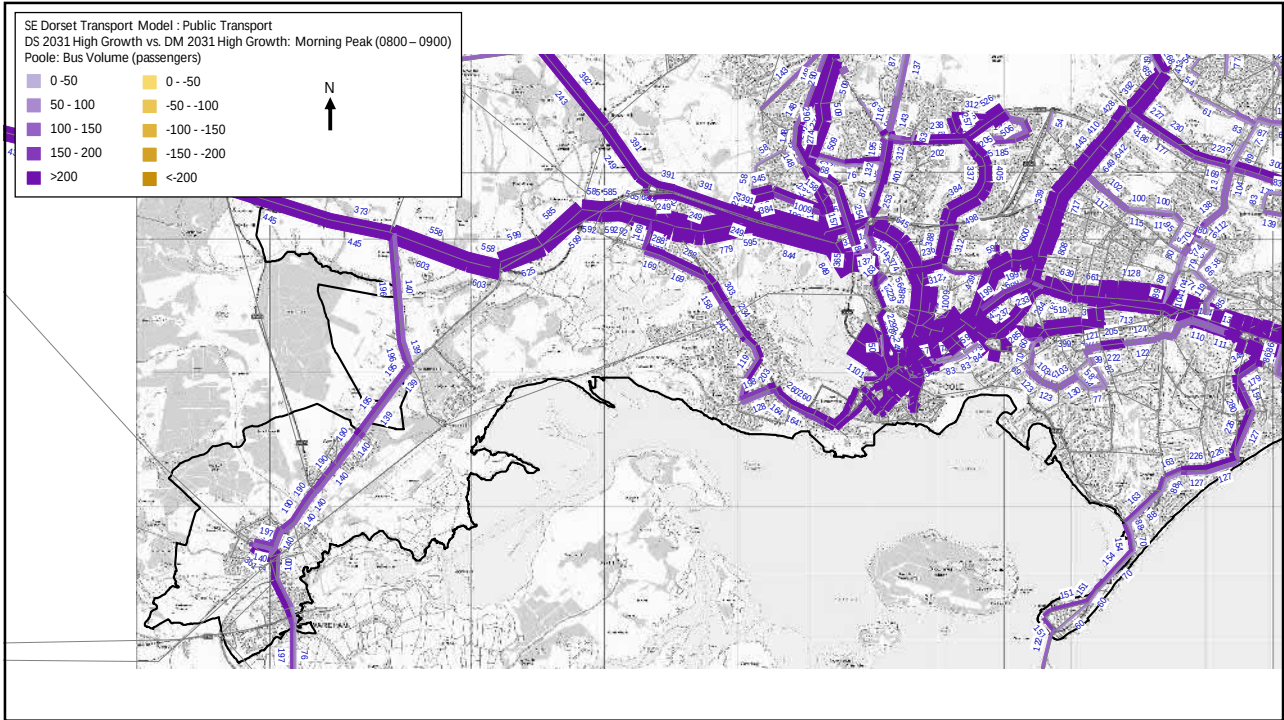
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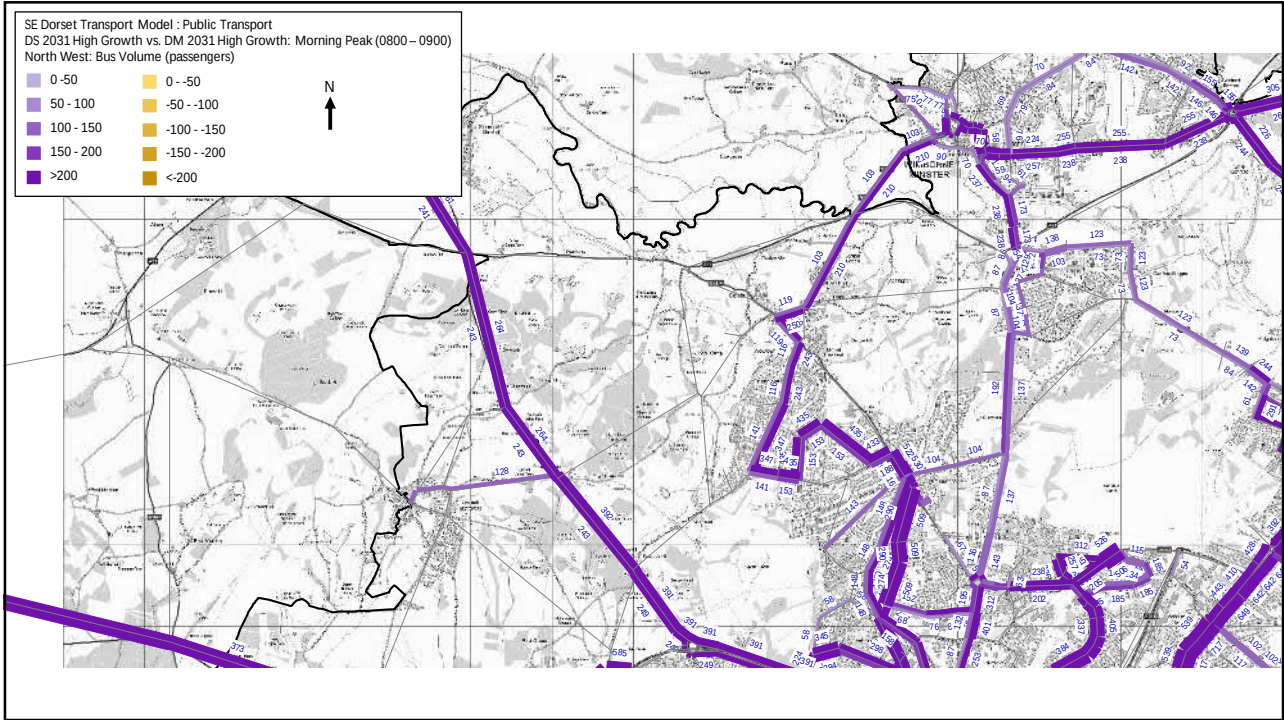
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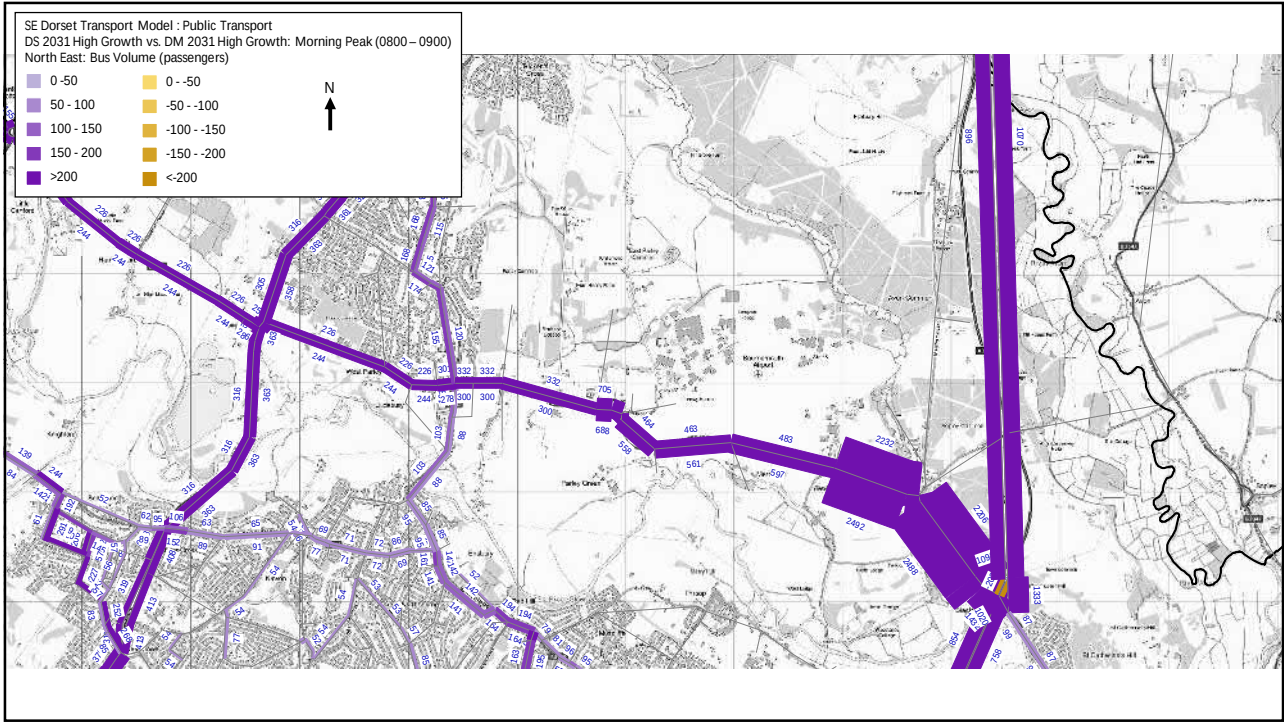
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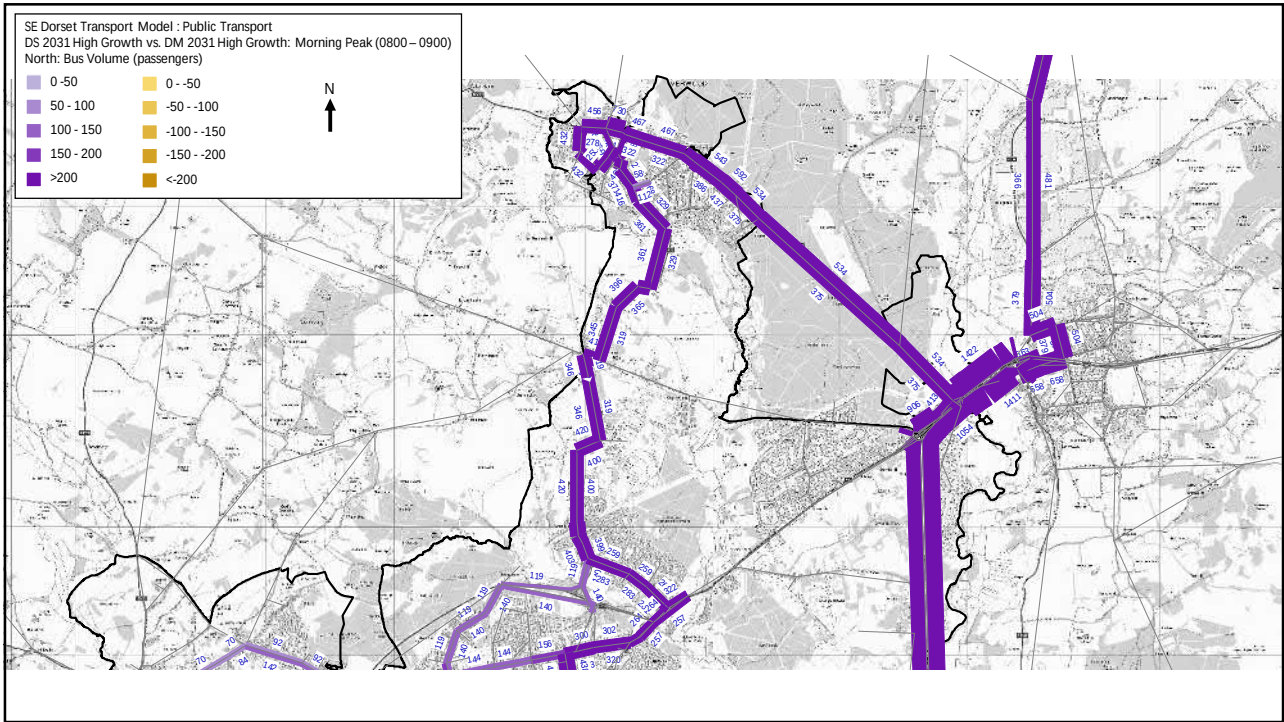
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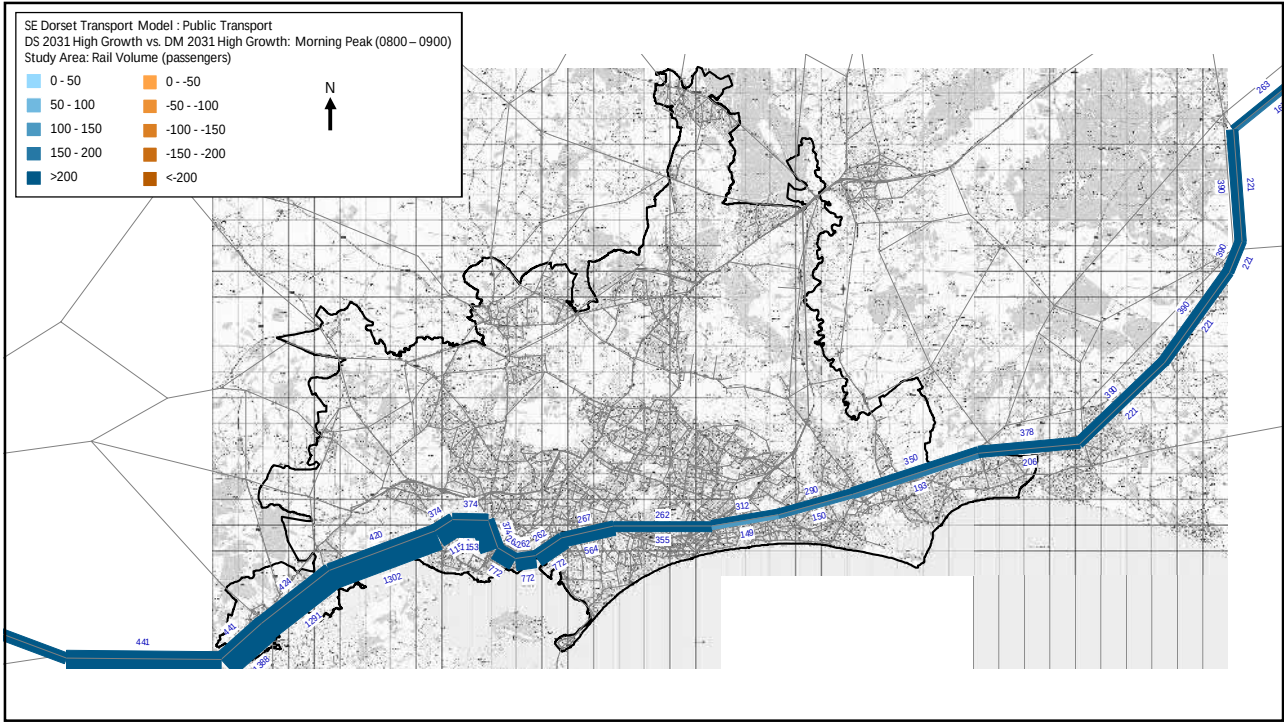
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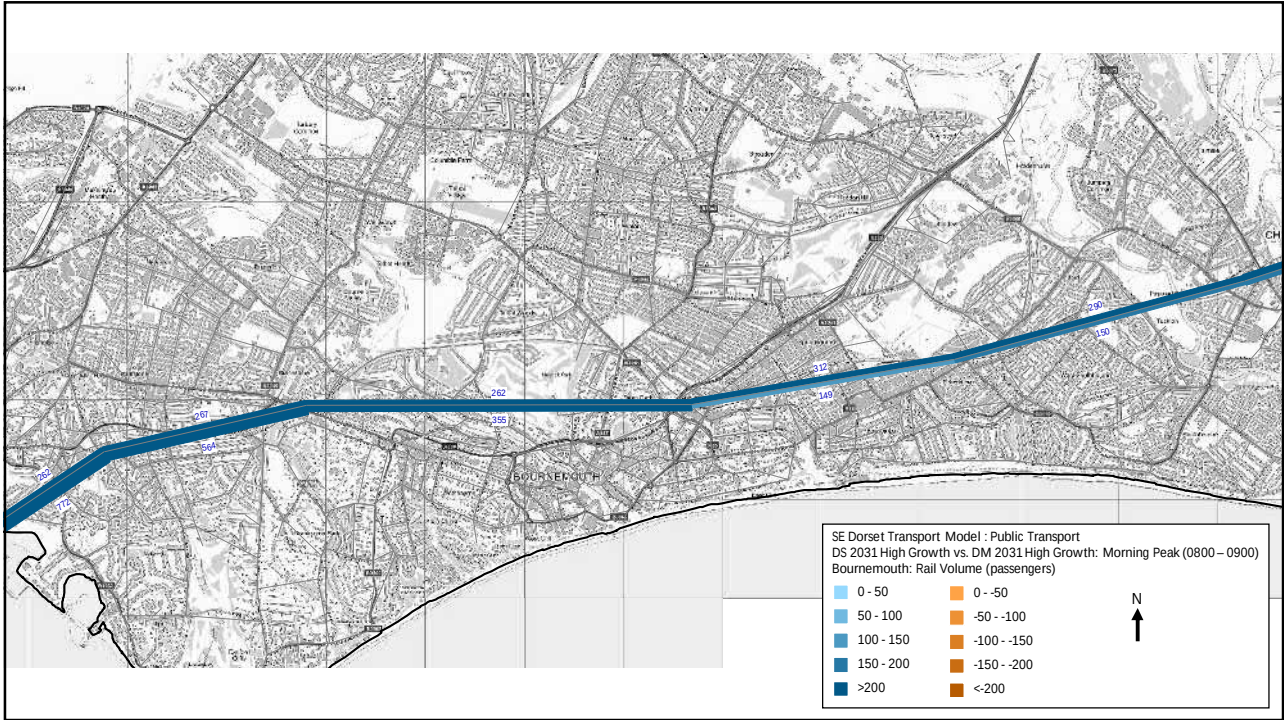
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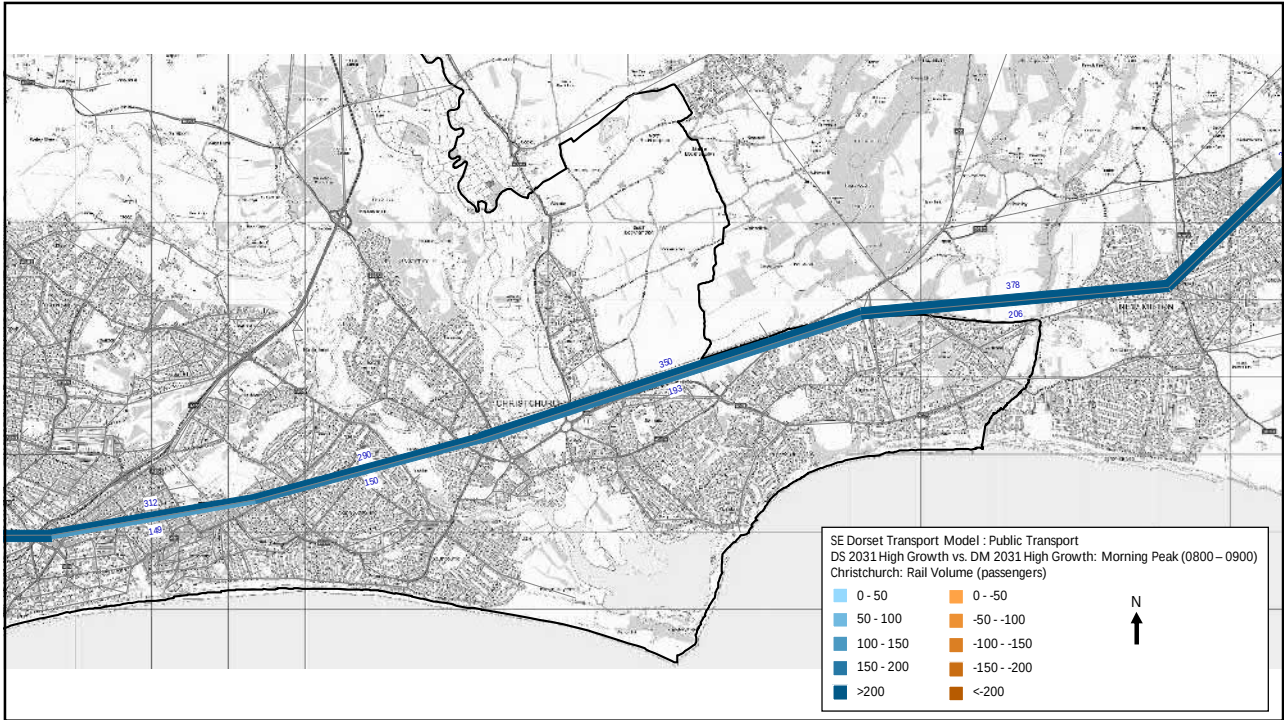
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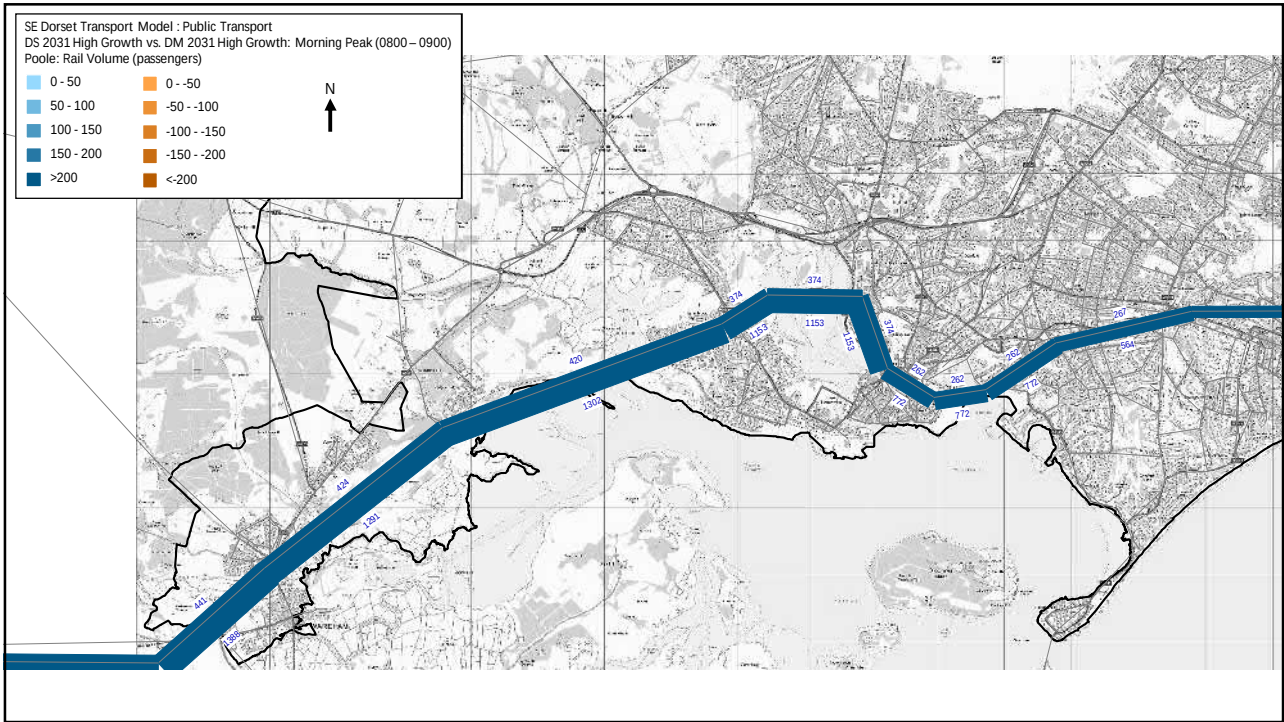
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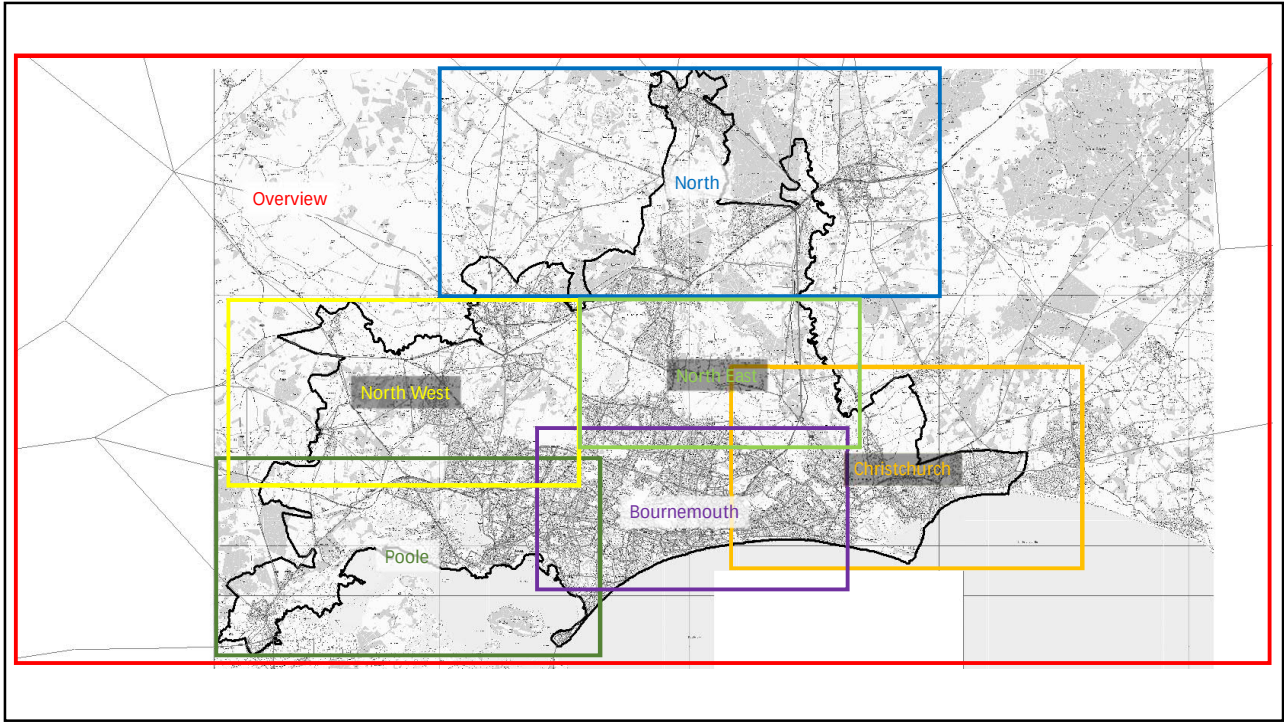
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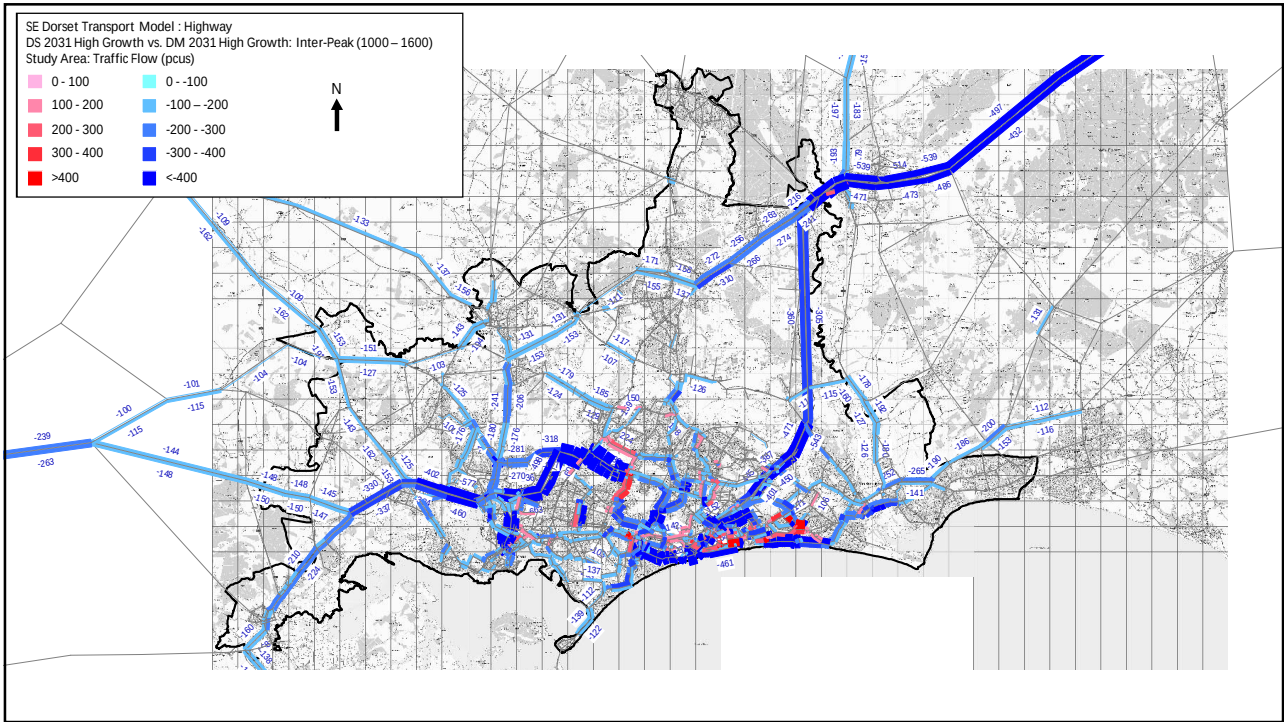
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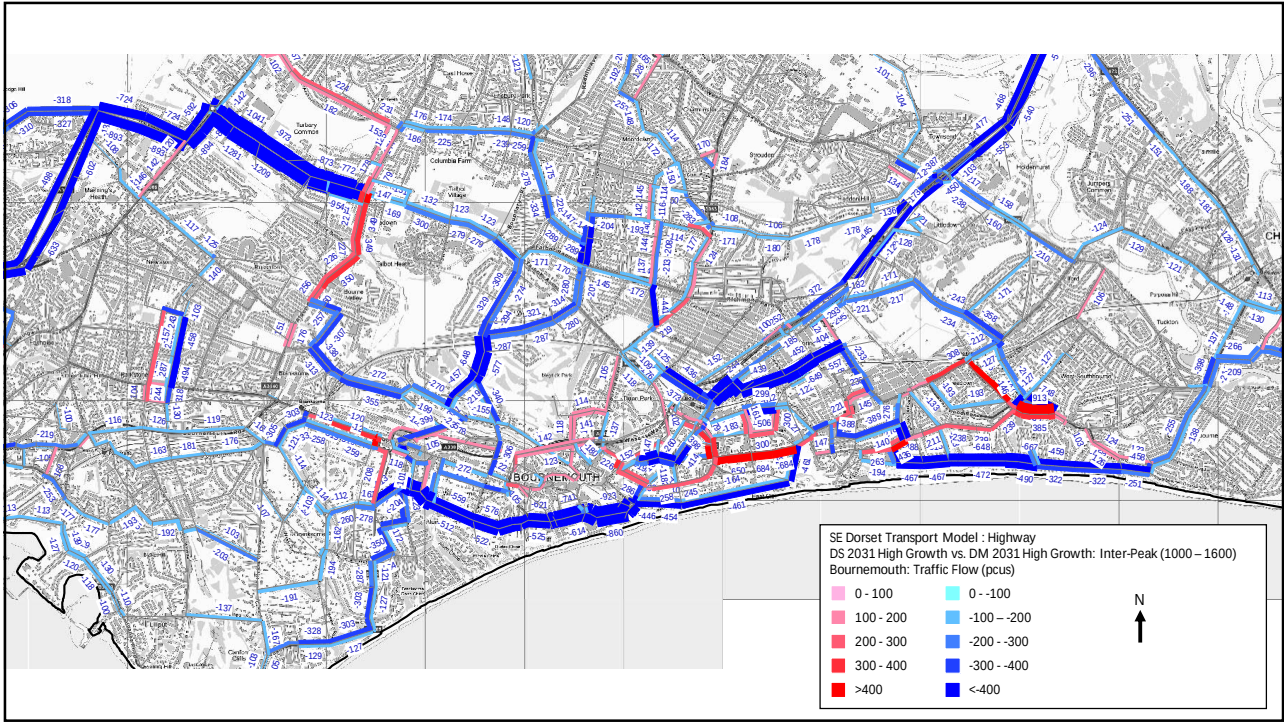
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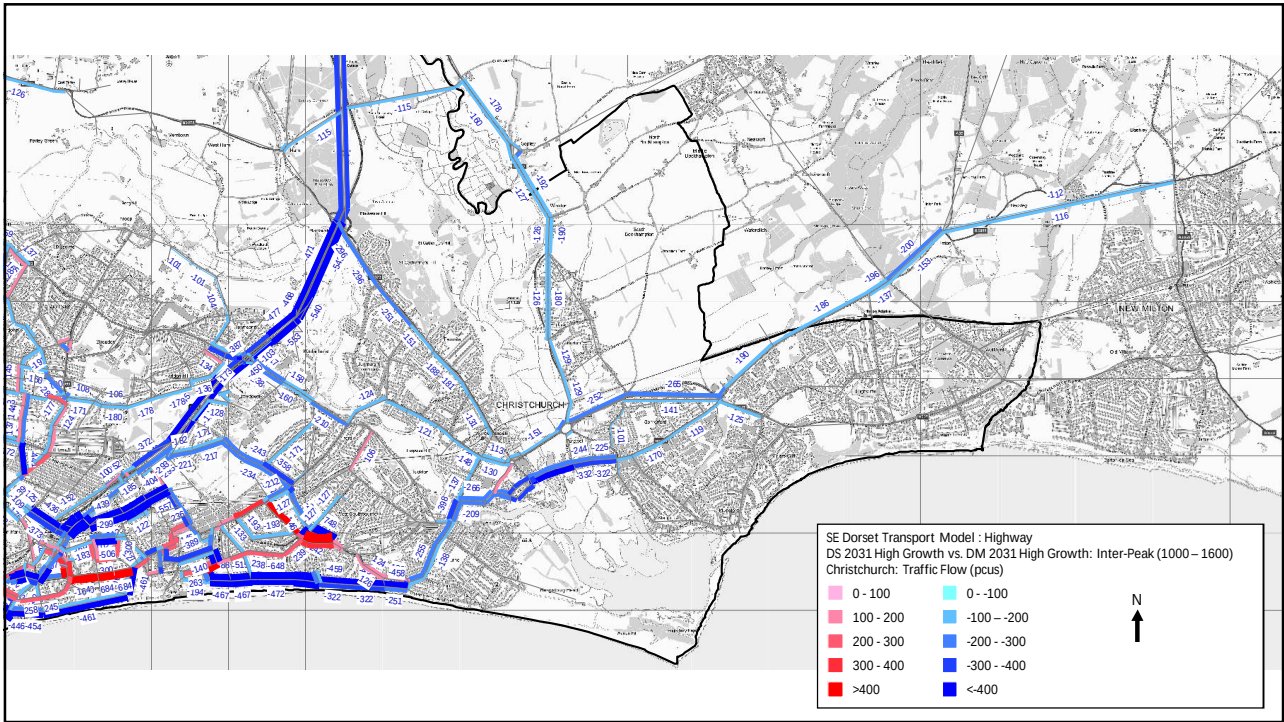
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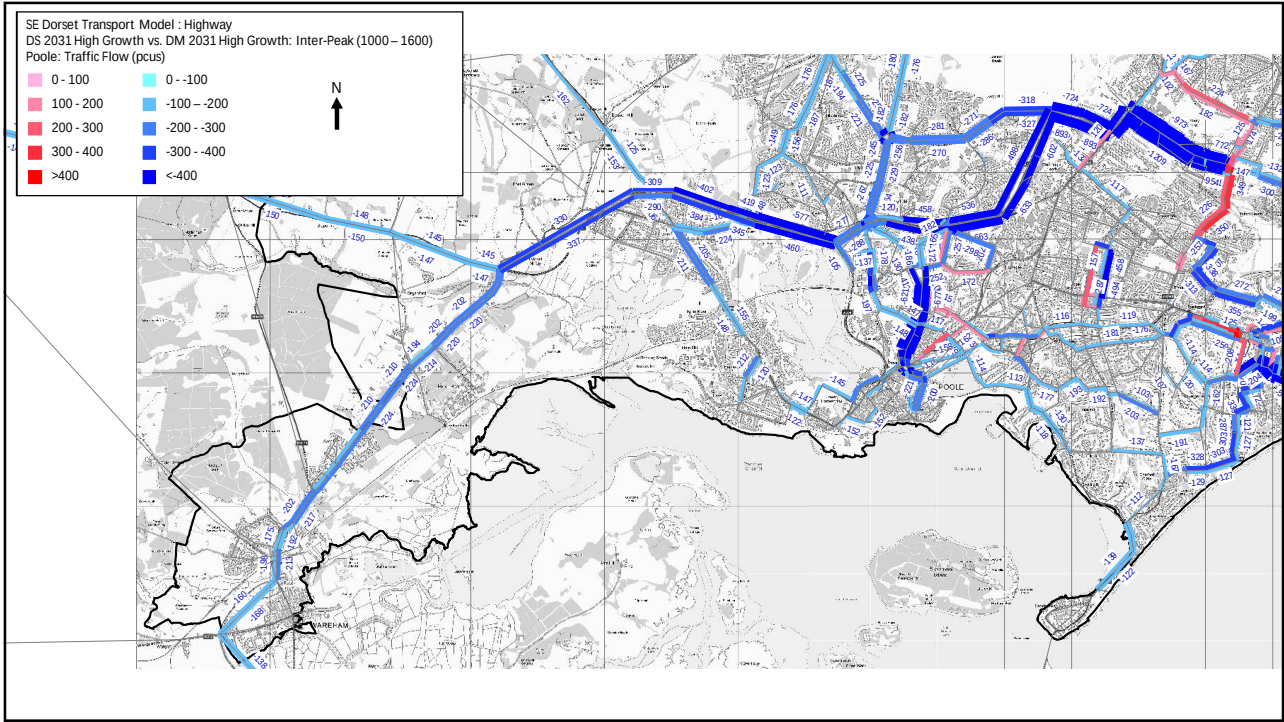
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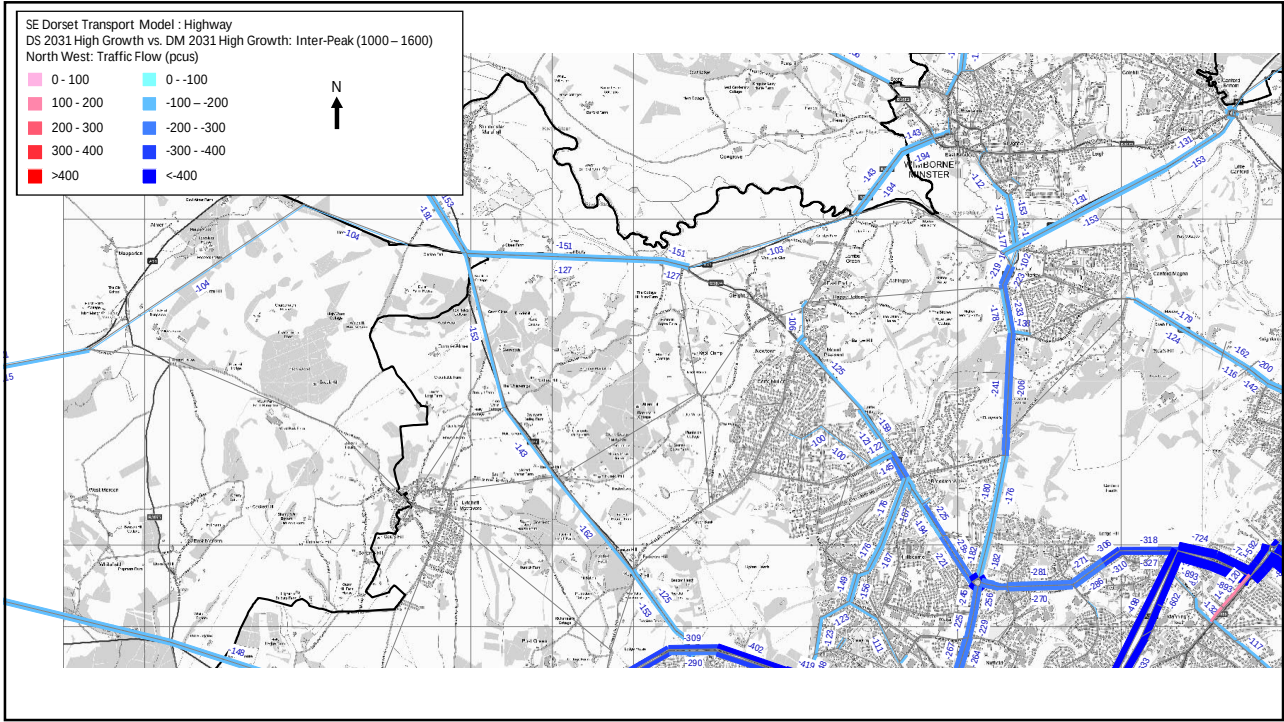
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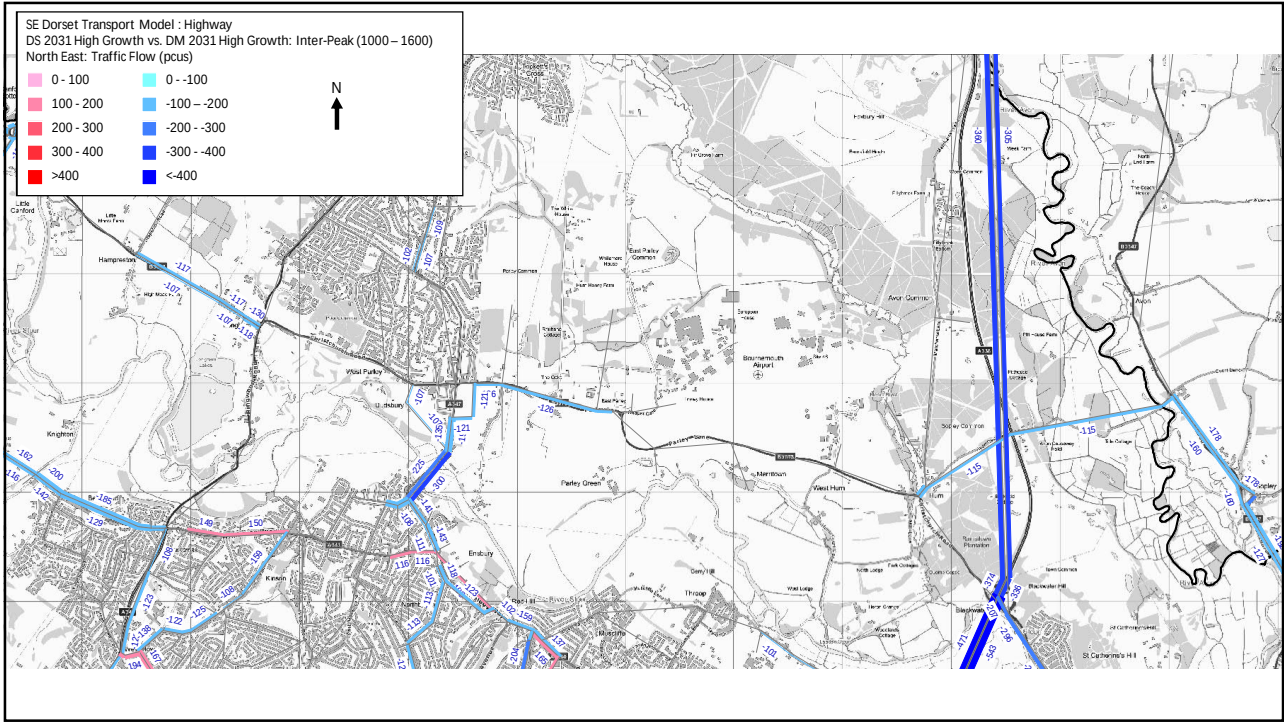
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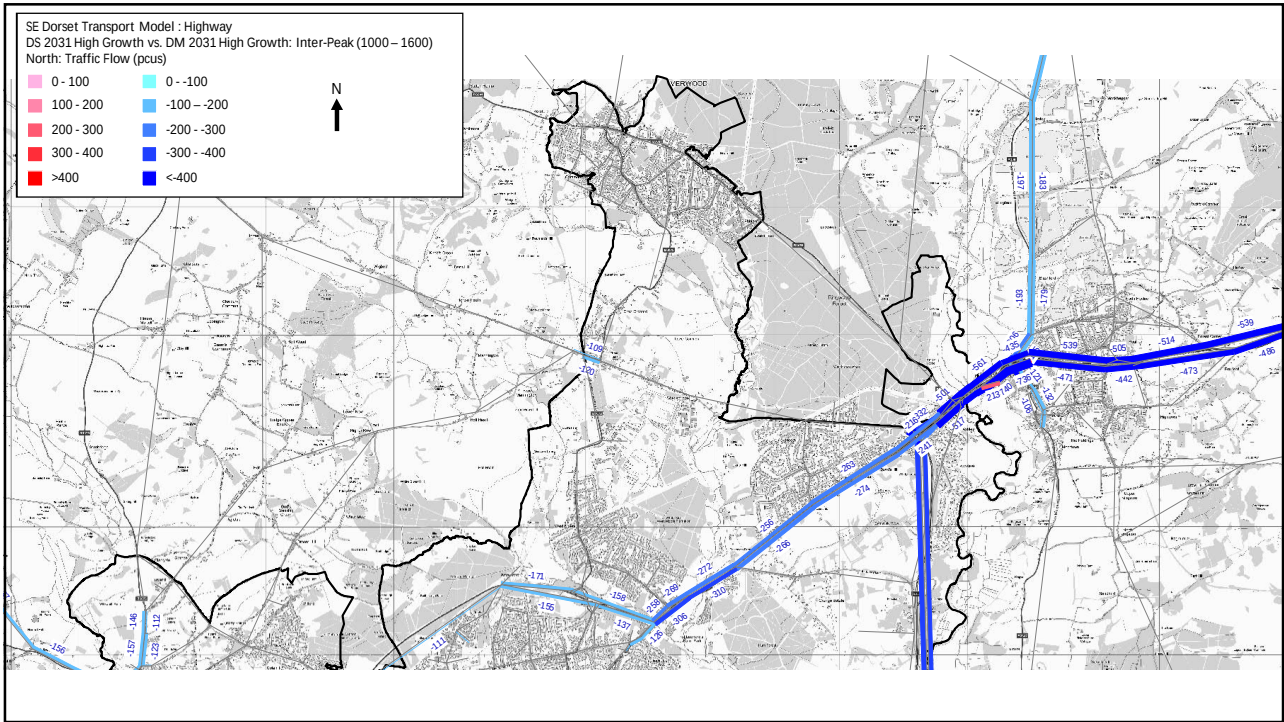
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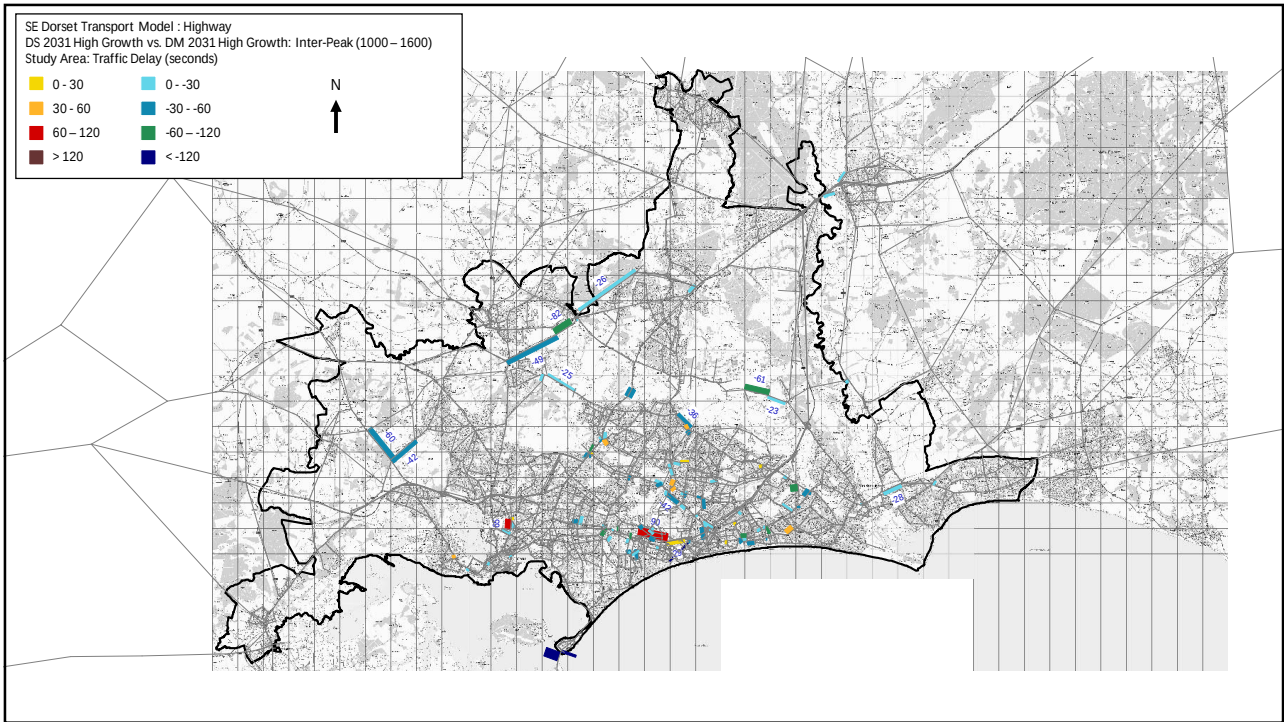
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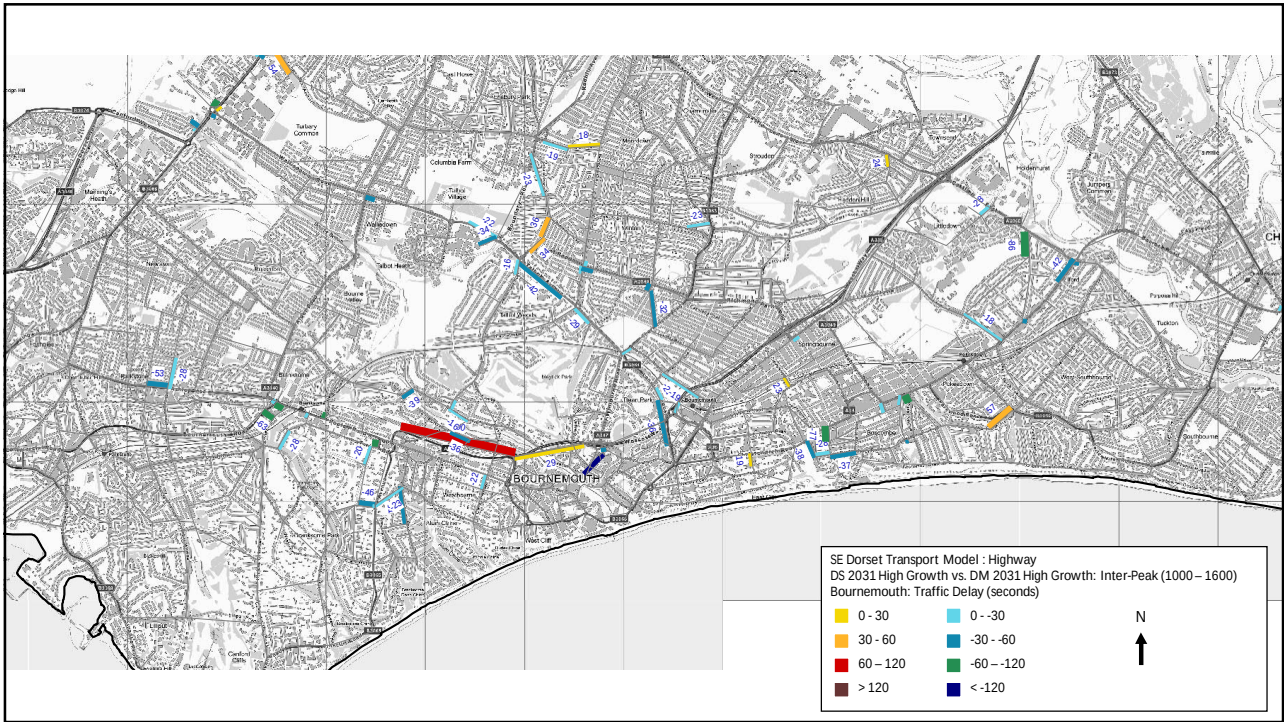
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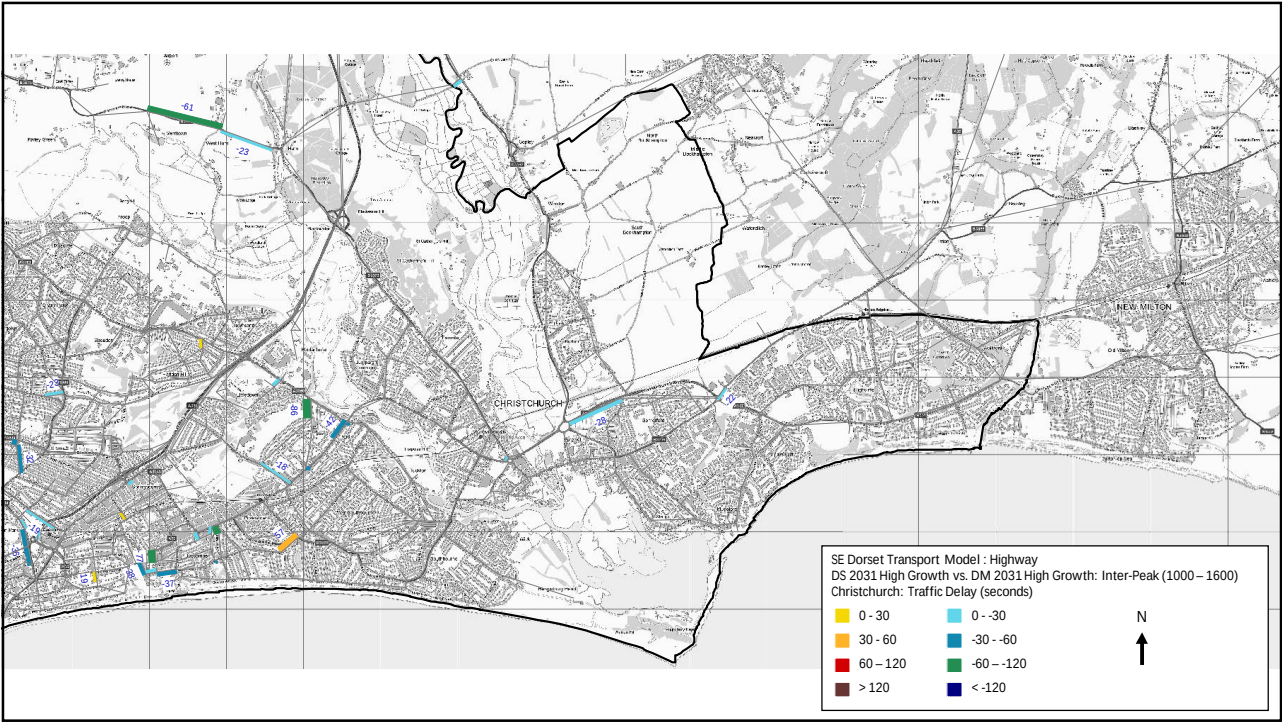
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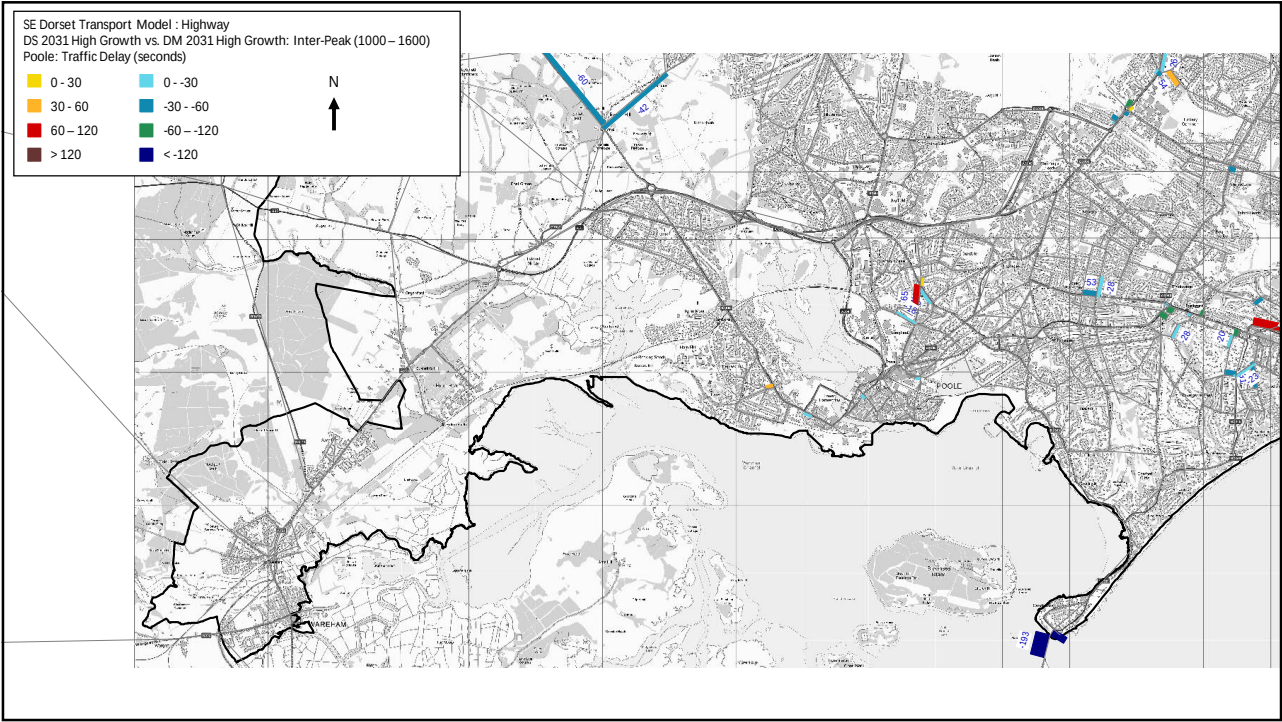
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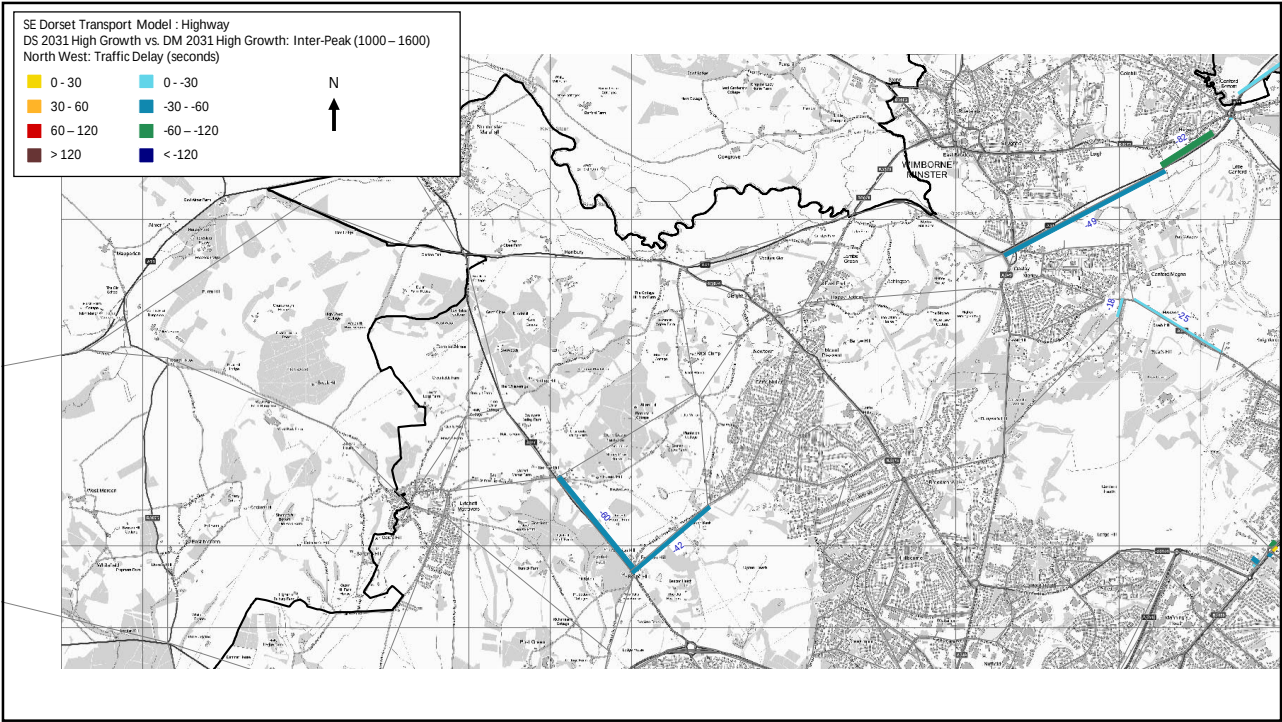
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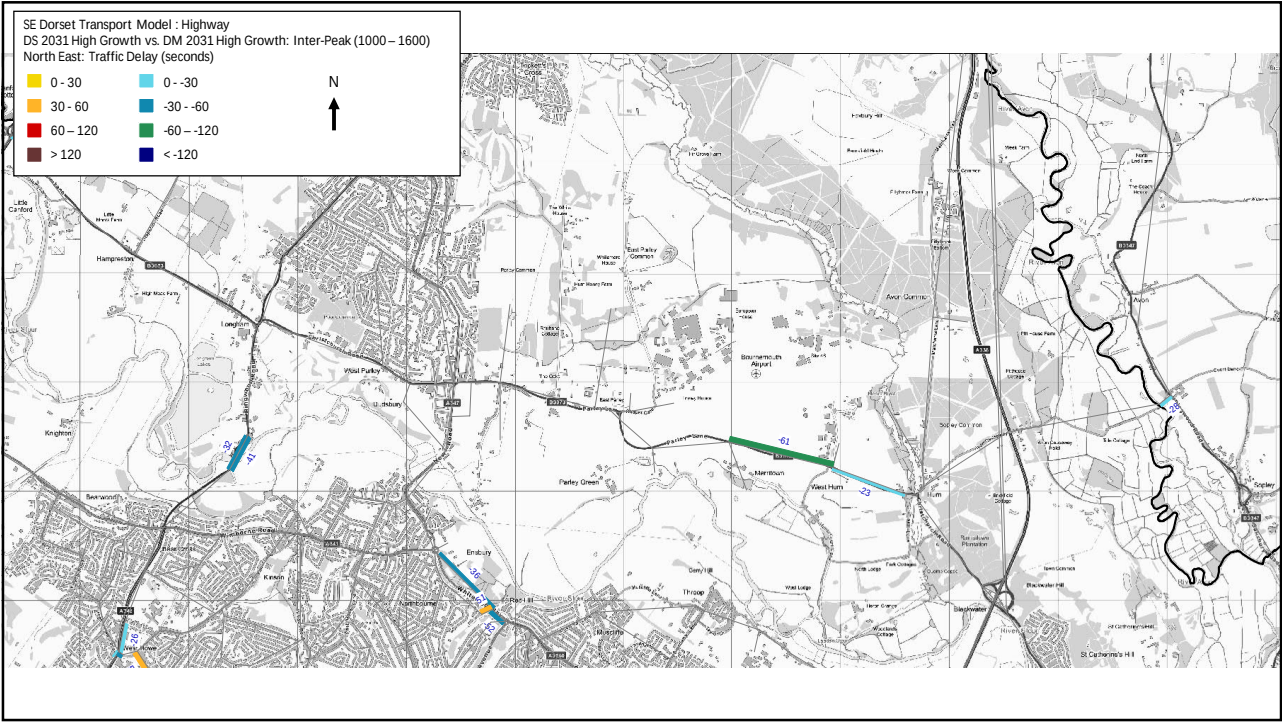
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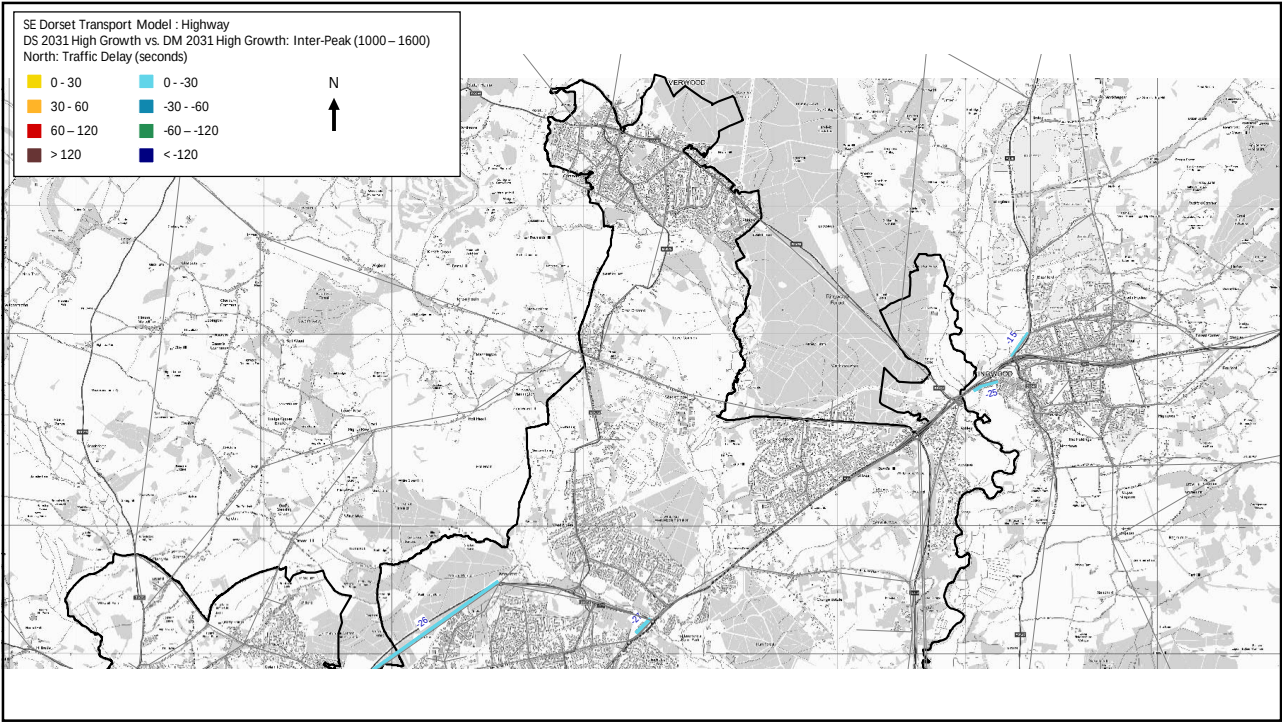
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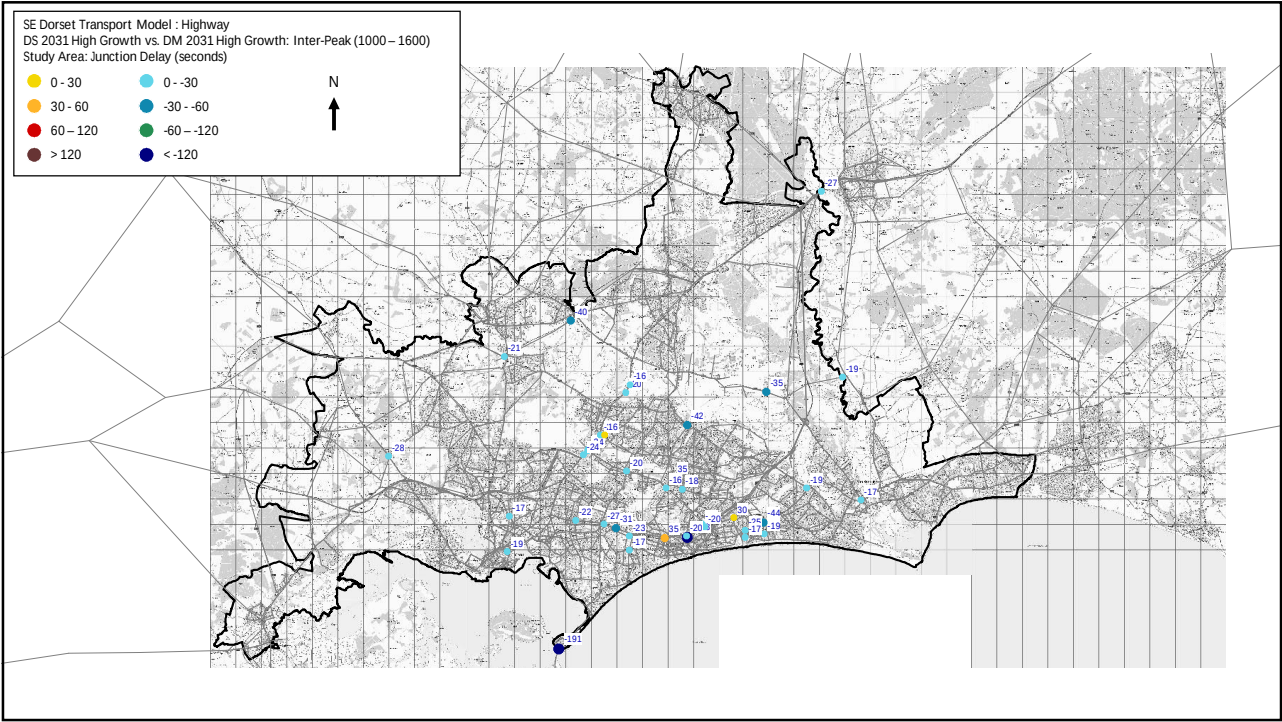
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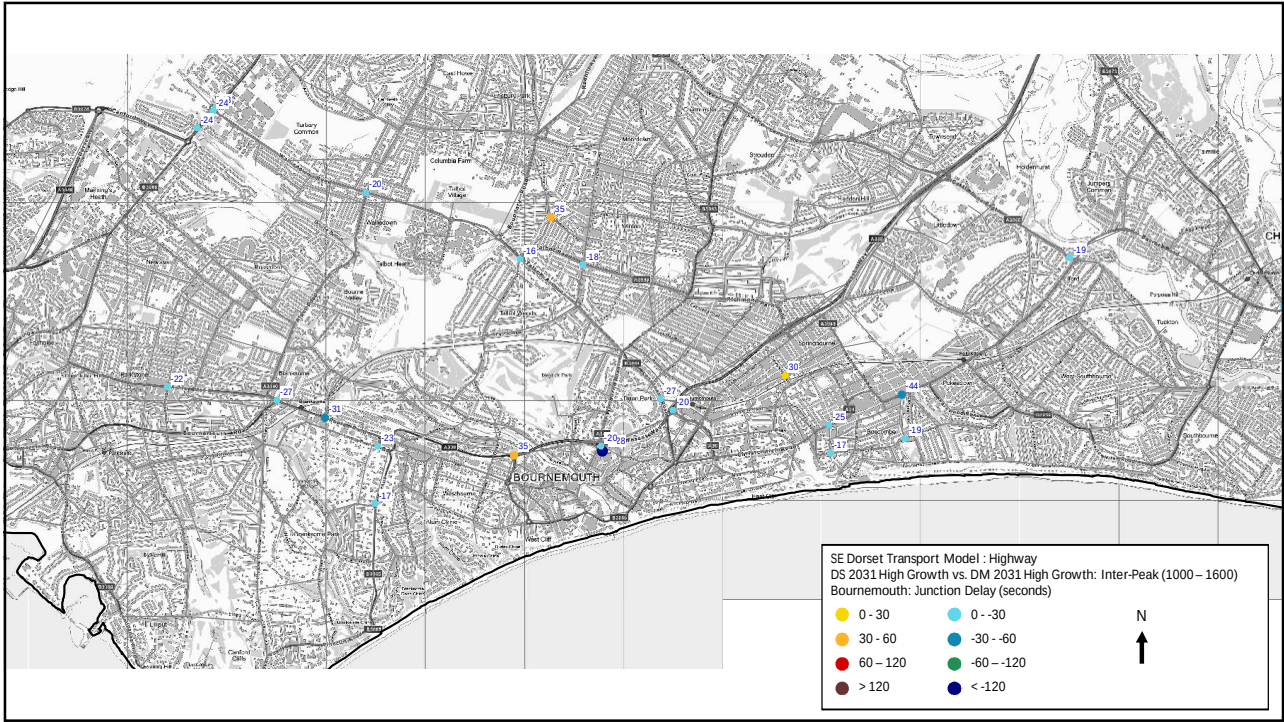
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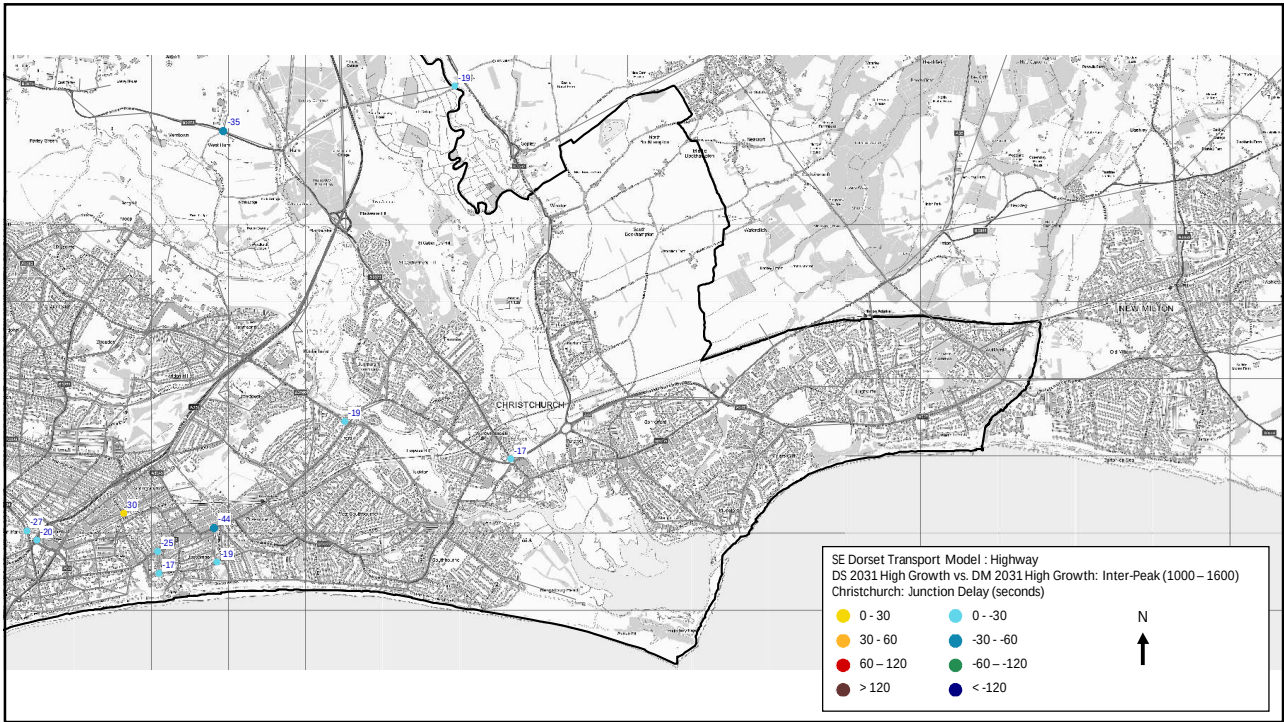
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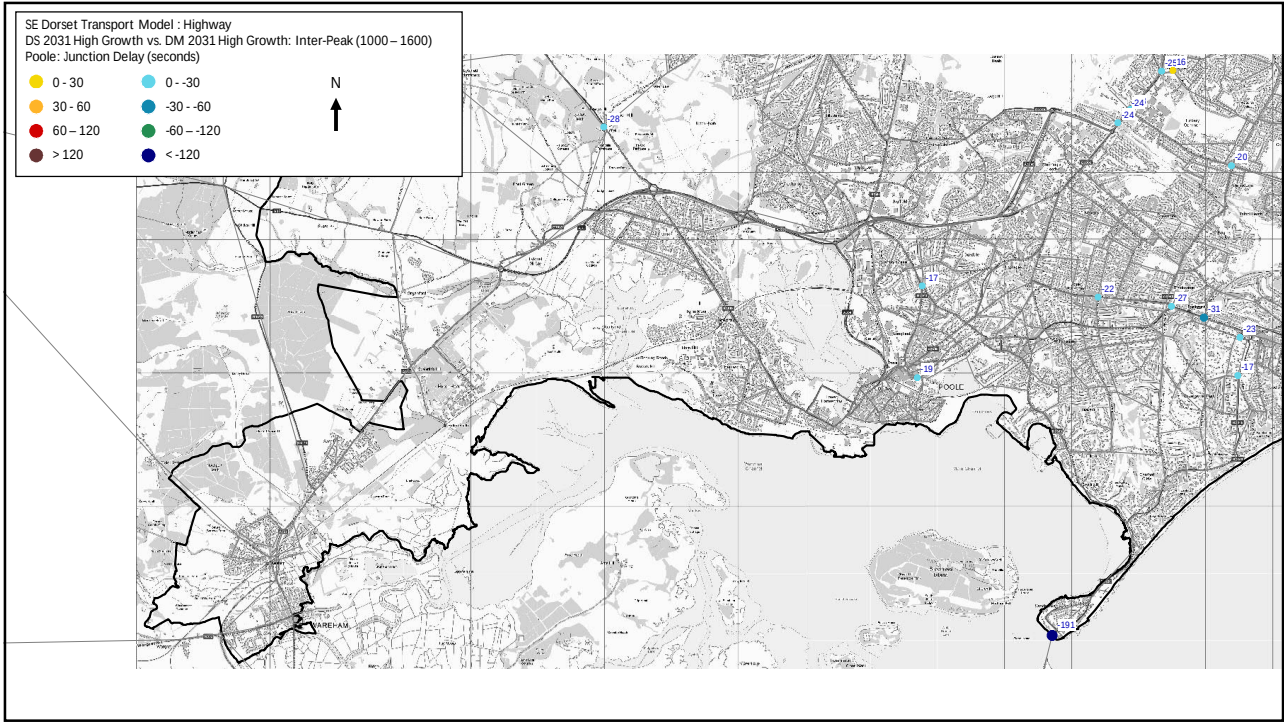
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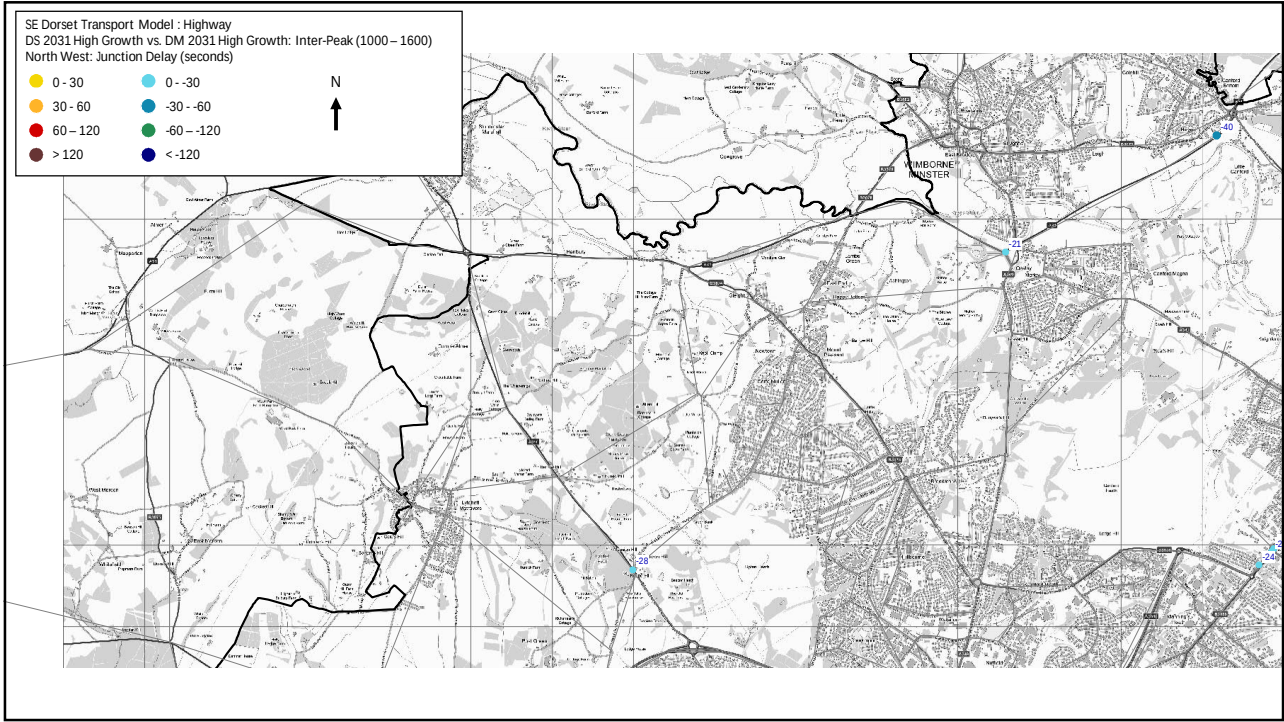
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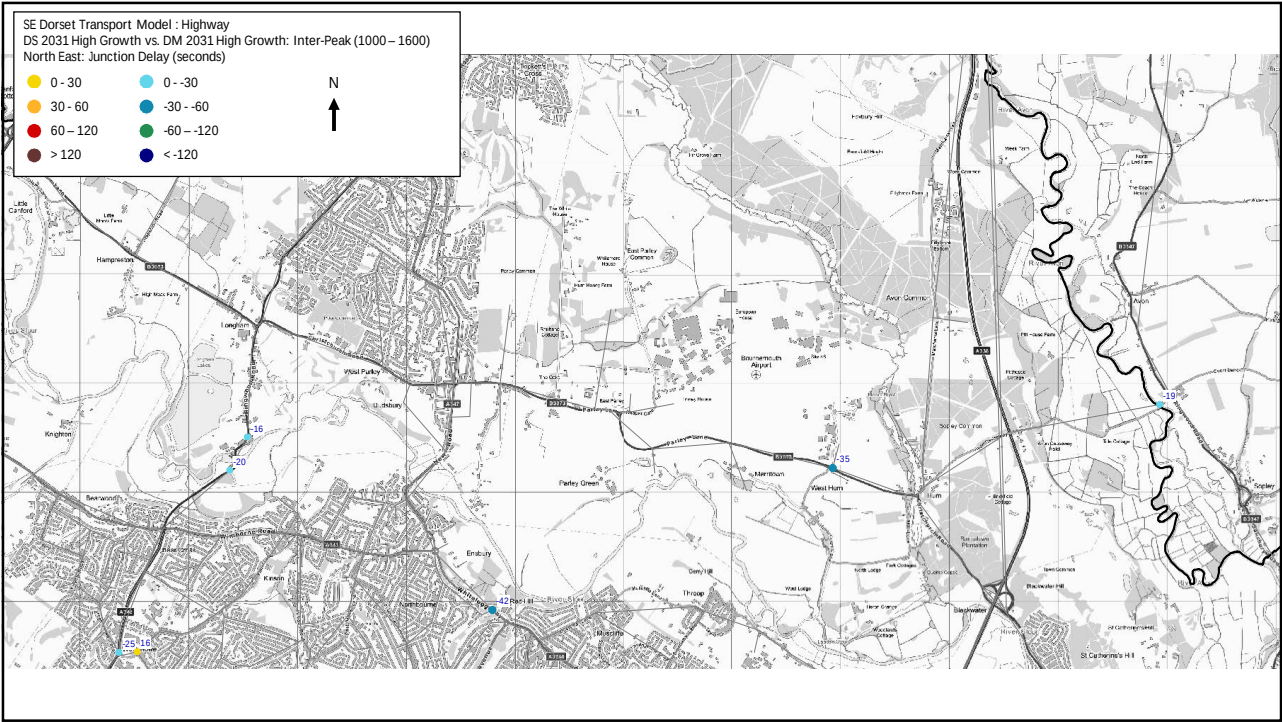
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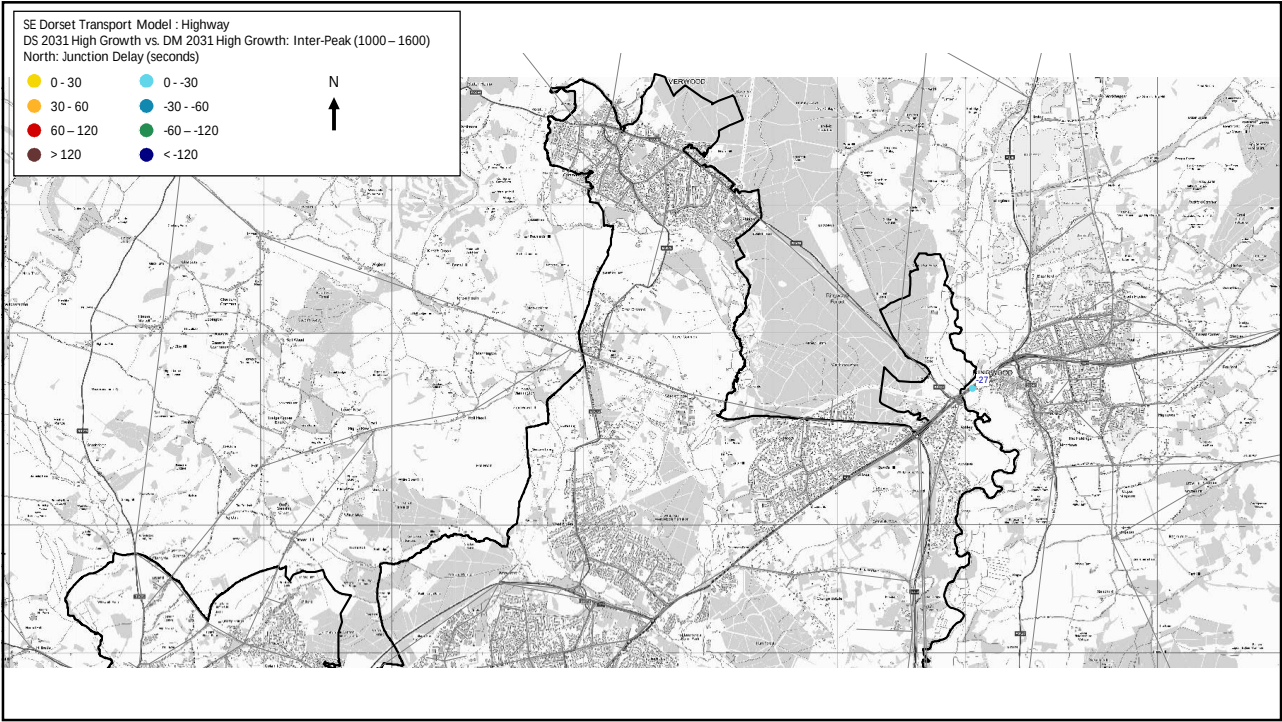
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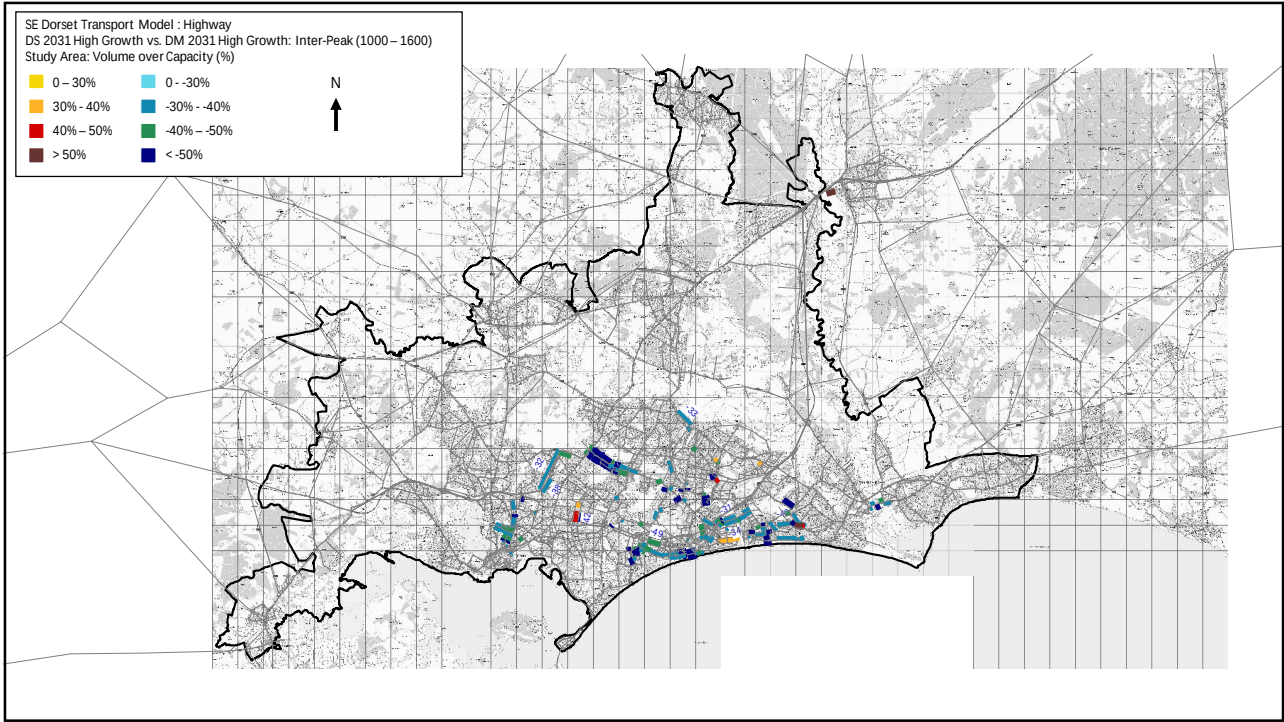
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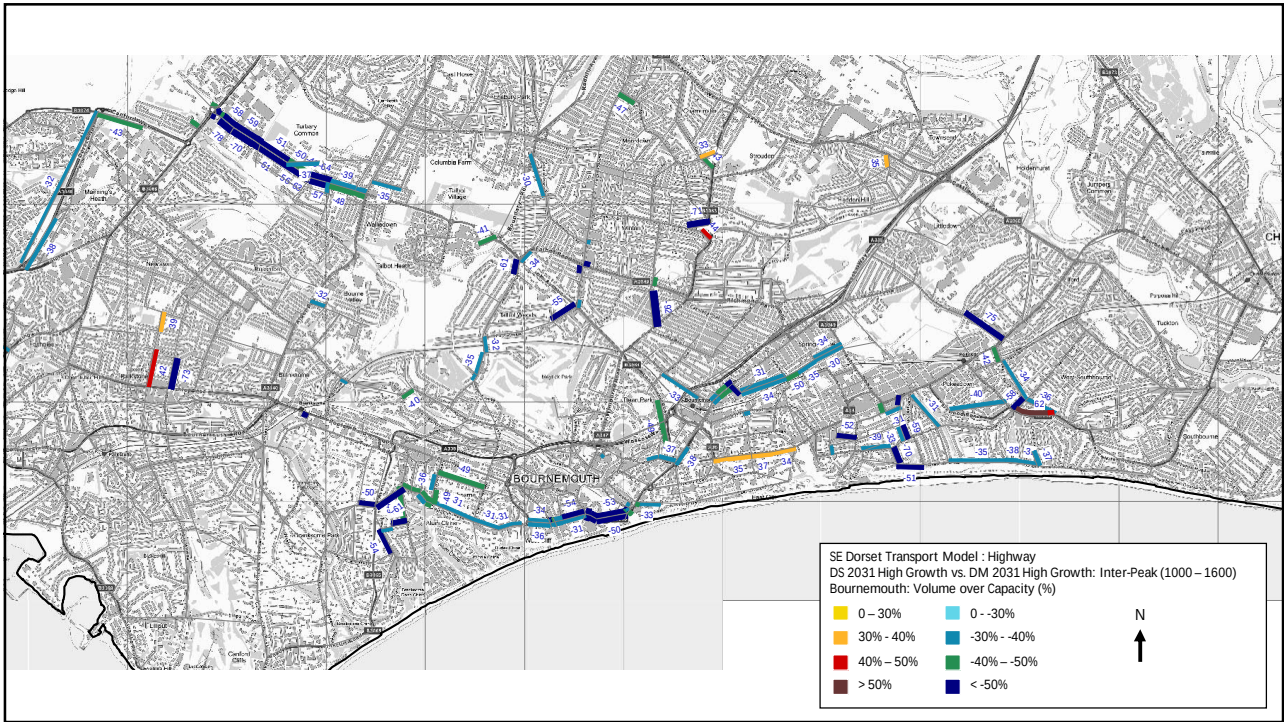
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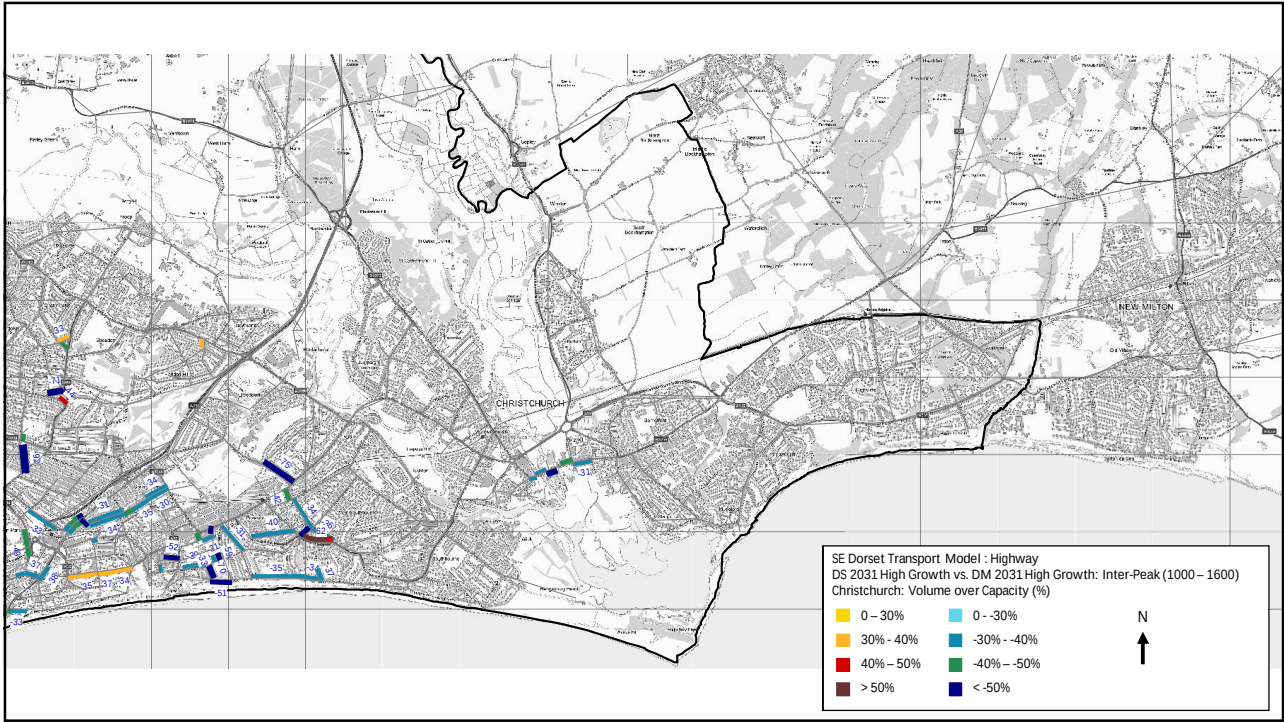
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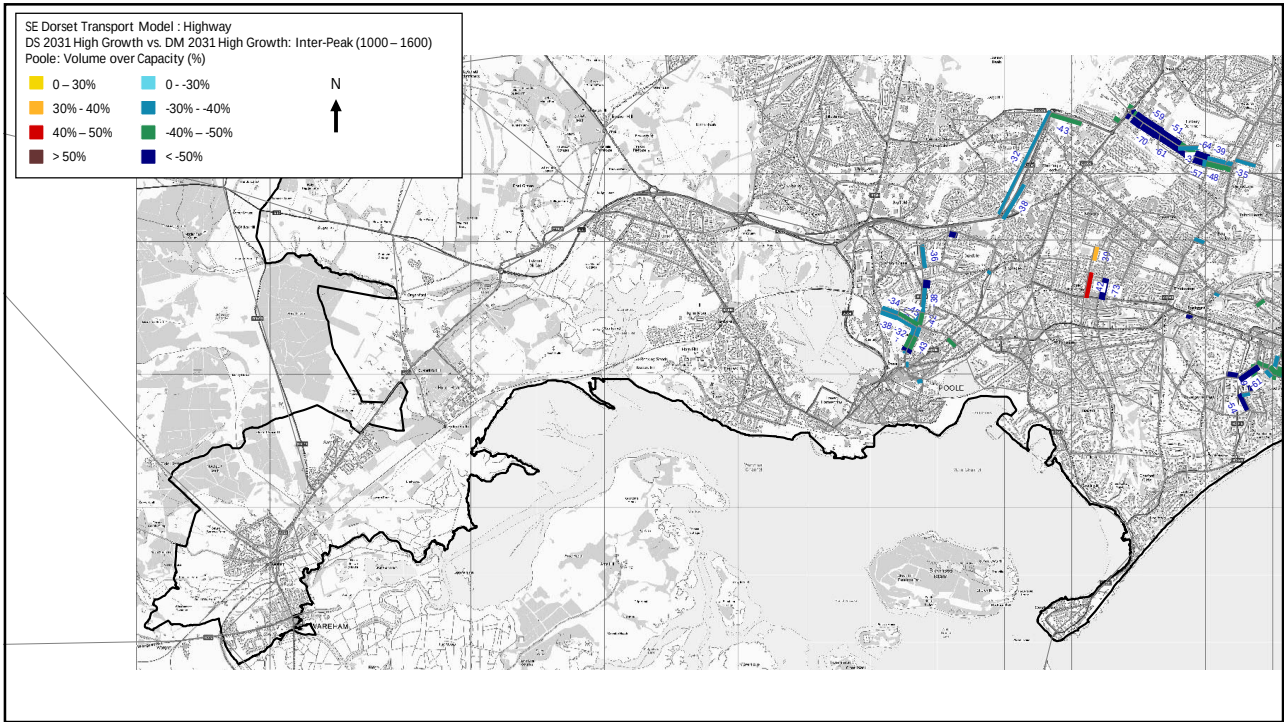
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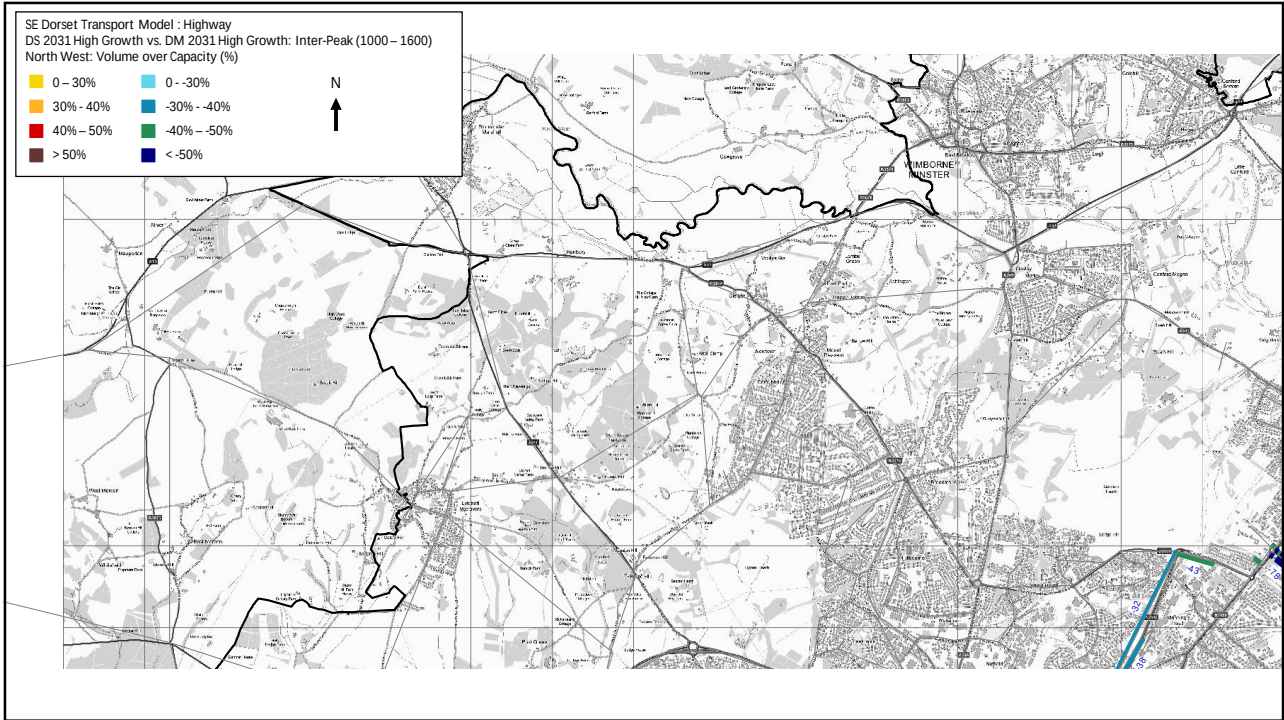
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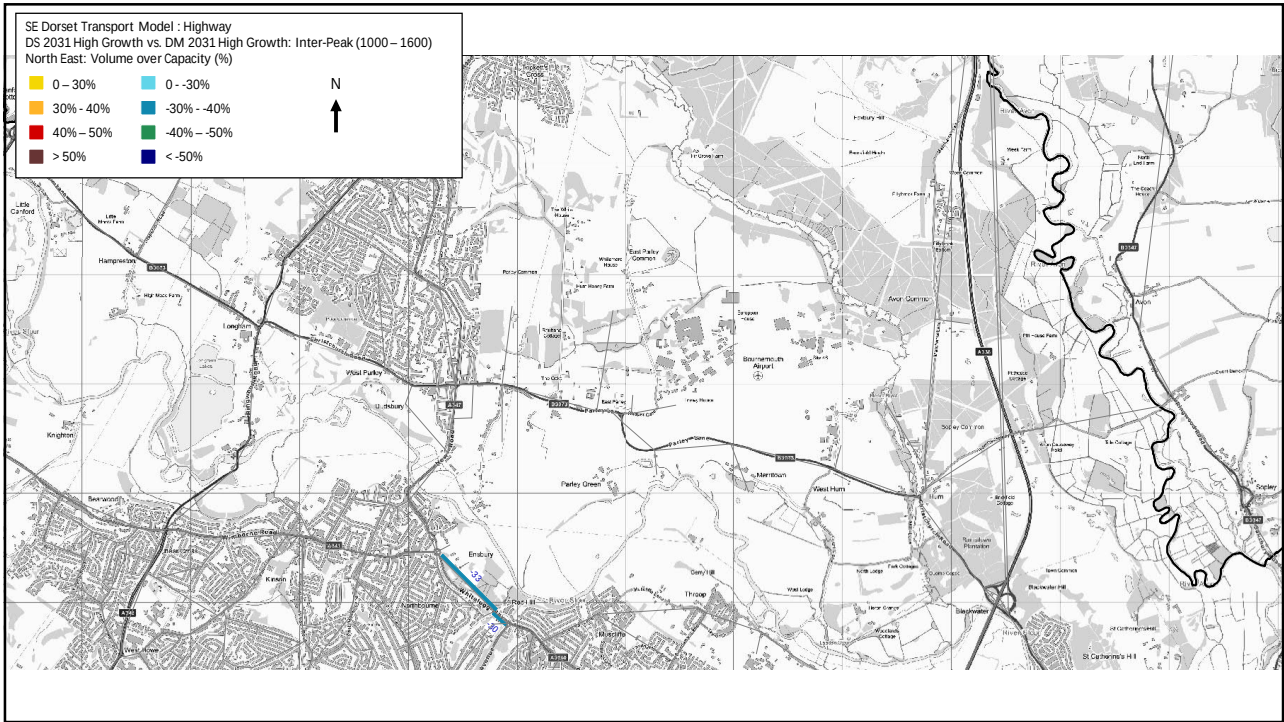
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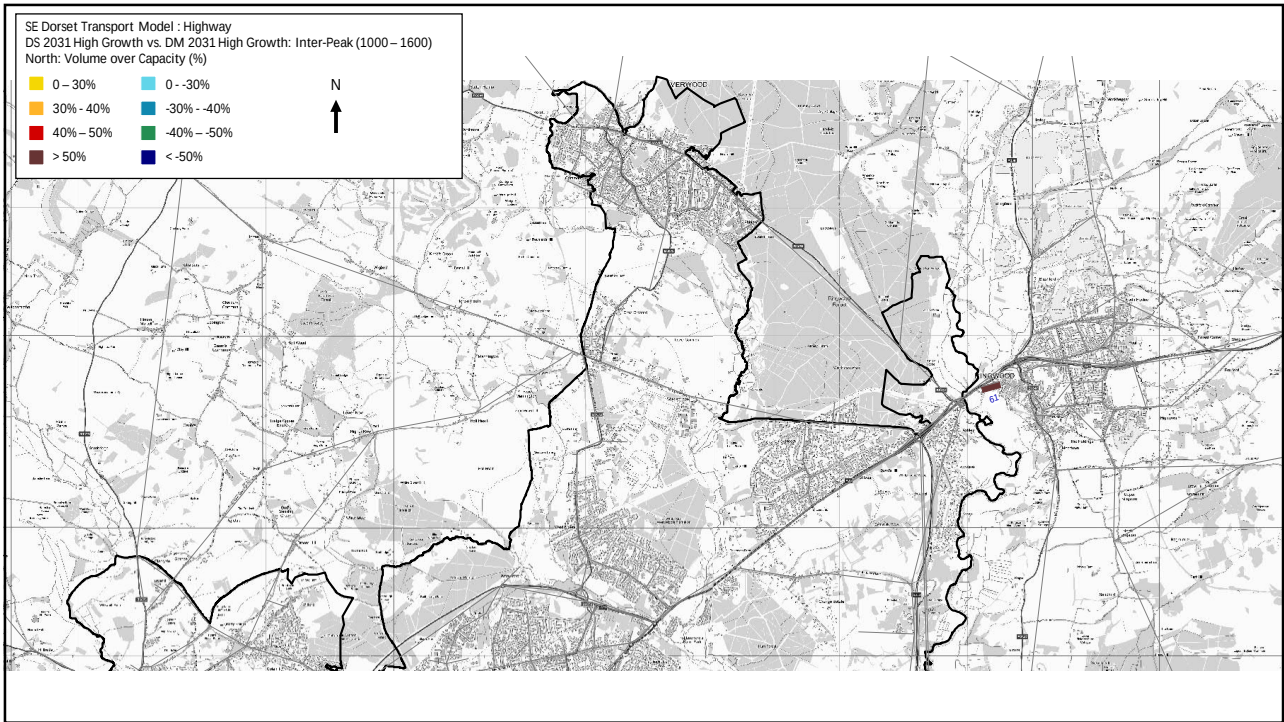
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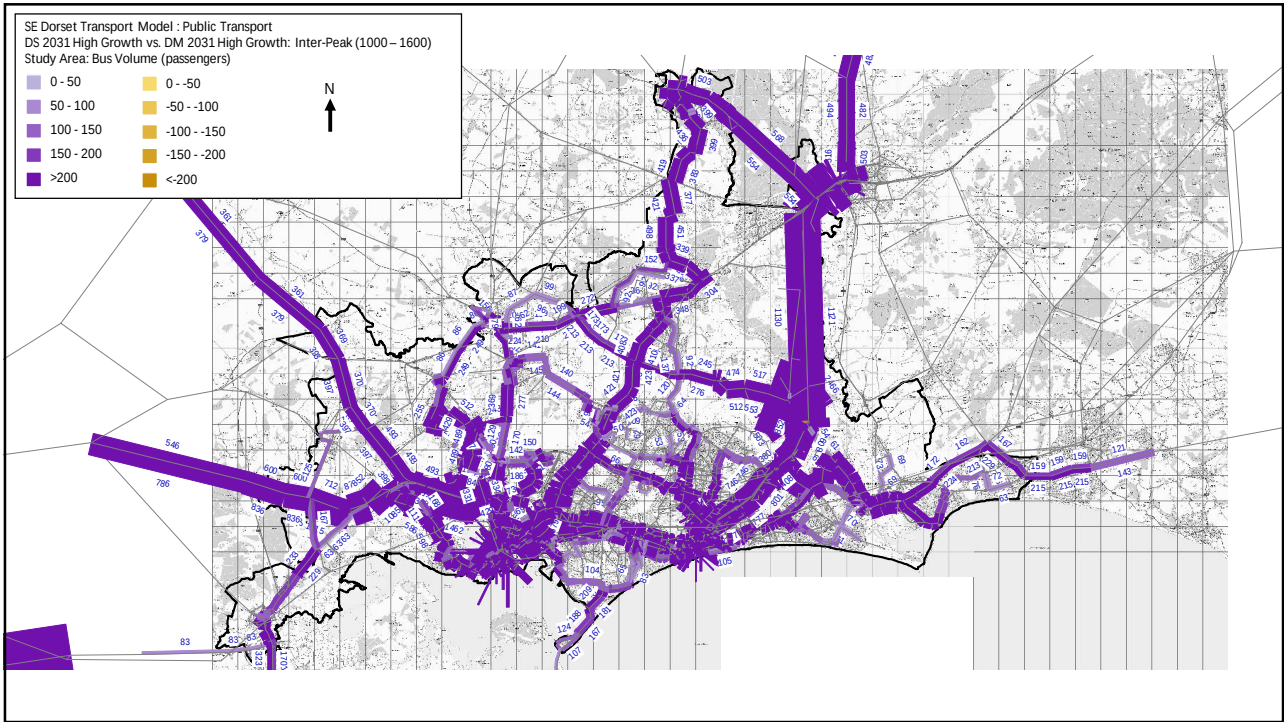
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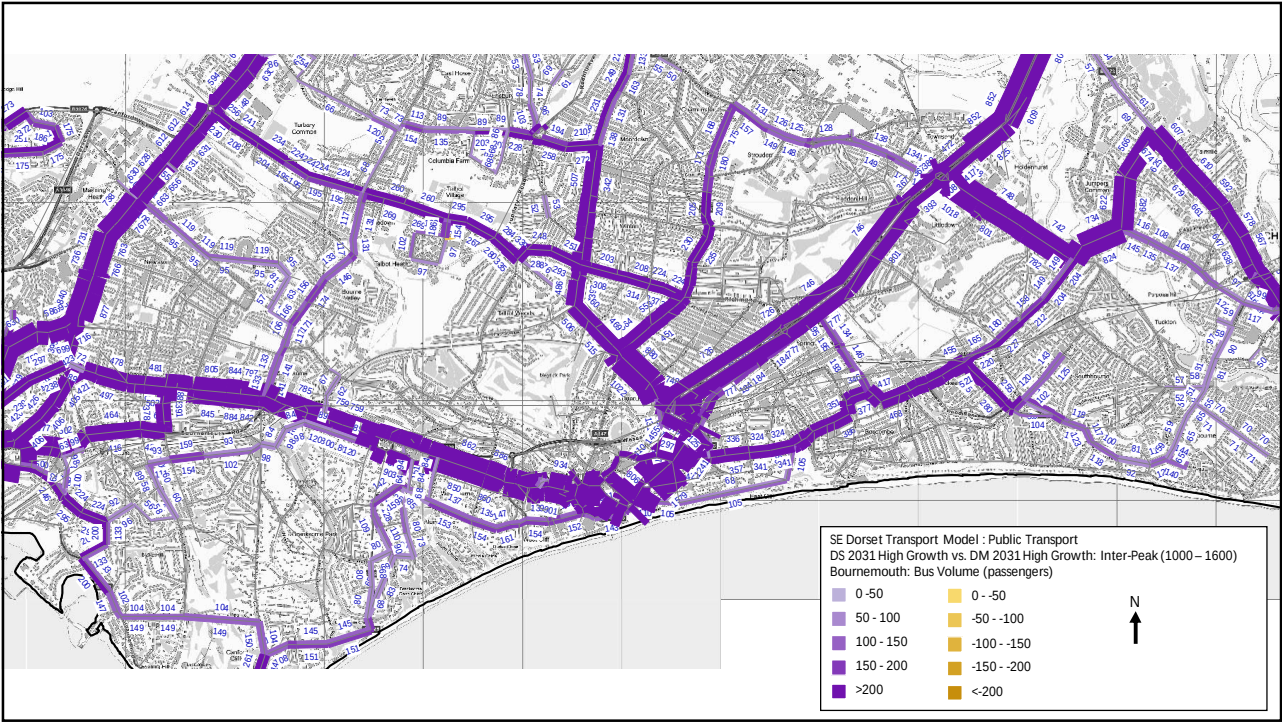
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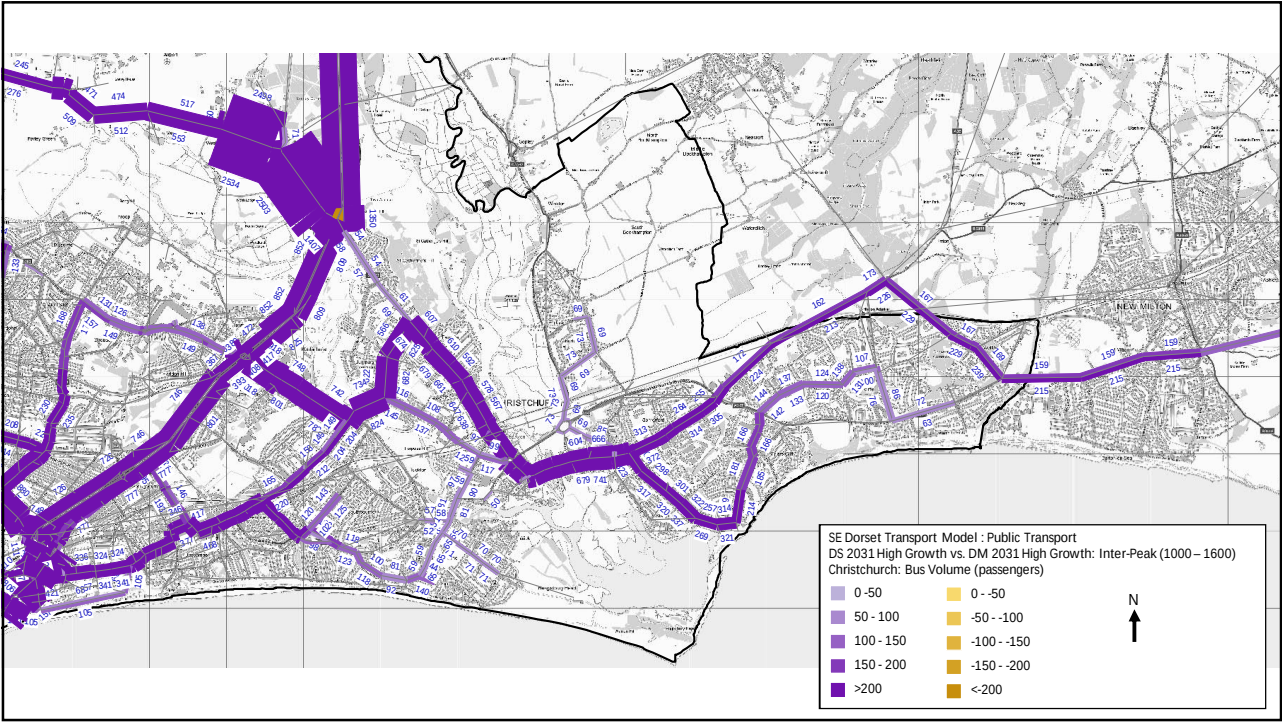
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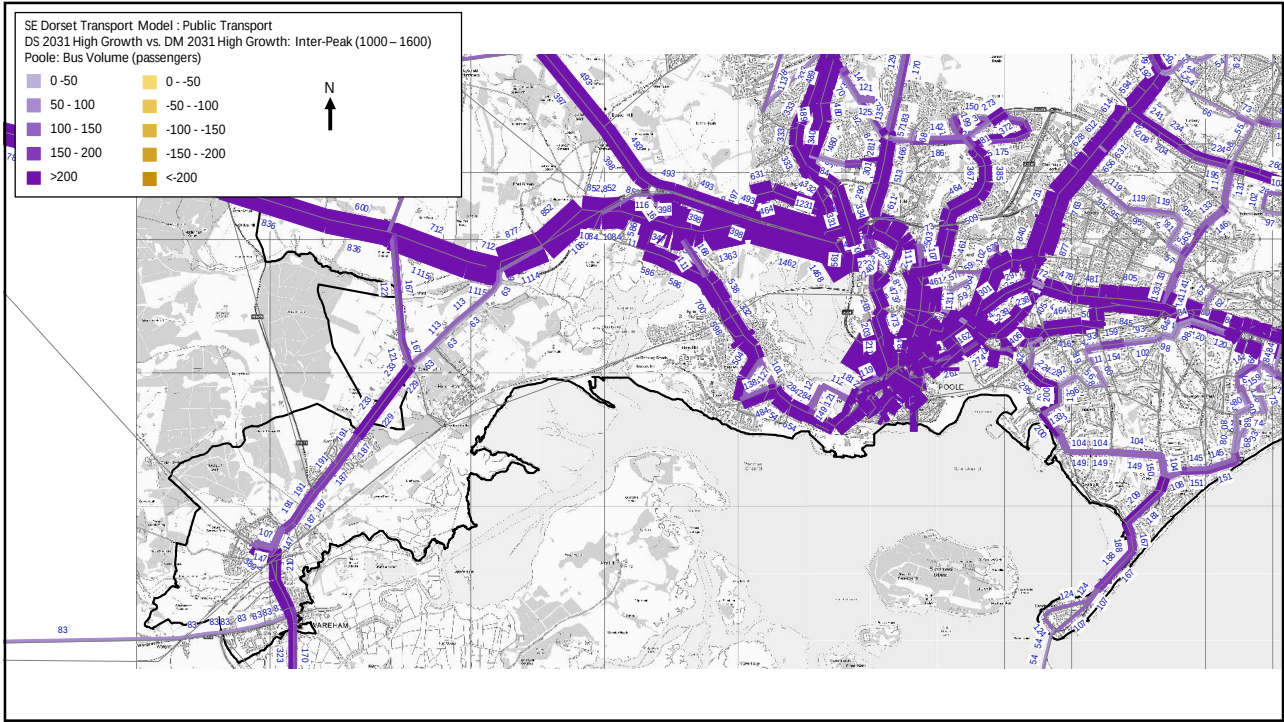
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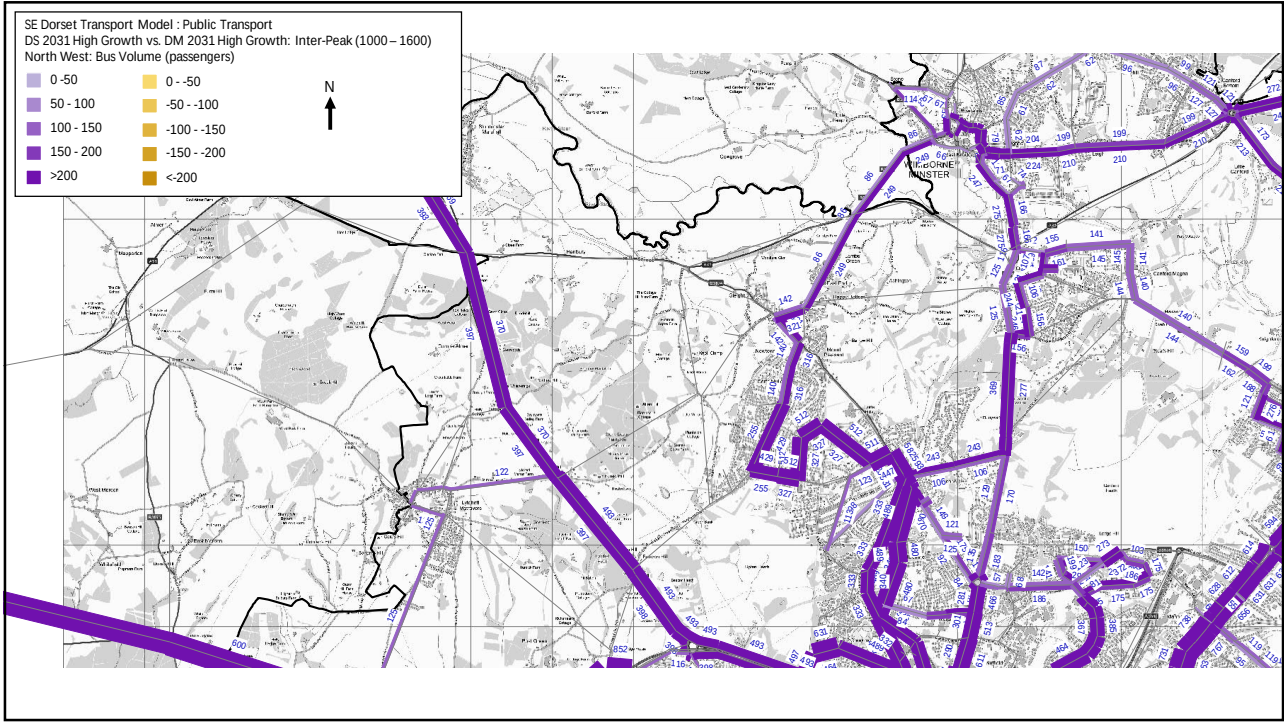
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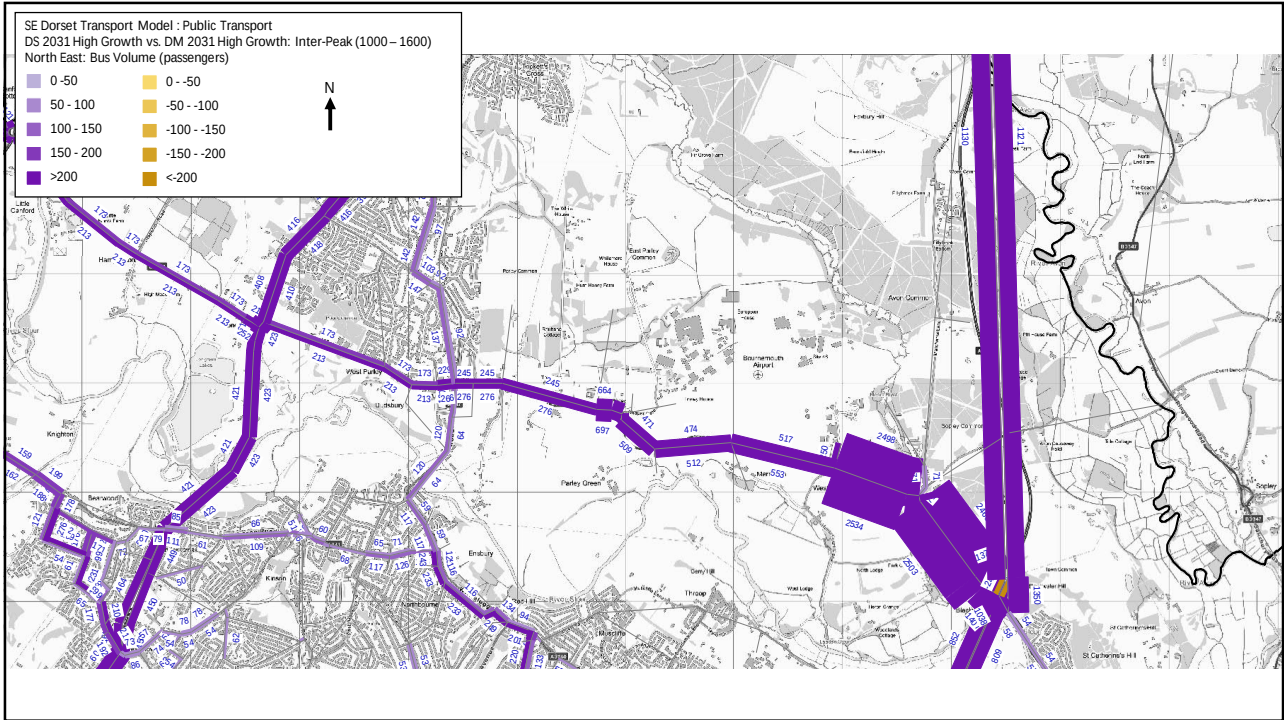
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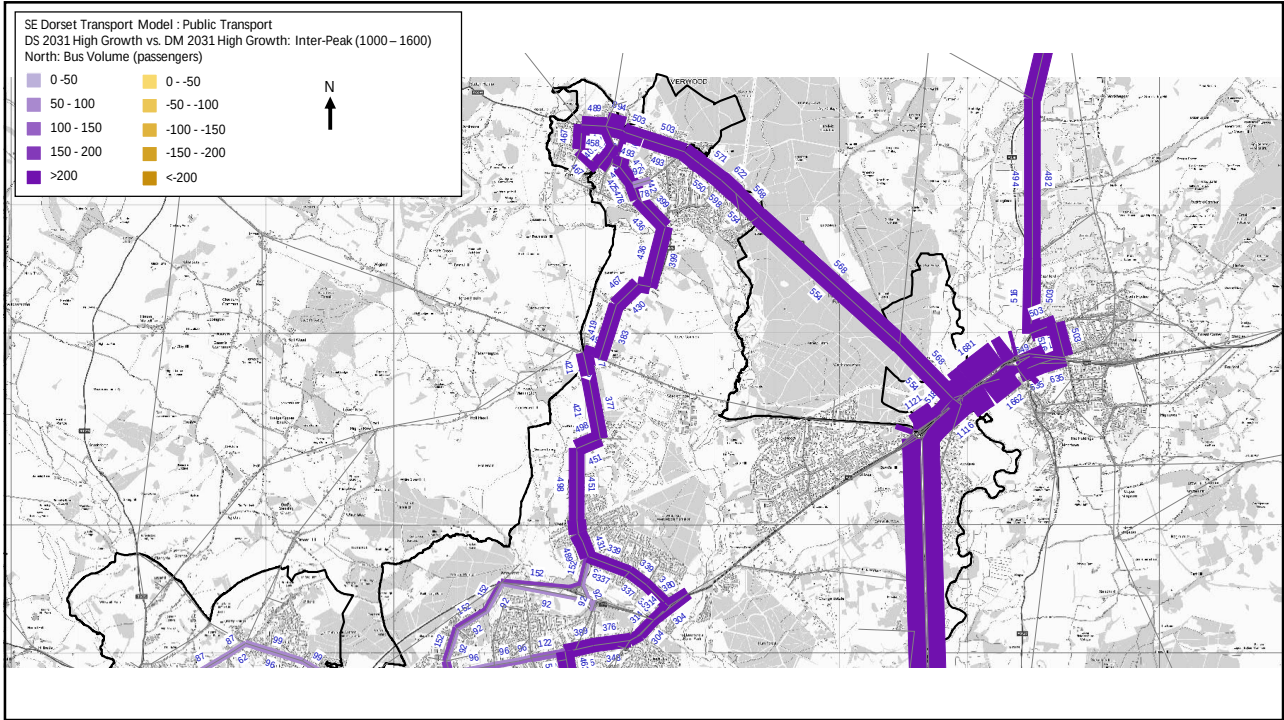
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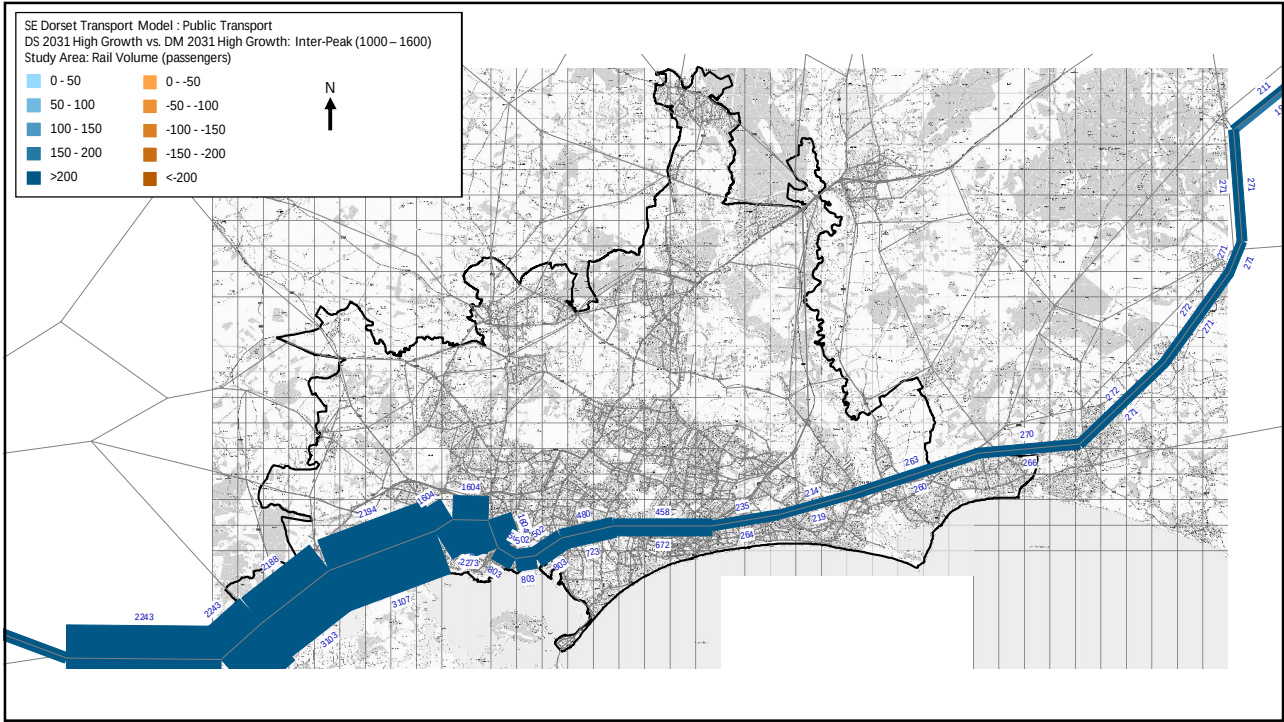
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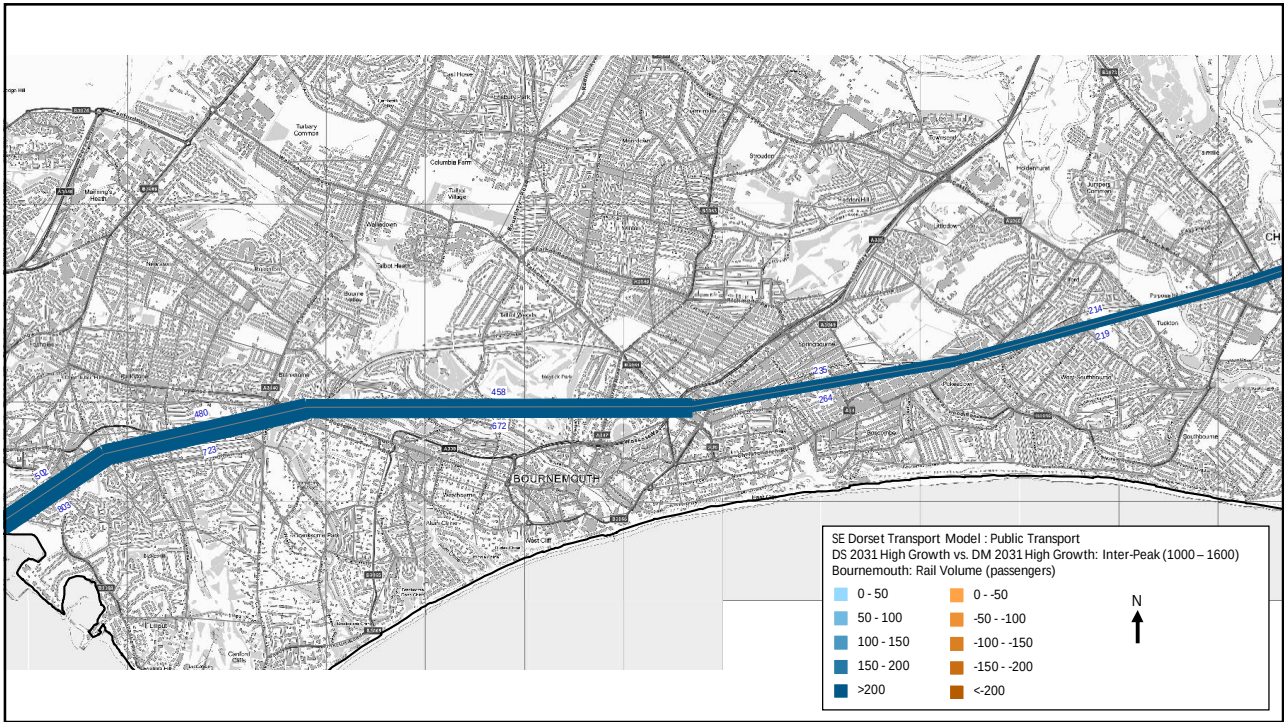
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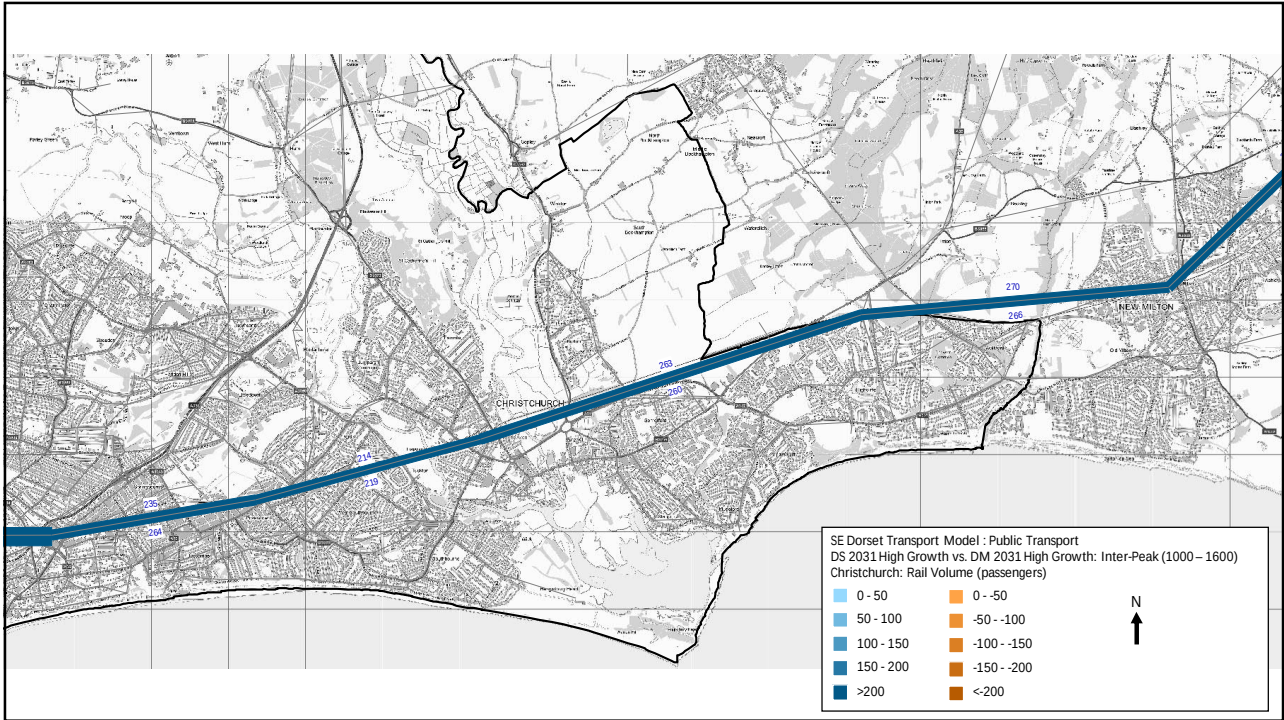
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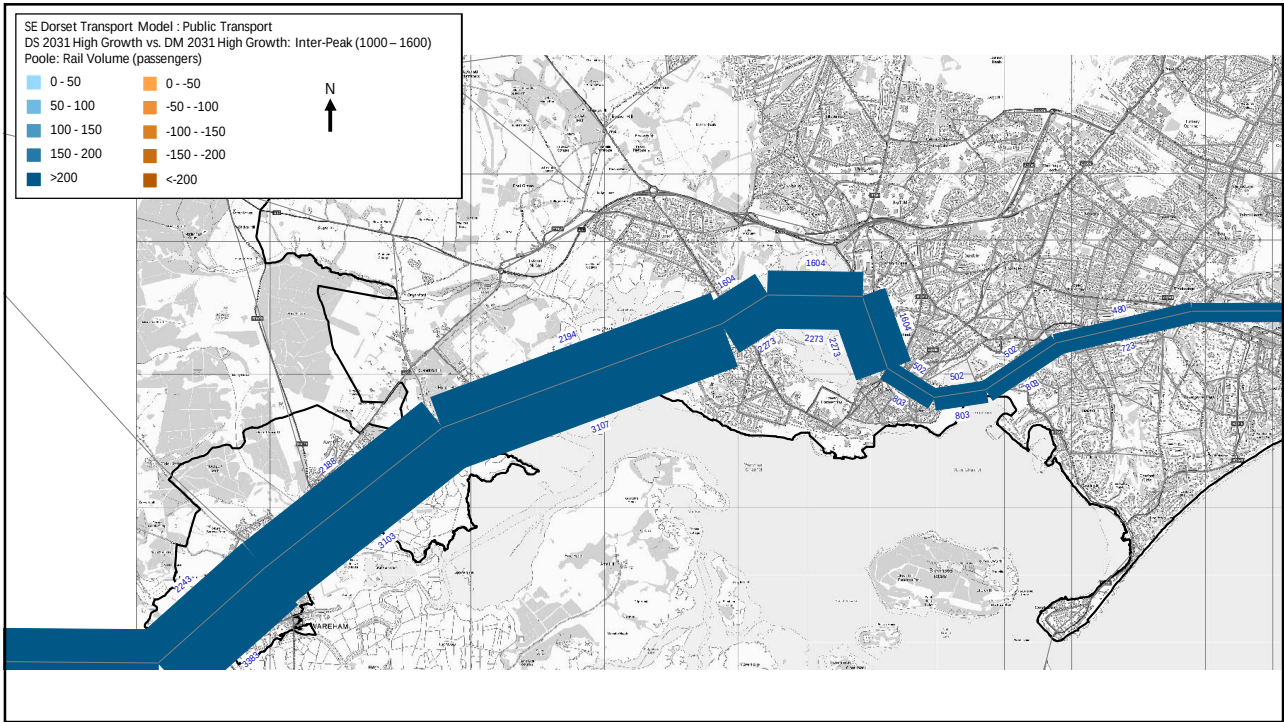
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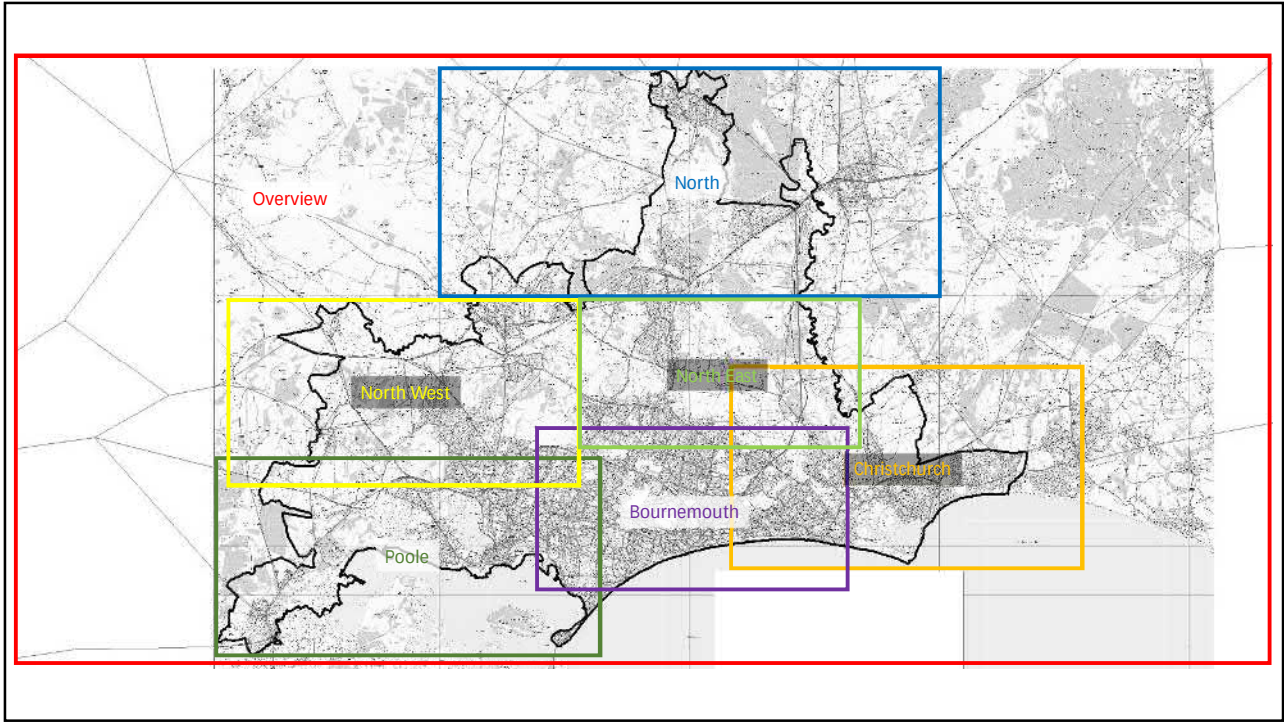
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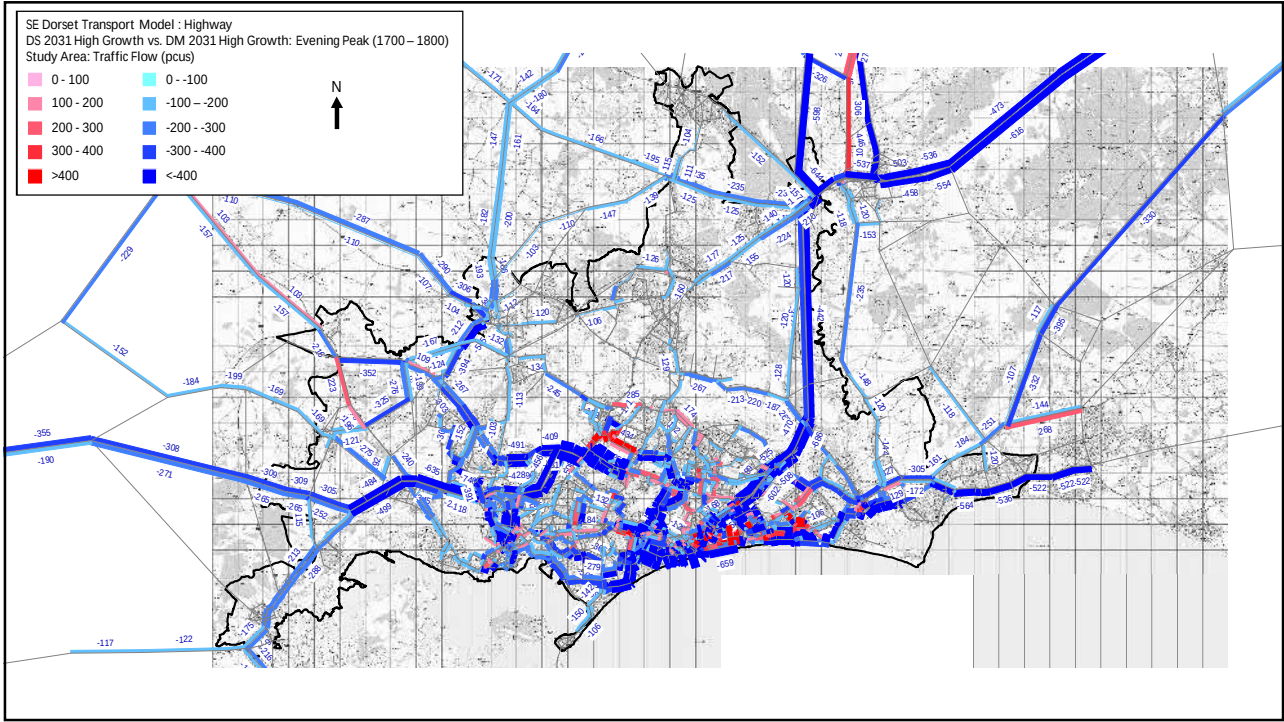
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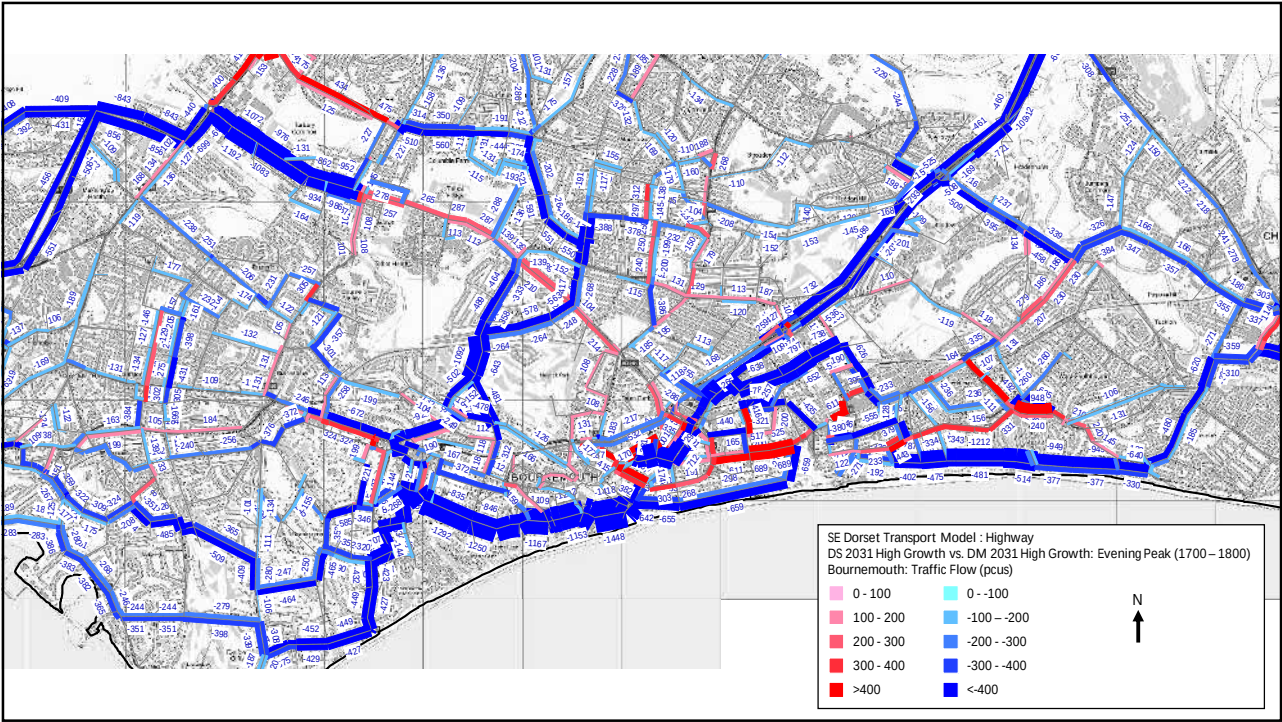
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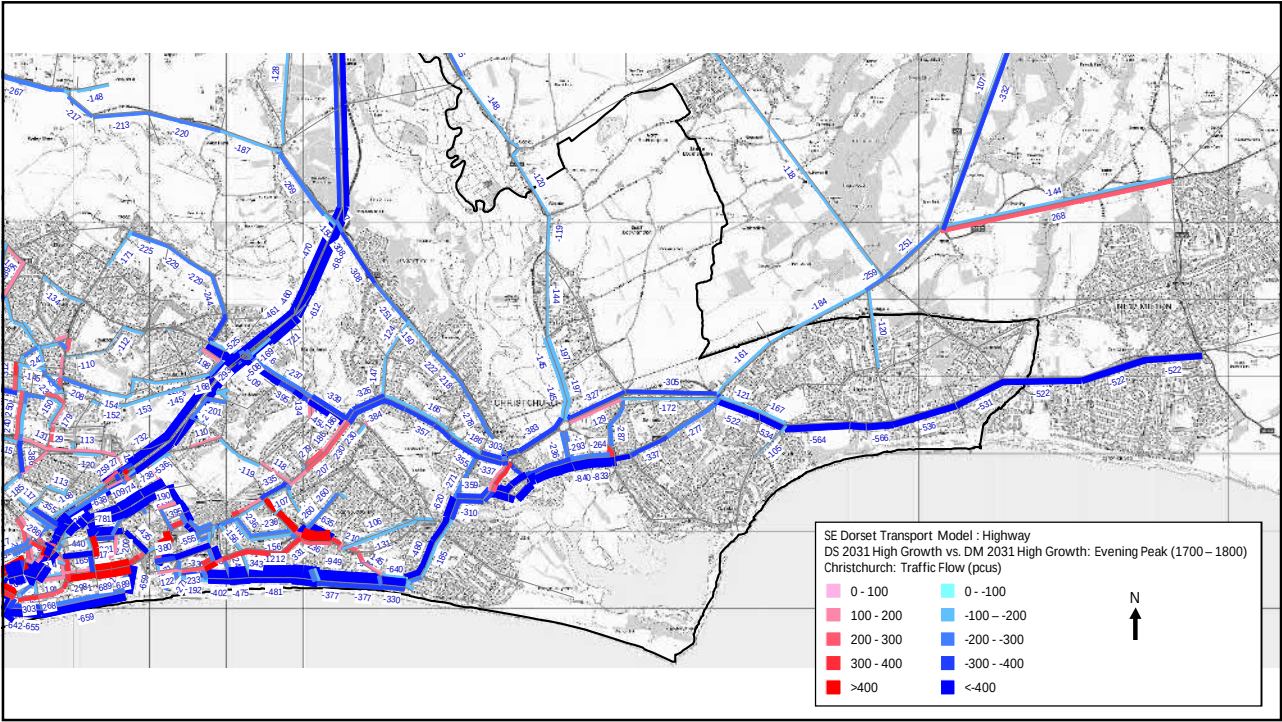
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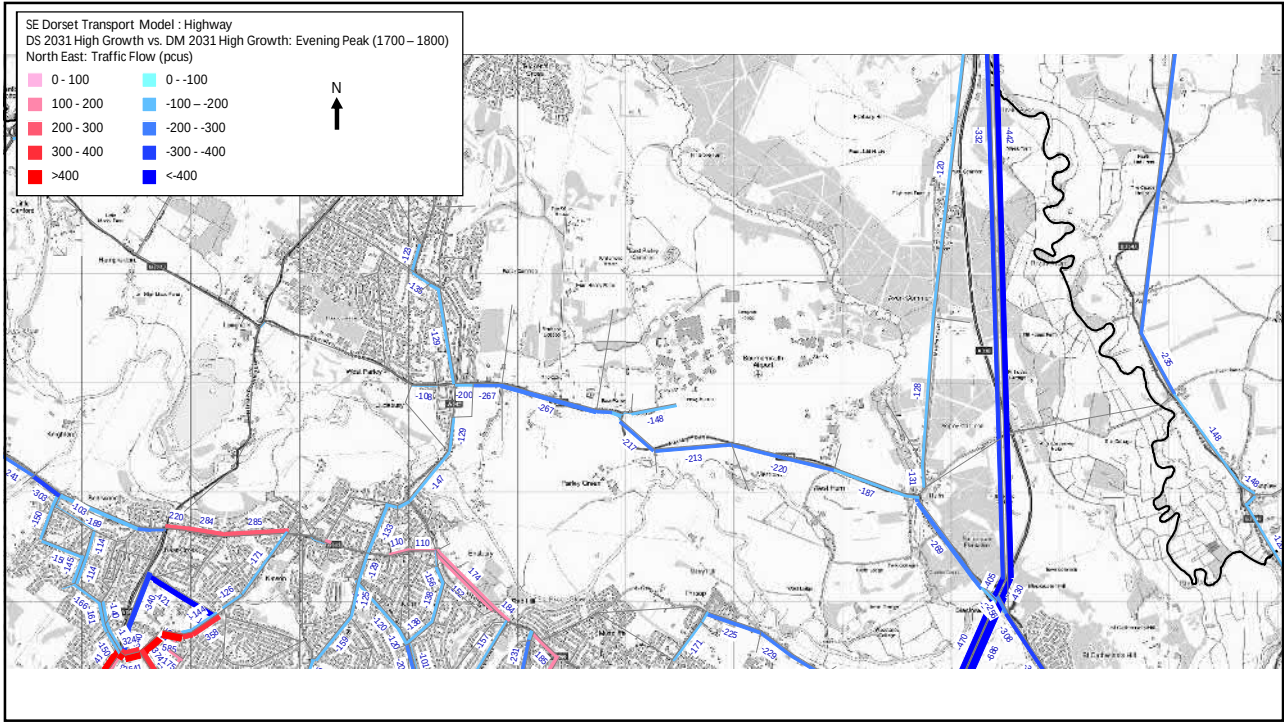
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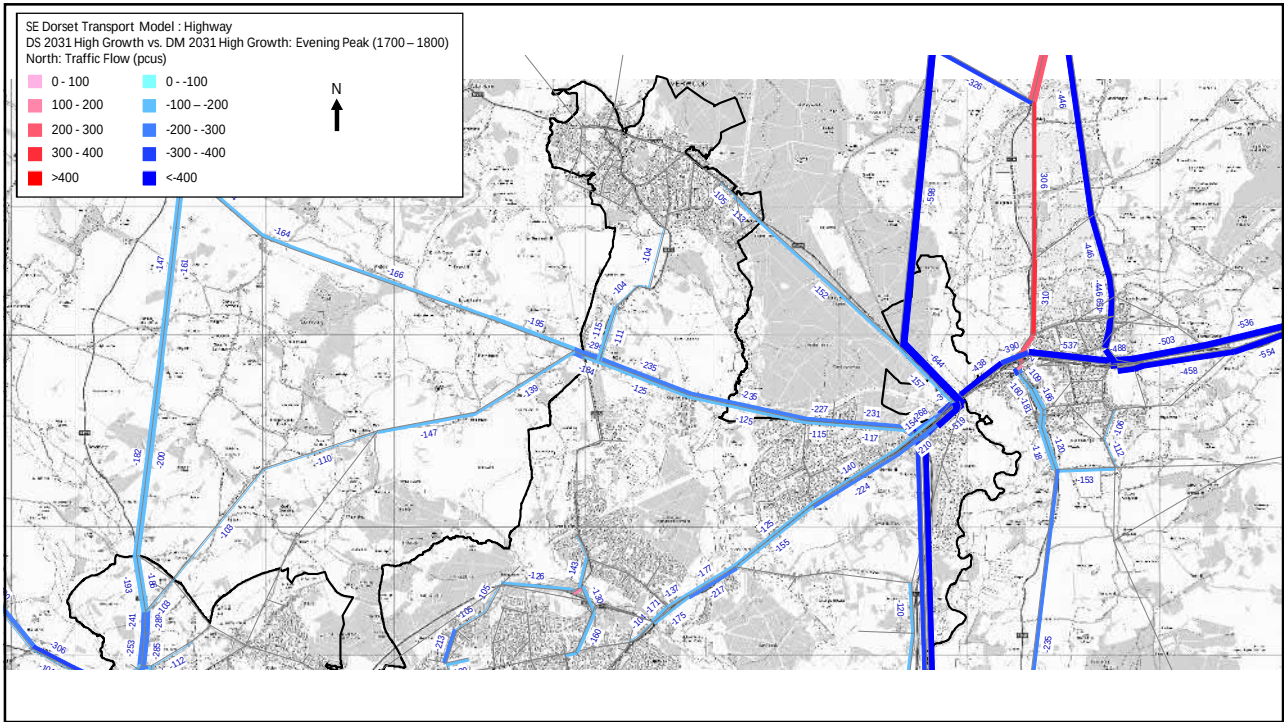
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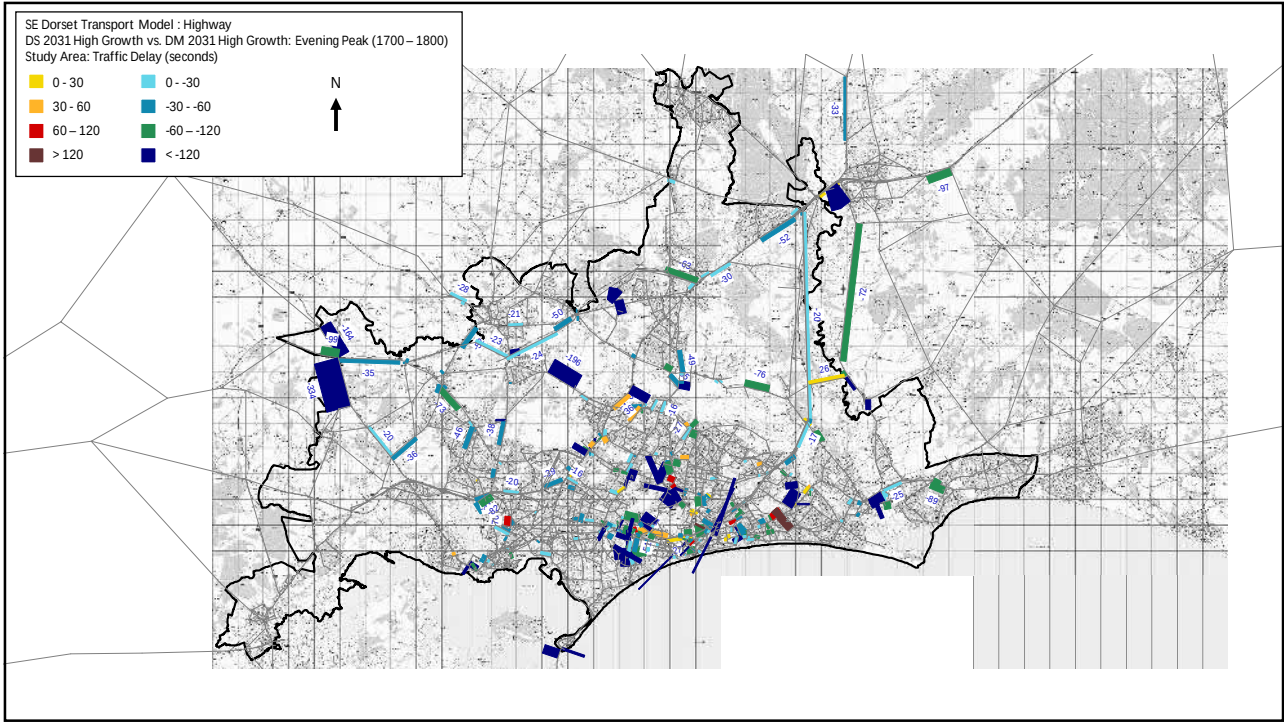
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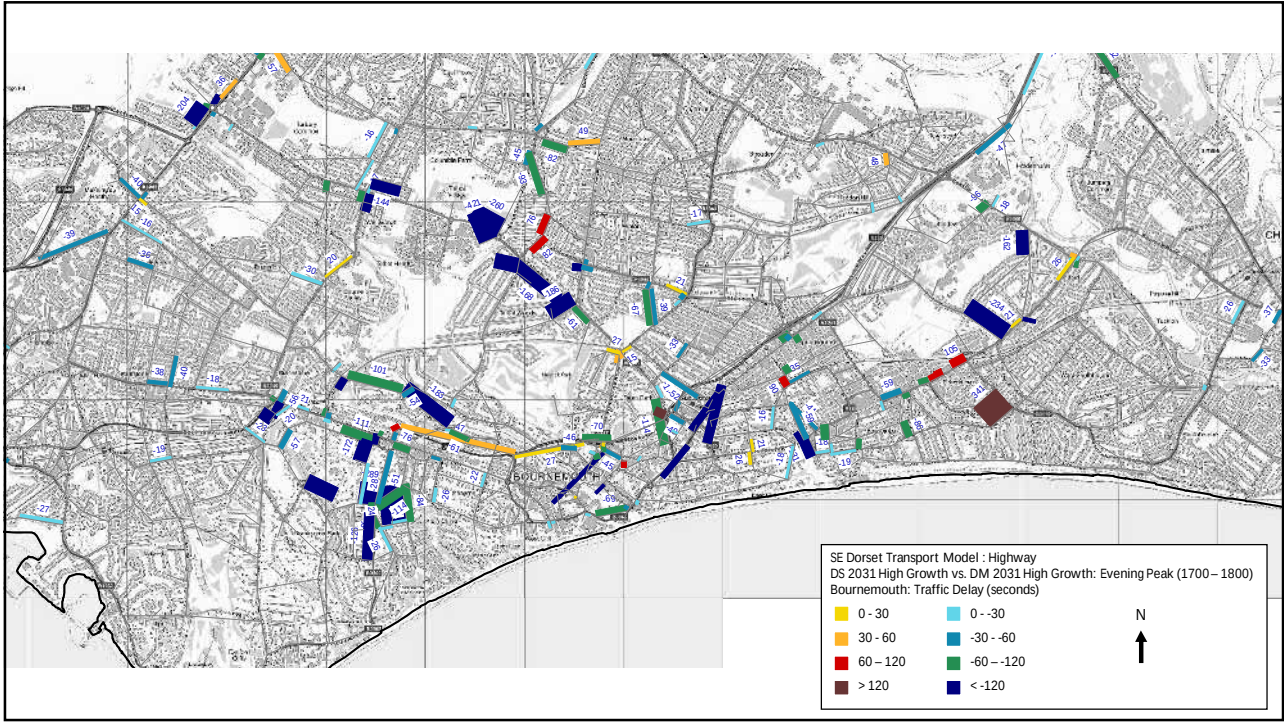
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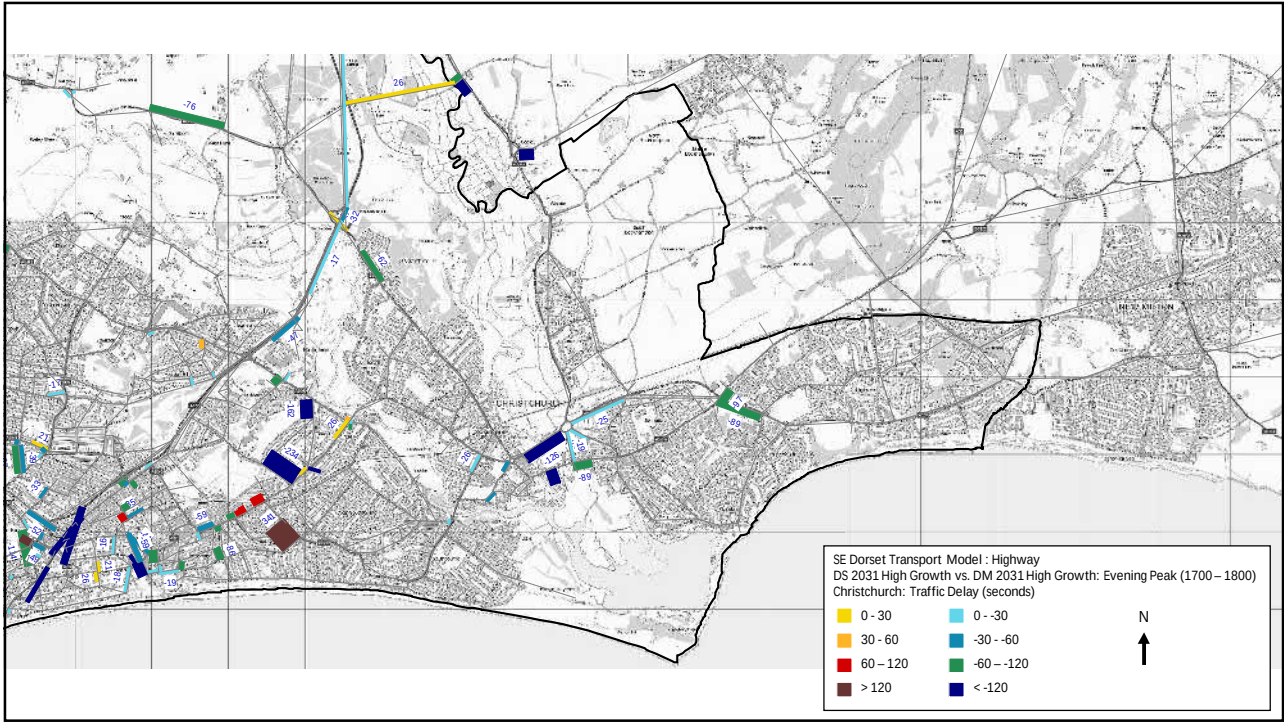
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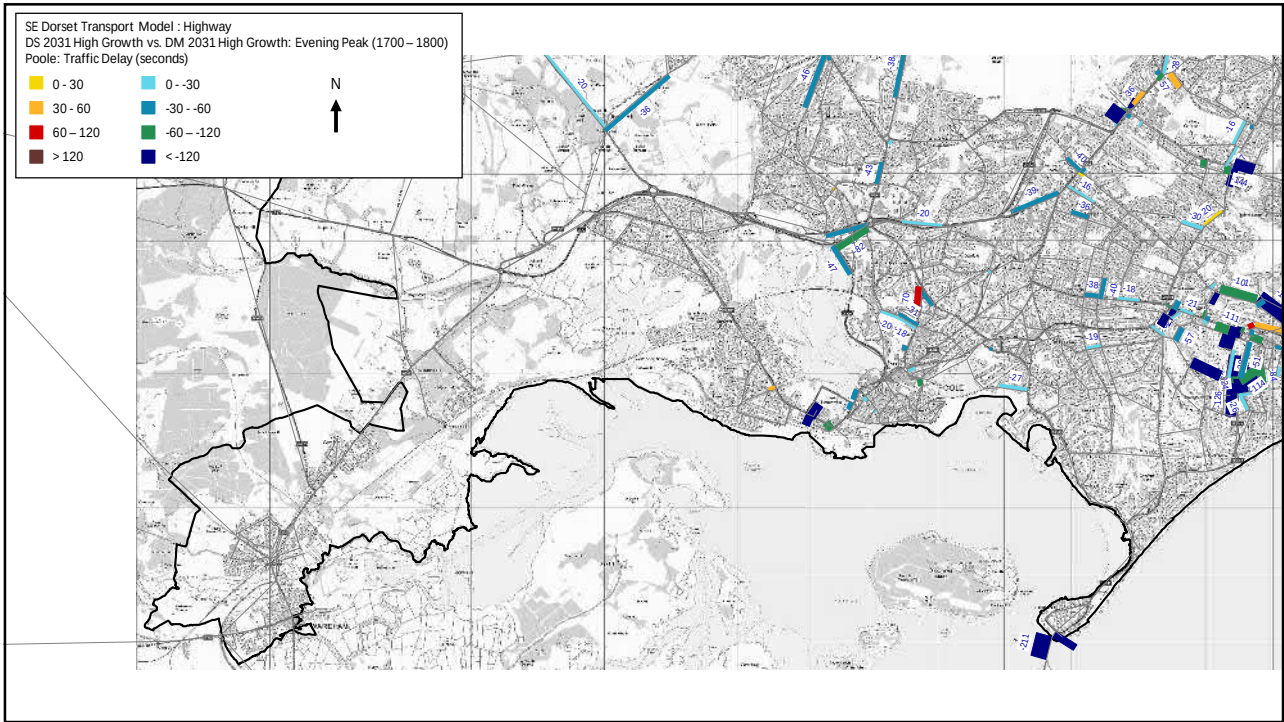
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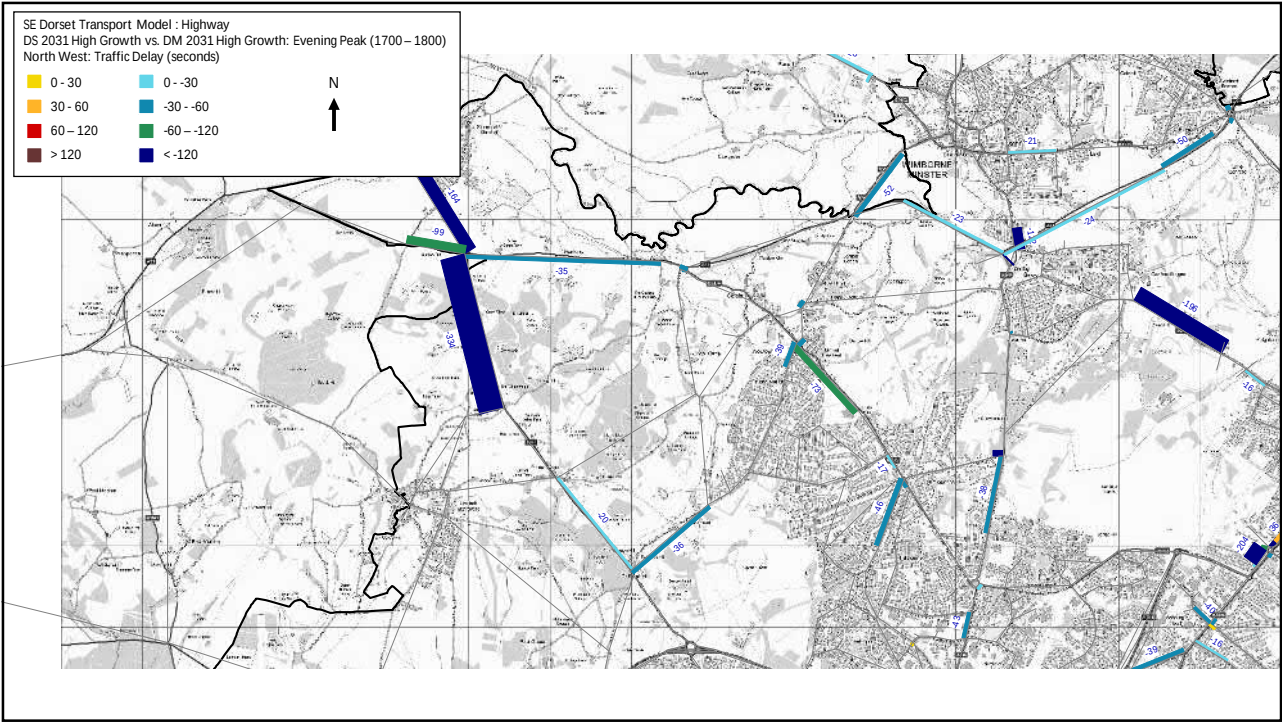
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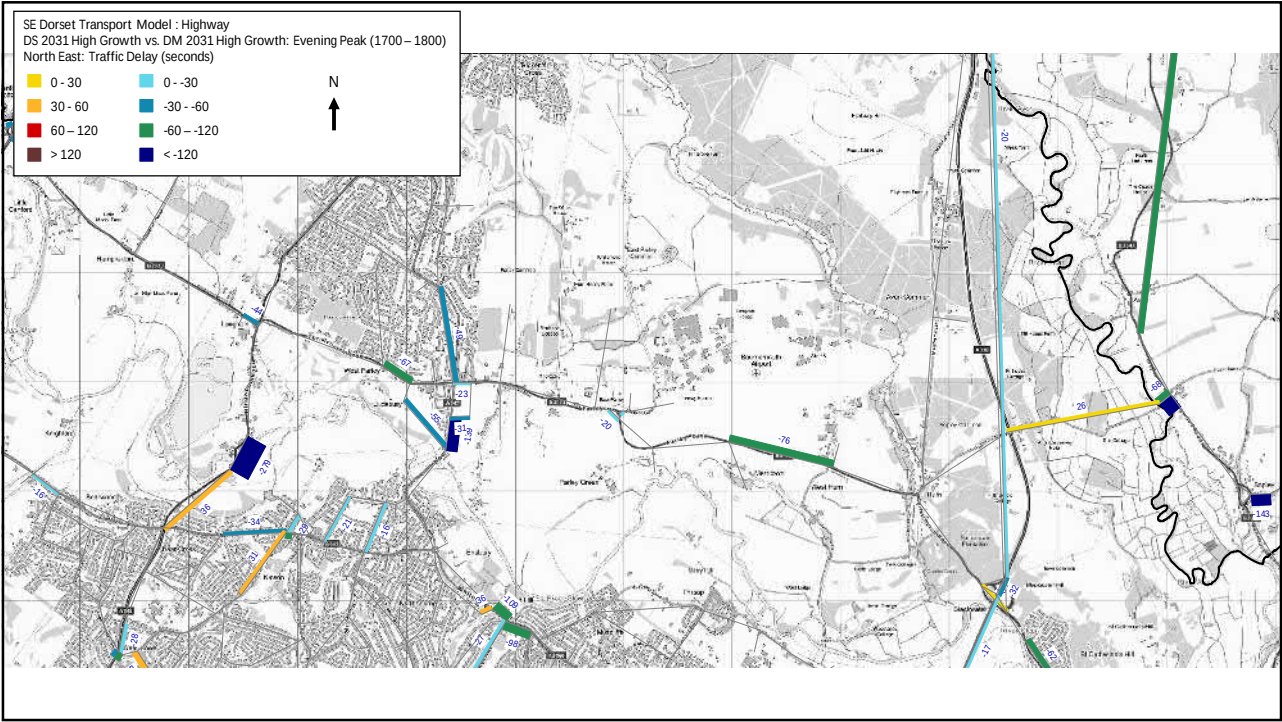
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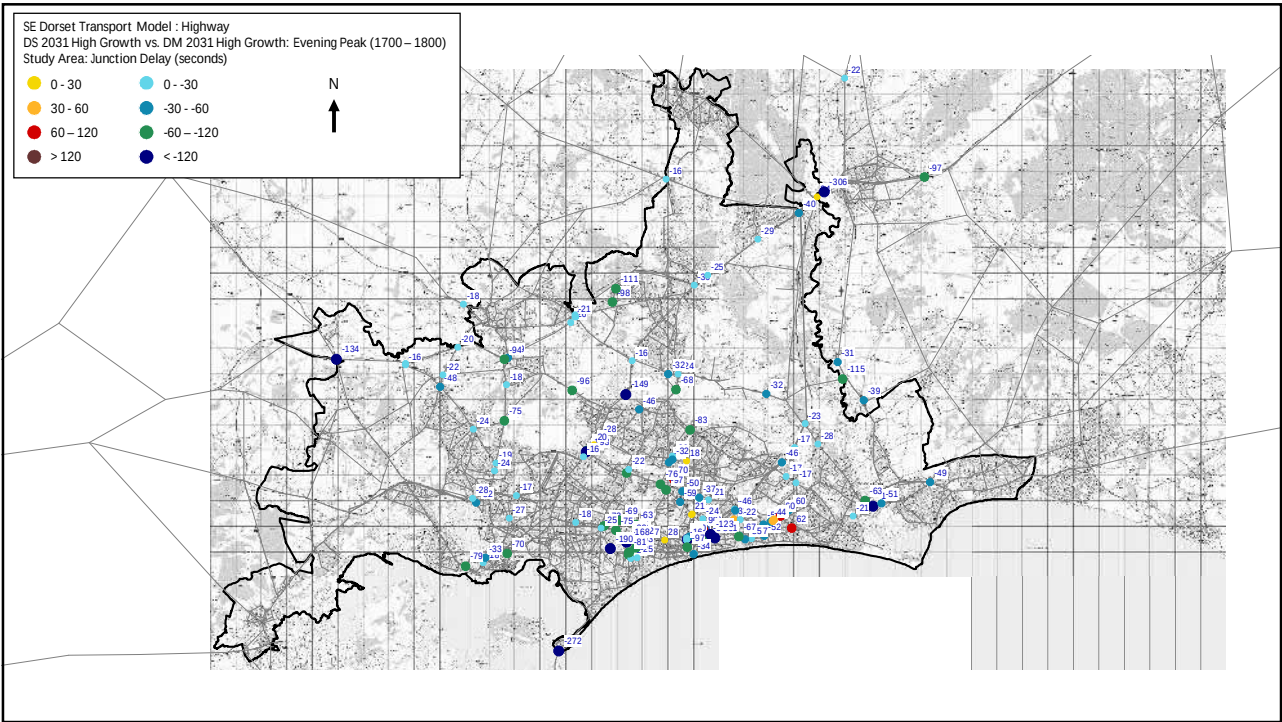
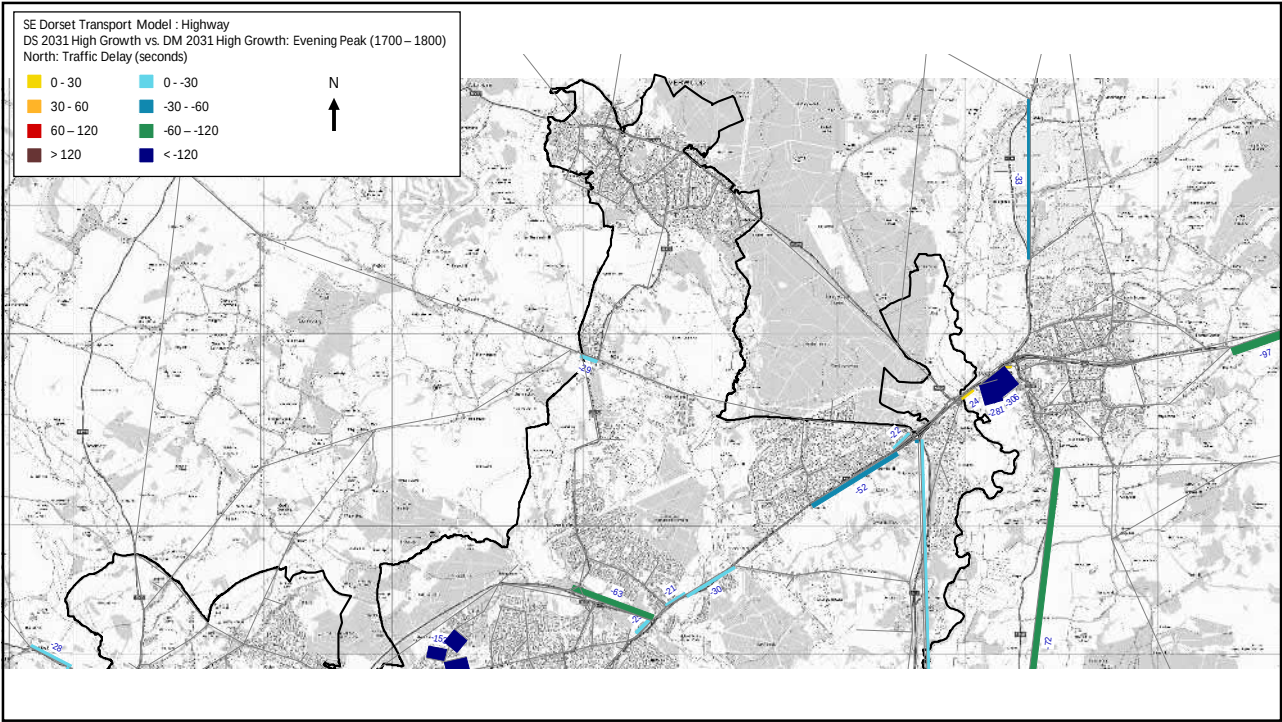
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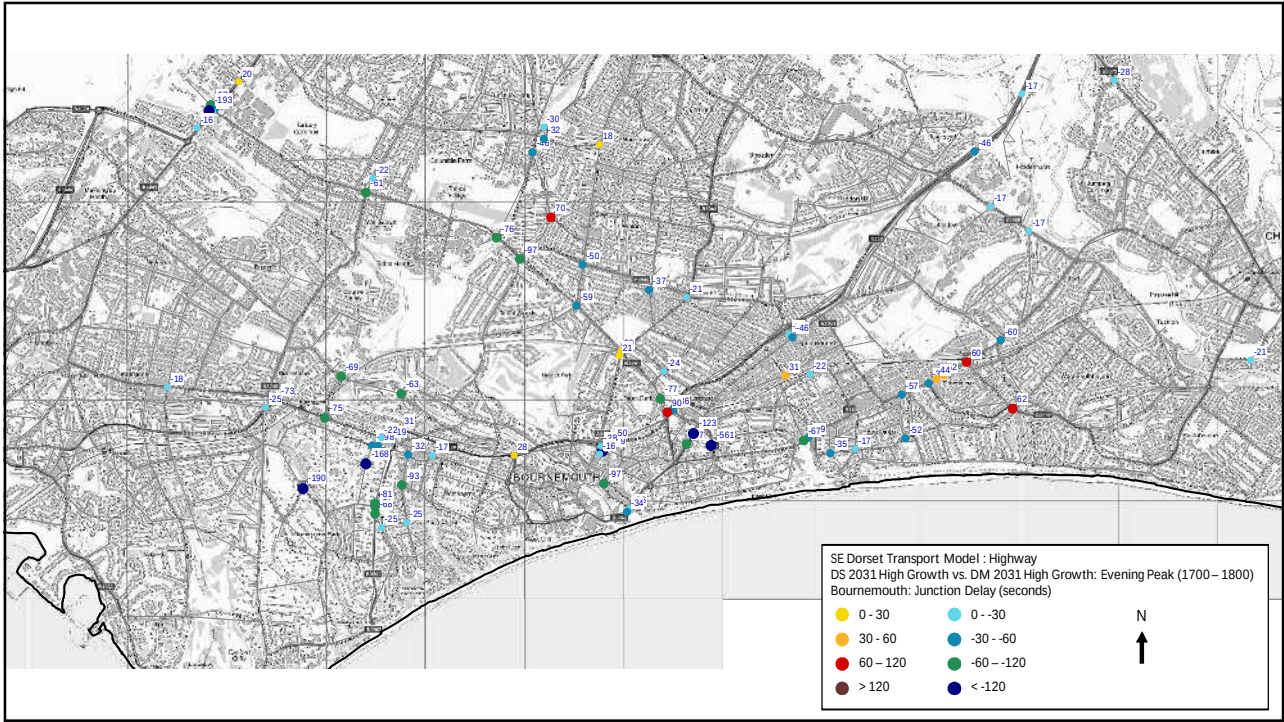


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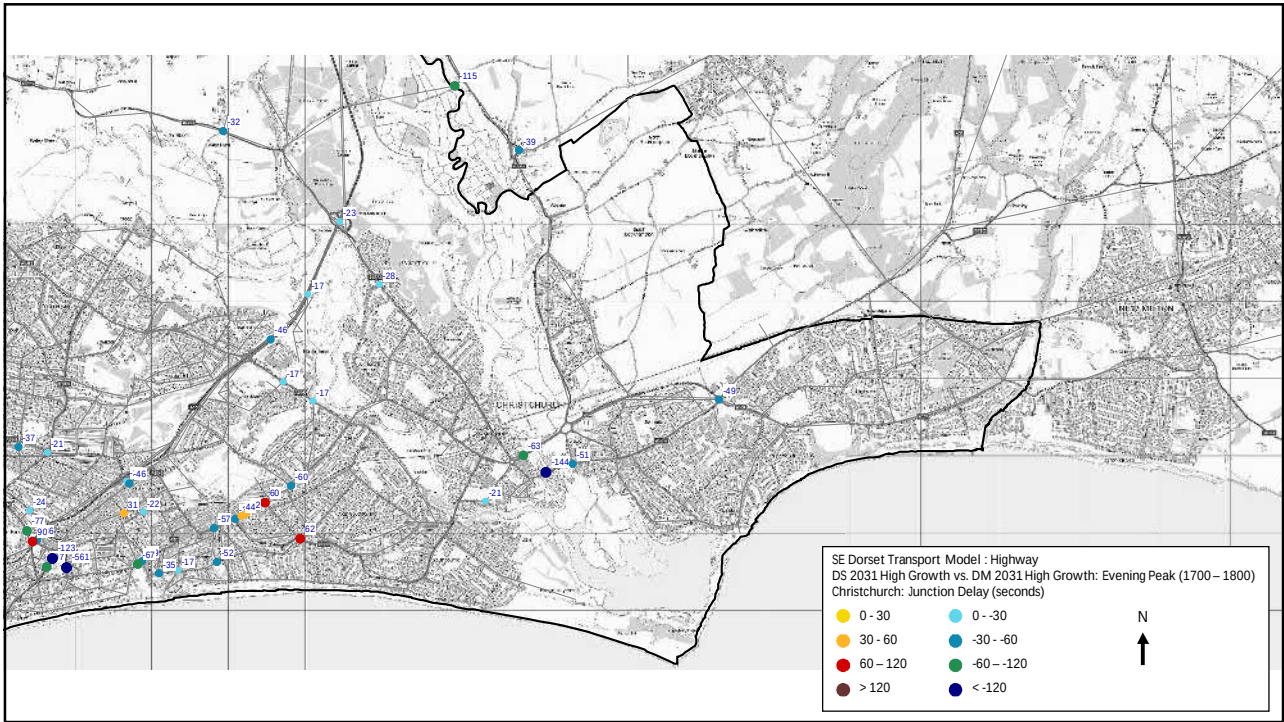


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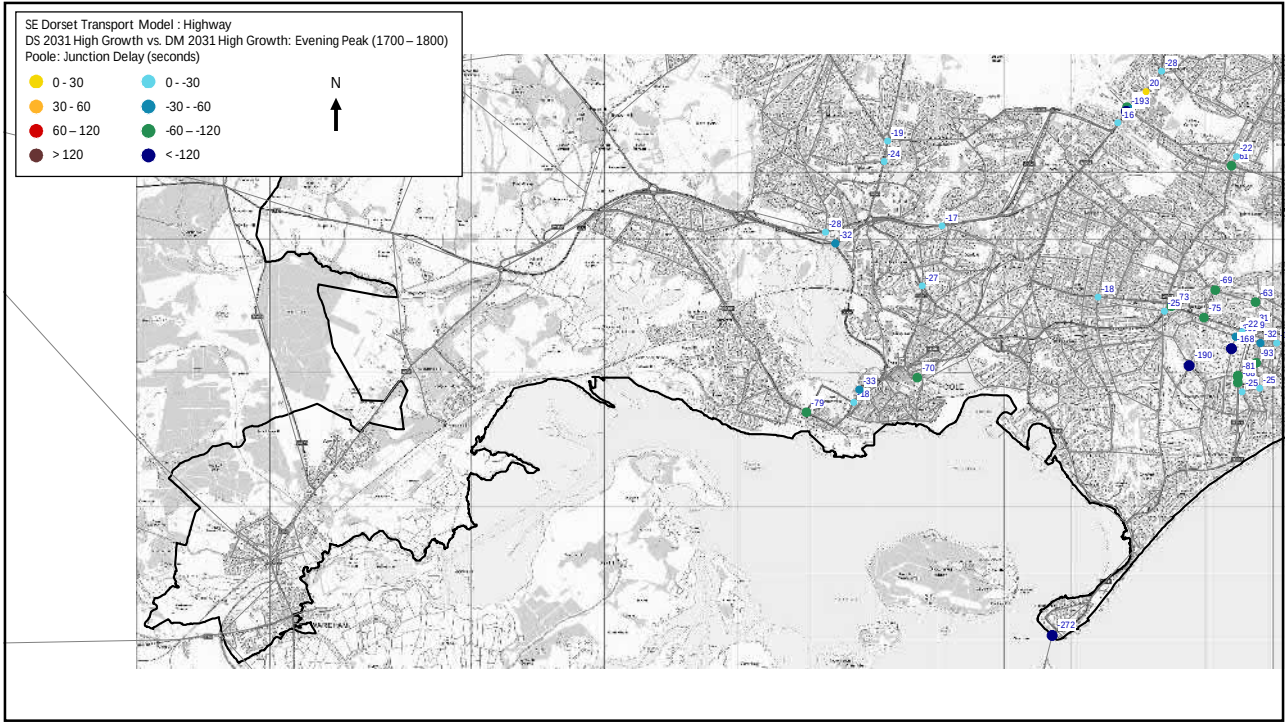




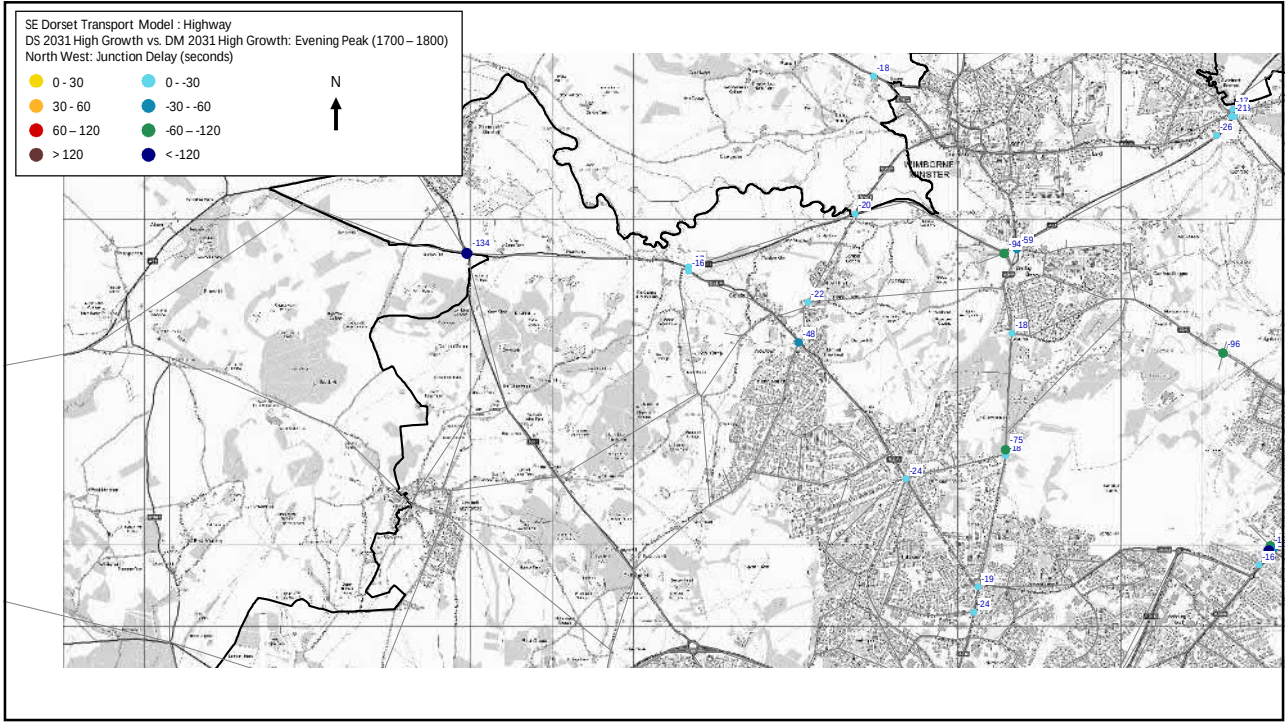
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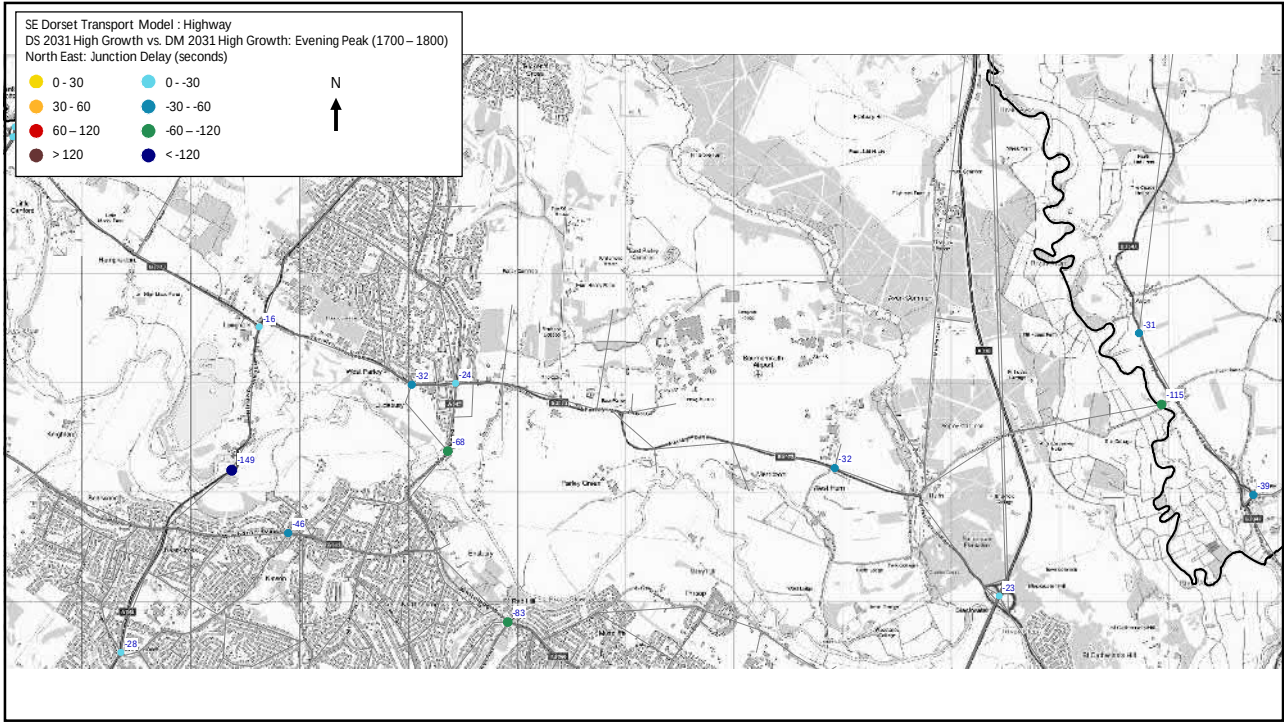
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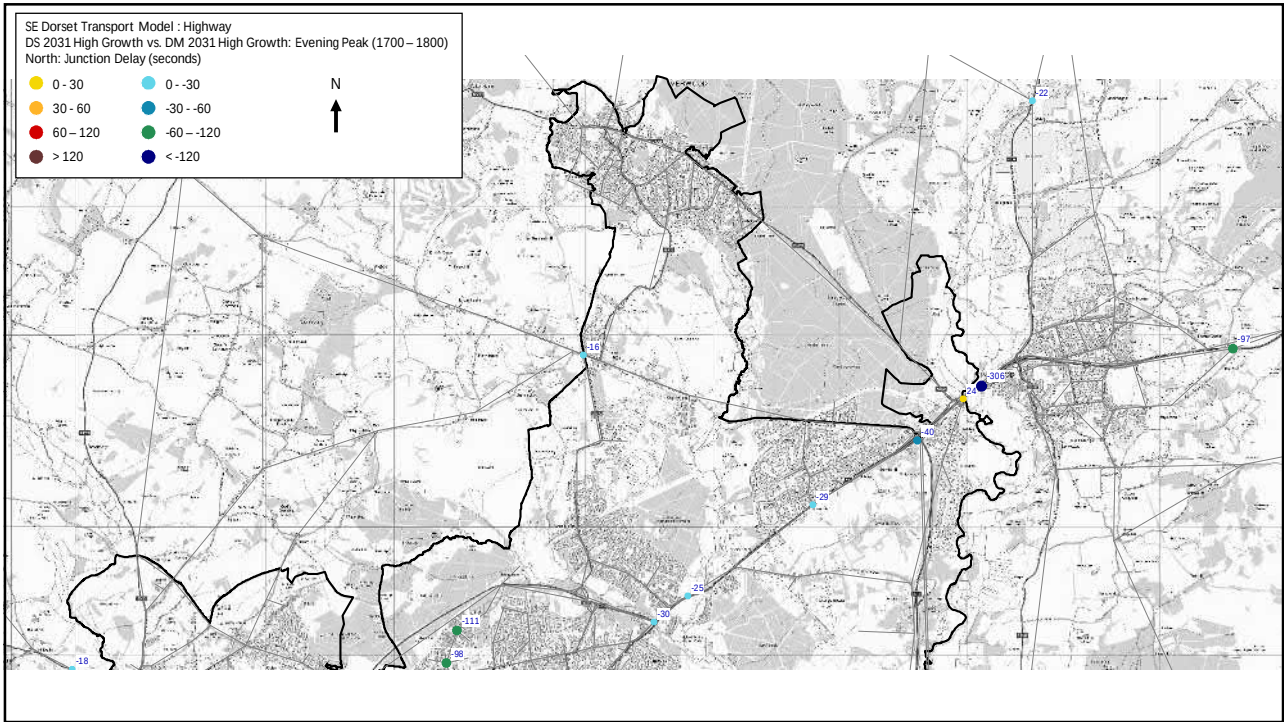
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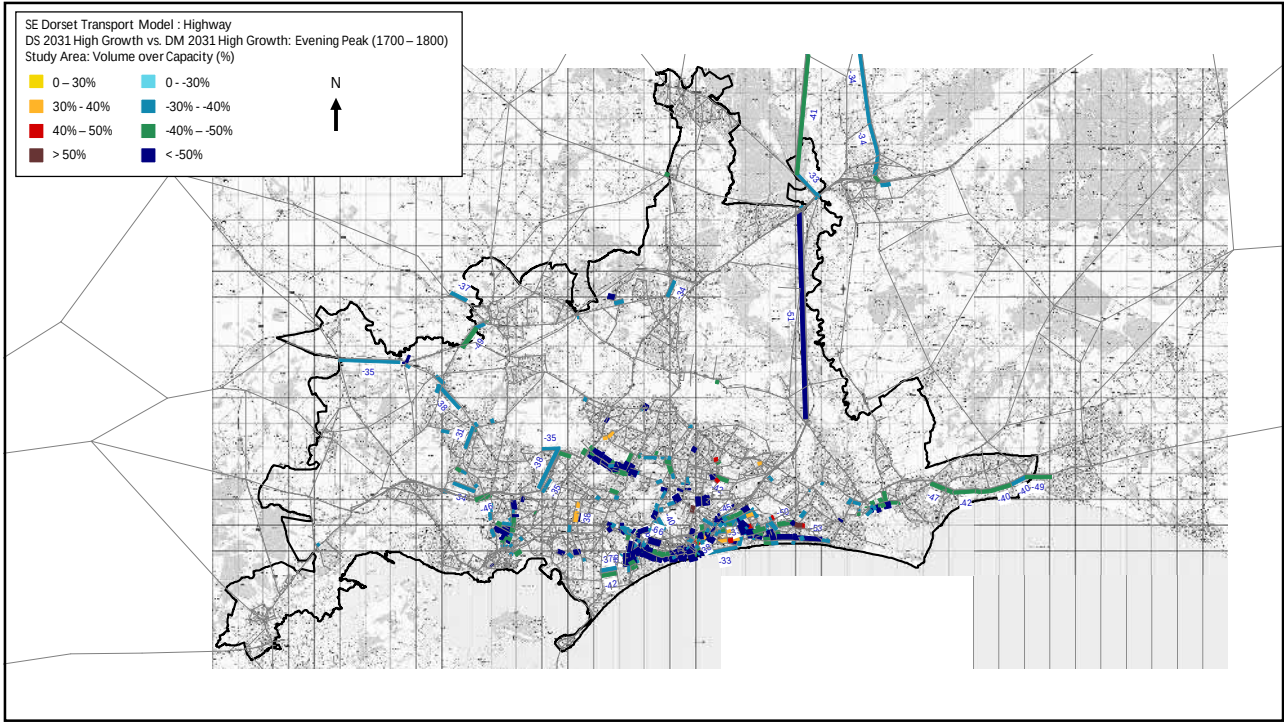
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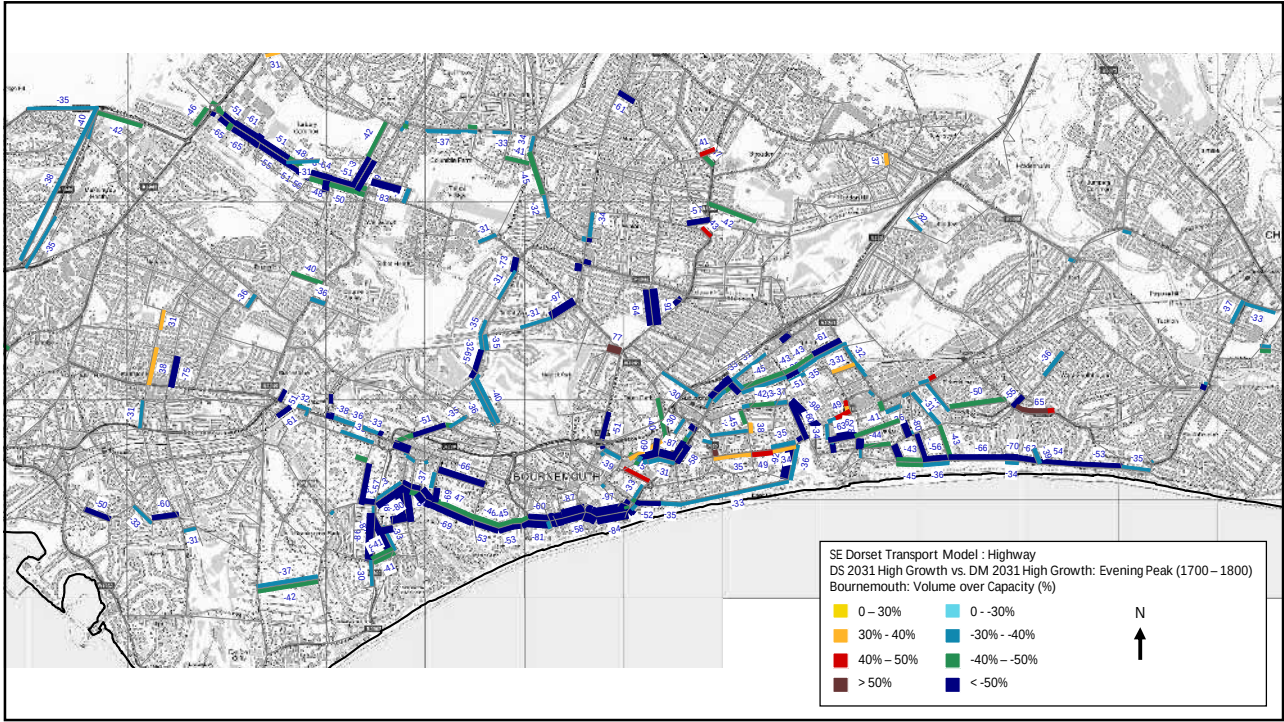
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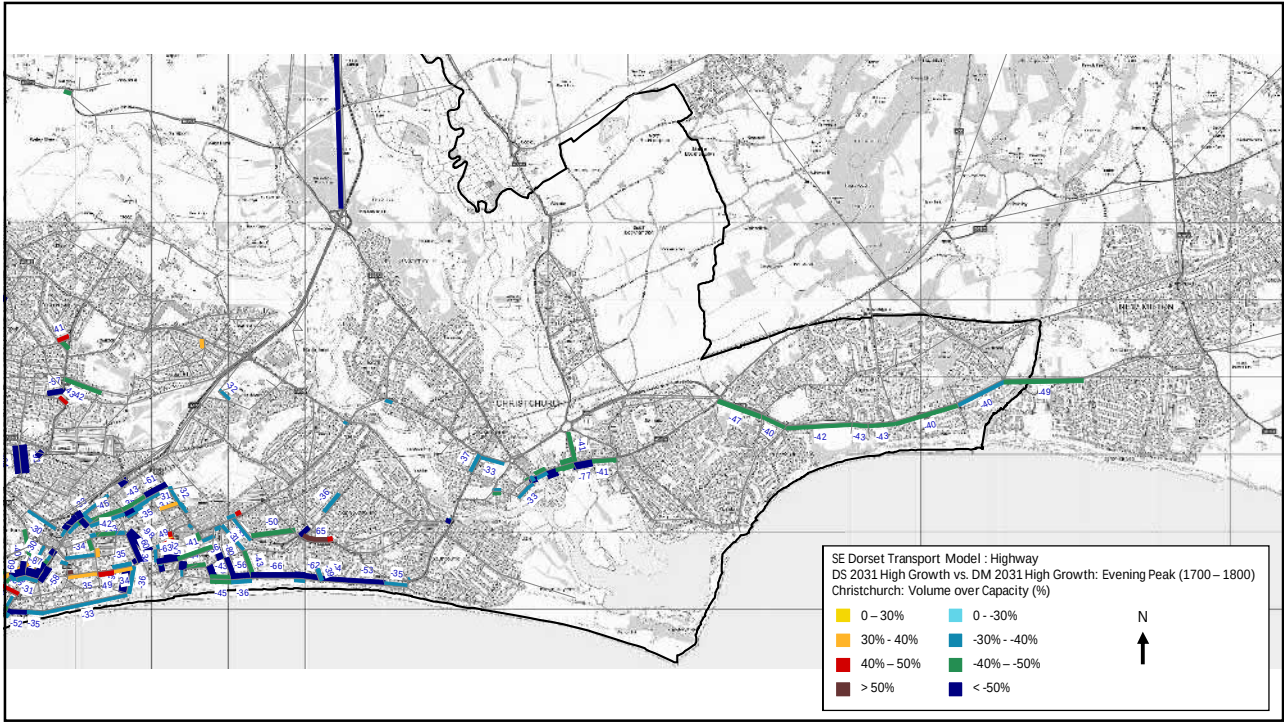
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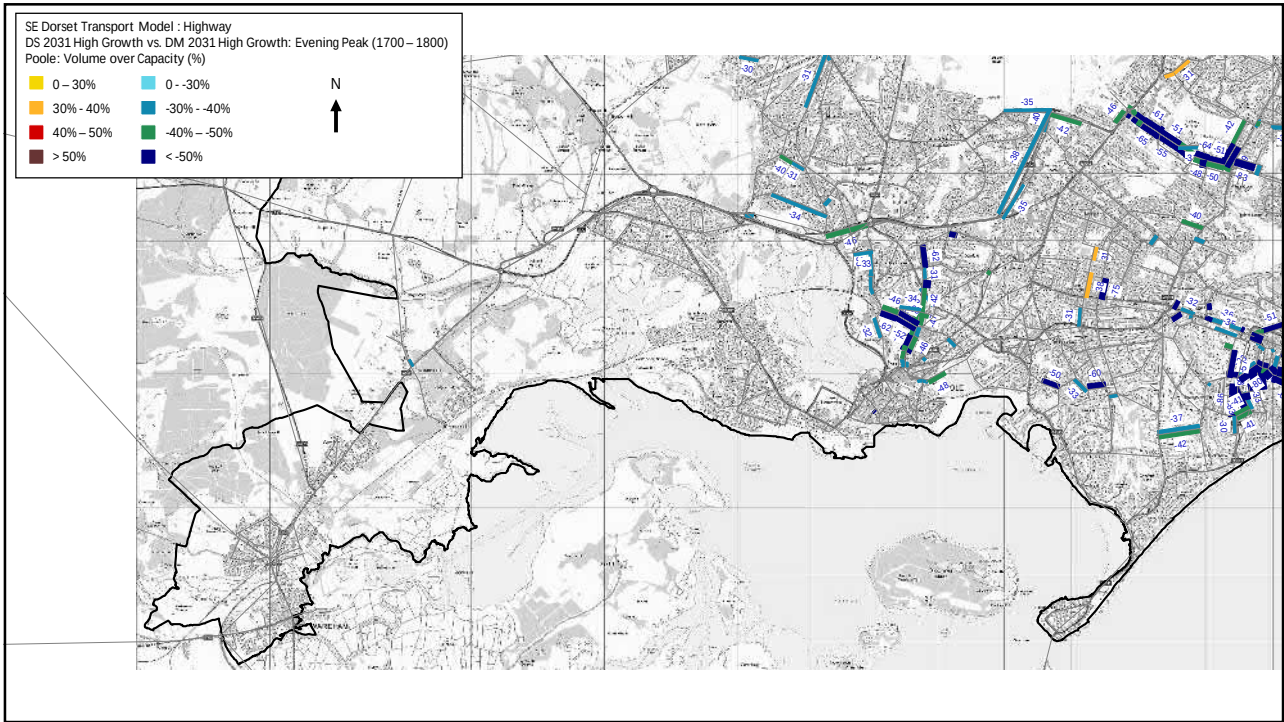
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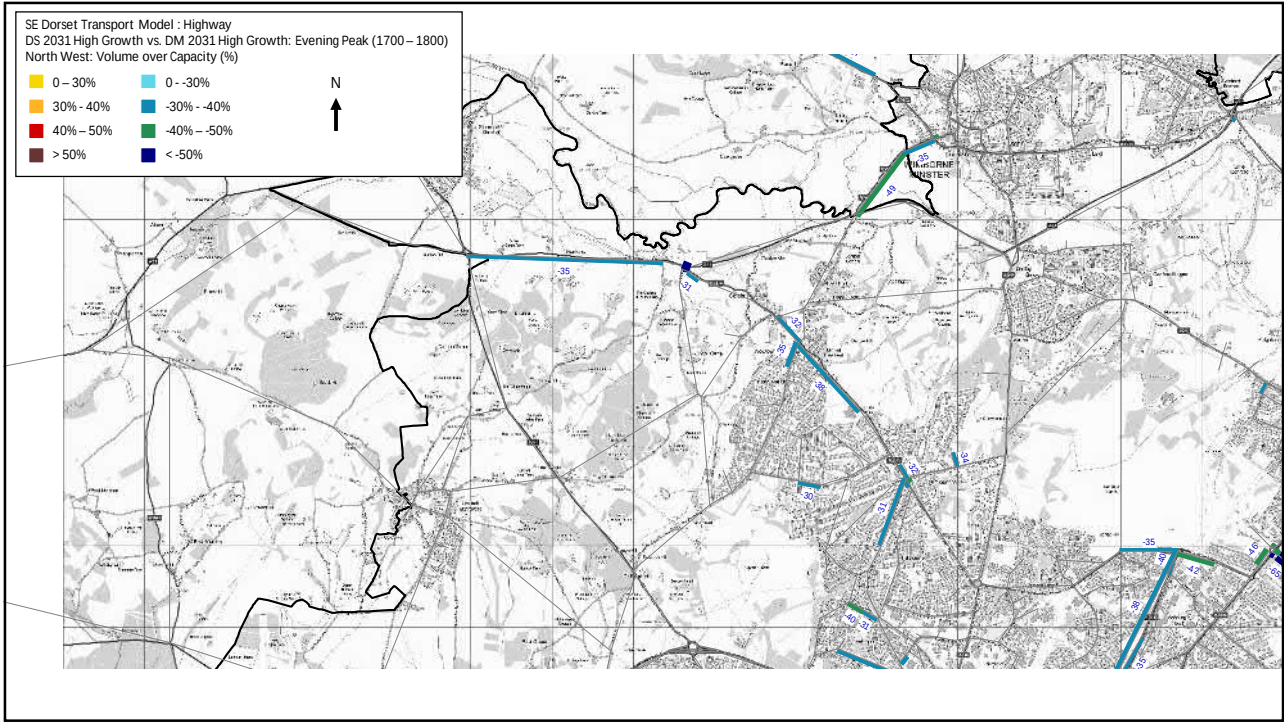
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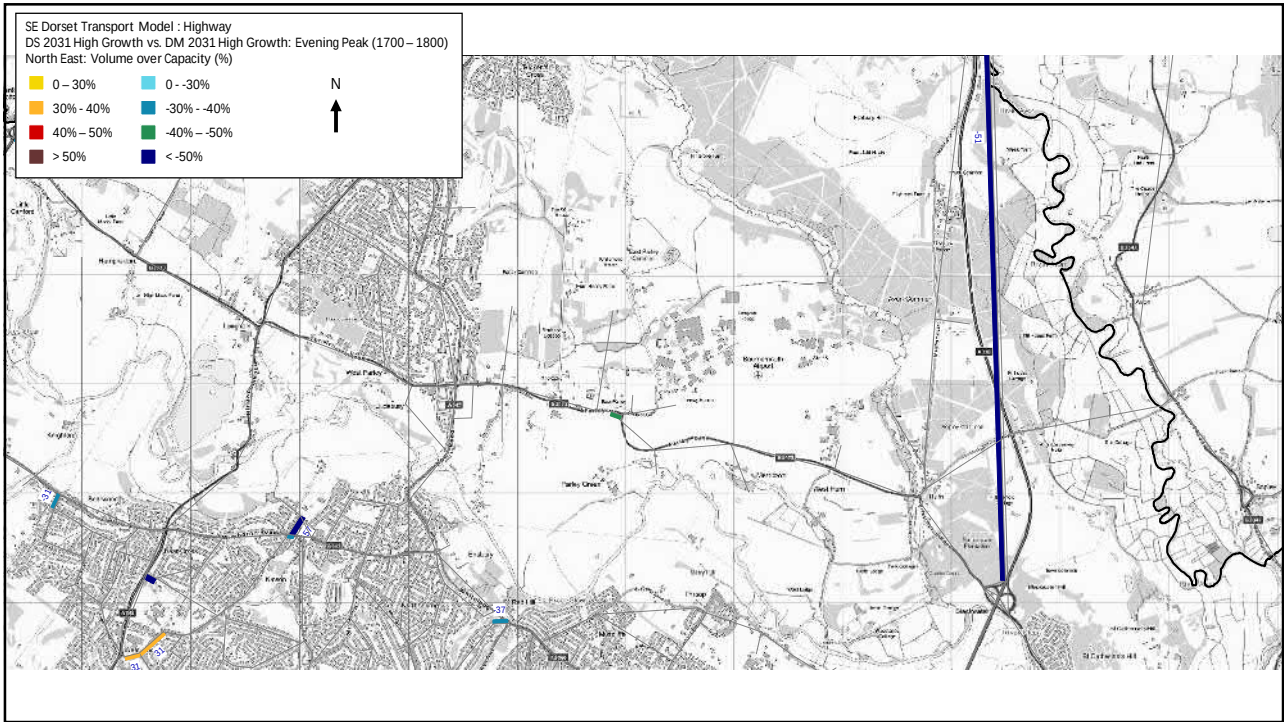
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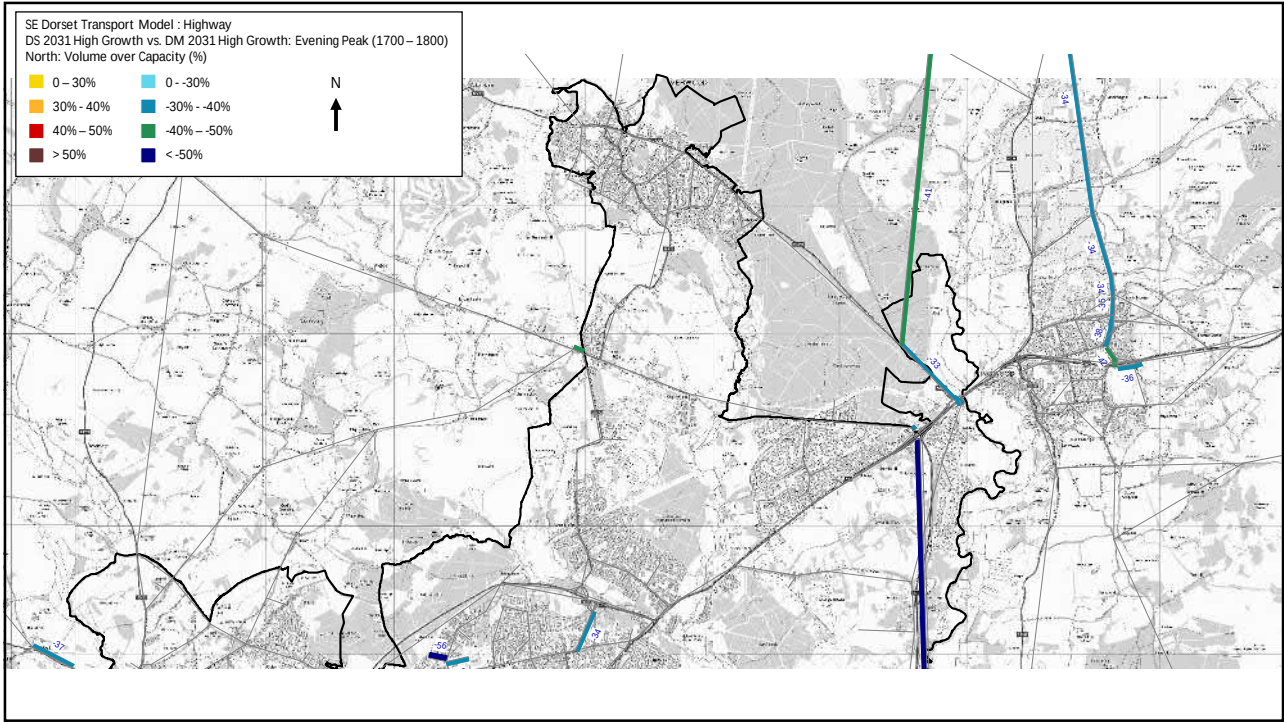
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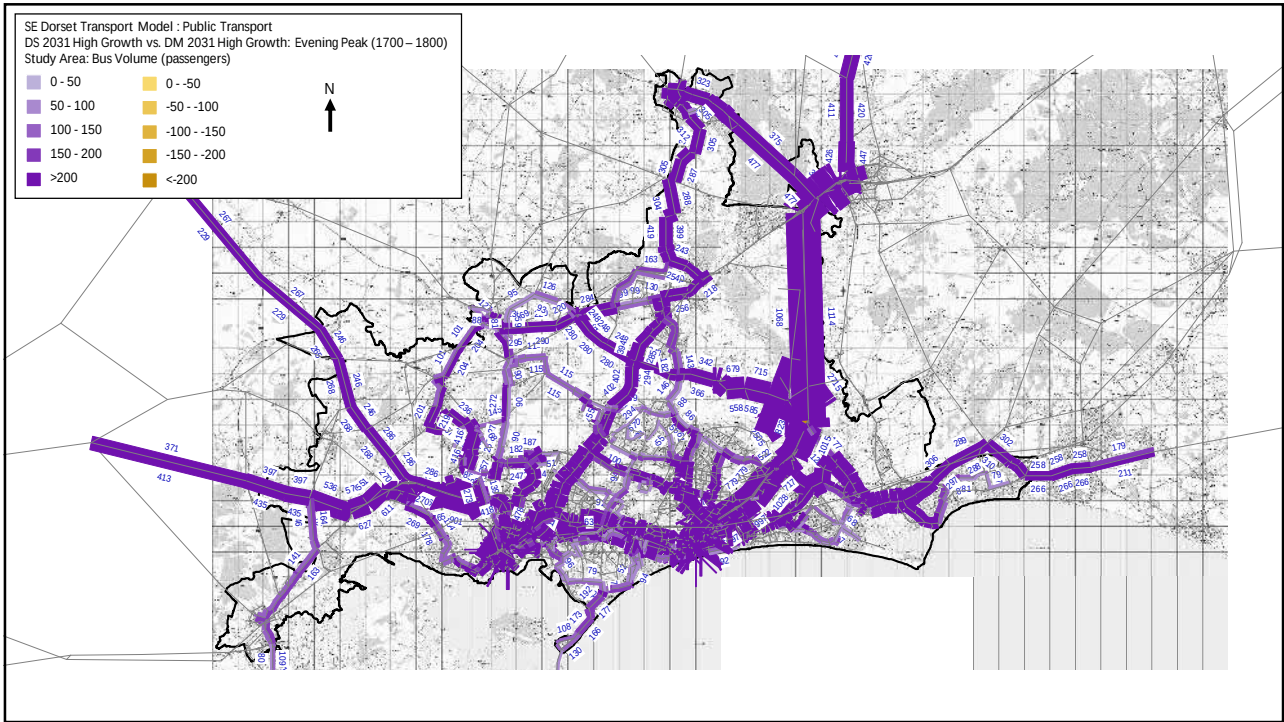
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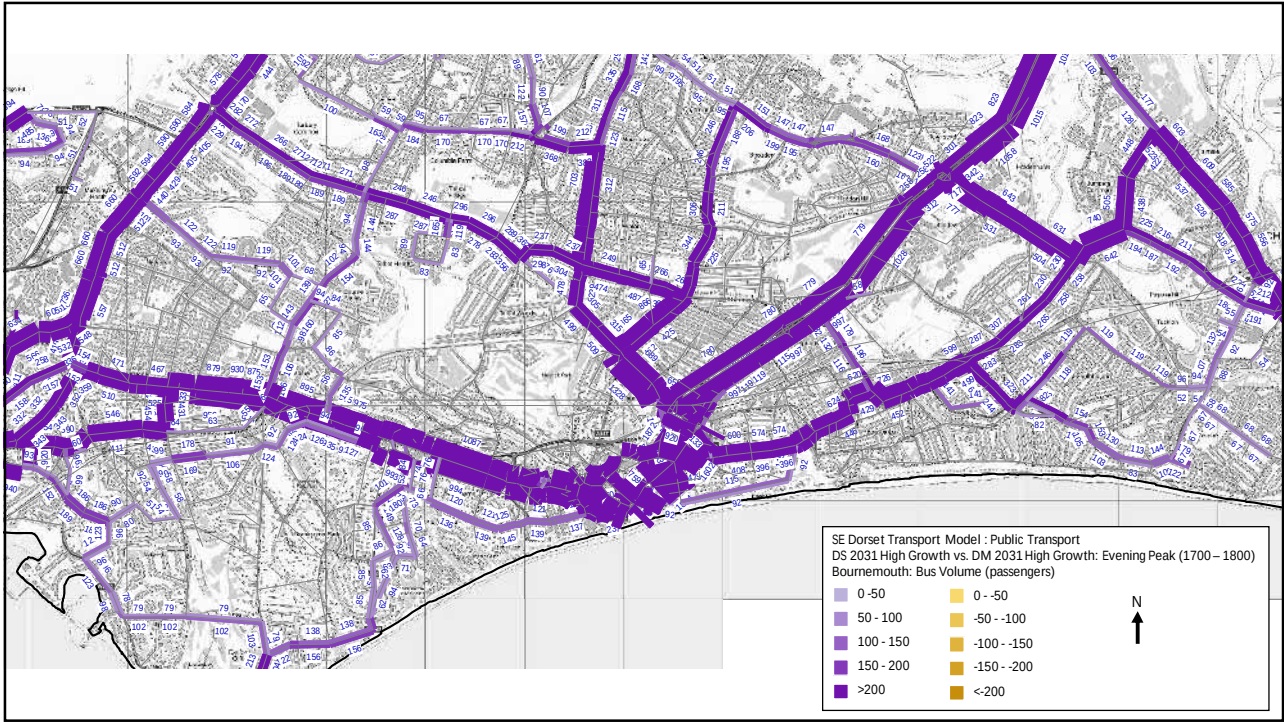
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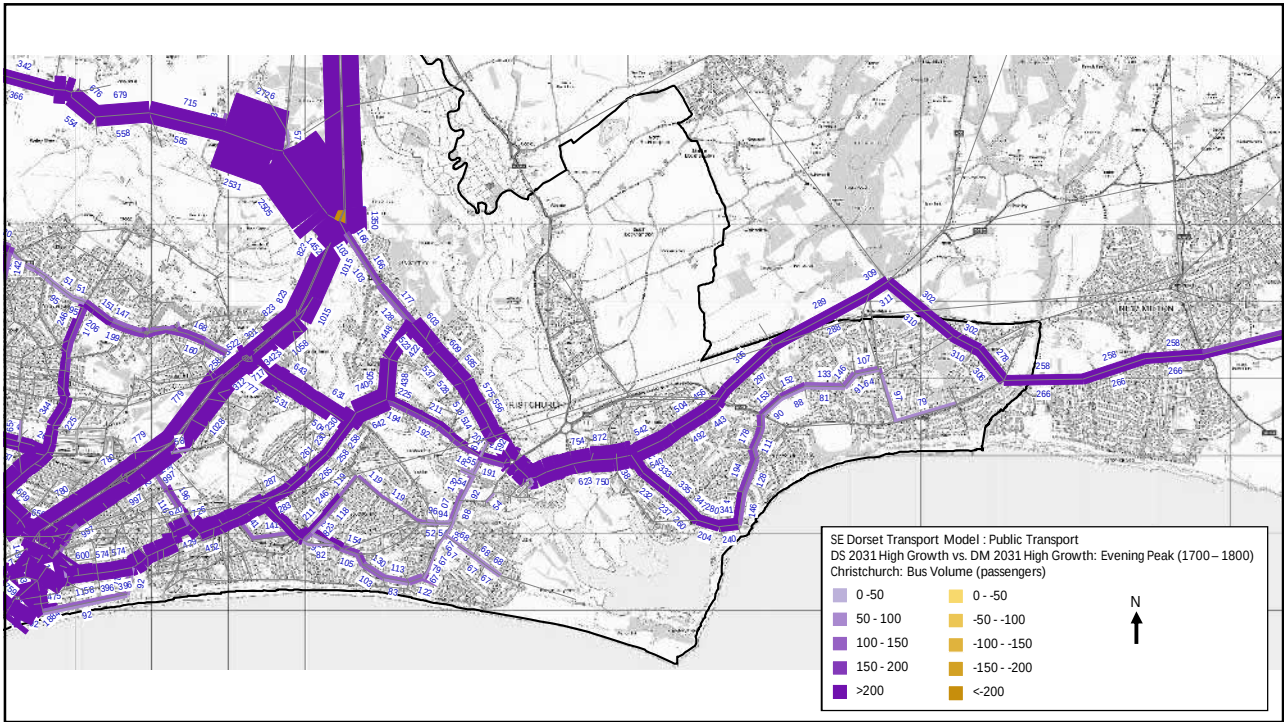
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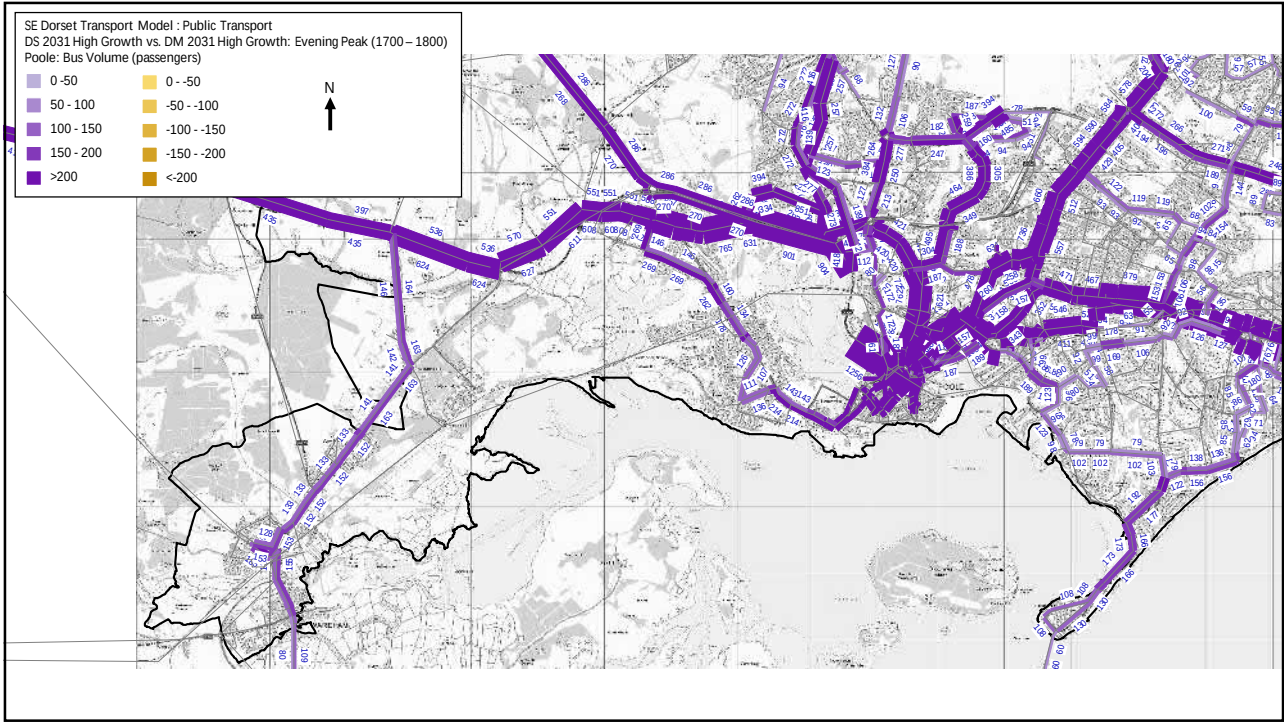
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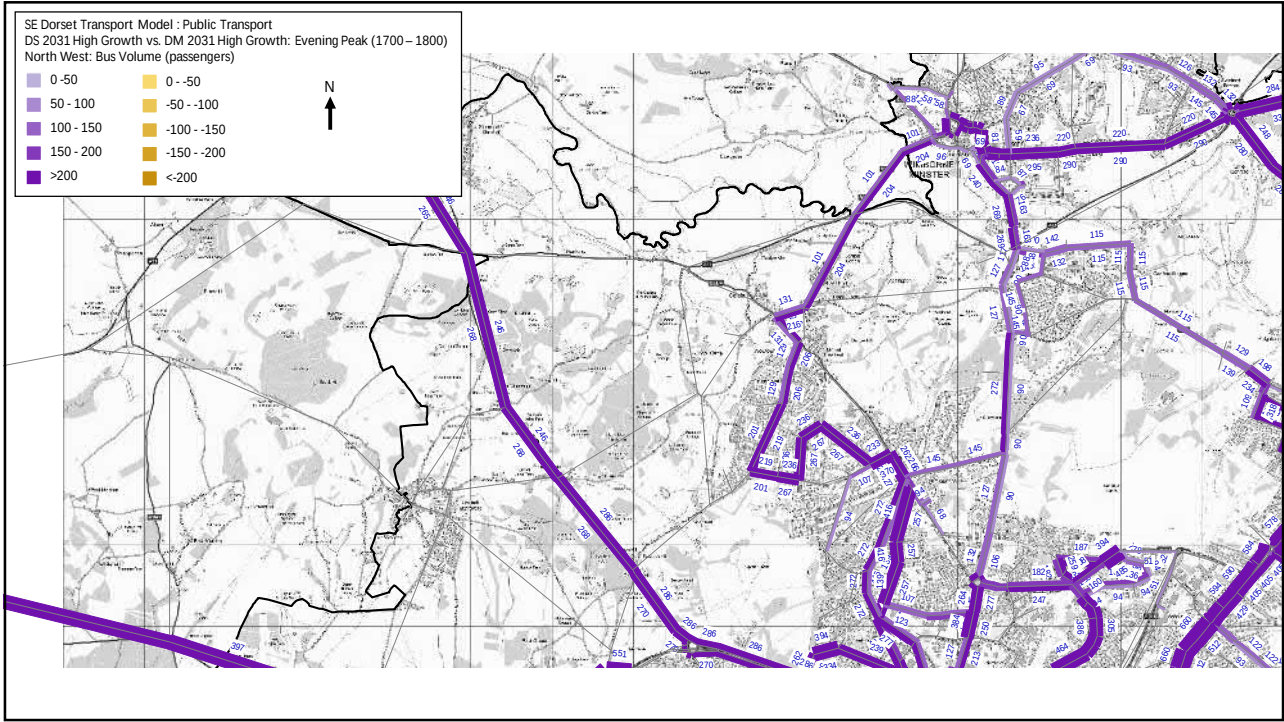
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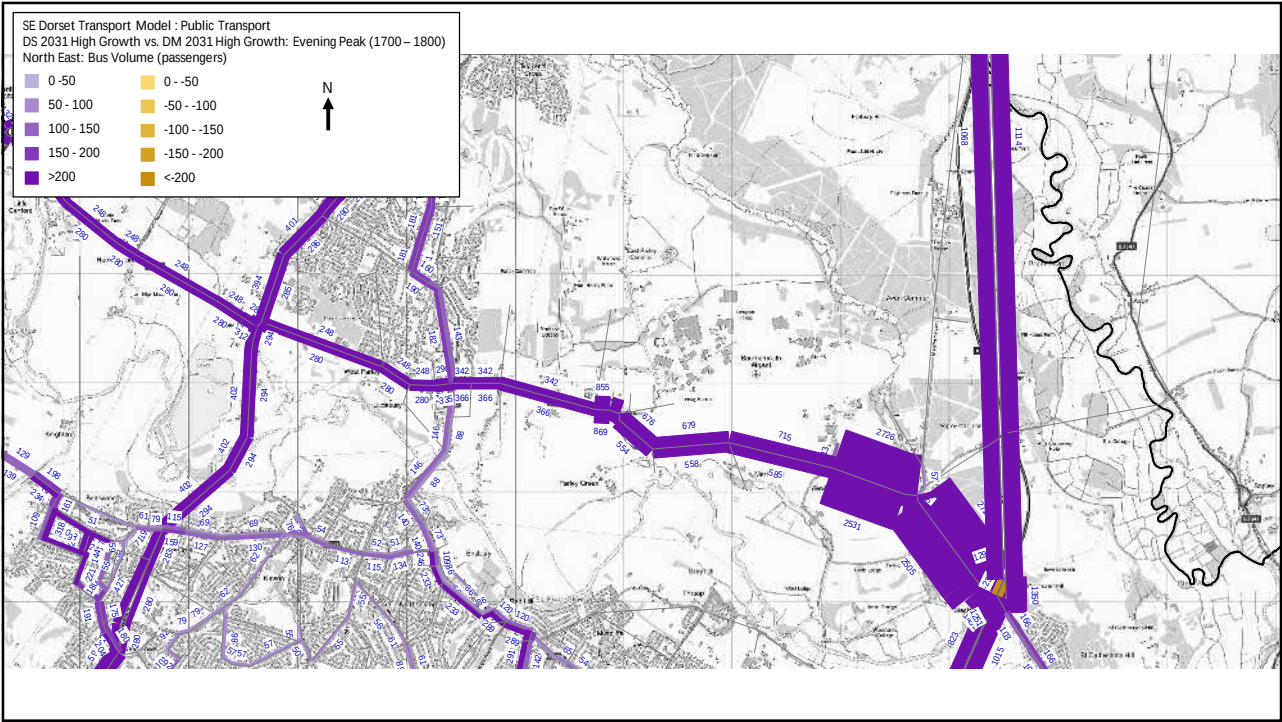
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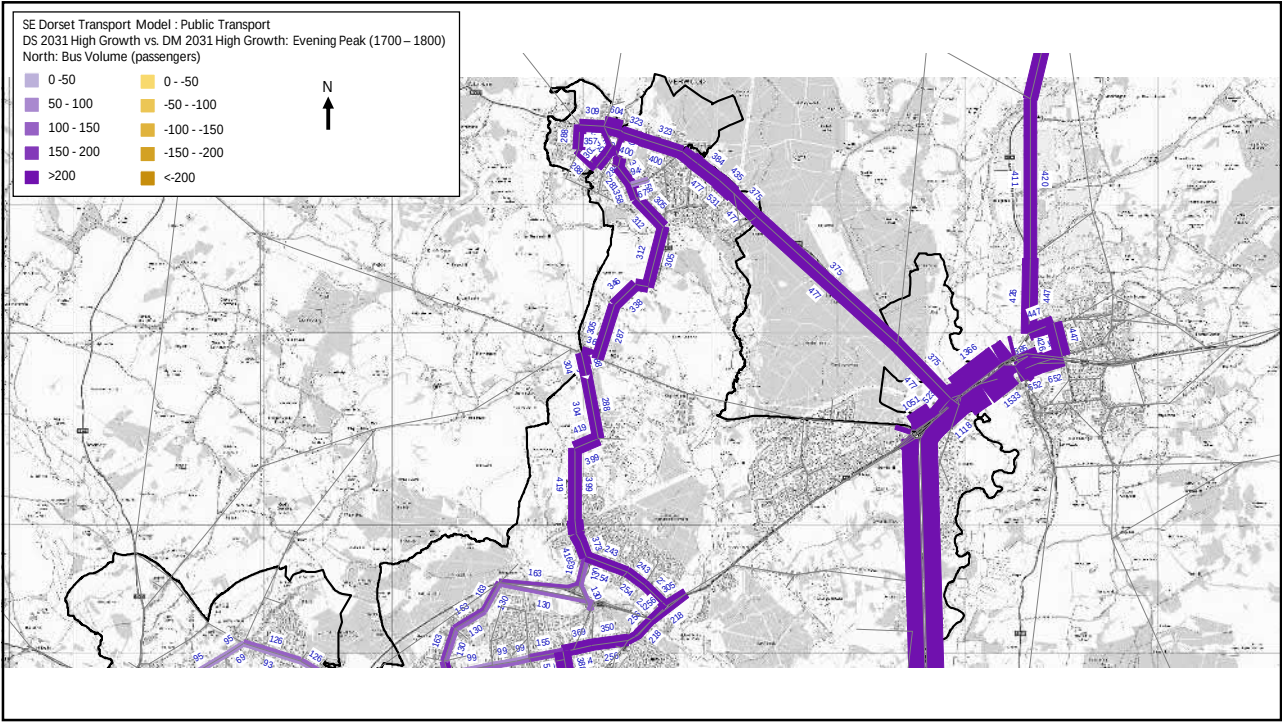
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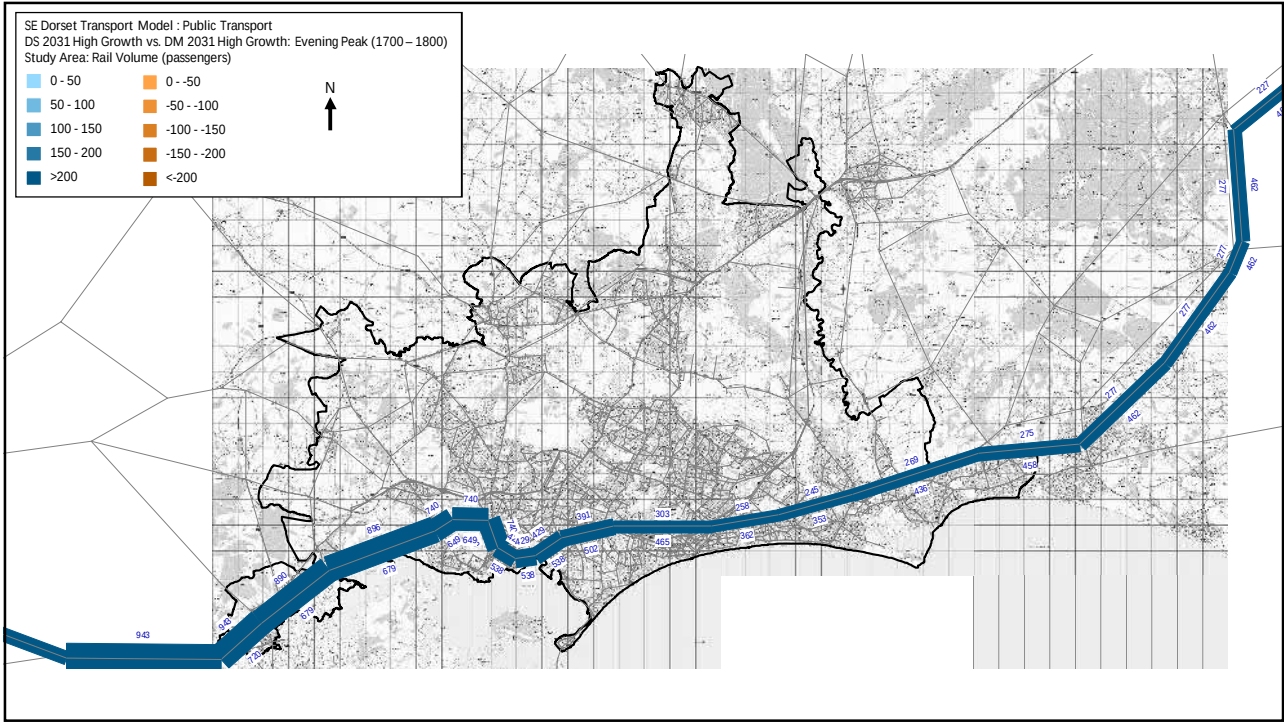
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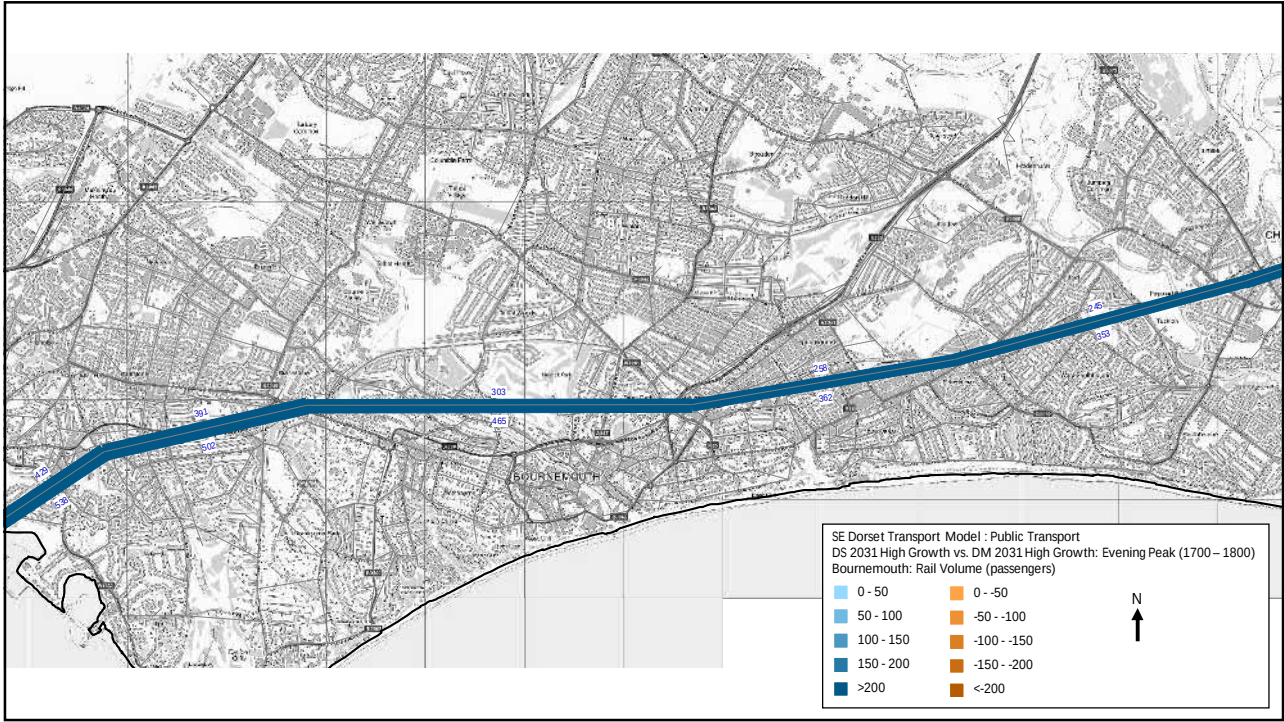
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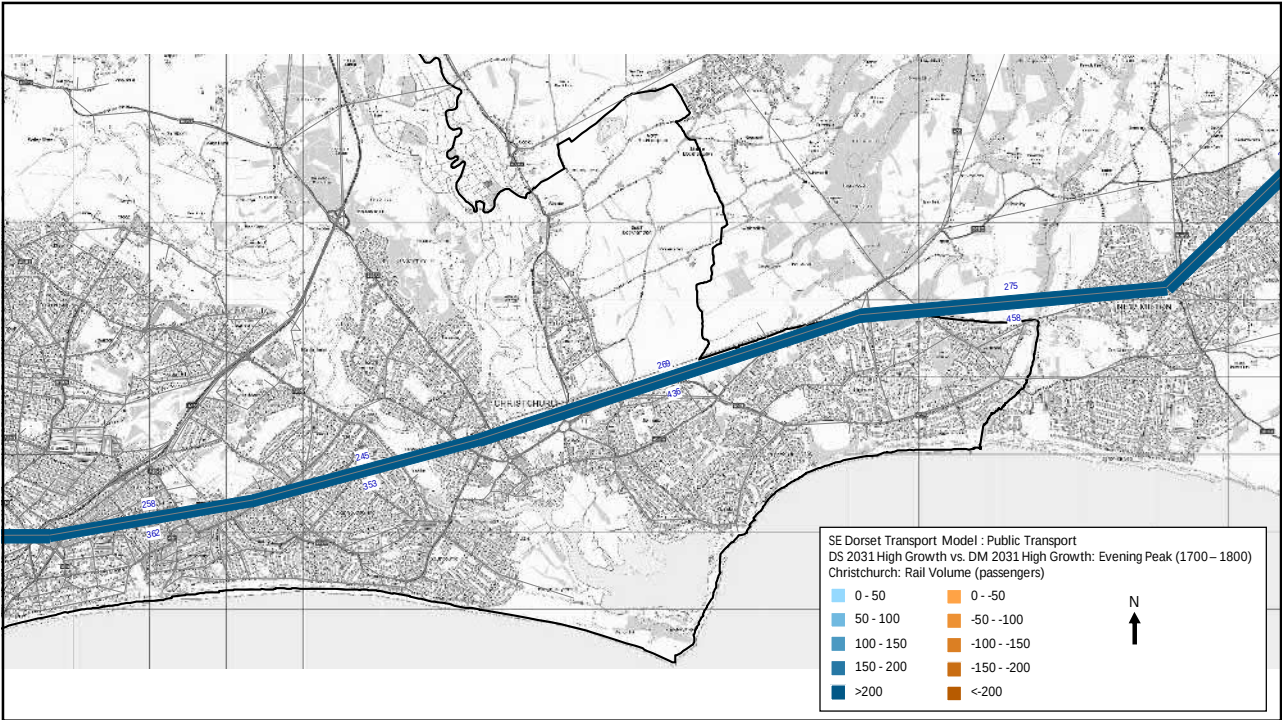
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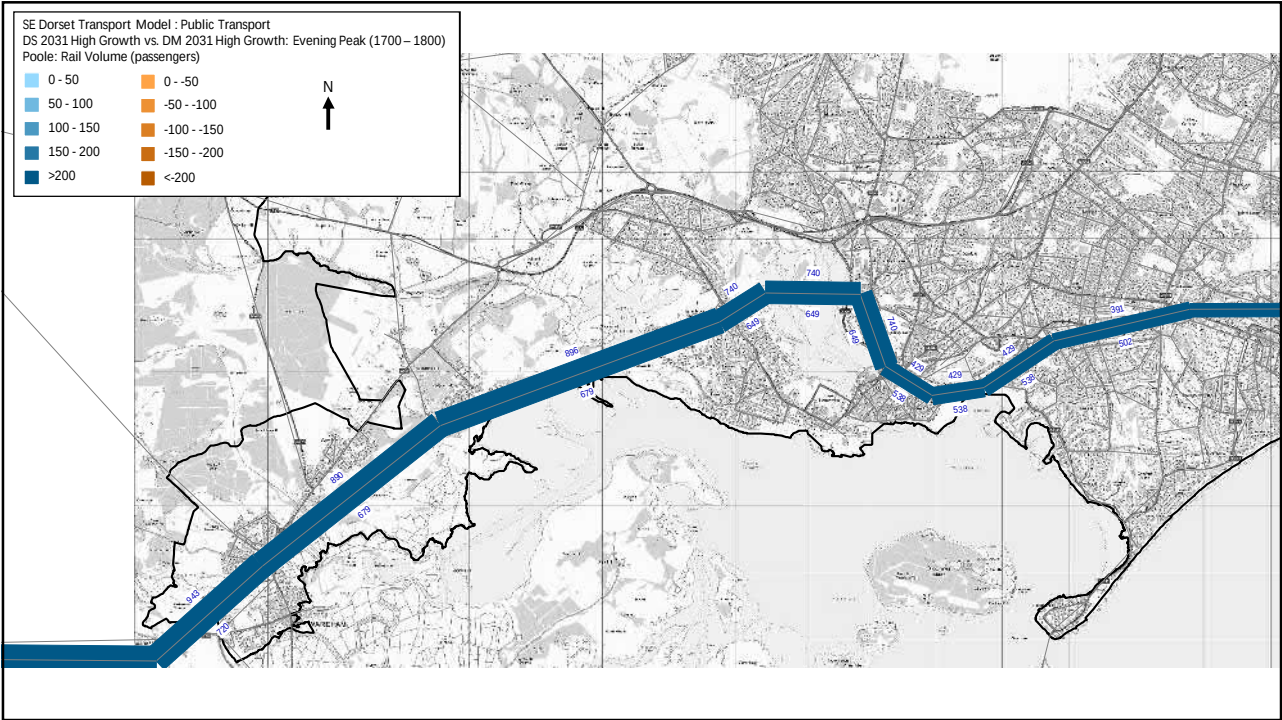
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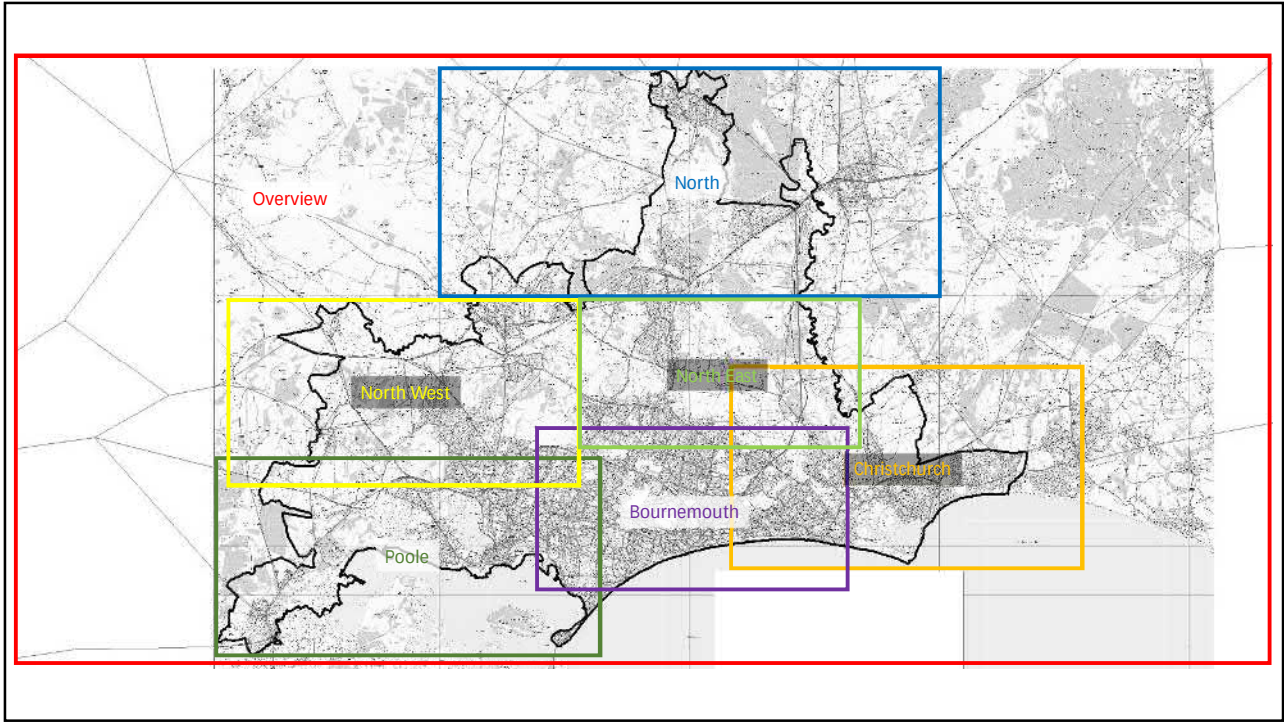
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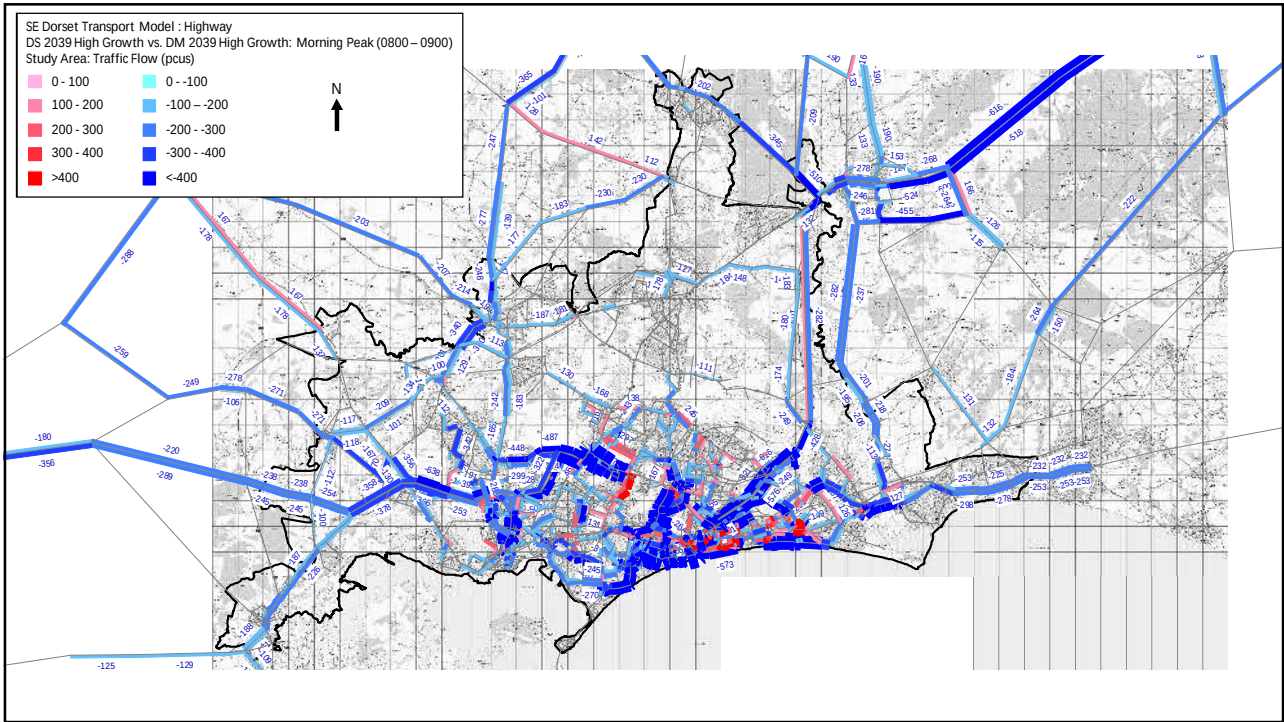
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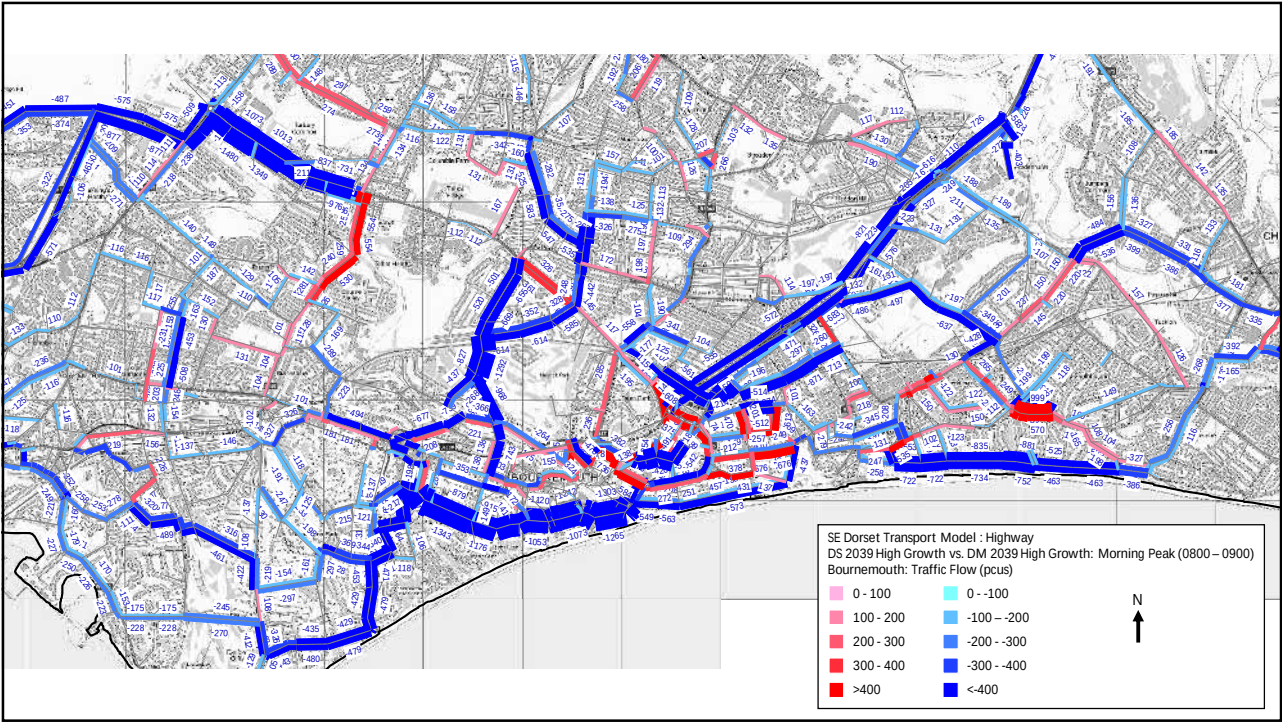
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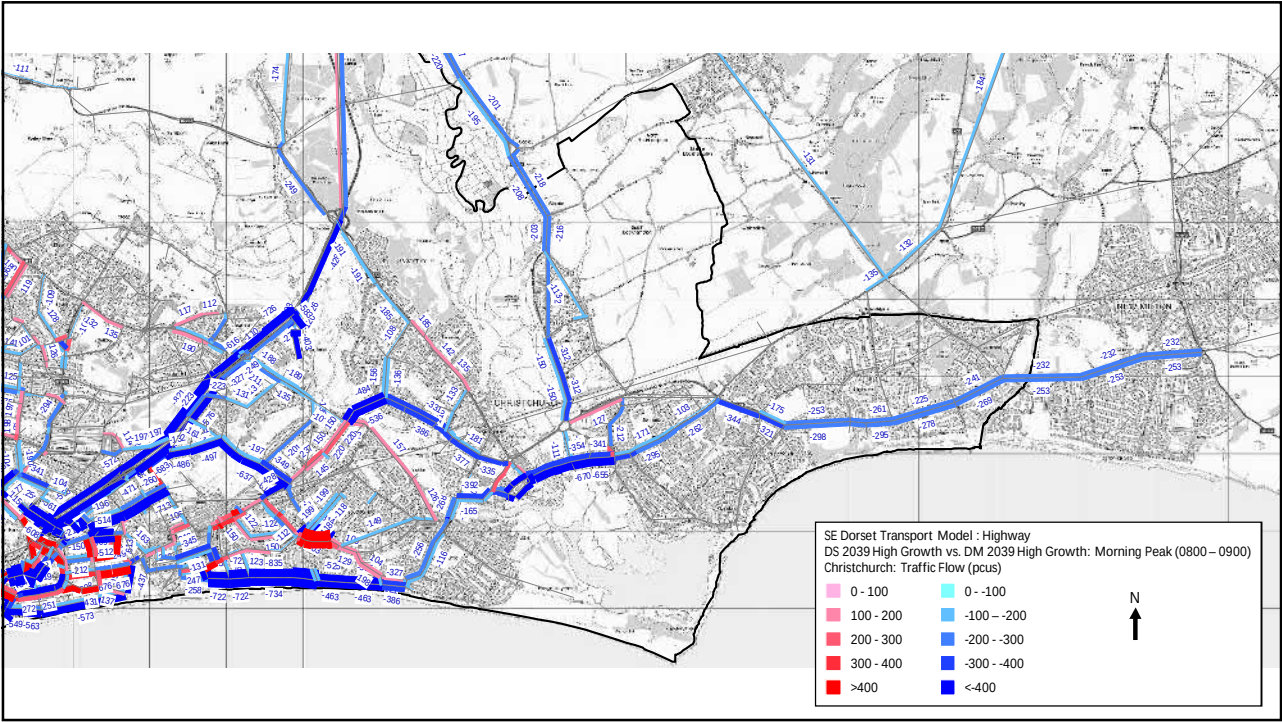
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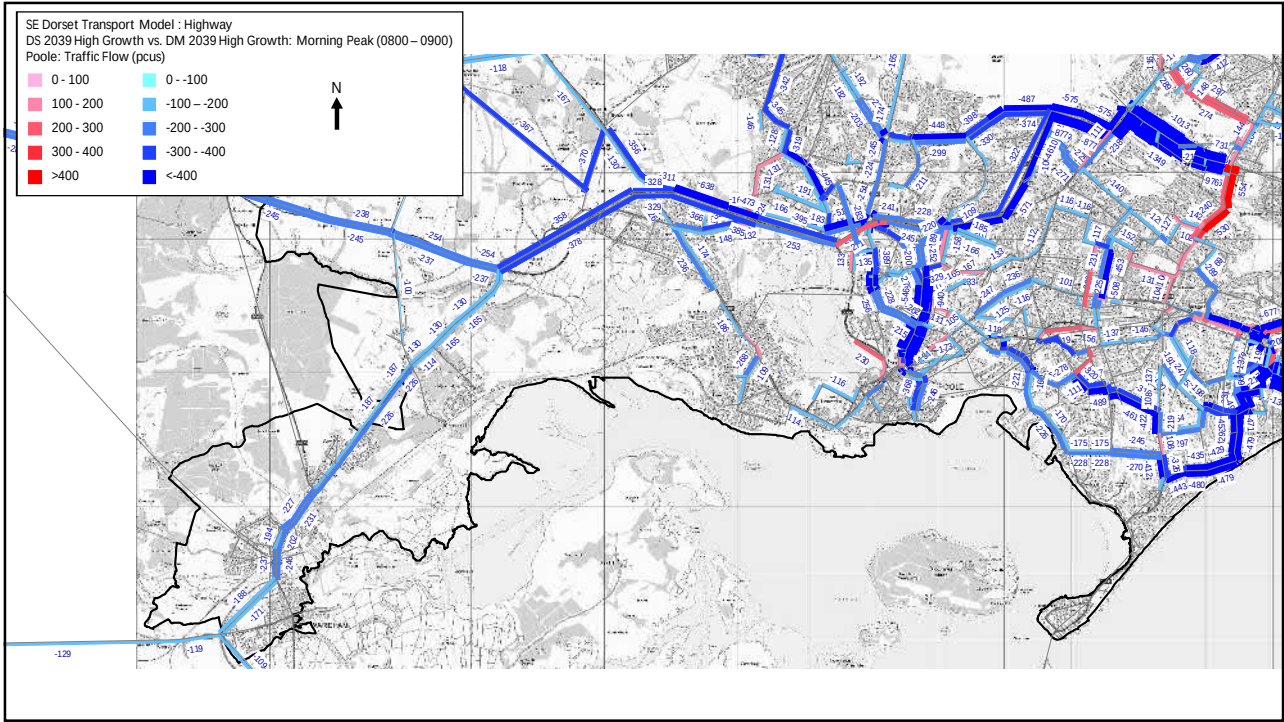
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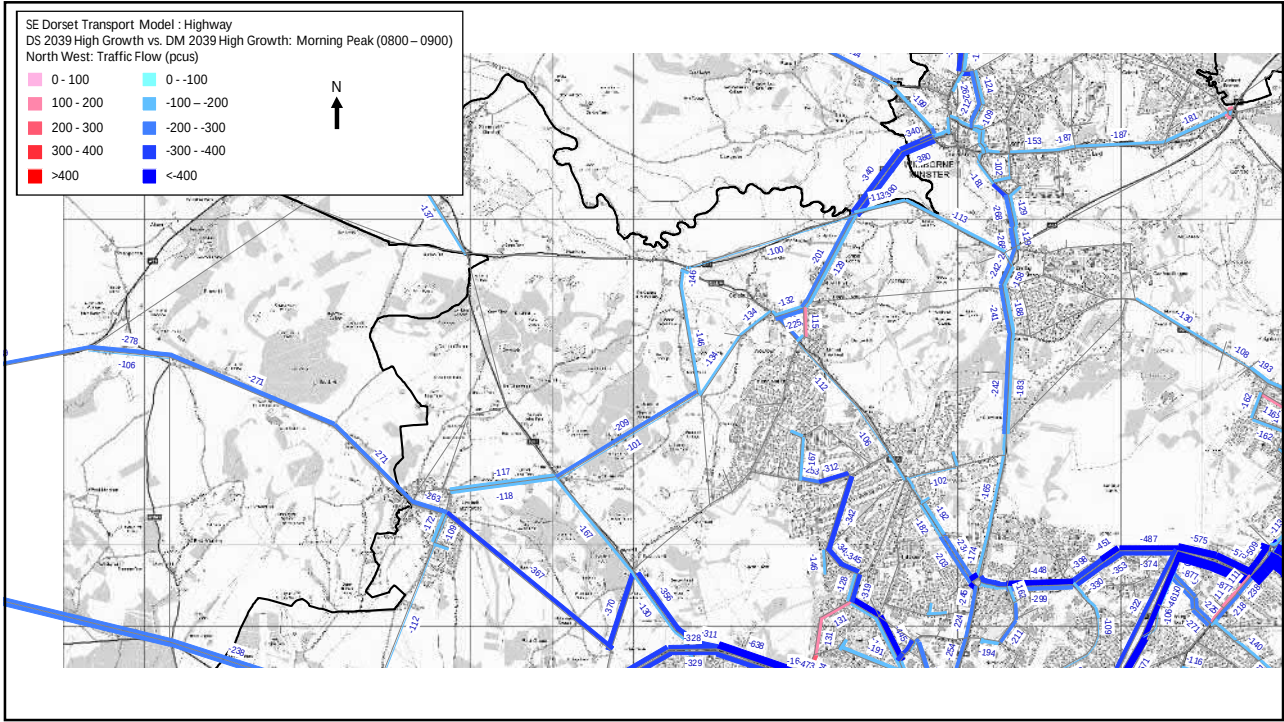
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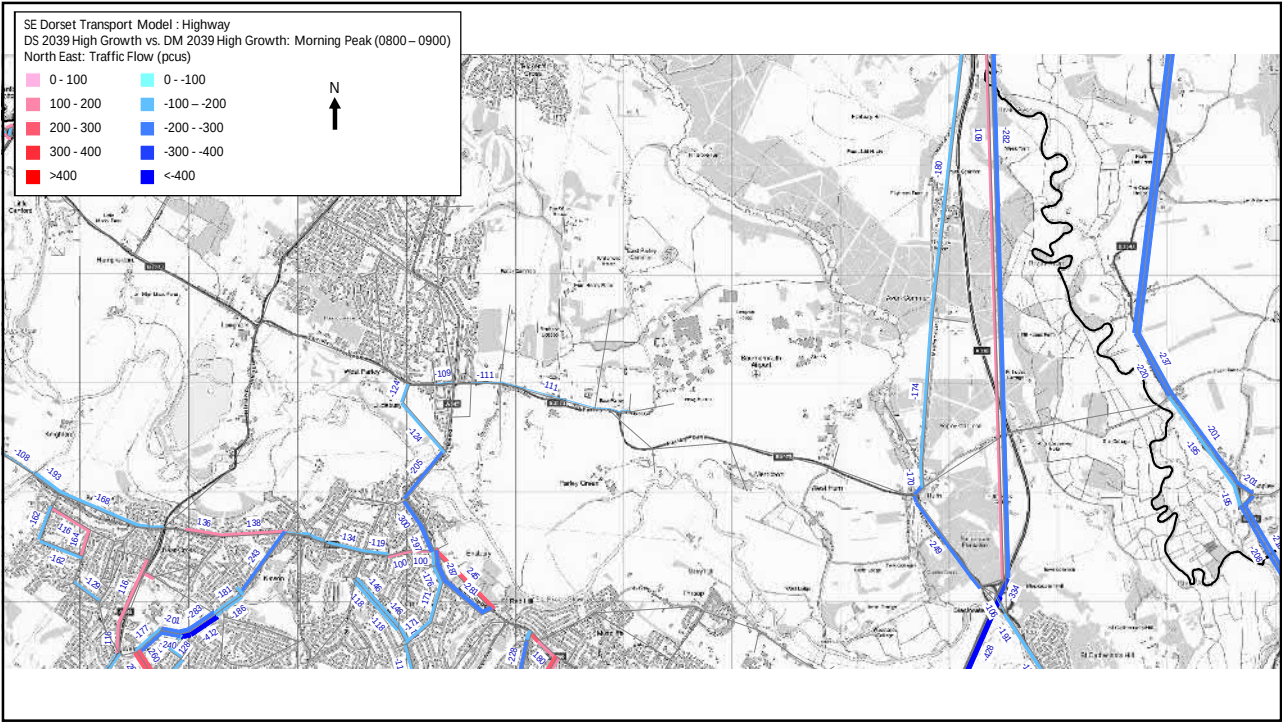
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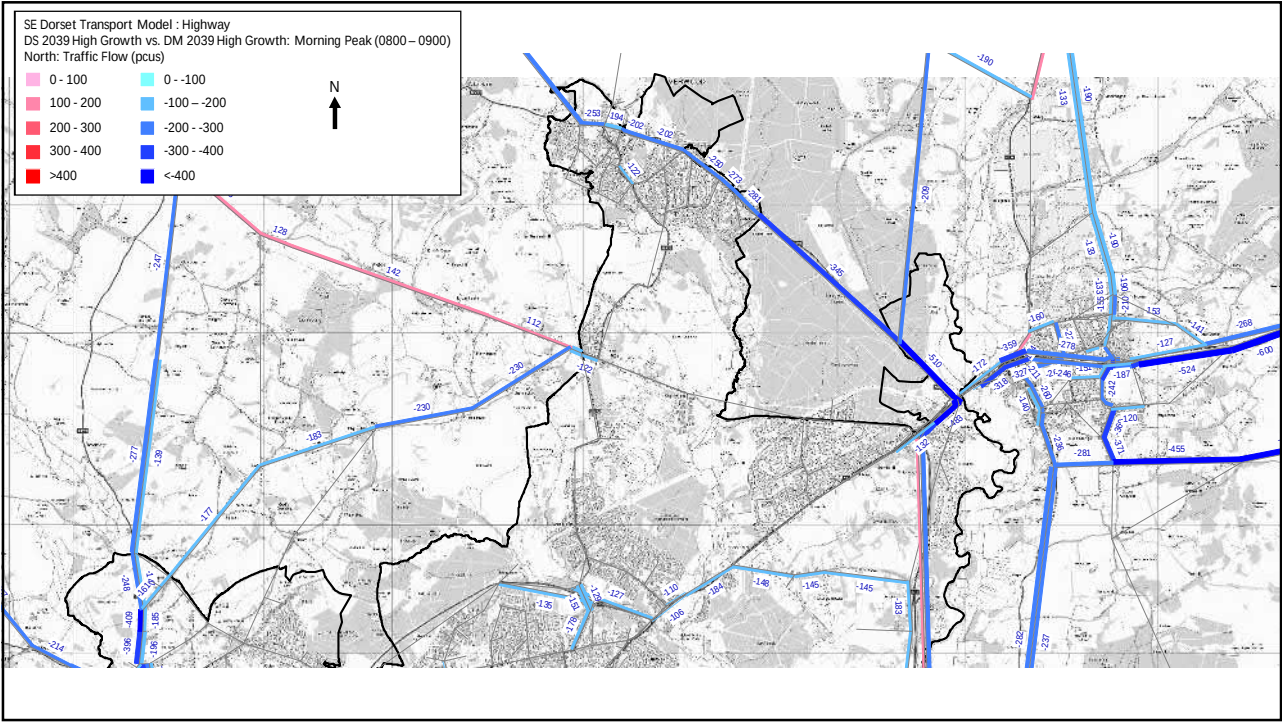
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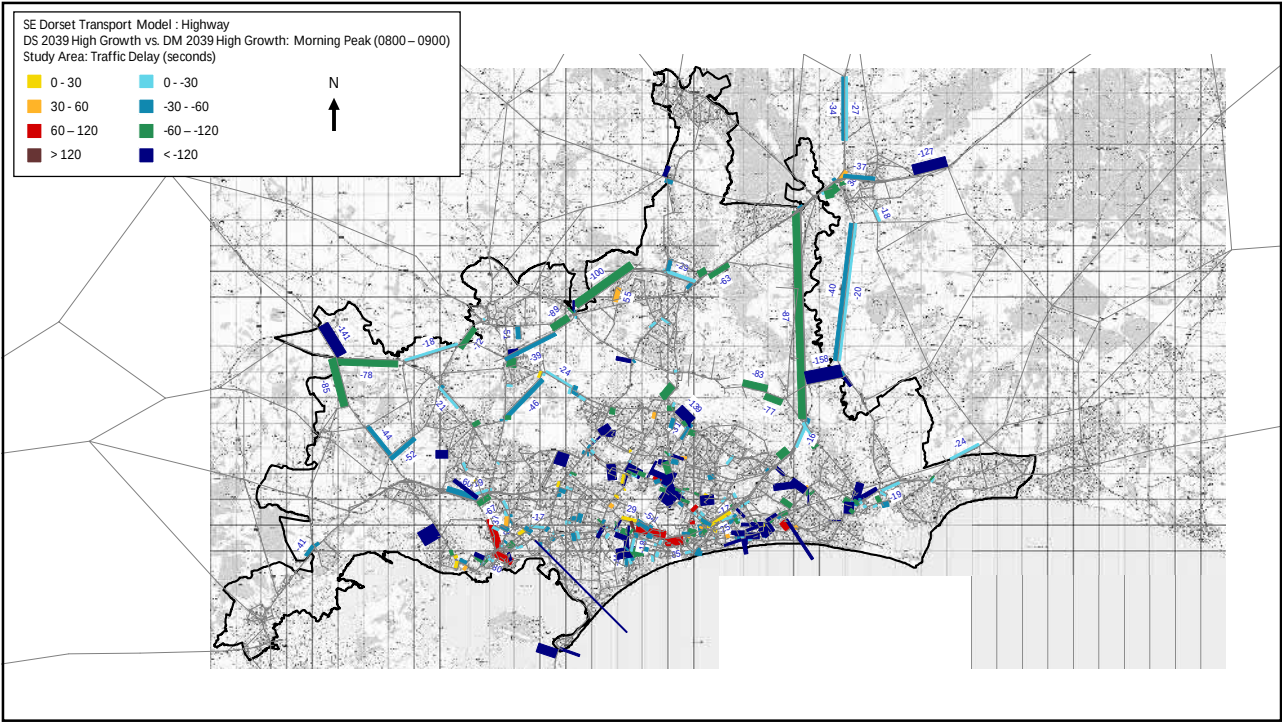
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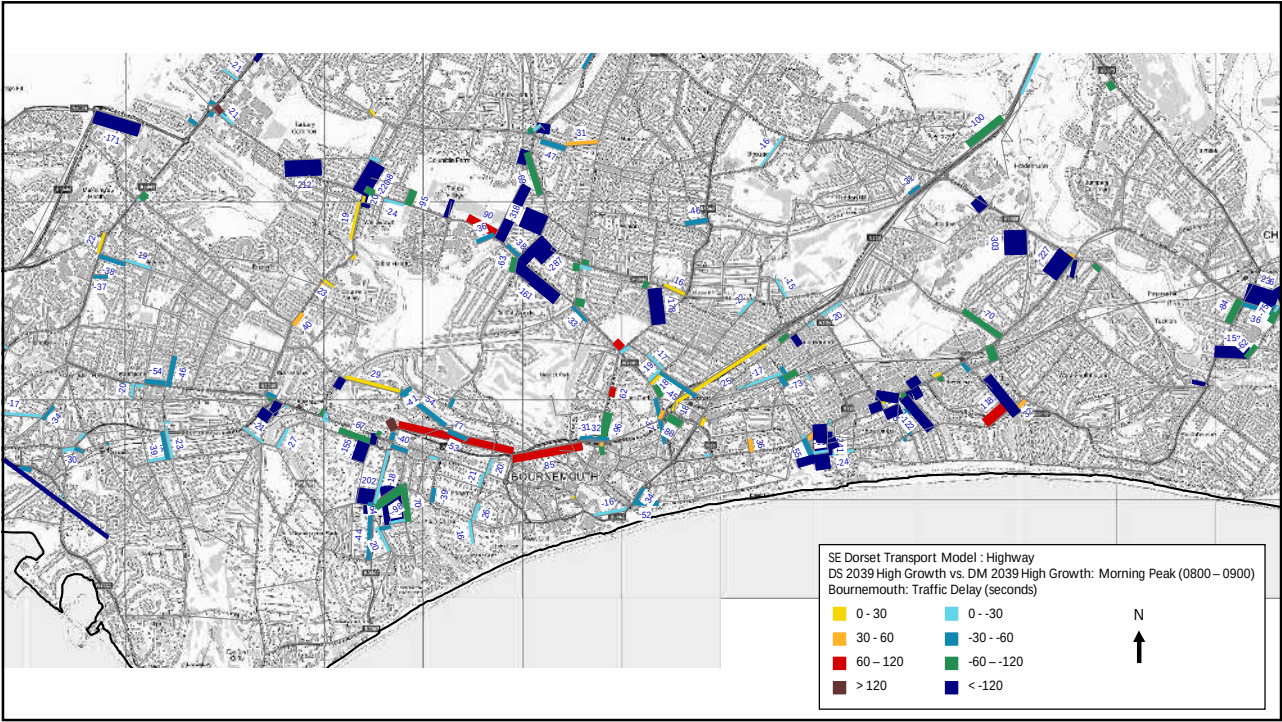
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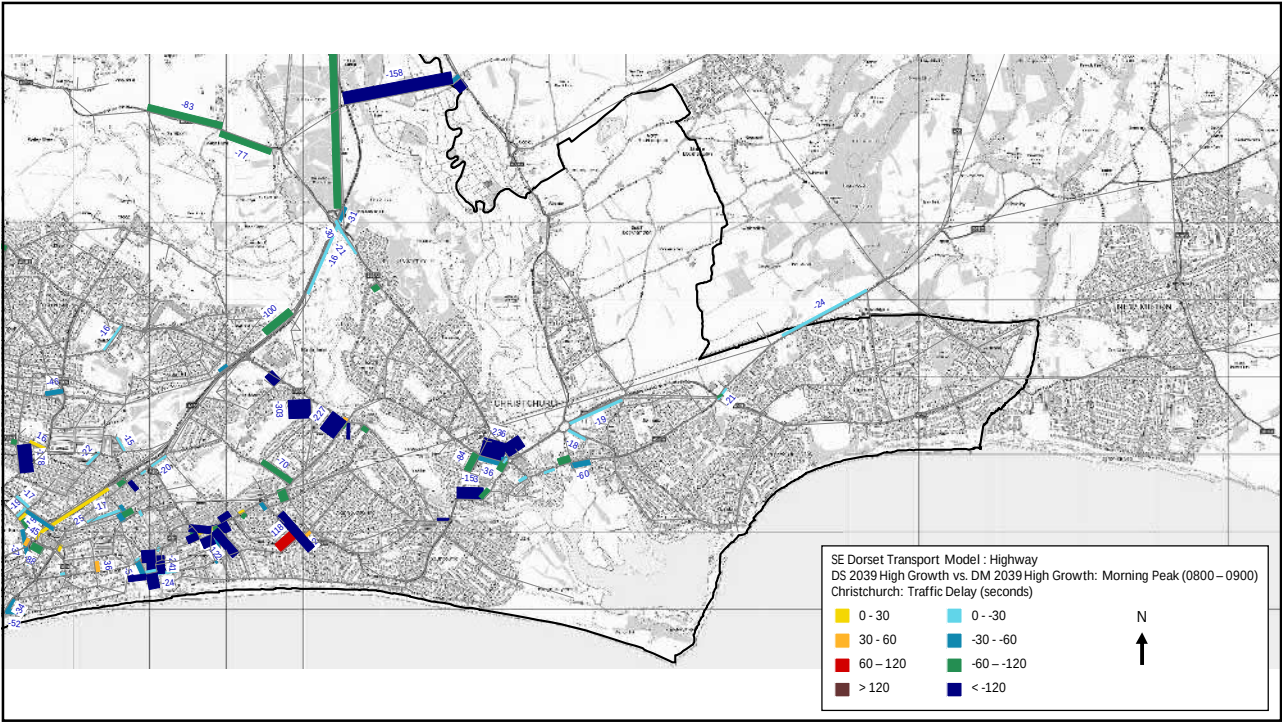
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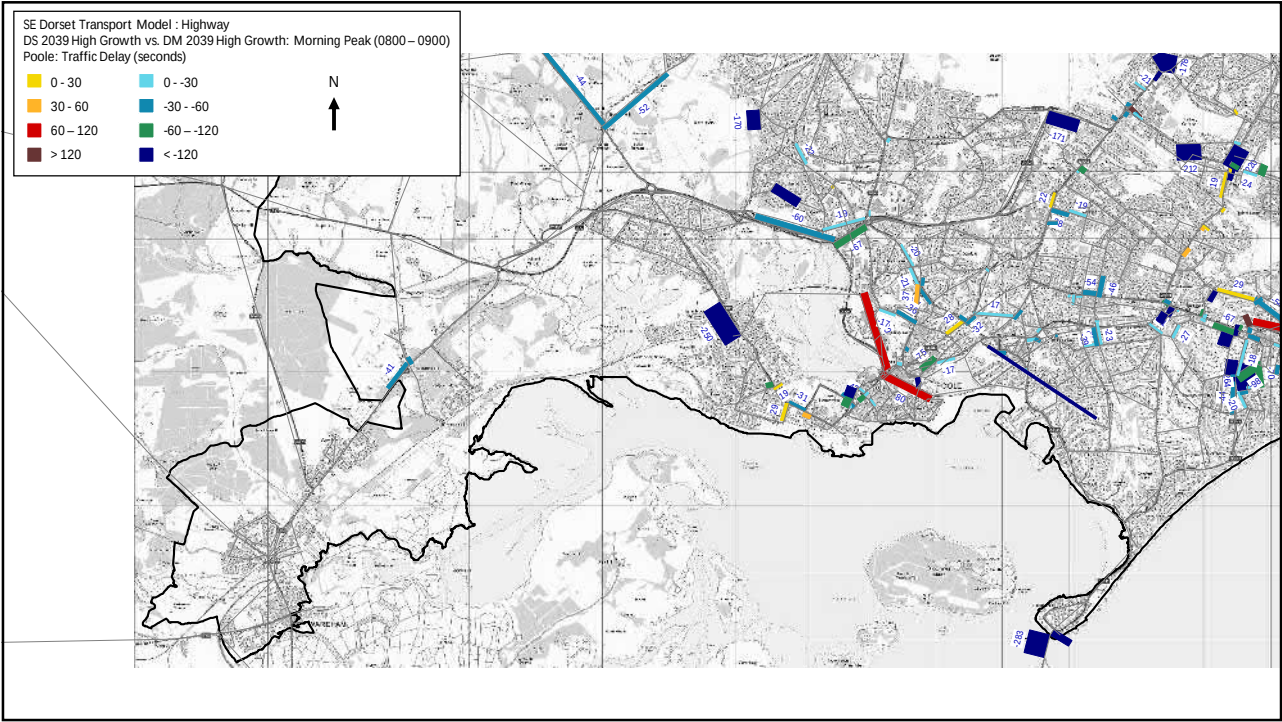
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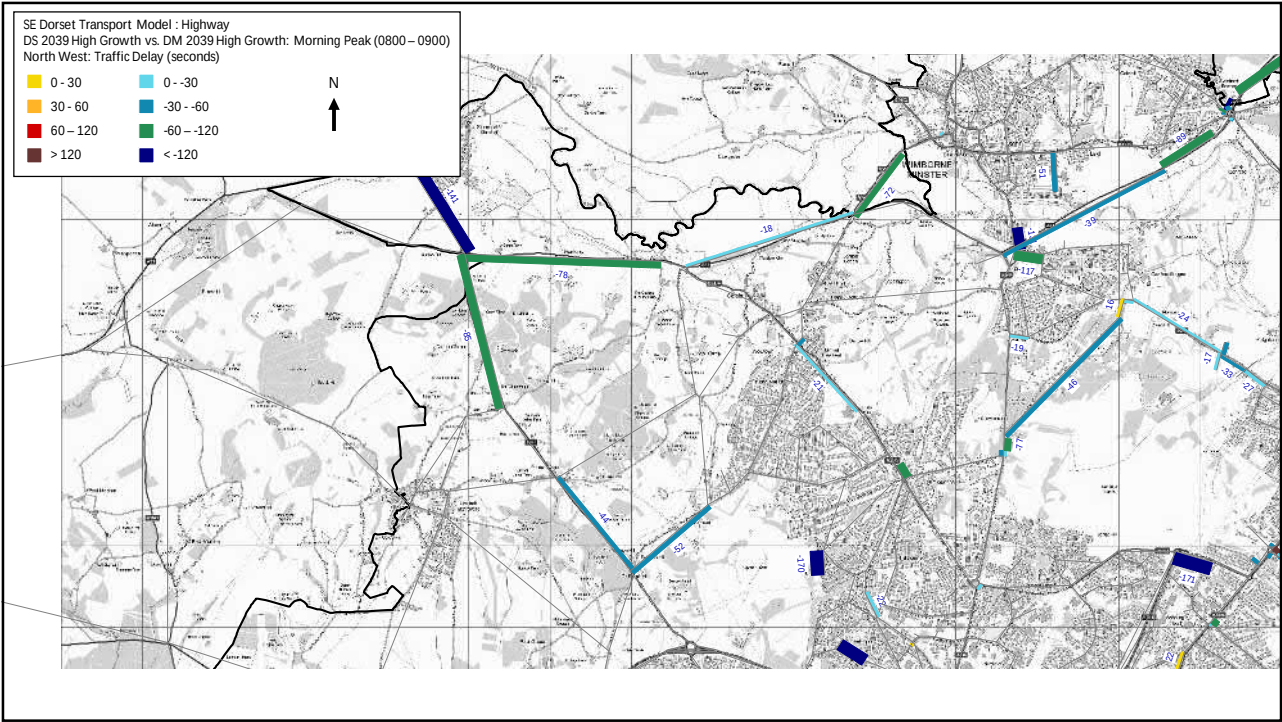
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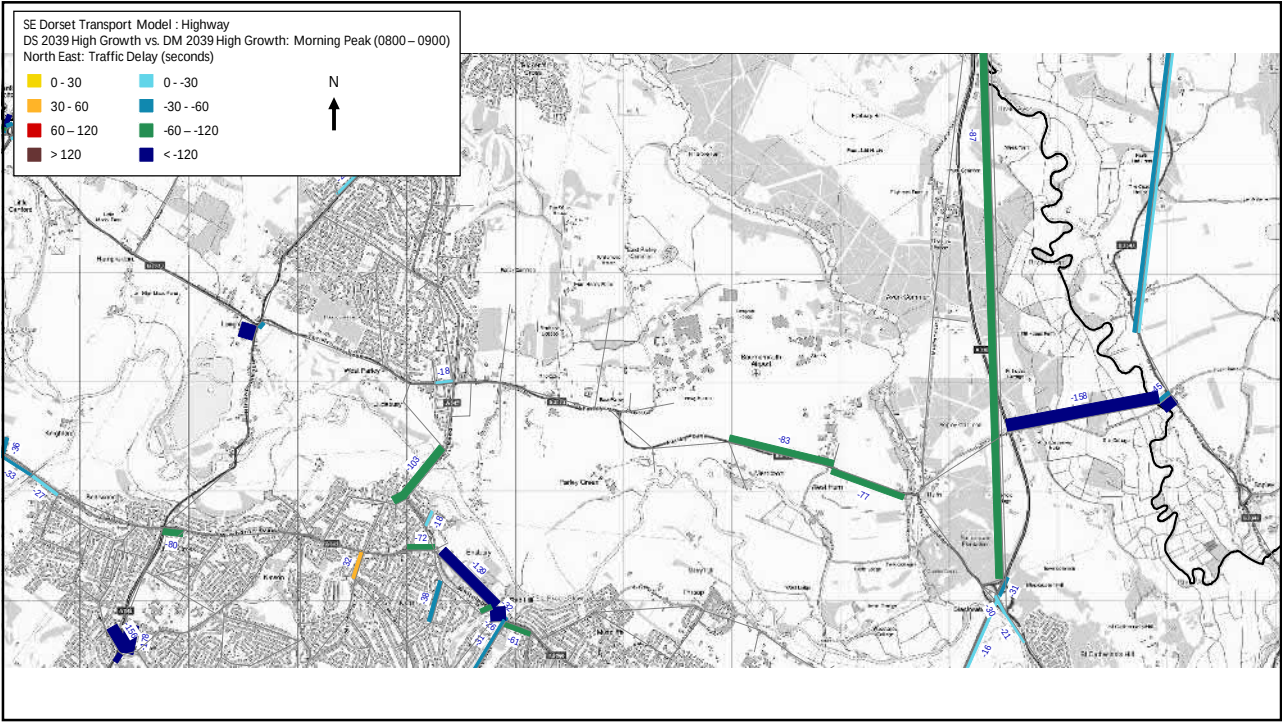
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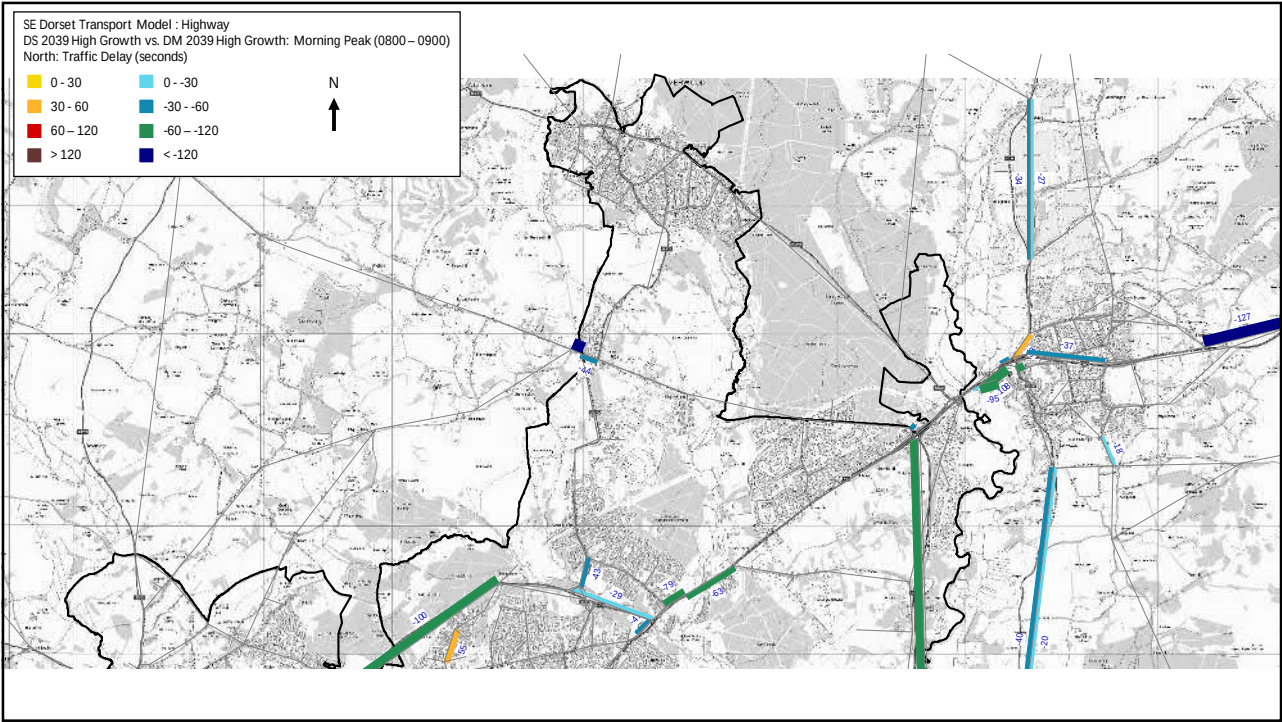
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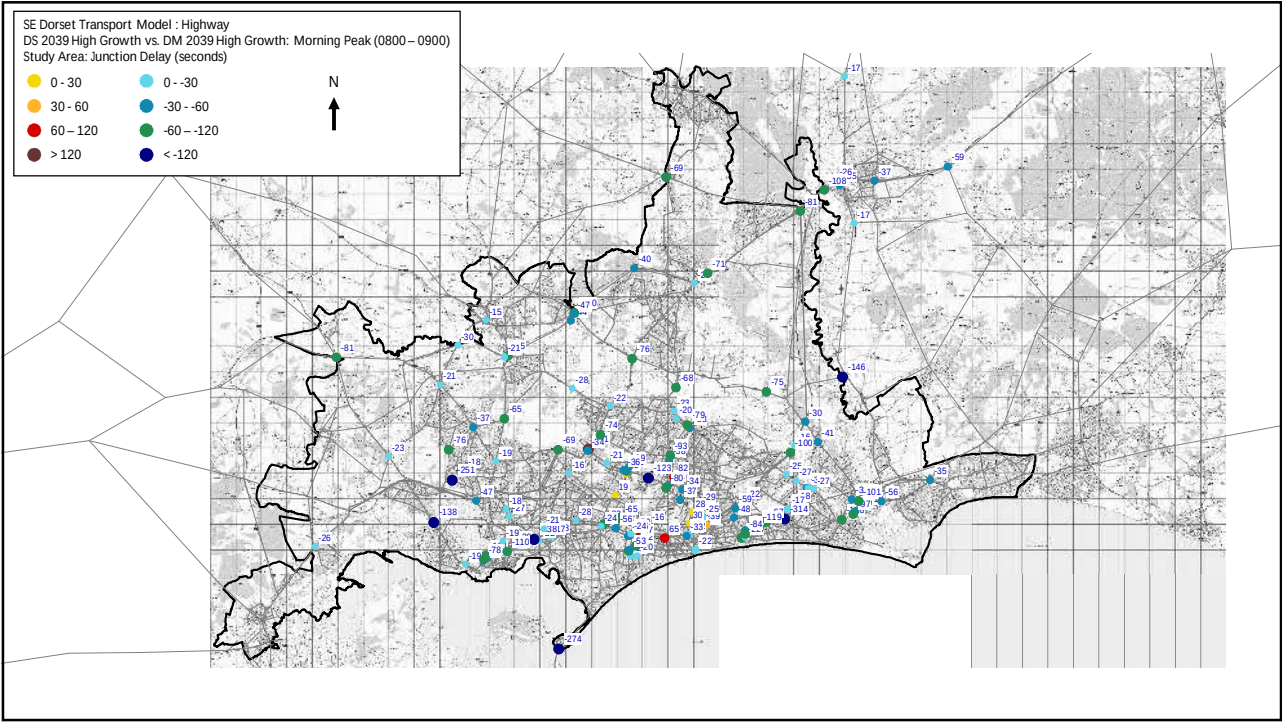
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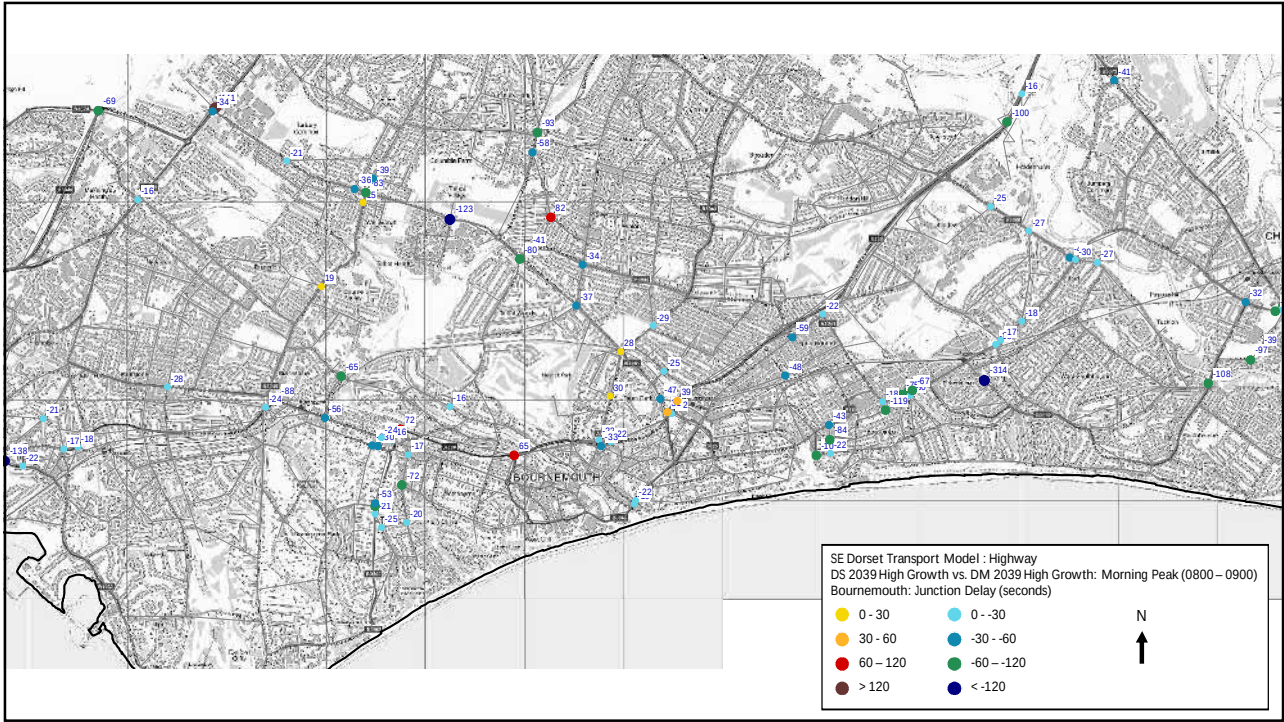
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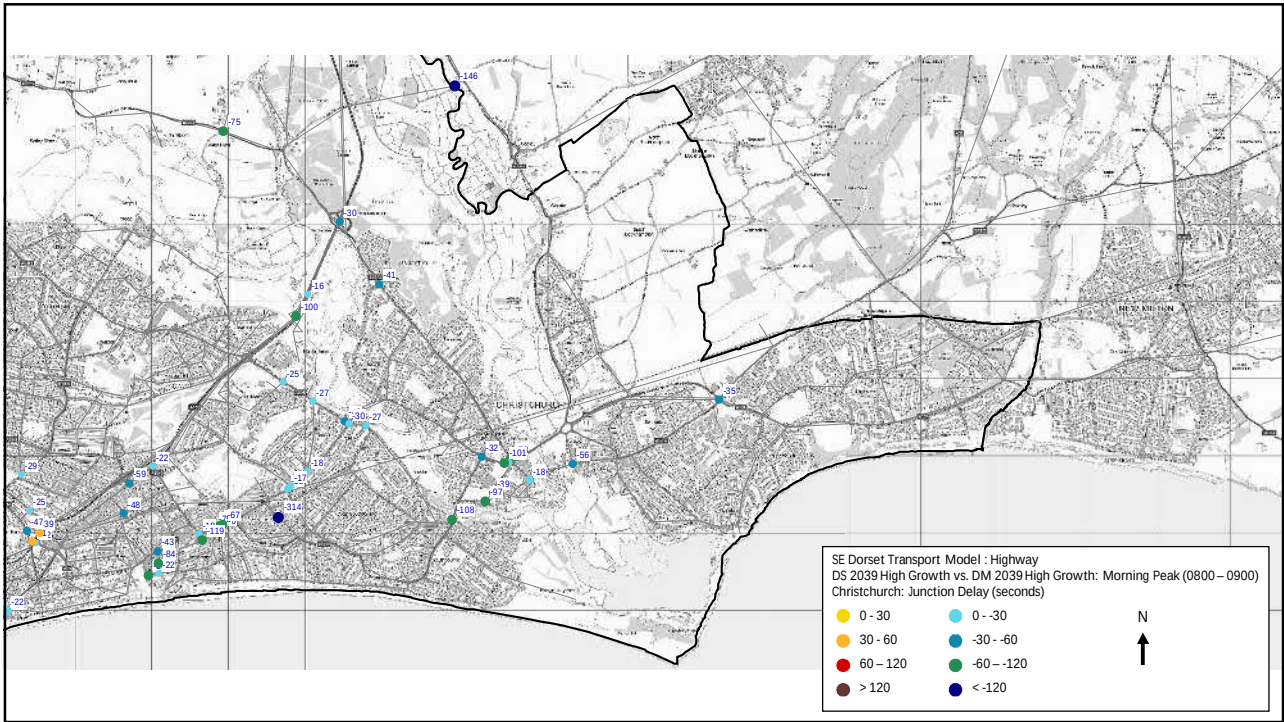
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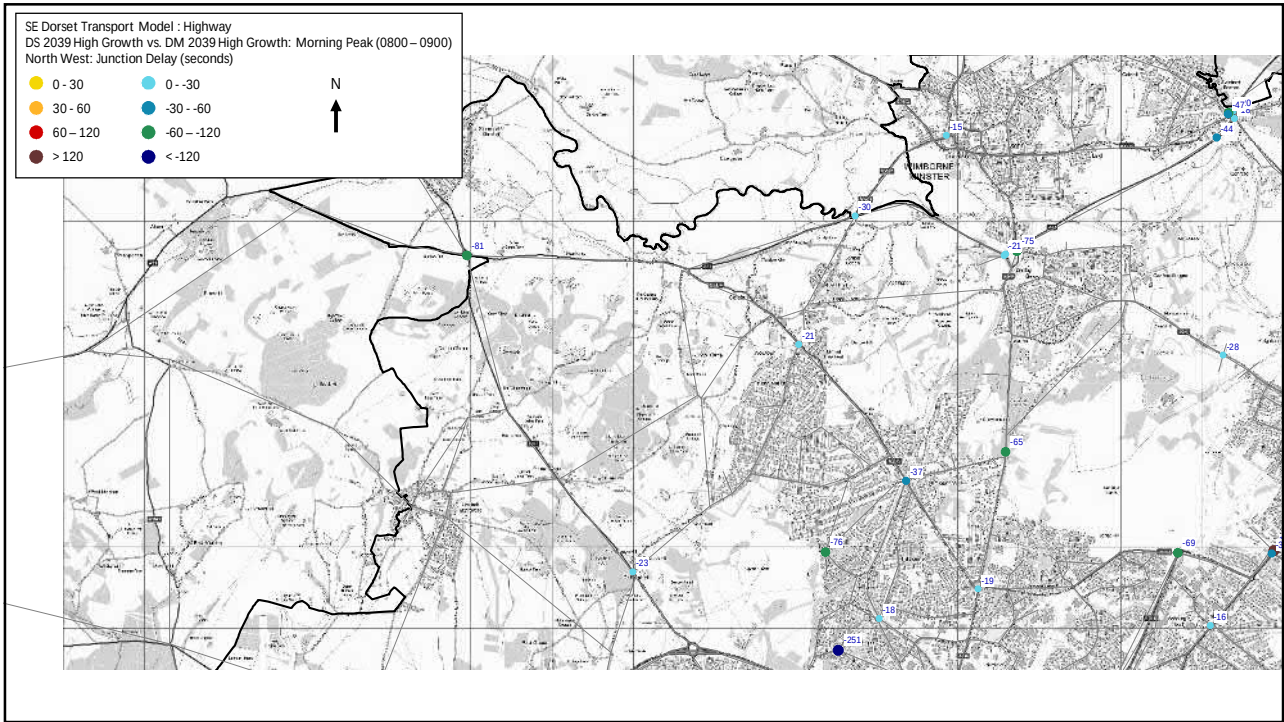
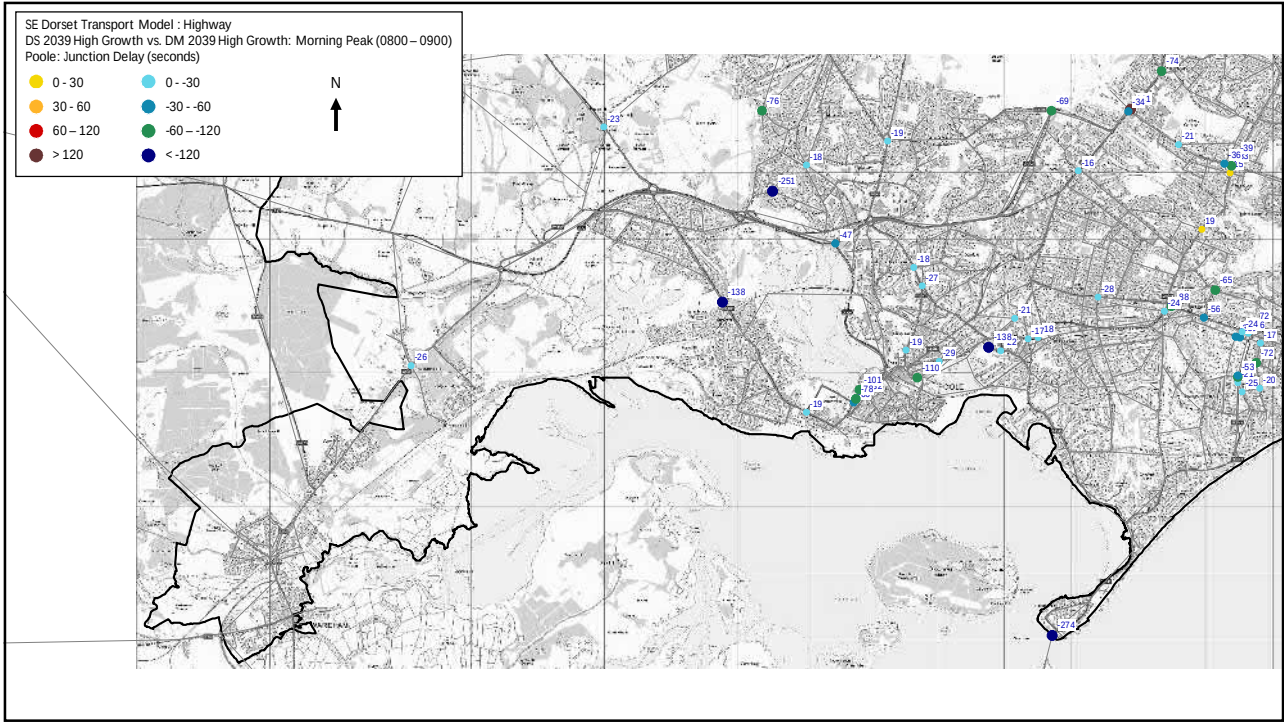
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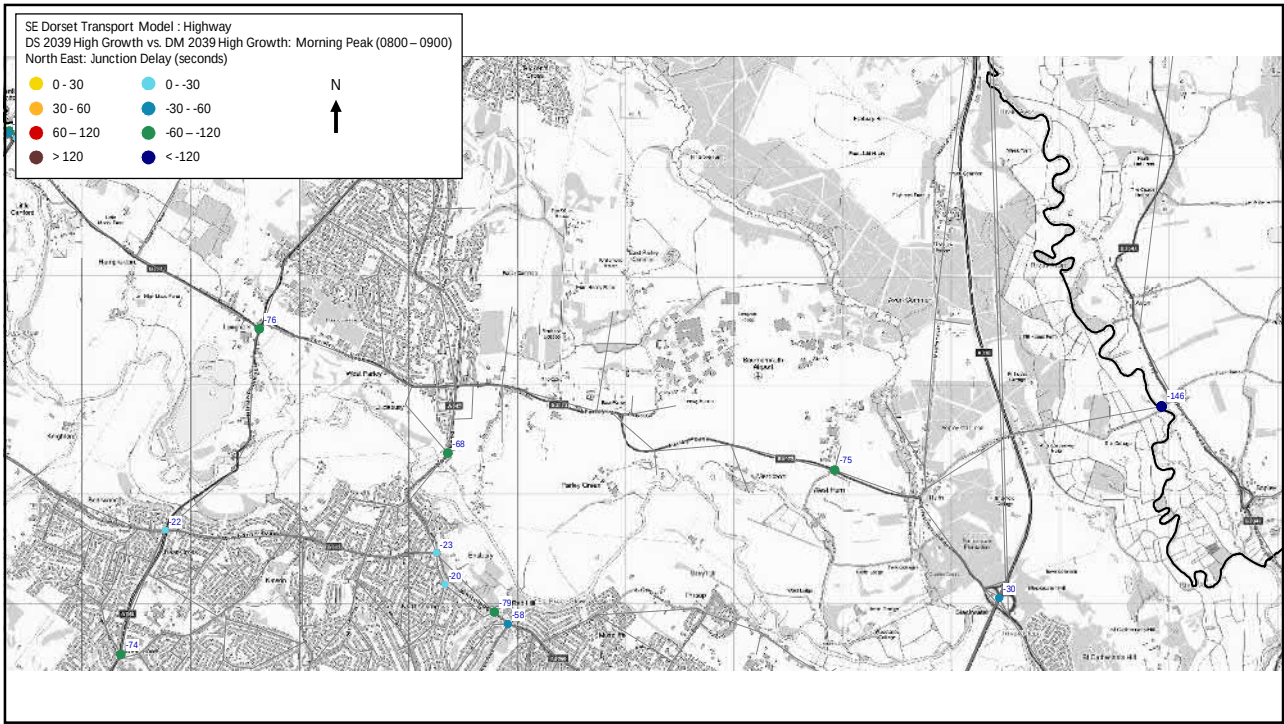


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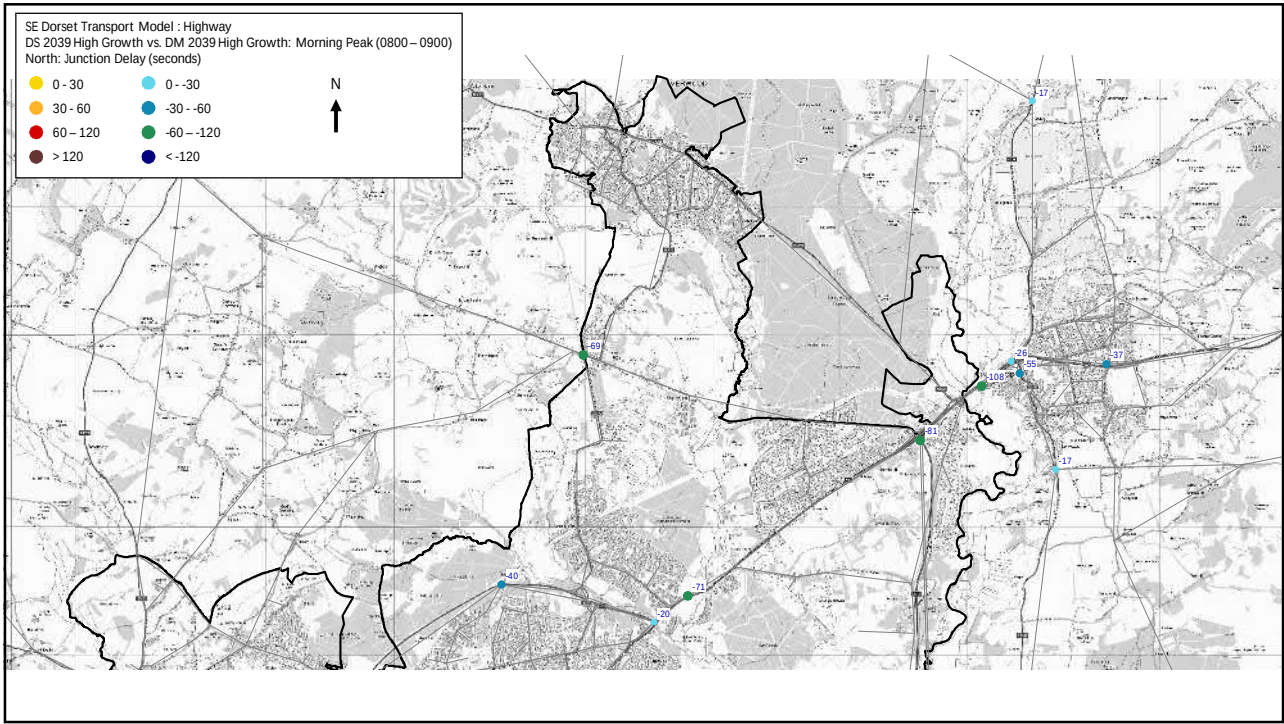


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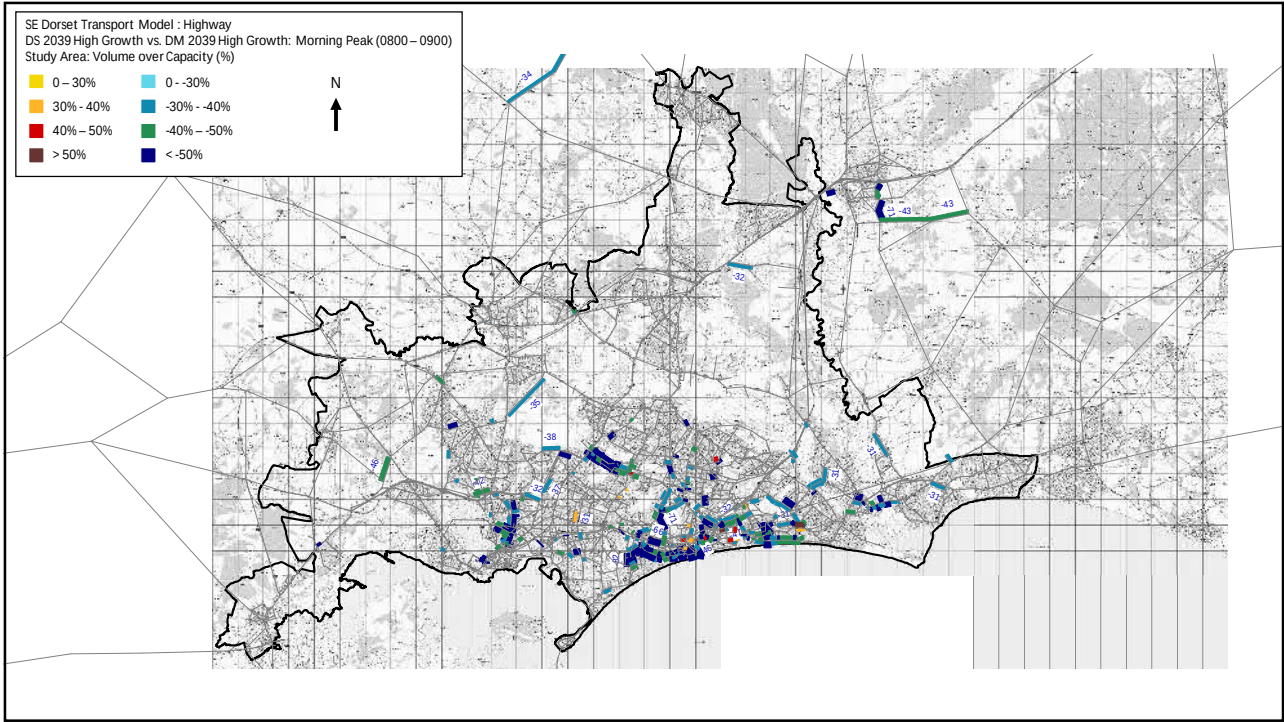




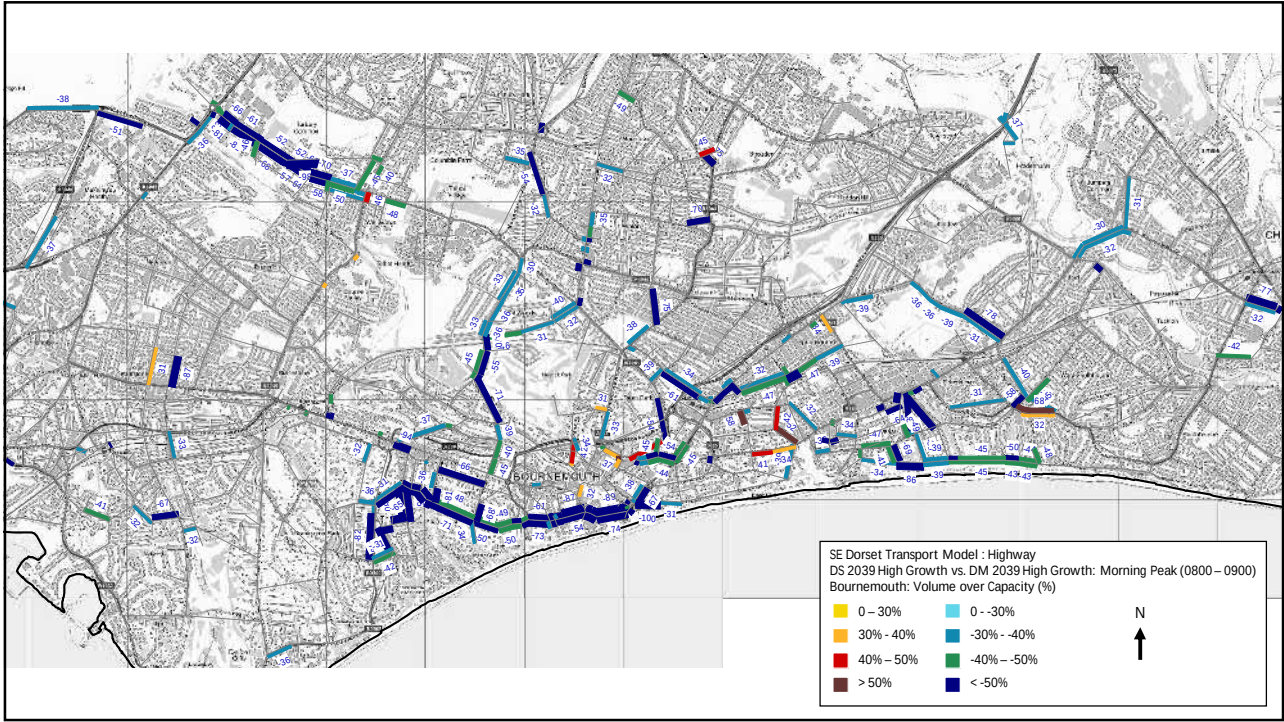
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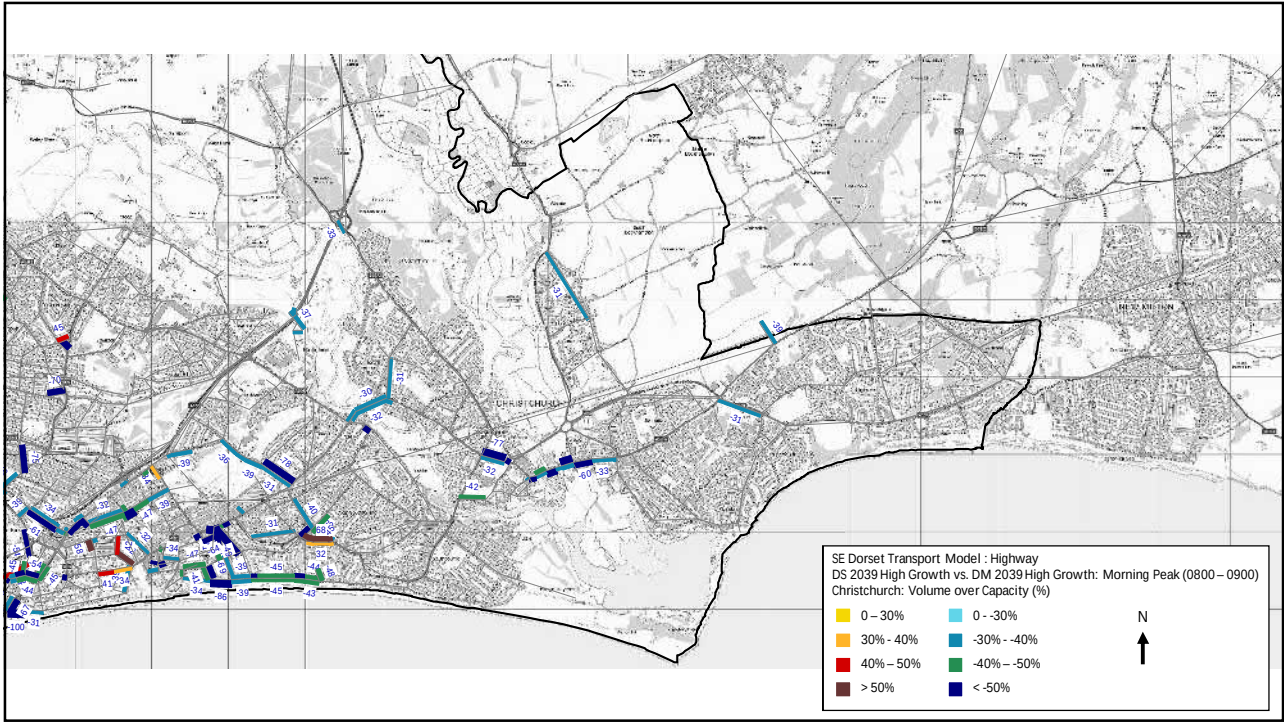
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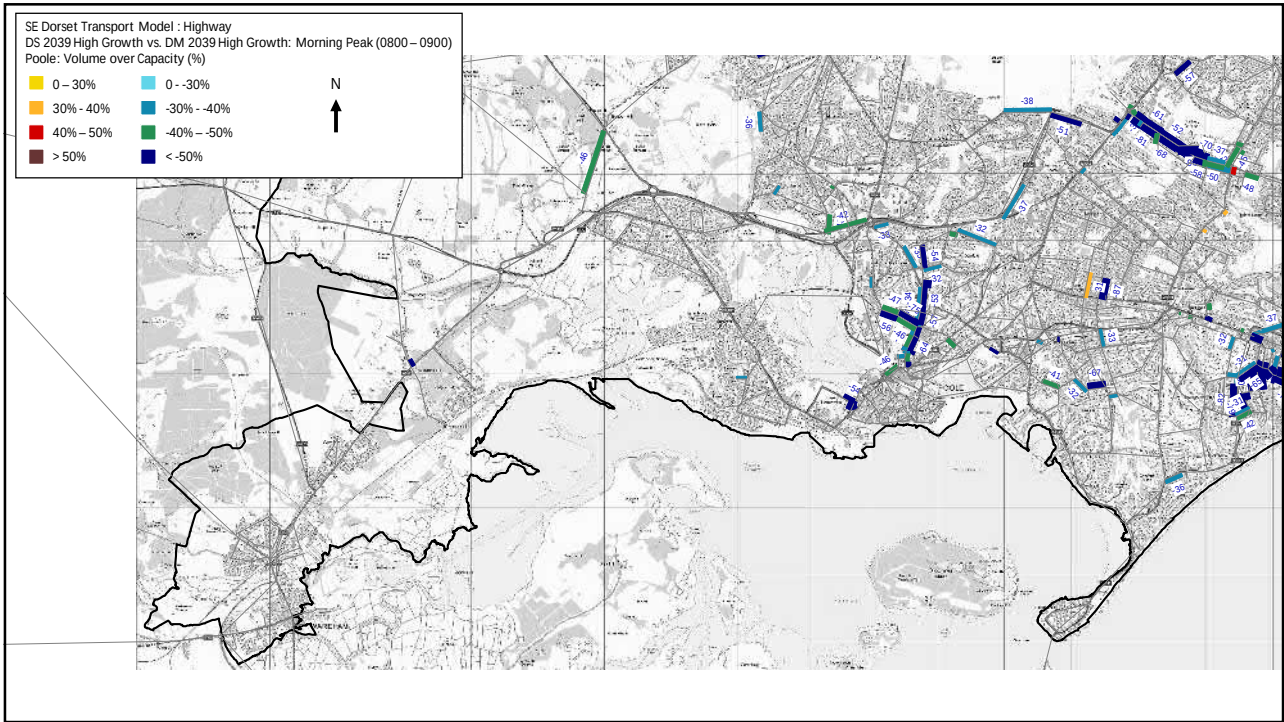
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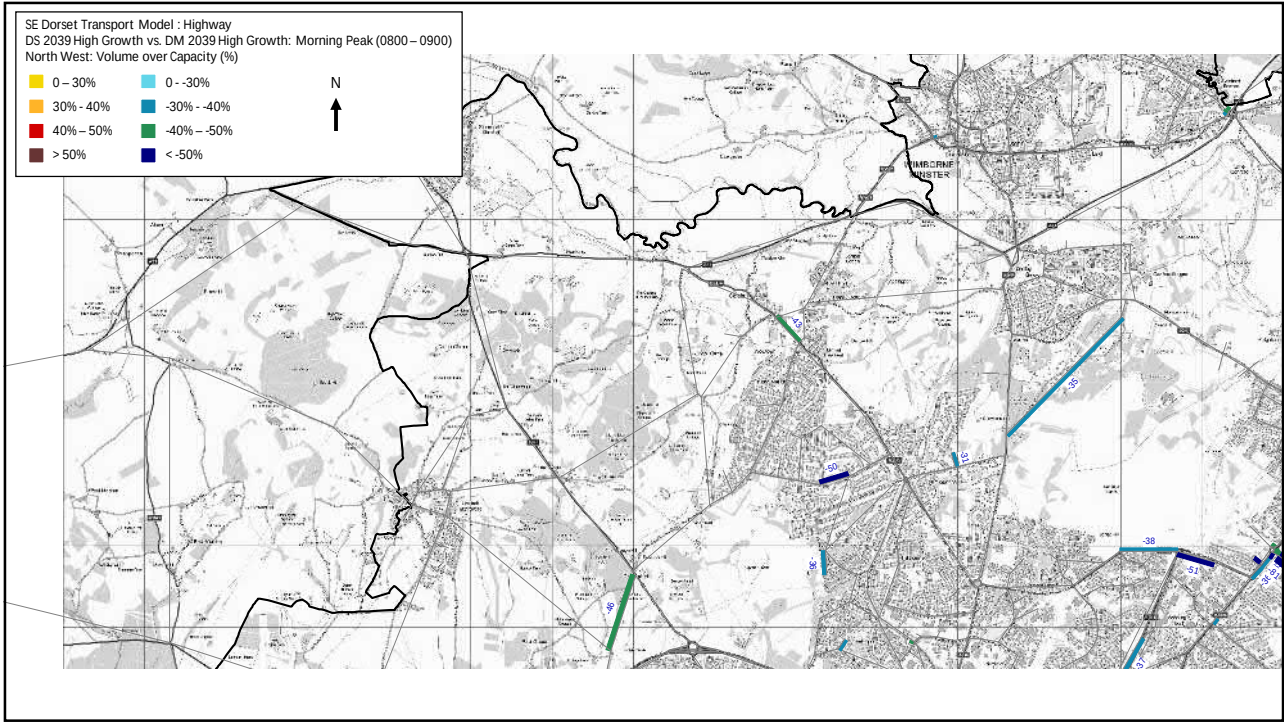
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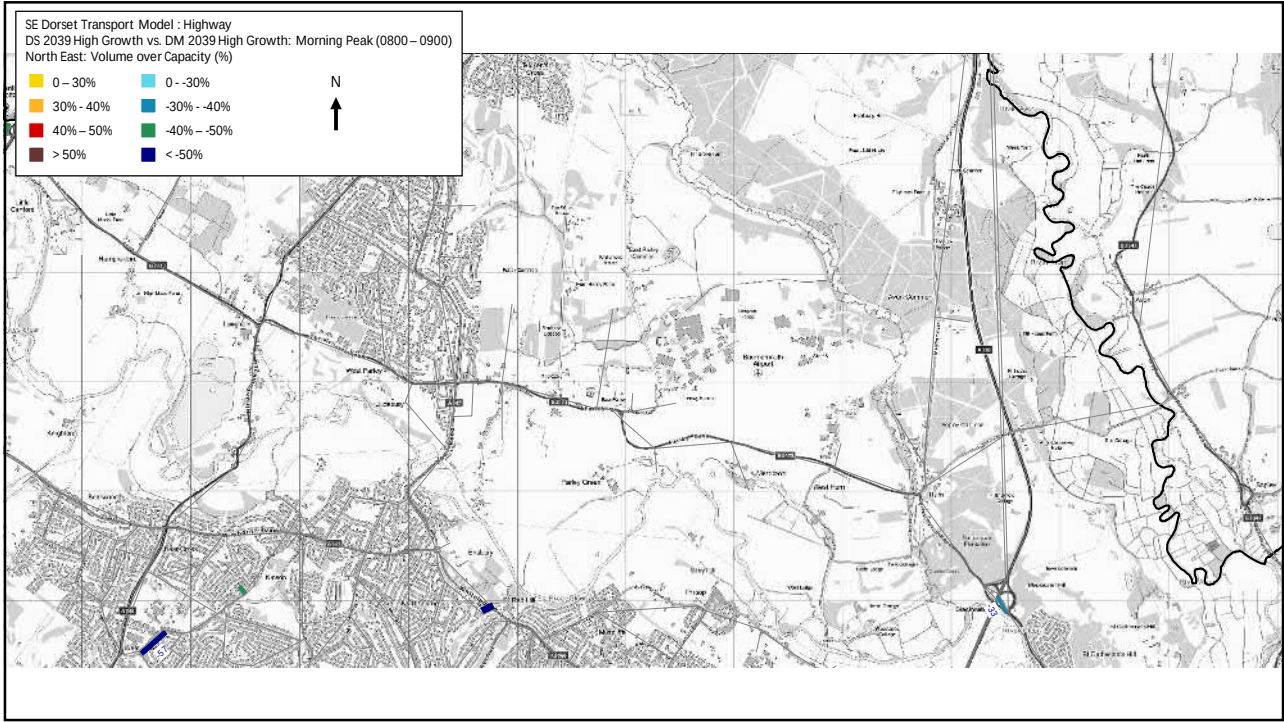
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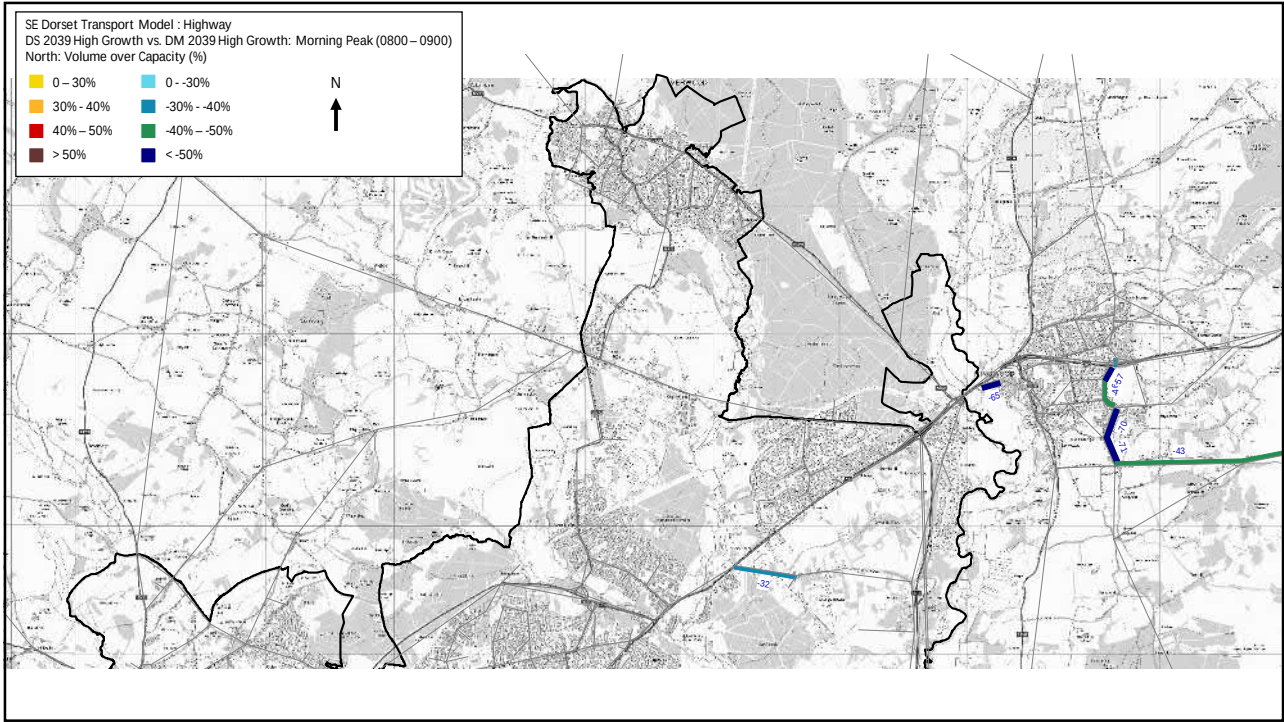
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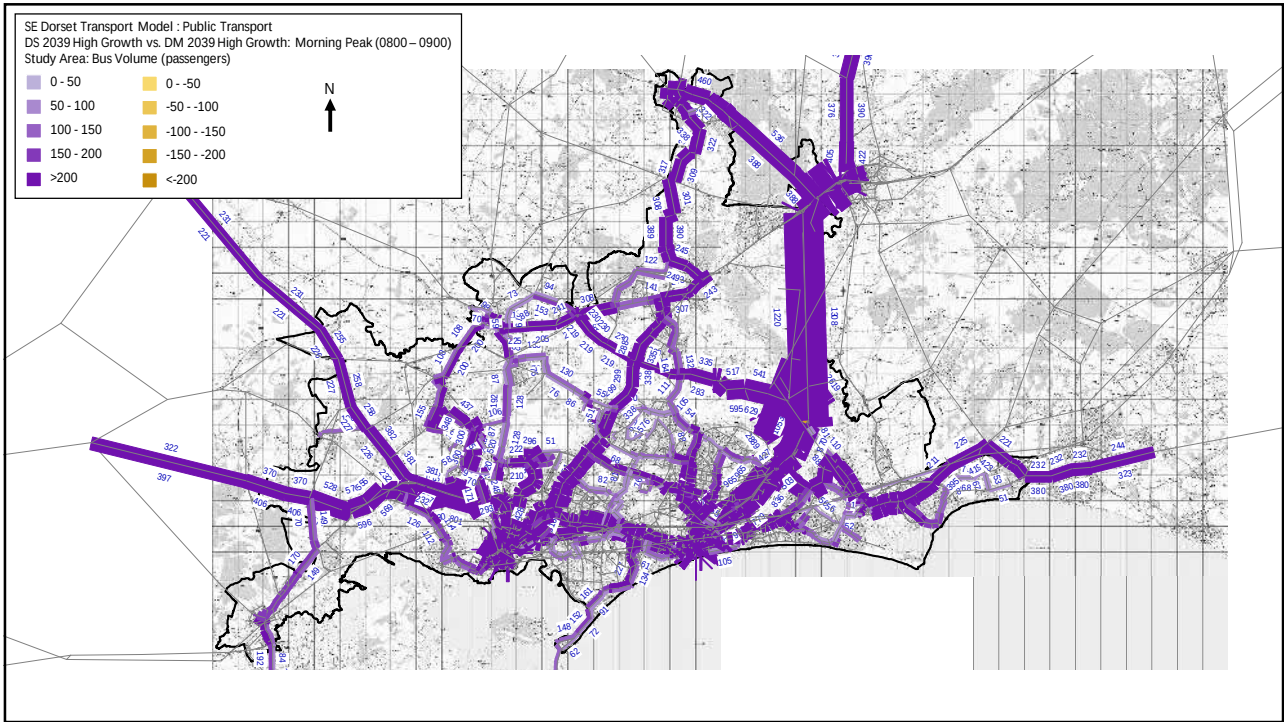
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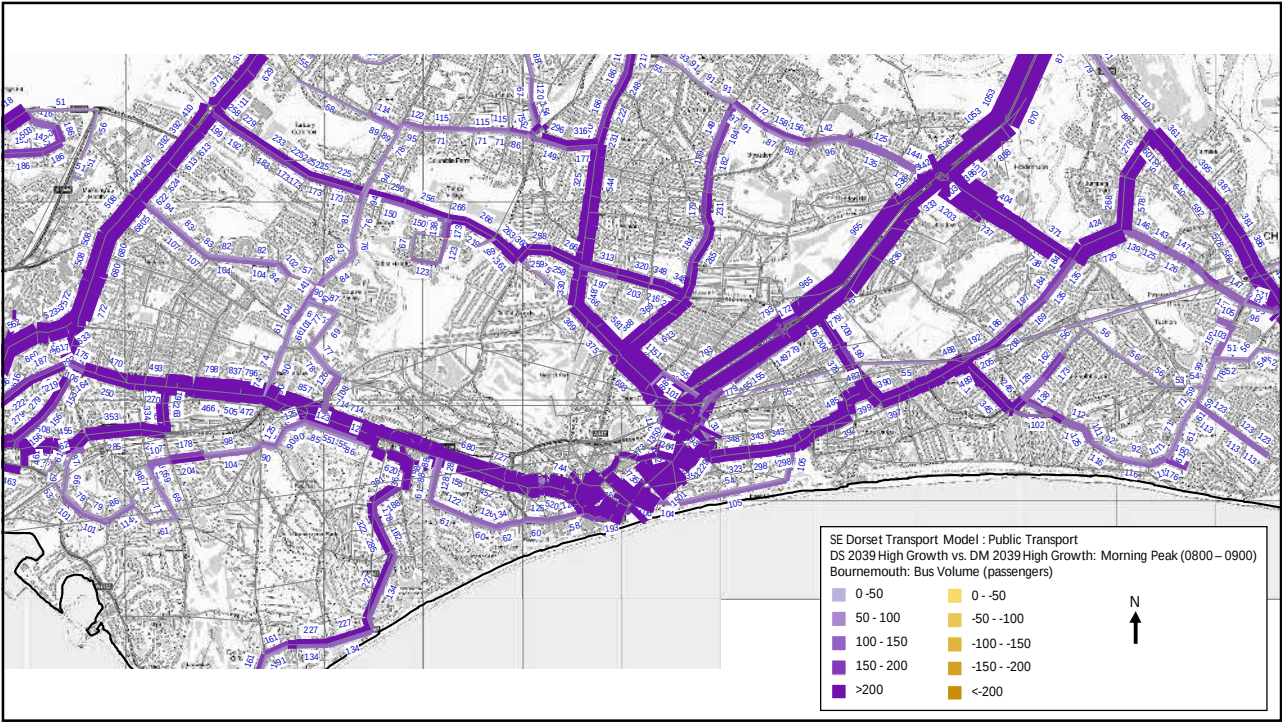
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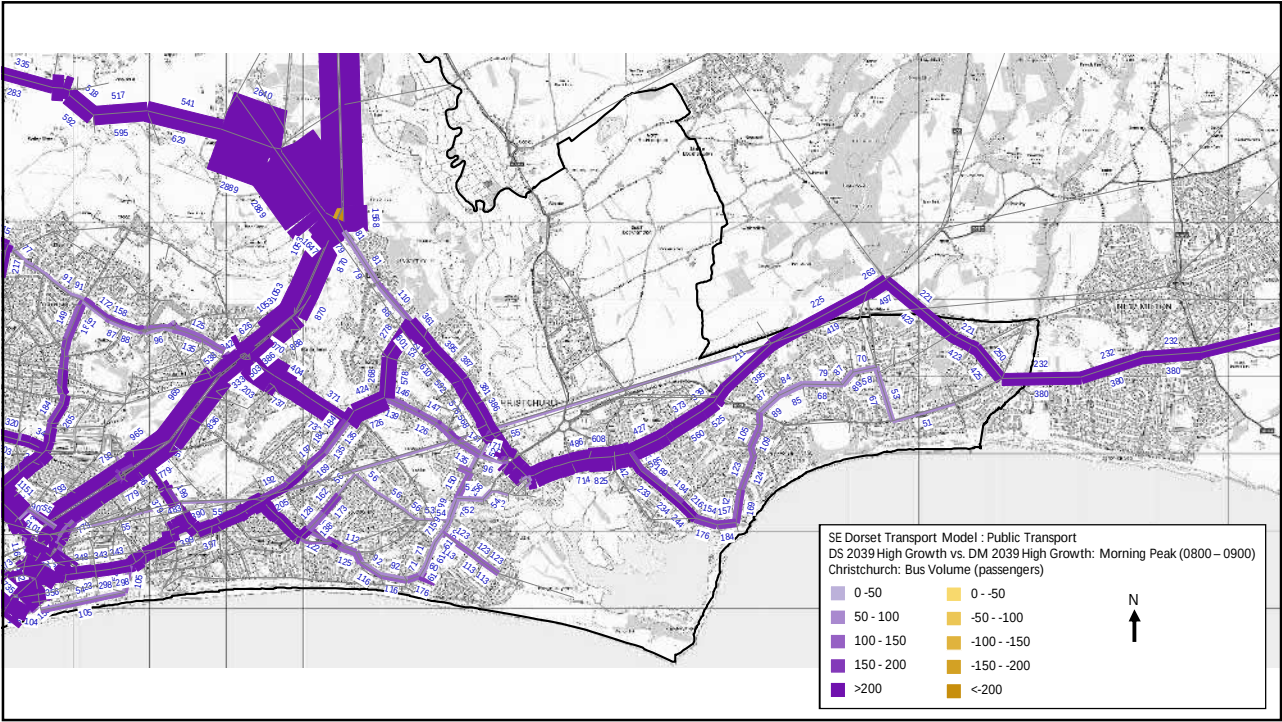
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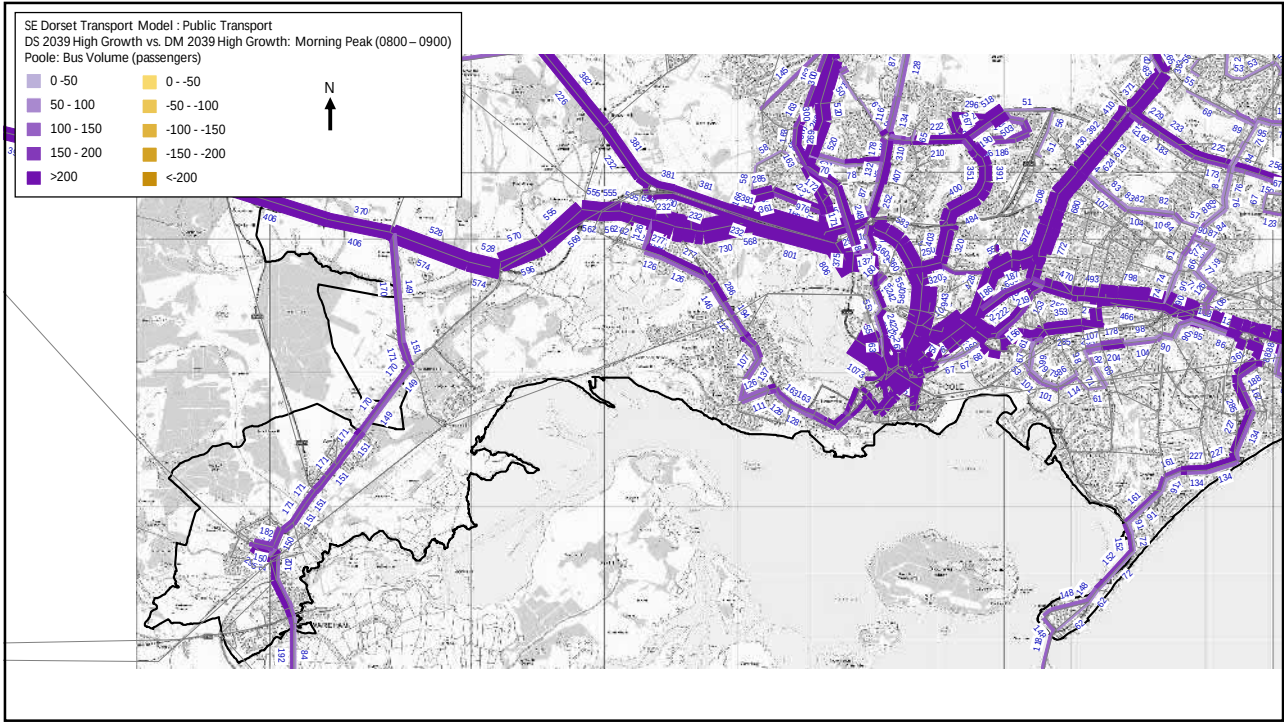
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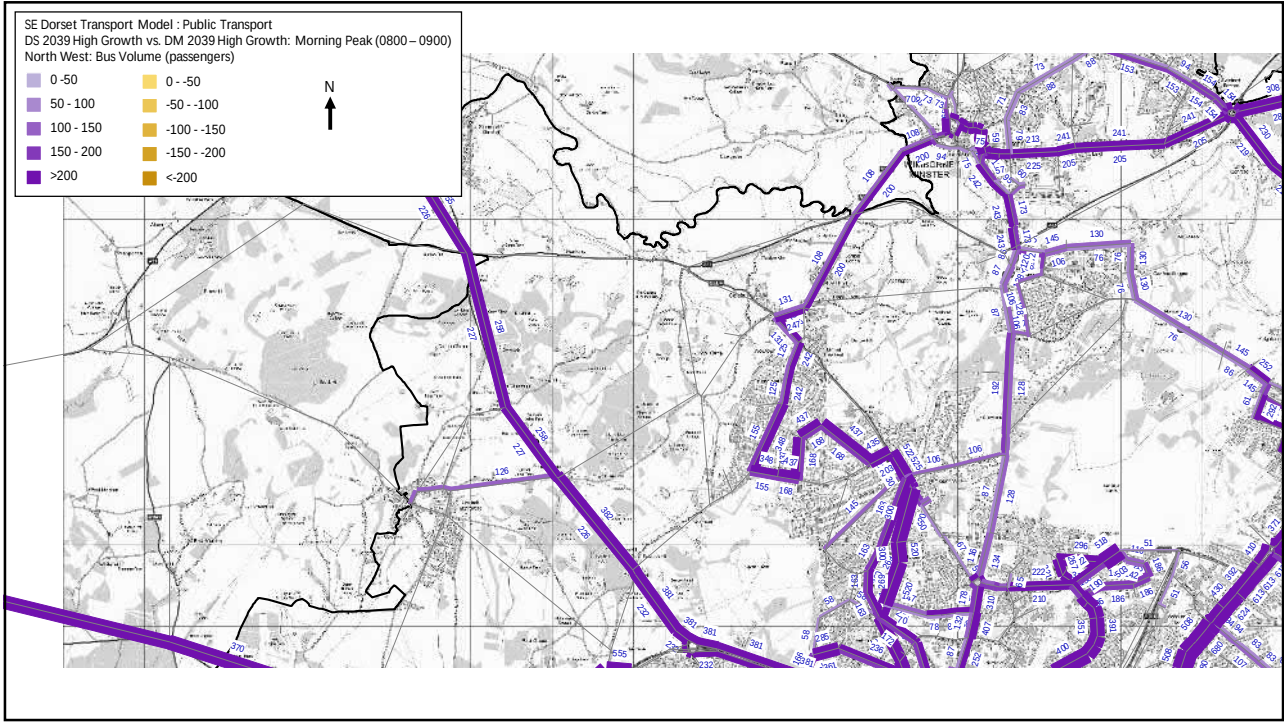
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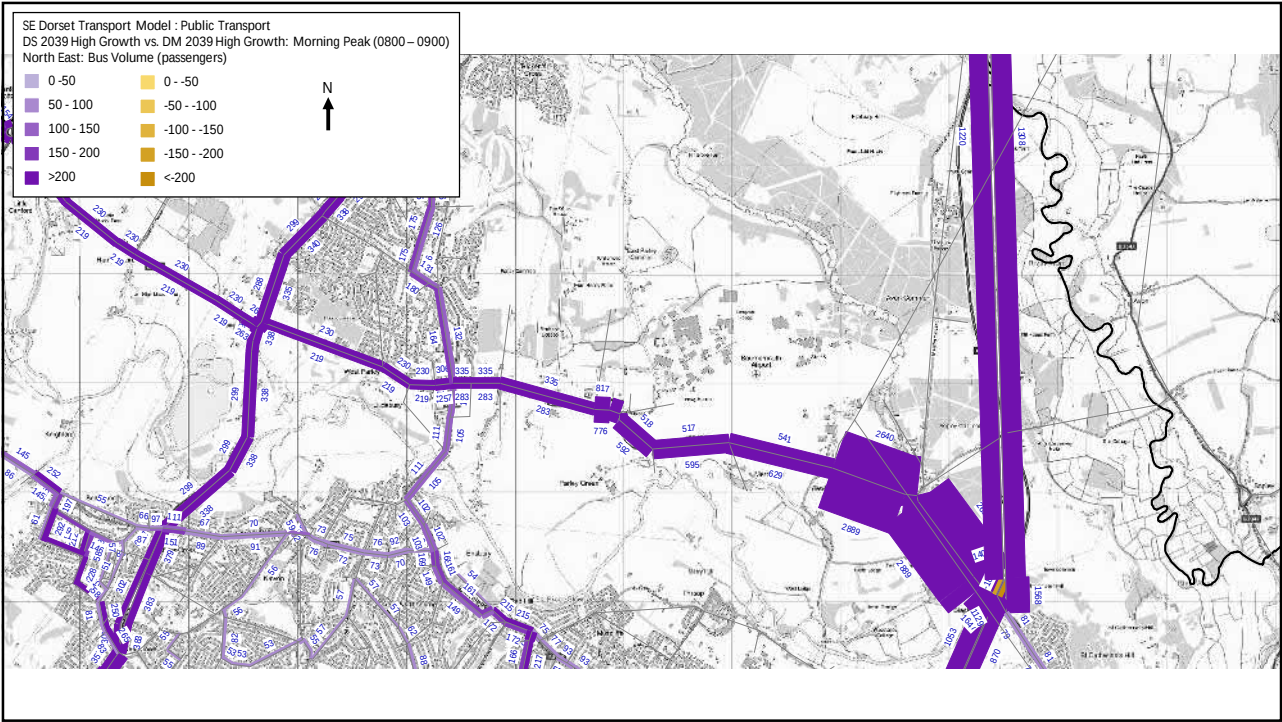
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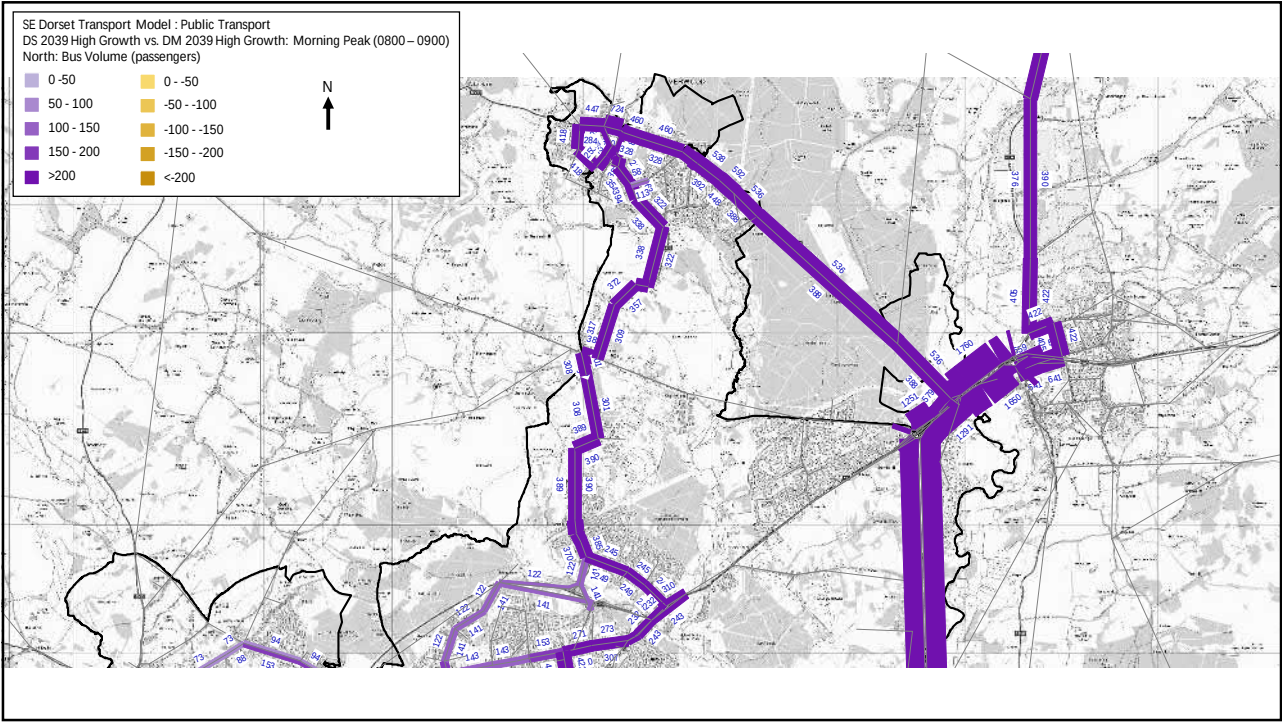
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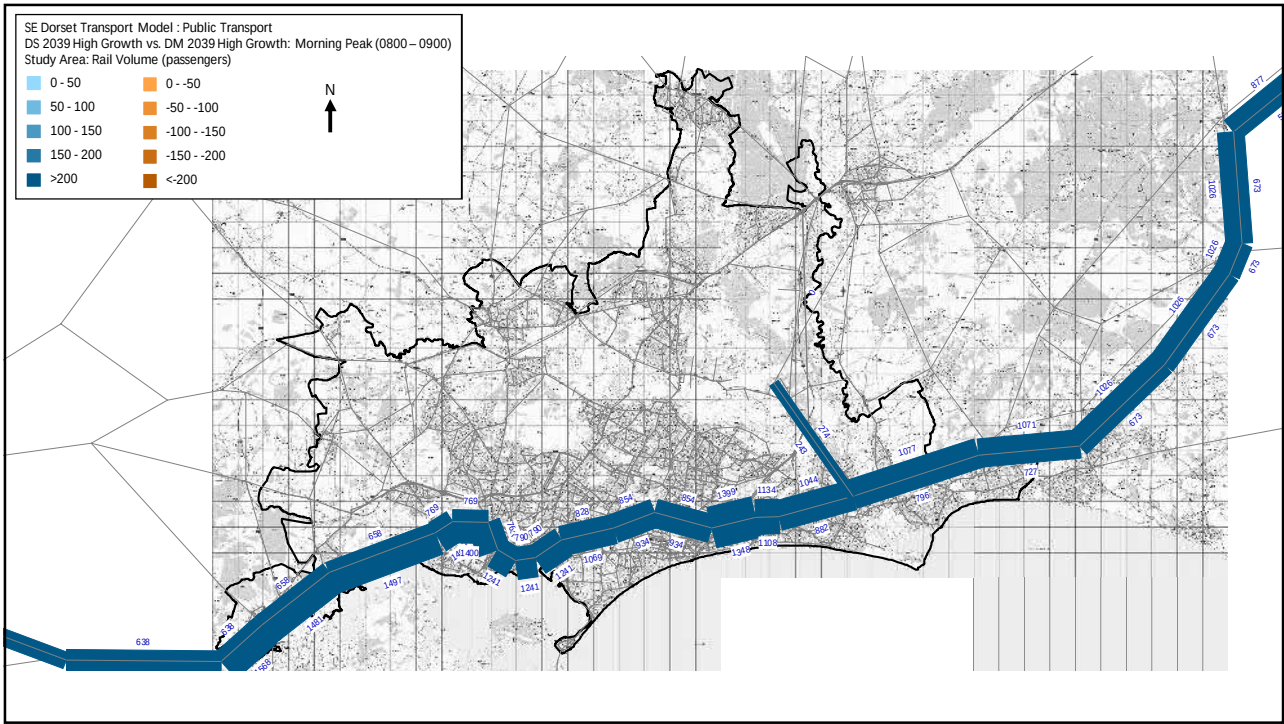
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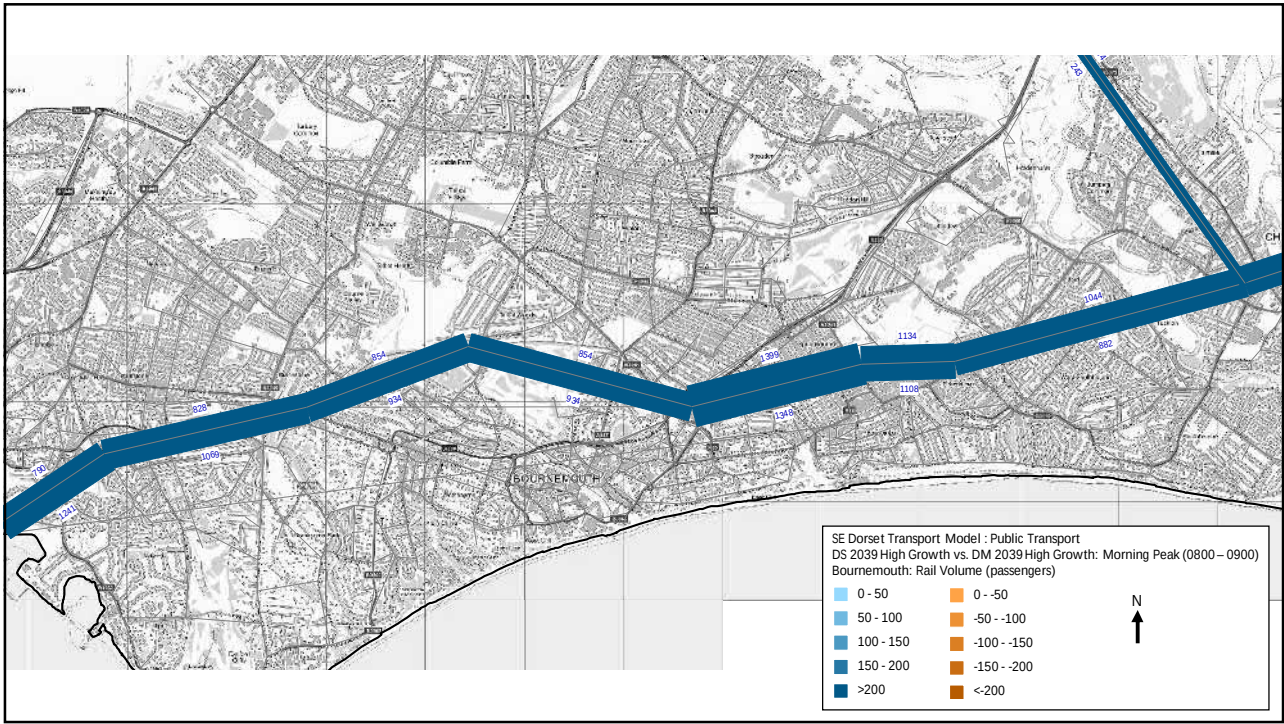
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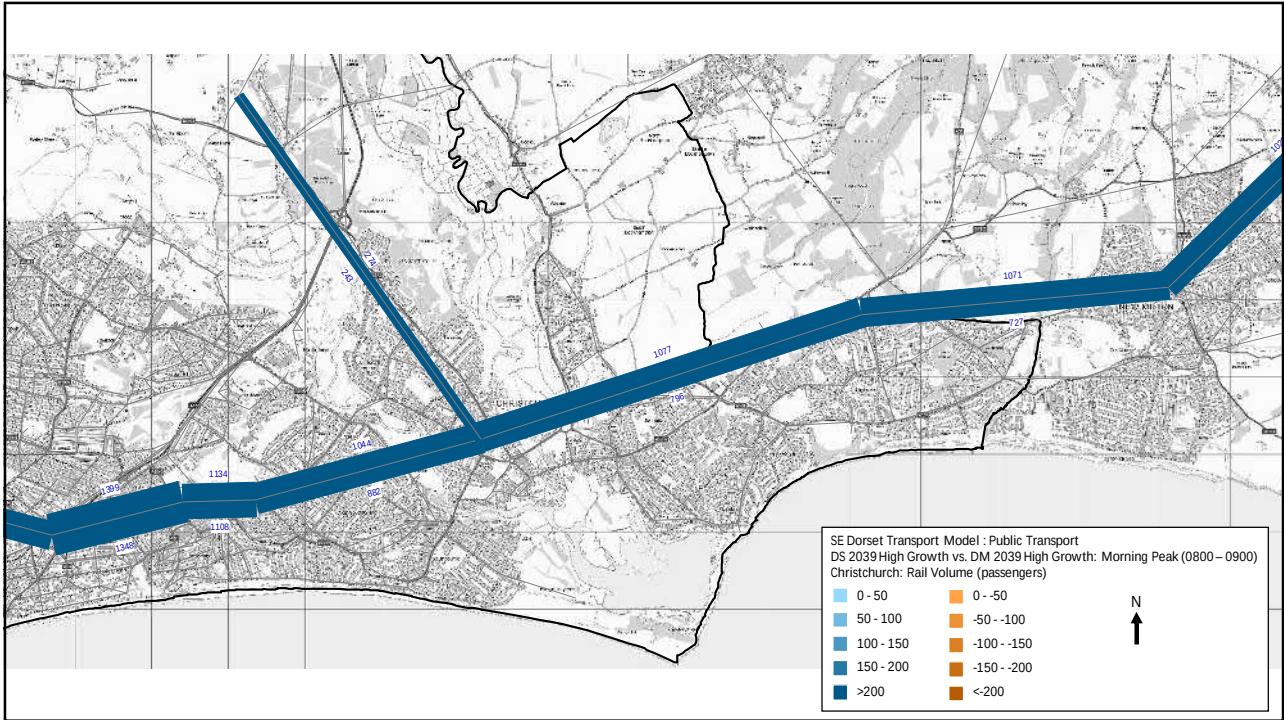
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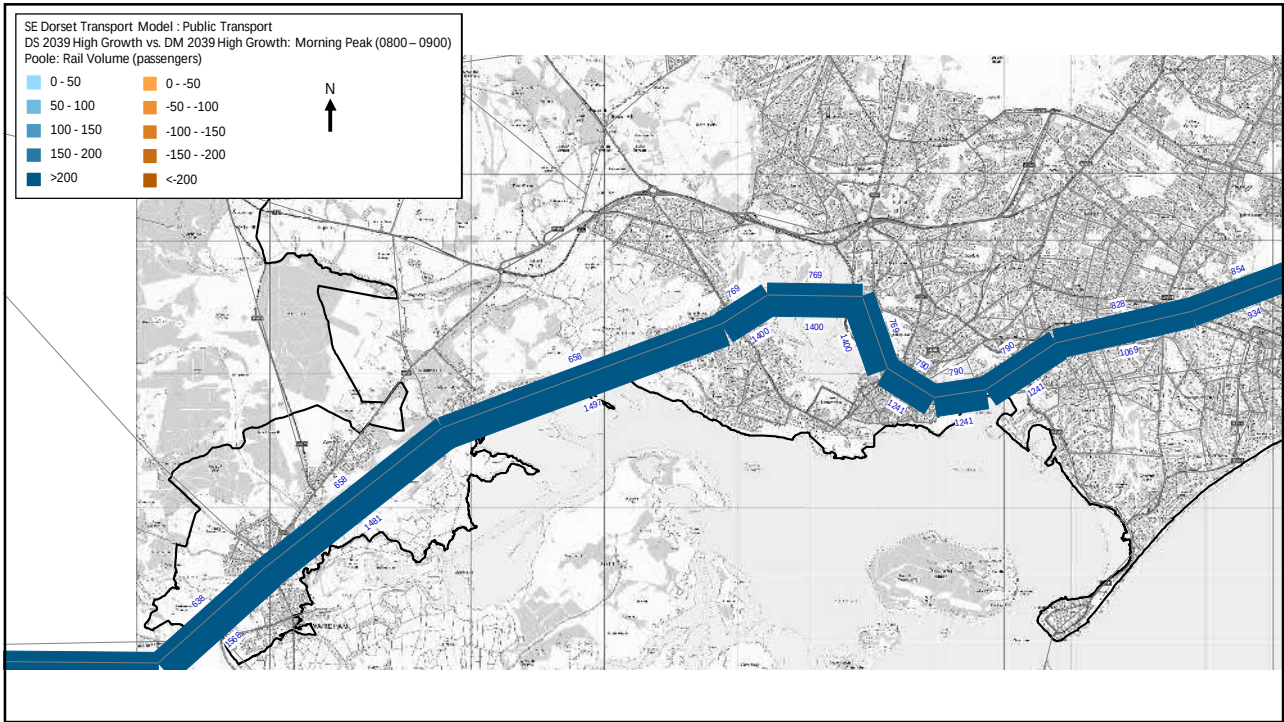
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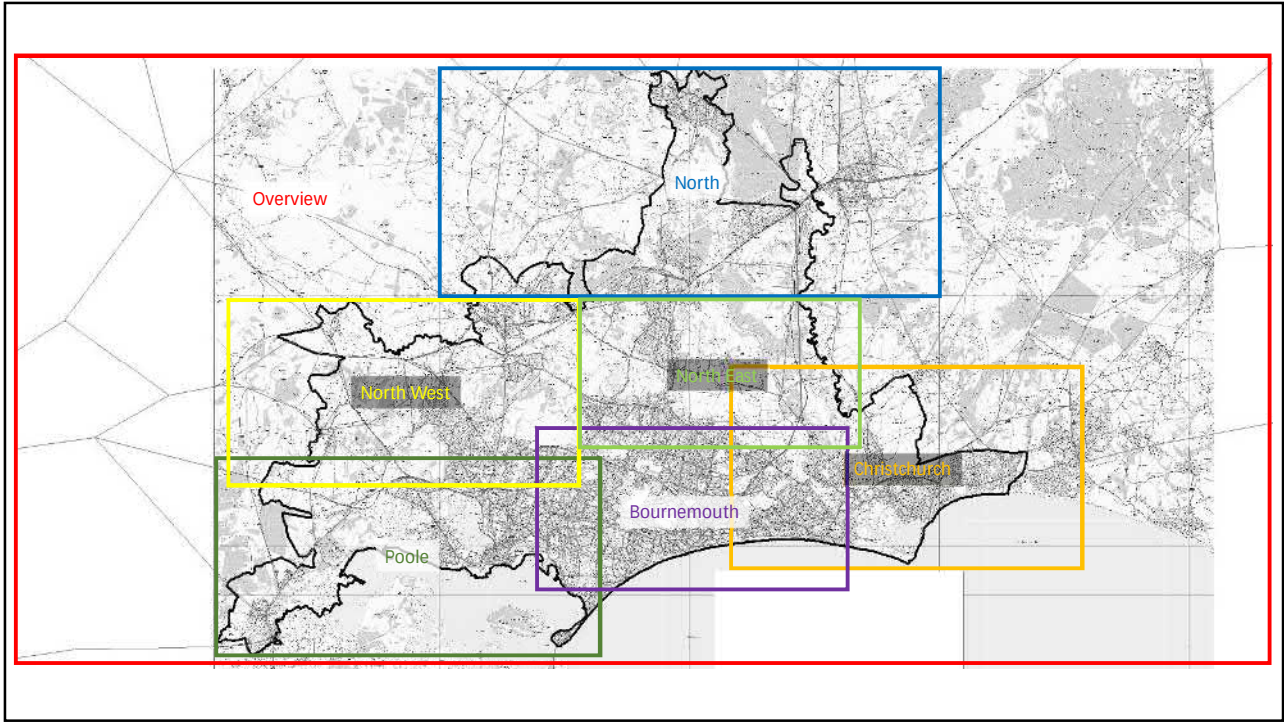
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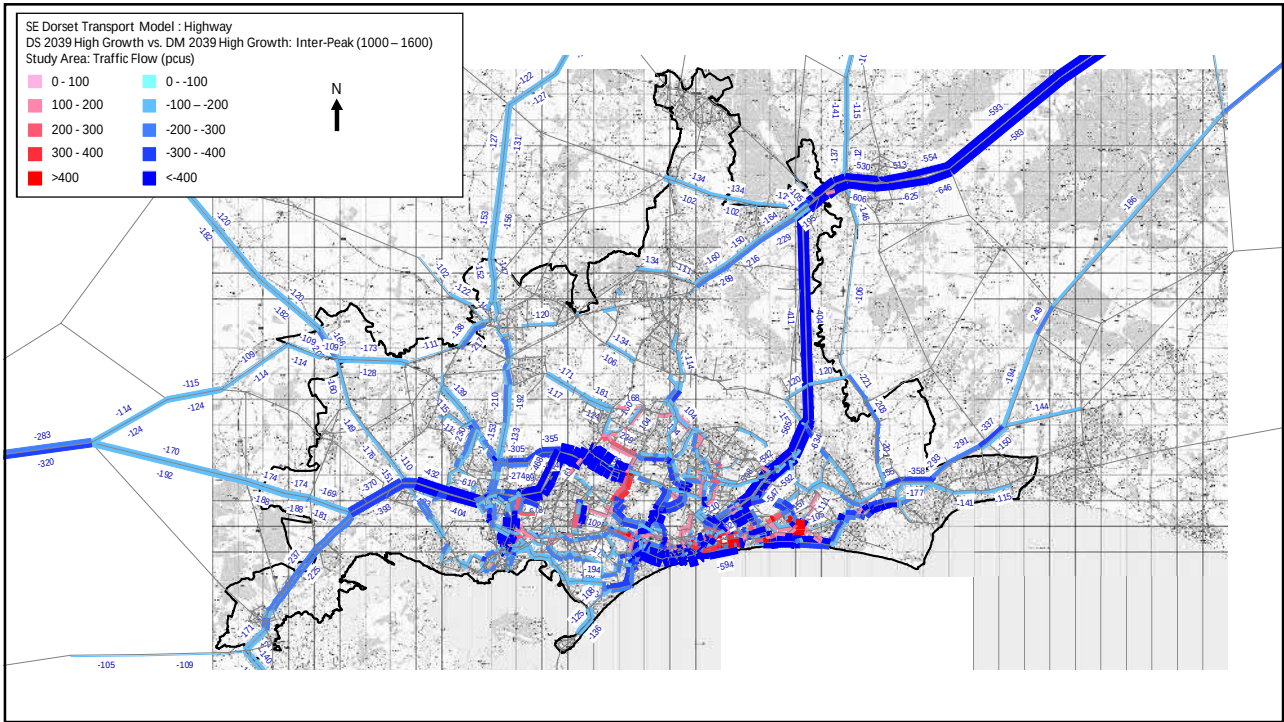
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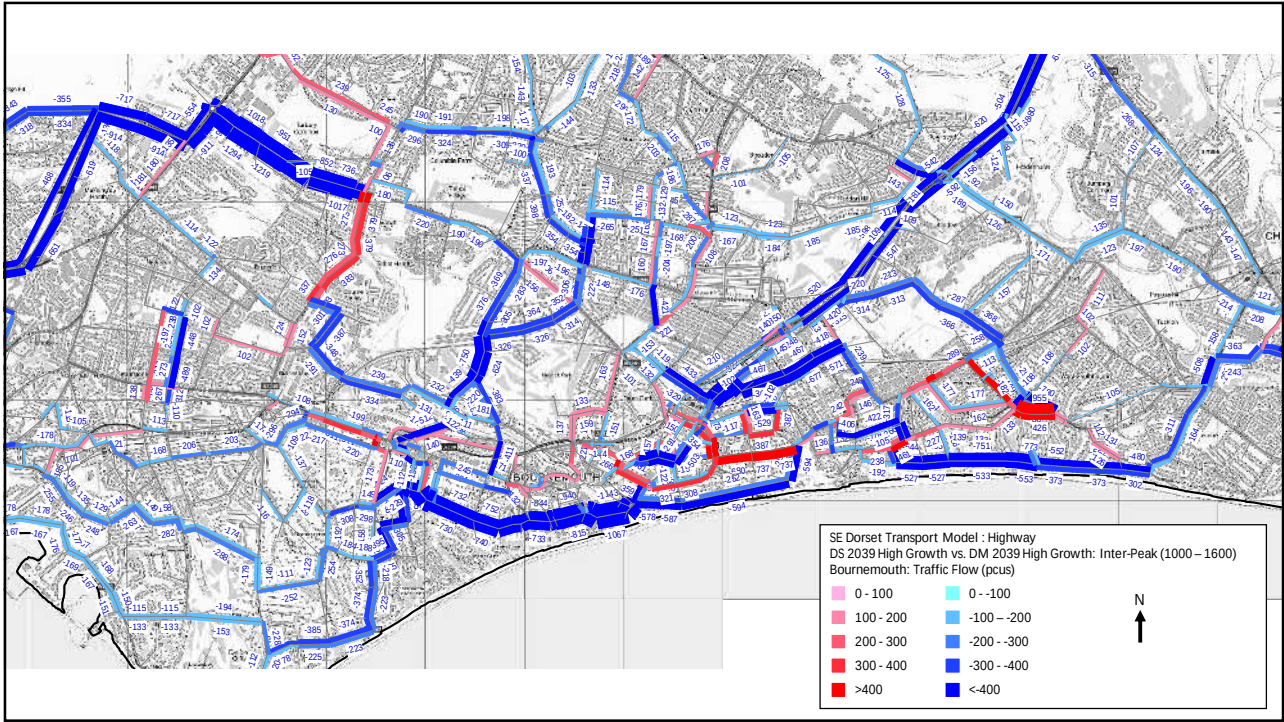
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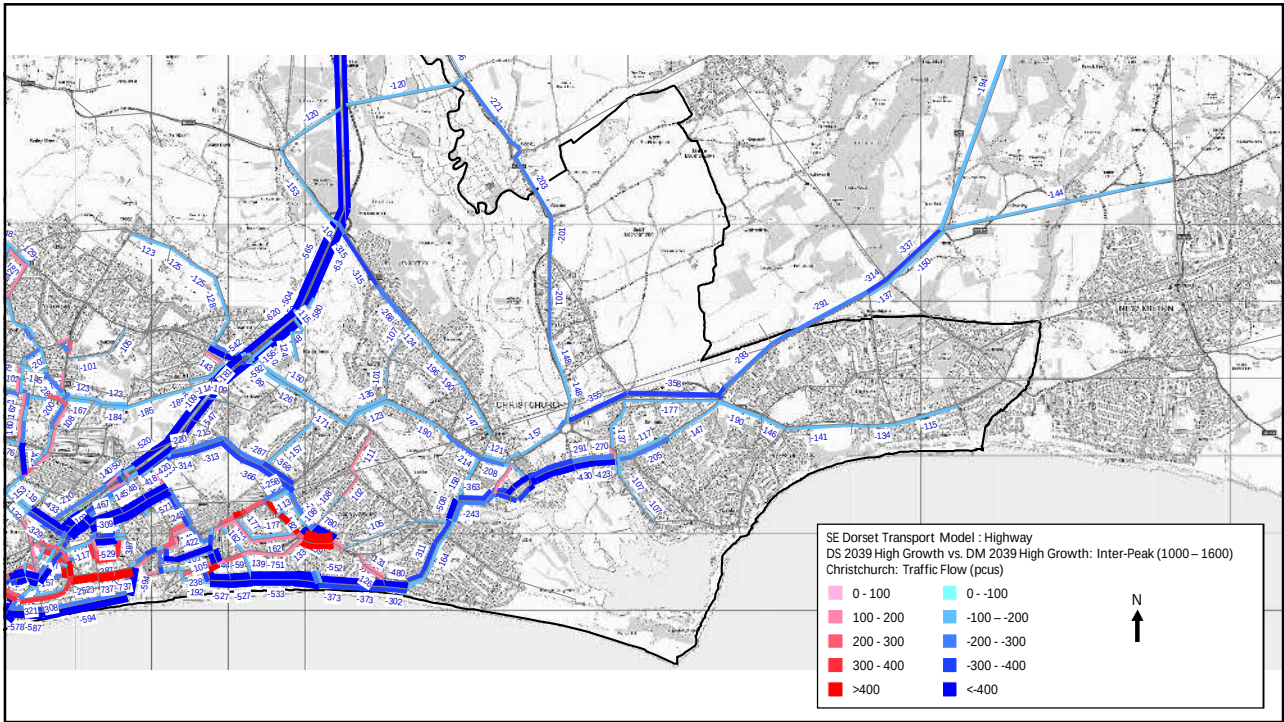
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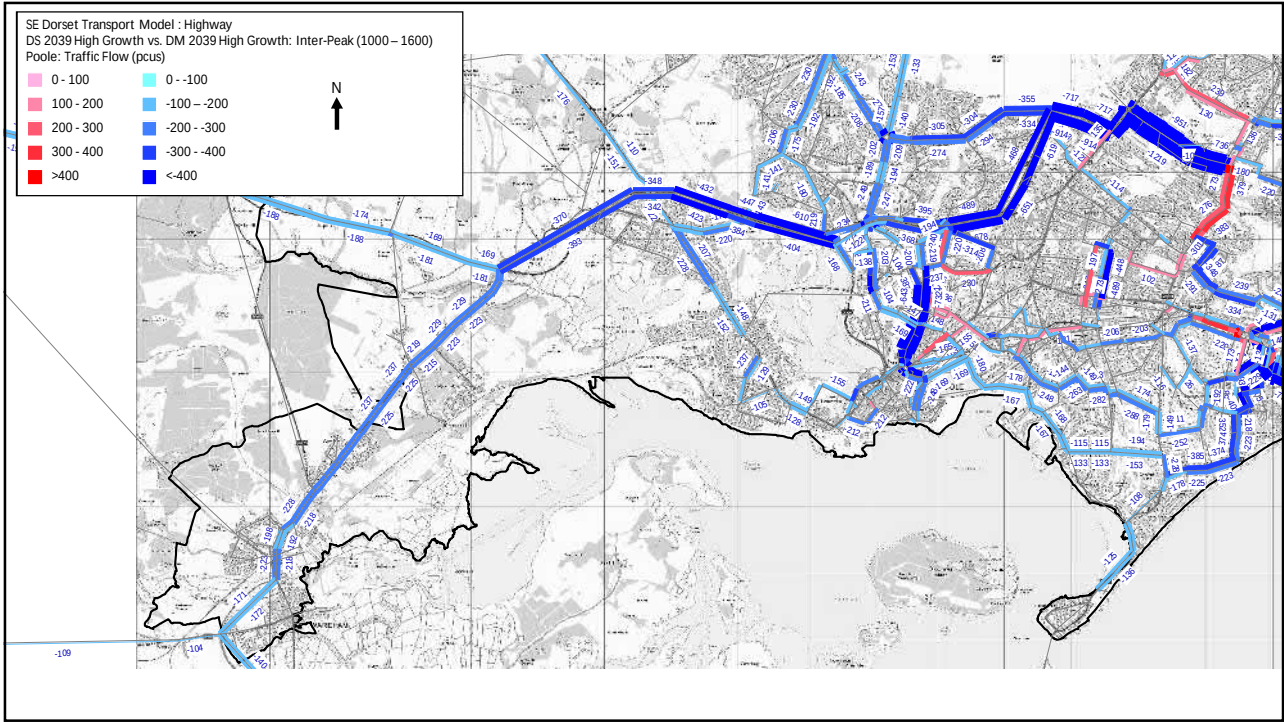
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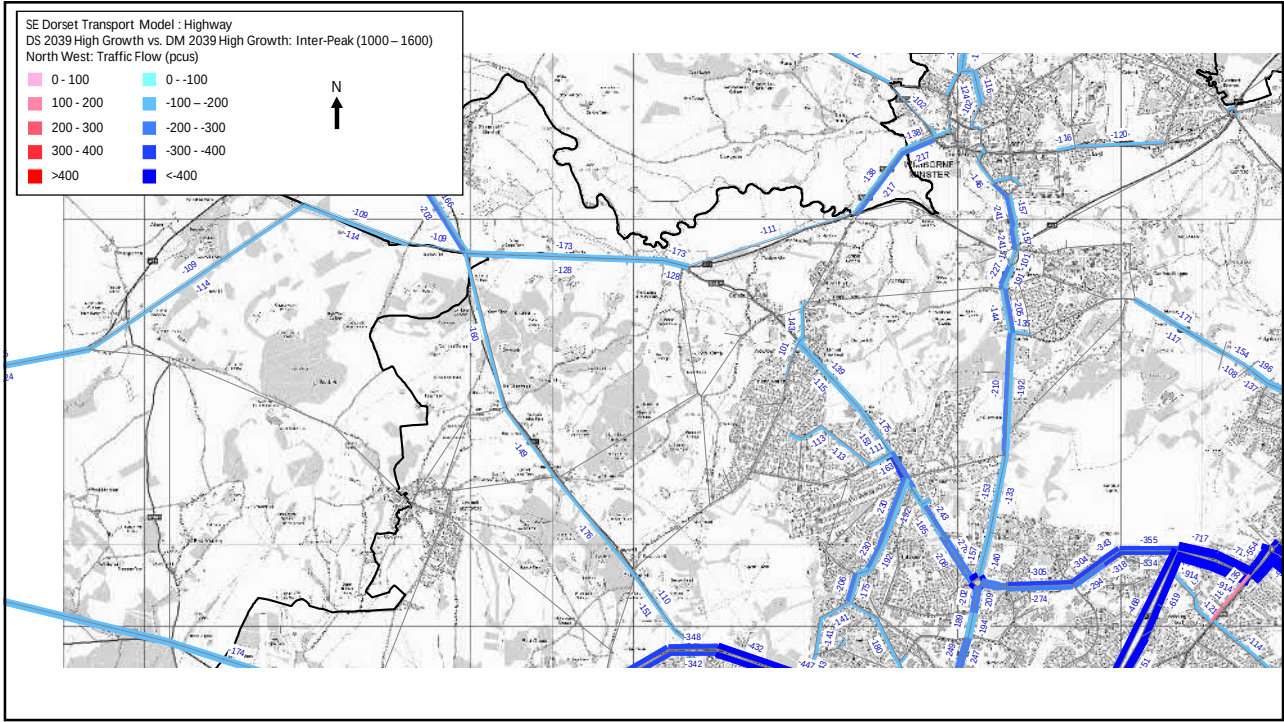
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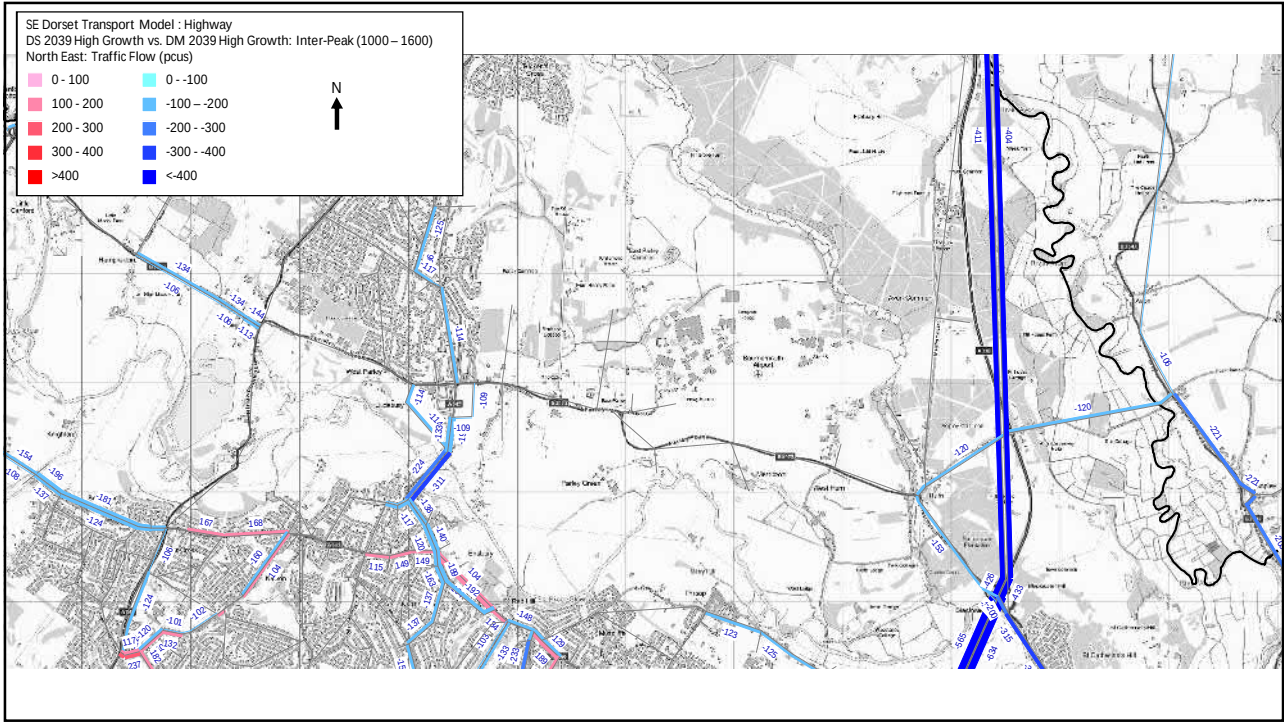
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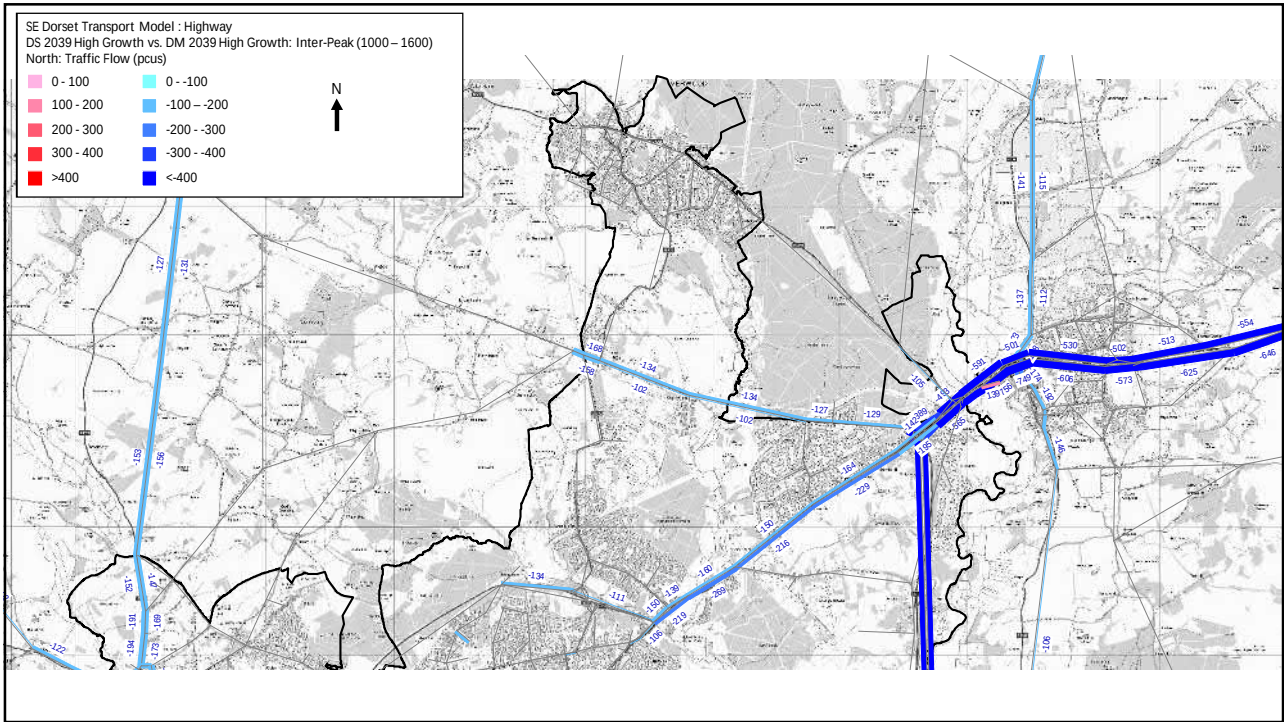
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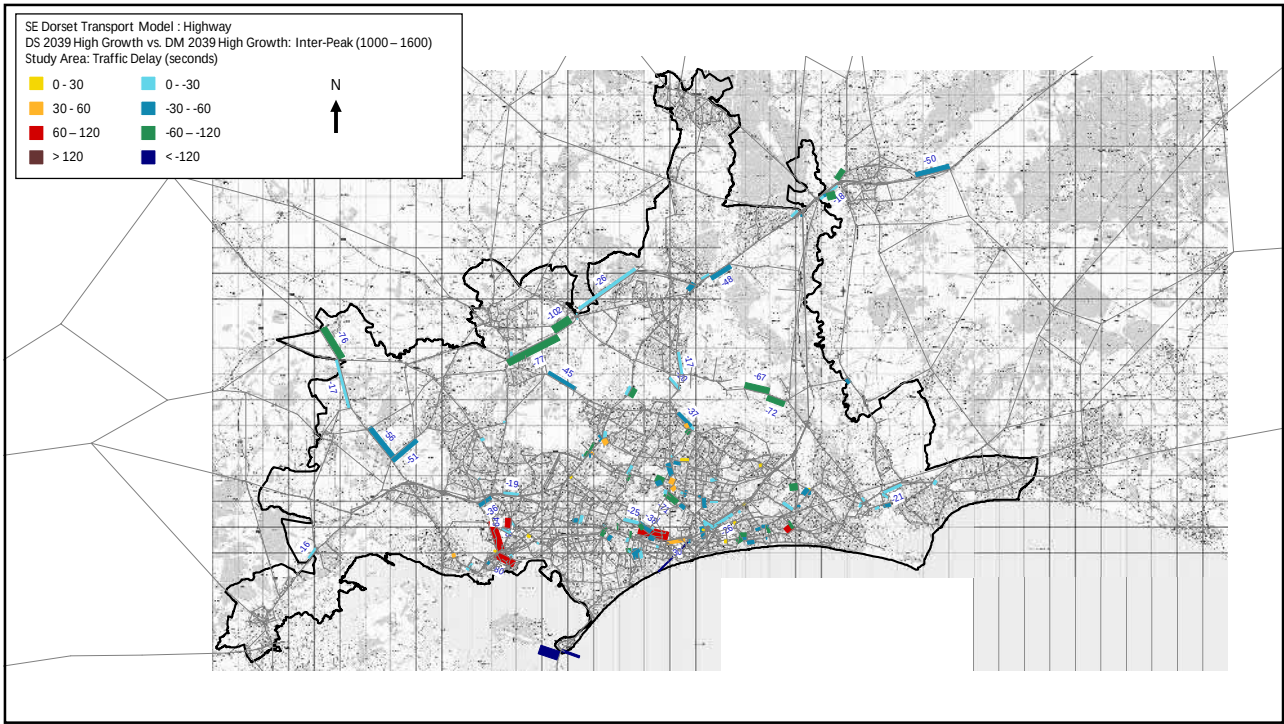
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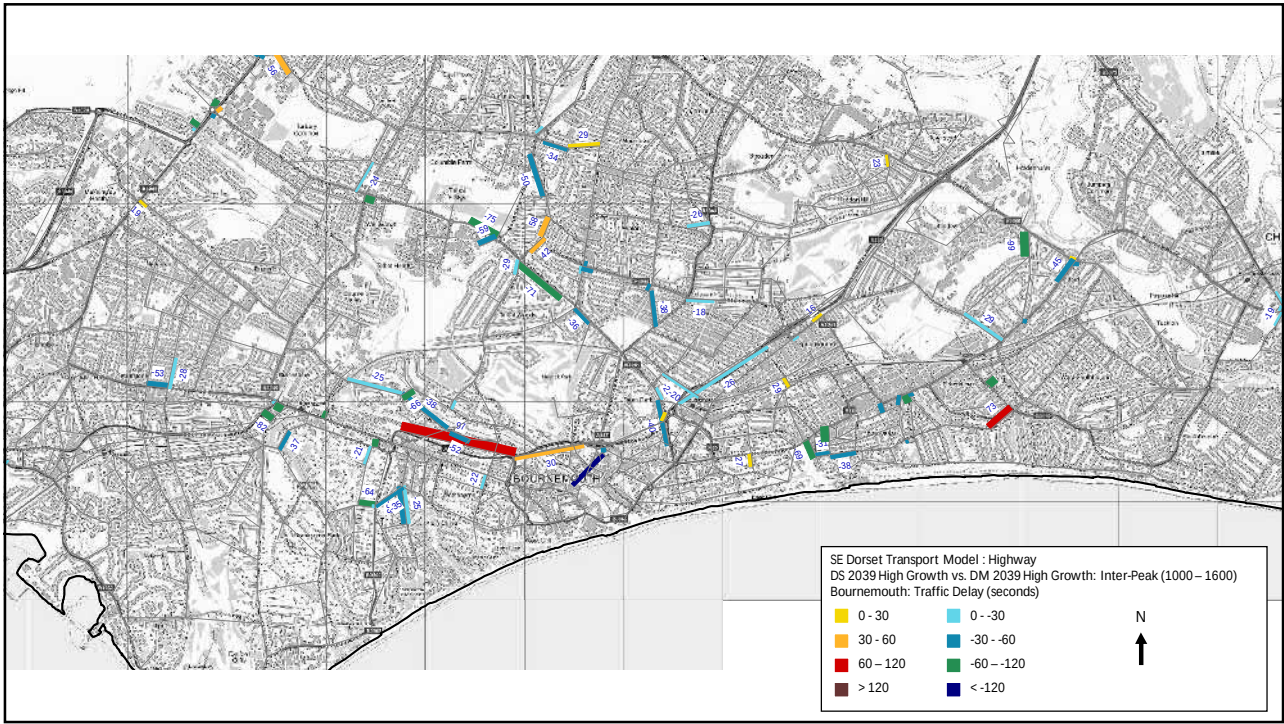
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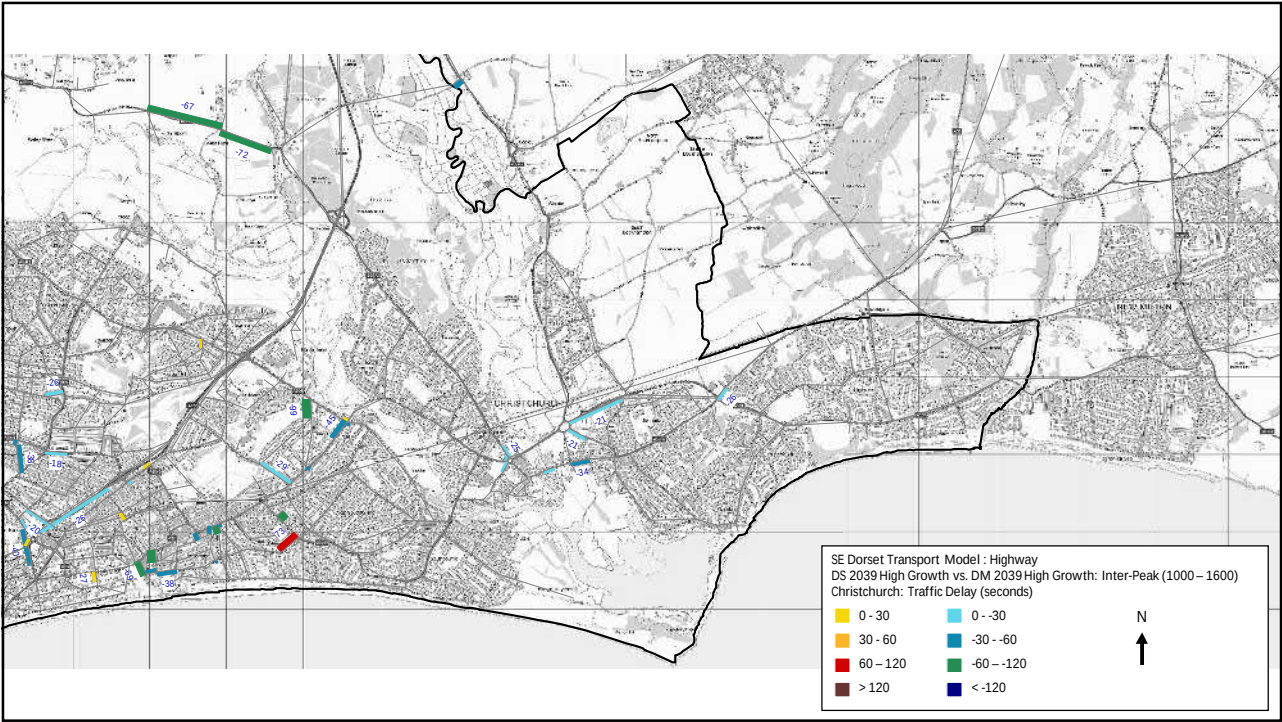
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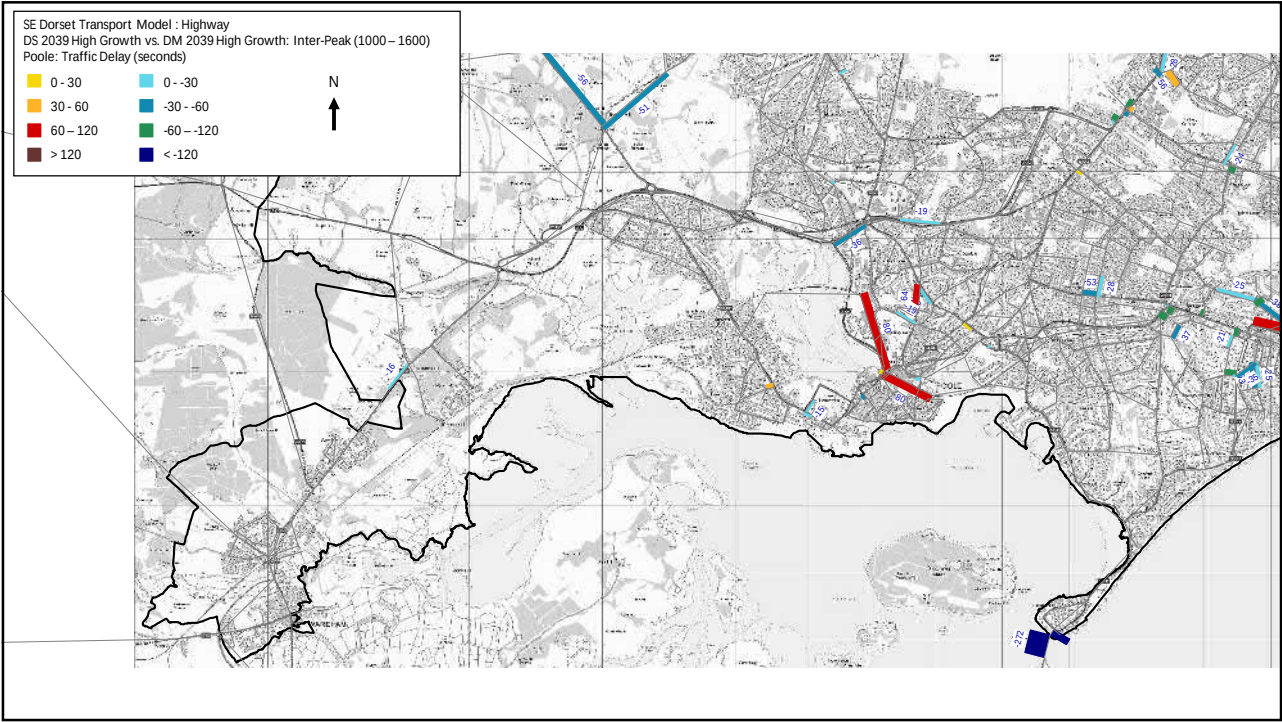
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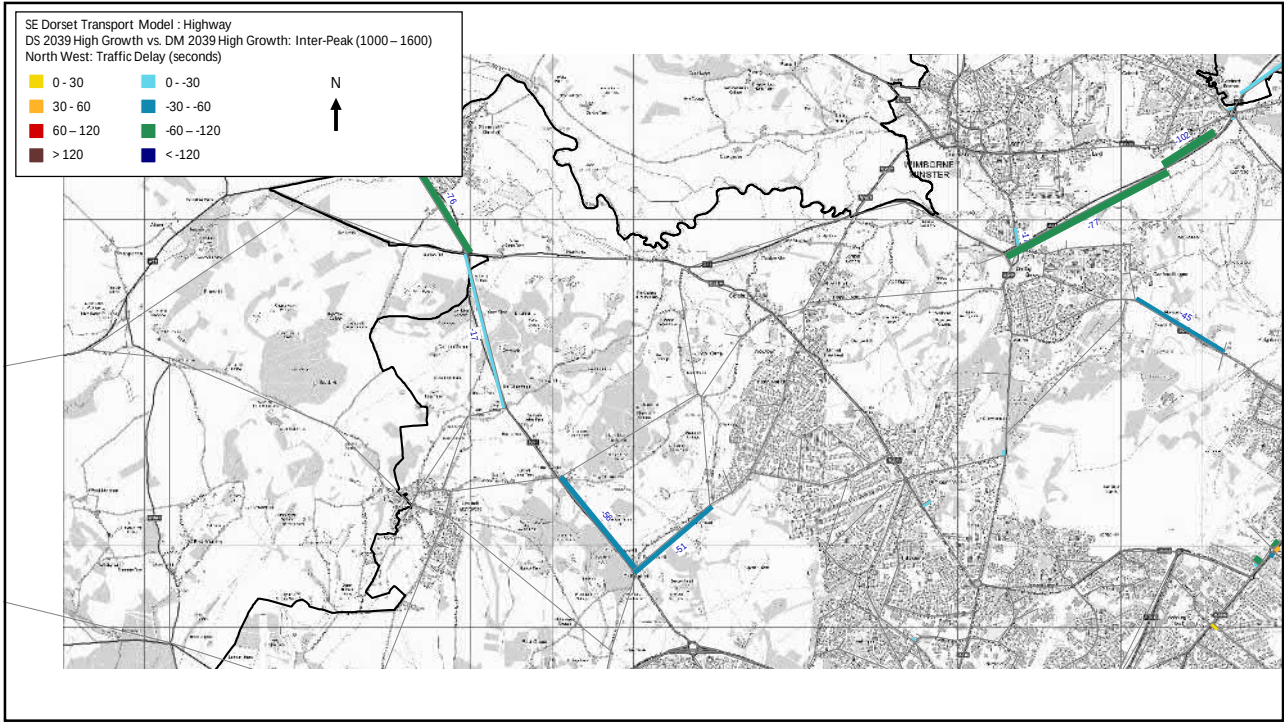
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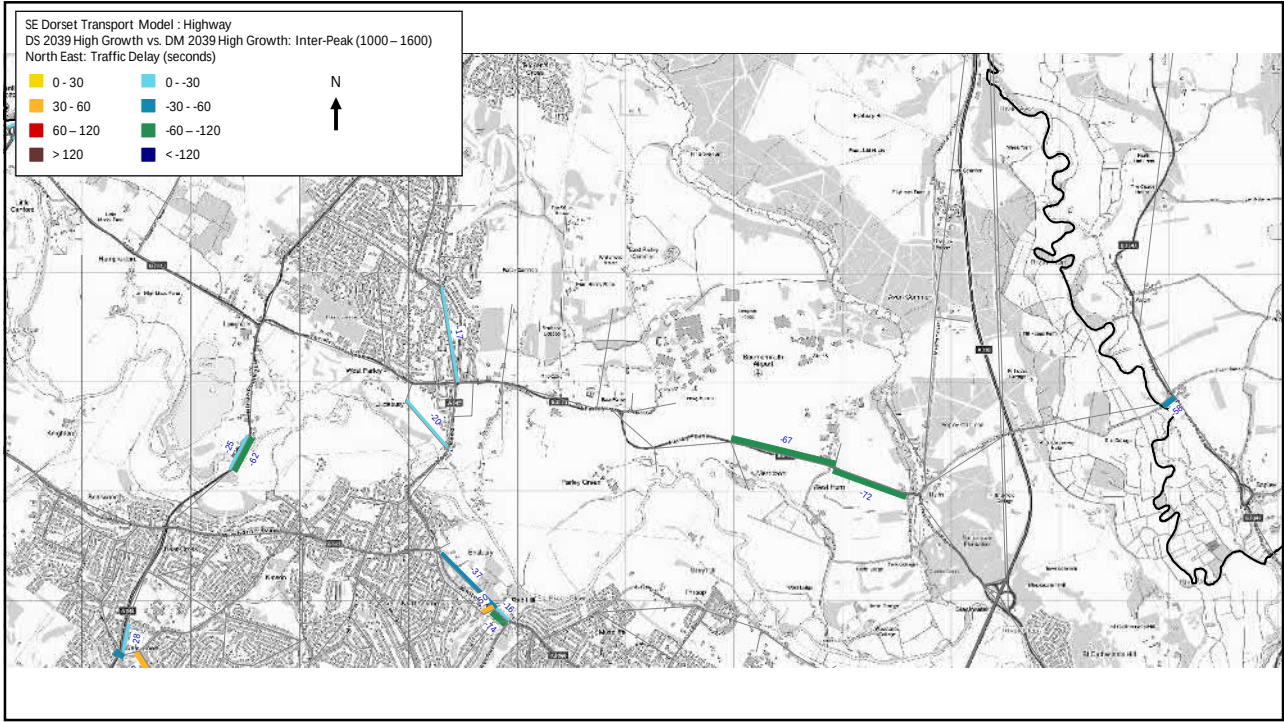
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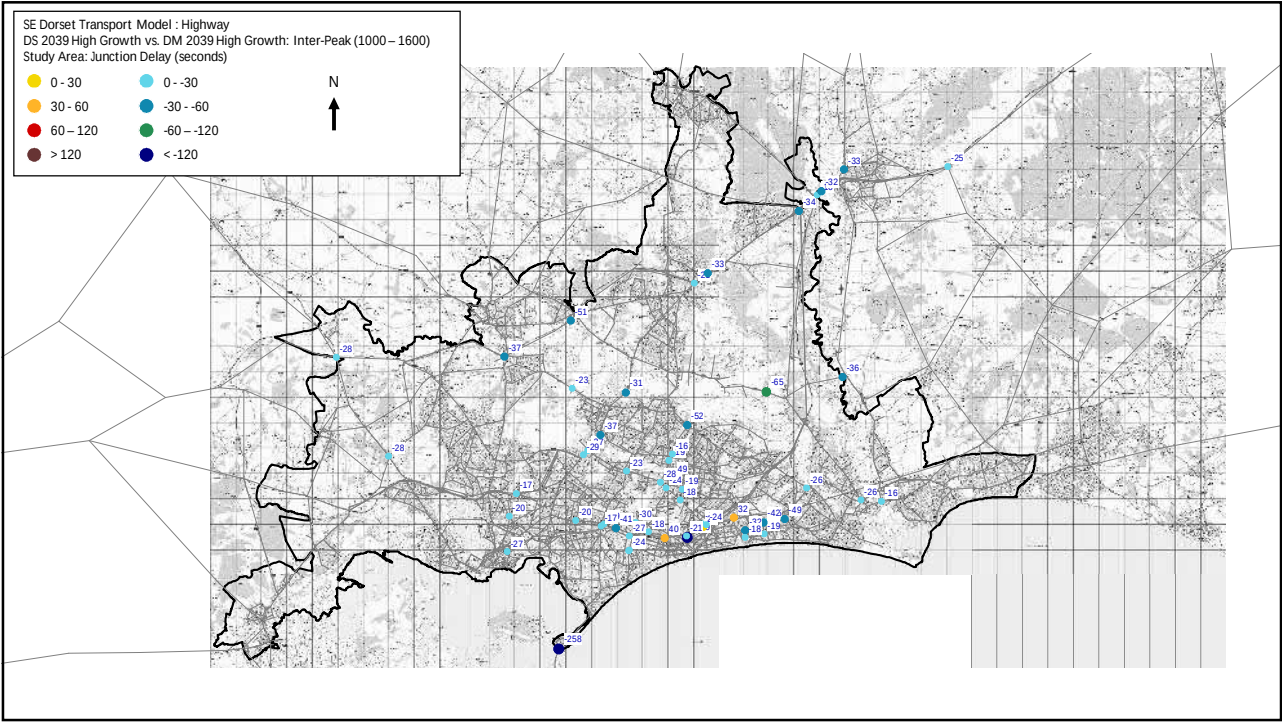
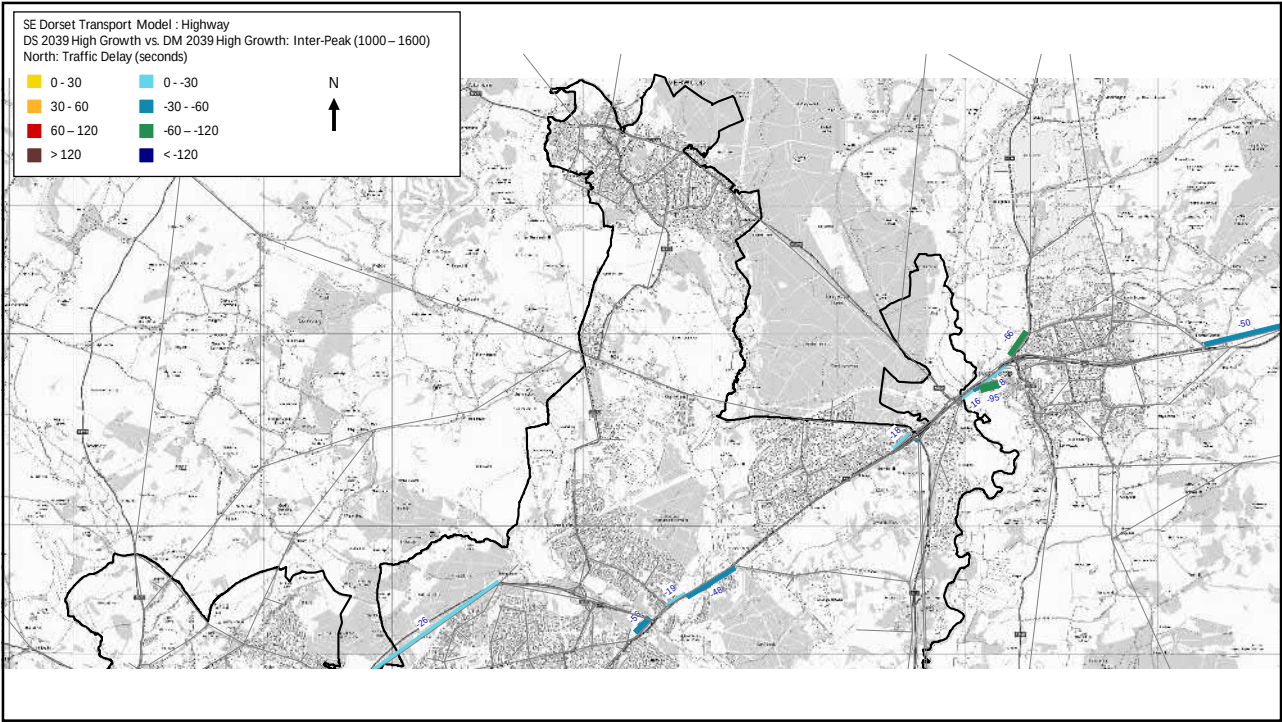
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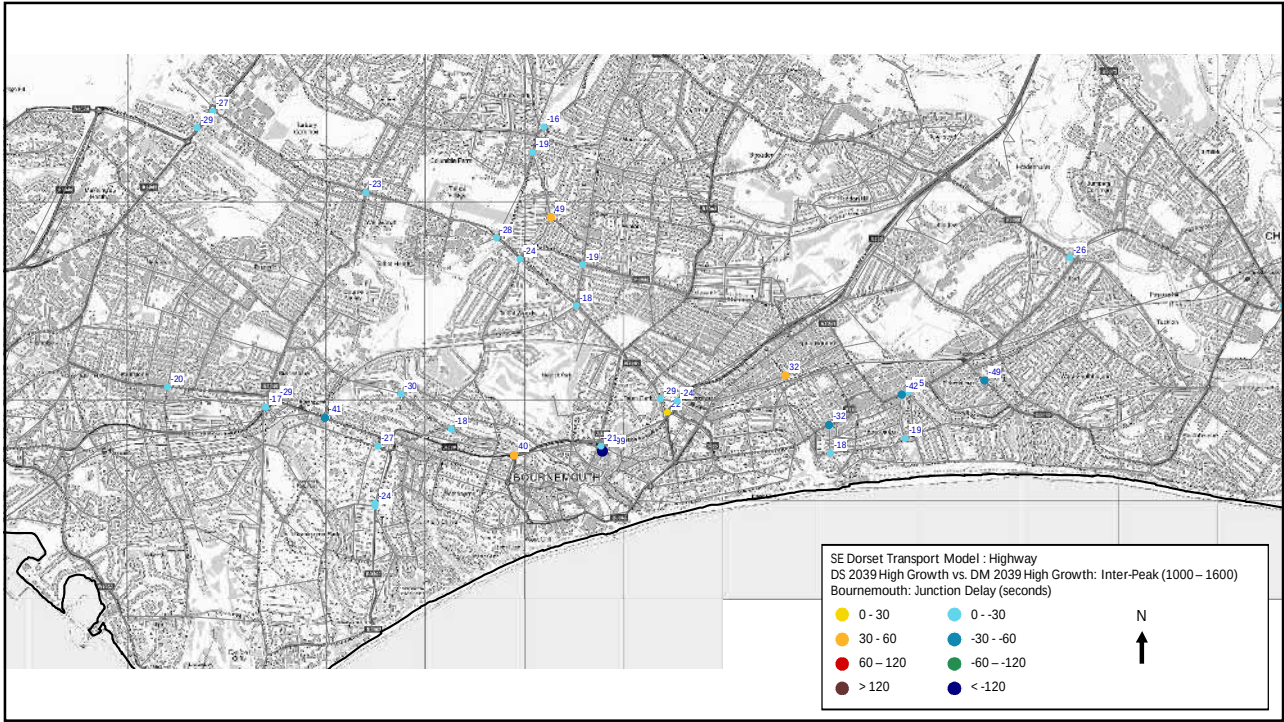


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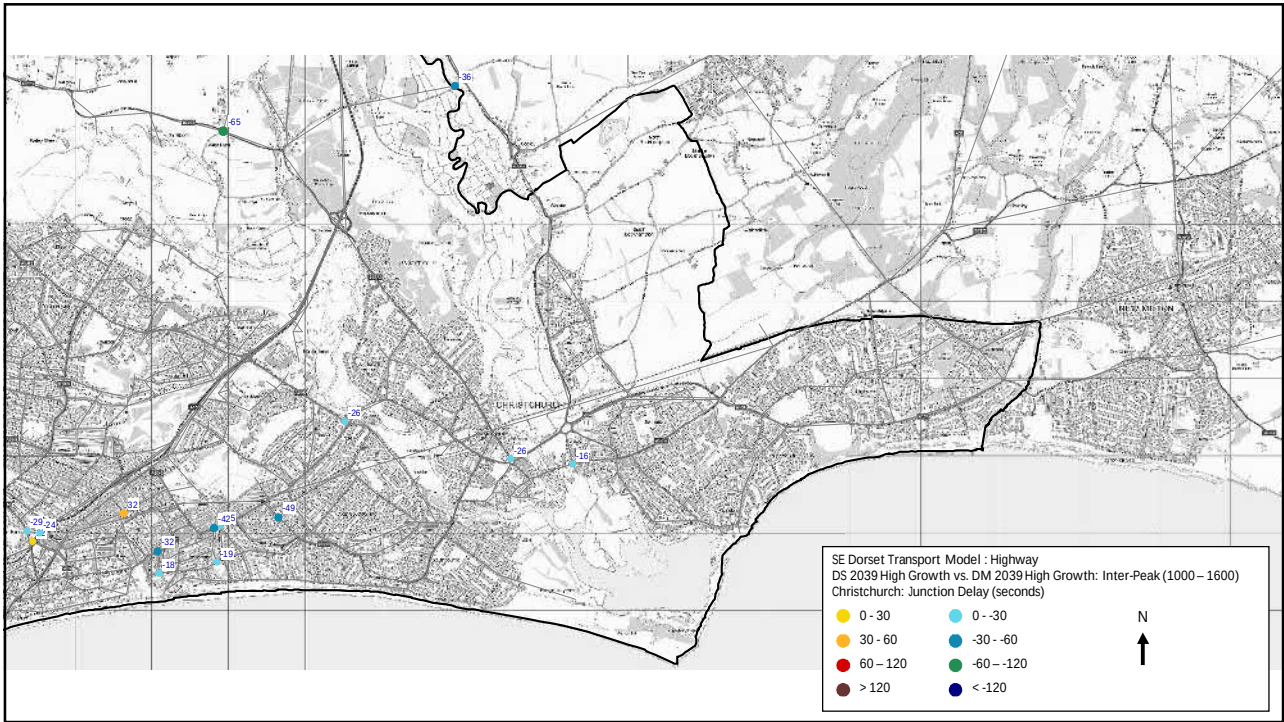


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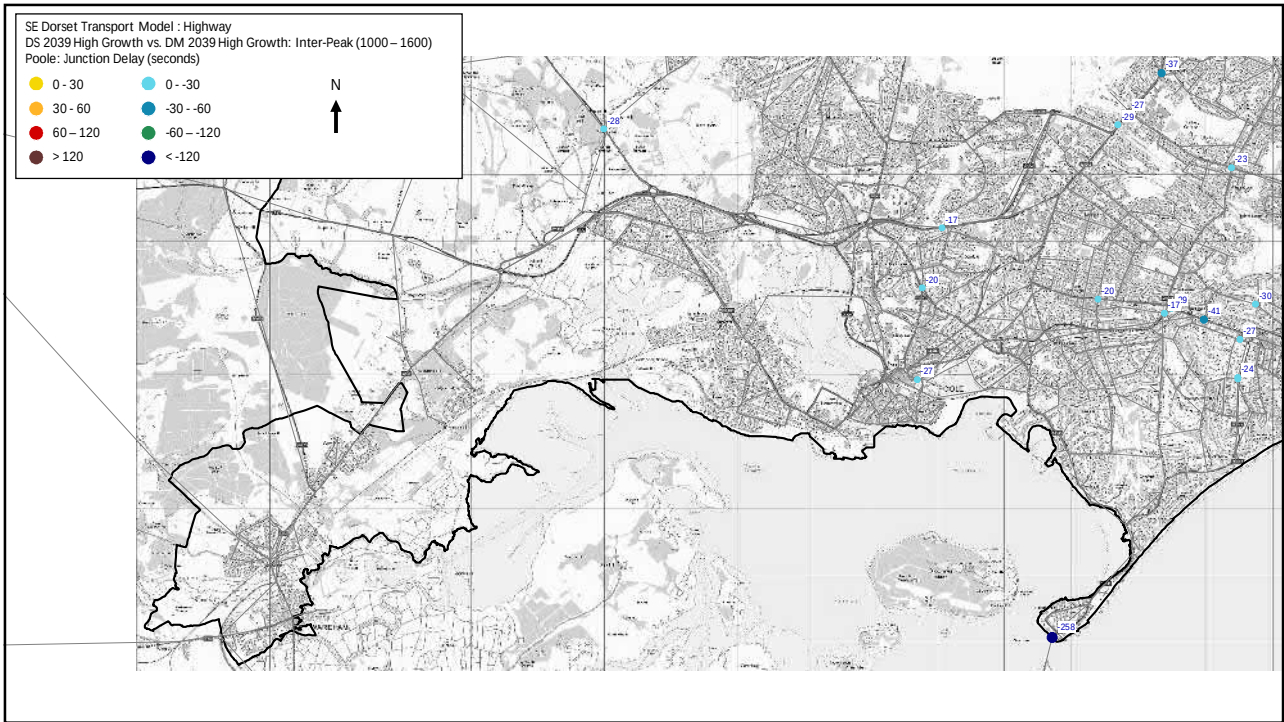




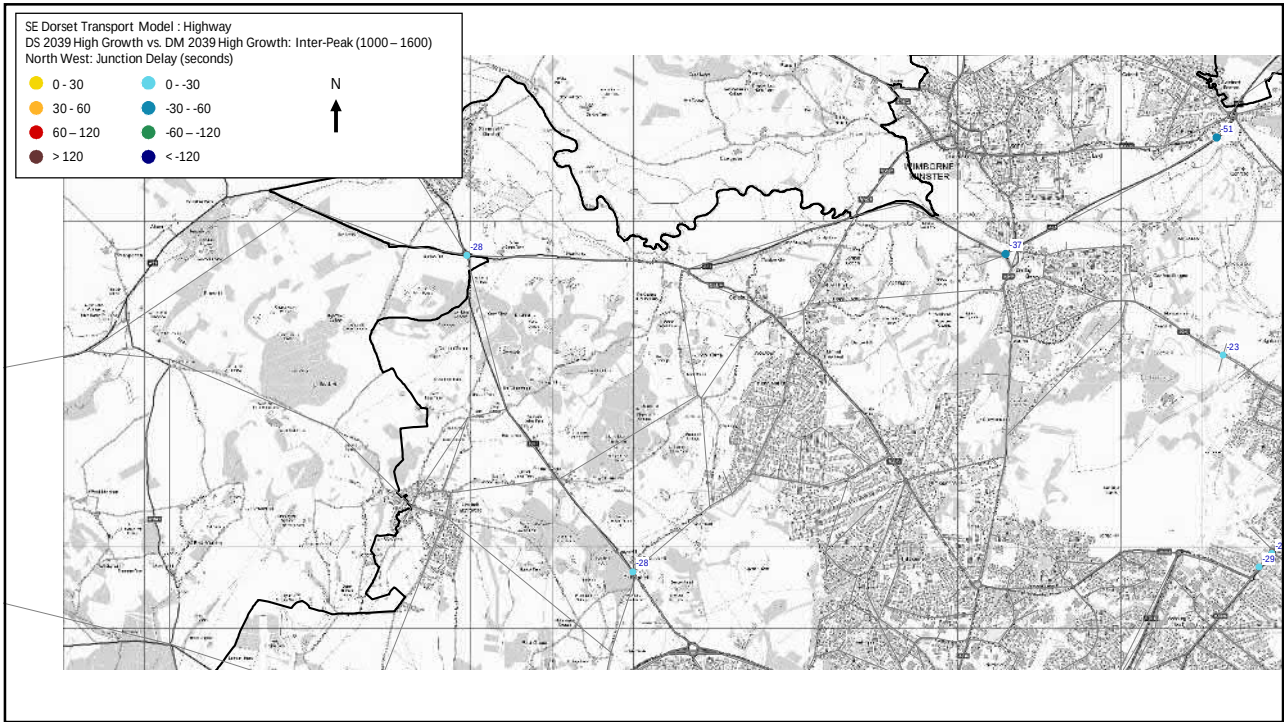
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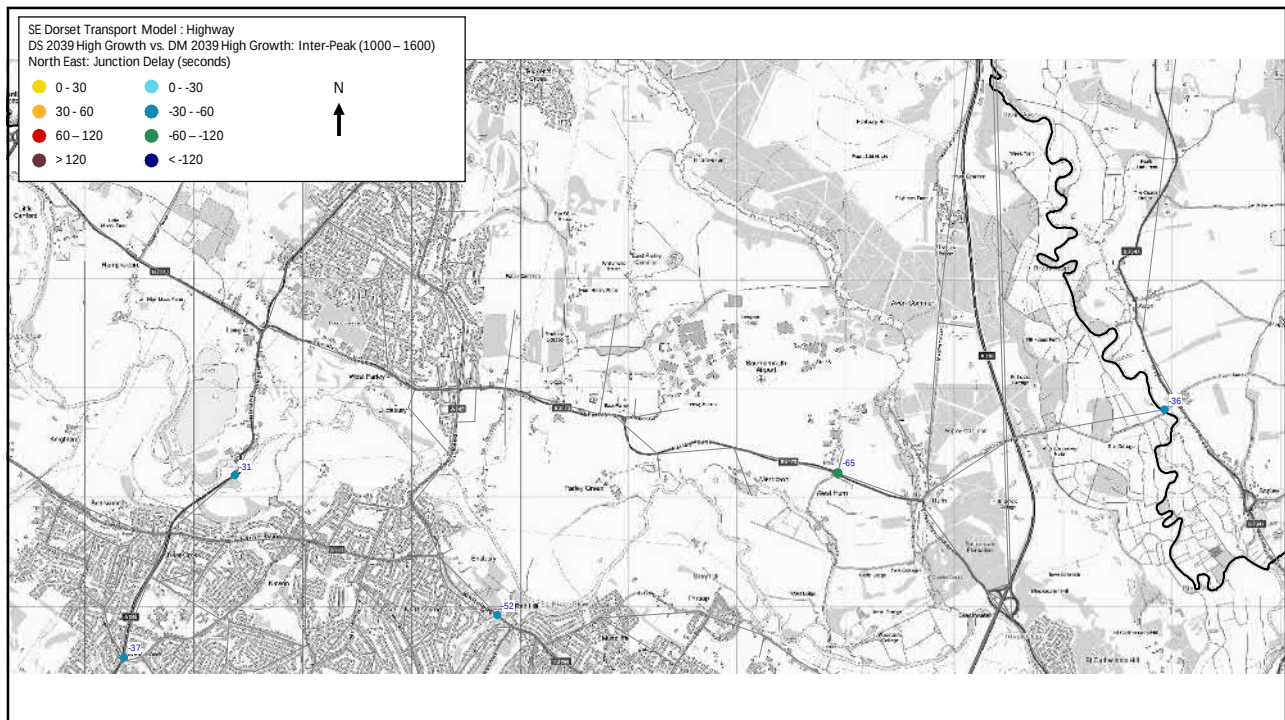
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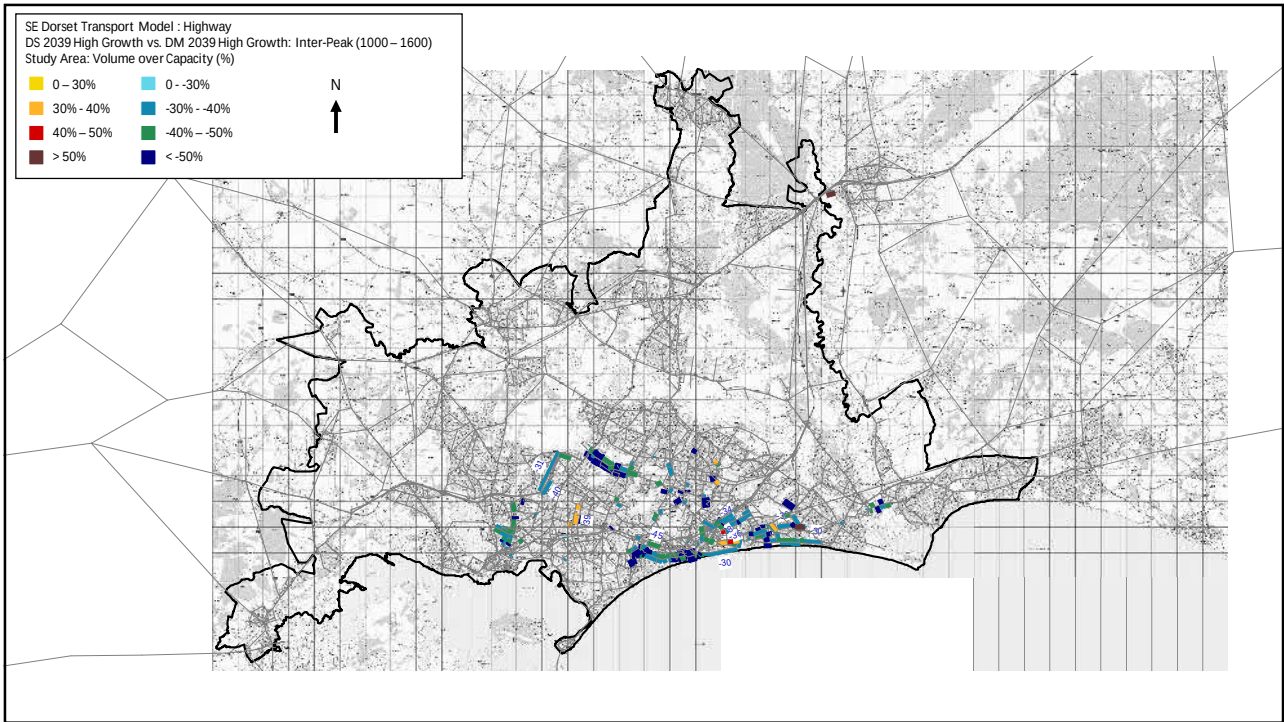


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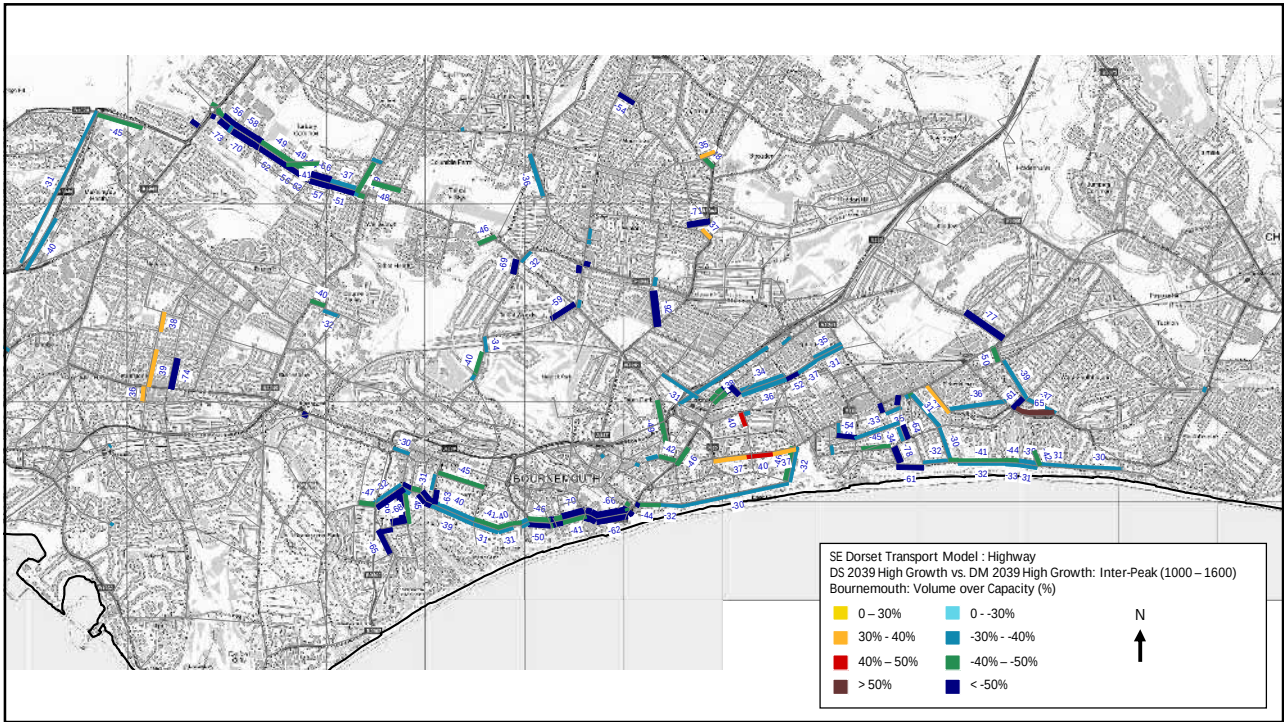


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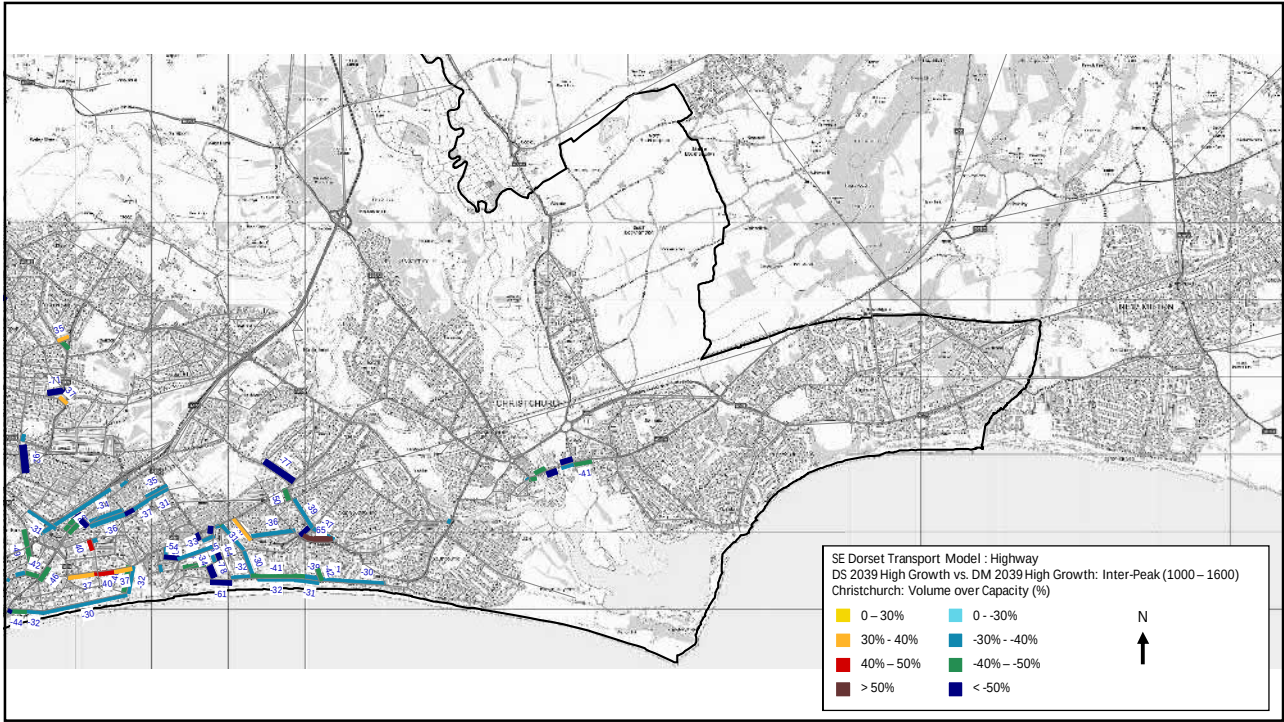




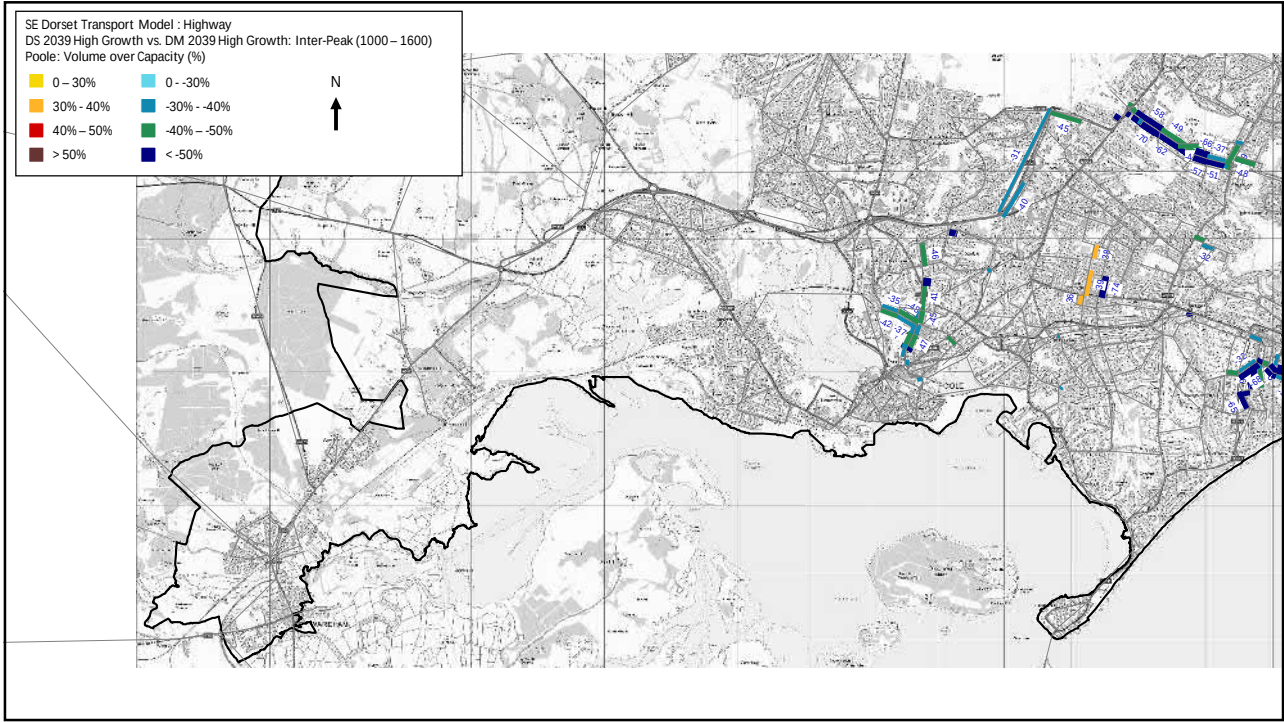
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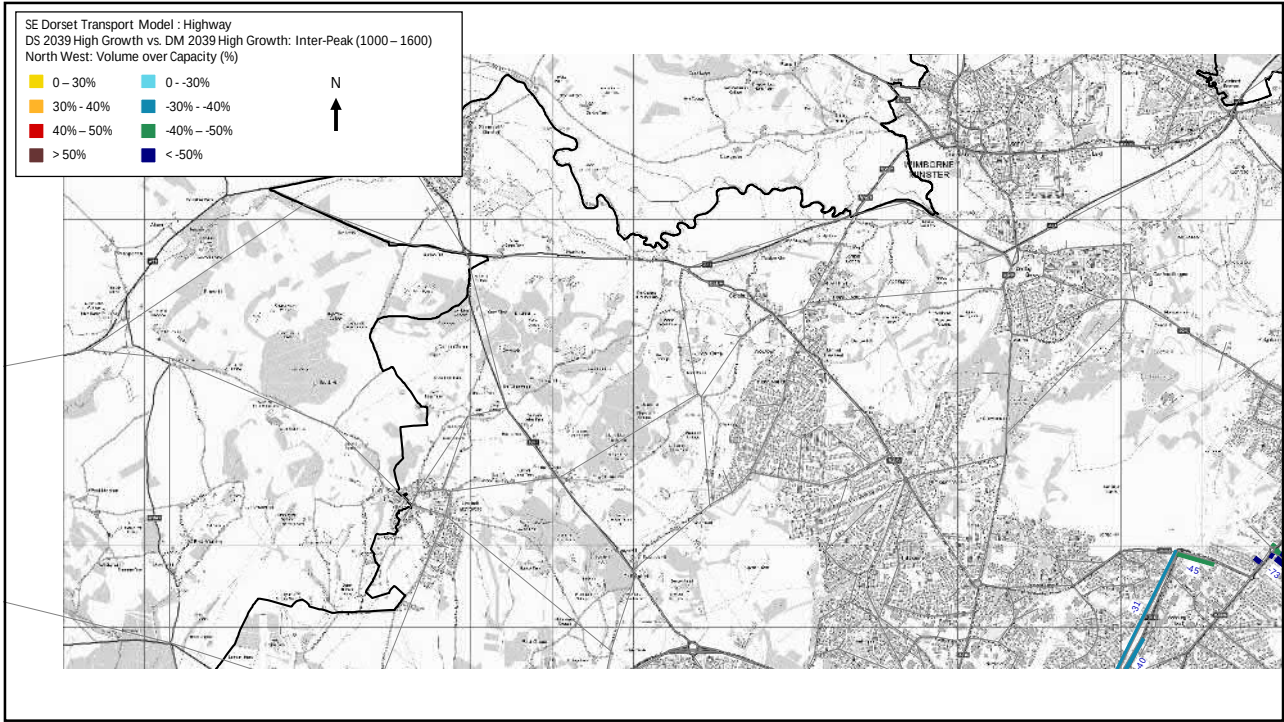
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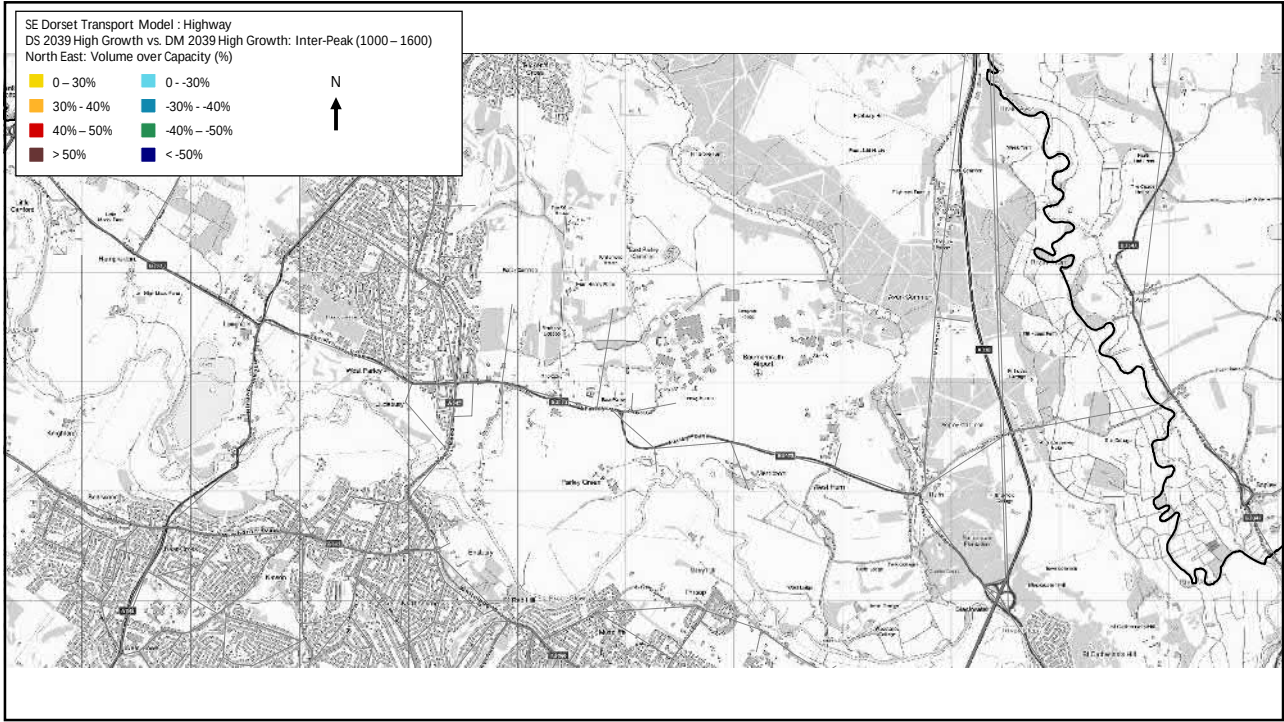
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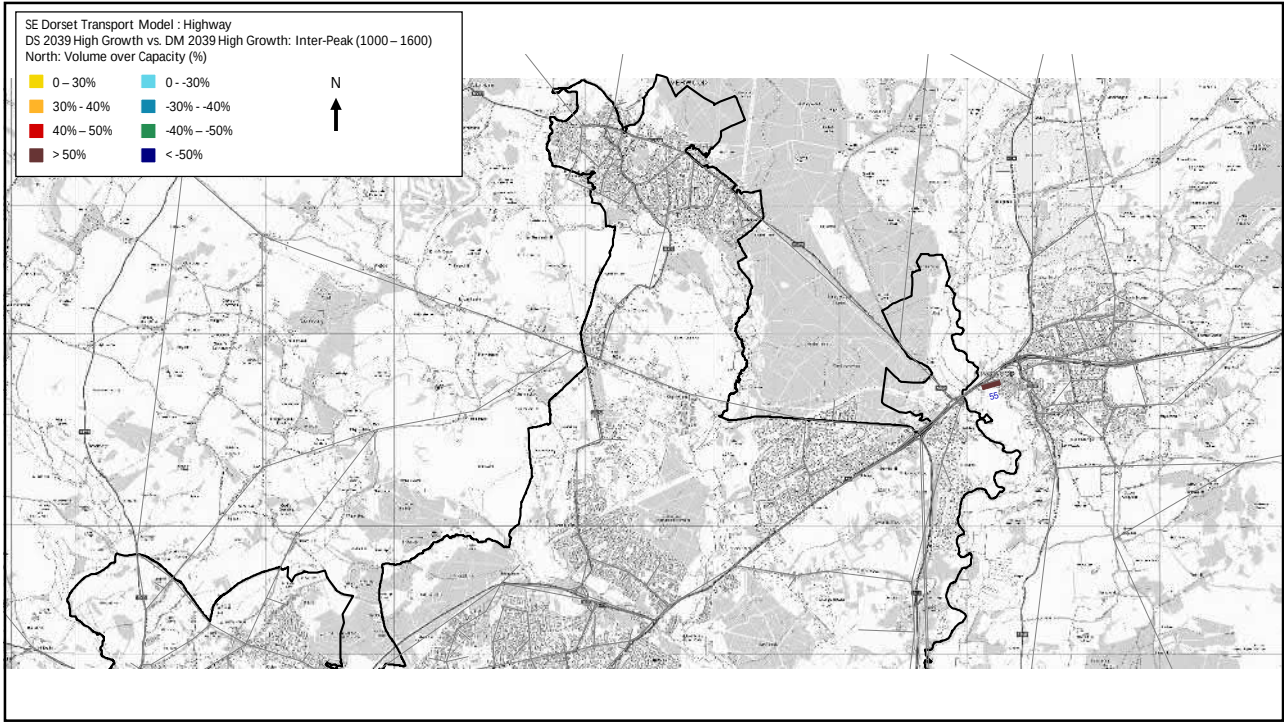
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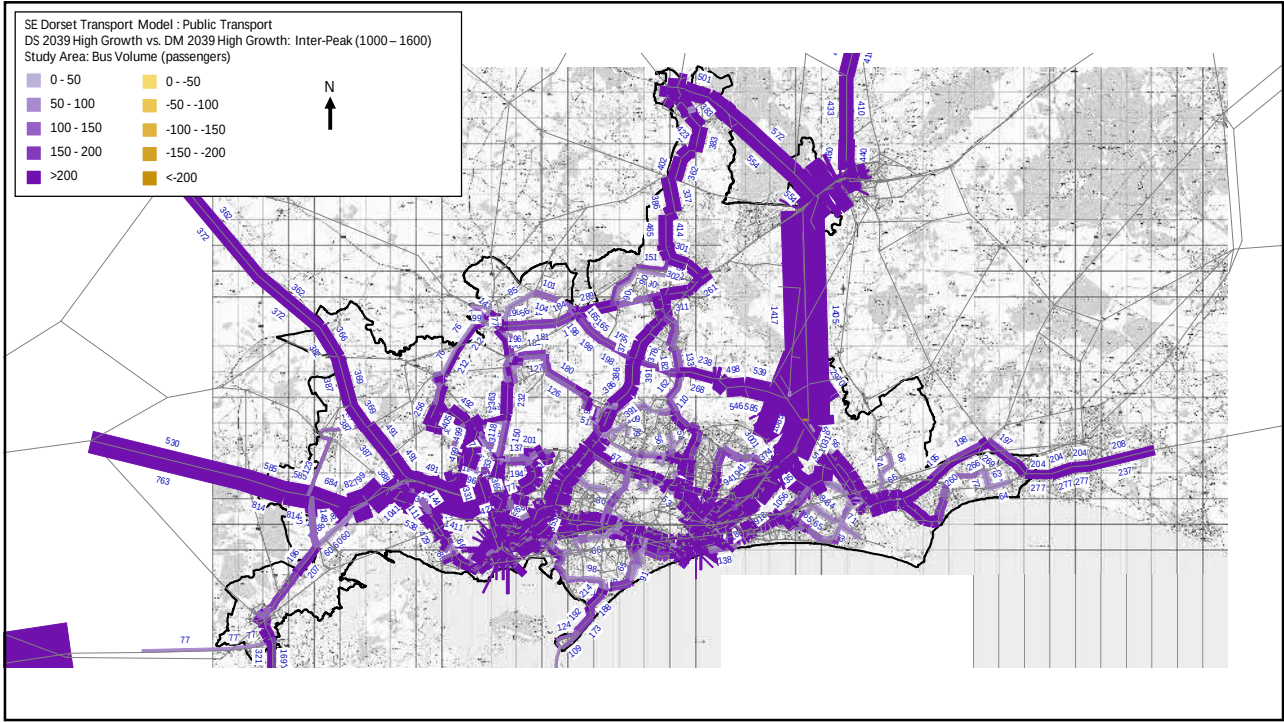
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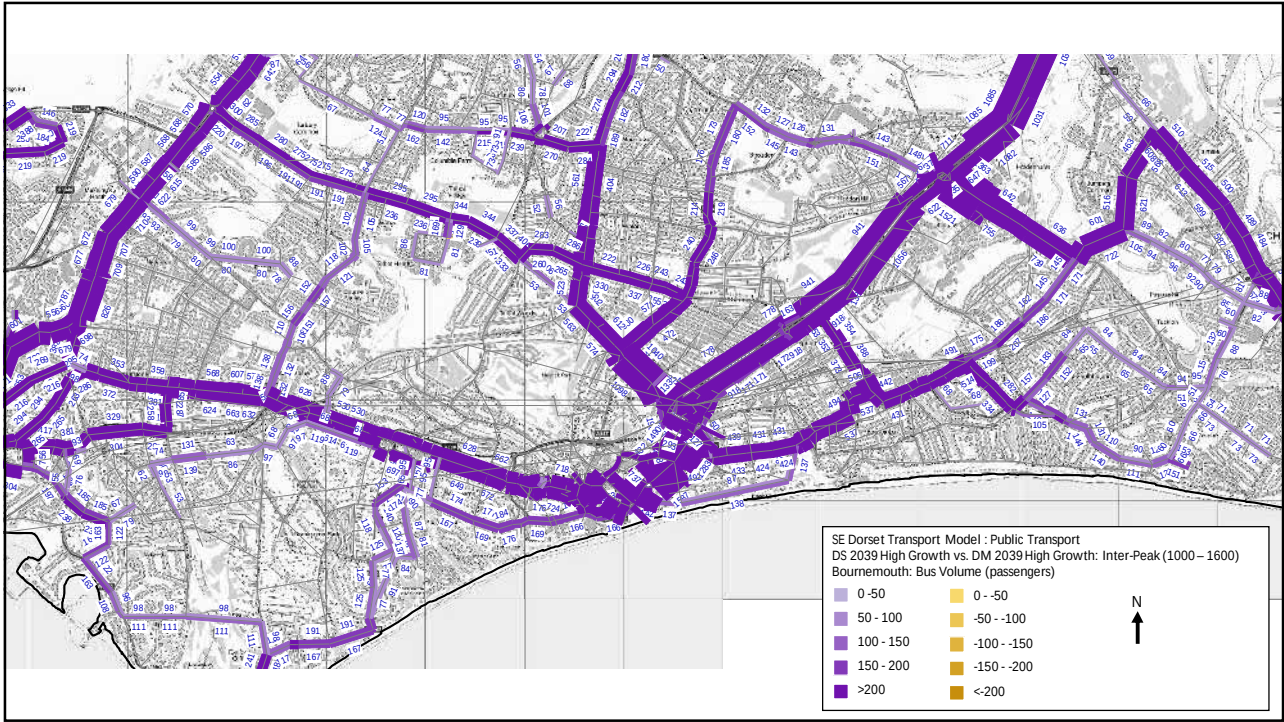
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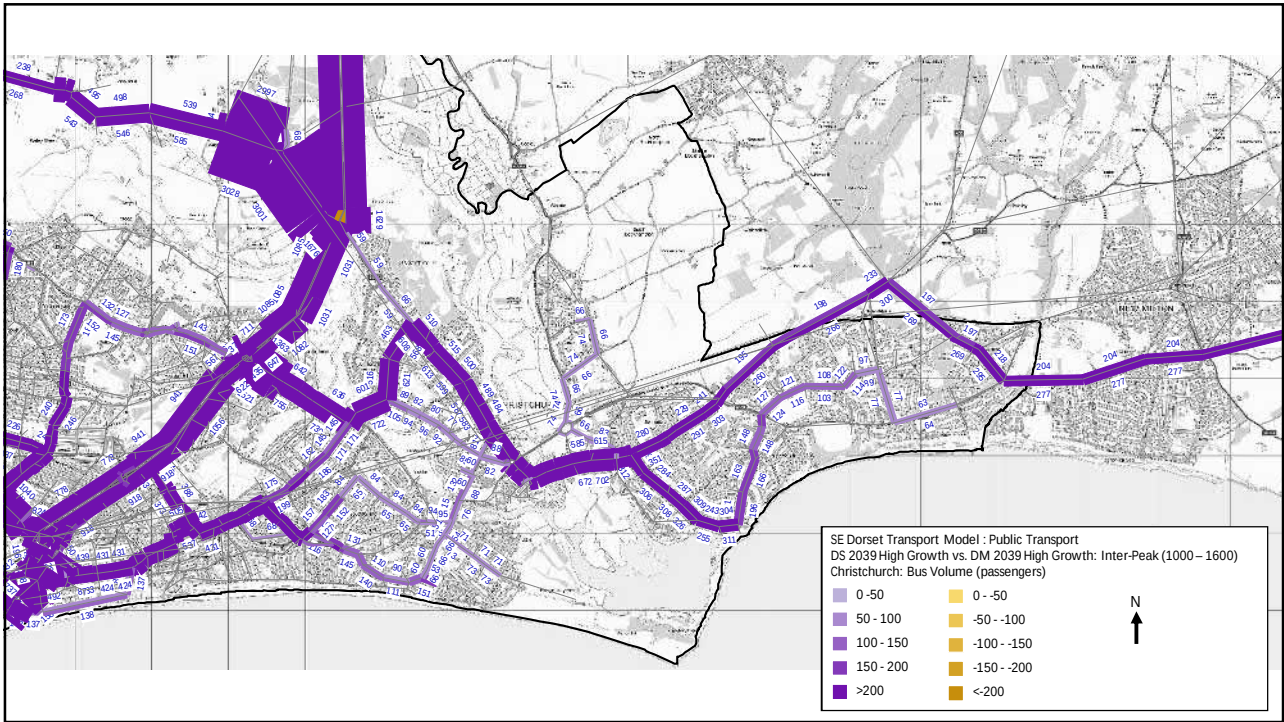
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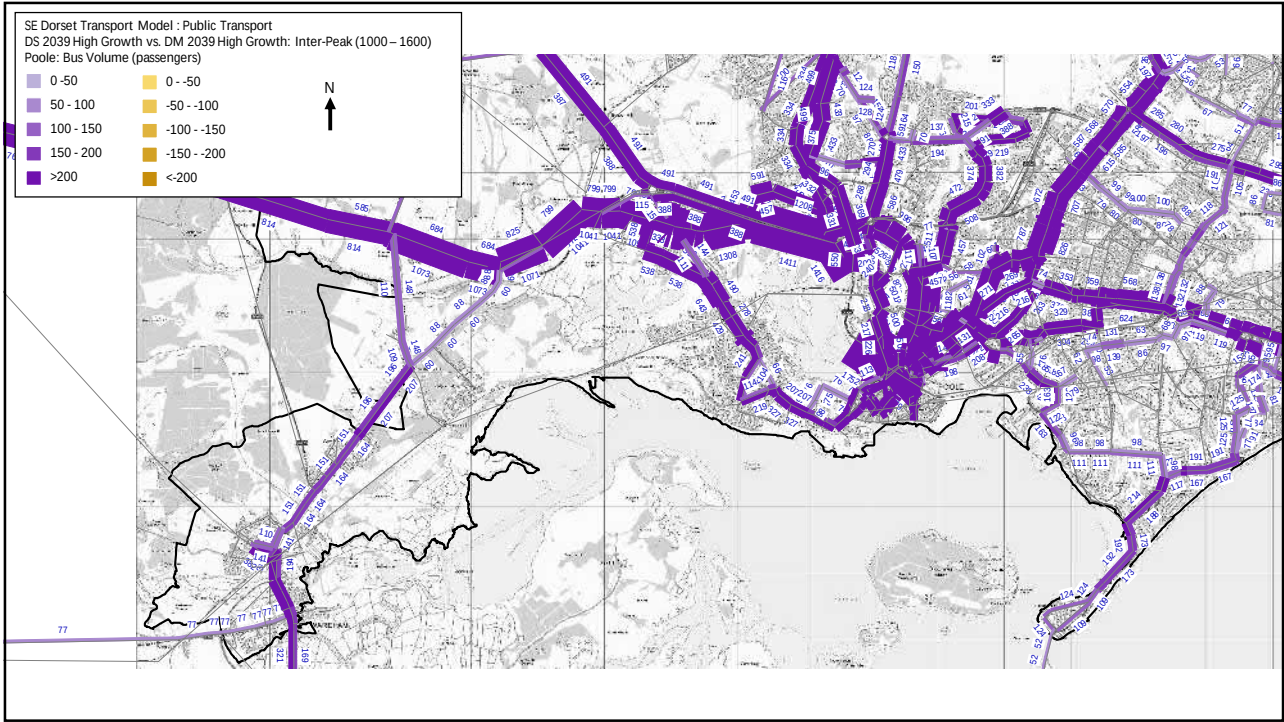
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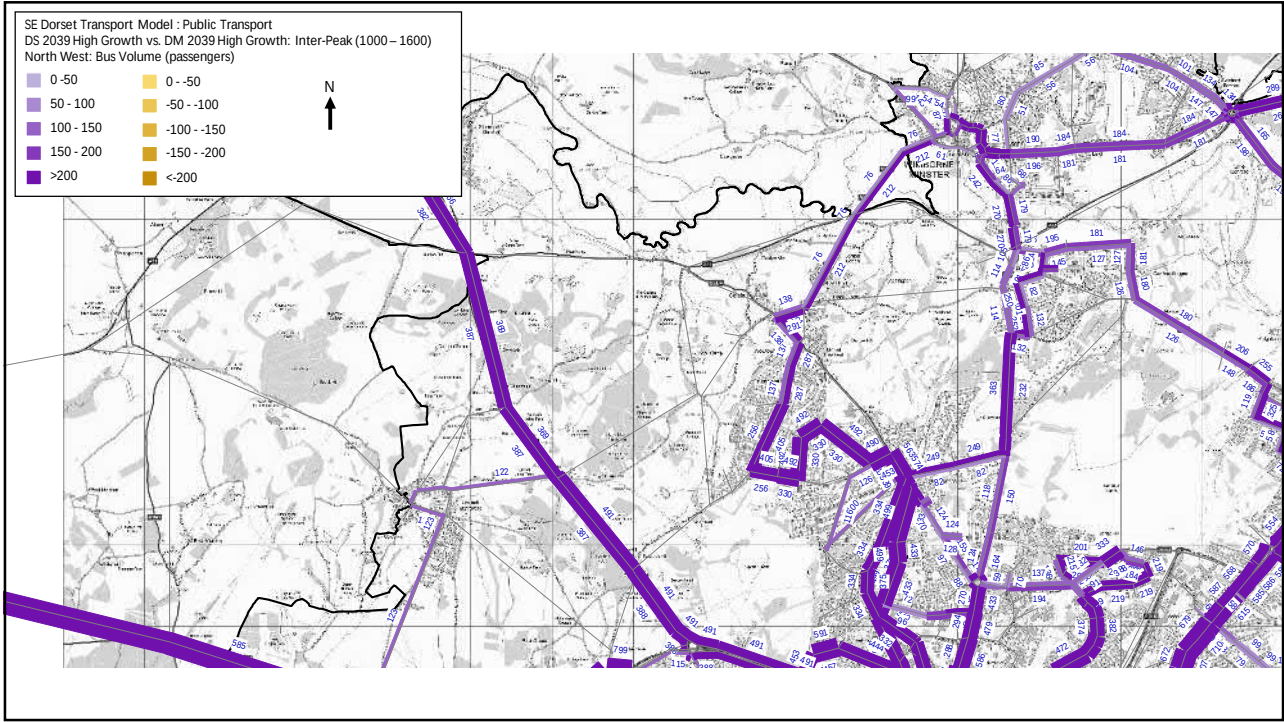
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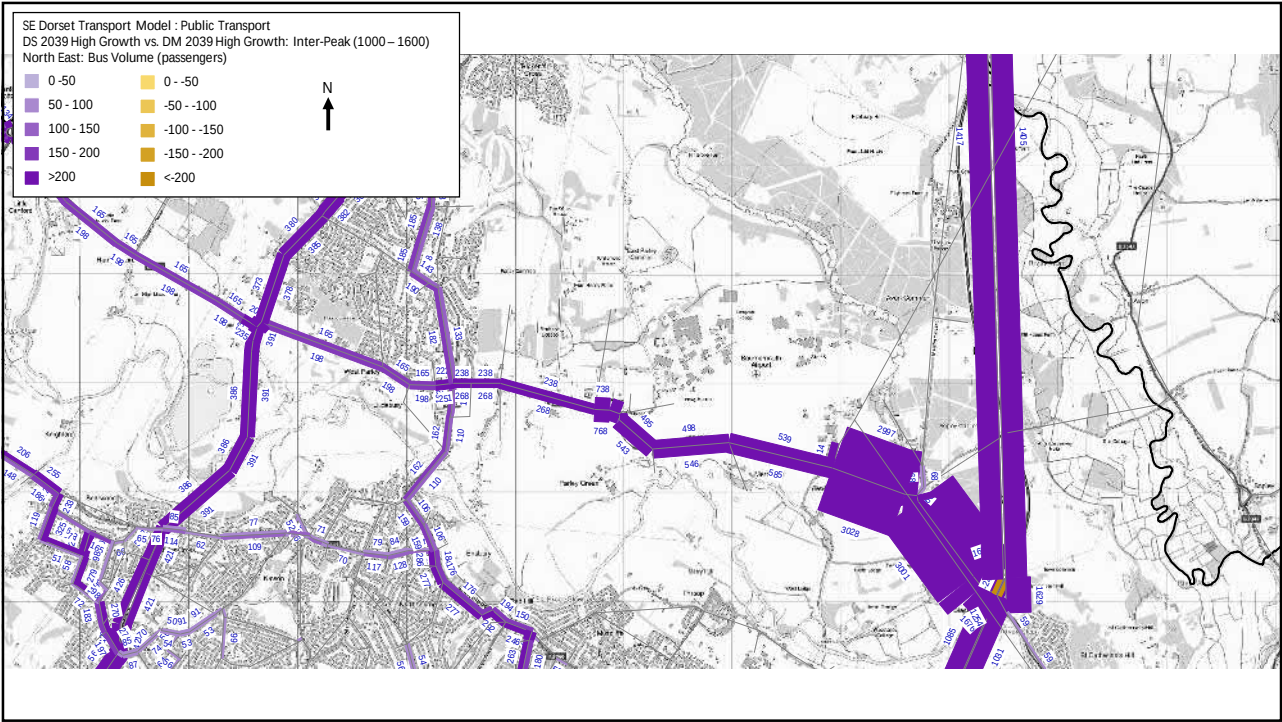
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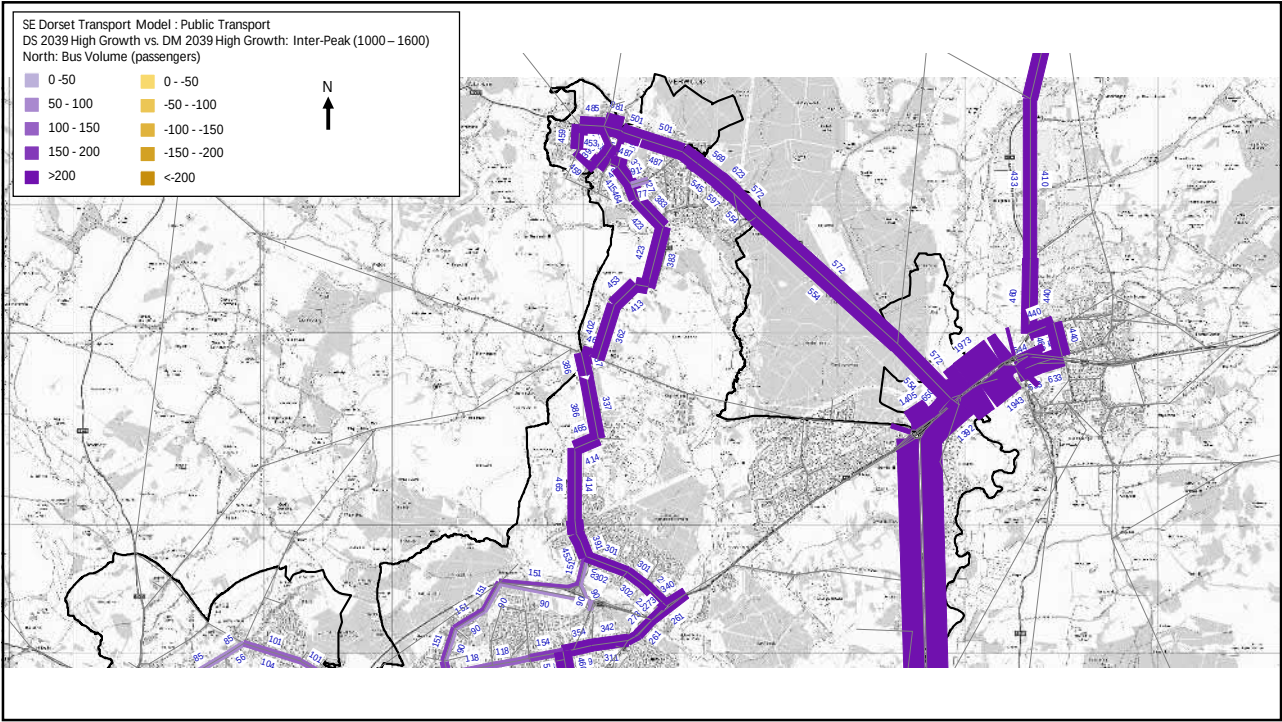
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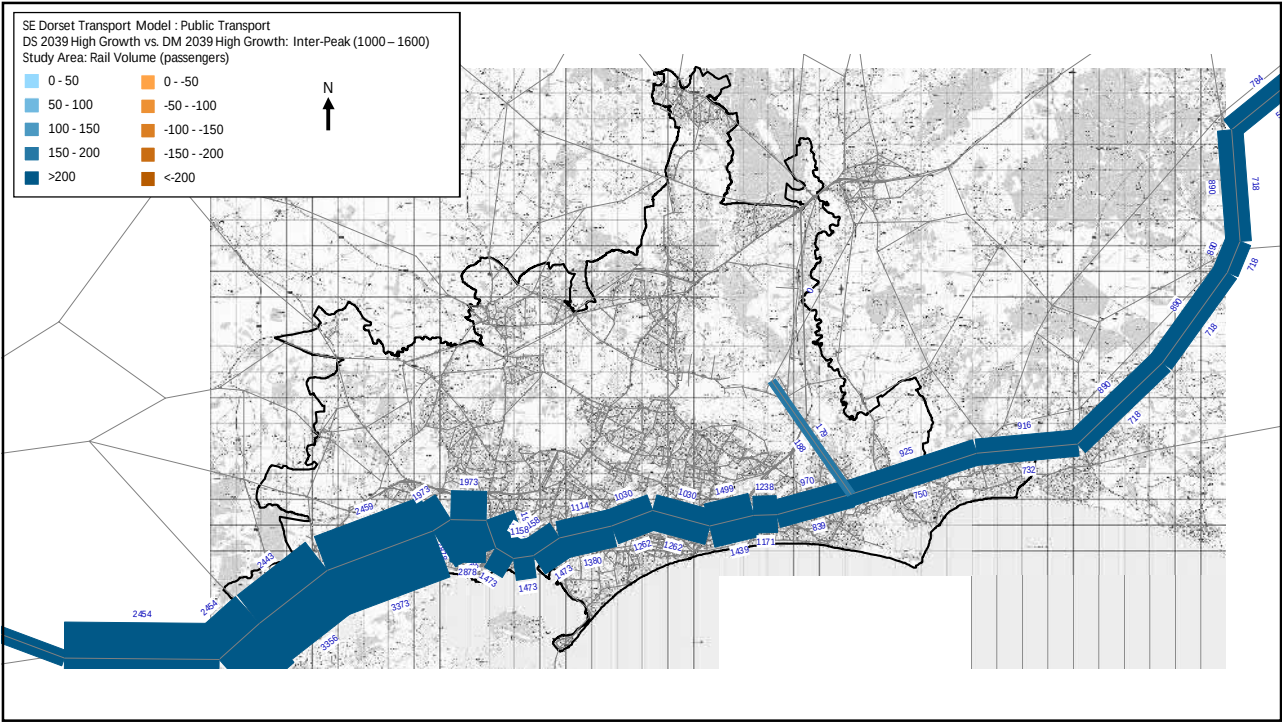
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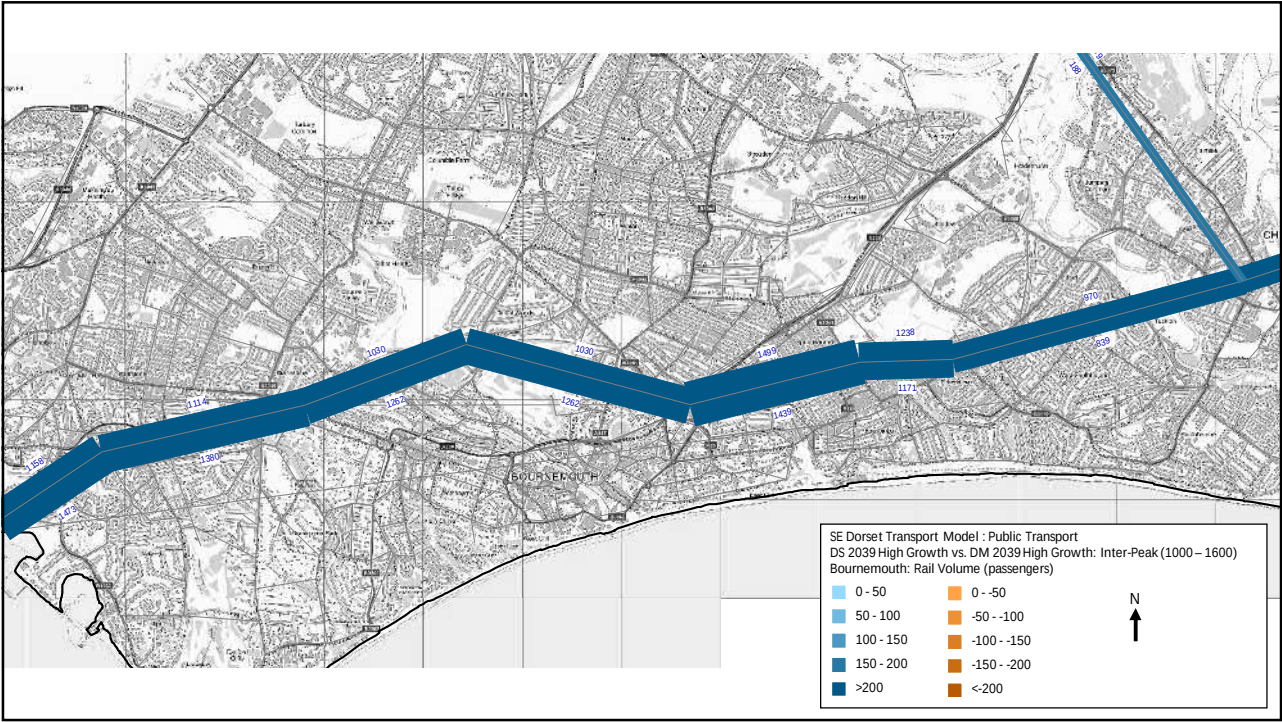
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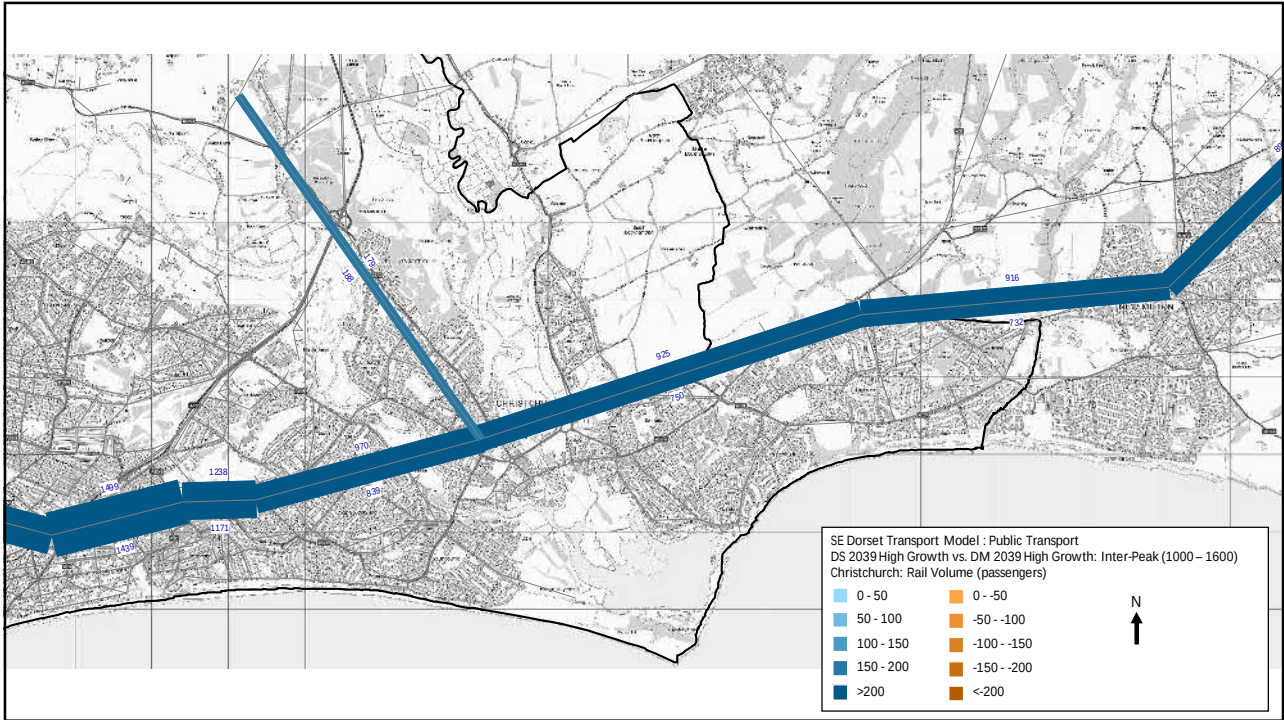
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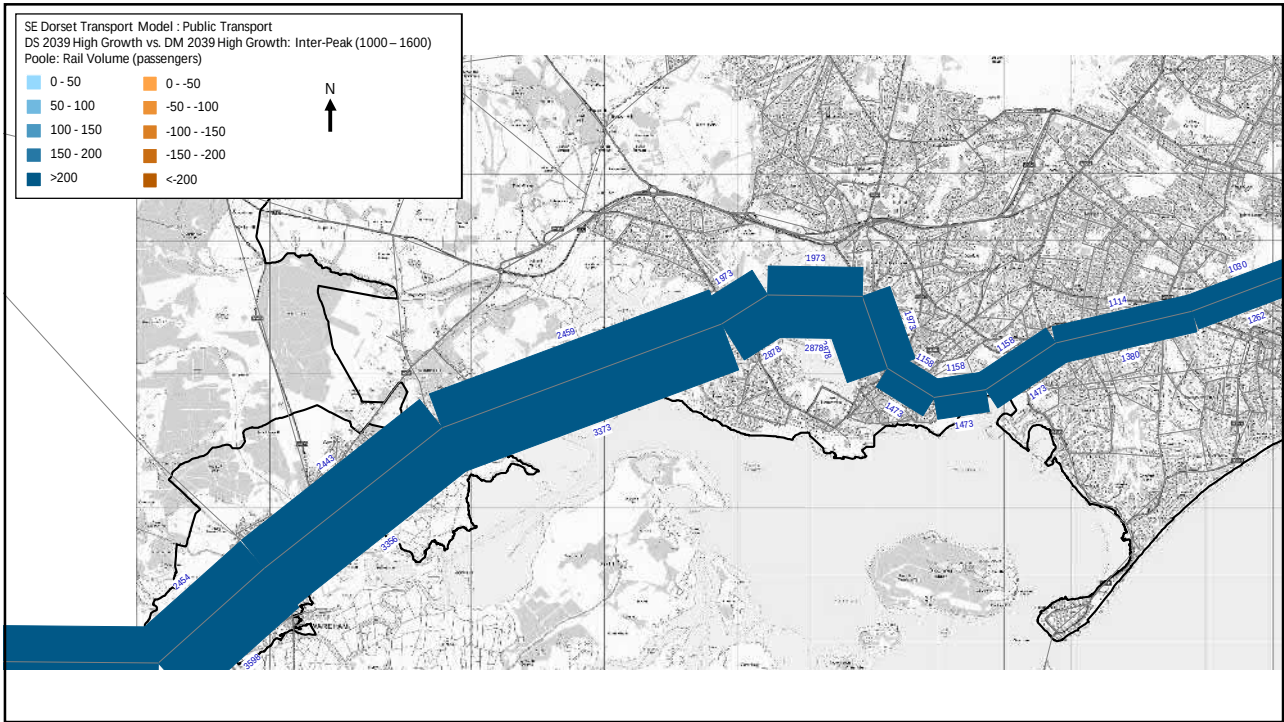
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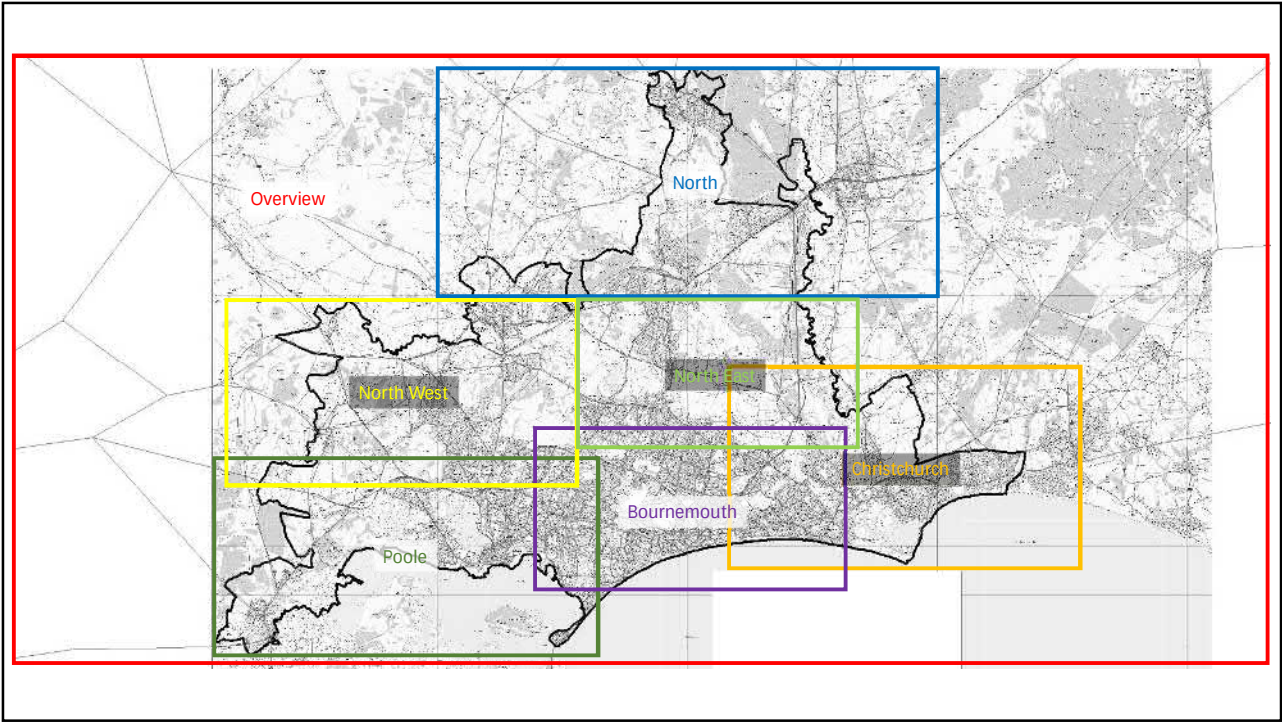
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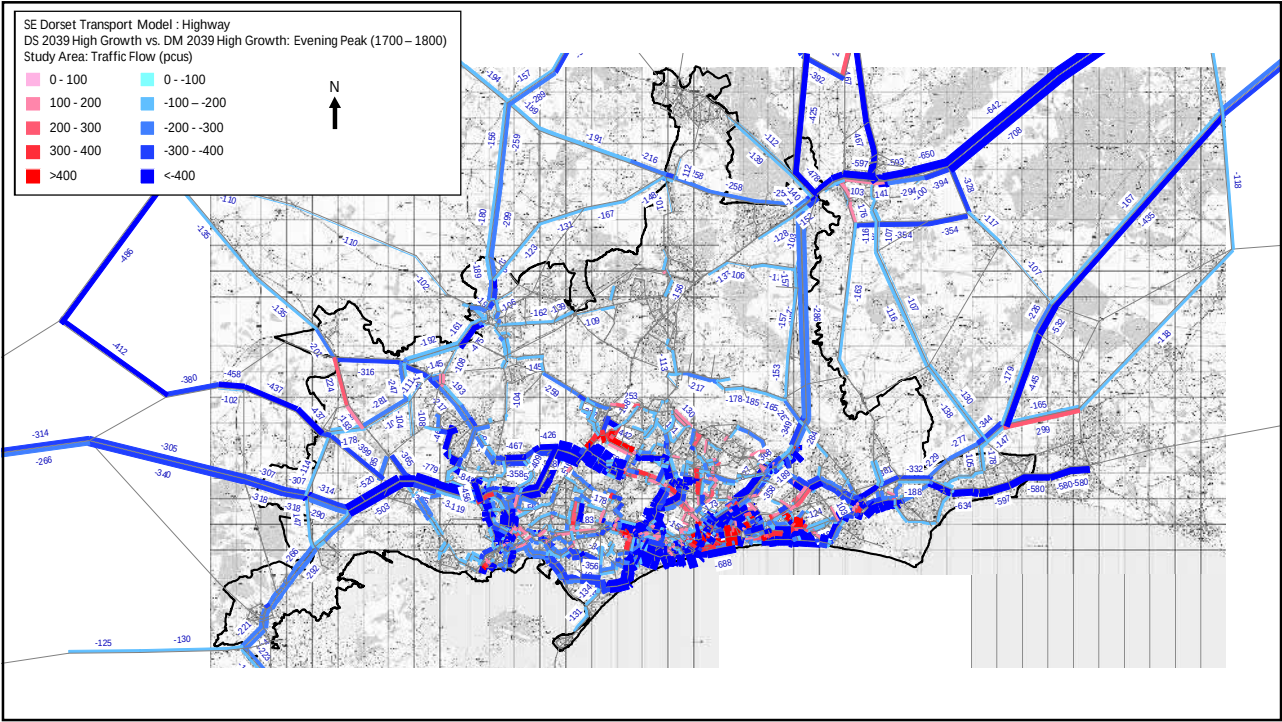
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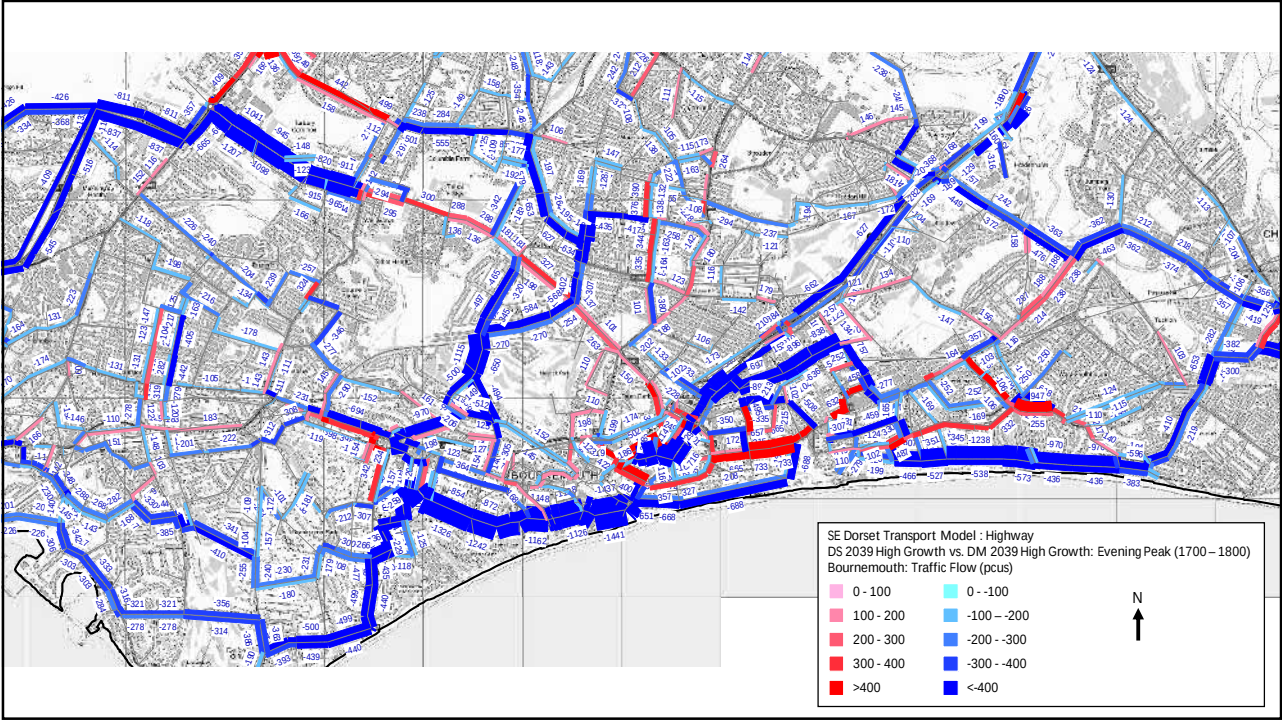
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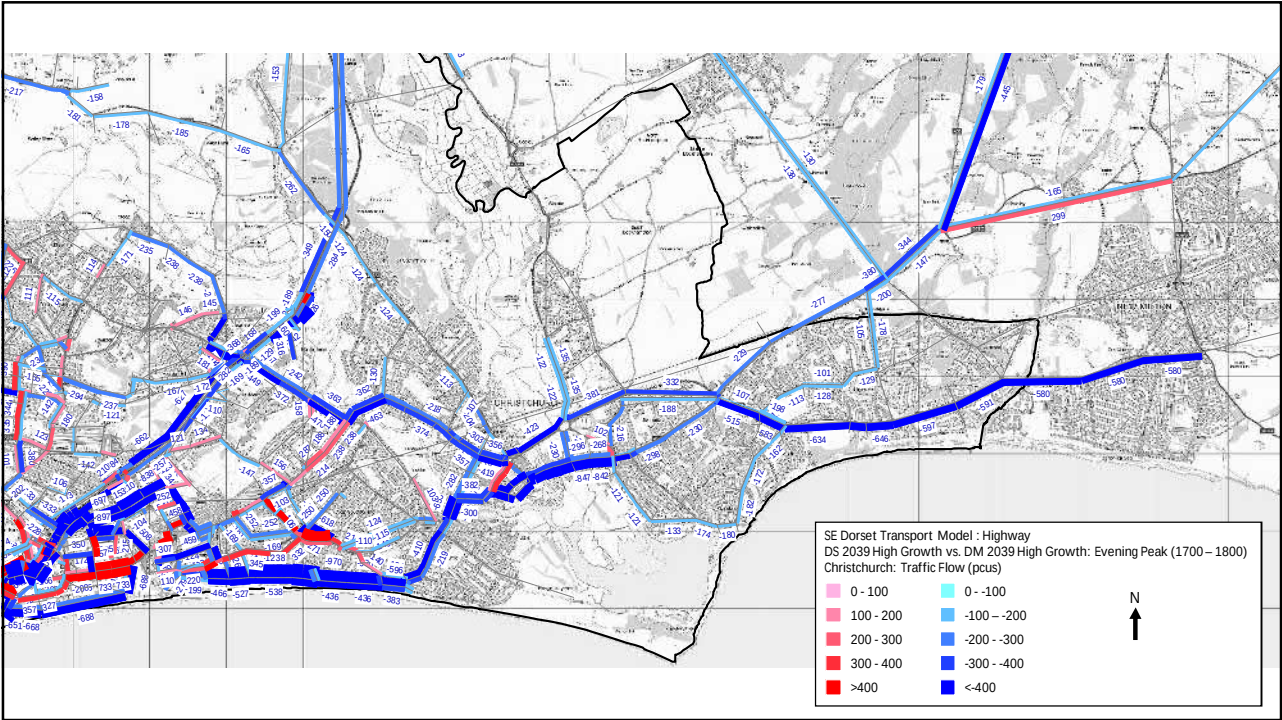
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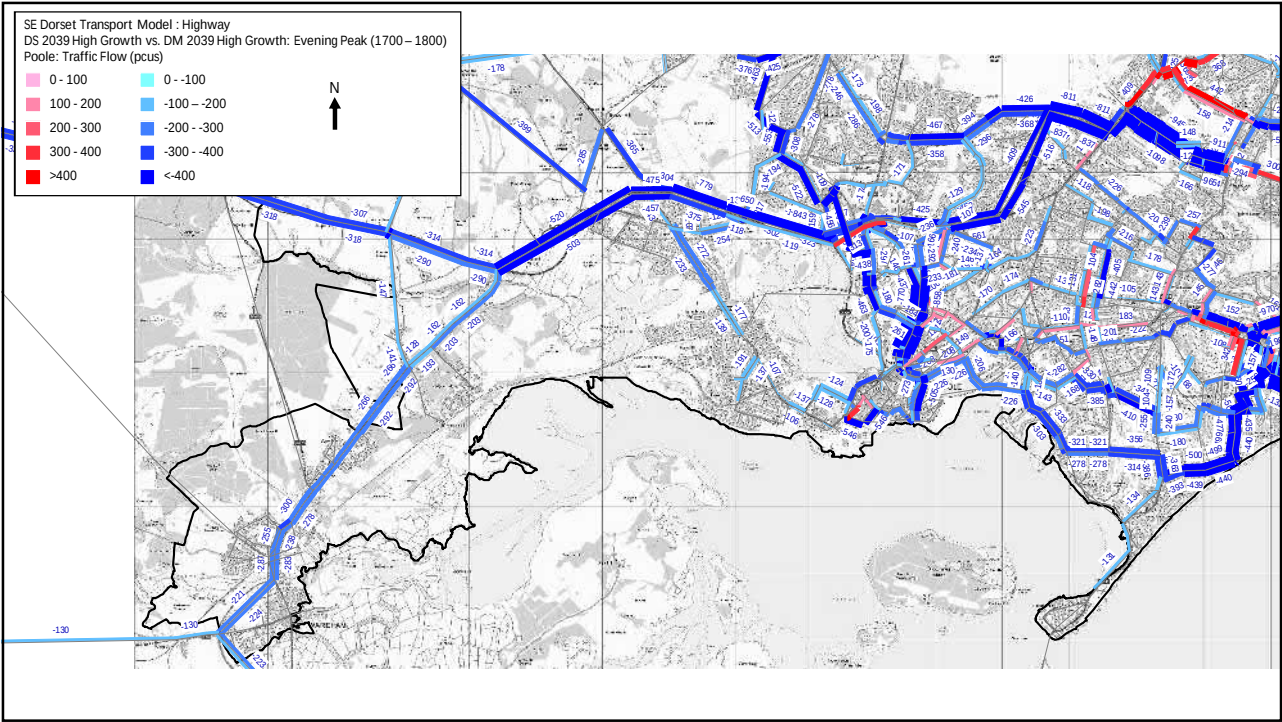
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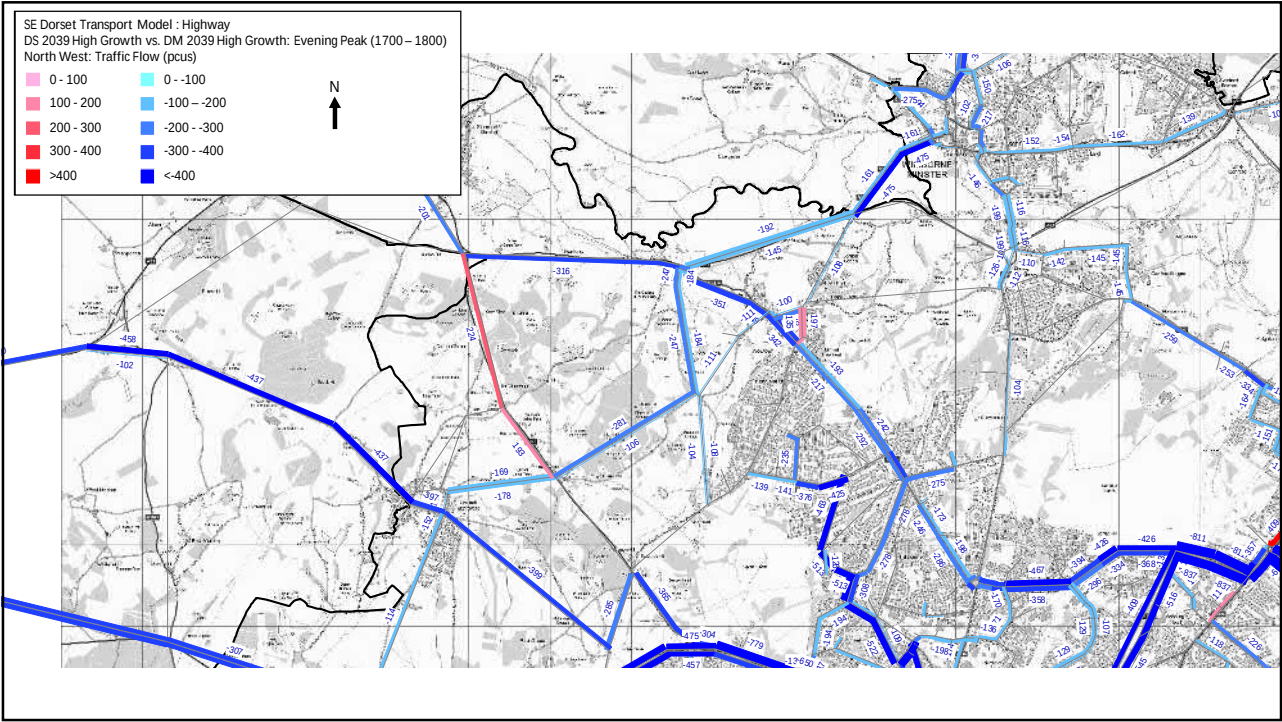
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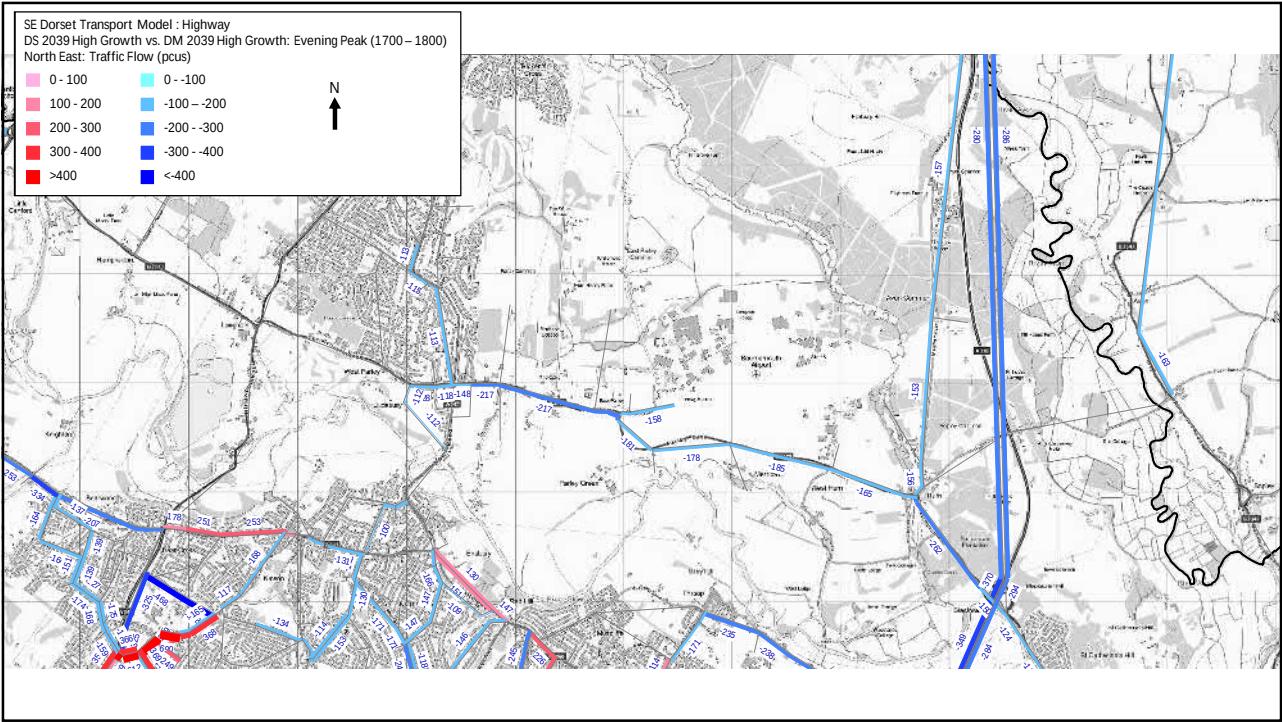
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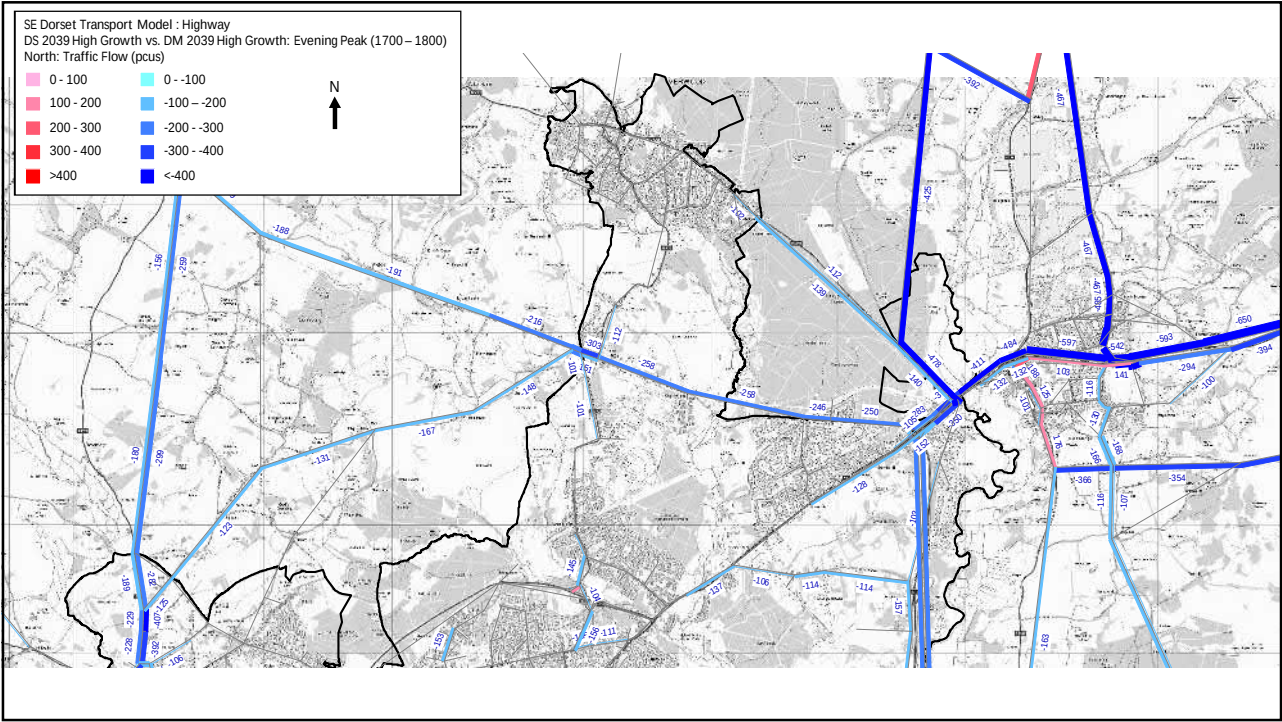
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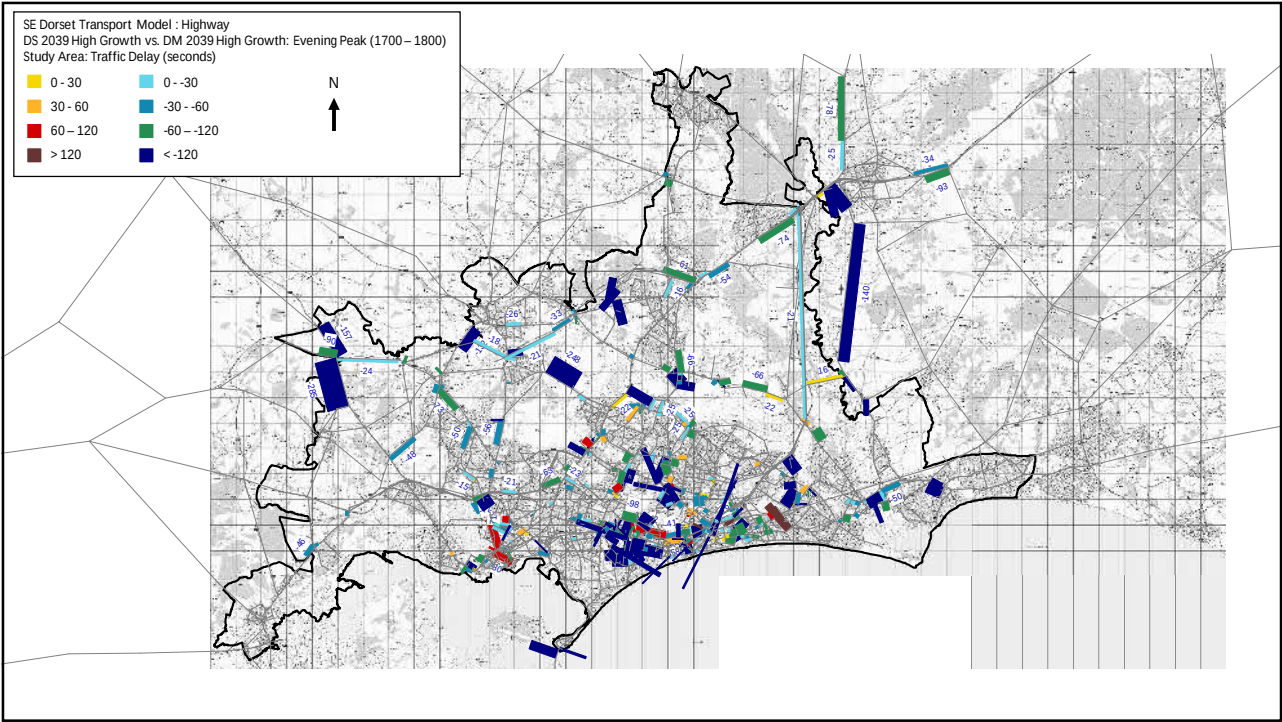
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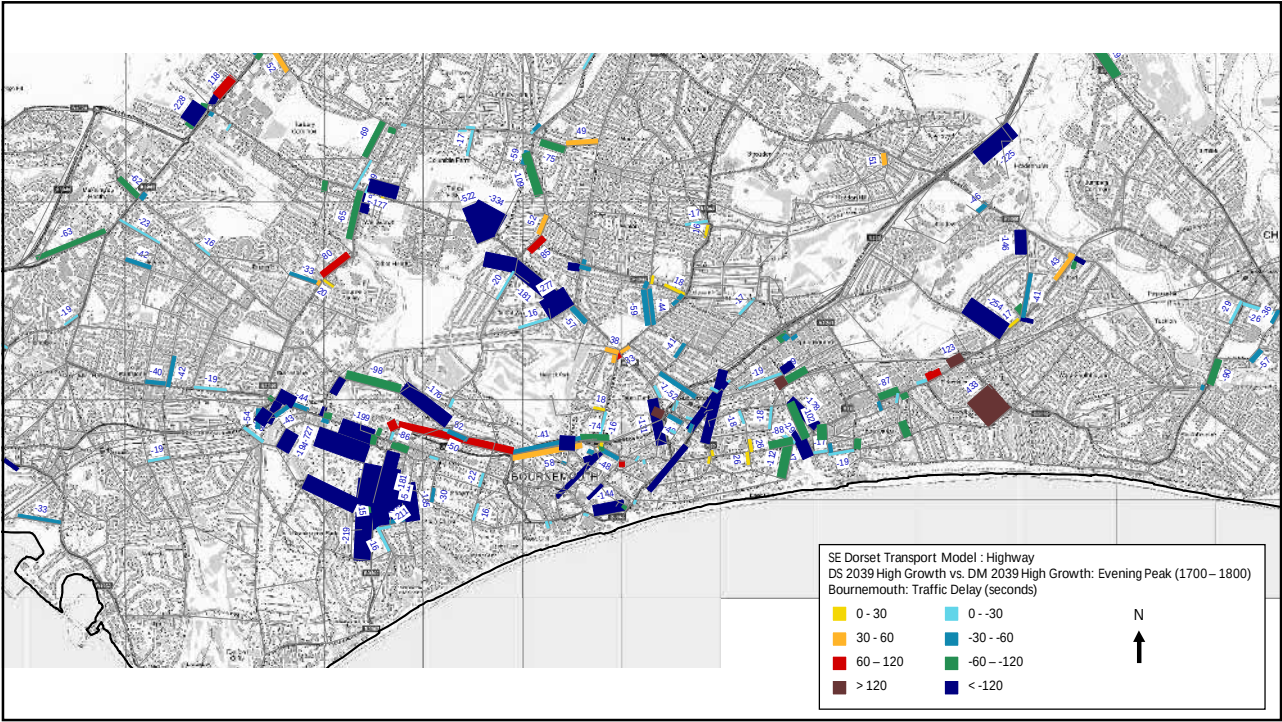
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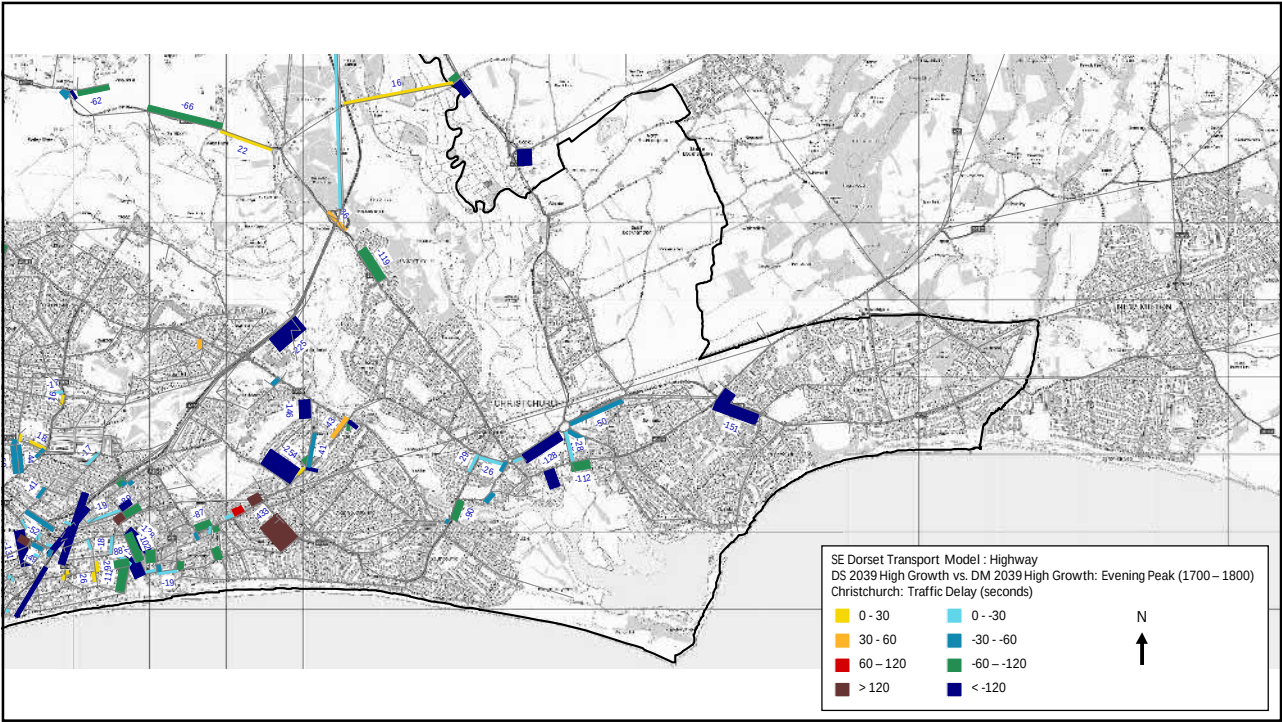
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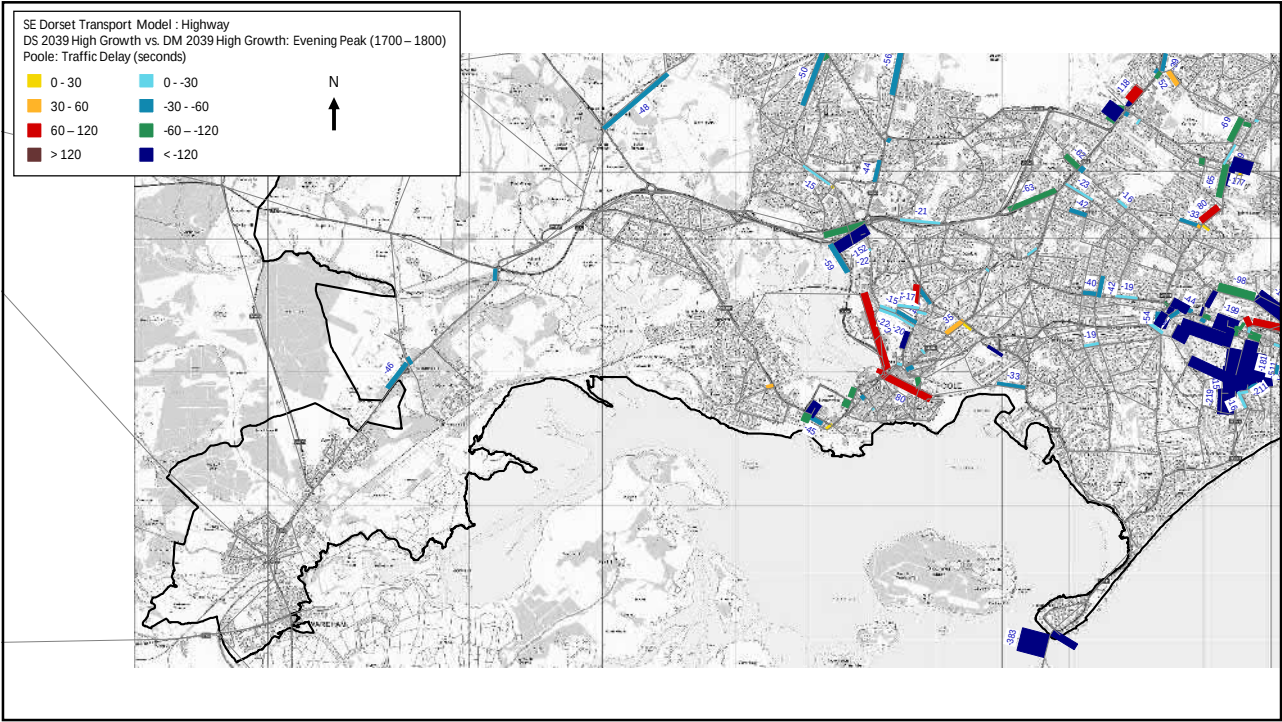
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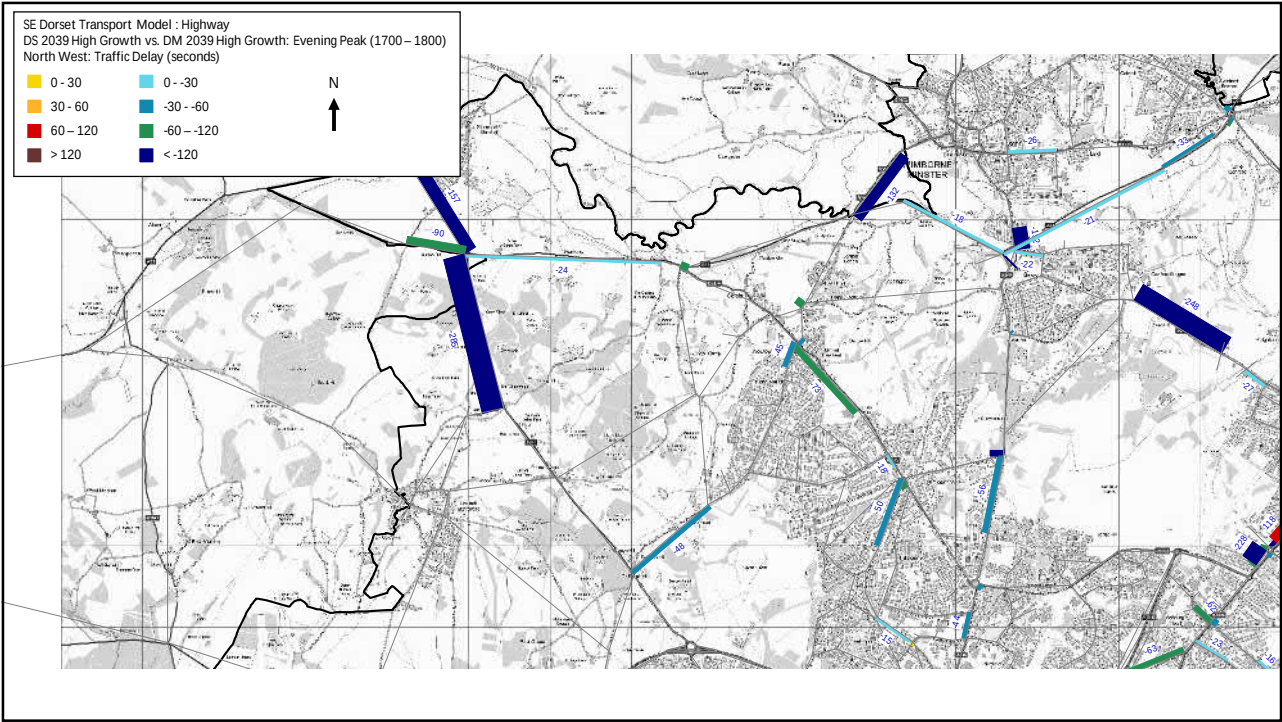
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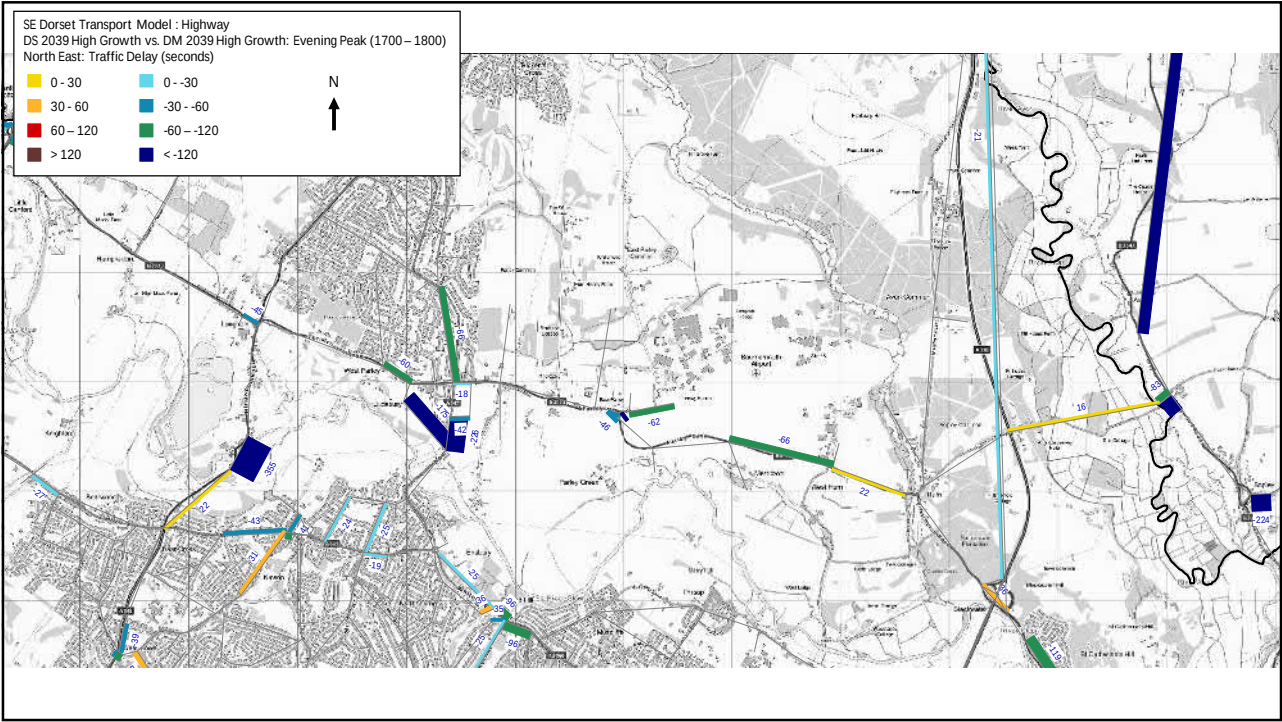
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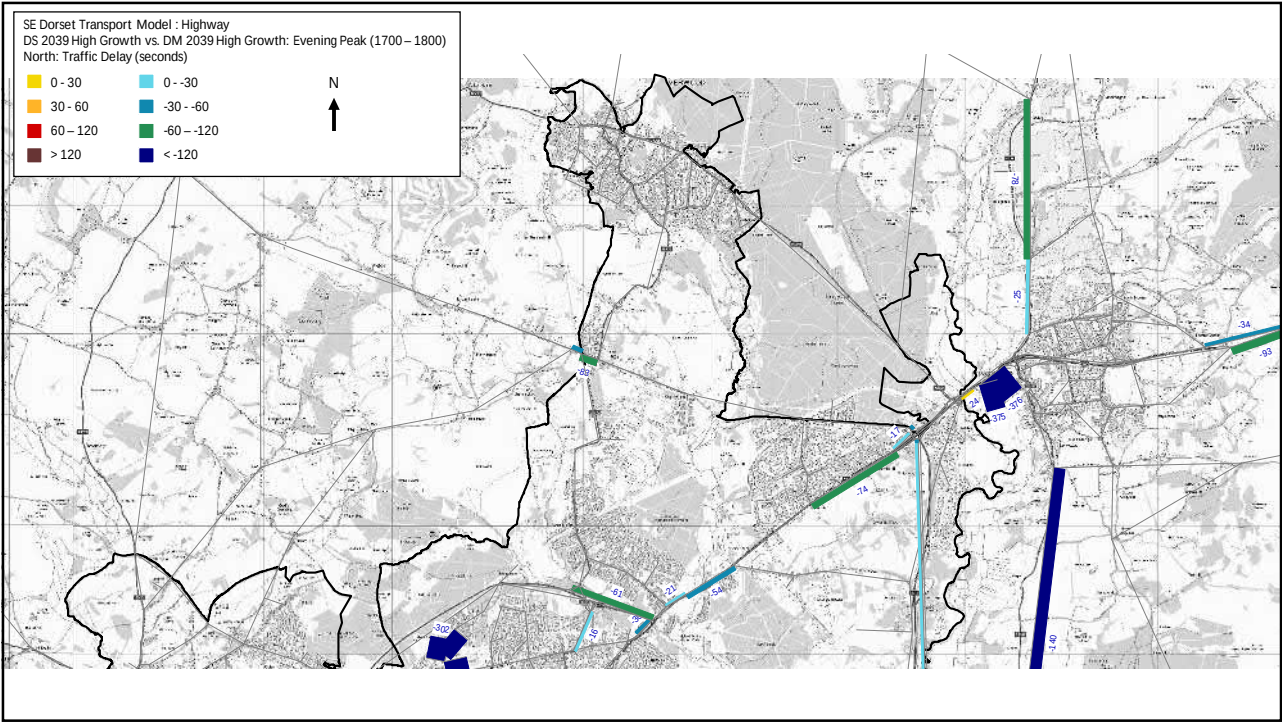
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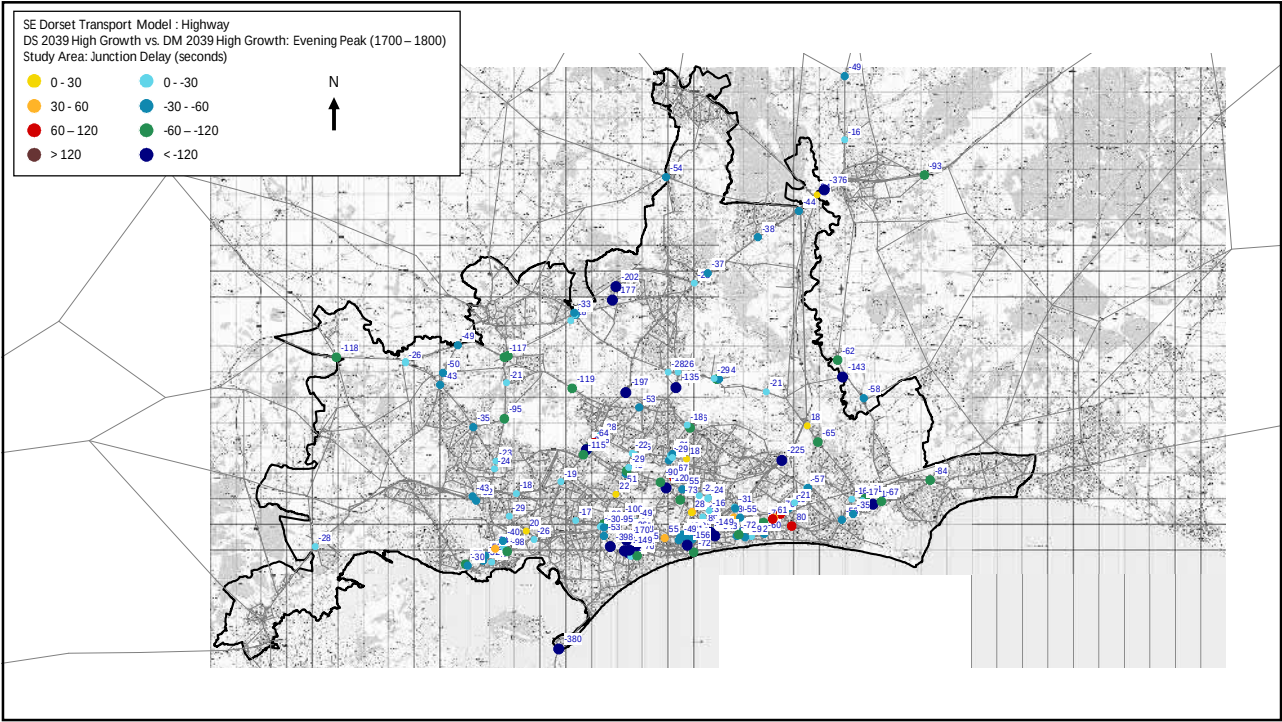
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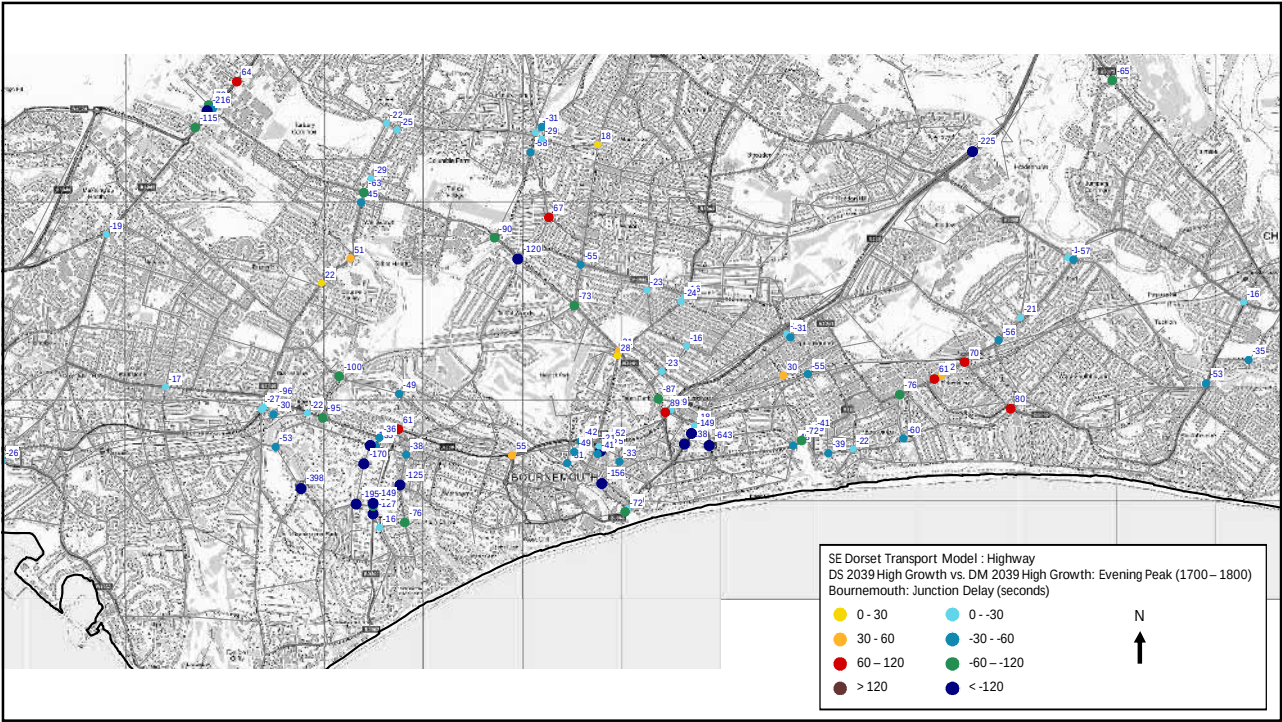
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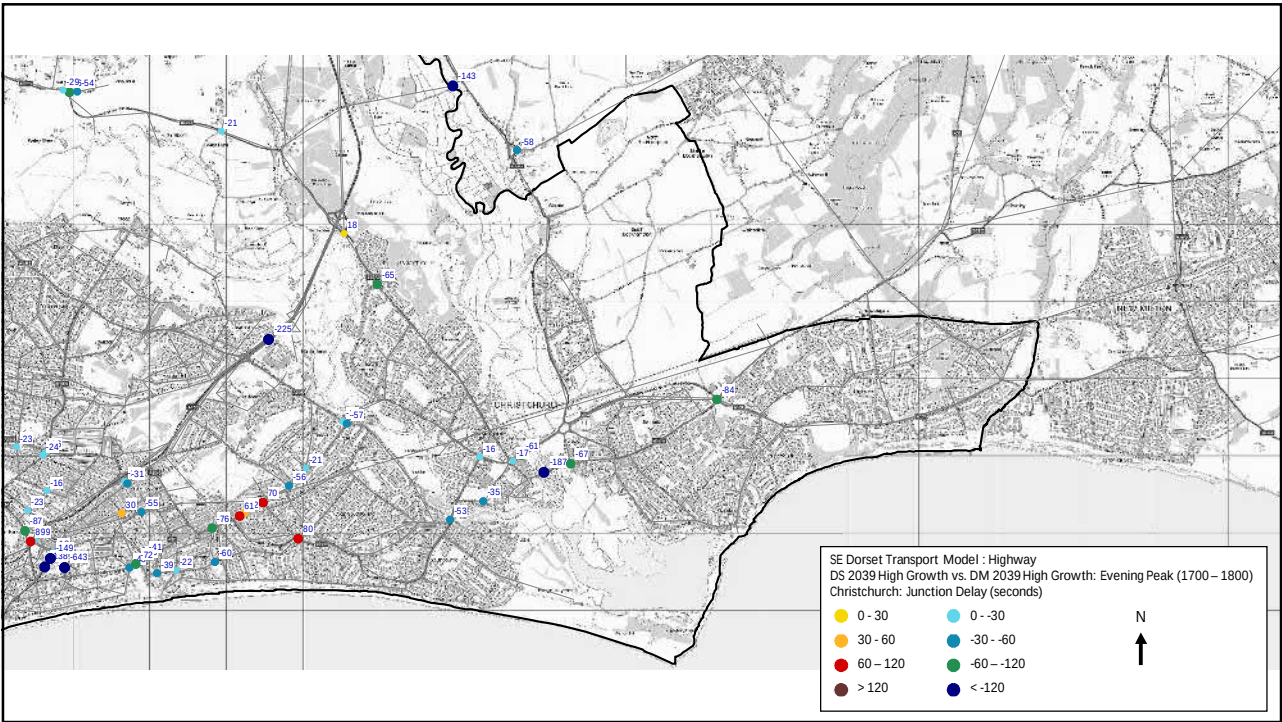
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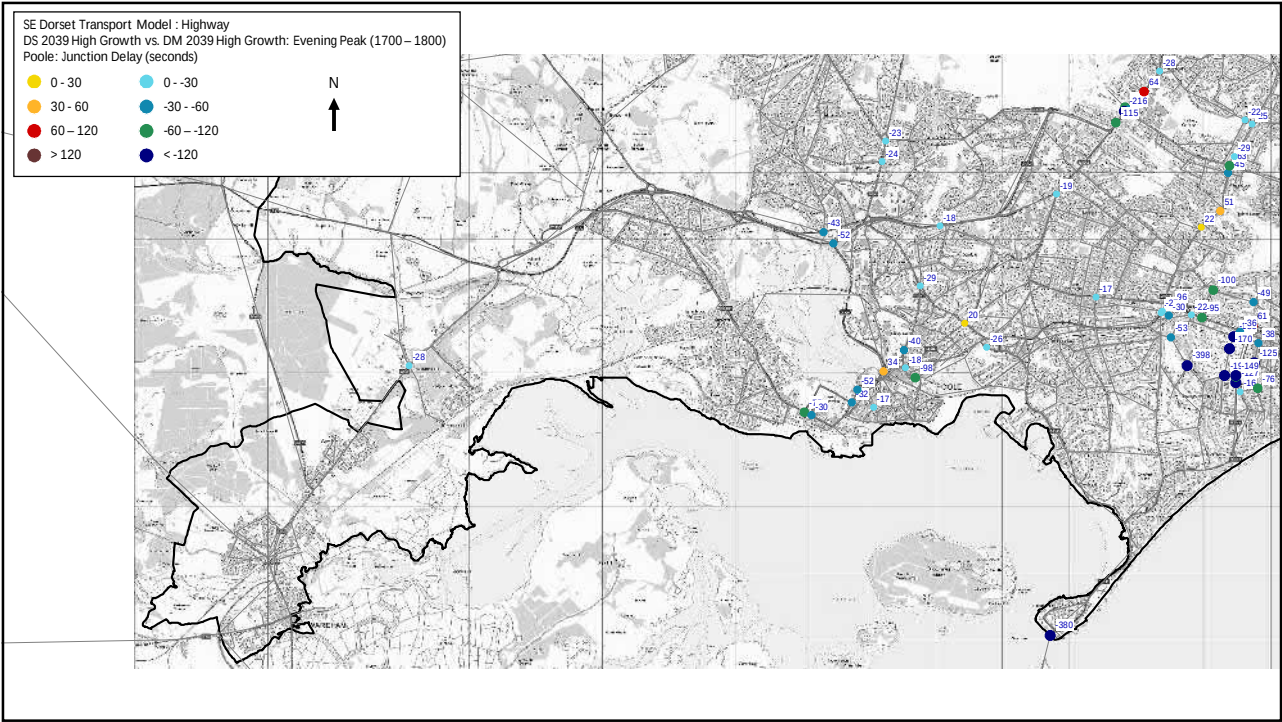
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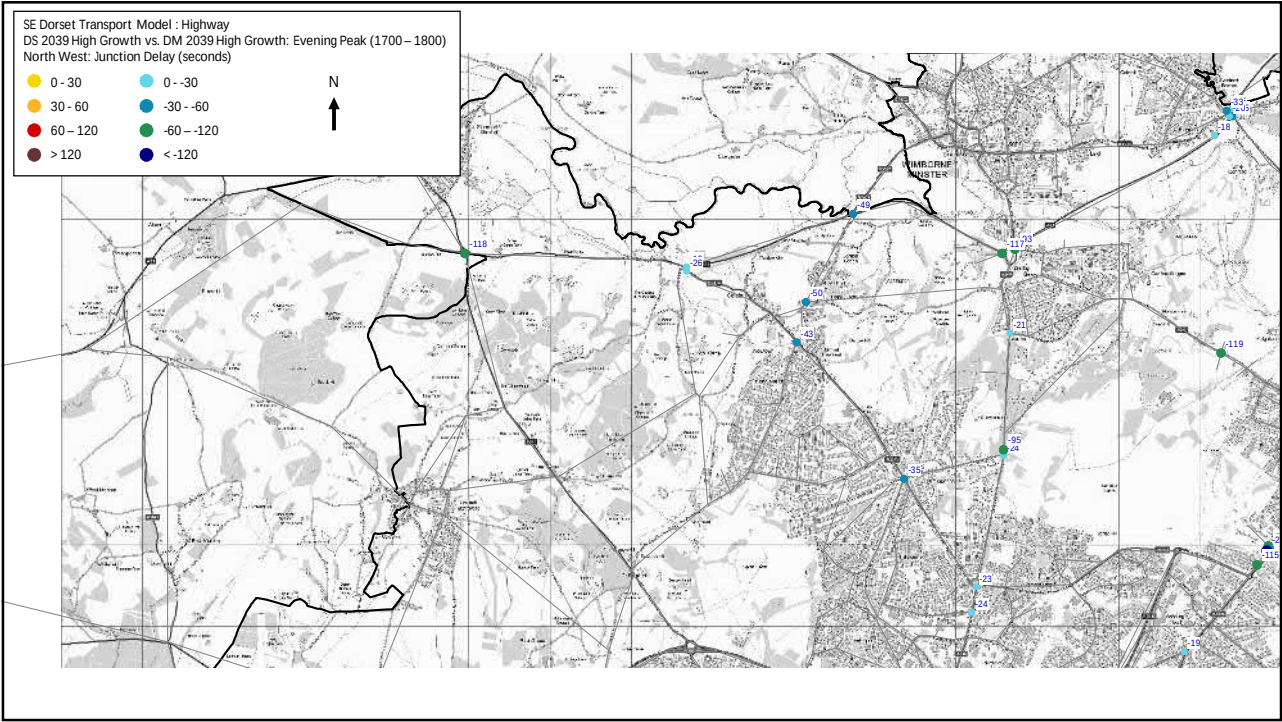
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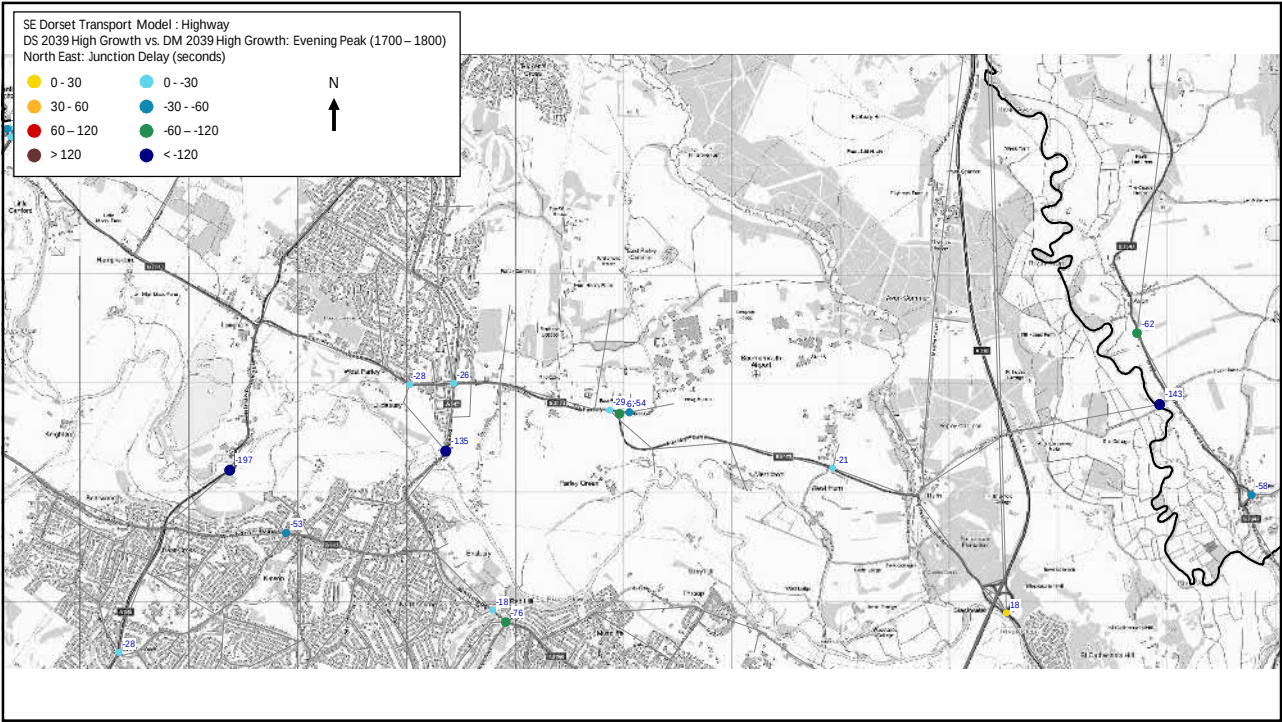
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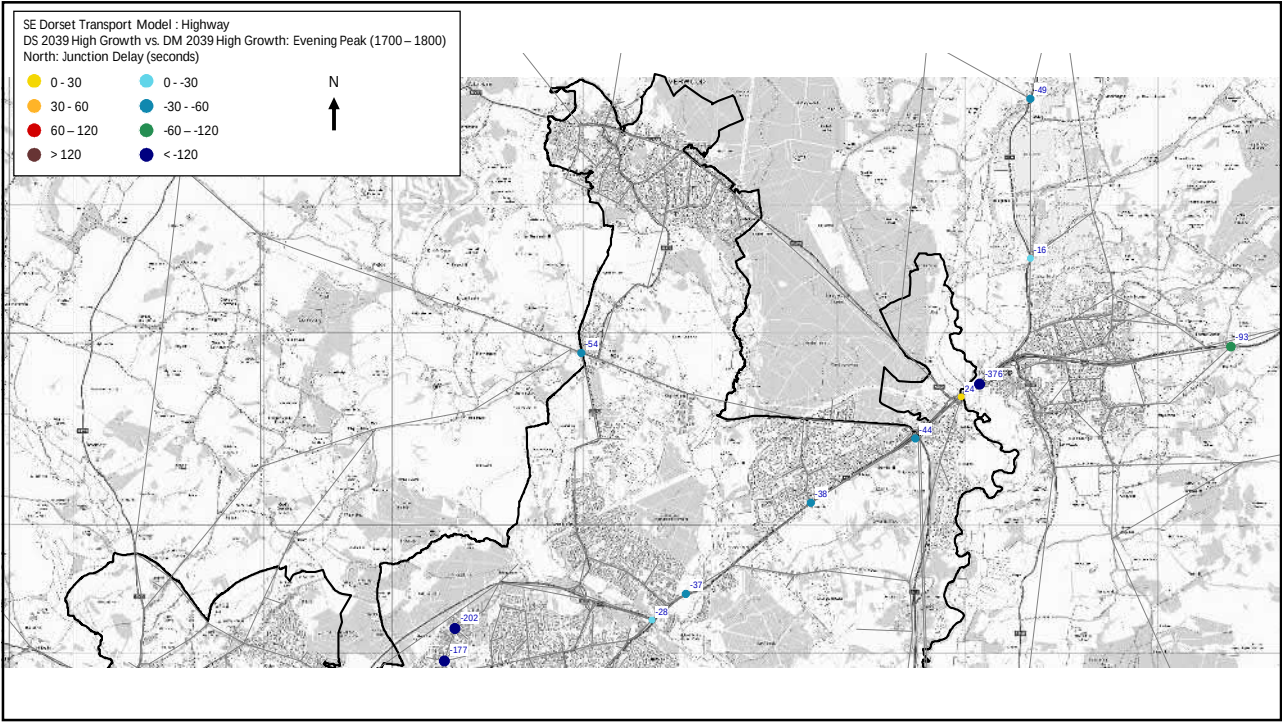
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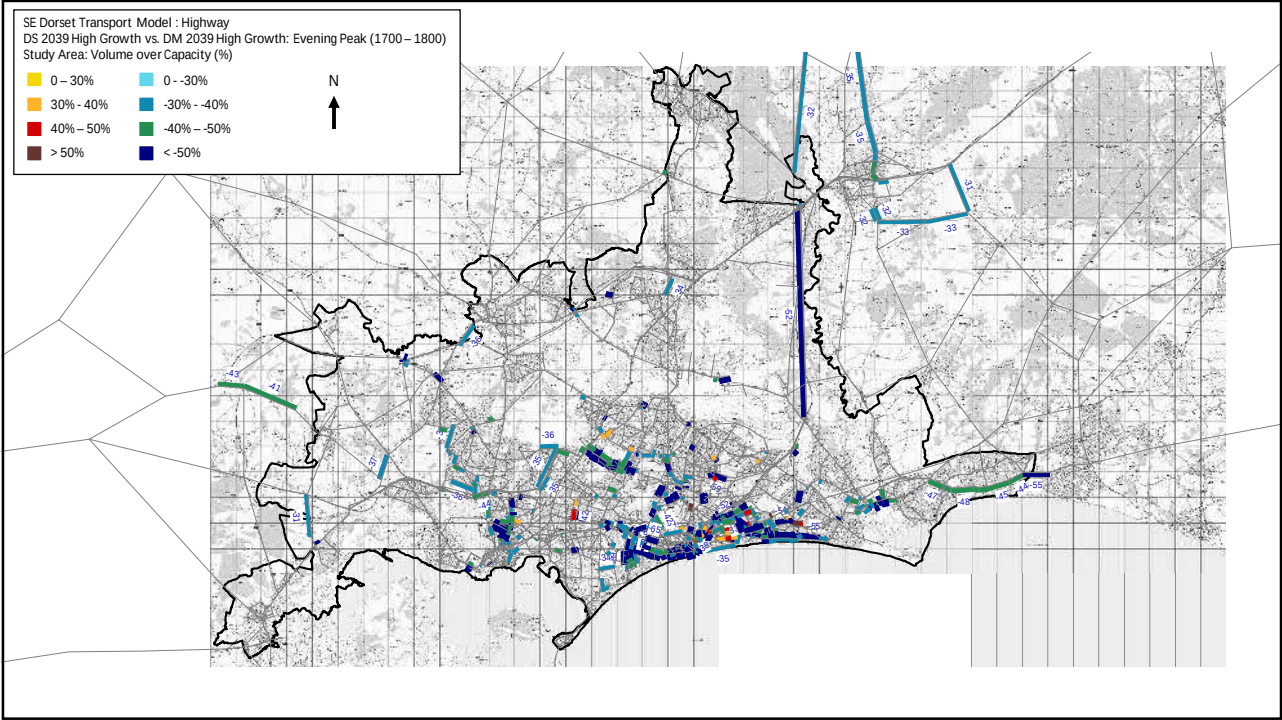
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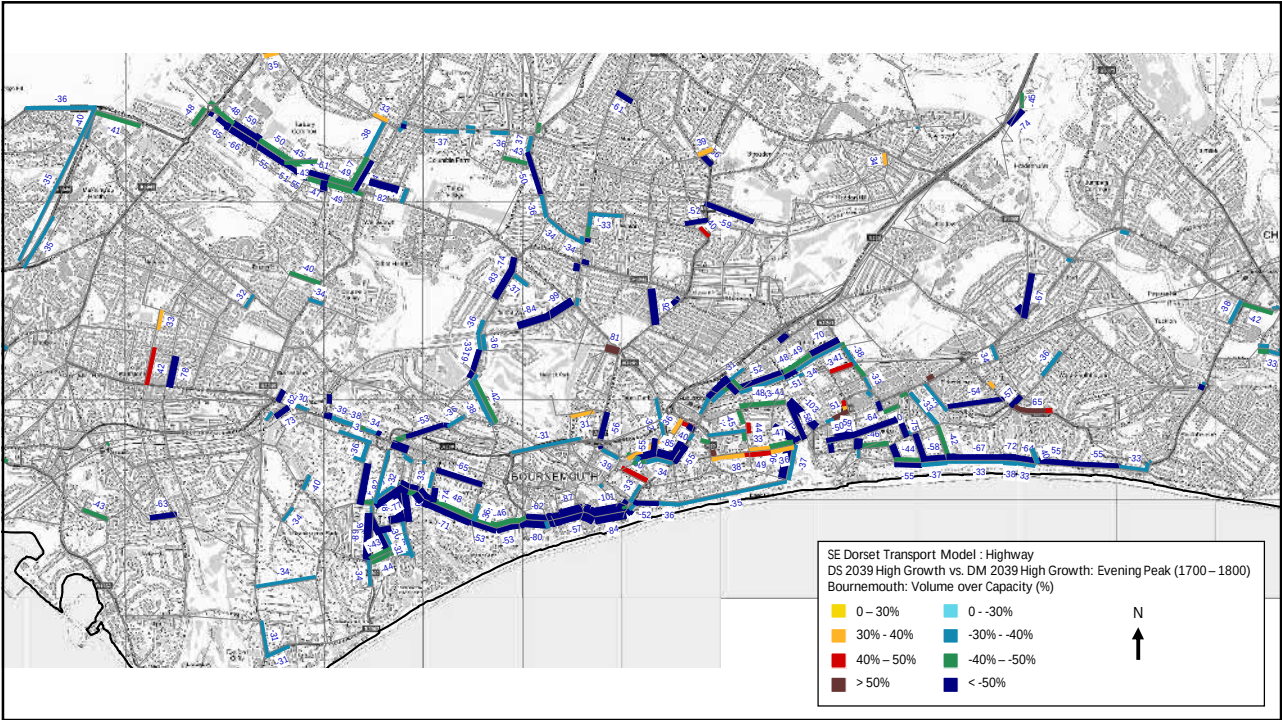
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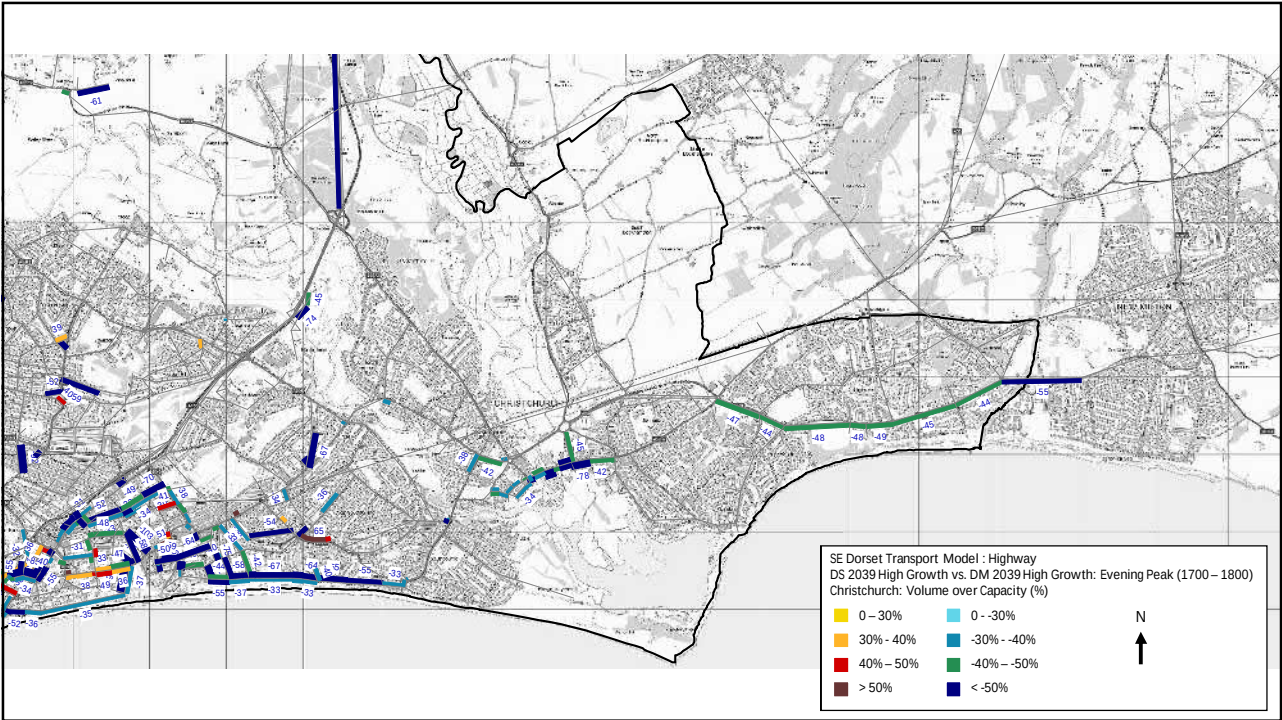
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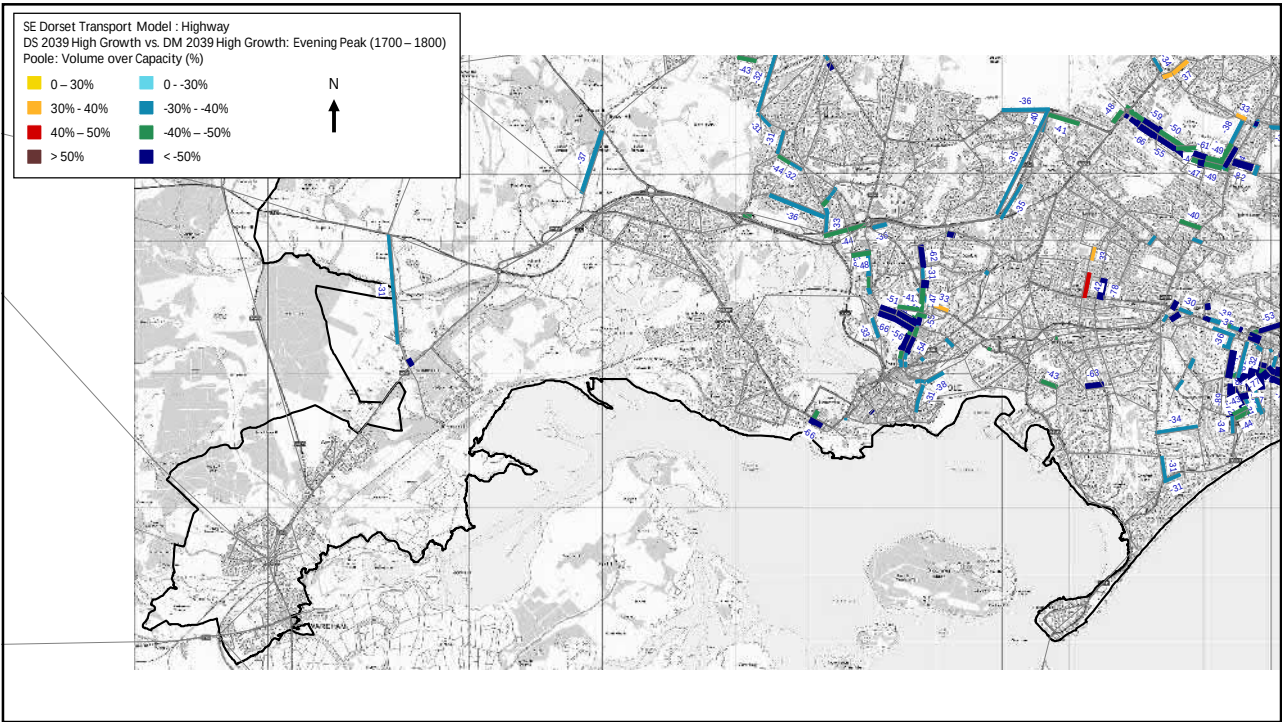
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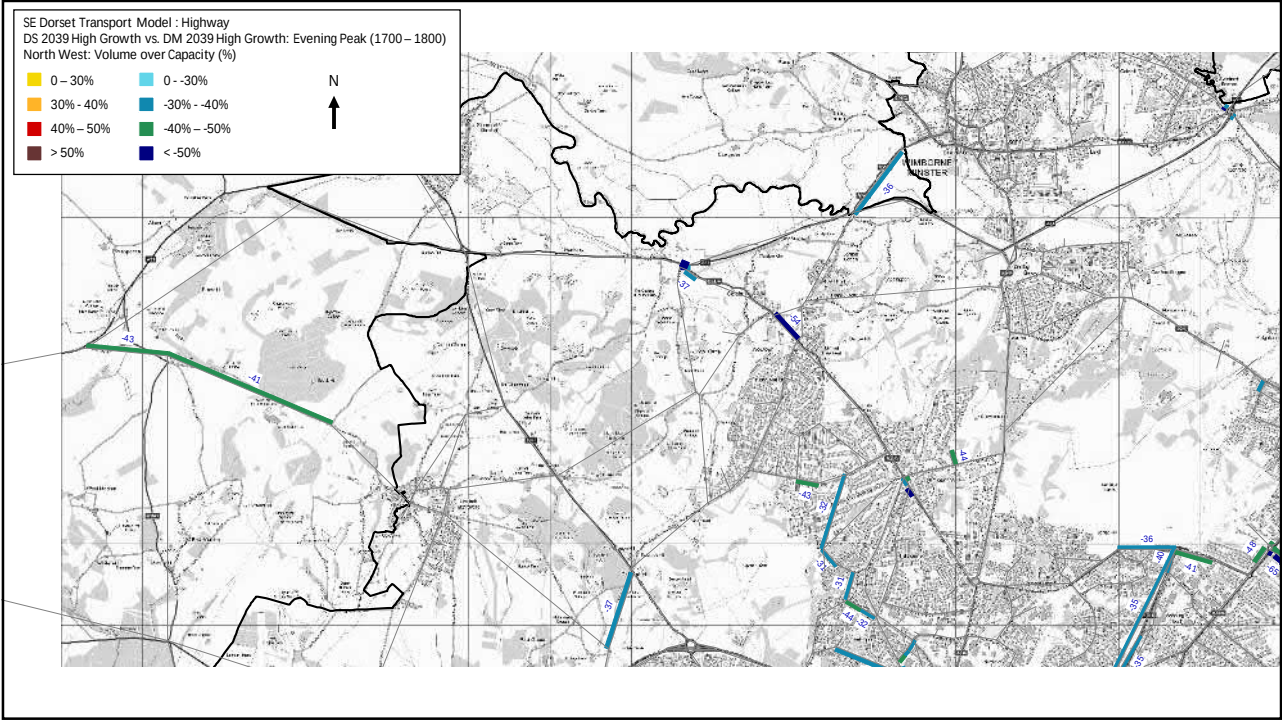
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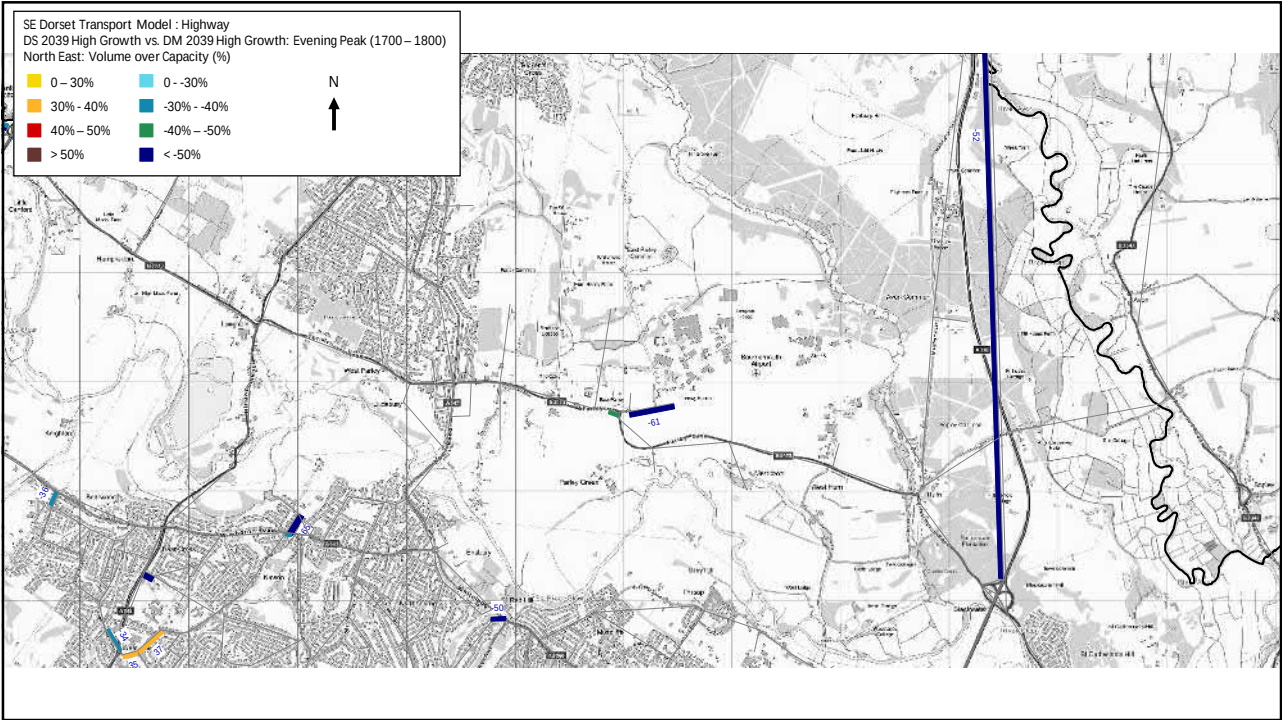
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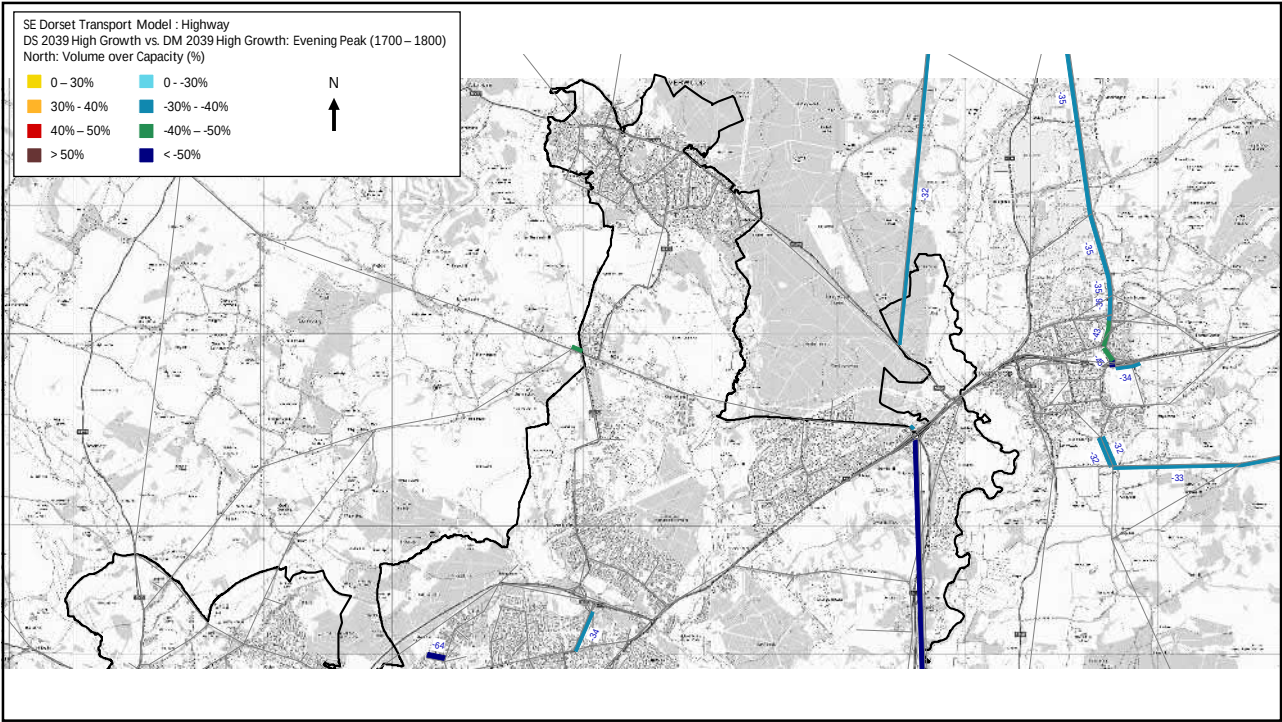
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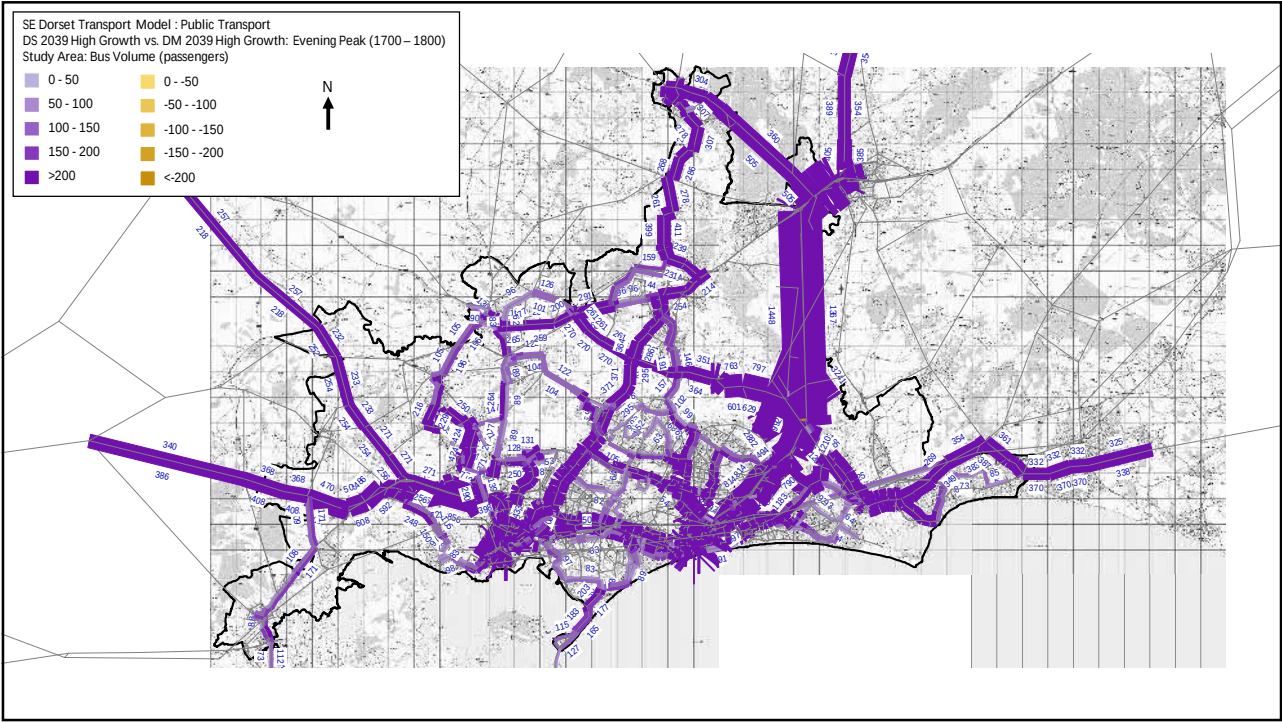
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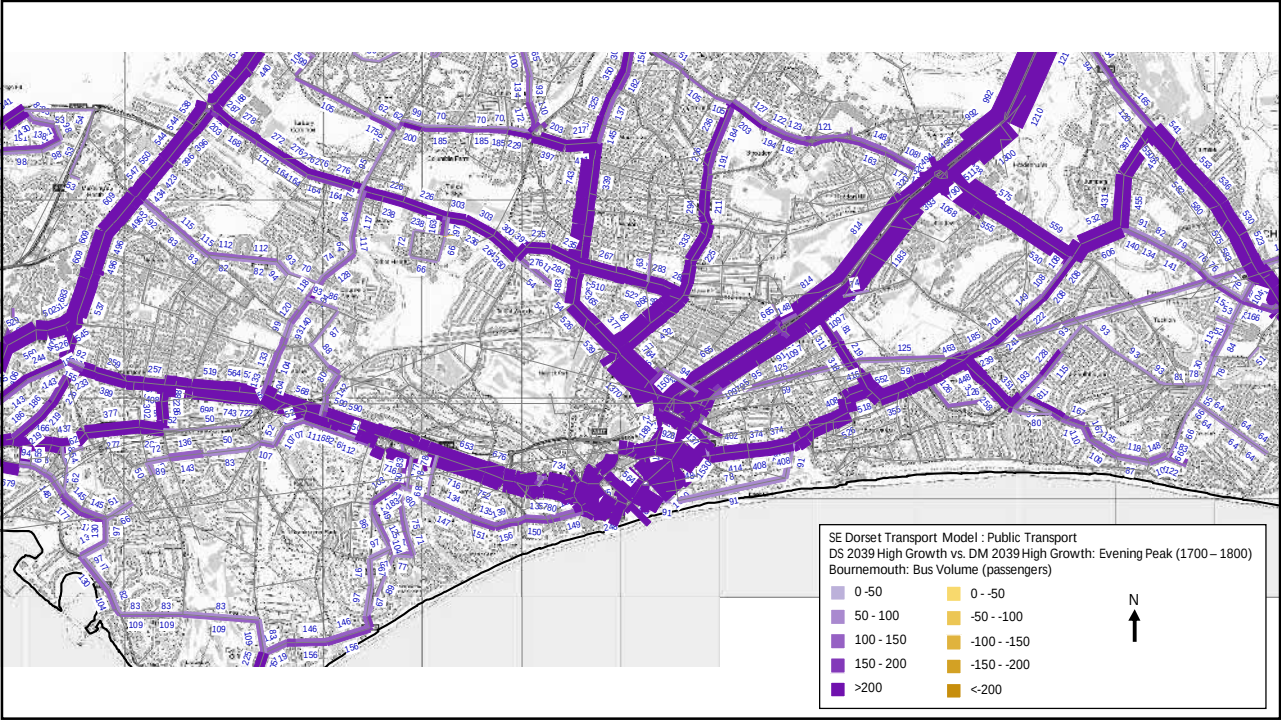
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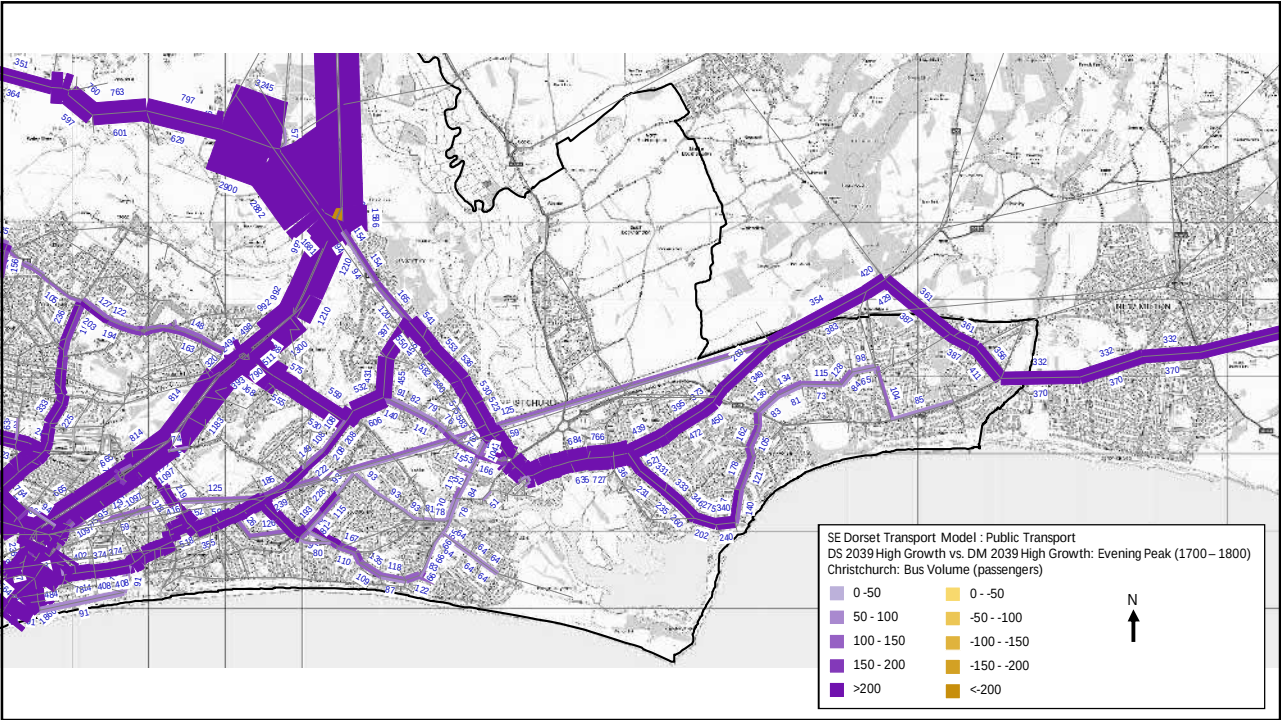
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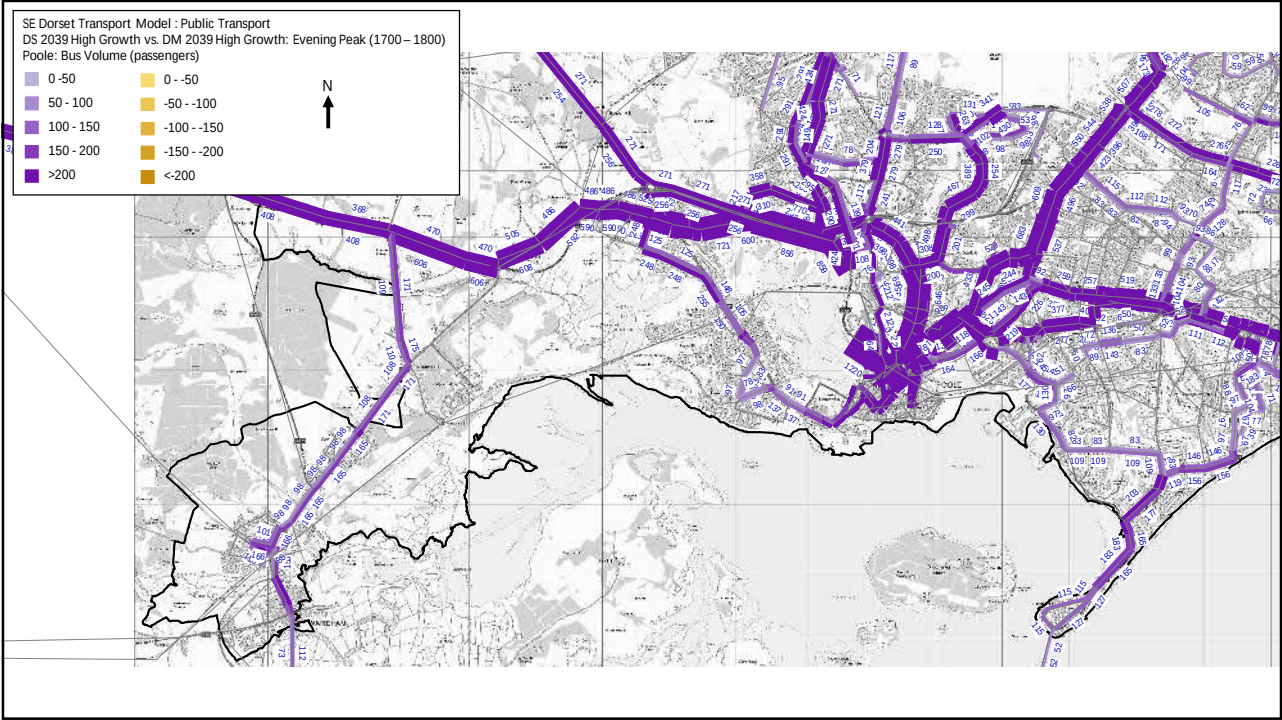
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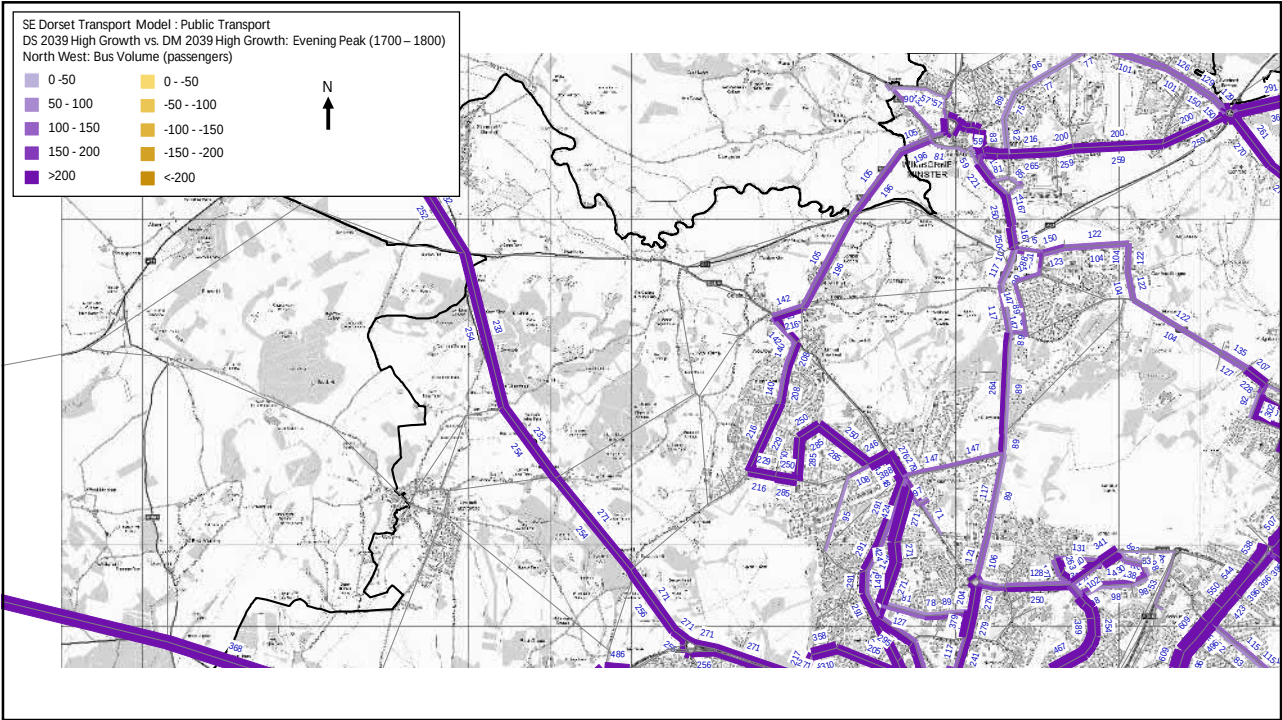
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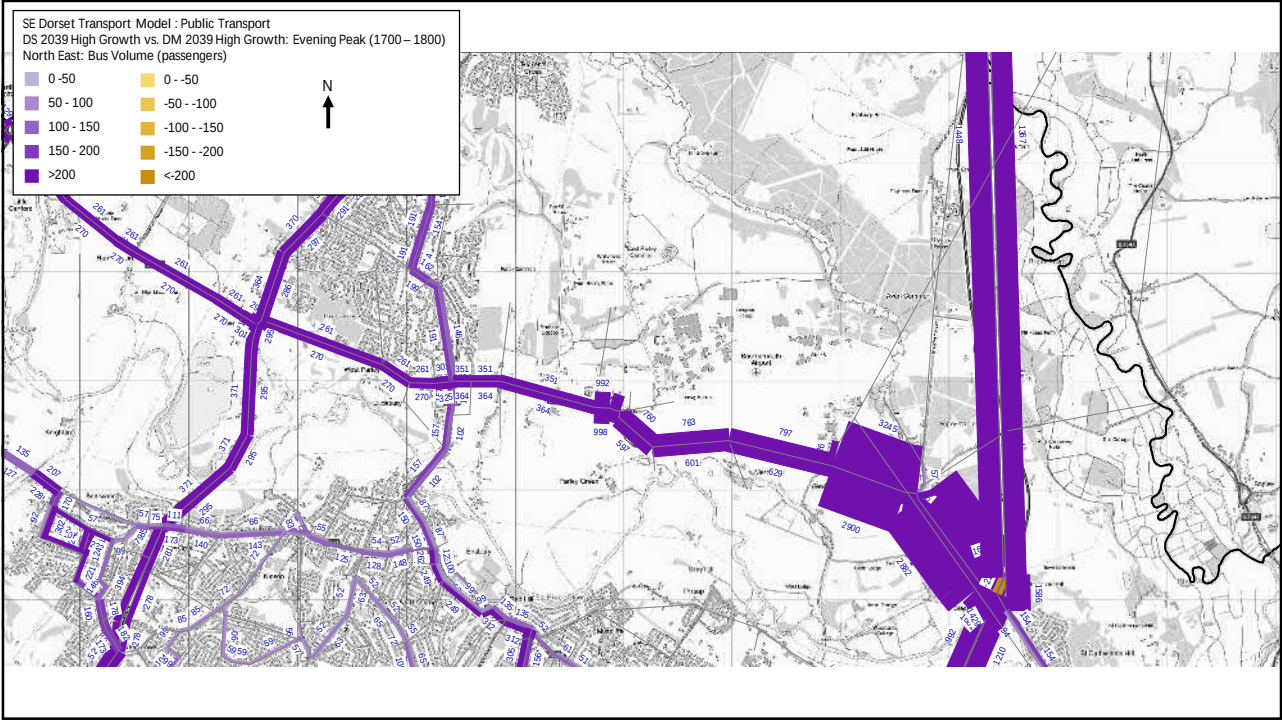
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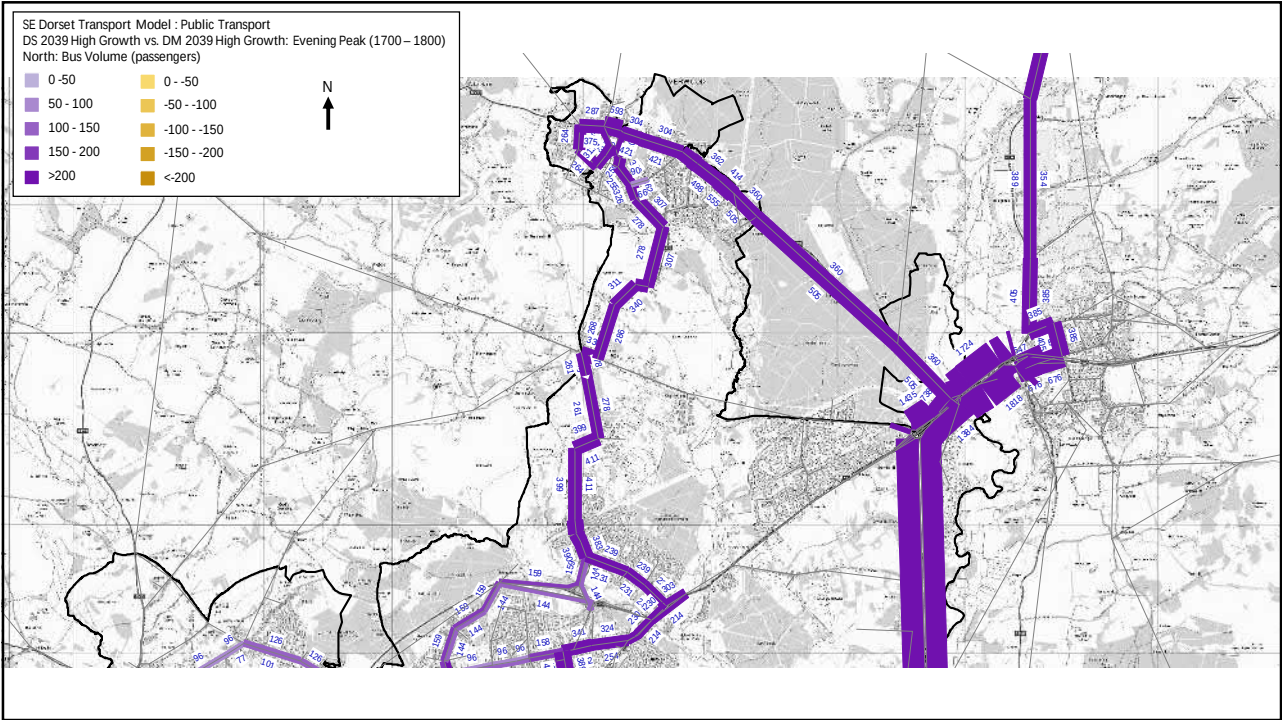
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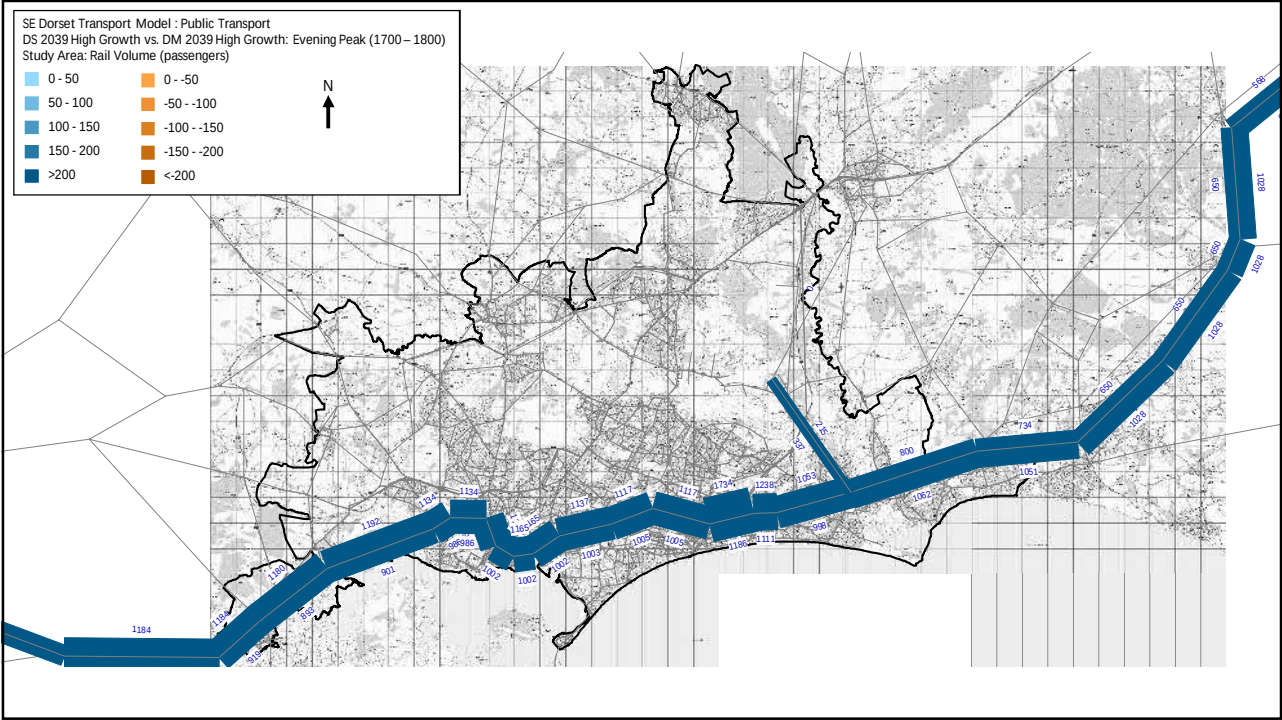
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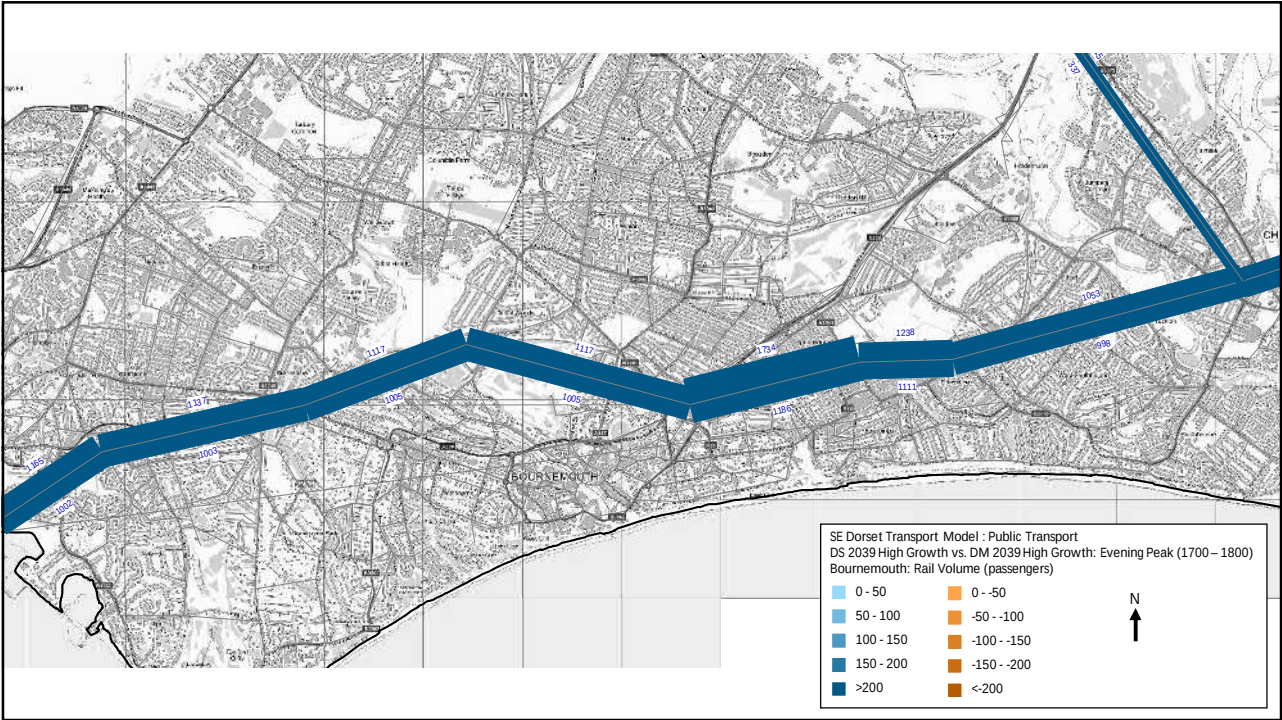
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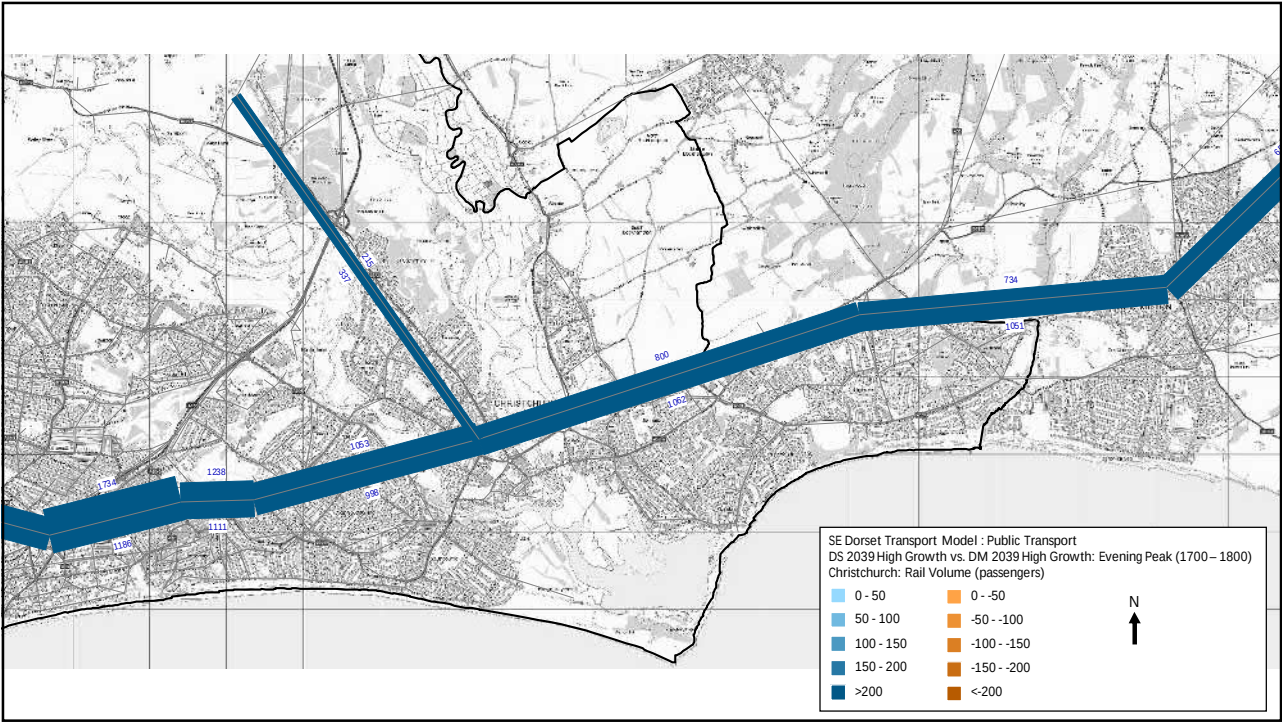
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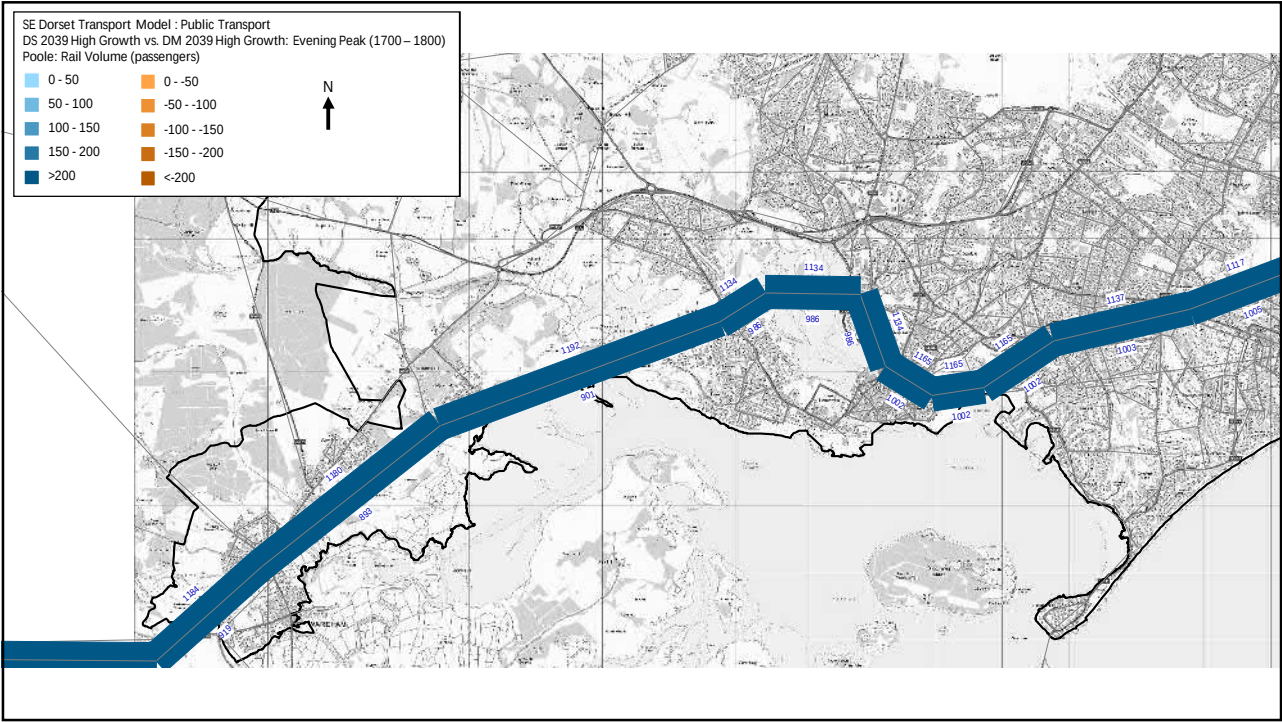
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SE DORSET TRANSPORT MODEL - DM 2023 ADJUSTED HIGH GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	6,557	2,431	2,530	560	5,521	1,035
Over-capacity queues (pcu hrs)	446	148	171	1	320	125
Link cruise time (pcu hrs)	13,027	3,925	4,183	1,674	9,783	3,199
Total Travel Time (PCU Hours)	20,029	6,505	6,884	2,236	15,624	4,360
Total Travel Distance (PCU KMS)	738,326	203,888	202,388	116,291	522,567	213,564
Overall average speed (kph)	36.9	31.3	29.4	52.0	33.4	49.0
Overall average speed (mph)	22.9	19.5	18.3	32.3	20.8	30.4

Inter-Peak (1000-1600)

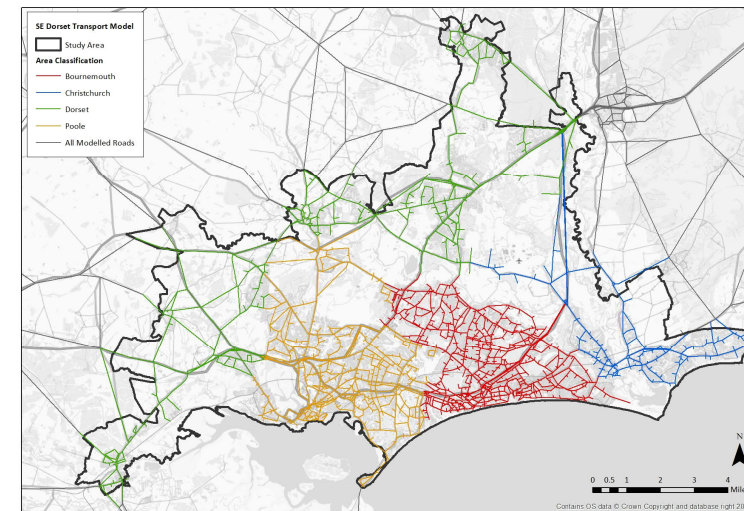
	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,930	1,409	1,608	327	3,345	573
Over-capacity queues (pcu hrs)	25	16	9	0	25	0
Link cruise time (pcu hrs)	10,027	3,062	3,255	1,219	7,536	2,451
Total Travel Time (PCU Hours)	13,982	4,486	4,873	1,546	10,905	3,025
Total Travel Distance (PCU KMs)	576,352	162,123	159,363	85,678	407,165	167,238
Overall average speed (kph)	41.2	36.1	32.7	55.4	37.3	55.3
Overall average speed (mph)	25.6	22.5	20.3	34.4	23.2	34.4

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	6,644	2,454	2,640	550	5,644	991
Over-capacity queues (pcu hrs)	549	138	299	33	471	78
Link cruise time (pcu hrs)	13,082	4,055	4,280	1,623	9,957	3,079
Total Travel Time (PCU Hours)	20,275	6,647	7,220	2,205	16,072	4,148
Total Travel Distance (PCU KMS)	737,450	209,095	205,939	112,757	527,790	207,442
Overall average speed (kph)	36.4	31.5	28.5	51.1	32.8	50.0
Overall average speed (mph)	22.6	19.5	17.7	31.8	20.4	31.1

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 HIGH GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	7,792	2,866	2,998	737	6,600	1,209
Over-capacity queues (pcu hrs)	865	295	298	22	614	251
Link cruise time (pcu hrs)	14,101	4,238	4,530	1,809	10,577	3,473
Total Travel Time (PCU Hours)	22,758	7,399	7,825	2,568	17,792	4,932
Total Travel Distance (PCU KMS)	793,812	218,885	218,015	123,815	560,715	231,055
Overall average speed (kph)	34.9	29.6	27.9	48.2	31.5	46.8
Overall average speed (mph)	21.7	18.4	17.3	30.0	19.6	29.1

Inter-Peak (1000-1600)

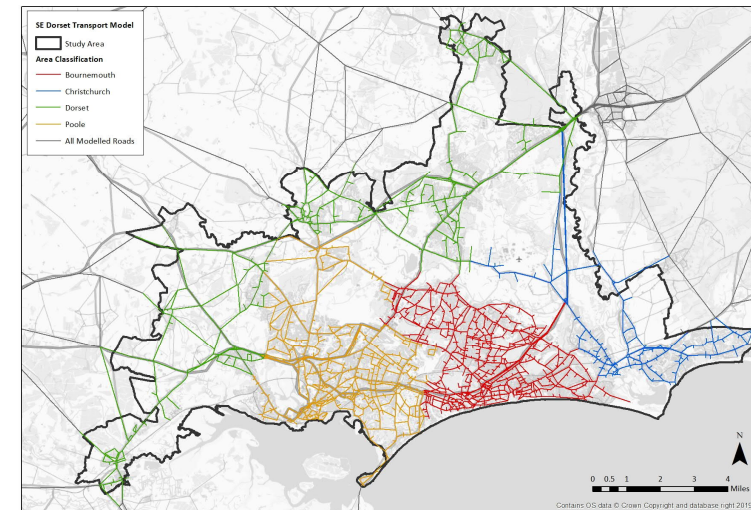
	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	4,730	1,681	1,923	405	4,009	710
Over-capacity queues (pcu hrs)	76	25	50	0	76	0
Link cruise time (pcu hrs)	11,198	3,401	3,668	1,388	8,456	2,701
Total Travel Time (PCU Hours)	16,004	5,107	5,641	1,793	12,541	3,411
Total Travel Distance (PCU KMS)	641,276	179,433	178,825	97,402	455,659	183,775
Overall average speed (kph)	40.1	35.1	31.7	54.3	36.3	53.9
Overall average speed (mph)	24.9	21.8	19.7	33.8	22.6	33.5

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	7,784	2,833	3,123	658	6,615	1,158
Over-capacity queues (pcu hrs)	963	237	462	109	808	155
Link cruise time (pcu hrs)	14,088	4,366	4,569	1,781	10,715	3,324
Total Travel Time (PCU Hours)	22,835	7,436	8,153	2,548	18,138	4,638
Total Travel Distance (PCU KMS)	789,621	223,433	218,680	122,084	564,198	223,199
Overall average speed (kph)	34.6	30.0	26.8	47.9	31.1	48.1
Overall average speed (mph)	21.5	18.7	16.7	29.8	19.3	29.9

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 HIGH GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	8,724	3,254	3,382	779	7,414	1,322
Over-capacity queues (pcu hrs)	1,307	422	463	55	940	367
Link cruise time (pcu hrs)	14,779	4,444	4,745	1,878	11,067	3,658
Total Travel Time (PCU Hours)	24,810	8,121	8,589	2,711	19,422	5,348
Total Travel Distance (PCU KMS)	828,450	228,600	227,423	127,408	583,431	243,113
Overall average speed (kph)	33.4	28.1	26.5	47.0	30.0	45.5
Overall average speed (mph)	20.8	17.5	16.5	29.2	18.7	28.3

Inter-Peak (1000-1600)

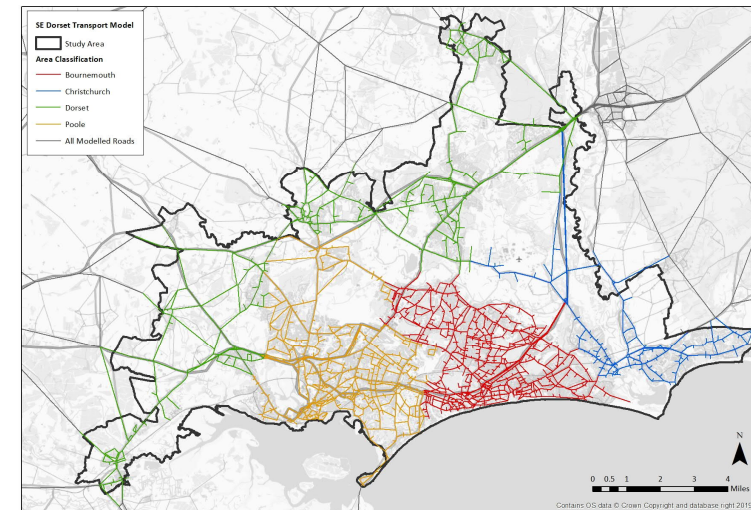
	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,449	1,915	2,196	485	4,596	854
Over-capacity queues (pcu hrs)	200	40	121	1	162	38
Link cruise time (pcu hrs)	12,073	3,665	3,971	1,518	9,154	2,878
Total Travel Time (PCU Hours)	17,722	5,620	6,287	2,004	13,911	3,770
Total Travel Distance (PCU KMS)	688,373	192,193	192,887	106,050	491,130	195,412
Overall average speed (kph)	38.8	34.2	30.7	52.9	35.3	51.8
Overall average speed (mph)	24.1	21.3	19.1	32.9	21.9	32.2

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	8,441	3,085	3,390	692	7,167	1,264
Over-capacity queues (pcu hrs)	1,413	368	599	195	1,163	250
Link cruise time (pcu hrs)	14,606	4,538	4,688	1,847	11,073	3,487
Total Travel Time (PCU Hours)	24,460	7,991	8,678	2,735	19,403	5,002
Total Travel Distance (PCU KMS)	816,729	231,612	223,683	125,809	581,103	233,710
Overall average speed (kph)	33.4	29.0	25.8	46.0	29.9	46.7
Overall average speed (mph)	20.8	18.0	16.0	28.6	18.6	29.0

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 2023 HIGH GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	6,015	2,286	2,296	499	5,081	927
Over-capacity queues (pcu hrs)	422	108	215	0	323	99
Link cruise time (pcu hrs)	12,188	3,735	3,757	1,564	9,056	3,090
Total Travel Time (PCU Hours)	18,625	6,128	6,269	2,063	14,460	4,116
Total Travel Distance (PCU KMS)	691,468	190,815	182,085	109,927	482,827	206,533
Overall average speed (kph)	37.1	31.1	29.0	53.3	33.4	50.2
Overall average speed (mph)	23.1	19.4	18.1	33.1	20.8	31.2

Inter-Peak (1000-1600)

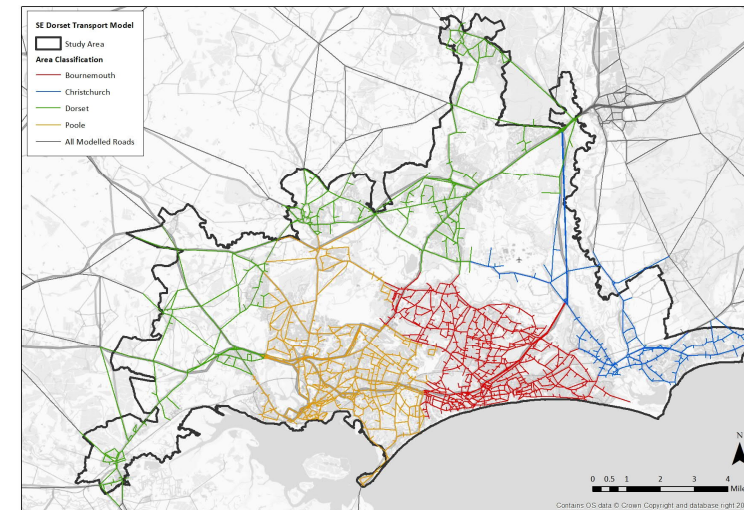
	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,765	1,375	1,498	321	3,194	561
Over-capacity queues (pcu hrs)	68	11	57	0	68	0
Link cruise time (pcu hrs)	9,843	3,100	2,948	1,169	7,217	2,563
Total Travel Time (PCU Hours)	13,676	4,486	4,502	1,490	10,479	3,124
Total Travel Distance (PCU KMS)	567,064	163,830	144,140	75,166	383,136	180,102
Overall average speed (kph)	41.5	36.5	32.0	50.4	36.6	57.7
Overall average speed (mph)	25.8	22.7	19.9	31.3	22.7	35.8

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,910	2,310	2,307	432	5,049	859
Over-capacity queues (pcu hrs)	587	89	366	58	513	74
Link cruise time (pcu hrs)	11,857	3,745	3,708	1,437	8,889	2,929
Total Travel Time (PCU Hours)	18,354	6,144	6,381	1,927	14,451	3,862
Total Travel Distance (PCU KMS)	671,348	191,286	179,354	101,399	472,039	197,444
Overall average speed (kph)	36.6	31.1	28.1	52.6	32.7	51.1
Overall average speed (mph)	22.7	19.3	17.5	32.7	20.3	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 2031 HIGH GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,418	1,935	2,159	456	4,550	858
Over-capacity queues (pcu hrs)	261	43	140	0	182	79
Link cruise time (pcu hrs)	11,690	3,440	3,681	1,554	8,675	2,972
Total Travel Time (PCU Hours)	17,369	5,418	5,980	2,010	13,407	3,909
Total Travel Distance (PCU KMS)	667,973	177,679	179,036	109,316	466,031	199,675
Overall average speed (kph)	38.5	32.8	29.9	54.4	34.8	51.1
Overall average speed (mph)	23.9	20.4	18.6	33.8	21.6	31.7

Inter-Peak (1000-1600)

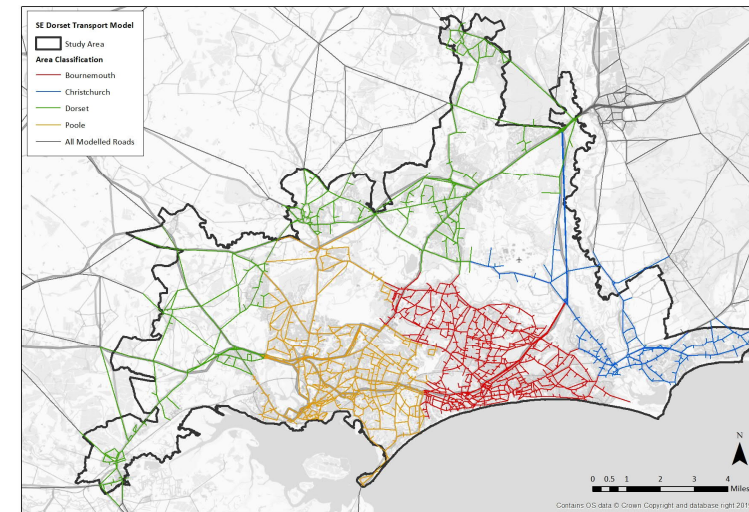
	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,517	1,234	1,435	319	2,988	523
Over-capacity queues (pcu hrs)	47	5	42	0	47	0
Link cruise time (pcu hrs)	9,479	2,889	2,894	1,171	6,954	2,463
Total Travel Time (PCU Hours)	13,043	4,129	4,371	1,490	9,989	2,986
Total Travel Distance (PCU KMS)	549,498	153,542	142,266	75,517	371,325	174,403
Overall average speed (kph)	42.1	37.2	32.5	50.7	37.2	58.4
Overall average speed (mph)	26.2	23.1	20.2	31.5	23.1	36.3

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,168	1,880	2,111	440	4,431	748
Over-capacity queues (pcu hrs)	415	54	271	41	365	49
Link cruise time (pcu hrs)	11,175	3,360	3,611	1,429	8,400	2,734
Total Travel Time (PCU Hours)	16,758	5,293	5,992	1,910	13,196	3,532
Total Travel Distance (PCU KMS)	637,854	173,935	175,400	100,853	450,189	185,519
Overall average speed (kph)	38.1	32.9	29.3	52.8	34.1	52.5
Overall average speed (mph)	23.7	20.4	18.2	32.8	21.2	32.6

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 HIGH GROWTH - HIGHWAY NETWORK STATISTICS

Morning Peak (0800-0900)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	6,102	2,233	2,366	532	5,131	974
Over-capacity queues (pcu hrs)	461	70	264	0	334	127
Link cruise time (pcu hrs)	12,361	3,674	3,866	1,633	9,173	3,146
Total Travel Time (PCU Hours)	18,924	5,977	6,496	2,164	14,637	4,247
Total Travel Distance (PCU KMS)	703,349	188,851	187,701	114,028	490,580	210,650
Overall average speed (kph)	37.2	31.6	28.9	52.7	33.5	49.6
Overall average speed (mph)	23.1	19.6	18.0	32.7	20.8	30.8

Inter-Peak (1000-1600)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	3,965	1,392	1,608	355	3,355	604
Over-capacity queues (pcu hrs)	95	14	81	0	95	0
Link cruise time (pcu hrs)	10,175	3,113	3,090	1,254	7,457	2,655
Total Travel Time (PCU Hours)	14,235	4,518	4,779	1,609	10,906	3,259
Total Travel Distance (PCU KMs)	587,913	164,641	151,352	80,846	396,839	187,254
Overall average speed (kph)	41.3	36.4	31.7	50.2	36.4	57.5
Overall average speed (mph)	25.7	22.6	19.7	31.2	22.6	35.7

Evening Peak (1700-1800)

	STUDY AREA	POOLE	BOURNEMOUTH	CHRISTCHURCH	POOLE, BOURNEMOUTH & CHRISTCHURCH	DORSET
Transient queues (pcu hrs)	5,766	2,108	2,326	466	4,900	873
Over-capacity queues (pcu hrs)	530	62	349	63	474	56
Link cruise time (pcu hrs)	11,828	3,585	3,769	1,520	8,875	2,911
Total Travel Time (PCU Hours)	18,124	5,756	6,444	2,050	14,249	3,840
Total Travel Distance (PCU KMS)	672,764	184,354	182,826	106,618	473,798	196,923
Overall average speed (kph)	37.1	32.0	28.4	52.0	33.3	51.3
Overall average speed (mph)	23.1	19.9	17.6	32.3	20.7	31.9

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.

