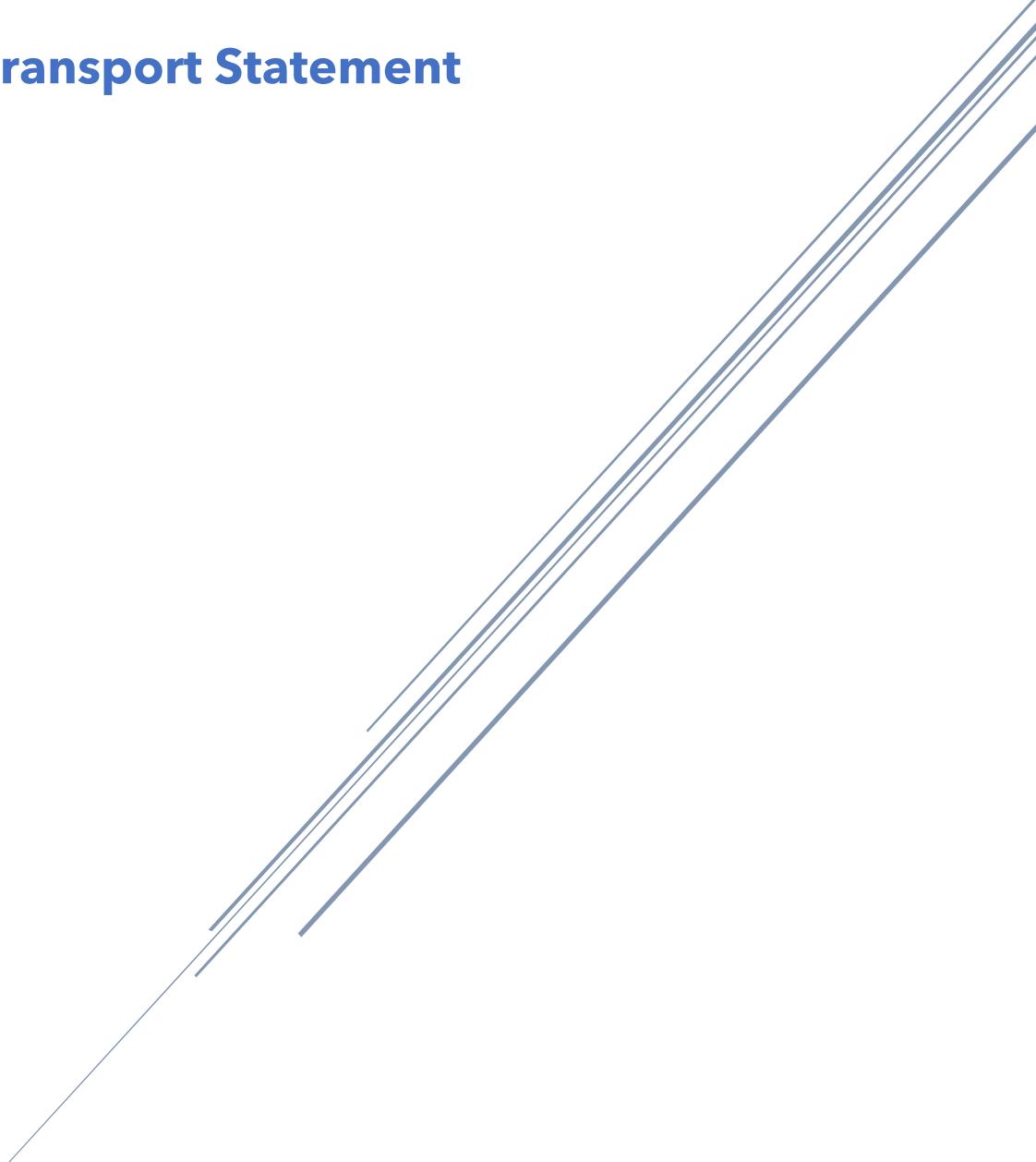




CAPITAL TRANSPORT PLANNING

Transport Statement



**Hayes and Yeading United FC, Hayes
March, 2025**

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Capital Transport Planning is a Transport Planning and Highways consultancy, specialised in assisting clients through the planning process. Our transport consultant has vast transport planning experience acting on behalf of clients to overturn refused planning applications, providing documents to support planning applications, working on the behalf of Highway Authorities within a County Council and London Borough Council.

Prepared for:

Chosen Gym

Prepared by:

Capital Transport Planning LTD

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Transport Consultant

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Document History

Rev	Amendments	Prepared By	Date
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1. Introduction

- 1.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of Chosen Gym (the client). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with the proposal for the development at Hayes and Yeading United Football Club.
- 1.2. The development proposals include the provision of a gym within existing storage spaces of the football club, with associated cycle parking, car parking and electric vehicle charging facilities.

Report Structure

- 1.3. The Transport Statement will be structured as follows:

Chapter 2 - Transport Policy Context
Chapter 3 - Existing Transport Conditions
Chapter 4 - Proposed Development
Chapter 5 - Summary and Conclusions

2. Existing Conditions

Site Location

2.1. The application site is located on the southern side of Beaconsfield Road, which is an unclassified road and forms a part of the public highway. The application site is located approximately 1.8 miles west of Southall rail station and towards the south-east of the London Borough of Hillingdon. The site location plan is presented in Figure 1 and Appendix A.



Figure 1. Location Plan

Site Description

2.2. The application site is currently comprised of an existing football stadium with ancillary training pitches, building and associated cycle and car parking. The application site is accessed via an existing vehicular access on Beaconsfield Road.

Accessibility

2.3. Transport for London have developed a WebCAT tool used to determine the Public Transport Accessibility Level (PTAL). Sites can achieve scores ranging from 0 (Worst) to 6b (Best). The application site achieves a PTAL rating of 0 (Worst) using TfL's methodology for public transport accessibility. This rating indicates a poor level of public transport accessibility. Appendix presents the PTAL report for the application site.

Existing Public Transport Facilities

2.4. As noted previously, the application site performs relatively well on accessibility using TfL's WebCAT tool. The existing public transport facilities available in the vicinity of the site comprise of buses and rail.

Rail

2.5. The nearest station to the site is Southall rail station, which is located approximately 0.5 miles (approx. 39 minute-walk) from the site. Southall rail station is accessed from on South Road (A3005) and features on the Elizabeth line and the Great West railway line. The location of transport interchanges is presented in Figure 2.

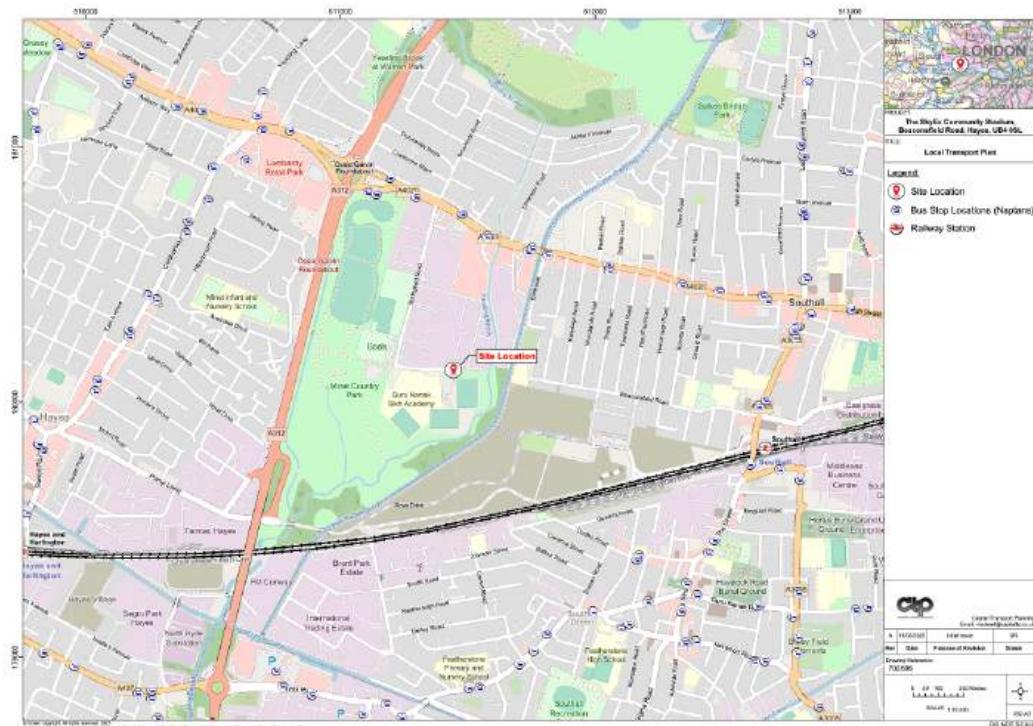


Figure 2. Transport Plan

Bus

2.6. The site is located approximately 0.7 miles west (approx. 15 minute-walk) from the Springfield Road and Brookside Road bus stops located on Uxbridge Road (A4020). These bus stop provides access to the bus 207, 427 and N207. The areas covered in a 20-minute bus journey from the site are presented in Figure 3, which include Yeading to the north, Harlington to the south, Sutton to the east and Hayes to the west.

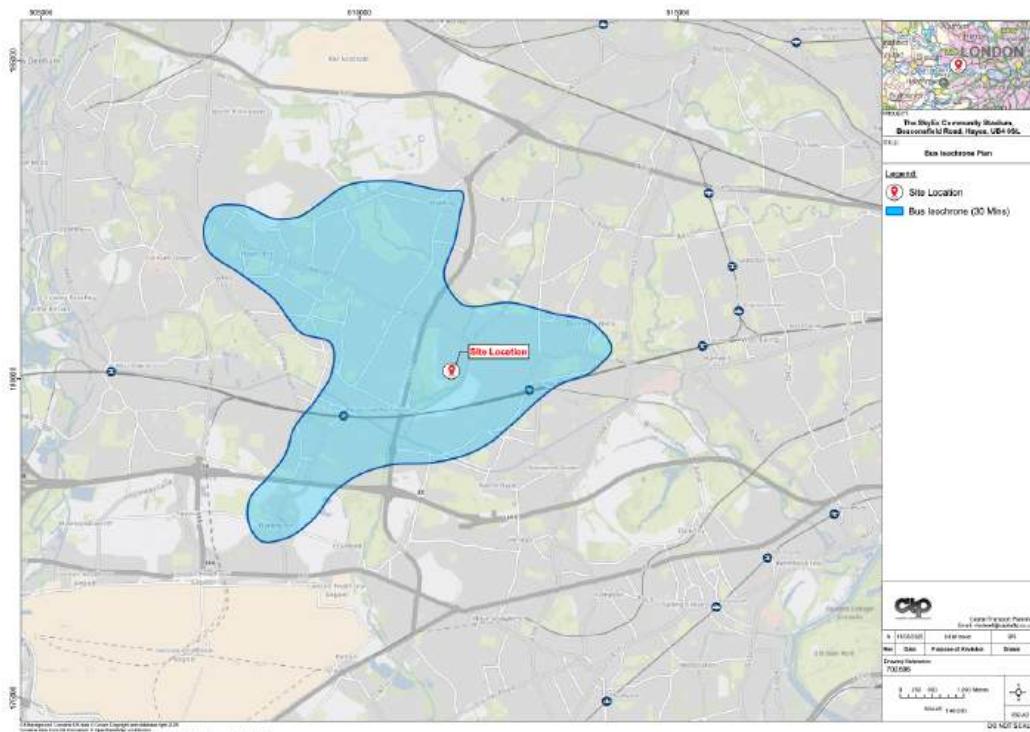


Figure 3. Bus Isochrone

Surrounding Highway Network

2.7. The application site is located on Beaconsfield Road towards the south of the London Borough of Hillingdon. Beaconsfield Road is a bi-directional single lane carriageway which is a no-through-route to the east and adjoins Springfield Road to the west. The areas covered in a 20-minute cycle ride from the site are presented in Figure 4, which include Northolt to the north, Cranford to the south, Hanwell to the east and Stockley to the west.

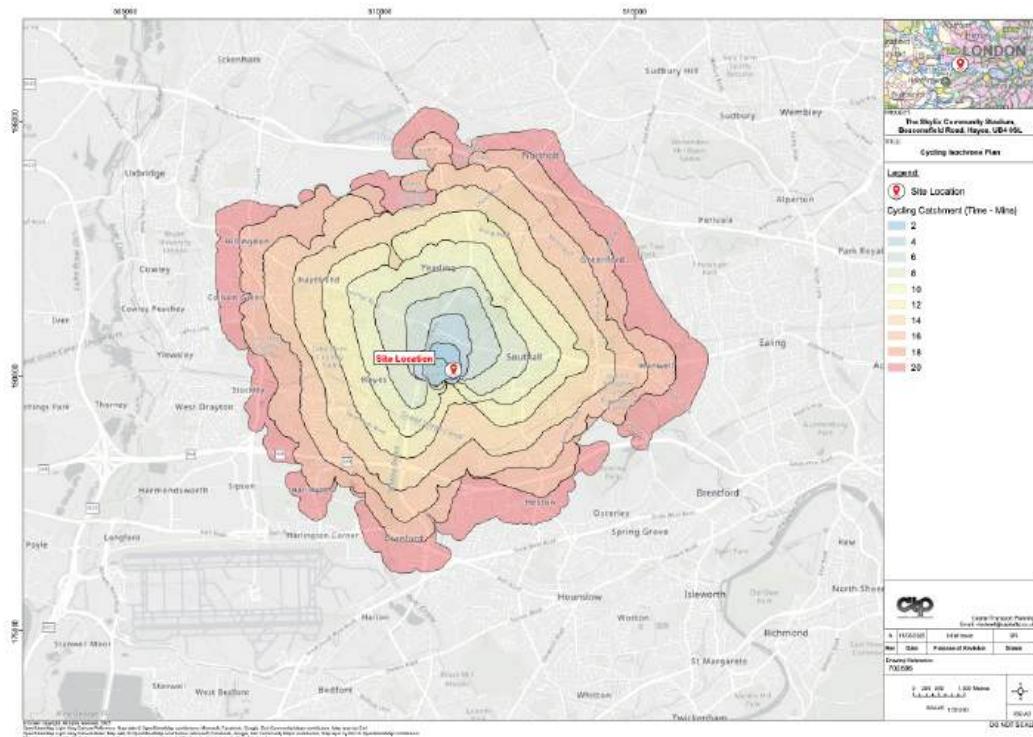


Figure 4. Cycling Isochrone

2.8. Beaconsfield Road forms a part of the Local Highway Network and the London Borough of Hillingdon act as Local Highway Authority, responsible for maintenance and management of the public highway.

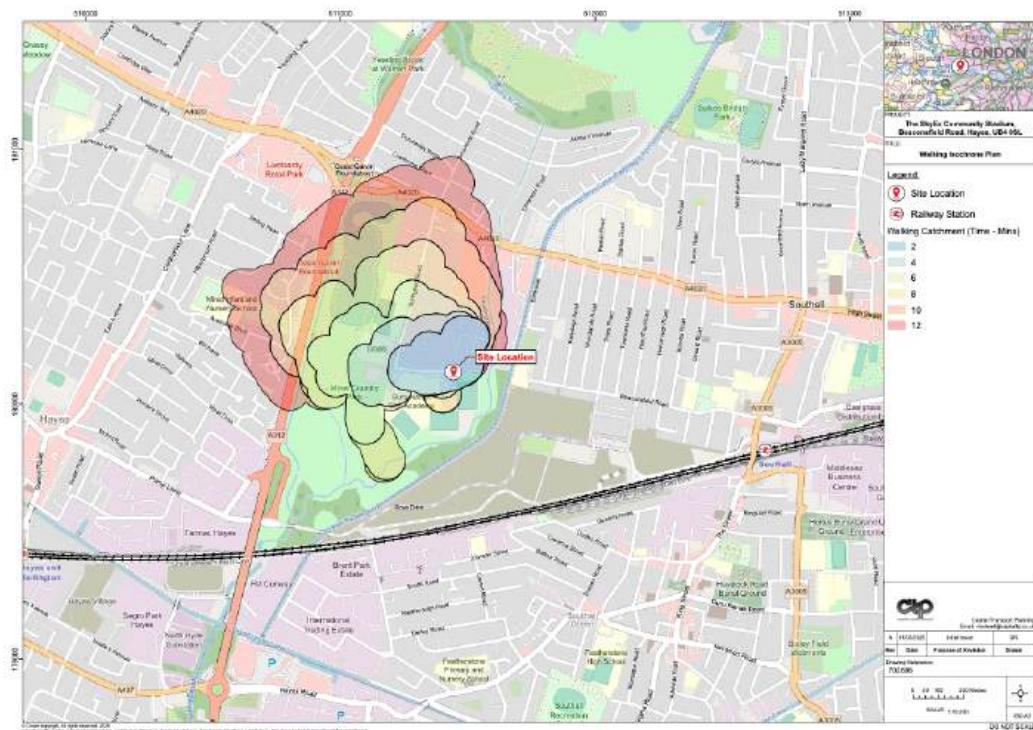


Figure 5. Walking Isochrone

3. Policy Context

3.1. This following section takes into consideration all planning policies which support and promote the proposal set out in this report.

National Planning Policy Framework (NPPF) (2024)

3.2. The NPPF sets out guidance relating to parking standards within the chapter relating to sustainable transport. It is noted that the NPPF considers the location of a development in regard to parking standard. It also notes that proposals should only be refused on transport grounds if they compromise highway safety or result in a severe impact.

3.3. Chapter 9 covers the promotion of 'Sustainable Transport' and Paragraph 112 states in relation to parking standards:

"If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

3.4. The proposed development is in accordance with paragraph 113, as local and regional parking standards have been satisfied and alternative modes of travel have been identified.

3.5. It goes on in Paragraph 113 to state that "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

3.6. It is considered that paragraph 113 has been satisfied as maximum parking standards have been adhered to.

3.7. The test of acceptability of a scheme is set out within Paragraph 116:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"

3.8. It is also considered that the proposal complies with paragraph 116 as it does not present an unacceptable impact on highway safety grounds or propose an unacceptable impact on the local highway network.

3.9. Paragraph 117 follows on and specifies that development proposals should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive—which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.10. With the minimal provision of off-street car parking, provision of charging facilitates for electric vehicles, high quality cycle parking and stainable location of the development site, it is considered that the proposed development is in accordance with paragraph 117.

- 3.11. Paragraph 118 states "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.". It is considered that the requirements of paragraph 118 have been satisfied with the preparation of a Transport Statement and Travel Plan to assess and minimise the transport impacts of the proposed development.
- 3.12. The proposal addresses the requirements within the sustainable transport section of the NPPF by ensuring accessibility for pedestrians, providing high quality cycle parking in accordance with local and regional policies, provides off-street car parking for blue badge holders and associated electric vehicle charging points.

London Plan (2021)

- 3.13. The latest version of the London Plan was published in 2021, with similar aspirations to previous versions of the planning policy document.
- 3.14. The London Plan (2021) continues to provide policy standards and requirements for local authorities to determine planning applications. In regard to transportation, the London Plan emphasises the need for to reduce car dominance as mode of travel in a bid to improve air quality and congestion in the capital. Transport policies support the promotion of healthy streets, reduction in parking provision in mid-high PTAL locations, increased cycle parking and infrastructure, and assessing the impacts of servicing and construction related activities.
- 3.15. The following policies are considered to be the most relevant when reviewing the development proposals against the London Plan:

Policy T1 - Strategic approach to transport

Policy T2 - Healthy Streets

Policy T3 - Transport capacity, connectivity and safeguarding

Policy T4 - Assessing and mitigating transport impacts

Policy T5 - Cycling

Policy T6 - Car Parking

3.16. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining pedestrian movements, local public transport accessibility, cycle and car parking provision and delivery and servicing arrangements.

London Borough of Hillingdon - Local Plan Part 2 (2020)

3.17. The London Borough of Hillingdon's most prominent and recent planning policy documents were published in January 2020. The development management policies contain a comprehensive transport section which aims to deliver a high-quality transport network encompassing future modal shift to walking and cycling and improved public transport.

3.18. The following policies are the most relevant when reviewing the development proposals against the LB Hillingdon's Local Plan (2020):

Policy DMT1: Managing Transport Impacts

Policy DMT2: Highways Impacts

Policy DMT4: Public Transport

Policy DMT5: Pedestrians and Cyclists

Policy DMT6: Vehicle Parking

3.19. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining cycle and car parking provision and delivery and servicing arrangements.

3.20. As will be demonstrated in this report, the proposal provides adequate cycle and car parking spaces in accordance with local and regional policy. It is therefore considered that the highways and transportation aspect of the proposal is in accordance with the NPPF (2021), London Plan (2021) and LB of Hillingdon's Local Plan (2020).

4. Proposed Development

Development Proposal

- 4.1. The development proposals include the provision of a gym within existing storage spaces of the football club, with associated cycle parking, car parking and electric vehicle charging facilities.

Trip Generation

Existing Trip Generation

- 4.2. The application site relates to the storage area within the existing football club, therefore there is no existing trip generation.

Proposed Trip Generation

- 4.3. This section of the report sets out the level of trips, for all modes of transport, that are anticipated to be generated by the proposed development, during the AM and PM peak periods and a daily basis. Having established the level of trips associated with the proposals the future modal split has been established. The methodology used to establish trip attraction, generated by the proposed development is presented below.
- 4.4. TRICS is the industry standard trip generation database. The TRICS database is comprised of surveys of various sites nationwide which are utilised for comparison purposes. The TRICS database has been investigated to gain trip rates for the proposed development.
- 4.5. It has been determined that vehicles would be the most significant trip generator regarding impacts. To determine the most accurate trip rates, similar characteristics were selected including Leisure, Fitness Club and Greater London. Three relevant sites were selected and the resultant TRICS output is presented in Tables 1, 2 and Appendix D.

Table 1. Trip Rate (100 sq.m)

Per 100 sq.m	Arrivals	Departures	Totals
06:00 - 07:00	0.951	0.317	1.268
07:00 - 08:00	0.476	0.815	1.291
08:00 - 09:00	0.408	0.453	0.861
09:00 - 10:00	0.498	0.362	0.860
10:00 - 11:00	0.317	0.476	0.793
11:00 - 12:00	0.362	0.34	0.702
12:00 - 13:00	0.453	0.385	0.838
13:00 - 14:00	0.385	0.453	0.838
14:00 - 15:00	0.544	0.544	1.088
15:00 - 16:00	0.408	0.453	0.861
16:00 - 17:00	0.521	0.498	1.019
17:00 - 18:00	0.657	0.272	0.929
18:00 - 19:00	1.042	0.861	1.903
19:00 - 20:00	0.929	1.087	2.016
20:00 - 21:00	0.725	1.019	1.744
21:00 - 22:00	0.249	0.725	0.974
Total Rates	8.925	9.060	17.985

4.6. Table 1, presents the trip rates for 100 sq.m of gym space. The trip rates have been used to determine the proposed trip generation for the 557 sq.m of gym space, which is presented in Table 2.

Table 2. Proposed Car Trip Generation (557 sq.m - Class D2)

Per 557 sq.m	Arrivals	Departures	Totals
06:00 - 07:00	5	1	6
07:00 - 08:00	3	5	8
08:00 - 09:00	2	3	5
09:00 - 10:00	3	2	5
10:00 - 11:00	2	3	5
11:00 - 12:00	2	1	3
12:00 - 13:00	3	2	5
13:00 - 14:00	2	3	5
14:00 - 15:00	3	3	6
15:00 - 16:00	2	2	4
16:00 - 17:00	3	3	6
17:00 - 18:00	4	2	6
18:00 - 19:00	6	5	11
19:00 - 20:00	5	6	11
20:00 - 21:00	4	5	9
21:00 - 22:00	1	4	5
Total Rates	50	50	100

- 4.7. Table 2, presents the existing total vehicle trip generation for the 6 residential units across the course of a typical day (06:00 - 22:00). Table 2, indicates that the proposed development is likely to generate a maximum of up to 100 total person trips across the course of a day. This is comprised of 50 arrivals and 50 departures, of which only 10 are within the AM peak period (08:00 - 10:00) and 12 in the PM peak period (16:00 - 18:00).
- 4.8. The trip generation figures above represent total person trips. Trips for total vehicles, cyclists, total peoples, and servicing vehicles are also presented in Appendix D. The proposed trip generation information presented demonstrates that the site is likely to result in a negligible impact across the course of a day.
- 4.9. It should be noted that the proposed gym is to operate 24 hours a day, however the TRICS database does not include any 24-hour gyms. It is not considered that a significant number of trips will be generated between 22:00 and 07:00.

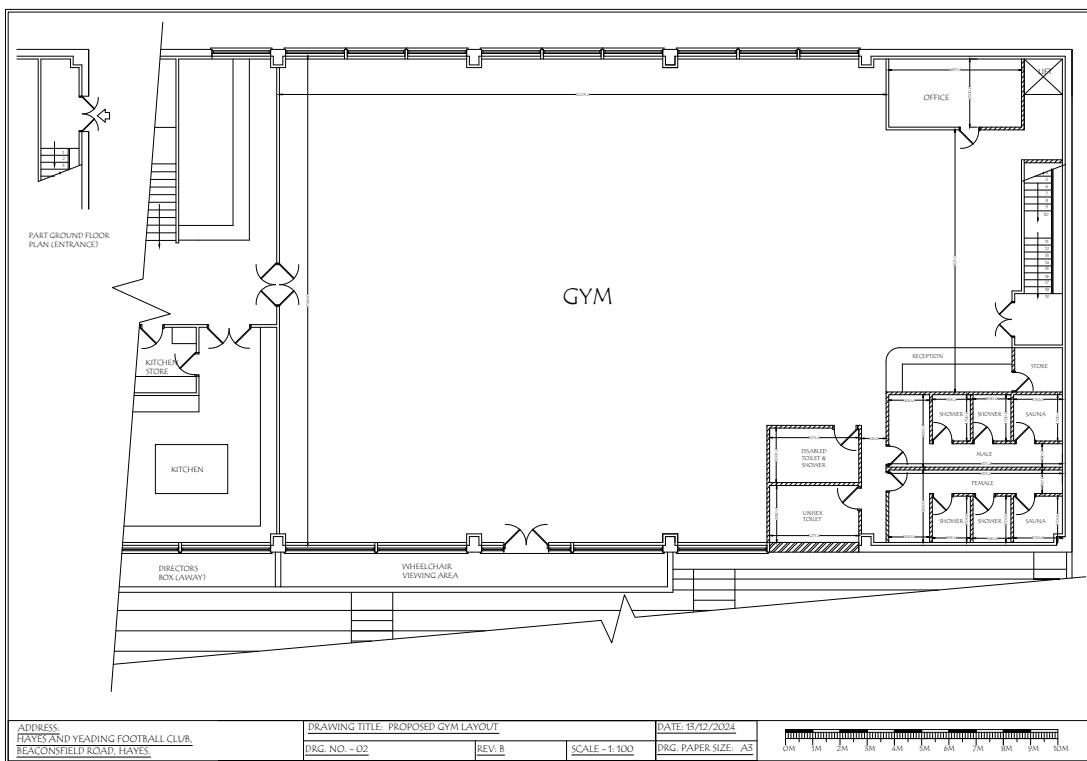


Figure 6. Proposed Site Layout

Pedestrian Access

4.10. The application site provides pedestrian access to the building as presented in Figure 6. Pedestrians would access the site directly from Beaconsfield Road and the proposed gym via the existing pedestrian access via the car park.

Vehicular Access

4.11. There is an existing vehicular access to the site from Beaconsfield Road. It is proposed as a part of this planning application to utilise the existing access for future gym users to access the site. The existing access to the site is presented in Figure 7.



Figure 7. Existing Site Access

Cycle Parking

4.12. Ten Sheffield stands exist within the site, which provide cycle parking for up to 20 bicycles, which is presented in Figure 9. Figure 8, sets out the London Plan (2021) cycle parking requirements for the proposed development within the site.

D2	sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 FTE staff	1 space per 100 sqm (GEA)
	other (e.g. cinema, bingo, etc.)	1 space per 8 FTE staff	1 per 30 seats

Figure 8. Cycle Parking requirements - London Plan (2021)

4.13. For the proposed 557 sq.m of gym spaces, 5 cycle parking spaces are required. It is proposed that the existing Sheffield stands will be upgraded and provided with a Perspex type cover to protect bicycles from the elements. The proposed cycle parking location is presented in Figure 8 and Appendix B.



Figure 9. Existing Cycle Parking

Car Parking

4.14. Following consultation with the council, twenty-five off-street car parking spaces are proposed within existing car park to be dedicated to the proposed gym. Within the twenty-five car parking spaces, one blue badge parking spaces, one enlarged parking spaces, twenty-one standard parking spaces, one passive electric vehicle charging point and one active vehicle charging point are proposed. The proposed parking layout is presented within the parking plan in Figure 10.

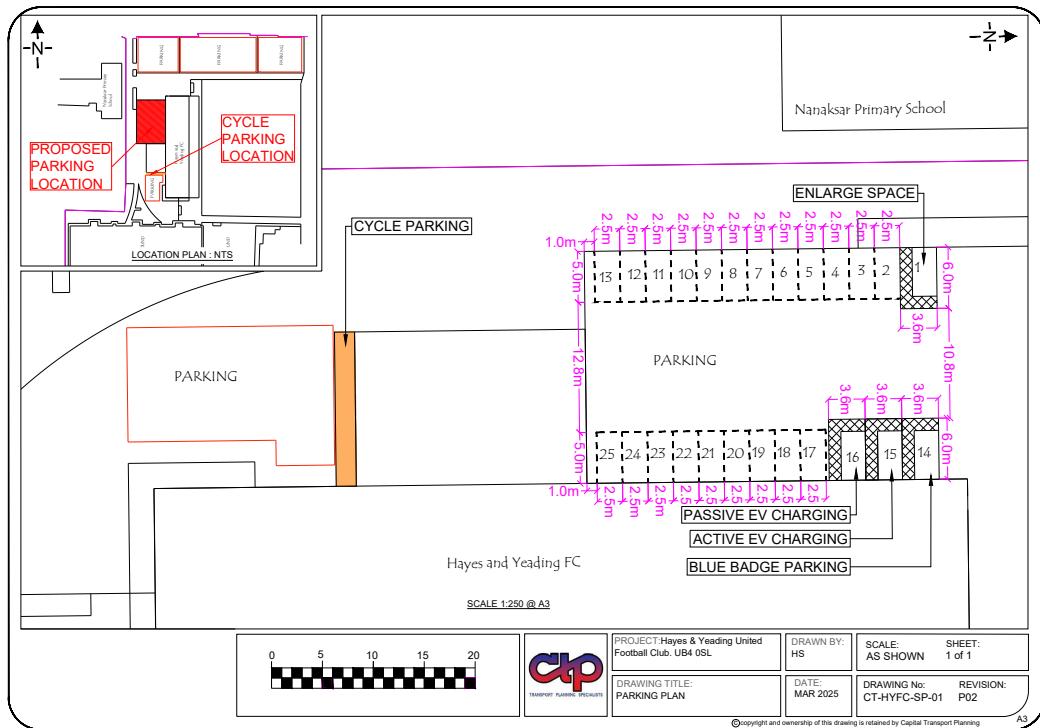


Figure 10. Parking Plan

Delivery and Servicing

4.15. Deliveries to the future gym would take place away from the public highway within the site, in accordance with existing delivery practices with the football club. It is proposed that regular servicing would take place from within the site as is the existing practice with the football club.

Accident Data

4.16. A review of the road safety record of the neighbouring highway network has been undertaken. A copy of the Personal Injury Accident (PIA) records has been obtained from CRASHMAP for the five-year period between 13/05/2020 to 13/05/2025.

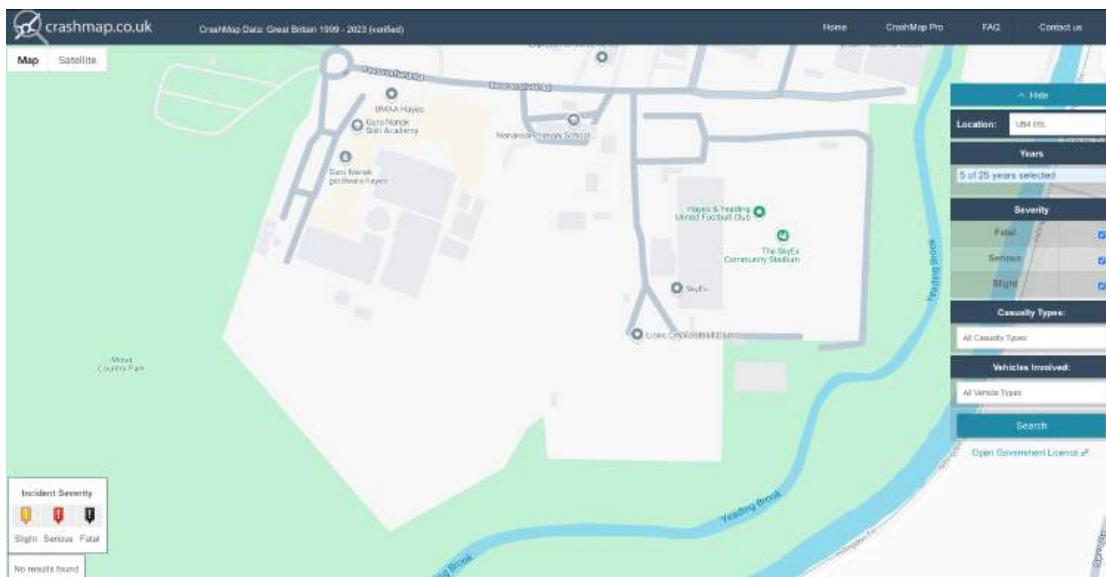


Figure 11. Accident Data Study Area

- 4.17. Figure 11, presents the roads and junctions included within the study area and there were no accidents identified in the study area.
- 4.18. In summary, having the available PIA data it is evident that there are no PIAs, within the latest five-year period, that relate to the existing site access. There is no evidence of PIAs occurring as a result of vehicles leaving the site onto Beaconsfield Road. It is also apparent that the local highway network does not suffer from any significant defects that have resulted in an abnormally high PIA record that can be attributed to the standard of the adjoining highway.
- 4.19. The above information indicates that the development proposals will not prejudice road safety within the neighbouring highway network.

5. Summary and Conclusions

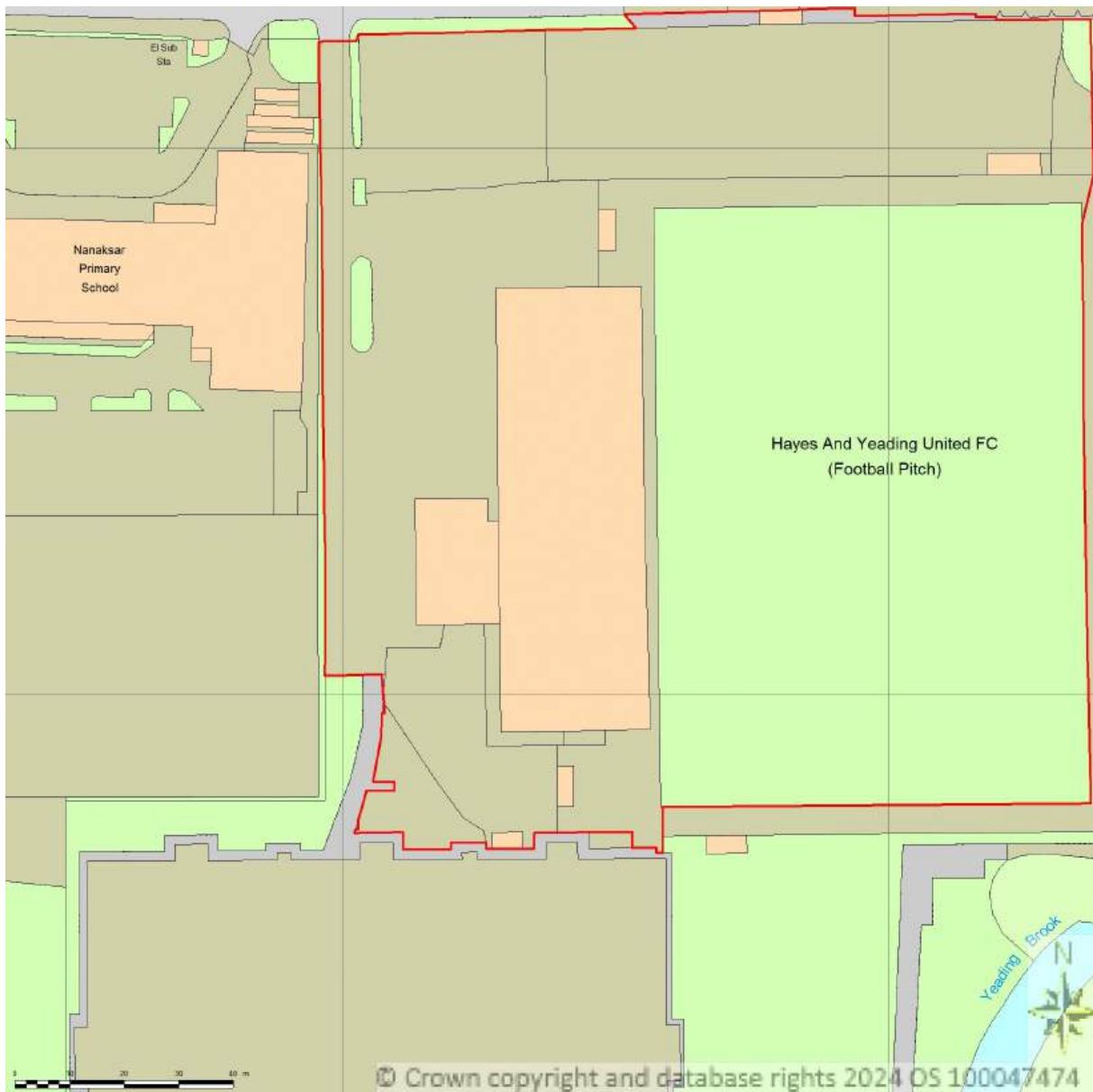
- 5.1. This Transport Statement has been prepared by Capital Transport Planning on behalf of Chosen Gym (the client). Capital Transport Planning have been commissioned to assess the highway and transportation implications associated with the proposal for the development at Hayes and Yeading United Football Club.
- 5.2. The development proposals include the provision of a gym within existing storage spaces of the football club, with associated cycle parking, car parking and electric vehicle charging facilities.
- 5.3. This Transport Statement has assessed matters relating to highways and it is concluded that:
 - Opportunities for alternative modes of travel such as walking and cycling are available to future users of the site in accordance with policy T3 of the London Plan (2021) and paragraph 112 of the NPPF.
 - The proposed number of cycle parking spaces is in accordance with the policy requirements set out in Policy T5 and Table 10.2 of the London Plan (2021).
 - The existing vehicular access is to be utilised to provide pedestrian and vehicular access to the site.
 - The proposed car parking provision and electric vehicle charge points are in accordance with the requirements of transport officers at the London Borough of Hillingdon.
 - All delivery and servicing related activities would take place from within the site.
 - Public transport accessibility from the site (PTAL 0) is low, however there are sufficient alternative modes of travel within walking distance or bus ride. The site benefits from bus and rail services within the vicinity of the site.
- 5.4. For the reasons stated above, it is considered that there would not be an unacceptable impact on highway safety, or a severe cumulative impact on the road network in accordance with paragraph 116 of the NPPF; therefore, development must not be prevented or refused on highway grounds.

6. Appendices



APPENDIX A - LOCATION PLAN

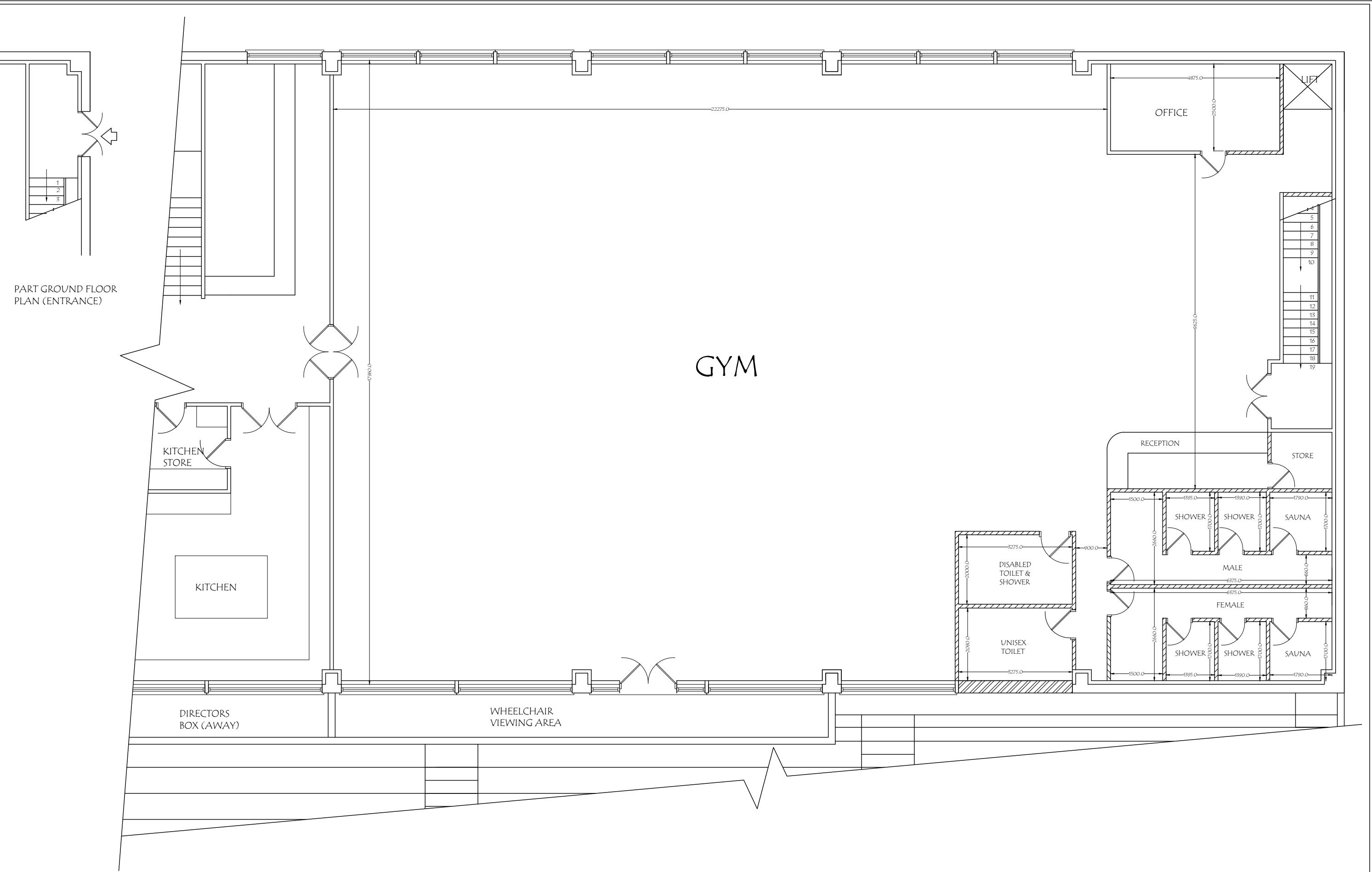
SITE LOCATION PLAN
AREA 4 HA
SCALE: 1:1250 on A4
CENTRE COORDINATES: 511438 , 180026



Supplied by Streetwise Maps Ltd
www.streetwise.net
Licence No: 100047474
15:38:08 03/10/2024



APPENDIX B - PROPOSED SITE PLAN



ADDRESS:
HAYES AND YEADING FOOTBALL CLUB,
BEACONSFIELD ROAD, HAYES.

DRAWING TITLE: PROPOSED GYM LAYOUT

DRG. NO. - 02

REV: B

SCALE - 1: 100

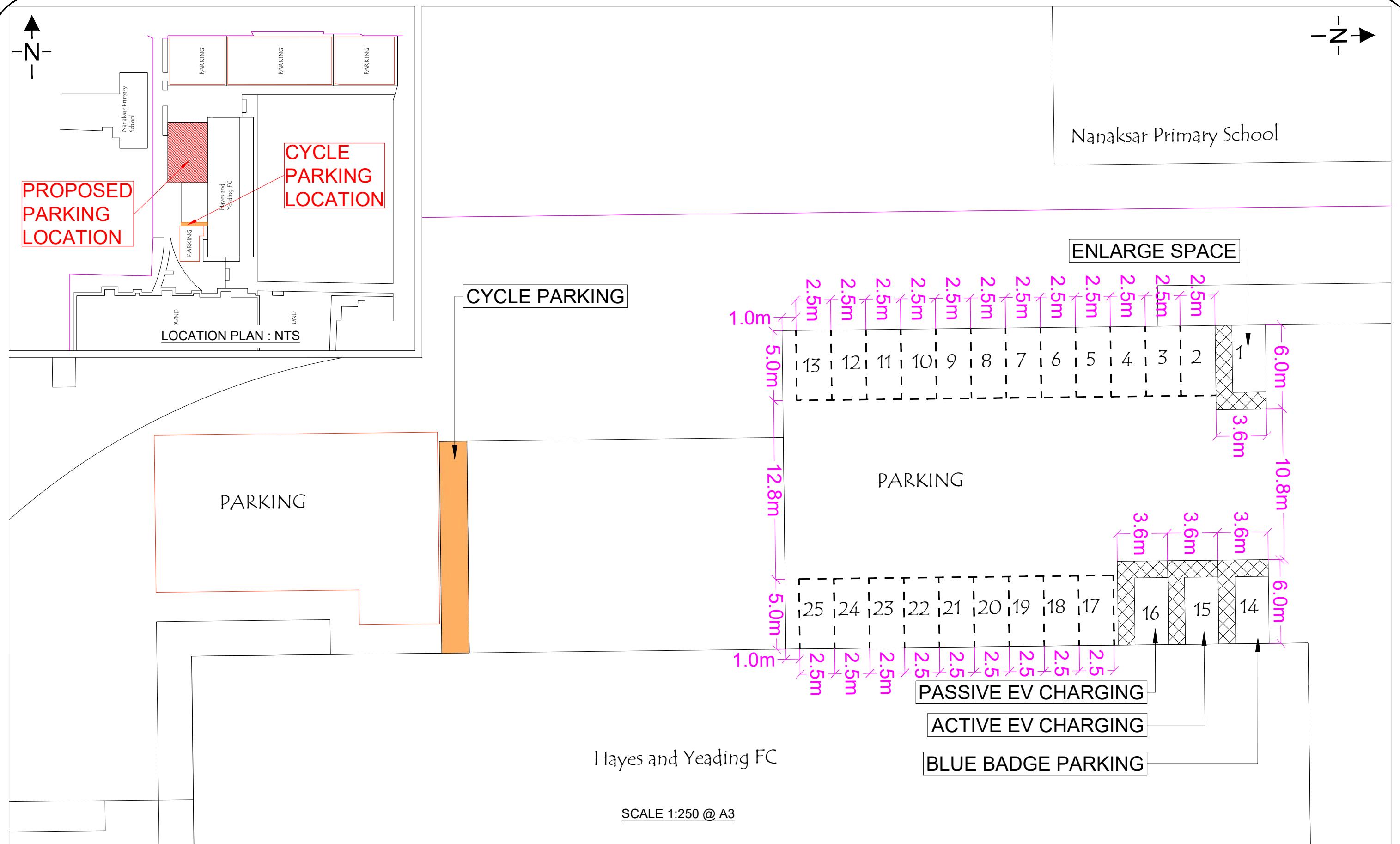
DATE: 13/12/2024

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APPENDIX C - PARKING PLAN



APPENDIX D - TRICS OUTPUT

Calculation Reference: AUDIT-706001-250311-0324

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE

Category : K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:**01 GREATER LONDON**

BT	BRENT	1 days
HG	HARINGEY	1 days
IS	ISLINGTON	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1225 to 1750 (units: sqm)
 Range Selected by User: 204 to 4057 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 28/06/16

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:
 E(d) 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days
-----------------	--------

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

6a Excellent	2 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BT-07-K-01	LIFESTYLE FITNESS	BRENT
	EMPIRE WAY		
	WEMBLEY		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	1750 sqm	
	Survey date: WEDNESDAY	03/06/15	Survey Type: MANUAL
2	HG-07-K-02	THE GYM	HARINGEY
	LORDSHIP LANE		
	WOOD GREEN		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1440 sqm	
	Survey date: THURSDAY	18/09/14	Survey Type: MANUAL
3	IS-07-K-02	THE GYM	ISLINGTON
	GOSWELL ROAD		
	ANGEL		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1225 sqm	
	Survey date: TUESDAY	28/06/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****Estimated TRIP rate value per 557 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 8.26

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	3	1472	1.087	6.056	3	1472	0.362	2.019	3	1472	1.449	8.075
07:00 - 08:00	3	1472	0.521	2.902	3	1472	0.974	5.425	3	1472	1.495	8.327
08:00 - 09:00	3	1472	0.453	2.523	3	1472	0.498	2.776	3	1472	0.951	5.299
09:00 - 10:00	3	1472	0.566	3.154	3	1472	0.385	2.145	3	1472	0.951	5.299
10:00 - 11:00	3	1472	0.362	2.019	3	1472	0.521	2.902	3	1472	0.883	4.921
11:00 - 12:00	3	1472	0.385	2.145	3	1472	0.362	2.019	3	1472	0.747	4.164
12:00 - 13:00	3	1472	0.498	2.776	3	1472	0.430	2.397	3	1472	0.928	5.173
13:00 - 14:00	3	1472	0.430	2.397	3	1472	0.498	2.776	3	1472	0.928	5.173
14:00 - 15:00	3	1472	0.566	3.154	3	1472	0.544	3.028	3	1472	1.110	6.182
15:00 - 16:00	3	1472	0.430	2.397	3	1472	0.498	2.776	3	1472	0.928	5.173
16:00 - 17:00	3	1472	0.566	3.154	3	1472	0.544	3.028	3	1472	1.110	6.182
17:00 - 18:00	3	1472	0.815	4.542	3	1472	0.294	1.640	3	1472	1.109	6.182
18:00 - 19:00	3	1472	1.155	6.434	3	1472	1.087	6.056	3	1472	2.242	12.490
19:00 - 20:00	3	1472	1.065	5.930	3	1472	1.223	6.813	3	1472	2.288	12.743
20:00 - 21:00	3	1472	0.725	4.037	3	1472	1.110	6.182	3	1472	1.835	10.219
21:00 - 22:00	3	1472	0.249	1.388	3	1472	0.747	4.163	3	1472	0.996	5.551
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		9.873		55.008			10.077	56.145		19.950	111.153	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1225 - 1750 (units: sqm)
Survey date date range:	01/01/10 - 28/06/16
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****Estimated TRIP rate value per 557 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	3	1472	0.113	0.631	3	1472	0.045	0.252	3	1472	0.158	0.883
07:00 - 08:00	3	1472	0.272	1.514	3	1472	0.159	0.883	3	1472	0.431	2.397
08:00 - 09:00	3	1472	0.159	0.883	3	1472	0.272	1.514	3	1472	0.431	2.397
09:00 - 10:00	3	1472	0.181	1.009	3	1472	0.181	1.009	3	1472	0.362	2.018
10:00 - 11:00	3	1472	0.068	0.378	3	1472	0.068	0.378	3	1472	0.136	0.756
11:00 - 12:00	3	1472	0.113	0.631	3	1472	0.113	0.631	3	1472	0.226	1.262
12:00 - 13:00	3	1472	0.181	1.009	3	1472	0.068	0.378	3	1472	0.249	1.387
13:00 - 14:00	3	1472	0.113	0.631	3	1472	0.136	0.757	3	1472	0.249	1.388
14:00 - 15:00	3	1472	0.091	0.505	3	1472	0.023	0.126	3	1472	0.114	0.631
15:00 - 16:00	3	1472	0.068	0.378	3	1472	0.136	0.757	3	1472	0.204	1.135
16:00 - 17:00	3	1472	0.113	0.631	3	1472	0.045	0.252	3	1472	0.158	0.883
17:00 - 18:00	3	1472	0.227	1.262	3	1472	0.091	0.505	3	1472	0.318	1.767
18:00 - 19:00	3	1472	0.249	1.388	3	1472	0.249	1.388	3	1472	0.498	2.776
19:00 - 20:00	3	1472	0.159	0.883	3	1472	0.227	1.262	3	1472	0.386	2.145
20:00 - 21:00	3	1472	0.136	0.757	3	1472	0.340	1.892	3	1472	0.476	2.649
21:00 - 22:00	3	1472	0.136	0.757	3	1472	0.227	1.262	3	1472	0.363	2.019
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		2.379		13.247		2.380		13.246		4.759		26.493

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****Estimated TRIP rate value per 557 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	3	1472	0.747	4.163	3	1472	0.272	1.514	3	1472	1.019	5.677
07:00 - 08:00	3	1472	0.612	3.406	3	1472	0.725	4.037	3	1472	1.337	7.443
08:00 - 09:00	3	1472	0.680	3.785	3	1472	0.612	3.406	3	1472	1.292	7.191
09:00 - 10:00	3	1472	1.133	6.308	3	1472	0.680	3.785	3	1472	1.813	10.093
10:00 - 11:00	3	1472	0.680	3.785	3	1472	0.725	4.037	3	1472	1.405	7.822
11:00 - 12:00	3	1472	0.974	5.425	3	1472	0.906	5.046	3	1472	1.880	10.471
12:00 - 13:00	3	1472	1.178	6.560	3	1472	0.997	5.551	3	1472	2.175	12.111
13:00 - 14:00	3	1472	0.997	5.551	3	1472	0.906	5.046	3	1472	1.903	10.597
14:00 - 15:00	3	1472	0.680	3.785	3	1472	0.770	4.289	3	1472	1.450	8.074
15:00 - 16:00	3	1472	0.861	4.794	3	1472	0.680	3.785	3	1472	1.541	8.579
16:00 - 17:00	3	1472	1.200	6.687	3	1472	1.200	6.687	3	1472	2.400	13.374
17:00 - 18:00	3	1472	2.356	13.121	3	1472	1.133	6.308	3	1472	3.489	19.429
18:00 - 19:00	3	1472	3.601	20.060	3	1472	2.039	11.354	3	1472	5.640	31.414
19:00 - 20:00	3	1472	2.106	11.733	3	1472	2.695	15.013	3	1472	4.801	26.746
20:00 - 21:00	3	1472	1.427	7.948	3	1472	3.103	17.284	3	1472	4.530	25.232
21:00 - 22:00	3	1472	0.589	3.280	3	1472	1.608	8.957	3	1472	2.197	12.237
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		19.821		110.391			19.051	106.099		38.872		216.490

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****Estimated TRIP rate value per 557 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 4.58

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	3	1472	3.873	21.573	3	1472	1.291	7.191	3	1472	5.164	28.764
07:00 - 08:00	3	1472	2.718	15.139	3	1472	3.647	20.312	3	1472	6.365	35.451
08:00 - 09:00	3	1472	2.492	13.878	3	1472	3.035	16.906	3	1472	5.527	30.784
09:00 - 10:00	3	1472	3.465	19.303	3	1472	2.424	13.499	3	1472	5.889	32.802
10:00 - 11:00	3	1472	2.831	15.770	3	1472	2.605	14.508	3	1472	5.436	30.278
11:00 - 12:00	3	1472	3.148	17.536	3	1472	2.786	15.518	3	1472	5.934	33.054
12:00 - 13:00	3	1472	4.689	26.115	3	1472	3.511	19.555	3	1472	8.200	45.670
13:00 - 14:00	3	1472	3.851	21.447	3	1472	4.258	23.718	3	1472	8.109	45.165
14:00 - 15:00	3	1472	2.922	16.275	3	1472	3.307	18.419	3	1472	6.229	34.694
15:00 - 16:00	3	1472	2.741	15.265	3	1472	3.012	16.779	3	1472	5.753	32.044
16:00 - 17:00	3	1472	3.669	20.438	3	1472	3.352	18.672	3	1472	7.021	39.110
17:00 - 18:00	3	1472	7.203	40.119	3	1472	3.262	18.167	3	1472	10.465	58.286
18:00 - 19:00	3	1472	9.762	54.375	3	1472	6.025	33.559	3	1472	15.787	87.934
19:00 - 20:00	3	1472	7.701	42.895	3	1472	8.562	47.689	3	1472	16.263	90.584
20:00 - 21:00	3	1472	4.711	26.241	3	1472	8.267	46.049	3	1472	12.978	72.290
21:00 - 22:00	3	1472	1.948	10.850	3	1472	5.934	33.054	3	1472	7.882	43.904
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		67.724		377.219		65.278		363.595		133.002		740.814

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL CARS**Calculation factor: 100 sqm****Estimated TRIP rate value per 557 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	3	1472	0.951	5.299	3	1472	0.317	1.766	3	1472	1.268	7.065
07:00 - 08:00	3	1472	0.476	2.649	3	1472	0.815	4.542	3	1472	1.291	7.191
08:00 - 09:00	3	1472	0.408	2.271	3	1472	0.453	2.523	3	1472	0.861	4.794
09:00 - 10:00	3	1472	0.498	2.776	3	1472	0.362	2.019	3	1472	0.860	4.795
10:00 - 11:00	3	1472	0.317	1.766	3	1472	0.476	2.649	3	1472	0.793	4.415
11:00 - 12:00	3	1472	0.362	2.019	3	1472	0.340	1.892	3	1472	0.702	3.911
12:00 - 13:00	3	1472	0.453	2.523	3	1472	0.385	2.145	3	1472	0.838	4.668
13:00 - 14:00	3	1472	0.385	2.145	3	1472	0.453	2.523	3	1472	0.838	4.668
14:00 - 15:00	3	1472	0.544	3.028	3	1472	0.544	3.028	3	1472	1.088	6.056
15:00 - 16:00	3	1472	0.408	2.271	3	1472	0.453	2.523	3	1472	0.861	4.794
16:00 - 17:00	3	1472	0.521	2.902	3	1472	0.498	2.776	3	1472	1.019	5.678
17:00 - 18:00	3	1472	0.657	3.659	3	1472	0.272	1.514	3	1472	0.929	5.173
18:00 - 19:00	3	1472	1.042	5.803	3	1472	0.861	4.794	3	1472	1.903	10.597
19:00 - 20:00	3	1472	0.929	5.173	3	1472	1.087	6.056	3	1472	2.016	11.229
20:00 - 21:00	3	1472	0.725	4.037	3	1472	1.019	5.677	3	1472	1.744	9.714
21:00 - 22:00	3	1472	0.249	1.388	3	1472	0.725	4.037	3	1472	0.974	5.425
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		8.925		49.709			9.060	50.464		17.985	100.173	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

MULTI-MODAL Servicing Vehicles**Calculation factor: 100 sqm****Estimated TRIP rate value per 557 SQM shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
07:00 - 08:00	3	1472	0.023	0.126	3	1472	0.023	0.126	3	1472	0.046	0.252
08:00 - 09:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
09:00 - 10:00	3	1472	0.023	0.126	3	1472	0.023	0.126	3	1472	0.046	0.252
10:00 - 11:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
11:00 - 12:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
12:00 - 13:00	3	1472	0.023	0.126	3	1472	0.023	0.126	3	1472	0.046	0.252
13:00 - 14:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
14:00 - 15:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
15:00 - 16:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
16:00 - 17:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
17:00 - 18:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
18:00 - 19:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
19:00 - 20:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
20:00 - 21:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
21:00 - 22:00	3	1472	0.000	0.000	3	1472	0.000	0.000	3	1472	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:		0.069		0.378			0.069		0.378		0.138	0.756

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.



APPENDIX F - PTAL RATING

WebCAT

Address or co-ordinates

**Go****Access level (PTAL)****Time mapping (TIM)**

PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL

0 (Worst)

1a

1b

2

3

4

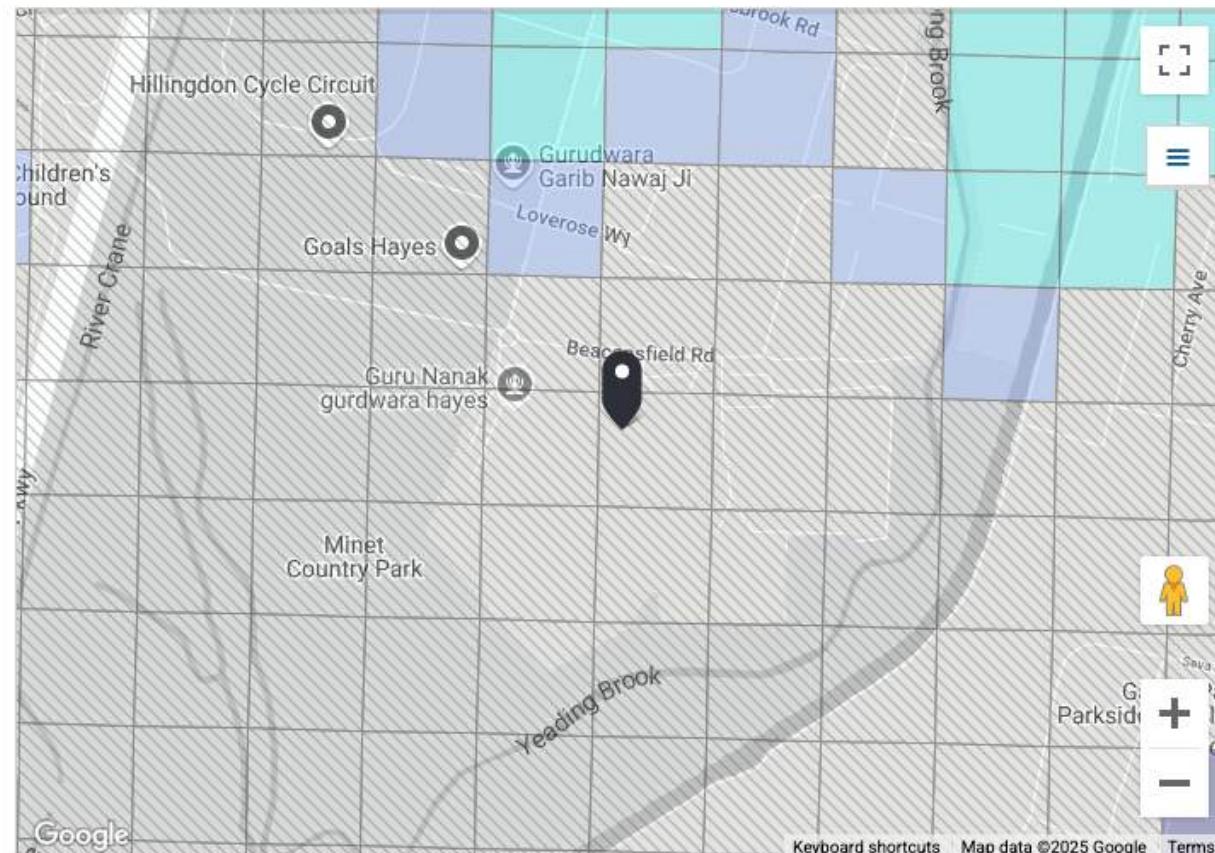
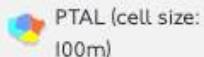
5

5

6b (Best)

6a

Map layers



You can click anywhere on the map to change the selected location.

Scenario

2021 (Forecast)

Highlight locations where PTALs have changed from Base Year

Update

PTAL output for 2021 (Forecast)

0

GJ53+C2 Hayes, UK

Easting: 511315, Northing: 180061

All public transport modes in London available in 2021:

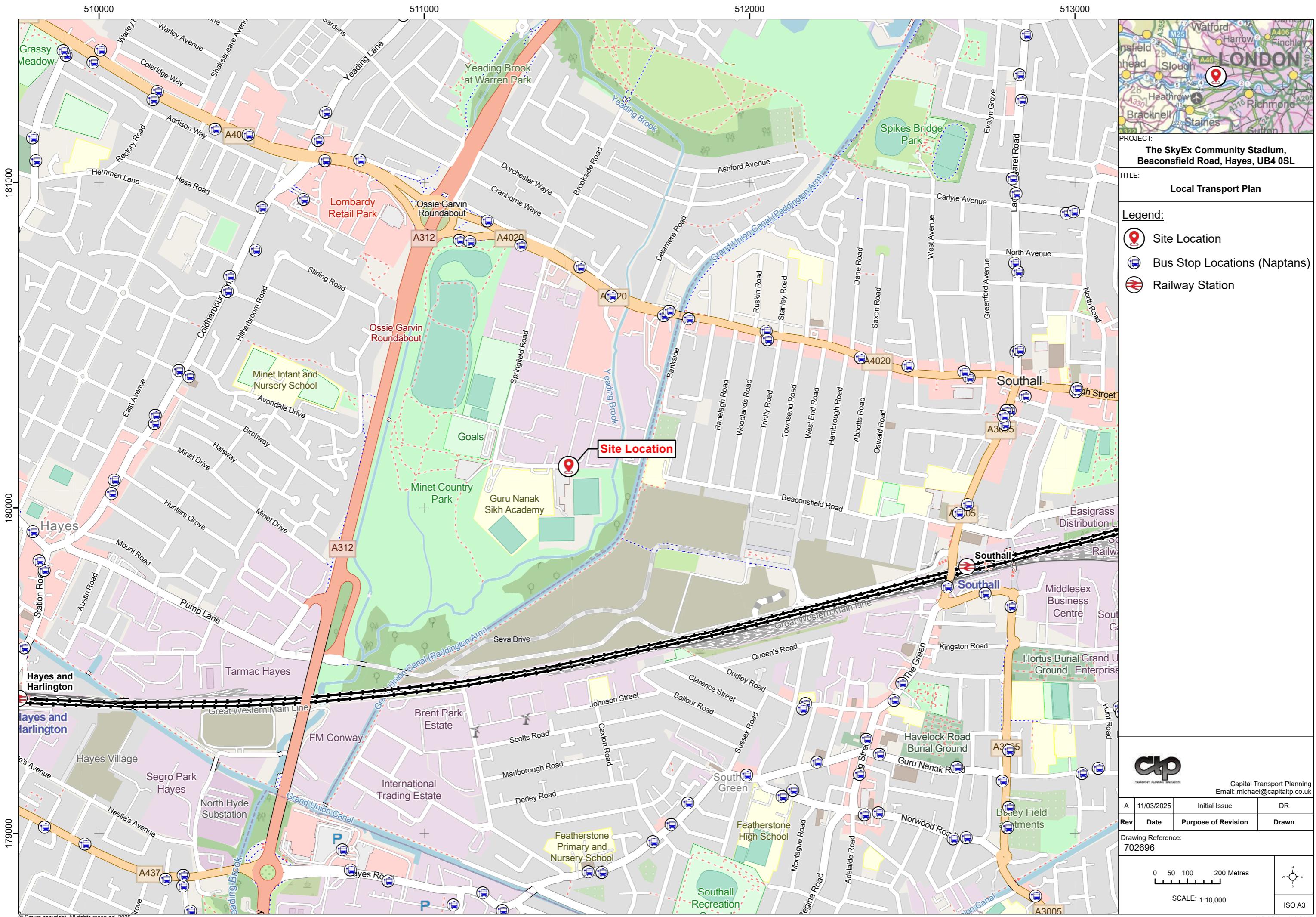
National Rail, London Overground, Tube, DLR, Tram, Buses

Principal public transport network improvements include schemes held in TfL's committed and funded transport investment programme eg Crossrail 1 - linking east and west London.

Bus services are based on the base year network with a 3% uplift in frequencies.

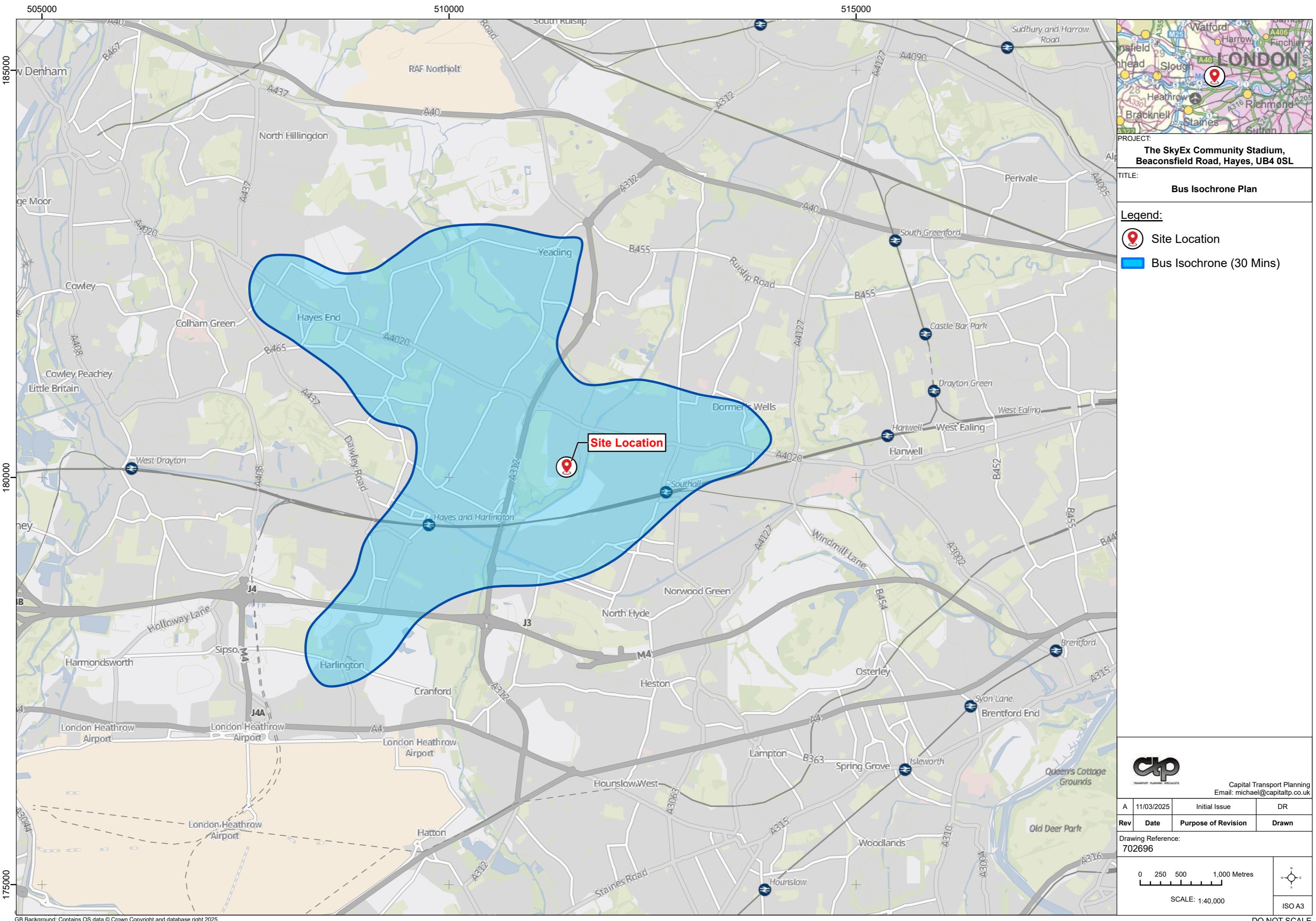


APPENDIX G - TRANSPORT PLAN



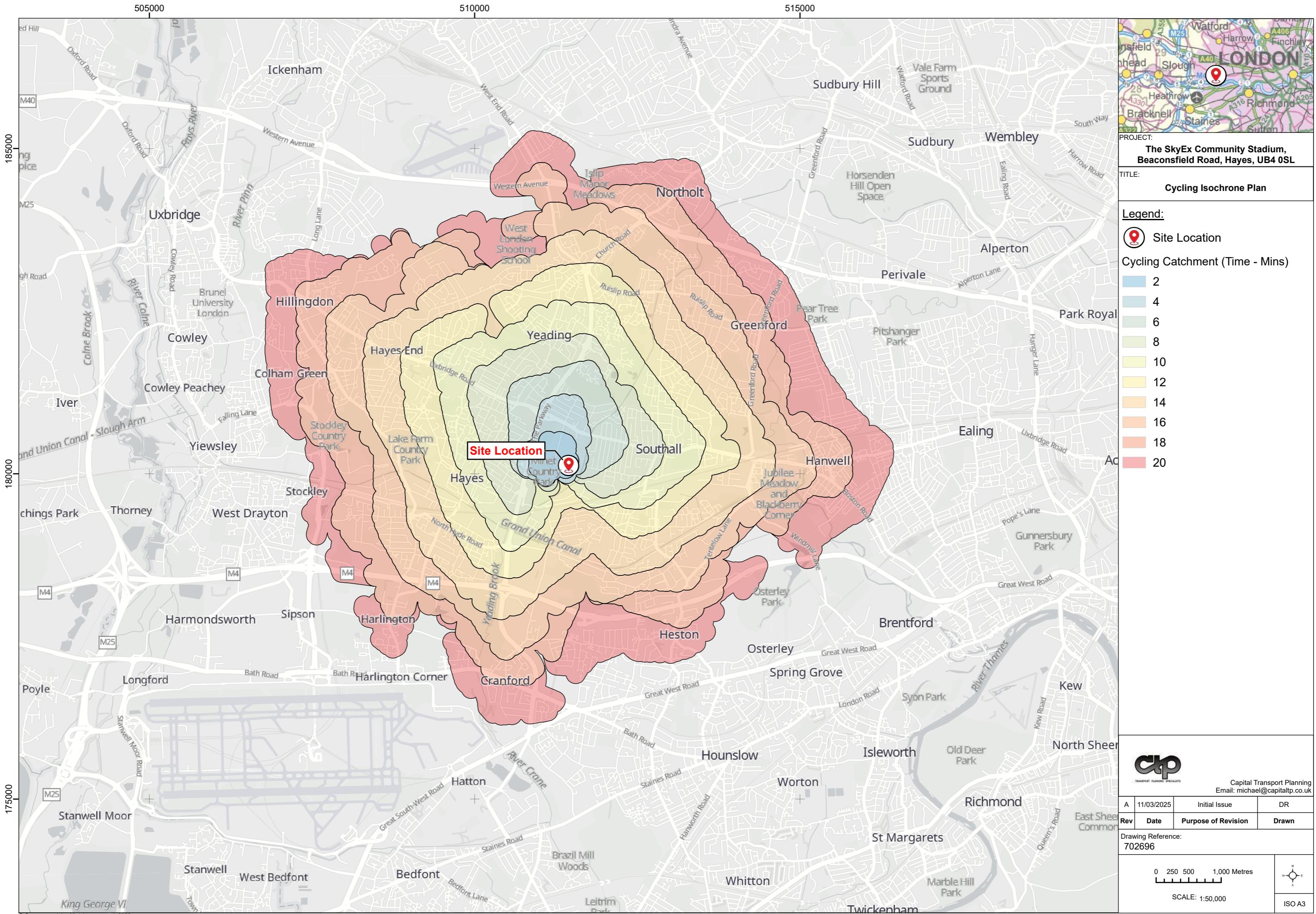


APPENDIX H - BUS ISOCHRONE





APPENDIX I - CYCLING ISOCHRONE





APPENDIX J - WALKING ISOCHRONE

