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Proposed Place of Worship
at Chain Road, Blackley
for World Mission Agency –
Winners Chapel International
Travel Plan

November 2024 (Revision 1)

Quality Management

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APPENDICES

Appendix A	Masterplan
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1. Introduction

1.1.1 Mosodi Limited have been appointed by Winners Chapel International Manchester to provide highways and transport related planning advice in support of the proposed development at Chain Road, Blackley.

1.1.2 A Travel Plan (TP) is a package of measures tailored to the needs of individual sites and aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving several other benefits for employers and employees e.g. health and financial savings.

1.1.3 This TP provides details of measures to be incorporated into the overall design of the development to encourage employees and visitors to use sustainable transport, along with a range of initiatives to encourage sustainable modes of travel.

1.1.1 The Travel Plan has been prepared in accordance with the DfT publication “Making Travel Plans Work: Guidelines for new development” and other appropriate guidance.

1.1.1 The scheme proposals which are illustrated on the Architects plans contained at Appendix A can be summarised as follows, an extract is shown in Image 1.1.

Image 1.1 Site Masterplan



1.1.2 The proposed layout comprises of:

- Main chapel building, comprising the following:
 - o Main auditorium;
 - o Offices;
 - o Consulting and Counselling Rooms;
 - o Children's/Teens Church;
 - o Bookshop;

- o Restaurant and Café; and
 - o Classroom.
- 189 car parking spaces, including 20 EV charging spaces and 12 accessible spaces;
- 10 motorcycle parking spaces;
- 40 cycle storage spaces;
- Minibus/coach drop off facility;
- Proposed widened access; and
- Associated landscaping.

1.1.3 This TP will be administered by a Travel plan Coordinator (TPC) who will be appointed by the Developer, Winners Chappel International.

1.1.4 This Travel Plan has been prepared in accordance with Manchester City Council's Local Development SPD – Travel plans https://www.manchester.gov.uk/info/200074/planning/1528/the_guide_to_development_in_manchester and with Transport for Greater Manchester's Travel Plan Toolkit <https://travelplantookit.tfgm.com/>.

1.1.5 Following the introduction, this TP contains the following elements:

- An assessment of existing conditions for access to the Site by a range of modes;
- Objectives and scope of the Plan, including indicative Travel Plan targets;
- Description of roles and responsibilities; and
- Measures to encourage, promote and increase the use of public transport, cycling and walking and to reduce the level of single occupancy vehicle trips.

1.1.6 This report is intended to outline the obligations on the developer and future occupier to fulfil the principles of the strategy. The document provides measures led by the developer/management company to encourage future visitors, employees and congregation to use more sustainable means of transport.

2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the baseline conditions on the surrounding highway network for a range of transport modes.

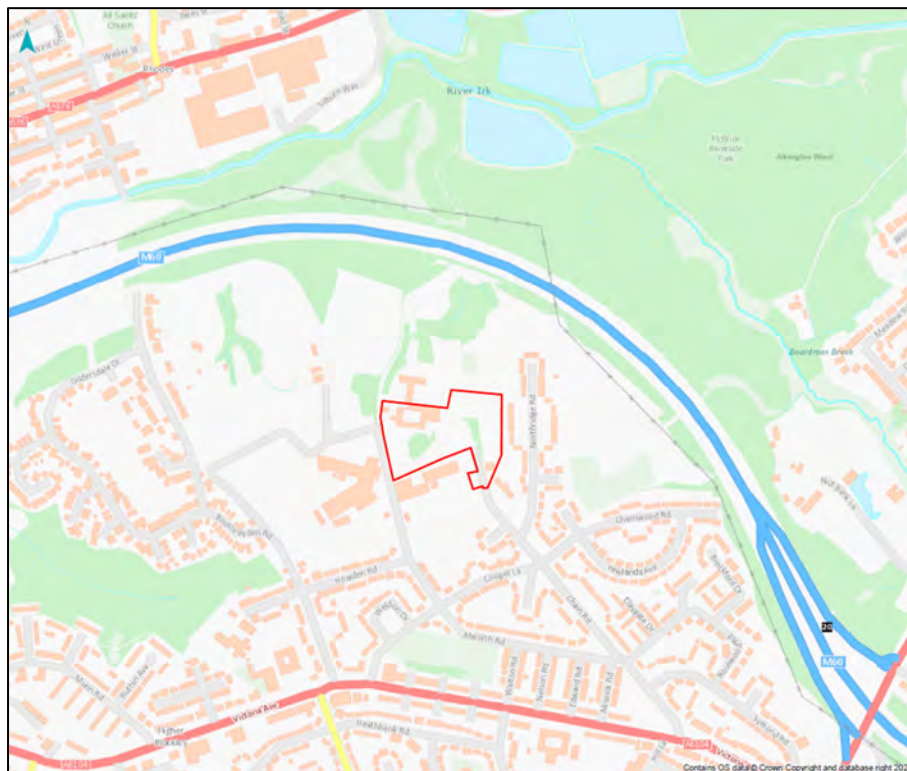
2.1 Existing Site

2.1.1 The development Site is located to the west of Chain Road. It is circa 5.7 acres in size and currently comprises the former Convent of the Good Shepherd and vacant land – which will be demolished to make way for the proposal.

2.1.2 Adjacent to the north of the Site is the St Euphrasias Care Home and new convent, and to the south is Meade Hill School and to the west is North Ridge High School. The site is bound to the properties accessed from Northbridge Road.

2.1.1 The Site in relation to the strategic and local transport networks is shown on Figure 1. An extract of Figure 1 is shown in Image 2.1.

Image 2.1 Site Location

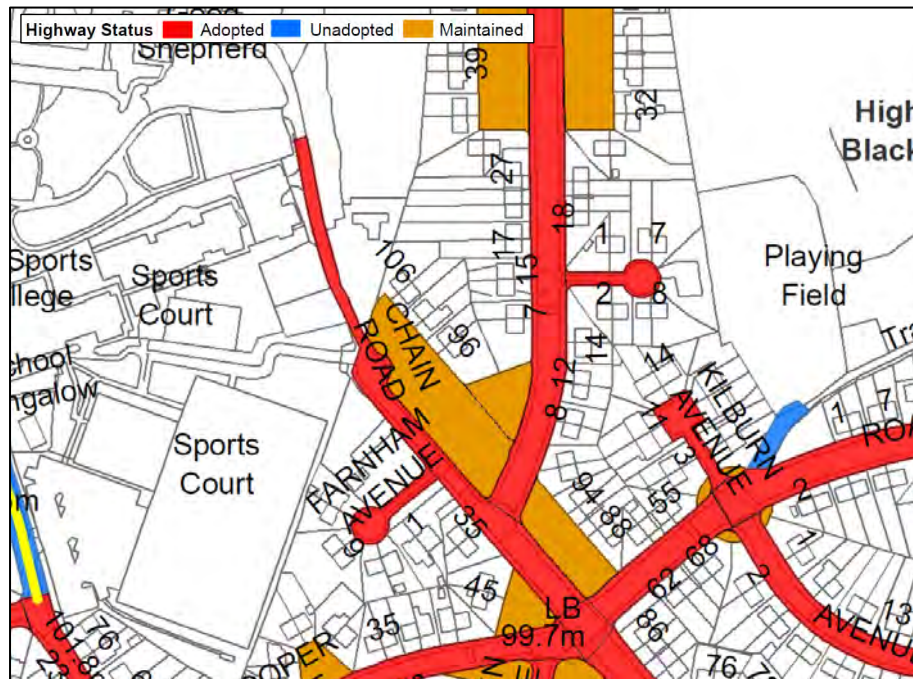


2.2 Existing Local Highway Network

2.2.1 The southern part of Chain Road is a two-lane highway with a carriageway in both directions to a width of circa 9m and has footways along both flanks of the carriageway. As Chain Road routes north to the Site (and within the red line boundary) it narrows to a minimum width of 4.4m and is flanked by hedges on both sides, with no current provision for pedestrians. Chain Road is privately owned north of the access to Meade Hill School. The area adopted is shown in Image 2.2. This road solely provides access to the development Site, Meade Hill School and the St Euphrasias Care Home.

2.2.2 The adopted extent of Chain Road is subject to a 30mph speed limit.

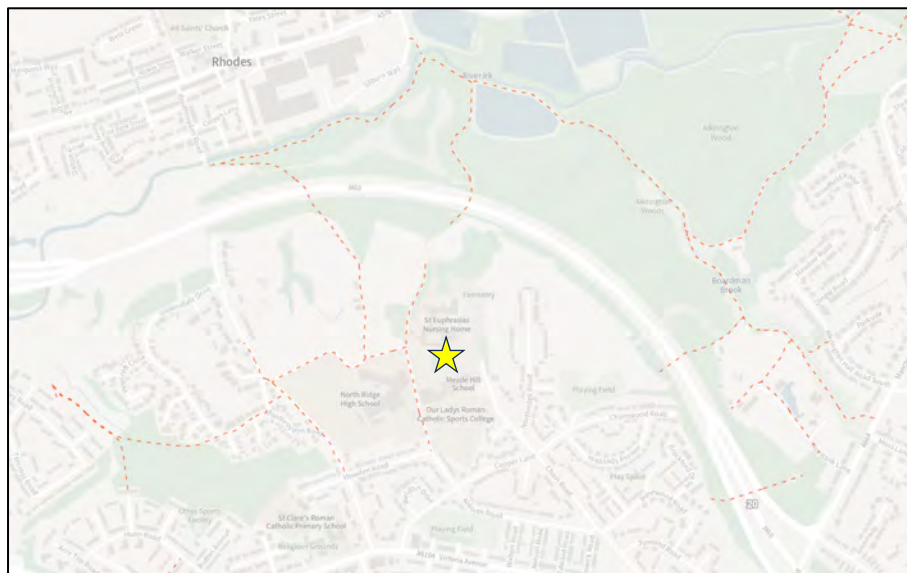
Image 2.2 Adopted Highway Extent



2.3 Public Rights of Way

2.3.1 As is shown in Image 2.3 a number of public rights of way routes provide access from the Site to the north and west, including a number of visitorial areas. No PRow's route through the Site.

Image 2.3 Public Rights of Way



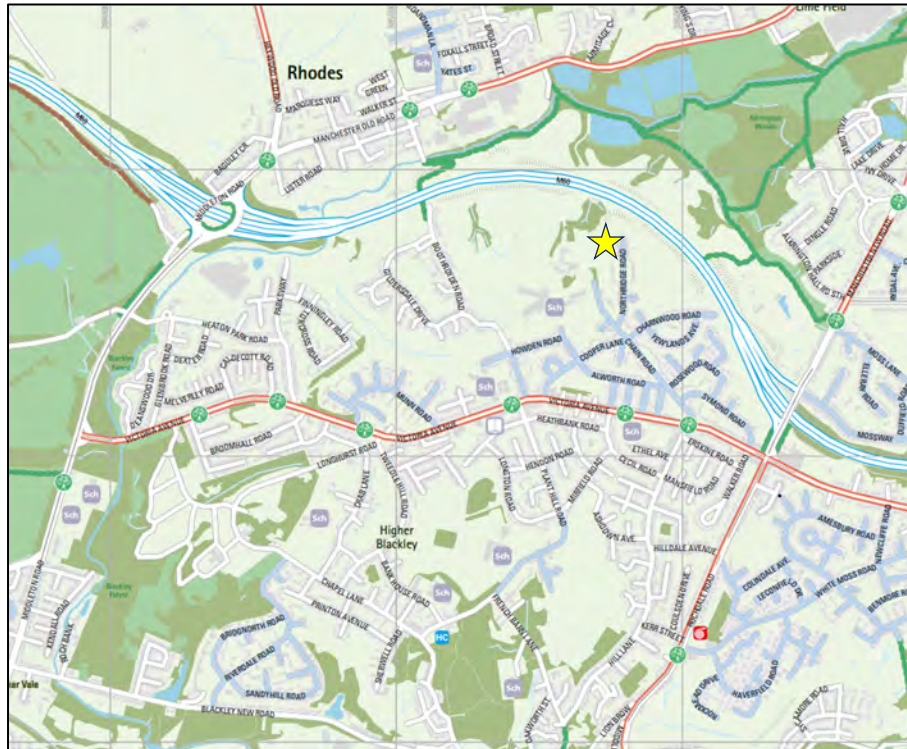
2.4 Cycle Infrastructure

2.4.1 The Site has access to a network of high-quality cycle infrastructure. Transport for Greater Manchester (TfGM) have a cycle network in place across Greater Manchester, as shown in Image 2.4 below.

2.4.2 The green and brown lines show off-road traffic free routes, the red lines show on-road routes, with cycling facilities.

2.4.3 As is shown, the entirety of Victoria Avenue to the south of the Site has on road cycle routes along both flanks, with a number of toucan crossings provided along its extent. In addition to this a network of off road high quality routes are provided to the north of the Site which are accessible via the underpass to the north of the Site under the M60. The Site is depicted by a yellow star.

Image 2.4 Extract of TfGM Cycle Network



2.5 Existing Bus Services/Facilities

2.5.1 There are a number of services operating within the vicinity of the Site with the nearest bus stop located on Victoria Avenue, approximately 650m from the Site.

2.5.2 A summary of the services available at the nearest stops is provided in Table 2.1.

2.6 Existing Rail Services/Facilities

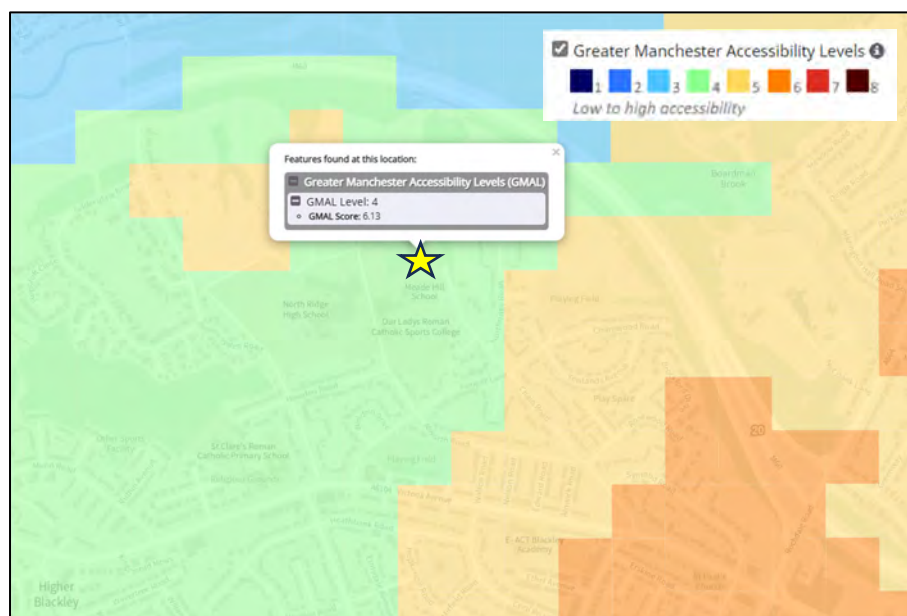
2.6.1 Moston Train Station is approximately 3.5km to the south east of the Site. The typical frequency is four services per hour to locations including Rochdale, Blackburn and Clitheroe.

2.6.2 Moston Train Station benefits from seating, shelter and 10 cycle storage spaces.

2.7 Greater Manchester Accessibility Level Score

2.7.1 As discussed in section 2.4 the Site is located in a sustainable location. Figure 3 shows that the Site is within close proximity to 4 local bus stops. Furthermore, the Site is located in an area that has a Greater Manchester Accessibility Level (GMAL) 4 out of 8 with a score of 6.13, as shown in Image 2.7 (site denoted by yellow star) and therefore demonstrates a reasonable level of accessibility.

Image 2.6 Manchester GMAL Map



2.7.2 The GMAL measure reflects:

- Walking time from the point of interest to the public transport access points;
- The number of services (bus, Metrolink and Rail) available within the catchment area;
- The level of service at the public transport access points - i.e. average waiting time; and
- The operating areas of Local Link (flexible transport) services.

3. Objectives and Scope of Travel Plan

3.1 Objectives and Scope of the Plan

3.1.1 This TP shall, by containing appropriate measures, assist in reducing the number of trips made to and from the development by private single occupancy car.

3.1.2 All visitors and employees shall be made aware of the measures included in the TP. This is to ensure that positive benefits can be delivered, and the number of trips undertaken by public transport, car share, walking, running, and cycling are increased.

3.1.3 To ensure that the measures contained within the TP can deliver a sustainable travel demand pattern for the development it is important to identify some key objectives.

3.1.4 The overall travel management objectives are:

- Promoting walking, cycling, church bus and public transport as the primary modes of travel for visitors and employees;
- To deliver agreed targeted mode shift from car journeys to alternative modes including multi-occupancy vehicle trips for visitors and employees;
- To deliver better informed journey planning through personalised travel planning; and
- The provision of facilities within the Site to encourage means of sustainable transport usage.

3.2 Travel Plan Targets

3.2.1 This Travel Plan aims to promote travel choice for the employees and visitors to increase the use of sustainable transport means. Overarching objectives and targets for the site are to be set once the baseline travel surveys have been carried out.

3.2.2 Targets will be 'SMART' i.e., they must be:

- **Site-specific**
- **Measurable**
- **Achievable**
- **Realistic and**
- **Time related**

3.2.3 To establish Site-specific modal split targets, detailed travel surveys have been undertaken based on the existing church facility.

3.2.4 The existing congregation is made up of families, and families all travel together in groups. The growth in the church from its current congregation (1,050) to 1,500 will remain with the same characteristics. A total of 700 of the future congregation will be children, equating to 40% of the total of congregation.

3.2.5 In order to achieve the church's sustainability goals, efforts have been made to promote the use of public transport and reduce the reliance on cars.

3.2.6 A summary of how the congregation travel to Sunday Service at the existing church facility is shown in Table 3.1, including a comparison with the expected modal shift resulting from the maximum capacity of the proposed church.

Table 3.1 Congregation Mode Split (Sunday)

Use	Current	Proposed	Change
Car Occupant	66.28%	49.2%	-17.08%
Church bus	13.57%	28.80%	+15.23%
Public bus	10.08%	10.08%	-
Cycle/Scooter	1.16%	2.39%	+1.17%
Taxi	6.20%	6.20%	-
Tram/Train	0.39%	0.39%	-
Walk	2.33%	3.00%	+0.67%
Total	100%	100%	-

3.2.7 A church bus service has been established to manage traffic to and from the Site during services and this is proposed to be expanded to encourage more church users to travel sustainably. With the anticipated growth in congregation size, this bus service is proposed to increase by 15.23%, decreasing car usage for travel to and from the Site.

3.2.8 The proposal includes 40 covered and secure cycle storage spaces. These are in excess of the amounts identified in the travel survey but allow some additional capacity in order to allow people to arrive at the Site by sustainable means. Space has also been identified to the northwest of the Site where additional cycle spaces could be installed in the future if demand dictates. Enhancing these cycle facilities is expected to increase cycling and scootering to the Site by +1.17%, reducing car use for travel.

3.2.9 The Site is located in close proximity to large residential areas which provides an opportunity for a slight increase in walking and cycling which will be promoted through this Travel Plan.

3.2.10 The travel surveys outlined in Table 3.1 indicate an anticipated increase in sustainable transport methods to the Site, resulting in reduced car dependency and less traffic congestion around the Site during peak times.

4. Site Accessibility

4.1.1 This chapter describes the accessibility of the Site by non-car modes and sets out how the additional improvements and measures proposed will further enhance accessibility and minimise car trips. The measures proposed accord with policy objectives contained within national and local documentation.

4.1.2 The measures proposed which will positively influence trips by foot and cycle include:

- Cycle parking provision throughout the Site;
- New pedestrian entrance is to be provided to the east of the access road;
- Extended footpath over council-maintained land; and
- Travel Plan Measures.

4.2 Pedestrian Accessibility

4.1.1 The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”. The acceptability of walking trips up to 2km (an approximate 25-minute walk time) is also supported in the CIHT document ‘Providing for Journeys on Foot’.

4.1.2 Using GIS Network Analyst software typical walk times (up to 30 mins) from the proposed Site centre to specific local facilities situated in close proximity to the proposed Site are shown on Figure 2. This figure demonstrates that:

- A number of residential areas within Higher Blackley are within a 25-minute walk from the Site;
 - A number of bus stops along Victoria Avenue are within a 15-minute walk; and
 - A number of off-road footways are provided within a 20-minute walking distance of the Site, specifically to the north, connecting the Site to the residential area to the north of the M60.
- 4.1.3 It is therefore concluded that the proposed Site will provide good accessibility by foot to a range of local residential areas. This helps reduce the need to travel to the Site by car.

4.3 Accessibility by Cycle

4.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km. Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 3. This figure shows that

- The entirety of Higher Blackley is within a 5-minute cycle ride;
- The residential areas of Charlestown, Rhodes, Lime Field and Alkrington Garden Village are within a 10-minute cycle ride;
- The residential area of Middleton is within a 15-minute cycle ride;

- Moston Train Station is within a 15-minute cycle ride;
- The residential areas of Langley, Blackley, Cheetham Hill, Broughton Park, Sedgley Park and Heaton Park are within a 20-minute cycle ride; and
- The residential areas of Prestwich, Chadderton, Whitefield and North of Manchester City Centre are within a 25-minute cycle ride.

4.2.2 It is also considered that the more active employees and attendees will choose to cycle further than this guideline distance.

4.2.3 It is therefore concluded that the proposed Site, will provide cycle accessibility to a range of local residential areas within a 25-minute cycle distance, many of the routes are off road.

5. Roles and Responsibilities

5.1 Introduction

5.1.1 An important aspect of a successful TP is the allocation of sufficient resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

5.2 Developer & Management Group

5.2.1 The Winners Chapel Manchester will appoint a Travel Plan Co-ordinator and provide sufficient resources to the TPC to enable the travel plan targets to be met. They will also assist in promoting sustainable travel to the Site, including the extension of the bus services and assist in the implementation of the travel plan strategy.

5.3 Travel Plan Co-ordinator

5.3.1 Six months prior to occupation of the Site, the Management Group will be required to provide details of their TPC to Manchester City Council. The contact prior to the TPC being appointed will be Chris Taylor at Mosodi:

Chris Taylor
07799 681 807
Chris@mosodi.co.uk

5.3.2 The TPC will be responsible for reducing single car occupancy for the site and promoting alternative modes of travel. The TPC is to be appointed by the development company 6 months prior to first occupation and will remain in place for three years from full occupation. Following this, a decision will be made by the Management Group in coordination with Manchester City Council as to whether the TPC role remains with the TPC or can be undertaken by the management group.

5.3.3 Prior to initial occupation, the TPC shall update and/or acquire all the supporting information such as public transport timetables and cycle maps and review the overall contents of the document to ensure its currency and relevance.

5.3.4 The TPC will also undertake an event at the existing church in order to disseminate the travel information to the congregation prior to travel patterns being established. The TPC will also undertake an event on first occupation of the proposed Site in order to provide trouble shooting advice to the congregation on any issues experienced.

5.3.5 Following occupation of the Site, a travel survey will be undertaken which will capture details of individual circumstances, travel patterns and preferences etc. The surveys can be carried out either online (enabling efficient collation of data) or can be paper based.

5.3.6 The duties of the TPC will include:

- Oversee the gathering of information, e.g., the travel questionnaire. The TPC will agree a template with the relevant authorities prior to issue to visitors;
- The TPC will be required to coordinate the survey process ensuring that appropriate monitoring and data gathering procedures are in place;
- Liaison with the visitors to explain the objectives and benefits of the TP to

ensure awareness of the Plan and to encourage participation;

- Acting as a focal point for all transport, access and travel related issues;
- Provide promotional material of the health benefits of walking and cycling;
- Actively encouraging and promoting visitors to walk, cycle or use public transport to travel to and from the Site. Hence visitors will be encouraged to be fully aware of different travel options which are available from the Site;
- Obtaining up to date details of the information required in the Travel Plan;
- Implementing, monitoring, and reviewing the Travel Plan, this will be done in close consultation with the Management Group;
- Liaison with stakeholders with respect to coordinating meetings, TP initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift etc;
- Monitor the use and take up of EV charging bays and advise the management team when further charging units are required;
- Monitor the use of cycle, motorcycle and car parking spaces and ensure that the layout of the car parks meet demand; and
- Promote car share opportunities within the church.

5.3.7 The suggested travel management measures included in this TP is not an exhaustive list and should be subject to on-going review.

6. Travel Plan Measures

6.1.1 The primary objective of the transport strategy and development proposals is to influence travel behaviour such that:

- Single occupancy car trips are reduced and minimised as much as possible; and
- Access to the Site by all other modes, particularly walking, cycling and public transport is promoted, encouraged, and enhanced.

6.1.2 As part of the overall development scheme, it is therefore proposed to undertake a range of infrastructure improvements and implement a package of transport related measures to ensure that the objectives are achieved. This section looks at the measures that will be considered by each tenant of the development.

6.1.3 To persuade people to change their mode of travel it is necessary to introduce a varied mix of incentives e.g., good quality cycling facilities. For the development Site the proposed range of infrastructure improvements and transport related measures are described in this section.

6.2 Sustainable Travel infrastructure

6.2.1 The proposed masterplan is contained in Appendix A of the TP and the key details are summarised as follows:

- 20 public car parking spaces to be fitted with EV charging facilities (10%);
- 40 covered and secure cycle storage spaces. These are in excess of the amounts identified in the travel survey but allow some additional capacity in order to allow people to arrive at the Site by sustainable means;
- Minibus/coach drop off facility provided adjacent to the entrance which can accommodate up to 7 full size coaches;
- Chain Road will be widened to 5.5m in order to accommodate coaches passing cars occasionally;
- New pedestrian entrance is to be provided to the east of the access road and has been designed to limit the impact along the tree lined access;
- Extended footpath over council-maintained land; and
- A double yellow line TRO is proposed from the junction with Northridge Road North to and through the Site. This will be controlled by Manchester Council within the current adoption limits and through on-site management for the area within the Site.

6.3 Active Travel

6.3.1 The detailed action plan will be developed prior to occupation after appointment of the TPC, however some key details are summarised as follows:

- Provide plans and up to date information to visitors indicating pedestrian/ cycle routes in the surrounding area;
- Raise awareness of cycle routes within Manchester at <https://tfgm.com/cycling-district-maps> and on the Bee Network <https://activetravel.tfgm.com/bee-network-whats-happening-near-me/>
- Promote the health benefits of walking and cycling <https://www.sustrans.org.uk/our-blog/get-active/2019/everyday-walking-and-cycling/health-benefits-of-cycling-and-walking/> ;
- Promote British Cycling membership to visitors and employees and the associated benefits including cycle insurance and local clubs and events;
- Establish links with local running clubs and promote the benefits of running to employees and visitors;
- Provide a sustainable travel leaflet to new visitors and employees and update as and when required;
- Promote <https://www.cyclestreets.net/> as a cycling journey planner and <https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner> as a walking journey planner in the local area; and
- Work with on-site e-bike supplier to establish a visitor and promotional collateral for visitors and employees.

6.4 Public Transport

- Promote the TfGM Bus web site for information on bus services, timings and ticketing <https://tfgm.com/public-transport/bus>;
- Promote the TfGM rail web site <https://tfgm.com/public-transport/train> national rail websites for Moston train station as a source of information for rail travel;
- Set up ticketing discounts for employees and visitors with public transport operators Northern Rail, Arriva, and Stagecoach.
- Provision of up-to-date public transport information including hard copies of timetables in communal areas. The TPC will be responsible for ensuring that employees are fully aware of the sources of information that are available; and
- Web links to public transport information are to be provided on the tenant websites.

6.5 Church Transport

- The church will identify clusters of congregation and organise mini-bus or coach travel to the church for services and special events;
- Provision of coach drop off facility adjacent to main access into the church;

6.6 Car Sharing & Car Clubs

- Work with TfGM Sustainable Travel Team to promote Car Share GM/Liftshare to visitors and employees;
- The concept and benefits of car sharing will be promoted and incentivised across the site by the TPC. TPC will be responsible for ensuring that car share information is visible in communal areas;
- Provide visitors of the Site with information on car sharing and work with the church to identify opportunities for car sharing.

6.7 Other Measures

6.7.1 Consider provision of the following measures that reduce the need to travel by car:

- On-site event at existing church prior to the move to the new facility to provide information to travel sustainably;
- On-site event at proposed church at first occupation to trouble shoot any issues with accessing the church via sustainable modes of travel;
- Assist with identification of clusters of congregation to ensure the efficient spread of church coach/mini-bus services;
- Annual on-site event to promote sustainable travel alongside key partners including TfGM; and
- Establish travel related on-site communication channel via social media or utilise previously established main channel. This could be managed by the Management Group.

7. Monitoring and Review

7.1.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and failure) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC and will be distributed to tenants with guidance.

7.1.2 The visitor/employee surveys will be carried out on an annual basis (year on year from the anniversary of the baseline surveys being carried out) with additional informal monitoring of facilities such as cycle parking and travel information.

7.1.3 Initial surveys will be completed by each visitor and employee within 3 months of initial occupation.

7.1.4 An annual monitoring/review report will be prepared and submitted to Manchester City Council within 12 weeks of the surveys being completed. Surveys will be undertaken on an annual basis as a minimum.

7.1.5 The survey will include the following elements:

- How visitors and employees currently travel to the site;
- How visitors and employees prefer to travel to the site;
- Whether visitors own a car and where they park;
- How visitors and employees would travel to the site if there were no barriers to their chosen mode;
- Measures that would encourage visitors and employees to use sustainable modes;
- Home location of visitors and employees (for example by postcode area) and;
- Travel needs/restrictions.

7.1.6 It is imperative that an appropriate number of visitors and employees are surveyed to ensure that the data collected is representative of overall travel patterns. Therefore, a target of 30% of total adult visitors is targeted as a minimum response rate. Further measures to increase the response rate will be agreed with the Management group.

7.1.7 The monitoring reports must also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period. Any progress made will be reported by the TPC to the steering group and other stakeholders.

7.1.8 The annual monitoring report will include a commitment from all parties in the steering group to achieve the targets set out within both the monitoring report and this Travel Plan.

7.1.9 The monitoring needs to include reviews of how well the plan is working against its objectives, it should also include targets for discussion and agreement with the steering group. The monitoring report will provide details on timescales for change and where the responsibilities lay for actioning this change.

7.1.10 The TP needs to be active and to be developed in conjunction with the survey results/experiences of the TPC. For example, if there is little/no car sharing

occurring amongst the visitors, it would be appropriate for the TPC to review and focus on the promotion of car sharing.

7.1.11 As discussed in previous sections, the TPC will monitor provision of cycle parking, EV charging, etc to ensure that provision is appropriate. Where additional facilities are required, these will be provided and advertised. The TPC will also monitor the use of car parking spaces and car ownership levels and advise if the on-site car parking can be used more efficiently for alternative forms of travel.

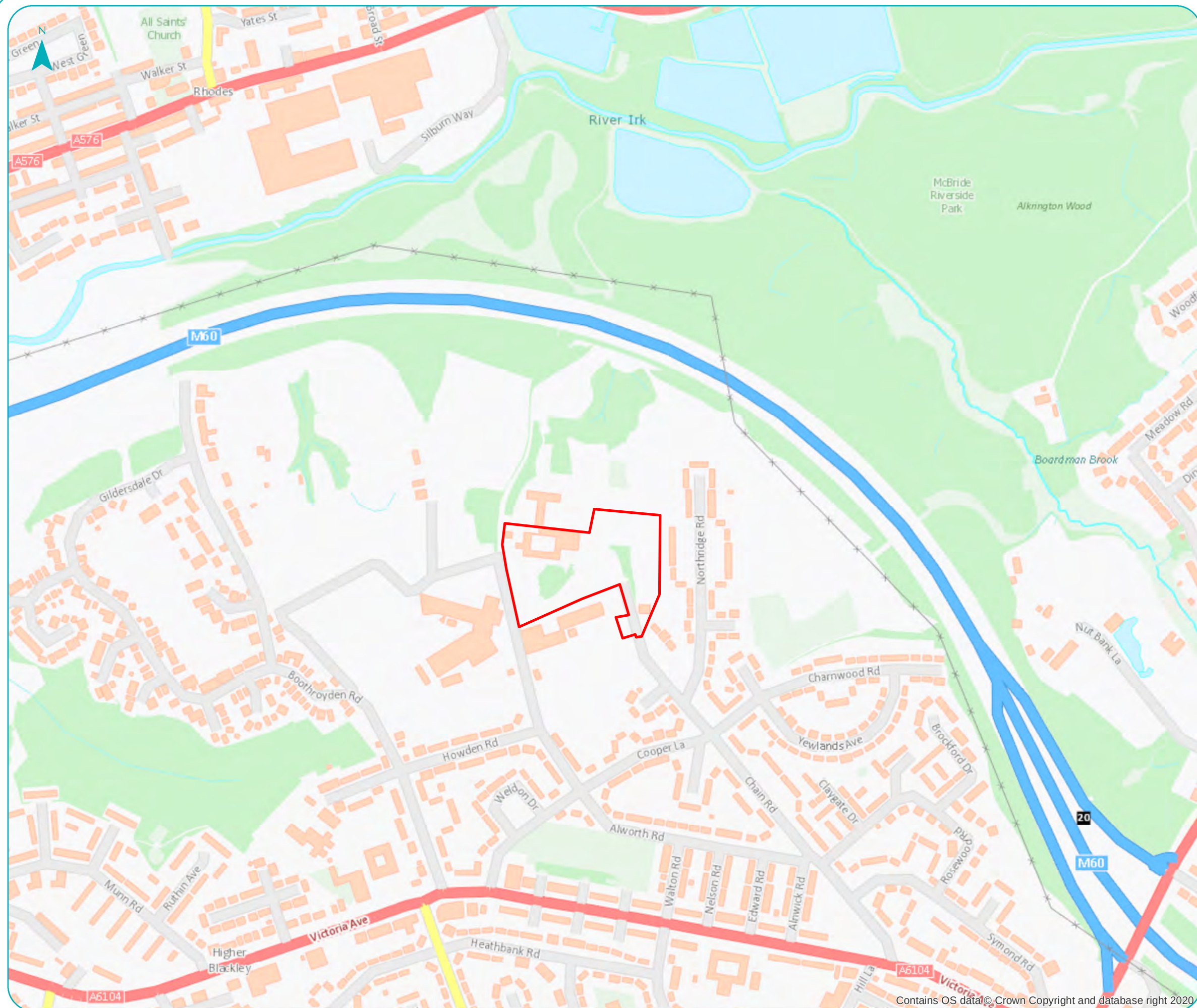
7.1.12 The monitoring report should highlight any second wave measures to strengthen the plan should it fail to meet the targets set out in the FTP.

7.1.13 Second wave measures may include, for example,

- Additional cycle spaces;
- Additional mini-bus/coach services; and
- Additional EV charging facilities.

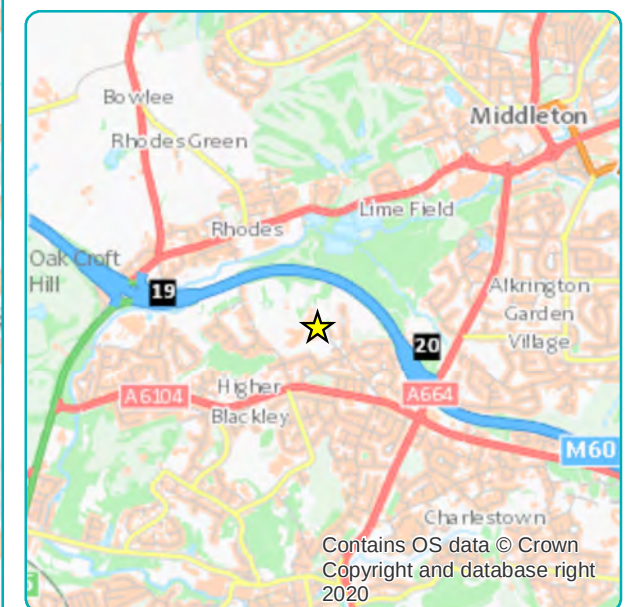
7.1.14 At this stage it is not appropriate to confirm the exact nature of the secondary measures as the appropriateness of each will be informed by the travel plan surveys and monitoring report – furthermore they may not be required. This will enable any failing areas to be specifically focused on. Additionally, specific second wave measures, if appropriate, will be devised through the management group to ensure that the measures are focused and offer synergy with other developments where appropriate.

Figures



Key

- ★ Proposed Site Location
- Indicative Site Boundary

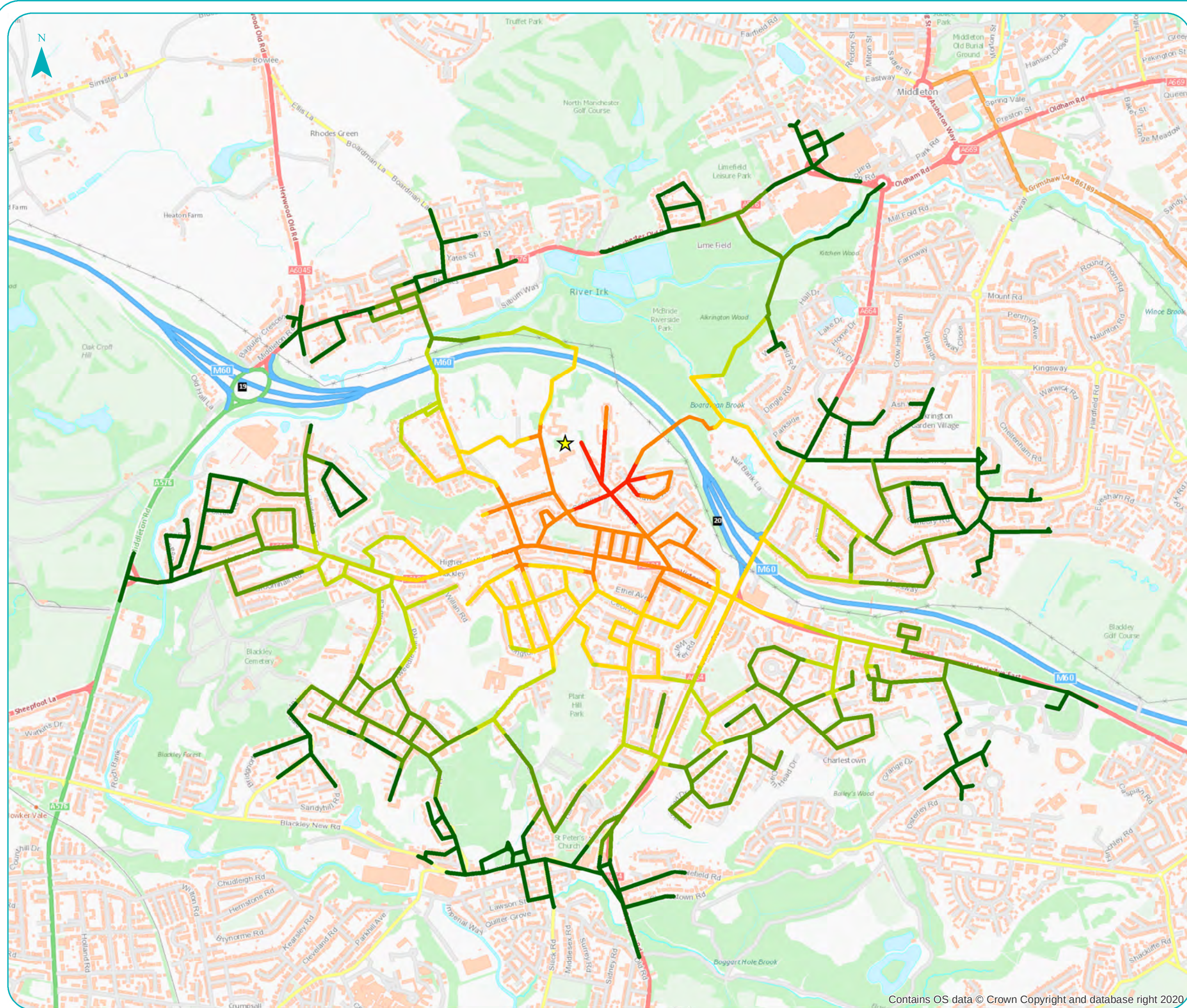


Winners Chapel Chain Road, Blackley Site Location Plan

Figure 1

Scale @ A3 1:5,000

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Key

★ Site Location

Walk Accessibility (4.8kph)

0-5 Minutes

5-10 Minutes

10-15 Minutes

15-20 Minutes

20-25 Minutes

25-30 Minutes

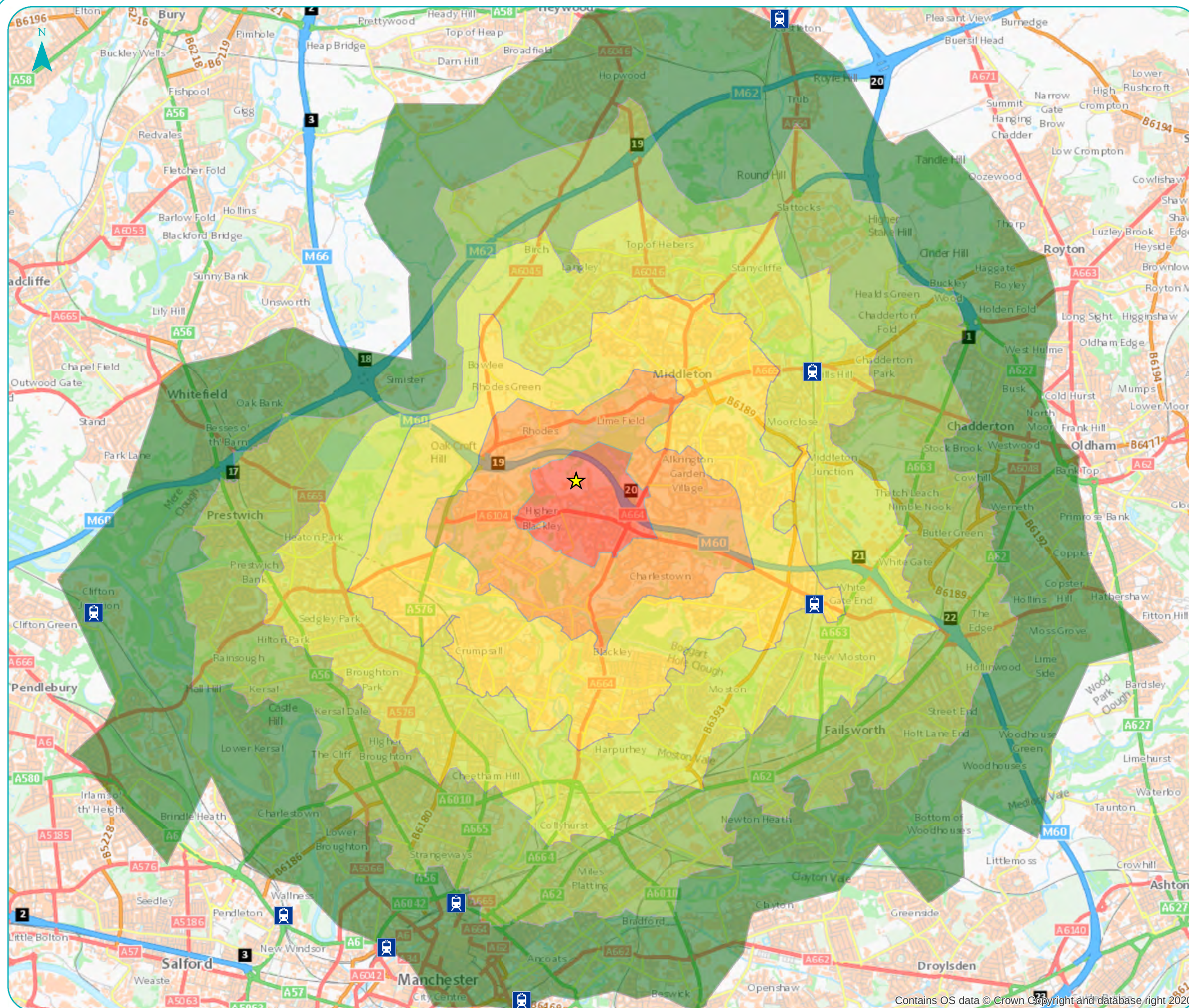
Winners Chapel
Chain Road, Blackley
Pedestrian Accessibility

Figure 2

Scale @ A3 1:15,000

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Key

★ Site Location

🚂 Railway Stations

Cycle Accessibility (16kph)

0-5 Minutes

5-10 Minutes

10-15 Minutes

15-20 Minutes

20-25 Minutes

25-30 Minutes

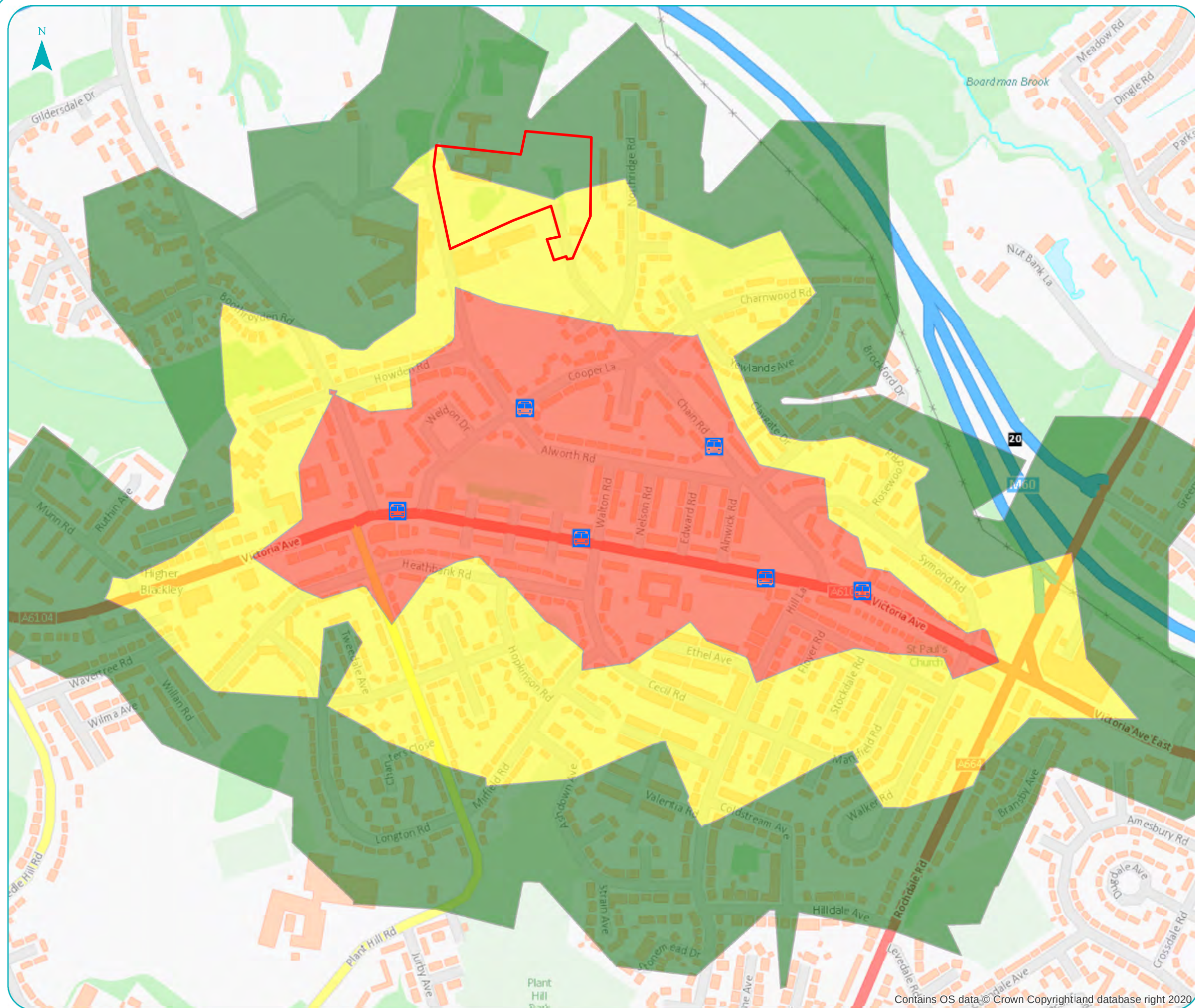
Winners Chapel
Chian Road, Blackley
Cycle Accessibility

Figure 3

Scale @ A3 1:50,000

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Key

Indicative Site Boundary

🚌 Bus Stop

Distance (m)

0-200m

200-400m

400-600m

Winners Chapel
Chain Road, Blackley
Bus Stop Accessibility

Figure 4

Scale @ A3 1:5,000

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Key

- ★ Proposed Site Location
- ★ Existing Site Location
- Private Vehicle
- Car Share (Driver)

Winners Chapel
Car Drivers of Congregation
to Winners Chapel

Figure 5

Scale @ A3 1:150,000

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Appendices

Appendix A Masterplan

1 : 500 @ A1

0m 10m 20m 30m 40m
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