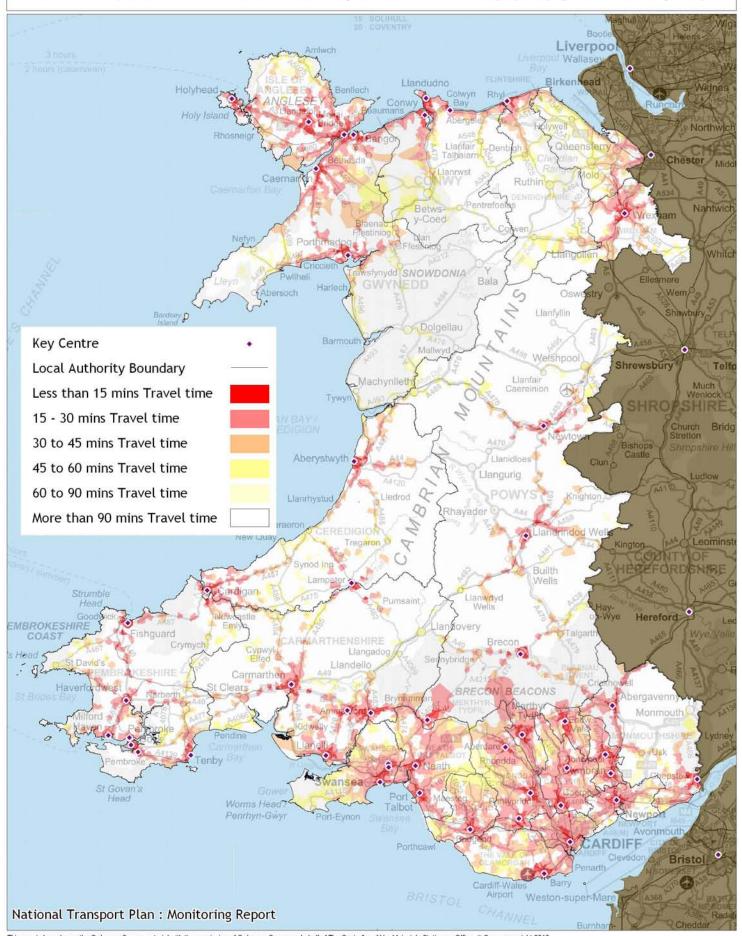
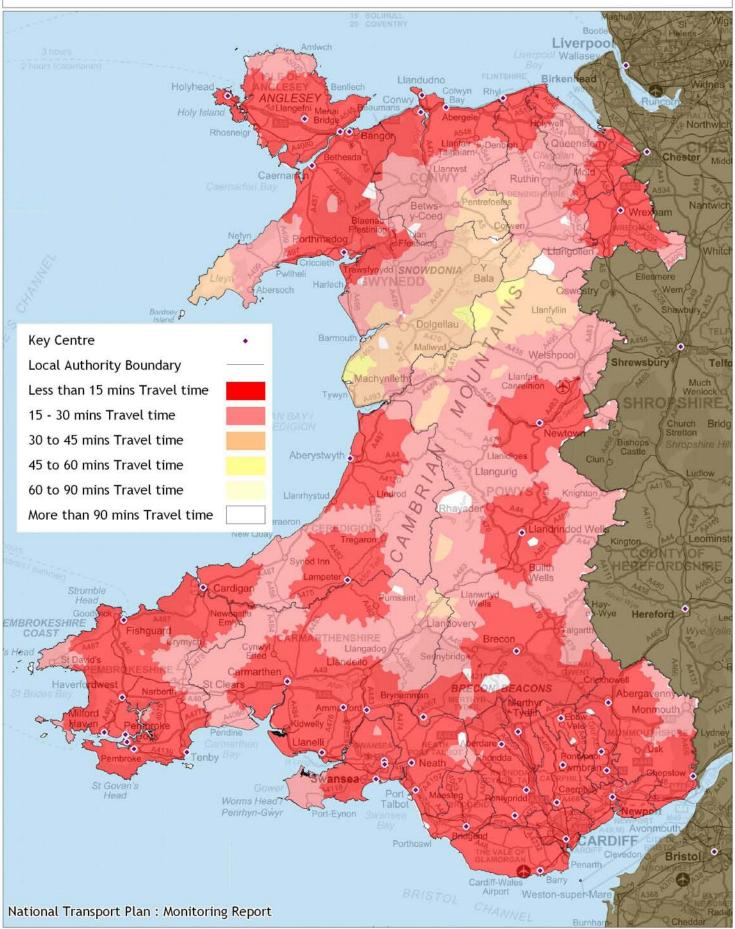
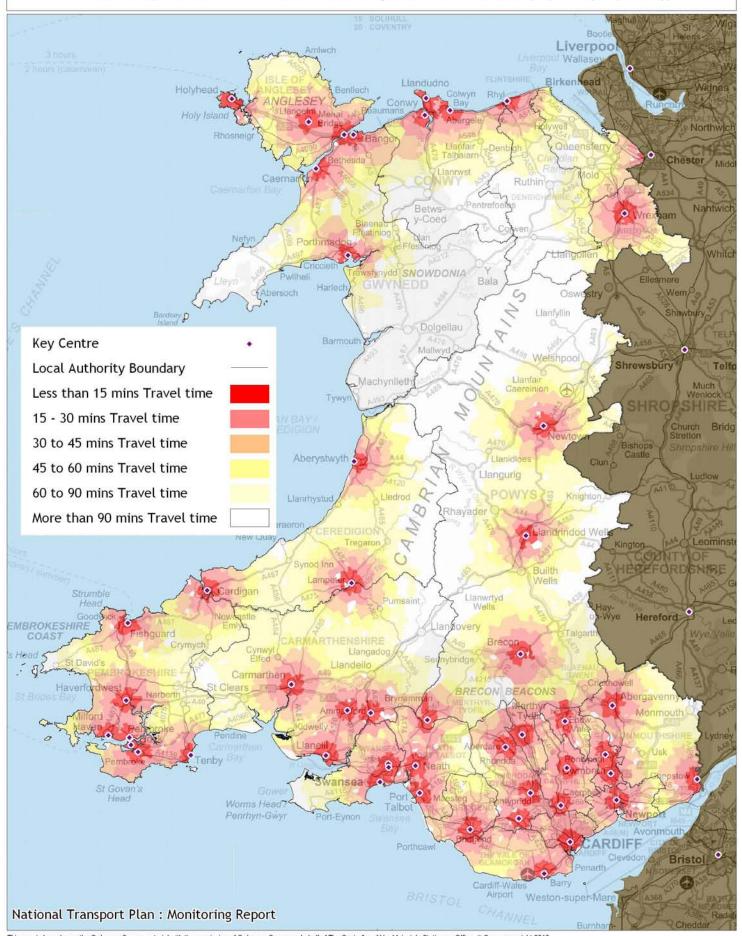
3.1 The proportion of households within 15, 30, 45, 60, and 90 minutes travel time threshold(s) of a 'Key Centre' (as defined by the Regional Transport Consortia) between 10 a.m. and 12 p.m. on a Tuesday (i. by public transport)



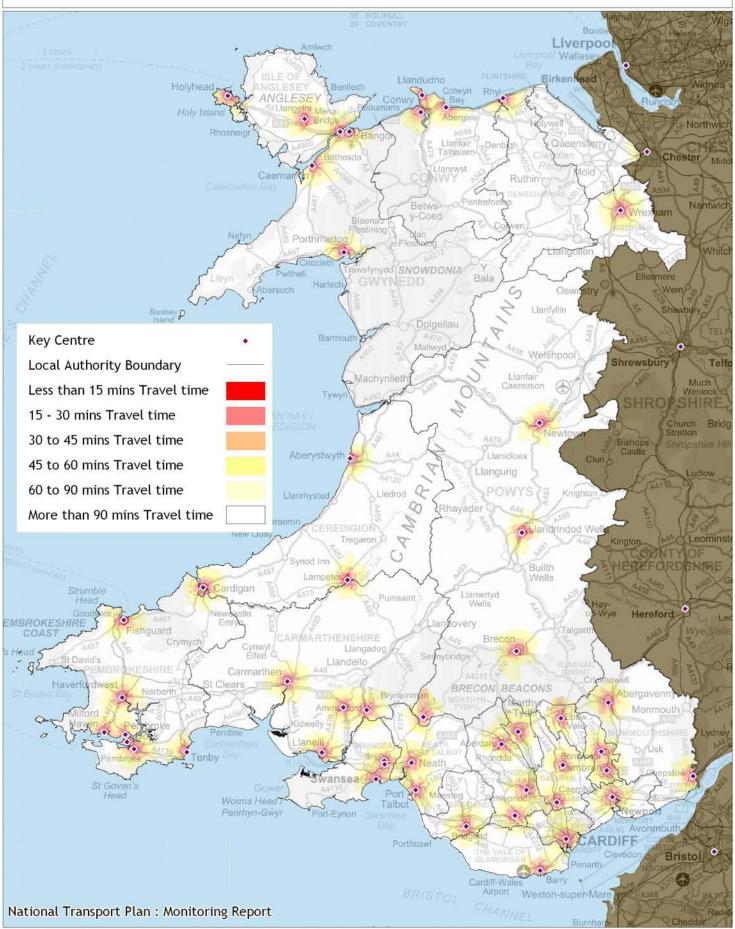
3.1 The proportion of households within 15, 30, 45, 60, and 90 minutes travel time threshold(s) of a 'Key Centre' (as defined by the Regional Transport Consortia) between 10 a.m. and 12 p.m. on a Tuesday (ii. by car)



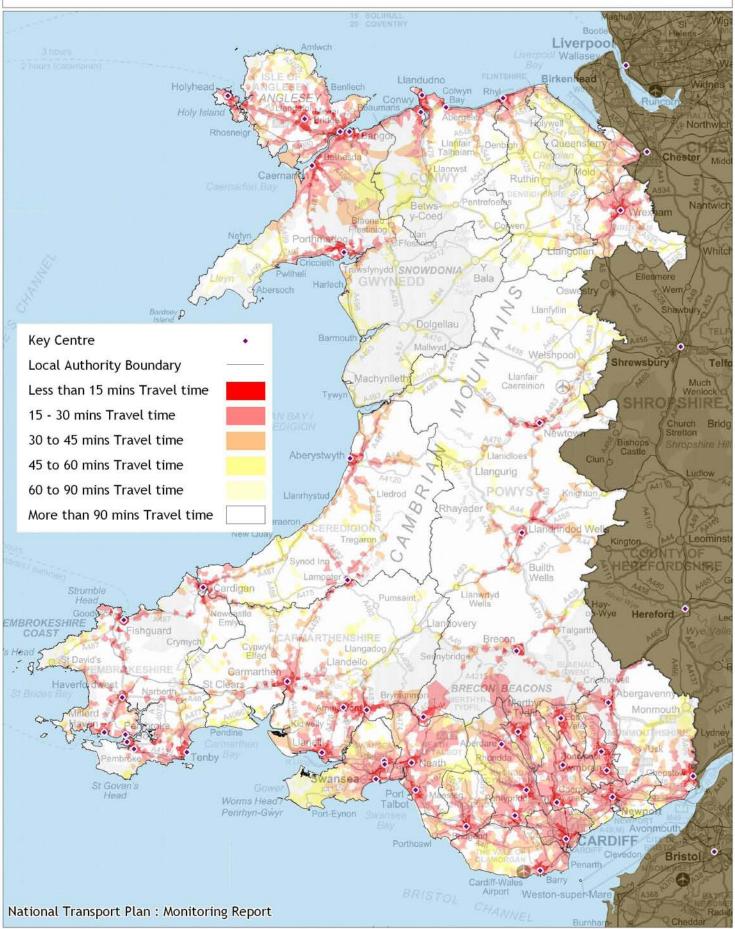
3.1 The proportion of households within 15, 30, 45, 60, and 90 minutes travel time threshold(s) of a 'Key Centre' (as defined by the Regional Transport Consortia) between 10 a.m. and 12 p.m. on a Tuesday (iii. by cycling)



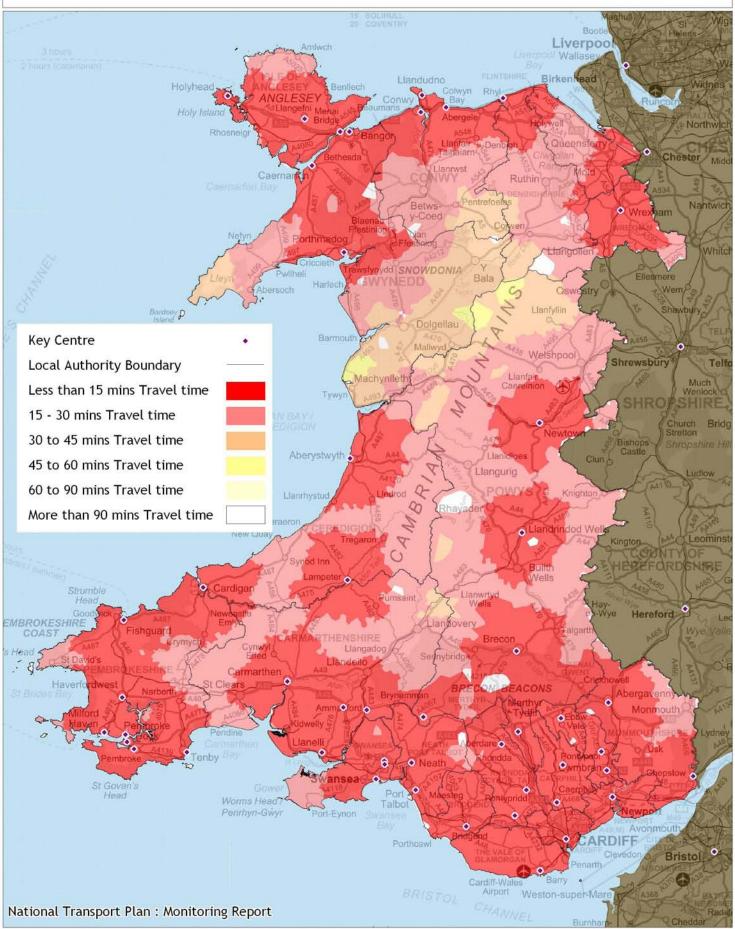
3.1 The proportion of households within 15, 30, 45, 60, and 90 minutes travel time threshold(s) of a 'Key Centre' (as defined by the Regional Transport Consortia) between 10 a.m. and 12 p.m. on a Tuesday (iii. by walking)



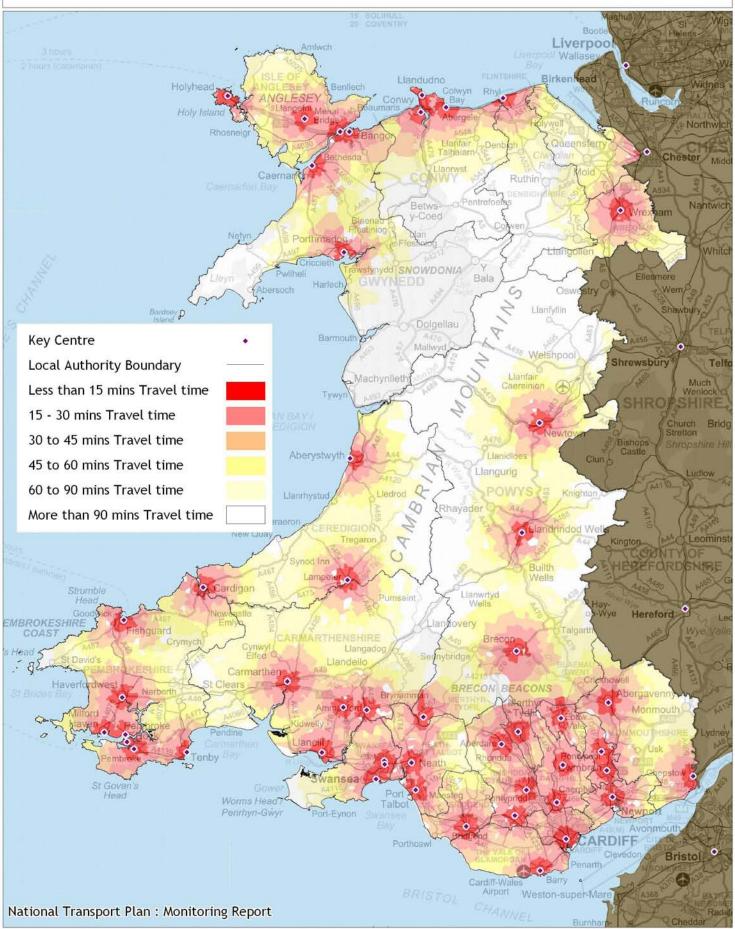
3.2 The proportion of households within 15, 30, 45, 60, and 90 minutes travel time threshold(s) of a 'Key Centre' (as defined by the Regional Transport Consortia) between 8 a.m. and 12 p.m. on a Saturday (i. by public transport)



3.2 The proportion of households within 15, 30, 45, 60, and 90 minutes travel time threshold(s) of a 'Key Centre' (as defined by the Regional Transport Consortia) between 8 a.m. and 12 p.m. on a Saturday (ii. by car)



3.2 The proportion of households within 15, 30, 45, 60, and 90 minutes travel time threshold(s) of a 'Key Centre' (as defined by the Regional Transport Consortia) between 8 a.m. and 12 p.m. on a Saturday (iii. by cycling)



3.2 The proportion of households within 15, 30, 45, 60, and 90 minutes travel time threshold(s) of a 'Key Centre' (as defined by the Regional Transport Consortia) between 8 a.m. and 12 p.m. on a Saturday (iv. by walking)

