

St. Andrews Major Golf course
Greenyard Farm,
Argae Lane
Vale of Glamorgan.

TRANSPORT STATEMENT

January 2017

A decorative graphic at the bottom of the page consisting of a wavy, multi-colored band in shades of red, orange, yellow, and pink.

Applicant: St. Andrews Major Golf course

Project no: T16.161

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Project name: Greenyard Farm, Argae lane, Vale of Glamorgan

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1.0 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport has been appointed by St. Andrews Major Golf course to produce a Transport Statement in support of an outline planning application for the conversion of two barns for residential use and the development of 12 log cabins/pods for tourism use. The proposed development is off Argae Lane in the Vale of Glamorgan.

1.1.2 The development is situated within St. Andrews Major Golf course 4km to the east of Barry town centre and 2km and 5km west of Dinas Powys and Penarth respectively. Cardiff city centre is 7.5km to the north east of the development. The site is surrounded by Greenfield land off Argae Lane.

1.2 Purpose of the report

1.2.1 The purpose of this report is to detail the likely transport characteristics of the proposed development, and identify the potential impact of the proposals on the surrounding transport network. This report also considers the on-site layout with regard to parking provision.

1.3 Structure of the report

1.3.1 Following this introductory chapter, the report is structured as follows:

- Section 2 details the existing situation including an accident analysis within the surrounding highway network;
- Section 3 outlines the development proposals;
- Section 4 considers the likely travel demand generated by the proposed development on the surrounding transport network; and,
- Section 5 provides the conclusions of the report.

2.0 EXISTING CONDITIONS

2.1 Introduction

2.1.1 In order to assess the impact of the development proposals it is necessary to establish the conditions that exist within the surrounding transport network. This section of the report, therefore, describes the existing transport network within the vicinity of the site.

2.2 Site location

2.2.1 The development is situated within St. Andrews Major Golf course 4km to the east of Barry town centre and 2km and 5km west of Dinas Powys and Penarth respectively.

2.2.2 The site is bounded to the north St. Andrews Major golf course with Little Green, Westra boarding and kennels and Westra Lane further afield. To the south and east by St. Andrews Major golf course and farmland, and to the west by Argae Lane.

2.2.3 The location of the site and the local highway network is shown in **Figure 2.1**.

2.3 Highway network

Argae Lane

2.3.1 Argae lane is a rural lane that runs in a north south alignment, traversing the western boundary of the proposed development site. It provides links to St. Andres Major Golf Club and St Richard Gwyn Catholic High School.

2.3.2 Just south of St. Andrews Major Golf Club, Argae Lane develops into a single carriageway with two lanes. Argae Lane adopts the national speed limit across its length until 500m south of the site where a 30mph speed limit is enforced near St Richard Gwyn Catholic High School.

- 2.3.3 At the roads southern end a signal controlled T-Junction is formed with the A4231 with an off slip on to Argae Lane. The A4231 provides routes into Barry to the south. There is cycle provision at the junction in the form of waiting bays at signals. There is a solid central reservation.
- 2.3.4 A pedestrian subway is under the junction that accessed the other side of the carriageway and leads into Dobbins Road.
- 2.3.5 At the Lanes midpoint, a multi arm junction is formed with Gilbert Lane and Westra Lane. Westra lane provides links to Westra and Dinas Powys to the east and gilbert lane forms one of the arms of the A4231/Gilbert Lane roundabout to the west.
- 2.3.6 The Lanes northern end forms a priority junction with St Andrews Road which provides access to the village of St Andrews Major.
- Barry Docks Link Road (A4231)
- 2.3.7 The A4231 is one of the main access roads to the nearby town of Barry. It has a north west, south east alignment.
- 2.3.8 It is a single carriageway road with two lanes south of the Argae Lane junction. North of the Argae junction, the north bound lane develops into 2 lanes separated from the singular south bound lane by a double white line.
- 2.3.9 At its north-western end, it forms a two-lane arm of the A4050/Port Road roundabout which provides access to the A4232 dual carriageway.
- 2.3.10 At its mid-point, it forms a two-lane arm of the Gilbert Lane/A4231/Trem Y Coed roundabout. This provides access to the nearby Lidl supermarket and residential developments.
- 2.3.11 At its southern end its forms a two-lane arm of the A4055/Sully Moors/ Cardiff Road roundabout. This provides access into Barry town centre and the nearby business park.
- 2.3.12 There are priority junctions across its length that access residential roads.

2.4 Traffic surveys

2.4.1 Automatic traffic counts (ATC) were undertaken on Argae lane both sides of the development access during the period 18th - 25th November 2016.

2.4.2 The counters recorded both volumetric and speed data. The surveys were undertaken during the school term and the roads are understood to have been operating normally with no road-works present in the area during the study period.

2.4.3 A summary of the survey data is shown in **Table 2.1** below and a more detailed summary of results contained in **Appendix A** of this report, full information can be provided on request.

Location	Direction	85 th Percentile speed (mph)	Wet weather speed (mph)
Argae Lane	Northbound	38.1	35.6
	Southbound	36.4	33.9

Table 2.1 Summary of ATC survey results

2.4.4 It is evident from the surveys carried out that the 85th percentile 'wet weather' speeds of vehicles travelling along Argae Lane are 35.6 mph (northbound) and 33.9 mph (southbound). These are within the posted national speed limit of 60 mph.

2.4.5 The resultant visibility requirements at junctions have been derived by way of interpolation from table 7.1 of Manual for Streets are detailed in **Table 2.2** below.

85 th percentile wet weather speeds				
Road	Speed in mph		'X' distance m	'Y' distance in m Based on MfS (2007) stopping sight distances
	Posted speed limit	Observed	2.4	55m 51m
Argae Lane	60	Northbound 35.6 Southbound 33.9		

Table 2.2 Junction visibility requirements based on Table 7.1 of Manual for Streets

2.5 Highway safety

2.5.1 Personal Injury Collision (PIC) data was obtained from www.Crashmap.co.uk for the most recent five year period available for a study area that spans approximately 400m in each direction from the proposed site access (discussed in more detail in Section 3) on Argae Lane.

2.5.2 The plot of the collision locations are shown in **Figure 2.2** and a summary is presented in **Table 2.1** below.

Year	No. of personal injury collisions			Casualties
	Fatal	Serious	Slight	
2012	0	0	0	0
2013	0	0	1	1
2014	0	0	0	0
2015	0	0	0	0
2016	0	0	0	0
Total	0	0	1	1

Table 2.1 Summary of personal injury collision data

2.5.3 It is evident from Table 2.1 and Figure 2.2 that there has been one collision within the study area resulting in one casualty.

2.6 Public transport

Bus

2.6.1 Currently, the closest bus stops are located 1km to the south-west on Dobbins Road another bus stop is in the nearby village of St. Andrews Major around 1.4km to the north. The bus services that call at stops within the proposed development are shown in **Table 2.2** and a map of local public transport infrastructure is shown in **Figure 2.3**.

Service	Route	Frequency
P135	Barry - St Andrew`s Church in Wales Primary School	Mon to Fri, 08:08
	St Andrew`s Church in Wales Primary School - Barry	Mon to Fri, 15:35
S49	Pontypridd Road - St Richard Gwynne High School	Mon to Fri, 08:20
	St Richard Gwynne High School - Pontypridd Road	Mon to Fri, 15:25
S51	Llandough - St Richard Gwynne High School	Mon to Fri, 08:15
	St Richard Gwynne High School - Llandough	Mon to Fri, 15:25
100	Colcott Meggit Road - Colcott Meggit Road via Barry Town - Barry Island	Sunday, every hour 12:00 -23:05

Table 2.1 Summary of bus services operating in vicinity of site

Rail

2.6.2 There are two nearby train stations to the site. Dinas Powys train station is located 1.7km to the east and Cadoxton train station is located 1.8km to the south west. Both stations are on the Vale of Glamorgan line that runs from Cardiff to Bridgend via Barry, Rhoose and Llantwit Major. There are also branch lines to Penarth and Barry Island. Plans to electrify the line have been made and hope to be delivered by 2019 which will reduce journey times and will improve user experience. The south wales rail investment plan can be found at: www.networkrail.co.uk/south-wales-investment-map.pdf

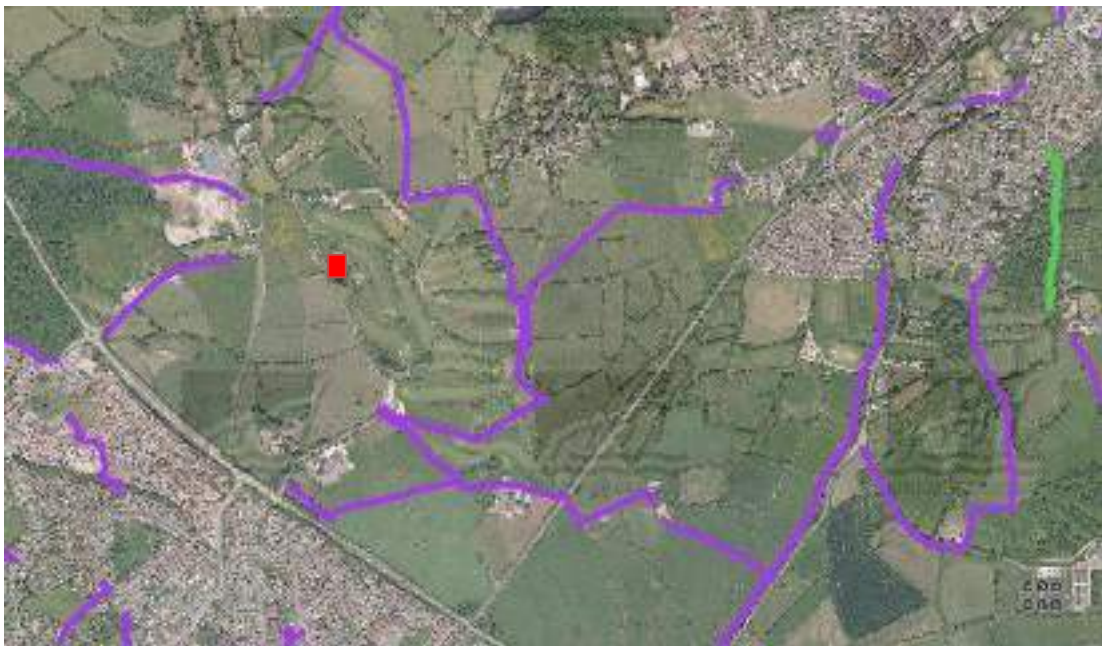
2.6.3 Services calling at the railway stations are operated by Arriva Trains Wales. Trains run approximately every 15 minutes on a Monday – Sat to Cardiff Central.

2.6.4 Those travelling by bicycle have access to cycle storage spaces located at the station.

2.7 Pedestrians and cyclists

Pedestrians

- 2.7.1 As outlined above, there is a pedestrian subway is under the Argae Lane/Barry Docks Link Road junction that accesses the other side of the carriageway and leads into Dobbins Road and residential dwellings.



- 2.7.2 A public right of way runs around the golf course and to the subway and can be seen in the image above.
- 2.7.3 The Chartered Institution of Highways and Transportation (CIHT) guidelines for 'Providing for Journeys on Foot' indicate that the desirable walking distance for commuting is 500 metres, the acceptable walking distance is 1km, and 2km is the preferred maximum. The desirable walking distance for 'Elsewhere' (this includes access to local amenities) is 400m, the acceptable distance is 800m and 1.2km is the preferred maximum.
- 2.7.4 **Figure 2.4** shows the walk distance isochrones from the centre of the site and any local amenities/facilities that are within walking distance.

Cyclists

- 2.7.5 NCN route 88 runs through Barry near the site. National Route 88 of the National Cycle Network is a proposed coastal route between Newport, Cardiff, Bridgend and Margam Country Park. A map of the whole route can be found at <http://www.sustrans.org.uk/ncn/map/route/route-88>
- 2.7.6 Cycle infrastructure within the sites vicinity is shown in **Figure 2.5**.

3.0 DEVELOPMENT PROPOSALS

3.1 Land use

3.1.1 As outlined in Section 1, the outline planning application proposes the conversion of two barns for residential use and the development of a total of 12 log cabins/pods for tourism use.

3.1.2 The mix of cabins/pods is as follows:

2 x Unit A (4 persons);
2 x Unit B (6 persons);
4 X Unit C (4 person); and
4 x Unit D (4 persons)

3.1.3 The layout for the proposed development is shown in **Figure 3.1**.

3.1.4 The following section of the report outlines:

- The proposed access arrangements (for pedestrians, cyclists and vehicular traffic); and,
- The on-site parking provision and site layout.

3.2 Vehicle access and on-site layout

3.2.1 It is proposed to construct a new vehicle access along the western boundary of the proposed development, on to Argae Lane. The access will be in the form of a simple priority junction 60m north of the existing residential access. This access will serve 12 units of holiday accommodation.

3.2.2 The existing access to the farm buildings will be retained to serve the residential barn conversions and the retained farm house.

Site access visibility

3.2.3 A plan of the proposed site access arrangement, detailing a visibility splay of 2.4m 'x' distance by 60m 'y' distance is included at **Figure 3.2**.

3.3 Service vehicle access

- 3.3.1 Both sites will be served by refuse vehicles. On collection day, refuse vehicles will not enter the site, the bins will be located within the site but adjacent to the site access, and once emptied, they will be returned to the bin area.

3.4 Parking provision

Car parking

3.4.1 Car parking will be provided in accordance with the Vale of Glamorgan councils adopted parking standards in their 2011-2026 LDP (Supplementary Planning Guidance 2015).

3.4.2 The area the development is set in is classed as a zone 6 – Deep Rural. Hotel parking standards have been applied and the relevant parking standard is included in table 3.1 below

Dwelling type/no. of units	Parking standard	Maximum Parking provision	Proposed provision
Holiday apartments			
12	1 commercial vehicle space, 1 space per 3 non-residential staff and 1 space per a bedroom.	52+staff	22
Private Housing			
2	1 space per a bedroom (max 3 spaces per dwelling)	6	9
Visitor			
	1 spaces per 5 units	1	1
Total			

Table 3.1 – Parking standards

3.4.3 It is considered that the parking demand of the site will be considerably lower than that of a hotel or hostel. The development proposes multi-occupancy accommodation which will attract families who will attend in a single car and groups of golfing friends who would similarly arrive in a single car or at most two. This is opposed to singular rooms that encourage individual car occupancy reminiscent of a hotel, which the parking standards are based upon.

Cycle parking

- 3.4.4 Cycle parking will be provided in accordance with the Vale of Glamorgan councils adopted parking standards in their 2011-2026 LDP

4.0 TRANSPORT CHARACTERISTICS

4.1 Introduction

4.1.1 To assess the impact of the on the existing transport infrastructure, it is necessary to assess the likely volume of vehicles accessing the site. This section of the report therefore outlines the methodology used to predict the future traffic generation and provides an estimate of likely trips to/from the development site.

4.2 Trip rates

Holiday accommodation – 2 units

4.2.1 The vehicle trip generation rates for the have been obtained from the TRICS 7.3.3 trip generation database. Sites were selected based on the following criteria:

- Land use: Residential – Holiday accommodation;
- Survey days: Monday, Tuesday, Wednesday, Thursday, Friday;
- Number of units: 65- 125 units; and,
- Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

Peak period	Arrivals Trip Rate	Departures Trip Rate	Total Trip Rate	Vehicle Arrivals	Vehicle Departures	Total Vehicles
1000 - 1100	0.144	0.329	0.473	2	4	6
1700 - 1800	0.327	0.169	0.496	4	2	6
Daily	2.806	2.587	5.393	34	31	65

Table 4.1 Summary of trip rates/vehicular generation – Holiday accommodation

4.2.2 It is evident from **Table 4.1** that, based on 12 holiday dwellings the site could generate approximately 6 vehicle movements (two-way) in the AM peak period and 6 vehicle movements (two-way) in the PM peak period.

4.2.3 It should be noted that the proposed development will be linked with the adjacent St Andrews golf club. As a result of this, it is thought that trip rates will be lower than those of the representative sites used in Trics.

4.2.4 The full table of results can be seen in Appendix B

Barn conversions to 2 private residential dwellings

4.2.5 The vehicle trip generation rates for the proposed barn conversions have been obtained from the TRICS 7.3.3 trip generation database. Sites were selected based on the following criteria:

Land use: Residential – Private housing

Survey days: Thursday, Friday;

Number of units: 20 – 372 units; and,

Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

Peak period	Arrivals Trip Rate	Departures Trip Rate	Total Trip Rate	Vehicle Arrivals	Vehicle Departures	Total Vehicles
0800 - 0900	0.106	0.282	0.388	0	1	1
1700 - 1800	0.315	0.198	0.513	1	0	1
Daily	2.102	2.295	4.397	4	5	9

Table 4.2 Trip generation – Houses privately owned

4.2.6 It can be seen from Table 4.1 that the proposed two residential dwellings could generate up to 1 vehicles (two-way) in the AM peak period and up to 1 vehicles (two-way) in the PM peak period.

Combined Trip Rates

4.2.7 The combined vehicle trip generation for the campsites proposals are shown in **Table 4.3** below.

Peak period	Vehicle Arrivals	Vehicle Departures	Total Vehicles
Am	2	5	6
Pm	5	2	7
Daily	38	36	74

Table 4.3 Summary of trip rates/vehicular generation – Total trip generation

4.2.8 It can be seen from Table 4.3 that the proposed development could generate up to vehicles 6 (two-way) in the AM peak period and up to 7 vehicles (two-way) in the PM peak period.

4.2.9 The AM peak for the residential aspect is different to that of the holiday accommodation. To make the analysis robust both peaks have been included in table 4.3 to calculate the total.

4.2.10 The full table of results can be seen in Appendix C

4.2.11 It should be noted that the holiday accommodation and houses will access Argae lane via separate junctions. The holiday accommodation access will be situated 60 north of the current housing access.

5.0 CONCLUSION

5.1 Summary

5.1.1 This Transport Statement has been produced in support of an outline planning application for the conversion of two barns for residential use and the development of a total of 12 log cabins/pods for holiday accommodation/tourism use. The proposed development is to be accessed via Argae Lane in the Vale of Glamorgan.

5.1.2 A review of collision data, from www.Crashmap.co.uk identified that there has only been one collision within the study area for the most recent five-year period, where the casualty sustained slight injuries.

5.1.3 The site is situated within close proximity to public transport infrastructure, with bus stops on Dobbins Road and in the nearby village of St. Andrews Major. Cadoxton and Dinas Powys railway stations are also nearby, providing frequent services into Cardiff. It is acknowledged that there is no footway provision along Argae Lane in the vicinity of the application site.

5.1.4 Public rights of way currently route near the site with a subway under the nearby Barry Docks Link Road.

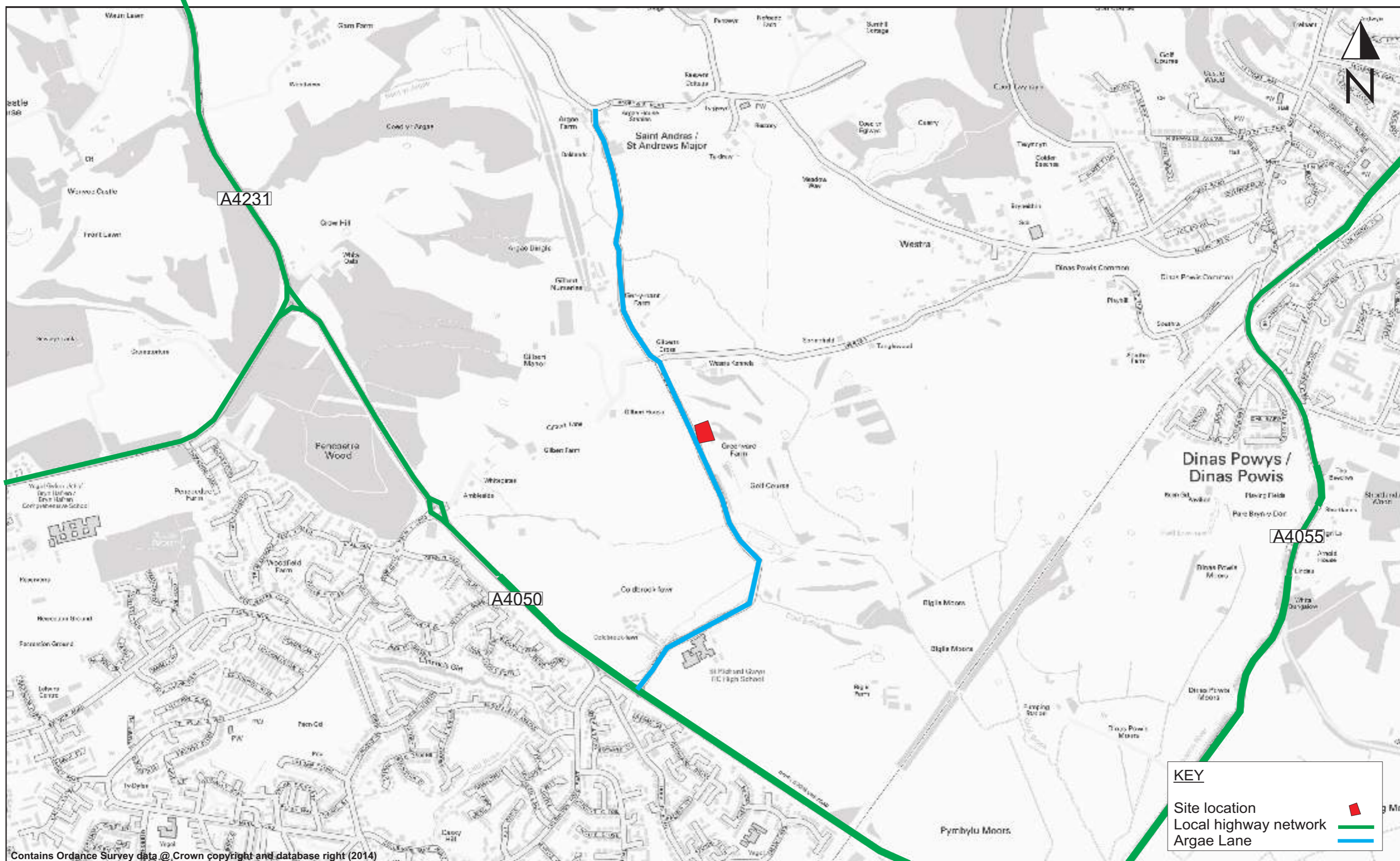
5.1.5 A TRICS analysis shows that the proposed development would be likely to generate approximately 6 vehicle movements (two-way) in the AM peak period and 7 vehicle movements (two-way) in the PM peak period

5.1.6 Visibility at the proposed access to the holiday accommodation has been calculated based on speed data from an ATC that was installed for a one-week period from 18th- 25th November 2016. The 85th percentile wet weather speeds were used to calculate the required 'Y' distances based on stopping site distances detailed in table 7.1 of Manual for Streets (2007).

5.2 Conclusion

- 5.2.1 It is considered the existing highway network has sufficient capacity to accommodate the low level of additional vehicles that will be attracted to the development and that the impact on highway network's performance will be negligible.
- 5.2.2 It is also considered that the development proposes a sufficient level of parking for the land uses proposed.


Figures



KEY


- Site location
- Local highway network
- Argae Lane

Contains Ordnance Survey data @ Crown copyright and database right (2014)

Drawing Title Local highway network	Client St. Andrews Major Golf course	 Suite 4 'J' Shed Kings Road Swansea SA1 8PL T 01792 480535	Scale: NTS	File Extension:
	Job Title Greenyard Farm, Argae lane, VoG		Designed by: LV	Drg No: Figure 2.1
	Drawn by: LV	Ckd/Appd: POC		
		1st Issued: Oct 2016	Job No: T16.161	



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Drawing Title Personal Injury Collision Data	Client St. Andrews Major Golf course	 Suite 4 'J' Shed Kings Road Swansea SA1 8PL T 01792 480535	Scale: NTS	File Extension:
	Job Title Greenyard Farm, Argae lane, VoG		Designed by: LV	
			Drawn by: LV	Drg No: Figure 2.2
			Ckd/Appd: POC	
			1st Issued: Oct 2016	
			Job No: T16.161	

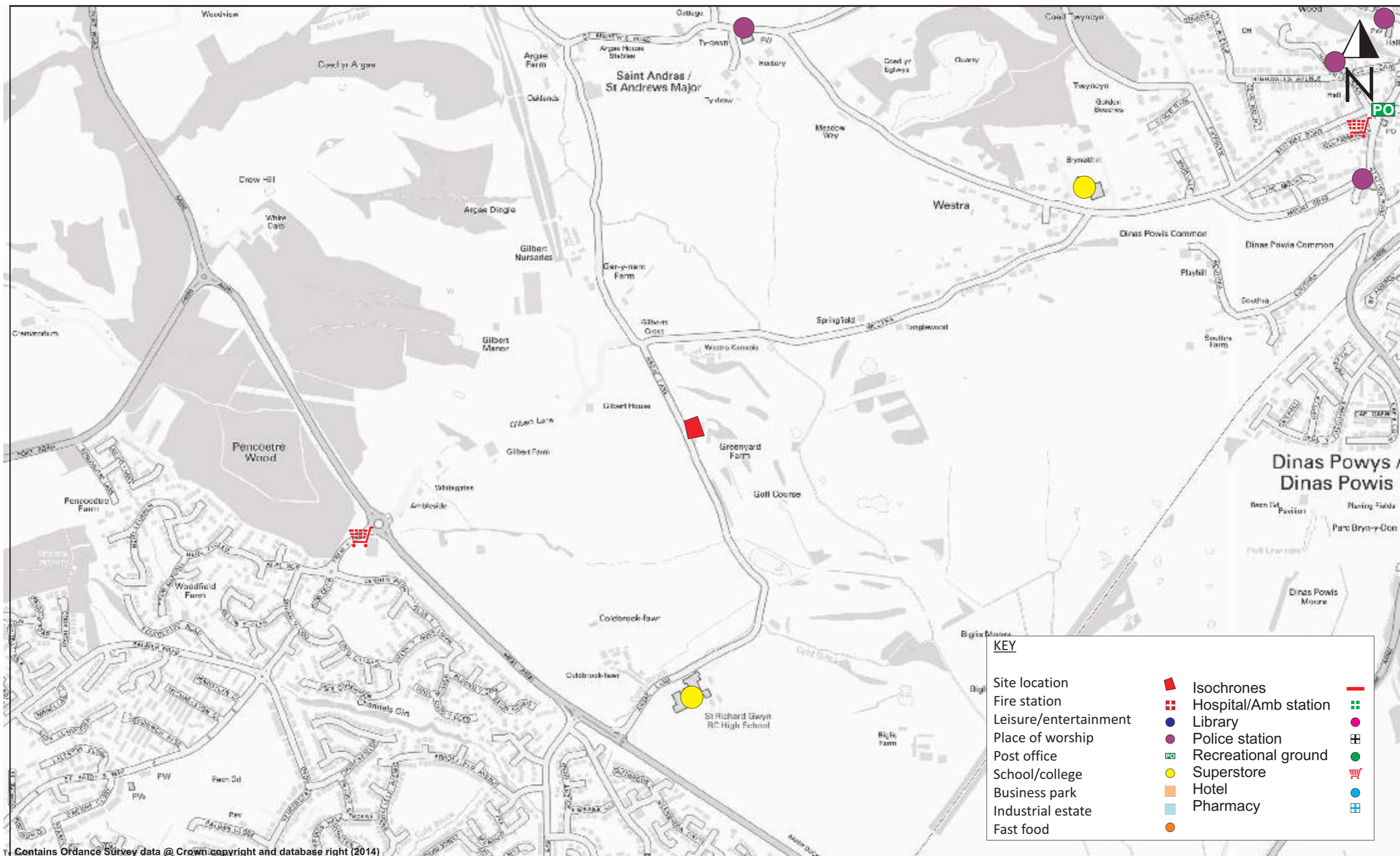


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KEY

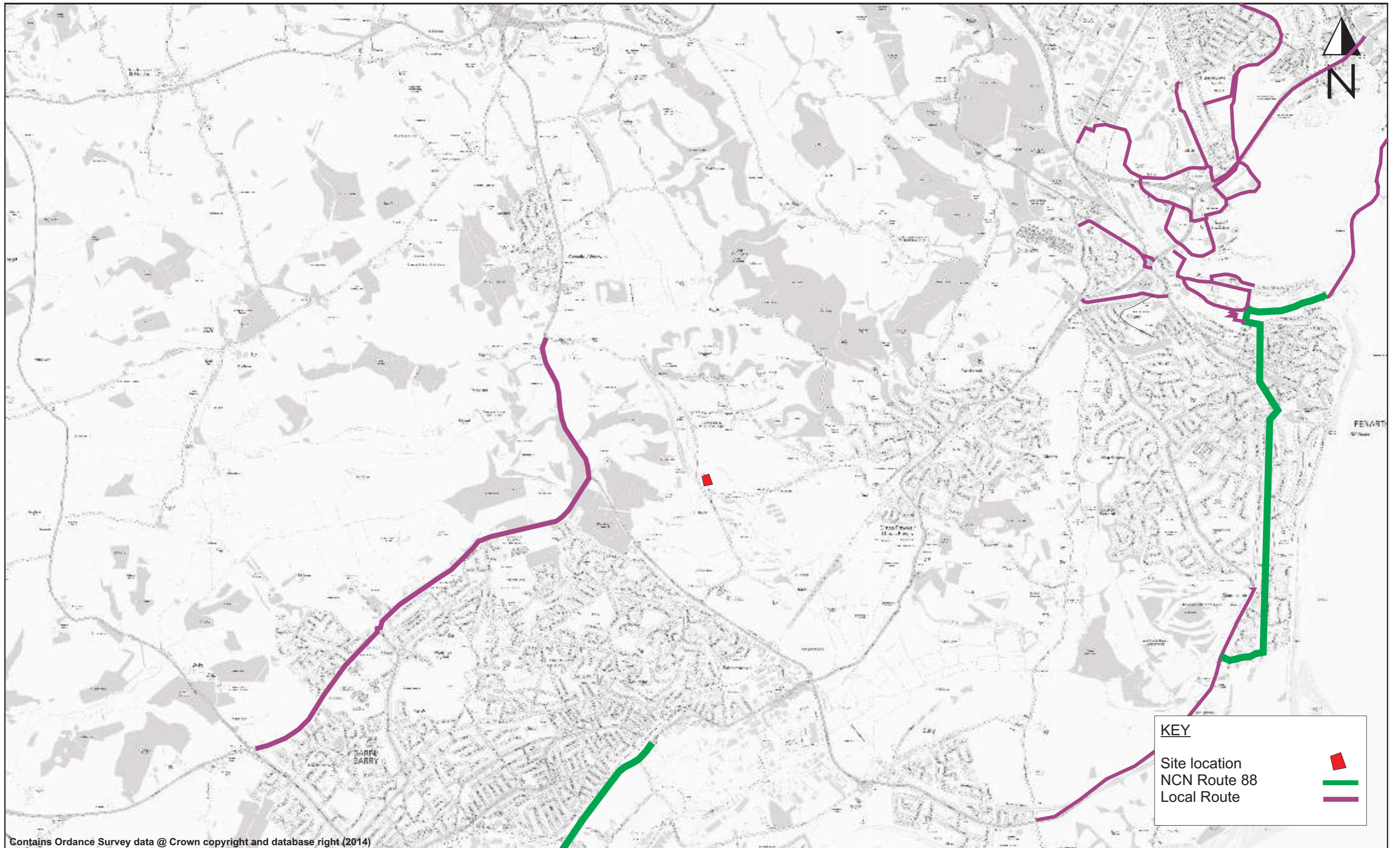
- Site location
- Bus Stops
- Railwayline

Drawing Title Public Transport Infrastructure	Client St. Andrews Major Golf course	 Suite 4 'J' Shed Kings Road Swansea SA1 8PL T 01792 480535	Scale: NTS	File Extension:
	Job Title Greenyard Farm, Argae lane, VoG		Designed by: LV	
			Drawn by: LV	Drg No: Figure 2.3
			Ckd/Appd: POC	
			1st Issued: Oct 2016	
			Job No: T16.161	






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Drawing Title Local Amenities	Client St. Andrews Major Golf course	 Suite 4 'J' Shed Kings Road Swansea Sa1 8PL T 01792 480535	Scale: NTS	File Extension:
	Job Title Greenyard Farm, Argae lane, VoG		Designed by: LV	Drg No: Figure 2.4
	Drawn by: LV	Ckd/Appd: POC		
	1st Issued: Oct 2016	Job No: T16.161		



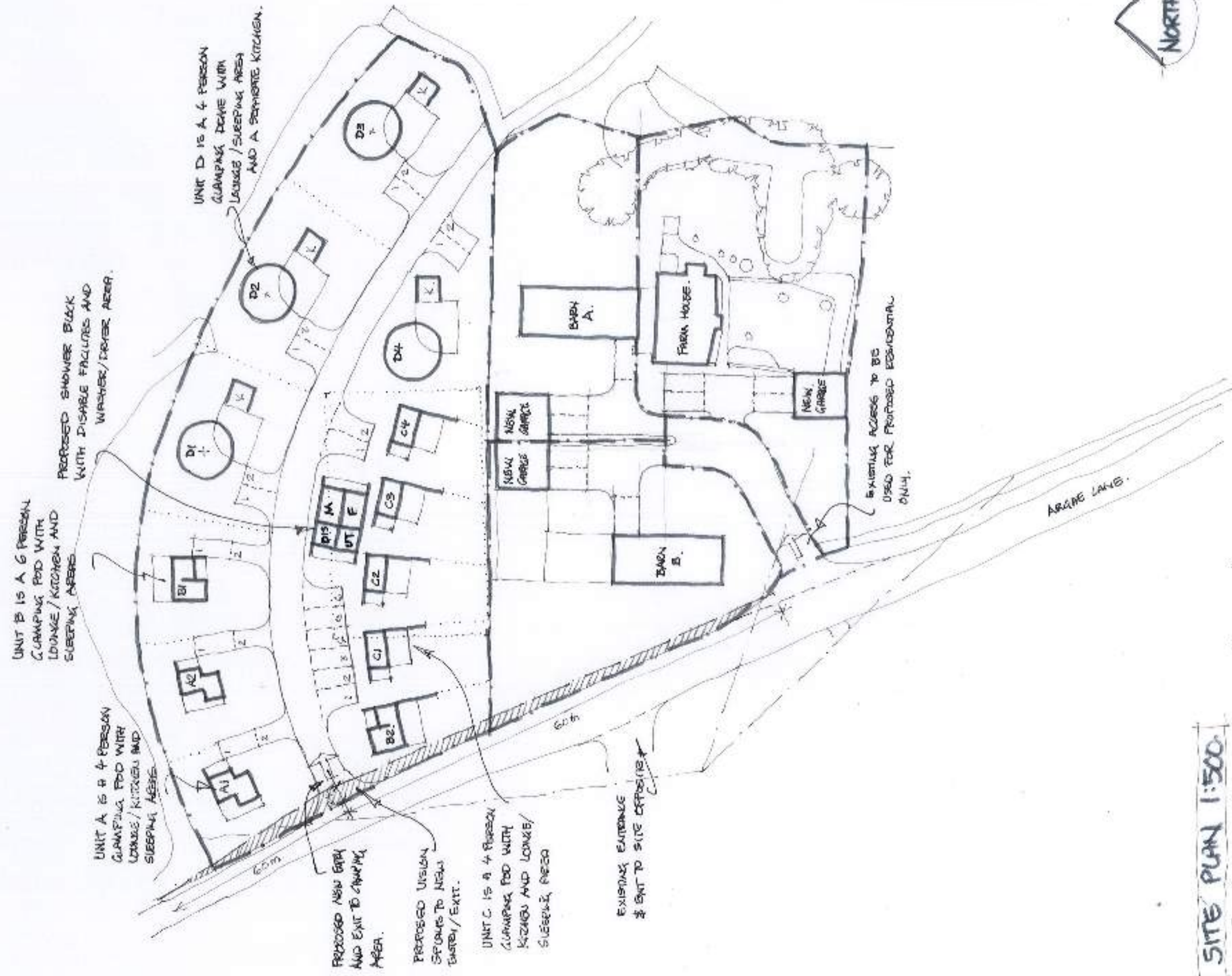
KEY

- Site location 
- NCN Route 88 
- Local Route 

Contains Ordnance Survey data @ Crown copyright and database right (2014)

Drawing Title Local Cycle Network	Client St. Andrews Major Golf course	 Suite 4 'J' Shed Kings Road Swansea Sa1 8PL T 01792 480535	Scale: NTS	File Extension:
	Job Title Greenyard Farm, Argae lane, VoG		Designed by: LV	
			Drawn by: LV	Drg No: Figure 2.4
			Ckd/Appd: PO'C	
			1st Issued: Oct 2016	
			Job No: T16.161	

PR/54



UNIT B IS A 6 PERSON
CAMPING POD WITH
LOUNGE / KITCHEN AND
SLEEPING AREAS

PROPOSED SHOWER BLOCK
WITH DISABLE FACILITIES AND
WATER/DREYER AREA.

UNIT A IS A 4 PERSON
CAMPING POD WITH
LOUNGE / KITCHEN AND
SLEEPING AREAS

UNIT D IS A 4 PERSON
CAMPING POD WITH
LOUNGE / SLEEPING AREA
AND A SEPARATE KITCHEN.

PROPOSED NEW ENTRY
AND EXIT TO CAMPING
AREA.

PROPOSED UTILITY
SPACES TO NEW
ENTRY/EXIT.

UNIT C IS A 4 PERSON
CAMPING POD WITH
KITCHEN AND LOUNGE/
SLEEPING AREA

EXISTING ENTRANCE
TO BENT TO SITE OPPOSITE

EXISTING ACCESS TO B10
USED FOR PROPOSED FOUNDATION
ON14.

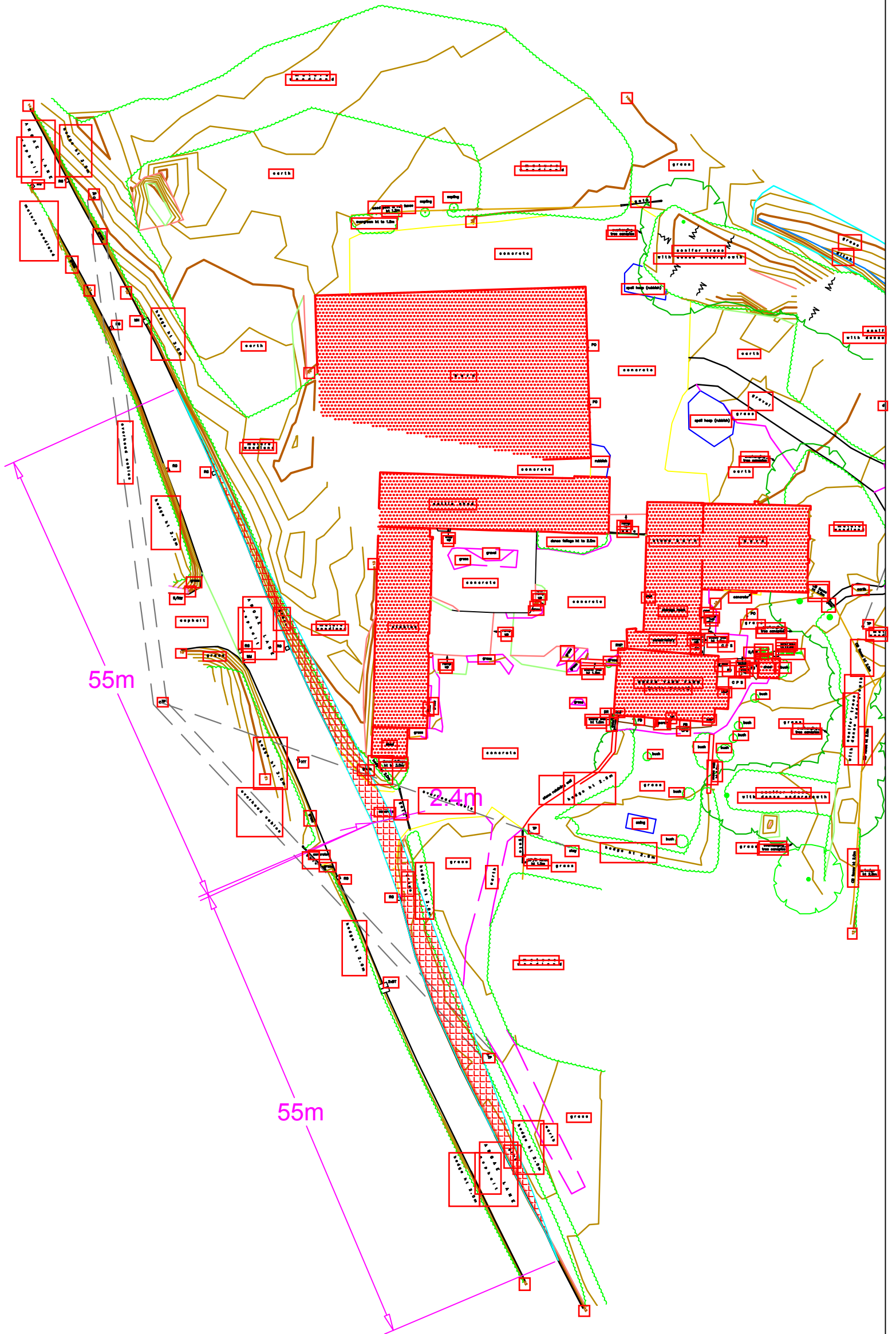



SITE PLAN 1:500



GREENYARD FARM

DESIGNCELL ARCHITECTURE LTD.



Drawing Title 55.5m Visibility Splays	Client	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale: 1:500 @ A3					
	Job Title Greenyard Farm, Argae Lane, VoG		Designed by: LV Drawn by: LV Ckd/Appd: POC 1st Issued: Jan 2017 Job No: T16.161	Rev.	Date.	Amendment.	Des.	Drn.
			Drg No.		Figure 3.2			Rev

Appendices

Appendix A

Speed Summary - 7-Day Average

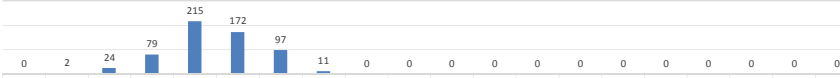


1 Argae Lane - 51.4266, -3.24205

Southbound

7-Day Average

Vehicle Speed Distribution - Daily Totals



Daily Speed Statistics (mph)



Volume - Speeding



Speed Bin Percentage (mph)

Table with 14 columns representing speed bins from 0-10 to 100+ mph and their corresponding percentages.

Daily Speed Averages (mph)

Table with 4 columns: Average Speed, 85th %ile Speed, Minimum Speed, and Maximum Speed.

Daily Speeding Total

Table with 2 columns: Nb. Speeding and % Speeding.

Speed Bin Volumes (mph)

Table with 14 columns representing speed bins from 0-10 to 100+ mph.

Speed Statistics (mph)

Table with 4 columns: Average Speed, 85th %ile Speed, Minimum Speed, and Maximum Speed.

Speed Statistics

Table with 2 columns: Nb. Speeding and (% Speeding).

Main data table with columns for Time Period and 14 speed bins, showing volume counts for each time period and bin.

Summary table for Speed Statistics (mph) showing Average Speed, 85th %ile Speed, Minimum Speed, and Maximum Speed for each time period.

Summary table for Speeding Statistics showing Nb. Speeding and (% Speeding) for each time period.

Appendix B

Calculation Reference: AUDIT-317901-161130-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : J - HOLIDAY ACCOMMODATION
 VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
	DC DORSET	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	4 days

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

Filtering Stage 2 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: Number of units
 Actual Range: 65 to 125 (units:)
 Range Selected by User: 1 to 125 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/90 to 27/09/16

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:

Monday	3 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	4 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 undertaken using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	4
Free Standing (PPS6 Out of Town)	5

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:

Village	4
Out of Town	4
No Sub Category	1

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

Filtering Stage 3 selection:

Use Class:

Not Known 9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,000 or Less 1 days

1,001 to 5,000 7 days

15,001 to 20,000 1 days

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

Population within 5 miles:

5,000 or Less 4 days

5,001 to 25,000 3 days

25,001 to 50,000 1 days

50,001 to 75,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 7 days

1.1 to 1.5 1 days

1.6 to 2.0 1 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:

Not Known 7 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.

LIST OF SITES relevant to selection parameters

1	CW-03-J-03 A394	CARAVAN & CAMPING	CORNWALL
	NEAR PENZANCE Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 69 Survey date: MONDAY 06/08/90		
2	DC-03-J-05 STATION ROAD	CAMPING/CARAVAN	DORSET
	MORETON Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 122 Survey date: FRIDAY 11/07/08		
3	HI-03-J-02 GRAMPIAN ROAD	SCANDINAVIAN VIL.	HIGHLAND
	AVIEMORE Neighbourhood Centre (PPS6 Local Centre) Village Total Number of units: 65 Survey date: MONDAY 21/07/97 Survey date: TUESDAY 22/07/97 Survey date: WEDNESDAY 23/07/97 Survey date: THURSDAY 24/07/97		
4	LC-03-J-02 SCOTLAND ROAD	HOLIDAY APARTMTS	LANCASHIRE
	CARNFORTH Free Standing (PPS6 Out of Town) No Sub Category Total Number of units: 125 Survey date: THURSDAY 27/09/90		
5	PS-03-J-01 HAY ROAD	CAMPING/CARAVAN	POWYS
	NEAR BRECON Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 115 Survey date: FRIDAY 19/07/02		
6	WM-03-J-01 MILL LANE ASTON CANTLOW NEAR COVENTRY	CARAVAN PARK	WEST MIDLANDS
	Free Standing (PPS6 Out of Town) Out of Town Total Number of units: 86 Survey date: MONDAY 08/06/09		

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 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION
VEHICLES

Calculation factor: 1 UNITS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate	No. Days	Ave. UNITS	Trip Rate
00:00 - 01:00	4	65	0.046	4	65	0.027	4	65	0.073
01:00 - 02:00	4	65	0.008	4	65	0.012	4	65	0.020
02:00 - 03:00	4	65	0.000	4	65	0.000	4	65	0.000
03:00 - 04:00	4	65	0.000	4	65	0.000	4	65	0.000
04:00 - 05:00	4	65	0.000	4	65	0.000	4	65	0.000
05:00 - 06:00	4	65	0.000	4	65	0.000	4	65	0.000
06:00 - 07:00	4	65	0.019	4	65	0.000	4	65	0.019
07:00 - 08:00	9	86	0.030	9	86	0.036	9	86	0.066
08:00 - 09:00	9	86	0.157	9	86	0.124	9	86	0.281
09:00 - 10:00	9	86	0.106	9	86	0.224	9	86	0.330
10:00 - 11:00	9	86	0.144	9	86	0.329	9	86	0.473
11:00 - 12:00	9	86	0.145	9	86	0.270	9	86	0.415
12:00 - 13:00	9	86	0.126	9	86	0.160	9	86	0.286
13:00 - 14:00	9	86	0.175	9	86	0.157	9	86	0.332
14:00 - 15:00	9	86	0.179	9	86	0.156	9	86	0.335
15:00 - 16:00	9	86	0.184	9	86	0.162	9	86	0.346
16:00 - 17:00	9	86	0.230	9	86	0.162	9	86	0.392
17:00 - 18:00	9	86	0.327	9	86	0.169	9	86	0.496
18:00 - 19:00	9	86	0.219	9	86	0.193	9	86	0.412
19:00 - 20:00	6	78	0.216	6	78	0.184	6	78	0.400
20:00 - 21:00	6	78	0.175	6	78	0.077	6	78	0.252
21:00 - 22:00	5	76	0.089	5	76	0.037	5	76	0.126
22:00 - 23:00	4	65	0.150	4	65	0.062	4	65	0.212
23:00 - 24:00	4	65	0.081	4	65	0.046	4	65	0.127
Total Rates:			2.806			2.587			5.393

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.

Parameter summary

Trip rate parameter range selected:	65 - 125 (units:)
Survey date date range:	01/01/90 - 27/09/16
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
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.

Appendix C

Calculation Reference: AUDIT-317901-161130-1147

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 VEHICLES

Selected regions and areas:

05	EAST MIDLANDS DS DERBYSHIRE	1 days
08	NORTH WEST MS MERSEYSIDE	1 days
09	NORTH TW TYNE & WEAR	1 days

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

Filtering Stage 2 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: Number of dwellings
 Actual Range: 20 to 372 (units:)
 Range Selected by User: 5 to 40 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 13/11/15

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:

Thursday	2 days
Friday	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 undertaken using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	3
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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:

Residential Zone	2
Village	1

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.

Filtering Stage 3 selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000 1 days

10,001 to 15,000 1 days

20,001 to 25,000 1 days

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

Population within 5 miles:

125,001 to 250,000 1 days

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 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:

No 3 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.

LIST OF SITES relevant to selection parameters

1	DS-03-A-01	SEMI D./TERRACED		DERBYSHIRE
	THE AVENUE			
	HOLMESDALE			
	DRONFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		20	
	Survey date: THURSDAY		22/06/06	Survey Type: MANUAL
2	MS-03-A-01	TERRACED		MERSEYSIDE
	PALACE FIELDS AVENUE			
	RUNCORN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of dwellings:		372	
	Survey date: THURSDAY		06/10/05	Survey Type: MANUAL
3	TW-03-A-03	MIXED HOUSES		TYNE & WEAR
	STATION ROAD			
	BACKWORTH			
	NEAR NEWCASTLE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:		33	
	Survey date: FRIDAY		13/11/15	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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
07:00 - 08:00	3	142	0.056	3	142	0.184	3	142	0.240
08:00 - 09:00	3	142	0.106	3	142	0.282	3	142	0.388
09:00 - 10:00	3	142	0.153	3	142	0.151	3	142	0.304
10:00 - 11:00	3	142	0.127	3	142	0.174	3	142	0.301
11:00 - 12:00	3	142	0.146	3	142	0.195	3	142	0.341
12:00 - 13:00	3	142	0.127	3	142	0.132	3	142	0.259
13:00 - 14:00	3	142	0.153	3	142	0.191	3	142	0.344
14:00 - 15:00	3	142	0.209	3	142	0.219	3	142	0.428
15:00 - 16:00	3	142	0.233	3	142	0.214	3	142	0.447
16:00 - 17:00	3	142	0.261	3	142	0.160	3	142	0.421
17:00 - 18:00	3	142	0.315	3	142	0.198	3	142	0.513
18:00 - 19:00	3	142	0.216	3	142	0.195	3	142	0.411
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.102			2.295			4.397

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.

Parameter summary

Trip rate parameter range selected: 20 - 372 (units:)
 Survey date date range: 01/01/05 - 13/11/15
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
07:00 - 08:00	3	142	0.005	3	142	0.007	3	142	0.012
08:00 - 09:00	3	142	0.005	3	142	0.007	3	142	0.012
09:00 - 10:00	3	142	0.014	3	142	0.016	3	142	0.030
10:00 - 11:00	3	142	0.007	3	142	0.005	3	142	0.012
11:00 - 12:00	3	142	0.005	3	142	0.007	3	142	0.012
12:00 - 13:00	3	142	0.002	3	142	0.000	3	142	0.002
13:00 - 14:00	3	142	0.002	3	142	0.005	3	142	0.007
14:00 - 15:00	3	142	0.005	3	142	0.009	3	142	0.014
15:00 - 16:00	3	142	0.002	3	142	0.005	3	142	0.007
16:00 - 17:00	3	142	0.005	3	142	0.002	3	142	0.007
17:00 - 18:00	3	142	0.002	3	142	0.000	3	142	0.002
18:00 - 19:00	3	142	0.000	3	142	0.005	3	142	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.068			0.122

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.

Parameter summary

Trip rate parameter range selected: 20 - 372 (units:)
 Survey date date range: 01/01/05 - 13/11/15
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 PSVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
07:00 - 08:00	3	142	0.000	3	142	0.000	3	142	0.000
08:00 - 09:00	3	142	0.000	3	142	0.000	3	142	0.000
09:00 - 10:00	3	142	0.000	3	142	0.000	3	142	0.000
10:00 - 11:00	3	142	0.000	3	142	0.000	3	142	0.000
11:00 - 12:00	3	142	0.000	3	142	0.000	3	142	0.000
12:00 - 13:00	3	142	0.000	3	142	0.000	3	142	0.000
13:00 - 14:00	3	142	0.000	3	142	0.000	3	142	0.000
14:00 - 15:00	3	142	0.000	3	142	0.000	3	142	0.000
15:00 - 16:00	3	142	0.000	3	142	0.000	3	142	0.000
16:00 - 17:00	3	142	0.000	3	142	0.000	3	142	0.000
17:00 - 18:00	3	142	0.000	3	142	0.000	3	142	0.000
18:00 - 19:00	3	142	0.000	3	142	0.000	3	142	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected: 20 - 372 (units:)
 Survey date date range: 01/01/05 - 13/11/15
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
07:00 - 08:00	3	142	0.002	3	142	0.005	3	142	0.007
08:00 - 09:00	3	142	0.002	3	142	0.002	3	142	0.004
09:00 - 10:00	3	142	0.000	3	142	0.000	3	142	0.000
10:00 - 11:00	3	142	0.002	3	142	0.000	3	142	0.002
11:00 - 12:00	3	142	0.000	3	142	0.000	3	142	0.000
12:00 - 13:00	3	142	0.000	3	142	0.000	3	142	0.000
13:00 - 14:00	3	142	0.000	3	142	0.002	3	142	0.002
14:00 - 15:00	3	142	0.000	3	142	0.000	3	142	0.000
15:00 - 16:00	3	142	0.000	3	142	0.000	3	142	0.000
16:00 - 17:00	3	142	0.007	3	142	0.007	3	142	0.014
17:00 - 18:00	3	142	0.000	3	142	0.000	3	142	0.000
18:00 - 19:00	3	142	0.002	3	142	0.000	3	142	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

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.

Parameter summary

Trip rate parameter range selected: 20 - 372 (units:)
 Survey date date range: 01/01/05 - 13/11/15
 Number of weekdays (Monday-Friday): 3
 Number of Saturdays: 0
 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.