Project: **PROPOSED RESIDENTIAL REDEVELOPMENT FOR 16 * APARTMENTS**

Title: - **ADDITIONAL INFORMATION IN RESPONSE TO PLANNING APPLICATION CONSULTATON COMMENTS RECEIVED FROM WREXHAM COUNCIL HIGHWAYS PLANNING APPLICATION REF: P/2024/1692**

Date: - **July 2025**

1.0 INTRODUCTION

1.1 This Highways Technical Note has been prepared to provide additional points of detail in response to the consultation response received from Wrexham Council (WC) highways in relation to the submitted planning application for the proposed development of 16 apartments (affordable homes) at the site of the Engedi Chapel and Brymbo Methodist Church, High Street, Brymbo.

1.2 The planning application for the proposals was validated by WC on 24 December 2024, with detailed highways comments on the application received on 7 April January 2025. The Local Highway Authority response highlights a number of areas on which further detail is requested.

1.3 Responses to all points is provided are chapter 2.0 to this note.

2.0 RESPONSE TO MATTERS WC HIGHWAYS CONSULTATION COMMENTS

2.1 Overview

2.1.1 The following sections of this report provide a response to all points raised by WC Highways is their consultation comments relating to the redevelopment of the Engedi Chapel and Brymbo Methodist Church.

2.2 Point 1: Confirmation of Speed Survey Data

2.2.1 Details relating to the independent speed survey undertaken at High Street are provided in Section 4.2 of the Transport Statement submitted in support of the planning application, with survey results presented in Appendix TS2 of the Transport Statement. The speed survey was conducted manually (radar) in accordance with CA 185. The TS included only speeds associated with southbound speeds as these were of relevance to supporting the level of visibility provided to the north from the proposed site access point off High Street. This information is reproduced in **Appendix HTN1** to this note, along with the northbound speeds as requested.

2.3 Point 2: Confirmation of Existing High Street Vehicular Access

2.3.1 We can confirm that a historical access is present at High Street. This access is circa 3m in width, so could have accommodated private car movements. Gate posts are sited either side of the former access and a wall runs along the entire existing site frontage, and accordingly visibility from this existing access is extremely limited.

2.4 Point 3: Proposed Access off Tai Owain

2.4.1 A plan illustrating the visibility splays including pedestrian intervisibility splays is attached in **FTP Drawing J000488/SK003** to this note. The site plan has been updated to include a 2m footway around the entire site, including site frontage to Tai Owain. The result is improved visibility splays from the Tai Owain parking spaces, i.e. 2.0m x 11.5m and 16.2m respectively, measured to a 1m offset of the nearside kerb, i.e. in excess of LHA requirements.

2.4.2 The requirement for surfacing the access and parking area with hard bound materials is noted, and no gates will be erected. An Aco drain is identified at the main site access off High Street (see **Datrys Drawing 24033/SK501P04 Proposed Drainage Scheme**) but is not required at Tai Owain as the parking spaces are at a slight gradient away from the highway (these two spaces also provided with suds compliant paving).

2.4.3 Site constraints do not allow for on-site turning provision for those parking spaces off Tai Owain. It is intended that these parking spaces (2 accessible spaces) would serve the 2 walk-up units. Whilst it is noted that 6m clearance is typically required behind parking bays, the access zone available around the accessible spaces ensures that both spaces are accessible, as illustrated in the swept path assessment drawing (**FTP Drawing J000488/ATR005C**, see also paragraph 2.11).

2.5 **Point 4: Proposed Access off High Street**

2.5.1 The LHA has stated that they would not accept splays at High Street from a reduced setback distance of 2.4m (splays are shown within the Transport Statement document at 2.0m).

2.5.2 Core reference guidance on the calculation and nature of relevant sightlines is set out in Manual for Streets 2 (MfS2 – Sept 2010). This guidance notes the following when identifying appropriate sightlines at a study location:

> ***"A minimum x-distance of 2m may be considered in some slow-speed situations when flows on the minor road arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm, and many drivers will tend to cautiously nose out into traffic. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty should be considered. This also applies in lightly trafficked rural lanes." (MfS2, para 10.5.8)***

2.5.3 It is considered entirely appropriate to apply a 2.0m x-distance in the case of the proposed site access off High Street, noting that the minor arm would serve just 14 parking spaces, which would result in limited vehicle flow. A 2.0m x-distance represents an industry recognised diver eye position for vehicle access serving such low intensity development.

2.5.4 Furthermore, whilst it is acknowledged that typically visibility splays should be measured to the nearside kerbline, the measurement of the northbound visibility splay to the centreline of the carriageway is considered acceptable in this instance noting that the narrow nature of High Street is such that the overtaking of vehicle is not possible. Accordingly, all vehicles approaching from the north would be visible from a 25m distance of the access, noting that a 25m distance is entirely appropriate based on the recorded 85th percentile speeds at High Street. Indeed., the removal of the existing site boundary wall/vegetation would improve forward visibility along High Street.

2.5.5 Relocating the access to a position central to the site frontage to High Street is not viable, due to this impacting the developable area, and also as the finished floor level would need to be lowered, adding cost.

2.5.6 The LHA have requested that dropped kerb/tactile paving points is provided across the proposed main access, this is shown in the updated site plan (**CREU-C484-006-K-PROPOSED SITE**) - attached.

2.5.7 It is acknowledged that the LHA will seek the extension of the limit of adoption to the back of any proposed crossing point, and that the new access / adoption would be via a S 38 / 278 agreement.

2.5.8 It is acknowledged that any proposed access shall be surfaced with hard bound materials for a minimum distance of 5m behind the adjoining highway. No gates will be erected across the proposed access.

2.6 **Point 5: Proposed Footway / Crossing Improvements**

2.6.1 A 2m footway along the site's boundary to High Street and Tai Owain has been provided as requested. There is a 1.2m pinch point approximately mid-way along the site's eastern boundary to High Street where the building protrudes, however 2m has been provided for the vast majority of the site frontage providing a significant improvement to the local area.

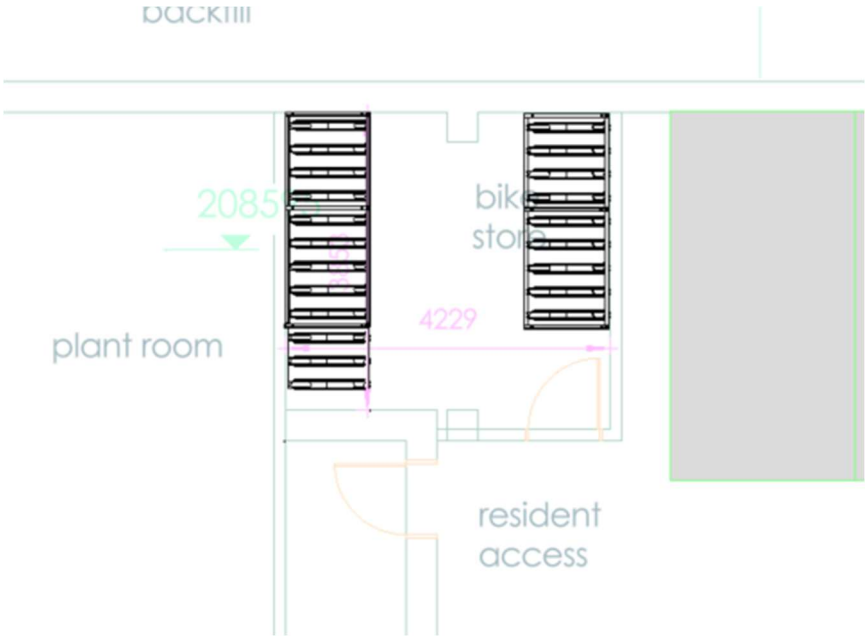
2.6.2 The undercroft access gradient has been modified to provide a minimum 1:24. It is proposed that this access would represent a shared surface route, noting the limited number of parking spaces which it serves. Headroom into the undercroft parking area would be 2.9m.

2.7 Point 6: Parking and Turning Provision

2.7.1 There are no proposals to scale down/reconfigure the development site, and accordingly the 2 parking spaces off Tai Owain have been retained.

2.8 Point 7: Cycle Parking / Storage

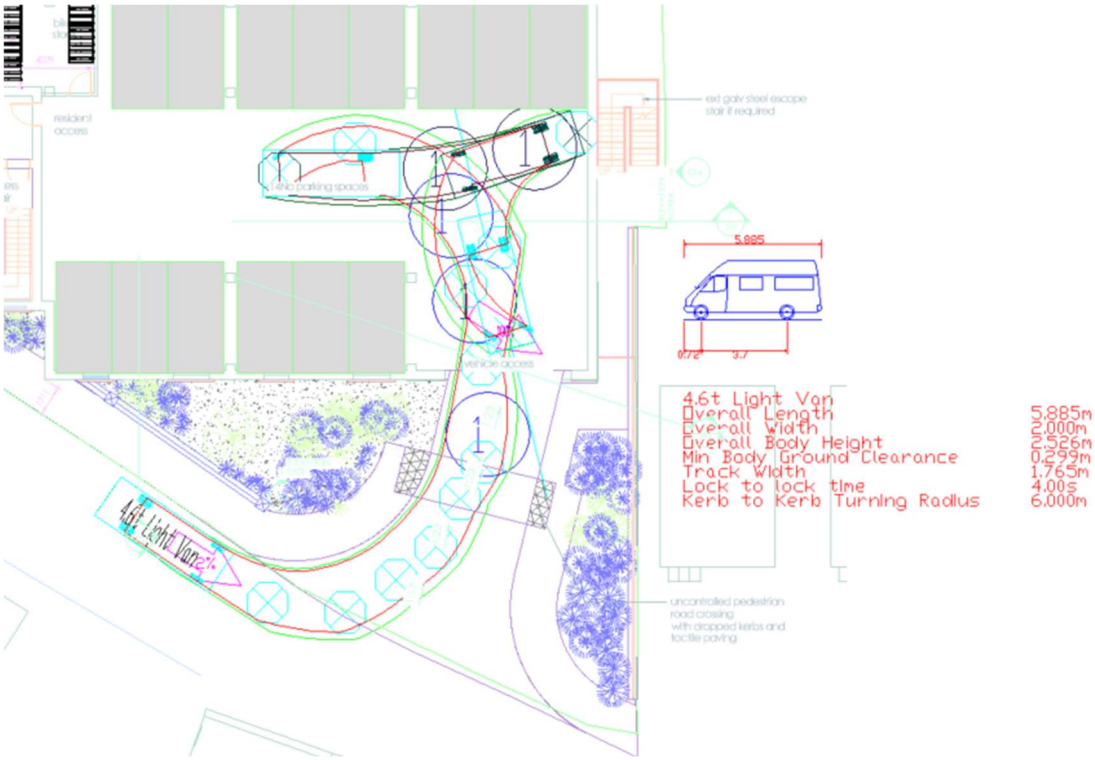
2.8.1 The basement cycle store has been extended, as shown in **CREU-C484-020-N-LEVEL 000 PROPOSED**. This extended cycle store can accommodate around 21 cycles as shown below which, as more than 1 per unit, is ample to meet demand based on experience of operation of other apartments schemes (others typically providing 1 space per unit and no instances of these operating close to capacity).



2.9 Point 8: Turning Provision – Delivery Vehicles

2.9.1 Servicing requirements are likely to comprise weekly refuse collection and occasional deliveries. It is proposed that such manoeuvres occur on-street, as per servicing access to all properties at High Street. Small delivery vehicles could turn

within the undercroft parking area if required, as shown below. Alternatively service vehicles could utilise the parking area for the adjacent apartment development off Tai Owain.



2.10 Point 9: Car Parking Management Plan

2.10.1 The applicant would note that management of their car parks has not been necessary due to the low car ownership amongst residents. Indeed, as 1 space per unit is proposed at this site, it is expected that there will no be any issues with parking on-site. It is therefore considered that the submission and operation of a car parking management plan is not required.

2.11 Point 10: Swept Path Assessment

2.11.1 Site constraints do not allow for on-site turning provision for those parking spaces off Tai Owain. It is intended that these parking spaces (2 accessible spaces) would serve the 2 walk-up units. Whilst it is noted that 6m clearance is typically required behind parking bays, the access zone available around the accessible spaces ensures that both spaces are accessible, as illustrated in the swept path assessment

drawing (**FTP Drawing J000488-ATR005C**). Note that this swept path assessment utilises a large estate car for robustness – clearly many cars are much shorter so would require less overrun.

2.12 **Point 11: Traffic Generation**

2.12.1 The LHA have requested that privately owned flats are used in any TRICS submission, instead of the affordable flats land use classification adopted within the submitted Transport Statement.

2.12.2 It should be noted that the application scheme is designed for the delivery of affordable dwellings, which would be constructed and operated by the applicant, Wales and West Housing Association. The flats have not been designed as private dwellings and would not be sold or rented privately in the future. The applicant would be happy for any future decision notice for the development to include a condition ensuring that the scheme remains as affordable dwellings in perpetuity. The wording of a condition attached to the decision notice of a similar scheme is reproduced below:

> ***"No part of the development shall commence until a scheme for the provision of affordable housing as part of the proposed development has been submitted to and approved in writing by the Local Planning Authority as part of the reserved matters application. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex B of TAN12 or any future guidance that replaces it. The scheme includes;***
>
> *i. The numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 25% of the dwellings to be built;*
> *ii. The timings of the construction of the affordable housing and its phasing in relation to the occupancy of the market housing;*
> *iii. The arrangements for the transfer of the affordable housing to an affordable hosing provider/the long term management of the affordable housing;*
> *iv. The arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and*
> *v. The occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced."*

The reason for the condition is to secure the provision of affordable housing in accordance with UDP Policy H7. This is a full planning permission and no reserved matters application is to be submitted.

2.12.3 The applicant would be happy for this condition to state 100% affordable dwellings.

2.12.4 The LHA has also requested that sites from Ireland are excluded from the TRICS survey selection. We can confirm that no sites from Ireland have been included, and only 1 site from Northern Ireland. We would not typically exclude sites from Northern Ireland as this is part of the United Kingdom. We also note that the LHA has requested that only Neighbourhood Centre and Freestanding sites are utilised for the last 8-year period. Applying such criteria results in a sample of just 2 sites (affordable flats, one of these being in London) and 3 sites (private flats), with a daily trip rate lower than that adopted in the TS – TRICS outputs for these additional assessments attached at **Appendix HTN2**. The approach adopted in the TS is therefore considered highly robust, and TS conclusion that *"there is no evidence to suggest that the application scheme would give rise to a severe detrimental impact on local highway network operation, especially when considering the baseline place of worship land use"*, remains valid

FOCUS
TRANSPORT PLANNING

DRAWINGS

scan the qr code with your mobile phone camera for an illustrative video of the site panorama



1 PROPOSED SITE
1 : 100

Revision	Description	Date of Revision	Issued by
K	revised to suit highways comments.	2025.07.04	
J	southern ext works and parking revised, car park ramp gradient reduced apartment access and floor level revised to suit	2025.06.17	AJR
H	southern pavement revised to provide min 1800mm pavement. walls adjusted to suit. qr codes changed	2024.11.04	AJR
G	revised to pac comments.	2024.10.14	AJR
F	bike parking to undercroft and vehicle entrance revised to transport eng details	2024.04.17	AJR
E	circulation stair widened to riser/ meters. feature brickwork removed. bat access chutes added. annotation added to bat roosts. bin store added adj to app 01 & 02	2024.03.28	AJR
D	qr code revised. window cill added to ground floor walkup apartment. pedestrian road corossing added to floor plans	2024.02.16	AJR
C	bin store revised to accomodate 3No 1100ltr, 1No 660ltr & 12No 240ltr. pedestrian crossing shown. comunal corridor reduced to 1350 wide. artstone cills added to windows within render	2024.02.15	AJR
B	revised to suit client comments.	2024.02.07	AJR
A	revised and issued for client review	2024.01.16	AJR

drawing status: for construction · for approval · for discussion

Project: ENGEDI CHAPEL, BRYMBO
Sheet name: PROPOSED SITE
Scale@A1: 1 : 100
Date: 2024.01.16
Revision K
Project name C484
Drawing No 006

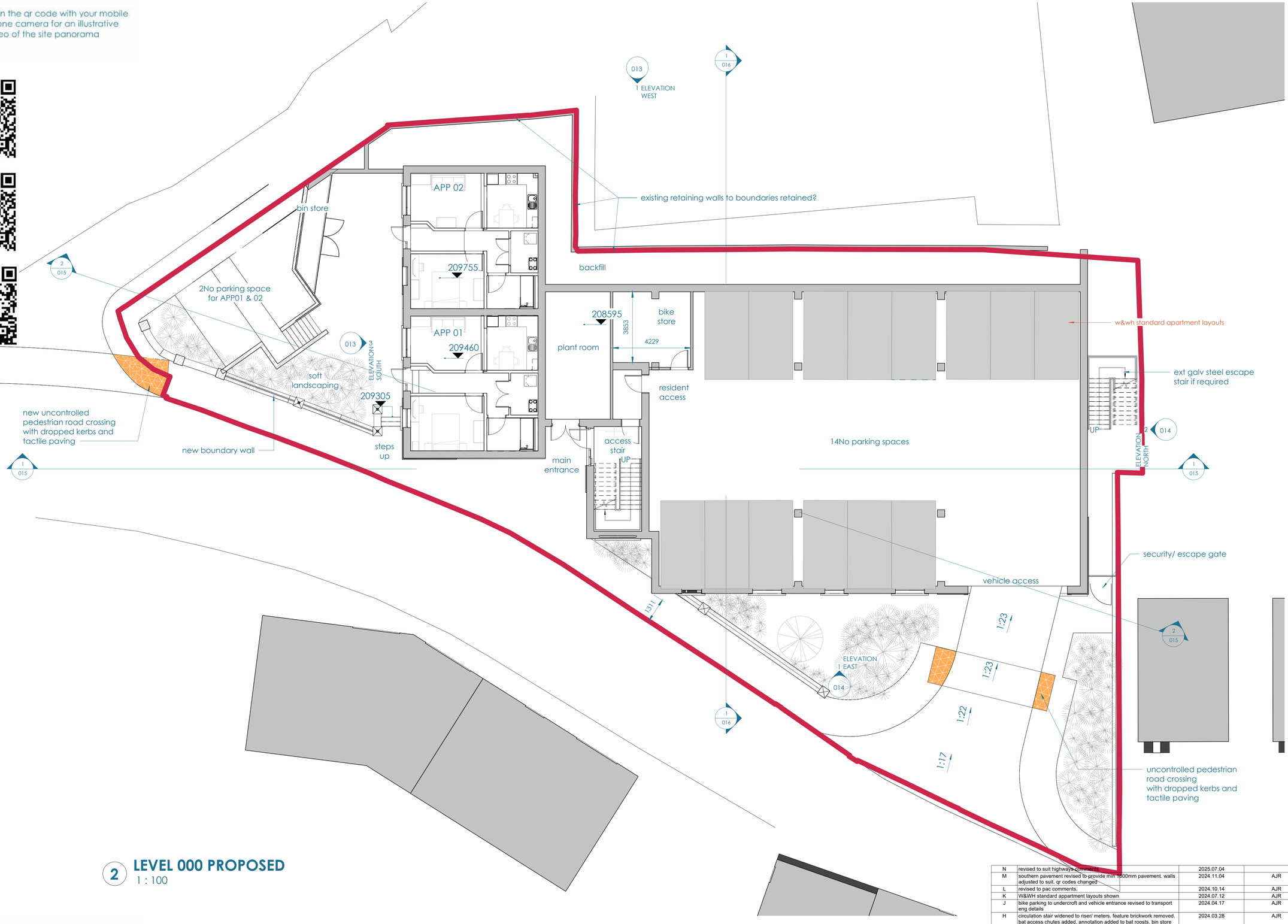
© copyright reserved by creu ltd. this drawing has been produced for this project and is not intended for use by any other person or for any other purpose. check dimension bar top left before scaling. all dims should be checked on site and discrepencies reported.

creu
www.creuarchitecture.com

cartref workstage 3

04/07/2025 15:46:54

scan the qr code with your mobile phone camera for an illustrative video of the site panorama



2 LEVEL 000 PROPOSED
1 : 100

Revision	Description	Date of Revision	Issued by
N	revised to suit highways comments.	2025.07.04	
M	southern pavement revised to provide min 1800mm pavement. walls adjusted to suit. qr codes changed	2024.11.04	AJR
L	revised to pac comments.	2024.10.14	AJR
K	W&WH standard appartment layouts shown	2024.07.12	AJR
J	bike parking to undercroft and vehicle entrance revised to transport eng details	2024.04.17	AJR
H	circulation stair widened to riser/ meters. feature brickwork removed. bat access chutes added. annotation added to bat roosts. bin store added adj to app 01 & 02	2024.03.28	AJR
G	qr code revised. window cill added to ground floor walkup apartment. pedestrian road corossing added to floor plans	2024.02.16	AJR
F	bin store revised to accomodate 3No 1100ltr, 1No 660ltr & 12No 240ltr. pedestrian crossing shown. comunal corridor reduced to 1350 wide. artstone cills added to windows within render	2024.02.15	AJR
E	revised to suit client comments.	2024.02.07	AJR
D	revised and issued for client review	2024.01.16	AJR
C	site section lines added	2023.12.07	AJR
B	north west boundary refined based on site visit	2023.12.06	AJR
A	issued for client review	2023.11.30	AJR

drawing status: for construction / for approval / for discussion

Project: ENGEDI CHAPEL, BRYMBO
Sheet name: LEVEL 000 PROPOSED
Scale@A1: 1 : 100
Date: 2023.11.27
Revision N
Drawing No 020
Project name C484

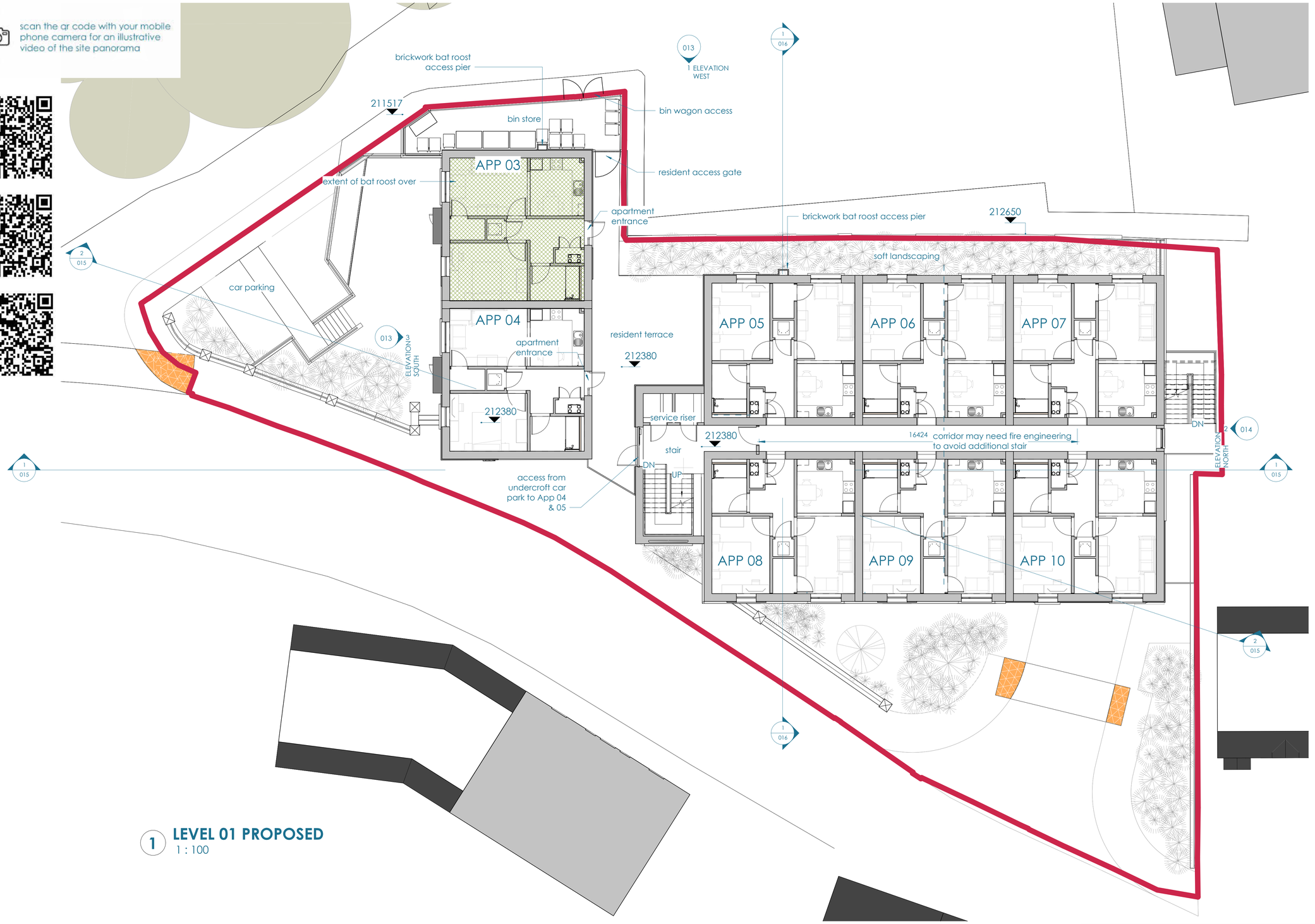
© copyright reserved by creu ltd. this drawing has been produced for this project and is not intended for use by any other person or for any other purpose. check dimension bar top left before scaling. all dims should be checked on site and discrepencies reported.

creu
www.creuarchitecture.com

cartref workstage 3

04/07/2025 15:48:25

scan the qr code with your mobile phone camera for an illustrative video of the site panorama



1 LEVEL 01 PROPOSED
1 : 100

Revision	Description	Date of Revision	Issued by
N	revised to suit highways comments.	2025.07.04	
M	southern pavement revised to provide min 1800mm pavement. walls adjusted to suit. qr codes changed	2024.11.04	AJR
L	revised to pac comments.	2024.10.14	AJR
K	W&WH standard appartment layouts shown	2024.07.12	AJR
J	bike parking to undercroft and vehicle entrance revised to transport eng details	2024.04.17	AJR
H	circulation stair widened to riser/ meters. feature brickwork removed. bat access chutes added. annotation added to bat roosts. bin store added adj to app 01 & 02	2024.03.28	AJR
G	qr code revised. window cill added to ground floor walkup apartment. pedestrian road corossing added to floor plans	2024.02.16	AJR
F	bin store revised to accomodate 3No 1100ltr, 1No 660ltr & 12No 240ltr. pedestrian crossing shown. comunal corridor reduced to 1350 wide. artstone cills added to windows within render	2024.02.15	AJR
E	revised to suit client comments.	2024.02.07	AJR
D	revised and issued for client review	2024.01.16	AJR
C	site section lines added	2023.12.07	AJR
B	north west boundary refined based on site visit	2023.12.06	AJR
A	issued for discussion	2023.11.06	

drawing status: for construction · for approval · for discussion

cartref workstage 3

04/07/2025 15:48:27

Project: ENGEDI CHAPEL, BRYMBO
Sheet name: LEVEL 001 PROPOSED
Scale@A1: 1 : 100
Date: 2023.11.30
Revision N
Project name C484
Drawing No 021

© copyright reserved by creu ltd. this drawing has been produced for this project and is not intended for use by any other person or for any other purpose. check dimension bar top left before scaling. all dims should be checked on site and discrepencies reported.

creu
www.creuarchitecture.com

scan the qr code with your mobile phone camera for an illustrative video of the site panorama



1 LEVEL 02 PROPOSED
1 : 100

Revision	Description	Date of Revision	Issued by
N	revised to suit highways comments.	2025.07.04	
M	southern pavement revised to provide min 1800mm pavement. walls adjusted to suit. qr codes changed	2024.11.04	AJR
L	revised to pac comments.	2024.10.14	AJR
K	W&WH standard appartment layouts shown	2024.07.12	AJR
J	bike parking to undercroft and vehicle entrance revised to transport eng details	2024.04.17	AJR
H	circulation stair widened to riser/ meters. feature brickwork removed. bat access chutes added. annotation added to bat roosts. bin store added adj to app 01 & 02	2024.03.28	AJR
G	qr code revised. window cill added to ground floor walkup apartment. pedestrian road corossing added to floor plans	2024.02.16	AJR
F	bin store revised to accomodate 3No 1100ltr, 1No 660ltr & 12No 240ltr. pedestrian crossing shown. comunal corridor reduced to 1350 wide. artstone cills added to windows within render	2024.02.15	AJR
E	revised to suit client comments.	2024.02.07	AJR
D	revised and issued for client review	2024.01.16	AJR
C	site section lines added	2023.12.07	AJR
B	north west boundary refined based on site visit	2023.12.06	AJR
A	issued for client review	2023.11.30	AJR

drawing status: for construction · for approval · for discussion

cartref workstage 3

04/07/2025 15:48:29

creu
www.creuarchitecture.com

Project name C484 **Drawing No** 022 **Revision** N

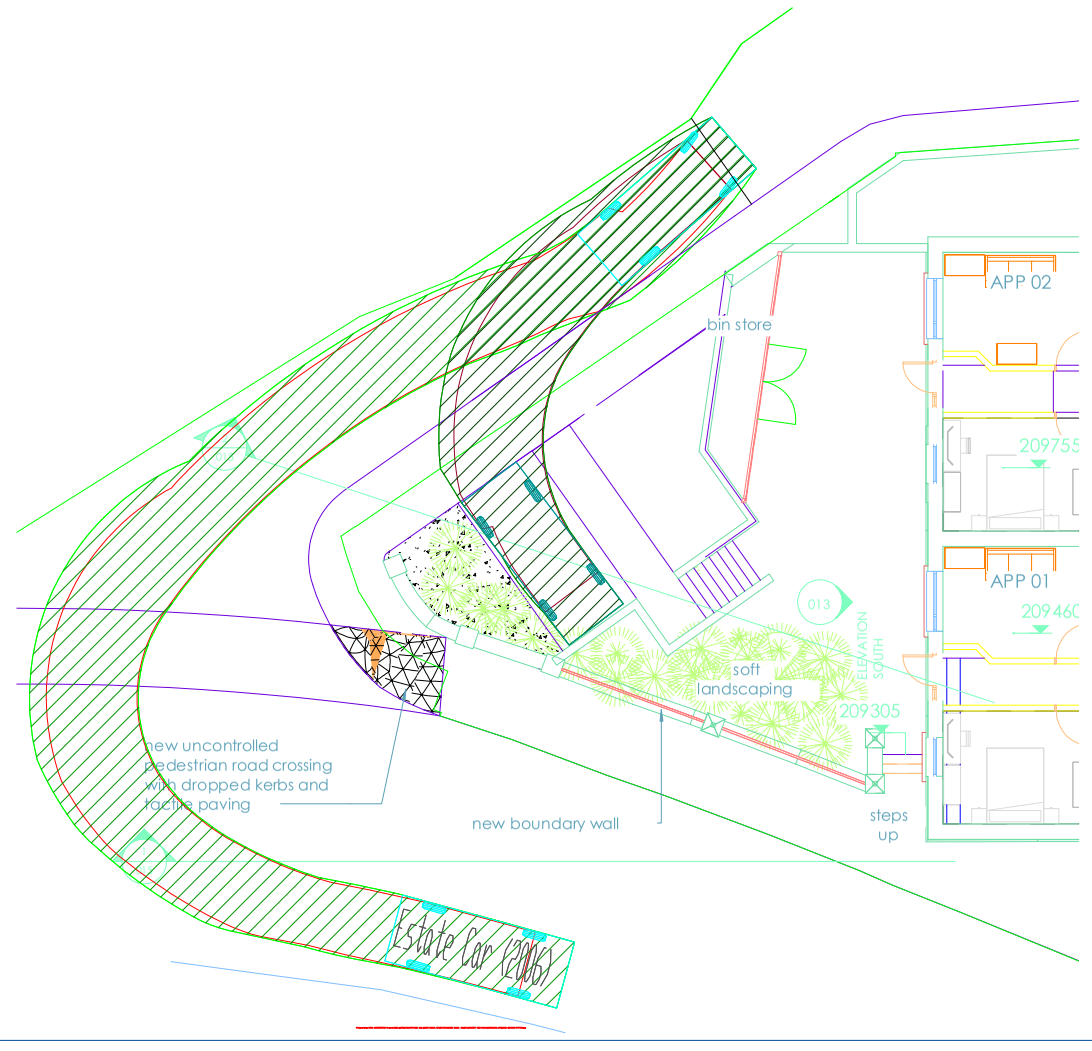
Project: ENGEDI CHAPEL, BRYMBO **Sheet name:** LEVEL 002 PROPOSED

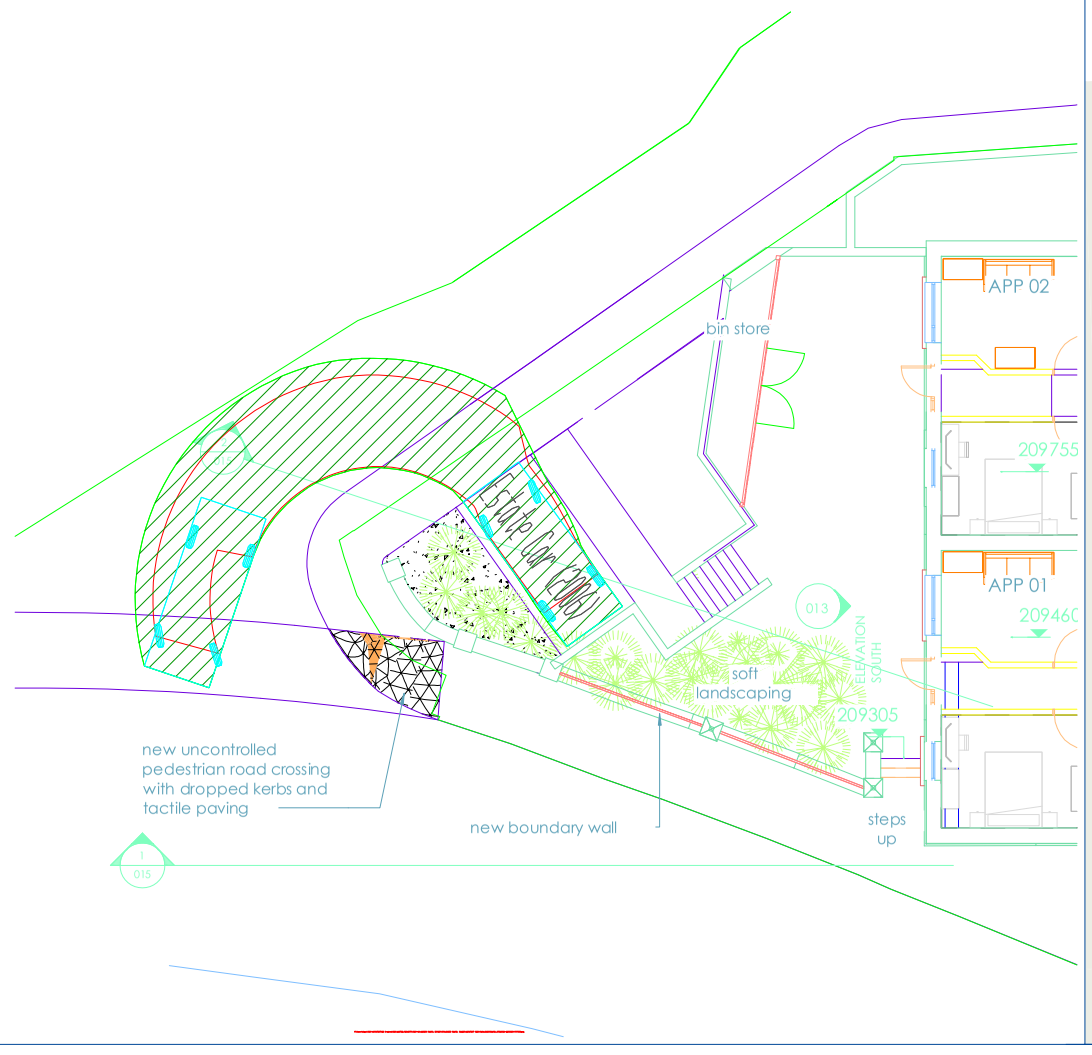
Scale@A1: 1 : 100 **Date:** 2023.11.27

© copyright reserved by creu ltd. this drawing has been produced for this project and is not intended for use by any other person or for any other purpose. check dimension bar top left before scaling. all dims should be checked on site and discrepencies reported.



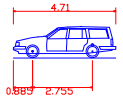






Revision:

A	Updated site plan	17.02.24
B	Updated site plan	07.11.25
C	Updated site plan / additional base mapping	17.07.25



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Client:
Wales & West Housing

Project:
Brymbo Engedi Chapel

Drawing Title:
Swept Path Assessment
Car Park Access &
Parking Bays 16-17

Drawing Number: J000488-ATR005

Revision: C

Date: 19.12.23

Scale: 1:200

Drawn By: KG

Checked By: KG

Status:
Information

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

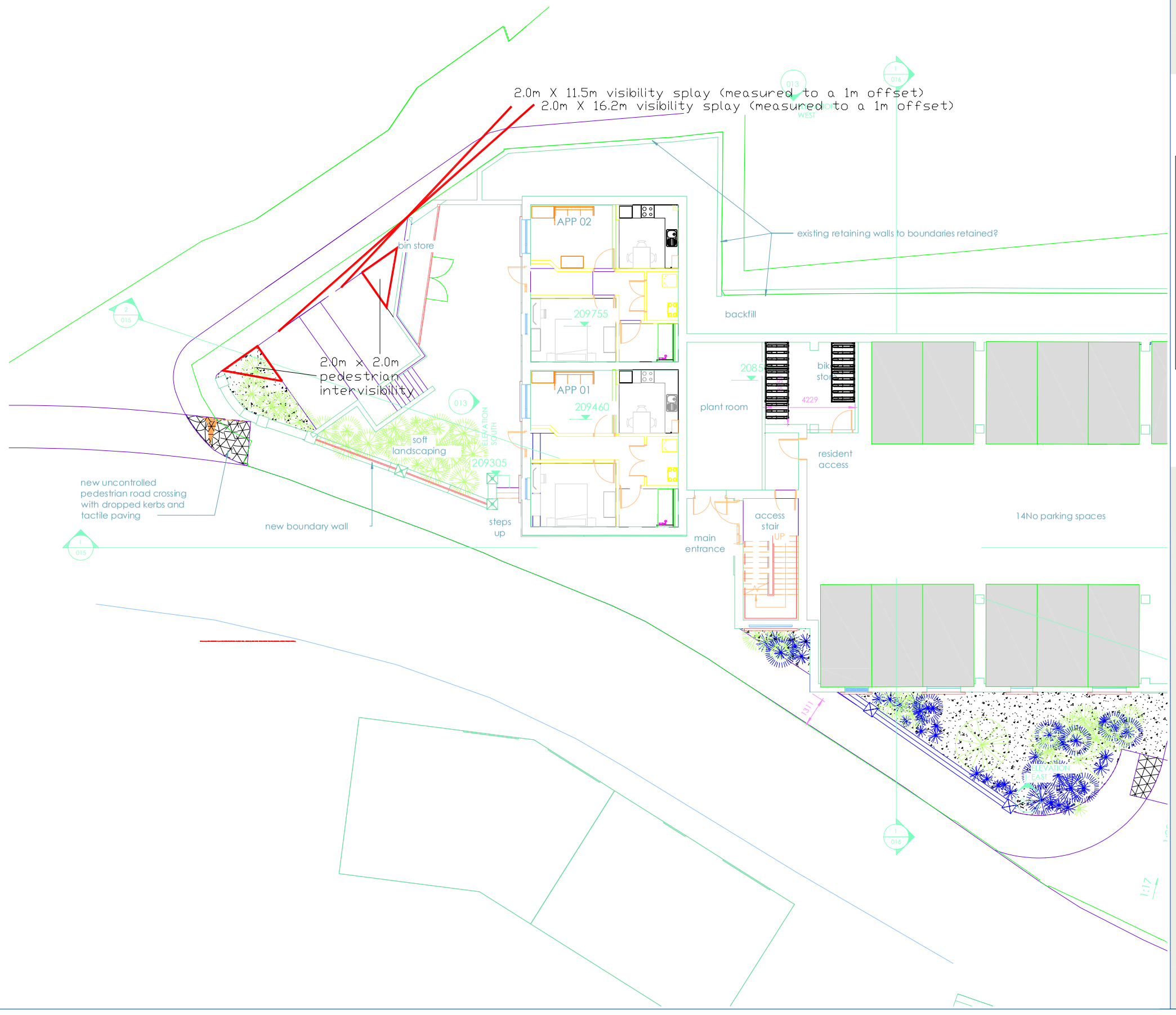
DO NOT SCALE - Follow any figured dimensions.

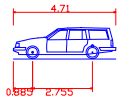
This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Pentland House
Village Way, Wilmslow
SK9 2GH
0161 826 4631
www.focustp.co.uk
FOCUS TRANSPORT PLANNING

Revision:

A	Updated site plan	17.02.24
B	Updated site plan	07.11.25
C	Updated site plan / additional base mapping	17.07.25





Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Client:
Wales & West Housing

Project:
Brymbo Engedi Chapel

Drawing Title:
Tai Owain Visibility Splays

Drawing Number: J000488-SK003

Revision: -

Date: 19.12.23

Scale: 1:200

Drawn By: KG

Checked By: KG

Status:
Information

This drawing is the copyright of Focus Transport Planning Ltd. and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without prior written consent of the company.

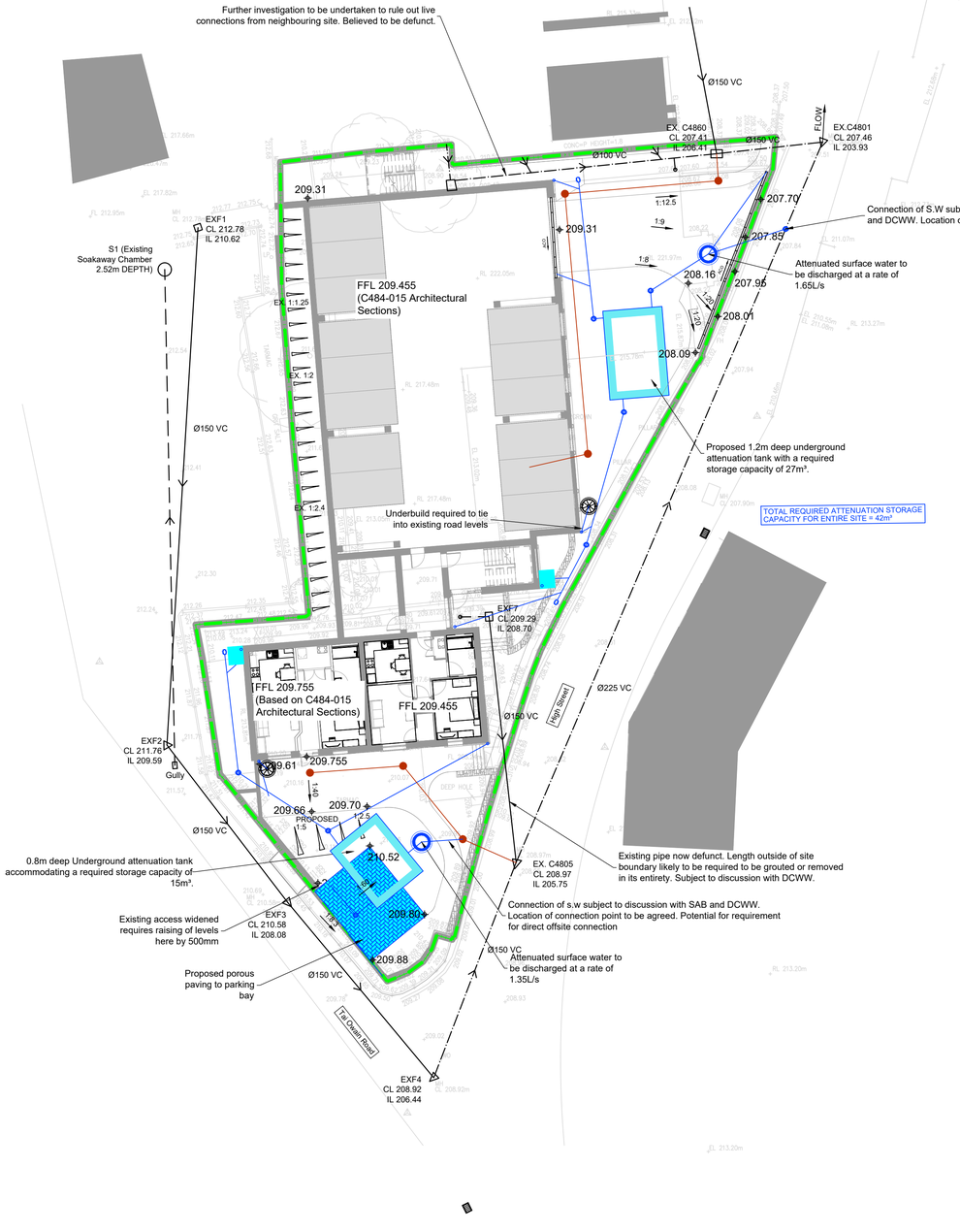
DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Pentland House
Village Way, Wilmslow
SK9 2GH
0161 826 4631
www.focustp.co.uk
FOCUS
TRANSPORT PLANNING

PROJECT No.	24033	DRG No.	SK501

DO NOT SCALE



NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, ENGINEER'S AND OTHER SPECIALISTS' DRAWINGS.
2. REFER TO DATRYS DRAWING 24033/500 FOR EXISTING DRAINAGE.

KEY

- ASSUMED LINE OF EXISTING COMBINED SEWER
- LINE OF EXISTING FOUL PIPE
- LINE OF EXISTING SURFACE WATER PIPE
- PROPOSED PRIVATE FOUL DRAINAGE
- PROPOSED SURFACE WATER DRAINAGE
- PROPOSED SUDSPLANTER
- PROPOSED RAINWATER BUTT

REV	DATE	DESCRIPTION	BY	CHK	APP
P04	17.04.24	SUDS PLANTERS & WATER BUTTS ADDED	IR		
P03	09.04.24	FURTHER NOTES ADDED	PE	WH	AC
P02	20.03.24	UPDATED FOLLOWING DTM	IR		
P01	15.03.24	FIRST ITERATION	IR		

REVISIONS

FOR PLANNING

CLIENT

Tai Wales & West Housing

PROJECT

Apartments Brymbo
Methodist Chapel Site

TITLE

Proposed Drainage Scheme

DATRYS

Caernarfon:
Unit 1 Block C, Doc Victoria
Caernarfon, LL55 1TH
Tel: 01286 671027

Mold:
Suite 4A, Broncoed House
Wrexham Road, Mold, CH7 1HP
Tel: 01352 706205

info@datrys.coop | www.datrys.net

DRAWN	IR	CHECKED	PE	PASSED	AC
DATE	14.03.24	CLIENT'S REF.			
SCALE AT A1	1:200	AUTOCAD REF.	24033/SK501		
DRAWING No.	24033/SK501	REVISION	P04		

This drawing is Copyright ©

FOCUS
TRANSPORT PLANNING

APPENDICES



APPENDIX HTN1

Manual Speed Survey, Brymbo

DATE : THURSDAY 12th SEPTEMBER 2024

SPEED LIMIT: 20MPH

southbound am

SPEED (MPH)	CAR	LGV	HGV	BUS
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	0	0	0	0
14	0	0	0	0
15	4	0	0	1
16	5	0	0	0
17	2	1	1	0
18	5	0	0	1
19	3	1	0	1
20	6	1	0	0
21	5	0	0	0
22	3	0	0	0
23	0	0	0	0
24	0	0	0	0
25	1	0	0	0
26	1	0	0	0
27	0	0	0	0
28	0	0	0	0
29	0	0	0	0
30	0	0	0	0
31	0	0	0	0
32	0	0	0	0
33	0	0	0	0
34	0	0	0	0
35	0	0	0	0
36	0	0	0	0
37	0	0	0	0
38	0	0	0	0
39	0	0	0	0
40	0	0	0	0
41	0	0	0	0
42	0	0	0	0
43	0	0	0	0
44	0	0	0	0
45	0	0	0	0
46	0	0	0	0
47	0	0	0	0
48	0	0	0	0
49	0	0	0	0
50	0	0	0	0
51	0	0	0	0
52	0	0	0	0
53	0	0	0	0
54	0	0	0	0
55	0	0	0	0
56	0	0	0	0
57	0	0	0	0
58	0	0	0	0
59	0	0	0	0
60	0	0	0	0
61	0	0	0	0
62	0	0	0	0
63	0	0	0	0
64	0	0	0	0
65	0	0	0	0
66	0	0	0	0
67	0	0	0	0
68	0	0	0	0
69	0	0	0	0
70	0	0	0	0

sounthbound pm

SPEED (MPH)	CAR	LGV	HGV	BUS
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	0	0	0	0
14	0	0	0	0
15	1	0	1	1
16	1	0	0	0
17	6	0	0	0
18	5	1	0	3
19	3	0	0	1
20	4	1	0	1
21	2	1	0	0
22	0	1	0	0
23	4	0	0	0
24	2	0	0	0
25	2	0	0	0
26	1	1	0	0
27	0	1	0	0
28	0	0	0	0
29	0	0	0	0
30	1	0	0	0
31	0	0	0	0
32	0	0	0	0
33	0	0	0	0
34	0	0	0	0
35	0	0	0	0
36	0	0	0	0
37	0	0	0	0
38	0	0	0	0
39	0	0	0	0
40	0	0	0	0
41	0	0	0	0
42	0	0	0	0
43	0	0	0	0
44	0	0	0	0
45	0	0	0	0
46	0	0	0	0
47	0	0	0	0
48	0	0	0	0
49	0	0	0	0
50	0	0	0	0
51	0	0	0	0
52	0	0	0	0
53	0	0	0	0
54	0	0	0	0
55	0	0	0	0
56	0	0	0	0
57	0	0	0	0
58	0	0	0	0
59	0	0	0	0
60	0	0	0	0
61	0	0	0	0
62	0	0	0	0
63	0	0	0	0
64	0	0	0	0
65	0	0	0	0
66	0	0	0	0
67	0	0	0	0
68	0	0	0	0
69	0	0	0	0
70	0	0	0	0

southbound am + pm

SPEED (MPH)	CAR	LGV	HGV	BUS
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	0	0	0	0
14	0	0	0	0
15	5	0	1	2
16	6	0	0	0
17	8	1	1	0
18	10	1	0	4
19	6	1	0	2
20	10	2	0	1
21	7	1	0	0
22	3	1	0	0
23	4	0	0	0
24	2	0	0	0
25	3	0	0	0
26	2	1	0	0
27	0	1	0	0
28	0	0	0	0
29	0	0	0	0
30	1	0	0	0
31	0	0	0	0
32	0	0	0	0
33	0	0	0	0
34	0	0	0	0
35	0	0	0	0
36	0	0	0	0
37	0	0	0	0
38	0	0	0	0
39	0	0	0	0
40	0	0	0	0
41	0	0	0	0
42	0	0	0	0
43	0	0	0	0
44	0	0	0	0
45	0	0	0	0
46	0	0	0	0
47	0	0	0	0
48	0	0	0	0
49	0	0	0	0
50	0	0	0	0
51	0	0	0	0
52	0	0	0	0
53	0	0	0	0
54	0	0	0	0
55	0	0	0	0
56	0	0	0	0
57	0	0	0	0
58	0	0	0	0
59	0	0	0	0
60	0	0	0	0
61	0	0	0	0
62	0	0	0	0
63	0	0	0	0
64	0	0	0	0
65	0	0	0	0
66	0	0	0	0
67	0	0	0	0
68	0	0	0	0
69	0	0	0	0
70	0	0	0	0

85th perce 23

wet weath 20.5

Manual Speed Survey, Brymbo

DATE : THURSDAY 12th SEPTEMBER 2024

SPEED LIMIT: 20MPH

northbound am

SPEED (MPH)	CAR	LGV	HGV	BUS
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	0	0	0	0
14	0	0	0	0
15	5	0	1	2
16	4	0	0	1
17	6	0	0	0
18	4	1	0	0
19	3	2	0	0
20	5	2	0	0
21	2	0	0	0
22	3	0	0	0
23	2	0	0	0
24	0	0	0	0
25	0	0	0	0
26	0	0	0	0
27	1	0	0	0
28	0	0	0	0
29	0	0	0	0
30	0	0	0	0
31	0	0	0	0
32	0	0	0	0
33	0	0	0	0
34	0	0	0	0
35	0	0	0	0
36	0	0	0	0
37	0	0	0	0
38	0	0	0	0
39	0	0	0	0
40	0	0	0	0
41	0	0	0	0
42	0	0	0	0
43	0	0	0	0
44	0	0	0	0
45	0	0	0	0
46	0	0	0	0
47	0	0	0	0
48	0	0	0	0
49	0	0	0	0
50	0	0	0	0
51	0	0	0	0
52	0	0	0	0
53	0	0	0	0
54	0	0	0	0
55	0	0	0	0
56	0	0	0	0
57	0	0	0	0
58	0	0	0	0
59	0	0	0	0
60	0	0	0	0
61	0	0	0	0
62	0	0	0	0
63	0	0	0	0
64	0	0	0	0
65	0	0	0	0
66	0	0	0	0
67	0	0	0	0
68	0	0	0	0
69	0	0	0	0
70	0	0	0	0

northbound pm

SPEED (MPH)	CAR	LGV	HGV	BUS
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	0	0	0	0
14	0	0	0	0
15	5	0	0	1
16	10	0	0	1
17	6	1	1	0
18	9	0	0	0
19	3	2	0	0
20	9	0	0	0
21	5	1	0	0
22	2	1	0	0
23	2	0	0	0
24	1	0	0	0
25	1	0	0	0
26	0	0	0	0
27	1	0	0	0
28	0	0	0	0
29	1	0	0	0
30	0	0	0	0
31	0	0	0	0
32	0	0	0	0
33	0	0	0	0
34	0	0	0	0
35	0	0	0	0
36	0	0	0	0
37	0	0	0	0
38	0	0	0	0
39	0	0	0	0
40	0	0	0	0
41	0	0	0	0
42	0	0	0	0
43	0	0	0	0
44	0	0	0	0
45	0	0	0	0
46	0	0	0	0
47	0	0	0	0
48	0	0	0	0
49	0	0	0	0
50	0	0	0	0
51	0	0	0	0
52	0	0	0	0
53	0	0	0	0
54	0	0	0	0
55	0	0	0	0
56	0	0	0	0
57	0	0	0	0
58	0	0	0	0
59	0	0	0	0
60	0	0	0	0
61	0	0	0	0
62	0	0	0	0
63	0	0	0	0
64	0	0	0	0
65	0	0	0	0
66	0	0	0	0
67	0	0	0	0
68	0	0	0	0
69	0	0	0	0
70	0	0	0	0

northbound am + pm

SPEED (MPH)	CAR	LGV	HGV	BUS
10	0	0	0	0
11	0	0	0	0
12	0	0	0	0
13	0	0	0	0
14	0	0	0	0
15	10	0	1	3
16	14	0	0	2
17	12	1	1	0
18	13	1	0	0
19	6	4	0	0
20	14	2	0	0
21	7	1	0	0
22	5	1	0	0
23	4	0	0	0
24	1	0	0	0
25	1	0	0	0
26	0	0	0	0
27	2	0	0	0
28	0	0	0	0
29	1	0	0	0
30	0	0	0	0
31	0	0	0	0
32	0	0	0	0
33	0	0	0	0
34	0	0	0	0
35	0	0	0	0
36	0	0	0	0
37	0	0	0	0
38	0	0	0	0
39	0	0	0	0
40	0	0	0	0
41	0	0	0	0
42	0	0	0	0
43	0	0	0	0
44	0	0	0	0
45	0	0	0	0
46	0	0	0	0
47	0	0	0	0
48	0	0	0	0
49	0	0	0	0
50	0	0	0	0
51	0	0	0	0
52	0	0	0	0
53	0	0	0	0
54	0	0	0	0
55	0	0	0	0
56	0	0	0	0
57	0	0	0	0
58	0	0	0	0
59	0	0	0	0
60	0	0	0	0
61	0	0	0	0
62	0	0	0	0
63	0	0	0	0
64	0	0	0	0
65	0	0	0	0
66	0	0	0	0
67	0	0	0	0
68	0	0	0	0
69	0	0	0	0
70	0	0	0	0

85th perce 21

wet weath 18.5



APPENDIX HTN2

Focus Transport Planning Village Way Wilmslow Licence No: 506501

Calculation Reference: AUDIT-506501-250617-0646

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 days
	WS	WEST SUSSEX	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	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: No of Dwellings
Actual Range: 18 to 84 (units:)
Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 02/10/23

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:

Wednesday	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 undertaking using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	3

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	3

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	3 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering 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 (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:

20,001 to 25,000	3 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	2 days
250,001 to 500,000	1 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	1 days
1.1 to 1.5	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:

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:

No PTAL Present	3 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	HF-03-C-07	BLOCKS OF FLATS		HERTFORDSHIRE
	OXHEY DRIVE			
	WATFORD			
	SOUTH OXHEY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		84	
	Survey date: WEDNESDAY		*07/06/23*	*Survey Type: MANUAL*
2	LE-03-C-01	BLOCK OF FLATS		LEICESTERSHIRE
	NEW STREET			
	LEICESTER			
	OADBY			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		19	
	Survey date: FRIDAY		*16/10/20*	*Survey Type: MANUAL*
3	WS-03-C-01	BLOCKS OF FLATS		WEST SUSSEX
	GORING ROAD			
	WORTHING			
	GORING-BY-SEA			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total No of Dwellings:		18	
	Survey date: WEDNESDAY		*11/05/22*	*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/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	40	0.017	3	40	0.215	3	40	0.232
08:00 - 09:00	3	40	0.091	3	40	0.248	3	40	0.339
09:00 - 10:00	3	40	0.091	3	40	0.050	3	40	0.141
10:00 - 11:00	3	40	0.033	3	40	0.074	3	40	0.107
11:00 - 12:00	3	40	0.099	3	40	0.066	3	40	0.165
12:00 - 13:00	3	40	0.050	3	40	0.041	3	40	0.091
13:00 - 14:00	3	40	0.091	3	40	0.107	3	40	0.198
14:00 - 15:00	3	40	0.099	3	40	0.074	3	40	0.173
15:00 - 16:00	3	40	0.174	3	40	0.083	3	40	0.257
16:00 - 17:00	3	40	0.124	3	40	0.033	3	40	0.157
17:00 - 18:00	3	40	0.107	3	40	0.017	3	40	0.124
18:00 - 19:00	3	40	0.116	3	40	0.041	3	40	0.157
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.092			1.049			2.141

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	18 - 84 (units:)
Survey date date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-506501-250617-0648

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
10	WALES		
	CF	CARDIFF	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: No of Dwellings
Actual Range: 24 to 38 (units:)
Range Selected by User: 6 to 467 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 10/04/24

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:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 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:

Neighbourhood Centre (PPS6 Local Centre)	2

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

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	2 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	2 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:

25,001 to 50,000	1 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:

250,001 to 500,000	1 days
500,001 or More	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	1 days
1.1 to 1.5	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:

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:

No PTAL Present	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 BT-03-D-02 BLOCK OF FLATS BRENT
CANTERBURY ROAD
KILBURN

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

2 CF-03-D-01 BLOCKS OF FLATS CARDIFF
TYN-Y-PARC ROAD
CARDIFF
WHITCHURCH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: FRIDAY *07/10/16* *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 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	2	31	0.065	2	31	0.177	2	31	0.242
08:00 - 09:00	2	31	0.065	2	31	0.145	2	31	0.210
09:00 - 10:00	2	31	0.081	2	31	0.113	2	31	0.194
10:00 - 11:00	2	31	0.000	2	31	0.032	2	31	0.032
11:00 - 12:00	2	31	0.032	2	31	0.016	2	31	0.048
12:00 - 13:00	2	31	0.016	2	31	0.097	2	31	0.113
13:00 - 14:00	2	31	0.032	2	31	0.048	2	31	0.080
14:00 - 15:00	2	31	0.145	2	31	0.097	2	31	0.242
15:00 - 16:00	2	31	0.177	2	31	0.129	2	31	0.306
16:00 - 17:00	2	31	0.161	2	31	0.097	2	31	0.258
17:00 - 18:00	2	31	0.226	2	31	0.161	2	31	0.387
18:00 - 19:00	2	31	0.129	2	31	0.113	2	31	0.242
19:00 - 20:00	1	38	0.079	1	38	0.105	1	38	0.184
20:00 - 21:00	1	38	0.026	1	38	0.026	1	38	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.234			1.356			2.590

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	24 - 38 (units:)
Survey date date range:	01/01/16 - 10/04/24
Number of weekdays (Monday-Friday):	2
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.