acstro

Transport Statement

Land West of Usk Road
Raglan

January 2024

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Appendices

Revision History

A	31st January 2024	First Issue

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1 Introduction

1.1 Acstro has been appointed to produce a Transport Statement to support the promotion of land west of Usk Road, Raglan as a candidate site for inclusion, as suitable for development as an employment site, in the Monmouthshire Replacement Local Development Plan.

1.2 The candidate site's location is shown in Figure 1.

Figure 1 Location Plan

1.3 It is considered that the candidate site has the potential to deliver up to around 7,500m^2 of commercial floorspace suitable for employment uses.

1.4 This document considers the transport implications associated with the residential development of the site. In particular, this Transport Statement demonstrates that the candidate site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided.

1.5 The structure of the Transport Statement is as follows:

- Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
- Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
- Section 4 describes the proposed development and its access arrangements. An estimate of the likely trip generation of the proposed development of the land is also provided.
- Section 5 provides a summary and conclusion.

2 Policy Context

Future Wales - The National Plan 2040

2.1 This is the national development framework that sets out the direction for development in Wales to 2040.

2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.

2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (11th Edition)

2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.

2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”

2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:

- Walking and Cycling
- Public Transport
- Ultra Low Emission Vehicles
- Other Private Motor Vehicles

2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).

2.10 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.

TAN18 Transportation

2.11 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments' sustainable development policy objectives by:

- promoting travel efficient settlement patterns;
- ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

2.12 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

2.13 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

2.14 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and

- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.15 An extract from the ATNM is provided below and shows that there are proposals for the development of future active travel routes throughout Raglan. These include future cycling routes that will link Raglan to Abergavenny to the north west, Monmouth to the north east and Usk to the south.

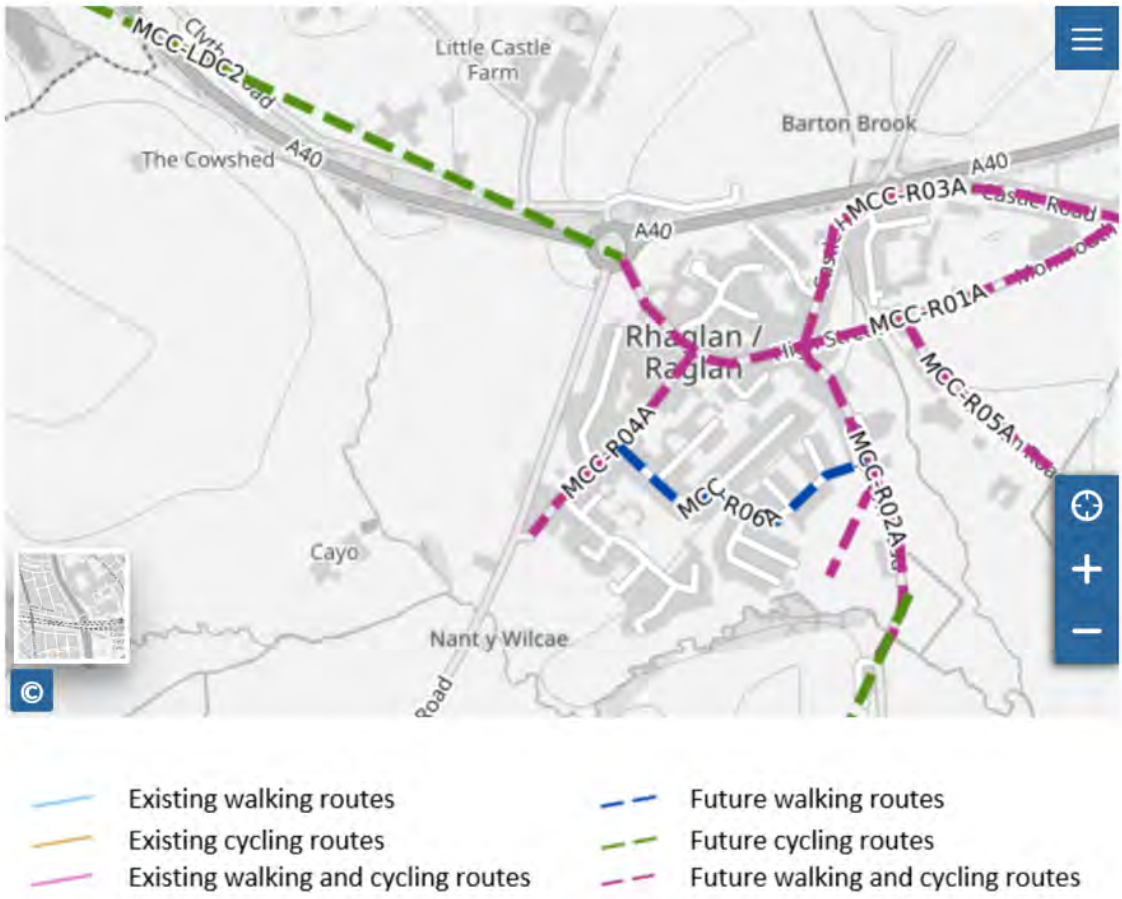


Figure 2 Extract from Monmouthshire Active Travel Network Map

3 Existing Conditions

Location

3.1 The site is shown in the context of nearby facilities and the surrounding transport network in Appendix 1.

Appendix 1 Site Context

3.2 The candidate site is located on the western edge of the Raglan, adjacent to Usk Road.

3.3 There is a good range of services available in Raglan including a convenience store, a post office, GP Surgery, primary school.

3.4 A wider range of services can be accessed at Monmouth and Abergavenny, some 12km and 15km from Raglan, respectively. Usk is some 9km to the south.

Active Travel

3.5 The facilities available within Raglan are all within walking distance of the candidate site. Within Raglan's existing urban area there are segregated footways available throughout. Traffic flows are relatively light with most through traffic travelling along the A40 or Usk Road that bypass the village centre. It is considered that this provides for a a safe and pleasant environment for walking trips within Raglan.

3.6 Currently there is no footway along Usk Road and this will need to be addressed in order to make the candidate site accessible to pedestrians.

3.7 National Cycle Network Route 423 passes through Raglan and along Usk Road to the south of the candidate site. The cycle route connects to Usk to the south and Monmouth to the north east.

3.8 Figure 3 shows the areas that can be reached within a reasonable, 30-minute, cycle ride from the candidate site.

3.9 The Council's ATNM (see 2.15) identifies a number of future active travel routes that will be delivered within Raglan and between Raglan and Abergavenny, Monmouth and Usk. This will further improve the candidate's site accessibility by active travel modes.

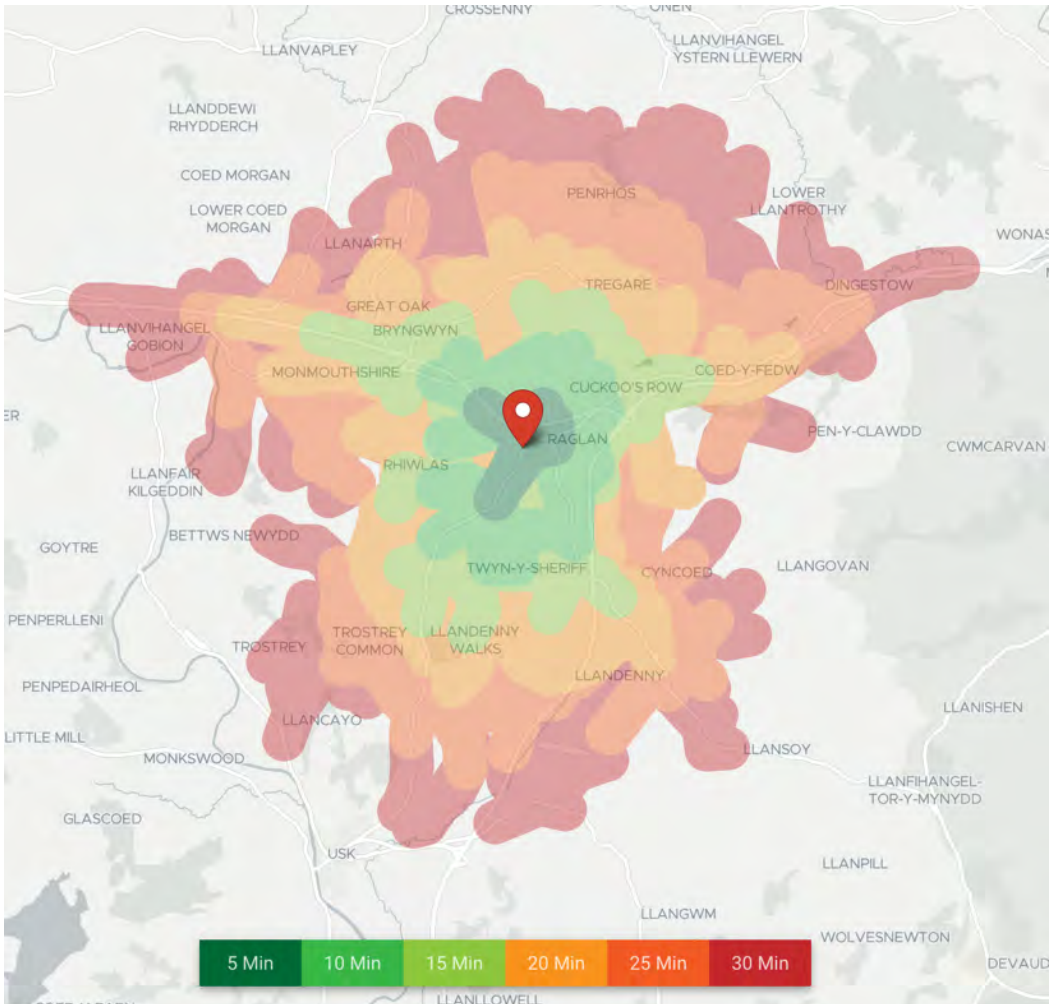


Figure 3 30-Minute Cycle Catchment

Public Transport Network

3.10 The nearest bus stop to the site are located on Usk Road or on High Street. They are approximately 250m and 400m from the application site, respectively. The services that call at these stops are summarised in the table below.

Bus stop	Service No.	Route	General Weekday Frequency
Usk Road	60	Newport - Monmouth	Approximately every 2 hours
High Street	68	Abergavenny - Monmouth	Every 2 hours
	83	Abergavenny - Monmouth	1 journey per day

Table 1 Bus Services

3.11 Connecting public transport services can be accessed at Abergavenny's bus and railway stations, which are around a 25 minute bus journey from the Raglan.

Highway Network

3.12 The site will be accessed from Usk Road, which runs along Raglan's western edge and connects with the A40 Raglan Roundabout. National speed limits apply to this section of Usk Road, which has a 7.3m wide carriageway with grass verges on both sides. There is no street lighting. The highway has a straight alignment that provides good visibility.

3.13 A review of injury accident records for the area around the site has been undertaken for latest five-year period for which data is available (2018 – 2022 inclusive). There have been no recorded injury accidents on Usk Road adjacent to the site. There are two injury accidents recorded at the A40 Raglan Roundabout. This is not an unusually high number for a roundabout on the trunk road network and does not give rise to undue concern over the highway network's safety in the vicinity of the candidate site.

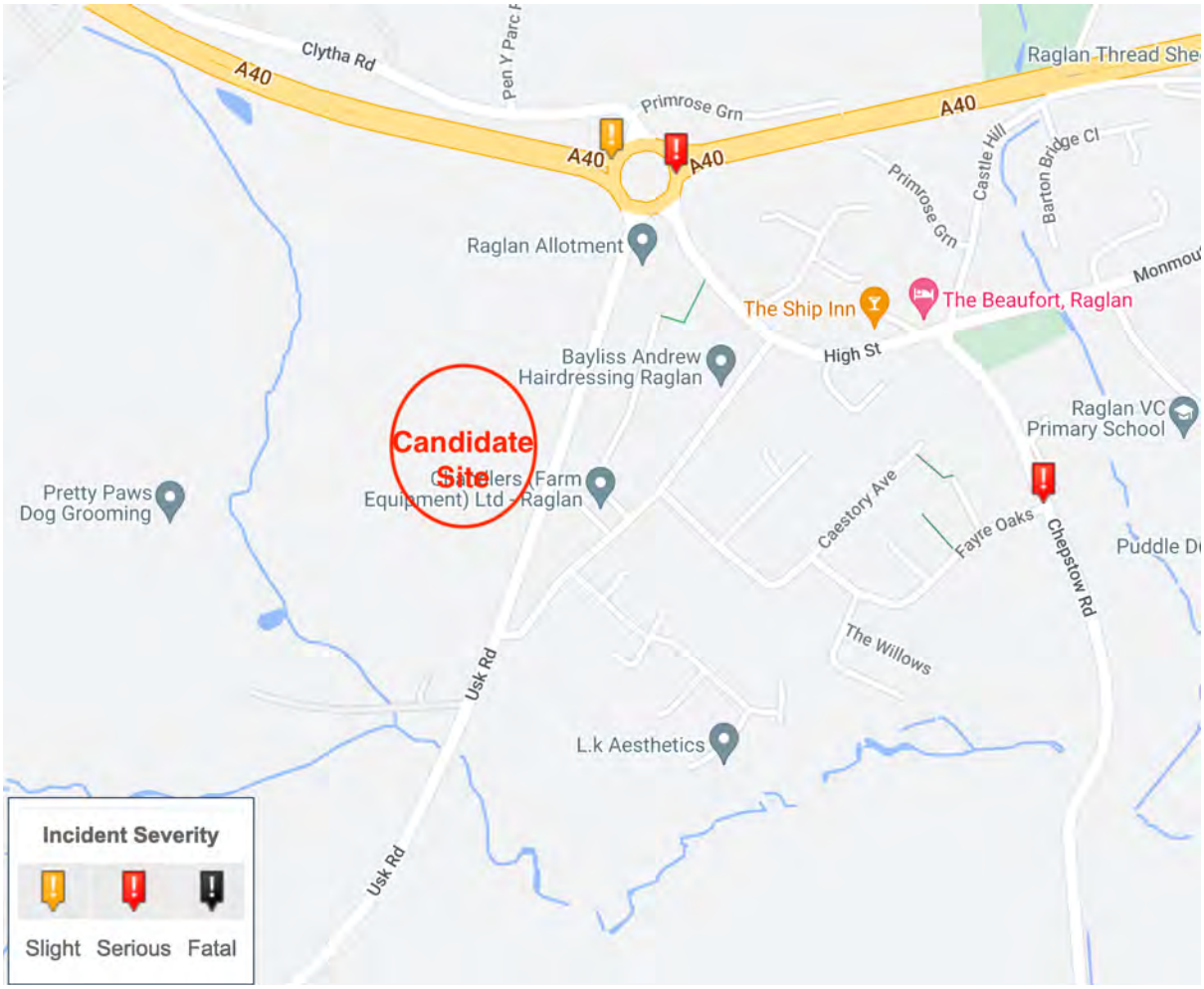


Figure 4 Injury Accident Location & Severity (2018 – 2022)

Summary

3.14 The site is in a sustainable and accessible location. There are a number of amenities within Raglan that can be accessed on foot provided that a new section of footway is constructed along Raglan Road to connect with the existing pedestrian network.

3.15 The candidate site lies near to the NCN cycle network that provides a good quality connection to Usk and Monmout and there are proposals for the development of future active travel cycle routes to add to these.

3.16 The candidate site is located close to bus stops that provide access to regular bus services to Abergavenny, Monmouth and Usk.

3.17 The accessibility of the site to pedestrians, cyclists and public transport users increases the possibility that journeys generated by the development can be made by sustainable forms of transport and that users of the site will not be reliant on the car.

3.18 The highway network serving the site has a good safety record.

4 Proposed Development

4.1 It is considered that the candidate site has the potential to deliver up to around 7,500m^2 of commercial floorspace suitable for employment uses.

Figure 5 Concept Layout

4.2 The proposed access arrangement is shown in principle in Appendix 2. This will be subject to further detailed design at planning application stage.

4.3 Access will be provided by a new junction onto Usk Road. It is envisaged that the access road will be to an adoptable standard and is likely to have a 6m wide carriageway with 2m footways on both sides. Visibility splays of at least 2.4 x 215m can be achieved in both directions from the access as is required for junctions where national speed limits apply.

4.4 Additional pedestrian access points can be provided to shorten walk distances between units within the site and the services available in Raglan.

Appendix 2 Proposed Access

4.5 It is envisaged that the development be linked to Raglan's existing pedestrian network by the construction of sections of new footway along the eastern verge of Usk Road. Appropriate pedestrian crossing points will be provided to link the development to the new sections of footway on the opposite side of Usk Road.

Trip Generation

4.6 The potential trip generation of the proposed development of the site has been estimated by reference to the TRICS trip rate database.

4.7 From the TRICS database evidence of the trip rates of industrial estate developments (developments of between 5,000m^2 and 15,000m^2 gross floor area) in edge of town locations in mainland Britain (excluding Greater London) have been analysed. The detailed TRICS output is provided as Appendix 3 and 4 and summarised below.

Appendix 3 TRICS Trip Rate Data – Industrial Estate

Time Range	Trip Rate per 100m^2			Trip Generation (7500m^2)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.421	0.203	0.624	32	15	47
pm Peak Hour 16:00-17:00	0.224	0.427	0.651	17	32	49

Table 2 Vehicle Trip Rates & Proposed Development Trip Generation – Industrial Estate

4.8 The TRICS data suggests that the proposed development will generate around 50 peak hour vehicle movements.

4.9 Detailed analysis of the likely impact of this volume of traffic on the surrounding highway network and the need for mitigation measures will be undertaken at planning application stage.

5 Summary & Conclusion

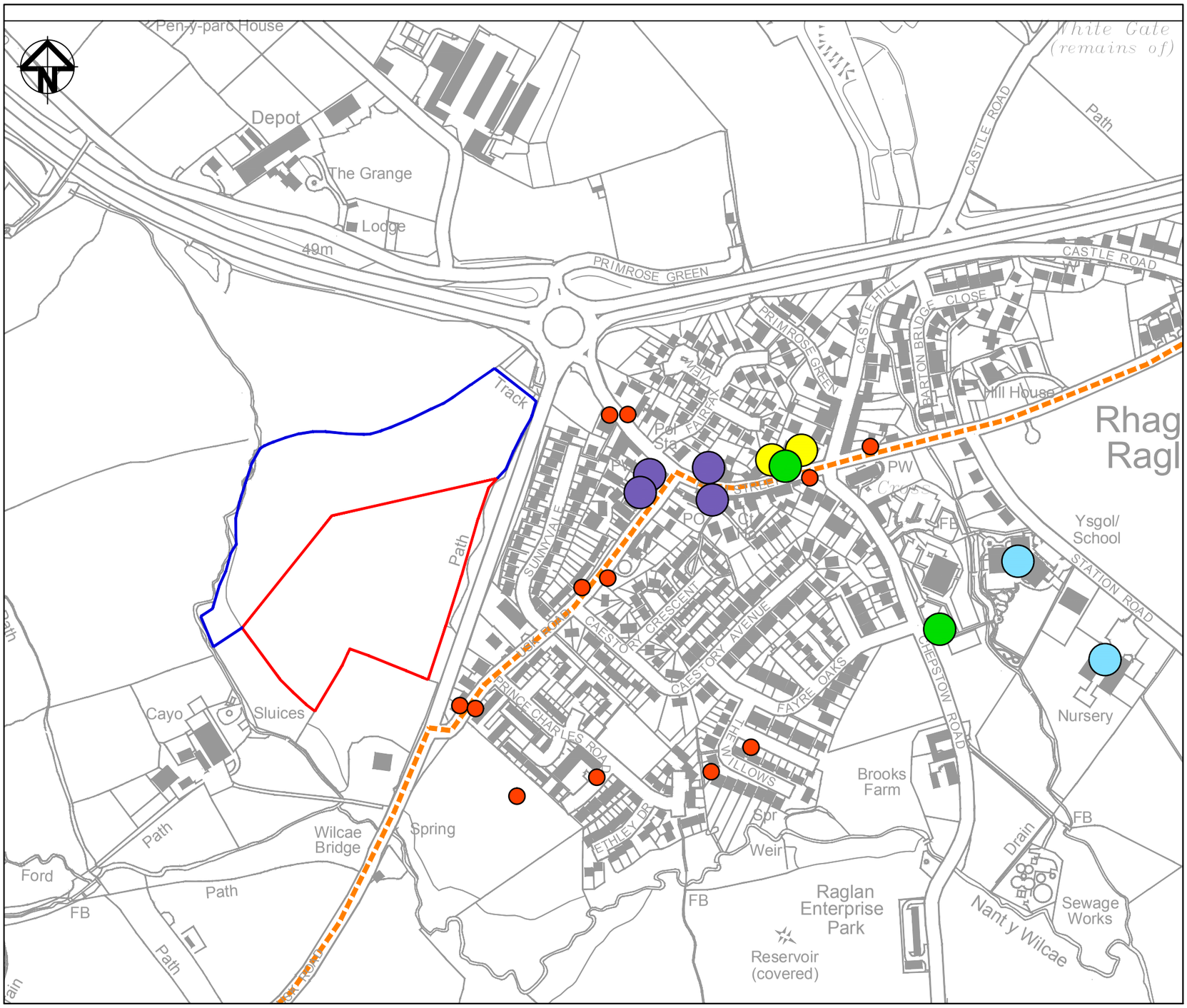
5.1 In summary this Transport Statement has demonstrated that:

- The proposed development is in an appropriate location where a range of amenities can be reached on foot, by bike or by public transport. Users of the development will therefore not be reliant on the car.
- There is currently no footway along Usk Road that links to the development. New sections of footway and pedestrian crossing points will be constructed to address this and link the development to Raglan's existing pedestrian network.
- A safe and appropriate access from Usk Road that meets current design standards can be delivered;
- It is estimated that the development will generate around 50 peak hour vehicle movements. Detailed assessment of this traffic's impact on surrounding roads and the need for mitigation measures will be undertaken at planning application stage.

5.2 As such it is considered that the candidate site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport.

5.3 It is concluded therefore that there are no transport related issues that should prevent the inclusion of this candidate site in the Replacement Local Development Plan.

Appendix 1 Site Context



KEY

- Site
- Bus Stop
- School
- Pub / Restaurant
- Shop / Post Office
- GP Surgery / Pharmacy
- National Cycle Network

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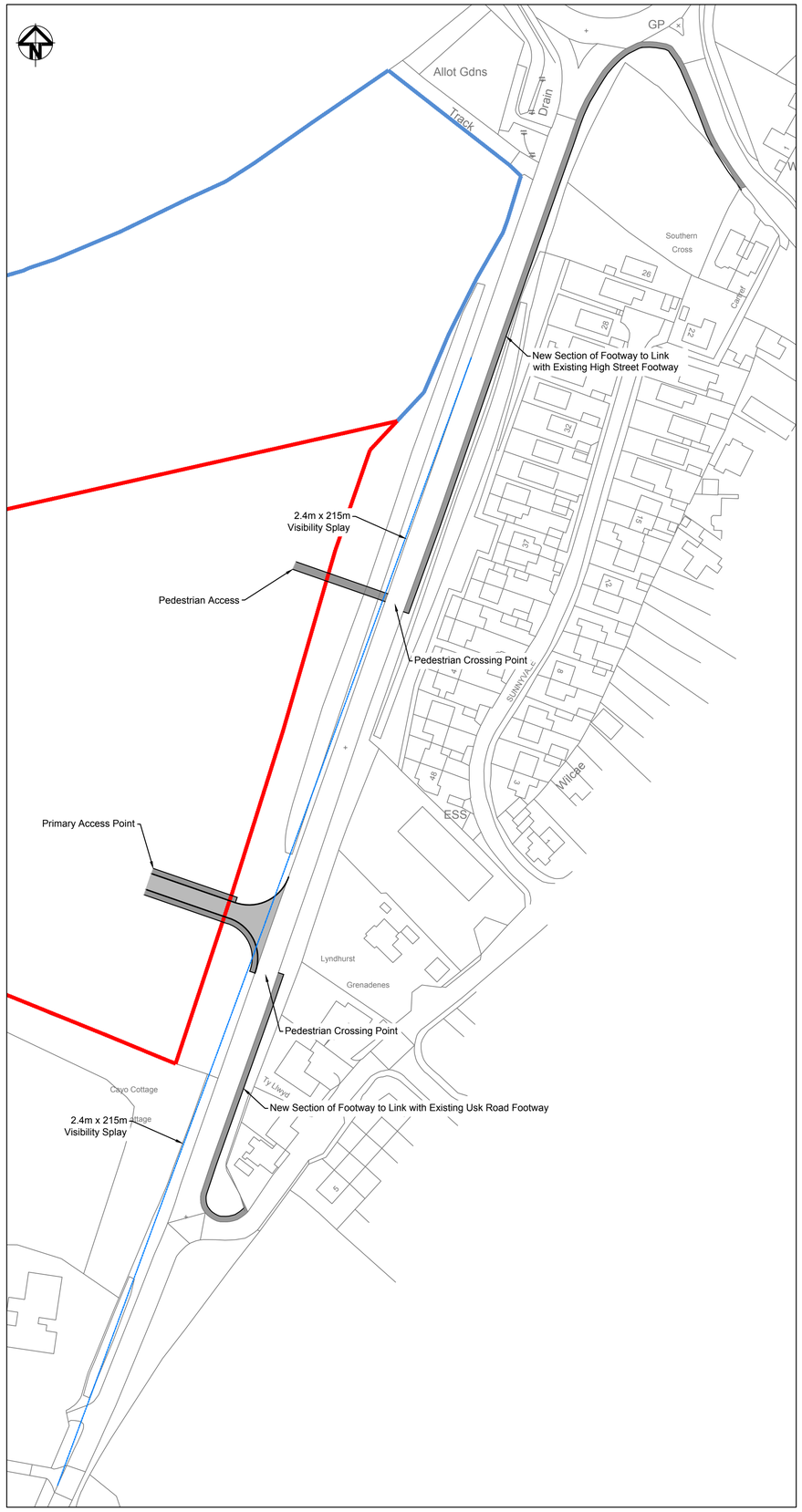
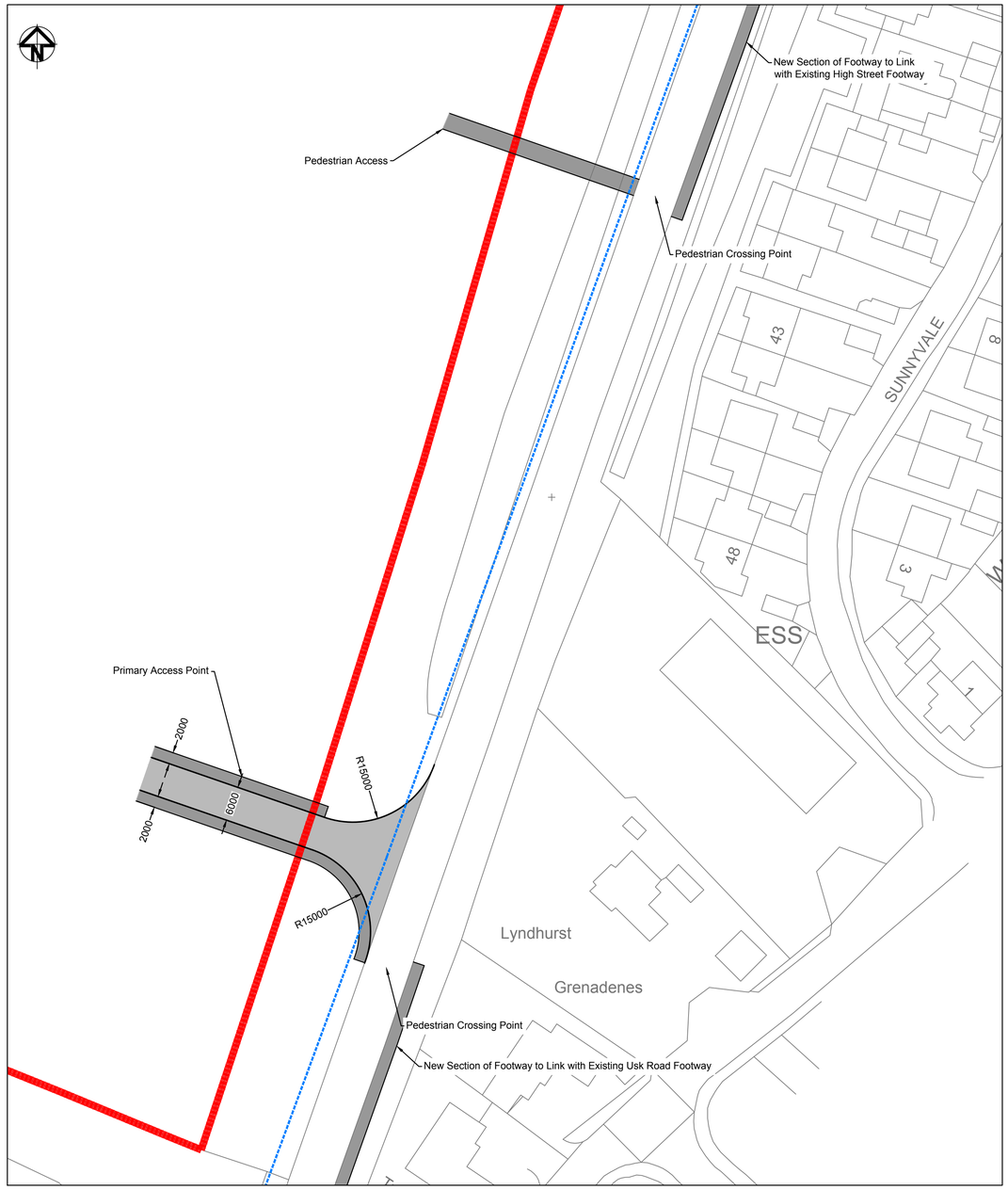
A	First Issue	29-01-24

Project	**LAND WEST OF RAGLAN**
Drawing	**SITE CONTEXT**
Drawing No.	**1736-ACS-XX-ZZ-DR-T-002-A**
Scale	**1:5000 @ A3**

Appendix 2 Proposed Access





A	First Issue	31-01-24

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Project
LAND WEST OF RAGLAN

Drawing
PROPOSED ACCESS ARRANGEMENT

Drawing No.
1736-ACS-XX-ZZ-DR-T-003-A

Scale
1:1000 & 1:500 @ A1

Appendix 3 TRICS Trip Rate Data – Industrial Estate

Acstro Ltd Salem Llandeilo Licence No: 648801

Calculation Reference: AUDIT-648801-240201-0207

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AL	CALDERDALE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
10	WALES		
	SW	SWANSEA	2 days
	VG	VALE OF GLAMORGAN	1 days
11	SCOTLAND		
	FI	FIFE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	5280 to 13091 (units: sqm)
Range Selected by User:	5000 to 15000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 14/09/22

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	2 days
Wednesday	5 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	11 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	11

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:

Industrial Zone	5
Residential Zone	2
No Sub Category	4

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	1 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	11 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	6 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	8 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:

0.6 to 1.0	6 days
1.1 to 1.5	5 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	11 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	11 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 AL-02-D-01 INDUSTRIAL ESTATE CALDERDALE
MILL LANE
HALIFAX

Edge of Town
No Sub Category
Total Gross floor area: 11305 sqm
Survey date: WEDNESDAY 17/10/18 Survey Type: MANUAL

2 EX-02-D-05 INDUSTRIAL ESTATE ESSEX
HECKWORTH CLOSE
COLCHESTER
SEVERALLS INDUSTRIAL PK
Edge of Town
Industrial Zone
Total Gross floor area: 7280 sqm
Survey date: FRIDAY 18/05/18 Survey Type: MANUAL

3 FI-02-D-01 INDUSTRIAL ESTATE FIFE
DICKSON STREET
DUNFERMLINE

Edge of Town
Residential Zone
Total Gross floor area: 7850 sqm
Survey date: THURSDAY 21/05/15 Survey Type: MANUAL

4 LN-02-D-03 INDUSTRIAL ESTATE LINCOLNSHIRE
DEACON ROAD
LINCOLN

Edge of Town
Industrial Zone
Total Gross floor area: 11265 sqm
Survey date: FRIDAY 28/06/19 Survey Type: MANUAL

5 NF-02-D-04 INDUSTRIAL ESTATE NORFOLK
DRAYTON HIGH ROAD
NORWICH

Edge of Town
No Sub Category
Total Gross floor area: 10673 sqm
Survey date: WEDNESDAY 14/09/22 Survey Type: MANUAL

6 NM-02-D-01 INDUSTRIAL ESTATE WEST NORTHAMPTONSHIRE
CORNHILL CLOSE
NORTHAMPTON
LODGE FARM IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 12670 sqm
Survey date: WEDNESDAY 21/10/20 Survey Type: MANUAL

7 SW-02-D-01 INDUSTRIAL ESTATE SWANSEA
UPPER FOREST WAY
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 6822 sqm
Survey date: WEDNESDAY 09/10/19 Survey Type: MANUAL

8 SW-02-D-02 INDUSTRIAL ESTATE SWANSEA
CLARION COURT
SWANSEA
SWANSEA ENTERPRISE PK
Edge of Town
Industrial Zone
Total Gross floor area: 5280 sqm
Survey date: THURSDAY 10/10/19 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-02-D-09 ELEVENTH AVENUE GATESHEAD TEAM VALLEY	INDUSTRIAL ESTATE	TYNE & WEAR
	Edge of Town No Sub Category Total Gross floor area:	6200 sqm	
	Survey date: WEDNESDAY	*18/05/22*	*Survey Type: MANUAL*
10	VG-02-D-01 ARTHUR STREET BARRY	INDUSTRIAL ESTATE	VALE OF GLAMORGAN
	Edge of Town No Sub Category Total Gross floor area:	13091 sqm	
	Survey date: MONDAY	*08/05/17*	*Survey Type: MANUAL*
11	WO-02-D-02 WEIR LANE WORCESTER	INDUSTRIAL ESTATE	WORCESTERSHIRE
	Edge of Town Residential Zone Total Gross floor area:	9500 sqm	
	Survey date: MONDAY	*14/11/16*	*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 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	5	8329	0.072	5	8329	0.005	5	8329	0.077
06:00 - 07:00	6	8818	0.115	6	8818	0.028	6	8818	0.143
07:00 - 08:00	11	9267	0.326	11	9267	0.104	11	9267	0.430
08:00 - 09:00	11	9267	0.421	11	9267	0.203	11	9267	0.624
09:00 - 10:00	11	9267	0.430	11	9267	0.318	11	9267	0.748
10:00 - 11:00	11	9267	0.341	11	9267	0.335	11	9267	0.676
11:00 - 12:00	11	9267	0.385	11	9267	0.367	11	9267	0.752
12:00 - 13:00	11	9267	0.367	11	9267	0.376	11	9267	0.743
13:00 - 14:00	11	9267	0.390	11	9267	0.407	11	9267	0.797
14:00 - 15:00	11	9267	0.334	11	9267	0.379	11	9267	0.713
15:00 - 16:00	11	9267	0.284	11	9267	0.368	11	9267	0.652
16:00 - 17:00	11	9267	0.332	11	9267	0.444	11	9267	0.776
17:00 - 18:00	11	9267	0.224	11	9267	0.427	11	9267	0.651
18:00 - 19:00	11	9267	0.089	11	9267	0.220	11	9267	0.309
19:00 - 20:00	6	8818	0.011	6	8818	0.093	6	8818	0.104
20:00 - 21:00	6	8818	0.008	6	8818	0.030	6	8818	0.038
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.129			4.104			8.233

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:	5280 - 13091 (units: sqm)
Survey date date range:	01/01/15 - 14/09/22
Number of weekdays (Monday-Friday):	11
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.

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