

LLYSFAEN, MAES-Y-GARREG, MERTHYR TYDFIL

TRANSPORT STATEMENT

PREPARED FOR

MERTHYR TYDFIL HOUSING ASSOCIATION



**THE CLOSE
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1 INTRODUCTION

Brief

- 1.1 Miles White Transport Ltd (MWT) have been appointed by Merthyr Tydfil Housing Association to prepare a Transport Statement to support a planning application for the development of 10 affordable residential dwellings on the site of the former Llysfaen care home in Cefn Coed, Merthyr Tydfil.
- 1.2 The location of the site is shown below in **Figure1.1**.



FIGURE 1.1: SITE LOCATION

- 1.3 This report has been prepared to assess the transportation, traffic, parking and highway implications associated with the development proposals.

1.4 The structure of this report is summarised below:

- Section 2: Describes the existing conditions on the transportation network in the vicinity of the site.
- Section 3: Provides a summary of the existing accessibility of the site by non-car modes of travel.
- Section 4: Outlines the relevant characteristics of the proposed development, including the site access and parking provision.
- Section 5: Identifies the number of trips that will be generated by the proposed development and assess the impact of these additional trips.
- Section 6: Presents a summary of the report and identifies the main conclusions that can be drawn.

2 EXISTING CONDITIONS

Site Location

- 2.1 The site is located in Cefn Coed, which is a community on the north-western edge of Merthyr Tydfil approximately 3km from the town centre as shown below in **Figure 2.1**.

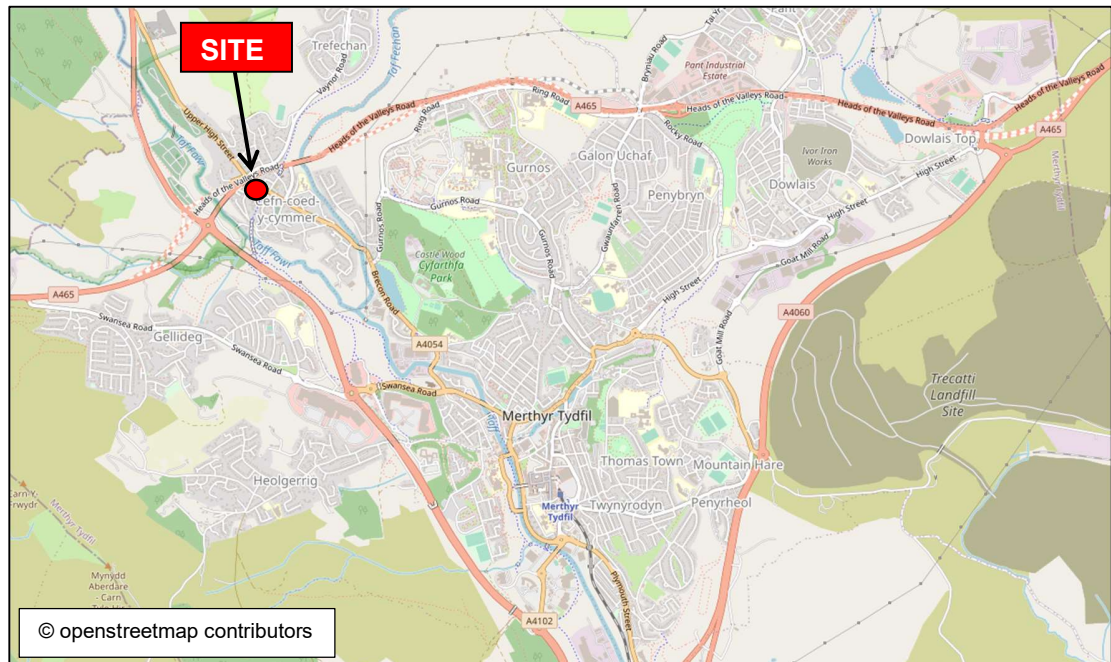


FIGURE 2.1: MERTHYR TYDFIL AND SITE LOCATION

- 2.2 The A465 Heads of the Valleys Road runs east-west along the northern edge of Merthyr Tydfil and 100m of the north of the site. This provides a primary link between Abergavenny (and beyond to Hereford) in the east and Junction 43 of the M4 motorway at Llandarcy in the west.
- 2.3 The A470 runs along the western side of Merthyr Tydfil and provides the key north-south link within Wales between Llandudno in the north and Cardiff in the south. The A4060 provides a connection between the A470 and A465 around the eastern side of Merthyr Tydfil.
- 2.4 Thus, the site is well located in relation to the primary road network.

Local Road Network

2.5 The location of the site in relation to the local road network is identified in **Figure 2.2** below.

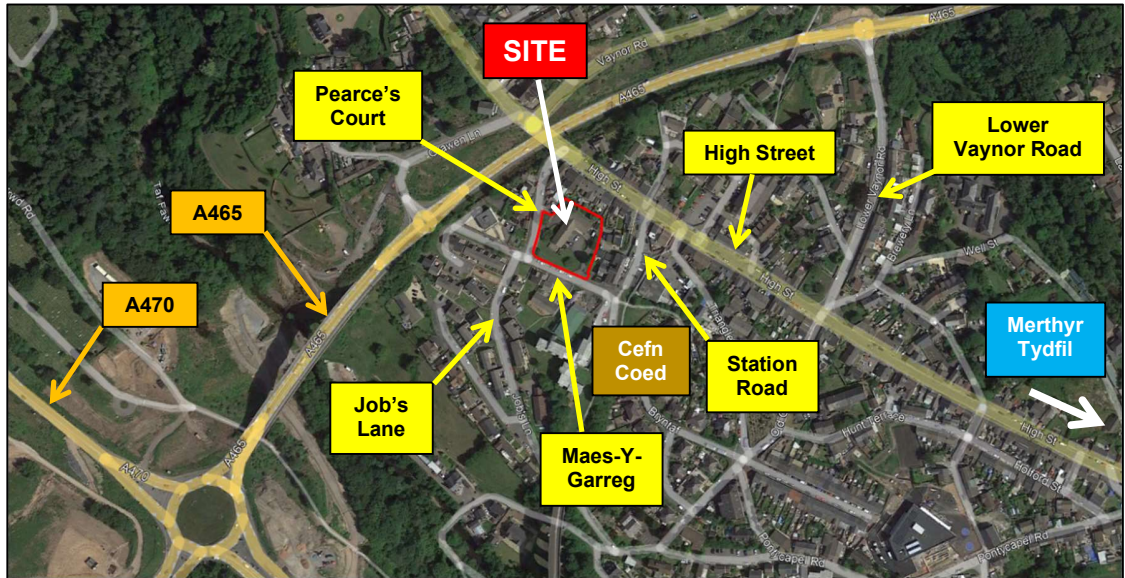


FIGURE 2.2: LOCAL ROAD NETWORK

2.6 The site is located immediately north of Maes-Y-Garreg and east of Pearce's Court to the south of High Street in Cefn Coed.

2.7 Maes-Y-Garreg is a residential cul-de-sac that runs east-west between Station Road and Cefn Coed RFC in the east and residential properties in the west (beyond Pearce's Court and Job's Lane). It is lit and has footways on both sides of the road as shown below in **Figure 2.3**.



FIGURE 2.3: MAES-Y-GARREG

- 2.8 Pearce's Court connects Maes-Y-Garreg (and wider Cefn Coed) with High Street and also provides footways on both sides of the road and is lit as shown below in **Figure 2.4**.



FIGURE 2.4: PEARCE'S COURT

- 2.9 High Street is a distributor Road linking Cefn Coed to Merthyr Tydfil but is currently closed as part of the dualling of the A465 and is not scheduled to open until July 2023. A new bridge will be constructed to carry High Street over the A465. It is a bus route with footways on both sides of the road along and is lit as shown below in **Figure 2.5**.



FIGURE 2.5: HIGH STREET

- 2.10 Station Road connects Maes-Y-Garreg (and wider Cefn Coed) with High Street and provides a footway on at least one side of the carriageway and is subject to a 20mph speed limit as shown below in **Figure 2.6**.



FIGURE 2.6: STATION ROAD

- 2.11 Lower Vaynor Road connects High Street to the A465 and provides access to several residential roads to the north of High Street within Cefn Coed.

Existing Personal Injury Accident Records

- 2.12 Accident data for the most recent five years (January 2017 to December 2021) has been investigated using the CrashMap database.
- 2.13 This shows that no accidents were recorded on Maes-Y-Garreg or Pearce's Court as shown overleaf in **Figure 2.7**. The closest accidents to the site occurred on High Street close to the junction with Lower Vaynor Road and on the A465.



FIGURE 2.7: CRASHMAP ACCIDENT DATA

- 2.14 Overall, it is considered that the road network surrounding the site has an excellent safety record.

3 ACCESSIBILITY OF THE SITE

Introduction

- 3.1 This section of the report reviews the accessibility of the site by sustainable modes of transport in the context of the proposed land uses.
- 3.2 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. Cycling also has the potential to substitute for short car trips, particularly those less than 5km. Both modes of travel have the potential to form part of a longer journey by public transport.

Local Facilities

- 3.3 **Figure 3.1** below shows the location of key local facilities around the site and the 400m distance contour (as the crow flies) from the centre of the site.

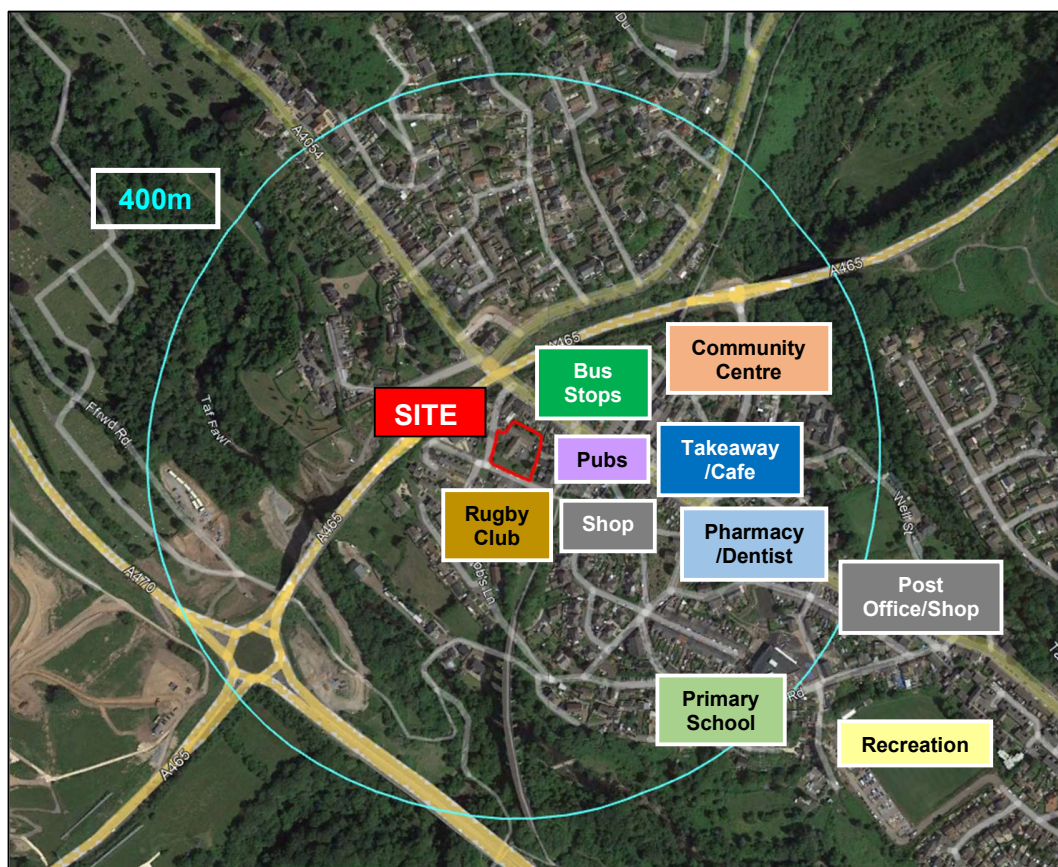


FIGURE 3.1: LOCAL FACILITIES

- 3.4 The 400m distance contour equates to a walking time of approximately 5 minutes based upon a walking speed of 1.4m/s as identified in *Providing for Journeys on Foot* (CIHT).
- 3.5 There are numerous day-to-day facilities within 400m of the site, which accords with the accepted walking distances as identified in Table 3.2 of *Providing for Journeys on Foot* (CIHT). This table is reproduced below as **Table 3.1**.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Table 3.1: Walking Distances from Providing Journeys on Foot

Walking and Cycling

- 3.6 Footways and safe crossing facilities are available on the surrounding road network to enable future residents to access local facilities.
- 3.7 The roads surrounding the site are generally low trafficked and are conducive for cyclists.
- 3.8 **Figure 3.2** below shows the area covered by the 5km cycling distance widely considered to be appropriate to encourage day to day use. This includes all of Merthyr Tydfil.

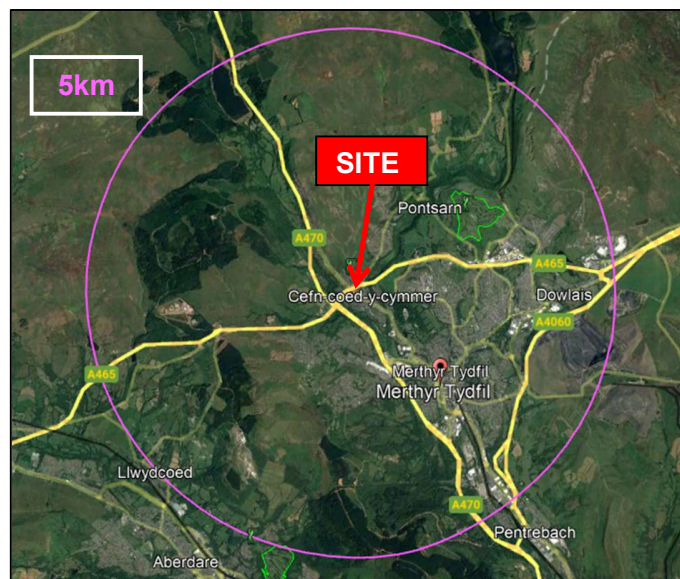


FIGURE 3.2: 5KM CYCLING DISTANCE CONTOUR

- 3.9 **Figure 3.3** below shows that National Cycle Network (NCN) Route 8, the Lon Las Cymru, passes close to the site through Cefn Coed. This route connects Cardiff to Holyhead and includes the mainly traffic-free Taff Trail between Cardiff and Brecon, which also passes through Merthyr Tydfil town centre.

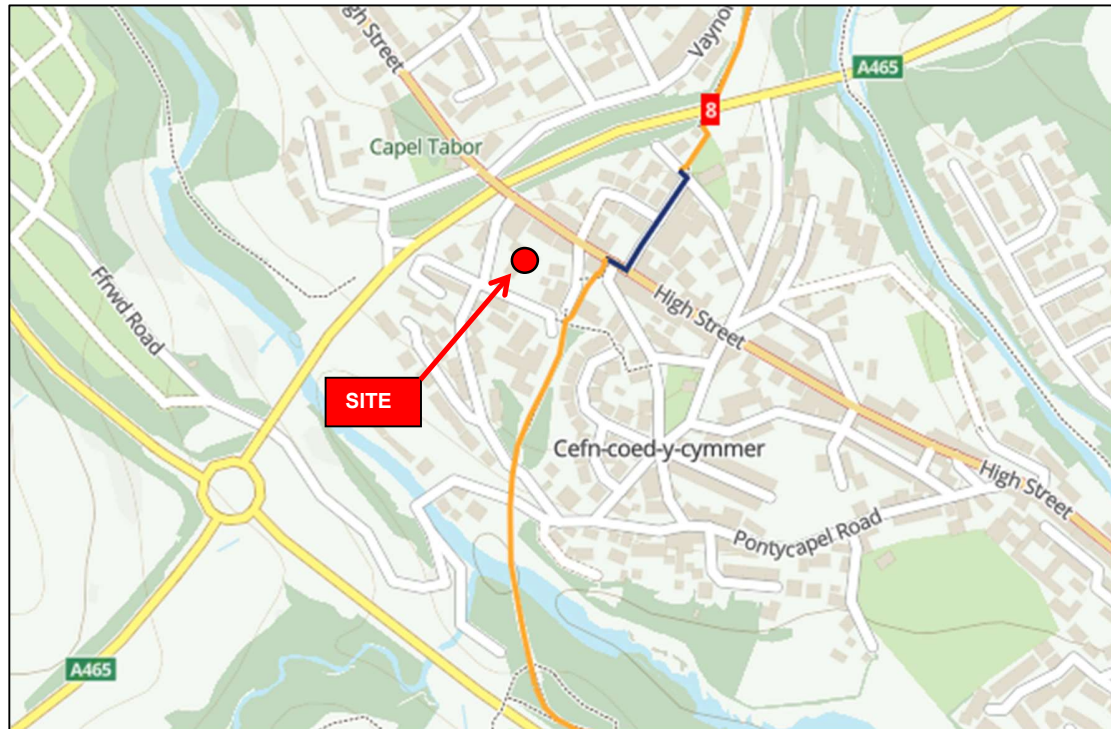


FIGURE 3.3: NCN ROUTE 8 THROUGH CEFN COED

- 3.10 Cycling is therefore considered to be a viable travel choice for future residents of the site.

Public Transport

- 3.11 Bus stops are provided on High Street close to the Drovers Arms (170m to 265m from the centre of the site) and close to the Post Office/War Memorial (370m to 500m from the centre of the site) as shown in **Figure 3.4** overleaf. There are temporary bus stops on Lower Vaynor Road whilst High Street is closed.
- 3.12 Research presented to the PTRC in 2015 used data collected in the National Travel Survey (NTS) identified average and 85th percentile walking distances for journeys for the UK (inside and outside of London). This research showed that the average/85th percentile walking distances (outside of London) to a bus stop are 580m and 800m respectively.

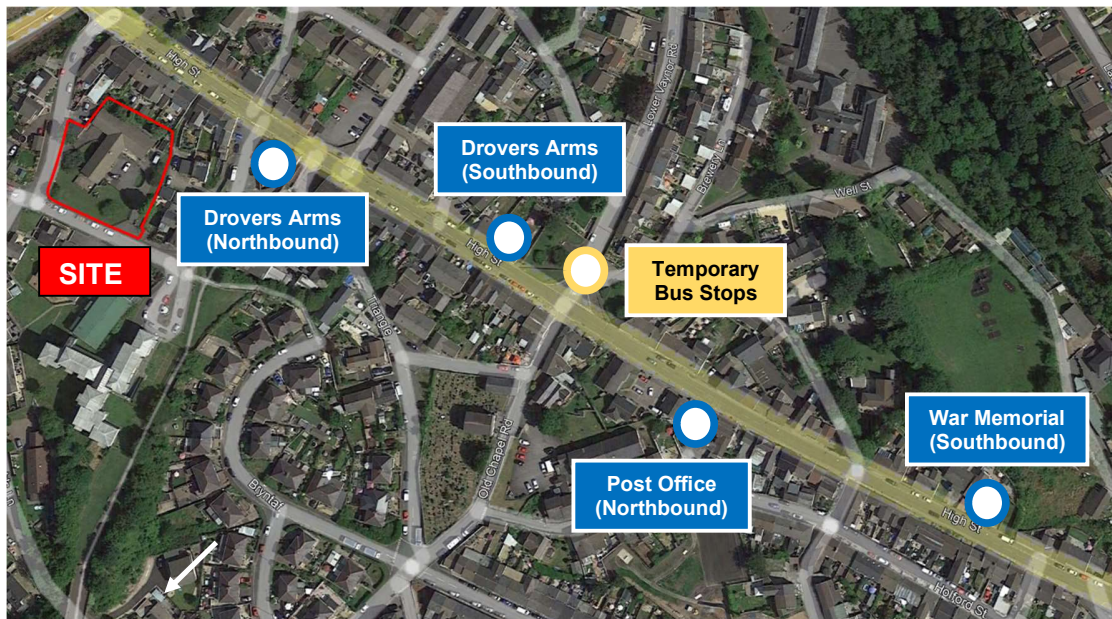


FIGURE 3.4: LOCATION OF CLOSEST BUS STOPS

3.13 These bus stops are served by three bus services as summarised in **Table 3.2**, also overleaf.

Service	Operator	Route	Frequency	Stop
24	Peter's Minibus Hire	Merthyr Tydfil to Pontsticill	2 per day (Mon-Sat)	Drover's Arms
25	Stagecoach South Wales	Merthyr Tydfil to Trefechan	Every hour (M-Sat)	PO/War Memorial
89	Adventure Travel	Merthyr Tydfil to Aberdare	3 per day (Sun)	Drover's Arms

Table 3.2: Existing Bus Services

3.14 The route of the 25 bus service is shown in **Figure 3.5** overleaf. The timetables for these bus services are attached as **Appendix A**.

3.15 Thus, future residents will be able to travel by bus for work, shopping or other purposes throughout the week to Merthyr Tydfil.

3.16 The nearest railway station is in Merthyr Tydfil, which is the terminus of the Merthyr Branch Line. The station provides regular services to Cardiff, Barry, Cardiff Airport and Bridgend.

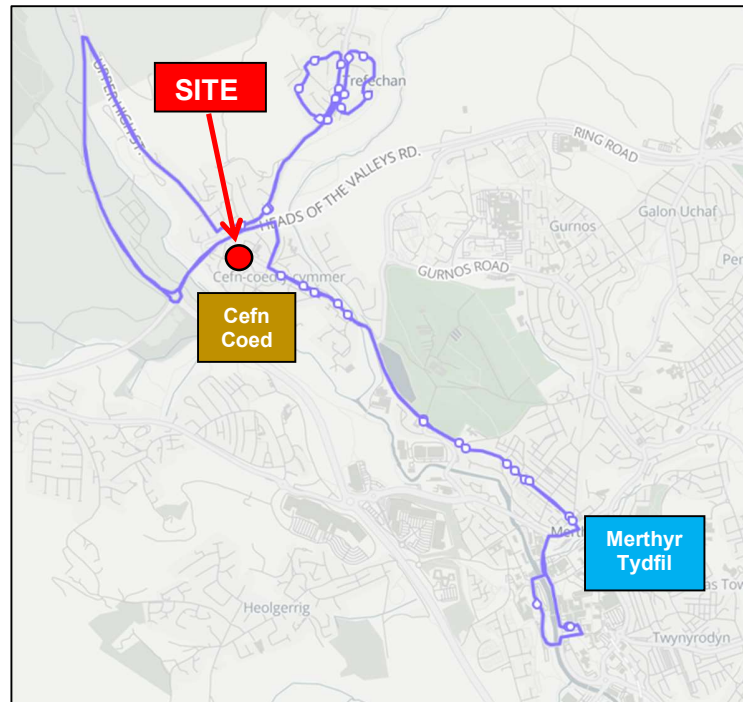


FIGURE 3.5: ROUTE OF BUS SERVICE 25

- 3.17 The 24, 25 and 89 bus services stop at the Bus Station, which is a 3-minute walk from the railway station.

Summary

- 3.18 The above identifies that the proposed site is in a sustainable location and is accessible by non-car modes of travel including walking, cycling, bus and train.

4 PROPOSED DEVELOPMENT

Site Area

- 4.1 The proposed development site comprises the former Llysfaen care home and is shown below in **Figure 4.1**.

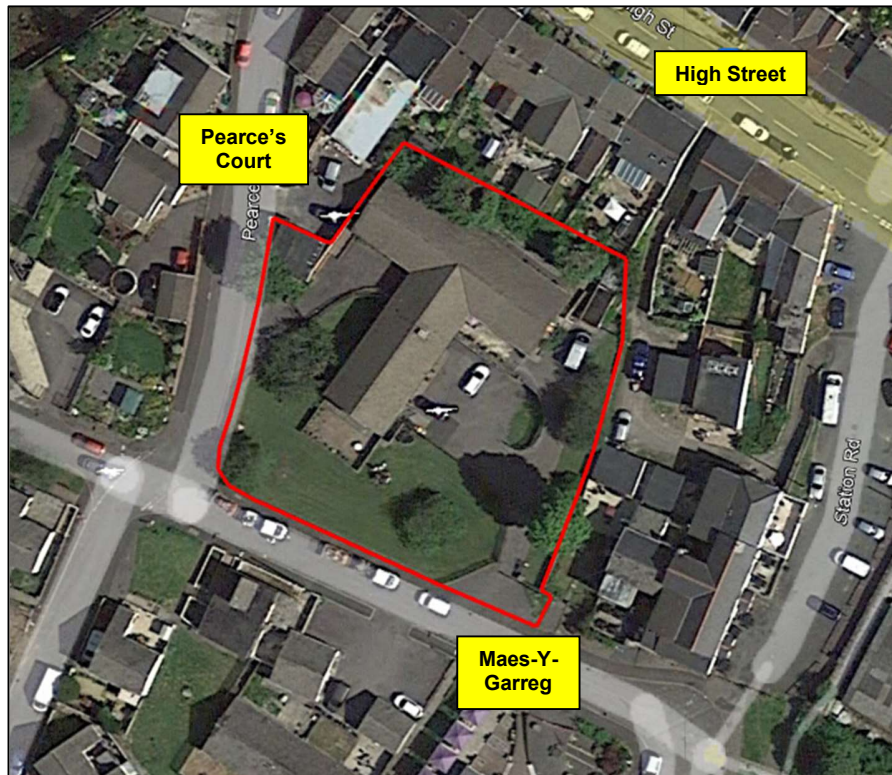


FIGURE 4.1: SITE AREA

Previous Use

- 4.2 The Llysfaen care home provided 10 rooms and its use was defined as '*Adult services – Residential facility for learning difficulties & physical difficulties (with the provision for respite)*'.

Development Composition

- 4.3 The site is proposed to deliver 10 affordable flats (including 2 maisonettes) as shown overleaf in **Figure 4.2** and in the Pentan Architects drawings attached as **Appendix B**. It is proposed that 6 of these will be one-bedroom flats and 4 will have two bedrooms (including the maisonettes) giving a total of 14 bedrooms across the 10 flats.

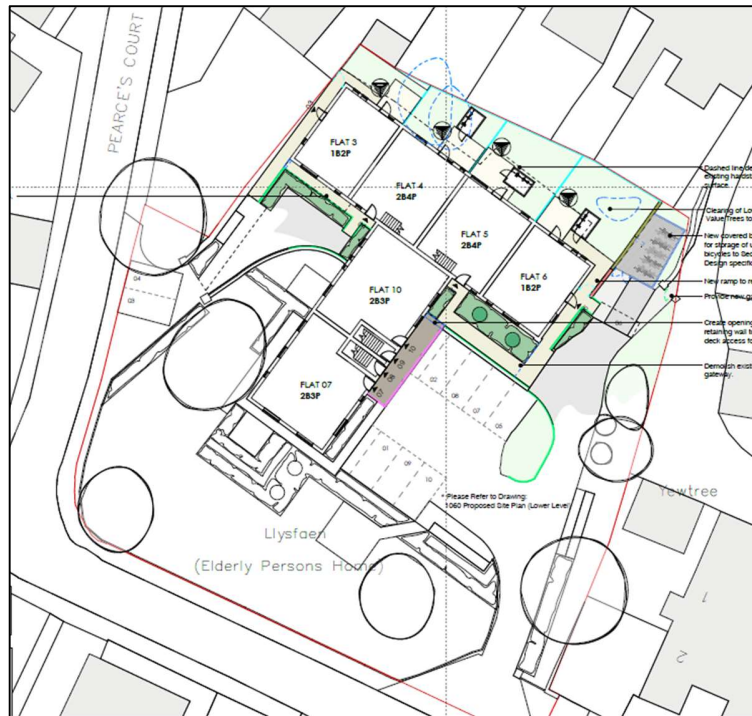


FIGURE 4.2: PROPOSED SITE PLAN

Site Access

- 4.4 The primary vehicular access to the site will be from Maes-Y-Garreg via the existing access, which is shown below in **Figure 4.3**. This will provide access to the main car parking area (comprising 8 spaces) and two bin storage areas.



FIGURE 4.3: EXISTING SITE ACCESS

- 4.5 **Figure 4.4** below shows that there is appropriate visibility at this access for speeds of 30mph using the standards contained in Manual for Streets. This is also shown in drawing number 22113-SK01 attached as **Appendix C**.

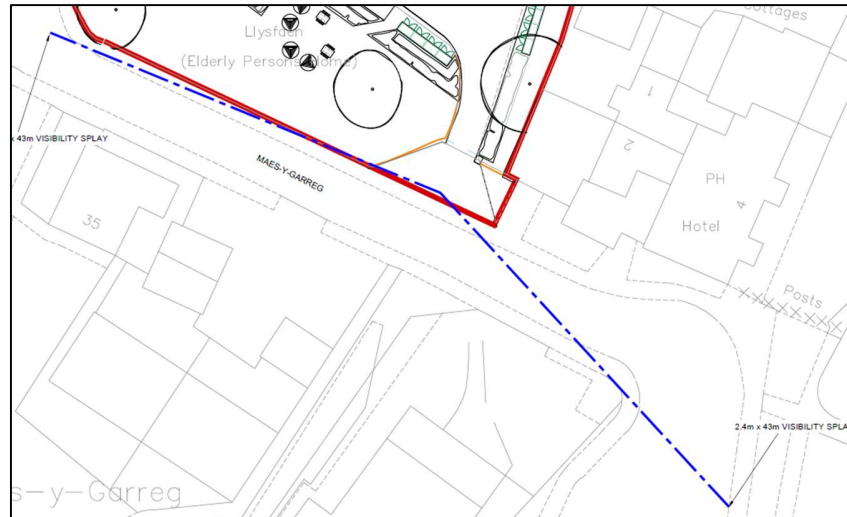


FIGURE 4.4: VISIBILITY SPLAY AT EXISTING ACCESS

- 4.6 There is also an existing vehicular access on Pearce's Court as shown below in **Figure 4.5**. It is proposed that this access solely provide access to 2 parking spaces and a bin storage area (for access on foot only).



FIGURE 4.5: EXISTING ACCESS ON PEARCE'S COURT

- 4.7 Pedestrian access is proposed via the main access on Maes-Y-Garreg as it was for the former care home.

Car Parking

- 4.8 Merthyr Tydfil County Borough Council (MNTCBC) use the parking standards contained in the CSS Wales Parking Standards 2014. The site would fall within Zone 4 'Suburban or Near Urban' in this document and thus the required level of parking is as set out below in **Figure 4.6**, which is an extract from Section 9 of the CSS document.

RESIDENTIAL: NEW BUILD & CONVERSIONS: ZONES 2 - 6		
Type of Development	Residents	Visitors
General Purpose Houses and Apartments		
Houses	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
Apartments	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
House conversions to bedsits, or self-contained apartments	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
House conversions to residential hostel	1 space per resident staff 1 space per 3 non-resident staff	Nil

FIGURE 4.6: RESIDENTIAL PARKING STANDARDS

- 4.9 Thus, the standards would normally require 14 parking spaces for the 10 flats (6 x 1-bed and 4 x 2-bed) plus an additional 2 spaces for visitors.
- 4.10 However, it is considered that a lower number of parking spaces can be provided in this location because of the site's proximity to public transport and local facilities.
- 4.11 Moreover, as all these flats will be affordable, car ownership levels will be lower than for market housing (that the standards primarily apply to).
- 4.12 Therefore, it is believed that the provision of 10 parking spaces is appropriate for this development site, which equates to one parking space per flat.
- 4.13 As unrestricted parking is available on many of the roads around the site, it is our view that dedicated visitor parking is not required.

Cycle Parking

- 4.14 The CSS Wales Parking Standards requires one cycle space per 5 bedrooms. This equates to a requirement for 3 spaces.
- 4.15 It is proposed that the site will provide up to 10 cycle spaces in a covered bicycle store as shown below in **Figure 4.7**, which is an extract from the Site Plan contained in **Appendix B**.

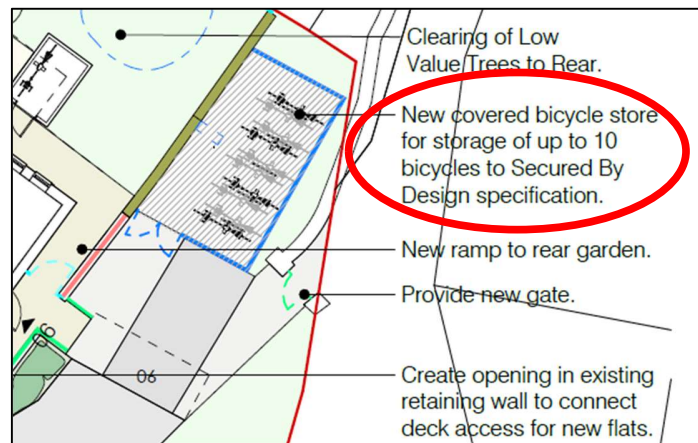


FIGURE 4.7: PROPOSED BICYCLE STORE

Swept Path Assessments

- 4.16 The AutoTrack computer program has been used to assess the swept path of cars utilising the proposed car parking spaces and is attached as **Appendix D**. **Figure 4.8** below provides an extract of this and demonstrates that all movements are satisfactory.



FIGURE 4.8: SWEEP PATH ASSESSMENT OF CAR PARKING SPACES

- 4.17 **Figure 4.9** below shows the swept path of a large refuse vehicle accessing the bin areas from Maes-Y-Garreg.

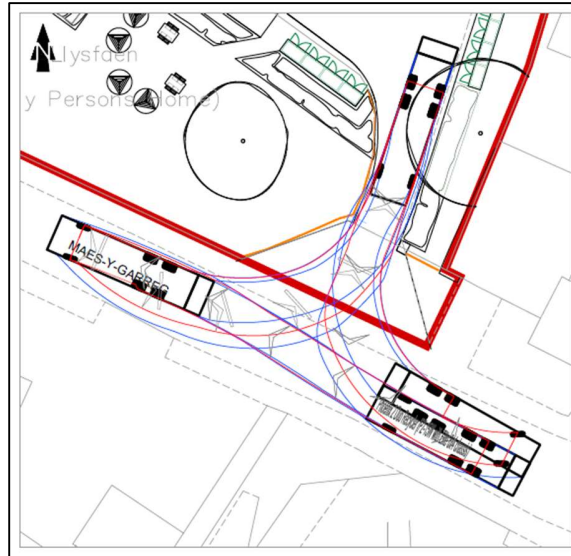


FIGURE 4.9: SWEEP PATH OF REFUSE VEHICLE ACCESSING VIA ACCESS

- 4.18 **Figure 4.10** below shows the swept path of a large refuse vehicle servicing the bins on the western side of the site from Pearce's Court. The bins will be wheeled down (20m) to the kerbside on bin collection days.

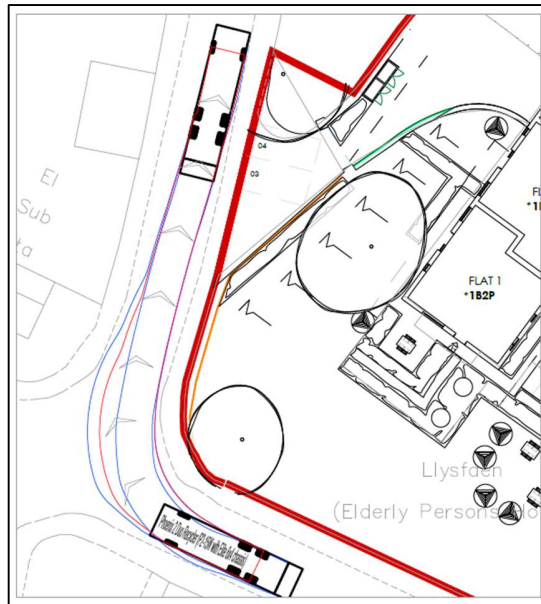


FIGURE 4.10: SWEEP PATH OF REFUSE VEHICLE ON PEARCE'S COURT

5 TRIP GENERATION AND TRAFFIC IMPACT

Trip Generation

- 5.1 The 'Affordable/Local Authority Flats' category within the TRICS trip rate database has been interrogated to identify the likely vehicle trip generation associated with housing in a similar location to the site.
- 5.2 The assessment is based upon three standard network time periods; namely, the AM peak hour (08.00 to 09.00), the PM peak hour (17.00 to 18.00) and a 12-hour day (07.00 to 19.00).
- 5.3 The TRICS database was examined for residential sites within England and Wales (excluding Greater London) with up to 50 dwellings that are similarly located to those proposed in Cefn Coed.
- 5.4 The TRICS assessment identified 5 housing sites that are believed to be an appropriate equivalent to the proposed development and have therefore been used in assessing the likely post development traffic flows.
- 5.5 The average trip rates generated from the above are identified in **Table 5.1** below with the TRICS output attached as **Appendix E**.

	Morning Peak Hour (08:00 – 09:00)		Evening Peak Hour (17:00 – 18:00)		Daily
	Arrivals	Deps	Arrivals	Deps	Two-Way
Affordable Flats Trip Rate per Dwelling	0.040	0.129	0.238	0.208	2.257
10 Dwellings	1	1	2	2	23

Table 5.1: Residential Vehicle Trip Rates and Generation

- 5.6 **Table 5.2** overleaf identifies the level of traffic associated with the former use of the site as a care home using TRICS category 'Care Home (Specific Condition)', which is considered to be similar to the former care home use.

	Morning Peak Hour (08:00 – 09:00)		Evening Peak Hour (17:00 – 18:00)		Daily
	Arrivals	Deps	Arrivals	Deps	Two-Way
Care Home (Specific Condition) Trip Rate per Resident	0.068	0.032	0.032	0.063	2.195
10 Residents	1	1	1	1	22

Table 5.2: Care Home Vehicle Trip Rates and Generation

Traffic Impact

- 5.7 **Table 5.2** shows that the number of vehicle trips predicted to be generated by the proposed development is of a similar magnitude to that associated with the former Care Home and so there will be no material increase in traffic flows as a result of the proposed development.

6 SUMMARY AND CONCLUSIONS

- 6.1 The report has been prepared to examine the highway, traffic and transportation issues associated with the proposals and to demonstrate the accessibility of the site by a range of transport modes.
- 6.2 In summary, this report demonstrates that:
- The site is in a sustainable location and is accessible by non-car modes of travel including walking, cycling, bus and train.
 - Numerous local facilities are available in Cefn Coed, which are within the walking distance considered appropriate by various technical guidance documents.
 - The primary vehicular access to the site will be from Maes-Y-Garreg via the existing access.
 - The provision of 10 parking spaces is considered appropriate for this development site, given the site's location close to public transport and local facilities, and as all the flats will be affordable.
 - The site will provide up to 10 cycle spaces in a covered bicycle store, which is in excess of the CSS Wales parking standards.
 - The AutoTrack computer program has been used to assess the swept path of cars and refuse vehicles visiting the site and demonstrates that all movements are satisfactory.
 - The number of vehicle trips predicted to be generated by the proposed development is of a similar magnitude to that associated with the former Care Home and so there will be no material increase in traffic flows as a result of the proposed development.
- 6.3 It is concluded that there are no highways or transportation reasons why this development should not be permitted.

APPENDICES

APPENDIX A

Bus Timetables

Pontsticill - Merthyr Tydfil

Monday to Friday (Excluding Bank Holidays) (Inbound)

Operator: PCMH PCMH PCMH PCMH				
Pontsticill Terminus	0800	1100	1340	--
Pontsarn	0805	1105	1345	--
Merthyr Tydfil, Bus Station, Stand 12	0820	1120	1400	--
Merthyr Tydfil, Bus Station, Stand 12	--	1130	1405	1640
Mardy	--	1135	1410	1645
Evans Halshaw	--	1138	1413	1648
Quay Row	--	1145	1420	1655
Cardiff Street, Abercanaid	--	1150	1425	1700

Merthyr Tydfil - Pontsticill

Monday to Friday (Excluding Bank Holidays) (Outbound)

Operator: PCMH PCMH PCMH PCMH PCMH PCMH						
Cardiff Street, Abercanaid	0915	--	1200	--	1425	1705
Quay Row	0920	--	1205	--	1430	1710
Evans Halshaw	0927	--	1212	--	1437	1717
Mardy	0930	--	1215	--	1440	1720
Merthyr Tydfil Bus Station, Stand 12	0935	--	1220	--	1445	1721
Merthyr Tydfil, Bus Station, Stand 12	--	1030	--	1315	--	1722
Pontsarn	--	1045	--	1330	--	1745
Pontsticill Terminus	--	1050	--	1335	--	1750

Pontsticill - Merthyr Tydfil

Saturday (Inbound)

Operator: PCMH PCMH PCMH PCMH				
Pontsticill Terminus	0800	1100	1340	--
Pontsarn	0805	1105	1345	--
Merthyr Tydfil, Bus Station, Stand 12	0820	1120	1400	--
Merthyr Tydfil, Bus Station, Stand 12	--	1130	1405	1640
Mardy	--	1135	1410	1645
Evans Halshaw	--	1138	1413	1648
Quay Row	--	1145	1420	1655
Cardiff Street, Abercanaid	--	1150	1425	1700

Service 24 (PEAO024)

Timetable valid from 12th April 2020 until further notice

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Timetable valid from 12th April 2020 until further notice

Service 24 (PEAO024)

Timetable valid from 12th April 2020 until further notice

Merthyr Tydfil - Pontsticill

Saturday (Outbound)

Operator: PCMHPCMHPCMHPCMHPCMHPCMH						
Cardiff Street, Abercanaid	0915	--	1200	--	1425	1705
Quay Row	0920	--	1205	--	1430	1710
Evans Halshaw	0927	--	1212	--	1437	1717
Mardy	0930	--	1215	--	1440	1720
Merthyr Tydfil Bus Station, Stand 12	0935	--	1220	--	1445	1721
Merthyr Tydfil, Bus Station, Stand 12	--	1030	--	1315	--	1722
Pontsarn	--	1045	--	1330	--	1745
Pontsticill Terminus	--	1050	--	1335	--	1750

Service 24 (PEAO024)

Timetable valid from 12th April 2020 until further notice

25 Merthyr Tydfil to Cefn Coed and Trefechan

Monday to Friday

Merthyr Tydfil Merthyr Bus Station Stand 3	0645	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645
Trefechan Layby	0702	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702
Trefechan Layby	0707	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707
Cefn Coed Cefn Bridge	0717	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717
Merthyr Tydfil Merthyr Bus Station Stand 1	0732	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732

Merthyr Tydfil Merthyr Bus Station Stand 3	1745	1830
Trefechan Layby	1802	1847
Trefechan Layby	1807	1852
Cefn Coed Cefn Bridge	1817	
Merthyr Tydfil Merthyr Bus Station Stand 1	1832	

Saturday

Merthyr Tydfil Merthyr Bus Station Stand 3	0645	0745	0845	0945	1045	1145	1245	1345	1445	1545	1645
Trefechan Layby	0702	0802	0902	1002	1102	1202	1302	1402	1502	1602	1702
Trefechan Layby	0707	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707
Cefn Coed Cefn Bridge	0717	0817	0917	1017	1117	1217	1317	1417	1517	1617	1717
Merthyr Tydfil Merthyr Bus Station Stand 1	0732	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732

Merthyr Tydfil Merthyr Bus Station Stand 3	1745	1830
Trefechan Layby	1802	1847
Trefechan Layby	1807	1852
Cefn Coed Cefn Bridge	1817	
Merthyr Tydfil Merthyr Bus Station Stand 1	1832	

Merthyr Tydfil - Aberdare

Sunday (Inbound)

Operator: NADT NADT NADT

Merthyr Tydfil Bus Station, Stand 12	1505	1635	1805
Leisure Village	1510	1640	1810
Cyfartha Retail Park	1515	1645	
Prince Charles Hospital 	1520	1650	1815
Hirwaun Community Centre	1533	1703	1828
Penywaun Coed Glas	1537	1707	1832
Trecynon Cross Inn	1541	1711	1836
Aberdare Bus Station Stand 9 	1545	1715	1840

Aberdare - Merthyr Tydfil

Sunday (Outbound)

Operator: NADT NADT NADT

Aberdare Bus Station Stand 9 	1345	1545	1745
Trecynon Cross Inn	1349	1549	1749
Penywaun Coed Glas	1353	1553	1753
Hirwaun Clock	1357	1557	1757
Prince Charles Hospital 	1410	1610	1810
Cyfartha Retail Park	1415	1615	1815
Leisure Village	1420	1620	1820
Merthyr Tydfil Bus Station, Stand 12	1425	1625	1825

Service 89 (NAAO089)

Timetable valid from 4th January 2022 until further notice

Service 89 (NAAO089)

Timetable valid from 4th January 2022 until further notice

APPENDIX B

Proposed Site Plan



- Notes:**
1. Drawings must not be scaled and any discrepancies must be reported immediately.
 2. The drawing is to be read in conjunction with all other relevant project drawings and schedules.
 3. Dimensions indicated are structural.
 4. Drawing must be printed in colour to ensure all elements are clearly identified.

Proposed Landscaping Key

- T1** **Footpaths Type 01**
600x600mm pre-cast concrete pavours
- T2** **Footpaths Type 02**
450x450mm pre-cast pavours
- T3** **Footpaths Type 03**
Timber composite deck
- New Planting**
To Landscape architects drawings and specification
- New Hedge**
To Landscape architects drawings and specification
- New Tree**
To Landscape architects drawings and specification
- Existing Tree**
Refer to Tree Constraints Plan & Report
- Demolished Tree**
Existing tree to be removed. Refer to Tree Constraints Plan & Report

Proposed Boundary Key

- New Railings**
PPC Metal Railings at least 1100mm height.
- New Railings on top of existing wall**
PPC Metal Railings fixed to inside face of wall and to provide overall guarding height of at least 1100mm. Retaining wall to be repaired as necessary and new copings provided.
- New Railings provided on deck access**
PPC Metal Railing at least 1100mm height fixed to external face of deck.
- New fence**
Hit and miss timber fence at least 1800mm height.
- New fence on top of existing wall**
Hit and miss timber fence on top of existing wall (height varies) provide at least 1800mm overall height.
- New wall on top of existing**
Existing wall to be taken down to reasonable and stable height, then built-up to height of at least 2100mm to form part of bicycle enclosure.
- Existing Railings**
Existing metal palisade railings retained and painted. (Colour TBC)
- New Railings to match existing**
New metal palisade railings to match existing at front of site. (Colour TBC)
- New Gate**
1800mm height timber gate to match timber fence.
- New Gate**
1100mm height metal gate fixed to existing stone walls.
- New Bicycle Enclosure**
Please Refer to Drawing:
- New Bin Enclosure**
Please Refer to Drawing:

Note:
Lower Ground Flats marked with * denotes wheelchair accessible units.

P3	Boundaries & external finishes updated.	LR	HG	04.11.22
P2	Issued for Comment	HG	LR	28.10.22
P1	Issued for Comment	JJ	LR	28.09.22
Rev.	Description	Drawn	Check	Date

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Project
Llysfaen

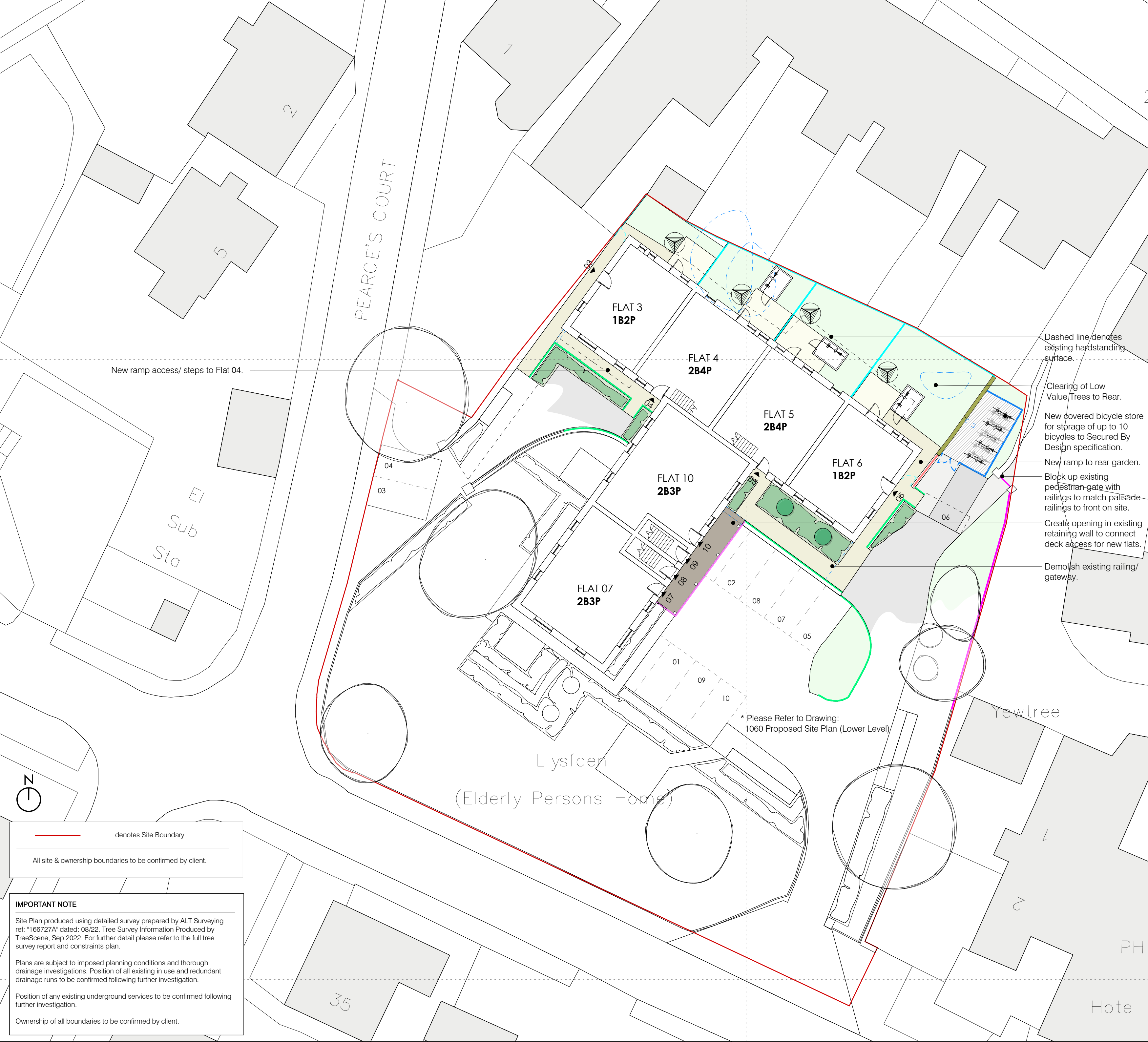
Client
Merthyr HA

Drawing Title

Proposed Site Plan (Lower Level)

Job no.	Org.	Zone	Level	Type	Role	Description	Status	Rev.
4005	- PEN	- ZZ	- ZZ	- DR	- A	- 1060	S3	P3
Scale								Date
1 : 200 @ A2								Sep'22

NOTES: Do not scale. All dimensions are in millimetres unless stated otherwise



- Notes:**
- Drawings must not be scaled and any discrepancies must be reported immediately.
 - The drawing is to be read in conjunction with all other relevant project drawings and schedules.
 - Dimensions indicated are structural.
 - Drawing must be printed in colour to ensure all elements are clearly identified.

Proposed Landscaping Key

- T1** **Footpaths Type 01**
600x600mm pre-cast concrete paviours
- T2** **Footpaths Type 02**
450X450mm pre-cast paviours
- T3** **Footpaths Type 03**
Timber composite deck
- New Planting**
To Landscape architects drawings and specification
- New Hedge**
To Landscape architects drawings and specification
- New Tree**
To Landscape architects drawings and specification
- Existing Tree**
Refer to Tree Constraints Plan & Report
- Demolished Tree**
Existing tree to be removed. Refer to Tree Constraints Plan & Report

Proposed Boundary Key

- New Railings**
PPC Metal Railings at least 1100mm height.
- New Railings on top of existing wall**
PPC Metal Railings fixed to inside face of wall and to provide overall guarding height of at least 1100mm. Retaining wall to be repaired as necessary and new copings provided.
- New Railings provided on deck access**
PPC Metal Railing at least 1100mm height fixed to external face of deck.
- New fence**
Hit and miss timber fence at least 1800mm height.
- New fence on top of existing wall**
Hit and miss timber fence on top of existing wall (height varies) provide at least 1800mm overall height.
- New wall on top of existing**
Existing wall to be taken down to reasonable and stable height, then built-up to height of at least 2100mm to form part of bicycle enclosure.
- Existing Railings**
Existing metal palisade railings retained and painted. (Colour TBC)
- New Railings to match existing**
New metal palisade railings to match existing at front of site. (Colour TBC)
- New Gate**
1800mm height timber gate to match timber fence.
- New Gate**
1100mm height metal gate fixed to existing stone walls.
- New Bicycle Enclosure**
Please Refer to Drawing:
- New Bin Enclosure**
Please Refer to Drawing:

Note:
Lower Ground Flats marked with * denotes wheelchair accessible units.

P2	Boundaries & external finishes updated.	LR	HG	04.11.22
P1	Issued for Comment	HG	LR	28.10.22
Rev.	Description	Drawn	Check	Date

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Project
Llysfaen

Client
Merthyr HA

Drawing Title

Proposed Site Plan (Upper Level)

Job no.	Org.	Zone	Level	Type	Role	Description	Status	Rev.
4005	- PEN	- ZZ	- ZZ	- DR	- A	- 1061	S3	P2

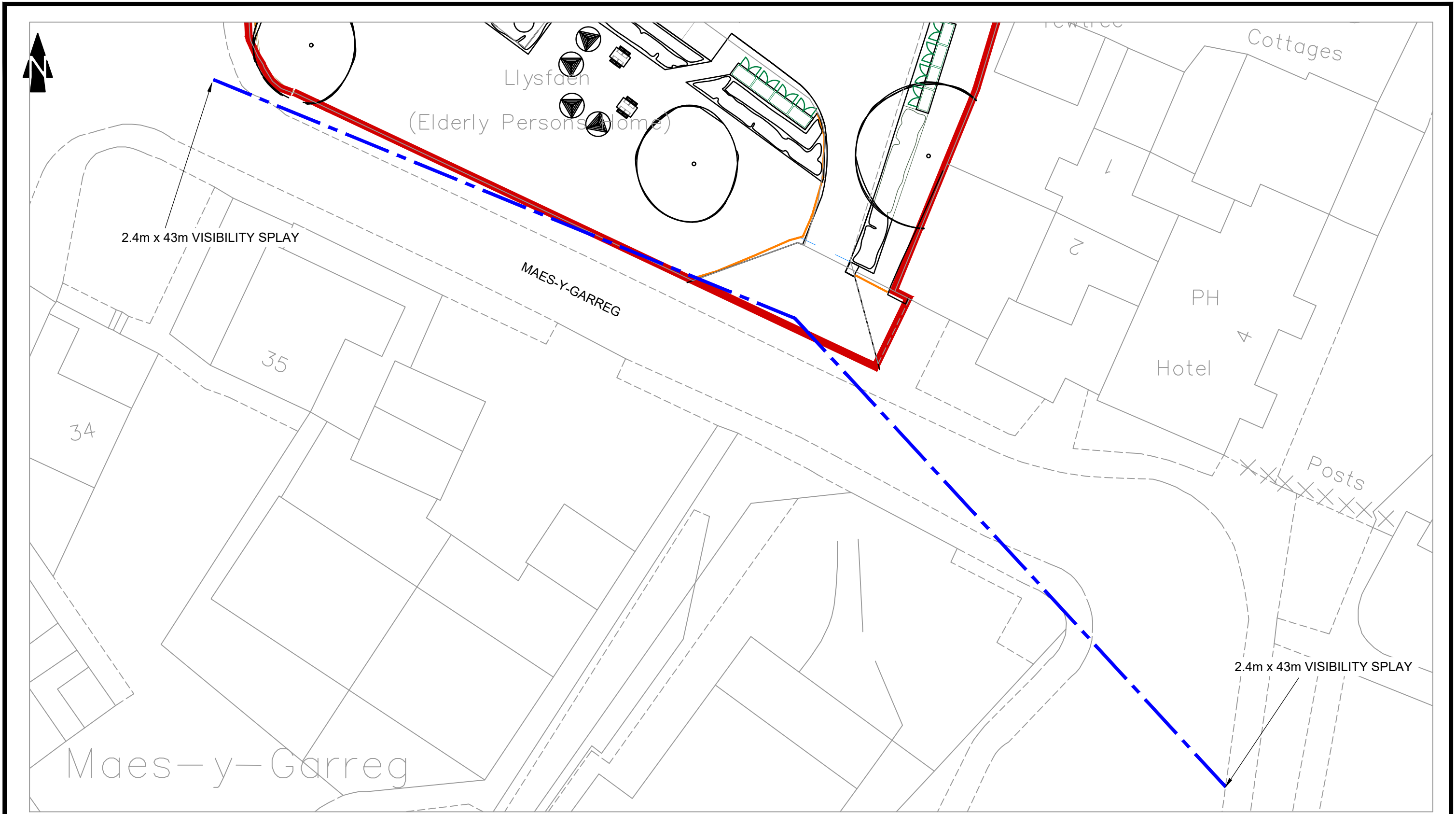
Scale
1 : 200 @ A2

Date
Sep' 22

NOTES: Do not scale. All dimensions are in millimetres unless stated otherwise

APPENDIX C

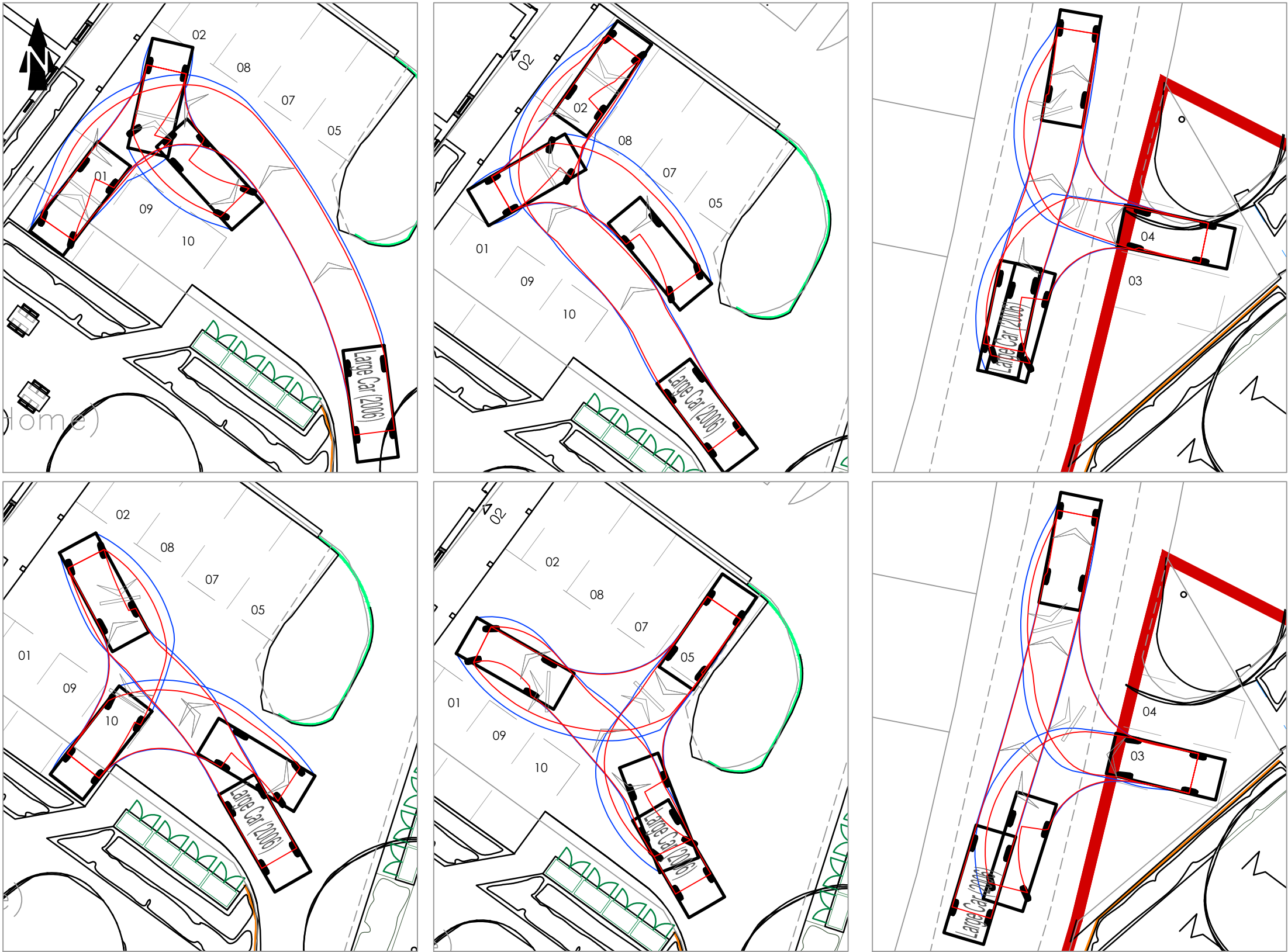
Visibility Splay



REV	DETAILS	DRAWN	CHECKED	DATE	NOTES: 1. Do not scale from this drawing. 2. This drawing is for illustrative purposes only and not for construction. 3. This drawing is to be read and printed in colour.	PROJECT: LLYSFAEN, MERTHYR TYDFIL					CLIENT: MERTHYR TYDFIL HOUSING ASSOCIATION				
						DRAWING TITLE: VISIBILITY SPLAY PLAN					MILES WHITE TRANSPORT				
						DRAWN: SLW	CHECKED: RW	DATE: 01.11.2022	SCALES: 1:250	SHEET SIZE: A3	DRAWING NUMBER: 22113-SK01			REVISION: -	

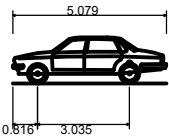
APPENDIX D

Swept Paths



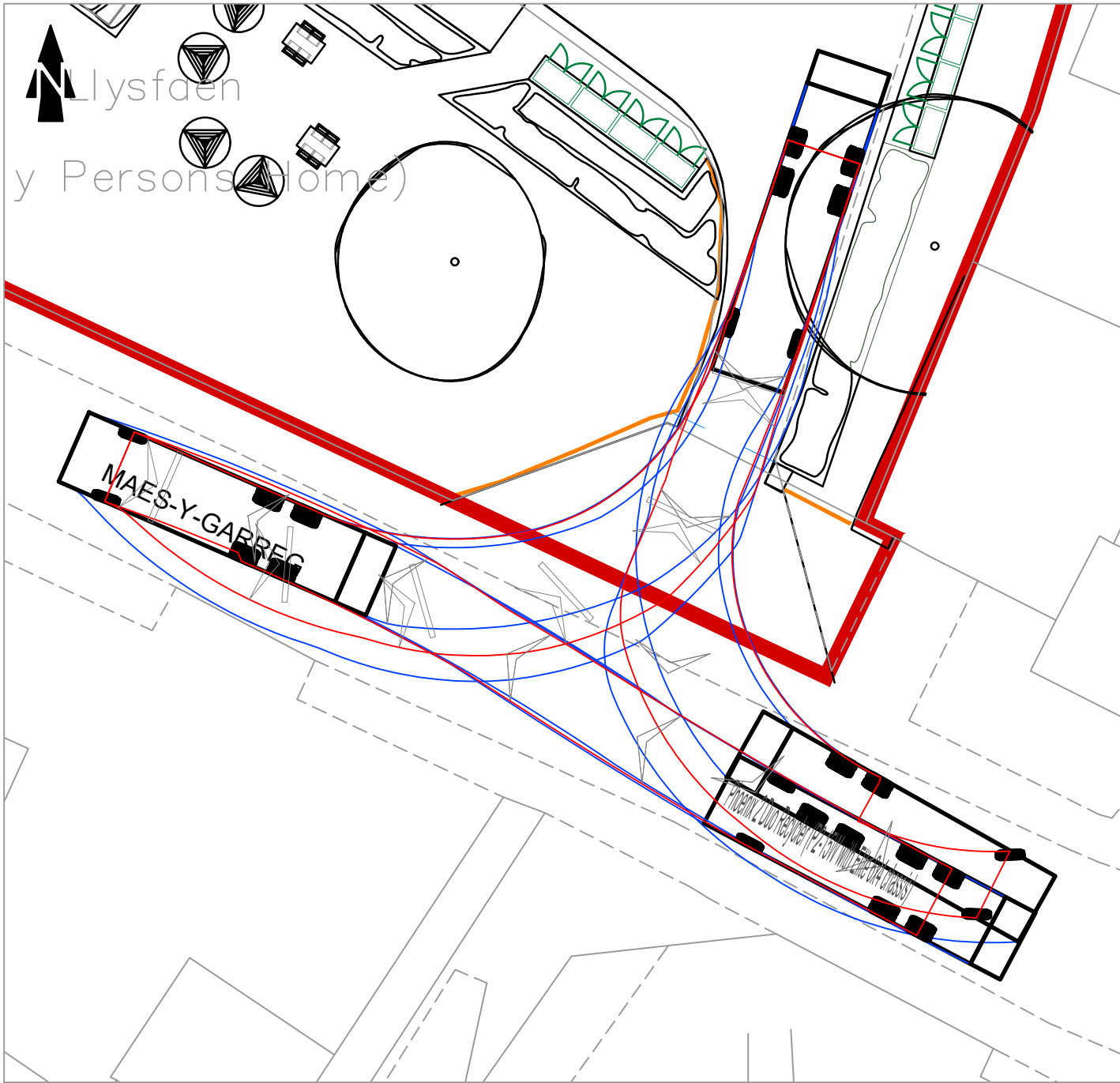
- NOTES:
1. Do not scale from this drawing.
 2. This drawing is for illustrative purposes only and not for construction.
 3. This drawing is to be read and printed in colour.

REV	DETAILS	DRAWN	CHECKED	DATE	5.079 0.816 3.035 LARGE CAR VEHICLE PROFILE (SCALE 1:250) Large Car (2006) Overall Length Overall Width Overall Body Height Min Body Ground Clearance Max Track Width Lock to lock time Kerb to Kerb Turning Radius 5.079m 1.872m 1.525m 0.310m 1.831m 4.00s 5.900m					PROJECT: LLYSFAEN, MERTHYR TYDFIL		CLIENT: MERTHYR TYDFIL HOUSING ASSOCIATION		
					DRAWING TITLE: LARGE CAR VEHICLE SWEPT PATH ANALYSIS					MILES WHITE TRANSPORT				
					DRAWN: SLW	CHECKED: RW	DATE: 01.11.2022	SCALES: 1:200	SHEET SIZE: A3	DRAWING NUMBER: 22113-TK01	REVISION: -			

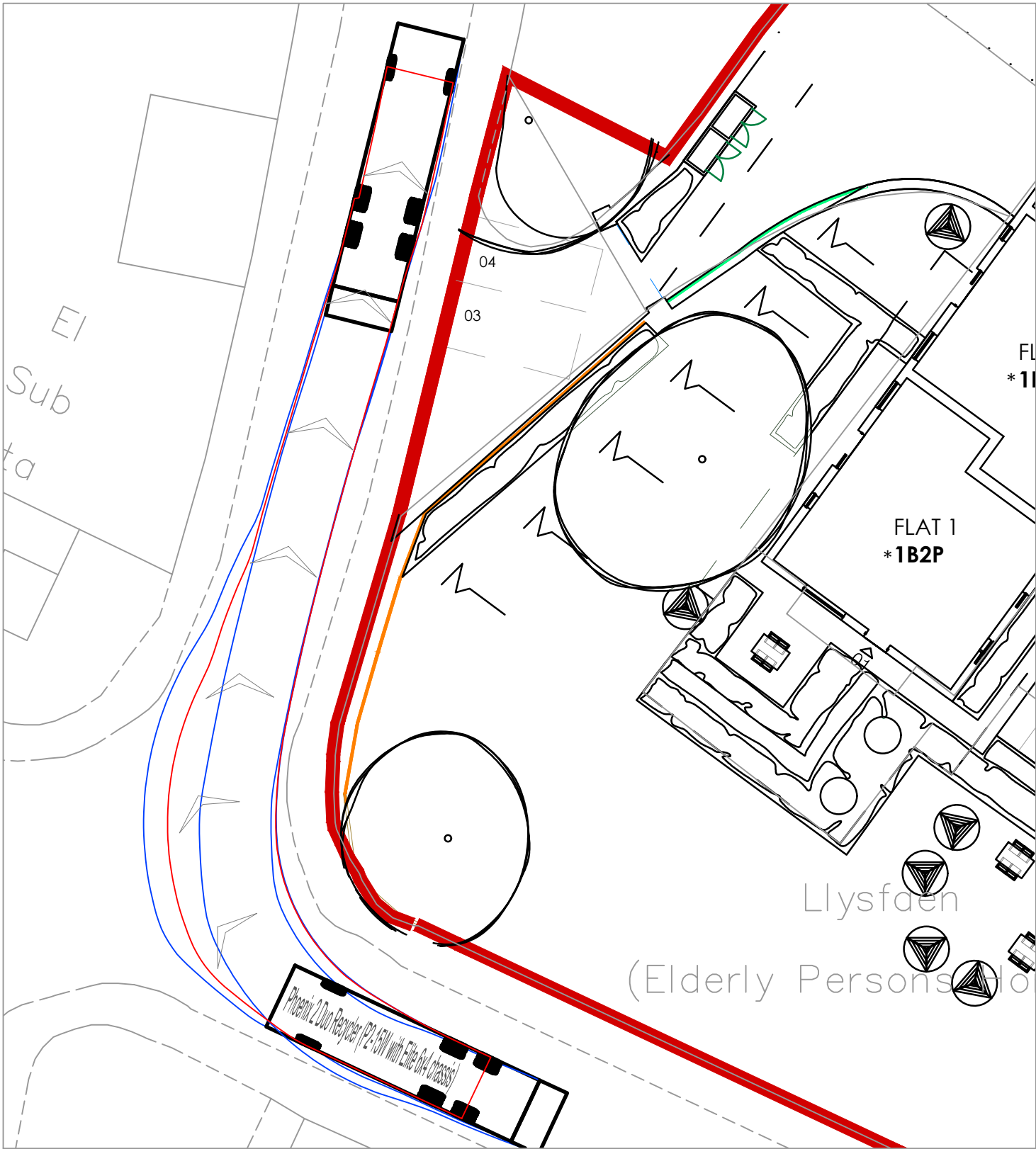


LARGE CAR VEHICLE PROFILE
(SCALE 1:250)

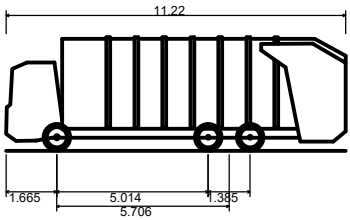
Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



- NOTES:
1. Do not scale from this drawing.
 2. This drawing is for illustrative purposes only and not for construction.
 3. This drawing is to be read and printed in colour.



REV	DETAILS	DRAWN	CHECKED	DATE



LARGE REFUSE VEHICLE
PROFILE
(SCALE 1:250)

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

PROJECT: LLYSFAEN, MERTHYR TYDFIL					CLIENT: MERTHYR TYDFIL HOUSING ASSOCIATION	
DRAWING TITLE: LARGE REFUSE VEHICLE SWEPT PATH ANALYSIS						
DRAWN: SLW	CHECKED: RW	DATE: 01.11.2022	SCALES: 1:200	SHEET SIZE: A3	DRAWING NUMBER: 22113-TK02	REVISION: -

APPENDIX E

TRICS Data

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

Calculation Reference: AUDIT-464201-221013-1014

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NG NOTTINGHAM	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	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: 15 to 24 (units:)
 Range Selected by User: 6 to 50 (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: 01/01/14 to 07/10/16

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:

Tuesday	1 days
Wednesday	1 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	5 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:

Suburban Area (PPS6 Out of Centre)	3
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	5
------------------	---

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.

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

Secondary Filtering selection:

Use Class:

C3 5 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 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	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	2 days
250,001 to 500,000	3 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	4 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 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	BH-03-D-03 WELLINGTON ROAD BRIGHTON	FLATS & HOUSES	BRIGHTON & HOVE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 Survey date: THURSDAY 16/10/14 Survey Type: MANUAL		
2	CF-03-D-01 TYN-Y-PARC ROAD CARDIFF	BLOCKS OF FLATS	CARDIFF
	Whitchurch Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 24 Survey date: FRIDAY 07/10/16 Survey Type: MANUAL		
3	LN-03-D-02 ADDISON DRIVE LINCOLN	FLATS	LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 Survey date: WEDNESDAY 01/07/15 Survey Type: MANUAL		
4	NG-03-D-01 WATCOMBE ROAD NOTTINGHAM	BLOCK OF FLATS	NOTTINGHAM
	CARRINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 Survey date: TUESDAY 23/06/15 Survey Type: MANUAL		
5	WO-03-D-02 CRANHAM DRIVE WORCESTER	BLOCKS OF FLATS	WORCESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 18 Survey date: THURSDAY 22/05/14 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.

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

TOTAL 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	5	20	0.030	5	20	0.089	5	20	0.119
08:00 - 09:00	5	20	0.040	5	20	0.129	5	20	0.169
09:00 - 10:00	5	20	0.059	5	20	0.119	5	20	0.178
10:00 - 11:00	5	20	0.059	5	20	0.099	5	20	0.158
11:00 - 12:00	5	20	0.059	5	20	0.030	5	20	0.089
12:00 - 13:00	5	20	0.059	5	20	0.069	5	20	0.128
13:00 - 14:00	5	20	0.099	5	20	0.079	5	20	0.178
14:00 - 15:00	5	20	0.099	5	20	0.069	5	20	0.168
15:00 - 16:00	5	20	0.089	5	20	0.099	5	20	0.188
16:00 - 17:00	5	20	0.149	5	20	0.089	5	20	0.238
17:00 - 18:00	5	20	0.238	5	20	0.208	5	20	0.446
18:00 - 19:00	5	20	0.109	5	20	0.089	5	20	0.198
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.089			1.168			2.257

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.

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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: 15 - 24 (units:)
 Survey date range: 01/01/14 - 07/10/16
 Number of weekdays (Monday-Friday): 5
 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.

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

Calculation Reference: AUDIT-464201-221014-1048

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : L - CARE HOME (SPECIFIC CONDITION)
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	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: Number of residents
 Actual Range: 7 to 48 (units:)
 Range Selected by User: 7 to 58 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 25/06/21

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	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	6 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:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	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	6
------------------	---

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.

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

Secondary Filtering selection:

Use Class:

C2 6 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 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 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	3 days
250,001 to 500,000	3 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	3 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:

No 6 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 6 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	BR-05-L-01 BRISTOL ROAD BRISTOL	CARE HOME		BRISTOL CITY
	Edge of Town Residential Zone			
	Total Number of residents:	48		
	Survey date: SUNDAY	20/09/15		Survey Type: MANUAL
2	DY-05-L-02 DOUGLAS STREET DERBY	CARE HOME		DERBY
	Edge of Town Centre Residential Zone			
	Total Number of residents:	43		
	Survey date: THURSDAY	25/06/15		Survey Type: MANUAL
3	GM-05-L-01 LEA VIEW OLDHAM ROYTON	CARE HOME		GREATER MANCHESTER
	Edge of Town Residential Zone			
	Total Number of residents:	41		
	Survey date: THURSDAY	22/10/15		Survey Type: MANUAL
4	HC-05-L-01 BEACH ROAD HAYLING ISLAND	CARE HOME		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:	34		
	Survey date: MONDAY	23/11/15		Survey Type: MANUAL
5	LN-05-L-01 ALTHAM TERRACE LINCOLN	CARE HOME		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:	48		
	Survey date: WEDNESDAY	04/10/17		Survey Type: MANUAL
6	SF-05-L-01 TOKIO ROAD IPSWICH	CARE HOME		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of residents:	7		
	Survey date: FRIDAY	25/06/21		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.

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	41	0.073	1	41	0.024	1	41	0.097
07:00 - 08:00	6	37	0.100	6	37	0.050	6	37	0.150
08:00 - 09:00	6	37	0.068	6	37	0.032	6	37	0.100
09:00 - 10:00	6	37	0.081	6	37	0.041	6	37	0.122
10:00 - 11:00	6	37	0.050	6	37	0.027	6	37	0.077
11:00 - 12:00	6	37	0.059	6	37	0.077	6	37	0.136
12:00 - 13:00	6	37	0.095	6	37	0.095	6	37	0.190
13:00 - 14:00	6	37	0.140	6	37	0.063	6	37	0.203
14:00 - 15:00	6	37	0.104	6	37	0.131	6	37	0.235
15:00 - 16:00	6	37	0.104	6	37	0.190	6	37	0.294
16:00 - 17:00	6	37	0.072	6	37	0.090	6	37	0.162
17:00 - 18:00	6	37	0.032	6	37	0.063	6	37	0.095
18:00 - 19:00	6	37	0.059	6	37	0.077	6	37	0.136
19:00 - 20:00	6	37	0.036	6	37	0.054	6	37	0.090
20:00 - 21:00	6	37	0.036	6	37	0.072	6	37	0.108
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.109			1.086			2.195

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.

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Parameter summary

Trip rate parameter range selected: 7 - 48 (units:)
 Survey date range: 01/01/14 - 25/06/21
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 1
 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.