

Appendix A – Scoping Note

**Land South and East of Adastral Park
Ipswich**

Transport Assessment Scoping Note

Carlyle Land Ltd and Commercial Estates Group

Document Control Sheet

Document Title: Transport Statement Scoping Note
Document Ref: 10391/SR/01
Project Name: Land South and East of Adastral Park, Ipswich
Project Number: 10391
Client: Carlyle Land Ltd and Commercial Estates Group

Document Status

Rev	Issue Status	Prepared / Date	Checked / Date	Approved / Date
0	Draft	A Eggleston 04/02/2016	L Witts 04/02/2016	P Boileau 04/02/2016
1	Final	A Eggleston 06/10/16	L Witts 06/10/2016	P Boileau 06/10/2016
2	Final	A Eggleston 10/11/16	L Witts 13/12/16	P Boileau 13/12/16
3	Final	M Moss 10/03/17	A Eggleston 10/03/17	L Witts 10/03/17

Issue Record

Name / Date & Revision	04/02/16	06/10/16	13/12/16	10/03/17		
David Lewis - CEG	0	1	2	3		

© Copyright Brookbanks Consulting Ltd 2017

This document may not be reproduced or transmitted, in any form or by any means whether electronic, mechanical, photographic, recording or otherwise, or stored in a retrieval system of any nature without the written permission of Brookbanks Consulting Limited. No part of this work may be modified without the written permission of Brookbanks Consulting Ltd. No part of this work may be exposed to public view in any form or by any means, without identifying the creator as Brookbanks Consulting Ltd

Contents

1	Introduction and Background	1
2	Background Information	2
3	National and Local Policy Review	3
4	Baseline Conditions	3
5	Site Accessibility	4
6	Development Proposals	5
7	Travel Plan	5
8	Vehicle Traffic Generation and internalisation	5
9	Multimodal Trip Generation	8
10	Traffic Impact Assessment Phase One	8
11	Traffic Impact Assessment for Sensitivity Test and For Phase Two	9
12	Mitigation	9
13	Conclusion	9

Appendix

Appendix A – Trip Rates

1 Introduction

- 1.1 This Transportation Scoping Note has been prepared by Brookbanks Consultants Ltd on behalf of CEG for a proposed mixed use development on land South and East of Adastral Park, Ipswich.
- 1.2 The broad location of the Adastral Park is indicated below.

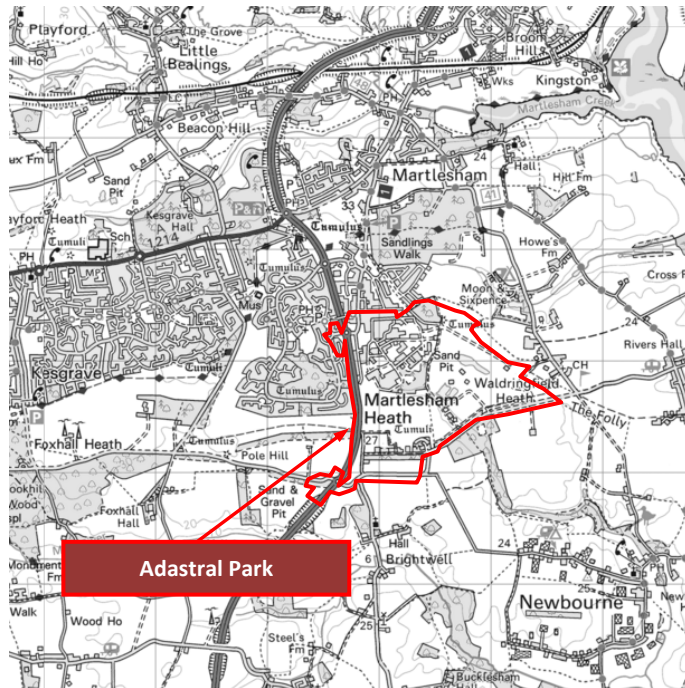


Figure 1a: Site location

- 1.3 Following initial discussions with Suffolk County Council, (SCC) this note sets out the scope for a Transport Assessment which is to be undertaken in due course to demonstrate the viability of the site in transport terms to support a residential development.
- 1.4 The Transport Assessment (TA) will follow the broad structure as detailed below;

Executive Summary

Chapter 1: Introduction

Chapter 2: Background Information

Chapter 3: Policy and Design Guidance Review

Chapter 4: Baseline conditions

Chapter 5: Development Proposals

Chapter 6: Site accessibility

Chapter 7: Travel Plan

Chapter 8: Traffic Generation

Chapter 9: Global Paramics Statistics

Chapter 10: Highway Network Review - Journey Times

Chapter 11: Highway Network Review - Link Capacity

Chapter 12: Highway Network Review - Junction Queues

Chapter 13: Mitigation Strategy

- 1.5 The following chapters in this note provide a framework for the information to be included within the chapters to be included within the TA.

- 1.6 The site was subject to a previous planning application which considered the delivery of a similar mixed use development. The application was supported by a TA, with the document being discussed and agreed with SCC. The overarching principles previously agreed by SCC will be adopted within this assessment where appropriate.

2 Background Information

- 2.1 This chapter will provide the high level of review of the site location in relation to the general highway network, identify the broad development quantum and will identify the general structure of the TA.
- 2.2 This chapter will confirm the development quantum. At the time of writing it is envisaged that the development will deliver a range of housing of mixed type and tenure, local centre, education provision and employment.

Scheme Proposals

- 2.3 It is proposed to develop the site for a new development delivering residential use together supporting commercial and educational land uses. At the time of writing, with the final quantum and details of development are yet to be finalised. The Proposed Development is likely to comprise the delivery of the following land uses:

- 2,000 Dwellings
- Employment area of circa 0.6ha (use Class B1)
- Primary local centre (comprising use Classes A1, A2, A3, A4, A5, B1, C3, D1 and D2)
- Secondary centre (comprising possible use Classes A1, A3 and A5)
- School
- Green infrastructure (including Suitable Accessible Natural Green Space (SANGS))
- Outdoor play areas
- Aports ground and allotments/community orchards)
- Public footpaths and cycleways
- Vehicle accesses and associated infrastructure

- 2.4 The development will consist of several distinct areas, with each area having a strong landscape and green infrastructure framework, which will define and shape the development.

Previous Application History

- 2.5 An Outline Planning Application was sought for the site previously by David Lock Associates on behalf of British Telecom (BT) in April 2009. Their proposal's included:
- Upgrades to existing employment floorspace and the creation of up to 60,000 sq.m of new employment floorspace;
 - A residential community of up to 2,000 new homes alongside Adastral Park;
 - Comprehensive infrastructure and services to serve the new community including new education and healthcare provision, public transport, shops, leisure and sport facilities and public spaces;
 - A hotel;
 - An on-site energy centre to provide renewable heat and power;
 - Improvement of local infrastructure including an A12 access;
 - An expansion of the university presence at Adastral Park.
- 2.6 Integrated Transport Planning prepared the Transport Assessment and Travel Plan for said planning application, together with an Environmental Assessment for the site.

3 Policy and Design Guidance Review

- 3.1 Local and regional policies regarding the development of new sites within Ipswich will be presented and interpreted in respect of the proposed site. The suitability of the site in the context of these policies will be assessed.
- 3.2 This will include a review of the following documents:
- National Planning Policy Framework
 - Design Manual for Road and Bridges
 - Manual for Streets
 - Local Plan
 - Relevant Local Plan saved policies
 - Local Transport Plan
- 3.3 The Masterplan, access and parking strategy shall refer to and make full use of the Design Manual for Roads and Bridges (DMRB), Manual for Streets Parts 1 and 2, the Suffolk Design Guide and the Suffolk Guidance for Parking.
- 3.4 Both National and Local Planning Policy Guidance will be reviewed in the preparation of the Transport Assessment and the accompanying Travel Plan. The Suffolk County Council team will be contacted to discuss relevant matters.

4 Baseline Conditions

- 4.1 A detailed review of the site location will be provided.
- 4.2 Existing conditions in the vicinity of the site will be described with reference to the layout, function and operation of the local transport network, for all modes of movement. This will include a review of the networks:
- Current highway network
 - Road and rail based public transport facilities / routes
 - Walking and cycling networks
 - Public rights of way adjacent to the site
- 4.3 Any existing barriers or constraints to sustainable movement will be identified, investigated and described.
- 4.4 It is proposed that a review of historical accidents over the past five years is to be carried out using the latest available data to identify any recurring patterns that may indicate a need for further investigation or for remedial measures to address the situation.
- 4.5 The accident study area is identified below.

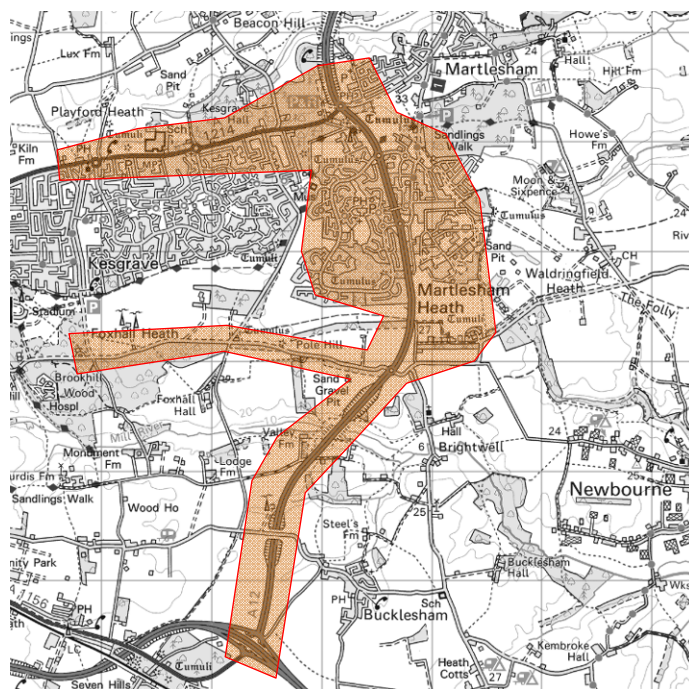


Figure 4a: Accident study area

5 Development Proposals

- 5.1 This chapter will describe in detail the scheme proposals, which includes the potential to deliver circa 2,000 dwellings supported by ancillary land uses that include a local centre, employment and education land uses.
- 5.2 The chapter will explain how the development will coalesce with the existing wider Adastral Park development and provide a draft timescale for the delivery of the development. At the time of writing it is expected that the planning application will be submitted in 2017, with the first occupation in 2019.
- 5.3 To the west of the site, the A12 borders the site. The previous application considered the delivery of two access points onto the A12. This application will consider the potential to deliver three access points. This chapter will provide an indication of the phasing.
- 5.4 The masterplan for the development will be presented which will highlight the access strategy for walking, cycling and vehicular.
- 5.5 Through discussions with SCC, there is an aspiration to reduce the speed limit along the A12. This will be reviewed through the TA.
- 5.6 The design of the internal site layout will use Manual for Streets (MfS) philosophy. Parking for the site overall will be provided at an appropriate level with regard to maximum standards and consistent with local standards.
- 5.7 A description of the network of pedestrians and cycle routes will be provided. This will include a 3m wide route through the site that will connect to the external networks.
- 5.8 The level of public transport enhancements proposed to support the development will be indicated. This will be guided by discussions with local operators.

6 Site Accessibility

- 6.1 This chapter will assess the development in relation to accessibility. The location and accessibility, by all modes, of community facilities, schools and other local trip generators will be identified and assessed in relation to the proposed site. This will identify key facilities including:
- Key employment opportunities
 - Retail destinations
 - Education
 - Health
 - Leisure
- 6.2 The accessibility of the site will be reviewed in line with 2km and 5km maximum isochrones for trips to be made by walking and cycling.
- 6.3 The Transport Assessment will provide an audit of the site accessibility to key trip attractors, including this proposed in the masterplan.
- 6.4 The Transport Assessment will also consider the likelihood of future residents to travel by sustainable modes of transport to trip attractors' land use, for example employment, education, leisure and health. The Transport Assessment will estimate the length of travel to health or shopping facilities that residents would be willing to travel to by sustainable modes of transport.
- 6.5 The potential site accessibility shall be compared or related to the existing public transport services and highway network.

7 Travel Plan

- 7.1 The development will deliver different land uses, including residential, employment and education. A framework travel plan for each land use will be provided. The proposed targets and measures will be identified in accordance with Local and National Planning Guidance, and agreed with Suffolk County Council.
- 7.2 The website provided by Suffolk County Council: <http://www.greensuffolk.org/travel/travel-plan-support/developer-support/> provides appropriate guidance to achieve a successful scheme which encourages the use of sustainable modes of transport.
- 7.3 This chapter will provide details on the Travel Plan that has been drafted to support this development including any measures that can be utilised to achieve the necessary modal shift. Suffolk Guidance on Travel Plans suggests that an effective residential travel plan should reduce commuter car usage between 11% and 21%. This will become the overarching travel plan target
- 7.4 The benefit of the Travel Plan will be assessed as a sensitivity test only, in order to provide a more robust assessment of the traffic generation and the impact of the development.

8 Traffic Generation

- 8.1 This chapter will present the agreed methodology adopted to assess the development impacts.

Traffic Modelling Methodology

8.2 Through the previous application and validated and calibrated Paramics micro-simulation traffic model was produced. The discussions with SCC have confirmed that the use of the traffic model is recommended. This includes details on:

- Method to re-validate the base model
- Interaction with the Saturn model
- Method to factor to future year scenarios
- Agreed committed developments
- Trip generation

8.3 The strategic and local road network will be addressed and summarised in the forthcoming Transport Assessment. Key destinations from the site will also be addressed.

Transport Assessment Scope

8.4 The proposed extent of the Paramics model is identified below. This provides further coverage than what was previous assessed.

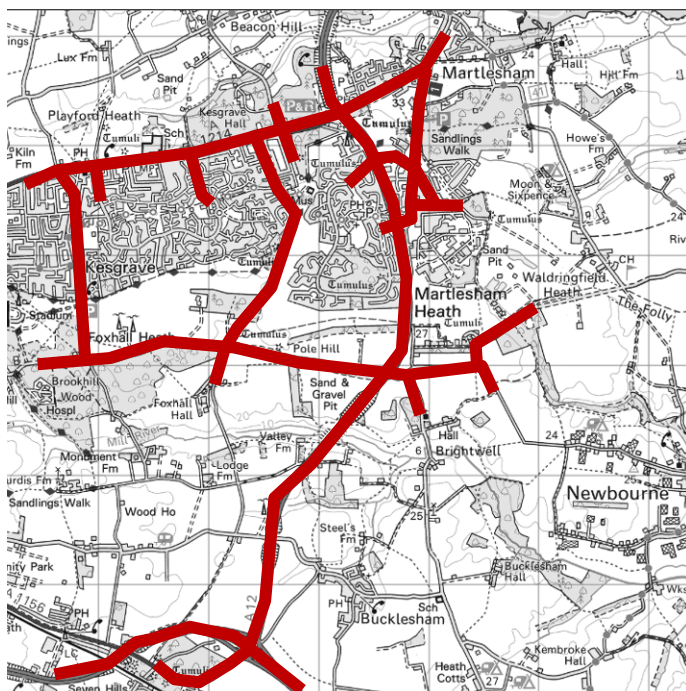


Figure 8a: Traffic Study area

8.5 In addition to this, a manual assessment of the Copdock Interchange will be carried out.

8.6 Through discussions with SCC, it has been identified that the development could have a wider impact outside the Paramics study area. Therefore, it has been agreed that SCC will provide outputs from the Strategic Traffic model to assess further locations.

Assessment Years

8.7 The application is expected to be submitted in spring 2017, with consent given later that year. Therefore, the traffic years to considered are, subject to agreement with Suffolk County Council:

- 2017
- 2027

8.8 Details of the phasing of the development will be provided in the Transport Assessment, ultimately to confirm that the development will be constructed over a ten year period.

Committed Developments

8.9 Committed development in the wider Ipswich Area will be included in the traffic flow modelling, subject to agreement with Suffolk County Council.

Traffic Scenarios

8.10 The Paramics model will be used to assess the impacts of development. On the assumption that the development will be built out over a ten year period, the model runs that are likely to be required are:

- Validated base year 2017 (**Base Year**)
- Future Year (**Base Future Year**)
- Future year plus committed developments 2027 (**Do Nothing**)
- Future year plus committed development plus development 2027 (**Do Minimum**)
- Future year plus committed development plus development 2027 with mitigation (**Do Something**)

8.11 The development will be phased over a number of years, together with the mitigation. Therefore, in addition to the main test identified above further interim tests will be carried out. These will assist in identifying the delivery of the access points and off site interventions.

8.12 Sensitivity tests will be carried out on the model to account for the development phasing and to identify when it may be appropriate to introduce physical mitigation measures on the network.

Previous Mitigation

8.13 The previous assessment identified a range of highway interventions. These will be assessed through the modelling process to identify need / timing. The previously identified mitigation measures are:

- A12 / A14 Levington Seven Hills Interchange – partial signalisation and localised widening
- A12 / Foxhall Road / Newbourne Road – conversion to signalised crossroads
- A12 / Barrack Square / Eagle Way – conversion to signalised junction
- A12 / Anson Road / Eagle Way – conversion to signalised crossroads
- A12 / A1214 – optimised signal timings
- Gloster Road / Barrack Square – conversion to signalised junction

Trip Rates

8.14 The trip base trip rates have been extracted from TRICS. The final trip rates have been discussed in detail with SCC. This has resulted in an agreed position.

8.15 The Trics outputs and a Technical Note providing supporting information are contained in Appendix A and illustrated below.

8.16 The resultant total external trip generation is presented below.

Time Periods	Housing		Primary School		Employment	
	IN	OUT	In	Out	In	Out
0700-0800	148	514	17	5	88	19
0800-0900	290	724	91	63	222	40
0900-1000	276	344	11	19	104	31
1600-1700	556	346	18	31	37	119
1700-1800	664	396	10	15	27	177
1800-1900	470	342	6	8	17	68

Figure 8b: Resultant external trips

9 Global Paramics Statistics

9.1 A number of statistics can be extracted from the modelling results that assess the model as a whole, therefore representing a high level review of the operation of the complete model. This information is to provide the following comparative statistics:

- **Network mean delay (s):** The average mean delay during the model simulation period.
- **Average Speed (Km/h):** The average speed in terms of total time and total distance travelled by all vehicles that completed a journey during the model simulation period.
- **Completed Trips (vehicles):** The number of completed trips recorded in terms of total vehicles and average distance per vehicle during the model simulation.

9.2 The first two measurements are averages so can be used to compare between the various scenarios. The final measurement is an absolute and is dependent on congestion on the network (as this will prevent trips from completing) and the demand within the model (i.e. the number of trips actually trying to complete). As demand differs between scenarios, as well as small variations between runs of the same scenario, we cannot expect the number of completed trips to be the same. However, as the demands do not differ significantly it can still provide an indication of the relative congestion on each network.

10 Highway Network Review - Journey Times

10.1 The difference in Journey Times will be assessed by the following criteria. The route reporting a moderate increase in journey times will be reviewed in detail.

Rating	Score
Delay reduction	Green
No significant change with a difference of less 15%	Light Green
Minor increase with a difference between 15% and 25%	Yellow
Moderate Increase with a difference between 25% and 50%	Red
Major Increase with a difference greater than 50%	Dark Red

Figure 9a: Impact assessment

10.2 Any significant reduction of the journey time will be reviewed in order to understand the possible rerouting and changes in the delays on the network.

10.3 The journey time and distance graph will be used to define the location of the delays.

11 Highway Network Review - Link Capacity

- 11.1 This chapter will review the output from the Paramics modelling work in relation to link flows. To assess the significance of the difference between the scenarios with and without the development, a percentage impact will be used to compare to sets of model data.
- 11.2 Where the difference with and without the development shows a percentage impact of greater than 10% in terms of flow, each link shall be reviewed in greater detail with respect to network summary statistics. This shall be terms of volume of traffic in comparison to highway capacity. DMRB standard TA 79/99 Traffic Capacity of Urban Roads shall be made reference to throughout.


12 Highway Network Review - Junction Queues

- 12.1 Queue length analysis is intended to provide a more detailed picture of the impacts at specific junctions within the model network. The difference in queues will be assessed against the following criteria.

Rating	Score
Mean Maximum Queue Length of 0 or less than 5 vehicles	Green
Negligible increase with a difference between 5 and 10 vehicles	Light Green
Minor increase with a difference between 10 and 20 vehicles	Yellow
Moderate Increase with a difference between 20 and 50 vehicles	Red
Major Increase with a difference greater than 50 vehicles	Dark Red

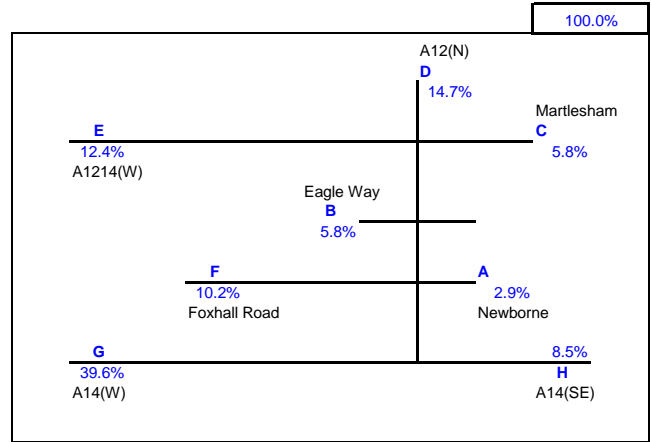
13 Mitigation Strategy

- 13.1 This chapter will summarise the mitigation strategy in order to deliver a sustainable development, including walking, cycling, public transport and the road network.
- 13.2 Overall impacts of the development on the highway network will be considered in conjunction with total network statistics in terms of network mean delay, average speed, completed trips, journey times, link capacity and junction queues. This shall be used in determining if mitigation measures are necessary.

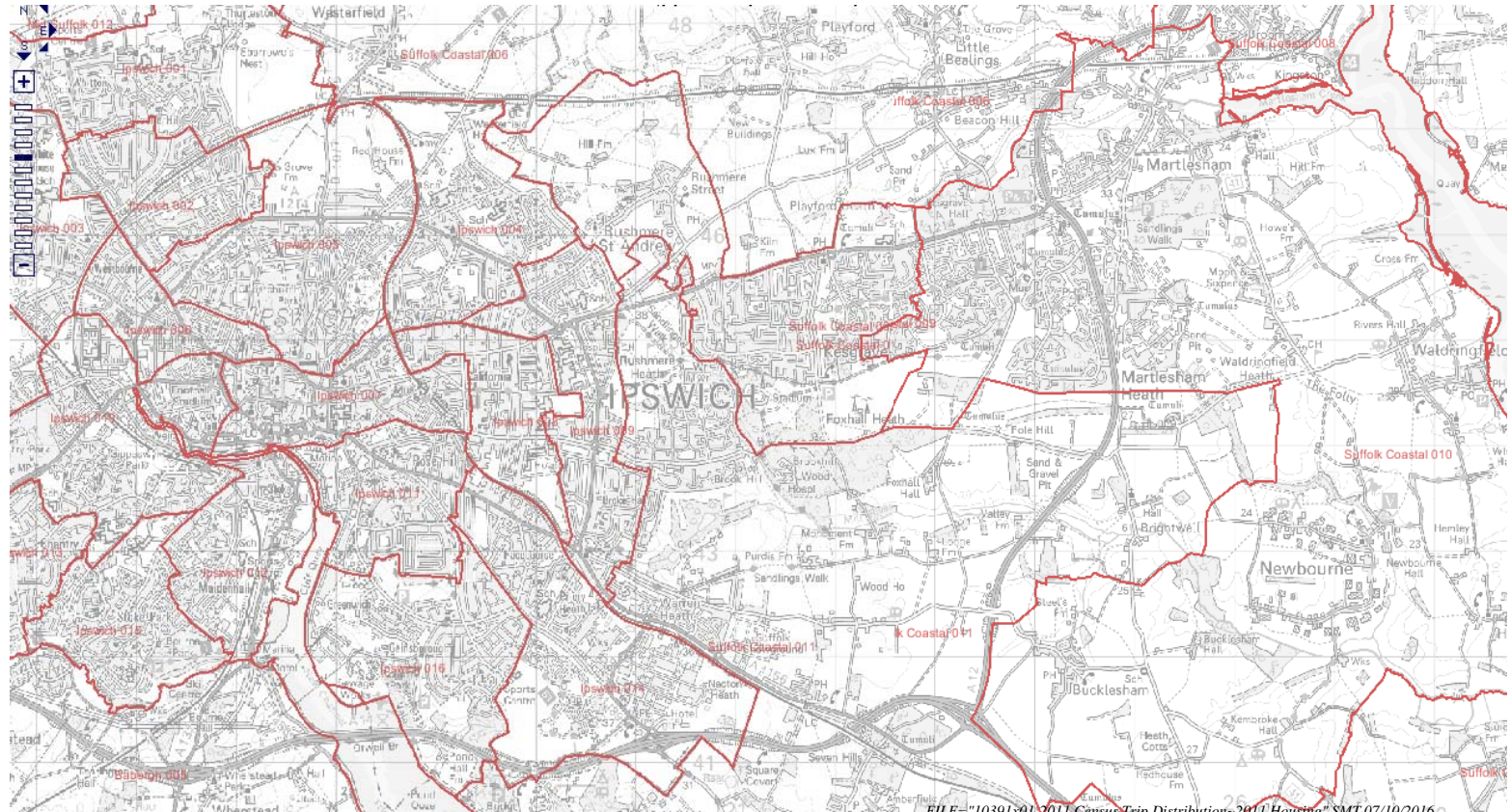
Client:	Client	Prepared by: S.M.T.	 © Brookbanks Consulting Limited 2016
Job:	10391 Adastral Park	07/10/2016	
Title:	2011 Census Travel to Work Trip Distribution - Housing	Figure 1	

for Output Area: **Suffolk Coastal 010**

		Description
2.9%	118	A Newborne
5.8%	237	B Eagle Way
5.8%	237	C Martlesham
14.7%	599	D A12(N)
12.4%	505	E A1214(W)
10.2%	416	F Foxhall Road
39.6%	1608	G A14(W)
8.5%	345	H A14(SE)
100.0%		4065
0		Still to be assigned



place of work : 2011 super output area -	Car - drivers	Dest Letter	percentage of SOA	4065
E02006296 Suffolk Coastal 010	592	A	20%	118
E02006296 Suffolk Coastal 010	592	B	40%	237
E02006296 Suffolk Coastal 010	592	C	40%	237
E02005597 South Norfolk 001	2	D	100%	2
E02005598 South Norfolk 002	3	D	100%	3
E02005599 South Norfolk 003	1	D	100%	1
E02005601 South Norfolk 005	1	D	100%	1
E02005602 South Norfolk 006	1	D	100%	1
E02005603 South Norfolk 007	2	D	100%	2
E02005604 South Norfolk 008	2	D	100%	2
E02005608 South Norfolk 012	1	D	100%	1
E02005611 South Norfolk 015	2	D	100%	2
E02006287 Suffolk Coastal 001	1	D	100%	1
E02006288 Suffolk Coastal 002	33	D	100%	33
E02006289 Suffolk Coastal 003	28	D	100%	28
E02006290 Suffolk Coastal 004	57	D	100%	57
E02006291 Suffolk Coastal 005	75	D	100%	75
E02006292 Suffolk Coastal 006	47	D	100%	47
E02006293 Suffolk Coastal 007	84	D	100%	84
E02006294 Suffolk Coastal 008	242	D	100%	242
E02006302 Waveney 001	1	D	100%	1
E02006308 Waveney 007	5	D	100%	5
E02006309 Waveney 008	1	D	100%	1
E02006311 Waveney 010	1	D	100%	1
E02006312 Waveney 011	1	D	100%	1
E02006313 Waveney 012	2	D	100%	2
E02006314 Waveney 013	2	D	100%	2
E02006315 Waveney 014	1	D	100%	1
E02006316 Waveney 015	3	D	100%	3
E02006245 Ipswich 001	12	E	100%	12
E02006246 Ipswich 002	29	E	100%	29
E02006247 Ipswich 003	73	E	100%	73
E02006248 Ipswich 004	51	E	100%	51
E02006249 Ipswich 005	29	E	100%	29



E02006250	Ipswich 006	63	E	100%	63
E02006267	Mid Suffolk 007	20	E	100%	20
E02006271	Mid Suffolk 011	64	E	100%	64
E02006272	Mid Suffolk 012	35	E	100%	35
E02006295	Suffolk Coastal 009	129	E	100%	129
E02006252	Ipswich 008	93	F	100%	93
E02006253	Ipswich 009	246	F	100%	246
E02006297	Suffolk Coastal 011	77	F	100%	77
E02000001	City of London 001	4	G	100%	4
E02000020	Barking and Dagenham 019	1	G	100%	1
E02000092	Bexley 028	1	G	100%	1
E02000144	Bromley 018	1	G	100%	1
E02000217	Croydon 024	1	G	100%	1
E02000286	Enfield 010	1	G	100%	1
E02000365	Hackney 021	1	G	100%	1
E02000371	Hackney 027	1	G	100%	1
E02000397	Haringey 001	1	G	100%	1
E02000433	Harrow 001	1	G	100%	1
E02000470	Havering 007	2	G	100%	2
E02000530	Hounslow 005	1	G	100%	1
E02000736	Newham 023	1	G	100%	1
E02000759	Redbridge 009	1	G	100%	1
E02000767	Redbridge 017	1	G	100%	1
E02000806	Richmond upon Thames 023	1	G	100%	1
E02000881	Tower Hamlets 018	1	G	100%	1
E02000890	Tower Hamlets 027	1	G	100%	1
E02000970	Westminster 011	1	G	100%	1
E02001326	Wigan 040	1	G	100%	1
E02001335	Knowsley 009	1	G	100%	1
E02001460	Sefton 032	1	G	100%	1
E02001797	Sunderland 007	1	G	100%	1
E02002235	Bradford 053	1	G	100%	1
E02002336	Leeds 007	1	G	100%	1
E02002593	Warrington 004	1	G	100%	1
E02002904	Nottingham 037	1	G	100%	1
E02003027	Bristol 016	1	G	100%	1
E02003037	Bristol 026	2	G	100%	2
E02003223	Swindon 012	1	G	100%	1
E02003271	Luton 014	1	G	100%	1
E02003275	Luton 018	3	G	100%	3
E02003293	Southend-on-Sea 015	1	G	100%	1
E02003312	Thurrock 017	2	G	100%	2
E02003377	West Berkshire 011	1	G	100%	1
E02003432	Windsor and Maidenhead 012	1	G	100%	1
E02003456	Wokingham 018	1	G	100%	1
E02003472	Milton Keynes 014	1	G	100%	1
E02003665	Aylesbury Vale 014	1	G	100%	1
E02003710	Wycombe 015	1	G	100%	1
E02003714	Wycombe 019	1	G	100%	1
E02003721	Cambridge 003	3	G	100%	3
E02003722	Cambridge 004	1	G	100%	1
E02003723	Cambridge 005	1	G	100%	1
E02003726	Cambridge 008	1	G	100%	1
E02003730	Cambridge 012	1	G	100%	1
E02003731	Cambridge 013	1	G	100%	1
E02003762	Huntingdonshire 010	2	G	100%	2
E02003763	Huntingdonshire 011	1	G	100%	1
E02003777	South Cambridgeshire 003	1	G	100%	1
E02003780	South Cambridgeshire 006	4	G	100%	4
E02003781	South Cambridgeshire 007	1	G	100%	1
E02003785	South Cambridgeshire 011	3	G	100%	3
E02003786	South Cambridgeshire 012	1	G	100%	1
E02003791	South Cambridgeshire 017	3	G	100%	3
E02003792	South Cambridgeshire 018	2	G	100%	2
E02003920	Cornwall 049	1	G	100%	1
E02004162	Exeter 014	1	G	100%	1
E02004306	County Durham 020	1	G	100%	1
E02004433	Basildon 010	1	G	100%	1
E02004434	Basildon 011	2	G	100%	2
E02004435	Basildon 012	4	G	100%	4
E02004437	Basildon 014	1	G	100%	1



E02004438	Basildon 015	1	G	100%	1
E02004443	Basildon 020	1	G	100%	1
E02004447	Braintree 002	1	G	100%	1
E02004451	Braintree 006	3	G	100%	3
E02004452	Braintree 007	1	G	100%	1
E02004453	Braintree 008	1	G	100%	1
E02004456	Braintree 011	1	G	100%	1
E02004459	Braintree 014	6	G	100%	6
E02004462	Braintree 017	6	G	100%	6
E02004463	Braintree 018	1	G	100%	1
E02004470	Brentwood 007	1	G	100%	1
E02004489	Chelmsford 005	3	G	100%	3
E02004491	Chelmsford 007	1	G	100%	1
E02004493	Chelmsford 009	1	G	100%	1
E02004494	Chelmsford 010	6	G	100%	6
E02004497	Chelmsford 013	1	G	100%	1
E02004506	Colchester 001	3	G	100%	3
E02004507	Colchester 002	16	G	100%	16
E02004508	Colchester 003	1	G	100%	1
E02004509	Colchester 004	6	G	100%	6
E02004512	Colchester 007	20	G	100%	20
E02004513	Colchester 008	4	G	100%	4
E02004514	Colchester 009	2	G	100%	2
E02004515	Colchester 010	2	G	100%	2
E02004516	Colchester 011	2	G	100%	2
E02004517	Colchester 012	4	G	100%	4
E02004520	Colchester 015	5	G	100%	5
E02004521	Colchester 016	3	G	100%	3
E02004522	Colchester 017	4	G	100%	4
E02004524	Colchester 019	3	G	100%	3
E02004525	Colchester 020	1	G	100%	1
E02004526	Colchester 021	1	G	100%	1
E02004545	Harlow 002	1	G	100%	1
E02004547	Harlow 004	1	G	100%	1
E02004556	Maldon 002	3	G	100%	3
E02004557	Maldon 003	1	G	100%	1
E02004558	Maldon 004	1	G	100%	1
E02004560	Maldon 006	1	G	100%	1
E02004562	Maldon 008	1	G	100%	1
E02004573	Tendring 001	5	G	100%	5
E02004574	Tendring 002	3	G	100%	3
E02004575	Tendring 003	4	G	100%	4
E02004577	Tendring 005	2	G	100%	2
E02004579	Tendring 007	4	G	100%	4
E02004581	Tendring 009	1	G	100%	1
E02004582	Tendring 010	2	G	100%	2
E02004583	Tendring 011	2	G	100%	2
E02004586	Tendring 014	3	G	100%	3
E02004591	Uttlesford 001	1	G	100%	1
E02004592	Uttlesford 002	1	G	100%	1
E02004595	Uttlesford 005	1	G	100%	1
E02004596	Uttlesford 006	2	G	100%	2
E02004642	Gloucester 007	1	G	100%	1
E02004660	Stroud 010	1	G	100%	1
E02004756	Hart 006	1	G	100%	1
E02004757	Hart 007	1	G	100%	1
E02004808	Rushmoor 007	2	G	100%	2
E02004809	Rushmoor 008	1	G	100%	1
E02004841	Winchester 013	1	G	100%	1
E02004896	Hertsmere 001	1	G	100%	1
E02004920	North Hertfordshire 012	1	G	100%	1
E02004935	St Albans 012	1	G	100%	1
E02004966	Three Rivers 011	1	G	100%	1
E02004967	Three Rivers 012	1	G	100%	1
E02004990	Welwyn Hatfield 011	1	G	100%	1
E02005033	Dartford 006	1	G	100%	1
E02005058	Gravesham 004	1	G	100%	1
E02005088	Sevenoaks 002	1	G	100%	1
E02005211	Fyldes 009	1	G	100%	1
E02005256	Preston 004	1	G	100%	1
E02005341	Blaby 009	1	G	100%	1

E02005363	Charnwood 019	1	G	100%	1
E02005390	Hinckley and Bosworth 014	1	G	100%	1
E02005508	Breckland 006	1	G	100%	1
E02005509	Breckland 007	1	G	100%	1
E02005510	Breckland 008	1	G	100%	1
E02005511	Breckland 009	4	G	100%	4
E02005514	Breckland 012	1	G	100%	1
E02005516	Breckland 014	3	G	100%	3
E02005517	Breckland 015	4	G	100%	4
E02005518	Breckland 016	3	G	100%	3
E02005519	Breckland 017	3	G	100%	3
E02005527	Broadland 008	1	G	100%	1
E02005529	Broadland 010	1	G	100%	1
E02005535	Broadland 016	1	G	100%	1
E02005536	Broadland 017	1	G	100%	1
E02005542	Great Yarmouth 005	1	G	100%	1
E02005545	Great Yarmouth 008	1	G	100%	1
E02005559	King's Lynn and West Norfolk C	1	G	100%	1
E02005567	King's Lynn and West Norfolk C	2	G	100%	2
E02005589	Norwich 006	1	G	100%	1
E02005590	Norwich 007	2	G	100%	2
E02005593	Norwich 010	2	G	100%	2
E02005612	Corby 001	1	G	100%	1
E02005835	Bassetlaw 001	1	G	100%	1
E02005933	Cherwell 013	1	G	100%	1
E02006006	West Oxfordshire 014	1	G	100%	1
E02006130	Cannock Chase 013	1	G	100%	1
E02006219	Tamworth 003	1	G	100%	1
E02006227	Babergh 001	2	G	100%	2
E02006229	Babergh 003	2	G	100%	2
E02006230	Babergh 004	31	G	100%	31
E02006231	Babergh 005	60	G	100%	60
E02006232	Babergh 006	1	G	100%	1
E02006233	Babergh 007	4	G	100%	4
E02006234	Babergh 008	2	G	100%	2
E02006236	Babergh 010	21	G	100%	21
E02006237	Babergh 011	12	G	100%	12
E02006238	Forest Heath 001	2	G	100%	2
E02006239	Forest Heath 002	2	G	100%	2
E02006241	Forest Heath 004	1	G	100%	1
E02006242	Forest Heath 005	1	G	100%	1
E02006243	Forest Heath 006	2	G	100%	2
E02006251	Ipswich 007	356	G	100%	356
E02006254	Ipswich 010	271	G	100%	271
E02006255	Ipswich 011	55	G	100%	55
E02006256	Ipswich 012	46	G	100%	46
E02006257	Ipswich 013	7	G	100%	7
E02006258	Ipswich 014	275	G	100%	275
E02006259	Ipswich 015	8	G	100%	8
E02006260	Ipswich 016	26	G	100%	26
E02006261	Mid Suffolk 001	9	G	100%	9
E02006262	Mid Suffolk 002	1	G	100%	1
E02006263	Mid Suffolk 003	6	G	100%	6
E02006264	Mid Suffolk 004	2	G	100%	2
E02006265	Mid Suffolk 005	3	G	100%	3
E02006266	Mid Suffolk 006	3	G	100%	3
E02006268	Mid Suffolk 008	6	G	100%	6
E02006269	Mid Suffolk 009	4	G	100%	4
E02006270	Mid Suffolk 010	27	G	100%	27
E02006273	St Edmundsbury 001	4	G	100%	4
E02006276	St Edmundsbury 004	2	G	100%	2
E02006277	St Edmundsbury 005	6	G	100%	6
E02006278	St Edmundsbury 006	7	G	100%	7
E02006279	St Edmundsbury 007	5	G	100%	5
E02006280	St Edmundsbury 008	2	G	100%	2
E02006281	St Edmundsbury 009	6	G	100%	6
E02006283	St Edmundsbury 011	2	G	100%	2
E02006286	St Edmundsbury 014	1	G	100%	1
E02006342	Epsom and Ewell 008	1	G	100%	1
E02006360	Guildford 017	1	G	100%	1
E02006364	Mole Valley 003	1	G	100%	1

E02006406	Spelthorne 004	1	G	100%	1
E02006578	Crawley 004	1	G	100%	1
E02006593	Horsham 006	1	G	100%	1
E02006642	Wiltshire 038	1	G	100%	1
E02006796	Hillingdon 033	1	G	100%	1
E02006826	Forest Heath 008	4	G	100%	4
E02006833	Tonbridge and Malling 014	1	G	100%	1
E02006853	Tower Hamlets 032	1	G	100%	1
E02006873	South Cambridgeshire 020	1	G	100%	1
E02006877	Peterborough 022	1	G	100%	1
E02006887	Bristol 054	1	G	100%	1
E02006907	Norwich 014	1	G	100%	1
E02006922	Colchester 022	6	G	100%	6
E02006298	Suffolk Coastal 012	112	H	100%	112
E02006299	Suffolk Coastal 013	21	H	100%	21
E02006300	Suffolk Coastal 014	40	H	100%	40
E02006301	Suffolk Coastal 015	172	H	100%	172