

APRIL 2024

THE EDUCATION TRAINING COLLECTIVE

NETA Relocation,
Stockton Riverside College

Transport Statement

PROJECT SUMMARY

CLIENT:	The Education Training Collective
CLIENT'S REFERENCE:	N/A
PROJECT:	NETA Relocation, Stockton Riverside College
JOB NUMBER:	JN2614
REPORT:	Transport Statement
FILE NAME:	JN2614-Rep-0004.3 Transport Statement

REPORT HISTORY

Report No.	Issue No.	Comments	Prepared By	Checked By	Approved By	Date
0004.1	1 st Issue	Draft	LW	AS	SAJ	17/04/2024
0004.2	2 nd Issue	Final	LW	AS	SAJ	19/04/2024
0004.3	3 rd Issue	Revised	LW	AS	SAJ	19/04/2024

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1. INTRODUCTION

1.1 Background

1.1.1 SAJ Transport Consultants Ltd ('SAJ') has been commissioned by The Education Training Collective ("the applicant") to assess the highways and transport related impact associated with the planning application for the relocation of NETA ("the proposed development") to a new facility located on the Stockton Riverside College Campus, Stockton on Tees ("the site").

1.1.2 NETA, which is part of the Education Training Collective (ETC) group, covers a diverse range of industrial sectors including electrical, gas, welding, health, safety and environment, scaffolding and mechanical jointing techniques. NETA works nationally and globally with many large multi-national companies especially in apprenticeships, industrial safety, and up-skilling area. Their customer base is both training government funded, and commercial learners aged 16+ who are either working in industry or are adult learners looking to move back into the workplace.

1.1.3 NETA is currently located on Pennine Avenue on the northern parcel of Portrack Lane Industrial Estate. Stockton Riverside College (SRC) Campus is located adjacent to the Durham University Queen's Campus, north of Thornaby train station. Figure 1 provides a summary of the location of the respective locations.

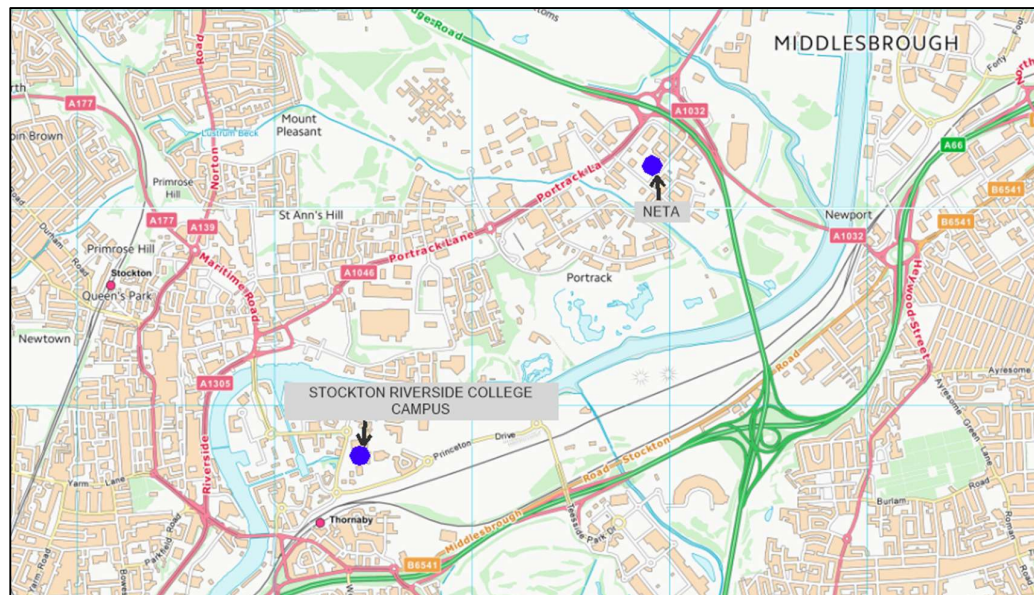


Figure 1: Site Location

1.2 Proposed Development

1.2.1 Planning permission is being sought for the relocation of NETA to the SRC campus site. The existing NETA building is in poor condition and is not considered fit for purpose. The proposal involves the refurbishment, remodelling and extension of an

existing building alongside the construction of a new car park and new external landscaping and is subject to two planning applications that are to be submitted as follows:

- **Application 1:** Construction of a new car park.
- **Application 2:** The refurbishment, remodelling and extension of an existing building.

1.2.2 Whilst each application will be determined separately, there is an overarching masterplan for the entirety of the site to ensure the delivery of a comprehensive development that upholds the applicant's aspirations.

1.2.3 An Indicative Masterplan is attached to this report at Appendix A.

1.3 Purpose of this Report

1.3.1 This report is the Transport Statement for the proposed development, which has been prepared to accompany both planning applications.

1.3.2 The purpose of this report is to provide an assessment of the potential development-related highways and transport impacts, and to identify any mitigation measures required, as necessary. The intention is to provide the necessary information to assist Stockton Borough Council (SBC) as the Local Planning and Highway Authority, in determining the planning application.

1.3.3 This report has been informed by the overarching masterplan proposals and information provided by the applicant. Application 1 is to be submitted prior to the submission of Application 2, with proposals relating to Application 2 and the overarching masterplan still being developed. From a transport perspective, further details may be required through the submission of an Addendum report to accompany Application 2.

1.3.4 A Travel Plan has been prepared by SAJ to accompany the planning application and this is submitted under a separate cover.

1.4 Structure of this Report

1.4.1 This report is structured as follows:

- Chapter 2 provides an overview of the national and local planning context in relation to the site from a highways and transport perspective.
- Chapter 3 provides a description of the existing situation with regards to the NETA and SRC Campus sites.

- Chapter 4 provides a description of the layout of the proposed development with regards to access arrangements, parking and delivery and servicing arrangements.
- Chapter 5 provides the likely impact of the development proposals on the operation and safety of the local highway network.
- Chapter 6 summarises and concludes the outcomes of this report.

2. POLICY CONTEXT

2.1 Introduction

2.1.1 This Chapter provides an overview of the national and local planning context in relation to the site from a highways and transport perspective.

2.2 National Policy and Guidance

National Planning Policy Framework

2.2.1 The revised NPPF was updated by the Department for Levelling Up, Housing and Communities on 19 December 2023. The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

2.2.2 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. In effect, this means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:

- An economic objective – to help build a strong, responsive and competitive economy.
- A social objective – to support strong, vibrant and healthy communities.
- An environmental objective – to protect and enhance our natural, built and historic environment.

2.2.3 The central tenet of the NPPF is a presumption in favour of sustainable development. This effectively means that development proposals that accord with an up-to-date development plan should be approved without delay. Where the development plan is out-of-date or absent, development proposals should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole or specific policies in the NPPF indicate development should be restricted (for example, if the site is subject to certain environmental designations).

2.2.4 Section 9 of the NPPF is entitled “Promoting sustainable transport” and outlines the important role that transport has to play in facilitating sustainable development.

2.2.5 Paragraph 115 of the NPPF states that the development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Planning Practice Guidance

2.2.6 The PPG was launched by the Department of Communities and Local Government (DCLG) on 6 March 2014. It brings together many areas of English planning guidance into a new stream-lined format, which is linked to the NPPF. The PPG replaces previous planning practice guidance documents. The guidance is a key material consideration in the decision-making process, set within the overarching NPPF.

2.2.7 The following PPG notes have been specifically considered in the preparation of this report:

- Transport evidence bases in plan making and decision taking (published 13 March 2015); and
- Travel Plans, Transport Assessments and Statements (published 6 March 2014).

2.3 Local Policy and Guidelines

Development Plan Documents

2.3.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 (PCPA) states that applications should be determined in accordance with the development plan unless material considerations indicate otherwise. In accordance with Paragraph 225 of the NPPF, the policies contained in the development plan can only be given weight according to their degree of consistency with the NPPF. If the policies of the development plan conflict with the NPPF then they should be given significantly reduced weight in determination of the planning application.

2.3.2 In respect of the site, the statutory development plan comprises the following documents:

- Stockton-on-Tees Local Plan (adopted 2019)

2.3.3 In addition, there are supplementary planning documents which provide further detail on the policies in development plan documents.

2.4 Summary

2.4.1 In this Chapter, national and local planning policy that is relevant to the proposed development from a highways and transport perspective has been identified. The following chapters of this report seek to demonstrate that the development proposal accords with the provisions of the NPPF and the relevant local policies of the development plan.

3. EXISTING SITUATION

3.1 Introduction

3.1.1 This Chapter provides a description of the existing situation with regards to NETA and the SRC campus sites.

3.2 NETA

Site Location & Usage

3.2.1 The NETA is currently situated west of Pennine Avenue within the Portrack Lane Industrial Estate. NETA offers a range of training courses with the majority typically lasting between 1 to 5 days but there are a small number that can last for up to a year.

3.2.2 Learning at NETA is delivered throughout the year with the typical operating hours between 08:30 and 16:30, Monday to Friday.

Local Highway Network

3.2.3 Pennine Avenue is an industrial access road that serves the northeastern parcel of the industrial estate. To the north it connects to the A19 in the form of a one-way merge with the A19 Portrack Interchange northbound offslip. To the south it connects to Teesway.

3.2.4 Teesway connects to the A1046 Haverton Hill Road to the west, which is a dual carriageway road that runs in an east-west direction and serves the wider Portrack Lane Industrial Estate area (see Figure 2).



Figure 2: NETA – Local Highway Network

Parking Provisions

- 3.2.5 An informal car park is available to the south of the site for all users. Parking also occurs within the site between the two buildings. Traffic Regulation Orders (TROs) are in place on Pennine Avenue to prevent parking on the highway in certain locations, in the form of 'Double Red Road Markings'.

3.3 SRC Campus

Site Location & Usage

- 3.3.1 SRC campus is located adjacent to the Durham University Queen's Campus, north of Thornaby train station, and is formed of 2 buildings (see Figure 3).
- 3.3.2 The academic year is between September and July, with enrolment events typically occurring in August. Exam season is typically between May and June. Typical operating hours are between 08:30 and 18:00 hours Tuesday to Thursday, with closing times of 16:30 on Mondays and Fridays.



Figure 3: SRC Campus

Local Highway Network

- 3.3.3 The site has vehicular access to the local road network in two locations. Access to the west is via Harvard Avenue in the format of a priority T-junction with right turn pocket (see Figure 4). This access serves the existing car park in the northwest corner of the site. The access road into the site is approximately 6m wide. Egress from the junction onto Harvard Avenue is left turn only, with signage and road markings present.



Figure 4: Vehicular Access: Harvard Avenue

- 3.3.4 Access to the south is via Princeton Drive in the format of a priority T-junction with right turn pocket (see Figure 5). This access serves the existing car park in the southeastern corner of the site. The access road into the site is approximately 5.5m wide.



Figure 5: Vehicular Access: Princeton Drive

- 3.3.5 An additional access is present in the northeast corner of the site from University Boulevard that services a service yard and some parking spaces.

Pedestrian and Cycle Networks

- 3.3.6 Pedestrian and cycle access to the site is achievable via Harvard Avenue and Princeton Drive.
- 3.3.7 Footways are present on both sides of Harvard Avenue. The footways are lit and separated by a grass verge. To the north, a signal-controlled crossing is present approximately 60m north of the site access to aid crossing east to west. The footways extend northwards to the roundabout junction with University Boulevard to provide connections northbound to Infinity Bridge and westbound towards Stockton town centre.
- 3.3.8 A footway is present on the northern side of Princeton Drive and connects west to Harvard Avenue and east towards the Tees Barrage.
- 3.3.9 Cycle lanes are present on Harvard Avenue and Princeton Drive. Connections on road can be made to National Cycle Route 1 (NCR1) which runs parallel with the south side of the River Tees. NCR1 is a mix of on-road and off-road cycle routes which primarily follows the River Tees east to Redcar, and then south towards Saltburn. To the north to the residential areas of Stockton before joining the NCR14 connecting to Norton and Billingham. Figure 6 presents a summary of the cycle network within the vicinity of the site.

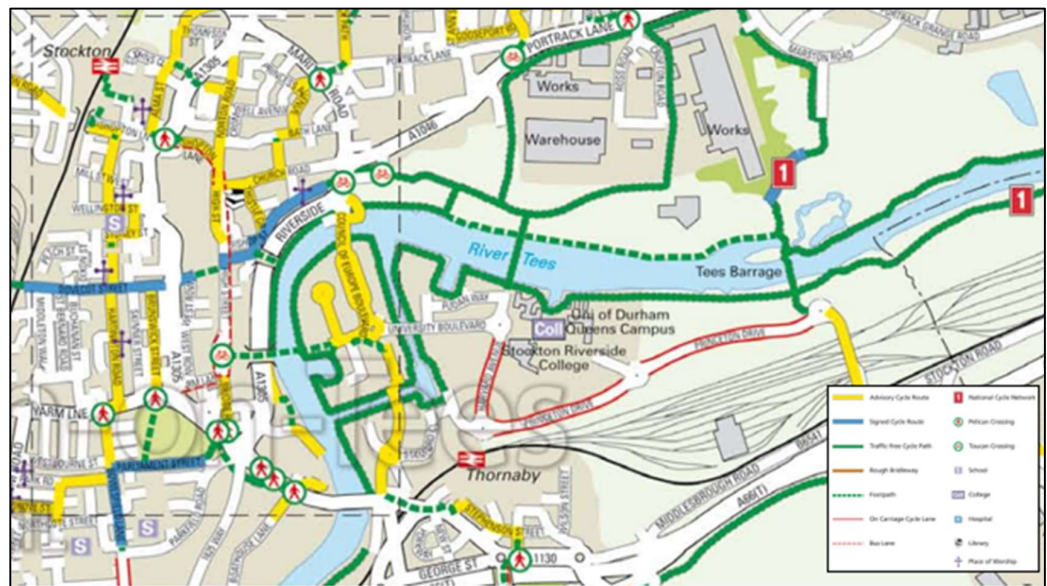


Figure 6: Cycle Network

Public Transport Services

- 3.3.10 A pair of bus stops are present on Harvard Avenue within close proximity of the site access junction. Both bus stops have shelters, seating, timetable information, lighting and raised boarder kerbs.

3.3.11 A pair of bus stops are also present on Princeton Drive to the east of the site access junctions. Both bus stops have timetable information, lighting and raised boarder kerbs.

3.3.12 Table 3.1 provides a summary of the available bus services.

Table 3.1 Bus Timetable Information				
Service	Destination	Frequency (mins)		
		Mon – Fri	Sat	Sun
Go North East X10	Newcastle to Middlesbrough Via Gateshead, Peterlee, Billingham, Norton, Stockton	60	60	120
Arriva X12	Newcastle to Middlesbrough Via Gateshead, Durham, Stockton	30	30	60

3.3.13 Stockton High Street is an approximate 20-minute walk to/from the site and a number of additional services are available with routes serving Hemlington, Darlington, Hartlepool, Kirklevington and Hardwick.

3.3.14 The nearest rail station to the site is Thornaby Station, approximately 600m to the south. Thornaby Station is on the Tees Valley Line and provides direct services to Bishop Auckland, Darlington, Middlesbrough, Saltburn, Leeds and Manchester.

Parking Provisions

3.3.15 A total of 375 parking spaces are available onsite as follows:

- Harvard Avenue car park – 90 parking spaces
- Princeton Drive car park – 269 parking spaces
- Service Yard car park – 16 parking spaces.

3.3.16 In addition, 22 cycle stands are available, providing cycle parking for 44 cycles.

3.4 Highway Safety Assessment

3.4.1 Personal injury collision (PIC) data has been obtained from the Capita Innovations Road Traffic Accident System (CIRTAS) for the most recently available five-year period (01 November 2018 to 01 November 2023). The data has been reviewed in detail to determine whether there is a history of collisions that is attributable to the existing highway geometry within the vicinity of the site.

3.4.2 The extent of the study area alongside the locations and dates of the collisions reported is attached to this report at Appendix B. A total of 2 collisions were reported across the study area throughout the study period. A description of the collisions is provided below:

- **Collision Reference: S306819.** A collision of serious severity occurred at the Princeton Drive / East Drive roundabout on Monday 17 April 2019 at 17:30 hours and involved a car. The collision occurred when the car travelling southwest on Princeton Drive collided with the roundabout. The contributory factors reported to the collision were 'illness or disability, mental or physical'.
- **Collision Reference: S317921.** A collision of serious severity occurred at the Princeton Drive / East Drive roundabout on Saturday 30 October 2021 at 14:10 hours and involved a motorcycle. The collision occurred when the motorcycle travelling southwest on Princeton Drive lost control and left the carriageway to nearside on exiting the roundabout. The contributory factors reported to the collision were 'slippery road due to weather', 'travelling too fast for conditions', and 'learner or inexperienced driver/rider'.

3.4.3 Appendix B identifies the location of the collisions and identifies that no collisions occurred at or within proximity of the existing site access junctions to the site.

3.4.4 The PIC data does not indicate any existing highway safety patterns or concerns within the vicinity of the site.

3.5 Summary

3.5.1 In this Chapter, the existing situation and existing transport networks within the vicinity of the site have been described.

4. PROPOSED DEVELOPMENT

4.1 Introduction

4.1.1 This Chapter provides a description of how the proposed development will be accessed by the main modes of transport and their impact on the local highway network.

4.2 Development Proposal

4.2.1 The proposal is for the relocation of NETA to the SRC campus site. The existing NETA building is in poor condition which is not considered fit for purpose. The works include the refurbishment, remodelling and extension of an existing building on the SRC campus, alongside the construction of a new car park and external landscaping.

4.2.2 The proposals will provide NETA with a new purpose-built facility to attract and train people in a workplace learning environment which is distinct from the College, whilst also consolidating ETC facilities onto ETC owned property, driving efficiencies and long-term stability.

4.3 Vehicular Access

4.3.1 The proposed development will be accessed via the existing vehicular access arrangement with Harvard Avenue and Princeton Drive. No changes are proposed to the existing junction arrangement.

4.3.2 The existing service access with University Boulevard will also remain.

4.4 Pedestrian & Cycle Access

4.4.1 Pedestrian and cycle access to the site will remain as per existing arrangements with Harvard Avenue and Princeton Drive.

4.4.2 Within the site, appropriate pedestrian facilities will be provided between the building entrance point and the existing pedestrian infrastructure within the site.

4.4.3 Cyclists will be able to utilise the existing provisions in line with the existing situation.

4.5 Delivery and Servicing Arrangements

4.5.1 The proposed development has been designed to allow for the continuation of access for delivery and servicing vehicles.

4.5.2 Refuse collection associated with the proposed development will be incorporated with the existing refuse strategy for SRC.

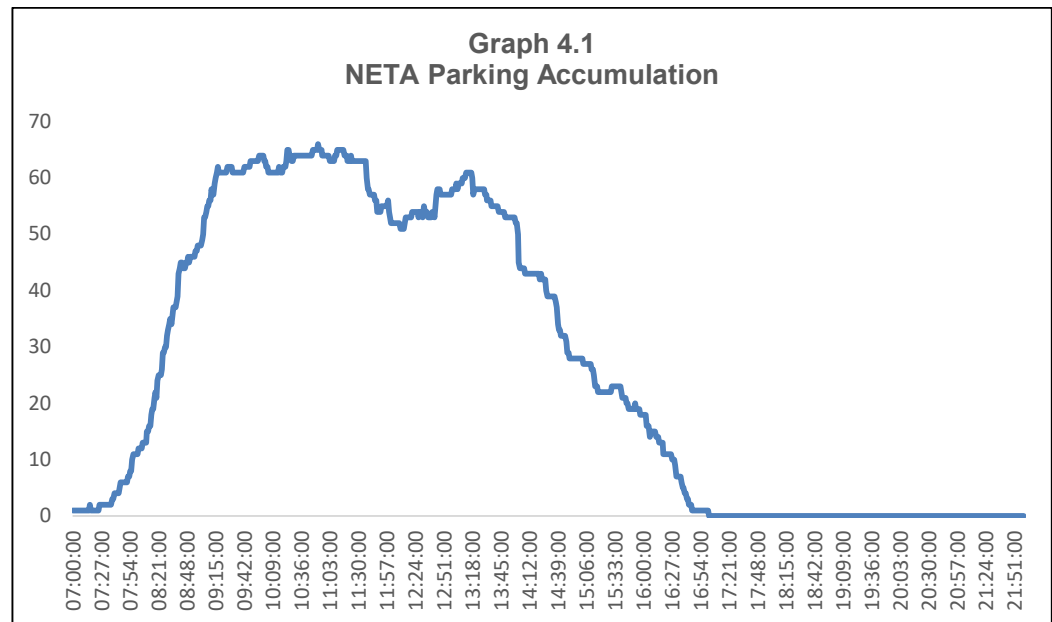
4.6 Parking Provision

4.6.1 To establish whether the capacity of the existing car park is sufficient for the needs of the proposed development, a review of the car park accumulation across a typical peak day has been undertaken at both the existing NETA site and the SRC campus. Through consultation with ETC, a Thursday was identified as the peak day in terms of timetabling for students to be on site across the respective sites.

4.6.2 Manual classified count (MCC) surveys were undertaken by SMS Market Research, an independent survey company, to record the volume and classification of traffic in and out of the respective sites on Thursday 28th November 2023. Appendix C provides a copy of the survey data.

NETA

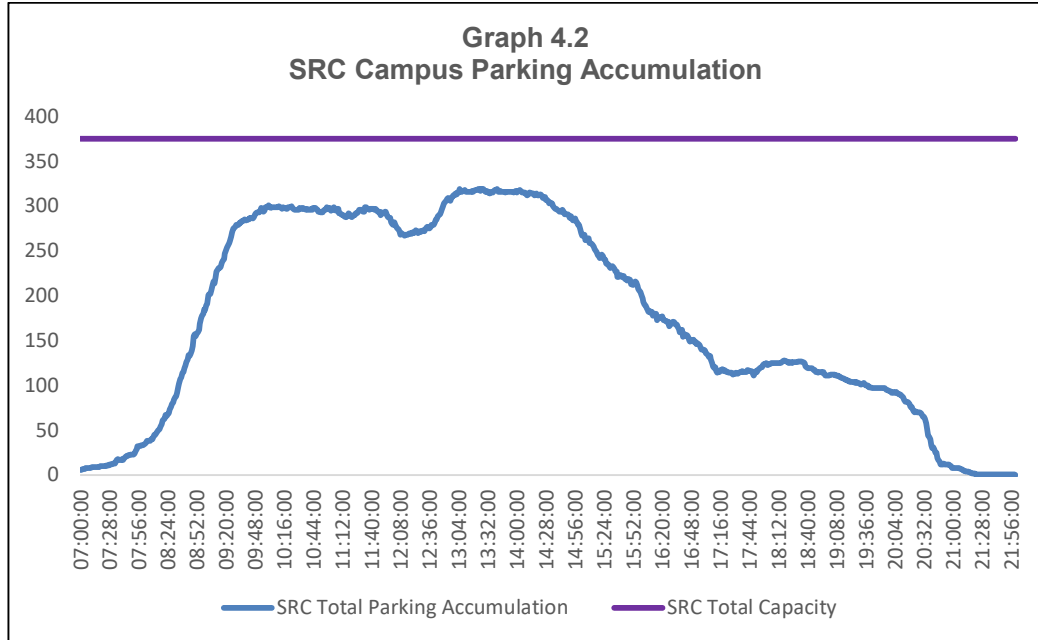
4.6.3 Graph 4.1 provides a summary of the car parking accumulation across the survey period for the NETA site.



4.6.4 Graph 4.1 identifies that the maximum demand for parking at NETA was 66 vehicles. The demand for parking remained above 50 vehicles from 09:00 hours until 14:00 hours before decreasing until 17:00 hours.

EDC Main Campus

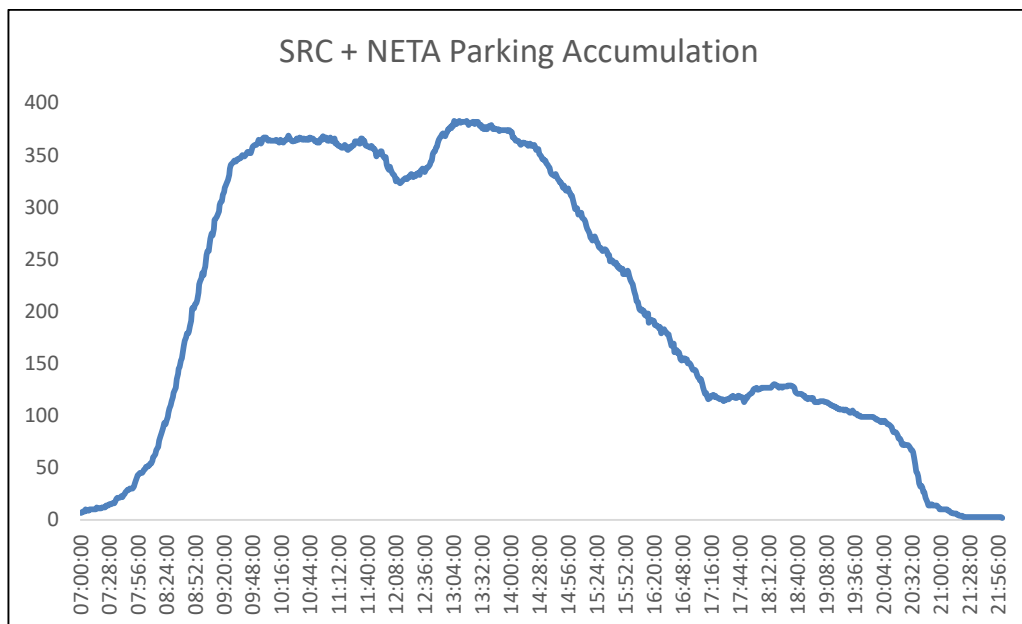
4.6.5 Graph 4.2 provides a summary of the car parking accumulation across the survey period for the SRC campus.



4.6.6 Graph 4.2 demonstrates that the demand for car parking did not exceed the car parking capacity.

Proposed Development

4.6.7 Graph 4.3 provides a summary of the likely car parking accumulation across a peak day for the SRC campus as a result of the development proposals, by combining the parking accumulation from the NETA (Graph 4.1) with the SRC Campus (Graph 4.2).



- 4.6.8 Graph 4.3 identifies that the peak demand for parking is 383 vehicles when combining the parking accumulation for NETA and SRC Campus.
- 4.6.9 The layout of the development proposals and associated car parking is identified at Appendix A, and identifies a total of 401 car parking spaces will be provided across the site as follows:
- 384 standard parking bays
 - 13 accessible parking bays
 - 4 EV parking bays.
- 4.6.10 All of the parking spaces within the site will be clearly marked, with relevant road markings and signage provided. the main features will be as follows:
- The car parking spaces will have minimum dimensions of 5.0m long and 2.5m wide, with a minimum 6.0m clearance between aisles for access and manoeuvring.
 - Access zones of 1.2m width will be provided to the side of the accessible parking spaces, which will comprise >3% of the total car parking provision.
 - Electric vehicle charging infrastructure for 4 bays will be provided. An additional width to the standard bay dimensions will be provided to aid access and manoeuvring around charging port locations.
- 4.6.11 The above parking accumulation study provides a robust assessment of the likely parking demand associated with the development proposals and demonstrates that on the peak day of the week, the recorded car parking demand can be accommodated within the proposed car parking capacity.
- 4.6.12 A Travel Plan has also been prepared by SAJ to accompany the planning application and this is submitted under separate cover. The Travel Plan sets out a range of initiatives with the intention of enabling and encouraging travel by sustainable modes of travel by communicating travel options, promoting and delivering sustainable travel initiatives, conducting travel surveys and identifying room for improvement. As part of the Travel Plan, the College will monitor the usage and demand of the car park, including accessible and electric vehicle charging parking.
- 4.7 Summary**
- 4.7.1 In this Chapter, it has been described how the proposed development will be connected to and integrated with the local transport networks. The access arrangements, parking provisions and delivery and servicing arrangements have been demonstrated to be sufficient.

5. PROPOSED DEVELOPMENT: HIGHWAY NETWORK IMPACT

5.1 Introduction

5.1.1 This Chapter considers the likely impact of the development proposals on the operation and safety of the local highway network.

5.2 Operational Traffic

5.2.1 Table 5.1 identifies the recorded hourly two-way movements associated with the existing NETA site which has been obtained from the parking survey undertaken on Thursday 28th November 2023.

Table 5.1 Existing NETA – Recorded Two-Way Vehicle Movements				
Hour		Arrivals (veh)	Departures (veh)	Total (veh)
Start	End			
07:00	08:00	12	2	14
08:00	09:00	44	7	51
09:00	10:00	20	4	24
10:00	11:00	9	9	18
11:00	12:00	6	17	23
12:00	13:00	20	15	35
13:00	14:00	6	12	18
14:00	15:00	4	28	32
15:00	16:00	3	13	16
16:00	17:00	1	18	19
Total		125	125	125

5.2.2 Table 5.1 identifies that a total of 51 two-way vehicle movements (44in/7out) were recorded during the AM peak (08:00 to 09:00 hours) and 19 two-way vehicle movements (1in/18out) were recorded during the PM peak (16:00 to 17:00 hours).

5.2.3 The development proposals will result in the reassignment of vehicle trips that already exist on the road network. A threshold of predicted increases greater than 30 two-way peak hour vehicle trips is often used as a point of reference for identifying a potential material impact on the operation of the highways network. Table 5.1 identifies the predicted increase in two-way vehicular movements during the AM peak hour (08:00 and 09:00 hours) exceed this threshold.

5.2.4 In order to establish the distribution pattern associated with the proposed development traffic, a traffic distribution model¹ has been prepared using Census

¹ NOTIS: National Online Transport Information System, 2024. Accessed at <https://notis.co.uk>

journey to work statistics² to establish the distribution pattern associated with traffic to/from the site.

- 5.2.5 The catchment area from the site has been identified as the North East of England, comprising of County Durham, Darlington, Hartlepool, Middlesbrough, Newcastle upon Tyne, North Tyneside, Northumberland, Redcar & Cleveland, South Tyneside, Stockton-on-Tees and Sunderland.
- 5.2.6 To understand how journeys to/from the site will be distributed within the catchment area, the administrative boundaries of all local authorities have been considered, with the middle super output areas (MSOA) used for Darlington, Middlesbrough and Stockton-on-Tees. For the other local authorities (County Durham, Gateshead, Hartlepool, Newcastle upon Tyne, North Tyneside, Northumberland, Redcar and Cleveland, South Tyneside and Sunderland), the local authority district has been used.
- 5.2.7 Using the results of the census statistics, the respective percentage between the site and each zone has been established. The percentage has then been assigned to the anticipated routes between the site and the zones to establish the overall distribution of traffic. Table 5.2 presents a summary of the predicted traffic distribution and the assignment of traffic during the AM peak hour. Full details of the distribution model is attached to this report at Appendix D.

Table 5.2 Proposed Development: Predicted Vehicle Trip Assignment				
ID	Road Network	Weekday AM Peak Hour		
		Arr.	Dep.	Total
A	Station Street	20	3	23
B	University Boulevard	13	2	16
C	Princeton Drive	11	2	12
Total		44	7	51

- 5.2.8 On the basis of Table 5.2, it is considered that the addition of traffic associated with the proposed development at these locations will be negligible. As such, it is not anticipated that the development proposals will result in a material impact on the operation of the local highway network and as such, no further assessment work has been undertaken.

5.3 Construction Traffic

- 5.3.1 No specific details in terms of the number of vehicles likely to be generated by the construction process is available at this stage. Vehicle movements generated by the

² Dataset: WU03EW - Location of usual residence and place of work by method of travel to work

construction process are likely to be associated with the delivery of plant and construction materials, as well as construction staff travelling to and from the site.

5.3.2 A Construction Method Statement will be submitted to and agreed in writing with the Local Planning Authority at the implementation stage in order to ensure that construction works do not have a detrimental impact on the surrounding community, both for the construction on-site and the transport arrangements for servicing the site.

5.3.3 The Construction Method Statement will address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. This is likely to include the following:

- The scheduling of deliveries to minimise potential disturbance and conflicts with the highway peak hours.
- The consideration of appropriate routes for construction traffic to access the site.
- Parking provisions for site operatives and visitors; and
- Suitable areas within the site for storage and the loading and unloading of vehicles.

5.4 Highway Safety

5.4.1 The PIC data presented within Chapter 3 of this report does not indicate any particular highways safety concerns on the local road network. The proposed development is not expected to result in a severe or detrimental impact on the operation of the highway. It is therefore considered that the proposed development can be accommodated within the highway.

5.5 Summary

5.5.1 In this Chapter, it has been demonstrated that the traffic flows associated with the proposed development will be negligible and will not result in any unacceptable severe impacts on the operation or safety of the local highway network.

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 SAJ Transport Consultants has been commissioned by The Education Training Collective to assess the highways and transport related impact associated with the planning application for the relocation of the NETA to a new facility located on the Stockton Riverside College Campus, Stockton on Tees.

6.1.2 Based upon the work presented within this report, it is considered that:

- The proposed development will be connected to and well-integrated with the surrounding sustainable transport network, providing access to public transport services and pedestrian and cycle infrastructure.
- Vehicular access to the site will continue as per the existing situation via Harvard Avenue and Princeton Drive.
- The internal layout of the site is sufficient to accommodate the efficient delivery of goods, and access by service vehicles.
- The parking demand associated with the proposed development can be accommodated within the proposed car parking capacity.
- The traffic flows associated with the proposed development will be negligible and will not result in any unacceptable severe impacts on the operation or safety of the local highway network.
- A Construction Management Plan will be submitted to and agreed with the Local Planning Authority at the implementation stage in order to ensure that construction works do not have a detrimental impact on the surrounding community, both for the construction on-site and the transport arrangements for servicing the site.
- A Travel Plan has also been prepared by SAJ to accompany the planning application and this is submitted under separate cover. The Travel Plan sets out a range of initiatives with the intention of enabling and encouraging travel by sustainable modes of travel by communicating travel options, promoting and delivering sustainable travel initiatives, conducting travel surveys and identifying room for improvement.

6.2 Conclusion

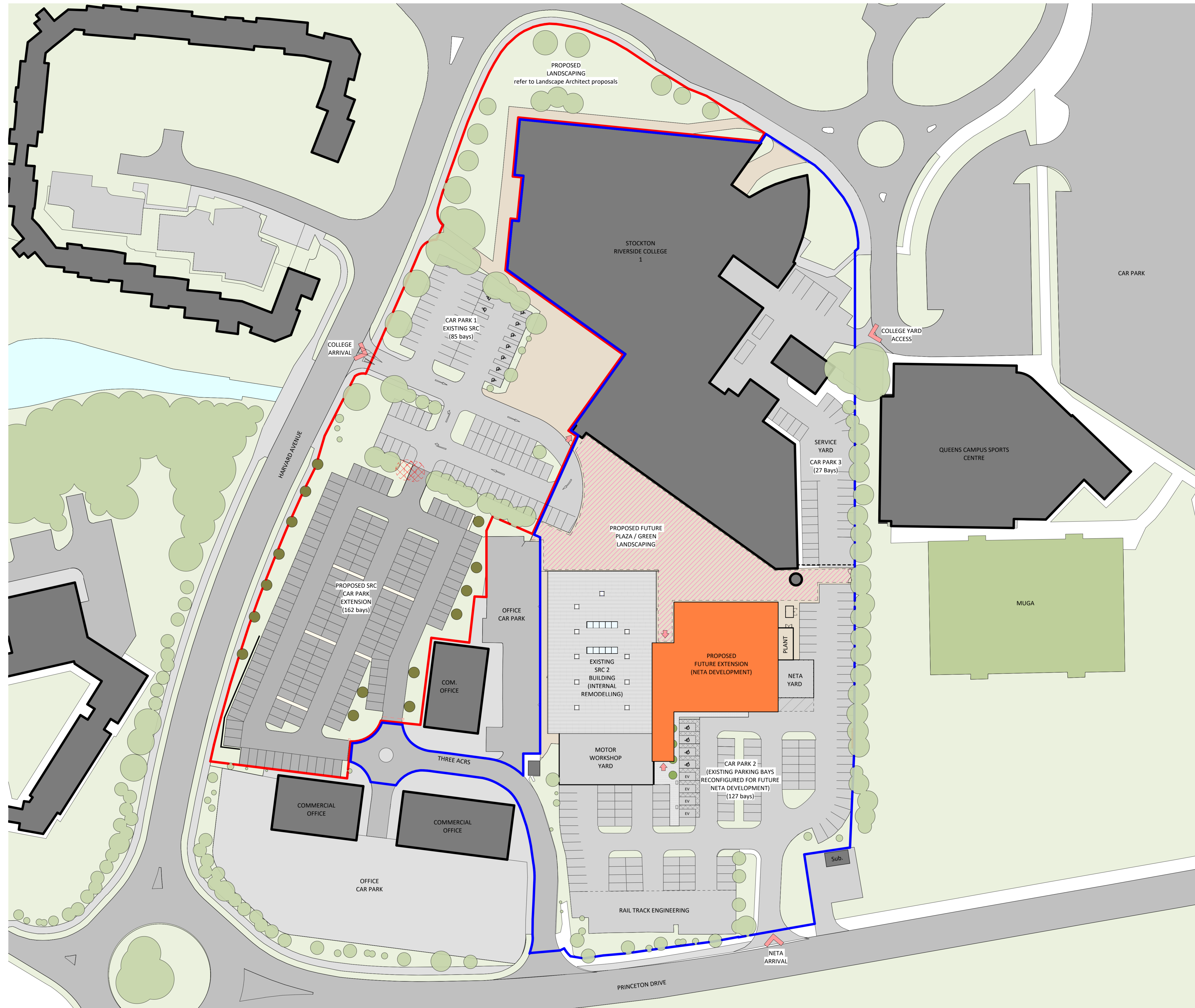
6.2.1 Paragraph 115 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. In this case, the proposed development will result in no unacceptable or severe impacts

and, as such, there is no justification for refusing this planning application on highways grounds.

- 6.2.2 Considering all of the above, it is concluded that the proposed development is acceptable and should be supported from a highways and transport perspective.

APPENDICES

Appendix A



1. Proposed Site Plan
SCALE - 1 : 500@A1

1:100 Scale 0 1m 2m 5m 10m

Key Plan



GSSarchitecture
KETERING | HARRIGATE | GLOUCESTER | MELTON KEYNES | NEWCASTLE

Project Title:
NETA Relocation – Stockton Riverside College

Client:
The Education Training Collective
Drawing Title:
Proposed - Site Plan

Drawn By: CMKC Checked By: CMKC Scale @A1: As indicated Date: 29.01.24
File No: E058b

Drawn By: E058b-GSS-A-(SK)200 Rev: P09

Rev	Date	Dim	Chk	Description
P09	19.04.24	JMS	CMKC	Car Park Amended
P08	17.04.24	CMKC	CMKC	Boundary Amended
P07	10.04.24	CMKC	CMKC	General Updates
P06	05.04.24	CMKC	CMKC	Revised to 2 Storeys
P05	15.03.24	CMKC	CMKC	RIBA Stage 2 Issue
P04	08.03.24	JMS	AEM	Landscape Amended
P03	24.03.06	CMKC	CMKC	General Amendment
P02	23.02.24	CMKC	CMKC	Amended Scheme to accommodate reduced GIA and Max. Parking
P01	15.02.24	CMKC	CMKC	New Car Park Added

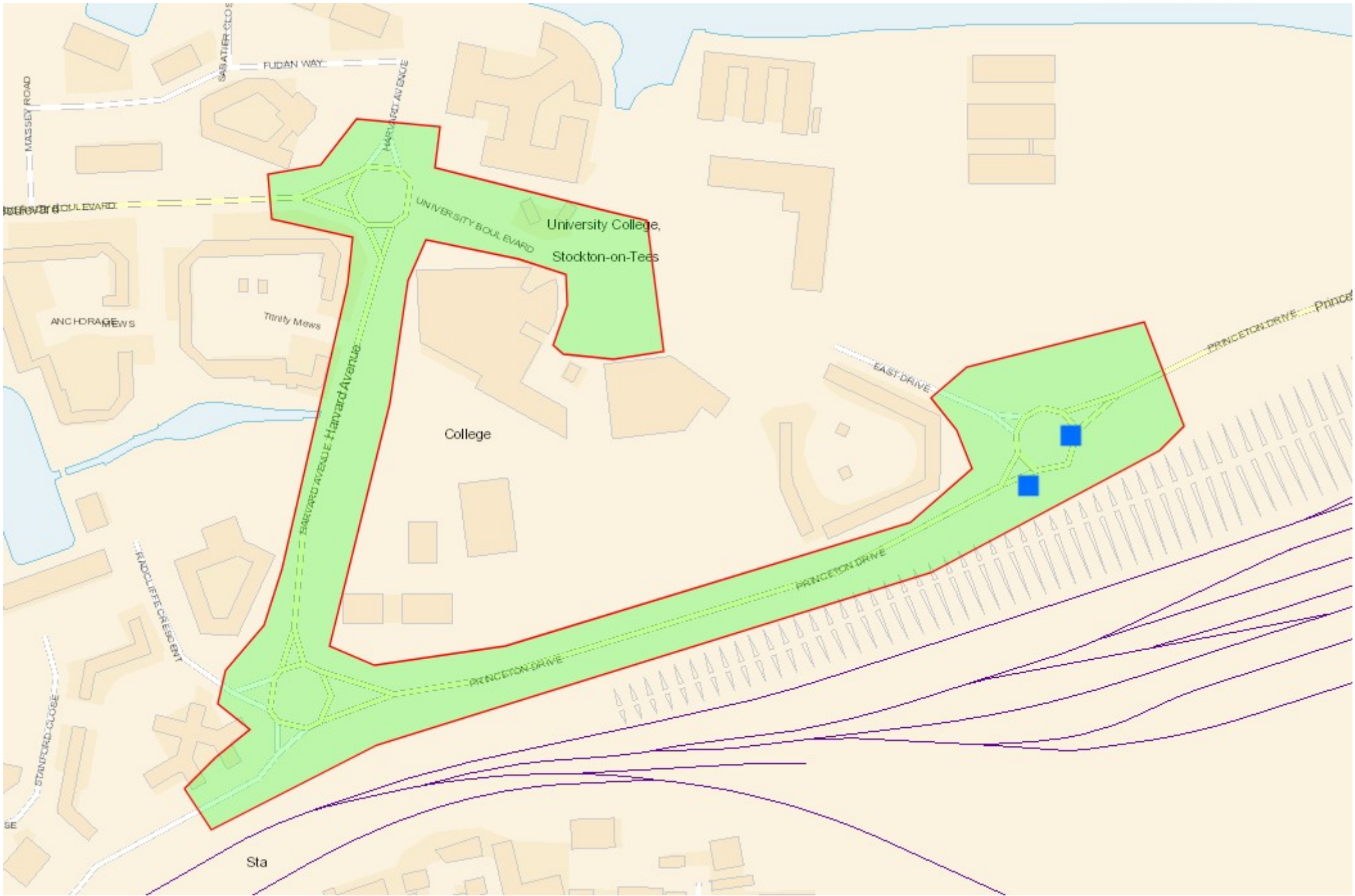
Legend

KEY

- Site Boundary
- Other Land Owned by Applicant
- Proposed Future Extension to SRC2 (NETA Development) - Details to follow in separate planning application
- ↕ Vehicular Access
- Proposed Future Plaza / Green Landscaping - Details to follow in separate planning application
- ↕ Main Entrance
- Proposed Vehicular Barrier
- Proposed Trees
- Proposed Retaining Wall (Up to 1m)
- Proposed Lighting Column

Do not scale from this drawing for construction or acquisition purposes. Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information must be taken from figured dimensions only. All dimensions and levels must be checked on site and discrepancies between drawings and specification must be reported to GSSArchitecture. © Copyright GSSArchitecture - Ordnance Survey © Crown Copyright 2022. All rights reserved. Licence number GSS 100017356. Map Data Copyright 2022 Google. Registered Office: 35 Headlands, Kettering, Northants, NN15 7ES. Tel: 01536 513 365. Email: gss@gssarch.co.uk

Appendix B



Serious Accident

Involving 1 Vehicle, 1 Casualty

S306819

Location	Stockton-on-Tees U 2731 445791E, 518722N	Date/Time	Monday 15 April 2019 17:30
Road	Single Carriageway 30	Junction	Roundabout Give way or uncontrolled U 2731
Conditions	Daylight - Street Lights Present Fine without high winds Dry None None None within 50 metres No physical crossing facility within 50 metres	Contributory	Illness or disability, mental or physical (A)

Vehicle 1

Driver	Male, 29 Negative Postcode: #### ## Other	Vehicle	Car No tow or articulation
Collisions	Front Central island of roundabout None	Location	On main carriageway - not in restricted lane Entering roundabout
		Movement	Vehicle moving from North East to South West Going ahead other Overturned Did not leave carriageway

Casualty 1 - Serious

Driver or rider	Not a car passenger
Male 29	Not a bus or coach passenger
#### ##	

Description of Location PRINCETON DRIVE, THORNABY JUNC WITH PRINCETON DRIVE & EAST DRIVE

Description of Accident V1 TRAV SW ON PRINCETON DRIVE WHEN VEHICLE COLLIDES WITH ABOUT, OVERTURNS & COMES TO RES ON OPPOSITE SIDE OF THE CWAY

Serious Accident

Involving 1 Vehicle, 1 Casualty

S317921

Location	Stockton-on-Tees 445765E, 518691N	Date/Time	Saturday 30 October 2021 14:10
Road	Roundabout 30	Junction	Roundabout Give way or uncontrolled
Conditions	Daylight - Street Lights Present Fine without high winds Wet/Damp None None None within 50 metres No physical crossing facility within 50 metres	Contributory	Slippery road (due to weather) (A) Travelling too fast for conditions (A) Learner or inexperienced driver/rider (A)

Vehicle 1

Driver	Male, 19 Not provided (medical reasons) Postcode: #### ## Other	Vehicle	Motorcycle over 50cc and up to 125cc No tow or articulation
Collisions	Nearside None None	Location	On main carriageway - not in restricted lane Leaving roundabout
		Movement	Vehicle moving from North East to South West Going ahead other Skidded Left carriageway nearside

Casualty 1 - Serious

Driver or rider	Not a car passenger
Male 19	Not a bus or coach passenger
#### ##	

Description of Location PRINCETON DRIVE, THORNABY JUNC WITH EAST DRIVE

Description of Accident V1 TRAV SW ON PRINCETON DRIVE WHEN RIDER LOSES CONTROL & LEAVS CWAY TO NEAR SIDE UPON EXITING RBOU

Appendix C

11/28/2023	09:03:46	1				1								
11/28/2023	09:03:52	1				1								
11/28/2023	09:06:34	1				1								
11/28/2023	09:07:22	1				1								
11/28/2023	09:07:43		1			1								
11/28/2023	09:08:22	1			1									
11/28/2023	09:10:13	1			1									
11/28/2023	09:10:38	1							1					
11/28/2023	09:11:13		1				1							
11/28/2023	09:13:55	1					1							
11/28/2023	09:14:08	1							1					
11/28/2023	09:17:03		1						1					
11/28/2023	09:30:03		1				1							
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11/28/2023	10:03:38		1				1							
11/28/2023	10:14:36	1					1							
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11/28/2023	10:46:09	1					1							
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11/28/2023	11:07:21	1					1							
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11/28/2023	11:19:08		1				1							
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11/28/2023	12:25:23		1				1							

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28/11/2023	19:33:31	1									1						1	
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28/11/2023	20:33:34			1							1						1	1
28/11/2023	20:33:43			1							1						1	1

Site SRC J2

Date	Time Stamp	Arrival	Departure	Vehicle Type										Direction to/ from		
				PCY	MCY	Car / Taxi	LGV	HGV 2A	HGV 3A Rigid	HGV 4A Rigid	HGV 3A Artic	HGV 4A+ Artic	Bus / Coach	West	East	
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11/28/2023	07:30:36	1				1										1
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11/28/2023	07:33:32	1				1										1
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Appendix D

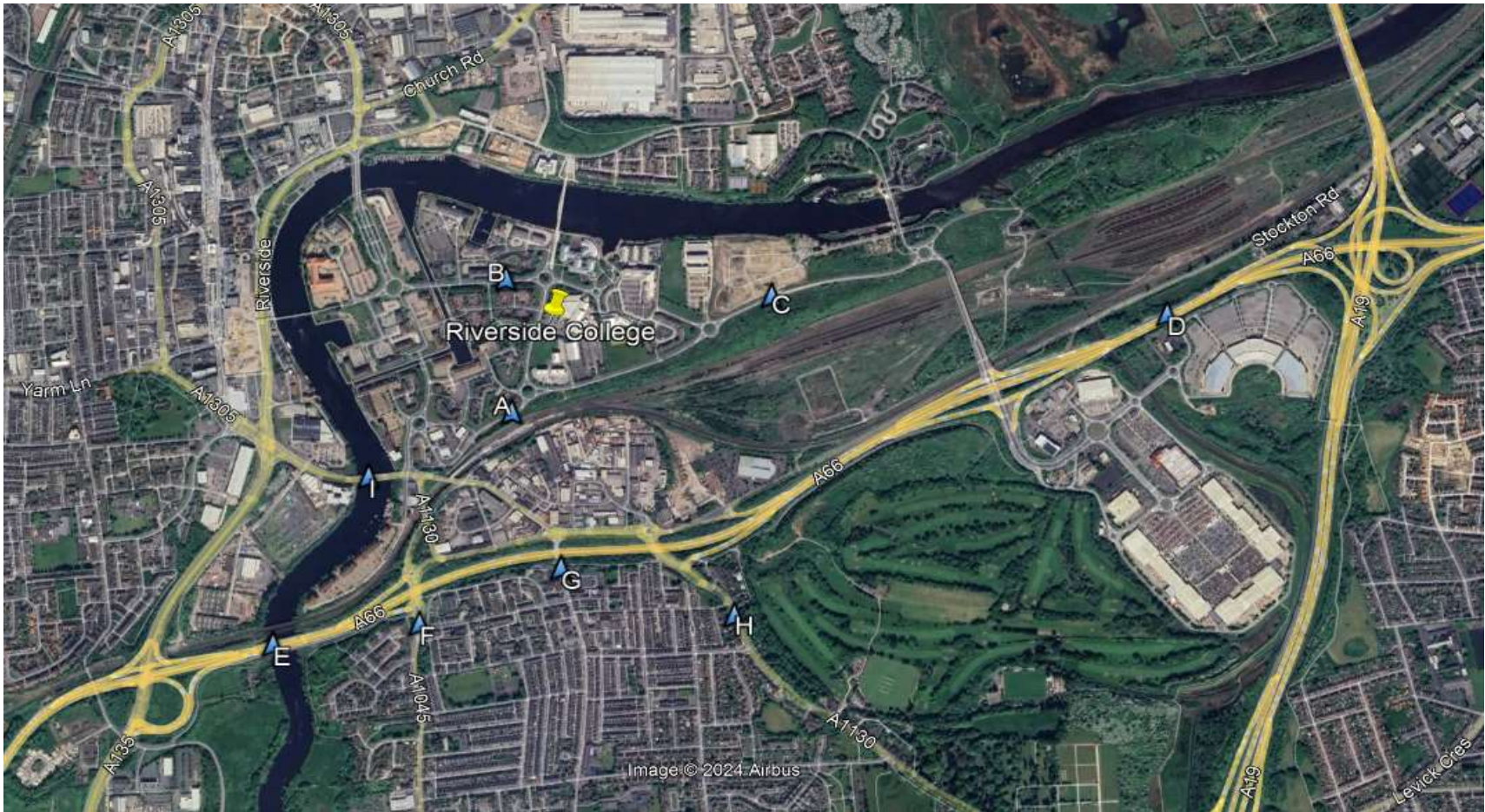
CLIENT NAME SAJ Transport Consultants Ltd
GENERATED BY NOTIS LTD
WEBSITE https://notis.co.uk
TASKNAME JN2614 Riverside College
DATE & TIME 26/03/2024 10:43

RESULT SUMMARY
METHOD OF TRAVEL Driving a car or van
DATE 2011
DIRECTION OF TRAVEL From Catchment To Site
PROPOSED USE Employment
ROUTE TIME AM

STATION NAME	STATION DESCRIPTION	COUNT TOTAL	PERCENTAGE
A	Station St	3211	45.24%
B	University Blvd	2177	30.67%
C	Princeton Dr	1710	24.09%
D	A66 East	1710	24.09%
E	A66 West	1702	23.98%
F	A1045	529	7.45%
G	Westbury St	113	1.59%
H	A1130	611	8.61%
I	Bridge Rd	256	3.61%

SITE NAME	PLACE OF WORK CODE	SITE PLACE OF WORK NAME	CATCHMENT USUAL RESIDENCE CODE	CATCHMENT USUAL RESIDENCE NAME	METHOD OF TRAVEL	2011 CENSUS VALUE	DIRECTION OF TRAVEL	STATION NAME	STATION NAME
Riverside College	E02002551	Stockton-on-Tees 017	MR1228931074	County Durham	Driving a car or van	429	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002559	Darlington 001	Driving a car or van	45	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002560	Darlington 002	Driving a car or van	21	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002561	Darlington 003	Driving a car or van	34	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002562	Darlington 004	Driving a car or van	16	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002563	Darlington 005	Driving a car or van	15	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002564	Darlington 006	Driving a car or van	23	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002565	Darlington 007	Driving a car or van	25	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002566	Darlington 008	Driving a car or van	15	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002567	Darlington 009	Driving a car or van	23	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002568	Darlington 010	Driving a car or van	21	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002569	Darlington 011	Driving a car or van	33	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002570	Darlington 012	Driving a car or van	19	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002571	Darlington 013	Driving a car or van	13	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002572	Darlington 014	Driving a car or van	16	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002573	Darlington 015	Driving a car or van	60	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	MR1228931080	Gateshead	Driving a car or van	27	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	MR1228931075	Hartlepool	Driving a car or van	351	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002496	Middlesbrough 001	Driving a car or van	75	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02002497	Middlesbrough 002	Driving a car or van	38	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02002498	Middlesbrough 003	Driving a car or van	52	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02002499	Middlesbrough 004	Driving a car or van	40	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02002500	Middlesbrough 005	Driving a car or van	51	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02002501	Middlesbrough 006	Driving a car or van	47	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02002502	Middlesbrough 007	Driving a car or van	46	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02002503	Middlesbrough 008	Driving a car or van	62	From Catchment To Site	A	H
Riverside College	E02002551	Stockton-on-Tees 017	E02002504	Middlesbrough 009	Driving a car or van	167	From Catchment To Site	A	H
Riverside College	E02002551	Stockton-on-Tees 017	E02002505	Middlesbrough 010	Driving a car or van	35	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02002506	Middlesbrough 011	Driving a car or van	33	From Catchment To Site	A	H
Riverside College	E02002551	Stockton-on-Tees 017	E02002507	Middlesbrough 012	Driving a car or van	94	From Catchment To Site	A	H
Riverside College	E02002551	Stockton-on-Tees 017	E02002508	Middlesbrough 013	Driving a car or van	77	From Catchment To Site	A	H
Riverside College	E02002551	Stockton-on-Tees 017	E02002509	Middlesbrough 014	Driving a car or van	62	From Catchment To Site	A	H
Riverside College	E02002551	Stockton-on-Tees 017	E02002510	Middlesbrough 015	Driving a car or van	116	From Catchment To Site	A	H
Riverside College	E02002551	Stockton-on-Tees 017	E02002512	Middlesbrough 017	Driving a car or van	97	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02002513	Middlesbrough 018	Driving a car or van	99	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02002514	Middlesbrough 019	Driving a car or van	120	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	E02006811	Middlesbrough 020	Driving a car or van	148	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	MR1228931081	Newcastle upon Tyne	Driving a car or van	27	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	MR1228931082	North Tyneside	Driving a car or van	30	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	MR1228931077	Northumbreland	Driving a car or van	24	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	MR1228931078	Redcar and Cleveland	Driving a car or van	862	From Catchment To Site	C	D
Riverside College	E02002551	Stockton-on-Tees 017	MR1228931083	South Tyneside	Driving a car or van	26	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002535	Stockton-on-Tees 001	Driving a car or van	213	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002536	Stockton-on-Tees 002	Driving a car or van	119	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002537	Stockton-on-Tees 003	Driving a car or van	99	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002538	Stockton-on-Tees 004	Driving a car or van	88	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002539	Stockton-on-Tees 005	Driving a car or van	163	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002540	Stockton-on-Tees 006	Driving a car or van	121	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002541	Stockton-on-Tees 007	Driving a car or van	106	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002542	Stockton-on-Tees 008	Driving a car or van	95	From Catchment To Site	B	

Riverside College	E02002551	Stockton-on-Tees 017	E02002543	Stockton-on-Tees 009	Driving a car or van	116	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002544	Stockton-on-Tees 010	Driving a car or van	106	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002545	Stockton-on-Tees 011	Driving a car or van	128	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002546	Stockton-on-Tees 012	Driving a car or van	106	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002547	Stockton-on-Tees 013	Driving a car or van	144	From Catchment To Site	B	
Riverside College	E02002551	Stockton-on-Tees 017	E02002548	Stockton-on-Tees 014	Driving a car or van	115	From Catchment To Site	A	I
Riverside College	E02002551	Stockton-on-Tees 017	E02002549	Stockton-on-Tees 015	Driving a car or van	170	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002550	Stockton-on-Tees 016	Driving a car or van	141	From Catchment To Site	A	I
Riverside College	E02002551	Stockton-on-Tees 017	E02002551	Stockton-on-Tees 017	Driving a car or van	113	From Catchment To Site	A	G
Riverside College	E02002551	Stockton-on-Tees 017	E02002552	Stockton-on-Tees 018	Driving a car or van	159	From Catchment To Site	A	F
Riverside College	E02002551	Stockton-on-Tees 017	E02002553	Stockton-on-Tees 019	Driving a car or van	123	From Catchment To Site	A	F
Riverside College	E02002551	Stockton-on-Tees 017	E02002554	Stockton-on-Tees 020	Driving a car or van	79	From Catchment To Site	A	F
Riverside College	E02002551	Stockton-on-Tees 017	E02002555	Stockton-on-Tees 021	Driving a car or van	170	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002556	Stockton-on-Tees 022	Driving a car or van	168	From Catchment To Site	A	F
Riverside College	E02002551	Stockton-on-Tees 017	E02002557	Stockton-on-Tees 023	Driving a car or van	392	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	E02002558	Stockton-on-Tees 024	Driving a car or van	162	From Catchment To Site	A	E
Riverside College	E02002551	Stockton-on-Tees 017	MR1228931084	Sunderland	Driving a car or van	88	From Catchment To Site	B	



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