

Interim Travel Plan

Tees Valley Energy Recovery Facility
Grangetown Prairie, Dorman Point
Prepared on behalf of Viridor Tees Valley Limited
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Intended for
Viridor Tees Valley Limited

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TEES VALLEY ENERGY RECOVERY FACILITY, GRANGETOWN PRAIRIE, DORMAN POINT INTERIM TRAVEL PLAN

**TEES VALLEY ENERGY RECOVERY FACILITY,
GRANGETOWN PRAIRIE, DORMAN POINT
INTERIM TRAVEL PLAN**

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1. INTRODUCTION

1.1 Appointment and Brief

This Interim Travel Plan has been prepared by Ramboll UK Limited (Ramboll) on behalf of Viridor Tees Valley Limited to support a reserved matters application for the proposed development of Tees Valley Energy Recovery Facility (ERF) on a site at Grangetown Prairie near Middlesbrough. This Interim Travel Plan has also been produced to fulfil BREEAM New Construction 2018 requirements for achieving credits under Tra 01.

The site lies within the southwest corner of the STDC regeneration area within the Grangetown Prairie Zone, and is situated between John Boyle Road to the west, Tees Dock Road to the east, the A66 to the south and the railway line to the north. Further to this, Dorman Point Way is a newly constructed road that lies to the south of the proposed ERF site.

The extent of the ERF outline permission (R/2019/0767/OOM) covers around 10 ha of land that is roughly rectangular in shape. The site subject to the reserved matters application sits within the area of the outline permission and covers an area of 8.87 ha, at 10m above Ordnance Datum (mAOD).

The ERF site is a previously developed industrial site that was formerly used for the production of iron and steel (occupied by Eston Iron Works and Cleveland Steel Works). Following the closure of the steel works and cessation of industrial activities, the building complex was cleared in the 1980's and the site is now vacant.

In addition to this Interim Travel Plan, Ramboll have also produced a Transport Statement which should be read in conjunction with this Interim Travel Plan to fulfil BREEAM requirements for achieving credits under Tra 01.

1.2 Travel Plan Purpose

The purpose of a Travel Plan is to present sustainable travel choices to and from the approved development, in order to encourage sustainable travel and reduce the single occupancy car journeys to/from work.

1.3 Scope

The scope of this Interim Travel Plan has been informed by BREEAM New Construction 2018 requirements for achieving credits under Tra 01. Table 2.1 below identifies the BREEAM Tra 01 requirements and provides references within this document where these requirements are addressed. A Transport Statement accompanies this Interim Travel Plan.

Table 2.1 Compliance with BREEAM New Construction 2018 requirements

Tra 01 Requirements	Document Reference
<p><i>No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form</i></p>	<p>Documents prepared towards the end Concept Design. Site-specific Transport Statement and Interim Travel Plan provided.</p>
<p>The site-specific travel assessment shall cover as a minimum:</p> <ul style="list-style-type: none"> <i>If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public</i> 	<p>N/A – not relevant as this is a new facility, so there are no existing building users.</p>

Tra 01 Requirements	Document Reference
<i>transport, to identify relevant constraints and opportunities.</i>	
<ul style="list-style-type: none"> • <i>Predicted travel patterns and transport impact of future building or site users.</i> 	See Transport Statement, Section 5
<ul style="list-style-type: none"> • <i>Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.</i> 	See Transport Statement, Section 3.4
<ul style="list-style-type: none"> • <i>Reporting of the number and type of existing accessible amenities within 500m of the site.</i> 	See Transport Statement, Section 3.5
<ul style="list-style-type: none"> • <i>Disabled access accounting for varying levels and types of disability, including visual impairment.</i> 	See Transport Statement, Section 3 and 4.1
<ul style="list-style-type: none"> • <i>Calculation of the existing Public Transport Accessibility Index (AI).</i> 	See Transport Statement, See Section 3.3.3
<ul style="list-style-type: none"> • <i>Current facilities for cyclists.</i> 	See Transport Statement, Section 3.4.3 and Section 4.1
<p><i>Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation</i></p>	<p>Interim Travel Plan provided:</p> <ul style="list-style-type: none"> • Aims, objectives and targets – see Section 6 • Measures – see Section 7 • Management strategy – see Section 8
<p><i>If the occupier is known, involve them in the development of the travel plan</i></p>	See section 7 and 8
<p><i>Demonstrate that the travel plan will be implemented and supported by the building's management in operation.</i></p>	See Section 8

1.4 Travel Plan Overview

This Interim Travel Plan aims to manage trips to/from the site, promote walking and cycling as healthy and sustainable modes of travel and encouraging the use of public transport where walking and cycling are not possible.

As the ERF will be a new development, there are no existing site users from whom to establish baseline travel patterns. Therefore, this Interim Travel Plan has been prepared, which will develop into a Travel Plan post-occupation. This Interim Travel Plan therefore identifies, as far as possible, outline aims, objectives and targets for agreement, as well as measures to be implemented pre-occupation, and the proposed programme for monitoring and reviewing the Travel Plans. Ultimately, information on travel patterns and traveller opinion, together with local and national planning policy and site-specific information will allow a more comprehensive package of objectives, targets and measures to be constructed within the Travel Plans, in due course.

1.5 Document Structure

The structure of this Interim Travel Plan is as follows:

- Chapter 2 – Proposed Development – provides details including physical measures built-in to the site which will facilitate sustainable travel choices;
- Chapter 3 – Policy and Guidance Review – reviews documents relevant to Travel Planning;
- Chapter 4 – Accessibility and Existing Conditions – provides an audit of current site accessibility;
- Chapter 5 – Travel Surveys – estimates the baseline mode share and sets out an agenda for traffic surveys of site occupants;
- Chapter 6 – Aims, Objectives, Targets and Indicators – sets out the Travel Plan aims and objectives, and provides details of the targets and indicators against which the effectiveness of the Travel Plan will be measured;
- Chapter 7 – Measures – details the specific package of Travel Plan measures proposed, including the marketing strategy which will ensure early and continuous awareness of the measures; and
- Chapter 8 – Management, Monitoring and Review Strategy – provides details of the management, monitoring and review strategy for ongoing implementation of the Interim Travel Plan, including appointment of a Travel Plan Co-ordinator.

2. PROPOSED DEVELOPMENT

The extent of the outline planning permission covers an area approximately 10 ha and is known as Grangetown Prairie. It forms part of the South Tees Development Corporation (STDC) Master Plan for the creation of a world class industrial park on the River Tees and is located north of Grangetown, approximately 6.5 km to the northeast of Middlesbrough town centre. The site is bound by the proposed new access road to the west, further development plots of the STDC to the east and south and the Tees Valley railway line to the north.

2.1 Parking Provision

Tarmac parking for 58 cars is provided to the north of the site entrance. Based on the current estimated levels of staff it is proposed to provide the following parking provision:

Table 2.1: Parking Provision

Type of Parking	Total Spaces	Of which Disabled Spaces	Of which EV Spaces
General Staff Parking	29		11
Car Club	10		
Visitor	6		1
Electric Vehicle (EV)	20*	2	-
Contract Authority (CA)	6		6
Disabled	7	-	2

* with other spaces ducted to facilitate future installation of EV charging points.

In addition to these, 90 grasscrete / gravel spaces are provided to the immediate north for parking associated with ERF shutdown / outage periods.

In addition to the above there is a coach drop off / pick up area towards the south of the tarmac car park to cater for larger groups of visitors attending the site. Fourteen covered and secure spaces for bicycles and nine motorcycle spaces will also be provided to the south of the admin building for use by staff and visitors.

2.2 Site Access

Vehicular access to the site will be provided as part of the delivery of the new link road infrastructure proposed to serve the wider STDC masterplan area, independent to this reserved matters application. This includes a recently completed four-arm roundabout onto Eston Road located to the immediate southwest of the development site. Access to each individual development plot of the wider STDC masterplan area will be provided from the main link road from a series of simple priority junctions.

The proposed layout showing the site access and internal layout is shown in Appendix 1. Pedestrian routing is shown in Appendix 2.

3. POLICY CONTEXT

3.0 National Planning Policy Framework (July 2021)

At the national level, the key relevant policy consideration is the National Planning Policy Framework (NPPF), published in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining applications.

Paragraph 113 of the NPPF states that all developments which generate significant amounts of movement should be required to provide a Travel Plan, to ensure that developments are designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; and
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones.

3.1 Redcar & Cleveland Local Plan (adopted May 2018)

The Redcar & Cleveland Local Plan sets out the vision and overall development strategy for the Council's area and how it will be achieved for the period until 2032. Policy TA 1 *Transport and New Development*, emphasises the need that all new development is served by sustainable transport modes including public transport, foot ways and cycle routes.

Policy TA 1 states that proposals will be supported that:

- "a) *improve transport choice and encourage travel to work and school by public transport, cycling and walking;*
- b) *minimise the distance people need to travel;*
- c) *where appropriate, contribute positively to wider demand management measures to address congestion, environmental and safety issues; and*
- d) *have regard to the number of cycle and car parking spaces as set out within the Tees Valley Design Guide and Specification for Residential and Industrial Estates."*

Future transport provision should take into account traffic forecasts. This should reflect existing demand and take account of other developments as well as trip reductions predicted as a result of the implementation of demand management measures identified in the Local Transport Plan (LTP)."

3.2 BREEAM New Construction 2018

BREEAM is intended to raise awareness amongst owners, occupiers and designers of the benefits of taking a sustainability approach. It helps them to successfully adopt sustainable solutions in a cost-effective manner and provides market recognition of their achievements with the aim to reduce the negative effects of construction and development on the environment.

BREEAM credits for the proposed development have been targeted for Tra 01 (Transport statement and travel plan).

Compliance with the requirements for BREEAM credits under Tra 01 is summarised in section 2.1.

Furthermore, the BREEAM Tra 01 Methodology recommends consideration of the following Travel Plan measures, some of which are linked with requirements under Tra 02:

"As a minimum, the following measures shall be considered when developing the travel plan:

- Negotiation with local bus, train or tram companies an increase in the local service provision for the development (see Tra 02 Sustainable transport measures: option 2)*
- Provision of a public transport information system in a publicly accessible area (see Tra 02 Sustainable transport measures: option 3)*
- Provision of electric recharging stations (see Tra 02 Sustainable transport measures: option 4)*
- Provision of parking priority spaces for car sharers (see Tra 02 Sustainable transport measures: option 5)*
- Consultation with the local authority on the state of the local cycling network and on improvements (see Tra 02 Sustainable transport measures: option 6)*
- Provision of dedicated and convenient cycle storage(see Tra 02 Sustainable transport measures: option 7)*
- Provision of cyclists' facilities (see Tra 02 Sustainable transport measures: option 8)*
- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas*
- Restrictions or charging for car parking*
- Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes*
- Provision of suitable taxi drop-off or waiting areas."*

The proposed Travel Plan measures are set out in Section 7.

4. BASELINE CONDITIONS

4.0 Local Highway Network

The local highway network within the vicinity of the site is described below:

- **Eston Road/ Middlesbrough Road East** - The proposed new access road will connect onto Eston Road. Eston Road is a well-lit, two-way single lane carriageway subject to a 30 mph speed limit. Eston Road connects to a four-arm signalised junction with the A66 and Church Lane southbound. Northbound, Eston Road becomes Middlesbrough Road East/Puddlers Road that in turn connects to the A66 via a four-arm signalised junction.
- **A66** - The A66 is a well-lit dual carriageway subject to a 50 mph speed limit. The A66 is a regional distributor road that runs between Grangetown, Teesside and Workington, Cumbria. The A66 provides links between Teesside and Darlington and connections to the A19, A1053 and A174.
- **A1053** - The A1053 is a dual carriageway, with a national speed limit. The A1053 connects the A66 in Grangetown with the A174 and forms part of the wider strategic road network. There are no footways either side of the road.
- **A174** - The A174 is an unlit dual carriageway subject to the national speed limit. The A174 forms part of the strategic road network connecting Thornaby-on-Tees with Lazenby eastbound and with the A19 westbound.

4.1 Public Transport Accessibility

Bus Services

The closest bus stops to the site are located on Church Lane approximately 0.6 km walking distance to the south of the site, Normanby Road, approximately 1.6 km walking distance to the west of the site and Broadway, 1.5 km walking distance to the southeast of the site as shown in Figure 4.1.

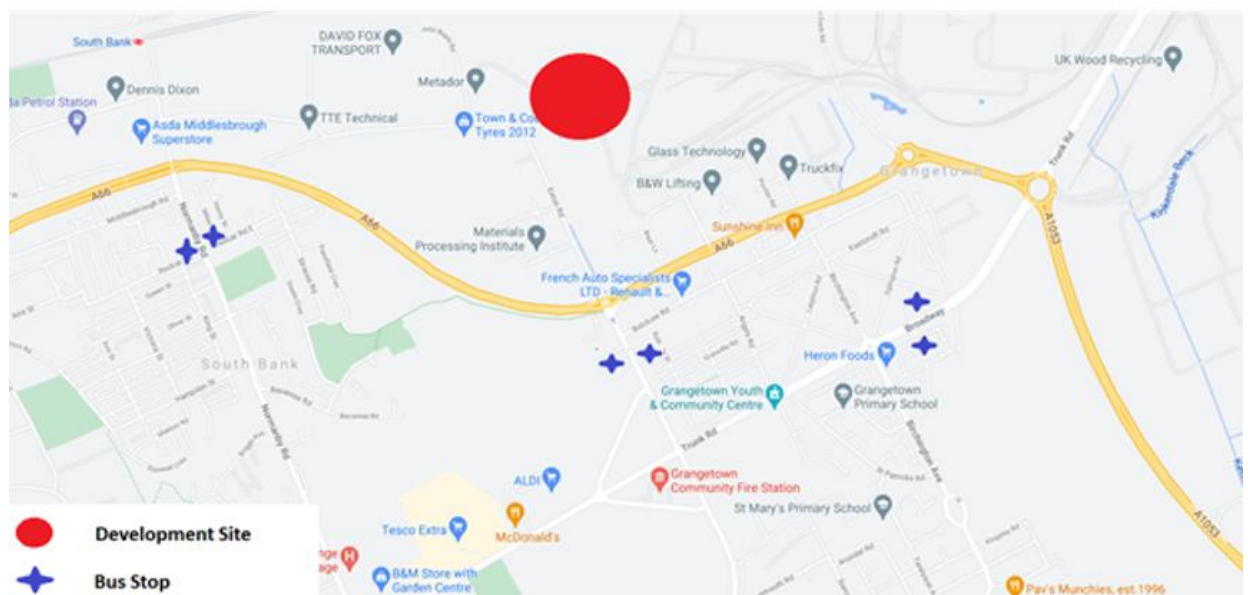


Figure 4-1: Bus Stop Locations (Source: <https://www.google.com/maps>)

Table 4.1 summarises the frequencies of the bus services provided in the area.

Table 4.1: Bus Services near the Development Site

Service	Bus Route	Frequency		
		Monday-Friday	Saturday	Sunday
64A	Middlesbrough, South Bank, Normanby, Bankfields, Eston, Grangetown	From 0700 to 2233 (approximately every 30 mins)	From 0800 to 2233 (approximately every 30 mins)	From 0948 to 1848 (every 60 mins)
64	Middlesbrough, South Bank, Normanby, Bankfields, Eston, Grangetown	From 0730 to 1810 (approximately every 30 mins)	From 0800 to 1810 (approximately every 30 mins)	No Service
62	Middlesbrough, North Ormesby, Redcar, Redcar East, Kings Farm, New Marske, Marske	From 0643 to 2005 (approximately every 30 mins)	From 0812 to 2005 (approximately every 30 mins)	From 0905 to 2005 (every 60 mins)
101	Teesport-Middlesbrough Bus Station	3 buses a day	3 buses a day	3 buses a day

The routes map with the various services in the area including the services in Table 4.1 can be found in Appendix 3.

Rail Services

The closest rail station to the site is South Bank train station. The station is located west of the site and is approximately 1.1 km walking distance. The Station is operated by Northern Trains and runs between Bishop Auckland and Saltburn. Monday to Sunday services are hourly in both directions. Table 4.2 shows the route and services from South Bank station.

Table 4.2: Services from South Bank Station

Rail Route	Monday-Saturday	Sunday
Bishop Auckland – Darlington – Middlesbrough – South Bank – Redcar – Saltburn	Every 60 mins	Every 60 mins

4.2 Pedestrian and Cycle Accessibility

Pedestrian Environment

- Eston Road/ Middlesbrough Road East – The A66/Eston Road/Church Lane signalised junction provides controlled pedestrian crossings with the exception of the left turn slip road on Eston Road and the left turn slip road off the A66 westbound. From the A66 signalised junction, a shared footway/cycle way is provided northbound on the western side of Eston Road for approximately 110 m. From this point, only a footway is provided allowing access to the adjacent industrial sites on the western side. Footways are provided on either side of Middlesbrough Road. Uncontrolled pedestrian crossing points in the form of dropped kerbs and tactile paving are provided along Eston Road / Middlesbrough Road East at all the industrial access points. Footways are provided along the entirety of the route from Eston to South Bank Station.

- A66 – East of the junction with Eston Road, the A66 provides a footway along the entire northern side with barrier protection. A shared footway/ cycleway is provided along the southern side up to West Lane. West of the junction with Eston Road, a segregated shared footway/ cycleway is provided along the southern side of the A66 and allows access to the South Bank residential area.

4.3 Public Rights of Way

A public footpath is located north of the site and parallel to the Tees Valley line on the southern side. A public bridleway is located south east of the site along the A1053. The bridleway starts at the five-arm roundabout with the A1085 Trunk Road and runs south towards Lackenby.

Figure 4.2 shows the location of the public footpaths and bridleways located around the proposed development.

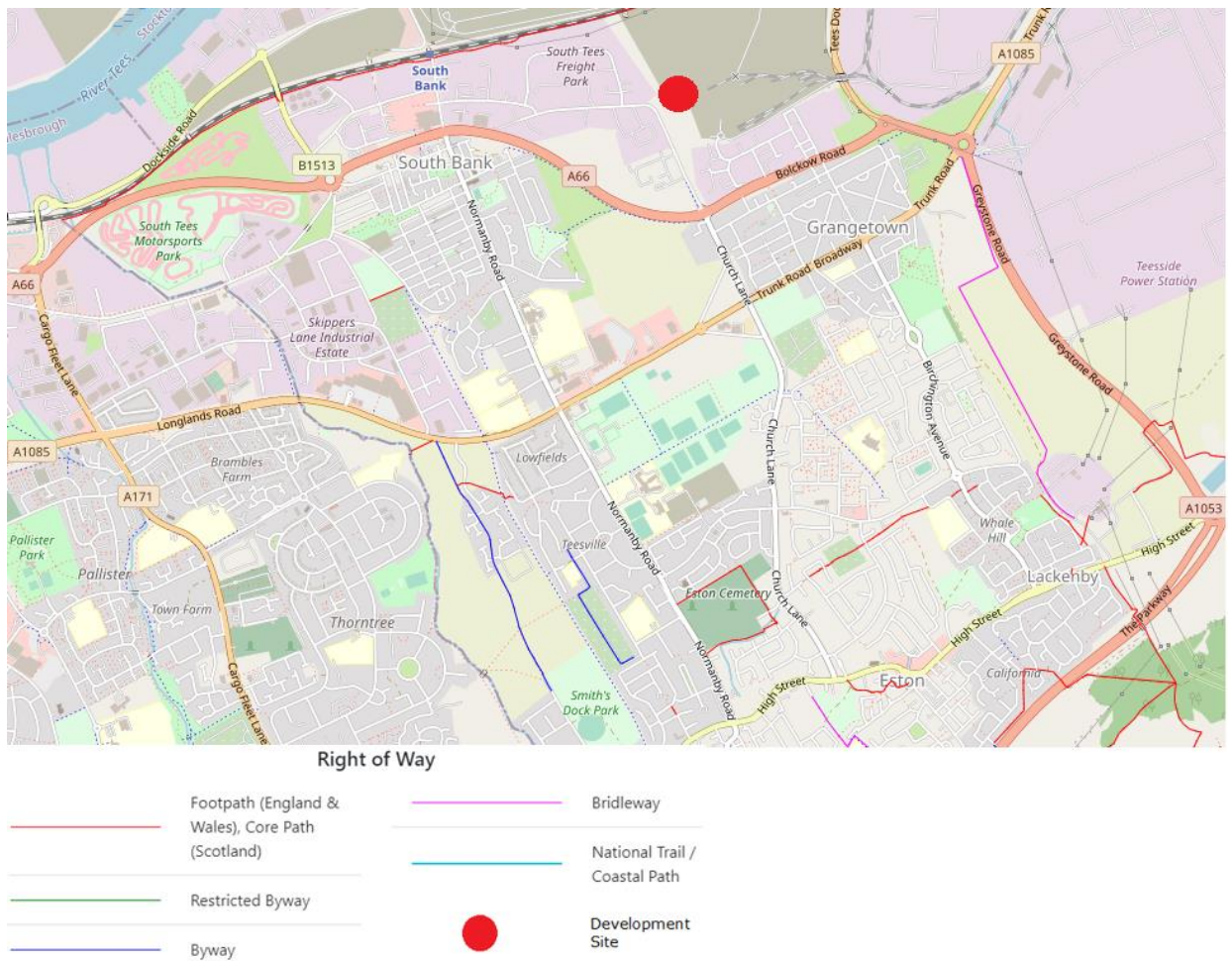


Figure 4-2: Location of Public Footpaths and Bridleways around the Proposed Development (Source RCBC Public Mapping Application)

Figure 4.3 shows the walking catchment area with walking estimates based on average walk speed of 4.8 km/h (400 m = 5 min). The IHT suggests a preferred maximum walk distance of 2,000 m for commuting trips. An approximate 20-minute walk isochrone from the development site is shown in Figure 4.3.

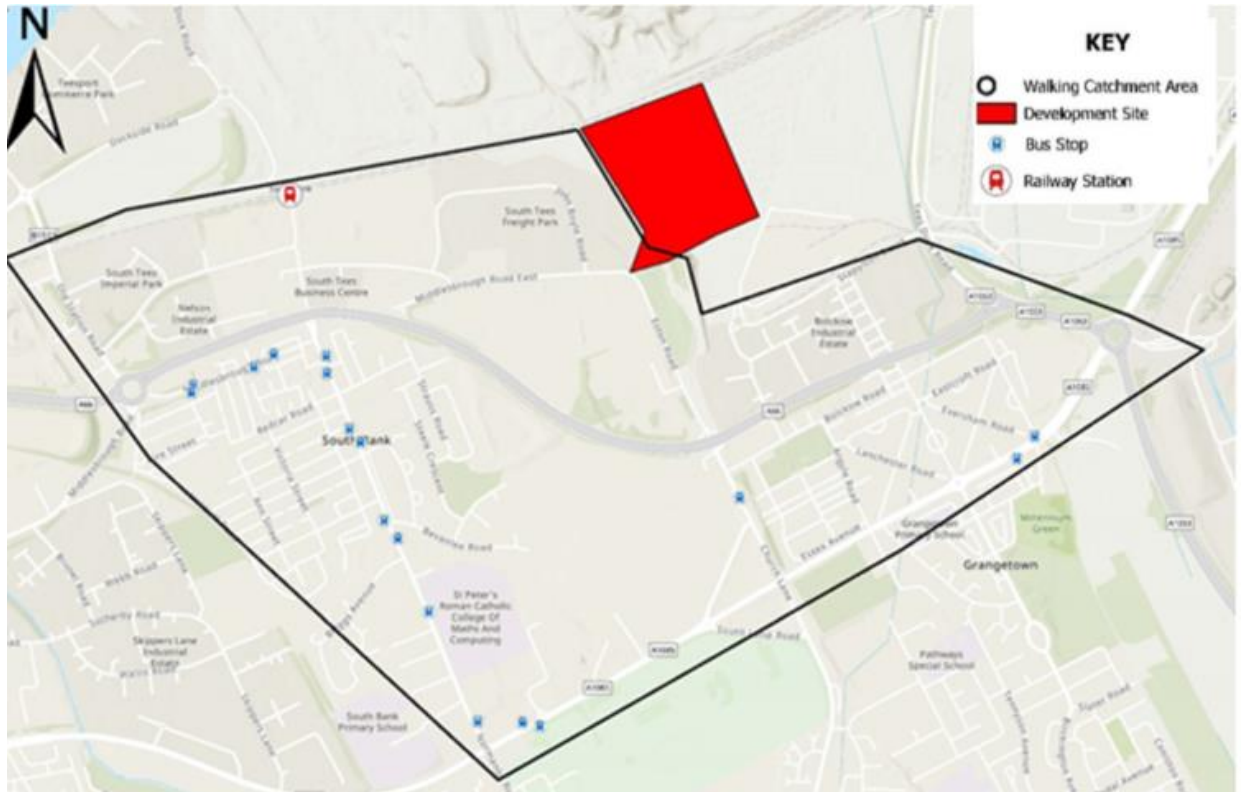


Figure 4-3 Walking Catchment around the Development Site (Source: ArcGIS)

Cycle Environment

National Route 1 of the National Cycle Network runs from Dover to the Shetland Islands. Within the vicinity of the site, Route 1 approaches Lazenby along the A174 from Redcar, heads northward on Birchington Avenue and follows a short stretch of the A66. It crosses the River Tees into Portrack and heads north up the east coast.

National Route 65 of the National Cycle Network runs from Hornsea to Middlesbrough. The route is fully open and signed. Within the vicinity of the site, Route 65 begins on the south side of the River Tees at A178 Durham Street and heads southward along Abingdon Road. It continues along the west side of Park Vale Road before joining B1380 Ladgate Lane. Route 65 then crosses the A174 and continues south.

National Route 14 of the National Cycle Network runs from Darlington to South Shields via Durham and Consett. A section through Stockon-on-Tees and Wingate to Hasell shares the route with National Route 1.

Figure 4.4 shows the National Cycle Network routes within the vicinity of the proposed development.

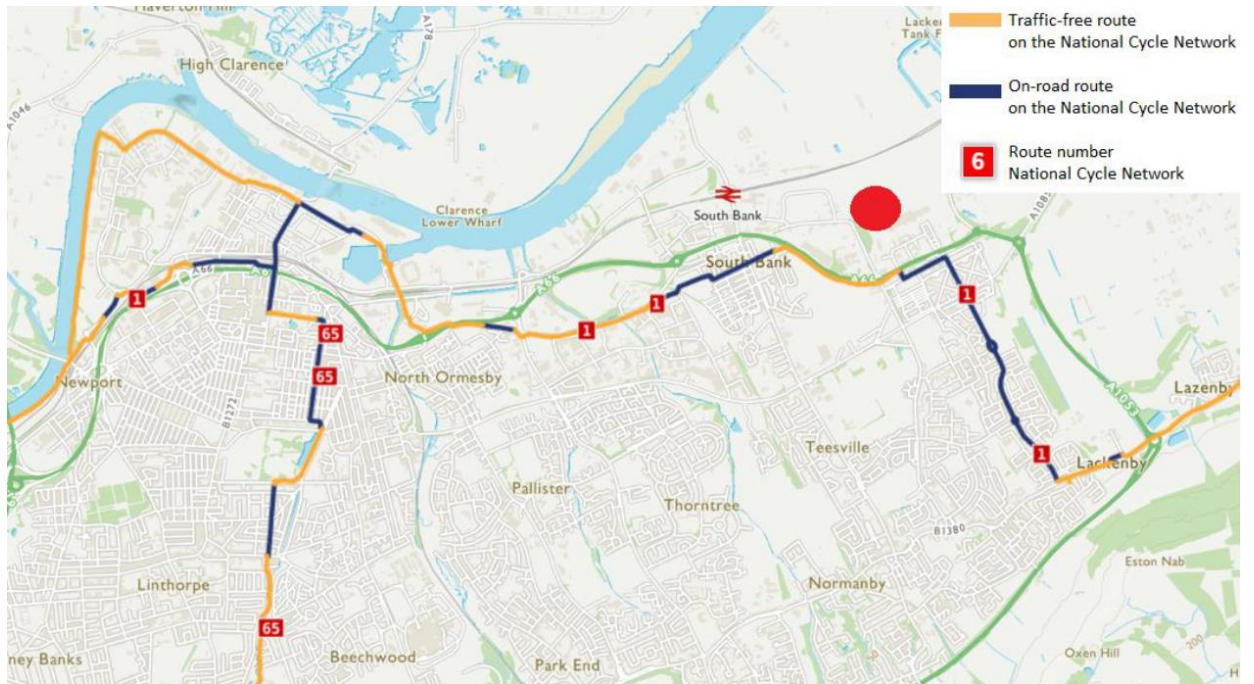


Figure 4-4: National Cycle Network around Proposed Development (Source Sustrans Cycle Map, Sustrans)

Figure 4.5 shows an approximate catchment area showing the areas accessible within reasonable cycling distance of the site. Cycling estimates have been based on an average cycle speed of 18 km/h (1,500 m = 5 min).

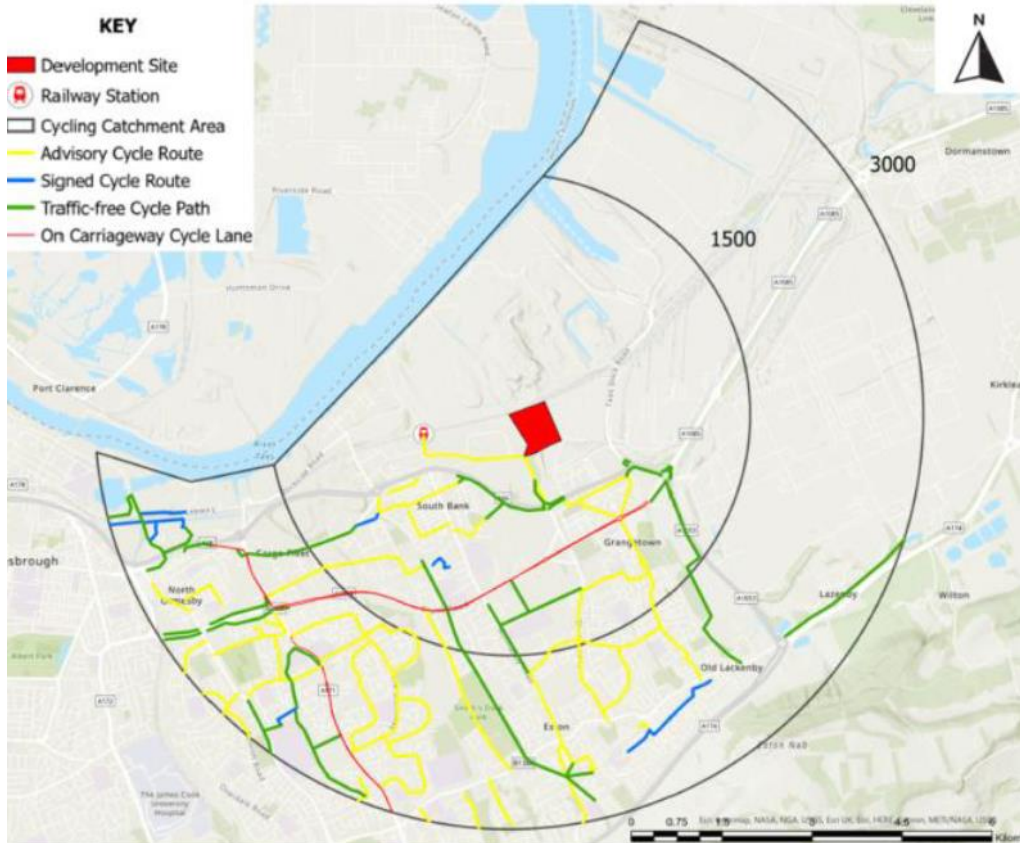


Figure 4.5: Cycling Catchment around Development Site (Source: ArcGIS)

5. TRAVEL SURVEY

The proposed development will be new on site, therefore on this basis, there is no baseline Travel Survey data of site occupants. Post-occupation, a Travel Survey of the site occupants will determine actual numbers of person trips and mode split specific to the site.

6. AIMS, OBJECTIVES AND TARGETS

6.1 Travel Plan Aim

On the basis of the predicted staff and HGV movements outlined in Chapter 5, it has been agreed with RCBC Highways that the proposed development is unlikely to have a material impact on the operation of the local highway network during the typical weekday AM and PM peak hours and weekend midday peak hour and that no further traffic impact analysis is required as part of this Interim Travel Plan.

6.2 Travel Plan Objectives

The Travel Plan aim is to be achieved through the following objectives:

- i. By ensuring good accessibility to the site by non-car modes; removing barriers, both perceived and actual, to walking, cycling and using public transport.
- ii. By increasing understanding among staff of the travel options that are available to them, by marketing and raising awareness of the Travel Plan and its purpose.
- iii. By providing information to allow staff to understand the benefits of sustainable transport; actively promoting non-car travel choices and car sharing.

6.3 Travel Plan Targets

The targets for this Travel Plan link to the aims and objectives of the Travel Plan and enable the measurement of progress by being SMART: Specific, Measurable, Achievable, Realistic and Time bound.

Due to Tees Valley ERF not yet being occupied, the targets presented here should be seen as preliminary targets to be aligned more closely with the specific requirements of the site once travel survey data has been collected. It will be important to check at the first and subsequent reviews that the targets are achievable yet stretching.

The preliminary targets (Table 6.1) have been set for the planned opening of Tees Valley ERF. Through the travel surveys following occupation of Tees Valley ERF, it will be possible to finalise the targets, fix specific dates, and update the Travel Plan.

Figure 6-1: Preliminary Targets

Target No.	Target
1	5% reduction on baseline surveyed number of journeys to Tees Valley ERF by cars within one Travel Plan cycle (two years).
2	5% increase on baseline surveyed number of journeys to Tees Valley ERF by sustainable modes (as a main mode) within one Travel Plan cycle (two years).

7. TRAVEL PLAN MEASURES

This section outlines measures which will be implemented throughout the site to help achieve the Travel Plan objectives. The measures have been grouped into two types as follows:

- 'Hard' engineering measures incorporated into the design of Tees Valley ERF; and
- 'Soft' measures which will be implemented as part of Tees Valley ERF to ensure that sustainable travel is maximised, e.g. marketing and management.

The measures have been developed with regard to the BREEAM New Construction 2018 (UK), Part 7.0 Transport requirement to develop a Travel Plan which can demonstrably be used to influence the site layout and built form, by responding to the opportunities and constraints identified in the Transport Statement to provide measures to increase or improve more sustainable modes of transport and movement of people and goods during the site's operation.

7.1 'Hard' Measures

Physical aspects of Tees Valley ERF will influence occupants' travel patterns, thus providing an opportunity to encourage people to travel by more sustainable modes. 'Hard' measures that have been incorporated prior to occupation and funded by the developer to promote sustainable travel are listed below:

- Electric vehicle charging points provided;
- Safe, secure and convenient cycle parking and facilities including showers and lockers;
- Provision for additional cycle spaces if required in the future;
- Notice boards for travel information in foyers or other communal areas where practicable; and
- Frontage walking routes around the site, with good lighting and active frontages, to ensure routes are safe, useable and desirable.

7.2 'Soft' Measures

An overview of the site-wide 'soft' measures that will be implemented once the site is occupied is set out below:

- Use noticeboards, posters and electronic communications to promote sustainable travel, including the health, cost and environmental benefits of walking/cycling
- Provide travel-related information to occupants about: – The Travel Plan Coordinator and Travel Plan User Group; – Local public transport service locations, timetables and cost information within the Tees Valley ERF common areas; – Details of local bicycle loan/hire schemes; – Cycle and pedestrian routes, distances and timings to surrounding local and residential areas; – Details of cycle facilities within Tees Valley ERF e.g. bicycle parking, showers, lockers, maintenance; and – Health benefits of walking, cycling and active travel;
- Introduce a Bike User Group;
- Monitor usage of the cycle spaces and review the need for additional spaces if required;
- Join a national car share scheme such as 'Liftshare'; and
- Introduce a Car Share database, including origin/destination information, to enable staff to share lifts.

Communication of 'soft' measures should begin as soon as site occupancy is confirmed, i.e. prior to occupation wherever possible, in order to promote sustainable travel from the earliest possible time and avoid unsustainable habits becoming ingrained.

7.3 BREEAM Travel Plan Measures

Table 7.1 below summarises how the measures listed in this Interim Travel Plan comply with those which the BREEAM Tra 01 Methodology recommends consideration of:

Table 7.1: Measures in compliance with BREEAM

Measure	Interim Travel Plan Reference
<i>Negotiation with local bus, train or tram companies an increase in the local service provision for the development (see Tra 02 Sustainable transport measures: option 2)</i>	<i>Recent new bus service introduced providing access to the site.</i>
<i>Provision of a public transport information system in a publicly accessible area (see Tra 02 Sustainable transport measures: option 3)</i>	<i>Provision of up-to-date travel information on notice boards and intranet sites</i>
<i>Provision of electric recharging stations (see Tra 02 Sustainable transport measures: option 4)</i>	<i>There will be provision of 20 electric recharging stations.</i>
<i>Provision of parking priority spaces for car sharers (see Tra 02 Sustainable transport measures: option 5)</i>	<i>N/A – could be considered in future subject to demand which will be reviewed through Travel Plan process</i>
<i>Consultation with the local authority on the state of the local cycling network and on improvements (see Tra 02 Sustainable transport measures: option 6)</i>	<i>N/A – could be considered in future</i>
<i>Provision of dedicated and convenient cycle storage (see Tra 02 Sustainable transport measures: option 7)</i>	<i>Section 2.1 states that 14 covered, secure, convenient cycle parking spaces will be provided.</i>
<i>Provision of cyclists' facilities (see Tra 02 Sustainable transport measures: option 8)</i>	<i>Facilities such as showers and lockers will be provided (section 7.0)</i>
<i>Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas</i>	<i>Footpath and dedicated pedestrian areas shown in Appendix 2.</i>
<i>Restrictions or charging for car parking</i>	<i>Use of car park for Tees Valley ERF site users only</i>
<i>Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes</i>	<i>The proposed layout showing the site access and internal layout is shown in Appendix 1. Pedestrian routing and pedestrian areas shown in Appendix 2.</i>
<i>Provision of suitable taxi drop-off or waiting areas</i>	<i>N/A – could be considered in future subject to demand which will be reviewed through Travel Plan process</i>

8. MANAGEMENT, MONITORING AND REVIEW STRATEGY

8.1 Travel Plan Co-ordinator

To remain fit for purpose and ensure its long-term sustainability, the Tees Valley ERF Travel Plan will be managed by a nominated a Travel Plan Co-ordinator (TPC). A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of the TPC. The name and contact details of the TPC will be shared with Redcar & Cleveland Borough Council as soon as possible.

The TPC will become the source of advice on a range of transport issues ranging from local bus routes and times to local cycle routes as well as Personalised Travel Planning for staff wanting to use alternative travel modes. Additionally, the TPC will administer measures such as the Car Share database and Bicycle User Group. The primary role will be that of promoting alternative and sustainable travel amongst staff.

The TPC should work closely with Redcar & Cleveland Borough Council and hold meetings to agree strategies and solutions for ensuring the success of the Travel Plan. The TPC will liaise with occupants on a wide range of common travel related issues both on- and off-site such as cycle facilities, altered bus routes or cycle path maintenance. Further specific duties of the role include:

- Liaising with stakeholders;
- Organising collective meetings for reporting information;
- Producing marketing material for the site users;
- Detailing the Travel Plan processes to site users;
- Establishing the individual measures;
- Monitoring the implementation of the plan;
- Reviewing the Travel Plan; and
- Answering questions as they arise.

8.2 Travel Plan User Group

A Travel Plan User Group will be set up by the TPC. This will be composed of staff/occupants and stakeholder representatives who will be invited to attend meetings of the User Group as required. This group will inform and action the continued development and monitoring of the Travel Plan through the regular review process, bring to light concerns, views and issues regarding travel and consider possible improvements to the Travel Plan.

The purpose of meetings of this group, to be held at least annually, including prior to the Travel Survey and subsequent review of the Travel Plan, will be to:

- Discuss the effectiveness of the Travel Plan and possible ways of improving its deliverability as required;
- Consider progress towards achieving Travel Plan Targets;
- Generate discussion about new or extended measures and initiatives, to help achieve the agreed targets; and
- Provide an opportunity to discuss transport related issues that might be addressed through the Travel Plan.

8.3 Marketing Strategy

For the Travel Plan to work effectively it is important that all the incentives are well promoted across the site. New staff should be made aware of the Travel Plan measures through a Welcome Pack. This will be the responsibility of the TPC and will include:

- Introduction to the Travel Plan and what it means for staff;
- Point of contact for information on current travel choices to the site (i.e. TPC);
- Information on the key walk, cycle and public transport routes between the site and nearby residential areas and key public transport interchanges;
- Information on the measures introduced as part of the Travel Plan, such as the Car Share database and priority Car Share parking, cycle facilities and Bicycle User Group; and,
- Contact details for the TPC.

8.4 Year 1 Travel Survey

The Travel Plan will explore travel patterns to / from Tees Valley ERF through detailed travel surveys. During the first year of site occupation and operation, the ERF operator must undertake a survey within three months to be representative and beneficial.

The purpose of a travel survey of occupiers is to inform the further definition of meaningful targets and data obtained from this process and will inform the evolution of this document into a Travel Plan.

The Travel Survey data should collect the following data:

- Mode of travel to and from the site (e.g. by car, bus, cycle);
- The extent to which people travel to and from the site by sustainable modes;
- Attitudes to travel (e.g. reasons for mode choice, willingness to consider sustainable modes); and
- Areas of trip destination and origin for staff including distance travelled.

This information will allow the Travel Plan to contain targets and measures which are realistic, site specific and attainable. These measures should comply with the Aims and Objectives of the Travel Plan set out in Section 6 and encourage non-car transport usage. A travel survey should then be carried out every two years thereafter for an initial period of five years as a means of regularly updating the Travel Plan.

8.5 Monitoring

The TPC will be responsible for monitoring the Travel Plan on a biennial basis for an initial period of five years, with ongoing monitoring frequency to be agreed with Redcar & Cleveland Borough Council. This will be through a Travel Plan Survey conducted in Years 1, 3 and 5. Year 3 and 5 Travel Plan Surveys will be consistent with the Travel Survey conducted in Year 1, to allow progress towards targets to be tracked and targets subsequently revised. For each survey, results will be sent to the Redcar & Cleveland Borough Council within one month.

8.6 Review

It is proposed the Travel Plan will be reviewed in Years 1, 3 and 5 (end date) alongside the Travel Plan Survey by the TPC, or sooner should significant changes occur to the site, occupation or travel mode options, using results of the Travel Plan Survey. These results will indicate whether the measures and incentives introduced are achieving the required targets, or if sustainability objectives are not being met. Where targets are not being achieved the measures and incentives can be reviewed and adjusted accordingly as well as the potential introduction of new initiatives managed

through the Travel Plan. The key points arising from the survey and review will be communicated to site occupants via information boards in communal areas, electronic communications, and the Travel Plan User Group. Once it has been approved, any changes to the Travel Plan, in particular the targets, must be made in agreement with Redcar & Cleveland Borough Council.

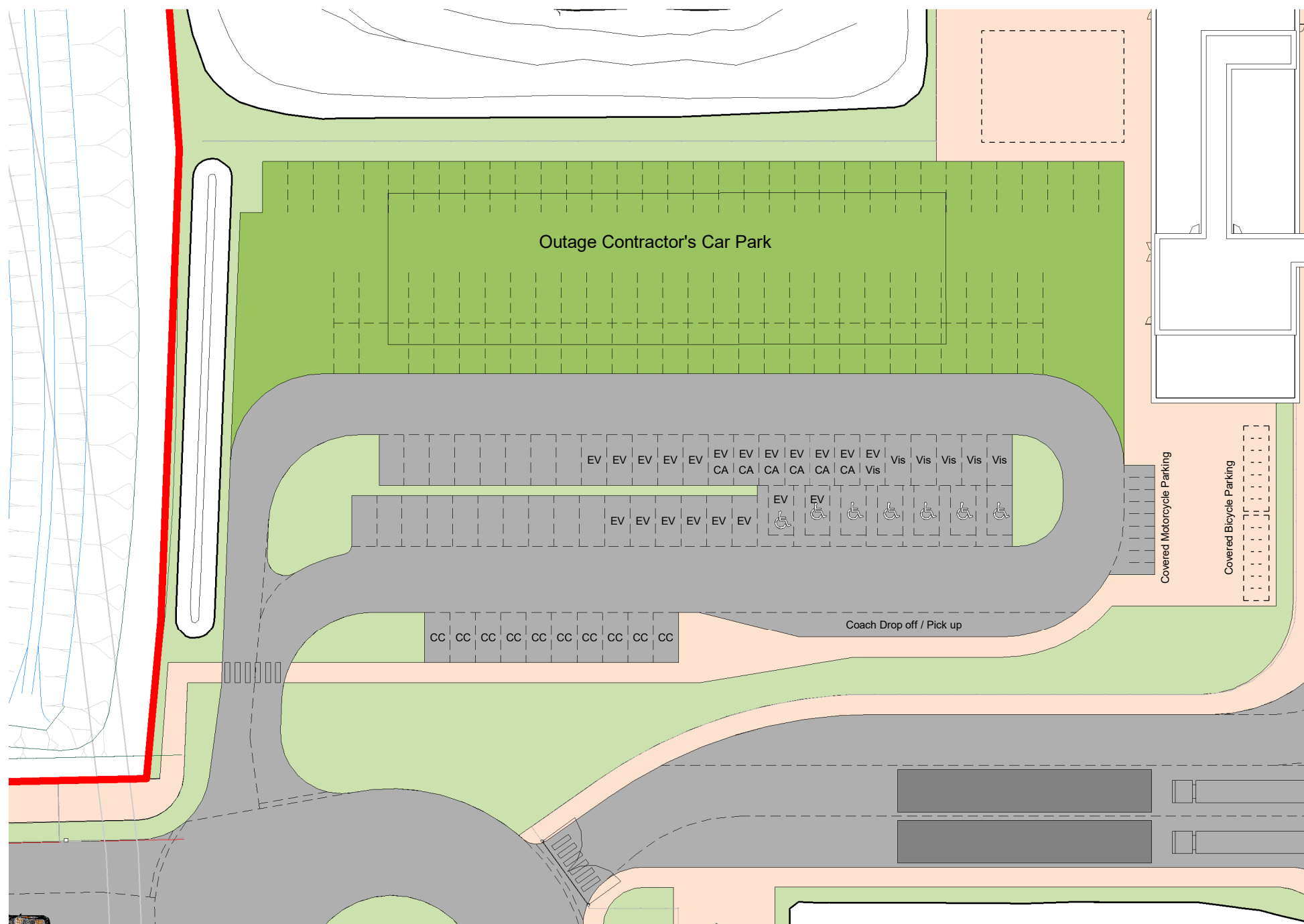
8.7 Initial Action Plan

The table below shows an example of the proposed Travel Plan programme, with the months given being illustrative only, subject to confirmation of the actual opening date. With Tees Valley ERF currently programmed to open in November/December 2027, the rest of the programme will be updated thereafter with more specific dates/months/years.

Table 8.1: Initial Action Plan

Year	Travel Plan Activity	Anticipated Timescale	Responsibility
1	Appoint Travel Plan Co-ordinator (TPC)	Pre-occupation	Site occupier
	Prepare travel information for welcome pack. Distribute prior to occupancy to all staff.	Pre-occupation	TPC
	First Occupation	Occupation Month (OM) 2027	Developer
	Set up Travel Plan User Group	OM 2027	TPC
	First Travel Plan	Three months after OM, 2028	TPC
	Submission of survey results (within one month of survey)	Four months after OM, 2028	TPC and Travel Plan User Group
	Update Interim Travel Plan to 'Tees Valley ERF Travel Plan' according to survey results	Month 4-5 after OM, 2028	TPC and Travel plan User Group
3	Travel Plan Survey (Year 3)	April 2029	TPC
	Submission of survey results (within one month of survey)	May 2029	TPC and Travel Plan User Group
	Update 'Tees Valley ERF travel Plan' according to survey results, including revised targets	May – June 2029	TPC and Travel Plan User Group
	Promote Travel Plan to staff, and implement action plan	September 2029	TPC and Travel Plan User Group
5	Travel Plan Survey (Year 5)	April 231	TPC
	Submission of survey results (within one month of survey)	May 2031	TPC and Travel Plan User Group
	Review 'Tees Valley ERF Travel Plan' against survey results, including targets	May-June 2031	TPC and Travel Plan User Group
	Prepare five-year review of 'Tees Valley ERF Travel Plan'	August 2031	TPC and Travel Plan User Group

**APPENDIX 1
PROPOSED LAYOUT**



Staff & Visitor Car Park
1 : 500

- Common Legend**
1. Electrical & Workshop
 2. Tipping Hall
 3. Fuel Storage Bunker
 4. Boiler House
 5. Flue Gas Treatment (FGT) Hall
 6. Stack
 7. Lime Storage Silos / Dosing *
 8. Fire Water Tank & Pumphouse
 9. Emergency Diesel Generator (EDG)
 10. Vehicle Queuing Bays
 11. Air Pollution Control residues (APCr) Storage & Loadout
 12. Admin Block - Reception, Offices and Visitors
 13. Bottom Ash Storage Hall
 14. Air Cooled Condensers (ACC)
 15. Turbine Hall
 16. CCUS Future Expansion Area A
 17. CCUS Future Expansion Area B (or other future provision)
 18. Contractors compound for shutdown
 19. Combined Heat & Power (CHP) Building
 20. Substation/Transformer
 21. Demin Water Tank
 22. Landscape & Ecology
 23. SuDS/Wetland Area
 24. Security Control & Driver & Crew Welfare Facility
 25. Weighbridge (3 In & 2 Out)
 26. Waste Reception Area For Quarantined Waste and Contaminants
 27. Staff & Visitor Car Parking
 28. Rainwater Pit (roofs)
 29. Generator Step-up Transformers
 30. Diesel & Ammonia Bund
 31. Fin Fan Coolers
 32. Laboratory *
 33. In/Over Bunker Shredder *
 34. Effluent Treatment Pit
 35. Recycled Water Tank *
 36. Chemical Dosing Skid *
 37. Water Treatment Plant
 38. Compressed Air Station *
 39. Weighbridge Offices / Traffic Control
 40. Switchgear Transformer *
 41. Feedwater Pumps *
 42. CEMS
 43. Hot Load Bay
 44. Backload Area / Crane Maintenance *
 45. Raw water pumps and tank *
 46. Oil Tank
 47. Crew Parking Bays
 48. Outside Staff Area
 49. Quarantine Bay *
 50. Emergency Access
- EV Electric Vehicle Charging Parking Space
CA Contract Authority Parking Space
CC Car Club Parking Space
Vis Visitor Car Parking

- Reserved Matters Boundary
- - - Outline Planning Boundary
- Gravel
 - Grass
 - Grasscrete
 - Tarmac
 - Concrete
 - Paved Footpath

Site Area: 88,180m² / (21.79 acres)
CCUS Area: 12,000m² / (2.97 acres)
Landscaping Area: 20,000m² / (4.94 acres)

Note - Items marked * are internal elements, refer to drawing 20-0006 Proposed GA Plan Level 00 for locations

Site Plan
1 : 1000



General Notes

Do not scale from this drawing. Only work to written dimensions.

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

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Rev.	Description	Date	ISS	APP
P13	Amendments to suit client comments	24.02.2023	JDC	RT
P12	Additional EV provision indicated	22.02.2023	JDC	RT
P11	General Amendments	21.02.2023	JDC	RT
P10	Amendments to legend	14.02.2023	JDC	RT
P9	Amendments to suit client comments	07.02.2023	JDC	RT
P8	Planning / Bid Issue	31.01.2023	JDC	RT
P7	General Updates	27.01.2023	JDC	RT
P6	General Updates	10.01.2023	JDC	RT
P5	General note added for copyright purposes	04.04.2022	JDC	RT
P4	Drawing updated to client comments	28.03.2022	JDC	RT
P3	Planning pack update	10.02.2022	JDC	RT
P2	Planning pack issue	09.02.2022	JDC	RT
P1	Planning pack updated to reflect Acciona comments	09.12.2021	JDC	RT
P0	Planning pack first issue	16.10.2021	JDC	RT

Scale: As indicated @ A1
Status: S2 Information
Drawn By: JDC
Checked By: RT
Date: 04.04.2022

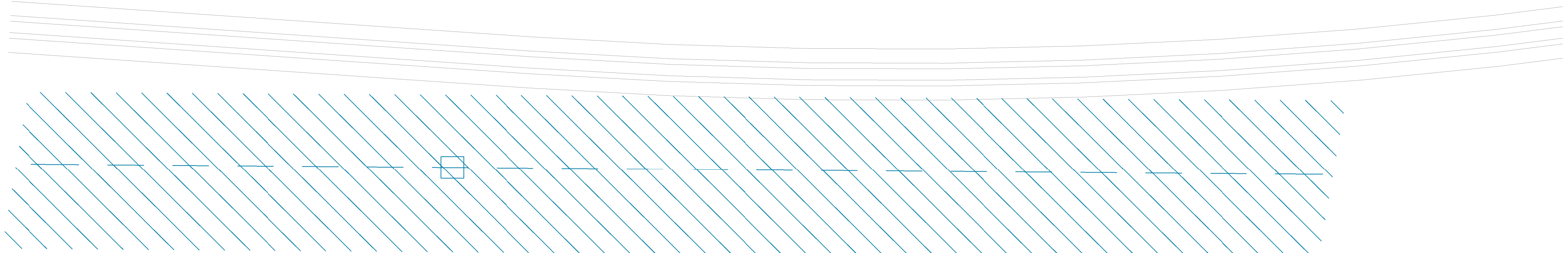
Client: **VRIDOR**
Project: **TEES VALLEY ERF**
Sheet Name: **Proposed Site Plan**

Project No. Orig. Zone Level Type Role Cls Dwg No. Rev
20044-FRA-00-DR-A -90-0003 P13

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e info@fletcher-rae.com

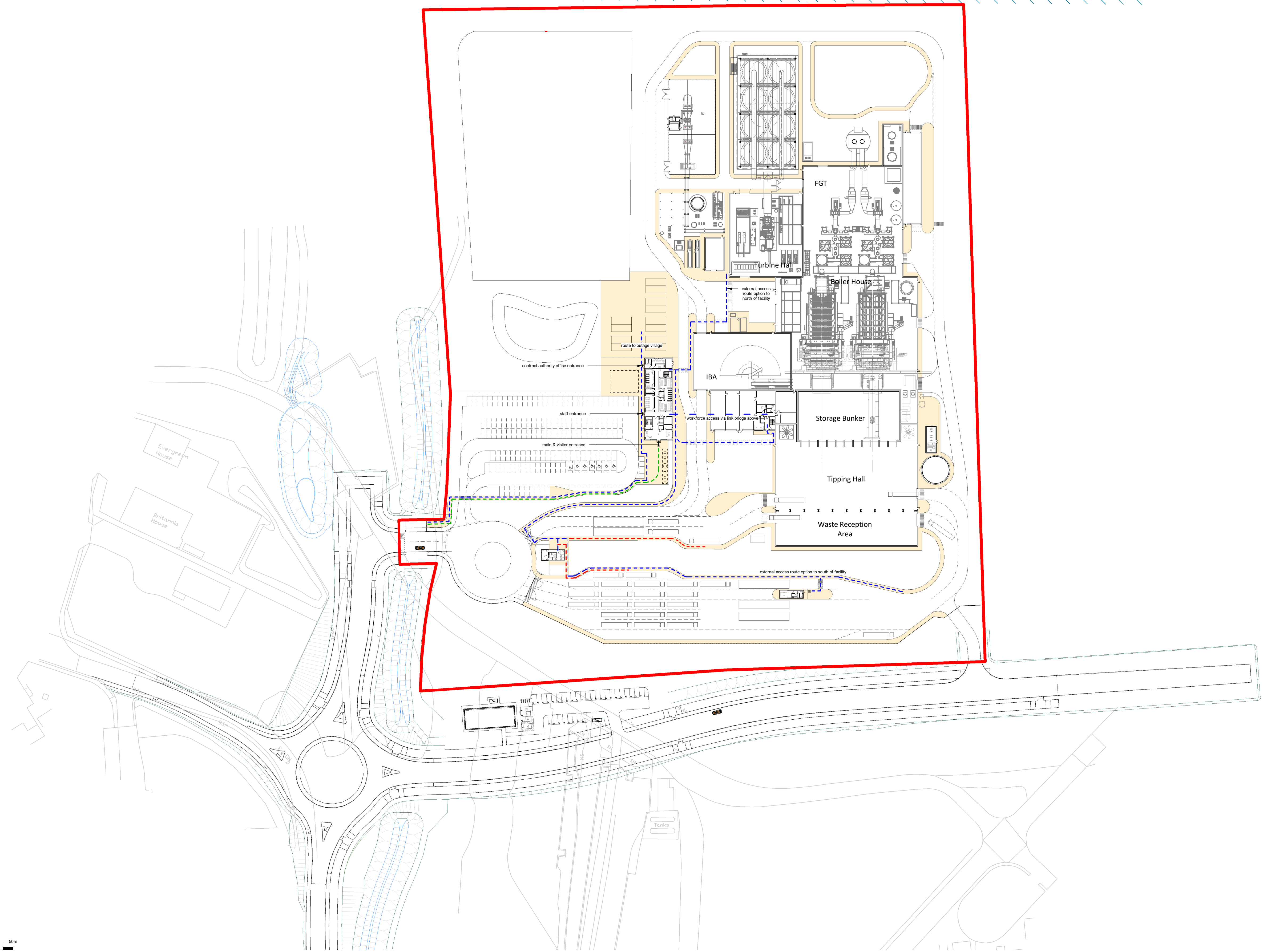
APPENDIX 2 PEDESTRIAN ROUTES



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 Map bases were provided to Viridor Tees Valley Limited by the Tees Valley Energy Recovery Facility Contract Authority (comprising Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland, and Stockton Unitary Authorities and Durham County Council and Newcastle City Council) in 2020.

- visitor access route
- staff access route
- driver access route
- footpath and/or dedicated pedestrian area
- pedestrian crossing points
- Lease boundary



P11	General Amendments	21.02.2023	JDC	RT
P10	General amendments	14.02.2023	JDC	RT
P9	Amendments to suit client comments	07.02.2023	JDC	RT
P8	Planning / Bid Issue	31.01.2023	JDC	RT
P7	General Updates	10.01.2023	JDC	RT
P6	General note added for copyright purposes	04.04.2022	JDC	RT
P5	Drawing updated to client comments	28.03.2022	JDC	RT
P4	Planning pack update	10.02.2022	JDC	RT
P3	Planning pack issue	09.02.2022	JDC	RT
P2	Additional WC added to Gatehouse	27.01.2022	JDC	RT
P1	Planning pack updated to reflect Acciona comments	09.12.2021	JDC	RT
P0	Planning pack first issue	16.10.2021	JDC	RT
Rev.	Description	Date	ISS	APP

Scale: As indicated @ A1
 Status: S2 Information
 Drawn By: JDC
 Checked By: RT
 Date: 04.04.2022

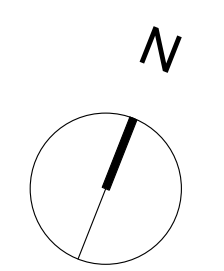
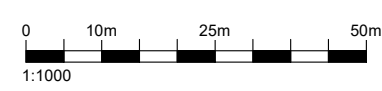
Client: VIRIDOR
 Project: TEES VALLEY ERF

Sheet Name: Pedestrian Routes

Project No.	Orig.	Zone	Level	Type	Role	Cls	Dwg No.	Rev
20044-FRA-00-DR-A							90-0024	P11

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APPENDIX 3 BUS ROUTE MAP AND SERVICES



- Ticket Zone
- Variation
- Railway Station
- Hospital

62 Middlesbrough to Marske

via Redcar - Valid from Sunday, January 8, 2023 to Friday, April 28, 2023

Monday to Friday - Marske Roundabout

	62	62	62	62	62 ¹	62 ²	62	62	62	62	62	62	62	62	62	62	62		
Middlesbrough Bus Station Stand 3	0643	0713	0737	0807	0842	0842	0912	42	12	1542	1612	1647	1717	1745	1815	1905	2005		
North Ormesby Market Place	0652	0722	0748	0818	0853	0853	0923	53	23	1553	1623	1658	1728	1756	1824	1914	2014		
Teesville Low Grange Farm	0700	0730	0758	0828	0903	0903	0933	03	33	1603	1638	1713	1743	1806	1832	1922	2022		
Eston Labour Club	0705	0735	0805	0835	0910	0910	0940	10	40	1610	1645	1720	1750	1813	1837	1927	2027		
Grangetown St David's Road	0710	0740	0810	0840	0915	0915	0945	15	45	1615	1650	1725	1755	1818	1842	1932	2032		
Dormanstown The Green	0717	0747	0817	0847	0922	0922	0952	Then at these mins	22	52	past each hour until	1622	1657	1732	1802	1825	1849	1939	2039
Redcar Thames Road	0724	0754	0824	0854	0929	0929	0959	29	59	1629	1704	1739	1809	1832	1856	1946	2046		
Redcar Regent Walk Shopping Centre	0735	0805	0835	0905	0940	0940	1010	40	10	1640	1715	1750	1820	1840	1905	1955	2055		
Redcar Moore Street	0738	0808	0838	0908	0943	0943	1013	43	13	1643	1718	1753	1823	1843	1908	1958	2058		
Redcar Ings Farm Shops	0746	0816	0846	0916	0951	0951	1021	51	21	1651	1726	1801	1830	--	1915	2005	2105		
New Marske Kilbridge Close	0756	0826	0856	0926	1001	1001	1031	01	31	1701	1736	1811	1838	--	1923	2013	2113		
Marske Roundabout	0802	0832	0902	0932	1007	1007	1037	07	37	1707	1742	1817	1843	--	1928	2018	2118		

¹ Term Time Only ² Only During School Holidays

Monday to Friday - Middlesbrough Bus Station Stand 11

	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
Marske Roundabout	--	0625	0655	0725	0805	0840	10	40	1610	1645	1715	1745	1845	1945		
New Marske Kilbridge Close	--	0631	0701	0731	0811	0846	16	46	1616	1651	1721	1750	1850	1950		
Redcar Ings Farm Shops	--	0643	0713	0743	0823	0858	28	58	1628	1703	1733	1800	1900	2000		
Redcar Moore Street	0553	0653	0723	0753	0833	0908	38	08	1638	1713	1743	1810	1907	2007		
Redcar Regent Walk Shopping Centre	0558	0658	0728	0758	0838	0913	43	13	1643	1718	1748	1815	1912	2012		
Redcar Town Clock	0559	0659	0729	0759	0839	0914	Then at these mins	44	14	past each hour until	1644	1719	1749	1816	1913	2013
Redcar St Hilda's Church	0605	0705	0735	0805	0845	0920	50	20	1650	1725	1755	1822	1919	2019		
Dormanstown The Green	0614	0714	0744	0814	0854	0929	59	29	1659	1734	1804	1829	1926	2025		
Dormanstown International East Gate	0615	0715	0745	0815	0855	0930	00	30	1700	1735	1805	1830	1927	2027		
Grangetown St David's Road	0621	0721	0751	0821	0901	0936	06	36	1706	1741	1811	1836	1933	--		
Eston Labour Club	0626	0726	0756	0826	0906	0941	11	41	1711	1746	1816	1841	1938	--		
Teesville Low Grange Farm	0633	0733	0803	0833	0913	0948	18	48	1718	1753	1823	1848	1943	--		
North Ormesby Market Place	0643	0743	0818	0848	0928	0958	28	58	1728	1803	1833	1855	1950	--		
Middlesbrough Bus Station Stand 11	0650	0750	0827	0857	0937	1007	37	07	1737	1810	1840	1902	1957	--		

Saturday - Marske Roundabout

	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
Middlesbrough Bus Station Stand 3	--	--	0812	0842	12	42	1612	1647	1717	1745	1815	1905	2005			
North Ormesby Market Place	--	--	0823	0853	23	53	1623	1658	1728	1756	1824	1914	2014			
Teesville Low Grange Farm	--	--	0833	0903	33	03	1633	1708	1738	1806	1832	1922	2022			
Eston Labour Club	--	--	0840	0910	40	10	1640	1715	1745	1813	1837	1927	2027			
Grangetown St David's Road	--	--	0845	0915	45	15	1645	1720	1750	1818	1842	1932	2032			
Dormanstown International East Gate	0750	0820	0850	0920	Then at these mins	50	20	past each hour until	1650	1725	1755	1823	1847	1937	2037	
Dormanstown The Green	0752	0822	0852	0922	52	22	1652	1727	1757	1825	1849	1939	2039			
Redcar Thames Road	0759	0829	0859	0929	59	29	1659	1734	1804	1832	1856	1946	2046			
Redcar Regent Walk Shopping Centre	0810	0840	0910	0940	10	40	1710	1745	1815	1840	1905	1955	2055			
Redcar Moore Street	0813	0843	0913	0943	13	43	1713	1748	1818	1843	1908	1958	2058			
Redcar Ings Farm Shops	0821	0851	0921	0951	21	51	1721	1756	1825	--	1915	2005	2105			
New Marske Kilbridge Close	0831	0901	0931	1001	31	01	1731	1806	1835	--	1923	2013	2113			
Marske Roundabout	0837	0907	0937	1007	37	07	1737	1812	1840	--	1928	2018	2118			

Saturday - Middlesbrough Bus Station Stand 11

	62	62	62	62	62	62	62	62	62	62	62	62	62	62	62
Marske Roundabout	0645	0710	40	10	1540	1610	1645	1715	1745	1845	1945				
New Marske Kilbridge Close	0650	0716	46	16	1546	1616	1651	1721	1750	1850	1950				
Redcar Ings Farm Shops	0700	0728	58	28	1558	1628	1703	1733	1800	1900	2000				
Redcar Moore Street	0710	0738	08	38	1608	1638	1713	1743	1810	1907	2007				
Redcar Regent Walk Shopping Centre	0715	0743	13	43	1613	1643	1718	1748	1815	1912	2012				
Redcar Town Clock	0716	0744	14	44	1614	1644	1719	1749	1816	1913	2013				
Redcar St Hilda's Church	0722	0750	Then at these mins	20	50	past each hour until	1620	1650	1725	1755	1822	1919	2019		
Dormanstown The Green	0731	0759	29	59	1629	1659	1734	1804	1829	1926	2025				
Dormanstown International East Gate	0732	0800	30	00	1630	1700	1735	1805	1830	1927	2027				
Grangetown St David's Road	0738	0806	36	06	1636	1706	1741	1811	1836	1933	--				
Eston Labour Club	0743	0811	41	11	1641	1711	1746	1816	1841	1938	--				
Teesville Low Grange Farm	0750	0818	48	18	1648	1718	1753	1823	1848	1943	--				
North Ormesby Market Place	0800	0828	58	28	1658	1728	1803	1833	1855	1950	--				
Middlesbrough Bus Station Stand 11	0807	0837	07	37	1707	1737	1810	1840	1902	1957	--				

Sunday - Marske Roundabout

	62	62	62	62	62	62	62	62
Middlesbrough Bus Station Stand 3	0905	1005	05	1605	1705	1805	1905	2005
North Ormesby Market Place	0914	1014	14	1614	1714	1814	1914	2014
Teesville Low Grange Farm	0924	1024	24	1624	1722	1822	1922	2022
Eston Labour Club	0929	1029	29	1629	1727	1827	1927	2027
Grangetown St David's Road	0934	1034	34	1634	1732	1832	1932	2032
Dormanstown The Green	0941	1041	Then at 41	past each 1641	1739	1839	1939	2039
Redcar Thames Road	0948	1048	these 48	hour 1648	1746	1846	1946	2046
Redcar Regent Walk Shopping Centre	0957	1057	mins 57	until 1657	1755	1855	1955	2055
Redcar Moore Street	1000	1100	00	1700	1758	1858	1958	2058
Redcar Ings Farm Shops	1010	1110	10	1710	1805	1905	2005	2105
New Marske Kilbridge Close	1020	1120	20	1720	1813	1913	2013	2113
Marske Roundabout	1026	1126	26	1726	1818	1918	2018	2118

Sunday - Middlesbrough Bus Station Stand 11

	62	62	62	62	62	62	62	62
Marske Roundabout	--	0927	1027	27	1627	1727	1827	1927
New Marske Kilbridge Close	--	0933	1033	33	1633	1732	1832	1932
Redcar Ings Farm Shops	--	0944	1044	44	1644	1742	1842	1942
Redcar Moore Street	0851	0951	1051	51	1651	1749	1849	1949
Redcar Regent Walk Shopping Centre	0856	0956	1056	56	1656	1754	1854	1954
Redcar Town Clock	0857	0957	1057	57	1657	1755	1855	1955
Redcar St Hilda's Church	0903	1003	1103	Then at 03	past each 1703	1801	1901	2001
Dormanstown The Green	0910	1010	1110	these 10	hour 1710	1808	1908	2007
Dormanstown International East Gate	0911	1011	1111	mins 11	until 1711	1809	1909	2009
Grangetown St David's Road	0917	1017	1117	17	1717	1815	1915	--
Eston Labour Club	0922	1022	1122	22	1722	1820	1920	--
Teesville Low Grange Farm	0927	1027	1127	27	1727	1825	1925	--
North Ormesby Market Place	0936	1036	1136	36	1736	1832	1932	--
Middlesbrough Bus Station Stand 11	0943	1043	1143	43	1743	1839	1939	--

64/64A Middlesbrough to Grangetown

via Eston - Valid from Sunday, January 8, 2023 to Friday, April 28, 2023

Monday to Friday - Middlesbrough Bus Station Stand 11

	64	64	64	64A	64	64A	64	64A	64	64A	64	64A	64	64A	64	64A	64	64A	64	64A					
Redcar Moore Street	0504	0609	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--					
Redcar Regent Walk Shopping Centre	0507	0612	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--					
Redcar St Hilda's Church	0514	0619	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--					
Dormanstown Wilton Avenue	0523	0628	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--					
Grangetown St George's Road	0529	0634	0653	0708	0728	0738	0803	0813	0833	0848	0913														
Whale Hill Shops	0532	0638	0658	0713	0733	0743	0808	0818	0838	0853	0918														
Eston Square	--	--	--	0717	--	0747	--	0822	--	0857	--														
Bankfields Woodcock Close	--	--	--	0722	--	0752	--	0827	--	0902	--														
Normanby Norman Conquest	--	--	--	0724	--	0754	--	0829	--	0904	--														
Normanby Hotel	--	--	--	0727	--	0757	--	0832	--	0907	--														
Eston Square	0536	0642	0702	--	0737	--	0812	--	0842	--	0922														
Eston Hotel	0541	0648	0708	--	0743	--	0818	--	0848	--	0928														
South Bank St Peters Catholic Church	0546	0655	0715	0735	0750	0805	0825	0840	0855	0915	0935														
Middlesbrough Bus Station Stand 11	0555	0705	0725	0745	0805	0820	0840	0855	0910	0930	0945														
												64A	64	64A	64	64	64A	64	64A	64	64A				
												23	43	53	13		1453	1513	1523	1543	1558	1613	1628	1648	1703
												28	48	58	18		1458	1518	1528	1548	1603	1618	1633	1653	1708
												32	--	02	--	past	1502	--	1532	--	1607	--	1637	--	1712
												37	--	07	--	each	1507	--	1537	--	1612	--	1642	--	1717
												39	--	09	--	hour	1509	--	1539	--	1614	--	1644	--	1719
												42	--	12	--	until	1512	--	1542	--	1617	--	1647	--	1722
												--	52	--	22		--	1522	--	1552	--	1622	--	1657	--
												--	58	--	28		--	1528	--	1558	--	1628	--	1703	--
												50	05	20	35		1520	1535	1550	1605	1625	1635	1655	1710	1730
												00	15	30	45		1530	1545	1600	1615	1635	1645	1705	1720	1740

	64	64A	64	64A	64A	64A	64A
Redcar Moore Street	--	--	--	--	--	--	--
Redcar Regent Walk Shopping Centre	--	--	--	--	--	--	--
Redcar St Hilda's Church	--	--	--	--	--	--	--
Dormanstown Wilton Avenue	--	--	--	--	--	--	--
Grangetown St George's Road	1728	1753	1828	1904	2004	2104	2204
Whale Hill Shops	1733	1758	1833	1908	2008	2108	2208
Eston Square	--	1802	--	1912	2012	2112	2212
Bankfields Woodcock Close	--	1807	--	1915	2015	2115	2215
Normanby Norman Conquest	--	1809	--	--	--	--	--
Normanby Hotel	--	1812	--	1918	2018	2118	2218
Eston Square	1737	--	1837	--	--	--	--
Eston Hotel	1743	--	1843	--	--	--	--
South Bank St Peters Catholic Church	1750	1820	1850	1924	2024	2124	2224
Middlesbrough Bus Station Stand 11	1800	1830	1900	1935	2035	2135	2235

Monday to Friday - Redcar Moore Street

	64A	64	64A	64	64A	64	64A	64	64A	64	64A	64	64A	64	64A	64	64A	64	64A	64	64A
Middlesbrough Bus Station Stand 3	0700	0730	0755	0815	0835																
South Bank St Peters Catholic Church	0710	0740	0805	0825	0845																
Eston Hotel	--	0747	--	0832	--																
Normanby Hotel	0718	--	0813	--	0853																
Normanby Norman Conquest	0720	--	0815	--	0855																
Bankfields Woodcock Close	0723	--	0818	--	0858																
Eston Square	0728	0753	0823	0838	0903																
Whale Hill Shops	0732	0757	0827	0842	0907																
Grangetown St George's Road	0737	0802	0832	0847	0912																
Dormanstown Broadway West	--	--	--	--	--																
Redcar St Hilda's Church	--	--	--	--	--																
Redcar Regent Walk Shopping Centre	--	--	--	--	--																
Redcar Moore Street	--	--	--	--	--																
						64	64A	64	64A												
						50	05	20	35												
						00	15	30	45												
						07	--	37	--												
						--	23	--	53												
						--	25	--	55												
						--	28	--	58	past											
						13	33	43	03	each											
						17	37	47	07	hour											
						22	42	52	12	until											
						1620	1640	1655	1710	1730	1750	1810	1833	1933	2033	2133	2233				
						1630	1650	1705	1720	1740	1800	1820	1845	1945	2045	2145	2245				
						1637	--	1712	--	1747	--	1827	--	--	--	--	--				
						--	1658	--	1728	--	1808	--	1851	1951	2051	2151	2251				
						--	1700	--	1730	--	1810	--	--	--	--	--	--				
						--	1703	--	1733	--	1813	--	1854	1954	2054	2154	2254				
						1643	1708	1718	1738	1753	1818	1833	1857	1957	2057	2157	2257				
						1647	1712	1722	1742	1757	1822	1837	1900	2000	2100	2200	2300				
						1652	1717	1727	1747	1802	1827	1842	1904	2004	2104	2204	2304				
						--	--	--	--	1808	--	1848	--	--	--	--	--				
						--	--	--	--	1815	--	1855	--	--	--	--	--				
						--	--	--	--	1823	--	1903	--	--	--	--	--				
						--	--	--	--	1826	--	1906	--	--	--	--	--				

Saturday - Middlesbrough Bus Station Stand 11

	64	64	64A	64	64A	64	64A	64	64A	64	64	64A	64	64A	64	64A	64	64A	64	64A	64	64A	64A			
Redcar Moore Street	0504	0609	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Redcar Regent Walk Shopping Centre	0507	0612	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Redcar St Hilda's Church	0514	0619	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Dormanstown Wilton Avenue	0523	0628	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Grangetown St George's Road	0529	0634	0658	0733	0748	0813																				
Whale Hill Shops	0532	0638	0703	0738	0753	0818																				
Eston Square	-	-	0707	-	0757	-	Then at these mins	32	-	02	-	past each hour until	1502	-	1532	-	1607	-	1632	-	1712	-	1802	-	1912	2012
Bankfields Woodcock Close	-	-	0712	-	0802	-		37	-	07	-		1507	-	1537	-	1612	-	1637	-	1717	-	1807	-	1915	2015
Normanby Norman Conquest	-	-	0714	-	0804	-		39	-	09	-		1509	-	1539	-	1614	-	1639	-	1719	-	1809	-	-	-
Normanby Hotel	-	-	0717	-	0807	-		42	-	12	-		1512	-	1542	-	1617	-	1642	-	1722	-	1812	-	1918	2018
Eston Square	0536	0642	-	0742	-	0822		-	52	-	22		-	1522	-	1552	-	1622	-	1657	-	1737	-	1837	-	-
Eston Hotel	0541	0648	-	0748	-	0828		-	58	-	28		-	1528	-	1558	-	1628	-	1703	-	1743	-	1843	-	-
South Bank St Peters Catholic Church	0546	0655	0725	0755	0815	0835		50	05	20	35		1520	1535	1550	1605	1625	1635	1650	1710	1730	1750	1820	1850	1924	2024
Middlesbrough Bus Station Stand 11	0555	0705	0735	0805	0825	0845		00	15	30	45		1530	1545	1600	1615	1635	1645	1700	1720	1740	1800	1830	1900	1935	2035

	64A	64A
Redcar Moore Street	-	-
Redcar Regent Walk Shopping Centre	-	-
Redcar St Hilda's Church	-	-
Dormanstown Wilton Avenue	-	-
Grangetown St George's Road	2104	2204
Whale Hill Shops	2108	2208
Eston Square	2112	2212
Bankfields Woodcock Close	2115	2215
Normanby Norman Conquest	-	-
Normanby Hotel	2118	2218
Eston Square	-	-
Eston Hotel	-	-
South Bank St Peters Catholic Church	2124	2224
Middlesbrough Bus Station Stand 11	2135	2235

Saturday - Redcar Moore Street

	64A	64	64A	64	64A	64	64A	64A	64A	64	64A	64	64A	64A	64A	64A	64A				
Middlesbrough Bus Station Stand 3	0800	0820	0835	50	05	20	35	1620	1640	1655	1710	1730	1750	1810	1833	1933	2033	2133	2233		
South Bank St Peters Catholic Church	0810	0830	0845	00	15	30	45	1630	1650	1705	1720	1740	1800	1820	1845	1945	2045	2145	2245		
Eston Hotel	-	0837	-	07	-	37	-	1637	-	1712	-	1747	-	1827	-	-	-	-	-		
Normanby Hotel	0818	-	0853	-	23	-	53	-	1658	-	1728	-	1808	-	1851	1951	2051	2151	2251		
Normanby Norman Conquest	0820	-	0855	-	25	-	55	-	1700	-	1730	-	1810	-	-	-	-	-	-		
Bankfields Woodcock Close	0823	-	0858	Then at these mins	-	28	-	58	past each hour until	-	1703	-	1733	-	1813	-	1854	1954	2054	2154	2254
Eston Square	0828	0843	0903		13	33	43	03		1643	1708	1718	1738	1753	1818	1833	1857	1957	2057	2157	2257
Whale Hill Shops	0832	0847	0907		17	37	47	07		1647	1712	1722	1742	1757	1822	1837	1900	2000	2100	2200	2300
Grangetown St George's Road	0837	0852	0912		22	42	52	12		1652	1717	1727	1747	1802	1827	1842	1904	2004	2104	2204	2304
Dormanstown Broadway West	-	-	-		-	-	-	-		-	-	-	-	1808	-	1848	-	-	-	-	-
Redcar St Hilda's Church	-	-	-		-	-	-	-		-	-	-	-	1815	-	1855	-	-	-	-	-
Redcar Regent Walk Shopping Centre	-	-	-		-	-	-	-		-	-	-	-	1823	-	1903	-	-	-	-	-
Redcar Moore Street	-	-	-		-	-	-	-		-	-	-	-	1826	-	1906	-	-	-	-	-

Sunday - Middlesbrough Bus Station Stand 11

	64A	64A	64A	64A	64A		
Grangetown St George's Road	0924	1024	24	1724	1824		
Whale Hill Shops	0928	1028	28	1728	1828		
Eston Square	0932	1032	Then at these mins	32	past each hour until	1732	1832
Bankfields Woodcock Close	0936	1036		36		1736	1836
Normanby Hotel	0940	1040		40		1740	1840
South Bank St Peters Catholic Church	0948	1048		48		1748	1848
Middlesbrough Bus Station Stand 11	1001	1101		01		1801	1901

Sunday - Grangetown St George's Road

	64A	64A	64A	64A	64A		
Middlesbrough Bus Station Stand 3	0948	1048	48	1748	1848		
South Bank St Peters Catholic Church	1000	1100	00	1800	1900		
Normanby Hotel	1007	1107	Then at these mins	07	past each hour until	1807	1907
Bankfields Woodcock Close	1011	1111		11		1811	1911
Eston Square	1016	1116		16		1816	1916
Whale Hill Shops	1020	1120		20		1820	1920
Grangetown St George's Road	1024	1124		24		1824	1924

Middlesbrough – Teesport

101

via North Ormesby • Berwick Hills • Thorntree • Brambles Farm • Normanby • Eston • South Bank • Grangetown

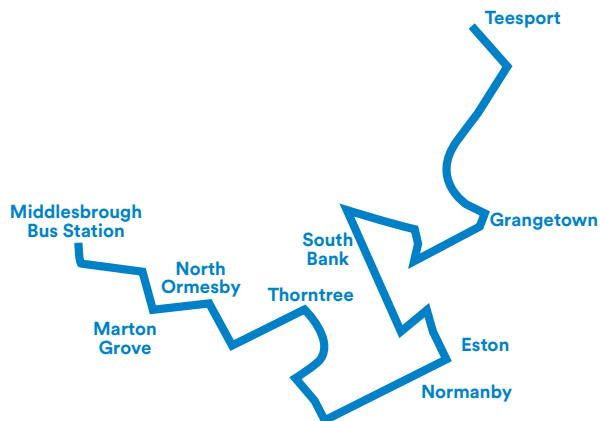
via Middlesbrough Bus Station, Wilson Street, Albert Road, Borough Road, Marton Road, A172 Longlands Road, Ormesby Road, Homerton Road, Cargo Fleet Lane, College Road, The Greenway, Cargo Fleet Lane, Normanby Road, Ormesby Road, Ormesby High Street, Church Lane, Fabian Road, Normanby Road, A66, Church Lane, Trunk Road, Broadway, Trunk Road, Tees Dock Road, Access Roads, Dabholm Road to Tesco Roundabout. Return via outward route reversed to Borough Road, then via Hartington Street to Middlesbrough Bus Station.

DAILY MONDAY TO SUNDAY

Middlesbrough Bus Station	0505	-	1300	-	2100
Longlands Roundabout	0513	-	1308	-	2108
Ormesby Road, Buccaneer	0516	-	1311	-	2111
Berwick Hills	0518	-	1313	-	2113
Thorntree Job Centre	0522	-	1317	-	2117
Ormesby Post Office	0526	-	1321	-	2121
Normanby Top, High Street	0530	-	1325	-	2125
Eston, Church Lane	0532	-	1327	-	2127
South Bank	0538	-	1333	-	2133
Grangetown Broadway	0544	-	1339	-	2139
Teesport, Gates	0547	-	1347	-	2147
Teesport, Tesco Distribution Warehouse	0550	-	1350	-	2150

DAILY MONDAY TO SUNDAY

Teesport, Tesco Distribution Warehouse	0612	-	1412	-	2212
Teesport, Gates	0615	-	1415	-	2215
Grangetown Broadway	0618	-	1418	-	2218
South Bank	0623	-	1423	-	2223
Eston, Church Lane	0628	-	1428	-	2228
Normanby Top, High Street	0630	-	1430	-	2230
Ormesby, Post Office	0633	-	1433	-	2233
Thorntree Job Centre	0637	-	1437	-	2237
Berwick Hills	0640	-	1440	-	2240
Ormesby Road, Bailey Grove	0642	-	1442	-	2242
Longlands	0644	-	1444	-	2244
Middlesbrough Bus Station	0649	-	1449	-	2249



Changes to Service 101 from Sunday 30th October 2022

Following customer requests, there will be some minor retiming of trips to departing from Teesport towards Middlesbrough to be 5 minutes later throughout at 12 minutes past the hour. This is to better assist Teesport employees finishing on the hour. Journeys from Middlesbrough Bus Station towards Teesport remain unchanged.

Stagecoach service 101 is a partnership with the Tees Valley Combined Authority, Tees Valley Mayor, Redcar and Cleveland Borough Council, Middlesbrough Borough Council and Jobcentre Plus. We are delighted to have been chosen to operate this key bus service, providing key transport links to the growing employment area of Teesport.

Service 101 is scheduled to run at key shift start and finish times, providing sustainable public transport links from many areas, including central Middlesbrough, North Ormesby, Berwick Hills, Thorntree, Brambles Farm, Normanby, Eston, South Bank and Grangetown.

Fares

£3.50 per trip
single fare from most locations to Teesport

£6.00 per day
Stagecoach DayRider Plus valid throughout

£18.00 per week
Stagecoach MegaRider Plus valid throughout

£29.00 per week
SmartZone Tees Valley valid throughout

£12.00 per week
Stagecoach 101Rider also exclusively available for travel on this service.

Teesside Tripper, Teesside MegaRider and Teesside SmartZone also valid between Middlesbrough and Grangetown.



TEES VALLEY MAYOR



You might not need this, for up to the minute information why not **download the Stagecoach Bus App.**