



## Transport Statement

Tees Valley Bottom Ash Facility

Grangetown Prairie, Dorman Point

Prepared on behalf of Viridor Waste Limited

March 2023

On behalf of  
**Viridor Waste Limited**

Date  
**March 2023**

Project Number  
**1620013801**

# **TEES VALLEY BOTTOM ASH (BA) FACILITY GRANGETOWN PRAIRIE, DORMAN POINT TRANSPORT STATEMENT**

# GRANGETOWN PRAIRIE, DORMAN POINT TRANSPORT STATEMENT

Project name **Tees Valley BA Facility**  
Project no **1620013801**  
Recipient **Viridor Waste Limited**  
Document type **Report**  
Version **05**  
Date **22/03/2023**  
Prepared by **Khushboo Raniga**  
Checked by **Nicola Evans**  
Approved by **Tom Smith**  
Description **Transport Statement**  
Document no **1620013801-RAM-XX-XX-RP**

This report is produced by Ramboll at the request of the client for the purposes detailed herein. This report and accompanying documents are intended solely for the use and benefit of the client for this purpose only and may not be used by or disclosed to, in whole or in part, any other person without the express written consent of Ramboll. Ramboll neither owes nor accepts any duty to any third party and shall not be liable for any loss, damage or expense of whatsoever nature which is caused by their reliance on the information contained in this report.

Ramboll UK Limited  
Registered in England & Wales  
Company No: 03659970  
Registered office:  
240 Blackfriars Road  
London  
SE1 8NW

<https://uk.ramboll.com>

## CONTENTS

<b>1.</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	Background	1
1.2	Objective and Scope of Works	1
1.3	Limitations and Constraints	1
<b>2.</b>	<b>POLICY CONTEXT</b>	<b>2</b>
2.1	National Planning Policy Framework (July 2021)	2
2.2	Redcar & Cleveland Local Plan (adopted May 2018)	2
2.3	Redcar & Cleveland Local Transport Plan 2011-2021	3
2.4	Tees Valley Design Guide & Specification	3
<b>3.</b>	<b>BASELINE CONDITIONS</b>	<b>4</b>
3.1	Site Context	4
3.2	Highway	5
3.3	Public Transport Accessibility	5
3.4	Pedestrian and Cycle Accessibility	7
<b>4.</b>	<b>PROPOSED DEVELOPMENT</b>	<b>11</b>
4.1	Construction	11
4.2	Parking Provision	11
4.3	Site Access	11
<b>5.</b>	<b>TRIP GENERATION</b>	<b>12</b>
5.1	Staff and HGV Movements	12
<b>6.</b>	<b>CONCLUSIONS</b>	<b>13</b>

## APPENDICES

### Appendix 1

Bus Route Map and Services

# 1. INTRODUCTION

## 1.1 Background

Ramboll UK Limited ('Ramboll') has been commissioned by Viridor Waste Limited to prepare a Transport Statement to support an outline planning application for the proposed development of a Bottom Ash (BA) Facility on a site at Grangetown Prairie, near Tees Valley. The site is located within the administrative authority of Redcar and Cleveland.

The development proposal comprises a BA Facility (hereinafter referred to as the 'proposed development') for which the Applicant intends to submit a planning application for outline planning permission (hereafter referred to as the 'application').

## 1.2 Objective and Scope of Works

This transport statement considers the potential impact of the proposed development on the local highway network. The report comprises the following:

- Chapter 1 – Introduction (this chapter)
- Chapter 2 – Policy Context – A review of national and local development and transport planning policies;
- Chapter 3 – Baseline – a review of baseline transport conditions;
- Chapter 4 – Proposed Development - description of the development proposals including the proposed access, servicing and delivery details and construction traffic plan;
- Chapter 5 – Trip Generation - Calculation of trip generation/attraction of the proposed development; and
- Chapter 6 – Summary and Conclusions.

## 1.3 Limitations and Constraints

In preparation of the report and performance of any other services, Ramboll has relied upon publicly available information, information provided by the client and information provided by third parties. Accordingly, the conclusions in this report are valid only to the extent that the information provided to Ramboll was accurate, complete and available to Ramboll within the reporting schedule.

The key sources of information used to prepare this report are provided as footnotes within the document. Ramboll cannot accept liability for the accuracy or otherwise of any information derived from third party sources.

Ramboll's services are not intended as legal advice, nor an exhaustive review of site conditions and/or compliance. This report is intended solely for the use and benefit of the client for this purpose only and may not be used by or disclosed to, in whole or in part, any other person without the express written consent of Ramboll. Ramboll neither owes nor accepts any duty to any third party, unless formally agreed by Ramboll through that party entering into, at Ramboll's sole discretion, a written reliance agreement.

## 2. POLICY CONTEXT

### 2.1 National Planning Policy Framework (July 2021)<sup>1</sup>

This Framework 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:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

Paragraph 104 of the NPPF states:

*"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

Paragraph 108 of the NPPF states:

*"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

### 2.2 Redcar & Cleveland Local Plan (adopted May 2018)<sup>2</sup>

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*

---

<sup>1</sup> Ministry of Housing, Community and Local Government (2021) National planning Policy Framework, available at:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005759/NPPF\\_July\\_2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf)

<sup>2</sup> Redcar and Cleveland Borough Council (2018) Local Plan, available at: <https://www.redcar-cleveland.gov.uk/resident/planning-and-building/strategic%20planning/Documents/Local%20Plan%20Adopted%20May%202018.pdf>

*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).“

### **2.3 Strategic Transport Plan 2020-2030, Tees Valley Combined Authority<sup>3</sup>**

The Strategic Transport Plan delivers three broad objectives:

- Social Opportunity – Helping people access employment, education, healthcare, culture, leisure and retail locations and improving public health and wellbeing.
- Economic Growth – Delivering the Strategic Economic Plan and the economic growth plans of Tees Valley Local Authorities, helping businesses to grow and flourish.
- Carbon Reduction and Environment – Reducing carbon emissions, minimising the impact of the transport network on the environment and supporting the legislative requirements to reduce air and noise pollution.

### **2.4 Tees Valley Design Guide & Specification<sup>4</sup>**

The Design Guide & Specification has been produced by a working group comprising Engineers and Planners from the Authorities of Hartlepool, Middlesbrough, Redcar and Cleveland, Stockton-on-Tees Borough and Darlington Borough Councils. The Guide indicates the minimum standards of the Highway Authority to ensure adoption under Section 38 of the Highways Act 1980. It is intended to be used by architects, engineers, planners and developers involved in the preparation of schemes for new development.

---

<sup>3</sup> <https://teesvalley-ca.gov.uk/wp-content/uploads/2020/02/STP-Main-Report-Design-Jan20.pdf>

<sup>4</sup> Darlington Borough Council, Hartlepool Borough Council, Middlesbrough Council, Redcar and Cleveland Borough Council, Stockton-on-Tees Borough Council (2021) Design Guide and Specification, available at: <https://www.middlesbrough.gov.uk/sites/default/files/Design-guide-and-specification-Jul21.pdf>

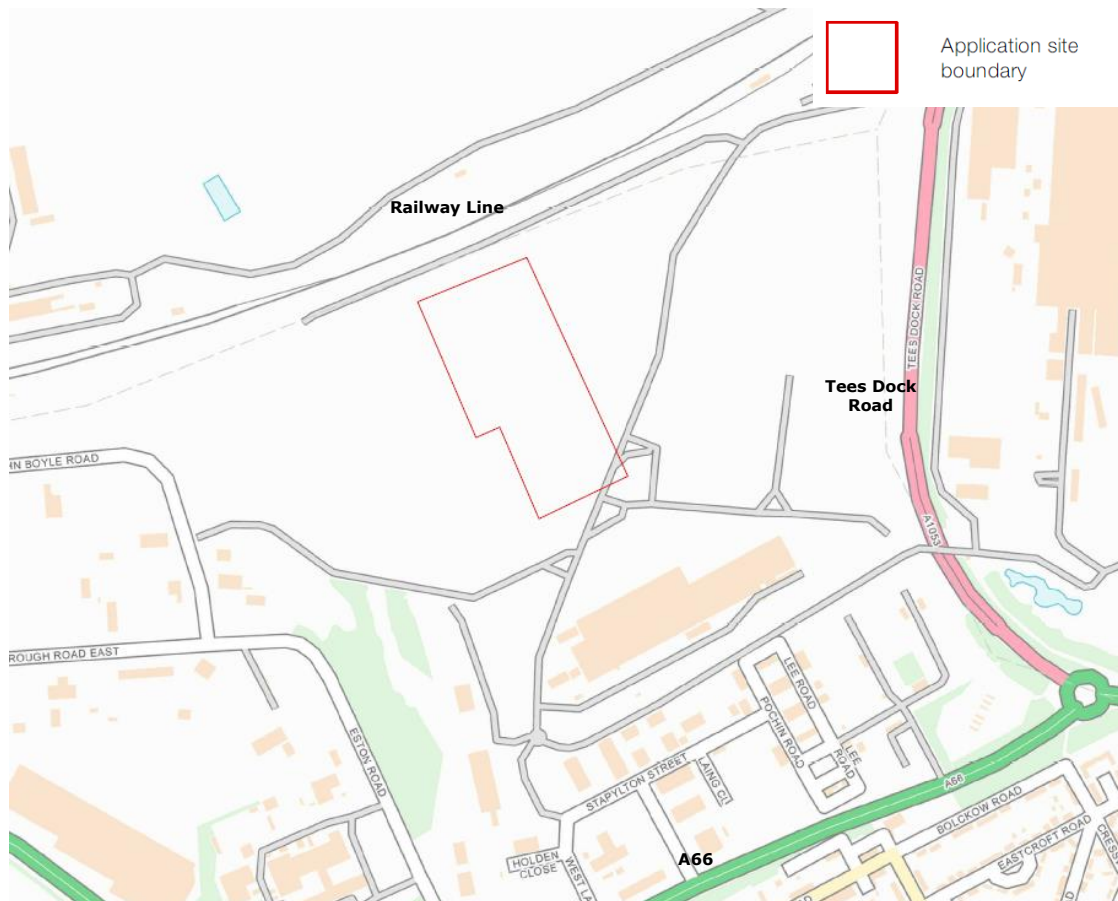
### 3. BASELINE CONDITIONS

#### 3.1 Site Context

The proposed BA Facility site lies within the area known as Grangetown Prairie, owned by the South Tees Development Corporation (STDC). The site forms part of 1,800 ha of land previously occupied by heavy industry and infrastructure that is subject to STDC’s Regeneration Master Plan.

The proposed BA Facility site was formerly used for the production of iron and steel. 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.

The site lies within the southwest corner of the STDC regeneration area, within the Grangetown Prairie Zone. It is located approximately 1.5 km from the River Tees to the north, around 6.5 km to the northeast of Middlesbrough and approximately 5 km south west of Redcar town centre. It is also located immediately adjacent to the eastern boundary of the proposed Tees Valley ERF site.



**Figure 3-1: Site Location.**

The proposed BA Facility site covers an area of around 4.74 ha, that is rectangular in shape and situated to the east of John Boyle Road (with the ERF site in between). To the east of the site lies Tees Dock Road, to the south runs the A66 and to the north is a railway line. Whilst the site does not currently have direct access to the public highway, it is expected that STDC will provide new road infrastructure to serve the site in the near future, as part of the Regeneration Master Plan.



The site is not covered by any landscape designations and is located within a predominantly industrial setting. However, there are some recognised sensitive rural landscape areas situated within the wider area, such as Eston Hills to the south.

### 3.2 Highway

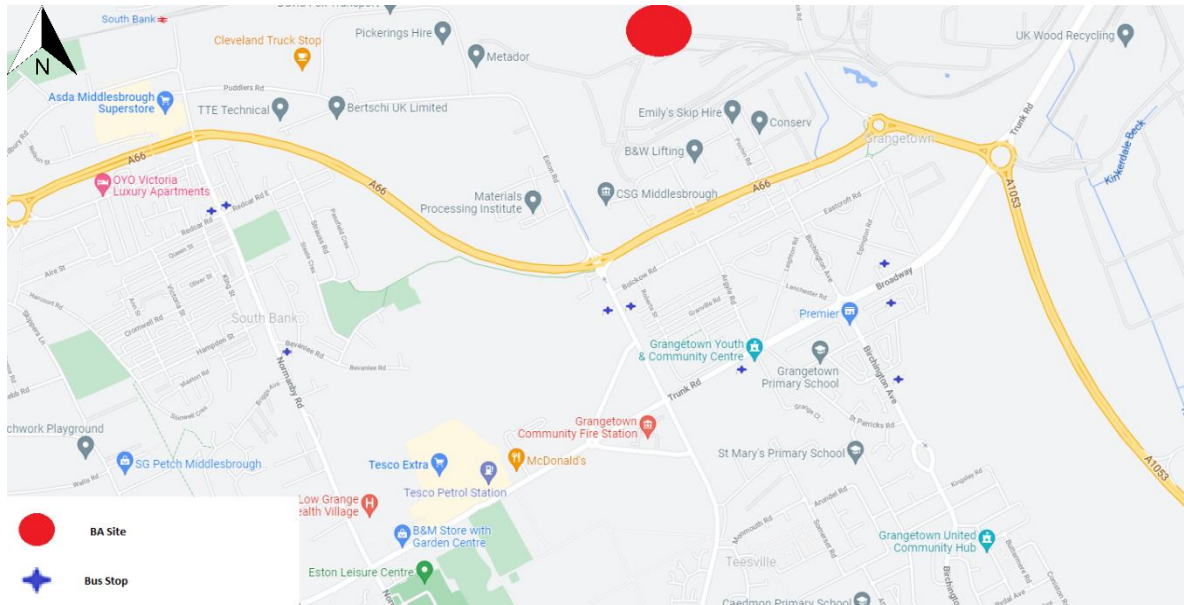
The local highway network within the vicinity of the site is described below:

- **Eston Road/ Middlesbrough Road East** - The new STDC access road, which is partially constructed, 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.

### 3.3 Public Transport Accessibility

#### 3.3.1 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, approximately 1.5 km walking distance to the southeast of the site. The locations of these bus stops can be seen in Figure 3.2.



**Figure 3.2: Bus Stop Locations (Source: <https://www.google.com/maps>)**

A map of the bus routes, with the various services in the area, can be found in Appendix 1. These services are also listed in Table 3.1.

**Table 3.1: 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

### 3.3.2 Rail Services

The closest rail station to the site is South Bank train station. The station is located approximately 1.1km west of the site. The station is operated by Northern Trains and runs between Bishop Auckland and Saltburn. Monday to Sunday services are hourly in both directions. Table 3-2 shows the route and services from the South Bank station.

**Table 3.2: Services from South Bank Station**

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

### 3.4 Pedestrian and Cycle Accessibility

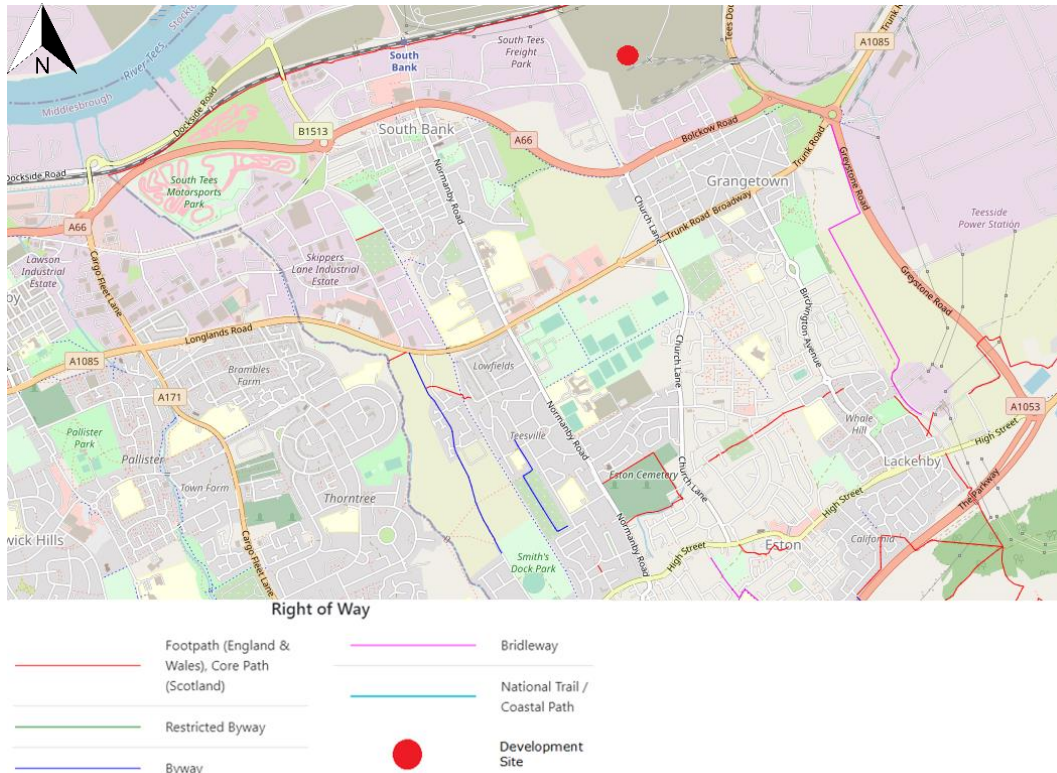
3.4.1 The local pedestrian environment within the vicinity of the site is described below:

- **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.

#### 3.4.2 Public Rights of Way

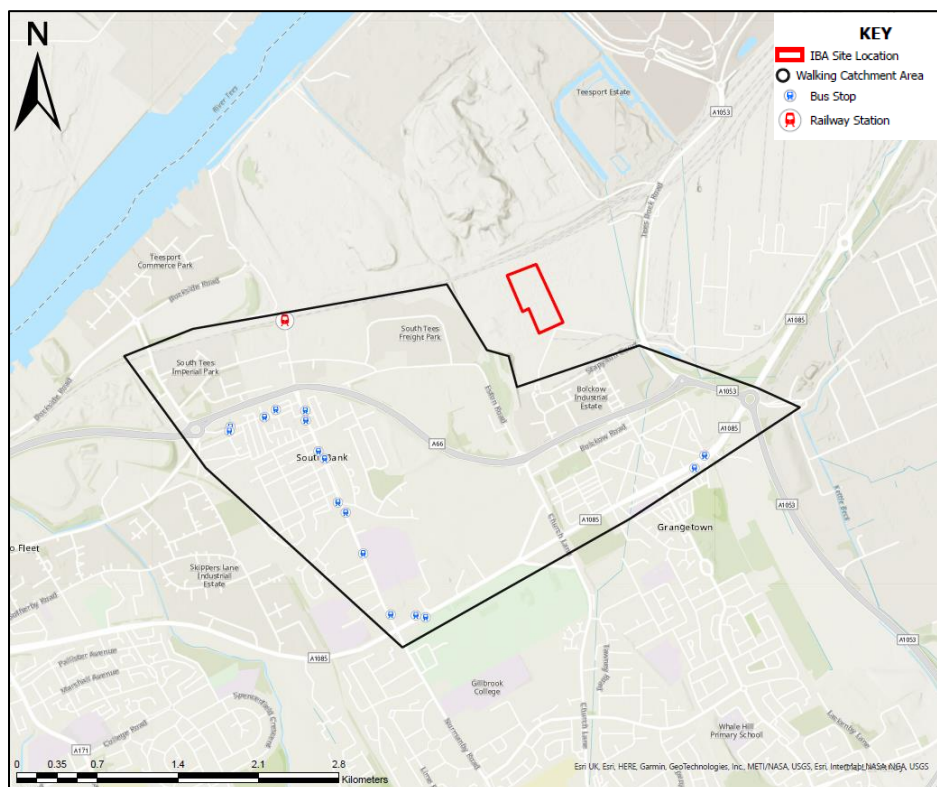
A public footpath is located north of the site and parallel to the Tees Valley railway line on the southern side. A public bridleway is located south east of the site along the A1053. The bridleway starts at the five-arm roundabout with the A1085 Trunk Road, and runs south towards Lackenby.

Figure 3.3 shows the location of the public footpaths and bridleways located around the proposed development.



**Figure 3.3: Location of Public Footpaths and Bridleways around Proposed Development (Source: footpathmap.co.uk). Drawing not to scale.**

Figure 3.4 shows the walking catchment area with walking estimates based on an average walking speed of 4.8 km/h (400 m = 5 mins). The Chartered Institution of Highways and Transportation (IHT) suggests a preferred maximum walking distance of 2 km for commuting trips. An approximate 20-minute walk isochrone from the development site is shown in Figure 3.4, identified as the walking catchment area.



**Figure 3.4: Walking Catchment around the Development Site**

### 3.4.3 Cycle Environment

#### *National Route 1*

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.

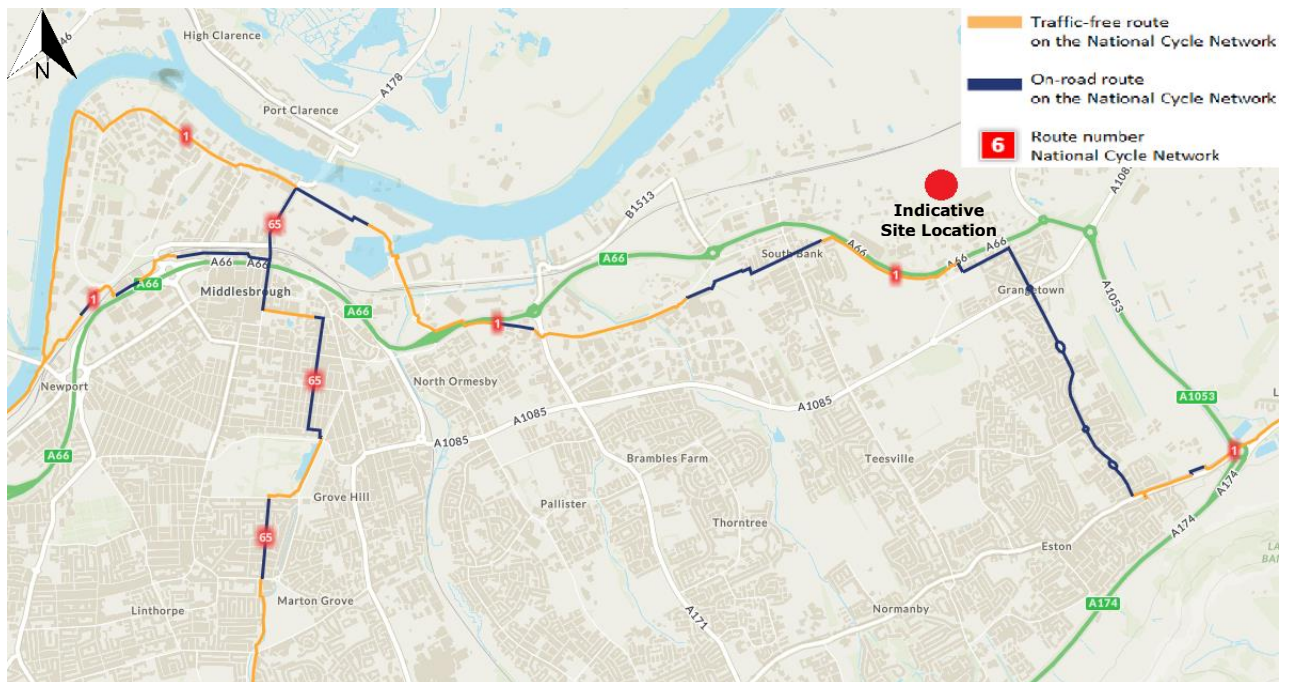
#### *National Route 65*

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*

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 3.5 shows the National Cycle Network routes within the vicinity of the proposed development. Figure 3.6, shows the cycling catchment around the proposed development site.



**Figure 3.5: National Cycle Network around Proposed Development (Source: Sustrans Cycle Map). Drawing not to scale.**

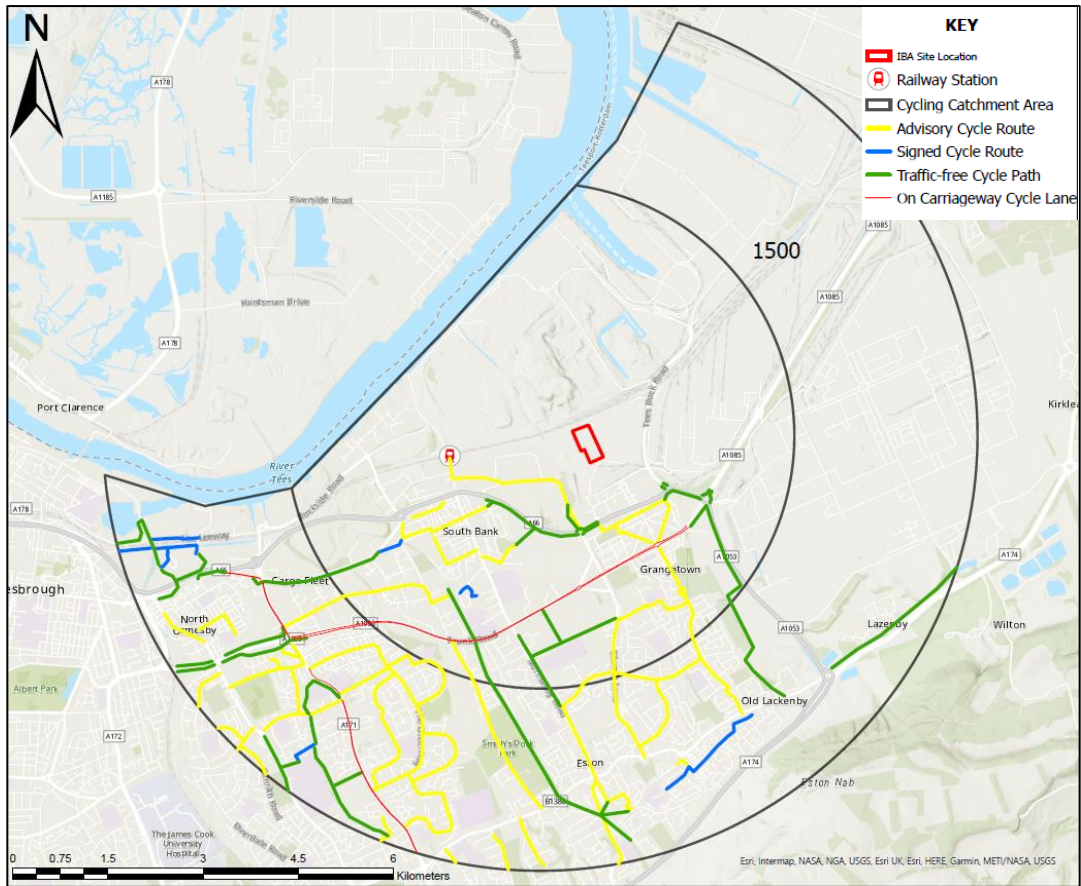


Figure 3.6: Cycling Catchment around the Site (Source: ArcGIS)

## 4. PROPOSED DEVELOPMENT

The proposed development consists of an BA facility, an BA hall, storage bays and ancillary buildings.

The proposed development is anticipated to transfer 100% of the BA (approximately 100,000 tonnes per annum (tpa)) produced from the Tees Valley Energy Recovery Facility (ERF), which is located directly adjacent (west) of the BA site. The process will involve the transfer, by covered conveyor, of the raw BA from the ERF to the raw BA hall at the proposed BA Facility site, or by covered vehicles via an internal link, or by road.

In addition to the 100,000 tpa from the Tees Valley ERF, the proposed new BA Facility would be designed to accommodate up to 80,000 tpa from third party sources. BA from third party sites would be delivered to the BA hall by road. The BA will be placed into storage bays for maturation over a 14-day period.

### 4.1 Construction

It is anticipated that the construction phase may last approximately 35 - 40 weeks. The construction site will typically be operational between 07:00 and 18:00 Monday to Saturday. It is estimated that on average there will be 22 staff on site during the construction phase, with a peak of 34 staff. This would equate to a peak movement of staff vehicles of 68, with 34 arriving between 07:00-08:00 and 34 departing between 17:00-18:00, assuming all staff travel individually by car.

In terms of construction vehicles, it is estimated there will be a total of 83 vehicle movements (including staff vehicles) and 88 HGV/LGVs during the peak of the construction phase which will be for a limited period. This would equate to approximately 9 HGV movements an hour. On average it is anticipated that there will be a daily total of 51 car movements (including a total of 44 staff vehicle movements) and 40 HGV/LGV movements, approximately 4 HGV movements an hour throughout the day.

A construction management plan will seek to mitigate any temporary impact from construction traffic and will include encouraging car sharing and scheduling deliveries throughout the day to minimise the impact of construction traffic on the local highway network.

### 4.2 Parking Provision

Car parking provision at the site will be provided to accommodate staff and visitors. Up to twenty car parking spaces will be provided. It is intended to provide the following, which will be considered further at the detailed design stage:

- two spaces will be electric vehicle spaces (one will be disabled space); and
- two covered and secure cycle racks.

### 4.3 Site Access

Vehicular access to the site will be provided as part of the delivery of the new link road which is proposed to serve the wider STDC masterplan area. The proposed link road infrastructure is independent to this outline application. The new link road infrastructure includes a newly constructed 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 also be provided from the main link road from a series of simple priority junctions.

## 5. TRIP GENERATION

### 5.1 Staff and HGV Movements

The site will operate six days a week from 0600 to 1800 hrs. The site will consist of an operational team working two shifts. It is estimated there will be 10 staff/visitors on site per day with a total number of eight daily shift staff four per shift and 2 visitors. On Sundays it is anticipated that there will be four (2-Way) vehicle movements from maintenance staff only. Table 5.1 shows the staff in and out movement profile across a typical site operation day. It is estimated there will be four staff vehicle movements during the PM peak and potentially 2 visitor vehicle movements in the AM peak, with staff typically due on site before the AM peak.

**Table 5.1 Staff in and out profile (Mon-Sat)**

Hour	Staff		Tradespersons	
	In	Out	In	Out
6:00	4			
8:00-9:00			2	
12:00	4	4		
17:00-18:00				2
18:00		4		

On a daily basis, a total of 180,000t BA will be delivered to the BA Facility of which 100,000t BA will be delivered from the ERF, with the remaining 80,000t delivered from third parties. Table 5.2 shows the forecast maximum in/out vehicle trip generations for HGVs and staff/visitors for a typical operational day. The proposed BA Facility is forecast to generate approximately 45 HGV/LGV movements each way per day (i.e. 90 HGV/LGV movements in total) to deliver unprocessed BA and diesel, remove processed BA and for light commercial fitters / deliveries.

It will also generate approximately 10 passenger vehicle movements each way per day (i.e. 20 movements in total) associated with staff /visitors arriving / departing the site.

**Table 5.2 Maximum Daily 2-Way Vehicle Movements**

HGV	Light commercial fitters/deliveries	Private cars/staff and visitors	Total Movements
<b>86</b>	4	20	<b>110</b>

It should be noted that the BA facility could in turn reduce the number of HGV movements from the adjacent proposed ERF facility if internal deliveries were made via a conveyor or an internal link. On average, approximately 26 daily HGV movements could be reduced from the current proposed average vehicle movements at the ERF facility.



## 6. CONCLUSIONS

This Transport Statement has considered a review of relevant transport and planning policies (Section 2) and the baseline transport conditions at the proposed development site (Section 3). Section 4 provides a full description of the transport aspects of the proposed scheme. The proposed provision is for twenty car parking spaces, of which one would be a disabled space and two would be electric vehicle (EV). Section 4 outlines the predicted staff and HGV movements which during the construction phase would include on average a daily total of 51 car movements (including a total of 44 staff vehicle movements) and 40 HGV/LGV movements, approximately 4 HGV movements an hour throughout the day.

During the operational phase it is anticipated that there will be a total of 110 daily vehicle movements. With 7-8 HGVs an hour throughout the day including typical highway peak periods and four staff vehicle movements during the PM peak, with staff typically due on site before the AM peak.

In conclusion, the proposed development is unlikely to have a material impact on the operation of the local highway network during a typical operational day due to the estimated low vehicle movements. Similarly, the average construction vehicle movements are not anticipated to be significant, and will be temporary. A construction traffic management plan will also be in place to minimise any impacts, which can be secured in an appropriately worded planning condition. Therefore, no further traffic impact analysis is required as part of this Transport Statement.

Transport Statement

GRANGETOWN PRAIRIE, DORMAN POINT

## **APPENDIX 1 BUS ROUTE MAP AND SERVICES**

# Our services in Middlesbrough & East Cleveland



- ..... 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 <sup>1</sup>	62 <sup>2</sup>	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		

<sup>1</sup> Term Time Only <sup>2</sup> 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	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	23	43	53	13	1453	1513	1523	1543	1558	1613	1628	1648	1703	
Whale Hill Shops	0532	0638	0658	0713	0733	0743	0808	0818	0838	0853	0918	28	48	58	18	1458	1518	1528	1548	1603	1618	1633	1653	1708	
Eston Square	--	--	--	0717	--	0747	--	0822	--	0857	--	32	--	02	--	past each hour until	1502	--	1532	--	1607	--	1637	--	1712
Bankfields Woodcock Close	--	--	--	0722	--	0752	--	0827	--	0902	--	37	--	07	--	past each hour until	1507	--	1537	--	1612	--	1642	--	1717
Normanby Norman Conquest	--	--	--	0724	--	0754	--	0829	--	0904	--	39	--	09	--	past each hour until	1509	--	1539	--	1614	--	1644	--	1719
Normanby Hotel	--	--	--	0727	--	0757	--	0832	--	0907	--	42	--	12	--	past each hour until	1512	--	1542	--	1617	--	1647	--	1722
Eston Square	0536	0642	0702	--	0737	--	0812	--	0842	--	0922	--	52	--	22	--	1522	--	1552	--	1622	--	1657	--	--
Eston Hotel	0541	0648	0708	--	0743	--	0818	--	0848	--	0928	--	58	--	28	--	1528	--	1558	--	1628	--	1703	--	--
South Bank St Peters Catholic Church	0546	0655	0715	0735	0750	0805	0825	0840	0855	0915	0935	50	05	20	35	1520	1535	1550	1605	1625	1635	1655	1710	1730	
Middlesbrough Bus Station Stand 11	0555	0705	0725	0745	0805	0820	0840	0855	0910	0930	0945	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		
Middlesbrough Bus Station Stand 3	0700	0730	0755	0815	0835	50	05	20	35	1620	1640	1655	1710	1730	1750	1810	1833	1933	2033	2133	2233	
South Bank St Peters Catholic Church	0710	0740	0805	0825	0845	00	15	30	45	1630	1650	1705	1720	1740	1800	1820	1845	1945	2045	2145	2245	
Eston Hotel	--	0747	--	0832	--	07	--	37	--	1637	--	1712	--	1747	--	1827	--	--	--	--	--	
Normanby Hotel	0718	--	0813	--	0853	--	23	--	53	--	1658	--	1728	--	1808	--	1851	1951	2051	2151	2251	
Normanby Norman Conquest	0720	--	0815	--	0855	--	25	--	55	--	1700	--	1730	--	1810	--	--	--	--	--	--	
Bankfields Woodcock Close	0723	--	0818	--	0858	--	28	--	58	--	1703	--	1733	--	1813	--	1854	1954	2054	2154	2254	
Eston Square	0728	0753	0823	0838	0903	13	33	43	03	past each hour until	1643	1708	1718	1738	1753	1818	1833	1857	1957	2057	2157	2257
Whale Hill Shops	0732	0757	0827	0842	0907	17	37	47	07	past each hour until	1647	1712	1722	1742	1757	1822	1837	1900	2000	2100	2200	2300
Grangetown St George's Road	0737	0802	0832	0847	0912	22	42	52	12	past each hour until	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	--	--	--	--	--	--

**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	-																	
Bankfields Woodcock Close	-	-	0712	-	0802	-																	
Normanby Norman Conquest	-	-	0714	-	0804	-																	
Normanby Hotel	-	-	0717	-	0807	-																	
Eston Square	0536	0642	-	0742	-	0822																	
Eston Hotel	0541	0648	-	0748	-	0828																	
South Bank St Peters Catholic Church	0546	0655	0725	0755	0815	0835																	
Middlesbrough Bus Station Stand 11	0555	0705	0735	0805	0825	0845																	

	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	-	28	-	58	past	-	1703	-	1733	-	1813	-	1854	1954	2054	2154	2254
Eston Square	0828	0843	0903	at	13	33	43	03	each	1643	1708	1718	1738	1753	1818	1833	1857	1957	2057	2157	2257
Whale Hill Shops	0832	0847	0907	these	17	37	47	07	until	1647	1712	1722	1742	1757	1822	1837	1900	2000	2100	2200	2300
Grangetown St George's Road	0837	0852	0912	mins	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	32	past
Bankfields Woodcock Close	0936	1036	at	36	each
Normanby Hotel	0940	1040	these	40	hour
South Bank St Peters Catholic Church	0948	1048	mins	48	until
Middlesbrough Bus Station Stand 11	1001	1101		01	

**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	07	past
Bankfields Woodcock Close	1011	1111	at	11	each
Eston Square	1016	1116	these	16	hour
Whale Hill Shops	1020	1120	mins	20	until
Grangetown St George's Road	1024	1124		24	

# Middlesbrough – Teesport

# 101

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

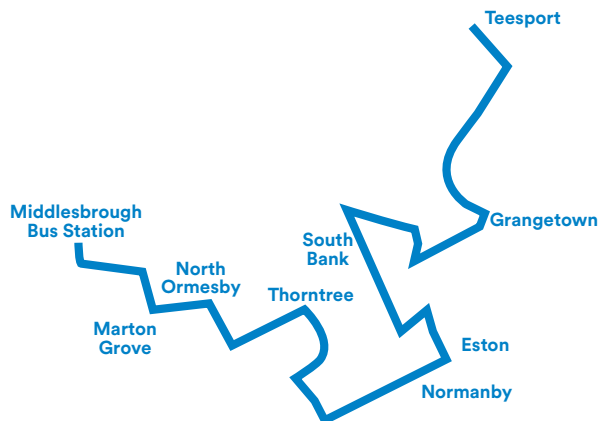
via Middlesbrough Bus Station, Wilson Street, Albert Road, Borough Road, Marton Road, A172 Longlands Road, Ormesby Road, Homerton Road, Cargo Fleet Lane, College Road, The Greenway, Cargo Fleet Lane, Normanby Road, Ormesby Road, Ormesby High Street, Church Lane, Fabian Road, Normanby Road, A66, Church 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.**