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| **A34 Parallel Emergency Cycle Scheme (PECS)** |
|   | Name / Brief Description of scheme / local programme. | A34 Parallel Emergency Cycle Scheme (PECS) |  | The scheme provides an off-road and quiet road cycle route from Stanley Green to the Manchester boundary running approximately parallel to the A34. It improves surfaces on off road roads and links existing paths and quiet roads by bridging key severances with temporary controlled crossings. |
| Scheme length, location and purpose including proposed measures | Scheme length 6kmLocated in Cheadle Hulme and Cheadle in StockportTo promote commuter cycling by less confident cyclists |  | The scheme has a length of approx. 6km.From the south the route starts at Stanley Road and follows an existing Bridleway north to an under-pass of the A34. There it joins Three Acres Lane as far as Eden Park Road. From here it follows Bradshaw Hall Lane and runs close to the east side of the A34 to Etchells Road. North of Etchells Road it follows Bruntwood Lane as far as the A5149 Cheadle Road. At Cheadle Road a crossing would be provided into Brookfields Park at The Village leisure centre in order to connect to cycle routes to Cheadle Village and Cheadle Hulme. A further connection into the Park would be provided over the A5149, now Wilmslow Road, to Broadway. The main route follows the western footway of Wilmslow Road to Mornington Road which leads to Broadway. It follows Broadway to High Grove Road and then Milton Road to the A560 Gatley Road. It crosses Gatley Road to Wensley Road then along Wensley Road to Marchbank Drive which it follows to an emergency access point from Marchbank Drive to the A34. This connects to a foot and cycleway on the east side of the A34 which was built as a prior project and extends to the Manchester boundary.Proposed measures are:Improved surface on Bridleway from Stanley Road to the A34 underpass (800m approx.)Improve connection from Three Acres Lane to Bradshaw Hall Lane to avoid roundabout on Eden Park RoadImproved surface on Bradshaw Hall Lane from Etchells Road south for a distance of 60mTemporary signal crossing of Etchells Road immediately west of Bradshaw Hall Lane including improved path connections / drop crossingsMarking of give way lines at the junction of Llanberis Road with Bruntwood LaneImproved surfacing on Bruntwood Lane from Llanberis Road to Bruntwood Park car park (length 570m approx.)Widening and improvement of path from Bruntwood Lane to Cheadle Road fronting 2 Cheadle Rd (length 25m approx.)Temporary signal crossing of Cheadle Road south of Shiers Drive requiring some works for provision of drop crossings and some clearance of vegetation to ensure adequate forward visibility to the crossingProvide foot/cycleway on west side of Wilmslow Road from Bruntwood Lane to Mornington Road including local widening into the carriageway as necessary to maintain a minimum 3m routePossible amendments to the island in School’s Hill junction to allow use by cyclistsProvide access for cyclists from Mornington Road to BroadwayTemporary signal crossing of Wilmslow Road south of BroadwayConversion of central island on Broadway to provide a cycle crossing point away from the junction with Wilmslow RoadProvision of a temporary signal crossing on Gatley Road between Milton Crescent and Wensley Road including temporary carriageway narrowingWidening of the path from Marchbank Drive to the A34 Signage of the route throughoutAll works on the Highway will be subject to a Road Safety Audit before implementation |
|  Temporary / Permanent (and relationship to M2M / Bee Network) | The scheme complements prior and proposed cycle schemes in the area and has links to CCAG2, A34 MRN and MCF cycle routes |  | The CCAG2 from Wilmslow Road in Cheadle follows the Ladybrook valley to Ladybridge Road in Cheadle Hulme will connect to this scheme in Brookfields Park.The A34 MRN proposed cycle route on the west side of the A34 can be connected to this route at Bradshaw Hall Drive bridge. It will follow the same route on Broadway, High Grove Road, Milton Crescent and Marchbank Drive and will make permanent the crossings of Wilmslow Road and Gatley Road proposed as temporary measures as part of this scheme. The MCF Cheadle Crossings Package links to the CCAG2 path in the Ladybrook Valley and in turn connects to this path. The A555 Links scheme includes a crossing at Stanley Green which will link via the A34 MRN scheme to this path at Bradshaw Hall Lane.The temporary route proposed would meet many Bee Network aspirations in being off road / quiet road and including crossings of key severances in the form of signal controlled crossings. Given the time available it is not possible to create a route that meets MCF standards in terms of path widths, lighting and the quality of the crossings, however if elements of the scheme were made permanent it is considered that most of the route could be upgraded to this standard relatively easily. |
| Cost estimate (inc VAT) inc Cap/Rev split (noting the purpose of the split). | The implementation cost of the scheme is estimated to be £365,000 with a total cost including 12 months operation of £701,000 |  | Costing has been calculated for the initial set up of the route at £365,000. Because of the temporary nature of it there will be equipment hire costs and daily inspection costs which will be substantial and are estimated at £28,000 / month. This adds substantially to the scheme cost which is estimated to be £449,000 if maintained for 3 months, £533,000 if for 6 months and £701,000 for 12 months. If the scheme is required over 12 or more months then it may be more economical to build a permanent scheme rather than pay hire charges.  |
| Timescales and TRO requirements. | The route can be implemented in a timetable of 3 months from the granting of funding |  | The scheme has been deliberately designed to be able to be implemented very quickly. All works are on the Highway or on land under the control of Stockport Council. Some crossings will require implementation of temporary waiting restrictions on main road frontages which will be marked out using cones in the first instance. These are not, however, located in places where much on street parking by residents is currently observed so are unlikely to provide much adverse response. A constraint on the speed of delivery will be the availability of traffic management equipment and temporary signal crossing sets. To facilitate this enquiries are already being made of suppliers so that equipment can be reserved as soon as possible after an announcement of funding. Where paths are proposed for re-surfacing this work will be done within the width of the current path and without reconstruction. This is possible because the paths have been widened and reconstructed in recent years, albeit with a stone surface which will now be improved to a bound surface. |
| Authority via Leaders / CEX / s151 | The scheme has the necessary approvals |  | S151 Officer, Cabinet Member and Leader support this project. |
| Consultation with bus, haulage and disability groups, as necessary. | Key Stakeholder consultation will be carried out |  | The scheme will be subject to consultation with key stakeholders prior to implementation. This will include a site visit with representatives of the Police, TfGM (bus stops), TfGM UTC (signals) and Disability Stockport. Ward Councillors will also be invited to attend. |