

Challenge Fund Toolkit

Scheme Name	Greek Street Bridge Replacement / Junction Re-alignment
Scheme Promoter	Stockport Metropolitan Borough Council

Scheme Details

Scheme Opening Year	2023	Appraisal period: 30 years
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If you are bidding for multiple schemes please fill out a proforma for each scheme. Blue indicates data needs to be added.

SCHEME COST (£1000s)

Financial Year	2019	2020	2021	2022	2023	Totals:
DfT Funding Sought	-	18,000				18,000.0
LA Contribution	-	-	350	-	-	350.0
Other Third Party Funding	-	-	3,650	1,500	1,500	6,650.0
Total	-	18,000	4,000	1,500	1,500	25,000.0

Network Rail  
0.014

All Schemes

Input Data	Specific Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Length of Scheme	0.5	(Km)	The scheme include Replacement Bridge / Highway / Tunnel
Number of vehicles on affected section (split by vehicle type if possible)	12855	(Total vehicles - AADT)	TfGM Site 714 data 2015
Cars	11531	(Cars - AADT)	
LGV	206	(LGV - AADT)	On the absence of the classification data, assumed 1.6% (TRA0106)
HGV	1067	(HGV - AADT)	
PSV	51	(PSV - AADT)	
Average Speed on Route	35.68	(Km/h)	TfGM Site 714 data 2015
Type of Road	Minor	(Motorway, Trunk, Principle or Minor)	
Other salient information for the VfM Case	The existing Greek Street Structure has a very limited residual life. A like for like replacement by Network Rail would be very disruptive to the local network during the construction. The new bridge replacement will provide an opportunity for junction realignment work to be explored. This will facilitate development of the proposed 'Stockport West' residential area of up to 3000 new homes which lies immediately adjacent to the scheme. This will be by provision of highway capacity, walking and cycling links. The proposal will also allow for any future Metrolink extensions to run parallel with the railway to increase network capacity.		

8.3%

Carriageways

SCANNER CATEGORY	Proportion of the road	Average RCI Number	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Red	N/A	N/A	
Amber	N/A	N/A	
Green	N/A	N/A	

Cycleways

Input Data	Specific Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Number of Cyclists	58	Cyclists/day	SRAD Report 1961 Transport Statistics 2017

Diversion

Input Data	Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Please give information about the diversion Route	If road closure is required due to Greek Street structural failure, motorists travelling between either sides of the Westcoast mainline railway will need to use Daw Bank to the north or Booth Street to the south in the vicinity. Any distruprtion to the local network will have a wider impact on journey time and causes delay to all commuters and businesses.		
Length of any diversion route, if closure is required (over and above existing route)	0.5	km	
Average extra time per vehicle on diversion route (over and above existing route)	4	mins	The diverted traffic will be using the busy part of A6, the esimtated additional delay at signalised intersections is expected to be in the region of 4 minutes

Note: there is no need to conduct any additional new modelling. Please use whatever existing route mapping tools currently available.

Bridges

Input Data	Specific Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Please give information about any current or planned weight restriction	The bridge investigation has revealed that the strength of the bridge superstructure is compromised as a result of the lack of, or incomplete, grouting to the pre-stressing tendons. These deck elements are currently assessed as being capable of supporting only 3 tonnes on the east span parapet beams, and 7.5 tonnes on the west span parapet beams. Whilst the main beams are rated at 40 tonnes, this capacity, and that of the edge beams, is now reduced. The transverse pre-stressing is also reduced in effectiveness for the same reasons		
What year is this restriction due to come into place (if preexisting please put 2018)			Currently there is no restrictions in place, however, as can be seen above this is being monitored due to issues with elements of the deck.
Number of days per year the restriction is in effect			
What vehicle class does the restriction apply to?			
Cars			
LGV			
HGV			In the future a 7.5 tonne restriction could be necessary
PSV			In the future a 7.5 tonne restriction could be necessary

Flooding

Input Data	Specific Data	Units	Other Supporting Data / Information (either input directly or provide reference to supporting information reported elsewhere)
Number of closures due to flooding per year	N/A	(number of closures/year)	
(Average) Duration of closure due to flooding	N/A	(duration of closure - hrs)	