

**Examples of schemes eligible for funding  
(Integrated Transport Block Capital Programme Fund 2014/15)**

**Appendix 5**

| <b>Scheme / Costs</b>   | <b>Estimated Costs*</b>                               | <b>Objective Addressed</b> | <b>Pros</b>   | <b>Cons</b>  |
|---|---|----------------------------|---|--|
| Traffic Regulation Orders (TRO's) - generally to prohibit parking (including verge or pavement parking) | Approx £1,000 to £4,000 depending on extend of scheme |                            | <ul style="list-style-type: none"> <li>May assist with regulation of areas of concern</li> </ul>  | <ul style="list-style-type: none"> <li>Will need formal advertisement</li> <li>Can have significant effect on businesses or residents</li> <li>If too onerous, drivers may not willingly comply leading to enforcement burden</li> </ul> |
| Pedestrian refuge islands   | Approx £13,000  |                            | <ul style="list-style-type: none"> <li>Provides a staging area enabling pedestrians to cross roads in two 'bites'</li> <li>Can contribute to speed management acting as a form of calming device.</li> </ul>  | <ul style="list-style-type: none"> <li>Require a minimum road width (depending on traffic route e.g. buses)</li> <li>Can restrict parking nearby and may need an additional TRO</li> </ul>   |
| Dropped crossings   | Approx £1,600   |                            | <ul style="list-style-type: none"> <li>May assist people with mobility issues; prams and the elderly.</li> </ul>  |  |
| Traffic Calming (Physical Measures)   | Dependent on scheme area covered                      |                            | <ul style="list-style-type: none"> <li>Variety of types can be used including road humps; cushions; chicanes; build outs</li> <li>Self enforcing measure working 24/7</li> <li>Effectively guarantees speed reduction and unlikely to need further (police) enforcement action</li> </ul> | <ul style="list-style-type: none"> <li>Will need formal advertisement</li> </ul>   |

|                                 |   |  |   |  |
|---------------------------------|---|--|---|--|
|                                 |   |  | in scheme area  |  |
| 20mph Speed Limit Orders        | Dependent on scheme area covered  |  | <ul style="list-style-type: none"> <li>▪ Ideally need to be considered as part of an area approach to speed reduction</li> <li>▪ Can reduce traffic speeds</li> <li>▪ Not as costly as physical measures</li> </ul> | <ul style="list-style-type: none"> <li>▪ Will need formal advertisement</li> <li>▪ Generally not self enforcing and may need police presence to enforce</li> <li>▪ Generally not as effective at reducing speeds as physical measures</li> </ul> |
| Traffic Signs and Road Markings | £200 - £3,000 but varies on scheme extent and type of signs/markings required |  | <ul style="list-style-type: none"> <li>▪ Comparatively inexpensive</li> </ul>   | <ul style="list-style-type: none"> <li>▪ Some measures may need TROs</li> <li>▪ Must comply with DfT regulations and need to be consistent with national policy/application</li> </ul>   |
| Cycle Lane Marking              |   |  | <ul style="list-style-type: none"> <li>▪ Comparatively inexpensive</li> </ul>   | <ul style="list-style-type: none"> <li>▪ Require a minimum road width (depending on traffic route e.g. buses) and may need an additional TRO</li> </ul>  |
| Vehicle Activated Signs         | £7,000 – £9,000   |  | <ul style="list-style-type: none"> <li>▪ Visually prominent</li> <li>▪ Impactive on those drivers triggering the unit</li> </ul>  | <ul style="list-style-type: none"> <li>▪ Need good location for solar power</li> <li>▪ Need to comply with DfT regulations for type and settings</li> <li>▪ Over provision dilutes impact of message</li> </ul>                                  |
| Cycle Parking Provision         | £250  |  | <ul style="list-style-type: none"> <li>▪ Comparatively inexpensive</li> </ul>   | <ul style="list-style-type: none"> <li>▪ May be difficult to site in some circumstances</li> </ul>   |
| Bitumen cycle path              | £110 per metre  |  | <ul style="list-style-type: none"> <li>▪ Assists/encourages off road cycle use</li> </ul>   | <ul style="list-style-type: none"> <li>▪ May be difficult to obtain a contiguous route</li> </ul>  |

|                          |                      |  |   |   |
|--------------------------|----------------------|--|---|---|
| Puffin/Toucan Crossings  | £67,000 -<br>£80,000 |  | <ul style="list-style-type: none"> <li>Assists pedestrians to cross</li> </ul>  | <ul style="list-style-type: none"> <li>Will need formal advertisement</li> <li>Can restrict parking due to controlled area</li> </ul> |
| Pedestrian dropped kerbs | £1,600 per pair      |  | <ul style="list-style-type: none"> <li>Assists mobility for people with mobility issues, the elderly and people with prams etc</li> </ul> | <ul style="list-style-type: none"> <li>Some locations may not be practicable and may need additional work</li> </ul>                  |

\*It should be noted that the costs identified above are indicative estimates and are for guidance purposes only. There are a range of factors including unknown Statutory Undertakers costs that may not be apparent from an initial inspection. A full cost appraisal will determine the actual cost for a particular request. The list is not exclusive, and other measures can be considered.