

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

Appendix 3

Scheme / Costs	Estimated Costs*	Pros	Cons
Traffic Regulation Orders (TRO's) - generally to prohibit parking (including verge or pavement parking)	Approx £1,000 to £4,000 depending on extent of scheme	<ul style="list-style-type: none"> May assist with regulation of areas of concern 	<ul style="list-style-type: none"> Will need formal advertisement Can have significant effect on businesses or residents If too onerous, drivers may not willingly comply leading to enforcement burden
Pedestrian refuge islands	Approx £13,000	<ul style="list-style-type: none"> Provides a staging area enabling pedestrians to cross roads in two 'bites' Can contribute to speed management acting as a form of calming device. 	<ul style="list-style-type: none"> Require a minimum road width (depending on traffic route e.g. buses) Can restrict parking nearby and may need an additional TRO
Dropped crossings	Approx £1,600	<ul style="list-style-type: none"> May assist people with mobility issues; prams and the elderly. 	
Traffic Calming (Physical Measures)	Dependent on scheme area covered	<ul style="list-style-type: none"> Variety of types can be used including road humps; cushions; chicanes; build outs Self enforcing measure working 24/7 Effectively guarantees speed reduction and unlikely to need further (police) enforcement action in scheme area 	<ul style="list-style-type: none"> Will need formal advertisement
20mph Speed Limit Orders	Dependent on scheme area covered	<ul style="list-style-type: none"> Ideally need to be considered as part of an area approach to speed reduction Can reduce traffic speeds Not as costly as physical measures 	<ul style="list-style-type: none"> Will need formal advertisement Generally not self enforcing and may need police presence to enforce Generally not as effective at reducing speeds as physical measures
Traffic Signs and Road Markings	£200 - £3,000 but varies on	<ul style="list-style-type: none"> Comparatively inexpensive 	<ul style="list-style-type: none"> Some measures may need TROs Must comply with DfT regulations and

	scheme extent and type of signs/markings required		need to be consistent with national policy/application
Cycle Lane Marking		<ul style="list-style-type: none"> ▪ Comparatively inexpensive 	<ul style="list-style-type: none"> ▪ Require a minimum road width (depending on traffic route e.g. buses) and may need an additional TRO
Vehicle Activated Signs	£7,000 – £9,000	<ul style="list-style-type: none"> ▪ Visually prominent ▪ Impactive on those drivers triggering the unit 	<ul style="list-style-type: none"> ▪ Need good location for solar power ▪ Need to comply with DfT regulations for type and settings ▪ Over provision dilutes impact of message
Cycle Parking Provision	£250	<ul style="list-style-type: none"> ▪ Comparatively inexpensive 	<ul style="list-style-type: none"> ▪ May be difficult to site in some circumstances
Bitumen cycle path	£110 per metre	<ul style="list-style-type: none"> ▪ Assists/encourages off road cycle use 	<ul style="list-style-type: none"> ▪ May be difficult to obtain a contiguous route
Puffin/Toucan Crossings	£67,000 - £80,000	<ul style="list-style-type: none"> ▪ Assists pedestrians to cross 	<ul style="list-style-type: none"> ▪ Will need formal advertisement ▪ Can restrict parking due to controlled area
Pedestrian dropped kerbs	£1,600 per pair	<ul style="list-style-type: none"> ▪ Assists mobility for people with mobility issues, the elderly and people with prams etc 	<ul style="list-style-type: none"> ▪ Some locations may not be practicable and may need additional work

*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.