# A guide to the cost of highway works

Below is a guide to the cost of the more common requests for the provision of highway works (as of April 2016). It is intended to help members when considering such issues in their area.

Costs quoted are approximate and do not include fees involved with the design and implementation of the scheme or the cost of any legal procedures involved unless stated.

It should also be noted that all costs will be site specific and that this listing should only be used to give an outline to the costs which can be expected. In particular the impact of traffic management and location of statutory undertakers apparatus may significantly impact on the pricing of any scheme.

**Pedestrian facilities**

Zebra crossing (including high friction surfacing on approaches if required) typically costs between £18,000-£28,000 with electrical supply and lighting changes accounting for a significant element in the variance in the cost.

Divided zebra crossing (including high friction surfacing on approaches if required) typically costs between £25,000-£35,000.

Puffin crossing (including high friction surfacing on approaches if required) typically costs between £25,000-£35,000.

Toucan crossing (including high friction surfacing on approaches) typically costs between £25,000 - £35,000.

A typical pedestrian refuge, including electrical works and all other associated works, costs between £5,000-£7,000. Refuges allow pedestrians to cross one stream of traffic at a time. They are useful where the concentration and number of pedestrians is fairly low. By narrowing the road, they reduce speeds, but the road needs to be wide enough to allow for a suitable refuge and the safe passage of vehicles and cycles.

**Footways**

Pedestrian safety and comfort can be enhanced by providing or improving footways on the pedestrian network. The introduction of a missing footway link may encourage more people to walk. The highway needs to be wide enough to allow for a suitable footway and safe passage of traffic. The provision of dropped kerbs and tactile surfacing may also be appropriate.

To construct a new footway using standard bituminous materials typically costs approximately £150 per metre, with kerbing/edgings costing approximately £70 per metre.

A shared use cycleway/footway will be similar to a standard footway. However, it will be of greater width and will require additional signing and possibly changes to the street lighting.

**Parking controls**

Parking restrictions

Parking restrictions, the cost of formulating the proposals, the consultation and the progression of the associated legal traffic orders is the larger proportion of the total cost of introducing parking controls. Typically this can cost around £3,000 per site. The cost of the yellow lines and associated road signs account for a much smaller proportion of the total scheme.

Residents Parking and Disabled Bays

The costs of developing the proposals, the surveys of the site to ensure it meets Council policies and the formal consultation and the progression of the associated legal traffic orders again is the larger proportion of the total cost of introducing such schemes. Again the markings and signing required do not form the substantive element of the cost which can be up to £5,000 per site.

White lining

White lining costs up to £1 per metre. Hatching as shown above costs approximately £10 per metre squared. Removal of white lines costs between £12 and £36 per metre depending on the method required. Road studs cost around £15 each.

## Signs

To erect a warning or regulatory sign on a new sign post costs between £200 and £350, dependant on size.

To erect a directional sign on new posts typically cost between £400 and £700, dependant on size. If any sign requires external illumination then an approximate further £1,000 can be added to the cost for ducting, connection to the electricity supply and lighting unit.

A village nameplate on two new posts costs up to £350 plus traffic management costs to allow for installation..

**Traffic Calming and 20 mph limits and zones**

Lowering speed limits alone may not have the desired effect. Currently, the Government advises that 20mph speed limits should be self- enforcing. Thus in many locations it is often necessary to install traffic calming measures to ensure that speeds are no greater than 24mph. Listed below are a number of components and their associated costs which need to be considered when designing schemes such as these.

Full gateway or entry treatment, including signs, lines and coloured high friction surfacing. This is often used to signify the start of any restriction and is particularly important where traffic speeds are not naturally reduced, such as at a junction. Additionally it may be advantageous to include rumble strips or dragon's teeth at these locations which alert the driver to a change in the driving environment. Dragons teeth provide a visual change and narrowing of the road. Rumble strips change the sound and feel of the car, however the noise generated often make these unsuitable in proximity to housing. This type of feature typically costs around £4,500. This cost will rise if any electrical work to the signs is required.

**Road Humps (sleeping policemen)**

Road humps are used to stop people speeding up rather than slow them down. They need to be accompanied by slowing features at each end of a run of humps. They are suitable for residential areas but are not acceptable on bus routes. Effectiveness

decreases as spacing increases. Typically these will be placed at 100m to 120m centres as excessive distances both reduce their effectiveness and also lead to patterns of acceleration and breaking. Cost per hump about £2100.

## Speed Cushions

Raised rectangular areas. There can be one, two or three, depending on the width of the road. Like humps they are most suitable for built up areas where there is an established need to slow traffic. They do not slow speeds to the same extent as humps but do give emergency vehicles and buses a smoother ride and consequently can be used on bus routes. Typically they are located at 50m to 70m centres. Each cushion costs approximately £1200.

## Speed Tables

Similar to road humps but longer and with a flattened top, sometimes used to give pedestrians a level crossing between footways. They can also be used throughout a junction. This is especially useful where there are a lot of pedestrians. If they are long enough, they provide a smoother ride for buses than humps and consequently can be used on public transport routes. These measures are often used in conjunction with humps or cushions to create a traffic calmed area. At a cost of around £6,000 each they are quite expensive.

## Interactive Signs

These detect the speed of oncoming traffic using a radar device. If a set threshold is exceeded, a sign indicating a specific hazard or speed limit is triggered. The approximate cost is £5,000, however this is dependent on the location of an electrical supply.

**Mini roundabouts**

Equal priority in all directions can slow traffic. Ideally, there needs to be a reasonably large flow on all arms for this to be effective. However roundabouts can make some turns easier which can lead to rat-running. They can be expensive and may also need works to slow traffic down on the approach to the roundabout. A typical mini-roundabout (without re-surfacing of the carriageway) with signing, lining, street lighting costs between £4,000 and £7,000 with an additional £5000 per splitter island, if required.

Localised widening or construction of footway can narrow the road and slow traffic. They reduce crossing distance and improve visibility for pedestrians crossing the road. Placed alternately they provide chicanes which can be effective in slowing traffic. Roads can be narrowed to such an extent that only single file traffic is allowed. They can also be used to provide sheltered parking. These measures are suitable for use in urban or rural locations, as initial slowing features and as part of gateway features. Single lane build outs are not suitable for roads with high traffic flows. The cost of a set of chicanes will be approximately £4,000 to £6000 but will be dependent on both electrical and drainage work requirements. * see note below

**Other highways works**

Pedestrian guard rail typically costs around £3,000 which would cover a 10m length.

Standard dropped kerbs (1 side only) typically costs £600-£800.

Bollards cost between £150 and £350 each. The £150 would typically be the cost of a wooden verge bollard with the higher cost covering a more substantive protective bollard.


Carriageway roundel costs up to £35 dependant on size and speed limit.

One Way Roads

These can be used to control the circulation of traffic but often lead to faster speeds as there is no opposing flow. Traffic can increase on other roads so there needs to be a suitable route for traffic travelling in the other direction. One way streets can attract new traffic so overall traffic may not decrease. The cost of these systems is entirely site specific but is unlikely to be less than £10,000 and may be considerably more.

**Litter bins and Grit bins**

Supply and installation of litter bin including 3 years maintenance costs:

- Duo bin - £1,620
- Quad bin - £2,050

Supply and installation of dog waste bin including 3 years maintenance costs:

- 40 litre capacity - £1,260
- 60 litre capacity - £1,350

Supply and installation of 0.5 tonne capacity grit bin including 3 years maintenance costs:

- £335

**Public Lighting**

Supply and install 1No. lighting column linked to City and County of Swansea public lighting network and including 25 year energy costs:

- £1460

Supply and install 1No. lighting column linked to Western Power Distribution supply network and including 25 year energy costs:

- £2,050

**Bus shelters**

Supply and installation of 2 bay cantilever bus shelter with Polycarbonate upper and lower panels:

- £2,700 - £3,200

Supply and installation of 2 bay cantilever bus shelter with Polycarbonate upper and solid lower panels:

- £2,800 - £3,400

Supply and installation of 2 bay enclosed bus shelter with Polycarbonate upper and solid lower panels:

- £4,300

In addition to the above purchase and installation costs, all shelters shall be subject to a maintenance charge for a 5 year period costing a further £1,135

The above maintenance charge covers the following:

- 3 No. Replacement Polycarbonate panels - £495 total
- 1 No. power wash cleaning per annum - £280 total
- Final year power wash and paint - £360 total

It should also be noted that any repairs due to vandalism over and above 3 No. polycarbonate panels shall be charged to individual Ward's Community Charge allocation.