

Active Travel Costed Guide



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Hampshire
County Council

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1.0	DRAFT released internally 11.3.2026	NW - Universal Services
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3.0	Planned update when Lane Rental Scheme is adopted	

Introduction

This is a guide to the costs for the provision of highway schemes delivered by Hampshire County Council. It is intended to provide members, parish and town councils, boroughs and districts, developers and members of the public with information about the potential costs and works involved in improving active travel infrastructure across the county. It is designed to be used to estimate the costs of highways improvement schemes under the:

- [Community Funded Initiative \(CFI\)](#).
- [Community Funded Highway Infrastructure \(CFHI\)](#).
- [Local Walking and Cycling Infrastructure Plans \(LCWIPs\)](#);
- Hampshire County Council led schemes; and
- by developers of new housing, retail, employment and other land uses.

The costs in this guide include works, traffic management (TM), contractor site establishment (covers compound, welfare and general preliminaries) design fees and optimism bias (Gateway 0/1 Concept/Feasibility). They do not include the cost of any legal procedures, land purchase, site specific issues e.g. drainage, the diversion and protection of public utility apparatus (which may be required where excavation is needed and can add significant costs), lane rental and future maintenance.

All costs assume construction in Summer 2026 and can be updated to forecast beyond this date using 4.5% PA up to the expected construction date. However, it is recognised that external market forces can impact costs over and above this forecast, and that costs can evolve over time and through the design process as the scope of works and scheme specific details are finalised. These costs are therefore a guide but should not be used as a substitute if more detailed scheme specific cost information is available.

All schemes using this information must align with Hampshire County Council's:

- [Traffic Management Policy Guidance](#)
- [Technical guidance notes](#)
- [Highway Construction Standard Details](#)
- [20mph-speed-limit policy](#)
- [Commuted sum policy](#) (not applicable to County Council schemes)
- [Lane rental scheme](#) (when this is live) and
- PmV²

What is lane rental?

Hampshire County Council is developing a lane rental scheme aimed at reducing traffic disruption by charging works promoters a daily fee to undertake works on the public highway. The fees would apply to all works undertaken and would encourage works to be completed as quickly as possible or rescheduled to avoid the peak traffic periods. Such a scheme would apply to the most strategic roads within Hampshire.

What is a commuted sum?

Commuted sums are financial contributions made by third parties to Highway Authorities as compensation for taking on the future maintenance responsibility for newly created highways or highway improvements, including Public Rights of Way (PROW). They are typically, although not invariably, secured through Section 38 and/or Section 278 legal agreements made with developers and landowners. They are not applicable to County Council's Capital Programme schemes.

What is PmV²?

The County Council currently uses a well-established objective numerical assessment for considering requests for signal-controlled crossings based on the PV² value (where 'P' is the number of people walking, people cycling and horse riders, and 'V' the number of vehicles). It is used to identify the difficulty people have in crossing a road.

A survey is carried out over a 12-hour period to determine the number of people walking and vehicles, 50 metres either side of the proposed crossing location. In order to take account of other important factors in the PV² value, a weighting factor will be applied to vulnerable people walking (children, older people and disabled people walking/wheeling), and the barrier effect of a busy road that is difficult to cross shall be included by taking account of the speed limit, width and casualty history of the road. This will produce the PmV² value.

What is optimism bias?

Optimism bias is the systematic tendency for project appraisers to be overly optimistic when estimating a project's costs, benefits, and delivery timescales. This means forecasts often underestimate the true cost or duration or overestimate the benefits.

To correct for this, appraisers must apply explicit, evidence-based adjustments - known as optimism bias uplifts - using data from past or comparable projects and tailoring these adjustments to the specific characteristics of the project.

Where strong project-specific evidence isn't available, standard cost and time uplift percentages for different types of projects should be used. Details of how this is applied in the UK are here: [Green Book supplementary guidance: optimism bias - GOV.UK](#)

Disclaimer: The cost information in this document is illustrative and should not be used as a fixed shopping list. Scheme costs can be influenced by many variables - including site conditions, design complexity, material choices, and market fluctuations - and should therefore be assessed on a project-by-project basis

Measures for walking

Background

Everyone benefits from the routine activity of walking and moving our bodies. Walking or wheeling for short trips, or as part of longer public transport trips, as part of our daily lives is one of the best ways to keep our minds and bodies healthy throughout life.

People will choose to walk or wheel if these are the most attractive options for them. This means making walking and public transport use more convenient, pleasant and appealing, than using a car for those journeys that don't need to be done in a car.

Our streets need to be easy to cross for everyone. People want to be able to get where they want to go directly and quickly. If we make that difficult for them, they can get frustrated and give up. This is called 'severance' and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it's fast-moving traffic too. Additionally, the people most likely to be walking can be those who face greater barriers to doing so due to illness, injury, disability or age.

People walking along a street should have priority when crossing side road junctions and entrances. The onus is on the person turning a vehicle in or out of the access road, loading bay or car park to do so carefully while yielding to people crossing their path.

Measures to improve facilities for walking are set out below.

Continuous footway

Description

An uninterrupted footway that extends across a side road giving much clearer priority to pedestrians crossing. This design prioritises walking, safety and accessibility by maintaining the same level and surface of the footway, requiring vehicles to slow down and travel up and over it.

Continuous footways can provide a clear visual and tactile indication that people using the footway have priority, in line with the movement hierarchy. Most locations will require yellow/buff tactile paving.



Dyson Drive, Winchester

Site requirements

TG10 includes guidance on where such crossings may be safely used and where tactile paving is required. Early consultation with the County Council's Asset Management team is required to agree the suitability of any proposed sites.

Continuous footways work best when there are low levels of motor traffic turning in and out of them at low speeds.

Continuous footways must not be used across a Priority One or Priority Two salting routes. These tend to be heavily used roads, access roads to emergency services, major bus routes, routes to large schools, and locally critical infrastructure. Refer to the [County Council's salt route map](#).

Typical costs

From £40,000 (3m wide footway)

From £47,000 (5m wide shared use path)

Potential additional costs - works and risks

- Drainage alterations — the crossing point shall not have a drainage gully located within the crossing area and may require gullies at the edge of the ramp
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations
- Traffic Regulation Order (TRO) for changes to restrictions.
- Traffic surveys may be required.

Uncontrolled pedestrian crossing

Description

The most basic form of pedestrian crossing. An uncontrolled crossing point is a location where people can cross the road without the aid of traffic signals, zebra crossings, or other forms of traffic control.

People crossing use their own judgement to cross safely by waiting for a suitable gap in traffic.

People driving are not required to stop to give way to people waiting to cross away from a junction. When people are crossing or waiting to cross at a junction, other traffic should give way in accordance with The Highway Code.

A basic uncontrolled crossing has dropped kerbs and yellow/buff tactile paving on either side of the road.



Beaufort Road, Bordon

Site requirements

The crossing must be located at a safe point where there is good visibility for all users (in accordance with Technical Guidance Note TG3) and where it will not be obstructed by parked vehicles.

There may be opportunities for further streetscape enhancements to mitigate these potential issues, such as in areas of dominant on-street parking, building out a crossing point and widening the nearby pavement to physically prevent parking. Further investigation would be required.

Any crossing should be located on, or close to, the desire line where people want to cross.

Typical costs

From £21,000

Potential additional costs - works and risks

- Kerb buildouts — to act as a traffic calming measure to reduce the crossing distance. See **Uncontrolled pedestrian crossing (with refuge)**.
- Extended footway links to connect the crossing point to nearby footways.
- Drainage alterations — the crossing point shall not have a drainage feature (gully) located within the crossing area and may require a drainage feature (gully) immediately next to the dropped kerbs.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations
- Traffic Regulation Order (TRO) for changes to restrictions.
- Traffic surveys may be required.

Uncontrolled pedestrian crossing (with refuge)

Description

A basic form of pedestrian crossing that is not controlled by any forms of traffic control but has a refuge space halfway across. The refuge enables people crossing the road to do so in two stages, making it easier to find a suitable gap in the traffic when there is more continuous two-way flow.

People crossing use their own judgement to cross safely by waiting for a suitable gap in traffic.

People driving are not required to stop to give way to other people waiting at the crossing point. This does not apply to crossing points that are in place for pedestrians to cross a side road, in which case, pedestrians have priority as defined in The Highway Code.

An uncontrolled crossing with a refuge island has dropped kerbs and yellow/buff tactile paving on either side of the carriageway and on the refuge island. Reflective bollards and signs are incorporated to highlight the island to traffic.



A30, Stockbridge

Site requirements

Refuge islands can be installed where an existing uncontrolled crossing is located if there is sufficient space and visibility.

New crossings must be located at a safe point where there is good visibility for all users (in accordance with Technical Guidance Note TG3) and where it will not be obstructed by parked vehicles.

There may be opportunities for further streetscape enhancements to mitigate these potential issues. A further investigation would be required.

Any crossing should be located on, or close to, the desire line where people want to cross.

Typical costs

From £40,000

From £150,000 if carriageway widening is required

Potential additional costs - works and risks

- Extended pavement links to connect the crossing point to nearby pavements.
- Drainage alterations — the crossing point shall not have a drainage feature located within the crossing area and may require a drainage feature immediately next to the dropped kerbs.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations
- Traffic Regulation Order (TRO) for changes to restrictions.
- Traffic surveys may be required.

Zebra crossing

Description

Zebra crossings offer the greatest advantage to people walking as they give them priority over all other road users with no time delay.

They provide space to cross the road that is clear and obvious to all users. They can be quicker for people walking to use and may cause less delay to people driving as there is no need to give way if no one is waiting to cross.

Zebra crossings are marked with white paint blocks, zig-zag lines in the road, illuminated yellow globes and red tactile paving on either side of the road on the pavement.



Chilbolton Avenue, Winchester

Site requirements

- Should not be used on cycle routes that require a crossing as people cycling are not authorised to use zebra crossings. **Parallel Crossings** can be used instead.
- Sufficient pavement width to ensure that people waiting to cross do not block walking/cycling routes that pass the crossing location.
- Maximum speed limit of 30mph and measured 85th percentile approach speeds of less than 35mph.

- Sufficient [street lighting](#) to illuminate the entire crossing.
- Nearby power supply for the globes.
- Good visibility for people driving and using the crossing (in accordance with Technical Guidance Note TG3) and not on or near a bend or obscured by trees, boundaries or parking.

Typical costs

From £120,000

Based on recent projects, additional works are often needed and a more realistic estimate would be between £200,000 and £250,000.

Potential additional costs - works and risks

- Carriageway resurfacing on the approaches to the crossing if it has insufficient skid resistance. Further investigation would be required.
- Kerb buildouts — to act as a traffic calming measure and reduce the crossing distance.
- Pavement widening.
- Delivery of a raised table. A limited number of shallow raised tables are being trialled on Priority One salting routes.
- Drainage alterations — the crossing point should not have a drainage gully located within the crossing area and may require a gully immediately adjacent to the dropped kerbs.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Additional street lighting if the existing is insufficient to light the crossing.
- Traffic surveys may be required.

Bent out crossing

Description

A bent-out crossing is a crossing of a side road that bends inwards to allow a vehicle entering the junction to stop within the junction without blocking the path of people walking or cycling or blocking traffic on the main road. In appropriate locations, causing minor delays to traffic on the main road may be a useful way of reducing traffic speeds. In those situations, a continuous crossing could be more appropriate. Continuous crossings also ensure that people walking and cycling can stay on their desire line.



Elmleigh Road, Havant

Site requirements

- Bent-out crossings are most appropriate in rural and semi-urban areas, and along higher speed roads.
- Where they are used in urban areas additional care should be taken to ensure that people walking are not inconvenienced. This could be achieved by aligning the bent-out crossing to existing desire lines, reducing the distance across the road and making it quicker and easier to cross. Additionally, slower vehicle speeds and improved visibility may improve safety and comfort for people walking.

- A gap of approximately 5m between the main road and the give-way marking for the crossing.
- Wide space either side of the junction so that the cycle lane angle does not exceed 45°.

Typical costs

From £120,000

Potential additional works and risks

- Carriageway resurfacing on the approaches to the crossing if it has insufficient skid resistance. Further investigation would be required.
- Pavement widening.
- Drainage alterations — the crossing point should not have a drainage gully located within the crossing area and may require a gully immediately adjacent to the dropped kerbs.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Additional street lighting if the existing is insufficient to light the crossing.
- Incorporating a raised table.
- Traffic surveys may be required.

Parallel crossing

Description

A combined crossing for people walking and cycling giving both groups equal priority over all other traffic.

They provide space to cross the road that is clear and obvious to all road users. They can be quicker for people walking and cycling to use and may cause less delay to people driving as there is no need to give way unless a user is waiting to cross.

The crossing is similar in appearance to a zebra crossing but is wider to include a parallel route for people cycling highlighted with 'elephants footprint' markings.



High Street, Bordon

Site requirements

- Should only be used where the crossing will connect two cycle routes.
- Sufficient pavement width to ensure that cycles and people waiting to cross do not block walking/cycling routes that pass the crossing location.
- Maximum speed limit of 30 mph and measured 85th percentile approach speeds of less than 35mph.
- Sufficient street lighting to illuminate the entire crossing.
- Nearby power supply for the globes.

- Good visibility for all users (in accordance with Technical Guidance Note TG3) and not on or near a bend or obscured by trees, boundaries or parking.

Typical costs

From £140,000

Based on recent projects, additional works are often needed and a more realistic estimate would be between £250,000 and £350,000.

Potential additional costs - works and risks

- Carriageway resurfacing on the approaches to the crossing if it has insufficient skid resistance. Further investigation would be required.
- Kerb buildouts — to act as a traffic calming measure and reduce the crossing distance.
- Pavement widening.
- Drainage alterations — the crossing point should not have a drainage gully located within the crossing area and may require a gully immediately adjacent to the dropped kerbs.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Additional street lighting if the existing is insufficient to light the crossing.
- Delivery of a raised table. A limited number of shallow raised tables are being trialled on Priority One salting routes.
- Traffic surveys may be required.

Puffin crossing

Description

An on-demand crossing using traffic signals to stop traffic so that people can cross.

Once the traffic has been stopped lots of people can cross at the same time.

Operated by a push-button unit which is usually attached to the traffic signal pole, puffin crossings use sensors to detect if people are still on the crossing and can extend the red-light duration until it is clear. They often use sound and/or tactile cones (a small rotating device under the push button unit) to help people with visual impairments to know when to cross.

They are appropriate to use where speeds would be too high for a zebra crossing but cannot be used where the 85th percentile traffic speeds exceed 50mph.



High Street, Bordon

Site requirements

- Sufficient street lighting to illuminate the entire crossing.
- Sufficient pavement width to ensure that people waiting to cross do not block walking/cycling routes that pass the crossing location.
- Nearby power supply for the signals.

- Good visibility for those driving and using the crossing (in accordance with Technical Guidance Note TG3) and not on or near a bend or obscured by trees, boundaries or parking.
- Located away from junctions and other existing crossings.
- 85th percentile traffic speeds less than 50mph.

Typical costs

From £210,000

Based on recent projects, additional works are often needed and a more realistic estimate would be between £350,000 and £500,000.

Potential additional costs - works and risks

- Additional push button units if the crossing is wider to cater for the larger number of people using the crossing.
- Carriageway resurfacing on the approaches to the crossing if it has insufficient skid resistance. Further investigation would be required.
- Kerb buildouts — to act as a traffic calming measure and reduce the crossing distance.
- Pavement widening.
- Drainage alterations — the crossing point should not have a drainage gully located within the crossing area and may require a gully immediately adjacent to the dropped kerbs.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Additional street lighting if the existing is insufficient to light the crossing.
- Central island construction for a staggered crossing depending on the site layout and traffic flows.
- Traffic surveys may be required.

Toucan crossing

Description

Toucan crossings are like puffin crossings but are wider to allow both people walking and cycling to cross the road together.

The crossing has signals for both users, often displayed as a green man and a green bicycle. Like puffin crossings, they are operated by a push-button unit and use sensors to detect if people are still on the crossing and can extend the red-light duration until it is clear. They often use sound and/or tactile cones (a small rotating device under the push button unit) to help people with visual impairments to know when to cross.

Once the traffic has been stopped lots of users can cross at the same time.



Portsmouth Road, Liphook

Site requirements

- Should only be used where the crossing will connect two cycle routes.
- Sufficient street lighting to illuminate the entire crossing.
- Sufficient pavement width to ensure that people waiting to cross do not block walking/cycling routes that pass the crossing location.
- Nearby power supply for the signals.

- Good visibility for those all users (in accordance with Technical Guidance Note TG3) and not on or near a bend or obscured by trees, boundaries or parking.
- Located away from junctions and other existing crossings.
- 85th percentile traffic speeds less than 50mph.

Typical costs

From £210,000

Based on recent projects, additional works are often needed and a more realistic estimate would be between £350,000 and £500,000.

Potential additional cost - works and risks

- Carriageway resurfacing on the approaches to the crossing if it has insufficient skid resistance. Further investigation would be required.
- Kerb buildouts — to act as a traffic calming measure and reduce the crossing distance.
- Pavement widening.
- Drainage alterations — the crossing point should not have a drainage gully located within the crossing area and may require a gully immediately adjacent to the dropped kerbs.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Additional street lighting if the existing is insufficient to light the crossing.
- Central island construction for a staggered crossing depending on the site layout and traffic flows.
- Traffic surveys may be required.

Sparrow crossing

Description

A signal controlled parallel crossing which keeps people walking and cycling separate, crossing with their own signals, at the same time.



Petersfield Road, Havant

Site requirements

- Should only be used where the crossing will connect two segregated cycle routes.
- Sufficient pavement width to ensure that people waiting to cross do not block walking/cycling routes that pass the crossing location.
- Sufficient street lighting to illuminate the entire crossing.
- Nearby power supply for the signals.
- Good visibility for all users (in accordance with Technical Guidance Note TG3) and not on or near a bend or obscured by trees, boundaries or parking.
- Located away from junctions and other existing crossings.
- 85th percentile traffic speeds less than 50mph.

Typical costs

From £530,000

Potential additional costs - works and risks

- Carriageway resurfacing on the approaches to the crossing if it has insufficient skid resistance. Further investigation would be required.
- Kerb buildouts — to act as a traffic calming measure and reduce the crossing distance.
- Pavement widening.
- Drainage alterations — the crossing point should not have a drainage gully located within the crossing area and may require a gully immediately adjacent to the dropped kerbs.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Additional street lighting if the existing is insufficient to light the crossing.
- A central refuge may be required on a site-by-site basis.
- Traffic surveys may be required.

Full gateway

Description

A full gateway is a feature that indicates to people driving where the road changes character at the entrance to a residential area, for example a village.

It can help to remind people to reduce their speed and to be aware that there could be people crossing or walking nearby.

Full gateways commonly use white timber gates with a village name plate sign and speed limit. A combination of distinctive features can be combined to make the gateway more visually apparent to people driving. These features include coloured surfacing and carriageway narrowing. Each gateway will be bespoke depending on the amount of space available for these features. Although every place is different, the point of entry and exit marks a key transition between road and public space, helping to inform drivers of a change in priorities. Road markings end at such boundaries, and every opportunity should be taken to emphasise a change in scale and context.



A3090 Main Road, Hursley

Site requirements

- Should only be sited on straight sections of road where there is suitable forward visibility.
- Sufficient space for features at the side of the road.
- Approvals may be needed for use of coloured surfacing.

Typical costs

From £24,000

Potential additional works and risks

- Vegetation clearance and earthworks.
- Road marking renewals or alterations.
- Traffic Regulations Order (TRO) for changes to restrictions.

Carriageway pinch point

Description

Carriageway pinch points involve building out a short length of the kerb line into the road to narrow the width available for a short distance.

This can encourage people to drive more carefully and at lower speeds, and it can help to break up longer sections of road where people driving might otherwise be encouraged to increase their speed.

The built-out sections can be installed with bollards to make them stand out more to people driving. If the road is wide enough, it may be possible to have small islands at the carriageway edge to allow for continuous drainage — in some cases where space permits these could also create space for features such as new trees, plants, or seating.

Carriageway pinch points can be combined with new crossings for people walking to make an area more welcoming. Alternatively, 'virtual narrowing' can be achieved by the introduction of carriageway edge lines, together with the removal of centreline markings.



Stoney Lane, Weeke

Site requirements

- This type of infrastructure can only be used on roads with a 40mph speed limit, or less.
- Narrow carriageways are inappropriate where significant numbers of people cycling and driving together (unless a suitably wide cycle bypass is incorporated) or large vehicles are anticipated. Drivers may attempt to overtake people cycling without enough room, leading to close passes, which are intimidating and dangerous. In addition, people cycling are often forced to ride close to the kerb, where there may be drainage grates, debris, or uneven surfaces, increasing the risk of collisions.
- Pinch points on a Priority One or Priority Two salt route must have a minimum width of 3.2m to allow for snow ploughs to pass through. Salt routes are often on heavily used roads, access roads for emergency services, major bus routes, routes to large schools, and locally critical infrastructure. Refer to the [County Council's salt route map](#).

Typical costs

From £22,000 (3m long pinch point)

Potential additional works and risks

- Hampshire County Council's Abnormal Loads team and the Police should be consulted to ensure that the road in question is not part of a strategic, protected abnormal load route.
- Drainage alterations — assessments will need to be made to determine if the buildout will affect surface water drainage paths resulting in ponding.
- Utility diversions — a desktop based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Street lighting improvements.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Carriageway strengthening (due to the increase in traffic loading through the pinch point from traffic in both directions using the same section of carriageway).
- Traffic surveys may be required.

Carriageway narrowing

Carriageway narrowing involves building out a long length of the kerb line into the road to narrow the width available.

This can encourage people to drive more carefully and at lower speeds, which can be highlighted further by the introduction of carriageway edge lines and the removal of centreline markings. It can also make cycling in the carriageway safer by reducing the width available for overtaking where it would not be safe.

Site requirements

- This type of infrastructure can only be used on roads with a 40mph speed limit, or less.
- Narrow carriageways are inappropriate where significant numbers of people cycling and driving together (unless a suitably wide cycle bypass is incorporated) or large vehicles are anticipated.
- Narrowing must not be used on a Priority One or Priority Two salt route. These routes are on heavily used roads, access roads to emergency services, major bus routes, routes to large schools, and locally critical infrastructure. Refer to the [County Council's salt route map](#).

Typical costs

From £1,100 per metre (1m narrowing as a continuous feature)

Potential additional works and risks

- Hampshire County Council's Abnormal Loads team and the Police should be consulted to ensure that the road in question is not part of a strategic, protected abnormal load route.
- Drainage alterations — assessments will need to be made to determine if the narrowing will affect surface water drainage paths and apparatus.
- Utility diversions — a desktop based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Street lighting improvements.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Carriageway strengthening (due to the increase in traffic loading through the pinch point from traffic in both directions using the same section of carriageway).
- Traffic surveys may be required.

Speed control table

Description

Speed control tables are a raised section of road, with a ramp on both sides.

They can be used as part of a pedestrian crossing to provide a step free crossing point whilst acting as a traffic calming feature to slow vehicles.

Speed tables are normally used in residential areas or busy pedestrian areas. Removing the need for dropped kerbs increases the available level footway space in places where people are likely to be passing each other or stopping. People using prams and wheeled mobility aids can find slopes down and up difficult, so the raised surface makes it easier for them to cross.



[Speed Table - NACTO](#)



Corn Market, Romsey¹

Site requirements

Speed control tables can only be used on lit roads with speed limits of up to 30mph, or unlit roads with speed limits of up to 20mph.

They require advertising and potentially signing in accordance with The Highways (Road Humps) Regulations 1999.

They must not be used:

- On a Priority One salt route, or a Priority Two salt route. These routes are heavily used roads, access roads to emergency services, major bus routes, routes to large schools, and locally critical infrastructure. Any raised sections of the road would be too disruptive to regular traffic. Refer to the [County Council's salt route map](#).
- Near controlled or level railway crossings
- Within 25m of any part of a low structure, or any part of a bridge, tunnel, culvert, or similar structure which the road crosses.

¹ Please note the prices have been based on a bituminous table, not a high-spec blocks which have been shown in the photo. Blocks (as shown in the photo) would likely cost more.

They will generally not be permitted on a Priority One salt route, or a Priority Two salt route. These routes are heavily used roads, access roads to emergency services, major bus routes, routes to large schools, and locally critical infrastructure. Any raised sections of the road would be too disruptive to regular traffic. Refer to the [County Council's salt route map](#).

Typical cost

From £17,000

From £54,000 including new kerb buildout

Potential additional costs - works and risks

- Drainage alterations — assessments will need to be made to determine if the buildout will affect surface water drainage paths resulting in ponding.
- Utility diversions — a desktop based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Street lighting improvements.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Department for Transport site specific authorisation is required where the table is proposed at a parallel, toucan, pedex (similar to a pelican) or equestrian crossing.
- May require strengthening of the existing carriageway due to the additional impact loading from vehicles.
- Traffic surveys may be required.

Raised junction with crossing point

Description

A raised junction is a raised section of the road that extends to the arms of a junction incorporating the pedestrian crossing points.

This type of infrastructure can encourage people driving through the junction to reduce their speed, by requiring them to change levels as they enter and exit the junction area.

It also makes it easier for people who are crossing the road at the junction by keeping their route at one level.



Sheppard Close, Whitchurch

Site requirements

Raised junctions with crossing points can only be used on lit roads with speed limits of up to 30mph, or unlit roads with speed limits of up to 20mph.

They require advertising and potentially signing in accordance with The Highways (Road Humps) Regulations 1999.

They must not be used:

- On a Priority One salt route, or a Priority Two salt route. These are heavily used roads, access roads to emergency services, major bus routes, routes to large schools, and locally critical infrastructure. Refer to the [County Council's salt route map](#).
- Near controlled or level railway crossings
- Within 25m of any part of a low structure, or any part of a bridge, tunnel, culvert, or similar structure which the road crosses.

Typical cost

From £200,000 T-Junction

From £270,000 Crossroads

Potential additional costs - works and risks

- Drainage alterations — assessments will need to be made to determine if the raised junction will affect surface water drainage paths and apparatus
- Utility diversions — a desktop based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations
- Street lighting improvements
- Traffic Regulation Order (TRO) for changes to restrictions
- May require strengthening of the existing carriageway due to the additional impact loading from vehicles
- Traffic surveys may be required.

20mph restrictions

Description

A 20mph zone designates the roads inside the zone as speed limited to 20mph and is only signed at the entrances to the zone but will require traffic calming measures every 70m within the zone to limit speeds to 20mph.

As well as improving safety, this can make the area feel much more welcoming for people walking and cycling, including older people, disabled people, and children. It can also make it easier to cross the road and reduces the noise from motorised traffic.

A 20mph limit is conveyed using terminal signs and repeater signs/roundels inside the speed limit area and should include additional physical traffic calming measures to prevent people from driving too fast.

A Traffic Regulation Order (TRO) is required for a change of speed limit.



Kings Avenue, Winchester

Site requirements

The minimum length of a speed limit zone should generally not be less than 600m, and it will require a Traffic Regulation Order. The length of a speed limit or zone may be adjusted to reflect the local environment.

The proposed zone/limit needs to meet the technical criteria of [Hampshire County Council's policy for 20mph speed limits](#).

Typical cost

From £44,000

Potential additional costs - works and risks

- Can be combined with a gateway treatment (see **Full Gateway**)
- Where average speeds are higher than required, additional traffic management measures will be required to provide a 20mph speed limit which is self-enforcing. Police support will also be required.
- Utility diversions — a desktop based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Vegetation clearance to enable visibility of signs.
- Traffic surveys may be required.
- Cost above allows for 10 signs being required, costs will increase for larger more complex sites requiring more signs.

Pedestrian priority zone

Description

Pedestrian-priority streets prioritise people walking/spending time on streets over vehicles. These zones are typically found in busy areas, on strategically selected streets such as shopping streets or near schools, where footfall is high, and vehicles are restricted.

When priority zones are installed in areas with shops and other commercial activity, they may allow businesses access for loading and deliveries at limited times.



The Square, Winchester

Site requirements

- This will require a Traffic Regulation Order (TRO).
- Likely to require community and business engagement.

Typical costs

From £39,000

Potential additional costs works and risks

- Carriageway/footway resurfacing.
- Kerb replacement.
- Road marking renewal or alterations.
- TRO.
- Community engagement (may be significant).
- Traffic surveys may be required.

Mobile vehicle activated sign (MVAS)

Description

A battery powered electric sign which displays a message or speed when triggered by vehicles travelling at excessive speeds. The sign can display the speed limit or warn people driving of an approaching hazard.



Stockbridge Road West, Sutton Scotney

Site requirements

- MVAS work best when the unit can be moved between a few locations. A good option is one MVAS unit to four locations. This has the advantage of people driving not becoming over familiar with the unit's location.
- They should only be sited on straight sections of road with good visibility.

Typical costs

From £3,000-£5,000 per sign

Potential additional costs - works and risks

- New post to mount the sign unit.
- Works to relocate the unit to a different location.

Modal filter

Description

A modal filter is a traffic management feature used to restrict passage to certain types of vehicles, typically allowing only people walking, wheeling or cycling, and sometimes public transport.

These are often achieved with bollards but can also use street changes like road narrowing depending on the requirements of the location.

A modal filter can be trialled using an experimental traffic order to test its effectiveness and public opinion before it is made permanent. It should be in areas where reducing through-traffic will benefit the community, such as residential neighbourhoods or near schools.



Jewry Street, Winchester

Site requirements

- Emergency services should be consulted at the earliest possible stage.
- Local borough/district councils should be contacted to discuss impacts on refuse vehicle routes (access can be included in some designs).

Typical costs

From £36,000 bollards only

From £63,000 new kerb build

Potential additional costs - works and risks

- Drainage alterations.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Street lighting improvements.
- Traffic regulation order for changes to restrictions.
- Community engagement (may be substantial).
- Investigations to determine the impact on surrounding roads and ensure it does not create significant negative issues elsewhere.
- Camera enforcement
- Traffic surveys may be required.

Tighter junction geometry

Description

Tighter junction geometry refers to the design of road junctions with smaller corner radii, which create sharper turns for vehicles.

Reducing the corner radius at junctions encourages slower, more deliberate vehicle movements when entering or exiting side roads. This not only calms traffic but also improves safety and comfort for people walking by shortening the crossing distance.

These changes can be implemented by modifying the junction layout, such as adding buildouts, repositioning kerbs, or installing physical features that create a tighter turning radius.



Camp Road/Lynchford Road, Farnborough

Site requirements

Minimum corner radii at junctions depend on traffic speed on the major arm and traffic flow on the minor arm. Tracking will be required to prove the accessibility of any junction using the vehicle types likely to drive it on a regular basis.

Typical costs

From £58,000 smaller junction

From £96,000 larger junction

Potential additional works and risks

- Drainage alterations — assessments will need to be made to determine if the narrowing will affect surface water drainage paths and apparatus.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.

- Road marking renewal or alterations.
- Street lighting improvements.
- Improvement of pedestrian crossing facilities.
- May require strengthening of the existing carriageway due to the additional impact loading from vehicles.
- Traffic surveys may be required.

Measures for cycling

There are many journeys currently travelled by car which could feasibly be done by cycle but feeling unsafe cycling on streets mixing with faster moving motor vehicles is frequently cited as the biggest barrier to people cycling.

Cycling is a great alternative to walking or public transport for many journeys because it helps people to keep their mind and body healthy. Cycling can be easier and more comfortable for people who find walking painful or difficult. It is possible to cover longer distances more easily on a cycle than on foot and with an electric cycle it can be easier to get up hills.

People will choose to cycle if this is a more attractive option for them than alternatives such as using a car. Cycling needs to look like a convenient, safe, and pleasant option for people to consider it and the experience of cycling needs to feel more beneficial than the alternative options available.

Department for Transport Local Transport Note [Cycle infrastructure design \(LTN 1/20\)](#) provides guidance for local authorities on designing high-quality, safe cycle infrastructure.

All cycle improvements delivered by Hampshire County Council are required to comply with this guidance together with [Hampshire County Council's Technical Guidance Notes](#).

Measures to support cycling are described below.

Mandatory/advisory cycle lane

Description

A mandatory cycle lane is a cycle lane on the road bounded by a solid white line meaning that is legally enforceable and motorised vehicles are not permitted to enter it.

An advisory cycle lane is a cycle lane on the road that is not legally enforceable meaning motorised vehicles can enter it when safe to do so. Advisory lanes are usually bounded by a dashed white line though it is not required.

Advisory cycle lanes are more suited to quiet residential streets where most people will be comfortable cycling on the carriageway as they will only be passed by occasional vehicles moving at low speeds.

Cycle lanes can also be implemented as contra-flow lanes - a cycle lane that allows people cycling to ride in the opposite direction on a road that is one-way for vehicles.

HOWEVER,...

In accordance with Local Transport Note (LTN) 1/20 Cycle Design Guidance, the use of mandatory and advisory painted cycle lanes is no longer considered suitable for most road environments.

Figure 4-1 of the guidance outlines the required level of protection for people cycling based on motor traffic speed and volume. It clearly states that:

- Unprotected cycle lanes (i.e. painted lanes) are only acceptable on roads with very low traffic speeds (≤ 20 mph) and low traffic volumes ($\leq 2,000$ vehicles per day).
- On roads exceeding these thresholds, protected infrastructure, such as kerb-separated cycle tracks, stepped tracks, or light segregation, is required to meet minimum design standards.

Designers should avoid relying on painted lanes alone, as these do not provide adequate safety or comfort for most users and are unlikely to meet funding or policy requirements. All new schemes should be designed to align with the core design principles of LTN 1/20, including safety, coherence, directness, and inclusivity.



Aldershot

Site requirements

Sufficient carriageway width for a cycle lane complying with LTN 1/20, absolute minimum 1.5m wide, desirable width 2m wide.

Typical costs

From £5,800 (minimum fee for a lining crew shift)

Potential additional costs - works and risks

- Carriageway resurfacing.
- Drainage alterations including ensuring cycle-friendly gully gratings.
- Road marking renewal or alterations.
- Street lighting improvements.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Resolving conflict with bus stops.
- Removing/relocating on-street parking.
- Junction improvements.
- Traffic surveys may be required.

Off-carriageway cycle track

Description

A dedicated raised cycle track that runs parallel with but is segregated from the carriageway and footway.

They are a protected space for cycling that enables most people to cycle, regardless of the volume of motor traffic.

They are constructed using 50mm height cycle demarcation kerbs and or a grass verge.

The tracks can be on both sides of the carriageway going with the traffic flow direction or implemented as a single side wider two-way track.



Brighton Way, Basingstoke

Site requirements

Sufficient width for a cycle track complying with LTN 1/20:

- One-way track - minimum 1.5m wide, desirable 2.0m wide.
- Two-way track - minimum 2.0m wide, desirable 3.0m wide.

Minimum and desirable widths increase with specific peak hour cycle flows.

Typical costs

From £2,700 per metre adjacent to the carriageway.

From £2,300 per metre separated from carriageway with an existing verge.

Potential additional works and risks

- Carriageway resurfacing.
- Drainage alterations.
- Utility diversions. A desktop-based utilities (electricity, gas, communications etc) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Street lighting improvements.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Resolving conflict with bus stops and accesses.
- Removing/relocating on-street parking.
- Traffic surveys may be required.

Shared-use path

Description

A same-level route which is available for use by both people walking and people cycling. Now generally implanted without a painted segregation line.

LTN1/20 suggests these are only used in very limited circumstances as they are less comfortable for all users (particularly people with visual impairments) when compared with segregated facilities. However, they may be appropriate in some situations, if well-designed and implemented, such as alongside arterial roads where there are few people walking, at and around junctions where people cycling are moving at a slow speed, and in situations where a short length of shared use may be acceptable to achieve continuity of a cycle route.

Shared use routes in streets with high flows of people walking and cycling should not be used.

Conversion of existing pavements to shared use in urban areas should only be considered as a last resort but are still generally not favoured by either people walking or cycling.



Marjoram Way, Whiteley

Site requirements

Sufficient width complying with LTN 1/20.

Typical costs

From £1,000 per metre (3m wide)

From £1,200 per metre (4m wide)

From £1,400 per metre (5m wide)

Potential additional costs - works and risks

- Footway resurfacing.
- Drainage alterations.
- Vegetation clearance.
- Relocation of signs, streetlighting and other street furniture.
- Street lighting improvements.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Resolving conflict with bus stops and accesses.
- Removing/relocating on-street parking.
- Traffic surveys may be required.

Segregated on-carriageway cycle track

Description

A dedicated on-carriageway cycle track that is physically segregated from motor vehicles.

This separation is generally achieved through either bolt-down cycle defender kerbs or concrete cycle segregation units.

A cycle track using the bolt-down kerbs can be trialled using an experimental traffic order to test its effectiveness and public opinion before it is made permanent.



Leigh Road, Eastleigh

Site requirements

Sufficient carriageway width for a cycle track complying with LTN 1/20, desirably 2m wide with a minimum of 1.5m wide for a one-way track.

Typical costs

From £400 per metre using bolt down defenders.
From £1,800 per metre using kerb separated units.

Potential additional works and risks

- Carriageway resurfacing.
- Drainage alterations.
- Utility diversions. A desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Street lighting improvements.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Resolving conflict with bus stops and accesses.
- Removing/relocating on-street parking.
- Traffic surveys may be required.

Bollards

Description

Bollards are sturdy, vertical posts installed along roadsides or pedestrian areas to control traffic flow and enhance safety.

They serve multiple purposes, including:

- Preventing vehicle access: Bollards can block vehicles from entering certain areas, such as pedestrian zones or restricted lanes.
- Protecting infrastructure: They safeguard buildings, utilities, and other structures from vehicle collisions.
- Guiding traffic: Bollards can help direct road users, ensuring orderly movement and reducing confusion.
- Bollards come in various materials, such as timber, metal, or plastic, and can be fixed or removable depending on their intended use.



Church Street, Romsey

Site requirements

The use of bollards should be limited as far as possible as they create a significant maintenance liability. The types of bollards that can be supported are set out in [TG12](#) and [Standard Detail HCC11/C/135](#). Bollards may be supported as part of a modal filter, buildouts, and uncontrolled crossing points. Timber dragons' teeth may be supported to prevent over-running of verge areas.

Guidance on conservation areas and from the New Forest National Park states that bollards shall be black to minimise the visual impact of the sign and match existing street furniture.

Typical costs

From £900 - £3,700 depending on specification

Potential additional costs - works and risks

- Some types of bollards may incur commuted sums.
- Traffic surveys may be required.

New footway (3m wide)

Description

A new footway built for walking.

A pavement width of at least 3m should be provided outside schools, community buildings, bus stops and other areas where there are high flows of people walking. Where the numbers of people walking are low, pavement widths should be at least 2m excluding any width restrictions like lighting columns, utility boxes and dropped kerbs.



Braishfield Road, Romsey

Site requirements

Sufficient space.

Typical costs

From £1,300 per metre for 3m wide.

Potential additional costs - works and risks

- Renewal of kerbs/edging to tie into.
- Earthworks and/or retaining wall.
- Drainage alterations which may also require Ordinary Watercourse Consent.
- Utility diversions. A desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Street lighting improvements including relocation of existing lighting to edge of widened pavement.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Land acquisition.

Footway widening (up to 3m wide)

Description

Footway widening takes place by removing existing verge or reallocating existing carriageway space for walking.

The entire width of the existing pavement should be resurfaced to tie the new into the old.

A pavement of at least 3m should be provided outside schools, community buildings, bus stops and other areas of where flows of people walking are high. Where the numbers of people walking are low, pavement widths should be at least 2m excluding any width restrictions like lighting columns, utility boxes and dropped kerbs.



Elmleigh Road, Havant

Site requirements

Sufficient space.

Typical costs

From £900 per metre assuming an existing 2m footway widened to 3m with resurfacing.

Potential additional works and risks

- Renewal of kerbs/edging.
- Earthworks and/or retaining wall.
- Drainage alterations which may also require Ordinary Watercourse Consent.
- Utility diversions. A desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Street lighting improvements including relocation of existing lighting to edge of widened pavement.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Land acquisition.
- Traffic surveys may be required.

Pavement resurfacing (2m wide)

Description

Resurfacing of the existing pavement with typical asphalt materials.



Elmleigh Road, Havant

Site requirements

N/A

Typical costs

From £400 per metre.

Potential additional costs - works and risks

- Option to inlay and overlay should be investigated. Although overlaying is cheaper and easier, if a new surface course is laid over an existing surface that is failed or failing the new material will not last and will represent poor value for money.
- It may need to be investigated if full depth reconstruction is required.
- Renewal of kerbs/edging.
- Adjustment of utility covers.

Dutch style roundabout

Description

A roundabout that provides a protected outer ring for people cycling and zebra crossings for people walking. It requires drivers to give way to those crossing. The layout of the roundabout gives priority to people walking and cycling, whilst allowing people driving and cycling to have a clear view of each other to ensure safer journeys for all.



Fendon Road, Cambridge (BBC, 2023)

Site requirements

Sufficient land

Typical costs

From £1,000,000, there are a very limited number of examples to reference. This cost is taken from a scheme delivered in Chichester, West Sussex, in 2025. This figure will be updated when a scheme has been delivered in Hampshire.

Potential additional works and risks

- Carriageway resurfacing. Further investigation would be required.
- Drainage alterations.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Street lighting improvements.

Cyclops junction

Description

Cycle Optimised Protected Signals (CYCLOPS) junction fully segregates people cycling from the general traffic.

People cycling approach the junction from four arms and converge onto a single cycle track that completely encircles the junction. This allows people cycling to make a right turn whilst being protected from traffic, and to complete the manoeuvre in one movement (dependant on signal timings).

It turns a signalised crossroad into a roundabout for people cycling.



Manchester (Manchester City Council)

Site requirements

Sufficient land.

Typical costs

From £1,200,000, there are a very limited number of examples to reference, none of which are within Hampshire. This cost is taken from existing UK schemes which may have different cost regimes. This figure will be updated when a scheme has been delivered in Hampshire.

Potential additional works and risks

- Carriageway resurfacing. Further investigation would be required.
- Drainage alterations.

- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Road marking renewal or alterations.
- Traffic Regulation Order (TRO) for changes to restrictions.
- Street lighting improvements.

Public realm improvements

Rest areas (benches and seats)

Description

For people to be able to use streets for walking, wheeling, cycling and dwelling they need regular opportunities to sit and rest.

Many people for a wide range of reasons cannot walk or wheel without frequent rest stops. This includes medical reasons, fitness, age and carrying heavy loads. Ideally rest stops are positioned every 50m to maximise the range of people who can walk and wheel. This can make the difference for some people between having to use a car door-to-door for a journey, or use public transport, walking, wheeling or cycling.

Ideally, rest areas should be paired with trees to provide shade.



Town Mills, Andover

Site requirements

Sufficient space.

Typical costs

From £7,200

Potential additional works and risks

- Ongoing maintenance costs.
- Utility diversions — a desktop-based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.

Cycle parking

Description

The preferred and most common form of cycle parking is the Sheffield Stand; a tubular metal stand anchored into the ground at two points. Longer Sheffield Stands are available for cargo bikes.

These can be used as standalone cycle stands in small shopping streets (two cycles per stand), in small shelters typically with five or six stands, and in large quantities in rows.

Sufficient and convenient residential cycle parking enables people to choose cycling.



High Street, Bordon

Site requirements

Sufficient space for parking and access in accordance with TG10 and LTN 1/20.

Typical costs

From £1,400 per stand.

Potential additional costs - works and risks

- Investigate additional security measures to deter theft.
- Could be delivered on a buildout or between buildouts in the carriageway (like a parking bay) to support road narrowing.

Trees

Description

Streets make up a large proportion of the surface area of towns and cities. If these spaces are impermeable dark surfaces then they put pressure on the drainage system, they contribute to the urban heating effect and they don't contribute to biodiversity and the many benefits that come from plants and natural environments.

Our climate is changing and we need to act quickly to adapt our street environment for the increasingly unstable weather we are experiencing which includes more sudden, heavy rainfall and higher temperatures. Trees can provide shade, shelter and help with drainage. These would be delivered as new planted saplings or young trees, in some cases alongside rest areas/benches to provide shade for people taking a rest.



Bishops Way, Andover

Site requirements

- The ideal situation is that there are soft verges available to plant in at least 2 square metres.
- Not planted where they could block street lighting or visibility of junctions.
- Trees may be planted within 2 metres of the footway, cycleway, carriageway or drainage feature, provided appropriate protection measures are incorporated.

Typical costs

From £4,100

This cost covers sourcing, storing, and planting of a small tree and ancillaries required to facilitate planting and uplifts to contractors. This also includes 3 years of maintenance following planting including watering, adjusting ties, pruning and mulching.

Potential additional works and risks

- Ongoing maintenance costs.
- Additional protection measures.
- Utility diversions — a desktop based utilities (electricity, gas, communications etc.) search is required for any works to identify any potential constraints/requirements to divert utilities.
- Drainage alterations — assessments will need to be made to determine if the tree will affect surface water drainage paths and apparatus.
- Can be incorporated into other streetscape features.
- Maintenance costs assume the maintenance of a group of 10 or more young trees. Cost per tree would increase if fewer were planted to cover the full maintenance cost.

Signs

Cantilevered



From
£2,200

Direction (on new post)



From
£3,900

Ornamental finger post



From
£3,400

Village nameplate (road safety message optional)



From
£2,300 -
£4,700

Wayfinding fingerposts for pedestrians and cyclists



From
£2,400

Warning and regulatory



From
£2,300

Guidance for Speed Limit Reminder (SLR) and Speed Indicator Devices (SID) can be found on the [Parish Purchased Speed Signing Policy and guidance](#) link.

Site requirements – applicable to all signs

Suitable visibility.

Processes

Topographical survey

Description

Surveyors will use equipment on site to survey the desired area taking accurate point measurements of all features (including kerbs, pavement, road, verges) to produce a highly detailed 3D computer model. This can then be used by an engineering team to design highway improvements.

Typical costs

From £1,700 (one-day on-site survey)

Vehicle count survey

Description

A typical manual traffic survey will be undertaken between 07:00 – 19:00, using three enumerators.

Typical costs

From £850

Traffic survey

Description

1-week automatic traffic unit recording volume/speeds/classification using Speed Detection Radar (SDR) which counts motor vehicles only. This is a radar device temporarily attached to street furniture. It counts vehicle that pass by. These are generally installed for a seven-day period. They can collect volume, speed and vehicle length classification.

Requests for new surveys can be submitted to [Hampshire's Survey Team](#).

Typical costs

From £300

Healthy Streets design check

Description

A Healthy Streets Design Check is a Department for Transport backed tool used to measure an existing and proposed scheme against a selection of indicators. It is

used to see the improvements a proposed design would provide and identify areas where no improvement is possible or where there may be room for further improvement.

This is a requirement for all schemes proposed for Hampshire County Council's capital programme, with a lighter touch version for minor works and some other schemes.

It involves desktop assessment and a site visit, along with a traffic survey. A Healthy Streets design check on a larger area/longer street would need to be split up into segments and more checks completed, which will increase the cost of delivery.

Typical cost (full design check, one segment, one traffic survey)

From £1,600

Junction Assessment Tool (JAT)

Description

A Department for Transport measure of the safety for people cycling at junctions. It involves a site-visit, data gathering (depending on what is already available) and presents itself in a completed form that produces a score for the safety of the junction.

It comprises an Excel scoring spreadsheet for different metrics that produces a score. Longer routes with multiple junctions and routes with complicated junctions will incur higher costs.

Typical cost

From £2,700

Cycling Level of Service Audit (CLoS)

Description

A Department for Transport tool to measure the level of service a route provides people cycling, covering many metrics such as quality of surface, wayfinding, and cycle parking facilities. This requires a site visit and some information gathering such as gradients and lane width.

It is an Excel spreadsheet with scores to fill out that produces an overall score for the route. Longer routes with and routes with more complications will incur higher costs.

Typical cost

From £2,500