Appendix 7: Indicative Unit Cost Estimates

Table 15. Indicative base unit costs for proposed interventions1

Intervention	Cost (2023 £)1	Description
Zebra crossing / parallel crossing	£42,00 per item	New crossing including road markings, dropped kerbs, belisha beacons and high friction surfacing on approaches
Signalised Pedestrian and Cyclist Crossing (Toucan crossing)	£86,500 per item	New crossing including traffic signals, road markings, dropped kerbs, and high friction surfacing on approaches
Crossings at traffic lights	£56,200 per item	Re-phasing of the traffic signals to introduce a pedestrian phase
Side road treatment	£18,000 per item	Raised table crossing and associated works such as tactile paving, street lighting, signing and lining
	£25,000 per item	Continuous footway at the side road and associated works such as tactile paving, street lighting, signing and lining
Junction modification	£43,800 per item	Raised junction with crossing points and associated works such as tactile paving, coloured surfacing, street lighting, signing and lining
	£74,500 per item	Tighten junction widening the existing footways with crossing points and associated works such as tactile paving, drainage and lining
	£74,500 per item	Convert mini roundabout to priority junction with associated works such as tactile paving, signing, drainage and lining
Bus Gate/modal filter	£70,000 per location	Includes buildout, signs with associated road markings and ANPR cameras
Reduced speed limit	£3,620 per km	20mph: introduce signs and road markings
	£38,620 per km	30mph: introduce signs, road markings and street lighting

1 Costs are indicative only and can vary significantly depending on local site conditions. Based on indicative base unit costs available from DfT (Typical costs of cycling interventions, Interim analysis of Cycle City Ambition schemes, January 2017), Greater Manchester Cycling Design Guidance and Standards, and Wiltshire Council (https://www.wiltshire.gov.uk/highways-works-cost). Where a cost range was given, the higher value is shown to provide a more conservative estimate and reflect a potential higher degree of engineering interventions required. For more bespoke elements, engineering judgement was used to estimate material quantities (what would be covered by multiple items in a standard bill of quantities developed in detailed design) and make allowances for unknowns at this early development stage. For costs estimated before to Q4 2023 (January to March 2024), these have been uplifted to account for inflation.

Intervention	Cost (2023 £)1	Description
Improve access to the bus stop	£5,600 per item	Localised footway widening, dropped kerbs, tactile paving, surfacing
Widened footway	£900,000 per km	Widened footway, new kerbs and resurfacing of the full extent of the footway (2.5m)
New footway	£800,000 per km	Site/vegetation clearance and provide kerbing and new footway (2.5m)
Two-way cycle track	£1,591,000 per km	3.0m (desired minimum width) on the carriageway level with kerb segregation
	£1,500,000 per km	3.0m (desired minimum width) off-carriageway though green areas
One-way cycle track	£862,000 per km	2.0m (desired minimum width) on the carriageway level with kerb segregation (assumes cycle facility on one side of the road)
'Dutch facility' / Pedestrian & cycle priority street	£902,000 per km	based on Greater Manchester Cycling Design Guidance and Standards cost for 'quiet street' with full civil works
Mixed traffic	£902,000 per km	based on Greater Manchester Cycling Design Guidance and Standards cost for 'quiet street' with limited civil works
Shared-use path	£915,000 per km	3.5 shared-use path
	£1,100,000 per km	3.5m (desired minimum width) off-carriageway though green areas
Advisory cycle lane	£351,000 per km	2.0m lane on the carriageway including road markings and resurfacing (assumes cycle facility on one side of the road)
School street	£46,000 per access point	CCTV system to monitor access point

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