

TYPICAL TIMELINES FOR ACTIVE TRAVEL INFRASTRUCTURE

Similar to most building projects, footpaths and cycle tracks have to go through a number of steps from design to construction. In addition active travel projects often involve reallocation of road space or road priority from car traffic and so can be contentious. They frequently require many rounds of public consultation and may require planning permission.



Phase	Time Range
1 Application	0.5 month
2 Options Development	0.5 - 12 month
3 Preliminary Design	2 - 6 months
4 Statutory Processes	3 - 18 months
5 Detailed Design	3 - 9 months
6 Construction	3 - 24 months
Total	

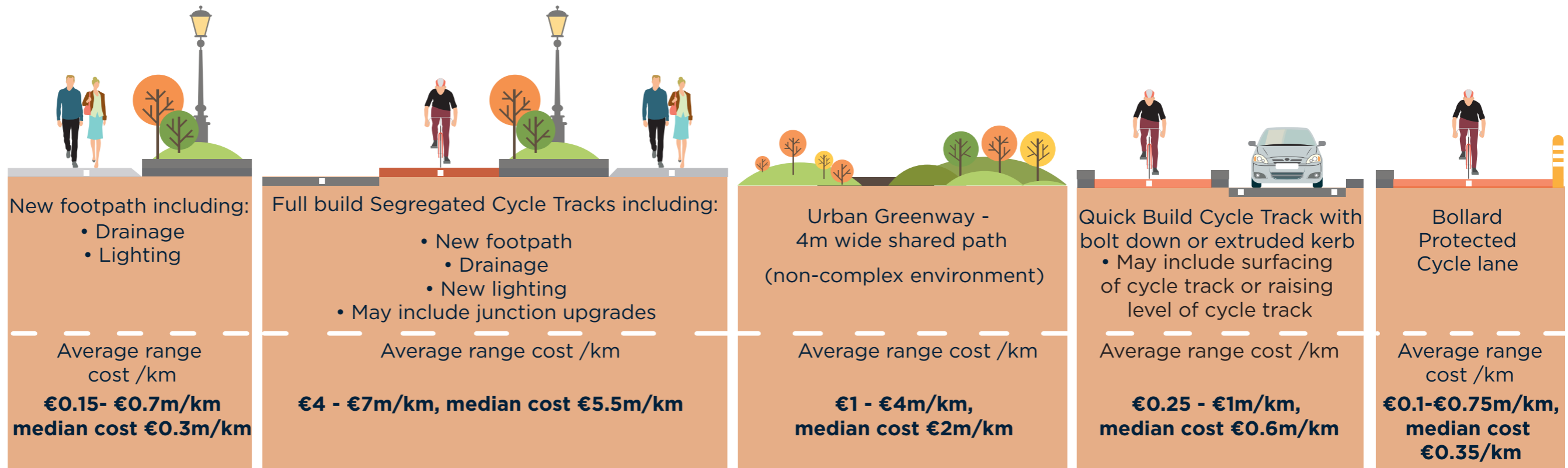
Typical Timelines for Active Travel Infrastructure

Tasks per Phase of Design and Construction	Technical Tasks	Consultation Tasks
Phase 1 Application (0.5month)	<ul style="list-style-type: none"> Prepare funding application Produce a preliminary cost estimate 	Consult with the funding agency
Phase 2 Options Selection (0.5-12month(s))	<ul style="list-style-type: none"> Procure designers Survey existing issues e.g. accidents, speeds, volumes, land uses Prepare different options to meet the objectives Produce an options assessment report 	Consult with: <ul style="list-style-type: none"> The funding agency Land owners Residential communities Businesses Elected councillors Local groups eg. Cycle campaigns, disability groups, tidy towns etc.
Phase 3 Preliminary Design (2-6 months)	<ul style="list-style-type: none"> Produce a preliminary design report including drawings 	Consult with: <ul style="list-style-type: none"> Land owners Residential communities Businesses Elected councillors
Phase 4 Securing Planning Permission (6- 24months)	<ul style="list-style-type: none"> Advertise proposed project for public comment In some cases Councillors vote to approve or reject the project (Part VIII) In some cases approval must be from An Bord Pleanála 	Host a non-statutory or statutory public consultation which may include: <ul style="list-style-type: none"> Open evenings Drawings Online exhibition room 3D visualisations
Phase 5 Detailed Design (3-9 months)	<ul style="list-style-type: none"> Prepare information for tendering including: <ul style="list-style-type: none"> drainage plans landscaping road marking paving types Produce detailed cost estimate Conduct tendering for contractors 	Consult with: <ul style="list-style-type: none"> Gas/Electric/Water companies about the exact location of their underground services
Phase 6 Construction (3-24 months)	<ul style="list-style-type: none"> Oversee quality of what is being constructed Monitor costs 	Consult with: <ul style="list-style-type: none"> residents, local schools, businesses, etc...during construction

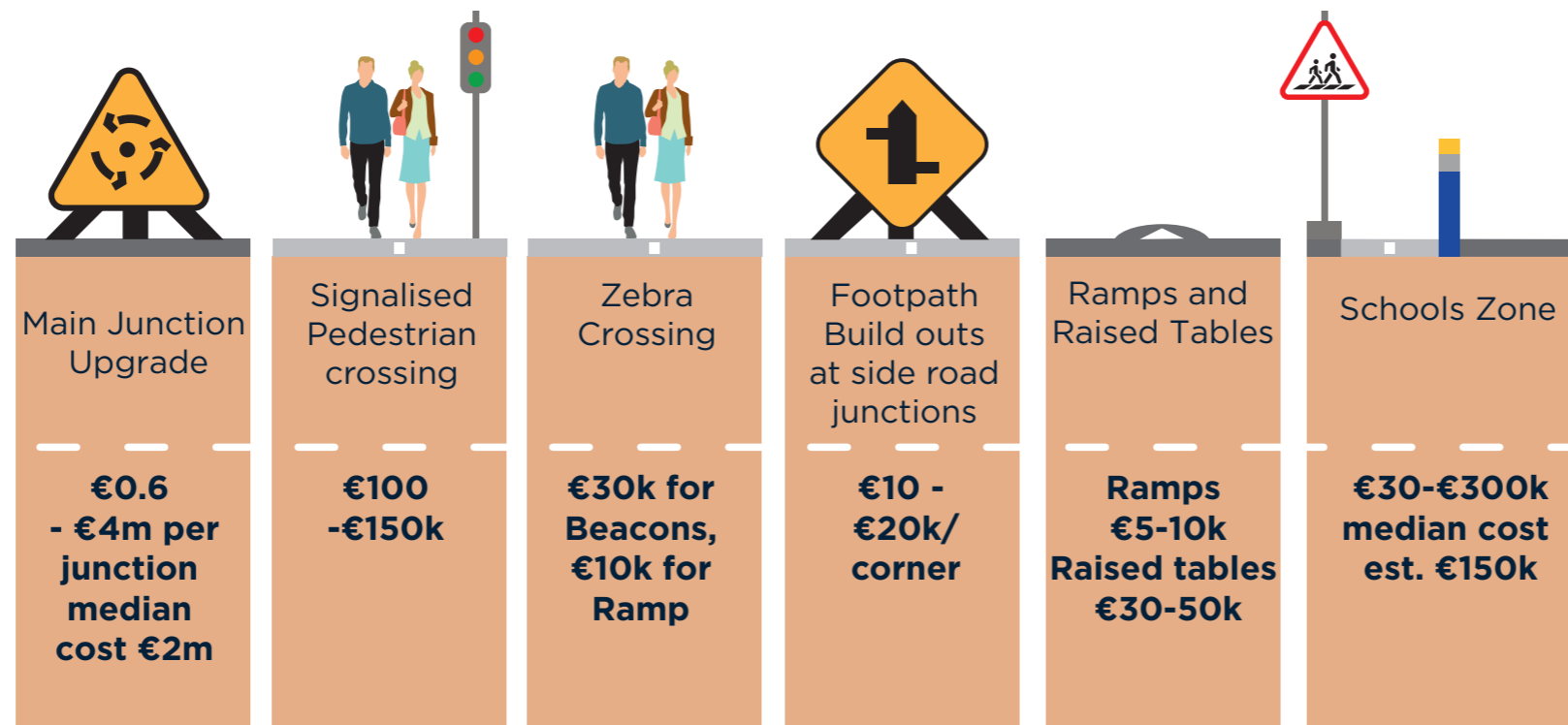
TYPICAL COSTS FOR ACTIVE TRAVEL INFRASTRUCTURE

Key factors influencing the cost include: moving drainage or electricity/gas/water services, providing traffic lights, new street lighting, moving the edge of the carriageway. Big junctions or bridges require careful design, construction and traffic management. In addition, protected heritage or environmentally sensitive areas require special, more expensive materials and limited construction times. These costs are approximate and based on recent NTA funded project out-turn costs and do not generally include land costs. Feasibility or Preliminary cost estimates below, the median costs will need to be justified.

LINKS



FEATURES



Active Travel Bridge



Median cost €15k/m²
 (pedestrian bridges)