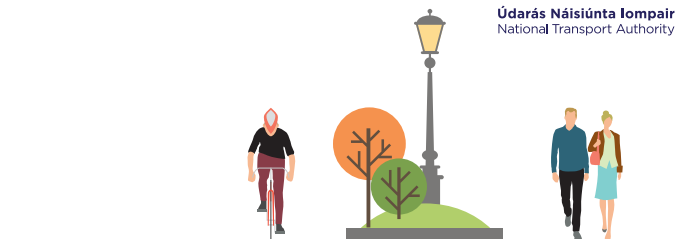


TYPICAL TIMELINES FOR ACTIVE TRAVEL INFRASTRUCTURE

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. Active travel schemes require many rounds of public consultation and may require planning permission.

Phase		Time Range		
			 Simple scheme • 1km of new footpath • Upgrade lighting	 Typical Urban Scheme • 2km of new footpath and cycle track • Upgraded public lighting • Move drainage • Junction upgrades • New pedestrian crossings • New sustainable urban drainage • Removing/relocating on street parking • Resurfacing part of road
1	Application	0.5 month	0.5 month	1 month
2	Options Development	0.5 - 6 months	0.5 month	6 months
3	Preliminary Design	2 - 6 months	3 months	6 months
4	Statutory Processes	3 - 18 months	4 months	9 months
5	Detailed Design	3 - 9 months	4 months	9 months
6	Construction	3 - 24 months	3 months	17 months
Total			15 months	48 months

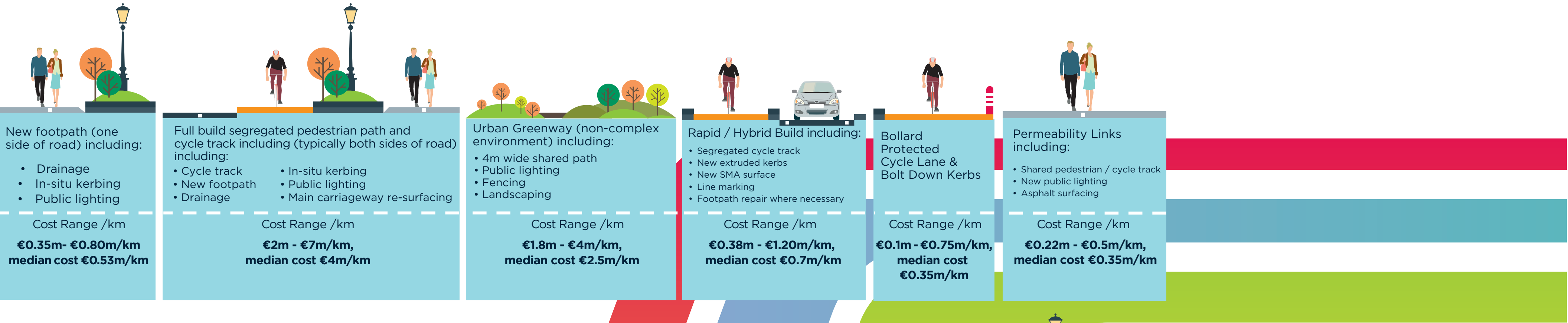
Typical Timelines for Active Travel Infrastructure

Tasks per Phase of Design and Construction	Technical Tasks	Consultation Tasks
Phase 1 Application (0.5 month)	• Prepare funding application • Produce a preliminary cost estimate	Consult with the funding agency
Phase 2 Options Selection (0.5 - 12 months)	• 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: • 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)	• Produce a preliminary design report including drawings • Produce Cost Estimate/ Appraisal/Business Case	Consult with: • Land owners • Residential communities • Businesses • Elected councillors
Phase 4 Securing Planning Permission (6 - 24 months)	• 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: • Open evenings • Drawings • Online exhibition room • 3D visualisations
Phase 5 Detailed Design (3 - 9 months)	• Prepare funding application for tendering including • Drainage plans • Landscaping • Road marking • Paving types • Produce detailed cost estimate • Conduct tendering for contractors	Consult with: Gas/Electric/Water companies about the exact location of their underground services
Phase 6 Construction (3 - 24 months)	• Oversee quality of what is being constructed • Monitor costs	Consult with: • Residents, local schools, businesses, etc...during construction
Phase 7 Close-Out and Review	• Final Account Report • Final Completion Reports • Metrics Table	Consult with: • NTA Programme Managers

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

