TYPICAL TIMELINES FOR ACTIVE TRAVEL INFRASTRUCTURE

Phase

Total

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.



Simple scheme

• 1km of new footpath

15 months

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
2 Options Development	0.5 - 6 months	0.5 month
³ Preliminary Design	2 - 6 months	3 months
4 Statutory Processes	3 - 18 months	4 months
5 Detailed Design	3 - 9 months	4 months
6 Construction	3 - 24 months	3 months

Time Range

	1 month
	6 months
	6 months
	9 months
	9 months
	17 months
4	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 Pleanala 	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, etcduring construction
Phase 7 Close-Out and Review	Final Account ReportFinal Completion ReportsMetrics 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



New footpath (one side of road) including:

- Drainage
- In-situ kerbina
- Public lighting

Cost Range /km

€0.35m- €0.80m/km median cost €0.53m/km



Full build segregated pedestrian path and cycle track including (typically both sides of road) includina:

- Cycle track
- In-situ kerbing Public lighting
- New footpath • Drainage
- Main carriageway re-surfacing

Cost Range /km

€2m - €7m/km, median cost €4m/km



Urban Greenway (non-complex environment) including:

- 4m wide shared path
- Public lighting
- Fencina

Landscaping

Cost Range /km

€1.8m - €4m/km, median cost €2.5m/km



• Segregated cycle track

- New extruded kerbs
- New SMA surface
- Line marking
- Footpath repair where necessary

Cost Range /km

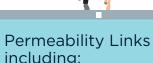
€0.38m - €1.20m/km, median cost €0.7m/km

Bollard Protected Cycle Lane &

Bolt Down Kerbs

Cost Range /km

€0.1m - €0.75m/km, median cost €0.35m/km



includina:

- Shared pedestrian / cycle track
- New public lighting
- Asphalt surfacing

Cost Range /km

€0.22m - €0.5m/km, median cost €0.35m/km



Main Junction Upgrade (non complex unctions with neavy traffic disruptions

Cost Range

per junction

- Raised zebra Crossing including:
- Ramp
- Line marking Tactile paving at crossing
- Pedestrian crossing pole/sign
 - Belisha & light columns Line marking
 - Tactile paving at crossing

Raised zebra

Ramp

Crossing including:

Median Cost Cost Range

> Ramps: €10k (median) Raised tables: €50k (median)

Junction Tightening including:

- Raised pedestrian crossing New kerbing & bollards
- Footpath upgrades (at crossing)
- · Line marking & tactile paving

Cost Range per junction

€30k - €120k median cost, €60k School Zones can vary from lining and signing

to new footpaths, off road links and crossings

€95K/km (median)

Public Lighting including:

Median Cost

Active Travel Bridge

Excavations of new trench and installation of ducting

and reinstatement New lighting columns

median cost €17k/m2

Bus Shelter

median cost of €25k (3 Bay) for civils / associated works (supply by NTA).

€1.5m - €4m median cost, €2.2m median cost. €20k

per crossing €60k - €115k median cost, €75k

Ramps and

Raised Tables

Median Cost

€380k per school (median)

(pedestrian bridges)

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