TYPICAL TIMELINES FOR ACTIVE TRAVEL INFRASTRUCTURE

Dhasa

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
- 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

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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
Total		15 months

Time Pange

Resurracing part of road		
	1 month	
	6 months	
	6 months	
	9 months	
	9 months	
	17 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 applicationProduce 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	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 information 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



LINKS

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.



New footpath (one side of road) including:

- Drainage
- In-situ kerbing
- Public lighting

Average range cost /km

€0.35m- €0.75m/km median cost €0.5m/km



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

Average range cost /km

€2m - €7m/km, median cost €4m/km



Urban Greenway (non-complex environment) including:

- 4m wide shared path
- Public lighting
- Fencing

Landscaping

Average range cost /km

€1.8m - €4m/km, median cost €2.5m/km



Rapid / Hybrid Build including:

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

Average range cost /km

€0.35m - €1m/km, median cost €0.7m/km



Bollard Protected Cycle Lane &

Bolt Down Kerbs

Average range cost /km

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



Permeability Links including:

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

Average range cost /km

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



Main Junction Upgrade (non complex junctions with **FEATURES** heavy traffic disruptions

> Average cost per junction

€0.6m - €3m median cost, €2m



Crossing including:

Average cost per crossing €60k - €90k median cost, €70k



Signalised Pedestrian

Pedestrian crossing pole/sign Line marking Tactile paving at crossing

Crossing including:

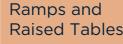
€20k



Raised Tables

Average cost per crossing

Median cost,



Average cost

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



Junction Tightening including:

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

Average cost per junction

€30k - €70k median cost, €50k



Zone

Average cost

€380k

per school

(median)

and installation of ducting and reinstatement

New lighting columns

Average range cost /km

Public Lighting including:

Excavations of new trench

€95k/km (median)





Median cost €17k/m² (pedestrian bridges)

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