Active Travel Definition - TII

a) **Active Travel:** Walking, wheeling, and cycling for all users for all trip purposes where walking, wheeling, and cycling mean:[1]

   i) **Walking and Wheeling**: Engaging in the typical act of walking plus jogging, using mobility aids (i.e., manual and electric wheelchairs as well as motorised mobility scooters), and using non-motorised scooters; and

   ii) **Cycling**: Cycling using any type of cycle, such as bicycles, electric cycles, adapted cycles, and cargo cycles. Cycles should, except for specific situations, be treated as 'vehicles', not as 'pedestrians'.
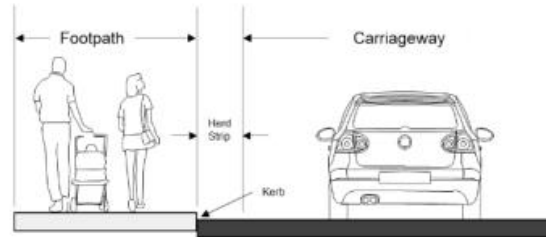
DN-GEO-03047 (tiipublications.ie)

TII Publications

GE PE DN CC DP AM RE

**Rural Cycleway Design
(Offline & Greenway)**

DN-GEO-03047
August 2022

DN Design
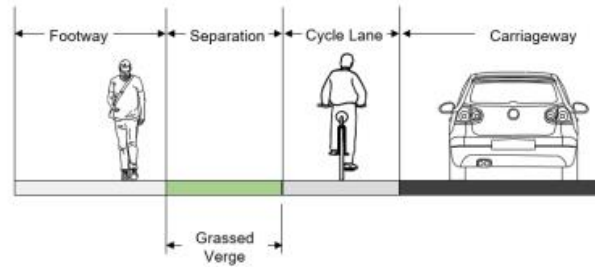
Standards

Active Travel Infrastructure - TII

Footpath
A path, separated from the road / vehicular carriageway by a kerb, for use by pedestrians which does not form part of the road pavement.
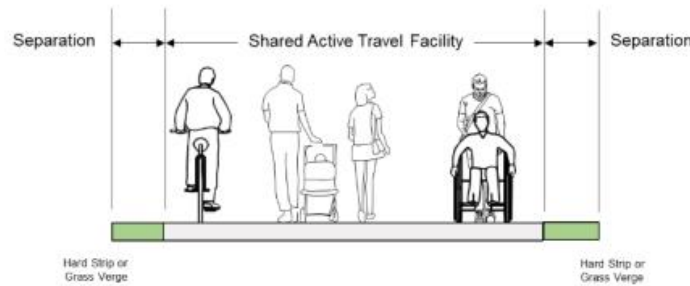

Footway
A path for use by pedestrians, separated from the road / vehicular carriageway by a verge, which does not form part of the road pavement.

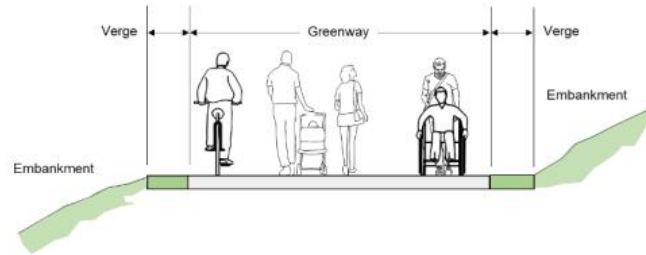
Shared Active Travel Facility
A cycleway, cycle track, or other that is provided for people walking, wheeling, and cycling.
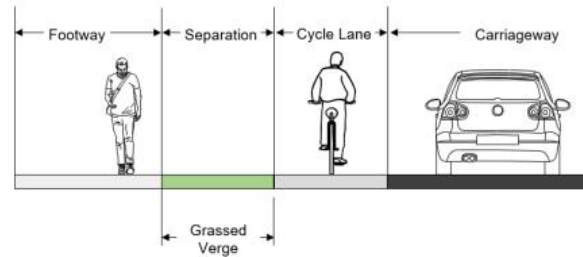
Active Travel Infrastructure - TII

Greenway

A cycleway, or other, that caters for people walking, wheeling and cycling in a mainly recreational environment.


Cycle Lane

Part of the road pavement reserved for use by cycles. It is not a cycleway nor cycle track and therefore, generally not for the exclusive use of cycles (TII departure required).

Cycle Track

A part of the road cross section, separated from the road / vehicular carriageway by a verge, which is reserved for the use of cycles and from which all mechanically propelled vehicles, other than mechanically propelled wheelchairs and electric bikes, are prohibited from entering except for the purpose of maintenance and access.
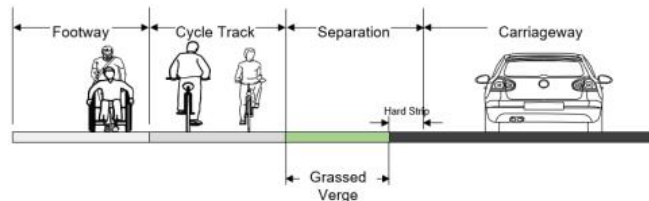
TII's Role (Greenways, NCN, Active Travel)

On the 20th September 2021, the Minister for Transport made TII the Approving Authority for Greenways. With this, the following powers were transferred to TII:

a. To act as Approving Authority for all Greenway projects, under the Public Spending code (with the exception of Urban Greenways and a small number of cross-border Greenways);
b. To work in partnership with Local/ Authorities and the NTA on Active Travel projects;
c. To advance the development of a strategic national cycle network; and
d. To develop its existing technical standards and process documents for Greenway development and Active Travel projects.

. . . "circa €60 million funding for Greenways is part of the overall **[government]** commitment to invest €360 million per year in active travel over the lifetime of the Government."

The ROADS ACT:

- **Article 17 (1):** ... _safe and efficient network of national roads_ ...
- **Article 17 (2):** ... _the Authority shall consider the needs of all road users_ ...

Preserve the Strategic Function

Reduce Active Travel Severance

Home / Irish News

Ryan unveils National Cycle Network plan to create 3,500km of linked cycleways between towns and cities by 2040
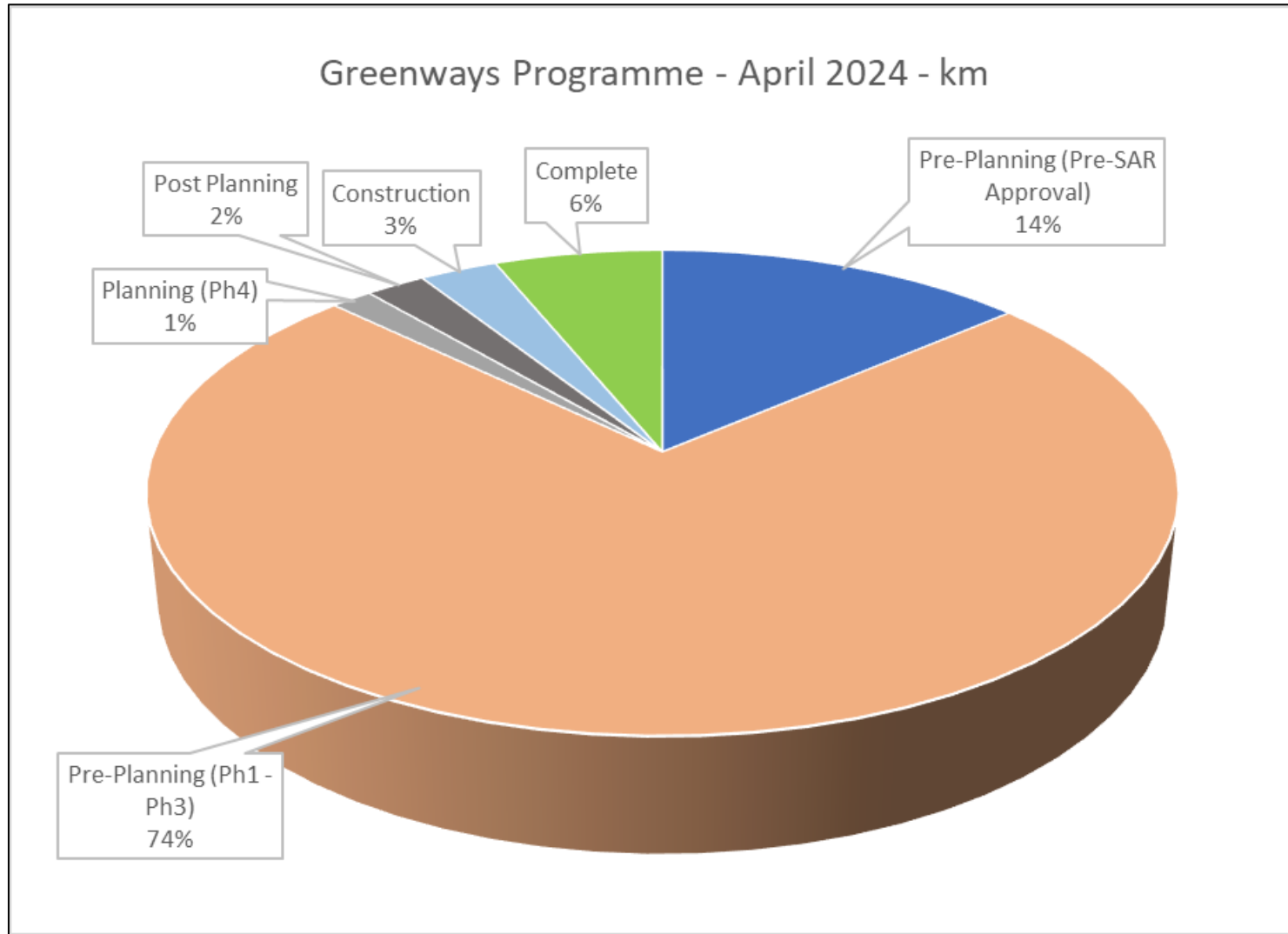
Eamon Ryan on the National Cycle Network

Caroline O'Doherty
Wed 10 Jan 2024 at 13:17

The Greenway Programme

Greenways Programme - April 2024 - km

- Post Planning 2%
- Planning (Ph4) 1%
- Construction 3%
- Complete 6%
- Pre-Planning (Pre-SAR Approval) 14%
- Pre-Planning (Ph1 - Ph3) 74%

Approximate Current Programme:
- *Pre-Phase 1:* c. 310km
- *Phase 1 to Phase 3 (inclusive):* c. 1,800km
- *Phase 4:* c. 40km
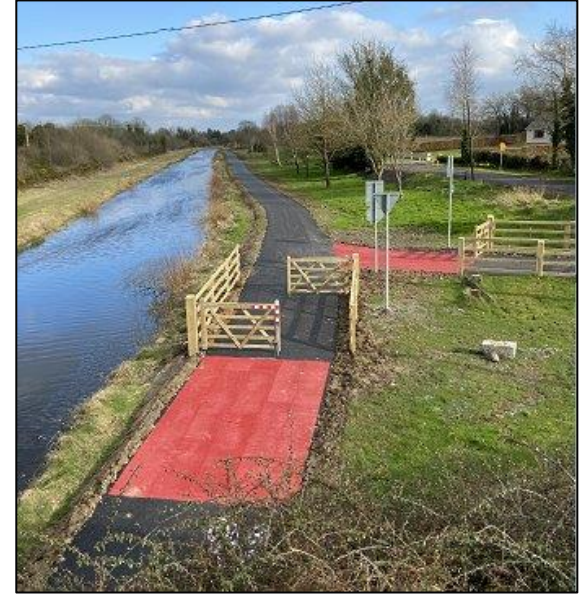- *Phase 5:* c. 55km
- *Phase 6:* c. 90km
- *Complete:* c. 150km

- Phase 1 to 4: Complexity & Time

Approximate constructionn projections:
- *2024:* c. 55km
- *2025:* c. 80km
- *2026:* c. 90km
- *2027:* c. 170km

Nb.: Subject to approvals/ consent

Greenway achievements to Date

National Cycleway Network Interface

	Phase 1 (2023-2025)	Phase 2 (2026-2030)	Phase 3 (2031-2040)	Total
Approximate kilometres delivered	330km	660km	2,510km	3,500km

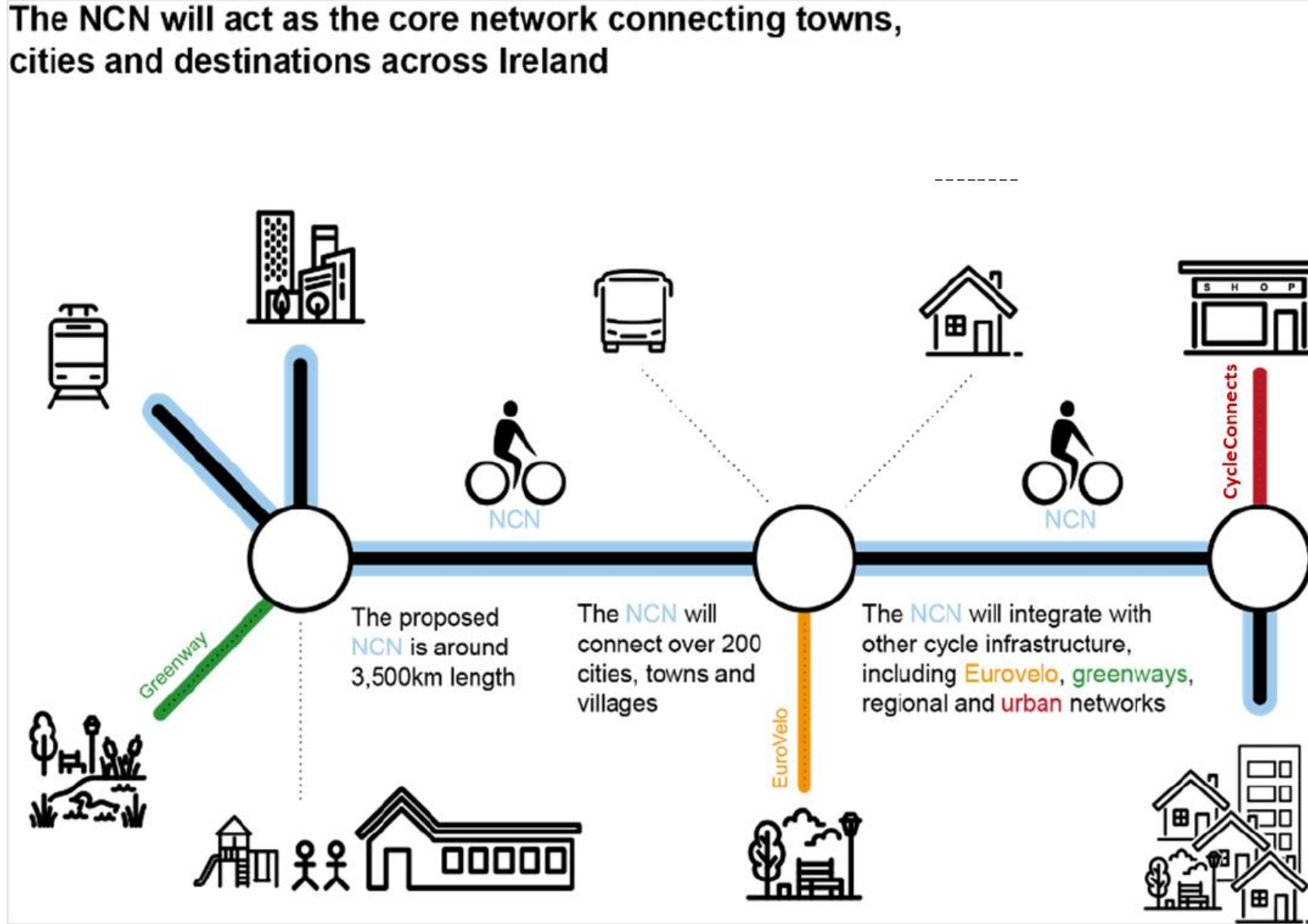|	
Greenway Retrofit	310km
New Greenways	210km
NTA Funded Urban Active Travel	165km
Dungarvan to Youghal Pathfinder	35km
Hard Shoulder Repurpose	200km
National, Regional, Local Road active travel	70km
TOTAL	**990km**

National Cycleway Network Interface

Determine which settlements and key destinations should be included on the NCN

- **Primary**: Cities and large towns of >20k population, also includes some towns of >10k population to ensure geographic coverage.

- **Secondary**: Medium sized towns of >10k, also includes some towns of >5k population to ensure geographic coverage. Strategic destinations (i.e., rail transport hubs, ferry/ cruise ship ports).

- **Tertiary**: Additional destinations (not shown on map) located between primary and/ or secondary nodes which will be included on the NCN where possible (e.g., transport hubs, centres of education, centres of employment, leisure destinations, and tourist destinations).
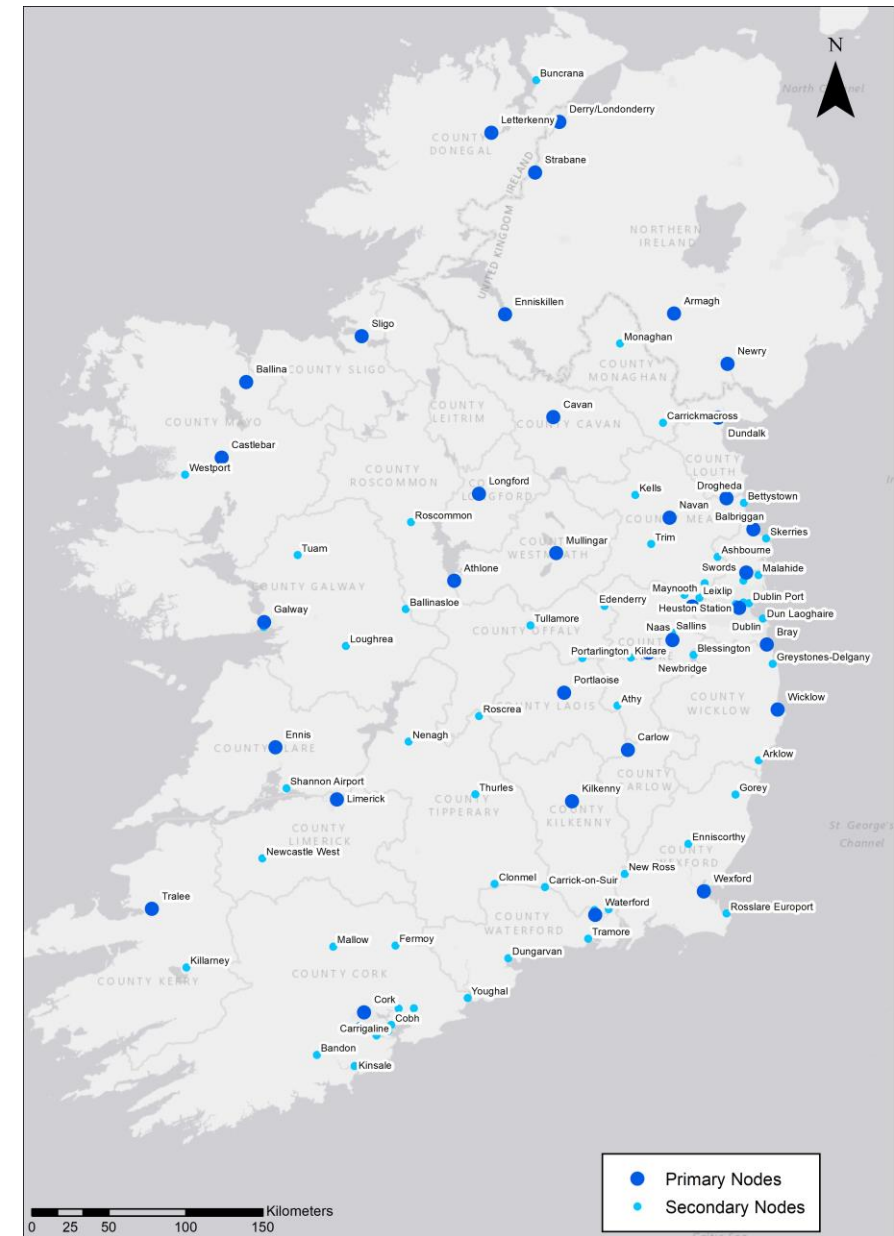
Corridor Selection

The NCN will act as the core network connecting towns, cities and destinations across Ireland

Greenway

The proposed NCN is around 3,500km length

NCN

The NCN will connect over 200 cities, towns and villages

EuroVelo

The NCN will integrate with other cycle infrastructure, including Eurovelo, greenways, regional and urban networks

NCN

CycleConnects

National Road Network; Active Travel Needs

KEY LEGISLATIVE FRAMEWORKS & MECHANISMS

DUC2024
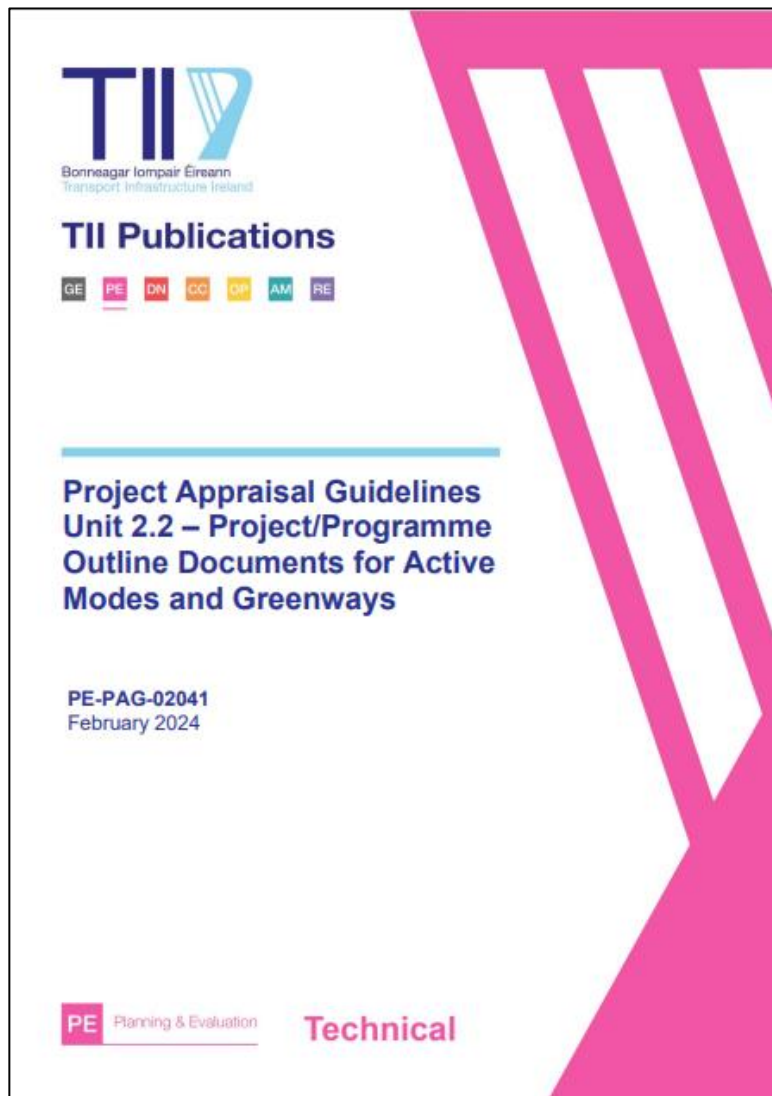
Policy

Table 2.2.2 **Active Modes and Greenway Policy – Relevant Examples**

Level	Policy
International Policy	- United Nations 2030 Agenda for Sustainable Development - EU Sustainable and Smart Mobility Strategy 2020 - European Green Deal - EU Biodiversity Strategy for 2030
National Policy	- Project Ireland: National Planning Framework[1] - Project Ireland: National Development Plan 2021-2030 - Strategy for the Future Development of National and Regional Greenways[2] - National Investment Framework for Transport in Ireland (NIFTI)[3] - National Sustainable Mobility Policy - Road Safety Strategy (latest) - Climate Action Plan 2021 - Healthy Ireland / National Physical Activity Plan - Our Rural Future: Rural Development Policy 2021-2025 - Tourism Action Plan (latest) - Shared Island Initiative - National Cycle Network Plan - Connecting Ireland
Regional / local policy	- Regional Spatial and Economic Strategy (RSES) - City / County Development Plans

Level	Policy
	- Local/regional transport strategies (e.g., GDA Transport Strategy, Metropolitan Area Transport Strategies, local or regional cycle network plans or Greenway strategies, etc.) - Local / regional tourism policy (e.g., Visitor Experience Development Plans etc.)

Strategy for the Future Development of National & Regional Greenways
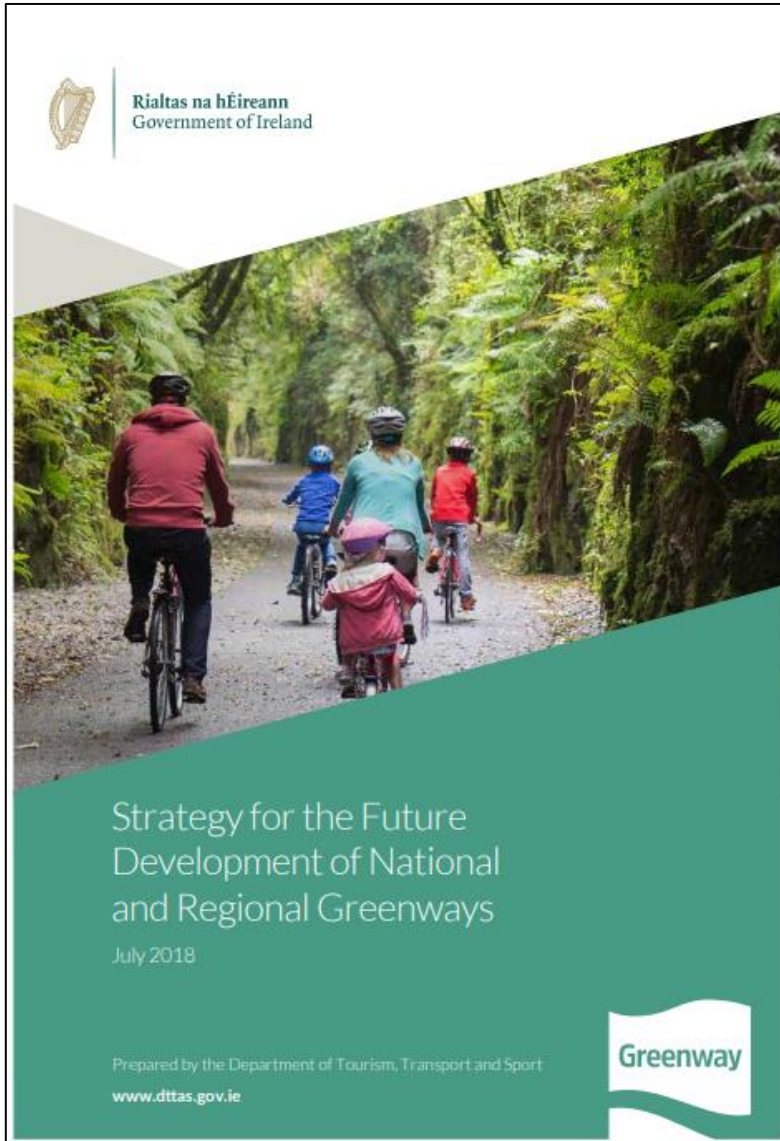
1. **A Strategic Greenway network of national and regional routes**, with a number of high-capacity flagship routes that can be extended and/or link with local Greenways and other cycling and walking infrastructure;

2. Greenways of scale and appropriate standard that have significant potential to **deliver an increase in activity tourism to Ireland** and are regularly used by overseas visitors, domestic visitors and locals thereby contributing to a healthier society through increased physical activity;

3. Greenways that provide a **substantially segregated off road experience linking places of interest, recreation and leisure in areas with beautiful scenery of different types with plenty to see and do**;

4. Greenways that provide **opportunities for the development of local businesses and economies**, and

5. Greenways that are **developed with all relevant stakeholders in line with an agreed code of practice.**
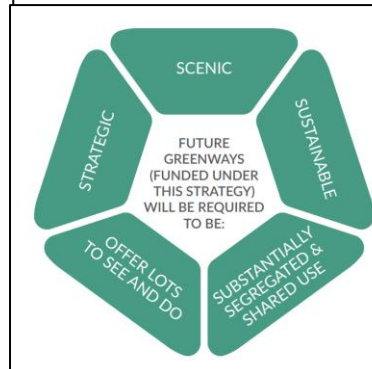
Programme for Government, NPF & NDP

Programme for Government
Our Shared Future

National Development Plan 2021-2030

- Emphasis on:
  - Leisure Facilities;
  - Connectivity to our towns and villages
  - Everyday Journeys

1. Compact Growth
2. Enhanced Regional Accessibility
3. Strengthened Rural Economies and Communities
4. Sustainable Mobility
5. A Strong Economy supported by Enterprise, Innovation and Skills
6. High-Quality International Connectivity
7. Enhanced Amenity and Heritage
8. Transition to a Low Carbon and Climate Resilient Society
9. Sustainable Management of Water, Waste and other Environmental Resources
10. Access to Quality Childcare, Education and Health Services

National Strategic Outcomes

Public Participation, Land Acquisition & Licenses

CODE OF BEST PRACTICE
NATIONAL AND REGIONAL GREENWAYS
December 2021

CODE OF BEST PRACTICE NATIONAL AND REGIONAL GREENWAYS
Greenway Sustainability Payments (GSP)
December 2021

Number 21 of 1966.

HOUSING ACT, 1966

Compulsory Purchase Order

Iarnród Éireann Irish Rail

Waterways Ireland
Uiscebhealaí Éireann   Watterweys Airlann

Bord na Móna

COILLTE

State owned land & Licences, Easements and Agreements

Design Principles

TII Publications

GE PE DN CC OP AM RE

Rural Cycleway Design (Offline & Greenway)

DN-GEO-03047
August 2022

DN Design

Standards

. . . **Some of the main points**

Coherence:
- Cycling infrastructure should form a coherent network which links origins and destinations
- Networks should be continuous and easy to navigate.
- Routes should be continuous from an origin to a destination, easy to navigate and of a consistent quality.

Convenience:
- A cycle network should serve main destinations and offer an advantage in terms of safety and attractiveness compared with the existing provision.

Directness:
- Rural routes need to take into consideration the distance an average cyclist can travel in a day and the linking of intermediate destinations and attractions is an important consideration with respect to the route design. It should be recognised that directness has both geographical and time elements.

Safety:
- Safe for all users including pedestrians and cyclists. The needs of all road users should be considered where cycle facilities cross roads and entrances.

Comfort:
- Generally, cyclists prefer sheltered, smooth, uninterrupted, well-maintained surfaces with gentle gradients. Cycle facilities should meet surface width, quality and gradient standards and be convenient, avoiding complex manoeuvres.

Attractiveness:
- Designed in harmony with the environment such that the whole experience makes cycling an attractive option. Pass through interesting places and sensitive in design to environmental issues including lighting, personal security, aesthetics, environmental quality, and noise.

Access:
- Cycling routes should link trip origins and key destinations along convenient and comfortable routes.

Societal Benefits

The economic benefit of cycling, walking, wheeling in Ireland is +€3bn every year

Equivalent to foregoing 2.2 million flights Dublin to London

160,000 tonnes of greenhouse gas emissions are saved

Source: Walking and Cycling Index 2023

Ready, Set, Cycle

TFI Smarter Travel
Behaviour Change Programme

How Can dTIMS Help?

Active Travel Infrastructure
The Case for Asset Management

June 2023

Image: N6 Bothar na dTreabh, Galway City

"...committed to increasing levels of active travel as a key part of its decarbonisation plans."

..."Regardless of how well new ATI is built, unless such assets are looked after to maintain the quality of service over their whole life, they will inevitably be underutilized."

The current approach to the asset management of footways and cycleways is primarily reactive

"..."Well-maintained pavements" was the number one factor that would encourage users to walk more and that "Well maintained road surfaces for cycling" was the third highest factor that would encourage more cycling after "off road and segregated cycle paths" and "safer roads".

"...need to devote resources and effort to their ongoing maintenance and renewal."

Where to Start

- Base network definition
- Gather Inventory information
  - Including ancillary inventory.
  - Which ATI is adjacent to the highway network.
- Segmentation of Base elements into analysis segments.
  - Analysis segmentation can be based on inventory data.
- TII to establish maintenance standards and expected levels of service.

CONDITION ASSESSMENT
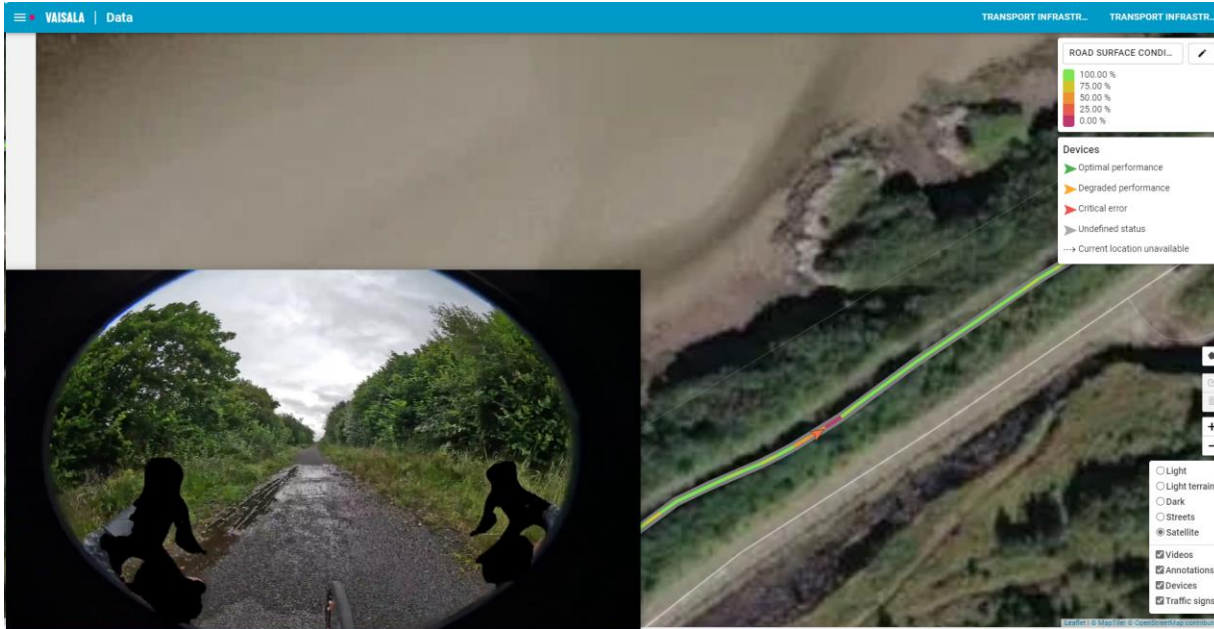
- Various condition assessment services are available.

- Condition data needs to be referenced to Base network definition

- Collection frequency needs to be established

- Immediate needs can be actioned and tracked as Work Orders in dTIMS OM.

- Condition indices can be derived from distress identification.

- Lifecycle modeling, Deterministic or Probabilistic can be derived from local expertise.

- Models refined as data is collected.