

## CROSSHAVEN CYCLE PATH

- 🚲 A 5km off-road combined foot and cycle path linking Crosshaven to Carrigaline.
- 🚲 Route is entirely off road, making it a very safe option for cyclists and pedestrians.
- 🚲 No longer any need to drive between these towns.
- 🚲 Route is level, as it is located on the line of the former railway, making it ideal for cycling.
- 🚲 Pedestrians have the right of way, cyclists using the route must give way to pedestrians.
- 🚲 This route will link to the Carrigaline Cycle Network which, when completed, will give good cycle access throughout Carrigaline town.

Queries can be made to:  
Area Engineer's Office, Carrigaline.

☎ (021) 4371800



## FURTHER INFORMATION

smartertravel >>>

[www.smartertravel.ie](http://www.smartertravel.ie)



[www.transport.ie](http://www.transport.ie)



Comhairle Contae Chorcaí  
Cork County Council

[www.corkcoco.ie](http://www.corkcoco.ie)



[www.irishheart.ie/sli](http://www.irishheart.ie/sli)

# CYCLE SMART IN CORK



## Crosshaven Cycle Path



## CROSSHAVEN CYCLE PATH

Ireland's First National Cycle Policy  
Framework published by Department of  
Transport in April 2009

Carrigaline - Crosshaven "Slí na Sláinte" walking  
route upgraded to accommodate cycling. For more  
information on Slí na Sláinte check out  
[www.irishheart.ie/sli](http://www.irishheart.ie/sli)

### VISION / REASONS TO PROMOTE CYCLING

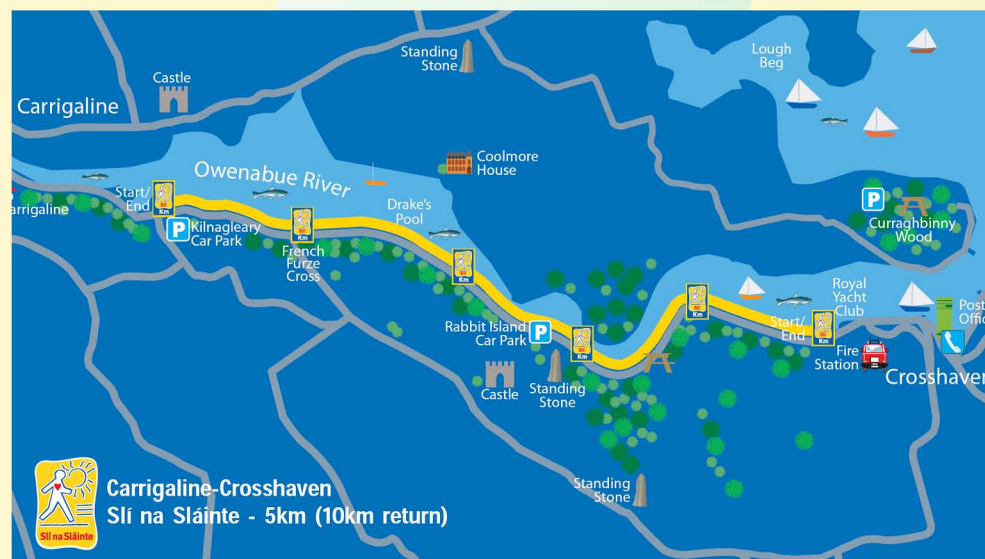
- 🚲 The mission is to create a strong cycling culture in Ireland.
- 🚲 The vision is that all cities, towns, villages and rural areas will be bicycle friendly.
- 🚲 Cycling will become a regular way to get about, especially for short trips.
- 🚲 Cycling contributes to improved quality of life and quality of the public realm, a stronger economy and business environment, and an enhanced environment.
- 🚲 A culture of cycling will have developed in Ireland to the extent that 10% of all trips by 2020 will be by bicycle.



## THE BENEFITS OF CYCLING

### AN IMPROVED QUALITY OF LIFE

- 🚲 Our quality of life will improve as more of us cycle more often.
- 🚲 We will get the regular exercise that helps keep our heart, lungs and muscles in good working order. We will live longer and be happier as our mental well-being is enhanced with regular exercise.
- 🚲 We will have stronger communities as there will be regular interaction between those out walking and cycling in our neighborhoods and town centres.
- 🚲 Our streets will become more sociable, convivial and vibrant as more of our population use the quiet, non-polluting and non-threatening means of transport.



- 🚲 Those countries which have the highest use of the bicycle have the lowest rates of cycle accidents. In these countries there is a wide variety in the ages of cyclists - i.e. the young and the old cycle daily. Many drivers also cycle.
- 🚲 Younger people have greater independence when they can take more of their trips by bicycle. It gives them increased confidence as they can travel to and from school on their own or with their friends, while it frees parents from the need to chauffeur their children to school. When these younger people begin to drive, they have a strong understanding of how to drive safely on the public roads and how to interact with cyclists.

### A STRONGER ECONOMY

- 🚲 Cyclists are almost completely immune to urban congestion. They also ease congestion as they use valuable road space very efficiently. The door-to-door journey times for trips by bicycle are predictable to within a few minutes.
- 🚲 It is the quickest mode of transport in an urban environment for trips up to 5-6km (European Commission, 1999), and for longer trips at peak hours.
- 🚲 Cyclists are free from public transport timetables and can park their bicycles easily and very close to their destination. Time is not wasted looking for parking spaces.
- 🚲 The bicycle can increase the catchment area served by a public transport service by around 9 fold (based on the rationale that cycling speed is approximately three times that of walking speed). Therefore, the investments in public transport supported by cycling promotion measures can bring combined benefits.
- 🚲 In The Netherlands 33% of all train trips begin by bicycle (Ministerie van Verkeer en Waterstaat, the Netherlands, 2007).
- 🚲 The modern approach to mobility is about giving people more options. One is not just looking at persuading more people to use bicycle for all of their trips or for the full length of their trips; one is looking at using bicycles for (at least part of) some of the trips.