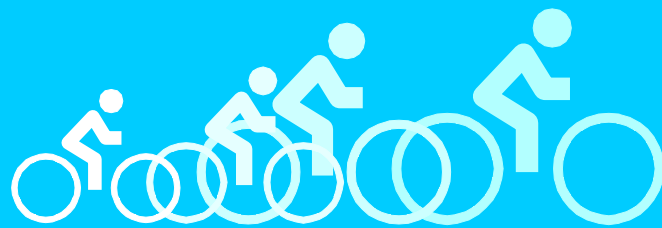


# CYCLING Wakefield

Newsletter of the Wakefield District Cycle Forum

Promoting and campaigning for cyclists



Edition number 9

June 2011



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Tell us what your priorities are

### 'A' Frames

Are these access barriers acceptable?

### Bike Week

The full programme. Volunteers needed!!!

## Roger Talbot Memorial Ride

Once more the first 'health ride' of the summer season was held to celebrate the work of our first ride leader, Roger Talbot and once again the sun shone for the whole 16 miles of the ride. 20 riders turned up for the ride and as you can see from the happy bunch in the photograph above everyone had a great time.

All of the 'health rides' were very well attended in the first month, no doubt helped by the fine weather, with over 60 different people taking part.

Will 2011 be our bumper year?

## Cycle schemes hit hard by government cuts

Those of you who keep in touch with the news section on our web site will be aware that government cuts devastated the cycle schemes planned for the last financial year, all of which were cancelled. Unfortunately this new financial year is likely to be equally disappointing with cuts of over 60% in the cycle budget which Wakefield council receives through the Local Transport Plan. This means that only one major project is likely to see the light of day in the coming year.

The Cycle Forum is in consultation with the council about how the remaining money will be spent. You can influence that decision by letting us know your priorities. See more on this on page ?.

## Proposed access route through to Walton Colliery Nature Park

Two years ago as part of their plans for new traffic-free cycle tracks Wakefield Metropolitan District Council (WMDC) proposed the creation of a new cycle path connecting the existing cycle path running behind the High School in Crofton (Crofton Sidings) to Walton Nature Park. This route would also link into Sandal and Agbrigg Station and via quieter roads onto places like Pugneys, providing a useful connecting corridor for cyclist from the Crofton area for both commuting and recreational use.

The proposed route crossed land used exclusively by Yorkshire Water and through a short tunnel passing beneath the railway line owned by Network Rail. Both of these organisations have raised objections to the proposal and after these initial objected the matter was left unresolved.

The committee of the Wakefield District Cycle Forum (WDCF) decided, as part of its campaigning work to concentrate on getting 'unfinished' cycle routes completed and this route in Crofton seemed to be a good starting point for that campaign.



*The map above shows existing cycle paths in a broken red line and the disputed path in broken blue.*



*Cyclists enjoy the cycle path through the park in Crofton behind the High School*



### Yorkshire Water

Following approaches by WDCF, Yorkshire Water agreed to a site meeting which was held in March 2011. Yorkshire Water's view is that the access road to the water treatment plant is too narrow to allow safe access to cyclist at the same time as vehicles are entering or leaving their site. It is suggested that without passing places there would be a danger of collisions between cyclist and lorries.

WDCF believes that the road, whilst narrow, allows good line of vision to drivers, requires a relatively straightforward manoeuvre between two slow moving bodies, and any competent driver should be capable of avoiding any contact with cyclists. By contrast the situation on the existing on-road route has high traffic density and, in places, poor line of vision. It is tempting to explain the position of Yorkshire Water as a case of risk aversion.

Currently Yorkshire Water say they would like to allow cyclist access to this road, but only if certain improvements can be made. They have suggested a meeting between themselves, WMDC and WDCF to try to resolve the situation and we await an invitation to attend this meeting.

### Network Rail

WDCF also wrote to Jon Trickett the MP for Crofton, seeking his support in approaching Network Rail to seek the unblocking of the tunnel under the rail track at the end of the Yorkshire Water private road to complete the off-road route into Walton Nature Park and avoid the journey along a busy and dangerous road.

In response Jon Trickett has given strong support to our campaign. He has written directly to NetworkRail asking them to look into the matter urgently and to reconsider their objections to the proposed route. He has promised to respond as soon as he has a reply from them.





# Customized Cycling in Cuba

Two of our members has recently been on holiday in Cuba and these photographs are examples of some of the ingenious ways in which bicycles have been adapted for particular purposes.



I thought the one with the big box on the back would be useful if it had Red diagonal stripes on it then car drivers wouldn't have any excuses for not seeing us.



The side saddle was a very common sight and as on the bike in the foreground they just bolt a wooden seat onto the crossbar in some cases -- so who needs Tandems



The beach bike could not have carried another single item but they struggled to get it on and off the beach every day and were there dawn till dusk. Dedicated cyclists ??

## Mayday in Thornes Park

One of the first events of the year for the Cycle Forum is the annual Wakefield Hospice Mayday Gala, in Thornes Park. Good weather and big crowds made for an enjoyable but busy day this year. The cycle skills course had over 60 children going round at least a couple times each. The Bike Doctor was particularly busy, examined over 35 Bikes, some of which were brought by owners returning for an 'annual service'. So people seem to be more aware of where we are and the services we provide. Donations received added up to £116 all of which we donated to the Wakefield hospice.



*An unusual customer for the bike doctor!*



## New Country Park Opens

Rabbit Ings recently opened to the public. This new country Park offers some good tracks for cycling. Within the country park there is a good gentle ride round the site on the outer track with only a couple of small hills. And for the more energetic there are several tracks that lead to the summit. On a good day excellent views of the surrounding countryside are to be had, as you can see from this photograph taken from the summit.

The site can be reached from the T.P.T. at Royston take the B6428 east for less than ¼ mile then turn right into the new car park. Alternatively you can cycle south from Crofton on Santingley Lane turning left at the first off-road path. Continue on this path, which uses the course of an old railway, to Havercroft, crossing Brier Lane and continuing on the course of the old railway until you reach a bridge over the old railway track. Turn right here and follow the course of this old tramway, crossing over Church Lane. This next section has recently been cut back but has a very uneven surface for about ¼ mile, then a newly surfaced section in white crushed stone, follow this and it leads directly into the Rabbit Ings Park.



## Local Transport Plan

The Local Transport Plan (LTP) is the one source of money that Wakefield MDC has available every year for developing cycling infrastructure. Around 10% of the total capital funding available through the LTP has been allocated to cycling projects and until last year that amounted to between £300,000 and £400,000. The cycle path on Halfpenny Lane linking Pontefract and Featherstone (picture right) was installed with LTP funding.

In the coming year, in line with many other centrally funded capital projects, the budget will be around £100,000. This means that only one major project will be programmed for this year and the council are proposing the available money is spent on progressing cycle infrastructure in Castleford. This follows from a report by Sustrans on how a Castleford cycle network might be developed. Representatives of the Cycle Forum will be meeting with council officers to discuss these proposals.



Members' views are very welcome, so let us know what you think. Email us at [info@wakefield-cycling.org.uk](mailto:info@wakefield-cycling.org.uk)

## Funding for small projects

Wakefield MDC has allocated a small sum of money from the LTP which is to be used for locally determined projects. They are expecting these will be small projects which the cycle forum has identified as priorities. This might include signing routes or replacing missing signs, installing ramps where steps exist at present, or surfacing small stretches of path that would connect up already existing routes to make one longer continuous route.

If you have any ideas email them to [info@wakefield-cycling.org.uk](mailto:info@wakefield-cycling.org.uk)



## “A” Frame or No Frame

One of the aims in the Wakefield District Cycle Forum’s proposals to the local authority for agreed standards in cycle infrastructure is to get rid of ‘A’ frames as the standard barrier on cycle paths and bridleways. As we all know there is nothing more annoying than to be cycling along a pleasant, traffic-free cycle path only to be confronted with a barrier which forces you to get off your bike in order to manoeuvre it through that barrier.

The usual excuse given for such barriers is that they are there to stop motorcyclists using the path illegally. Unfortunately barriers which stop motorcyclists stop cyclists as well, and usually fail to stop most off-road motorbikes.



*A typical ‘A’ frame on a Wakefield cycle path*

It is not only cyclist, however, who are inconvenienced by such barriers. The Disability and the Equality Act 2010 places an obligation on local authorities and other providers to improve countryside access by making ‘reasonable adjustments’ so that disabled people can enjoy the countryside. It seems, however, that many local authorities, including Wakefield, are not adhering to the 2010 act by installing barriers such as “A” frames that limit access for disabled people. Such access points also impede free access to Horses, Recumbents, some Tandems, 3 Wheeled Bikes, tag-alongs and trailers.

Neighbouring councils such as Doncaster & Barnsley MDC have opened lots of their gates which also have “A” frames at the side so that there is easy access for all. They maintain the option of closing

gates again if there is a problem with motorcyclists. But the most effective way to prevent illegal use of paths is for them to be well used by legitimate users.



*A ‘movable’ A frame on cycle path*

An interesting article in the Wakefield Express recently contained a photograph of the new quad bike supplied to the police with the specific task of apprehending illegal riders/poachers etc. How do they get through the “A” frames to catch them?

To find out more about the Disability and Equality Act visit [www.direct.gov.uk/disabledaccess](http://www.direct.gov.uk/disabledaccess)

DO YOU HAVE A VIEW ON THIS SUBJECT? IF SO PLEASE EMAIL US AT [info@wakefield-cycling.org.uk](mailto:info@wakefield-cycling.org.uk)



*A complicated, expensive and inaccessible access point to a cycle path.*







**18-26 JUNE**

**Saturday/Sunday, 18th/19th 11am till 4pm Cycle Festival Nostell Priory:**  
A host of events including information stall, skills course, pump track, bike doctor, relay races and health rides.

**Saturday 18th – 9 am from Newmillerdam (opposite Fox and Hound)**  
20/30 mile on/off road

**Tuesday 21st – 6pm from Pontefract Squash Club (Stuart Rd.)**  
15/20 miles on road

**Thursday 23rd – 6 pm from Kirkgate Station Wakefield**  
10 mile on/off road ride, City loop with pub stop.

**Saturday 25th – Basic Cycle Maintenance Course, Nostell Priory**

**Sunday 26th – 10.30 am Hemsworth Water Park**  
5/10 mile off road health ride

**11am till 4pm Green Living Day Anglers Country Park, Winterset**  
information stall, skills course, bike doctor, health rides

**[www.cycling-wakefield.org.uk](http://www.cycling-wakefield.org.uk)**

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FOR EVERYONE!**

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