

CYCLING Wakefield

Promoting and campaigning for cyclists



Newsletter of the Wakefield District Cycle Forum

Edition number 18

May 2013



Wakefield District Cycle Rides & Events Spring/Summer 2013

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Free Cycle Maintenance Course Saturday 18th May Nostell Priory

Our first basic cycle maintenance course of this year was oversubscribed but there is another chance for those who missed out first time round.

The course, lasting 3 hours, will cover basic cycle maintenance such as changing tyres/inner tubes, fixing punctures, checking and adjusting brakes, and other issues raised by participants. There will be plenty of opportunity for hands-on experience. To book send your name to info@cycling-wakefield.org.uk

Summer Rides and Events Leaflet out now

The programme of rides and events for the spring and summer season has now been published.

Sponsored by go:cycling it lists what is now a weekly programme of rides. You will also find events from our 'holiday Wednesdays' at Nostell Priory to free bike maintenance courses and 'bike doctor' sessions.

As always we need volunteers to run these events so if you can help please let us know by emailing

info@cycling-wakefield.org.uk

To download the leaflet visit our website at

www.cycling-wakefield.org.uk

Join us for a good cycling summer!!!

The Case Against A-Frames

Barriers and controls on cycle tracks and shared use paths



Once again the issue of barriers on cycle tracks has raised its head as a major cycle track project involving both Wakefield and Dewsbury councils, the Ossett/Dewsbury Greenway, nears completion. Entering the track from Kirklees with a pram, a tag along, disability scooter, three-wheeler, recumbent or other 'unusual' bicycle does not present a problem but if you wish to exit at the Wakefield end there is a barrier which may prove insurmountable.



Path entrance Dewsbury

This raises the question of why barriers are erected in one district and not in another or indeed why we have barriers at all. We are often told by officials that A-frames are used to stop illegal use of cycle paths by Motorcyclists, which are a danger to other users. But in this, and many other cases, the A-frame has been put in without any monitoring of whether the track is likely to be used illegally.

Time and again it has been shown that barriers are not the most effective way to stop illegal use. In fact the opposite is true. When access controls do not deter legitimate users from free, uninterrupted movement on

cycle and shared use tracks they become more popular. This in turn deters illegal use as more people are present on the routes to observe and report illegal use. There is also a direct correlation between higher cycling rates and improved safety.

At present the use of A-frames in particular means that a great number of legitimate users are prevented from using routes precisely because of controls and the majority are penalised because of the few. One of the problems is that there is no consistency in the widths of "A" frames or where they are used. The major problem is that most are too narrow for ordinary cycle handlebars to get through, which need not be a problem if they were set more widely apart. Unfortunately A-frames are not the only problem as cyclist often have to negotiate "kissing gates", which are not deep enough to turn cycle, chicanes (2 offset Barriers) also not far enough apart to cycle through, the list is endless and in no way encourages cycle use.

The majority of controls do not comply with the Disability discrimination act 2005 (now mostly replaced by the Equality Act 2010). Out of 1.76 million people who cycle in the UK a minimum of once a week 1.75 thousand is nearly 10% are cyclists with limiting disabilities who also "cycle" at least once a week with wheelchair mobility scooters or trikes. Controls especially "A" Frames also deter prams, child cyclists, child trailers, touring cyclists and shoppers with panniers, tandems and tricycle riders.

The very last thing anyone wants on **any** mode of transport is a stop/start journey even without the extra hassle of having to lift the cycle up and over an obstacle. Imagine the chaos it would cause if cars, public transport or lorries were presented with a control every 500 meters or even every 10 or 20kms (think Traffic Lights Level Crossings Toll bridges Toll roads etc).

The guidance from Sustrans, the sustainable transport charitable trust, which is supported by the Department for Transport states:

"ACCESS AND SPEED CONTROLS KEY PRINCIPLES There should be a PRESUMPTION

AGAINST use of ANY ACCESS BARRIERS on Cycle Tracks or Shared use Paths UNLESS there is a PROVED NEED because of the difficulties they can cause all users. Where it is necessary to reduce speed of Cyclists 2 ROWS of STAGGERED BOLLARDS are preferred, where CONTROLS PROVE NECESSARY the arrangement SHOULD NOT FORCE CYCLISTS TO DISMOUNT, PREVENT LADEN CYCLES from passing through or exclude TANDEMS and CHILD TRAILERS". For further reading please see www.defra.gov.uk. Authorising structures (gaps gates and stiles) on rights of way - good practice guidance for local authorities on compliance with the Equalities Act 2010



Why Bother?

Wakefield District Cycle Forum is campaigning to remove A-frames and other inappropriate barriers from cycle tracks and shared use paths.

Please register your support for this campaign by phoning 01924 699522 or emailing racinyorks@gmail.com leaving your Name and Post Code /Address or Name and Email Address

THANK YOU FOR YOUR SUPPORT

Responding to the above comments WMDC made the following statement:

A-Frames

The highway Authority have been aware of the limitations on the standard A Frame barriers for some time and as a result locations that have been subject to this type of barrier have been very limited in recent

years. It is recognised that access restriction/barriers should and will only be installed after full consultation and that alternatives to standard A frames should be considered in all instances.

The specification for the access control work on the Ossett to Dewsbury Greenway has still to be finalised. No decision has been made regarding what will replace the existing kissing gate. The final decision will be made in consideration of a range of perspectives including users, local residents, community safety & the effective management of the public open spaces along the route.

End in Sight for 'End of Route' Sign



The picture above shows one of our rides from Pugneys Water Park as it approaches the ASDA store on Asdale Road. Having used the shared-use path up till this point cyclists are told it is the end of the route for them. If they want to stay legitimate, they have to walk their bikes, or join the road, for around 50 meters where the shared-use path re-starts and crosses the road at a toucan crossing.

After years of badgering by Wakefield District Cycle forum work has started on widening the pavement to convert the remaining path to joint use and the 'End of Route' sign should be removed in the next few weeks.

Converts!

Sarah Furber and Barry Jefferies are among the increasing number of people returning to cycling. They do not have their own bikes yet so they borrowed on of ours and joined us on a ride from Nostell Priory at the beginning of the year. Since then they have made use of or loan bike at Pugneys and Anglers and have become regular participants in the Cycle Forum's rides.

Barry writes:

Our involvement with the Wakefield District Cycle Forum in recent months has been a delight!

Mr John Harvey, who became involved with the Cycle Forum rides last year, suggested that we might also reap the benefits of cycling with his new found friends in Wakefield! John is a fellow sailor; we all met whilst involved on a 'refit' for the tall ship Prince William. (Barry and John can be seen on the Pugneys ride below the 'End of Route' sign on the previous page)

As it was, Sarah Furber was keen to add the bike, to her varying modes of landscape interaction, whilst I, not having ridden for 40 years, wondered about stabilizers! Throughout, we have been well looked after by David and Sandy, with many introductions to lots of good and decent bikers. In matters of health benefits, we are in that age percentile where it is either all a bit late in the day or, if you believe the experts, time to make one last effort. What is not calculated is the amount of FUN we have had!

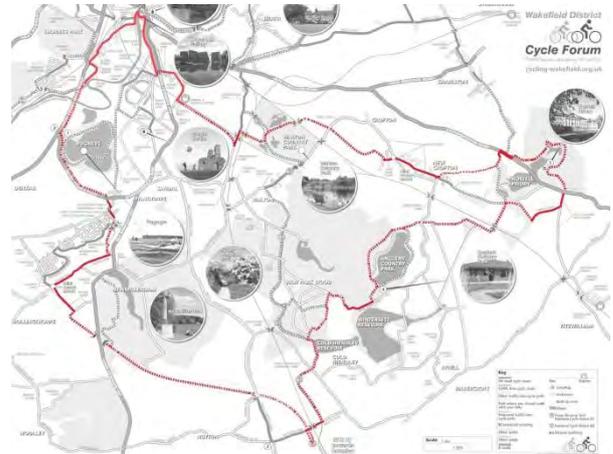
A little more seriously perhaps, the physical exercise and good fellowship works for me personally, in an acknowledged and specific way. To use the ancient description, I am a long term melancholic, being a member of a Huntingtons Disease family. Thus, the bike rides 'occupy' and 'distract', whilst being generally beneficial. So, this is good for me, and hopefully for others too, in the matter of their own needs.

In conclusion, we shall at some point, look to the purchase of our own machines! So, we

are presently doing the research on what might constitute a more than suitable pair of velocipedes! Pashley, I believe, does something called The Guv'nor.....any thoughts?

Wonders of Wakefield Cycle Tour

Wakefield District Cycle Forum stalwart and mapmaker extraordinary, David Keighley, put the Cycle Forum on the map after only a year of its existence by mapping to great cycle routes. The shorter of these routes we entitled the Wonders of Wakefield. Many cyclists have enjoyed this route but this year we are organising a special 'tour' of the route.



Not only will you be guided round the route in the usual way but one of our volunteers will be giving you a commentary of the places of interest along the way. Sights to be taken in will include Haw Park Wood, Sandal Castle, the Hepworth Gallery, Heath Village and Nostell Priory. This will be a leisurely ride of just over 20 miles and will take most of the day with stops at the 'Wonders' and for lunch and tea breaks. It will be a day to remember.

Hope to see you there

Wonders of Wakefield Tour
Anglers Country Park
10.15 am for a 10.30 am
Saturday 11th May



Campaign Update

Crofton to Walton Park Cycle Route

In the last edition of the newsletter we reported on some further progress in the long and very slow business of opening the path from Shay Lane in Crofton to the Crofton Colliery Nature Park. With agreement now in place from Network Rail to unblock the access under the railway which borders the Park, and from Yorkshire Water to the use of the access road to their water treatment plant, you would have been forgiven for thinking the campaign was near completion.



This would however been a foolish thought. We are now unfortunately finding that the landowner who owns the land on which the access road runs is raising objection to the use of the road by cyclist and pedestrians. Having come this far and spent a lot of time over the last few years the Cycle Forum is not intending to give up now. We are investigating the reasons given by the landowner for objecting to cycle and pedestrian use of the path and will build a response. It may be that further campaigning action is also required and I am sure we can count on your support if necessary.



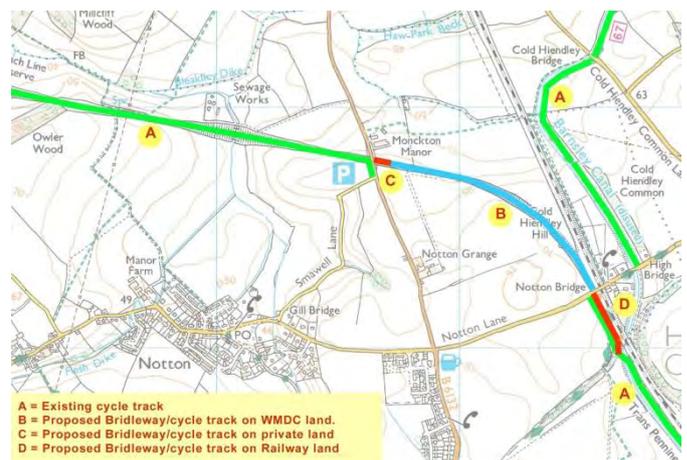
Chevet Branch Line - New off-road route delayed

In the last newsletter we reported on the successful application for grant funding to create a new bridleway near Notton with a new link into the Trans Pennine Trail at Old Royston (see the blue and red lines on the map).

At the end of March 8 Cycle Forum volunteers cleared the site of the new path and the contractors cleared some vegetation which needed to be removed before the start of the nesting season.

However, like the course of true love, Cycle Forum campaigning work never seems to follow a smooth path. Because of delays in the submission of a footpath diversion order the private landowner who owns part of the land on which the path will run withdrew his agreement to the contractor crossing his land to complete the work on the path. This has caused a significant delay in the work, which will now be delayed until the beginning of May.

Hopefully, this will be the last of our delays and the path will be completed before summer arrives (if it does of course).



Winter rides programme

As reported in the last newsletter, our winter rides programme has been very well attended and reflects a general increase in interest in cycling. Our Spring/Summer programme is now in full swing, but up to the end of March our ten rides so far this year had attracted a total of 194 cyclists. The three Sunday rides from Pugneys had 93 cyclists in total, which means that Pugneys has now taken over from Nostell Priory as our most popular venue.

We now have bikes to borrow at our three main venues and these have been used 26 times. Most people who borrow bikes go on to buy their own in the end but it is important that we have bikes to get people started in the first place.

The majority of participants on our rides are men. About 30% of participants have been women in the past but this dropped to around 25% in the last three months. We would like to make our rides more attractive to women so if you have any ideas do let us know.

Was this ever meant for cycle parking?



When Asda has gone to the trouble and expense of installing enclosed cycle parking, why on earth do they then cram it full of sales products. If it's not garden plants then its clothes for sale.....as if there is not enough floor space in the stores.

Come on Asda why on earth did you do away with the garden centre you originally had on the same spot.

From:

[Disgusted of Wakefield](#)

Still Getting Wakefield Active!

Sustrans is continuing its programme of active travel in Wakefield, funded by the People's Health Trust, with activities designed to help people enjoy walking and cycling more often. There is now a regular weekly lunchtime walk, Tuesday at 12.30pm, from outside Xscape, and free loan bikes are available for those working in the area. A new Travel Guide and walking maps are being developed and improved cycle parking will be installed at the J32 Outlet Shopping Village in the next few months.

The Wakefield Get Me Active Challenge

Get ready for the Wakefield Get Me Active Challenge 2013!

(And the first Wakefield Active Travel to Work Day)

The Wakefield Get Me Active Challenge is the perfect opportunity to get into shape for the summer. Walk and cycle on a regular basis between 1st May and 11th June 2013 and you can win up to £100 worth of treats for your friends or colleagues, just by taking part!

(continued overleaf)



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The Go Girls Team (see photo) from Wakefield and District Housing were the Challenge winners in October last year. They all enjoyed a free breakfast as their Team prize at the Winters Seam, Xscape and now walk or cycle most days. Sammie, Beth and Amy are very keen to join again, so you have to do well to beat them!

How can I join in?

- walk and cycle anywhere, for any reason, and log your journeys on the Challenge website.
- create a team, and encourage friends and colleagues to join in too
- set yourself goals online
- share your experiences with others by posting photos and comments
- get fit with our 6-week walking and cycling programme

What is the Wakefield Active Travel to Work Day?

If you work in Wakefield, why not join in the Wakefield Active Travel to Work Day on Wednesday 11th June 2013. All you need to do is walk and cycle to work on that day, and have a chance of winning the special Active Travel to Work Day prize!

The Wakefield Get Me Active Challenge Website will be live at <http://wakefield.getmeactive.org.uk> from 22nd April 2013. Hope to see you there!

We are extremely pleased to continue to work in partnership with the Wakefield District Cycle Forum. Many of the staff we work with have attended the very popular Cycle Forum bike rides. Thanks particularly to Sally Lee for her help with the weekly walks over the winter period. Attached is a photo of the walking group on our Santa Charity Walk just before Christmas.

For further details on Sustrans activities in Wakefield,

contact Sheridan Woolley,

Sheridan.woolley@sustrans.org.uk,

07909 688177 @SustransSheri



New Crossing Needed?

One of the regular venues for Wakefield District Cycle Forum's (WDCF) guided rides is Nostell Priory. These rides are open to members of the public and are an attempt to encourage people to get on a bike and build their confidence by joining a group of like-minded people for a relatively short ride. There are numerous health benefits to be gained from such physical activity and the numbers of people joining these rides has shown a steady increase in recent times. Nostell Priory makes an excellent assembly point as it is so well known and located on the edge of some decent off road rides.

The National Trust, who own Nostell Priory, have recognised the importance of WDCF's activities at Nostell Priory over the last few years and the potential for cycling in and around there property. As a result they have recently begun work on making Nostell Priory a National Trust Cycle Hub.

Nostell Priory has easy access for cars off the very busy Doncaster A638. However the pedestrian entrance (see picture), which is also used by cyclists, is located on the A638 at a junction with Garmil Lane, leading to Hemsworth. Cyclists entering or leaving Nostell Priory at this entrance face a very busy and indeed hazardous junction. Recently a cyclist was making their way to the start of a ride at Nostell Priory and whilst stationary, waiting to cross the junction, was knocked off their bike. The vehicle travelling from Wakefield was making a right turn into Garmil Lane. The cyclist sustained leg injuries but was lucky that these were relatively minor in nature. However the outcome of any such accident is never predictable and the same accident between a vehicle and cyclist can equally be fatal.



In order that such an accident is not repeated, and to give easier access for all at this busy junction, some form of pedestrian controlled lights are required to give pedestrians and cyclists a chance of safely making their way over the A638 into the entrance of Nostell Priory. When any such road crossing has been suggested in the past there has often been an immediate concern for traffic flows and the potential interruption caused to vehicle movements. So why should it be seen any differently now?

Wakefield Metropolitan District Council (WMDC) adopted a Cycle Strategy in 2002 and is currently going through the process of renewing that Strategy. In both of these documents WMDC sets out a hierarchy for road user. Pedestrians are in the top slot and closely followed by cyclists. At the bottom of the list are Private motorists. So in any consideration of needs in places such as the junction at Garmil Lane/Doncaster road, the requirements of pedestrians and cyclists should come above the needs of motorists.

It seems futile for WMDC to produce a strategy to encourage greater walking and cycling in the district, to set out a hierarchy of preference to support such aims, if the list is then turned up side down in its application.

WMDC have responded to the comments above by issuing the statement below:

We are sorry to hear about the recent accident to a member of the forum at this location. Implementation of new works are selected on a strict criteria to ensure a consistent approach and to ensure a robust priority based programme of works. The highway authority is aware of this junction and would respond as follows based on the current traffic and pedestrian (and cyclists) volumes.

The traffic flows along this length of road are such that we would be seeking at the very least 60 peds an hour crossing the road at the location point. We currently note that the figures is <10 per hour for the greater part of most days, as a result the implementation of a crossing point does not feature. Financial limitations are also a consideration and currently 20 higher priority locations meeting criteria across the district have been identified.





WHEELS FOR ALL



CYCLING FUN FOR EVERYONE ON OUR FLEET OF ADAPTED BIKES!

The bikes are especially good for people with disabilities and differing needs

Come and join our fantastic cycle sessions!

(Trained Leaders present/ Helmets provided/Children to be accompanied)

HAVERCROFT & RYHILL SPORTS & YOUTH CENTRE (WF4 2BD)

OPEN SESSION HELD ON THE 2ND SATURDAY OF EVERY MONTH
10.00 am - 12.00 noon.

£2.60 per person.

Come and stay as long as you wish!

SESSIONS COMING UP ARE:

SATURDAYS: 11th May, 8th June, 13th July, 10th August 2013

Sessions are held outside if it's fine, inside if it's wet and cold!

(Please ring Sports Centre on 01226 723659 to check if session is taking place if wet)

Website: www.wheelsforallhavercroft.org

For more information call: Gail Tombs 07762018136