

Transport for London Cycling Centre of Excellence



Minutes of London Cycle Training Partnership (LCTP) Independent Cycle Training Provider (ICTP) stakeholder meeting

Meeting Title:	LCTP ICTP stakeholder meeting
Date of Meeting:	02/12/2008
Location of Meeting:	Palestra, 197 Blackfriars Rd, SE1 8NJ

Attendees:

Name	Organisation
N. Veena	TfL (CHAIR)
Venn Chesterton	TfL
Liz Priestland	CTUK
Andrew Pade	Cycle Experience
Geoff Wade	Cycle Training East
Paul Lowe	Cycleinstructor.com
James Avelyn	City of London Police
Phillip Benstead	Cycling 4 All
Patrick Field	London School of Cycling
Fred Ellis	Pedals for Health
Charlie Irvine	Public Safety Cycling
Andy Doran	STA Bikes
Rupert Gardener	Technicolor Tyres
Jim Blakemore	Bikeworks
Paul Savage	Home Counties Cycling
Marcus Ahmad	Go-By-Bike

Issue	Discussion points	Actions
Acronym	Propose acronym of Independent Cycle Training Providers (ICTP) to refer to companies that offer cycle training to children and adults. ITP will now refer to Instructor Training Providers who deliver National Standards Instructor Training courses	
ICTP cycle training	<p>Ongoing professionalisation of the cycle training industry.</p> <ul style="list-style-type: none"> o Less casual workers, and more full time workers, o However, anyone training more than 4 days a week will burn out. <p>A longer term vision for cycle training is necessary, not just levels of funding maintained over the next few years</p>	

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<p>Funding for cycle training</p>	<ul style="list-style-type: none"> • Pioneering work on cycle training should still be undertaken and supported as it is a relatively cost effective way of finding out what does and does not work. When funding is restricted, pioneering work is often the first to be cut, as there are less tangible benefits, but it is critical that it continues. • Given differing staffing within boroughs, suggest that meetings should be arranged with multiple departments in the boroughs and ICTPs with TfL as a mediator this would enable better communication on cycle training issues. • Tabards cannot be funded through cycle training resource through the LIP process. Funding is only available for actual training, administrative costs, Bikeability materials and match funding of the bursary to attend a NS instructor training course. No resource is available for local promotion or events eg Dr Bike • TfL offers funding to London boroughs to become instructor training providers but not to private organisations. This create unfair practices in favour of boroughs. Currently no other boroughs are considering becoming ITPs but if any request funding TfL will reassess this policy. • The national bursary for funding half the cost of the instructor training course is up and running again. TfL will match fund the other half of the costs if the instructor will be delivering cycle training in London 	
<p>Child cycle training & schools issues</p>	<ul style="list-style-type: none"> • ICTPs do not distinguish between private and state schools in terms of cycle training provision. However, there are differences between schools who do and do not have travel plans • London has had a working target of 50% of Year 6 children in London receiving cycle training to at least Level 2. This is currently being revisited with boroughs before formally being adopted <ul style="list-style-type: none"> ○ Propose in principle that all children will be offered cycle training including at special schools ○ TfL propose to set a London wide target as well as targets for individual boroughs based on their current levels of cycle training <p>Lack of bikes is a big issue when offering training, particularly when aiming for wide road safety outcomes. To enable modal shift, TfL could only train</p>	

	<p>children with bikes as these individuals will already have parental support to ride. However, this approach would not be very inclusive</p> <ul style="list-style-type: none"> • Cycling is a life skill, and like swimming it should be in the national curriculum • Secondary schools <ul style="list-style-type: none"> ○ They can be more challenging to reach than primary schools, but training there results in more modal shift to cycling, and as outcomes can be achieved by older children the training is more cost effective ○ In secondary schools, including a section on bike maintenance as part of the training course is also useful ○ Making cycling cool by changing the culture of cycling. Older children cycling in a school will encourage younger children by acting as role models. ○ May need to create champions within schools. • Revision of school travel plans is often very hard for schools, suggest that this is undertaken every 2 years rather than annually. • Outsourced providers are sometimes held responsible for lack of attendance by schools which is not within their control. 	
<p>Bikeability</p>	<p>Bikeability is aimed primarily at children, but does have useful applications for adults too. Adult cycle training should reach Level 3 Bikeability outcomes.</p> <p>Some ICTPs are finding the system for Bikeability registration very arduous, e.g paramedic teams were asked to produce first aid certificates</p> <p>Planned promotions nationally by Cycling England for 'Year of Bikeability 2009' and coordinated promotions in London by TfL starting in Spring 2009 should result in increasing demand for specific Bikeability cycle training.</p>	<p>Veena will communicate TfL marketing plan for promotion of cycle training to the ICTPs</p>
<p>Cycle hire scheme May 2010</p>	<p>The introduction of the TfL Cycle hire scheme in May 2010 will very likely increase demand for cycle training, especially within the 9 cycle hire boroughs:</p> <ul style="list-style-type: none"> ○ Hackney ○ Tower Hamlets ○ City 	

	<ul style="list-style-type: none"> ○ Islington ○ K&C ○ Westminster ○ Southwark ○ Lambeth ○ Camden <ul style="list-style-type: none"> ● Increased demand for adult cycle training is likely to begin with the promotional campaign in January 2010 with a further increase on scheme launch May 2010 ● Estimates of the expected increase in demand will be made on the basis of 08/09 increased demand after cycle training promotions. ● ICTPs reported that they do not have capacity issues and should be able to manage increased demand for adult cycle training. 	<p>Veena will communicate estimates on expected cycle training demand associated with cycle hire launch scheme</p>
Private cycle training levels	<ul style="list-style-type: none"> ● LCC gets reports from a variety of different sources on cycle training outputs ● Other groups around London do a large amount of cycle training, unrelated to TfL funding eg <ul style="list-style-type: none"> ○ Royal Parks -40 staff ○ T-Mobile – 7 Staff ○ Child training – additional training for schools and parent groups etc. ○ Primary care trusts provide funding for cycle training through cycle referral scheme. ○ Cycle clubs 	

Additional Information:

Next planned round of stakeholder meetings will be held in Summer 2009 after publication of the Annual LCTP report 08/09