

# CYCLE LONDON

Community Grants Scheme 2008



# COMMUNITY CYCLING FUND FOR LONDON

## Promotion Partnership

The Community Cycling Fund for London (CCFfL) is a grant scheme funded by Transport for London since 2003. In 2007 the London Cycling Campaign (LCC) assumed administration of the programme previously known as the Cycle London Promotion Partnership (CLPP).

The purpose of CCFfL is to provide community groups and organisations small grant allocations (under £5000) which enable people from London's diverse communities to experience the benefits of cycling. CCFfL is seed funding which can be spent on capital goods (bikes, tools equipment) as well as training. Projects are encouraged to get in-house training to enable groups to establish cycling projects that will be sustainable in the future. CCFfL supports communities to provide access to cycling and encourages groups to get more people cycling more often with a focus on transport.

The Community Cycling Fund for London (CCFfL) works in partnership with 4 key members including, Transport for London (TfL), London Cycling Campaign (LCC), Sustrans, and, as a reference body, Greater London Authority (GLA) to offer a broad spread of knowledge and experience in cycle promotion and cycling activities.

In 2008 LCC secured additional community cycling funding from the Big Lottery's well-being programme. LCC is one of the partners of the nationwide Active Travel Consortium (ATC) delivering a portfolio of projects that will enable 2 million people nationwide to become more physically active by walking or cycling as part of their daily lives by 2012.

The CCFfL scheme is match funded by ATC funding and LCC administers the grant allocations as part of the overall community cycling project.

**For more information regarding these grant allocations please visit [lcc.org.uk](http://lcc.org.uk) or contact one of the community cycling officers on 020 7234 9310 and select option 4.**



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## Introduction

Cycling as a means of transport drives the change towards people friendly, modern, low carbon and equitable cities and has obvious health benefits. However, cycling is also a tool that helps communities combat social problems endemic in urban areas: individual and community isolation; gender-based inequality; postcode gang mentality; traffic pollution and hazard; transport deprivation; unemployment; obesity and cardio-vascular risk; unhappiness, lack of self-esteem and mental health decline, and; deteriorating public spaces.

The CCFfL scheme fosters an understanding of the wider impacts of cycling and through these projects LCC is building up an evidence base to strengthen the case for community cycling, explore scale-up opportunities and make the case for large-scale long-term funding for successful initiatives.

## How it works

The total CCFfL funding is £200,000 per year match funded by £12,000 in ATC grant allocations. There are 2 funding cycles a year when groups and organisations can bid for up to £5000. These applications are then assessed by members of the CCFfL panel, which is made up of representatives of the partner organisations, against the key criteria (see below).

Once grant allocations have been approved, LCC manages the distribution of funding ensuring that the purchase of hardware, training and other services are in line with the original approved bid. LCC also monitors use of hardware and project delivery, offering advice and support where necessary to ensure that projects successfully achieve their aims and intended outcomes.

LCC encourages new projects to link up with more established projects and also brings groups together quarterly to enable people to make new contacts, seek advice and network. This has led to the development of a London based community cycling network that continues to grow.

### **CCFfL funds a variety of projects that fulfil the key criteria of the programme:**

1. Encourage people to cycle as a means of transport
2. Demonstrate and promote cycling and builds confidence of infrequent or lapsed cyclists or of persons new to cycling in London
3. Reach out to groups under-represented in the cycling community such as women, children/youths, ethnic groups, older persons and people with disabilities
4. Increase access to cycling for groups where opportunities are limited by income, equipment, skills or information
5. Develop projects with local partnerships with other non-cycling specific organisations (for example, travel plans, health, nature, heritage)
6. Provide positive messages supporting the status of cycling to the public

## Outcomes from 2008

In 2008 CCFfL received a total of 128 funding applications demonstrating the huge demand that exists for community cycling. 56 groups and organisations were allocated funding to deliver cycling projects and/or events. The grant allocations were spread over a total of 20 London boroughs. Unfortunately out of the 56 allocations 4 groups have either been unable to deliver projects, or LCC have withdrawn funding as there has been a breach of the terms and conditions of the grant allocations.

Over 3000 people participated in CCFfL funded projects and cycle activities with some projects yet to complete. Some projects started later than anticipated and we are still collecting data on number of beneficiaries but based on the above figure, an average of 57.6 people benefited per CCFfL funded project. Some projects had a much higher number of beneficiaries whilst others worked intensively with small, particularly hard to reach groups where the number of beneficiaries is much lower. Not all projects bid for or are awarded the full £5000 and make a small amount of money go a long way.

The 52 projects that were delivered have worked with a wide range of target groups:

- 88.4% of projects worked with people of diverse ethnic backgrounds
- 13.4% of projects worked with refugees or asylum seekers
- 17.3% of projects focussed on a specific ethnic group
- 26.9% of groups targeted women as part of their project
- 23% worked with people with physical disabilities
- 7.6% of projects included people with special needs and or learning disabilities
- 7.6 % of projects worked with people with mental ill-health
- 30% worked with families
- 46% targeted people on low incomes
- 9.6% of projects included older people
- 61.5% worked with children and or young people
- Only 7.6% targeted exclusively adults but this has to be balanced by the 30% that worked with families and the 9.6% of projects working with older people

Many of the people who have participated in projects have either never learned to cycle or have not cycled for many years. The evidence collected demonstrates a real change in behaviour: people using bikes for local journeys, their commutes to and from work, school or college and for leisure. Furthermore, evidence also indicates a change in people's lives and well-being that goes beyond transport; increased self-esteem; confidence building and establishing trusting relationships; developing new friendships; easing economic hardship.

## A very successful year

This report seeks to showcase the broad spectrum of initiatives that have enabled London's diverse population and communities to experience the joys of cycling. CCFfL proves that you are never too young or too old to give cycling a go, that with the right support, training and equipment almost anybody can ride a bike. The existing commuter cycling community is a minority group in itself, but schemes such as CCFfL seek to mainstream cycling, making it a normal activity that people can integrate into their everyday lives.

The following 10 case studies demonstrate the variety of projects run and the range of people for whom cycling has made a real difference. A full list of projects funded in 2008 can be found at the back of this report and more case studies can be found on the LCC website [www.lcc.org.uk/community](http://www.lcc.org.uk/community)

# KATE GREENAWAY NURSERY SCHOOL AND CHILDREN'S CENTRE - BIKE START

## Islington

### Background

Kate Greenaway Nursery School and Children's Centre is a well-established and respected under 5s education and early years centre in Islington which is celebrating its 50th anniversary in 2009.

The centre is committed to developing and promoting cycling with the very youngest children and seeks to include families as part of the project. The local community has a large black and ethnic minority population and the project aimed to attract people from the diverse local neighbourhood and target women through the bike start scheme. The project aimed to work with 50 young children and their families.

### Where did the inspiration come from?

The head of the Centre, Julian Grenier is himself a keen cyclist and he purchased a couple of 2 wheeled wooden bikes for the nursery children as an experiment. What he and the staff saw prompted them to rethink their ideas about how children stayed upright and balanced on 2 wheel bikes without stabilisers or pedals.

### The Project:

This pilot project involved 2 Saturday cycle workshops for under 5's and their families. The workshops were advertised extensively in local libraries and flyers and posters were distributed throughout the neighbourhood. Kate Greenaway sought to give young children a positive introduction to cycling and CCFFL funding allowed the nursery to purchase 'like-a-bikes'. Like-a-bikes are specially designed bikes that do not have pedals for tots. They allow young children to get used to the feel of a bicycle and balance without having to worry about pedalling and have become increasingly popular as an alternative to stabilisers.

Families who attended the workshops held in October could experience cycling as a family with a range of services on offer. Parents who had their own bikes were encouraged to bring them along and have them security marked by the local police to deter theft. Parents who had not learnt to cycle or needed to boost their confidence were encouraged to access free cycle training provided by Islington's road safety team. Brunch was on offer in the nursery's garden so children and families could partake in a Saturday activity together in a fun and sociable way.

### How was the funding used?

The grant allocation paid for 16 like-a-bikes, refreshments and advertising.

*The children really enjoyed playing outside and using all the fantastic bikes. It was a lovely family funday with a fun atmosphere – just right for our community.*

**Camilla Swash, local parent**



## What were the outcomes of the project?

Over 70 young children and their families from the nursery and the local community took part in the 2 workshops with children as young as 2 navigating the routes set out in the garden and negotiating obstacles. The cycle trainers on hand helped the youngsters gain competent cycling skills and also taught one mother how to ride so that she could cycle alongside her child.

- The like-a-bikes encouraged physical exercise, increased strength, confidence, spatial awareness and navigating skills
- The children developed their stamina
- The children scooted around using their feet and mastered balance
- Children and their families became enthusiastic about cycling
- It was an activity that families could do together
- The project strengthened social networks and people formed new friendships in the local community

Kate Greenaway Nursery is very near King's Cross, where most people live in flats. Offering access to the garden for the wider community, along with the chance to ride bikes enabled local people to access green, outside space in a fun and sociable way.

## Ideas for the future

The bikes are used by children as part of their nursery activities and Kate Greenaway organised 2 more Bike Start days in March 2009. The project has opened up lots of other possibilities including developing a bike loan scheme with local primary schools and establishing an afterschool cycle club. Kate Greenway will have additional Saturday open days to reach out to even more local families: there are some 400 children aged 2-4 in the neighbourhood who could benefit from access to early-years cycle training. The nursery would like to develop the project to target Somali and Bangladeshi families in the area who are traditionally underrepresented in the cycling community. Kate Greenaway plan to extend the project beyond the nursery to the wider community through local events and workshops that promote family cycling by providing local families with access to bikes.



# TYSSEN FAMILY BIKE CLUB

## Tyssen Community School PTA with the Bike Project Community Co-op Hackney

NEVER TOO YOUNG

### Background

Initially funded via Team Hackney through STA Bikes, the Family Bike Club ran over 6 weeks during the Spring Term of 2007. Approximately 40 adults and children took part. After the success of the first run, the Tyssen Community School's PTA secured CCFFL funding to continue the club in 2008 and create sustainability.

### The project

The majority of pupils at the Tyssen Community School speak English as a second language and many are from a black or minority background. The school has a higher than average intake of refugees from families on low incomes. The school also has provision for autistic children. The Bike Club was set up to encourage these families to cycle by providing access to cheap quality second-hand bikes, subsidised cycle accessories such as locks and lights which are sold at the Tuck shop and free cycle training and maintenance workshops. The project particularly targeted women who pick up their children after school to use cycling for the school run. In order to make the club as inclusive as possible, specially adapted bikes were made available for use by disabled cyclists and those with special needs.

### What was the funding used for?

The allocation has enabled Tyssen School to purchase 25 reconditioned bikes and spare parts for the maintenance sessions. The grant allocation also paid for 5 cycle instructors for 1.5 hours over 12 weeks and refreshments for the sessions.

### Outcome and Benefits

By providing a safe and fun environment for people of all ages, the Family Bike Club supports cycling as a family activity. The club is advertised locally as a way to improve fitness with a fun, low impact physical activity. Many of the school's pupils live in social housing where bike parking and storage is a real issue therefore a lot of people do not have their own bikes. The bike pool has ensured that these pupils and their families have access to cycling. People get to know each other and develop friendships based around cycling that continue outside the school.

- The club ran 12 after school sessions which were attended by 49 children, parents, carers and staff
- 22 different families took part in the project of which 9 are now cycling to school
- 14 participants have bought bikes from the Bike Club at a subsidised price of £10
- Between 5 and 10 participants have bought new bikes of their own
- Approx. 20 bikes were repaired by Dr Bike as part of Bike Club
- Pupil surveys for the School Travel Plan show that the number of children cycling to school has risen steadily from 0% in 2005, through 5% in 2007 to 9% in 2008
- In Hackney's recent 2009 School Travel Plan awards, Tyssen School won the modal shift award for 'Greatest reduction in staff coming to school by car' – a reduction of 9% in a year. Staff cycling to school increased from 10% in 2007 to 14% in 2008

### Other beneficiaries

In addition to the cycle training and maintenance workshops, the Family Bike Club organised a cycle obstacle course at the Tyssen School Summer Fair. 800 people attended the fair and the obstacle course proved very popular with 80 people giving it a go.

### Future

In February/March 2009 there will be further cycle training for adults and children in Key Stage 1, and a bike maintenance course for children in Key Stage 2

and their older siblings. Providing people with the necessary confidence and maintenance skills will ensure that people are more likely to carry on cycling.

Emphasising the inclusive nature of the club, Tyssen have linked up with Pedal Power, the cycling club for adults with learning disabilities, and is currently developing a Junior Pedal Power for Hackney. Tyssen are making storage space available for their new fleet of all-ability bikes and trikes, and will work closely together with Pedal Power in the future.



*It was fun, there are lots of challenges. I liked it when you had to ride a bike with one hand*  
**Amanah Lewis, 10 years old.**



# MAX ROACH CYCLE CLUB LAMBETH

## Lambeth

### Background

Max Roach is an adventure playground and youth club in Brixton for local young people where a variety of activities are on offer. Max Roach wanted to add cycling to the activities available.

### Where did the inspiration come from?

The young people! From the youngest children to the older adolescents there was a real buzz about the inclusion of cycle related activities and the project workers recognised the potential to build on this level of enthusiasm.

### The project

The aim of the cycle club is to encourage more young people to participate in cycling as a cheap, sustainable mode of transport. Max Roach provided the opportunity to participate in a variety of on and off-site cycle based activities that introduced the young people to the countryside and various forms of cycle sport and leisure activities.

Young people learnt maintenance skills through sessions where donated bikes were refurbished. Some young people who did not have access to their own bikes have “earned-a-bike” through the project and replacement parts have also been allocated to participants. This has provided a meaningful activity for young people that has taught them valuable life skills.

### What was funding used for?

The funding enabled Max Roach to purchase a fleet of 10 mountain bikes for trips to the countryside and off-road riding. A project worker was trained in cycle maintenance and this in-house training will allow the project to keep running in the future. A range of tools and spare parts were purchased to facilitate the cycle maintenance sessions.

### Outcomes

The cycle club has been running twice weekly since summer 2008. An average of 15 young people attended the Monday evening maintenance sessions where participants could work on their own bikes or the project bikes. Some young people just dropped in whilst a core of 10 youngsters were regular attendees. Bikes that were previously rusting on balconies and in back yards have been resurrected and made road-worthy as a result.



- Max Roach has refurbished 10 donated bikes and these have been “earned” by young people who did not own or have access to a bike
- A further 6 police bikes have been refurbished and now form a pool of on-site bikes that the young people can use when they come to the centre
- A bike loan scheme has been introduced for young people who don't have bikes or are in-between bikes- the loan period can be as short as 3 hours or up to 1 month
- 1 youngster was on work experience several miles from their home and needed a bike to be able to attend and was able to do so through the bike hire scheme
- The project has opened up new parts of London and beyond and allowed the young people to experience new adventures
- A recent ride to Richmond Park was attended by 15 people

Some of the older young people have put their maintenance skills into practice and have been working on repairing some of the smaller bikes so that the younger children who come to the centre get the opportunity to cycle. It has been great to see some of the older adolescents looking out for their younger counterparts.

### Ideas for the future

Max Roach have linked up with another project for young people, the Young Southwark Cyclists and will be organising group rides together, opening up the possibility of new friendships and the discovery of new areas. Max Roach is currently working with a local primary school to introduce cycling trips and training to their young people via a partnership with Max Roach.

As a result of the success of the cycle club and the seed CCFfL funding, excitingly Max Roach has won a grant of 1.5 million to turn the site into a 'Play Park' of which a cycle track will be part. The aim is to create a cycle workshop within the new development and really embed cycling into the centre and the everyday lives of attendees. It is hoped that links with other local youth groups and centres will continue to grow and that positive relationships will develop as a result.

*I love riding bikes at Max Roach. I have learnt how to fix punctures and put new cables on my brakes. I now know how to adjust different things on my bike*

**Dwight**



# AGEWELL ON WHEELS

## Hammersmith & Fulham Council's Sports Development, Adult Education and Transport

NEVER TOO OLD

### Background

Agewell promotes exercise and healthy living for the over 50s in Hammersmith and Fulham. Although a range of exercise classes were already available, cycling classes and organised rides were not. The addition of Agewell on Wheels to the programme was possible through the funding of CCFIL. With the goal of encouraging healthy living and physical activity, the project aims to get over 50s back on their bikes and help them regain their confidence to cycle on the road.

### Where did the inspiration come from?

Gwen Cook is a keen and enthusiastic cyclist who re-trained as cycle instructor post 50. She observed the lack of older cycle instructors and realised that not having a teacher that trainees could identify with would put them off cycle training.

### The Project

Agewell on Wheels set out to offer 3 separate training courses enabling Hammersmith & Fulham's over 50s to develop their basic cycling skills. The project delivered 2 extensive 6-week courses for beginners and 1 shorter 4-week course over the summer for returning cyclists. 1 4-hour session a week gave everyone plenty of time to get used to their bikes and learn at their own pace. With 8 bikes available and some participants bringing their own, each course was able to accommodate up to 14 would be cyclists.

The initial sessions took place in Hammersmith & Fulham's Linford Christie Stadium. As well as a place for storing the bikes, the stadium also provided a safe off-road environment where participants could build up the confidence to cycle on the road.

### What was the funding used for?

8 pool bikes were purchased and the funding paid for the cycle instructors who worked on the project, ongoing maintenance of the bikes and for refreshments on outings.

### Outcome and Benefits

Agewell on Wheels encourages people over 50 to take up cycling for exercise and for transport. The majority of attendees were between the ages of 66 and 70 with 2 of them over 75 years old representing both genders and a mix of ethnic backgrounds.

- Agewell on Wheels provided 8 bikes with the lowest available stepover and the smallest frames available for easy access and comfort of the cyclists
- Overall, 21 people attended the 3 courses
- Being taught in a group of people of similar ability proved to work well as a teaching model and encouraged the process of building confidence
- Trained instructors were able to closely monitor progress and offer constructive feedback and advice while not being intrusive and giving participants the time and space to develop their skills in their own time
- 1 to 1 support could be given as and when needed. Some of the attending cyclists enjoyed it so much, they took part in more than 1 course to further develop their cycling skills
- Being taught as a group also encouraged participants to socialise- a tea fund and refreshments on site provided a platform for meeting people of a similar age
- 6 participants from the first 2 courses joined the Agewell on Wheels co-ordinator Gwen Cook at London Freewheel
- 2 people who took part in the project have gone on to purchase their own bikes and 1 participant enjoyed the experience of cycling so much she is considering training to become a cycling instructor

## Future

As it was such a big success, Agewell on Wheels is currently in talks with the Hammersmith & Fulham Council to fully fund the project in coming years. Initial contact has also been established with the local Mental Health Trust which has shown interest in the project with positive feedback about a future collaboration.

At Hammersmith & Fulham's Time of Your Life festival in October, a cycling stall offered taster sessions on 2 of the project bikes, a photo exhibition of previous courses and Dr Bike workshops. About 40 people signalled their interest for Agewell on Wheels classes in 2009.



*Agewell on Wheels has changed my outlook on growing older. Rather than thinking I have nothing to do, I now have the opportunity to do everything I want to do.*

**Pat Mutraporn**

*I have been acting me shoe size and not my age*

**Elaine Arkell**



# L'S ANGELS

## Urban Partnership Group, Hammersmith and Fulham

NEVER TOO OLD

### Background

The Urban Partnership Group delivers a range of services including Adult Learning and Community, Children's and Young People's services, providing volunteer help, events, outings and support for the Masbro Elders Forum.

### The Project

As part of the Elder's Project, L's Angels wanted to generate enthusiasm for cycling and to encourage confidence amongst lapsed or new older cyclists. L's Angels organised 8 2-hour maintenance and cycle confidence building workshops.

### What was funding used for?

The funding paid for 2 pool bikes, a selection of tools and spare parts, cycle mechanics and instructors, venue hire and safety wear such as helmets and Hi-Viz jackets.

### Outcome and Benefits

The project kicked off with free bike workshops and confidence training for new or lapsed cyclists and attracted 21 attendees. A Cycle Picnic in Furnival Gardens pulled in 18 visitors despite the rain. Rickshaw rides through the Gardens were offered and the presence of experts from other cycle projects allowed for some networking which helped establish support for the project. The event also received press coverage in the Ealing Gazette

- L's Angels organised regular sessions for bike maintenance, confidence building and cycle training to offer a platform for potential cyclists to develop and improve their cycle skills
- The sessions were attended by 4 to 6 people per workshop
- A total of 35 people participated in the project including workshops, training and try out sessions
- Over the course of the project 20 people received cycle training
- 18 out of the total 35 participants received maintenance training

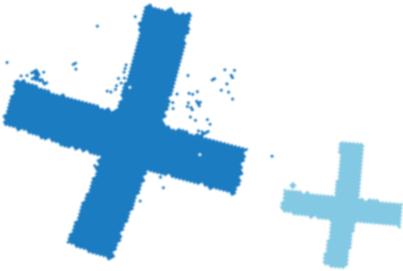
The project also encouraged interaction with younger generations and L's Angels linked up with a local youth group who were also doing cycle maintenance and offered joint sessions. This was a valuable learning experience for both young and old and proves that bikes really can be a positive force that can bring communities together.

*I had such a great time cycling round that pitch – I'd forgotten what fun cycling can be! It was exhilarating!*

**Elke Siekmann**

## Future

L's Angels have applied to the local council for funding to offer further free cycle maintenance courses so that more participants can benefit from the programme.



# THE ORCHARD'S WOMEN'S CYCLING INITIATIVE

## Ealing

### Background

The Orchard bike project was set up by the women's mental health service in West London as part of the physical healthcare agenda to increase and enhance the patients' access to a range of suitable physical activities.

### Project

The aim within The Orchard is to promote social inclusion by offering a range of therapeutic, vocational, educational and physical activities that support the women and their reintegration into society. The Orchard bike project has given the women a great source of enjoyment, excitement and empowerment - many had not had access to a bike for years, some not since early childhood.

### Where did the inspiration come from?

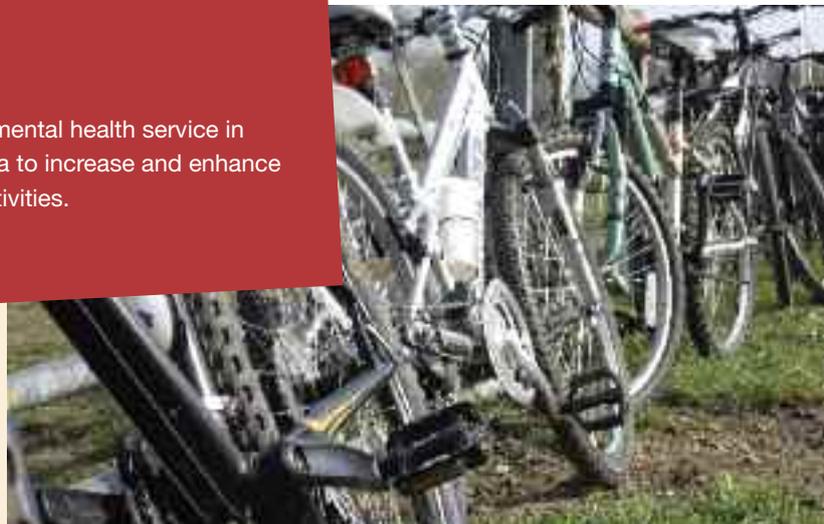
The Orchard project saw the success of the previously funded cycle project at St Bernard's Gym and the physical activity co-ordinator thought that some of the women in The Orchard Unit would benefit greatly from the increased physical activity afforded by cycling. This demonstrates the ripple effect of successful CCFIL funded projects.

### What was funding used for?

The Orchard project has been able to purchase 6 new bikes suitable for the needs of their service users. 1 cycle instructor and cycle mechanic have been trained and tools and cycle safety equipment have been purchased.

### Outcomes

Weekly sessions have taken place with over 20 women taking part in the project. A core of 4-6 women has regularly participated in sessions. The bikes were used as part of a sports afternoon which gave participants a chance to show off their achievements and also encouraged other women to join in.



- The Orchard project teamed up with local bike supplier WizzBikes who helped to equip one bike with stabilizers suitable for beginners or women physically unable to ride a free standing bike
- This specially adapted bike helped to build the participants' confidence and allowed them to progress to a free standing bike in their own time
- The Orchard project uses the bikes to build the women's cycle confidence so that when they go back into the community they will be more inclined to carry on cycling
- The supported sessions allow women to engage with cycling in a positive way and build up the necessary confidence and control skills to enable them to cycle on-road once they leave the unit



## Future

Future aims include developing this area of physical activity services in The Orchard Unit through the introduction of a bike maintenance workshop that will develop the women's vocational skills and continue to promote the many benefits of getting on your bike. The physical activity co-ordinator is in talks with the mental health trust about installing a cycle path through the hospital grounds so that service users on day release can get used to cycling in an on-road environment.



*I need help to get on, I only used to let James help me but I am starting to trust other people. I didn't think I would ever ride a bike again and when I tell my Dad he can't believe it – he thinks it's amazing.*

*When I get out of here I will definitely get my own bike.*  
**(Project participant)**



# BIKEWORKS ALL-ABILITY CYCLING CLUB

## Tower Hamlets

### Background

Bikeworks All-Ability Club started in February 2008. As an organisation, Bikeworks offers inclusive cycling, maintenance training, bike recycling and cycle training, as well as being a cycling hub for the local community. The All-Ability club is free to people with physical or learning disabilities.

### The Project

The Bikeworks All-Ability Club is a meeting place for people with mental health problems, physical disabilities or special needs and their friends, families or carers. The club meets fortnightly in Victoria Park in East London and participants help bring a selection of bikes from tricycles and tandems to recumbents and handcycles to the park- there's a bike for everyone!

### Where did the inspiration come from?

Bikeworks is passionate about all things bike. They are also committed to serving the community so it was a natural progression to offer inclusive cycling.

### What was the funding used for?

The funding has covered the costs of the cycle instructors who facilitate the club and a small amount of advertising to let people know about the service.

### Outcome and Benefits

The Bikeworks All-Ability Club wants to enable people to experience the joys of cycling and to give people the opportunity to be physically active in a friendly and supportive environment.

- So far, the Bikeworks All-Ability Club has accumulated over 50 members of which 20 regularly attend the fortnightly meetings
- The club attracts participants from a variety of different backgrounds and with different abilities
- Bikeworks has built a successful and friendly cycling club for local people with physical and learning disabilities and mental health issues



Photo: Dave Miller, Bikeworks

- Clubs such as the All-Ability Club are especially empowering for the physically disabled such as wheelchair users as the specially adapted bikes allow the users to transport themselves around the park completely unaided
- Feedback from parents and carers has been extremely positive, as it has allowed people to speak to others in similar situations and provided some respite
- One family have been able to cycle together at the club. The disabled son found a hand-crank that suited his needs and was able to cycle alongside his experienced father, his younger sister and his mother who is a novice cyclist
- Carers and family members regularly try out the different bikes and cycle alongside their relations
- The club takes place in a public space and people are involved in an everyday activity in the local community of which they are part

### The Future

The All-Ability Club is still running and Bikeworks is working hard to find corporate funding or funding from the local Council to guarantee its future success. Bikeworks plans to organise a charity ride to raise funds for disability charities and organisations with a difference - people taking part will be people with disabilities.

*I literally just get on and go- I feel my legs working properly*

**Jamie Lawson is a 19 year-old member of the club who has cerebral palsy**

*Jamie's stuck in her chair all week, she just likes to get out and wonders off on her own and she just really enjoys it*

**Deborah Lawson (Jamie's mum)**



# SPECIAL NEEDS CYCLE TRAINING CAMP - AFRICAN SCHOOLS ASSOCIATION (ASA)

## Newham

### Background

ASA is an educational charity and a not-for-profit organisation established over 10 years ago. ASA has worked within Black and minority ethnic communities providing specialist educational and social care support. In the past year, ASA has worked with R&L Associates, the Real Wheel Cycle Training Academy and Rokeby School to develop a specialised cycle training programme for young people with special needs.

### The Project

The project aims to deliver cycle training for people with special educational needs who are unable to ride a bicycle. With the help of an adapted bicycle, the participants can overcome their initial fear of falling and to develop their cycling skills further.

The project introduces the cyclists to various pre-exercise warm up and stretching routines and provides them with the opportunity to develop their off and on road cycling skills. According to their abilities, participants are trained within a safe outdoor environment. As their cycling skills develop, participants are supported to cycle on road.

### Where did the inspiration come from?

Cycling was seen as a fantastic opportunity to increase access to physical activity for a group that often have difficulty in accessing suitable exercise.

### What was the funding used for?

The funding paid for cycle instruction, safety wear, bike hire, certificates and awards.

### Outcome and Benefits

10 trainees, mostly between 12 and 16 years old, signed up for the Cycle Training Camp and at the end of the course all attendees had successfully learned how to cycle. There was 100% attendance rate for the duration of the course. On the last day of the training camp, 7 of the trainees, 3 teaching staff and 2 cycle instructors went on a group ride on the local roads and to the Greenway Cycleway in Newham. All participants want to carry on cycling.

After completion of the training camp, an awards ceremony was held during the Rokeby School Assembly and all trainees were given awards and certificates for their achievements.

### The Future

ASA is seeking further funding to organise more cycle training with an increased session length to provide more on road cycling activities, to include advice and a checklist on how to buy a bike, and also to include more guidance concerning the legal framework when cycling on the road. ASA are also seeking corporate sponsorship so that they can offer bikes as prizes to pupils that complete the course.



*My cycling aspirations are to have a bike and be free to go where I want when I want.*

**(Project participant)**



# THAMES REACH - BICYCLE MAINTENANCE WORKSHOPS @ GRAHAM HOUSE

## Lambeth

RECOVERY

### Background

Graham House is a large hostel that provides accommodation to homeless and vulnerable people who have support needs around substance use and/or mental health.

### The Project

The police donated reclaimed bikes to the workshop so participants were able to “earn” the bikes they had repaired. With the enthusiasm for the workshops and the increased ownership of bicycles, Graham House decided to organise rides in the local area. More and more residents of Graham House are actively going out on their bikes, encouraging them to become more independent and a part of the local community.

### Where did the inspiration come from?

The residents! When asked about activities they would like to be involved in residents of Graham House expressed an interest in cycle maintenance and rides.

### What was the funding used for?

The funding paid for the weekly sessions run by an external qualified cycle mechanic, replacement parts, tools, and for the mechanic to be trained as a cycle instructor.

### Outcome and Benefits

The maintenance workshops proved very popular with the residents of Graham House and workshop attendance increased over the past year. They offer participants an opportunity to build their self confidence while enjoying themselves and learning something they can use in their everyday life. The newly added organised bike rides furthers the rehabilitation value of the project by re-integrating residents of Graham House into the local community. Participants include people with mental health problems, substance abuse problems and on low income, and ages range from 36 to 65.



- Alongside the weekly maintenance workshops Graham House have organised 10 group rides
- Between 2-6 participants have attended each ride who also attend the workshops regularly

### The rehabilitation process

- Participants achieved greater independence and were given the means to go out and become part of the local community
- Participants improved their self-confidence through interacting and communicating with others – 2 people from another Thames Reach Hostel took part in the project
- The weekly workshops were an incentive for participants to manage their substance abuse in order to be able to attend
- The chance to own their own bike encouraged participants to budget their money to purchase accessories and locks which is a massive commitment from people with unstable lifestyles
- Participants experienced a sense of achievement on completion of their bikes. This is an important part of the rehabilitation process

### Other outcomes

- Some participants learned how to ride a bike only when they started attending the workshop
- Not only did participants get lessons in road safety but they also had the opportunity to exercise in a fun environment
- Participants worked as part of a team
- Participants attended cycling events which encouraged engagement with the local community

The project turned out a great success and 1 participant went on to take part in Freewheel 2008 with the workshop trainer.

### Future

Although attendance figures were beyond expectations, Thames Reach and Graham House would like to increase the numbers of people taking part and involve residents from other Thames Reach hostels. With adequate funding, Graham House hopes to keep offering bike maintenance workshops and add more organised bike rides to their cycling project.



*I like it because it keeps me busy and I want to get a certificate to repair bicycles. I helped to build a bicycle for myself from scratch. I would love a bigger workshop with better equipment.*

**(Project participant)**

*It's just great to see what a positive impact cycling can have on peoples lives and it's just good fun giving new life to old bicycles.*

**David Watson, trainer**

# WHEELS OF RECOVERY

## Haringey Advisory Group on Alcohol (HAGA)

### Background

Wheels of Recovery started out as an informal fitness group composed of staff and clients of HAGA meeting weekly to exercise in Finsbury Park.

### The Project

Wheels of Recovery established a cycling group to provide an alternative exercise option to running, which participants were finding difficult to take up. Wheels of Recovery planned to organise events to popularise cycling amongst the drug and alcohol recovery community. In doing so, the group hoped to simultaneously raise the profile of addiction treatment and recovery in the public eye.

### Where did the inspiration come from?

People in recovery do not often have access to exercise, however physical activity can aid recovery. Service users expressed an interest in cycling and Alistair Mordey, project co-ordinator decided to capitalise on this enthusiasm.

### What was the funding used for?

The project purchased bikes, safety equipment and accessories, and facilitated weekly rides and an event in Finsbury Park. 2 clients have been trained in cycle maintenance and 1 service user is being trained as a cycle instructor so that he can assist new participants in the project.

### Outcome and Benefits

- Group rides were organised monthly throughout summer 2008 to a variety of destinations including Lea Valley, the Grand Union Canal and Victoria Park with an average of 6-10 cyclists taking part
- Overall 70 people participated in the rides and although the cycling group had a bit of a break over the winter months they are now back out again riding regularly
- 8 members of Wheels of Recovery cycled to Freewheel in preparation for their main event on 27th September: a 1000km cycle relay in Finsbury Park

### 1000km relay

- 30 members of the public, 35 service users and 5 members of staff took part in the 1000km relay
- Overall, participants cycled 1099km around the park in aid of charity and to raise awareness of addiction treatment
- The event received press coverage in 5 local newspapers and featured as the main article for third sector magazine "Drink and Drugs News"
- The event was mentioned and praised on the website of Haringey Council
- Wheels of Recovery attracted the interest of Haringey's Drug and Alcohol Action Team (DAAT) through the event
- As a result Wheels of Recovery is going to present to the local Primary Care Trust in the context of tackling "health inequalities"

Through the bike rides and the 1000km relay, Wheels of Recovery was able to increase subscriptions to its mailing list and to establish closer relationships with the boroughs of Redbridge and Newham to organise more rides and further events. The group has also purchased 2 women's bike to enable 2 older participants to learn how to ride and 2 of its members are now attending bike maintenance workshops.

## Future

Wheels of Recovery use the bikes for regular monthly sessions at the Redbridge Cycling Centre and have opened up the activity to drug and alcohol service users from Redbridge, Newham and Bexley. The bikes are also used for regular rides along the local canal towpaths and to other areas of London. They have set the date of 6th June for the 2009 1000km in a day challenge and want to team up with other boroughs to create even bigger events in the future. HAGA would like to establish a pan-London recovery network and has already made links with a partner organisation in Bexley.



*Beautiful day, great friends and a good work-out. This is how recovery should be!*

**Zack Boulton**

*The sun came out when we started cycling (as always happens at Wheels events.)*

**Keith Howlett**



## Background

The Community Cycling Fund for London was borne out of the desire to promote, encourage and support cycling across London in line with TfL and GLA targets to increase cycling levels.

Initially the fund intended to support organised rides, one off events and a cycling presence at other relevant non-cycling events to increase awareness. However, small scale community based projects which met the selection criteria were also considered and encouraged. Project work entailing physical projects, such as cycle lanes and cycle parking were not considered as other sources of funding are already in existence.

The focus has now shifted to work with community based projects which work to embed cycling culture in the community and in the lifestyles of the individuals involved. There is also a focus on projects that leave a legacy and away from one off events.

Whilst not an exhaustive list, suitable project areas included increasing cycle skills and training, providing equipment to assist cyclists, promoting the reuse/recycling of bicycles or developing employment in the cycling industry.

The application criteria can be found at the front of this report and a full list of projects delivered at the end.

## Set-up

Groups and organisations can apply for funding up to a maximum of £5000 per project although this can be match funded by other funding sources. In each financial year there is £200,000 worth of CCFfL funding which is allocated over 2 funding rounds.

All applications are made via LCC who administer all aspects of the grant funding. 2 staggered closing dates for applications are set and information about closing dates, application forms and guidance is released on the LCC website; the London Cyclist magazine; and in the LCC e-newsletter. Further advertising is done; via LCC to new and existing community contacts and; via borough cycling and transport officers. TfL makes information available via its School Travel Planning networks and a TfL issued press release to help get CCFfL funding rounds and closing dates advertised in various newspapers and on-line sources.

## Bids

A total of 128 bids were received from across London compared to 129 in 2007 and 113 in 2006. As in 2007 and 2006 some boroughs were disproportionately represented in the spread of bids. We believe that this

is due to a number of contributing factors:

- CCFfL partners having a higher proportion of existing contacts in certain areas
- More bids come from boroughs that are already cycle-friendly and have high levels of cycling
- New applicants seek advice from successful local projects which means clusters of cycling projects occur
- Some of the outer London boroughs do not consider themselves to be eligible for the funding and therefore do not apply

For the funding rounds in 2009 some of the under represented boroughs, mainly from outer London have been targeted through specific advertising. LCC's Community Cycling Officers (CCOs) have also contacted borough cycling and transport officers to access their contacts with community groups and organisations in the locality.

## Allocation and terms and conditions

56 projects were allocated funding across the 2 bid rounds in comparison to 54 in the previous year and 65 in 2006. The high number of projects funded in 2006 is partly due to the nature of the projects supported: one off promotional and awareness raising events generally cost less than ongoing projects. As previously indicated there has been a shift away from one-off events towards more sustainable projects which accounts for the reduction in the number of projects funded.

Funding allocations are decided by a review panel with a representative from each partner organisation. Bids are assessed according to their potential to meet the agreed criteria and to ensure that funding is spread across a varied mix of project types and locations where possible.

Terms and conditions are signed and agreed to by successful applicants and references are verified before funding is distributed. In a change from previous years, CCFfL did not operate a central purchase system. This was because groups and projects are encouraged to form positive relationships with their local bike shops and allows them more freedom to find the most suitable bikes. LCC now operates a purchase order system so groups are required to pre-order goods and services and LCC pay the invoice provided it is in accordance with the approved bid, ensuring accountability.

Projects are also encouraged to consider purchasing quality refurbished bikes from existing bike recycling projects. This has 2 purposes: to support existing community projects and social enterprises in their drive

to reduce waste and impact on the environment; and to enable groups to purchase more bikes with the funding or to allocate a larger sum of the funding to training, tools and equipment. All bikes remain the property of the project for use as pool bikes and all usage is monitored and logged. Projects operating a bike pool are encouraged to ensure 1 person had been trained in basic maintenance skills, for which CCFfL funding was available.

## Community Cycling Officers

Administration of the project is carried out by the LCC: 2 Community Cycling Officers are appointed to:

- Work with groups to be in a position to bid
- Liaise with and give support to grant recipients
- Attend events and visit projects
- Collect monitoring, reports and case studies
- Check compliance with funding conditions including audit of grant spend where equipment is purchased
- Check and track pool bike use
- Co-ordinate CCFfL invoicing and grant allocation budget
- Co-ordinate community networking events which enable people to make contacts and build partnerships
- Work with groups to source further funding

The Community Cycling Officers establish a working relationship with each of the projects, offering support, assistance and advice. This is vital to ensure that each project is able to realise its potential – overcoming any barriers to success, adapting to ensure that the needs of all participants are met and ensuring that groups have access to relevant contacts who can support their project.

## Projects

Appendix 1 provides a list of all projects including a brief description of the project and its location. Whilst a number of projects have overlapping objectives these can be broken down into the following categories:

- Youth groups
- Elderly groups
- Maintenance projects/ bike recycling projects
- Adaptive cycling for people with disabilities
- Cycling for health (physical and mental)
- Cycling presence at community events
- Pool bikes for community / staff use
- Cycle training
- Cycle rides
- School cycling projects

Projects were permitted to spend their grant allocations on training, materials, equipment or activities (subject to approval) contributing to the proposed cycling project or event.

Examples of equipment purchased:

- Mind in Tower Hamlets purchased 8 bikes, safety wear and accessories, tools and paid for cycle mechanics to run the maintenance workshops for their Cycling for Health Project
- Inspire in Southwark used the funding to buy arts and crafts materials to decorate bikes, lanterns and lighting for rickshaws, and parts to assemble a pedal powered sound system for their participation in the Thames Festival
- The Refugee Council in Lambeth used funding to train 1 client and 2 volunteers in cycle maintenance, to purchase 2 complete tool sets and 2 bike stands, spare parts, locks, lights, panniers and Spoke project T-Shirts for their group ride to London's Freewheel
- Pedal4Health used their funding to purchase a recumbent and a large framed bike to support obese people to cycle and those with physical disabilities or balance issues

## Partnership working

Most projects rely on a network of support to achieve their success. Running a community cycling project can help develop existing relationships and forge new partnerships. A cycling project can often be the catalyst to improved communication between different groups and organisations. For community groups this can strengthen alliances, enhance the status of local initiatives and organisations and create a wider reach into the community. It also encourages cross-partnerships and allows joined-up thinking on a range of community, living environment, transport, development and many other issues.

Hampstead School in Camden has linked up with the LCC local group to provide a range of activities for their bike to school week. They have trained 3 teachers in cycle mechanics through the Bike Doctor who continue to support the project. The local police are involved in promoting cycle security and the school has been actively involving the local community in their maintenance and cycle safety project.

Many of the community groups have engaged with their local police service to access second hand bikes for recycling. Other collaborators and partners include: local authority school travel plan advisors; LCC local groups; borough Cycling Officers; Road Safety teams; Cycle Training UK; Cycling instructor.com and other cycle training instructors.

The English Churches Housing Group who purchased a fleet of pool bikes linked up with Colin Wing of the Westminster Cycling Campaign who offered participants 1-1 cycle training and assisted on rides. Following a maintenance training course, 2 of the participants in the project took part in the Sidcup Cycles Christmas ride in central London cycling over 15 miles.

Many of the maintenance based projects have established links with the local community. Bike is Best for everyone in Haringey worked with local people on personal and donated bikes encouraging engagement with the local community. Links were created with the local safer neighbourhood team and community support officers attended workshops, breaking down barriers between young people and the police.

## Recommendations and feedback from projects

### Feedback

The CCFfL Community Grants Scheme has received positive feedback from projects and participants. The grants have helped set-up many new initiatives and contributed to further development of existing schemes. Groups and organisations particularly welcomed the networking opportunities facilitated by quarterly community networking events. Individuals find out about other exciting projects in their area, link up with other groups and seek advice and support from their community cycling peers.

Most projects have enquired about further rounds of funding and whether they will be eligible to re-apply. This raises an issue of the sustainability of projects in the long term. To the projects that were established prior to CCFfL funding, the Community Grants Scheme was seen as a positive step forward in recognising the work of community cycling projects and offering mainstream support.

As many programmes, including CCFfL, are set up to finance new initiatives many projects experience difficulties with finding ongoing funding and some successful and established projects risk discontinuing. However, LCC is working with community groups to make the case for the benefits that cycling projects provide against a wide range of agendas: health, mental well-being, social interaction and inclusion. The more evidence collected which demonstrates the extraordinarily positive impact cycling can have the stronger the case will be. This can lead in turn to increased opportunity to obtain funding from other sources.

### For example

LCC has worked with Bikeworks and Pedal4health who are now contracted by the NHS PCTs in Tower Hamlets and Wandsworth to deliver cycle training as part of a holistic approach to healthcare and well-being. Although both schemes are in their infancy LCC are confident that the positive outcomes and impacts will encourage other PCTs to consider including cycling in preventative healthcare strategies and that similar schemes will become more and more common.

The number of bids received indicates that demand for the grants scheme remains high: successful recipients will seek more funding, raise awareness, create interest and inspire others to create projects within their own community.

### For example

New Generation a community collective in Lambeth took part in the Thames Festival where they met Inspire who received CCFfL funding. New Generation were inspired to put in an application to CCFfL for funding to run cycle maintenance workshops and to refurbish donated bikes for use in the community. As cycling continues to grow in the Capital so will awareness of the potential of it to make a profound difference to individuals and communities.

### A flexible approach

The CCFfL Scheme allows greater individuality in the projects funded as there are few unnecessary top-down pre-requisites and groups are able to devise unique projects specifically tailored to meet the needs and interests of their audience. Regular contact with a Community Cycling Officer allows for changes to be discussed as they arise, enabling the project to develop and adapt as it progresses. This flexible outcome oriented approach allows projects to belong to the participants and the communities they are part of.

### User led

The most successful projects have been those with a user-led ethos. When participants, some of whom are disadvantaged or experience health or social problems, are provided with the opportunity to help run and influence a project they usually demonstrate high levels of commitment.

Community projects rely on the knowledge of people within their community to realise what will work. Staff hours are often scarce and many community organisations rely on volunteers. It is important that the CCFfL Scheme recognises the need for funding to

enable staff to dedicate time to projects and for volunteers to be fairly recompensed. Professionals with specific areas of expertise can then be bought in when necessary.

### Local ambassadors

The variety of projects demonstrate how diverse and inclusive cycling can be. CCFfL identifies community cycling champions and local ambassadors who not only promote cycling but inspire others who may not have considered it to give it a go. Making projects relevant to the people they are aimed at is key to success, as is participation in the heart of the communities they set out to reach.

### Wider benefits

People are often surprised by the wider or unintentional outcomes of cycling projects: increased self-esteem; improved social interaction; positive partnership working between traditionally polarised groups. For example the Refugee Council's earn a bike project fostered positive relationships between Refugee Council staff and clients, as they were all learning new skills together. Management attended Freewheel with the teenage boys and saw them as individual people rather than clients. For more information about this project and the positive outcomes please see the blog on the Refugee Council website: [www.refugeecouncil.typepad.com/refugee\\_council\\_cycling/](http://www.refugeecouncil.typepad.com/refugee_council_cycling/)

CCFfL not only promotes cycling and seeks to increase the number of cyclists but also uses cycling as a means to address and meet a wide range of aims. This idea works both ways: cycling projects can be used to encompass other issues, likewise, projects designed to address other matters can involve cycling.

### For example

A LCC ride for International Women's Day took attendees on a route around London taking in sites of historical interest to women. Equally a history project could include a trip to the Wandsworth Cycling Campaign's Victorian Parade in Battersea Park during Bike Week. This crossover has two main outcomes; cycling becomes embedded in communities, schools and workplaces; other funding opportunities arise as the reach of the project is diversified.

Employment opportunities, empowerment, self-confidence, safer communities, skills, learning, and social integration are amongst the many benefits for participants and communities of the projects involved.

Community projects often use 'captive' audiences to reach out to a wider community for example cycling in schools. Children have families: parents, guardians, carers, siblings; and so a fully inclusive, complete package of cycling in schools – as illustrated by the Tyssen School Family Bike Club– can gain access to and have influence over a much wider audience.

### Schools

Schools can access various other streams of funding, notably through their School Travel Plan (STP) and their STP Advisor, particularly for cycle storage and some cycle training. However, it is often difficult to carry out a fully inclusive project to promote and grow cycling to schools without additional support.

### For example

Schools that provide pool bikes can ensure that all children take part in cycling activities. Funding for pool bikes is not available as standard through established sources. There is also a demand for adapted bikes to ensure that all pupils with a wide range of needs get to experience cycling. Additional funding can establish cycling clubs outside of school hours that ensure that families and members of the local community can share in the experience, widening participation.

## Overview

The successful CCFfL Community Grants Scheme has financially aided and given support and guidance to realise 52 projects with the potential to encourage and influence many more.

The challenge is to address the issue of project sustainability to ensure that successful groups can continue to deliver and develop. Opportunities exist for projects to establish themselves as social enterprises, or seek funding from health or other organisations. We must be clear about the different areas that cycling projects cover and ensure that policy makers and funders have community cycling clearly on their agendas, recognising the huge potential for environmental, social and transport change.

Community cycling projects not only influence the lives of the participants but serve to promote and 'normalise' cycling to a much wider audience. These projects and their participants act as an example to overcome all excuses for not cycling – if my granny can do it, so can you!

<b>Project Name</b>	<b>Organisation</b>	<b>Brief outline of project</b>	<b>Borough</b>
Agewell on Wheels	Age Well	Encourage older people to return to cycling for health and encourage cycling as a means of transport and a social activity	Hammersmith and Fulham
Cycletastic at BEST	Brent 11 Streets	Dr Bike sessions, no car days, free wheel preparation, maintenance training all aimed at all age ranges within the multi ethnic community in Brent.	Brent
Greenwich Cyclists	Greenwich Cyclists	Creating a cycle club for pupils parents and staff at meridian primary school. Multi ethnic pupil intake with provision for deaf students	Greenwich
Cycle Training	Field End Infant School	Introduce safe road cycle training to an infant school already involved in Safer Routes To Schools initiative. Working with the whole family not just the children.	Hillingdon
Maintenance Club	Field End Junior School	After school maintenance club, working in a school where cycling is already being promoted but lack of skills regarding maintenance is stalling cycling	Hillingdon
All-ability Cycle club	Bikeworks	A fortnightly disability bike club. Range of bikes available for use. Disability cycle training and social activity for participants, families and carers.	Tower hamlets
Reaching Children in a silent world. Outreach programme	Signing in Deaf Club	Expansion of existing project but focusing on outreach. Taking the skills regarding deaf cycling into new schools. Also incorporating more road safety training.	Ealing
Pedal 4 Health	Pedal 4 Health	Promoting Cycling to benefit children's health and wellbeing. Focusing in on children with very poor health such as obesity problems	Sutton
Monks Hill Dr Bikes	Parish Church Council of St Francis Church Selsdon	Bike mechanic skills training & volunteer training	Croydon
FRP Re>Cycle	Forest Recycling Project (FRP)	Bike maintenance support and advise at community events to increase and lengthen the use of underused bikes	Waltham Forest
Hornbeam Bike Festival	Hornbeam Environment Centre	Community event celebrating local cycling activity.	Waltham Forest
Jewish Women's Cycling Club	JUMP (Jewish maternity programme)	Continuation and expansion of the Orthodox Jewish Women's Cycling Club. Encouraging participants to move out of the playground to off-road riding in the local community	Hackney
Bike Maintenance Workshop	Thames Reach/Graham House	Bike maintenance workshop for rough sleepers who are in hostel accommodation	Lambeth
Gear-up for Fun and Fitness	EcoLocal	Providing drop in sessions to the wider community. Participation at community events. Looking for funding for all ability bikes to put into a massive 'Bike street Project'	Sutton
On your Bike	Centre Point	A bike pool for a hostel for homeless young people.	Ealing
You Can Fix It	Curwen Primary School	Bike maintenance project for children aged 7-11	Newham
Cycle Training For Years 3 & 4	Croydon Cycling Campaign	Cycle training for children under ten. Offered in both group and one to one	Croydon
Cycle Training For Young People With Disabilities	Croydon Contacts	Cycle training for young people with disabilities. Working towards them getting onto the road safely	Croydon
SLAM	South London and Maudsley NHS foundation Trust	Health referral project- use bikes to help people with mental health problems back into society.	Bromley
Cycle For Life	Albion Kids Show	Mobile outreach cycle maintenance and cycling promotion project attached to mobile play project	Hackney
Winterbourne Cycling Academy	Interlink & CO	cycle training provision with pool bikes for children, families and local people	Croydon
Bike 4 Youthz	Sports accreditation team, Redbridge youth service	Targeting young people through cycling and cycle maintenance. 16-19 year olds will teach primary school children health and safety and basic bike maintenance	Redbridge
Tyssen Family Bike Club	Tyssen Community Primary School Parent Teacher Association	Encourage family cycling and inclusion for children with learning and physical disabilities. Provide families with low incomes bicycles. Encourage families to cycle to school. Targeting women in particular.	Hackney
Special Needs and Mobility Cycle Resource Centre	The WizzBiKE Foundation	Targeting families and individuals with a member who is disabled, has special needs or older people. Promote cycling as a mode of transport	Hounslow
Lewisham and Greenwich Young Cyclists	Lewisham cyclists, Greenwich Cyclists, Southwark Cyclists, John Ball Primary School	Regular supervised rides for 10-13 year olds providing bikes for those that don't have them. Encourage cycling in BME and low income groups and family cycling	Lewisham, Greenwich and Southwark
Cycling for health	Mind in Tower Hamlets	Cycle maintenance for people with poor mental health including large numbers of BME and low income individuals. Cycling as a form of transport, promoting well being and physical health, access to different areas and improving self-esteem	Tower Hamlets
Fix it	Octavia Foundation	Bike maintenance workshops for 11-16 year olds with supported cycle rides. Encourage family cycling particularly amongst BME groups	Westminster
Max Roach Cycling Project	Max Roach Play Project, Community Children's Division Lambeth Play Service	Increase cycle use amongst inner city children from multicultural backgrounds and low income families. Cycle training and maintenance. Promote cycling as an alternative to public transport.	Lambeth

Project Name	Organisation	Brief outline of project	Borough
Queen Mary and Chapter Street Bike Group	ECHG, Queen Mary and Chapter Street Hostel's	Bike group for vulnerable homeless women on low incomes. Encourage fitness and healthy lifestyles and fostering a team mentality amongst residents	Westminster
Bicycology free bike workshops	Bicycology	Promote and develop cycling in the local community. Provide free workshops and activities at festivals and green fairs across London. Volunteers to get City and Guilds maintenance accreditation so that they can offer more maintenance services to the community free of charge.	Southwark
Establish New headquarters	Haringey Cycling and Triathlon Club	Decorate shipping container which is the HQ. Will offer cycle maintenance sessions. Signage to attract more people.	Haringey
Cycling for All	KANN KIDS	Promoting family cycling, including BME and refugee participants, single mums and people with disabilities	Redbridge
BIKESTART	Kate Greenaway Nursery School and Children's Centre	Focus on children age 2-4, women and BME individuals and families.	Islington
New City Bike Fixers and Restorers	New City Cycling Club	Encourage Asian, BME and refugee communities to cycle and teach maintenance skills to build self-esteem and promote family cycling.	Newham
Summer Bike Rides 2008	Young Southwark Cyclists	Engaging young people in cycle rides from BME and low income backgrounds and encourage cycling as a mode of transport	Southwark
Herne Hill Youth Outreach Programme	Herne Hill Youth Cycle Club	Link up with local community projects to provide maintenance and cycling activities. Target young people with no access to bikes or insufficient control skills. Involve parents and family members.	Lambeth
Wheels of Recovery	Haringey Advisory Group on Alcohol	Promote outdoor sports for recovering alcoholics. Encourage re-engagement with friends and family. Increase employability, self-esteem and skills.	Haringey
Cycle into the Future	Cycle into the Future	Targeting school run areas offering taster sessions. Dr Bike in schools and at LCC events, Child-friendly cycle training in schools. Maintenance of cargo bikes.	Lambeth
Bicycle Ballet	Bicycle Ballet	Participatory performance, engaging a variety of cycling groups and individuals. Taster sessions to existing community cycling groups.	Tower Hamlets, Hackney and Newham
Blythe Hill Fields Festival / Dr. Bike	Blythe Hill Fields user Group	Dr Bike at festival for diverse community including BME and refugees. Promoting family cycling and female cycling and those on low incomes.	Lewisham
L's Angels	Urban Partnership Group	Promote cycling to lapsed and older cyclists and engage with youth cycle club. Awareness, training and cycle maintenance. Targeting women, low income and BMEs	Hammersmith & Fulham
Cycling And Disability Short Film	London Disability Arts Forum	Film promoting deaf and disability cycling. Film to be used as promotional material by both LDAF and LCC. Promote cycling and advise on accessing training and all ability bikes. Cycle awareness	Tower Hamlets
Recycle a Bike	Recycle a Bike	To encourage people to cycle and become an accredited city and guilds training centre. Low income individuals and mental health users.	Hillingdon
Sponsored bike ride/ maintenance workshops	Shakespeare Walk and Adventure Playground Association	5-15 year olds. Maintenance project. Cycle training and road safety followed by sponsored ride to promote healthy lifestyles. BME and low income.	Hackney
The Orchard's Women's Cycle Initiative	The Orchard Project	Bike rides in courtyard area. Maintenance classes. Women only with mental health problems. BME. Promoting health and fitness and well-being.	Ealing
Special Needs Cycle Training Camp	African Schools Association	Special needs cycle training for adults and children. Promoting family cycling and encouraging parents/ carers to be trained as instructors for the sustainability of the project.	Tower Hamlets
Bike It Day and Workshop	Hampstead School	Bike it day to encourage and promote cycling. Maintenance sessions and safety. Recondition old bikes. Promoting cycling as a sport and mode of transport.	Camden
Spoke Project	The Refugee Council Children's Panel	Unaccompanied refugee children. Cycle training and cycle maintenance workshops leading to confidence building and employable skills. Link up with other local projects and use cycling as a means of integration. Cycle safety and awareness	Lambeth
Unicycling for All	Hackney Freewheelers	Weekly unicycle hockey club. Work with local schools, youth groups, women's groups to promote cycling and raise awareness- all ages, all backgrounds. Aim to enter competitions.	Hackney
Tour de Hackney	Shoreditch Trust	Marshal led rides through Hackney and Shoreditch encompassing Olympic and historic sites. Bicycle ballet, unicycle hockey, Dr Bike, security tagging, road safety and cycle related activities. Promoting health benefits to local diverse community.	Hackney
Bike is Best for everyone	Chestnuts Northside Residents Association	Series of one day cycle stalls. Basic maintenance workshops for teenagers. Bike security. Cycle rides. BME, promoting family cycling and encourage safe cycling	Haringey

Project Name	Organisation	Brief outline of project	Borough
Inspire at the Lord Mayor's Thames festival Night Ride Carnival	Inspire	Targeting young people in socially deprived areas and engaging them in artistic activities. Bicycles will be recycled and used in the art work and there is a ban on powered vehicles at the event so promotion of cycling is integral. Cycle powered sound system and Rickshaws at the event.	Southwark
St Matthew Academy - SMARt riders	St Matthew Academy	Bike pool and maintenance sessions on donated bikes. Encouraging cycling as a mode of transport and embedding cycling in the school curriculum, incorporating cycle activities as part of the forest school initiative.	Lewisham
BAP Summer Cycling Activity Club	Black Arts Production Theatre	Project to encourage cycling within the estates of South Tottenham. Bringing young people from rival post codes together.	Haringey

