

# **IPMBA UK Training Grows**

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As usual, there's quite a bit to write about in this edition of *IPMBA News* – things in the UK have been moving steadily along with Forces continuing to move further into the cycle patrol culture, realising at last that bikes give the perfect balance between mobility and public contact.

One thing which is worthy of mention is the increase in IPMBA training courses since the successful UK IPMBA Instructor course in June this year. The instructors from all of the forces are in full flow, with some of the new instructors – like South Yorkshire's Darren Nugent and James Mumby – already booked solidly for the next few months with courses full of students eager to get into cycle patrols. Dave Brook from West Yorkshire conducted a class almost immediately; Paul "Peps" Peplow from Hampshire has already taught two courses, Matt Langridge and Mark Jenkins from Thames Valley taught in November, and Kevin Rogerson from Northumbria reports that he has a class scheduled for this fall. This is good news for the UK and IPMBA, as it means not only that we are getting more and more bike cops out on patrol, but that the IPMBA message is being spread to more and more of our colleagues across the country.

Courses also continue to run regularly in York, with a recently completed course involving six of our officers, plus around 10 EMS cyclists. West Yorkshire Ambulance Service, one of the biggest Metropolitan Services in the UK, is set to train eight of its staff, in addition to the five already IPMBA trained, following the extremely successful pilot of ambulance response bikes working in the City Centre of Leeds – it seems that the EMS bike patrols are growing almost as fast as the police units!

## **Preaching to the Converted?**

As is the case in the USA, there are several different training agencies who deliver cycle patrol training to Police Forces in the UK. I was recently contacted by one of those Forces – Merseyside, who are looking to change their current training package and have asked for IPMBA to deliver their cycle training. Officers from Merseyside attended the IPMBA Course in York and look to start delivering IPMBA training to its officers shortly. Again this is encouraging as it shows not only that IPMBA are recognised as delivering good quality cycle patrol training, but that our training is considered the be THE BEST cycle patrol training available in the UK. Needless to say, we'll be doing all that we can to encourage Merseyside – another large metropolitan force – to take on IPMBA training as its standard from now on! West Mercia is looking seriously at adopting IPMBA training as well, after having sent representatives to the York seminar for several years running and sending cycle officer John Westlake through the November 2004 course here in York. Finally, Charlie Irvine reports that he will be conducting several courses for the British Transport Police and Norfolk in the coming weeks.

## **IPMBA and the UK Cycle Show**

The UK's biggest cycle show was held at London's Excel Centre over 13-16 October, and of course IPMBA was there. Sgt Charlie Irvine, arguably the Metropolitan Police's finest bike officer, promoted IPMBA to trade and public alike at this event, which is the main UK event for all those wishing to see what next year's bikes will be wearing. Charlie has been promoting IPMBA in London and the UK for the last couple of years, and is one of its longest-serving UK members and instructors. Charlie was joined by Matt Langridge and Mark Jenkins, both newly certified instructors, from the Thames Valley Force, as well as Tom Lynch and Keith Plummer from LAS. They gave demonstrations of Police/EMS working together on the streets of London by using a scenario of a collapse. The police would arrive and assess the situation, then call for EMS. They would turn up and treat the casualty whilst the police "kept London moving". They also delivered the "Cycle Safely" talk at various intervals throughout the show. The Cycle Show is another opportunity to promote IPMBA to the public and hopefully secure some trade and

industry sponsorship (and knowing Charlie, a few freebies as well!). This is the third year that IPMBA has been present at the UK Cycle Show and the hope is that our continued presence will help to build on many of the trade associations which are developing in the UK at this time.

Speaking of Charlie, he was invited to assist with the Tour of Britain cycle races back in September. An on-air interview about cycle patrol was to have been conducted, but we all know how the press operates, and the interview never happened. Nonetheless, Charlie reports that it was very exciting to be involved with such an event, and he hopes to do it again next year.

### **Bike Cop Injured**

On a less happy front I was saddened to see that a bike patrol officer in London was injured in October. During a routine stop-check in the North Kensington area of London, two officers were attacked by a male, who stabbed the cycle officer and sprayed his colleague with CS Spray. Despite their injuries, the officers were able to give chase and two men were subsequently arrested. This is another example of how officers on bike patrol are on the front line of policing the world over. We wish the officers all the best and hope for a speedy recovery.

This follows not too long after an incident reported by Matt Langridge involving a suspect grabbing a bike officer's helmet. See page 29 for more information. This may seem like a rash of injuries to bike officers, but is simply another reflection of growth in the use of cycle patrol.

### **Ton Up!**

One last thing – for the first time since its creation, IPMBA's UK membership has topped the 100 mark! As of the end of October, UK IPMBA membership stands at 103 members, thanks in no small part to Cycle-Force UK (distributors of Smith & Wesson, Mocean, and Patrol Cycle shoes), which purchases an IPMBA membership for each new owner of a Smith & Wesson bike.

This is something of a landmark for us and reflects the esteem in which IPMBA and its products are held by a growing number of UK forces and officers. I hope that this growth can continue apace. 103 is a membership that we could only have dreamed of two years ago. The current number of members goes to show what perseverance and determination can achieve within a relatively short period of time – next stop: 1000 UK members!

On a final note, the annual emergency services cycling seminar will be held 15-16 July 2006 at a new venue in Southampton – details coming soon!

*All the best,*

Nigel Tottie

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