

## Appendix 2

**From:** Sue Robinson [suzanne.robinson@durham.pnn.police.uk]

**Sent:** 21 December 2007 09:43

**To:** Sue Dobson

**Subject:** Cycling in the Town Centre - Trial Period

Sue,

Further to your letter of 28<sup>th</sup> November 2007 regarding the above I have now had the opportunity to liaise with my colleagues from several departments in order that I can provide the most comprehensive report possible.

Having checked our incident reporting system there would appear to be 20 incidents recorded covering rowdy / nuisance behaviour of persons on cycles however no reports of actual accidents. It could be questioned that if the people committing the rowdy nuisance in the centre were not allowed to cycle in the area that they would choose to go elsewhere. I am aware that a number of commercial premises feel a very strong link between allowing cycling in the town and the rowdy / nuisance behaviour they suffer from local youths. I unfortunately do not believe that the above figure provides a true reflection of incidents that have occurred due to peoples tolerance and not knowing exactly who they should report the incident to. This can be best evidenced by family members of police officers who have fallen prey to knocks and bumps from cyclists as well as the force's own Traffic Management officer who was victim to a bruised leg when a cyclist rode directly into his path and then made off.

I have spoken with the forces Central Ticketing Office who have confirmed that 7 tickets have been issued during the trial period, 2 for no lights and 5 for cycling on the footway. An issue that this does raise is whether the identification of the footways from other areas is easily identifiable. Again, this figure does not provide an extensive overview of offences being committed as the town centre team were keen to advise that the issuing of tickets is secondary to the importance of education which they do on a daily basis. Unfortunately this has not been recorded by the individual officers so I am unable to confirm statistics as to when the number occasions when suitable guidance has been given.

Discussion within the team regarding the town centre area becoming "no or limited cycling" does cause the police concern with regard to its enforcement. The centre has many routes in and I would suggest that public perception of such a regulation would be that it would be heavily enforced and no one would ever be seen in the town centre riding a cycle. Unfortunately we do not have sufficient resources to deploy to this specific task on a daily basis. My other concern is that if the police did try to stop those that defied the ban, that they would not stop and that potentially we could have officers pursuing a cyclist through the town with the cyclist having no regard to other users' safety.

Having considered all of the above points, I would take the stand that the issues raised do not evidence the need for the town centre to become a "no cycling" area however greater education, signage and publicity would greatly improve peoples understanding of the legislation. The option of limiting cycling by location or time could potentially cause great confusion.

Having listened carefully to my colleagues including Michael Straugheir (Traffic Management), I do not believe that the Police can evidence the need to limit cycling in the town centre. I would however take this opportunity to offer the services of the town beat team to assist in any campaigns / initiatives that can be developed to increase cyclists' awareness of both the relevant legislation and pedestrian safety through considerate cycling.

Should you wish to discuss any of the above in further detail please do not hesitate to contact me.

Insp Sue Robinson  
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