

Appendix 4 – Summary of Responses for Key Partners

I am PC 5530 Nicholas Mansell of the West Midlands Police, currently stationed at Coventry Central Police Station. My role in the police is that of ASB Coordinator for the city.

The 2014 ASB Act gave a number of tools and powers for partners to utilise in this area. The PSPO's are an important part of this framework and the gives partners the ability to challenge behaviour that is not necessarily covered by other laws.

We recognise the value in the City Centre PSPO for the measures it covers generally, but I understand this report is concentrating on matters relating to cycling in the City Centre and as such will make reference to cycling matters.

City Centre based Police officers have noticed a change in the public's opinion of cyclists within the City Centre, officers are challenged more often in relation to what officers are going to do about certain aspects of cycling. I have provided some details regarding Police enforcement which I believe will be referenced within this report.

We have seen incidents within the City Centre where offenders on bicycles have carried out robberies against the person or used bicycles to get away from incidents, so not being able to ride their bikes in the pedestrianised areas will help address this.

The legislative options open to Police officers are based in very old legislation and can only be used retrospectively, after an incident has occurred. Anything that can allow officers to intervene and prevent incidents happening is something we welcome.

We have officers that use pedal cycles as part of their daily duties, we note the provision that would allow officers to ride in the restricted zone in the carrying out of their duties. We would reassure members and the public tat we would look to observe the restrictions in terms of officers not riding their bikes in the restricted zone unless absolutely necessary.

Police officers, where resources allow will look to support the Council in the enforcement of this order where possible and we are currently in discussion with Council partners about the PSPO more generally to ensure we make the best use of available resources and keep citizens and visitors to the City Centre safe.

West Midlands Police see the value to community safety within this PSPO renewal and fully support this process.

My name is Joanne Glover, and I am the Manager for Coventry BID. The BID's main purposes is to create a safe environment for all, generate footfall into the City Centre through our marketing channels, we fund the city centre's retail radio scheme, and provide a team of street patrol officers.

We are funded by the businesses themselves and everything we put in place is above the Councils baseline agreement. Whilst speaking with businesses we get to know their concerns and issues regarding the city centre and assist where possible. Coventry BID is uniquely positioned to benefit the public and the businesses, working to make the city centre a safer, more attractive place to work, shop and socialise.

The past year has seen a rise in the number of E-bikes within the city centre, especially as they are used as a mode of transport for companies who deliver food orders for our hospitality businesses. This has resulted in pedestrianised areas being infiltrated by e-bike riders.

Interactions between cyclists and other vulnerable road users in shared spaces are increasing and it's a high priority for the BID to support any measures that can be put into place to reduce risk of injury. We work to make the city centre accessible to all visitors and it has been highlighted that e-bike incidents heavily contribute to the reasons why some of Coventry's residents feel reluctant to visit the city centre to shop.

We note and have been consulted with regards to the proposals by Coventry City Council and West Midlands Police to address the growing issue of ebikes in the City Centre. We support the measures being taken and hope that they are successful and see a change in behaviours of those using ebikes in the City Centre.

We support the change of the existing order, hoping it will make the city centre a safer place for all and bring more footfall into the city centre.

My name is Simon Hutt and I am employed as a Street Enforcement Manager and I manage the Neighbourhood Enforcement Officers (NEO's) that patrol the City Centre.

The City Centre PSPO has been in place for some time now and I would say there is good awareness of the order and the conditions within it by the NEO's. It allows for them to speak to people in the City Centre that may not be aware of some of the conditions contained within it, and can get people to amend their behaviours that may be detrimental to others, without needing to resort to enforcement.

When the City Centre PSPO was recently renewed it was felt that the provisions within it relating to cycling would be sufficient to address the concerns that were being raised about cycling in the City Centre, particularly Ebikes. The order allowed for officers to insist that anyone cycling in an unsafe or reckless manner could be ordered to dismount from their bicycle and walk through the City Centre.

This posed some challenges to NEO's in the City Centre. On occasions, NEO's were requested to assist in other priorities such as fly tipping and environmental crime in areas other than the City Centre, this reduced the number of NEO's in the City Centre and as such cyclists couldn't be challenged.

The most problematic bike riders were those on ebikes, particularly food delivery riders. The speed Ebikes travel mean that officers on foot had little chance of getting close to the riders. Equally many of the riders wore headphones and as such couldn't hear officers shout at them asking them to stop.

We have been asked about our opinion on the possibility of allowing pedal cycles but banning ebikes. From an enforcement point of view this would be very difficult for my officers. Modern ebikes do not differ greatly from pedal cycles in terms of how they look, especially from a distance. There is also the question of resource, the City Centre is quite a large area to cover, even if referring to the pedestrianised areas. To have enough officers to safely cover this area and also make the distinction between bike types is unlikely under current budgets.

If all cyclists have to dismount it will make any cyclists that do not far easier for officers to spot and engage, equally all pedestrians will be aware of the order and many will make their views known to cyclists who will quickly realise they should not be riding their bike in the area, even if a NEO is not nearby.

We work closely with key partners, such as the Police and BID and will continue to do so to ensure the City Centre is welcoming place for citizens and visitors to the City Centre.

I support the amendment to the PSPO.

