

1. Are there any current roads policing problems with cycling/cyclists?

2013 The SOJP did see an increase in serious road collisions, some of which involved cyclist. This was catalyst for a campaign that was launched whereby we encouraged ALL road users to look out for each other and offer one another mutual respect. We are currently supporting efforts, led by TTS, with regards to Eco Safety and promoting safer cycling on the cycle tracks.

2. Do we envisage any problems policing this Law?

Policing priorities are set on a monthly, weekly and daily basis, dependent on the nature of any given incident, through an intelligence led process that aligns threat and risk with operational deployment. This legislation and any methods of enforcement would be considered amongst other policing priorities, which include responding to concerns raised by the public. Operational priorities feed off of that process.

The SOJP also recognise the value of public support and cooperation and so would look to use the law as an educational tool and make sure that any enforcement methods remain proportionate to the incident or offence. The absence of registration markings and registered keeper requirements, aligned to motor vehicles, will present some enforcement difficulties.

3. What kind of priority can we give to Policing this proposed Law?

I think we follow the answer given for question 2. Priorities are set accordingly.

4. Are certain groups of cyclists (age, gender, any other characteristics) more frequently involved in cycling collisions?

Essentially no – the stats below are fairly varied.

Cycle casualties 2013	Fatal	Serious	Slight	Grand Total
Male	1	9	30	40
11			1	1
13			1	1
14			2	2
15			1	1
17			1	1
19			1	1
20		1		1
21			1	1
22		1		1
24			1	1
29			1	1
31			1	1
33			2	2
34		1		1
35		1	1	2
36			1	1
37			1	1
40			1	1
41			1	1
42	1	1		2
43		1		1
46			2	2
47			1	1
48		1	1	2
53			1	1
54		1	1	2
57			1	1
59		1		1
61			1	1
63			2	2
64			1	1
66			1	1
Female	5	5	10	
16			1	1
29			2	2
32			1	1
42		2		2
45		1		1
52		1		1
53		1		1
57			1	1
Unknown			1	1
47			1	1
Grand Total	1	14	36	51

5. In your experience, how much cycling is for pleasure and how much is commuting (to and from work, school, clubs etc.)?

We do not keep data on this information but the SOJP can say that during a campaign led last year aimed at mutual respect, we spoke to at least 400 commuting cyclist during one day in order to offer advice on cycle safety and mutual respect for other road users.

6. Based on your experience and/or statistics, what are the current levels of cycling helmet wearing:
 - a. for all cyclists?
 - b. for younger cyclists (less than 14 years)?
 - c. for adolescent cyclists (14-18 years)?

These data is not held. Again from a speculative position on the same road safety campaign alluded to in question 5, approximately 50% of cyclist chose not to wear a helmet. On the same day however, a morning commuter took the time to purchase a helmet during her lunch acknowledging officers and her purchase on her return journey.

7. What mechanisms of enforcement and penalties would you suggest to ensure most cyclists choose to wear a helmet?

Educational methods of enforcement would be appropriate whereby recommendations to attend on cycle safety courses would appear to be the most appropriate. Cycle safety is paramount here which is why we feel education is key.

8. Do you have any other comments regarding the compulsory cycle helmet wearing?

It is realistic to say that any enforcement will need to sit amongst the many other priorities that the police need to attend to. Accordingly, that level of availability may vary in recognition of the very diverse demand placed on the SOJP.