

East Cambridgeshire Community Safety Partnership



2017/18
BRIEFING ONE
ANTI-SOCIAL DRIVING

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KEY FINDINGS

There have been a number of sites across East Cambridgeshire that have received reports of anti-social driving and there is clear evidence that these have been causing alarm and distress to local residents. Some of the activity involved also poses a threat to the wider public.

The current issue for the Constabulary is that delivering a robust tactical response is hampered by lack of reporting of incidents and issues. As some of the reporting is done to the local council, there is the possibility that agencies are only seeing part of the problem.

Anti-social driving activity in different sites across the district have been closely linked to wider anti-social behaviour. Complaints of noise and littering in particular have had an impact on local residents and this has affected district council resource. Reported evidence suggested that some individuals driving anti-social are also committing other ASB offences.

Whilst there are common themes of activity across the different sites studied, each site should be reviewed separately. For example, the slow cruising around Ely town centre and speeding/drifting down the pedestrian road Forehill is different to the car park activity of doughnutting, engine revving and the leaving of litter. Similarly, a distinction needs to be made between car enthusiasts and those who partake in anti-social behaviour, although those groups are not mutually exclusive.

There are a number of potential solutions that could be adopted by the partnership to tackle the issues raised. These include the use of CCTV, barriers and bollards, engagement with offenders and local car enthusiasts or the implementation of Public Space Protection Orders (PSPO). There is no catch-all solution for anti-social driving and none are guaranteed to bring universal success but each have the potential to impact on ASB driving depending on the nature of the issues and the specific site that is experiencing problems.

Initial feedback from other areas that have implemented a Public Space Protection Order has been positive although it would require resource and should be treated as an additional tool for local officers rather than the sole solution for tackling anti-social driving. Further initiating a new response will also need monitoring and reviewing at agreed milestones in order to ascertain the impact and effectiveness.

RECOMMENDATIONS

The recommendations can be broken into three broad categories. Information & Processes, Education & Engagement and Location Specific Interventions.

1. Information & Processes;

- a. In order for existing or emerging problem areas and specific issues to be identified, a robust method of recording locally and sharing should be established. The extension of existing partnership processes should be considered before any new ones are introduced.
- b. The same principal should apply with reporting and the partnership the partners should engage residents to report to the police

2. Education & Engagement

A longer term solution to tackling anti-social driving would be for the partnership to explore levels of engagement with local car enthusiasts to help promote the message of safe driving. Those who do not commit anti-social activity should not be vilified and they could possess an ability to reach out to those that offend and create positive engagement and preventative activity.

The Cambridgeshire and Peterborough Road Safety Partnership are due to roll out a web-based learning programme aimed at educating young people into how to keep both themselves and others safe while driving called Drive IQ. This will be rolled out across Cambridgeshire secondary schools from September 2017.

The partnership should engage with the Cambridgeshire and Peterborough Road Safety Partnership delivery board to try and develop safe road use from a young age locally. The road safety partnership would also offer advice and support through the delivery board. The Road Safety Partnership partnership could help to:

- Educate young road users through post 16 education and other agencies
- prevention work
- innovative and evidence based safe and social driving campaigns
- intelligence-based tasking and co-ordination of police resources and staff

3. Location Specific Interventions;

1. The new leisure park in Ely has the potential of becoming a new hotspot due to the having an open car park and access to fast food stores. The partnership should monitor this site for anti-social driving activity and quickly evaluate whether future intervention on this site may be required.
2. The partnership could implement a Public Space Protection Order to tackle ASB on other sites. This has proved successful in tackling other strands of ASB in Soham and they have been adopted elsewhere in order to tackle anti-social driving. Whilst evidence on the long term impact of this is limited at this time, initial feedback from other areas, such as Great Yarmouth and Huntingdonshire has been positive.
3. The issues raised on Forehill and Ely town centre, particularly speeding and drifting on the public street are very different to the car park sites and is part of a wider issues of road safety rather just anti-social behaviour. Thurrock have implemented a PSPO to tackle road racing but the partnership may wish to work with road safety partnership to discuss a wider response to this specific site.
4. The success and impact of the CCTV in Angel Drove in identifying offenders should be monitored. The single Automated Number Plated Recognition (ANPR) camera at Angel Drove at present has had very limited success but it is hoped additional ANPR CCTV cameras at Angel Drove that are being installed towards the end of July and early August will help to identify offenders. If these additional camera prove to be successful, the partnership should look to implement this tactic across other sites, particularly those owned by the district council. Should a PSPO be installed on any of the sites, CCTV should be used to help identify offenders.

OVERVIEW OF ANTI-SOCIAL DRIVING

Anti-social driving can be described as the use of a vehicle in an anti-social manner, typically including drivers gathering in a location, carrying out dangerous manoeuvres and generally engaging in anti-social activity. This type of activity has been evidenced across a number of sites across the district and the purpose of this report is to highlight this activity, the impact it has on local communities and offer possible methods of intervention.

The key types of activity surrounding anti-social driving in East Cambridgeshire are well known to local stakeholders. Anti-social driving has proven to be difficult to deal with both locally and across the country. One of the reasons for this is that it is difficult to catch perpetrators as when approached, they are often seen to be simply parked up and not committing an offence. Anti-social driving can include:

- Performing stunts including wheel spins, doughnutting, drifts and handbrake turns.
- Using loud, threatening, abusive or other intimidating language or behaviour.
- Dropping litter from a motor vehicle.
- Car Cruising

The police already have wide ranging powers to deal with people who use their vehicles in an anti-social manner. Apart from prosecuting offenders for motoring offences that could lead to being disqualified from driving, the police can also rely on a power to seize motor vehicles using Section 59 of the Police Reform Act 2002. This law applies to vehicles driven carelessly or without reasonable consideration on roads - and that includes car parks and other public areas - in a manner likely to cause alarm, distress or annoyance to members of the public.¹ The use of a section 59 is heavily reliant of an officer catching an individual or group offending.

To effectively tackle this type of anti-social behaviour, a multi-agency response is required. Possible interventions include putting in place and enforcing a Public Space Protection Order (PSPO) or a Designated Public Place Order (DSPO) on affected sites, using physical barriers to restrict access, installing CCTV to monitor offending and this report will highlight the most appropriate use of these, and other, measures. The issues experienced at each site vary and there is no 'catch-all' solution to tackling anti-social driving. The aim of this report is therefore to review different options available to tackle anti-social driving and to help drive discussion of the varying options for future intervention across specific sites.

A distinction should be made between car enthusiasts and individuals that commit anti-social driving offences but there should be an understanding that these two groups are not entirely mutually exclusive.

COMMUNITY IMPACT

Anti-social driving can have a significant impact on local communities. Locally, this has involved residents having to put up with the loud noise of cars driving through the night and revving engines which has proven to be very distressing for residents across different points of the district. There is also the threat that dangerous and reckless driving can lead to injury and death for those involved but also nearby members of the public. In 2015, seven people were injured and a man arrested after a car hit a group of people at a 'car cruising' event in Peterborough.² This is a particular concern where dangerous driving is taking place in a public area or road. The 'car cruising' event was similar to events that have taken place in East Cambridgeshire and the level of threat to public safety is clear.

Another impact of this activity on the community is intimidation which has a significant impact on local resident's quality of life. The impact here is specifically around areas where public access is required, such as Angel Drove car park in Ely residents have to access their car for the train station, often late at night. The gathering of individuals, usually young males and in large numbers, at night has proven to be distressing for local residents at particular sites in East Cambridgeshire.

Anti-social driving is very closely linked to other forms of ASB. There usually involves an increase in litter on sites where perpetrators have been gathering and appendix A shows the results on a specific site in East Cambridgeshire.

LOCAL CONCERN

There has been long term concern amongst local stakeholders around anti-social driving in East Cambridgeshire and has proven to be a difficult issue to deal with for local stakeholders. A number of sites have been identified and it is important to look at the specific problems faced at each site before considering future action. The sites identified as areas of concern are:

- Angel Drove Car Park (Ely)
- Elean Business Park (Sutton)

¹https://www.warwickshire.police.uk/media/2086/Anti-Social-use-of-motor-vehicles/pdf/Anti_Social_use_of_motor_vehicles-cropped.pdf

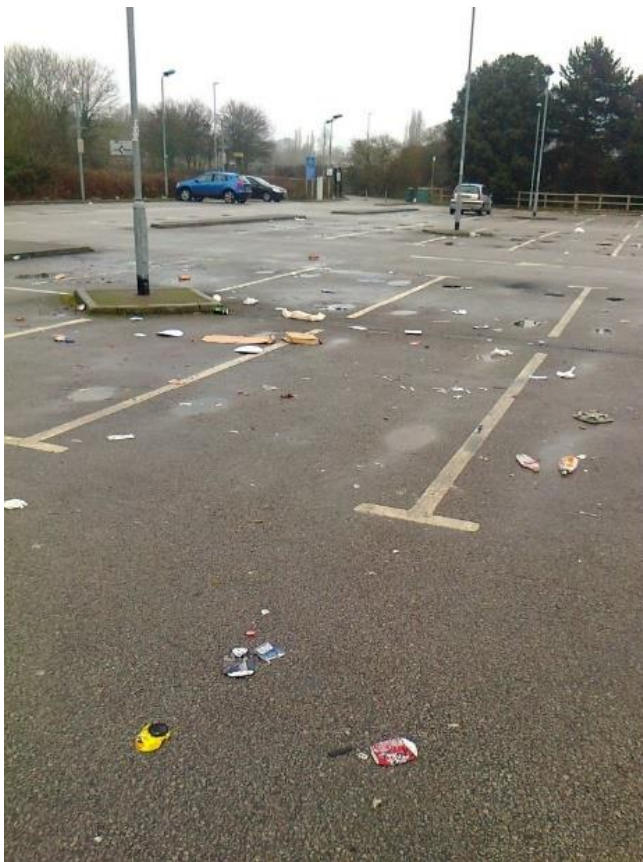
² <http://www.bbc.co.uk/news/uk-england-cambridgeshire-33841463>

- Fountain Lane Car Park (Soham)
- Forehill (Ely)
- Sainsbury's Car Park (Ely)

The above list is not exhaustive to incidents of anti-social driving in the district and it has the scope to develop and embed in more places. For the purpose of this report, the above sites have been included as they currently present particular concern. If successful intervention can be put in place on one or more of these sites, lessons can be brought forward for future sites. The newly developed Ely Leisure Village, for example, could attract anti-social driving issues in the car park as there will also be access to fast food restaurants. This is where the partnership has to consider where only areas that have an evidenced problem should be considered for intervention or whether the 'likelihood' of a future problem is enough for intervention too.

Ely (Angel Drove Car Park)

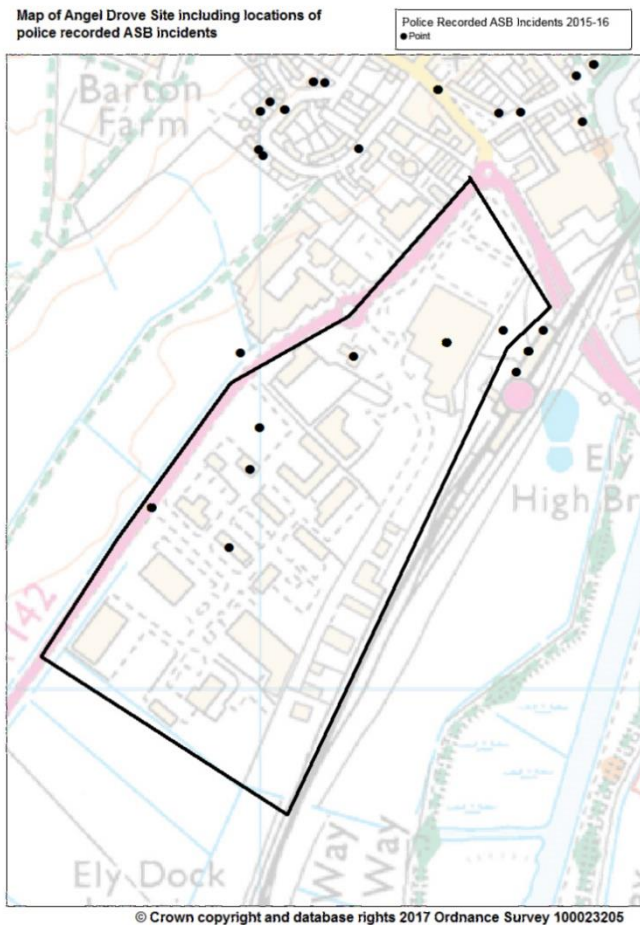
Figure 1: A photograph showing the impact of car meet in Angel Drove Car Park, December 2016



Angel Drove car park in Ely has been highlighted as a key hotspot of vehicle related anti-social behaviour by local residents and the district council. This car park is owned and maintained by the district council and therefore gives the council and local agencies more freedom over possible solutions. One of the key issues raised by the constabulary surrounding this site is that the number of incidents that is reported to them is relatively low and in order for them to put appropriate activity in place to intervene, there needs to be an increased level of reporting.

Local members and district council officers have received high volumes of complaints about anti-social issues on this site but this is not replicated in police data. Between January 2015 and December 2016, police recorded Anti-Social Behaviour incidents data only showed between 10 and 15 vehicle or noise related ASB incidents on this site. The lack of incidents recorded by the police differs significantly from the intelligence and reports to the district council. Figure 3 below shows a summary of the type and impact of activity on the site of Angel Drove with litter being a particular concern.

Figure 2: A location map of Angel Drove, Ely, including point locations of recorded ASB incidents



The type of ASB incidents reported to the district council are not restricted to litter. There has been a significant impact on residents who live in close proximity to Angel Drove, particularly surrounding noise and figure 3 below offers a summary of the range of issues reported to the car parks team about Angel Drove.

Figure 3 below highlights that there is clearly a range of anti-social behaviour issues being reported at the site including intimidation, noise, litter and dangerous driving. The district council are due to install CCTV at Angel Drove which can include Automated Number Plate Recognition and with infrared and high resolution in order to capture offenders. It is recommended that the success of this intervention is monitored.

Figure 3: Summary of selection of reports made to district council car parks team on Angel Drove

March 2016: The car park on Angel Drove is disgusting. Every evening I'm intimidated by young lads who hang around there in their cars racing around the car park

March 2016: On several occasions. When I have travelled on a later train and walked back to the car park, there have been several people driving and hanging around as if they have been using the car park as a 'playground.' This is an intimidating situation.

August 2016: Several reports on the 'spotted in Ely' Facebook page including noise, litter and the danger of people crashing

September 2016: [the car park] it's covered in litter and there were two car seats strewn in the car park, taking up bays.

September 2016: I arrive at 07:30 to a mess of rubbish, broken glass and black skid-marks on the tarmac. In the evening, most days at 7pm, there is a gathering of motor enthusiasts wandering the parking facilities, sharing engine noises and from the remains on the tarmac, driving recklessly in the area.

Sainsbury's Car Park (Ely)³

Sainsbury's supermarket in Ely reported that they have suffered with anti-social driving in the car park in the past and this was largely due to Car Crews parking up and using the car park as a meeting place. The supermarket reported that within these groups, there a lot of modified cars have the loud exhausts and because our car park is undercover it replicated the same sound as driving in a tunnel, which meant they used it as a meeting place. Sainsbury's have commented on the fact that they have had a strong relationship with the local police and any when an incident has taken place, they would call straight through to the police who would send community support/officers down to the site. Sainsbury's have reported that they have not experienced the scale of incidents recently compared to previous periods.

Between January 2015 and December 2016, there was 15 police recorded ASB incidents on this sites and ten of these were specifically labelled as vehicle nuisance and they rest were noise related. Tackling anti-social driving on this site has been reliant on the reporting of incidents by Sainsbury's and the message should be given that this level of reporting should continue.

Soham Fountain Lane

There have also been a number of complaints of anti-social driving on the site of Fountain Lane car park in Soham. This car park is also owned and maintained by East Cambridgeshire District Council. The below list highlights the total number of anti-social behaviour incidents that have been reported to the police between October 2016 and May 2017 on the site of Fountain Lane Car park. The below list only includes those incidents that have been reported to and thereby recorded by the police. The true number of incidents is likely to be higher.

Figure 4: Summary of police recorded incidents, Fountain Lane, October 2016-May 2017

05/11/2016 – Reports of fireworks being let off on recreation ground
01/12/2016 – Reports of cars doing donuts in the car park
03/12/2016 – Reports of moped riders selling drugs
15/12/2016 – Reports of cars doing donuts in the car park
15/12/2016 – Reports of cars playing loud music and doing donuts in the car park
28/12/2016 – Reports of youths having thrown rubbish around in the car park
03/01/2017 – Reports of cars doing donuts in the car park
06/01/2017 – Reports of cars driving dangerously in the car park and surrounding streets
20/02/2017 – Reports of off road bikes in the car park, no registration numbers fitted
08/03/2017 – Reports of dangerous driving in the car park
04/04/2017 – Reports of drug driving in the car park

The above reports clearly include examples of anti-social driving which can again be linked to wider anti-social behaviour, such as complaints of littering and noise. Significantly though, the reports here suggests activity, particularly cars doing donuts, dangerous driving, drug driving and the illegal use of off road bikes, that has the potential to cause significant danger to those involved and the general public.

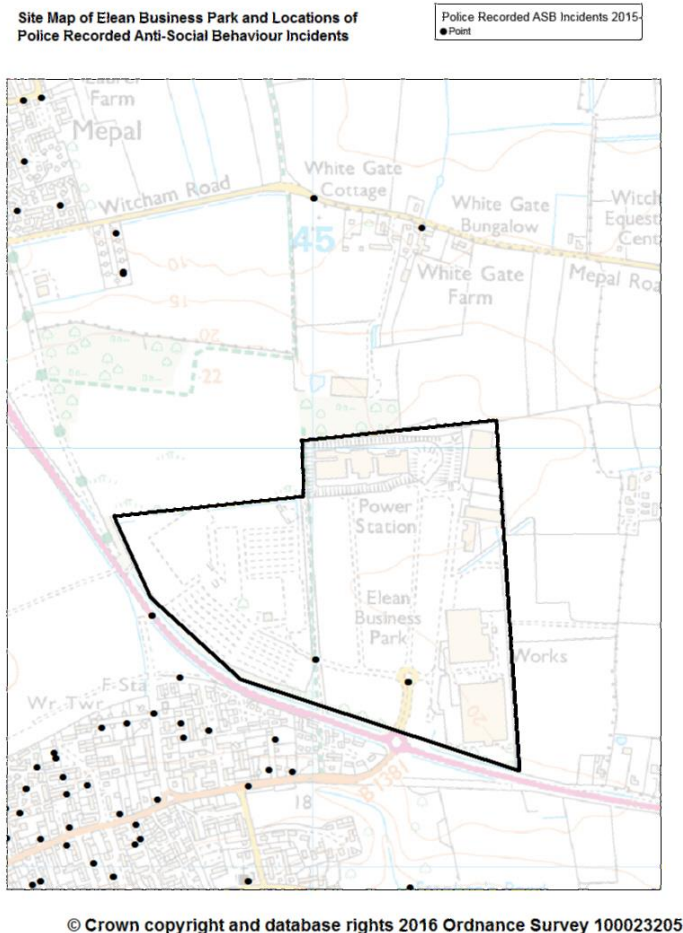
Sutton (Elean business park)

The rurality of Elean Business Park has made it susceptible to anti-social driving. All police recorded ASB incidents on the site between January 2015 and December 2016 have been linked to vehicle or noise related anti-social behaviour. Activity on the site typically involves individuals driving at speed 'drag' style due to the wide open space at the site.

Councillor Mike Bradley has highlighted that an underlying issue with Elean Business Park is that it has no controlled access so the site open to all and at all evidence. Cllr Bradley has also highlighted the fact that for appropriate enforcement, officers have to have evidence which is difficult to obtain which makes intervention difficult.

Figure 5: A site map of Elean Business Park including locations of recorded ASB incidents

A sample of police recorded incidents on the site have been summarised below:



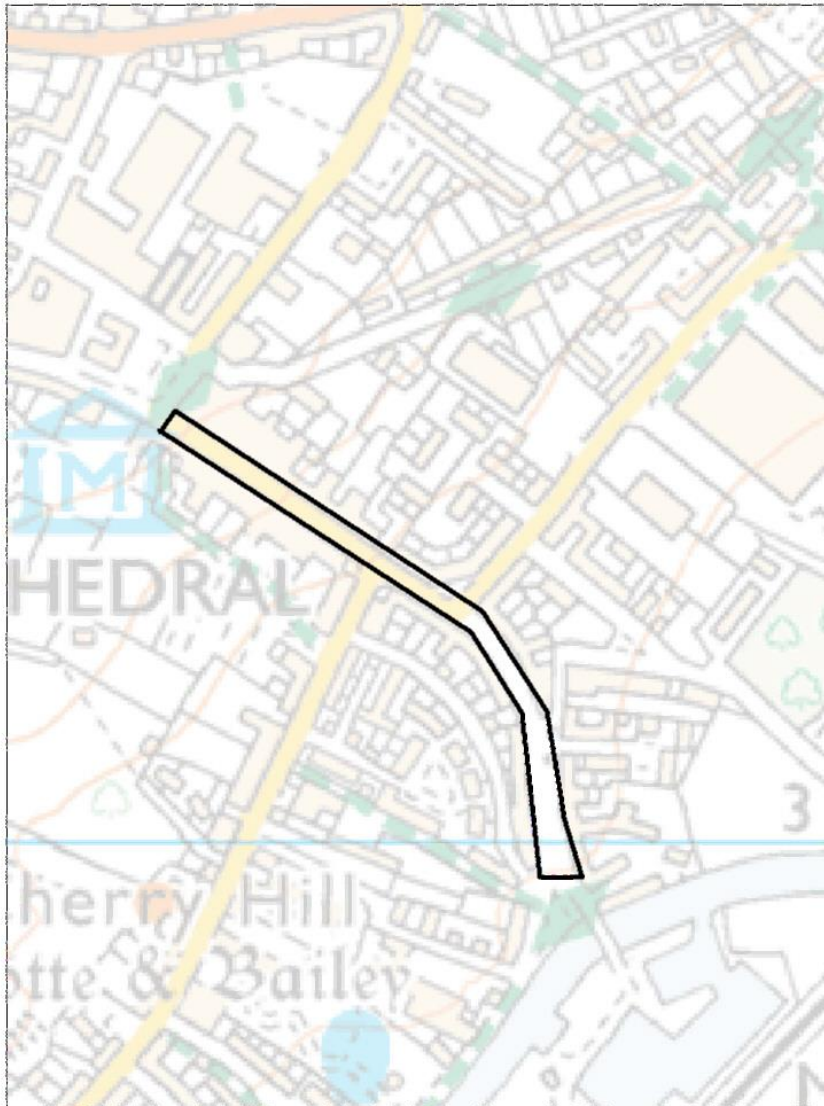
- 1) Report showed that there were vehicles with 'souped up' engines making a lot of loud noise and that this had taken place the night before until 22:00 hours
- 2) Another report against highlighted the sound of revving and cars racing
- 3) Several vehicles were reported to be racing up and down the road and doing donuts in the road with at least 5 vehicles driving at speed around the estate.
- 4) Reports of about 50 cars and in excess of 100 people at the site
- 5) Reports of cars drifting for the third night running
- 6) Reports of a lot of vehicle noise coming from the industrial estate and there is every weekend
- 7) 20 vehicles racing around the location- this is an ongoing problem but this evening they have been there for over an hour

Forehill

The experiences of anti-social driving around Forehill in Ely is very different to that of other sites across the district. The problem with anti-social driving is much wider and often involves wider members of the public speeding down the hill with some drifting around the bottom of the hill. There is a clear threat to members of the public here. Issues with car cruising and road racing were experienced in Thurrock and the local response here has been to put in place a Public Space Protection Order (PSPO).

Figure 6: A site map of Forehill, Ely, including locations of recorded ASB incidents

Location of Concern: Forehill, Ely



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Cllr Andy Pearson has reported that there have been a number of near misses between anti-social drivers and members of the public. Cllr Pearson reported that he has regularly witnessed drivers lining up at the top of the hill before driving down at speed. This is particularly dangerous as this location has many pedestrians and there is a strong chance that a driver could lose control of their vehicle and hit an unsuspecting pedestrian. Individuals have been reported to slow cruise through the down centre. Cllr Pearson has received a number of requests from residents for the right of way for that particular street to be changed.⁴

INTERVENTION

Due to the evidence and level of concern, there is clearly a need to put in place suitable interventions and below options are reviewed to enable recommendations for future activity to be discussed by the Partnership.

LEGISLATION

PSPO

One possible intervention to this activity is the use of Public Space Protection Orders (PSPO) or a Designated Public Place Order (DPPO). In other areas such as Huntingdonshire or Great Yarmouth, similar problems have been experienced around anti-social driving including wheel spins, engine popping, loud music, littering, abusive language and racing. The local response in Great Yarmouth to an increase in the numbers of vehicles and the reports of anti-social behaviour from residents, business and visitors led to a multi-agency approach and the decision was made to consult with the public around the implementation of a PSPO.

South Yarmouth policing team have placed anti-social driving as a key neighbourhood policing priority and carry out high visibility patrols. The implementation of a PSPO on an East Cambridgeshire site would require appropriate resource in order for it to be effective. The implementation of a PSPO should be viewed as an additional tool for the police and ASB officers to tackle anti-social behaviour but for it to be truly effective, it should be used in conjunction with other methods e.g CCTV or extra patrolling. Great Yarmouth borough council have reported that the PSPO that they have put in place where a problem has been evidenced rather than on the 'likelihood' that a future problem could develop.

Figure 7: A summary of prohibited activity under the Great Yarmouth PSPO

Great Yarmouth PSPO prohibits anyone from participating in or encouraging any of the following within the proposed PSPO area:

- Driving at excessive speed causing or being likely to cause a nuisance in the locality.
- Repeated sudden and rapid acceleration causing or likely to cause a nuisance in the locality.
- Racing vehicles.
- Performing stunts including wheel spins, doughnutting, drifts and handbrake turns.
- Sounding vehicle horns for reasons not listed in the Highway Code.
- Playing amplified music from a vehicle likely to cause a nuisance.
- Using loud, threatening, abusive or other intimidating language or behaviour.
- Dropping litter from a motor vehicle.

The PSPO in Great Yarmouth is only eight weeks into implementation so the impact of this has yet to be quantified by their community team. There has been some initial feedback from local agencies though and this has been summarised in figure 8 below.

Figure 8: A summary of initial feedback from the Great Yarmouth PSPO

Initial Feedback from the Great Yarmouth PSPO:

Initial feedback from local council car parking and environmental services teams has been positive about the PSPO. This has been attributed to the fact that it has now made it very clear what behaviours are and are not acceptable in the PSPO area.

Feedback suggests the PSPO is only really effective when a Police officer or CCTV van is present in the area to monitor and if necessary, enforce, against the ASB. Some of the drivers have welcomed the introduction of the Order as they have commented that hopefully it will stop the 'idiots' who give them all a bad name.

A PSPO is very resource hungry in terms of feet on the ground to ensure effectiveness and consistency of enforcement. Great Yarmouth have had up to 12 police and council staff working overtime on a Sunday evening between 5.30pm to 11pm for 7 weeks – which has extensive cost associated.

Additionally the Council officers can go up and talk to a stationary vehicle / spectators on a wall and have a chat / enforce but they do not have the powers to step into a road and ask a vehicle to stop. So buddying between the Council and Police helps with that too – all fixed penalty notices we have issued so far have been to drivers where cars have been stopped by Police rather than to already parked vehicles.

Tracey Jones

Great Yarmouth Community Safety Co-Ordinator – Neighbourhood and Communities

The implementation of a PSPO in Soham has been widely viewed as a success in tackling anti-social behaviour and should be considered as a response to anti-social driving in the district. A level of caution should be applied in terms of assuming that a PSPO would be a success across all sights.

Huntingdonshire Community Safety Partnership had two PSPOs go live in St Neots on Monday 29th May 2017 for a period of 3 years in response to anti-social behaviour. The first Order covers Riverside Car Park, the Market Square and adjacent areas and the second covers Little End and Howard Road Industrial Estates and Colmworth Business Park. The prohibitions for both Orders are the same and prohibit the use of vehicles that may result in alarm, harassment or distress. As the PSPO's were only implemented in May 2017, the impact of this is yet to be measurable but the PSPO's were implement as previously used barriers and CCTV were proven to be unsuccessful alone.

Kensington and Chelsea council in London experienced significant levels of anti-social driving, typically involving supercars. This often resulted in loud noise on public roads and the revving of engines again, the response was to put in place a PSPO. A breach of the PSPO can result in a dispersal order or fixed-penalty notice and individuals can be fined for revving engines, racing, sudden of rapid acceleration, performing stunts, sounding horns, playing music or causing obstruction. The impact of this implementation has been regarded as a success and local police highlighted that the PSPO resulted in a "significant" drop in the number of cars being driven in an anti-social way.⁵

Section 59

The police also have wide ranging powers to deal with people who use their vehicles in an anti-social manner. Apart from prosecuting offenders for motoring offences that could lead to being disqualified from driving, the police can also rely on a power to seize motor vehicles using Section 59 of the Police Reform Act 2002. This law applies to vehicles driven carelessly or without reasonable consideration on roads - and that

⁵ <http://www.getwestlondon.co.uk/news/west-london-news/supercars-crackdown-success-after-antisocial-11677289>

includes car parks and other public areas - in a manner likely to cause alarm, distress or annoyance to members of the public.⁶ As part of a multi-agency attempt to tackle vehicles that were driving around a Shropshire town with loud exhausts that were back firing and causing members of the public to be disturbed and distressed, often into the early hours of the morning, Section 59 notices have been issued. This is very similar to reports to sites in East Cambridgeshire and they could be used locally as a deterrent for those that are driving in an anti-social manner or driving a car which is not road legal.

BARRIERS AND BOLLARDS

Barriers could restrict access to the site. This is not a universal options as some sites require 24 hour access for members of the public. In Burnham on Sea, bollards were installed to tackle anti-social driving and it was deemed a success but, there was some evidence of vehicle displacement.⁷

On car park sites where limiting access is not an option, one option is to install physical works to “divide up” the car park and, therefore, make it physically difficult for the car park to be used for ASB driving activities.

Example of Bollard Use in Huntingdonshire

The Partnership previously problem solved the situation which resulted in the installation of a rising bollard at the entrance to the car park. This did have a positive effect and addressed the ‘boy racer’ activity and we did not experience displacement but did experience extensive damage to the bollard as well as the car park fencing which people drove through to exit the car park. The intercom system and bollard regularly needing repairing and there were periods of time when it was not in use due to damage. CCTV was already in place in the car park but this had not and did not discourage the activity.

Huntingdonshire District Council

CCTV

The use of visible CCTV cameras on those sites of concern can help to deter offenders and also identify them. The suggestion from experiences in Huntingdonshire would be that CCTV was not a successful deterrent in itself, However used alongside other interventions, such as a PSPO, it would be a valuable tool on certain sights. The impact of the newly installed, modern CCTV at Angel Drove should be monitored by the partnership.

The initial feedback from the implementation of a PSPO in Great Yarmouth is that however, it is only really effective when a Police officer or CCTV van is present in the area to monitor and if necessary, enforce, against the ASB. The use of permanent CCTV on specific sites across the district could help to identify anti-social behaviour and should a PSPO be considered on any site, the use of CCTV to support this should be considered.

ENGAGEMENT

Whilst there are a number of interventions that can help to tackle anti-social driving in different locations, a common threat is that these simply cause displacement to other locations. A longer term solution to tackling anti-social driving, particularly amongst car enthusiasts would be to attempt to engage. Social Media could be identified as one tool in doing this.

⁶https://www.warwickshire.police.uk/media/2086/Anti-Social-use-of-motor-vehicles/pdf/Anti_Social_use_of_motor_vehicles-cropped.pdf

⁷ <http://www.burnham-on-sea.com/news/2009/seafront-lay-by-bollards-03-03-09.php> bollards hailed as a success BUT there was some evidence of vehicle displacement

Another tactic of engagement would be to proactively try to engage with the wider community to build a stronger intelligence picture and improve reporting to the police. Intelligent use of police resourcing can only take place if there is a strong understanding of specific incidents that have taken place. Through detailed engagement, officers would be able to identify those drivers that are involved with ASB activity and this intelligence could feed into a working group to consider appropriate action moving forward.

During the implementation of the PSPO in Great Yarmouth, a deliberate attempt to contact known local vehicle enthusiasts and local residents at different stages in the process. – at the consultation phase, at the go-live stage, just before first night of enforcement – all to set expectations and the tone for Day 1 of “enforcement”. During the initial period of the PSPO being in place, officers went out to engage with those on the sites to education on what exactly the PSPO is and handed out leaflets on the wording of the PSPO which was subsequently shared on the car enthusiast’s social media page.

APPENDIX A

Photographs highlight the impact of 'car meets' in Angel Drove Car Park with large amount of litter, December 2016



A DESCRIPTION OF PROHIBITED ACTIVITIES AS PART OF GREAT YARMOUTH PSPO

- Wheel spins - use of the accelerator when the vehicle is stationary and before releasing the handbrake causing the wheels of the car to spin and noise and/or smoke to be produced. Or ` accelerating at speed which causes the wheels of the vehicle to spin in a manner a competent driver would expect not to happen in the normal course of driving.
- Wheelies - A trick or manoeuvre whereby a bicycle or motorcycle is ridden for a short distance with the front wheel raised off the ground.
- Doughnutting - driving around in a repetitive manner, for example in a figure of eight at the central reservations on the sea front.
- Hand brake turns - using the handbrake to turn the vehicle.

<https://www.great-yarmouth.gov.uk/CHttpHandler.ashx?id=2009&p=0>

APPENDIX B:

BBC, Report on injuries at Peterborough car event,

<http://www.bbc.co.uk/news/uk-england-cambridgeshire-33841463>

Burnham on Sea, Report on the use of bollards

<http://www.burnham-on-sea.com/news/2009/seafront-lay-by-bollards-03-03-09.php>

Get West, Report on ASB in Kensington and Chelsea

<http://www.getwestlondon.co.uk/news/west-london-news/supercars-crackdown-success-after-antisocial-11677289>

Warwickshire Police, Police advice on the anti-social use of motor vehicles,

https://www.warwickshire.police.uk/media/2086/Anti-Social-use-of-motor-vehicles/pdf/Anti_Social_use_of_motor_vehicles-cropped.pdf

APPENDIX C: DATA SOURCES

Incidents report to the police between 01/10/2017 – 17/05/2017 which relate to Fountain Lane car park in Soham:

05/11/2016 – Reports of fireworks being let off on recreation ground
01/12/2016 – Reports of cars doing donuts in the car park
03/12/2016 – Reports of moped riders selling drugs
15/12/2016 – Reports of cars doing donuts in the car park
15/12/2016 – Reports of cars playing loud music and doing donuts in the car park
28/12/2016 – Reports of youths having thrown rubbish around in the car park
03/01/2017 – Reports of cars doing donuts in the car park
06/01/2017 – Reports of cars driving dangerously in the car park and surrounding streets
20/02/2017 – Reports of off road bikes in the car park, no registration numbers fitted
08/03/2017 – Reports of dangerous driving in the car park
04/04/2017 – Reports of drug driving in the car park