

Subject: PROPOSAL TO RENEW PUBLIC SPACES PROTECTION ORDER NO.2  
VEHICLE RELATED ANTI-SOCIAL BEHAVIOUR

Report to: Full Council, 19<sup>th</sup> December 2019

Report by: Jason Williams, Community Protection Manager

**SUBJECT MATTER**

The current Great Yarmouth Borough Council Public Spaces Protection Order No. 2 (the Order) was introduced in 2017 to tackle vehicle-related anti-social behaviour. The Order is due to expire on 2 February 2020. Following a consultation exercise with the police, public and businesses, it is evident that the Order has had a positive impact on reducing vehicle-related anti-social behavior and that these stakeholders would like to see the Council renew the Order for a further 3 years.

**RECOMMENDATIONS**

That Council agree that the Order be renewed for a further three years.

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## **1. INTRODUCTION / BACKGROUND**

- 1.1 This report will look at the effectiveness of Public Spaces Protection Order No.2 (Vehicle-Related Anti-social Behaviour) (the Order, PSPO) and make recommendations on whether it should be renewed or discharged (removed). It will look at data via complaint statistics collected by Environmental Services and the police. Information gathered during a 4-week consultation with the public and businesses will also be examined.
- 1.2 The report will describe the behaviours that have consistently affected the seafront, in particular South Beach Parade, over a great number of years and how these were dealt with prior to the designation of the Order. It will then describe how PSPOs can be used to tackle these behaviours followed by data on how the current Order has affected overall vehicle-related anti-social behaviour. Finally, the report will discuss financial, legal, risk and crime implications, followed by conclusions and recommendations.

## **2. VEHICLE-RELATED ANTI-SOCIAL BEHAVIOUR ALONG GREAT YARMOUTH SEAFRONT**

- 2.1 Historically Great Yarmouth has had a problem with vehicle-related anti-social behaviour (VRASB) along its seafront. Familiarly known as the 'Jetty Boys', vehicle enthusiasts regularly meet socially, particularly on Sundays, along South Beach Parade.
- 2.2 While most of the group are generally well-behaved, there are a small number of individuals whose manner of driving / riding gives rise to harassment, alarm or distress in the community and potentially endangers the safety of the public.
- 2.3 In the past, the principal means of controlling noise and anti-social behavior along the seafront was via Operation Clarion, a joint campaign with the police. In the absence of practical enforcement powers to deal with ASB, the Council concentrated on the noise element of the activities of the car enthusiasts while the police used the Road Traffic Act 1988 in an attempt to tackle anti-social driving. Other than being not particularly effective in dealing with the range of anti-social behavior being

perpetrated, it was particularly resource-heavy for the Council.

- 2.4 While this approach was reasonably successful in dealing with noise issues from car stereos, the wider issues of anti-social behavior from activities such as wheel spinning, 'burn-outs' and drag racing could not be effectively addressed using legal means.
- 2.5 The Anti-Social Behaviour (Crime and Policing) Act 2014 (the Act) came into force in October 2015, providing local authorities with wider powers to tackle anti-social behavior in the community. One of these powers is the Public Spaces Protection Order.
- 2.6 These Orders are designed to make public spaces more welcoming to law abiding people and communities. Councils may make a Public Spaces Protection Order only based on evidence, and after consultation with the public, police and other relevant bodies. There is also a requirement for public notification of the proposal.
- 2.7 In 2016, the Council commenced consultation on whether an Order to deal with VRASB should be implemented within a defined area of the seafront. A map of this area, along with a copy of the Order can be seen in Appendix 1.
- 2.8 Following this consultation, a report recommending the implementation of the Order was produced and agreed by Council. This Order came into force on 2<sup>nd</sup> February 2017 for a period of three years (the maximum period allowed).

### **3. REQUIREMENTS OF PUBLIC SPACES PROTECTION ORDER NO.2**

- 3.1 The current Order seeks to place controls on the behaviour of car enthusiasts who frequent the Great Yarmouth Seafront.
- 3.2 The Order provides authorised officers, including the police, with a mechanism to act against individuals who carry out prohibited behaviours. Sanctions include:
  - issuing a written warning,
  - issuing a fixed penalty notice (FPN) of £80, reduced to £60 if paid within 10 days
  - commencing direct prosecution action in a magistrate's court

### 3.3 Fixed Penalty Notices

3.3.1 In the event of a FPN being issued, the person may discharge their liability to prosecution by paying the Council a charge of £80, reduced to £60 if paid within 10 days.

3.3.2 Where an FPN is not paid, the Council may prosecute the person in a magistrate's court. The maximum fine, upon conviction, is currently £1000.

3.4 Commencing direct prosecution action in a magistrate's court carries the same level of fine of £1000

## 4. EFFECT OF THE CURRENT PSPO

4.1 Since the implementation of the PSPO, the resources expended during enforcement along the seafront have reduced dramatically. Prior to the PSPO, Environmental Services dedicated in the region of 100 hours annually, at overtime rates, dealing with noise, anti-social behavior and littering during Operation Clarion.

4.2 Over the past 3 years, this has been reduced to approximately 75 hours and 50 hours during 2016/17 and 2017/18 respectively. During 2018/2019, just 8 hours were spent monitoring the seafront.

4.3 Throughout these 3 years, the Council has received only 1 noise complaint from residents in the area.

4.4 A statement has been received by Superintendent Mike Britton, Great Yarmouth & North Norfolk Policing Commander Superintendent on the impact of the PSPO from a policing perspective (Appendix 2). It is clear from the statement that the police believe the implementation of the PSPO has reduced the amount of vehicle-related ASB and that, without an extension to the current PSPO, they believe levels of community ASB will rise.

- 4.5 This evidence was reinforced with police statistics for the PSPO area for the period 2016-2019, broken down by year (Appendix 3). These show a 29% reduction in VRASB complaints between these dates.
- 4.6 It can be seen from the report submitted by the police that 22 breaches of the PSPO were noted by the police since the implementation of the PSPO. In all but one case, FPNs were issued by the Council. To date, no prosecution action has been required in relation to the offences

## **5 ALTERNATIVES TO THE USE OF PSPOs**

- 5.1 Contained within the Act are powers, separate from the use of PSPOs, to deal with ASB of any kind. This is achieved via a 2-stage process. Where ASB is witnessed by an authorised officer (of the Council or the police), a Community Protection Warning (CPW) may be issued to the person responsible for the behavior. A CPW is a formal request to stop causing ASB and has no legal standing.
- 5.2 The CPW must describe:
- the prohibited behavior
  - how it affects the public
  - what they need to do to comply with the warning
  - the timescale by which they must comply with the warning and
  - that a Community Protection Notice (CPN) will be served on them if they fail to comply
- 5.3 Where the CPW is not complied with and the authorised officer duly serves a CPN following repeated VRASB, an offence is committed if the person continues the prohibited behavior.
- 5.4 Offences may be pursued in the same manner as for offences under the PSPO as described in 3.2 above, although the maximum fine upon conviction is increased to £2500.

5.5 Pursuing action via CPW/CPN is a lengthier process than for PSPO enforcement. It requires the authorised officer(s) to observe the prohibited behavior on more than one occasion which may prove difficult as the PSPO area is very large. The potential offender may therefore continue causing VRASB while out of sight of the officer(s). They may also take the view that they can 'get away with it' once before formal action is taken.

5.6 While there is no reason why CPW/CPN cannot be used to enforce against VRASB, guidance provided by the Home Office suggests that they should be used where the ASB is caused by individuals, as opposed to groups, where the PSPO process should be considered instead

## **6. CONSULTATION AND PUBLICITY ON THE PROPOSED RENEWAL OF THE PSPO**

6.1 Subject to the provisions of Section 72 of the Act, where the Council intend to renew a PSPO, it must seek the views of the local police, community representatives and the owner/occupier of land within the restricted area of the proposed extension. There is also a requirement to publicise this proposal.

6.2 A press release was issued by the Council on 6<sup>th</sup> November 2019 while a formal consultation was commenced and duly publicised on Friday 8<sup>th</sup> November 2019. The closing date for the consultation was set for Friday 6<sup>th</sup> November 2019.

6.3 The consultation documents were published on the Council's website and were available at 5 Council offices. 300 letters were also delivered to domestic properties and businesses in the PSPO area.

### **6.4 Consultation responses**

There were 31 responses received via the Council's "Have your Say" page on the Council's website. 2 responses were received via paper copy. In summary:

- 93% of respondents live within the Borough
- 10% no of respondents were visitors

- 6% of respondents were business
- 80% of respondents had witnessed VRAB in last 12 months while 20% hadn't.
- 91% were in favour of renewing the PSPO, 9% against

In addition to the request for the above responses, the consultation also sought general comments from respondents. These comments can be seen in Appendix 4.

6.5 The above responses suggest that

- a) Residents, businesses and visitors continue to be significantly affected by VRASB in the PSPO area
- b) Support for the renewal of the PSPO is considerable

## **7. ALTERNATIVE OPTIONS TO THE RENEWAL OF THE PSPO**

7.1 Not to consider renewing the PSPO. This would be contrary to the view of the police that the PSPO is an effective tool in dealing with vehicle-related ASB and crime and that levels would rise if the PSPO was discharged on 2<sup>nd</sup> February 2020. It would also be contrary to the wishes of the public and businesses in the area.

## **8. FINANCIAL IMPLICATIONS**

8.1 The PSPO provides a simplified means of VRASB enforcement compared with the use of Community Protection Warnings and Community Protection Notices. Therefore, its discharge would result in an increase in resources required by the Council to tackle what is a genuine ongoing problem.

## **9. RISK IMPLICATIONS**

9.1 Taking all available data into account, a decision to end the PSPO may lead to a rise in anti-social behaviour in the seafront area. This would result in increased sufferance by residents, business and visitors to the area.



- 9.2 It would also impact on an area looking to attract investment in the offshore renewable energy sector and earmarked for further economic regeneration generally.

## **10. LEGAL CONSIDERATIONS**

- 10.1 A PSPO may not have effect for more than 3 years unless renewed under section 60 of the Act. A PSPO can be renewed more than once, but any extension cannot be for more than three years. Thus, a PSPO can continue indefinitely if renewed every 3 years.
- 10.2 A PSPO must be renewed before it is due to expire and under section 60(2) of the 2014 Act, this PSPO may be renewed if the Council is satisfied on reasonable grounds that it is necessary to renew the order to prevent:
- (a) Occurrence or recurrence after that time of the activities identified in the order; or
  - (b) an increase in the frequency or seriousness of those activities after that time
- 10.3 As required under Section 72(1) (3) of the 2014 Act the council has carried out the necessary consultation and notification before deciding to renew a PSPO. A notice regarding the proposal to renew the PSPO will be published on the Council's website identifying the order which is to be renewed and confirming that the Council has consulted with the local police (formally with the chief officer of police and MOPAC), relevant local community groups, business and individuals.

## **11. EQUALITY**

- 11.1 The Council has a public sector equality duty under the Equalities Act (2010) to have due regard to; tackle discrimination and victimisation of persons that share the characteristics protected under S4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation); advance equality of opportunity between people who share those protected characteristics and people who do not; and foster good relations between people who share those characteristics and people who do not.

- 11.2 The PSPO will apply to all individuals committing antisocial behaviour within the defined area, without discrimination.

## **12. CRIME AND DISORDER**

- 12.1 According to police statistics, the implementation of PSPO has had a positive impact on crime and disorder. An extension of the PSPO would benefit those in the community and links in with the Council's 2015-2020 Plan to work with partner agencies in tackling crime and anti-social behaviour.

## **13. CONCLUSIONS**

- 13.1 The PSPO has had a positive effect on the regulation of Vehicle-Related Anti-Social Behaviour along Great Yarmouth Seafront
- 13.2 However, VRASB continues to affect stakeholders. Therefore, continued regulation of prohibited activities is required.
- 13.3 The extension of the PSPO for a further 3 years is supported by the police and the majority of the public and businesses.
- 13.4 Not renewing the PSPO would lead to an increase in negative health impacts suffered by those living and working in the vicinity of the PSPO area.
- 13.5 Not renewing the PSPO would result in an increase in resources required by the Council to regulate ASB along the seafront

## **14 RECOMMENDATIONS**

- 14.1 It is therefore recommended by Environmental Services that the PSPO is renewed for the maximum 3 years as permitted by the Secretary of State.

*Areas of consideration: e.g. does this report raise any of the following issues and if so how have these been considered/mitigated against?*

<b>Area for consideration</b>	<b>Comment</b>
Monitoring Officer Consultation:	
Section 151 Officer Consultation:	
Existing Council Policies:	
Financial Implications (including VAT and tax):	
Legal Implications (including human rights):	
Risk Implications:	
Equality Issues/EQIA assessment:	
Crime & Disorder:	
Every Child Matters:	

#### Associated legislation and documents

The Anti-Social Behaviour (Crime & Policing) Act 2014

<http://www.legislation.gov.uk/ukpga/2014/12/contents/enacted>

Local Government Association: Public Spaces Protection Orders, Guidance for councils

<https://www.local.gov.uk/public-spaces-protection-orders-guidance-councils>

GREAT YARMOUTH BOROUGH COUNCIL

PUBLIC SPACES PROTECTION ORDER No. 2

VEHICLE RELATED ANTI-SOCIAL BEHAVIOUR

1. This Order may be cited as the Great Yarmouth Borough Council Public Spaces Protection Order No. 2.
2. The Great Yarmouth Borough Council (the "Council") makes this Order under its powers contained in s59 of the Anti-Social Behaviour, Crime and Policing Act 2014 ("the Act"), being satisfied on reasonable grounds that the activities set out in paragraph 5 in the location described in paragraph 4 of this Order being within the area marked on the plan contained in the schedule to this Order have had or are likely to have a detrimental effect on the quality of life of those in the locality, or it is likely that activities will be carried out within that area and have such an effect. The Council is also satisfied that the effect, or likely effect, of the activities is, or is likely to be, of a persistent or continuing nature and that these activities are unreasonable and justify the restrictions imposed by this Order and that it is in all the circumstances expedient to make this Order for the purpose of reducing anti-social behaviour in a public place.
3. This Order comes into force at midnight on 1 February 2017 for a period of up to three years thereafter, unless extended by further order under the Council's statutory powers.
4. This Order applies to any public place within that part of Great Yarmouth shown outlined in red on the plan contained in the schedule of this Order ("the restricted area"). A public place is any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission. This includes but is not limited to: car parks, sports fields and playing fields and their attached facilities, parks and recreation grounds, public highways including footway and verge, esplanades, public open space land and communal open space owned by the Council or other landowner.

5. Subject to paragraph 6 below any person is prohibited from personally carrying out or assisting or encouraging any other person to carry out any of the behaviours specified in (a) to (h) below at any time in the restricted area:
- (a) Driving a motor vehicle ("motor vehicle" is defined in the schedule) at excessive speed causing or being likely to cause a nuisance to persons in the locality of the restricted area.
  - (b) When driving a motor vehicle causing repeated sudden and rapid acceleration or deceleration of the motor vehicle causing or being likely to cause a nuisance to persons in the locality of the restricted area.
  - (c) Racing other motor vehicles causing or being likely to cause a nuisance to persons in the locality of the restricted area.
  - (d) Performing stunts using a motor vehicle causing or being likely to cause a nuisance and/or danger to persons in the locality of the restricted area. Performing stunts includes but is not limited to doughnutting, drifting, handbrake turns, wheelies, wheel spins or any other motor vehicle related activities which cause or are likely to cause a nuisance and/or danger to persons in the locality of the restricted area. Descriptions of the activities of doughnutting, handbrake turns, drifting, wheelies and wheel spins are set out in the schedule.
  - (e) Sounding motor vehicle horns other than in accordance with the Highway Code in a manner causing or being likely to cause a nuisance to persons in the locality of the restricted area.
  - (f) Playing amplified music in a motor vehicle or powered from a motor vehicle causing or being likely to cause a nuisance to persons in the locality of the restricted area.
  - (g) During an activity specified in paragraphs (a) to (f) above, using threatening and/or abusive language or otherwise intimidating another person causing or likely to cause a nuisance to persons in the locality of the restricted area.

Great Yarmouth Borough Council  
Public Spaces Protection Order No. 2  
Vehicle Related Anti-Social Behaviour

- (h) Dropping litter from a motor vehicle.
6. An activity or behaviour which is authorised by the owner of that part of the restricted area where the activity or behaviour is taking place is not a breach of this Order.
7. Section 67 of the Act states that it is an offence for a person without reasonable excuse:
- (a) To do anything that the person is prohibited from doing by a public spaces protection order or,
  - (b) To fail to comply with a requirement to which the person is subject under a public spaces protection order.

A person guilty of an offence under section 67 of the Act is liable on summary conviction to a fine not exceeding level 3 on the standard scale.

A person does not commit an offence under section 67 of the Act by failing to comply with a prohibition or requirement that the local authority did not have power to include in the public spaces protection order.

A fixed penalty notice could be issued for a breach of this Order which if it remains unpaid could lead to prosecution.

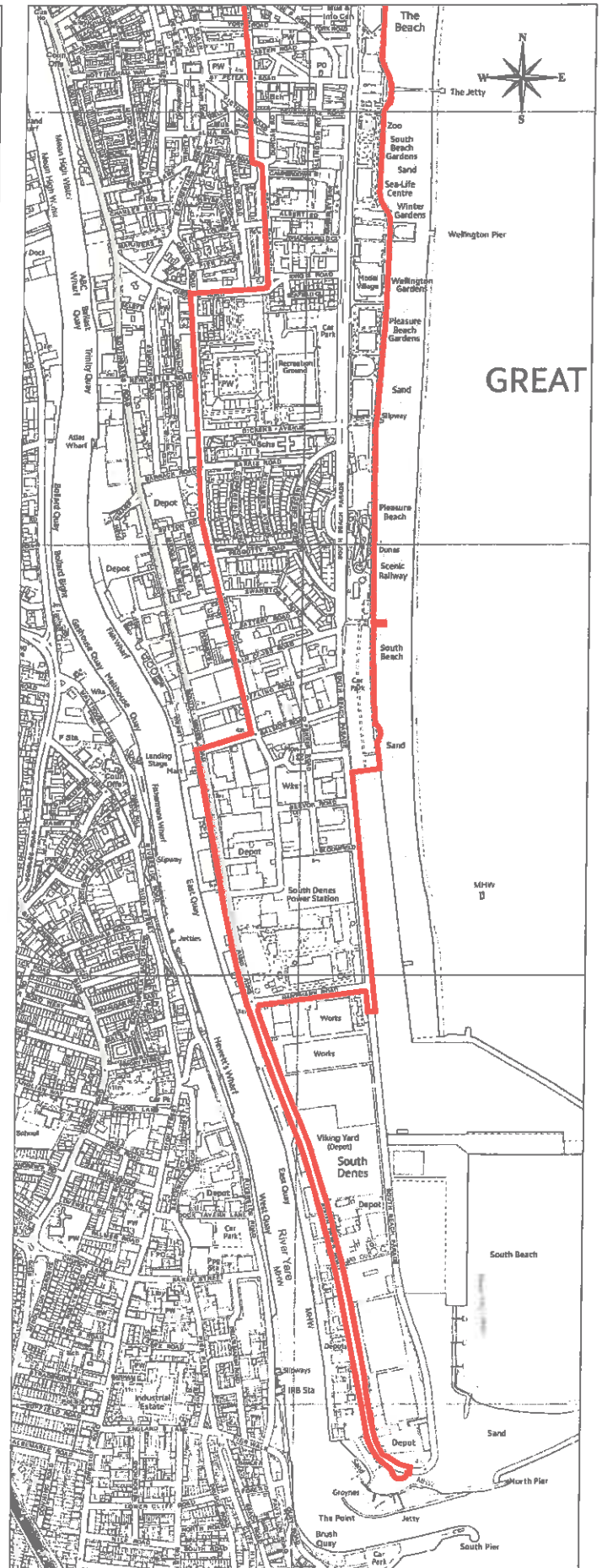
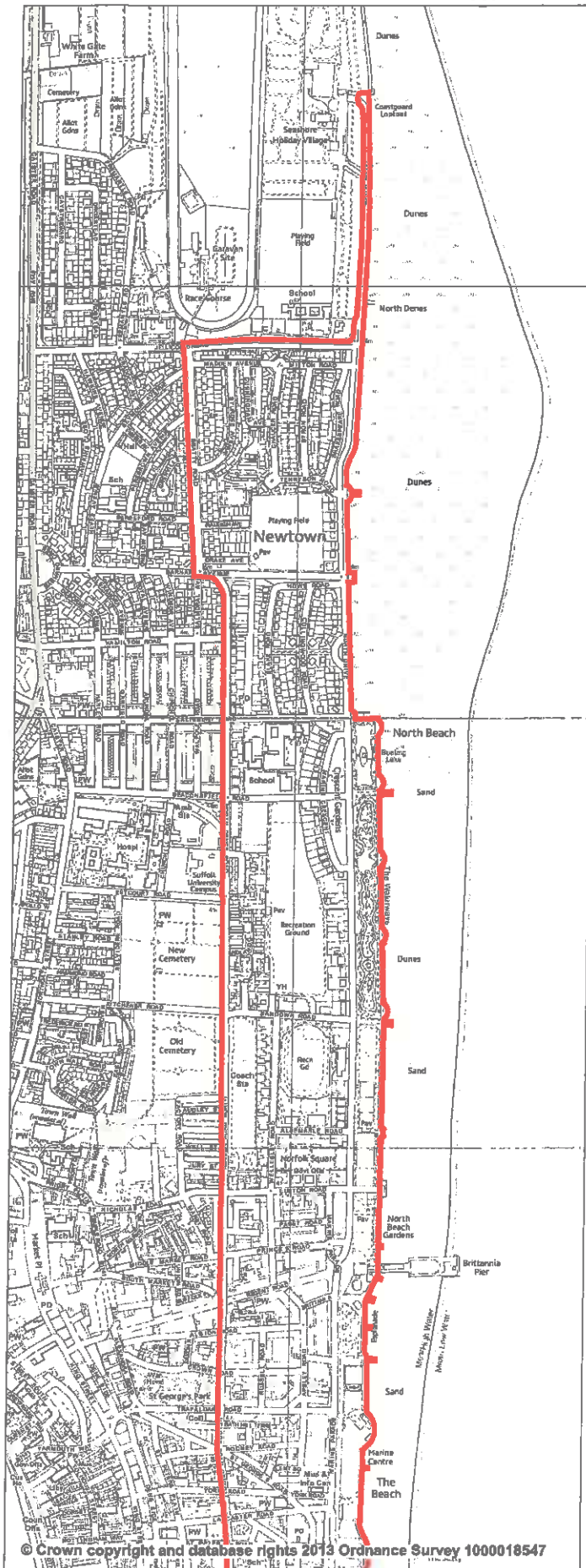
#### Challenging the validity of orders

An interested person may apply to the High Court to question the validity of this Order and an interested person means an individual who lives in the restricted area or who regularly works in or visits that area. Any such interested person may apply to the High Court within six weeks from the date on which this Order was made on the grounds that the Council did not have the power to make the Order or to include particular prohibitions or requirements imposed by the Order or that a requirement under Chapter 2 of the Act was not complied with in relation to this Order.

#### SCHEDULE



**Public Spaces Protection Order No 2, 2016**  
**Great Yarmouth Seafront – Vehicle Related Anti-Social Behaviour**



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**GREAT YARMOUTH**  
 BOROUGH COUNCIL

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Date: 22-08-16	Scale: A3: 1:10000

Great Yarmouth Borough Council  
Public Spaces Protection Order No. 2  
Vehicle Related Anti-Social Behaviour

Definition of Motor Vehicle:

In this Order, the term 'motor vehicle' means a mechanically propelled vehicle, intended or adapted for use on roads.

Description of prohibited activities:

Doughnutting - driving around in a repetitive manner, for example in a figure of eight at the central reservations.

Hand brake turns - using the handbrake to turn the vehicle.

Drifting - use of the accelerator when going into a bend causing the tail end of the vehicle to slide.

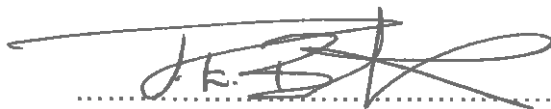
Wheel spins – (1) use of the accelerator when the vehicle is stationary and before releasing the handbrake causing the wheels of the car to spin and noise and/or smoke to be produced. Or (2) accelerating at speed which causes the wheels of the vehicle to spin in a manner a competent driver would expect not to happen in the normal course of driving.

Wheelies - A trick or manoeuvre whereby a motorcycle or other motor vehicle is ridden for a short distance with the front wheel or wheels raised off the ground.

Dated 6/12/16 .....

THE COMMON SEAL of Great Yarmouth Borough  
Council was hereunto affixed in the presence of



 .....

Jane Beck  
Director of Customer Services  
Great Yarmouth Borough Council





## Appendix 2

Superintendent Mike Britton, Great Yarmouth & North Norfolk Policing Commander, said: "I believe over the last three years the PSPO, which relates to anti-social behaviour using vehicles on the seafront in Great Yarmouth, has been a really positive piece of legislation which has helped tackle anti-social behaviour from low level nuisance associated with vehicles congregating.

"Officers have used the legislation appropriately to engage with drivers and vehicle enthusiasts that come together in Great Yarmouth. Since its implementation, seven breaches have been recorded by police which highlights that the legislation is being applied proportionally and the majority of vehicle owners and users are law abiding and understand the reason for the order.

"I am confident that this preventative tool has helped engage with vehicle owners and allows them to appreciate and show their vehicles appropriately without causing harassment, alarm or distress to local residents and other road users.

"It is my belief that the legislation is both proportionate and necessary for the current levels of vehicle associated anti-social behaviour reported to us for the area that is covered. Without this order we would see a rise in reports of anti-social behaviour linked to vehicles around the seafront in Great Yarmouth, the PSPO sends a clear message to car owners and drivers that using a vehicle inappropriately is unacceptable."

# Strategic, Business & Operational Services

## Renewal of PSPO for car enthusiasts in Great

### Yarmouth

Name: Lisa Johnson, Operational Researcher

Date: 27/09/2019



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## Executive Summary

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- Since April 2016, the number of vehicle nuisance incidence reports has reduced each year in G13 G14. There has been a 17% reduction in the number of vehicle ASB reports recorded from 2016 to 2018.
- In the PSPO area, the number of reports has also reduced. From 2016 to 2018 there has been a 29% reduction in vehicle ASB reports.
- There is also a reduction in the number of mapped hot spots in G13 and G14. This is evident in the PSPO area as well. For example, in 2018 there was a concentrated hot spot in the area near Chaucer Road but in 2019 there were only 3 reports of vehicle nuisance in this area in 6 months. However, the anti-social behaviour with vehicles continues to be focused along South Beach Parade near Pleasure Beach and Marine Parade near the Marina Centre.
- The number of non-crime reports submitted each year are constant. They all relate to motorists failing to comply with the PSPO and refer to motorists causing alarm and distress by using their vehicles inappropriately such as wheel spins, wheelies and driving at excessive speed. The mapping analysis illustrates majority of reports are located on South Beach Parade near Pleasure Beach.
- Previous work illustrates vehicle nuisance as was one of the top 6 ASB incident types in 2017 across the whole district of Great Yarmouth. Another piece of work illustrated vehicle nuisance had the fifth highest demand in Caister-on-Sea in 2017/2018 and had the third highest demand in 2018/2019. Therefore anti-social vehicle nuisance does continue to have an impact on demand in the Borough of Great Yarmouth.
- To conclude, the evidence suggests the existing PSPO has had a beneficial impact on the seafront at deterring anti-social motorists. The trend lines illustrate there is a decreasing trend each year. Even though there is only five months worth of data representing 2019, the forecasted trend is still reducing.

## Intro

The existing Public Space Protection Order (PSPO) area is outlined by the red line on the map.

This has been in place for approximately three years and aims to tackle the anti-social behaviour of car enthusiasts attending the seafront, particularly Marine Parade and South Beach parade.

The PSPO is due renewal at the end of 2019 and SBOS have been requested to provide analytical data to support the renewal application.

The customer has requested for data relating to motorists causing ASB in G13 and G14 since 2016.



## Method

CAD data was exported from Webstorm from the past four years. The date parameters used were 01/04/2016 to 05/09/2019. The data was filtered by each financial year from 1<sup>st</sup> April to 31<sup>st</sup> March. The query extracted all reports with disposal code vehicle-nuisance/inappropriate (ASB26) from G13 and G14. These CADs were **not** individually read.

The PSPO breaches have been exported from Norfolk's crime recording system for the past three years. The date parameters used were from 01/01/2017 to 05/09/2019 and the data has been divided into calendar years. Two queries were run; the first searched for keyword "PSPO" in the investigation summary. The second exported the investigation classification "Fail to comply with public spaces protection order". The district location used for both queries was Great Yarmouth. Each report was read to ensure the breach applied to vehicle nuisance.

The locations for CADs and PSPO breaches have been mapped by plotting the eastings and northings (when provided) on MapInfo.

Additional prepared data has been provided to demonstrate the demand anti-social behaviour has on the Constabulary within the Borough of Great Yarmouth.



## Vehicle ASB Reports

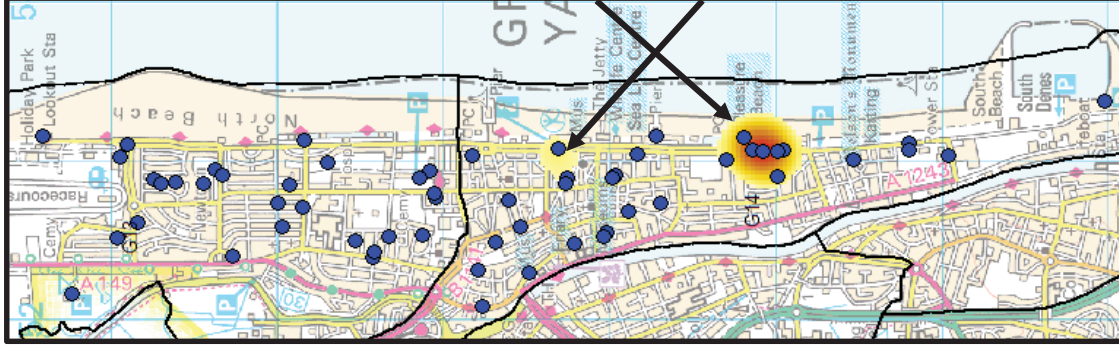
### 2016

#### **112 REPORTS (65% IN THE PSPO AREA)**

From 01/04/2016 to 31/03/2017, there were 112 reports of vehicle nuisance reported in G13 and G14. However, there were 73 reports located within the existing PSPO area.

In 2016, there are two hot spots of vehicle nuisance. There is one large hot spot mapped along South Beach Parade near Pleasure Beach.

There is also another smaller hot spot located along Marine Parade near the Marina Centre.



### 2017

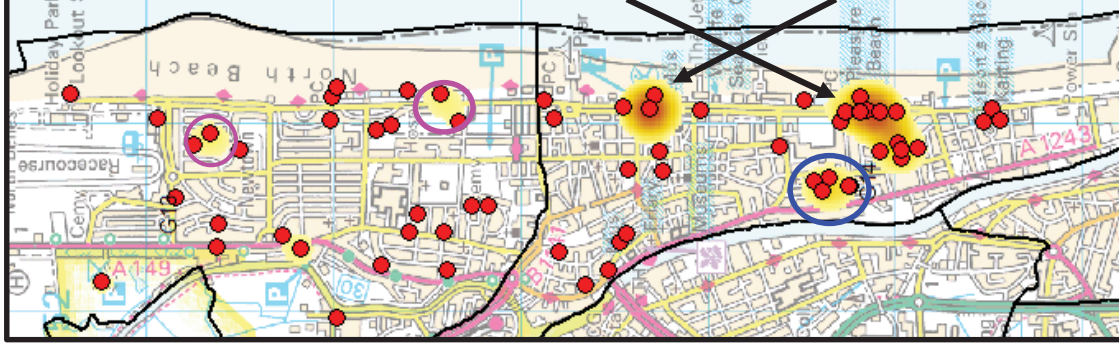
#### **95 REPORTS (52% IN THE PSPO AREA)**

From 01/04/2017 to 31/03/2018, there were 95 reports of vehicle nuisance in G13 and G14. However, 49 reports were located within the existing PSPO area.

In 2017, there are four hot spots of vehicle nuisance. The hot spot at Pleasure Beach remains however it has spread towards Admiralty Road. This could potentially be viewed as two separate hot spots; one along South Parade and another along Admiralty Road.

The hot spot near the Marine Centre has increased in size and become more concentrated.

There are two additional hot spots within the PSPO area (highlighted in pink); one around Chaucer Road and near the waterways. There is one hot spot which borders the PSPO area on Newcastle Road (highlighted in blue).



## Vehicle ASB Reports

### 2018

#### **93 REPORTS (56% IN THE PSPO AREA)**

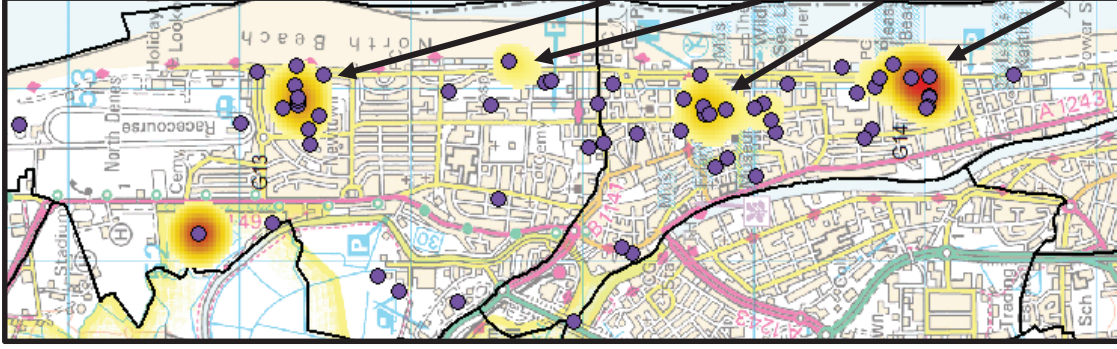
From 01/04/2018 to 31/03/2019, there were 93 reports of vehicle nuisance in G13 and G14. However, there were only 52 reports located within the existing PSPO area.

In 2018, there's still four hot spots of vehicle nuisance in G13 and G14. The hot spot around Chaucer Road observed in 2017 has increased in size and become more concentrated.

The small hot spot adjacent to the Venetian Waterways remains.

The hot spot along Marine Parade mapped in 2017 appears to have dispersed and moved towards Nelson Road Central.

The hot spot along South Parade is more concentrated in the area of Peggotty Road. There are no reports on Admiralty Road.



### 2019

#### **37 REPORTS (69% IN THE PSPO AREA)**

From 01/04/2019 to 05/09/2019, there were 36 reports of vehicle nuisance in G13 and G14. However, there were 25 reports located within the existing PSPO area. The numbers are significantly lower than previous years because there is only six months of data.

Only two hot spots have been mapped. The hot spot from Marine Parade to Nelson Road Central remains.

The hot spot along South Parade near Pleasure Beach also remains however, this has extended up South Parade towards Kings Road.

The concentrated hot spot that was observed around Chaucer Road in 2018 has disappeared.

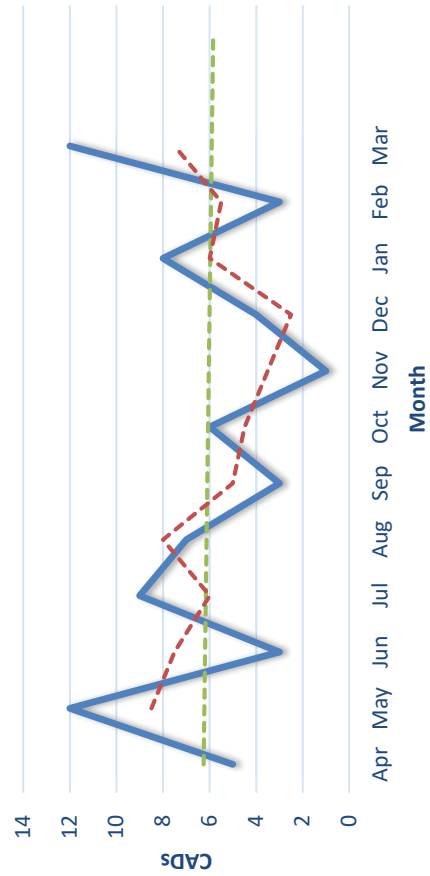




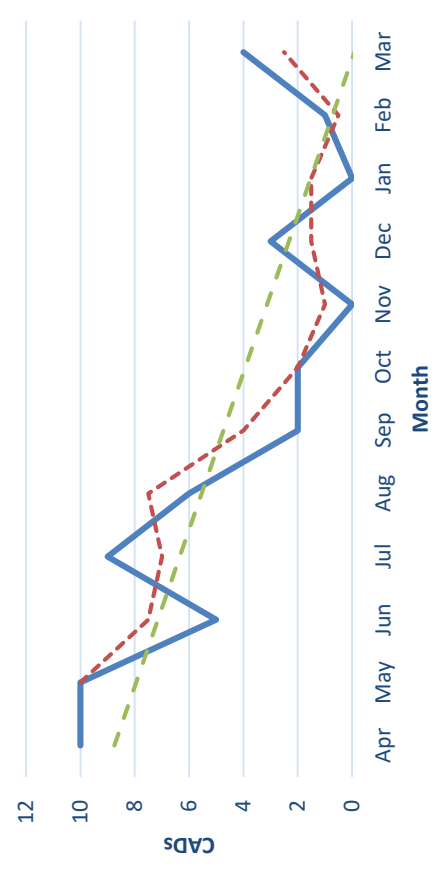
## Temporal analysis of vehicle ASB incidents

Monthly temporal analysis of vehicle nuisance shows there is a high demand during the spring and summer months (March to August) and November has the lowest demand. The trend line indicates there is a reducing trend in vehicle ASB in the PSPO area. The forecasted trend line for 2019 also supports this.

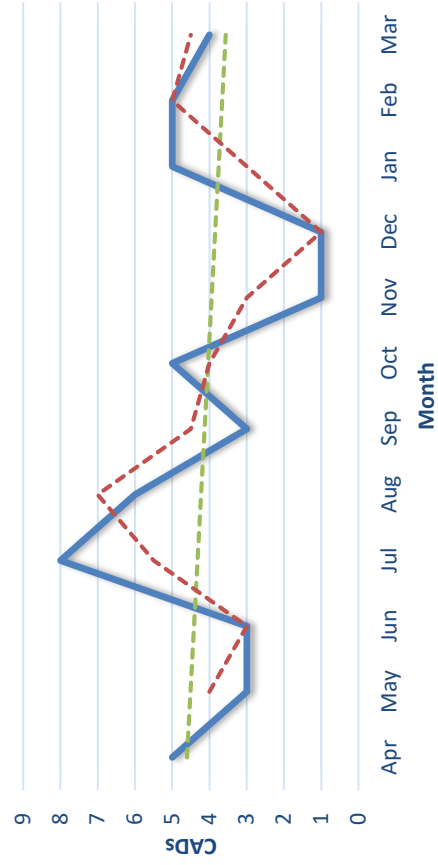
**2016/2017**



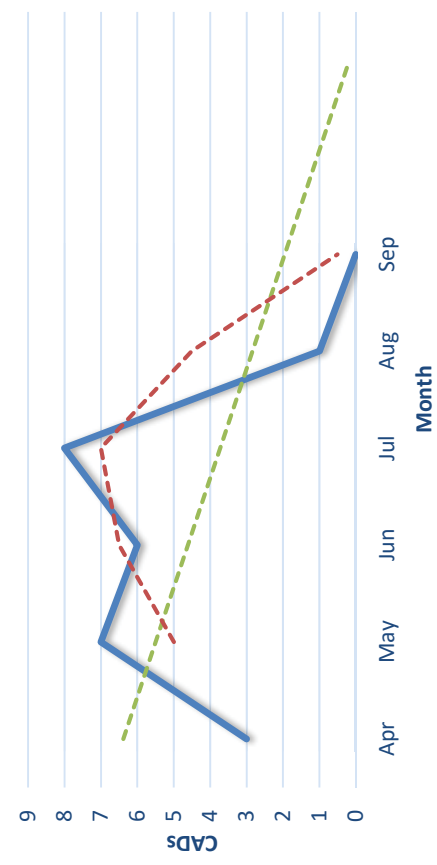
**2018/2019**



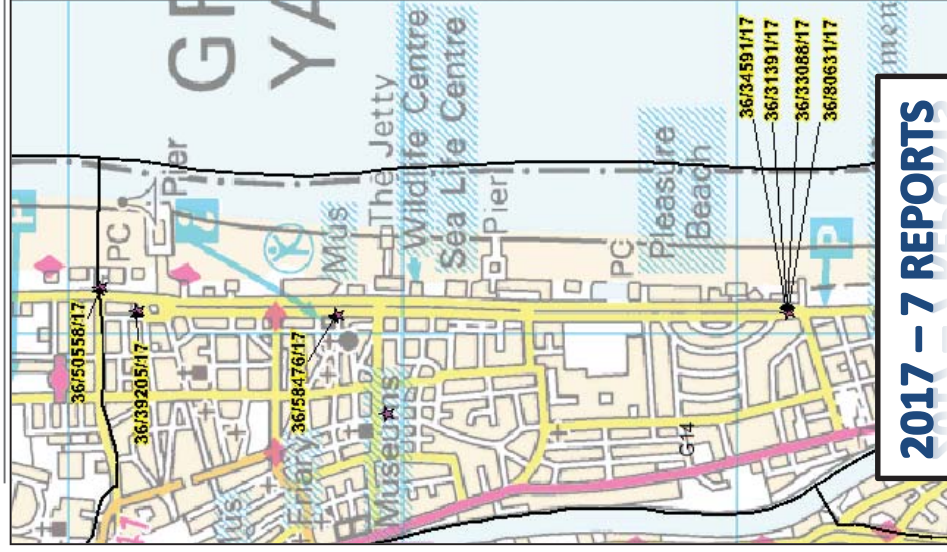
**2017/2018**



**2019**



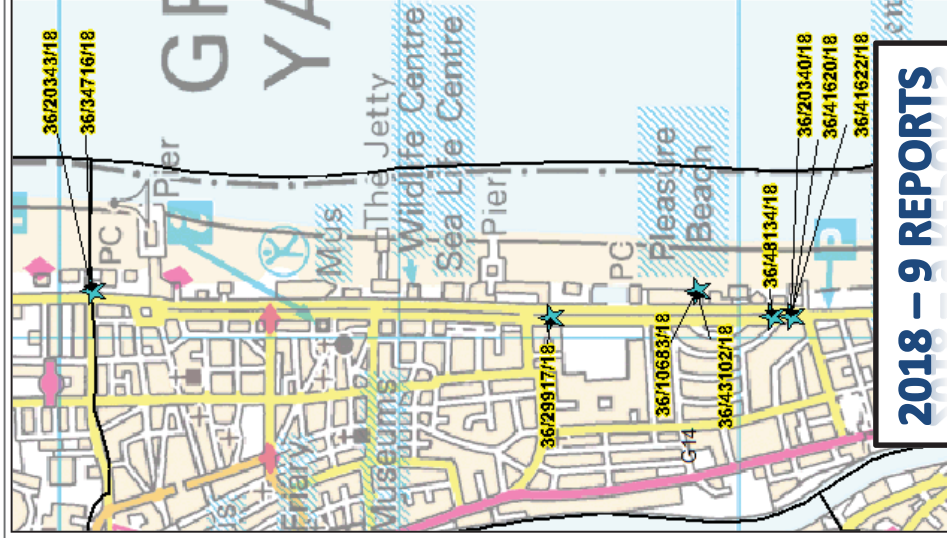
## Non-crime Reports – Fail to comply with PSPO



7 non-crime reports were submitted in 2017 which dealt with motorists failing to comply with the PSPO for vehicles.

4 were located along South Beach Parade with one along Marine Parade and two along North Drive.

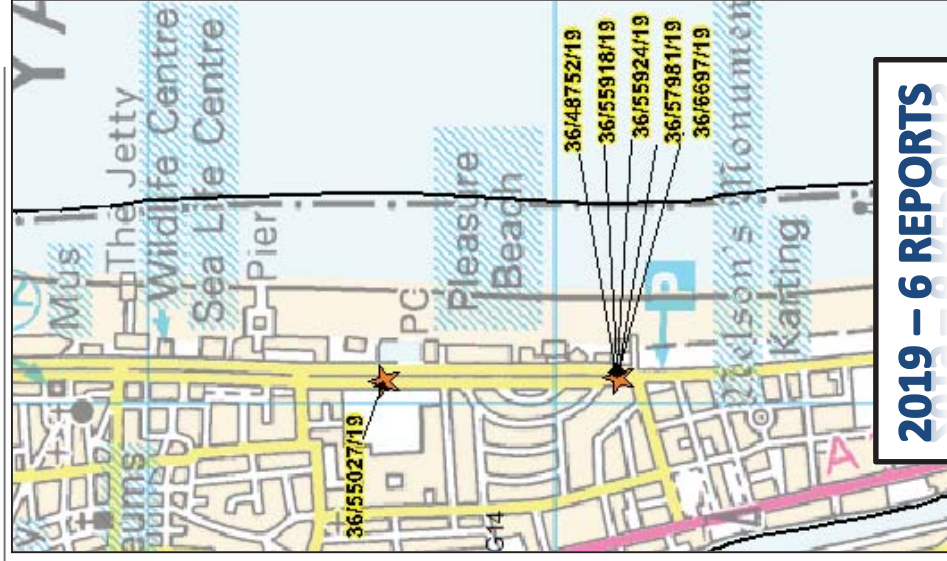
STRATEGIC, BUSINESS & OPERATIONAL SERVICES



9 non-crime reports were submitted in 2018 which dealt with motorists failing to comply with the PSPO for vehicles.

There were 2 along North Drive and 7 were along South Beach Parade.

OFFICIAL

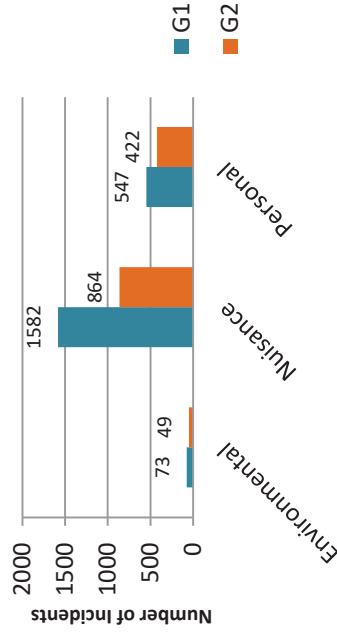


6 non-crime reports were submitted in 2019 to date which dealt with motorists failing to comply with the PSPO for vehicles. All reports were along South Beach Parade.

## Pre-prepared data to demonstrate ASB in Great Yarmouth

Data was prepared and presented by Hannah Jarvis in 2017. The data illustrates the ASB incident types and the number of each type in the district of Great Yarmouth. The data below shows ASB incidences from 2017. Vehicle nuisance is one of the top 6 incident types which has the highest demand.

### ASB Incident Type



### Type of ASB Incident

#### Great Yarmouth (G1)

**Most prevalent type of ASB incident:** Nuisance

**Most prevalent types of report:**

Groups congregating in public areas (309 Incidents)

Drunken behaviour (303 Incidents)

Nuisance/Noisy Neighbours (262 Incidents)

#### Gorleston (G2)

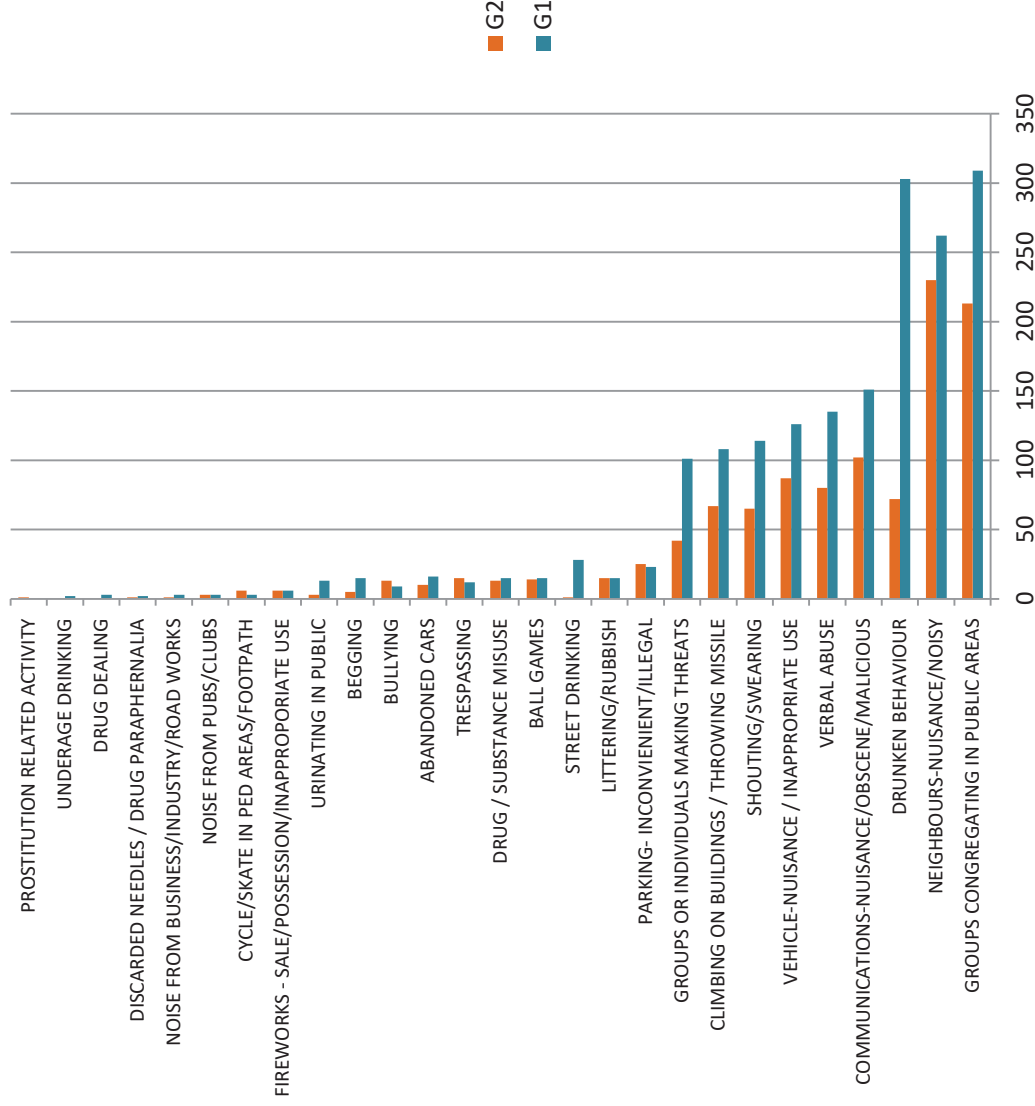
**Most prevalent type of ASB incident:** Nuisance

**Most prevalent types of report:**

Nuisance/Noisy Neighbours (230 Incidents)

Groups congregating in public areas (213 Incidents)

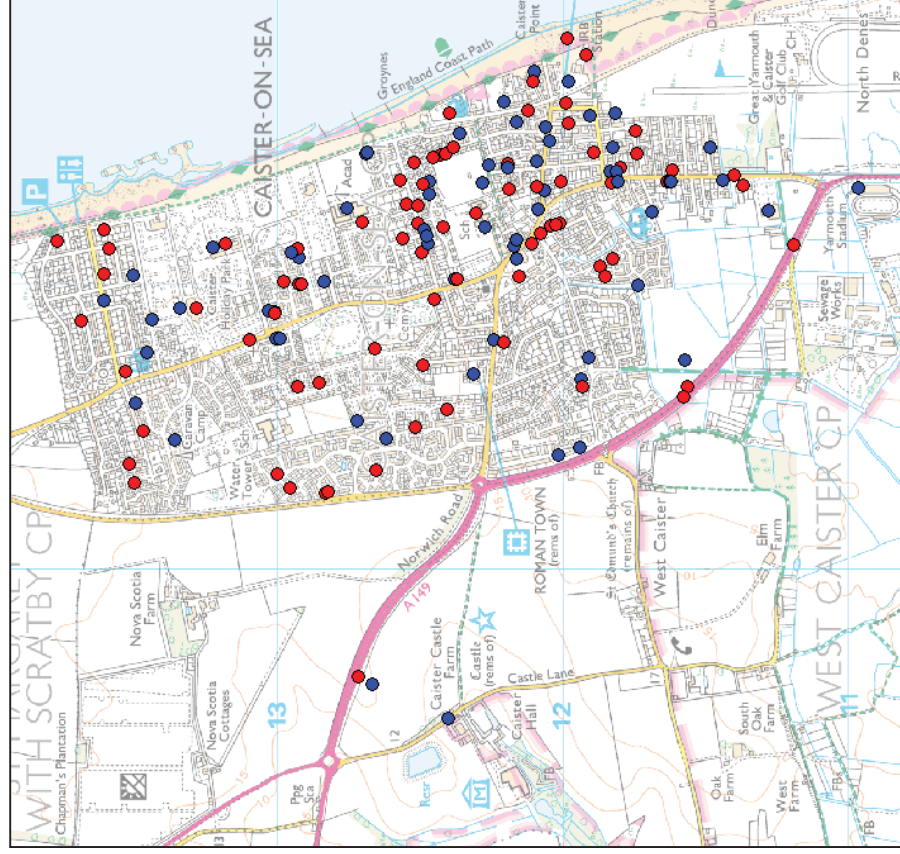
Communications – Nuisance/obscene/malicious (102 Incidents)





## Pre-prepared data to demonstrate ASB in Caister-on-Sea

Data was prepared and presented by Charlie Armiger in 2019. The data illustrates the ASB incident types in Caister-on-Sea. Data was compared between two financial years 2017/2018 and 2018/2019. The data illustrates which ASB incident types reduced or increased in the two years. In 2017/2018, vehicle nuisance had the fifth highest demand. Whereas in 2018/2019, it had the third highest demand.



Disposal Type	2017/18	2018/19	Change
Neighbours - Nuisance/Noisy	27	20	-7
Groups congregating in public areas	23	18	-5
Drunken Behaviour	16	11	-5
Communications - Nuisance/Obscene/Malicious	17	6	-11
Vehicle - Nuisance/inappropriate use	11	12	+1
Groups or individuals making threats	6	5	-1
Verbal abuse	6	5	-1
Shouting & swearing	7	4	-3
Bullying	3	5	+2
Trespassing	1	6	+5
Drug/substance misuse	0	7	+7
Parking - Inconvenient/illegal	2	4	+2
Climbing Building/Throwing missiles	2	4	+2
Fireworks Sale/Possession/inappropriate use	3	1	-2
Abandoned cars	1	2	+1
Littering Rubbish	0	2	+2
Vehicle - Nuisance/inapp use	1	1	0
Noise from business/industry/road works	0	1	+1
Ball Games	0	1	+1
<b>Grand Total</b>	<b>126</b>	<b>115</b>	<b>-11</b>

#### APPENDIX 4 – CONSULTATION COMMENTS

- The problem usually occurs after 10pm on weekends. They ride past the Premier hotel up to the harbour then race back to the seafront very annoying especially when having to get up for work the next day.
- Continuous illegal parking with little or zero intervention from parking wardens. Police just drive by ignoring it all. The men out there are rude and intimidating. Cars and motorcycles racing up and down evenings and nights is also an unregistered quad that's ridden at speed on the road and on the pavement. Again nothings done no police or traffic wardens present. My life is miserable because of it its a ghetto!! PLEASE HELP
- Much more prevalent in summer months.
- Although there are still occasional incidents of anti-social behaviour, we consider that the scheme has, on the whole, worked and is a deterrent for future issues.
- Perhaps bigger/more signage to make more awareness could be considered.
- I would assume that cctv cameras that I have seen here have a very important role to play in these situations that may arise.
- I've lived on the seafront for two years now and every single night without fail there has been a breach of this order. There's only ever been a handful of times in the two years where a police cctv vehicle has been parked up to witness the breaches. This needs to be enforced. We pay a higher council tax to live here and I'm disgusted by the way the council just lets this continue. I have children that are kept awake TIL gone 1am on Sunday evening every week without fail. I have called the police numerous of times and not only do I get put on hold sometimes for longer than 40 mins only for no further action to be taken. It's absolutely shocking the council do nothing whatsoever to enforce this. How about speed bumps or cameras or actually getting out of your cosy offices and doing something about it. The way to stop this is to fine these drivers until they stop. These nuisances don't even live here. They leave rubbish all over the place and play loud music as well as smoking drugs and it's a disgrace you continue to let it happen. I would live a response from someone with regards to what is going to happen to prevent this from continuing. A public spaces protection order is pointless if it is not being enforced. Starting issuing penalties and clean up this once beautiful area. Please.
- This order has made very little difference to anti social behaviour. Both my children are kept awake due to the constant noise of cars accelerating.
- Would be useful if the police would inforced this more rigulously as as soon as they have done their stint in their yellow hi vi's. That's when we then get the high rev chases past the pleasure Beach or might also help having sleeping policemen as they have further down the sea front

- The parking on footpaths is a problem all around town. The driving across the park in Gorleston, outside Peterhouse School is very alarming
- If the protection is lifted, it would be just like telling people that anti social behaviour is ok now. NO IT'S NOT. Keep the order in place. Please