



Crime Reduction & Community Safety Group

Tilley Awards 2007

Application form

Please ensure that you have read the guidance before completing this form. ***By making an application to the awards, entrants are agreeing to abide by the conditions laid out in the guidance.*** Please complete the following form in full, within the stated word limit and ensuring the file size is no more than 1MB. Failure to do so will result in your entry being rejected from the competition.

Completed application forms should be e-mailed to tilleyawards07@homeoffice.gsi.gov.uk.

All entries must be received by noon on **Friday 27th April 2007**. No entries will be accepted after this time/date. Any queries on the application process should be directed to Alex Blackwell on 0207 035 4811. Any queries regarding publicity of the awards should be directed to Chaz Akoshile on 0207 035 1589.

Section 1: Details of application

Title of the project: City Centre Boy racing

Name of force/agency/CDRP/CSP: Nottinghamshire Police and Nottingham City Council

Name of one contact person with position and/or rank (this should be one of the authors):

Mr David Scothern

Area Manager
Community and Neighbourhood Protection Service

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Full postal address: CNPS, Central Police Station, North Church Street, Nottingham, NG1 4BH

Telephone number: 0115 9670999 ext 5165
Fax number: 0115 844 5055

If known please state in which Government Office area you are located

Government Office for the East Midlands

Name of endorsing senior representatives(s): Chief Superintendent Marcus Beale

Name of organisation, position and/or rank of endorsing senior representatives(s):

Nottingham City Division
Nottinghamshire Police
Central Police station
North Church Street
Nottingham
NG1 4BH

Please tick box to indicate that all organisations involved in the project have been notified of this entry (this is to prevent duplicate entries of the same project):

Section 2: Summary of application

In no more than 400 words please use this space to describe your project (see guidance for more information).

City Centre Boy Racing

Objective

To reclaim the Broadmarsh area of the city centre from boy racers engaging in anti-social behaviour and dangerous driving every Sunday evening.

Issues and the problems

Nottingham, like many cities, has problems with "Boy Racers" using city centre roads as racetracks. The area around a shopping centre being the worst affected. Up to 200 cars would descend from all over the East Midlands on a Sunday evening. It has been referred to as "the Mecca of cruising" in boy racing circles.

In January 2005 Nottinghamshire Police and Nottingham City Council commenced a problem solving exercise, aiming for a long-term solution to the problem using the resources of the Anti-social Behaviour Task Force. (This team was amalgamated into the Community and Neighbourhood Protection Service (CNPS) in Nov 2005.

Policing these events is extremely resource intensive. A key outcome of the problem solving exercise was a reduction in Police resources deployed.

Responses

Initially an alternative venue was proposed but the boy racers did not want to attend this location.

Secondly in Jan 2005 a Dispersal Order (under Sec. 30 of the ASB Act 2003) was granted for the area, having a significant impact and reducing the number of cars to approximately 50.

Thirdly in November 2005, the CNPS team started to use the Cruisenotts.com website. Through this method the team were able to engage with the boy racers and keep users informed of police powers, responses and the reasons for their use.

Fourthly, a mobile speed camera was used to dissuade further ASB.

The ringleader of a major planned cruise in the City was identified and following legal advice a strategy agreed to pursue an injunction against the ringleader and other parties involved.

Evaluation of Responses

All the interventions have reduced the numbers attending. The threat of receiving an injunction has finally stopped the boy racers from attending the City centre at all. Messages posted on the internet chat rooms have confirmed that they no longer will attend and a walk around the area confirms this

Responses used by the team all helped reduce the problem, the key to solving the problem being the identification of the ringleader, and then issuing the injunction against "persons unknown". The use of the website was the best way of directly communicating with this community.

Success has resulted in the team sharing tactics with other authorities with similar problems.

Section 3: Description of project

Describe the project in no more than 4000 words (see guidance for more information in particular Section 7 - judging criteria).

City Centre Boy Racing

Objective

The objective was to reclaim the Broadmarsh area of the city centre from boy racers who engaged in anti-social behaviour and dangerous driving.

Issues and the problems

Nottingham, like many other areas in the country has had problems with “Boy Racers” using the city centre roads as a racetrack.

The area around the Broadmarsh shopping centre was the worst affected, with four straight carriageways leading to a loop around the shopping centre car park. This is an area with a 30mph speed limit. The traffic lights were often used to start drag races and up to 400 people with 200 cars would descend to this area from all over the East Midlands on a Sunday evening.

This is obviously dangerous and a number of serious accidents did occur, there were accidents in which vehicles ended up on their roofs, a pregnant lady’s car was rammed by a “boy racer”. The local residents regularly complained about the noise and the anti-social manner in which the vehicles were been driven. The local community complained that in the summer months they were unable to open their windows due to the excessive noise. Businesses in the area such as MacDonal’s had to close on these ‘race’ nights and the area was avoided by residents, due to fear and intimidation.

Damage was caused on a regular basis to the highways and roadside furniture by the aggressive/dangerous driving. Littering was a major issue after events and this coupled with the damage had a substantial financial penalty to the local authority.

There would be hundreds of cars parked at the sides of the road; numerous spectators would attend to watch the cars race each other. Drivers would show off to the spectators and show how their cars could perform. Normal road users would be in traffic chaos and it was a very dangerous and intimidating environment. The boy racers call the area in the city “the circuit” and it has been referred to as “the Mecca of cruising” in boy racing circles.

The problem was identified both in the local newspapers, through the City Council commissioned Mori poll and Nottingham City Homes residents’ surveys. The Police local area commander and councillors received numerous complaints from members of the local communities and the local Member of Parliament about the issue.

The CNPS and it’s predecessor “ The Anti-Social Behaviour Task Force” was tasked to resolve this problem by the Nottingham City division. It was felt that the CNPS with it’s multi-agency composition was best suited to look at all available options available to each of its contributors.

Table 1
Source Nottingham City Mori Poll March 2005

Issues considered a problem in the Local Neighbourhood...	March 2004	Sept 2004	March 2005	Sept 2005	+/- % Sep04	+/- % Mar05
ANY ASB	97	92	96	87	-5	-9
Drugs and Alcohol Related ASBs	82	66	69	52	-14	-17
Street Drinking	46	36	42	37	1	-5
Drug Dealing	71	59	34	34	-25	0
Binge Drinking	-	-	32	32	na	0
Drugs Misuse	71	54	37	30	-24	-7
Discarded Needles/ Syringes	20	30	12	17	-13	5
ASBs Impacting On Individuals	92	86	86	72	-14	-14
Speeding Cars/ Motorbikes	84	64	69	49	-15	-20
Motorbikes/ Motorised Scooters/ Quad Bikes	-	-	33	34	na	1
Speeding Cars	-	-	56	27	na	-29
Boy Racers/ Joyriders	-	-	41	24	na	-17

Response to the problem

Alternative location

An area was identified at Langar airfield for the group to race and meet. However this failed because of two reasons. First, issues around liability and insurance could not be overcome in order for the boy racers to race. Secondly, the cruiser group did not want to go to an airfield in the middle of nowhere and without an audience to show off their cars. The attraction of the city centre, with the bright lights and a ready built racetrack were an appealing lure for the boy racers

Dispersal Order

In January 2005, the ASB Task Force obtained a Dispersal Order under Section 30 of the Anti-social Behaviour Act. This had a significant impact and reduced the number of cars from about 200 to 50. Sgt Neil Hallam instigated the application and in the first four weeks of its introduction staff from the City Division and Task Force were utilised to intensively police this new order. The BBC local news aired a piece of how the agencies were dealing with this matter and attended on a Sunday to observe this.

Police staff within the Task Force identified those who continued to attend. They were the typical 'boy racers'. The dispersal order had reduced those attending from the 'cruiser' group. However, some drivers would still come into the City to race each other, were then dispersed but would attend the following week.

Group	Activity	Likely car	Response to Enforcement
Typical boy racer	Likely to race round Broadmarsh. Usually young males	More battered car, less adornments, not clean	On fringe of illegal activity
Cruiser	Likely to park up and discuss cars. Usually older and with a more expensive vehicle	Alloy wheels, expensive stereo and interior, clean car, the car is an object of desire	More clean cut, less likely to break the law, would not risk points on licence

The Dispersal Order was a quick fix, to a long-term problem; it required a lot of police resources. The boy racers are a transient group with no permanent leadership and move from one area to another. The "boy racers" would use mobile phones to warn each other of the police presence in the area. Boy racers from all over the East Midlands would still attend on a Sunday evening in the city centre, and drive in a reckless/dangerous manner before moving to another location. This order was renewed every six months until the injunction was granted.

Introduction of the Community and neighbourhood Protection Service – November 2005

The Central CNPS team was tasked with the responsibility of seeking a long-term solution to this complex problem. Each CNPS team consists of an Area Manager (David Scothern - Central), a Police Sergeant (Dan Skoraczewski-Central), two Anti-Social Behaviour Officers, two Police Officers and two Police Community Support Officers. The CNPS continued the work of the old ASB task force.

Speed Camera

In November 2005 the CNPS used a hand held speed camera to target the “boy racers” attending and used enforcement measures to reduce their attendance in the City. The prospect of receiving 3 points on their licence, a £60 fine and an increase in their insurance premiums was a powerful tool in further dissuading them from attending. It was successful amongst the boy racers group, because those attending did not want to risk being caught and having their car seized. This served as a powerful incentive to stay away. One motorist was disqualified at Court after being caught driving at 70mph by the team. Fixed Penalty Notices for speeding were given to racers from Derby, Lincoln, and Coolville.

Internet chat rooms

In November 2005, Sgt Skoraczewski initiated a dialog to the “boy racers” and “cruisers” via the Cruisenotts.com website. He created a user name of Nottspol and used the forums to engage with the cruising fraternity. Through this method of communication the CNPS were able to keep the boy racers informed of new developments such as the use of a speed camera. Several warnings were given about the Dispersal Order, its reauthorisation and that the team would be using Section 59 of the Police Reform Act to seize vehicles that were driven in an anti-social manner.

Whilst a large number of the replies to the topics were abusive and on the theme of “*Haven't you got anything better to do*” and “*why aren't you catching murders and paedophiles*”, some members agreed with our aims and the fact that racing in the City centre was not acceptable. Members still communicate with the Sgt Skoraczewski asking for advice on different matters.

It was through using the site that the team were able to talk to the “cruisers/boy racers” and three groups were identified, not the two previously thought to exist.

- Cruisers - they appreciate cars and the modifications they make to them. They want an area to park to discuss and view each other's cars. However when a group park, other boy racers attend and show off to them
- Boy racers- they show off by driving in an illegal and dangerous manner both to impress other drivers and the watching crowds.
- Flyers - these are cruisers that like to use the performance modifications and “fly” about the roads. They are grown up boy racers, who pride themselves on their driving ability and often drive very high performance vehicles

Why did we need the injunction?

The “cruisers/boy racers/flyers” attend a nightclub called “Miles From Nowhere” (MFN) between April and November; it is specially opened on a Sunday evening to accommodate them. People often visited the club and then move to different locations. Via the cruisenotts.com website a member called “Nick” took an active part in organising a “Leaving Nottingham” cruise, this event was for the members to attend before they all started to visit MFN for the summer months.

Six Police officers were on duty to police the event and in the space of a few minutes approximately 150 cars descended onto the City. There was severe traffic congestion and the noise from the modified exhausts was deafening. The CNPS staff stopped tens of vehicles and dispersed the cruise. Numerous calls from local residents were received complaining about the cruise, with the Nottingham Evening Post coverage stating, ‘you could hear cars accelerating quickly from the tone of the exhausts and the noise of tyres screeching filled the sky’.

Despite the opening of MFN the groups would still attend the city centre in reduced numbers. In October 2006, the member “Nick” posted a topic on the cruisenotts.com website called “The coming back to town cruise”.

He began the topic with:

*It's the same as the "leaving town cruise" but this one is the "coming back" cruise lol
lets start the season off how we intend to carry it on! f*** you too nottspol, your not invited
info in relation to the meeting place and the route we will take will be sent to each individual nearer the time. we are
looking at sunday november 5th (i know this is bonfire night) if this interferes with any bonfire parties than i will gladly
move it forward a week to the 12th. views please. only people who dare join in this event who do not care about the
law and the consequences you may suffer!*

Nick then discusses changing the date via the site.

*it would have been a good date but saying that, the plod will be expecting this. i have a firm date but will not let on
because i want to piss the police off as much as possible. im nott from notts so i dont give a f*** about
nottinghamshire c*ntstabulary and the disruption it may cause, i do want to see as many people as possible turn
out so that whatever route is taken will cause as much confusion/disruption and down right f***ing mayhem to
nottinghams roads as possible. i want to get the message across to the police that they havent done their job
because we havent gone away!!*

we are still alive and kicking, tell that to your superiors nottspol

He goes on after noticing the Police Sergeant was reading the forum:

lol at nottspol, your gonna be a busy boy! have a good read

With this clear challenge to cause mayhem in Nottingham City centre, CNPS responded.

'Nick' was identified by Sgt Skoraczewski as Nicholas Gregory who lives in Derby. On his members profile page on the *cruisenotts.com* was a web link to his business. On this website are two contact telephone numbers, a mobile number and a landline number. Enquiries with Derbyshire Police revealed that on the 29/04/2005 Mr Gregory reported the theft of his mobile phone to Derbyshire Police using the landline on his business site.

From the above posts, it was clear that Mr Gregory did not concern himself with local residents of Nottingham. We now had a clear target, a member of the forums who was inciting the other members to come to Nottingham and cause mayhem. Upon reading the replies to the topic many of the members pledged their support for the event and their intention to attend. Only one solitary member stated that he wanted to attend but did not agree with the "mayhem" aspect. Some even offered advice on how to avoid the Police.

Because of the chaos that was caused by the "leaving notts cruise", and after taking legal advice Sgt Skoraczewski and David Scothern (Area Manager, Central CNPS) decided to take legal action against Mr Gregory and the other members that had showed their intention to attend (Persons Unknown). After the disruption caused by the last event the CNPS could not stand by and let the event proceed given the effect on the local community.

The team decided that an injunction under Section 222 of the Local Government Act 1974 would be appropriate. The act allows local authorities to protect the residents in their area, from anti-social behaviour that causes a public nuisance.

Options available to the Police had been utilised and did not present a long term solution, the use of a Nottingham City Council injunction could provide this.

After liasing with Nottingham City Council's legal department, legal proceedings were instigated against Mr 'Gregory' and "persons unknown". The "persons unknown" refers to anyone who planned to attend the event, but whom we did not know their names.

Mr 'Gregory' attended the hearing and made an undertaking to the court that he would not incite, encourage, organise, plan or take part in any car cruise within the City of Nottingham and he would not enter or remain in

Nottingham on a Saturday or Sunday between 6pm and 5am, unless with agreement with the Central CNPS team.

The Judge granted the “persons unknown” injunction, and defined a car cruise as “an event at which the drivers and/or passengers of 5 or more motor vehicles congregate together and/or drive in convoy and/or race each other upon private land or the highway, so as to cause a public nuisance”

An officer of the rank of Sergeant must hand a copy of the injunction to the recipient, no later than one hour after they have been witnessed taking part in a cruise. They are then deemed an additional defendant to the injunction.

Once the recipient has received the injunction, they are prohibited from taking part in a cruise within the City of Nottingham; a breach of the injunction could result in a prison sentence.

Evaluation of Responses

➤ Alternative site

No, this did not work because it was not an attractive alternative. The problems remained about liability and insurance for the racers. This was thought to be a realistic proposal but the boy racers themselves did not want this voluntary option.

➤ The Dispersal Order

This was very successful in reducing the large numbers of cars and people attending. The Dispersal Order was estimated to reduce the numbers attending by 75%. The main group it affected were the cruisers, with some boy racers and flyers staying away. Nottingham City Centre was no longer the venue to attend on a Sunday evening. However the order had to be renewed every six months, as it did not provide the long-term solution.

➤ Engaging via the internet chat room-cruisenotts.com website

Whilst there was a lot of abuse aimed at the Sgt Skoraczewski, some members did actively take responsibility for the cruising scene and were more responsible. By being able to directly engage with them, the CNPS were able to warn them of tactics that would be used and this has in some cases prevented them from even bothering to attend. It offered a forum to engage with the moderate boy racers/cruisers and was a method of warning them of the team's response. The identification of distinct groups within the boy racing fraternity helped develop different responses and understand the issues behind the problem. It helped understand why they did it, their views and where they were coming from to engage in their anti-social activity.

➤ The Speed Camera/Sec 59 Police Reform Act

This proved reasonably successful. Certain elements of the boy racing fraternity stopped attending the City. The possibility of points of their driving licence being endorsed and a hike in their insurance premium, made them act more responsibly. It was noticeable that boy racers from other parts of the East Midlands stopped attending the City.

➤ The Injunction

This proved the final and most successful part of the response. It was granted on the 26/10/2006 and thus far only six have been issued and not a single breach has been recorded. The most innovative piece of work was the issuing of the injunction to “persons unknown”, and communicating the legal power and consequences of this injunction to “persons unknown” to the boy racers via the media and the website. The injunctions were issued to people from Derby. The publicity in the media had a positive impact on the local community and businesses. Since the injunction was issued the Police hardly receive a single complaint regarding boy racers in the City on a Sunday evening. We do not task Police officers to the area as groups no longer even come into the City.

When the injunction was obtained the CNPS undertook a media campaign to reassure the local communities of Nottingham that we were committed to improving their quality of life by tackling the issues they raised. The local BBC once again aired a piece on television and radio, it appeared twice in the Nottingham Evening Post and was also in national Newspapers.

A new forum was started on Cruisenotts.com by Sgt Skoraczewski to inform them of its existence and explain the injunction and its ramifications on them if their behaviour continued. A question and answer forum was also started to answer any queries they might have.

It's a credit to the CNPS as a whole, that Police officers working are in the same office as local authority staff are able to consider options available to all partners to resolve long term ASB issues. It is an excellent example of how Multi-Agency working is effective in Nottingham.

A local authority power, which is being enforced by Police Officers, to tackle Anti-Social Behaviour within the City.

Evidence to support the responses

➤ JRA residents survey Sept 2006.

The survey for March 2007 has just been completed. The boy racers /joy riding has decreased in Lenton, Dunkirk and Bridge ward as a whole but most importantly it has declined around the Broadmarsh area. The specific data will be available after the closing date for the Award.

Table 2

JRA residents survey from Sept 2006. This table is different from the previous table because the survey provider changed. Data is not available until May 2007 for the March 2007 survey.

CURRENT RANK ORDER OF ASB FOR ALL LENTON, DUNKIRK AND BRIDGE WARD	March 2004	Sept 2004	March 2005	Sep 2005	Sep 2006
People not taking responsibility for children	-	-	-	-	56
Intimidation by groups/gangs young people * (Teens hanging around on street)	-	-	28	25	52
People not treating others with respect and Consideration	-	-	-	-	49
Speeding Cars (generally)	-	-	33	34	40
Rubbish and litter lying around	76	43	54	43	53
Vandalism/graffiti and damage to properties/ or vehicles	76	58	33	32	38
Motorbikes/motorised scooters /quad bikes	-	-	33	34	37
People using/dealing drugs	-	-	-	-	48
Boy racers/joy riders	-	-	41	24	20

➤ Partnership working

The value of partnership working between Nottingham City Division and the CNPS, plus the innovative use of legislation has helped both identify the problem, and come up with solutions. CNPS contains police officers, neighbourhood wardens, ant-social behaviour officers and fire officers giving it a fully coordinated multi-agency response to anti-social behaviour issues within Nottingham City.

➤ Neighbouring Police Forces

Neighbouring forces/Local Authorities are now regarding our work as best practice and we have been invited to deliver presentations to share our work. This was the first legal action of its type in the country

➤ The Media and local Councillors

Boy racers and the issues in the city centre do not feature in the local media any more. Local Councillors who cover the city centre and surrounding districts no longer pick it up as an issue at their local surgeries.

The Police local area commander has not received a single complaint since the introduction of the order.

➤ [Cruisenotts.com website](http://Cruisenotts.com)

The final word on how successful the CNPS response was comes from the boy racers website. This was posted on the website in Dec 2006

'The mecca of racing is dead, avoid the place'

'Meet on Sunday jct 27, its safe'

The local authority and Police, which cover junction 27 of the M1, are applying for the same injunction after asking us for guidance on best practice.

Section 4: Endorsement by Senior Representative

Please insert letter from endorsing representative:

Boy racers using the city centre, as a racetrack has been a large, highly visible anti-social activity that created mayhem in the city centre that had been going on for the last few years with no successful outcome.

CNPS are a multi-agency anti-social behaviour service that is located within the Council structure but contain both

Police and Fire service staff in addition to the Council elements. This multi-agency service has problem solved the boy racing problem using different responses in a coordinated way using the strengths of the different partners within CNPS.

The way CNPS looked at the problem and then coordinated the responses, with an evaluation after each action to see if it was successful was in part responsible for the success of the initiative. Each response began to reduce the problem rather than trying to tackle the problem as a whole.

The final response was the innovative use of legislation to use an injunction against known perpetrators and persons unknown, and then using the website to communicate this to the wider boy racing fraternity. The website reached the boy racers far more easily than normal media channels, such as leaflets and the newspaper.

CNPS has been an important partner for Nottinghamshire Police in addressing anti-social behaviour issues within Nottingham and has provided vital links into both the Council and Nottingham City Homes to deal with anti-social behaviour issues.

Checklist for Applicants:

1. Have you read the process and application form guidance?
2. Have you completed all four sections of the application form in full including the endorsement from a senior representative?
3. Have you checked that your entry addresses all aspects of the judging criteria?
4. Have you advised all partner agencies that you are submitting an entry for your project?
5. Have you adhered to the formatting requirements within the guidance?
6. Have you checked whether there are any reasons why your project should **not** be publicised to other police forces, partner agencies and the general public?
7. Have you saved you application form as a PDF attachment and entitled your message 'Entry for Tilley Awards 2007' before emailing it?

Once you are satisfied that you have completed your application form in full please email it to Tilleyawards07@homeoffice.gsi.gov.uk. Two hard copies must also be posted to Alex Blackwell at Home Office, Effective Practice, Support & Communications Team, 6th Floor, Peel Building (SE Quarter), 2 Marsham Street, London, SW1P 4DF.