



Home Office

Crime Reduction & Community Safety Group

Tilley Awards 2008 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 tilleyawards08@homeoffice.gsi.gov.uk.

All entries must be received by noon on **Friday 25th April 2008**. 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.

Section A: Application basics

1. Title of the project: Anti Social Behaviour by motor cyclists at Chelsea Bridge Wharf
2. Key issue that the project is addressing e.g. Alcohol related violence: Anti Social Behaviour

Author contact details

3. Name of application author: Sgt. David Cook
4. Organisation submitting the application: MPS Wandsworth Borough
5. Full postal address: Queenstown Safer Neighbourhood Team
Battersea Police Station
112-118 Battersea Bridge Road
Battersea
London
SW11 3AF
6. Email address: David.Cook@met.police.uk
7. Telephone number: 0208-247-8482

Secondary project contact details

8. Name of secondary contact involved in the project: Neil Henson
9. Secondary contact email address: neil.henson@met.police.uk
10. Secondary contact telephone number: 07789032556

Endorsing representative contact details

11. Name of endorsing senior representative from lead organisation: Chief Inspector David Paterson

12. Endorsing representative's email address: neil.paterson@met.police.uk

13. For all entries from England & Wales please state which Government Office or Welsh Assembly Government your organisation is covered by e.g. GO East Midlands: Government Office for London

14. Please mark this box with an X 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 B: Summary of application - In no more than 400 words use this space to provide a summary of your project under the stated headings (see guidance for more information).

Scanning and Analysis

Chelsea Bridge had been a traditional meeting point for a motorcycle rally since the 1950's and it attracted up to 200 motorcycles, plus keen observers during the busy summer months. They would park their vehicles and congregate on both footways of Queenstown Road whilst utilising the drinks kiosk situated on the bridge approach. A minority would take the opportunity to engage in dangerous or careless riding, to 'show off' to their peers and the gathered audience. The large numbers and the illegal parking (pavement/yellow lines) by their very presence had an impact on the location. The starting and accelerating away of high-powered motorcycles as late as 2am was having a detrimental effect on the quality of life of the new residents of Chelsea Bridge Wharf.

Where previously it was a bus depot it is now a large residential complex of 1500 people and still growing, with the development of a hotel complex planned in close proximity. The demand was from the Residents Association (in excess of 1000 members) of the newly built Chelsea Bridge Wharf, local Councilors, Greater London Authority Members and local Members of Parliament. The issue was tabled at the Mayor's question time and a petition presented complaining about the concerns of the residents and the lack of police activity.

This issue required short term and long term problem solving schemes. Immediate responses were implemented, in conjunction with the set up of a joint partnership stakeholders group to develop a strategy to "design out" this quality of life affecting problem.

Response

- High Visible Police Presence by Metropolitan Police, Parks Police and Council Parking Wardens.
- Survey of the highway by Wandsworth Council Technical Services department.
- Crime Prevention Survey's by Council and Police departments to identify areas requiring additional security measures.
- Survey of traffic speed management by Metropolitan Police Traffic Department.
- Implementation of new traffic management measures to restrict parking at prominent times.

Assessment

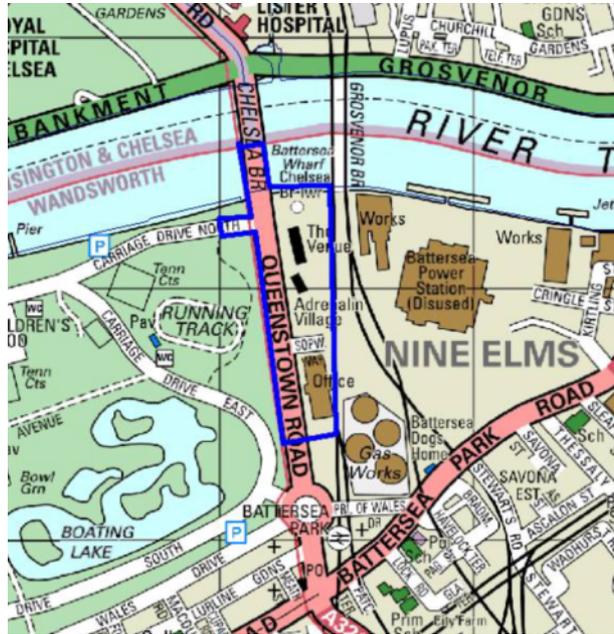
The Motor Bike rally on a Friday night has discontinued and an overall reduction of 82% of calls to police for the same period.

Conclusion

The primary aim was to reduce the Anti social behaviour caused by the Motor Bike Rally at the location on Friday nights. This has been achieved through extensive joint working partnerships, thus improving the "quality of life" for residents of Chelsea Bridge Wharf.

State number of words: 387

Section C: Description of project - Describe the project in no more than 4,000 words. Please refer to the full guidance for more information on what the description should cover, in particular section 11



OBJECTIVES OF THE PROJECT

The objectives of the problem solving process were;

- To prevent the Motorcyclists from meeting at the location on a Friday night and therefore reducing the anti social behaviour, thus improving the quality of life for all users.
- To provide a long-term strategy so any similar meeting were easily identifiable and road traffic offences enforceable, through traffic management orders.
- To provide a proportionate response, allowing the Snack Bar to continue to operate but not inducing the motorcycle meeting to congregate.
- To ensure that Queenstown Road was safe for both traffic and pedestrian use.
- To provide reassurance to the public that the police were aware of the problem and were taking positive action.
- To reduce the volume calls to the Police.

Scanning and Analysis

DEFINITION OF THE PROBLEM

Every Friday night, up to two hundred motorcycles and mopeds converged on Queenstown Road, SW8 and would park on both pavements running up to the approach with Chelsea Bridge. This was a historic event and officers who have been on borough for many years were fully aware of this. The meetings used to be policed as local aid, but stopped in around 2000. This was not necessarily a problem because at that time the eastern side of Queenstown Road was an area of light industrial and commercial use.

However this changed with the construction of the Chelsea Bridge Wharf development in 2005. A large complex of residential flats was constructed along the eastern side of Queenstown Road and the residents became more vocal in their complaints of the behaviour of the motorcyclists. In particular they were concerned with the illegal parking of motorcycles on the pavements and near the fire escapes, and the moving road traffic offences that they witnessed. Allegations were also been made regarding anti social behaviour by a small group present, including urinating up walls and unacceptable levels of noise, both verbal and mechanical.

Location/Environment

The location concerned was a three hundred-metre stretch of road from Chelsea Bridge south along Queenstown Road, SW8. Illegal parking on both the western and eastern pavements of Queenstown Road was a considerable problem and safety issue. The motorcycles were also blocking one of the main pedestrian access routes to the Chelsea Bridge Wharf complex. This is the main emergency services access especially for the fire brigade. Queenstown Road is long and straight lending itself to any motorcyclist whom wishes to speed, carry out stunts or commit other traffic offences. The western side of the highway is also an access point for Battersea Park, therefore creating visibility issues for vehicles entering and exiting the park.

Time

The rallies would occur every Friday evening from 2000 hours for the motorcyclists. Most activity finishes around 0200 hours weather permitting. From 1900 hours on the last Saturday of the month for the 'Chelsea Cruise' classic car meeting. Here, classic cars meet, although there are considerably fewer complaints from this event than the motorbikes. Over a six-year period there had been eleven road traffic collisions at this locality during the times of the rally. Solo cycles accounted for seven of these, one of, which was fatal.

Method

The motorcyclist's meets were pre-arranged, word of mouth and the historical background of the event brought bikers to the bridge, mainly to talk about biking but also to use the Snack Bar situated on the south side of the bridge. This Snack Bar provided a focal point and convenient stop off point for the bikers and was a major reason why the bikers chose this location to meet. The event snowballed with over two hundred motorbikes and mopeds attending and a number of onlookers. The event was not stewarded by the bikers or policed locally any more, hence the antagonism between the bikers and residents.

Victim

The residents who live at Chelsea Bridge Wharf complex and anyone using Chelsea Bridge to cross the river. Apart from complaining about the above-mentioned offences, some also stated that they felt intimidated by the large group of bikers when going to and from the complex. The motorcyclists complained that they were also victims, as they had been attending the event longer than the residents had occupied the new residential development. Virtually all the motorcycles were parking illegally and there is a clear anti social presence. Other potential victims were the general public who wished to use the bridge to cross the river. With so many motorcyclists occupying the pavement, it was difficult to see that this would not have an effect on other members of the public using this highway.

The case for Police action at the motorcycle meetings

The local police had allowed these meetings to continue unchallenged for two reasons; namely lack of resources and the perceived triviality of the offences. Before the development of the Chelsea Bridge Wharf development this was partially acceptable as no one was directly affected. Since the construction of the development and the formation of a strong and vocal tenants association, the police now needed to be seen to act. It was not enough to say that the police were too busy and that there was no real problem at the bridge. This particular problem fitted perfectly within the Safer Neighbourhoods remit for tackling local level crime/disorder, anti social behaviour and concerns within the community.

The tenants association conducted a well-orchestrated campaign highlighting the problem. The association wrote a number of letters and emails to prominent persons within the community. The Tenants Association backed up their argument with a well-crafted DVD that was compiled by one of the residents. The resident filmed a typical Friday night meeting and the DVD clearly showed offences being committed, including a few examples of dangerous driving. A couple of marked police cars were seen through the night monitoring the situation, but it is clear from the DVD that there is no coordinated police response.

A petition was also signed by the residents of the development addressed to the Mayor of London, Ken Livingston. This elicited a written response from the Metropolitan Police but unless positive action was taken, the local community could loose faith in the local police.

From what local officers witnessed and the production of the DVD, there were offences being committed on a weekly basis. The Police could no longer ignore this event. This was a community issue, which needed to be addressed, and the Safer Neighbourhoods Team at Lavender Hill were in the ideal position to act.

Legal position

Many of the traffic offences were committed brazenly. The police witnessed this and also received numerous calls from members of the public. Police were given a copy of the DVD showing these offences. The Tenants Association had threatened to hold the police responsible should there be any serious incidents.

Process or Fixed Penalty Notice could have dealt with the majority of traffic offences being committed. However it was felt that that the majority of bikers were law abiding and that visible police presence and short-term enforcement should be enough to dissuade them from meeting at the bridge in future.

To be seen to be fair to all, any taxis or other vehicles, which commit offences, should also be dealt with accordingly. Occasionally taxis double park, narrowing the road. Enforcement of this and other offences committed by motor vehicles will mean that the motorcyclists are not targeted unfairly.

Analysis Conclusion

Through crime figure research of relevant indices, surveys of local residents and road users and comprehensive information received from the Residents Association, it was clear that the Motorcyclists would meet on a Friday night until the early hours of Saturday morning. This event had been taking place for forty years, but it was only recently that the new Chelsea Bridge Wharf had been developed. Since its construction the interests of both residents and motorcyclists had collided.

A Stakeholders group was formed to discuss and develop short and long term problem solving strategies. This group was made up of representatives from;

- Queenstown Safer Neighbourhood Team
- Metropolitan Police Traffic Department
- Local Member of Parliament
- Transport for London
- Wandsworth Borough Council Traffic and Highways
- Wandsworth Borough Council Parking Enforcement
- Wandsworth Borough Crime Prevention Office
- Wandsworth Borough Parks Police
- London Fire Brigade

RESPONSE

Following the communication and complaints from the Residents Association, it was clear that some form of action was needed immediately. An initial strategy was decided upon with the short-term plan agreed to target the mass illegal parking and blocking of the highway (a main arterial route to Chelsea and Westminster Hospital) that took place on a Friday night. Funding was obtained from the Community Tasking Group to support the activity and resources provided by WBC in the form of council parking attendants to work alongside the ward officers. These initial patrols confirmed the issues that had been made abundantly clear by the residents association. This information was fed into the first stakeholders group where the history and definition of the problem were outlined. All parties agreed that action needed to be taken and relatively swiftly, to ensure no one took their own measures to remedy the issue.

At this meeting additional information relating to the Snack Bar was revealed. This Business had been at this location for many decades and was visited on a regular basis during the night by London's Black Cab drivers and that any closure or restriction might bring a backlash from its clients. The Metropolitan Police Traffic Department agreed to carry out a survey of the area on successive Friday nights to gauge if the allegation of high speed was a substantive or an unprofessional misled perception by members of the public.

The Wandsworth Borough Highways Department also agreed to carry out a survey of the current parking restrictions to ascertain their effectiveness for the location. The Borough parking enforcement officer agreed to look at additional ways that parking violation could be enforced, the use of CCTV was also tabled. They would also send a letter to the cab officers to warn them of proposed traffic enforcement. The Transport for London officer agreed to look at the viability of changing this carriageway into a red route zone.

The local Police and Council Wardens then continued the Police presence engaging with the motorcyclists and handing out over 300 leaflets developed jointly by the Council and the Police. This had a positive effect, educating the motorcyclists and providing reassurance to the local residents.

A 2000 signature petition was received from the Snack Bar, who stated that the restrictions being imposed were having a detrimental effect on the business. The proportionate response was to review the license awarded by the council, the Director of Leisure and Amenities commented that there are no grounds for rescinding the stallholder's license because of the actions of other persons. Local ward officers visited and spoke with the Snack Bar owner, they pointed out that the intention was not to drive business away but to improve the Quality of life for the local residents. Local residents had previously not used the Snack Bar, but by pointing out the types of services they desired a potential client base was opened up.

Correspondence took place between the Police and the Motor Bikers Club UK following several notices and E-mails placed on their web site. This was supported through the suggestion of the use of their web site and a radio programme to promote safe Bike riding and education relating to community issues.

At the next stakeholders meeting a decision was made to apply for a change to the traffic management order, currently the double yellow lines allowed restrictive parking between 0700 and 1900hrs Monday to Sunday. Through this survey it had become clear that there was an anomaly with the current restrictions. The application for the change to the traffic management order had been approved and also the use of the CCTV at Chelsea Bridge to enforce any further parking offences.

These changes along with clear signage, and the authority to use CCTV to report offenders, were made shortly after this meeting with a clear objective to review their impact after three months.

Throughout the problem solving process the Residents association were kept regularly apprised through meetings and E-mail correspondence. All the mechanisms that were being planned and implemented were thoroughly explained and any concerns from the community were taken into consideration.

Following the third stakeholders meeting the impact of the new restrictions was reviewed, figures from the council showed 427 contravention's, of these 116 occurred between 7pm Friday evenings, when the unsupervised event attracts the first arrivals, until the early hours of Saturday morning. Broken down these showed a continual decrease each month, February (82), March (26), April (7) and May (1).

The worry by the residents that the Motorcyclist's would simply move their rally to another evening did not materialise. In addition, the zig-zag lines for a new pedestrian crossing were positioned within acceptable legal limits and this enabled the emergency crossing to be permanently preserved. This had the benefit of allowing clearer line of sight for the crossing beacon, whereas before the parked vehicles had partially obscured them, thus making crossing a safety issue.

Assessment

A mid term survey was carried out by the Local Police of all persons using Chelsea Bridge Wharf, the initial findings were of a significant decrease in anti social behaviour, improve access, and a better feeling of security. Following a full summer with the new parking restrictions in place a final Stakeholders meeting was called. All Stakeholders were present along with a member of the Chelsea Bridge Wharf Residents Association. Everyone agreed that there had not been a Motorcyclist meet at the location on a Friday night since spring, and that there had been a significant reduction in calls to the police or need to call the police.

Analysis into the levels of anti-social behaviour at Chelsea Bridge compliments these findings (see below). This indicates that the partnership work carried out has had a direct impact on the issues that the Stakeholder Group set out to address. Each and every member of the group took responsibility for their delegated roles, they conscientiously reported back to the group, thus facilitating effective communication between the stakeholders and the community.

The objectives reached were

1. NO motorcyclist meets on a Friday night.
2. A long-term strategy to identify and prosecute future offenders.
3. To provide a proportionate response allowing the Snack Bar to continue business.
4. To provide reassurance to the public that police were addressing the problem, ensuring Queenstown Road was safe for both Pedestrian and traffic users.
5. A reduction in calls to the police.

Friday evening to Saturday morning:

- 107 calls were made to police on a Friday or Saturday in the 2005/6 period. Of these calls, 74 were made between the hours of 6pm and 6am (equates to 69% of all calls).
- 45 calls were made to police on a Friday or Saturday in the 2006/7 period. Of these calls, 13 were made between the hours of 6pm and 6am (equates to 29% of all calls).
 - There was a 58% reduction in all anti-social calls to police on a Friday or Saturday in the area under analysis.
 - There was an 82% reduction in calls between the hours of 6pm (Friday evening) to 6am (Saturday morning) in the area under analysis.

The period of this analysis was compared between December 2005 and September 2006 and December 2006 and September 2007.

These figures show the dramatic improvement made as a direct result of this Problem Solving process. There is no reason why these figures are not sustainable, the new restrictions are enforceable by both the council and the police and with the CCTV, evidence is easily accessible.

At the beginning of this project the residents wanted a long-term sustainable solution to improve their Quality of Life. This process has reinforced the multi agency partnership and has developed and improved local community involvement.

Sgt David Cook

State number of words used: 2,663

Section D: Endorsement by Senior Representative - Please insert letter from endorsing representative, this will not count towards your word or 1MB size limit restrictions.

Sir/Madam

I would like to endorse the excellent work carried out by the Chelsea Bridge Stakeholders Group, in addressing the Anti Social behaviour issue at Chelsea Bridge on Friday nights .

Through their combined efforts, and effective communication they have worked together to deal with the Anti Social behaviour caused by a Motor cyclist's group who historically met at the location before its development into residential housing . The team approached the project following the principles of the problem-solving module with attention to detail.

They have methodically identified, researched and analyzed the issue, providing a measured and proportionate response, taking everyone's needs and aspirations into consideration.

They have engaged with the community at all stages to ensure total transparency and that the responses provided were commensurate to the problem .

This project goes to show that through positive, enthusiastic multi agency cooperation the structured problem solving approach can be successful . This has reinforced the working partnership between the local community and the Wandsworth agencies.

Yours faithfully

David Paterson, Chief Inspector of Safer Neighbourhoods for Wandsworth Borough.

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 e.g. civil or criminal proceedings pending in relation to your project?
7. Have you inserted your project name as a footer note on the application form?
Go to View-Header and Footer to add it.
8. Have you saved you application form as a word document and entitled your message '**Tilley 08 entry (followed by project name in brackets)**' before emailing it?

Once you are satisfied that you have completed your application form in full please email it to Tilleyawards08@homeoffice.gsi.gov.uk. One hard copy must also be posted to Alex Blackwell at Home Office, Effective Practice & Communication Team, 4th Floor, Fry Building (SE Quarter), 2 Marsham Street, London, SW1P 4DF and be received by 25th April 2008.