

Report of the Strategic Director Place to the meeting of the Bradford South Area Committee to be held on 15th July 2021

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Subject:

UPDATE ON THE STEERSIDE PARTNERSHIP AND RESPONSE TO NUISANCE USE OF QUAD BIKES AND MOTORCYCLES IN BRADFORD SOUTH.

Summary statement:

This report seeks to update members on the response led by the Steerside Partnership to the anti-social use of vehicles and provide some more detail on issues relating to quads and motorcycles and the response to this in the Bradford South area.

EQUALITY & DIVERSITY:

The Steerside Partnership works across all areas of the District and is intelligence led – responding to areas and issues of concern as they arise.

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Overview & Scrutiny Area:
Corporate

1. SUMMARY

- 1.1 This report seeks to update members on the response led by the Steerside Partnership to the anti-social use of vehicles and provide some more detail on issues relating to quads and motorcycles and the response to this in the Bradford South area.

2. BACKGROUND

- 2.1 Operation Steerside was borne out of public perception and reported incidents relating to the perceived standard of driving and number of Road Traffic Collision's (RTC's) in the Bradford district. Whilst the initial impact of the operation was an overwhelming success, its emphasis was very much based upon enforcement.
- 2.2 The primary focus of the group is to improve standards and perceptions of driving across the District. This now involves a wider partnership approach revolving around four themes (Protect, Prevent, Pursue and Prepare – see Steerside Ambition document at Appendix One). Whilst this group will report to the Community Safety Partnership (CSP), there will be a strong link both in activity and membership between this group and Bradford District Safer Roads Partnership.
- 2.3 The Steerside Enforcement Team is the enforcement arm of the Steerside Partnership. The team operates seven days a week comprising of both a marked patrol car and off-road motorbikes.
- 2.4 Bradford is the only District in the force to have a dedicated proactive team of this nature and Officers have a range of driving skills including Initial Phase Pursuit and Stinger/Stop Stick deployment and are also experienced investigators.
- 2.5 The Enforcement Team is extremely pro-active and results in the year to date are as follows:
- 49 pre-planned operations (combination of police only and multi-agency type operations)
 - 985 Fixed penalties / Traffic Offence Reports / Vehicle Defect Notifications
 - 56 Reports to DVLA for vehicle excise offences
 - 217 192 / MG files submitted for summons
 - 80 Section 59 Police Reform Act
 - 182 vehicle seizures
 - 41 arrests
- 2.6 Daily activity is a combination of proactivity and pre-planned operations. We regularly analyse data and information to identify hotspot areas and regularly engage with Neighbourhood Policing Teams in particular the Neighbourhood Support Officers who review every ASB call for service, to identify trends. This is additionally supported by officer knowledge and information provided by partners.
- 2.7 Through funding provided by the CSP additional resources from Ops Support often supplement the pre-planned work providing another level of expertise in dealing with robustly enforcing road traffic legislation. Additional specialist resources are brought to bear in tackling anti-social driving both from within the police and wider partner

agencies. The Police have utilised both use of drones and mounted units whilst externally we regularly work alongside DVSA, HMRC Road Fuel Unit, Taxi Licencing, Environmental Enforcement and Parking Services to address all antisocial use of motor vehicles across the District.

- 2.8 All of the work and activity is supported by an effective media strategy to promote the work and activity of the Steerside Enforcement Team. The work of the Team is featured on a weekly basis in local media.

3. OTHER CONSIDERATIONS

- 3.1 During the Pandemic complaints of certain types of anti-social behaviour increased significantly. Complaints about motorbikes and quads rose - partly driven by the fact that many other leisure facilities were closed/restricted and awareness that their use during full lockdown was usually a breach of Covid regulations.
- 3.2 Areas with the highest level of complaints tend to be on the periphery of the district where there is often access to open land where quads/bikes can be used. It can be very difficult and dangerous for police teams to pursue quads and bikes when they are out and about and therefore, a partnership with other agencies and the public is necessary.
- 3.4 Work is being co-ordinated to respond to the increasing level of complaints about motorbikes and quads. With support from the Bradford South NPT and Steerside Partnership a team has come together in Bradford South to introduce extra measures to help tackle this type of anti-social behaviour.
- 3.5 The team in South will be publicising information so that members of the public are better informed what constitutes an offence and where information should be reported and how this will best enable the detection of offenders.
- 3.6 We will be focusing some attention on identifying where quads and bikes are kept so that we can engage the owners and advise accordingly. Learning from this work will be taken into other areas of the district.
- 3.7 The law on quad bike and motor cycle use can be complicated but in general, if these vehicles are ever used on a public road then they should have tax, insurance, a valid MOT certificate, be registered with DVLA and showing a number plate.
- 3.8 Road Safety Officers deliver a range of educational inputs taking place across the district's schools and also has programmes around School 20mph zones, city/town centre 20pmh zones and school streets have been delivered. We will be discussing bolstering the input relating to quads and motor cycles.
- 3.9 Bradford has a whole District Public Space Protection Order for the Antisocial Use of Motor Vehicles; which provides the Police with an additional enforcement option when considering anti-social use of vehicles, quads and motorbikes. In addition, the Local Authority undertakes retrospective enforcement, for example, through dash-cam submissions.

- 3.10 CCTV cameras with signage have been deployed at a site in Royds to determine what impact this may have and early signs are that it has reduced the prevalence of quads and motor cycles at this site in particular.
- 3.11 The Steerside Partnership includes liaison with Traffic & Highways Area Teams delivering engineering measures such as traffic calming, pedestrian and cycle facilities, speed limit reductions and parking management
- 3.12 There are many who believe national laws should be tightened to make the leisure use of quads and motorcycles subject to a higher level of regulation with a greater degree of consistency over use on public and private land. In addition, Quads that are legally allowed on roads do not offer anywhere near the same safety protection as mainstream cars and other vehicles.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The Steerside Enforcement Team is funded by West Yorkshire Police and the Steerside Partnership has received some extra funding from the district Community Safety Partnership to help meet strategic priorities. There is a Council base budget allocation for education, training and publicity staffing from Public Health. Financial support from a devolved Integrated Transport Block fund to the Council's Executive is in place for the 21/22 Financial year.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 The Steerside Partnership is a sub-group of the Anti-Social Behaviour Strategic Partnership which in turn reports to the District Community Safety Partnership.
- 5.2 The Community Safety Partnership Board reports to the District Health and Wellbeing Board governance arrangements

6. LEGAL APPRAISAL

- 6.1 Aspects of the Community Safety Partnership Board's work is governed by the Crime and Disorder Act 1998 and associated guidance.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

- 7.1.1 The provision of road safety education, training and publicity supports a shift to more sustainable and active transport modes.

7.2 GREENHOUSE GAS EMISSIONS IMPACTS

- 7.2.1 Like other vehicles run off fossil fuels, quads and motorbikes add to Greenhouse Gas emissions.

7.2.2 Any increases in walking, cycling or public transport use encouraged by the delivery of road safety education, training and publicity would have a positive impact on reducing Greenhouse Gas emissions and improving air quality.

7.3 COMMUNITY SAFETY IMPLICATIONS

7.3.1 The work of the Steerside Partnership focuses on anti-social use of vehicles.

7.3.2 Road safety and dangerous driving are regularly highlighted by resident perception surveys as one of the key community safety concerns in the district.

7.3.3 Steerside is specific to Bradford District and works in partnership complementing the work of Road Safety Teams by providing extra enforcement capacity and supporting early intervention and protection mechanisms.

7.4 HUMAN RIGHTS ACT

7.4.1 There are no issues arising from this report.

7.5 TRADE UNION

7.5.1 There are no issues arising from this report.

7.6 WARD IMPLICATIONS

7.6.1 Certain ward areas suffer different types of vehicle nuisance. Areas on the periphery of the district often suffer more from complaints about motorcycles and quad bikes with Tong and Royds having the highest figures in Bradford South.

7.8 IMPLICATIONS FOR CORPORATE PARENTING

7.8.1 There are no issues arising from this report.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

7.9.1 There are no issues arising from this report.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 That the Area Committee offers further views and advice to the Steerside Partnership in tackling vehicle nuisance.

10. RECOMMENDATIONS

- 10.1 That the Area Committees supports the work of the Steerside Partnership to tackle vehicle nuisance in Bradford South.

11. APPENDICES

- 11.1 Appendix 1 – Steerside Ambition Document.

12. BACKGROUND DOCUMENTS

- 12.1 None.