

Brislington & St Annes - Neighbourhood Community Safety Update – AGENDA ITEM 10

Prepared on behalf of Brislington Neighbourhood Delivery team

September 2012

1. Recorded Crime – 1st April 2012 to 31st August 2012 (Against same period for 2011)

Brislington West

Crime Type	Nos. of Incidents	Change	% change
Dwelling Burglary*	28	Up 14	Up 100%
Other Burglary	18	Down 17	Down 48.6%
Robbery	1	Down 1	Down 50%
Theft from Motor Vehicle	27	Down 8	Down 22.9%
Theft of Motor Vehicle*	4	Down 6	Down 60%
All Crime	379	Down 49	Down 11.4%

* Several distraction burglaries for which the offender was arrested

Brislington East

Crime Type	Nos. of Incidents	Change	% change
Dwelling Burglary	15	Down 4	Down 21.1%
Other Burglary	12	Down 18	Down 60%
Robbery	2	Down 1	Down 33.3
Theft from Motor Vehicle	14	Down 13	Down 48.1%
Theft of Motor Vehicle	5	Down 14	Down 73.7%
All Crime	229	Down 123	Down 34.9%

This data is 'living' information from Avon and Somerset police and may change as recent incidents are still under investigation. Longer term crime information is available from the Avon and Somerset Constabulary Web Page. www.avonandsomerset.police.uk

2. Anti-Social behaviour

Area (2011 in brackets)	June	July	August
Brislington West	41 (38)	33 (52)	46 (35)
Brislington East	46 (51)	53 (39)	45 (46)

Above are ASB calls received by the police in the last 3 months – Weather has not really affected call numbers, but has influenced types of call. Many of these calls relate to matters between neighbours.

Bristol City Council has stated they do not believe they need to progress byelaws for its parks and other open spaces. The police have outlined what action if any they can take and the level of problem that is needed in order to do so, for each of the areas that potential byelaws could cover.

A briefing document as to how Operation Biker will operate in South Bristol from 1st September 2012 has been circulated to all Neighbourhood Partnerships in the area.

3. Parking enforcement guidelines

A one page guidance document outlining what parking offending can be enforced and by which agency has been prepared and has been made available to all Neighbourhood Forums and Partnerships.

No update has been received as to the national progress of new legislation for local authorities to prohibit parking on pavements and grass verges. It is not known what Bristol City Council position will be. London remains the only area where such is prohibited.

4. Community Priorities for last 6 months

As per Neighbourhood report

5. Escalated Action Plans – from local crime trends or community priorities.

None

If you wish to receive weekly updates of local matters in your area please email your Neighbourhood team at SSNBANDSA@avonandsomerset.police.uk and title your message – ‘please sign me up to keep me informed’

Background

In the late 1990's Bristol like many cities nationally was suffering from an increase in anti-social use of Motorcycles in open spaces. This was a problem for south Bristol as it benefits from a number of open spaces.

By 2003 Local police officers were calling for help of the Police Traffic Department so that pre-planned operations could be conducted with their few Off-Road motorcycles at problem locations. These operations were successful at catching and discouraging offenders; as news of their presence in the area would soon spread. Sadly these operations could only take place infrequently, due to demand on their services from others and their other duties.

Communities across south Bristol identified this behaviour as a significant safety and quality of life issue. Even though the prevention of this activity is not a core police responsibility, a plan to make off road motorcycles available to local officers was developed. Funding was secured from Safer Bristol of £12,000 to purchase two motorcycles and equip and train 4 officers for a 3 year period for the 4 wards of Brislington, Stockwood and Hengrove. The police agreed to provide additional training and officer hours, plus cover maintenance and running costs of the vehicles – in affect match funding over the 3 years. These officers had an immediate impact in 2004. The timing of this initiative was opportune as new legislation came into being to allow the seizure for anti-social use of motor vehicles. It also meant there were resources to address the new problem in the mid to late 2000's of the widespread import of cheap mini motos and quad vehicles.

The initiative was so successful that the communities of Knowle West and Withywood wanted their own motorcycles and funded similar initiatives in their area. Other areas of the city and some rural locations also followed.

It became apparent that the small number of officers equipped and trained were limited in the hours they could patrol in duty time i.e where they were subject to operational demands. Officer deployment depended on staff availability, which often meant they were unavailable to be deployed when problems occurred at locations.

The majority of the problems were occurring in parks and open spaces. Where the responsibility for preventing this activity lies with the landowners, not the police; which in most cases was the local authority. An approach was made to the Parks department in late 2005 to provide funding based on the potential saving to them from reduced damage caused by this activity, the avoidance of installing expensive preventative measures and potential liability for injuries that could occur to other users of these areas. They provided £4000 for 6 months. This allowed for more police staff to be trained and equipped for additional patrolling. More importantly it provided a budget which could be used to commission dedicated police patrols as 'overtime' to focus solely on the issue. This funding provision prevented officers being redirected to other duties.

This partnership had an impact and from 2006 the Parks department provided £6000 each year to cover activity on all 12 south Bristol wards – equating to £500 per ward

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per year. There were some difficulties; as each year there was uncertainty as to whether that funding would continue

Current Situation

During this period the running costs to the police of these off road bikes and maintaining/equipping sufficient staff (Approx £800 to £1000 per officer) has increased. There had been no increase in contributions from the local authority.

The police supplied data in relation to the officer patrol hours in duty/overtime, bike seizures and until summer of 2011 calls attended, The later could no longer be provided due to the way in which anti-social behaviour calls was recorded. Patrol hours were almost doubled by the availability of the parks funding.

In the spring 2012 the local authority confirmed no further funds for the joint initiative would be provided for the reason that 'the police could not provide tangible evidence as to the effectiveness of the project.'

The police are not able to supply details of savings in repair costs, installing preventive measure saving or liability costs. There are also no specific questions in the local authority Quality of Life survey which covers community views on this type of behaviour. Anecdotal comments from the community are that the operation is an effective approach in preventing and stopping this type of behaviour.

Due to this withdraw of funding the police have had to reduce the dedicated patrol hours to maximise some funds they were able to secure in order to keep the initiative active across the south of Bristol for the summer of 2012 (the summer being when this type of problem is at its worst). Although the recent weather has been of great help, complaints of this type of activity in some parks and opens spaces appear to be increasing. Patrolling in duty time has continued however this has been affected by operational demands on the police service over the summer of 2012.

The police have committed to continue to maintain and run the off road motorcycles currently in the South Bristol area and to equip those staff currently trained for the remainder of 2012/2013.

In the spring of 2011 all Neighbourhood partnerships (NP's) in south Bristol were made aware there would be no longer be funds available for dedicated police patrols as part of this operation. Two NP's (Knowle, Filwood and Windmill Hill & Greater Brislington) have agreed to provide £500 per ward for 2012/2013 for the continued provision of these additional patrols on their areas.

Although great reductions have been seen with regards to long standing problems in Hengrove, Stockwood, and Brislington and more recently in Victoria Park, and Bedminster down, incidents still occur in these areas. Recently areas such as Dundry slopes and Whitchurch Village Green have had community priorities for this problems raised at their Neighbourhood Forums (NF), so local concerns regarding this behaviour still occur.

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From 1st September 2012

Police will continue to provide Op Biker patrols across the whole South Bristol area during normal duty time whenever possible.

Specific dedicated patrols funded by NP's will take place when there is a need to do so, based on issues being identified by the police or as a direct request from the two NPs or their NFs. These patrols will focus on the problem identified and also carry out preventive high visibility patrols of problem locations in the wards who are contributing to this funding.

These funded patrols will provide a detailed breakdown of activity undertaken during the funded patrols, including the issue which warranted the use of the funds, all locations visited and any outcomes from the patrols. An approximate cost of each commissioned activity will also be provided. The aim being to provide patrols to the mutual benefit of the contributing NP's, maximising the funds for preventative patrols across many problem locations.

The police will not be able to provide costs on any ward for the following; which may be associated to this type of behaviour

- Repair costs to grounds or fixtures.
- Preventive measures.
- Liability costs.

NP's may have to seek this information if it is needed for their wards for any such problems in their area.

The police will not conduct community satisfaction surveys or be able provide details of calls they receive about such behaviours in order to evaluate this initiative as the costs of doing so are likely to exceed the funding received for the initiative.

During commissioned funded patrols no patrols will take place of the wards outside of the areas covered by the two funding NP's.

Complaints received by the police regarding this type of behaviour on open spaces in south Bristol will be redirected to the land owners to ensure they are aware and to consider their potential liability risks should they not introduce measures to prevent this activity. The relevant NP will be informed when this has happened if the area is a NF priority. The police will continue to deal with such issues on highways.

Any request from those NP's not providing funding to provide dedicated patrols to address problems associated with use of vehicles in open spaces in their areas will be accommodated - **subject to the provision of funds to cover the patrols**. These patrols will operate in the same way as those above.

At the beginning of 2013 the police will review the continuance of their funding of this non-core service provision, considering the maintenance and running costs of the motorcycles, as well as the equipping and training of officers. This review will take into account the views of the NP's.

Insp Colin Salmon Op Biker south Bristol lead – 31st July 2012

Responsibilities for Parking Enforcement

OFFENCE/CONTRAVENTION	RESPONSIBLE AUTHORITY		NOTES
	BCC Parking Services	Police	
Loading/Unloading restriction	✓		During hours of operation
Double/Single Yellow Lines (DYL/SYL)	✓		DYL 24/7. SYL timed
Dropped Kerbs (Pedestrian)	✓		Any part of dropped kerb Penalty Charge Notice (PCN) issued
Dropped Kerbs (Household/Business/property)		✓	Only if causing 'Obstruction' as below
Pay & Display Parking	✓		During hours of operation
Limited Waiting	✓		During hours of operation
School Zig-Zags	✓		Providing a Traffic Regulation Order is in place for the Zig-Zag markings
Pedestrian Crossing Zig-Zags	✓	✓	
Bus Lanes	✓		Covered by Bus Lane enforcement CCTV
Bus Stops	✓		
Vehicles causing an obstruction		✓	Police can take action if it can be shown that the vehicle is obstructing the highway at the time & is impacting on the passage of others on the highway . This does not include potential obstruction.
Vehicles parked close to a junction or in a dangerous position		✓	Police can take action during the day if it can be shown that the position of the vehicle is causing an actual danger at the time to other road users. This does not include potential danger. During hours of darkness the police can take action if parked within a certain distance from a junction
Vehicles driven on pavement		✓	Police can take action if a driver/rider is seen to drive or ride their vehicle on a pavement at the side of a road, or in some circumstances if it can be proven that a driver has done so, especially as part of along term problem solving partnership plan
Vehicles parked on a pavement	✓	✓	Police can take action if there is an obstruction or danger, as above. Parking on a pavement on it's own is not an offence. BCC Parking Services can take action providing DYL/SYL are present and in operation.
No Waiting Cones	✓	✓	Third parties can request 'No Waiting Cones' to be placed. They have to be authorised in writing by the police and BCC will place them. The police in some circumstances can also place them. Only the police can enforce if parking takes place. Where cones have been placed and there are other parking restrictions e.g. Pay & Display, Limited-waiting bays, dropped kerbs; those restriction still apply and can be enforced by the relevant authority

NOTE: This list is for the most commonly encountered parking problems - other legislation may exist.