

Hengrove & Stockwood - Neighbourhood Community Safety Interim Update

Prepared on behalf of Brislington Neighbourhood Delivery team

February 2013

1. Recorded Crime – 1st April 2012 to 28th February 2013 (Against same period for 2011/2012)

Hengrove

Crime Type	Nos. of Incidents	Change	% change
Dwelling Burglary*	40	Up 8	Up 25
Other Burglary	49	Down 116	Down 24.6
Robbery	2	Down 3	Down 60%
Theft from Motor Vehicle**	96	Up 21	Up 28%
Theft of Motor Vehicle	12	Down 8	Down 40%
All Crime	652	Down 125	Down 16.1%

* Due to increases of 1 or 2 per month in November to January compared to low levels previous year.

** Due to several sporadic crime series over various months.

** Violence Against the Person (including public order, assaults etc.) account for 158 (25%) of all the offences reported – Down 27 (Down 19.1%) on 2011/2012.

Stockwood

Crime Type	Nos. of Incidents	Change	% change
Dwelling Burglary	20	Down 7	Down 25.9%
Other Burglary	19	Down 10	Down 34.5%
Robbery	3	Down 3	Down 50%
Theft from Motor Vehicle	43	Up 7	Up 19.4%
Theft of Motor Vehicle	13	Down 2	Down 13.3%
All Crime	379	Down 166	Down 32.6%

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)	October	November	December
Hengrove	38 (69)	31 (65)	45 (31)
Stockwood	42 (50)	41 (42)	17 (24)

Dutton Road & Sturminster Road - ASB

ASB has been reported (as well as drug dealing) from a number of addresses in these two streets.

- The ASB multi-agency meeting took action against a number of properties and individuals, and support for vulnerable residents.
- There were frequent patrols from the beat team over a sustained period, this continues.
- A few days of action where Safer Bristol, Housing and BCC ASB officers went door to door conducting surveys and handing out information on how to report crime and ASB took place.

The levels of ASB and drug activity reduced and the number of problem tenancies have reduced as well.

Most recently there is some work currently taking place at Robin Close and there are plans for a clear up of green spaces around Whittock Road.

Operation Biker

A briefing document in relation to Operation Biker has been circulated to all Neighbourhood Partnerships in the area for the next financial year.

Byelaws for Parks and Open areas

Work is currently on-going between BCC and the police around the potential for Bye laws for Parks and Opens spaces. If progressed, full details will be provided to a future Neighbourhood Partnership meeting before any implementation.

Street reps

Street reps is a scheme where local residents sign up to be eyes and ears for waste, streetscene, environmental and highways related issues for their street and any surrounding streets they regularly use. They are given all the information needed to report including a user guide, quick reference guide and monitoring forms. This project, based on a previous street reps scheme, is being rolled out in different areas across South Bristol and is in an early stage, but currently six reps have signed up in the area.

3. Community Priorities for last 6 months

As per Neighbourhood report

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

None

6. Recent occurrences of local interest

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

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Operation Biker South Bristol

The plan outlined in the original NP briefing document (July 2012) was that from September 2013, two of the five Neighbourhood Partnerships would provide dedicated funding of £500 per ward, so that additional dedicated police patrols on motorcycles could be conducted on their areas, specifically to address Anti-Social use of motorcycles in public areas. This would be in addition to general police patrols on these motorcycles, which although not a core police function would continue. Because of changes in how calls of Anti-Social Behaviour are recorded by the police, they are no longer able to give specific data relating to the levels of calls from the community around this specific type of behaviour.

Outcome

A number of the dedicated Operation Biker patrols were organised on the funded wards. However each time they took place the officers involved were deployed to instances of Anti-Social behaviour on non-funded wards – In particular Stockwood, Hengrove, Withywood and Hartcliffe. Therefore the costs of these dedicated patrols had to be met by the police rather than from the funding wards in accordance with the funding agreement. As a result each dedicated patrol activity had to be stopped due to these financial restraints.

After several attempts it was clear that the original plan would not work, and all monies were returned to the originating two partnerships.

As a result of this there has been no external contribution made to Operation Biker in 2012/2013.

In 2012 (even though this was the wettest summer since the Operation began) there was a total of 348 officer hours deployed to the Operation. Compared to yearly average over preceding three years of 533 hours. In 2012 278 hours was made up of duty time participation compared to an average 292 hours over previous years.

Because of the above police had to cover the costs of the dedicated patrols in 2012 for 70 hours, external funding had previously provided on average 241 hours over previous three years.

17 Vehicles were seized in 2012 compared to an average of 29 a year in previous three years. The number seizures that have occurred during the dedicated patrol activity organised to deal with specific problems as they arise remained unchanged at 60%.

As feared the loss of external funding contributions has meant that some of the specially trained officers have not been able to participate in the operation and As a result of this the number of officers available for deployment has fallen from 16 at the beginning of 2012 to just 8 at the beginning of 2013.

The Future

1. With no external funding - no dedicated Operation Biker patrols will be organised for 2013/2014. All patrol will have to be undertaken as part of general policing deployments.

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2. No additional police officers will be trained or equipped to participate in the operation as the pool of officers eligible (possessing motorcycle licence) or viable, due to operational duty roles, prohibit this. However it is hoped that up to four of the officers who were previously available will be able to reengage with the operation from the spring 2013.
3. Experience has shown that any request from a single Neighbourhood Partnership to contribute to dedicated patrols of their wards is not possible and future requests will reluctantly not be possible unless agreement is given that resources can be deployed across **all** 12 wards of South Bristol from such funding offers.
4. The two motorcycles available for police use are now entering their 9th year of operation and may need replacing at the end of 2013, Due to their reduced use and limited area of operations; they may be at risk during future police fleet reviews.
5. Sergeant Johnson from Brislington Neighbourhood area will be taking on the lead for Operation Biker from Inspector Salmon following his retirement.
6. Ongoing concerns from the community or issues from Forums around this type of behaviour will have to be addressed by the police from normal duty deployments, with consideration to ongoing operational commitments to core police activity.
7. The Anti-Social use of motorcycles continues to be raised as community concerns, having been raised as new priorities at two Forums on two separate NP areas already in 2013.

Prepared by Insp Colin Salmon Operation Biker, South Bristol – 8th February 2013

Operation Biker South Bristol – September 2012

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