



*Work Plan Study  
into Motorcycle Nuisance and  
Anti-Social Behaviour*

**Report by the  
Crime and Disorder Committee**

**October 2013 – March 2014**

## **Chair's Commentary**

In October 2013, the Crime and Disorder Committee commenced a study into motorcycle nuisance.

The Committee carried out interviews with officers and outside organisations and this provided essential background information.

I would like to thank the members of the Committee, officers and outside bodies that contributed to the study.

Councillor Mrs Afrin  
Chair of the Crime and Disorder Committee



## **Summary**

This report gives details of the investigations which have been made on the Crime and Disorder Committee's Work Plan Study into motorcycle nuisance and anti-social behaviour. This Committee agreed to look at the impact of this on neighbours and other users of public land and highways.

Members carried out interviews and research, details of which are attached.

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## Motorcycle Nuisance and Anti-Social Behaviour

### 1. Introduction

- 1.1 At its meeting on 13 August 2013, the Crime and Disorder Committee considered topics for future work plan studies. Members agreed to undertake a short study on motorcycle nuisance and anti-social behaviour.

### 2. Membership

- 2.1 The Task Group was chaired by Councillor Mrs Afrin, the full membership being:-



Councillor Mrs Afrin  
(Chair)



Councillor Saksena  
(Vice Chair)



Councillor N Cartwright



Councillor Crowe



Councillor Hart



Councillor Hull



Councillor Shannon



Councillor Thompson



Councillor Yates

### 3. Deliberations

- 3.1 The Committee met on a number of occasions to gather information/evidence, interview witnesses and discuss findings. The following paragraphs give outline summaries of the key points/information gathered and discussed at each meeting together with links to the minutes of that meeting.

### 3.2 **13 August 2013**

- 3.2.1 The Committee considered suggested topics and resolved to undertake a work plan study into nuisance and anti-social behaviour caused by motor vehicles as part of its programme of work plan studies.

[Minutes 13 August 2013](#)

### 3.3 **8 October 2013**

- 3.3.1 The Committee considered a draft scoping document relating to the study and drew up a list of interviewees. It was determined that the vehicles causing the greatest concern were motorcycles being ridden unlawfully and inconsiderately in widespread locations, on and off-road.
- 3.3.2 Mr Colin Makinson from Symphony Housing and Ms Dot Halliwell from Residents of Farringdon and Thirlmere Community Group attended the meeting for interview along with representatives from Lancashire Constabulary.

[Minutes 8 October 2013](#)

### 3.4 **26 November 2013**

- 3.4.1 The following persons attended the meeting for interview:-
- Inspector David Herbert, Geographic Inspector for Fulwood Area Lancashire Constabulary;
  - Mr Sash Essuah-Mensah, Parks Development Manager, Preston City Council.
- 3.4.2 Inspector Herbert gave a PowerPoint presentation on the matter and provided statistics on areas affected and complaints received.
- 3.4.1 Members raised various issues including:
- Reporting of illegal motorcycle use;
  - Trespass and signage on parks;
  - Acquisition of fuel/bikes.

[Minutes 26 November 2013](#)

### 3.5 **21 January 2014**

- 3.5.1 The Committee discussed potential recommendations for the work plan study. They heard from Mrs Michelle Pilling, Community Engagement and Safety Manager about multi-agency

operations being carried out and proposed for Preston. The Committee requested further information on the following:-

- Partnership and multi-agency working;
- Improved design of areas;
- Clear signage;
- Dedicated areas;
- Media;
- Education.

[Minutes 21 January 2014](#)

### **3.6 25 March 2014**

3.6.1 Members raised various issues including:-

- Informing residents how to complain through police and crimestoppers;
- Work with partners;
- Work through Parks and Environmental Health.

[Minutes 25 March 2014](#)



#### **4. Financial and Legal Implications**

##### Financial Implications

The recommendations detailed within this report will be carried out within existing staffing resources.

##### Legal Implications

There are no legal implications arising from this report.

#### **5. Summary of Findings**

The Work Plan Study was introduced by Councillor Jonathan Saksena, who raised concerns regarding the nuisance, risks and disruption caused by a minority of motorcycle riders and vehicle drivers. Concerns were also voiced by other Committee Members and the scope of the study was developed to include the irresponsible and illegal use of vehicles, primarily motorcycles, both on and off the public highway.

The views of the Police were sought in relation to prevention and enforcement and two of the meetings were attended by Inspector David Herbert, Geographic Inspector for Fulwood. Following an initial interview by the Committee, Inspector Herbert agreed to prepare an analysis of complaints to the Police about motorcycle nuisance and illegal use.

Inspector Herbert confirmed that motorcycles may be used on land legitimately provided that the landowner's consent had been obtained. This could still cause nuisance but the extent to it affects others can be regulated by the owner. The Committee included the use of motorcycles on private land in the scope of the study.

Ingol Golf Course and the canal towpaths were given as examples of land in private ownership where motorcycle use causes problems and the Committee considered measures which landowners could take to regulate the use of land. The use of signs to identify that motorcycles are not to be ridden on land was proposed as an initial step to identify where the landowner's consent had not been obtained and provide a deterrent.

The Committee heard about problems with motorcycles from Ms Dot Halliwell of Residents of Farringdon and Thirlmere Community Group (RAFT) and Mr Colin Makinson of Symphony Housing. A number of locations were identified as being problematic and Ms Halliwell spoke about local 'rat runs' for motorcycles and the impact which these have on local residents. She told the Committee that RAFT had considered putting up signs but that the cost had been a concern for the community group.

Inspector Herbert advised the Committee that the majority of people using vehicles on land thought that they could do so legally and that more education on this subject would help to resolve some of the matters being reported. He advised that the problems are seasonal and two policing operations had been carried out during the previous summer. Twelve vehicles had been seized during the operations between July and September, a seized vehicle was crushed and the owner fined £600. Inspector Herbert also spoke about the difficulties encountered in stopping motorcycles as the riders know the shortcuts to evade the Police and take measures to hide their identity.

The Committee heard a presentation by Inspector Herbert analysing the problems associated with illegal vehicle use, which primarily involved motorcycles. He identified that problems occur on public and private land over a large geographic area in Preston. The use is noisy, often linked to criminality and anti-social. The riders risk injury of themselves and members of the public. The Inspector explained that the options available to the Police to stop motorcycles being ridden dangerously are governed by force policy and their duty of care to the rider and others.

Inspector Herbert explained the powers available to Police Officers by virtue of Section 59 of the Police Reform Act. This enables an officer in uniform to give a warning to the driver of a vehicle being driven in an anti-social manner, carelessly and inconsiderately and /or in contravention of a prohibition of off-road driving.

Section 59 powers are used by the Police in Preston to deal with motorcycles being ridden anti-socially and the warning remains with the rider and the bike. If either the bike or the rider is involved in further anti-social behaviour, the bike or another bike being used by the rider can be seized.

The analysis of activity identified historic 'hot spots' for motorcycle nuisance as being Walker Lane and Ingol Golf Course between April and June 2012 and, between July and October 2012, Walker Lane and Ingol Golf Course again received the most calls.

The following year showed a significant shift in activity from Ingol Golf Course, Grizedale Crescent and Fishwick Bottoms between April and June 2013 to the Grange Estate, including Grange Avenue and Sulby Drive, between July and October. The biggest rise in calls to the Police was seen in Ribbleton in 2013 and there were some small reductions in Ingol in the same year.

Stolen bikes being used illegally is the currently biggest issue in Preston and the activities involving the taking of vehicles are investigated by detectives.

Inspector Herbert explained that the highest number of calls to the Police resulted in the area being searched but often there was no trace of a bike found. In Ingol and Tanterton, the Neighbourhood Policing Team had been able to issue Section 59 warnings in cases where offenders were identified from photographs taken by residents.

In Grange and Moor Nook, the ease of access to parks and the 'rat runs' through the estate are a challenge to policing. However, there have been some positive outcomes recently with several prolific offenders having their bikes seized and being prosecuted.

The Committee discussed the use of photographs taken by members of public to provide information to the Police and whether this should be encouraged. Inspector Herbert advised that photographs were helpful for identification purposes but that members of the public should not put themselves at risk by taking them.

Members identified that residents complain about anti-social and illegal vehicle use but are reluctant to report the people responsible. This reluctance includes reporting those responsible to local Councillors and the Committee discussed ways in which information could be provided in confidence.

Mrs Pilling, Community Engagement and Safety Manager, advised members that information can be emailed directly to the Neighbourhood Policing Teams. Residents may make an anonymous report to 'Crimestoppers' and information on the contacts to use could be promoted locally through PACT, Resident Associations and in publicity material.

The use of signs was also discussed as a potential deterrent on land such as parks and tow paths. The canal towpath at Ingol was identified as being a location where the owner could be asked to inform people about riding motorcycles being prohibited by placing signs on the route.

Mr Sash Essuah-Mensah, Parks Development Manager, advised that signs are displayed on the city's parks but most are placed around the play areas for children and the BMX track at Fishwick. He informed Members that officers of the Parks Service have challenged people about motorcycle use but advised that multi-agency action would achieve the most successful outcomes. The Parks Service is keen to work with partners in relation to the problems of motorcycles being used on parks.

The Committee was advised that motorcycles cause damage including ecological damage on the parks and were told about a Moped being set alight on Moor Park and extensive damage caused to a footpath. If barricades are erected to protect areas these cause difficulties for other users trying to access the area,

particularly users with mobility vehicles, wheelchairs and prams. When asked about the possibility of developing an official site, Mr Essuah-Mensah advised that insurance and injury liability would be factors to be considered carefully and may be too prohibitive.

Members raised the question of the supply of fuel for motorcycles and Mrs Michelle Pilling advised that some test purchasing for under age sales had taken place at petrol filling stations in the New Hall Lane area. She also advised that arranging operations of this nature is difficult in premises where volatile substances are sold. Members felt that the lack of knowledge about what is legitimate is a factor which results in the illegal and anti-social use of motorcycles and this extends to the supply of fuel.

Members were shown an advertisement by a motorbike retailer in Preston which had minimal information in its content relating to the legal use of the bikes being advertised. Mrs Pilling suggested that parents may be unaware of legal requirements relating to the use of motorcycles by their children and that retailers should be encouraged to provide the relevant information

Mrs Pilling advised that other district authorities were seeking to address the issues being considered by the Committee and consideration has been given to how they are dealing with similar problems. This has included distribution of advice leaflets and use of signs, however the costs of providing signs has limited the number which have been displayed.

The availability of sites where off road vehicles could be used legitimately was considered but the Committee concluded that in Preston the options were limited and Trax was the only site identified.

Opportunities to educate young people on responsible use of vehicles were considered and the Committee identified that these could be achieved through joint initiatives with youth organisations, road safety initiatives, such as Passport to Safer Cycling and work with the Youth Offending Team in Preston.

The use of local media was also suggested as a useful way of relaying information to parents and the wider community, particularly as Members identified that people come into Preston with their vehicles from other areas. The Committee acknowledged that local residents also go outside the city to use their vehicles on off-road sites.

The Community Safety Partnership was identified as being well placed to develop local education and other multi-agency action to encourage legitimate and responsible use of motor vehicles. The Committee heard that multi-agency interventions to tackle the anti-social use of motorcycles were planned for 2014 and the actions and outcomes would be included in the report on the Work Plan

Study. Information on the actions put in place are provided in a summary by Mrs Pilling in Appendix

## Key Findings

1. The majority of people found using vehicles on land thought that they could do so legally and more information should be made available on this subject to help to resolve some of the matters being reported.
2. The riders risk injury of themselves and members of the public. The options available to the Police to stop motorcycles being ridden dangerously are governed by force policy and their duty of care to the rider and others.
3. In Ingol and Tanterton, the Neighbourhood Policing Team has issued Section 59 warnings in cases where offenders had been identified from photographs taken by residents. If either the bike or the rider involved in further anti-social activity the bike or another bike being used by the rider can be seized
4. Stolen bikes are being used illegally in Preston and the offences involving the taking of vehicles are investigated by detectives.
5. Although residents complain about anti-social and illegal vehicle use they are reluctant to report the people responsible. Information about offenders can be emailed directly to the Neighbourhood Policing Teams and residents are able to make an anonymous report to 'Crimestoppers'.
6. The canal towpath at Ingol was identified as a location where the owner should be asked to inform people about motorcycles being prohibited. This could be done by placing signs on the route.
7. Motorcycles cause damage on the parks but if barricades are erected they cause difficulties for other people accessing the area, particularly users of mobility vehicles, wheelchairs and prams.
8. Some test purchasing for under age fuel sales had taken place at petrol filling stations in the New Hall Lane area. Arranging operations involving volatile fuel has requirements to safeguard the test purchasers.
9. Members felt that the lack of knowledge about what is legitimate is a factor which results in the illegal and anti-social use of motorcycles and retailers should be encouraged to provide the relevant information.
10. The availability of sites where off road vehicles could be used legitimately is limited and that Trax at Riverside Way was the only site identified.

11. Opportunities to educate young people on responsible use of vehicles could be achieved through joint initiatives with youth organisations. The use of local media was suggested as a useful way of relaying information to parents and the wider community,
12. The Community Safety Partnership was identified as being well placed to develop local education and other multi-agency action to encourage legitimate and responsible use of motor vehicles.

## **6. Recommendations to Cabinet**

1. The Council is recommended to promote the role of Councillors in liaising with individuals and communities in relation to their concerns about motorcycle nuisance, including advice on what can be done to help, where to report matters or reporting on their behalf.
2. The Committee recommends that the Council's Departments strengthen their corporate approach to addressing motorcycle nuisance, thinking and implementing measures as a Council. The Council is also recommended to develop its role in multi-agency interventions recommended for the Community Safety Partnership to address the problems and reassure the community.
3. The Committee recommends that the Cabinet Member for Community and Environment be requested to provide a copy of its Work Plan Study, findings to Preston Community Safety Partnership and recommends that it takes into consideration the findings of the Work Plan Study in planning and multi-agency interventions on motorcycle nuisance implements the following actions:
  - (a) Use social media to provide information relating to motorcycle nuisance to a wide audience, complementing the use of leaflets;
  - (b) Develop website information to highlight current issues and where to go for further help and advice;
  - (c) Involve youth organisations in engaging young people in safe and responsible use of motor vehicles;
  - (d) Use future community events and activities to engage communities in addressing motorcycle nuisance, developing community intelligence to direct activity;

- (e) Involve young people in the design and content of leaflets and other publicity material intended for younger audiences;
- (f) Target information about rider safety and the law on motorcycle use to parents and carers;
- (g) Use the Citizens' Panel Survey to ask the public about their views and experience of motorcycle nuisance and the effectiveness of interventions;
- (h) Publicise information about anonymous reporting of incidents to 'Crimestoppers'.
- (i) Work closely with owners and occupiers of affected land to give simple, clear messages about the prohibition of motorcycles, including of signs at entrances and in other key positions.

## **7. Corporate Management Team Commentary**

Since this work plan was completed, the Anti-Social Behaviour and Policing Act came into force which has given some additional powers to Local authorities.

The Management Team notes the recommendations regarding clear messages to those experiencing nuisance and the need for reporting mechanisms.

The Council with its community safety of partners and we are currently using Community Protection Notice Procedures in a number of cases to combat motorcycle nuisance (under the Anti-Social Behaviour and Policing Act see above).

Corporate Management Team believes it would be valuable to seek the views of the community regarding the effectiveness of the new powers when the approach has had time to settle in.

## Appendix A

### Motorcycle Nuisance and Anti-Social Behaviour SUGGESTED SCOPING

The impact of illegal and anti-social vehicle use upon local communities, enforcement and wider measures available to address issues and the extent to which these are being used local to improve community safety.

1.	<u>Scrutiny Chair:</u>  Councillor Veronica Afrin	<u>Contact Details</u>
2.	<u>Scrutiny Support Manager:</u>  Jacqui Pollock	Ext: 6305
3.	<u>Departmental Link Officer:</u>  Angela Harrison, Governance Director	Ext 6603
1.	<p><b><u>Which of our Corporate Priorities does this topic address?</u></b></p> <p>The Council's priority of "Your Neighbourhoods" includes "Reducing crime and anti-social behaviour. Building the confidence and capacity of communities to improve neighbourhoods and their environment."</p> <p>Reducing of nuisance, anti-social behaviour and risk of harm from illegal and inconsiderate use of various types of vehicle in public.</p> <p>Increasing safety in the use of vehicles by promoting their responsible use, both on and off the public highway.</p>	
2.	<p><b><u>What are the overall aims and objectives in doing this work?</u></b></p> <ul style="list-style-type: none"> <li>• To consider the main legal provisions relating to the riding and driving of vehicles in public, both on and off the highway.</li> <li>• To consider how the powers, duties and policies of enforcement agencies, land owners and others are being used to deal with these issues.</li> <li>• To consider the impact upon neighbours and other users of public land and highways arising from illegal and anti-social vehicle use.</li> <li>• To consider which areas of Preston are most affected by these</li> </ul>	

	<p>activities, review measures which have been introduced to address the issues and their effectiveness in providing a sustainable solution.</p> <ul style="list-style-type: none"> <li>• To identify the extent to which public land in Preston is subject to unauthorised use by off road vehicles, including use by visiting scrambling 'clubs', and the measures being taken to address this activity.</li> <li>• To review the effectiveness of enforcement and education activity implemented locally and in other areas, including publication of advice and co-ordinated, multi-agency enforcement.</li> <li>• To review how the perspectives of local residents and others influence the priority given to addressing illegal and anti-social vehicle use.</li> <li>• To make recommendations on where improvements could be made locally to address issues identified during the review.</li> </ul>
3.	<p><b><u>Possible outputs/outcomes to this review are:</u></b></p> <ul style="list-style-type: none"> <li>• A greater understanding of the locations situations most adversely affected by illegal and anti-social vehicle use.</li> <li>• A greater understanding of the extent of the nuisance and harm being caused and how these may be addressed most effectively.</li> <li>• An appraisal of the current situation in relation to the enforcement, advisory and education roles of various organisations and their effectiveness in tackling the local issues.</li> <li>• An appraisal of how illegal and anti-social vehicle use is addressed in other areas and whether additional measures are being implemented in Preston to address local concerns.</li> <li>• A greater understanding of community perspectives in relation to the effects of this vehicle misuse and how these issues are responded to.</li> <li>• Recommendations for local measures which could be introduced to reduce the nuisance and harm arising from illegal and anti-social vehicle use.</li> </ul>
4.	<p><b><u>What specific value can Scrutiny add to this work area?</u></b></p> <p>To provide an opportunity for the Members to discuss the issues with stakeholders and in doing so consider the local implications for community safety from illegal and anti-social vehicle use.</p>
5.	<p><b><u>Duration of the Review</u></b></p> <p>12 months, including a review outcomes of multi-agency interventions in 2014</p>

6.	<p><b><u>What category does the review fall into</u></b></p> <p>Policy Review <b>yes</b>                      Policy Development <b>yes</b>  External Partnership <b>yes</b>              Performance Management <b>no</b>  Holding Executive to account <b>no</b></p>	
7.	<p><b><u>What information do we need to undertake the Scrutiny Review</u></b></p> <ul style="list-style-type: none"> <li>• Preston City Council Corporate Priorities and Projects 2012 to 2015</li> <li>• The Safer Preston Partnership's Strategic Assessment (2012)</li> <li>• The Safer Preston Partnership Plan (2011 to 2014)</li> <li>• Local data on illegal and anti-social vehicle use and any related road safety issues, nuisance issues.</li> </ul>	
8.	<p><b><u>Who can provide us with relevant evidence?</u></b></p> <p>Members of the Crime and Disorder Committee/  Members of the Council / officers</p> <p>Representative from Lancashire Constabulary Central Division/Road Policing / Neighbourhood Policing Team</p> <p>Representative from PACT</p> <p>Representative from a based organisation or Registered Social Landlord</p>	<p><b><u>What areas do we want them to cover when they give evidence</u></b></p> <p>Experience of the effects upon the local communities arising from illegal and anti-social vehicle use.</p> <p>Experience relating to the effectiveness of measures being implemented and what more could potentially be done.</p> <p>The measures used by the Police, in conjunction with other organisations, to address local issues, challenges which may arise and how these could be addressed.</p> <p>The community perspective and measures which could be taken in local communities to address the issues</p> <p>The community perspective and measures which could be taken in local communities to address the issues</p>
9.	<p><b><u>What processes can we use to feed into the review (site visits/observations, face to face questioning, telephone surveys, written questionnaires etc?)</u></b></p>	

	Face to face interviews with the parties identified to provide evidence
10.	<p><b><u>Diversity – How will we address the diversity standards in order to uphold the Council’s Single Equality Scheme?</u></b></p> <p>The scope of the review will take into account the extent to which illegal and anti-social vehicle use impacts upon individuals and may differ according to age, gender and ethnicity. The draft recommendations will have an equality impact assessment.</p>

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### **A Community Engagement/reassurance piece of work on Moor Nook**

Staff from Councils Environmental Health & Community Engagement team will work alongside police officers, Gateway and Fire Service staff, knocking on doors to discuss the issue of motorcycle nuisance with residents.

The primary objective of the work will be to provide reassurance to those suffering from the problem whilst trying to gather community intelligence about those causing some of the issues. To support this work, I have arranged for the attached leaflet to be distributed to approximately 800 properties in the area. There are different key messages contained within the leaflet. Any intelligence gathered will be dealt with by the appropriate agency in the usual way.

Going forward, the police will continue to tackle any identified offenders with the support from CGA where appropriate. We are also hoping that a joint operation will be carried out by the Police & Environmental health at Bluebell Way and Fishwick to target some of the visiting individuals.

We are trying to arrange a site visit by the Parks department to see if any further target hardening of the area is achievable and I am in contact with Trading Standards who will be visiting targeted local petrol stations to ensure that they understand the importance of not selling petrol to anyone underage. Key messages will also be placed in the next EMB newsletter.

The agencies all struggle to deal with this type of anti-social behaviour individually which was probably why it was so well supported by each of the agencies. The known outcomes at the moment are as follows:

1) As a reassurance exercise (which was its primary aim) it was really positive. The officers involved tell me that, with very few exceptions, the residents really appreciated the opportunity to speak to staff. We were mindful that there will have been people who didn't have had the opportunity speak to staff on the day so the Police and Community Gateway Association (CGA) have also had a 'surgery' at the Estate Management offices to provide additional chance for engagement.

2) Regarding new intelligence, unsurprisingly it didn't provide any new information but it did confirm that the residents believe that the problematic individuals are in the main local to the estate. It also confirmed that the problems centre around the grassed area on Grizedale Crescent as well with people riding on the streets late into the evening (sometimes into the early hours of the morning). Some names were provided but they were already known to Police and CGA but as is so often the case, the officers are struggling to evidence their involvement. However, following a debrief meeting Environmental Health now believe that they have sufficient information to serve approximately 6 notices on some of the individuals which mean if they are caught again Environmental health will be able to seize their bikes (the notices cover the city so in theory the individuals can't just decamp to another locality).

3) The officers have identified a number of locations which would benefit from signage and Parks have agreed to erect these. Officers have also identified a

location near the river that is attracting riders because of the landscape and Parks have agreed to level land in this location to remove the attraction. The Community Engagement team are also working with Parks staff to see if anything further can be done to reduce vehicular access to the Pope Lane Nature Reserve site.

4) As a longer term action, the Fire Service has agreed to amend the Wasted Lives package that is currently delivered in colleges. They were already planning expand the coverage into high schools and are happy to cover the use and misuse of motorcycles. This will highlight the safety issues of riding without helmets, threats to pedestrians and the nuisance that riding in inappropriate areas causes residents. They have also agreed to work with CGA and the Police to deliver a session to individuals placed on Acceptable Behaviour Contracts.

5) The leaflets were delivered on the day after 21st (they should have gone out on the 19th but were unfortunately delayed due to a mix up by the distributor), however, staff have agreed to continue to try to get the key messages out using the next available CGA newsletter, the EMB Facebook page and through our own Community Engagement team blog. The main message will be to reinforce the importance of residents reporting both the issues and any known individuals (as previously mentioned, officers regularly struggle to evidence the involvement of individuals which obviously limits the action they can take).

6) In the next month or so, Trading Standards will visit the relevant local petrol stations and the police are continuing to target the area.

I truly believe that we won't completely eradicate this type of behaviour but I do hope that some of the actions will reassure residents that we understand their concerns and are working together to try to minimise the impact that it has on their lives. The agencies will continue to be as proactive about the issue as they possibly can and will continue to look for best practice to see if there is anything else that could be tried.

**Michelle Pilling Community Engagement and Safety Manager  
Preston City Council March 2015**

**Motorcycle Nuisance and Anti-Social Behaviour**

**Work Plan Study by the Crime and Disorder Task Group**

**Response from Cabinet - Minute CA23 - 12.08.15**

The Chair of the Crime and Disorder Committee, Councillor Saksena, presented the findings and recommendations of its work plan study "Motorcycle Nuisance and Anti-Social Behaviour".

Members of the Cabinet thanked the Committee for this excellent piece of work and stressed the importance of partnership working as a means of tackling the problem. Councillor Boswell suggested that the work plan study be referred to the Community Safety Partnership to adopt a multi-agency approach.

**Decision Taken**

- i) That the findings and recommendations of the work plan study 'Motorcycle Nuisance and Anti-Social Behaviour' be supported and approved; and
- ii) That the work plan study be referred Community Safety Partnership to adopt a multi-agency approach.

**Reasons for Decision**

The Cabinet was very supportive of the Committee's findings and recommendations.

**Alternative Options Considered and Rejected**

None, for the reasons given above.