

<b>Cabinet</b>	<b>AGENDA ITEM No. 9</b>
<b>14 November 2022</b>	<b>PUBLIC REPORT</b>

Report of:	Rob Hill, Acting Service Director, Communities	
Cabinet Member(s) responsible:	Cllr Steve Allen, Cabinet Member for Housing, Culture and Communities	
Contact Officer(s):	Rob Hill, Assistant Director, Community Safety Ian Phillips, Head of Communities and Partnership Integration Clair George, Head of Prevention and Enforcement Service	Tel. 07815 558081

## **FINAL REPORT OF THE TASK AND FINISH GROUP TO EXAMINE THE ISSUES WITH CAR CRUISING IN PETERBOROUGH**

<b>RECOMMENDATIONS</b>	
<b>FROM:</b> Task and Finish Group	<b>Deadline date:</b> N/A
<p>It is recommended that Cabinet consider and comment on the final report from the Task and Finish Group and endorse the report and recommendations contained within; namely:</p> <ol style="list-style-type: none"> <li>1. That the council works over the next 12 –18 months to obtain a city-wide injunction for car cruising and explores all opportunities for external funding to support this.</li> <li>2. In the interim period, the council extends the Woodston Public Space Protection (PSPO) and include Pleasure Fair Meadow car park and extends to other hot spot areas should they be required, and the evidence supports it.</li> <li>3. That the council works with Cambridgeshire Constabulary to develop a Community Protection Notice (CPN) scheme, issued to any driver/owner committing anti-social behaviour.</li> <li>4. That council officers explore funding for additional appropriate infrastructure measures such as ANPR cameras, physical barriers and working with private landowners to deter car cruise or anti-social driving as necessary.</li> <li>5. That the council makes a proactive effort to use existing CCTV resources as evidence gathering for reporting issues to the police and for enforcement.</li> <li>6. That the Task and Finish group's work is now concluded, and the group is formally closed. However, it should be noted that the Task and Finish group's work has concentrated on the impact from anti-social car driving and has not specifically looked at other vehicles such as motorbikes and e-scooters.</li> </ol>	

### **1. ORIGIN OF REPORT**

- 1.1 The report is from the Task and Finish group established by the Growth, Resources and Communities Scrutiny Committee to explore issues connected with car meets in Peterborough.

### **2. PURPOSE AND REASON FOR REPORT**

- 2.1 The purpose of this report is to advise Cabinet of the work of the Task and Finish group and seek endorsement of the recommendations proposed by the Growth, Resources and Communities Scrutiny Committee.

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.7, 'To take a leading role in promoting the economic, environmental and social wellbeing of the area.'

### 3. **TIMESCALES**

Is this a Major Policy Item/Statutory Plan?	<b>NO</b>	If yes, date for Cabinet meeting	<b>N/A</b>
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### 4. **BACKGROUND AND KEY ISSUES**

4.1 Cabinet considered an interim report from the Task and Finish group in June 2022 and endorsed a number of recommendations. Since then, the Task and Finish group has continued to explore the issues around car cruising in Peterborough and has now completed its investigations.

Attached is the final report and an executive summary from the report is below:

#### **Executive summary**

4.2 Car meets and cruising events have become increasingly popular over the last few years and take place in many towns and cities across the country. The majority of people who attend these events do so as car enthusiasts, however these events often attract people who drive in an anti-social and sometimes dangerous manner causing noise and distress for residents. There is also a high risk of a driver or spectator being killed or seriously injured as a result of behaviour and activity taking place.

The Task and Finish group have previously recommended a number of actions to help tackle these issues. In this final report, additional recommendations are proposed to give the police and council greater powers to prevent these car meets from taking place and provide more options for enforcement.

4.3 There are three main proposals:

1. A city-wide injunction which would allow the police and designated officers from the council to enforce breachers of the injunction either at the time or post event (if the evidence supports it). Injunctions have been very successfully used in other local authorities and therefore likely to be effective also in Peterborough. The council would need to be the lead applicant to apply for the injunction which is estimated to cost of £30-50k and take 12 months or so depending on the Court process. The council should consider bidding for external funding from the Police and Crime Commissioner and Road Safety Partnership to help contribute towards the costs if it is minded to adopt this option.
2. The use of location specific Public Space Protection Order, this would be initially at Woodston to cover the Pleasure Fair Meadow car park and surrounding area, but also implemented in other areas should action move the issue to an additional location. This would take around 6 months to establish and cost approximately £3k per area. Enforcement can be through fixed penalty notices or Court conviction.
3. Community Protection Notices which can be issued to drivers found to be causing anti-social behaviour and can be used effectively where there is evidence of repeated issues. CPNs will require officer time to establish and issue but have no other associated costs.

4.4 The Growth, Resources and Communities Scrutiny Committee considered the report from the Task and Finish Group at their meeting on 1 November. The Committee RESOLVED to recommend that the Peterborough City Council focuses its efforts for establishing an authority wide injunction for car cruising, which has been proven successful in other cities.

### 5. **CONSULTATION**

- 5.1 Consultation has taken place with Cambridgeshire Constabulary, other local authorities, residents, effected businesses and attempts have been made to speak with people from the car cruising fraternity but have not been successful.

## **6. ANTICIPATED OUTCOMES OR IMPACT**

- 6.1 The options outlined in this report would likely have a highly significant impact in reducing, or eliminating car cruising in Peterborough. This in turn, will reduce noise and distress for residents and businesses and reduce the risk of someone being killed or seriously injured at an unauthorised event.

## **7. REASON FOR THE RECOMMENDATION**

- 7.1 Car cruising often leads to anti-social and dangerous driving, not to mention noise, smell and distress for nearby residents. There is a risk that these continued events will lead to a serious accident without further action being taken. Preventative action through an injunction or PSPO will reduce the impact and risks associated with car cruising.

## **8. ALTERNATIVE OPTIONS CONSIDERED**

- 8.1 Do nothing and continue with the status quo. This option would continue to see resident's lives impacted through the actions and behaviour of people attending car cruise events. In addition, there remains a higher risk of drivers, passengers or spectators being killed or seriously injured as a result.

## **9. IMPLICATIONS**

### **Financial Implications**

- 9.1 There are three options for the committee to consider:
1. A city-wide injunction – this is the most likely to be successful at resolving the issues created by car meets and anti-social driving. However, it is also the most expensive at an estimated £30-£50k. External funding from the Police and Crime Commissioner and the Road Safety Partnership should be explored to contribute towards the costs.
  2. A Public Space Protection Order (PSPO) – these are issued to cover a specific location, for example Woodston (also covering Pleasure Fair Meadow). Costs are estimated to be £3k but may end up dispersing the problem to other parts of the city requiring a further PSPO to be developed.
  3. Community Protection Notices would only require officer time to develop. They can be issued to individuals causing anti-social behaviour and are likely to be most effective when targeted at repeat offenders. They are less likely to prevent a car meet or anti-social driving from taking place, but do provide an additional tool for enforcement.

The above options are not currently budgeted for and funding would need to be obtained from either the council and/or external stakeholders.

### **Legal Implications**

- 9.2 Legal support will be required to review the evidence and submit an application to Court for an injunction. It is likely that the council will need to seek external expert advice to provide assistance.

### **Equalities Implications**

- 9.3 None.

### **Carbon Impact Assessment**

9.5 The report contains no proposals for changes to service delivery and therefore there is no decision to take which may impact carbon emissions of the council or the city.

**10. BACKGROUND DOCUMENTS**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

10.1 None.

**11. APPENDICES**

11.1 Appendix 1 - The final report of the Task and Finish Group to Examine the Issues with car Cruising in Peterborough

Appendix 2 – Options Appraisal