



DEBATE PACK

Number CDP-2017-0171, 6 October 2017

Tackling aggressive antisocial behaviour

Westminster Hall, Tuesday 10 October 2017, 9.30am

A Westminster Hall debate on Tackling aggressive antisocial behaviour is scheduled for Tuesday 10 October 2017 at 9.30am. The Member leading the debate is Steve McCabe MP.

In addition to the debate in Westminster Hall, this will be a 'Digital Debate'. Information about this can be found [here](#) on the Parliament website. The Facebook event can be found [here](#).

The House of Commons Library prepares a briefing in hard copy and/or online for most non-legislative debates in the Chamber and Westminster Hall other than half-hour debates. Debate Packs are produced quickly after the announcement of parliamentary business. They are intended to provide a summary or overview of the issue being debated and identify relevant briefings and useful documents, including press and parliamentary material. More detailed briefing can be prepared for Members on request to the Library.

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1. Background

Summary

The Labour Government introduced a large number of new “tools” to deal with anti-social behaviour (ASB), the most well-known of which was the Anti-social Behaviour Order (ASBO), a civil order which could impose prohibitions on perpetrators. Whilst some of the powers, like ASBOs, were very broad, others were designed to deal with very specific problems, such as litter or graffiti. With the introduction of the [Anti-Social Behaviour, Crime and Policing Act 2014](#), the legislation covering ASBOs and ASBIs was repealed and the ASBO replaced by two new measures: a civil injunction often known as an Injunction to Prevent Nuisance and Annoyance (IPNA), and the Criminal Behaviour Order (CBO). Whilst breach of an ASBO was a criminal offence, punishable by up to five years imprisonment breach of an IPNA is not, but is instead is punishable as contempt of court by up to two years imprisonment.

The issue of motorcycle enabled crime and anti-social behaviour is one which has come to the fore recently. Some press articles have suggested that the police are reluctant to pursue mopeds (particularly when the drivers or passengers remove their helmets) as they risk prosecution or disciplinary proceedings for any accidents that follow. Four Metropolitan Police officers faced disciplinary proceedings following the [death of Henry Hicks](#). However, College of Policing guidance does not advise against pursuits of people not wearing safety equipment in all circumstances, although it does say that where possible it is preferable to use pre-emptive tactics.

The general law on dangerous and careless driving applies to police “response” drivers, in that they are expected to exhibit the care and skill of a competent and careful driver. There are, however, some specific legal exemptions for emergency vehicles, including observing speed limits and complying with traffic lights.

The Police Federation is [currently campaigning](#) to change dangerous driving legislation so that police officers who engage in pursuit and response drives are better protected from prosecution. On 25 September 2017, several newspapers reported that the Home Office has launched a review of the law regarding police pursuits to ensure officers feel they have legal protection to go after moped and scooter gangs. The Home Office [published](#) the comments of the policing minister on the subject.

Labour introduced ASBOs as one of a number of tools to deal with Anti-social Behaviour.

1.1 Introduction

Labour Government - ASBOs

The Labour Government introduced a large number of new “tools” to deal with anti-social behaviour (ASB) through more than ten Acts of Parliament.¹ Some of these tools, such as Anti-social Behaviour Orders, were fairly broad powers to impose restrictions on ASB perpetrators. Others were designed to deal with very specific problems, such as litter or graffiti. Labour’s first piece of ASB legislation, the [Crime and](#)

¹ For example, the *Crime and Disorder Act 1998*; the *Youth Justice and Criminal Evidence Act 1999*; the *Criminal Justice and Police Act 2001*; the *Police Reform Act 2002*; the *Anti-social Behaviour Act 2003*; the *Licensing Act 2003*; the *Clean Neighbourhoods and Environment Act 2005*; the *Violent Crime Reduction Act 2006*; the *Criminal Justice and Immigration Act 2008*; and the *Policing and Crime Act 2009*

[Disorder Act 1998](#), also provided for statutory partnership working between the police, local authorities and others to tackle crime and disorder. A network of anti-social behaviour co-ordinators was set up, and Government websites

The Anti-Social Behaviour Order (ASBO) was also introduced by the [Crime and Disorder Act 1998](#). It was designed as a preventative order which could be made in civil or criminal proceedings. Breach of an ASBO was a criminal offence punishable by up to 5 years in prison or an unlimited fine for adults, and a 24 month detention and training order for children over the age of 10.

The *Police Reform Act 2002* introduced an ASBO on conviction (sometimes called a CRASBO)² which the courts could issue where a person is convicted of a criminal offence.

Local authorities' powers to deal with anti-social powers were extended through the introduction of the Anti-Social Behaviour Injunction (ASBI), [Anti-Social Behaviour Act 2003](#).

Coalition reforms

In October 2010 the then Home Secretary, Theresa May, accused Labour of having created an "alphabet soup" of anti-social behaviour (ASB) remedies:

Week after week, they announced initiative after initiative to deal with anti-social behaviour.

The result was lots of headlines, but a sanctions regime so cluttered and complicated that it doesn't just confuse the perpetrators and victims, but police officers themselves.

There are ISOs, ABCs, ASBIs, ASBOs and CRASBOs. Crack house closure orders, dog control orders and graffiti removal orders. Litter and noise abatement orders, housing injunctions and parenting orders.

It's bureaucratic, expensive and ineffective, and it's got to end.³

The Coalition Government passed the [Anti-Social Behaviour, Crime and Policing Act 2014](#) with the aim of reforming the previous legislation governing anti-social behaviour. It replaced 19 existing powers available to various agencies to deal with anti-social behaviour with six which the Coalition Government said would be faster, more effective and centred on the needs of the victim.⁴

Two of these six powers replaced the ASBO and the CRASBO. These are:

- Civil Injunction (IPNA)
- Criminal Behaviour Order (CBO)

The other four powers are:

The Coalition Government streamlined nineteen of these tools into six new ones.

ASBOs were replaced by Injunctions to Prevent Nuisance and Annoyance, breach of which are punishable as contempt of court, rather than being a criminal offence.

² It is also referred to as an ASBO on conviction or an "order on conviction in criminal proceedings"

³ Theresa May, [A plan to fight crime](#), 5 October 2010

⁴ Home Office, [Putting victims first - more effective responses to anti-social behaviour](#), Cm 8367, May 2012, p7

- Community Protection Notice
- Public Spaces Protection Order
- Closure Powers
- Dispersal Powers

Much of the 2014 Act came into force on 20 October 2014, but Part 1, which relates to the new civil injunctions, came into force on 23 March 2015. Further detail on the new range of tools is in Commons Library Briefing Paper 7270, [Constituency Casework: Anti-Social Behaviour](#) (12 June 2017) and the Home Office's [Reform of anti-social behaviour powers Statutory guidance for frontline professionals](#) (July 2014).

What are the differences between ASBOs and IPNAs?

Compared to ASBOs:

- IPNAs have a lower threshold because they use a **wider definition of ASB**, derived from the ASBI. . This is: conduct "capable of causing nuisance or annoyance to any person" ([section 2](#))— rather the causing or likely to cause "harassment, alarm or distress".
- There is no requirement for the IPNA to be "necessary" to protect people from ASB; the court can impose an IPNA if "just and convenient" ([section 1\(3\)](#))
- IPNAs uses the **civil standard of proof** (on the balance of probabilities) that the respondent has engaged or threatens to engage in anti-social behaviour, unlike the ASBO, which used the criminal standard of proof that anti-social behaviour had taken place
- IPNAs can impose positive requirements as well as prohibitions, whilst ASBOs could only impose prohibitions
- Breach is punishable as contempt of court (as with ASBIs) rather than being a criminal offence
- The maximum penalty for breach is two years imprisonment or an unlimited fine. Breach of an ASBO was punishable by up to five years imprisonment (in the Crown Court) or six months imprisonment and a fine of up to £5000 in the magistrates' court

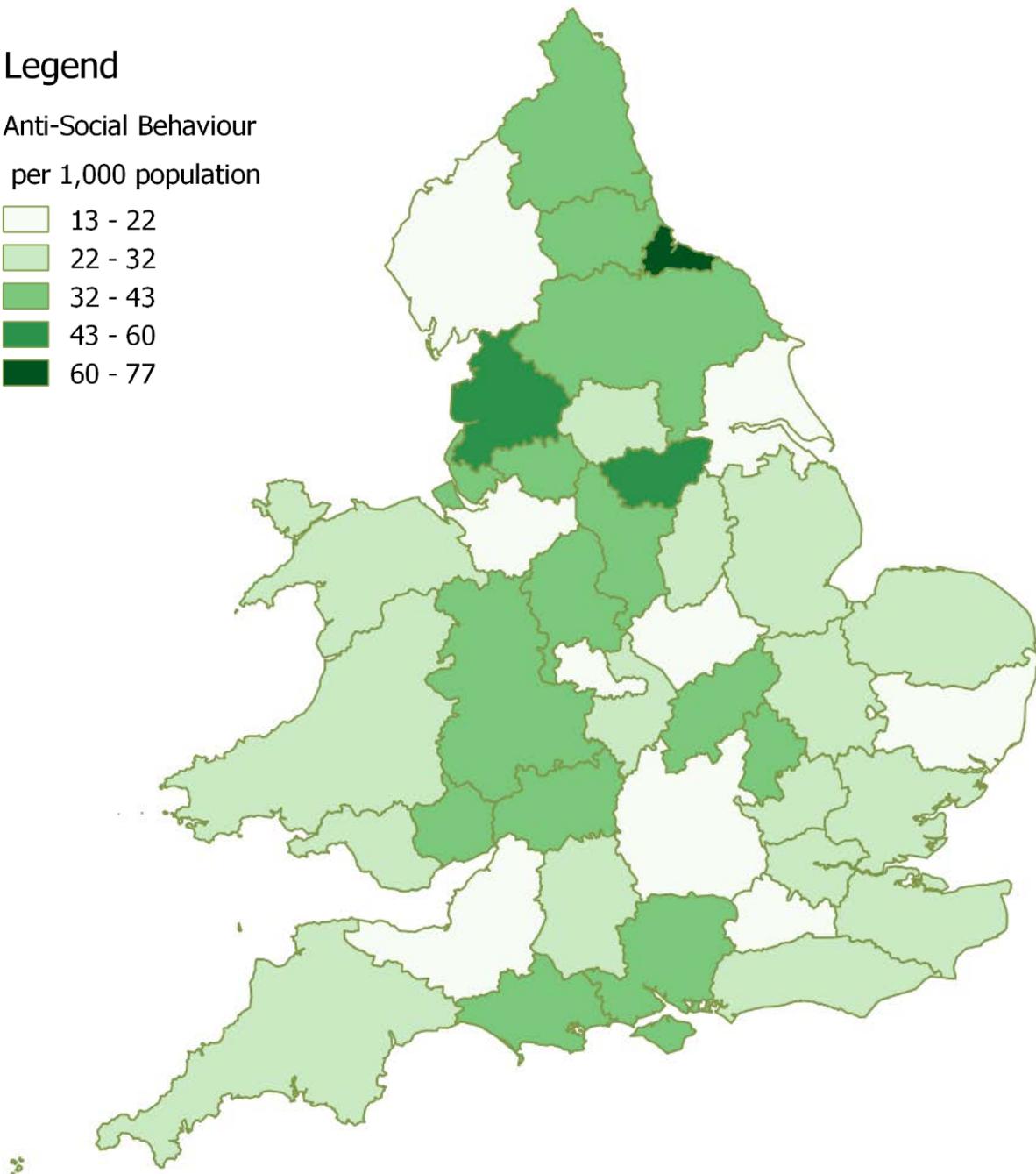
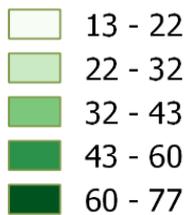
1.2 Anti-social behaviour rate by police force area (Grahame Allen x2457)

In 2016/17, the highest rate of anti-social behaviour incidents per 1,000 head of residential population was recorded in Cleveland Police Force Area (77) followed by South Yorkshire (60) and Lancashire (52).

Anti-social behaviour rate by police force area, England and Wales (Per 1,000 head of residential population)

Legend

Anti-Social Behaviour
per 1,000 population



The rate for England and Wales was 31, just below the 33 incidents per 1,000 recorded in Northern Ireland. Scotland had a rate of 61 incidents per 1,000 population though **this data is based on Police Scotland Management Information and not official recorded crime statistics.**⁵

Anti-social behaviour by police force area, England and Wales, 2016/17

Police Constabulary	Incidents	Incidents per 1,000 population
Cleveland Police	42,842	77.0
South Yorkshire Police	80,285	59.8
Lancashire Constabulary	75,921	52.0
Greater Manchester Police	115,831	43.2
Northumbria Police	60,718	42.8
Gloucestershire Constabulary	24,590	41.2
Derbyshire Constabulary	40,992	40.3
Northamptonshire Police	30,803	40.2
Merseyside Police	55,310	40.1
Bedfordshire Police	23,381	38.2
Gwent Police	21,672	37.6
North Yorkshire Police	29,886	37.6
West Mercia Police	44,511	36.5
Hampshire Constabulary	68,431	35.8
Durham Constabulary	21,911	35.6
Dorset Police	25,744	34.2
Staffordshire Police	37,141	33.9
West Yorkshire Police	71,038	32.0
Warwickshire Police	16,938	31.2
Cambridgeshire Constabulary	24,716	30.8
Nottinghamshire Police	33,949	30.5
Metropolitan Police Service	244,883	30.1
Essex Police	51,458	29.8
Dyfed-Powys Police	15,700	29.5
Hertfordshire Constabulary	33,172	28.8
Lincolnshire Police	19,622	27.6
Devon & Cornwall Police	45,733	27.5
North Wales Police	18,731	27.3
South Wales Police	33,954	26.5
Kent Police	45,107	26.1
Wiltshire Police	17,087	25.5
Sussex Police	40,474	25.5
Norfolk Constabulary	21,041	24.6
West Midlands Police	59,407	21.7
Surrey Police	24,213	21.4
Avon and Somerset Constabulary	34,157	21.4
Humberside Police	19,393	20.8
Leicestershire Police	19,203	18.9
Suffolk Constabulary	13,204	17.2
Thames Valley Police	35,875	15.8
Cheshire Constabulary	32,479	15.8
Cumbria Constabulary	12,257	12.6
City of London Police	952	130.5
England and Wales	1,784,712	30.9

Please note that the anti-social behaviour rate in the City of London Police Force Area is inflated due to the use of resident population.

Note: The ASB rate in the City of London area is inflated due to the use of resident population

Source: www.ukcrimestats.com

⁵ Police Scotland, [Management Information Report Quarter 4 2016/17](#)

1.3 Motorcycle enabled crime and anti-social behaviour

One of the policy issues thrown up by moped-enabled crime is the question of how police pursuits should be conducted. There is a commonly expressed view that the police are reluctant to pursue mopeds (particularly when the drivers or passengers remove their helmets) as they risk prosecution or disciplinary proceedings for any accidents that follow.⁶

Much of the current concern dates back to the death of Henry Hicks, a teenager who died in 2014 after crashing his moped while being followed by police. The Independent Police Complaints Commission (IPCC) investigated the death and four police officers are due to face gross misconduct hearings. See the IPCC website, [Henry Hicks – MPS](#) for links to background material on this case.

The law governing police pursuits

The College of Policing⁷ has published general guidance on police driving. This explains how the general law on dangerous and careless driving applies to police officers engaging in “response” driving:

The law in respect of response driving

The law, as defined in statute by the [Road Traffic Act 1988](#), prohibits dangerous and careless driving. This applies to police officers as well as the public. Police officers must exhibit the care and skill of a competent and careful driver, the standard by which an officer’s driving is judged. This is confirmed by the High Court in the ruling from the case [R v Bannister \(2009\) EWCA Crim 1571](#).

The court ruled that if the special skill of the driver is taken into account in assessing whether driving is dangerous, then it must follow that the standard being applied is that of the driver with the special skills and not that of the careful and competent driver, as the standard of the careful and competent driver is being modified.

Although the law on driving generally applies to police officers in the same way as the public, the guidance goes on to explain that there are a number of specific legal exemptions that apply to the emergency services:

Legal exemptions

Statutory services and/or other organisations prescribed for by the Department of Transport are afforded specific exemptions in law to undertake their duties.

[The Road Traffic Regulation Act 1984](#) and [The Traffic Signs Regulations and General Directions 2016](#) exempt emergency vehicles from:

There have been press reports suggesting that the police are unwilling to pursue suspects on motorbikes who are not wearing safety helmets.

The law on dangerous and careless driving applies to police drivers as well as the public, although there are some specific legal exemptions for emergency vehicles.

⁶ See for example “[Moped crime: 'Overzealous' discipline for police who chase scooter thieves blamed for rise in robberies](#)”, *Independent*, 16 July 2017; “[Moped muggings on the rise amid fears police officers are no longer chasing suspects](#)”, *Telegraph*, 14 May 2017

⁷ The College of Policing is a professional body which was set up by the Government in 2012 with a remit to issue guidance and codes of practice to police forces. However, it is independent of the Government.

- observing speed limits
- observing keep left/right signs
- complying with traffic lights (including pedestrian controlled crossings).

Police drivers may find themselves considering the contravention of signs and regulations where no statutory exemption exists. In each case, decisions on such matters rely on the professional judgement of the officer involved (linked to the NDM). Their decisions must be supported by the legitimacy of their actions based on operational necessity and the practical options available. Even where a statutory exemption exists, an officer must always give due regard to their driving manner and behaviour which should not put other road users or members of the public at a risk which cannot be justified.

When exercising the exemption to pass a red traffic light, drivers of emergency response vehicles should avoid causing a member of the public to contravene the red light. The public do not have an exemption in law to contravene red traffic lights.

Only drivers who are trained to the appropriate [national standards](#) are entitled to make use of legal exemptions. It is essential that the legal exemptions used are appropriate and their use in specific circumstances can be justified. There is no legal definition of what would or would not constitute justification for making use of police exemptions. In all considerations the NDM should be applied.

Driving skills

However, police officers are regularly expected to attend immediate response calls to help the public or deal with ongoing road related incidents. To do so in line with duty, officers are required to extend their driving skills beyond that of a careful and competent driver. These heightened skill levels are provided through nationally approved driver training standards which are governed by the College of Policing. Where there is a departure from the legal standard, then in line with the DPP's guidance to CPS for emergency service driving personnel, officers or those involved in the delivery of higher level driver training, must be able to show justification, proportionality and necessity for their actions and decision making based on the circumstances of the incident or nature of the role they are performing.

Police officers should not be punitively treated where public interest requires a justified emergency response, or operational demands are such that officers have driven in accordance with the NDM [*National Decision Model: see page 5 of this note*] and whilst correctly applying their driving skills in line with their training because of the legal situation which exists under the Bannister judgement.

The service has a duty of care to provide training to support officers executing their response duties, and to keep the public safe. Officers are required to implement national driving standards as set out in the driving training learning programme. These standards provide a robust mechanism to ensure officers are supported to carry out driving duties at standard and advance levels. Officers must drive responsibly, taking into account proportionality and necessity and within the confines of their level of driver training and the immediacy of the incident being attended.

The Crown Prosecution Service guidance [Road Traffic Offences - Guidance on Charging Offences arising from Driving Incidents](#) sets out the further information on the legal position of emergency service vehicles.

The College of Policing has also published specific guidance on [Police Pursuits](#). The section on [Quad bikes and motorcycles](#) does not advise against pursuits of perpetrators not wearing safety equipment in all circumstances. It says:

- Motorcycles' acceleration and manoeuvrability make it difficult to develop and implement tactics
- The vulnerability of the suspect is a "serious consideration"
- Only trained and authorised staff should engage in such pursuits
- Where possible, it is preferable to use pre-emptive tactics, such as tyre deflation, to prevent motorcycle and quad bike pursuits
- However, there may be a public interest to pursue motorcycles in some circumstances, for example where they facilitate serious or organised crime and "to secure public confidence in policing"

The College of Policing also provides the [National Decision Model](#) (NDM) designed to assist operational officers, planners, advisers and commanders to manage their response to a situation in a reasonable and proportionate way. The College guidance on [Police Pursuits](#) says that the "NDM must be applied when consideration is being given whether to pursue a vehicle, and continually evaluated during the pursuit."

Calls for change

The Police Federation is currently campaigning to change dangerous driving legislation so that police officers who engage in pursuit and response drives are better protected from prosecution:

What needs to change, and why

The current legislation leaves police drivers vulnerable: it is illegal to engage in pursuit or response drives. This is because there are no exemptions in the current legislation that take into account the high level of specialised training officers are given. All driving standards are measured against that of a non-police trained "competent and careful driver".

According to the law, 'dangerous driving' includes speeding, ignoring traffic signals, or overtaking dangerously. There can also be liability for causing others to drive dangerously.

Officers who have engaged in pursuits or response drives have, in the past, been charged with dangerous driving, even if no complaints were made, and no one was injured (the outcome is not the matter that should be considered although it almost always is the catalyst).

Police drivers are trained to the College of Policing standard. However this standard is not supported by the current law.

In June 2017, [fresh guidance](#) was issued to by the PFEW to forces, [reminding drivers to ensure that their driving remains within the law](#). [

This guidance was issued as the wait for a change in legislation goes on. It does not tell drivers not to engage in emergency

The Police Federation is campaigning to give greater legal protection to police drivers.

drives, but reminds them of the risks they may be taking. Every year the Federation receives numerous requests for assistance from members who are being pursued for on-duty driving-related matters, and end up in court simply for following the training they have been given.⁸

These calls have been supported by Labour's shadow police minister Louise Haigh: see "[How can the police stop criminals on mopeds if they can't pursue them?](#)" and "[Police risk prosecution over moped crime chases](#)", both *Guardian*, 4 August 2017.

On 25 September 2017, several newspapers reported that the Home Office has launched a review of the law regarding police pursuits to ensure officers feel they have legal protection to go after moped and scooter gangs.⁹ The Home Office published the comments of the Policing Minister, Nick Herbert:

This Government is determined to get ahead of and tackle emerging threats like motorcycle-related crimes, including those involving mopeds and scooters. People must be able to go about their daily lives without fear of harassment or attack and criminals must not think they can get away with a crime by riding or driving in a certain way or on a certain type of vehicle.

Tackling this emerging crime will take a combined effort from Government, law enforcement, industry partners and civil society. However, police have made us aware of the concern among some officers over the legal position when pursuing suspected offenders, including those on mopeds and scooters.

While it is clearly vital that we protect public safety and that officers are accountable for their actions, it is also important that skilled officers have the confidence to protect the public by pursuing offenders where it is safe to do so.¹⁰

There have been press reports that the Home Office is reviewing the law in this area.

⁸ Police Federation website, [Campaigns: Trained Police Drivers](#)

⁹ See for example "[Police chase laws to be reviewed amid fears officers are unable to tackle moped-riding criminals](#)", *Telegraph*, 25 September 2017; [Police respond to rise of moped gangs by reviewing laws on how they can chase suspects](#), *Independent*, 25 September 2017

¹⁰ Home Office, [Home Office in the media: 26 September 2017](#)

2. Media

2.1 Press releases

Environment Agency

[Environment Agency trials use of body cameras](#)

29 August 2017

Home Office

[New powers make it easier to tackle anti-social behaviour](#)

23 March 2015

Dfuse [existed 2010-2017]

[Funding for antisocial behaviour training](#)

Response to Policy Exchange report

Policy Exchange

[Policing 2020: what kind of police service do we want in 2020?](#)

12 December 2012

Wellcome Trust

[Study reveals brain changes in teenage girls with severe antisocial behaviour](#)

22 October 2012

HMIC

[Forces have improved the service for ASB victims but it remains variable](#)

21 June 2012

Wellcome Trust

[Brain scans reveal differences in brain structure in teenagers with severe antisocial behaviour](#)

1 April 2011

2.2 Articles and blogs

Steve McCabe

[Birmingham MP secures key Commons debate on shocking rise in crime and anti-social behaviour](#)

29 September 2017

Telegraph

[Arresting beggars a 'last resort' as prosecutions fall 40 per cent](#)

31 July 2017

Telegraph

[Violent video games like Grand Theft Auto do not make players more aggressive, major new study finds](#)

8 March 2017

Guardian

[Reach out, raise money or remove: how should cities deal with street begging?](#)

29 November 2016

Guardian

[Kensington and Chelsea police crack down on noisy supercar drivers](#)

9 July 2016

Guardian

[Scans show possible link between brain development and antisocial behaviour](#)

16 June 2016

Guardian

[Street fundraisers threatened with anti-social behaviour orders](#)

13 June 2016

Guardian

['He ran at me with an axe': teachers on facing violence in schools](#)

11 June 2016

Independent

[Campaigners warn new antisocial behaviour powers could be used to target the homeless](#)

17 October 2015

Independent

[Study finds that violent video games may be linked to aggressive behaviour](#)

17 August 2015

3. Parliamentary Business

3.1 Ministerial Statements

[Troubled Families Annual Report](#)

18 April 2017 | Written statement | HCWS 594

[Supporting troubled families](#)

18 October 2016 | Written statement | HCWS 202

3.2 Debates

[Drugs Policy](#)

HC Deb 18 July 2017 c725-810

[New Towns](#)

HC Deb 12 July 2017 c120-43WH

[Dog Attacks on Dogs](#)

HC Deb 25 April 2017 c460-7WH

[Aster Group Housing Association](#)

HC Deb 22 February 2017 c1117-26

[Anti-social Behaviour, Crime and Policing Act 2014](#)

HL Deb 8 September 2016 c149-60GC

[Football Hooliganism](#)

HC Deb 29 June 2016 c114-29WH

3.3 Parliamentary Questions

[Anti-social Behaviour: Motorcycles](#)

Asked by: Catherine West

To ask the Secretary of State for the Home Department, what the rate of conviction for anti-social behaviour related to moped use was in each of the last five years.

Answered by: Sarah Newton | Home Office

The information requested is not held by the Home Office. Anti-social behaviour is not a substantive offence in law therefore it is not possible to be convicted for anti-social behaviour. Furthermore, convictions data are the responsibility of the Ministry of Justice.

Anti-social behaviour incidents recorded by the police are published by the Office for National Statistics (ONS) and can be found here:

<https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/crimeinenglandandwalesbulletintables>

20 September 2017 | Written question | 8521

[Public Spaces Protection Orders](#)

Asked by: Matthew Offord

To ask the Secretary of State for the Home Department, what assessment her Department has made of the use of public space protection orders and the effect of those orders on the level of crimes in the same locations where such orders have been imposed.

Answered by: Sarah Newton | Home Office

The Government has not made any assessment on the impact of Public Spaces Protection Orders on levels of crime. These orders are flexible and local in nature and designed to deal with problems in a specific area where anti-social behaviour has a detrimental effect on the quality of lives of those living locally. Local councils and agencies are best placed to monitor the use of these powers to ensure that the local community can feel safe and enjoy public spaces free from antisocial behaviour.

12 September 2017 | Written question | 7250

[Antisocial Behaviour: Vehicles](#)

Asked by: Louise Haigh

To ask the Secretary of State for the Home Department, how many reports of anti-social behaviour connected with (a) off-road bicycles, (b) quad bikes and (c) mopeds there were in each police authority area in each of the last three years.

Answered by: Nick Hurd | Home Office

The Home Office collects data on the number of anti-social behaviour incidents recorded by the police forces in England Wales. It is not possible to tell from these data how many incidents related to vehicles or the type of vehicle involved.

Anti-social behaviour incidents recorded by the police are published by the Office for National Statistics (ONS) and can be found here:

<https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/crimeinenglandandwalesbulletintables>

4 July 2017 | Written question | 2136

[Antisocial Behaviour](#)

Asked by: Douglas Carswell

To ask the Secretary of State for the Home Department, if she will make it her policy to introduce new powers for police forces in England and Wales to tackle anti-social behaviour.

Answered by: Brandon Lewis | Home Office

The Anti-social Behaviour, Crime and Policing Act 2014 gives the police and their local partners a range of flexible powers to enable them to respond quickly and efficiently to different forms of anti-social behaviour.

These powers give the police and other local agencies the powers they need to protect victims and to stop anti-social behaviour in public which can spoil the community's quality of life.

2 March 2017 | Written question | 65600

[Pedicabs: Greater London](#)

Asked by: Mark Field

To ask the Secretary of State for Transport, what assessment his Department has made of the effect of unlicensed pedicabs on London's reputation as a tourist destination.

Answered by: Andrew Jones | Department for Transport

The Department for Transport has received representations from a number of businesses located in the West End of London who are concerned about the impacts of pedicabs on their customers, mainly in respect of congestion and anti-social behaviour. We are working with Transport for London to develop legislation to allow the Mayor of London to regulate the pedicab trade.

26 January 2017 | Written question | 61242

[Topical Questions](#)

Asked by: Nick Smith

Off- road bikers are vandalising the mountains above Blaenau Gwent. These troublemakers churn up the land, worry animals and intimidate local people.

... ..

Off-road bikers often go where the police cannot. Will the Home Office look into the possibility of resources, agreement and licensing to enable drones to be used to help us to tackle the problem?

Answered by: Brandon Lewis | Home Office

I recognise the challenges involved in dealing with those who use bridle paths and footpaths inappropriately and ruin them for the majority of other people. The hon. Gentleman is absolutely right, and both he and the police deserve credit for wanting to crack down on such practices. The use of drones is another good example of modern technology. Police forces and fire brigades are sharing them, and I would encourage the hon. Gentleman's local police force to consider doing the same. It might be possible to make a bid through the police transformation fund.

HC Deb 23 January 2017 c19

[Motorcycles](#)

Asked by: Steve McCabe

To ask the Secretary of State for the Home Department, if she will review the powers available to the police to tackle anti-social use of off-road bikes and mopeds.

Answered by: Brandon Lewis | Home Office

The police already have the power under section 59 of the Police Reform Act 2002 to seize vehicles, including off-road bikes and mopeds. This can be as a result of using a vehicle in a careless and inconsiderate manner, contrary to the Road Traffic Act 1988, and in a manner causing alarm, distress or annoyance to members of the public.

This enables the police to put an immediate stop to this dangerous and anti-social behaviour. How this power is used is an operational matter for the police.

19 December 2016 | Written question | 56963

[Neighbourhood Plans](#)

Asked by: Dame Rosie Winterton

Is the Secretary of State aware that, as part of the neighbourhood plan for Hexthorpe in my constituency, a selective licensing system was introduced for private landlords, which reduced all types of antisocial behaviour by between 20% and 45%? Will he look at how those schemes can be extended? Will he also look at how the planning process can be modified to allow councils to make quicker decisions

about houses in multiple occupation, which can often be linked to antisocial behaviour?

Answered by: Sajid Javid | Department for Communities and Local Government

The right hon. Lady makes a good point. We should always be looking at what more can be done to combat antisocial behaviour. She has raised an excellent example. I was not aware of it but, now that she has raised it, I will take a closer look to see whether we can extend it.

HC Deb 28 November 2016 c1227

[Anti-social Behaviour](#)

Asked by: Douglas Carswell

To ask the Secretary of State for the Home Department, if she will make it her policy to review the efficacy of sections 103 and 104 of the Anti-Social Behaviour, Crime and Policing Act 2014.

Answered by: Sarah Newton | Home Office

The Anti-social Behaviour Crime and Policing Act 2014 introduced new and more flexible powers to make it quicker and easier for police forces and local authorities to protect victims and communities from anti-social and nuisance behaviour.

The Government issued statutory guidance for frontline professionals in July 2014 on the use of these powers, which included community remedies and anti-social behaviour case reviews under sections 103 and 104 the 2014 Act. We are currently reviewing this guidance to ensure it remains relevant and up to date.

18 October 2016 | Written question | 48561

4. Organisations and further reading

Library briefings

[Police service strength](#), Commons Library briefing paper SN00634, 14 June 2017

[Constituency Casework: Anti-Social Behaviour](#), Commons Library briefing paper 7270, 12 June 2017

[Anti-social neighbours living in private housing \(England\)](#), Commons Library briefing paper SN01012, 25 February 2017

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