

# **Application to 2020 Herman Goldstein Award for Excellence in Problem-Oriented Policing**

## **‘Operation Endurance’**



**Durham Constabulary  
England, United Kingdom**

## **Section - Summary**

### **Scanning:**

This project sought to address the recurrent problem of off-road related anti-social behaviour (ASB), causing harm within the communities of Durham Constabulary. A working group was formed of key internal and external stakeholders, including local authorities, to measure the extent of the problem. A baseline assessment during a 12 month period (1 July 2016 – 30 June 2017) was undertaken, including quantitative (police systems) and qualitative (community feedback) data. Baseline data recorded 2937 incidents (13.5% of all reported ASB incidents). Wider external research failed to identify a sustainable solution that could be delivered at a strategic force wide level.

### **Analysis:**

Analysis of baseline data identified the following key issues as enabling the problem to persist:

- The impact of, and harm caused by off-road ASB on the quality of life of victims and the wider community, was not widely understood by staff.
- The police response to incidents was inconsistent, being restricted primarily to off-road patrols by specialist officers.
- Opportunities for positive action were missed due to the lack of direction, limited knowledge and confidence of staff to deal effectively.
- The submission of off-road ASB intelligence was fragmented, poorly recorded, and difficult to research.

### **Response:**

In August 2017, the 'Operation Endurance' brand was launched providing a strategic identity and direction for Durham Constabulary's response to off-road ASB. Joined by additional partners, the working group identified opportunities for joint working and information sharing, helping to inform the delivery of proactive enforcement campaigns and activities. The 'Operation Endurance' toolkit was created, providing staff a central resource of guidance, empowering Neighbourhood Policing Teams to deliver bespoke problem solving plans in their local areas. Off-road intelligence was reviewed, enhancing the ability to identify and extract relevant data. External communications were improved, delivering a statement of intent to challenge all off-road ASB.

**Assessment:**

Since implementation, 'Operation Endurance' has delivered a 26.6% reduction in reported incidents of off-road ASB, becoming the most identifiable strategic problem solving initiative in force. Year 1 assessment against baseline, evidenced a reduction in incidents from 2937 to 2406 (n= -531, -18.1%), delivering a financial saving of almost £113k. Year 2 assessment recorded a reduction from 2406 to 2156 (n= -250, -10.4%), with a further saving of £46.8k. An estimated £159.7k has been saved due to reduced incidents. Stakeholder engagement and community feedback has been positive throughout, and the 'Operation Endurance' brand has been adopted by Cleveland Police, enhancing and strengthening its impact.

**Number of words: 399**

## **Section - Description**

### **Scanning**

This project sought to address the recurrent problem of anti-social behaviour (ASB), caused by persons riding off-road vehicles, creating a nuisance to the general public. A problem is defined as “a recurring set of related harmful events in a community that members of the public expect the police to address” (Clarke & Eck, 2014). It was clear by the number of incidents reported, and communication received from the public, that a problem existed, and they expected the police to provide a response.

The majority of incidents associated with the problem involved offences relating to Section 59 (S59) of the Police Reform Act 2002, this being using a motor vehicle in a careless or inconsiderate manner, or being used off-road and in a manner which is causing, or is likely to cause, alarm, distress or annoyance to members of the public.

In addition, there were frequent offences relating to the Road Traffic Act, including, but not restricted to driving licence offences, driving with no insurance, as well as environmental offences relating to criminal damage and noise disturbance. Therefore the problem extended beyond being just an ASB issue.

A working group was formed of key stakeholders with an interest in tackling the problem, consisting of internal police representatives and external partners, including both local authorities. Partners from Tees Valley YMCA, Woodland Trust and Sustrans also participated. A sub-group, representing local social housing providers, was also formed.

Partner information was limited, with no formal recording and reporting processes. It was decided data would be taken from police records for reliability. This was considered to be the most consistent method by which incidents were reported, either directly by the public, or third-party organisations on behalf of others.

Information collated by the police was taken from warning and seizure notices issued to offenders under S59.

Additionally, searches of Durham Constabulary’s intelligence system ‘Red Sigma’ were conducted, together providing a wealth of data relating to total number, location, days of week and hours of day of incidents, victim information, offender details and vehicles.

ASB is not confined to Durham Constabulary, research was conducted on the College of Policing 'Police Online Knowledge Area' and 'What Works' site. Internet searches were conducted to identify any existing good practice, including the Center for Problem-Oriented Policing.

Previous responses were identified from Northumbria Police (2008), Cleveland Police (2008), West Midlands Police (2011, and Birmingham Community Safety Partnership (2016).

To gather qualitative evidence relating to the concerns of the communities, early involvement of the Durham Constabulary Media Team supported a media strategy, to highlight the police and partners' intentions to tackle the problem. Messages were adopted by partner agencies using social media, ensuring as wide a coverage as possible. Interest from BBC Radio Tees resulted in a number of interviews. A dedicated 'Operation Endurance' email address was created, with the community invited to provide information and comment. Numerous messages were received, evidencing concerns relating to damage to property and the environment, noise pollution, concerns for the safety of children and animals in the affected areas, and although less frequently, concern for the offenders.

To measure the extent of the problem, a baseline assessment was undertaken, primarily using quantitative incident data, over a 12 month period (1 July 2016 – 30 June 2017). During this period 2937 incidents were recorded. All ASB incidents which included reference to motorcycles and off-road bikes were counted. Incidents were identified by searching police systems using keywords for motorcycle, motorbike, off-road bikes, quad bike, scrambler bike, trials bike and mini-motos. This parameter was used in all subsequent searches to maintain consistency and internal validity. By using a full year's data, seasonal variances in the volume of incidents were examined. Qualitative data in the form of information and feedback from the community and partners, further reinforced the requirement for the intervention.

### **Analysis**

A wealth of quantitative data from police systems provided information relating to reported incidents. This allowed for analysis of where and when relevant incidents were occurring. Data were broken down to individual Neighbourhood Police Team (NPT) areas and months, to show seasonal variations.

Analysis of data from S59 notices issued (n=167) during the baseline period by police and the local authorities, provided personal data on offenders, including gender, age, and home address. Where obtained, additional data as to the type of bike ridden and owner details, if different, were also available.

Durham Constabulary's intelligence system was interrogated to correlate incidents and warning notices, ensuring that actionable intelligence was being submitted, to help build a richer picture.

Finally, qualitative data was gathered internally, by speaking with police staff to identify their level of knowledge, skills and abilities to satisfactorily deal with any relevant incident. Externally, data were received directly from members of the public relating to the impact of off-road ASB, as well as feedback from social media news feeds, regarding police and partner responses to incidents.

Primary data used to analyse the extent of the problem were considered accurate. The police service is well versed in recording incidents in accordance with National Standards for Recording Incidents (NSIR). Reported incidents can be 'tagged' with specific themes, in this case 'motorcycle'. The baseline period provided 12 months of data against which to assess the impact of the response. Although data is accurately recorded there are limitations. Incidents may go unreported by the public, possibly as a result of apathy, tolerance of behaviour, or fear of repercussions. This is highlighted in the Home Office report 'Defining and measuring anti-social behaviour' (Home Office, 2004).

As previously stated S59 notices can provide offender personal data, as well as information relating to the vehicle, offence location, and details of owner, if different from the rider. To be issued, riders must have committed an offence contrary to S59, and must have physically interacted with an officer, in which case the validity of the data identifying them as the offender, is considered high. However, in order to issue a notice, there must be a motivated officer, and the identity of the offender must be known. Due to the availability of police resources, or the circumstances associated with their attendance, offenders are sometimes able to evade police, denying the opportunity for a notice to be issued. Therefore, whilst the validity of the S59 data is considered high, it only represents those offenders stopped and issued a notice, and does not provide details of all offenders.

There was no simple method to filter off-road ASB intelligence within Red Sigma, demonstrating the current method was extremely limited, restricting the ability to research and target offending.

It was evident from the analysis that incidents of off-road ASB were reported to the police and, in most cases, received a police response.

Interactions with offenders and the community on social media relating to police action, revealed offending behaviour was not considered as such by offenders. Police and partners were seen as 'killjoys', whereas offender behaviour, primarily young male teenagers, was seen as a 'rite of passage', with parents having done the same. Activities were considered the social norm within their peer group. Excuses included boredom and increased status amongst peers. Where police and partners saw injuries as a risk, young offenders saw them as a badge of honour, worn with pride. Against this backdrop of differing social norms, limited parental control, and acceptance of risk, changing behaviour was considered difficult.

Incident data were recorded in accordance with NSIR as either ASB Personal, ASB Nuisance or ASB Environmental. Of the 2937 incidents reported during the baseline period (n=55, 1.9%) were recorded as ASB Personal, (n=1007, 34.3%) as ASB Environmental and (n=1875, 63.8%) as ASB Nuisance. Although off-road ASB created 'victims', it was primarily considered a quality of life concern, where victims did not see themselves as deliberately targeted. This may have impacted upon an individual's motivation to report, particularly if they did not consider themselves as a victim. In some areas, off-road ASB had been prevalent for such a long time, it was a 'chronic problem' (Ratcliffe, 2018), with apathy towards the problem embedded in the community, again becoming the social norm.

Off-road bikes are designed to go almost anywhere. Physical barriers to prevent access to hot spot areas are both expensive and easily bypassed. Landowners, particularly local authorities must ensure they maintain a legal right of way for law abiding citizens. Incident location analysis during the baseline period identified a noticeable difference between NPT areas. Interestingly, areas considered more rural, reported lower levels of off-road ASB (see Figure 1). This may support the theory of social norm impacting upon incident reporting.

The primary response to off-road ASB within Durham Constabulary was high visibility patrols by the Motorcycle Section at the request of NPTs. In a 2013 review, which compared the number of S59 warnings issued, to the number of patrol hours completed, showed that on average, only one warning was issued for every 15 hours of patrol time. Activities with NPTs were poorly coordinated, and sometimes the community confused patrolling police officers as offenders, resulting in incidents being reported.

Reliance on a small specialist team, patrolling hot spots with the primary intention of locating offenders and deterring off-road ASB, was flawed. Analysis highlighted a high proportion of offenders were young teenage males, riding unroadworthy, poorly maintained bikes, with no driving licence or insurance, demonstrating a willingness to evade police when located. The environment and circumstances in which offenders and police met, was considered high risk, with offenders and the public vulnerable to the risk of injury.

Police response was fragmented, with no clear direction, or readily available information and guidance for officers. It was inefficient with limited effectiveness, unsustainable, placing both offenders and responding officers at risk. An alternative, safe and sustainable method of reducing off-road ASB was required.

A number of other police forces and partner responses were researched, limited information was found around external practices. Common interventions included partnership working, officer briefings, interaction with external stakeholders including schools, petrol stations, landowners and social landlords. Research highlighted the benefit of positive messages to the community, linked to enforcement campaigns. Primarily responses were focused on specific hot spot locations, or Basic Command Units, rather than delivering a force wide model. There did not appear to be evidence of sustainability in the identified responses.

Analysis identified the following key issues as enabling the problem to persist:

- The impact of, and harm caused by off-road ASB on the quality of life of victims and the wider community was not widely understood by staff.
- The police response to incidents was inconsistent, being restricted primarily to off-road patrols by specialist officers.
- Opportunities for positive action were missed due to the lack of direction, limited knowledge and confidence of staff to deal effectively.
- The submission of off-road ASB intelligence was fragmented, poorly recorded and difficult to research.

**Response:**

To highlight to the community Durham Constabulary was taking their concerns seriously, a strategically coordinated response was required. Operation Endurance was born, providing a corporate identity and focal point for all planning, operations and activities, complete with a visual logo (see Figure 2) to appear on all literature. The

Operation Endurance working group acknowledged there were key stakeholders within Co. Durham and Darlington with an interest in reducing off-road ASB. They were invited to discuss the baseline analysis, and identify opportunities for joint working and information sharing.

Communicating the aims and objectives of Operation Endurance both internally and externally was crucial to community confidence and satisfaction, these being the key outcomes of Durham Constabulary's force vision.

External communications commenced with the launch of Operation Endurance in August 2017 (see Figure 3), supported by local media including BBC Radio Tees. A dedicated @OpEndurance Twitter page was created, sharing news relating to activities and results. It was crucial our communities knew we were taking their concerns seriously. Campaigns included the support of petrol stations to reduce illegal sales of fuel (see Figure 4), and 'New Wheels for Christmas' (see Figure 5), asking parents to think before buying off-road vehicles as gifts. Use of off-road ASB specific CrimeStopper leaflets to increase community intelligence were used by NPTs. 'Happy Easter' cards were sent out to prolific offenders prior to the expected seasonal increase in incidents, highlighting we have 'eyes everywhere' within the community willing to report. Finally, every offender issued with a S59 notice, received a follow-up correspondence containing details of legal off-road sites and clubs, information regarding legislation, and a clear statement of commitment from Durham Constabulary and partners to challenge off-road ASB.

Internally, analysis highlighted the requirement for a strategic, coordinated response, under a single brand identity. The force intranet allowed staff access to analysis, details of the working group, partnership contacts, branded literature, posters, information sheets, and most importantly the Operation Endurance 'toolkit'. This provided staff with information to deliver bespoke problem solving plans in their own areas. Every NPT received a visit from the Motorcycle Section to promote Operation Endurance, creating a relationship whereby specialist tactical advice was readily available.

The Operation Endurance 'Toolkit' was produced for operational staff to support a coordinated, corporate response to off-road ASB. This electronic document provided advice and guidance across a range of relevant topics including:

- Land ownership
- Sources of intelligence
- Accessing specialist police off-road patrols

- Anti-Social Behaviour, Crime and Policing Act 2014 legislation to assist with prevention and enforcement
- Tactical options including drones, air support, body worn video, DNA tagging sprays, partnership powers
- Details of legal off-road sites and clubs

Guidance was given regarding submission of off-road intelligence onto Red Sigma, with the addition of 'Operation Endurance' in the opening free text. The importance of data quality was highlighted regarding intelligence submissions and S59 warning notices.

Responses were chosen as achievable in the short term, whilst providing the foundation for an improved longer term sustainable response.

External communications to communities evidenced our commitment to reducing off-road ASB, demonstrating we fully understood the impact to quality of life, and our intention to tackle the problem. The Operation Endurance brand, staff briefings, online portal and tactical toolkit provided a strategic level identity, central resource for information and guidance, whilst increasing the knowledge and skills of staff responding to incidents. Finally, focusing on improving quality of intelligence, ensured staff wishing to research off-road offenders and incidents could do so, providing a richer intelligence picture to inform their response.

To deliver the response options, initial stakeholder engagement involved internal and external partners. The initial working group consisted of:

Internal stakeholders:

- Neighbourhood Command
- Roads Policing Unit
- Communications Department
- Digital Media Investigators
- Crime Prevention Team
- Partnerships Office

External stakeholders:

- Durham County Council (DCC)

- Darlington Borough Council (DBC)
- Co. Durham and Darlington Fire and Rescue Service (CDDFRS)
- Tees Valley YMCA (TVYMCA)
- Woodland Trust
- Social landlords

Assistance was provided by DCC, DBC, CDDFRS and TVYMCA. DCC Trading Standards engaged with 67 petrol stations, reinforcing Petroleum Consolidation Regulations 2014 legislation, that is sales to under 16's. DBC, TVYMCA and CDDFRS designed and delivered a 7 week intervention programme, 'Back on Track', working with secondary schools across Darlington, targeting young people at risk of causing off-road ASB. The programme received financial support from the Police, Crime and Victims Commissioner.

External engagement was primarily through the @OpEndurance twitter page. Twitter surveys gathered community opinion regarding use of DNA tagging sprays (reach 3836, 190 votes) and, holding parents of young offenders to account for Road Traffic Act offences (reach 7664, 338 votes). The dedicated email allowed the community to submit information and general comments regarding the intervention.

Implementing change can sometimes face difficulties. Staff often prefer to undertake familiar duties they easily understand. Operation Endurance required staff to step outside of their comfort zone and do something different.

Sponsorship from Senior Management Teams (SMT) was crucial, particularly within Neighbourhood Command.

Communicating the purpose, aim and objectives of Operation Endurance was key, linking outputs and outcomes to the force's vision, gathering support, and helping others understand the requirement for change, recognising the potential reduction in demand. Regular updates were provided to NPT SMTs throughout implementation highlighting the benefits achieved and responding to any concerns raised.

Once implemented, new practices, particularly relating to improving intelligence submissions were closely monitored. Quality control processes were adopted for all S59 notices, confirming corresponding submission of intelligence. Feedback was provided to officers submitting, providing guidance, and describing how their submissions supported further action with offenders.

From the outset, a key objective of our response plan was to find a sustainable solution that required minimal ongoing management after implementation. The concept behind Operation Endurance was the creation of an identity, a cultural change to improve the service provided to our communities. The combination of the brand identity, the online portal for information, particularly the tactical toolkit, was to provide a 'self-service' menu of options for staff. Designed at strategic level, but intended to support the delivery of bespoke activities at the local level.

Via the collaborative Cleveland & Durham Specialist Operations Unit Motorcycle Section, acting as brand ambassadors, Operation Endurance has been adopted within Cleveland Police, with further evidence of its use in Gloucestershire Police. Financial support for DNA tagging sprays has been provided by a number of Town and Parish Councils, providing local NPT officers with enhanced capabilities to identify offenders. Operation Endurance's partnership approach, has led to closer working relationships with groups such as Heritage Coast, Friends of Eston Hills, local parish councils, and groups with an interest in protecting the local environment for the benefit of the wider community.

### **Assessment**

Baseline assessment took place between 1 July 2016 and 30 June 2017. ASB incident data which referred to motorcycles and off-road bikes became the standard research criteria and the primary measure. This was collated with the assistance of a researcher.

Data was captured in the following key areas:

- All reported ASB incidents, including off-road ASB, force wide
- Total 'off-road' ASB incidents force wide
- Total incidents by ASB type, Personal, Environmental and Nuisance
- Total incidents by NPT area
- Total incidents by month force wide
- S59 offender personal data (age and gender) taken from all notices issued for off-road ASB
- Financial cost to force

In 2003 the Anti-Social Behaviour Unit (ASBU) researched the cost of ASB in England and Wales. Findings reported the cost of vehicle related nuisance (including off-road) as £174.89 (Home Office, 2004). This cost is used to quantify financial savings associated with off-road ASB in Durham Constabulary, inflation has been accounted for using Bank of England inflation calculator.

A limitation of the baseline assessment was the inability to accurately measure intelligence submissions relating to off-road ASB.

Baseline assessment showed:

- All reported ASB incidents, including off-road ASB, force wide (n=21705).
- Total 'off-road' ASB incidents force wide (n=2937) representing 13.5% of all reported incidents (see Figure 6).
- Total incidents by ASB type, ASB Personal (n=55, 1.9%), ASB Environmental (n=1007, 34.3%) and ASB Nuisance (n=1875, 63.8%).
- Total incidents by NPT area (see Table 1, Figure 7).
- Total incidents by month force wide (see Table 2, Figure 8).
- S59 offender personal data (n=155), mode age 17 years, mean age 22.5yrs, range between youngest and oldest 36yrs. Males (n=152, 98%) females (n=3, 2%) (see Figure 9).
- Financial cost to force £745,733.67 (n=2937 x £253.91) (see Table 3).

An assessment of the impact of Operation Endurance on reported incidents was repeated at the end of Year 1 and Year 2 following the baseline assessment.

#### Quantitative Assessment – Baseline to Year 1

- All reported ASB incidents, including off-road ASB, force wide (n=19119).
- Total 'off-road' ASB incidents force wide (n=2406) representing 12.6% of all incidents. This showed a reduction in 'off-road' ASB of (n= -531, -18.1%) from baseline (see Figure 6).
- Total incidents by ASB type; data was not collated due to lack of resources.
- Total incidents by NPT area; of the 12 NPT areas, 9 reported reductions in off-road incidents, ranging from -7% to -42%. The 3 remaining NPT areas reported increases of between 3% and 37% (see Table 1, Figure 7).

- Total incidents by month force wide; as anticipated assessment showed incidents by month followed a seasonal pattern. Reductions were found in 8 out of 12 months, ranging from -13.5% to -60.5% (see Table 2, Figure 8).
- S59 offender personal data (n=152), mode age 15 years, mean age 22yrs, range between youngest and oldest 67yrs. Males (n=152, 93.4%) females (n=10, 6.6%) (see Figure 9).
- Red Sigma Intelligence, there were (n=141) 'Operation Endurance' tagged intelligence submissions (see Figure 10).
- Financial cost to force £632,802.06 (n=2406 x £263.01, saving £112,931.61) (see Table 3).

#### Quantitative Assessment – Baseline to Year 2

- All reported ASB incidents, including off-road ASB, force wide (n=17313).
- Total 'off-road' ASB incidents force wide (n=2156) representing 12.5% of all incidents. This showed a reduction in 'off-road' ASB of (n= -781, -26.6%) from baseline (see Figure 6).
- Total number of incidents by ASB type, ASB Personal (n=40, 1.9%), ASB Environmental (n=881, 40.9%) and ASB Nuisance (n=1235, 57.3%).
- Total number of incidents by NPT area (see Table 1, Figure 7). Of the 12 NPT areas, 10 reported reductions in 'off-road' ASB incidents, ranging from -7% to -57%. The 2 remaining areas reported increases of 4% (+7 incidents), and 11% (+13 incidents).
- Total incidents by month force wide; as anticipated assessment showed incidents by month followed a seasonal pattern. Reductions were found in 9 out of 12 months, ranging from -11.7% to -54.2% (see Table 2, Figure 8).
- S59 offender personal data (n=168), mode age 17-18 years, mean age 22.9yrs, range between youngest and oldest 38yrs. Males (n=162, 96.4%) females (n=6, 3.6%) (see Figure 9).
- Red Sigma Intelligence, there were (n=182) 'Operation Endurance' tagged intelligence submissions, an increase of 29.1% following Year 1 (see Figure 10).
- Financial cost to force £586,000.80 (n=2156 x £271.80, Yr1-Y2 saving £46,801.26, total savings £159,732.87) (see Table 3).

#### Displacement

Comparing incident data from the baseline period to Year 2, it is highly likely that displacement has not occurred between NPT areas, intelligence suggests offenders remain in their local area. This is illustrated by Figure 11, which shows changes in incident numbers reported from baseline to Year 2 by NPT area.

### Qualitative Evidence

Evidence is drawn from the @OpEndurance Twitter page feedback. The following comments from the community are some examples of the impact of Operation Endurance:

- 10/10/17 'An important tool in combating this issue and taking action against those blighting the communities. Multi-agency works. Great to see'
- 22/10/17 'another fantastic result, I've noticed how quiet weekends have become, you're getting the message over and winning the fight'
- 26/10/17 'some excellent work by Op Endurance team which I've seen posted on here over the past months. Well done to all involved'
- 06/02/18 'excellent work operation endurance, thank you for listening to the communities'
- 03/10/18 'fantastic work team, the local community thanks you and fully supports you'
- 06/03/19 'just what the community want. Well done' (Durham and Darlington PCVC, Ron Hogg)
- 08/03/19 'we appreciate the efforts to remove the menace and the damage that comes from illegal motorcycle use on the #heritage coast, and also across the county' (Heritage Coast Partnership)
- 21/03/19 'great partnership meeting with Wingate and Thornley Parish Councils. Thank you Jon and Nicola for the presentation. Hopefully our partnership will help @OpEndurance' (Wheatley Hill Parish Council)

An internal Durham Constabulary staff survey, measuring awareness of existing force wide problem solving initiatives, evidenced Operation Endurance as the most widely known. It is currently featured in several force problem solving plans demonstrating the benefits of Operation Endurance for the whole organisation.

The author is unaware of any other force wide off-road ASB interventions within Durham Constabulary or partner agencies during this period, nor legislation changes that would question the legitimacy of results being attributable to Operation Endurance.

Considering learning opportunities, the availability of analytical support for data analysis and offender profiling is crucial. Assessment of this intervention has been conducted primarily by the author. The importance of analytical support for continued assessment of results, to help inform further work would be beneficial to the sustainability of Operation Endurance.

Since implementation, 'Operation Endurance' has resulted in a 26.6% reduction in reported incidents of off-road ASB in Durham Constabulary, delivering on our commitment to reducing the associated harm caused to our communities.

**Number of words: 3997**

References:

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Ratcliffe, J., 2018. *Reducing crime: A companion for police leaders*. Routledge.

Harradine, S., Kodz, J., Lemetti, F. and Jones, B., 2004. *Defining and measuring anti-social behaviour*. Home Office, Research, Development and Statistics Directorate.

## Section – Agency & Officer Information

**Key Project Team Members:** Police Inspector Jon Curtis  
Police Community Support Officer Nicola Bowman

**Project Contact Person:**

**Name:** Jon Curtis  
**Position / Rank:** Police Inspector 732  
**Address:** Durham Constabulary  
Police Headquarters  
Aykley Heads  
Durham  
DH1 5TT  
United Kingdom  
**Phone:** +44 191 3752318 / +44 7736 087029  
**Email:** jon.curtis@durham.pnn.police.uk

**Senior Officer Endorsement:**

*“I fully support the submission of this excellent piece of problem solving for consideration by the judging panel for the Herman Goldstein Awards. Insp Curtis through his diligence has lead and inspired a committed team and partners to scope an identified issue that harms communities. He has developed a plan of action and support others to address the problem with a wide focus so that other partner agencies can be involved. This ranges from identifying those committing the ASB and then to provide intervention to enforcement, education and diversionary schemes.*

*I think that this piece of work encompasses the whole problem solving ethos, the success of operation Endurance has had such a positive impact in improving the quality of life for those communities that have suffered from motorcycle associated ASB previously”.*

Chief Inspector Graham Milne

**Section - Appendix**

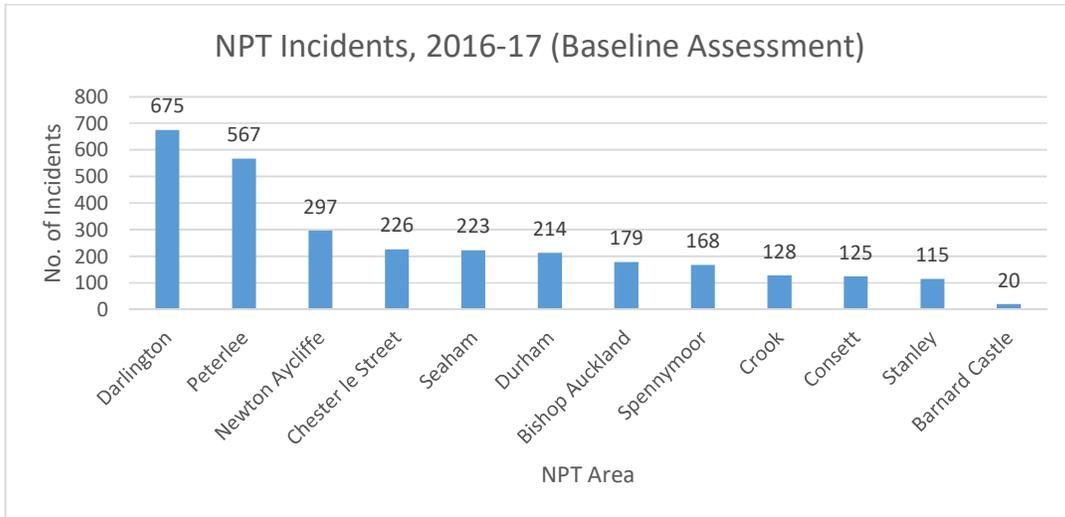


Figure 1 – NPT Incidents, 2016-17 (Baseline Assessment)



Figure 2 – Operation Endurance logo



Figure 3 – Operation Endurance launch

**This service station supports Operation Endurance...**

**helping to reduce off road vehicle related nuisance and anti-social behaviour.**



**OPERATION ENDURANCE**

- It is illegal for anyone to supply petrol to under 16s, or to buy petrol if you are under 16
- You may be challenged re your age, you must be 16 or over to operate fuel pumps
- Riders must remove their helmets
- Only approved fuel containers will be accepted
- Fuel sales will not be made to unregistered vehicles

**DARLINGTON BOROUGH COUNCIL** **Durham County Council** *Together Better Policing*

Figure 4 – Petrol Station Post

**OPERATION ENDURANCE**



**NEW WHEELS FOR CHRISTMAS?**

**Think...** before you buy a motorcycle, mini moto or quad bike, even an electric scooter, Go Ped or Segway!

That the law doesn't see a toy, it sees a 'mechanically propelled vehicle' which means road traffic laws apply to their use!

On a road any motorcycle riders must wear a helmet but all riders or drivers must hold a suitable licence, insurance, tax, displaying a registration plate and possibly even need a valid MOT!

What's more, parents or carers who allow children to use vehicles in contravention of the Road Traffic Act are also liable for a fine and penalty points on their driving licence!

On a road any motorcycle riders must wear a helmet but all riders or drivers must hold a suitable licence, insurance, tax, displaying a registration plate and possibly even need a valid MOT!

That responsibility they can be great fun but only on private land and with permission from the land owner.

Consider that the term 'road' includes a highway, any other road the public has access to, public footpaths, bridleways and it even includes many car parks.

If you use the vehicle in any other public place it will still need to be covered by insurance and using the vehicle off road and on public land is a separate offence.

**Please think before you buy!**

If you have any other questions relating to the laws surrounding mechanically propelled vehicles please visit [www.askthe.police.uk](http://www.askthe.police.uk)

Figure 5 – 'New Wheels for Christmas'

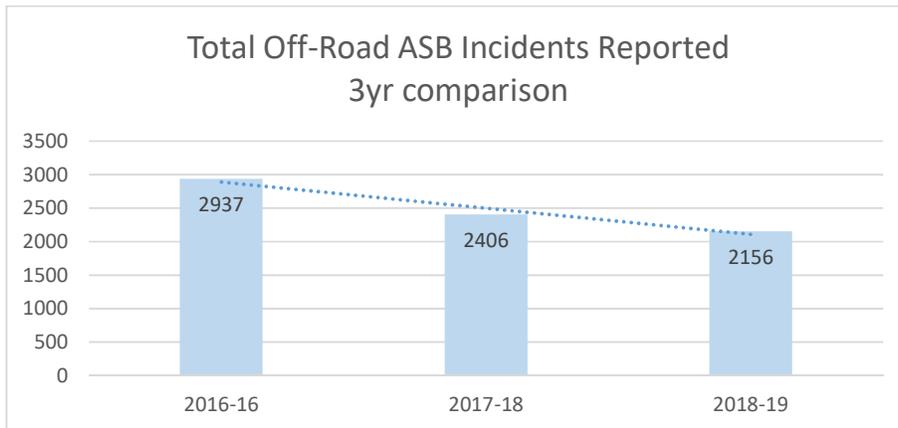


Figure 6 – Total No. of Off-Road ASB Incidents Reported (2016-2019)

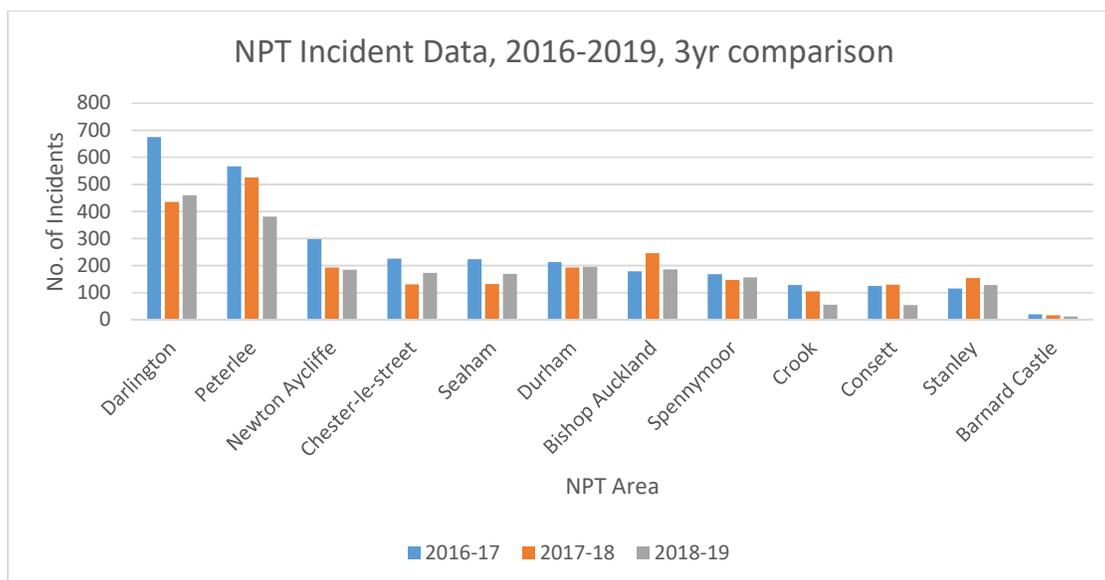


Figure 7 – NPT Incident Data, 2016-2019

NPT AREA	2016-17 Baseline	2017-18 Yr1	2018-19 Yr2	% Ch Yr 1	% Ch Yr 2	% Ch Y2/3
Barnard Castle	20	17	12	-15	-40	-29
Bishop Auckland	179	245	186	37	4	-24
Chester-le-street	226	131	173	-42	-23	32
Consett	125	129	54	3	-57	-58
Crook	128	105	56	-18	-56	-47
Darlington	675	435	460	-36	-32	6
Durham	214	193	196	-10	-8	2
Newton Aycliffe	297	193	185	-35	-38	-4
Peterlee	567	525	381	-7	-33	-27
Seaham	223	132	169	-41	-24	28
Spennymoor	168	147	156	-13	-7	6
Stanley	115	154	128	34	11	-17
	<b>2937</b>	<b>2406</b>	<b>2156</b>			
	Baseline	<b>-18.1</b>	<b>-26.6</b>			
		Year 1	-10.4			

Table 1 – NPT Incident Data

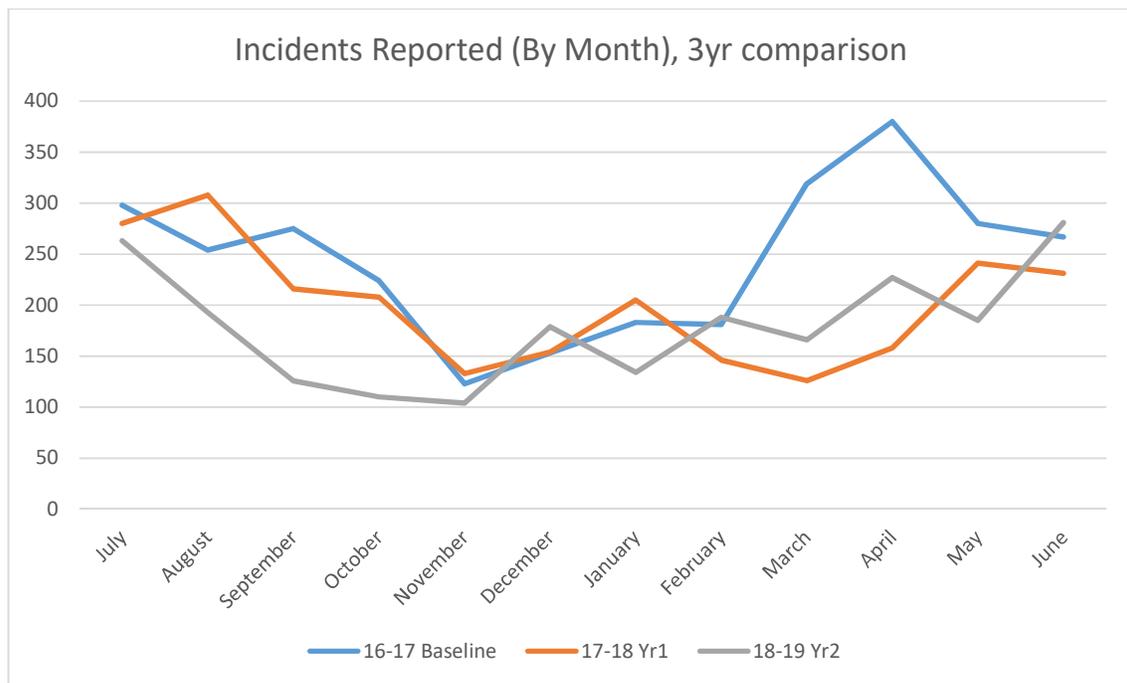


Figure 8 – Monthly Incident Data, 2016-2019

	16-17 Baseline	17-18 Yr1	%Change Yr1	18-19 Yr2	%Change Yr1-2	%Change BL-Y2
July	298	280	-6.0	263	-6.1	-11.7
August	254	308	21.3	193	-37.3	-24.0
September	275	216	-21.5	126	-41.7	-54.2
October	224	208	-7.1	110	-47.1	-50.9
November	123	133	8.1	104	-21.8	-15.4
December	153	154	0.7	179	16.2	17.0
January	183	205	12.0	134	-34.6	-26.8
February	181	146	-19.3	188	28.8	3.9
March	319	126	-60.5	166	31.7	-48.0
April	380	158	-58.4	227	43.7	-40.3
May	280	241	-13.9	185	-23.2	-33.9
June	267	231	-13.5	281	21.6	5.2

Table 2 – Monthly Incident Data, 2016-2019

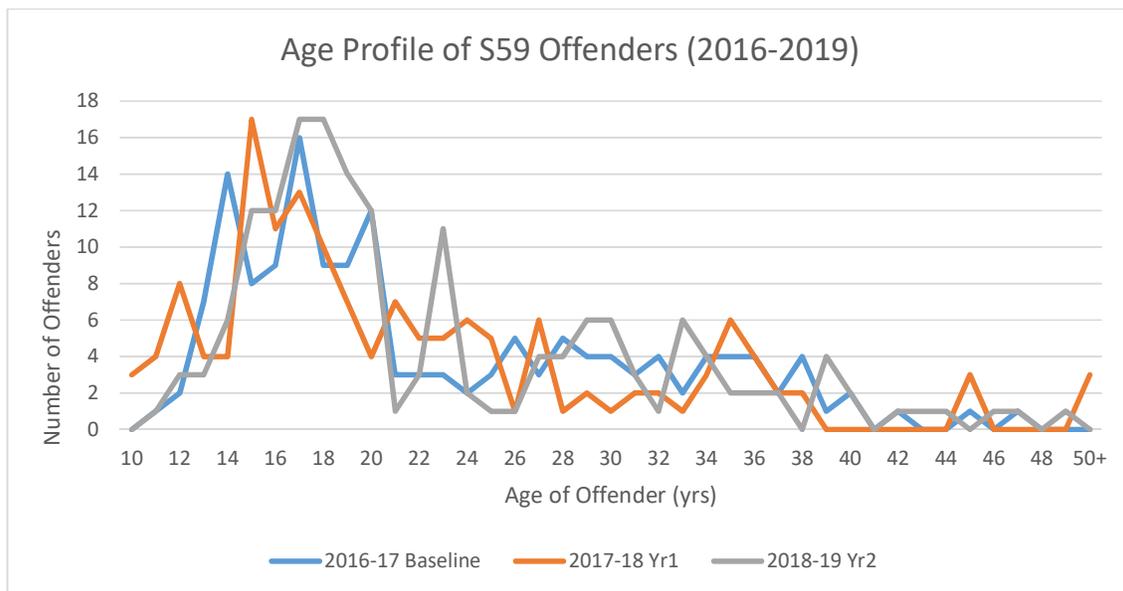


Figure 9 – Age Profile of S59 Offenders, 2016-2019

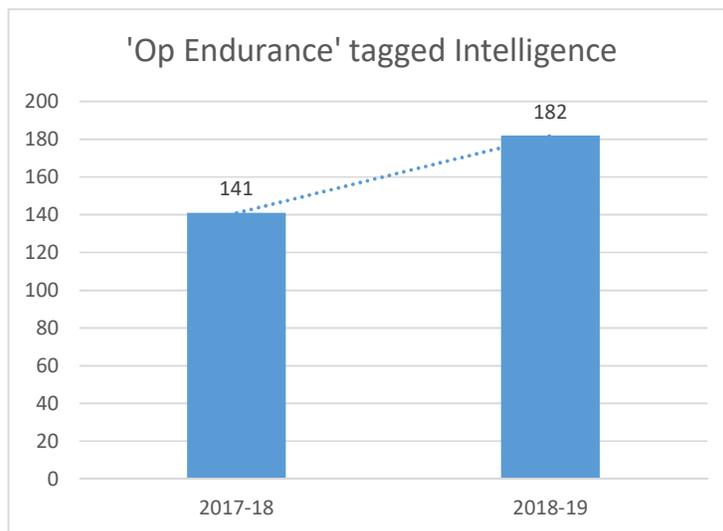


Figure 10 – No. of 'Operation Endurance' tagged Intelligence Submissions

Year	Incident Reported	Cost per Incident	Total Cost	Financial Saving
2016-17 Baseline	2937	£253.91	£745,733.67	-
2017-18 Year 1	2406	£263.01	£632,802.06	£112,931.61
2018-19 Year 2	2156	£271.80	£586,000.80	£46,801.26
				<b>£159,732.87</b>

Table 3 – Financial Cost + Savings, 2016-2019

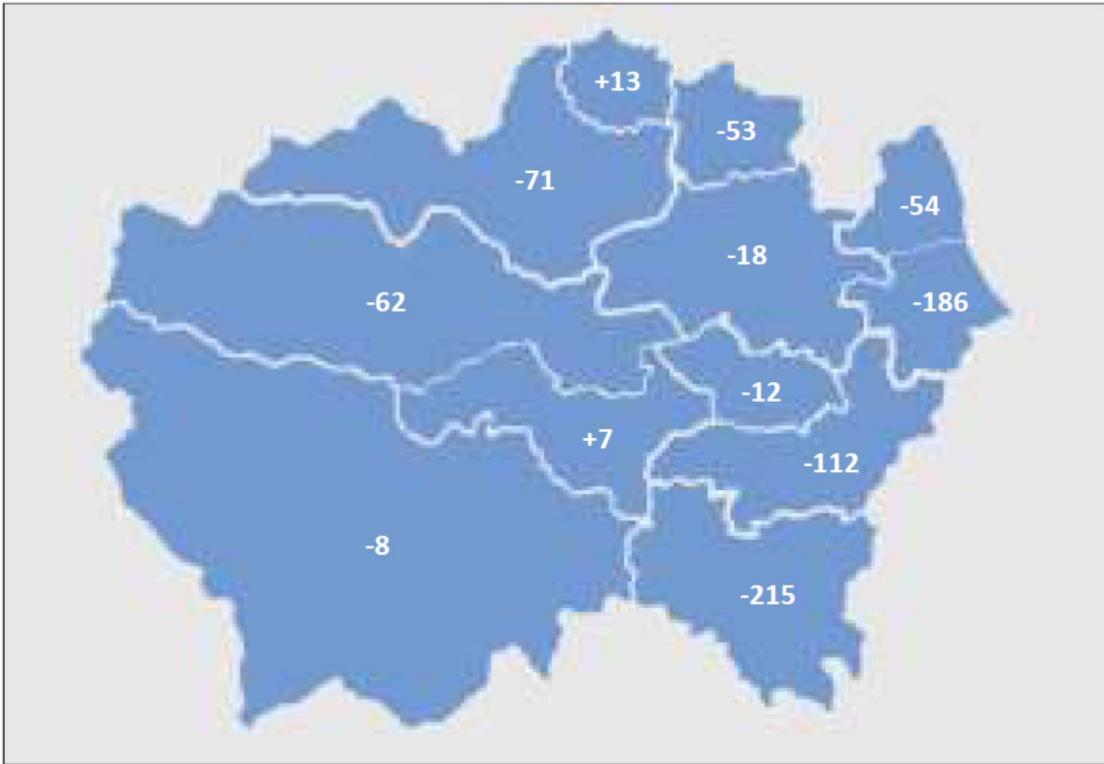


Figure 11 – Change in incidents reported, NPT area, Baseline to Year 2