



# Home Office

## Crime Reduction & Community Safety Group

### Tilley Awards 2008 Application form

Please ensure that you have read the guidance before completing this form. **By making an application to the awards, entrants are agreeing to abide by the conditions laid out in the guidance.** Please complete the following form in full; within the stated word limit and ensuring the file size is no more than 1MB. Failure to do so will result in your entry being rejected from the competition.

#### Section A: Application basics

1. Title of the project **Citizenship And Responsibility in Society (CARS) Course**

2. Key issue that the project is addressing: **Road Safety**

#### Author contact details

3. Name of application author: **C/Insp Chris Yates**

4. Organisation submitting the application: **Police Service Northern Ireland**

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#### Secondary project contact details

8. Name of secondary contact involved in the project: **Constable Neville Martin**

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10. Secondary contact telephone number: **02871210720**

#### Endorsing representative contact details

11. Name of endorsing senior representative of lead organisation: **ACC J A HARRIS**

12. Endorsing representative's email address: **drew.harris@psni.pnn.police.uk**

13. For all entries from England & Wales please state which Government Office or Welsh Assembly Government covers your area e.g. GO East Midlands: **Not Applicable to PSNI**

**14. Please mark this box with an X to indicate that all organisations involved in the project have been notified of this entry** (this is to prevent duplicate entries of the same project):

**Section B: Summary of application** - In no more than 400 words use this space to provide a summary of your project under the stated headings (see guidance for more information).

**Scanning:**

The city of Londonderry has a population of over 110,000. It has the highest percentage of young people under the age of 16 in NI and falls within the top 10% of deprived communities in the UK. From 2003 vehicle crime in the city increased steadily peaking in 2005. The taking and driving away of motor vehicles was a daily occurrence across the city especially in predominately Nationalist/Republican areas. Burnt-out cars were a common sight in many estates and stoning attacks on the emergency services was widespread. Historically statutory/voluntary organisations attempted to tackle these issues using separate/independent initiatives with limited success. Young males were identified as the main perpetrators.

**Analysis:**

- NIO Statistics and Research Branch reports on young persons prosecuted for vehicle related crime in N. Ireland Courts 2000 - 2005
- Vehicle Crime Stats from Crime Analyst Foyle DCU 2003 – 2008
- Report to the Secretary of State for Transport compiled by Professor David Greenaway Nottingham University April 2004 “Uninsured Driving in the UK”.
- Community Safety Audit by Foyle Community Forums Partnership Group 2004
- Reports from Youth Diversion Officer Foyle DCU 2004 - 2007
- Evaluation of the CARS Course 2005/6
- NISRA 2006 Table 2.6 Mid-population estimates by age groups & Deprivation levels

**Response:**

Statutory/voluntary and community representatives came together and a multi-agency project evolved. The project provides a long-term sustainable course bringing together as many of the stakeholders as possible addressing the numerous issues around Road Safety. The Citizenship And Responsibility in Society Course (CARS) complements the national curriculum allowing students (age14-16) to experience real-life scenarios in a safe learning environment, and examines the numerous consequences of road traffic collisions from a wide and varied perspective. This importantly includes the consequences to the victim and victim's family. 20 statutory/voluntary and community groups committed to deliver and participate in the project.

**Assessment:**

- Reduction in car crime (40%)
- Reduction of anti-social behaviour relating to uniformed services (25%)
- Reduction of burnt out vehicles (32%)
- Evaluation of pilot project (93% clear recall of course content by pupils)
- Publication of teachers resource pack (Course DVD designed by pupils)
- Educational achievement of pupils (100% completion)
- Increase in uptake of course (1 to 6 schools)

**Unexpected outcomes:**

- Development of police-related initiatives
- The breakdown of entrenched barriers between police/ local community/young people
- Establishment of open-lines of communication between statutory/voluntary/community groups

State number of words: 399

**Section C: Description of project** - Describe the project in no more than 4,000 words. Please refer to the full guidance for more information on what the description should cover, in particular section 12.

### **Scanning:**

Londonderry has the second highest level of social and economic deprivation in Northern Ireland and falls within the top 10% of deprived communities in the UK. It has the highest percentage of people under the age of 16 in NI. From 2003 vehicle crime in the city steadily increased and peaked in 2005 (Table 5). Car-related crime was a major concern, constantly highlighted by the media, statutory/voluntary agencies/community groups.

The taking and driving away of motor vehicles was a daily occurrence across the city, especially in Nationalist/Republican areas. Vehicles that had not been taxed or re-registered for years, and that had changed hands many times, 'Run about Cars', were being purchased for a few pounds by young males from 'back street dealers' who were willing to sell these vehicles to anyone, 'no questions asked'. These vehicles often were not road worthy and would be used by the youths to rally around the local estates and back roads of the city putting their own and others lives and property at risk. When they had finished with the car or deliberately crashed it, they would set it on fire or walk away from it, leaving others to burn it. The noise of cars being rallied around the local estates and country roads at night was causing local communities major concern. There was a real fear that someone would be killed either in one of these vehicles or as a result of the way in which these youths were driving. Burnt out and abandoned vehicles could be found in most estates within the city.

Contrary to the trends regarding car-crime in N Ireland, Londonderry was experiencing an increase in Youths' involved in car crime (Tables 1 and 2). Youth related car-crime was constantly being highlighted at Local Community Safety Forums. The Foyle Community Forums Partnership Group (FCFPG), the umbrella group for all the local community safety forums, carried out a Community Safety Audit in 2004 throughout the Derry City Council area. This audit identified car-related issues as an area of major concern (Table 4a & 4b). As this area of concern posed the greatest threat to life the FCFPG made contact with various statutory/voluntary groups with a view to investigating the area further. A core group consisting of representatives from police, housing, education and the FCFPG were tasked with examining the issues.

The group;

- Scanned available data,
- Researched various initiatives addressing this problem.
- Established the stakeholders

The group examined a report to the Secretary of State for Transport compiled by Prof. David Greenaway, University of Nottingham (April 2004), 'Uninsured driving in the United Kingdom'. It recommended the raising of awareness of the requirement for third party insurance and given that young drivers are a particularly high-risk group, targeted school based initiatives could be helpful.

PSNI car crime statistics indicated that there were numerous criminal offences related to car-crime e.g. no insurance, driving underage, driving a vehicle without the owners consent (Table 2). It was also established that there were other criminal offences related to this issue e.g. criminal damage to vehicles/property, anti-social behaviour or injuries sustained as a result of car-crime.

A one-day conference was organised to progress the group's findings and all identified stakeholders were invited. The various initiatives addressing the problem were discussed. 20 stakeholders representing the uniformed services, schools, criminal justice services and local community/youth workers agreed that a coherent approach should be adopted. All stakeholders present agreed that car-related crime mainly involved young males aged 14-17 years. Since youth workers present were convinced that the targeted-group of young people were not members of youth clubs, it was agreed that a school-based pilot project should be developed and delivered to the targeted group of young people involving all the stakeholders.

### **Analysis:**

It was clear from the latest available crime statistics that car-related crime was increasing in the Londonderry area. Young males were predominantly involved in this type of crime. In 2002/03 there were over 400 incidents of vehicle crime and this rose to almost 500 incidents in 2004/05. This is set against the background of Londonderry having the highest percentage of young people under the age of 16 in Northern Ireland (NI Statistical and Research Agency Population estimates by Age Group, Table 2.6) and the developing political climate.

Many young people no longer feared the paramilitaries as punishment beatings were no longer acceptable, and the police were not yet accepted in many estates as a law enforcing body. The local media Local and Community Safety Forums highlighted incidents of this nature on a regular basis. Adults within these communities still had serious concerns about passing information to the police and were reluctant/ fearful to openly challenge the behaviour of young people. Over two thirds of those surveyed by the FCFPG Audit stated that they would not report incidents to the police.

Figures from the Northern Ireland Office Statistics & Research Branch for vehicle-related crime in the years 2003 through to 2005 highlighted the number of 10 to 17 year olds prosecuted in all Courts in Northern Ireland and in Londonderry increased as follows;

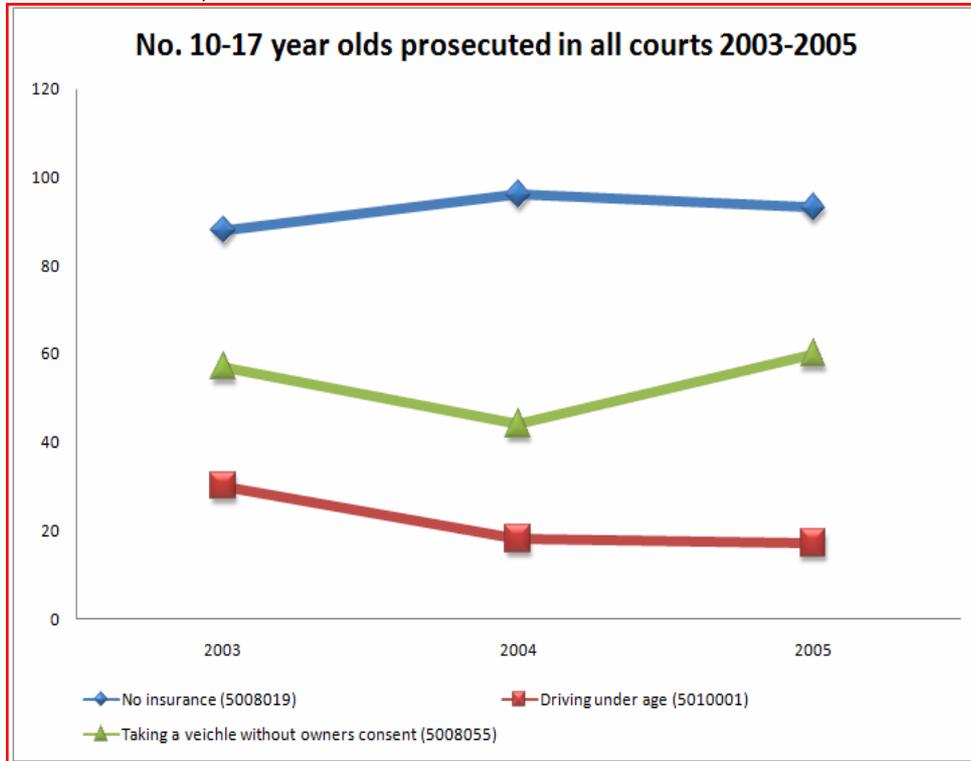


Table 1

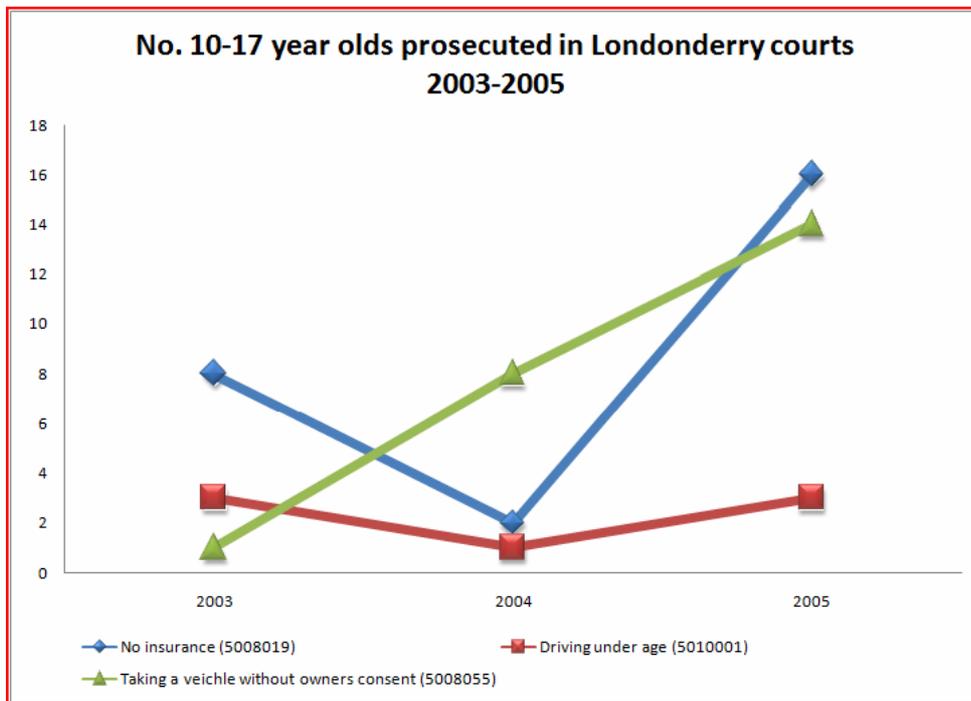


Table 2

The graphs demonstrate that the trend in Londonderry did not correlate with the N Ireland trend. In Londonderry car-related crime involving young persons was increasing steadily unlike the rest of the province.

The local PSNI Youth Diversion Officer for Londonderry confirmed that Juvenile Referrals in relation to vehicle related offences were also increasing:

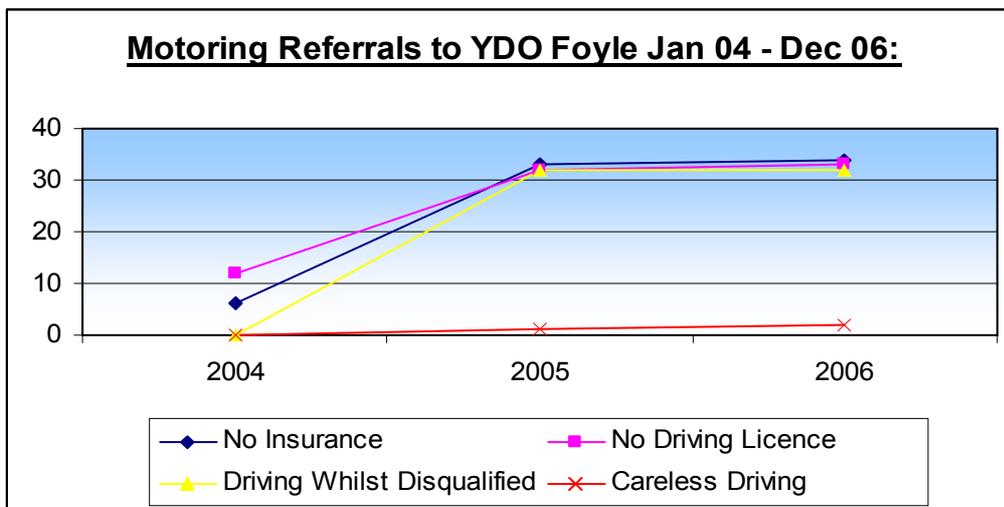


Table 3

The Community Safety Audit carried out by FCFPG was distributed to households throughout the Derry City Council area (Londonderry). The University of Ulster commissioned the analysis and summary report. Findings from this audit support the above interpretation of data. Whilst there is no doubt the police data is correct, data from the Community Safety audit highlighted that there was an under-reporting of incidents to the police (67% of respondents would not report incidents to police).

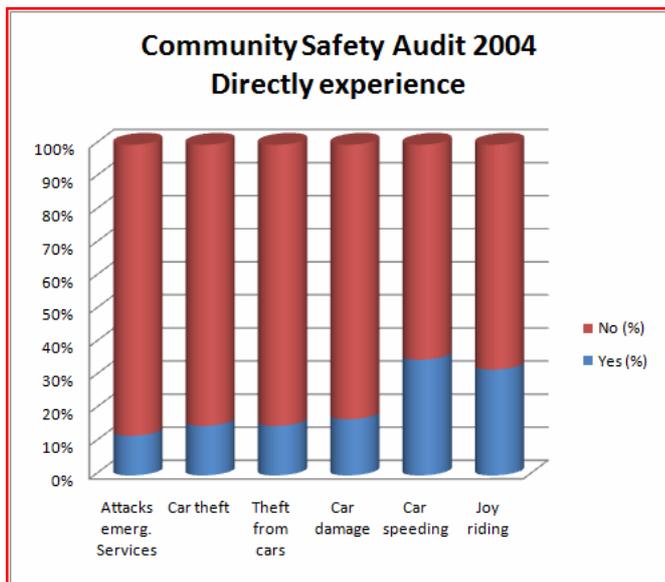


Table 4a

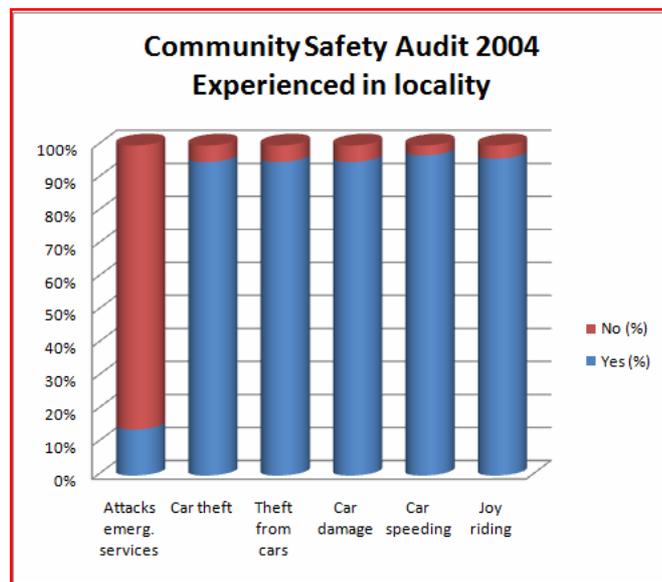


Table 4b

The above tables illustrate the responses to the range of questions relating to the whole area of car-related crime and attacks on uniformed services. Up to one-third of those surveyed directly experienced car-related crime. This number increases dramatically to over 90% when respondents indicated experiences in their locality (Table 4b). This finding was significant in identifying this issue as needing an appropriate partnership response.

Statutory and voluntary agencies were working independently to address the problem focussing on various aspects of the problem. These initiatives were mainly in response to localised high profile incidents and media coverage. This was evidenced by feedback from stakeholders at the conference. For example, a local principal reported that in the previous 12 months a community group, the local bus company and members of the fire authority had visited the school assemblies to appeal to the pupils after serious 'stoning' incidents.

Community representatives at the conference reported initiatives were often also in response to a serious local problem and were not sustainable in the long term. Other initiatives such as the provision of 'speed ramps' in local housing as a response to joy riding/ speeding resulted in the problem being displaced to out-lying areas. These responses were fragmented and had limited interaction with young people. Stakeholders agreed that the long-term value of these types of responses was questionable and was not having a positive effect on car-related crime.

The conference also addressed difficulties regarding offenders and victims. Police intervention was in response to an offence and police-led education initiatives on road safety were not welcome in schools in Nationalist/Republican areas due to the political situation. Moreover car-related crime was most prevalent in these areas. Victims were not included in any of the statutory initiatives examined. There was no initiative that brought together the victim and the offender of car-related crime.

All the stakeholders at the conference agreed that a multi-agency approach response was required to constructively and effectively address the many facets of this problem. The stakeholders agreed to submit their commitment and content in writing.

A working party consisting of representatives from education, police, housing, youth service and FCFPG was appointed to collate and critically analyse the responses. Car-related issues not covered in the responses were identified and specific groups were contacted to ensure the coherence of the project. For example, the Department for Vehicle Licence (NI) DVLNI were contacted to allow students to visit a test centre and complete a sample written driving test.

### **Response:**

At the conference it was agreed that that a multi-agency school-based programme would be designed to address the multifarious issues of car-related crime that provides:

- A long-term sustainable programme
- Brings together as many of the stakeholders as possible to address in partnership the numerous issues around Road Safety.
- Complements the National Curriculum.
- Allows students to experience real-life scenarios in a safe learning environment
- Examines the numerous consequences of road traffic collisions from a wide and varied perspective, including victims and offenders.

It was important that the programme be designed to proactively address the issues and included not only preventative incentives, but also was hard-hitting to the targeted group to reduce car-related crime.

The working group contacted a local all boys post-primary school as it had been identified at the conference that young males were more likely to be involved in car-related crime. The school agreed to work with the working group and to provide the expertise of a senior teacher to develop and pilot the school-based course.

20 statutory/voluntary agencies and community groups provided a commitment to deliver and participate in the programme. A number of partnership meetings took place. It was decided to utilise the best practice from existing initiatives. It became clear that the programme would need to meet the constraints of the curriculum and timetabling in schools. As each agency committed to deliver a 1-hour presentation the development of this course evolved as the most effective coherent way to deliver the programme.

The working group and the school agreed two common aims for the course:

- To promote a better understanding and awareness of the many issues surrounding Road Safety
- To make young people aware of career opportunities within the uniformed services, thereby promoting the work of uniformed services.

The agreed objectives are:

- To provide practical information, advice and demonstrations on road safety issues.
- To promote personal responsibility within society
- To enhance the ethos of citizenship
- To explain the roles of the emergency services
- To have a greater awareness of the short/long term consequences of motor vehicle accidents

The stakeholders ratified the aims and objectives.

The coursework was written targeting male students aged 14/16. Teachers in schools have a greater knowledge of the students' involvement in their communities and therefore it was agreed that the schools would identify those students who they felt would benefit most from the course.

The stakeholders agreed that the Course should be named Citizenship And Responsibility in Society (CARS) and it was launched in a local hotel and highlighted in the media.

By designing the course this way, any financial costs to individual agencies were absorbed from within that agency. It was identified that there would be financial costs for transport and equipment to individual schools. The FCFPG agreed to apply for funding to meet these costs. £5,000 of funding was secured from The Policing in the Community Fund, £3,500 from the local Police Command Team and £1,000 from the FCFPG.

The working group identified that co-ordination of the course would be crucial to its success. All stakeholders agreed one lead-agency co-ordinating the course, the Police. This ensured that minor problems could be dealt with quickly and effectively without recourse to extra meetings.

The FCFPG agreed to manage the funding of the course. This allowed the partners to concentrate solely on the delivery of their presentations without any additional administration. Through the FCFPG all the Local Community Safety Forums were kept informed of the development and progress of the course. The FCFPG also provided valuable feedback on the impact of the course.

It was agreed that the staging of a fatal road traffic collision should be the starting point of the course. The collision could be reconstructed depending on current crime trends. Events, then unfold in a chronological order over a thirty-week period of the school year. The course adopts a 'hands on' approach, is interactive using key skills, such as I.T., problem-solving and economical awareness, whilst promoting personal responsibilities and addressing the concept of 'peer pressure'. The ethos of Citizenship and Community is engrained throughout the course as each presentation builds on the principles of good-neighbourliness, with the students gaining an insight into how individual actions impact on themselves, their family and their community. The course is a work in progress and has been designed with the added flexibility to allow further activities such as designing road safety posters, leaflets etc. After school activities can also be arranged with visits to courts, young offender centres and prisons. Students also learn the consequences of gaining a criminal record and the affect this can have on the rest of their life. The course includes:

- Information on the effects that alcohol and drugs have on the body this is graphically illustrated using vision-impairing glasses.
- Pupils learn how to fill in a driving licence application and study the real cost of buying/ maintaining a motor vehicle, including the costs of insurance and vehicle test certificates.
- The reasons for having third party insurance and vehicle test certificate are covered by the staff from the motor workshops at the local colleges, where the students are shown the working of a motor vehicle and how even minor defects to a vehicle can increase the chance of causing a road collision.
- A local rally driver encourages the students to adopt a sensible approach to driving, whilst reinforcing the vulnerability of a standard vehicle in a collision. The students are also made aware of and get to explore the extra safety features of a rally car in comparison to a standard car.
- A visit to the Driver Testing Agency allows the students to experience the Hazard Perception Test and learn more about the standard driving test.
- The students receive basic life-saving skills from a fully qualified first aider with presentations, work-packs and practical's; all students who successfully complete the first-aid section gain a certificate of achievement.
- During a heart felt presentation a sister tells her story, about her brother who was killed by a drunk-driver, reliving the tragic events, giving students a valuable insight into the consequences of a fatal road collision and the long-term effects on those left behind.
- There is also a hard-hitting presentation from the road safety charity B.R.A.K.E. in which ordinary people tell their stories about the loss of life/ serious injury to loved ones.

Accountability by the students is provided by the academic achievement imbedded in the course. The students complete a portfolio of work that is submitted as GCSE coursework and they also receive a certificate of achievement.

The working group reported to the partners on a quarterly basis for evaluation of performance against the agreed objectives. At these meetings progress was reviewed and various amendments/updates to the course were made as a result of both positive and negative feedback. This process informed the final composition of the course and the involvement of the various agencies/community groups.

Having piloted the course in one school an independent post-evaluation followed to ensure that the course met the agreed objectives and outcomes. This also allowed for changes to be made to the course to ensure maximum effectiveness. Two statutory agencies experienced difficulties with their time commitment, however they did continue their involvement by providing information, resources and an email facility.

Two further schools became involved the following year and continue to participate in the course. A further three schools are involved this year. It is anticipated that the course will be rolled out into neighbouring towns over the next two years. The course has been designed in such a way that partner agencies/groups in any area of the UK, experiencing similar problems can replicate the model.

The financial cost of running the course is relatively low and the time commitment from partner agencies has been minimised to provide sustainability to the course. However it was recognised that at some point funding may not be available or there may be constraints on partner time commitments. Therefore an information book has been produced that includes student's work-packs, teacher notes, exemplar course work, useful web sites and DVDs. One of the DVDs was produced and edited by a group of students from the pilot school that covers all aspects of the external agencies work in the course.

As a result of the partners working together on this programme closer working relationship and co-operation has developed. For example; the partner agencies have participated in career days in schools; presentations to community groups; housing-related schools projects have been developed; attendance and participation in Community Safety Forums by members of the agencies has increased.

### **Assessment:**

It was agreed that an independent evaluation would be carried out following the pilot year of the course. This would assist in measuring the impact and monitoring of the course.

In 2006, Mr. Frank Dunne BA Cert Ed. DASE MSc, conducted the independent evaluation of 75% of the participants of the CARS course. His conclusions can be summarised as:

- The course was successful in terms of pupil learning, 93% of those interviewed demonstrated a clear recall of the course content five months after completion.
- 97% of the pupils confirmed their enjoyment of the material and methods used to present the units of work within the course.
- 96% of the pupils rated the course content as important with some indicating their acknowledgement that some of the content would become more important in the future.
- 3% of the pupils found one module a visit to court boring.

All the stakeholders reviewed the independent evaluation; changes were made to the course, particularly the visit to the court as it received the only negative outcome in the evaluation.

The FCFPG audit was used as a baseline and FCFPG agreed to co-ordinate the ongoing evaluation of the course and developed several methods for gathering evaluation data:

- Interviews with pupils participating in the course
- Feedback from partners as a result of their own evaluation
- Reports from local community safety forums on the incidence of road safety issues in their areas
- Record-keeping in the performance of crime pattern analysis
- Working group continually examining the content and relevance of the course year-on-year in relation to emerging road safety issues
- Evaluations by teachers involved in the various schools reference the relevance and impact of the course
- Continually benchmarking with best practice in other areas addressing these issues

Schools have reported that pupils' enjoyment and participation in the course is high. This is evidence by attendance being maintained for the duration of the course and by pupils' feedback in schools.

The various partners have confirmed the value of their input by results evidenced on the ground. Mr S Nicholl, Station Officer Ambulance Service NI has commented in his feedback 'that there are positive comments from school children about the course and other students are asking "when can we do it'. One housing partner has confirmed that there has been a year-on-year reduction in complaints regarding car-related incidents from residents within areas that the course has run.

Quarterly reports from Local Community Safety Forums have indicated that the number of incidents of car-related crime reported at their meetings has reduced significantly. Litter and planning issues have become more prevalent.

This course has assisted in reducing vehicle crime in Londonderry as evidenced by the table below in 2003/04 there were over 400 incidents of vehicle crime, this rose to almost 500 incidents in 2005/06. Levels decreased to fewer than 300 incidents in 2007 and a significant decrease in vehicle crime is expected in 2008.

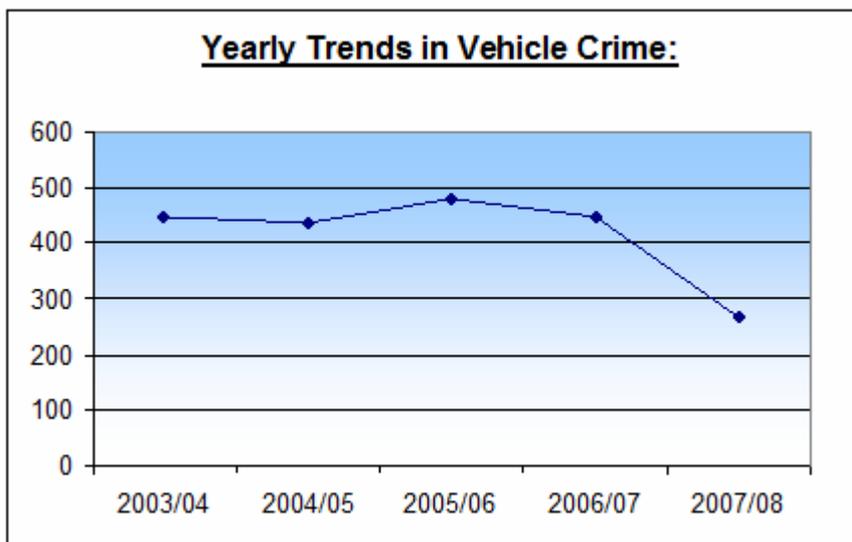


Table 5

The local PSNI Youth Diversion Officer for Londonderry confirmed that Juvenile Referrals in relation to vehicle related offences for the city of Londonderry between 2003/04 and 2006/07 had dropped by 29% in 2006/07 (Table 6).

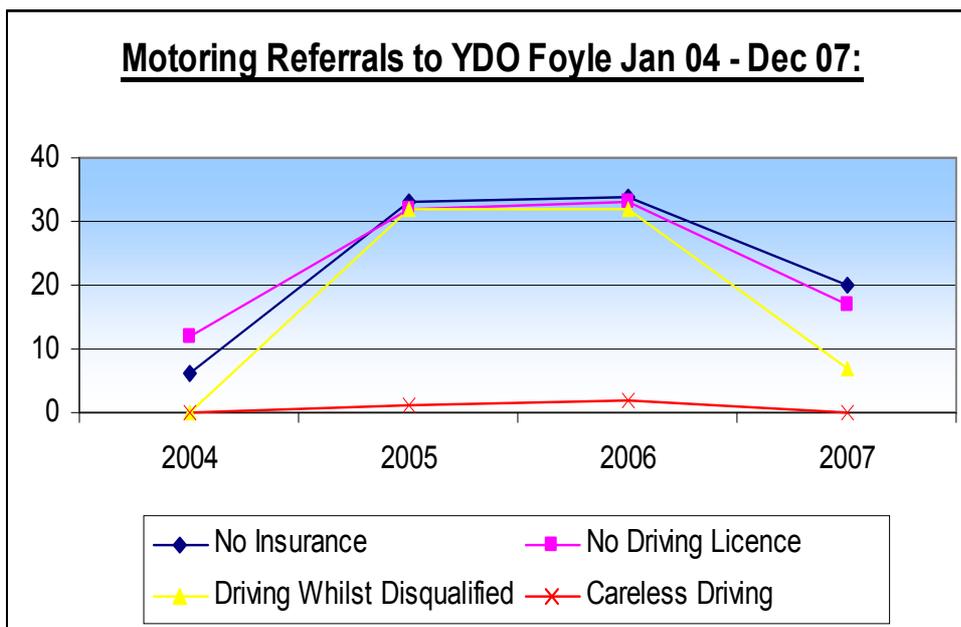


Table 6

Whilst official figures are not available it is anticipated that the downward trend of prosecutions for car-related crime by 10 to 17 year olds in Londonderry will continue.

Attacks on the uniformed services in areas where this course has been delivered have decreased dramatically. Figures released in February 2008 show a 25% decrease in attacks on uniformed services as below.

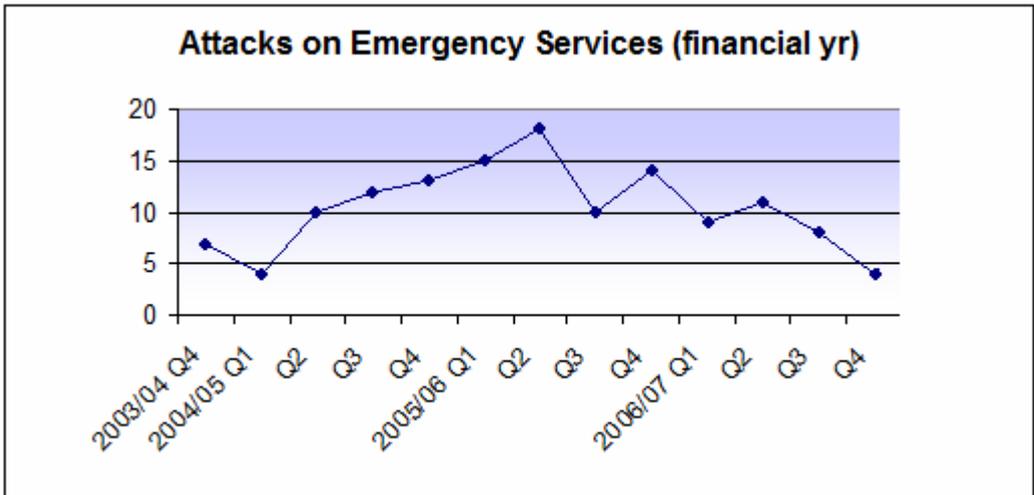


Table 7

Figures from Derry City Council Environmental Department shows a reduction from 354 vehicles burnt or abandoned in 2004 to 243 vehicles in 2007 (Table 8). This has made a saving of over £6,000 per year within the department, allowing the savings to be spent on other environmental issues.

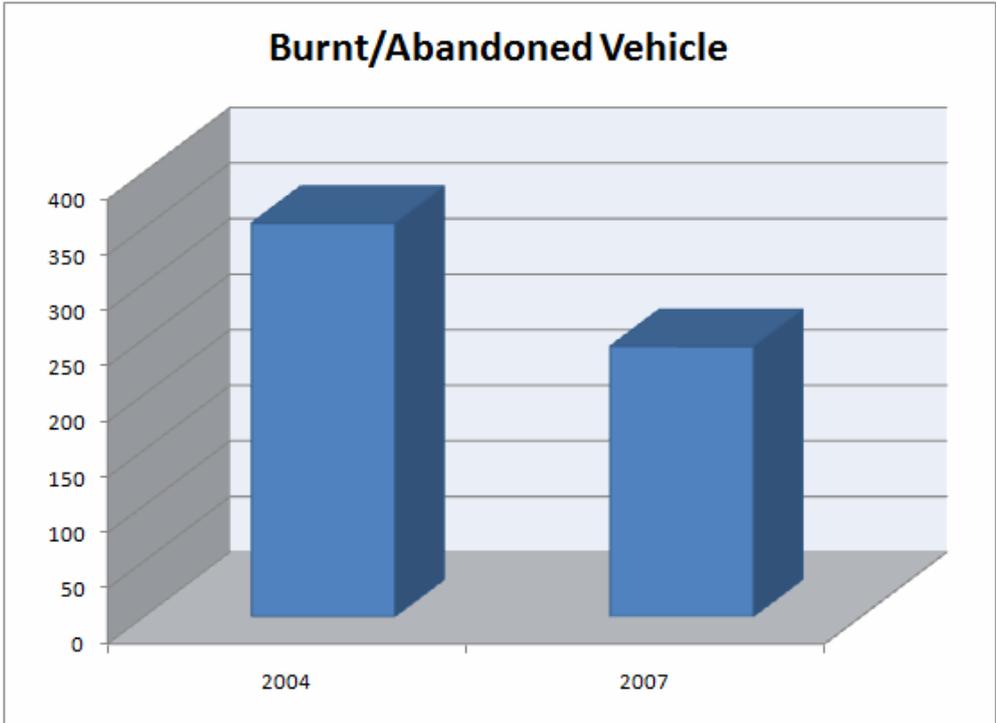


Table 8

Local Community Safety Forums have also confirmed a significant decrease in reports of car-related incidents across the city.

By taking the 'Best Practice' from each agency and building a multi-agency programme this course has ensured that each student receives the maximum learning experience in a cost and time-effective way. It is difficult to claim that the CARS Course saves life; however it certainly has the potential to do so. As part of the ongoing evaluation the working group examined other initiatives carried out over the same time period. The downward trend in car crime cannot be solely attributed to this course. For example, operation clean ups by DVLNI/PSNI, ongoing TV adverts regarding road safety by DRD must be recognised as complimenting this programme.

## **Unexpected outcomes**

The multi-agency approach has assisted the PSNI in promoting positive contact with local young males who would not normally have, or wish to have contact with police due to the 'troubles'. This has led to individual community police officers gaining the trust and respect of these young males, allowing for further interaction outside school that has assisted the police in dealing with anti social behaviour incidents in local areas. It also has enabled the local community policing team to deliver two diversionary events with young people in the area. (A group of 17-18 yrs olds were taken paint balling and a group of 14-16 yr olds were taken go-karting by PSNI) Such events were unheard of in these areas before this course and have helped to break down barriers and build mutual respect between police, local community and young people.

The establishment of this course has opened numerous lines of communication and created a working relationship between statutory/voluntary and community groups. This has led to an increase in the exchanging of ideas on community safety and the improvement of problem solving through partnerships. As a result other community safety initiatives have been developed amongst several of the partners.

For example;

- The installation of home security CCTV in partnership with Local Community Safety Forums, Housing Associations, PSNI and Local Resource Centre;
- Summer scheme targeting 13-17 yr olds in partnership with PSNI, Youth Service, Local Community Safety Forums and Local Resident Associations;
- Inter-agency primary school-based project in partnership with a Housing Association, NIHE, PSNI, Local Area Partnership Group, Disability Action and Community Safety Partnership Derry City Council.

The development of this programme has been a learning experience, particularly for the working group. For example, in reviewing the process of development of the course, time and effort could have been saved by using a data capture sheet at the initial conference. It must be acknowledged that four agencies/groups demonstrated leadership in the development of this project and all agencies/partners willingly fulfilled their commitment. A key to its success has been the commitment of agencies/groups with the appropriate expertise/knowledge and commitment to 'see it through'. The co-ordinator's role was crucial to the delivery of the course and if this course is to be replicated the 'right person' in this role is pivotal to its success.

**State number of words used: 3991**

**Section D: Endorsement by Senior Representative - Please insert letter from endorsing representative, this will not count towards your word or 1MB size limit restrictions.**

**ASSISTANT CHIEF CONSTABLE, CRIMINAL JUSTICE**

Tilley Awards  
PPSU  
4<sup>th</sup> floor  
Fry Building  
2 Marsham Street  
London  
SW1P 4DF

18 April 2008

Dear Madam,

**RE: ENTRY FOR TILLEY AWARDS 2008**

**Citizenship And Responsibility in Society (CARS) Course**

As nominated Senior Representative for the Police Service of Northern Ireland, I confirm this nomination is factually correct and endorse this entry for the Tilley Award 2008.

Yours faithfully



**J A HARRIS**  
**Assistant Chief Constable**  
**Criminal Justice Department**

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