

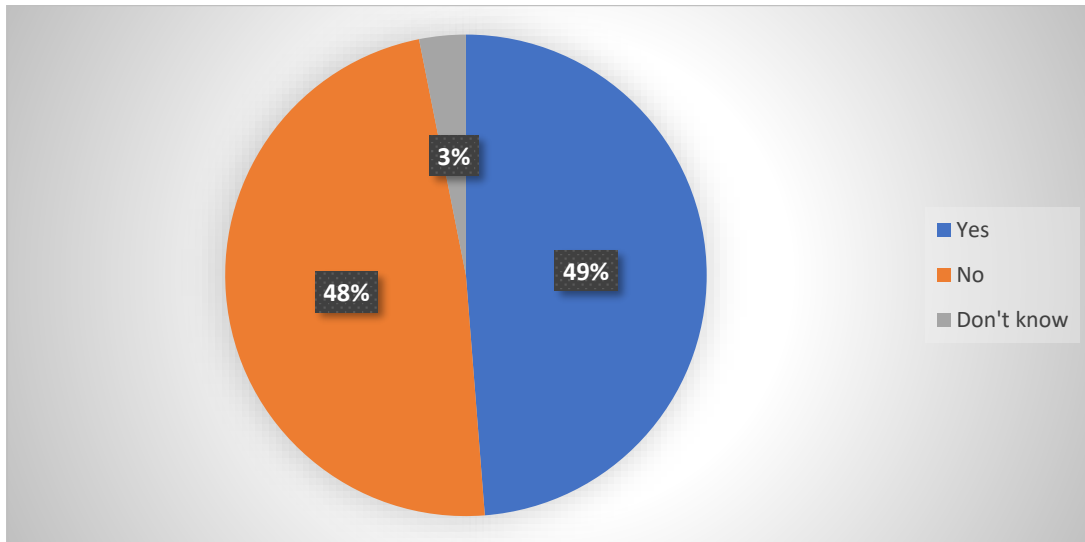
**NEWCASTLE  
UNDER LYME**  
**BOROUGH COUNCIL**

# Consultation on Public Spaces Protection Order on Car Cruising – July to October 2024

The consultation was open from 16 July until 2 October 2024, and received 160 complete responses.

Do you agree with the proposals to implement a PSPO which sets out prohibitions specifically related to car cruising?

Figure 1: Proportions agreeing with the proposals. 160 respondents



Slightly less than half (49 per cent) of respondents agreed with the proposals, with nearly as many (48 per cent) disagreeing. The remaining three per cent were undecided.

The earliest responses, until 4 September, were from fairly local respondents and largely supportive of the PSPO. An article in the Daily Express had already highlighted the consultation and there were soon motorcycle websites, such as *The British Motorcyclists Federation* and *Motorcycle News*, here in the United Kingdom and also in the USA informing their readerships of this proposal. Editorials, and message boards in particular, contained negative comments. There were then significant numbers of respondents, mostly from other parts of the country, who were concerned that the PSPO would be used to clamp down on motorcycle riders, including those on charity events or even two riders travelling somewhere together to meet up. This changed the overall picture from being mostly supportive to mostly opposing, and it was only in the last week of the consultation, when several more local responses were received, that this changed.

Out of the 160 completed responses, 79 were from respondents who said they had an ST5 or ST7 postcode and so classed as being from the borough – note that no responses were submitted from anyone with a CW3 or TF9 postcode. A further 19 were from other ST areas not in the borough. The other 62 were from either other postcode areas or did not say what their location was. Of these 62, some were from long distances away such as Kingston and Bromley in Greater London, Bournemouth, Portsmouth, Scarborough, Ipswich, Leicester, Llandudno and Coventry. The responses from such areas were almost exclusively opposed to the proposal due to a perceived negative effect on motorcycle riders.

The following table shows the difference in support from local respondents and those from other areas. There is a clear pattern here showing that the more local the respondent, the more supportive they were of the PSPO.

Around two-thirds (66 per cent) of respondents with ST5 or ST7 postcodes were in favour of the PSPO being introduced.

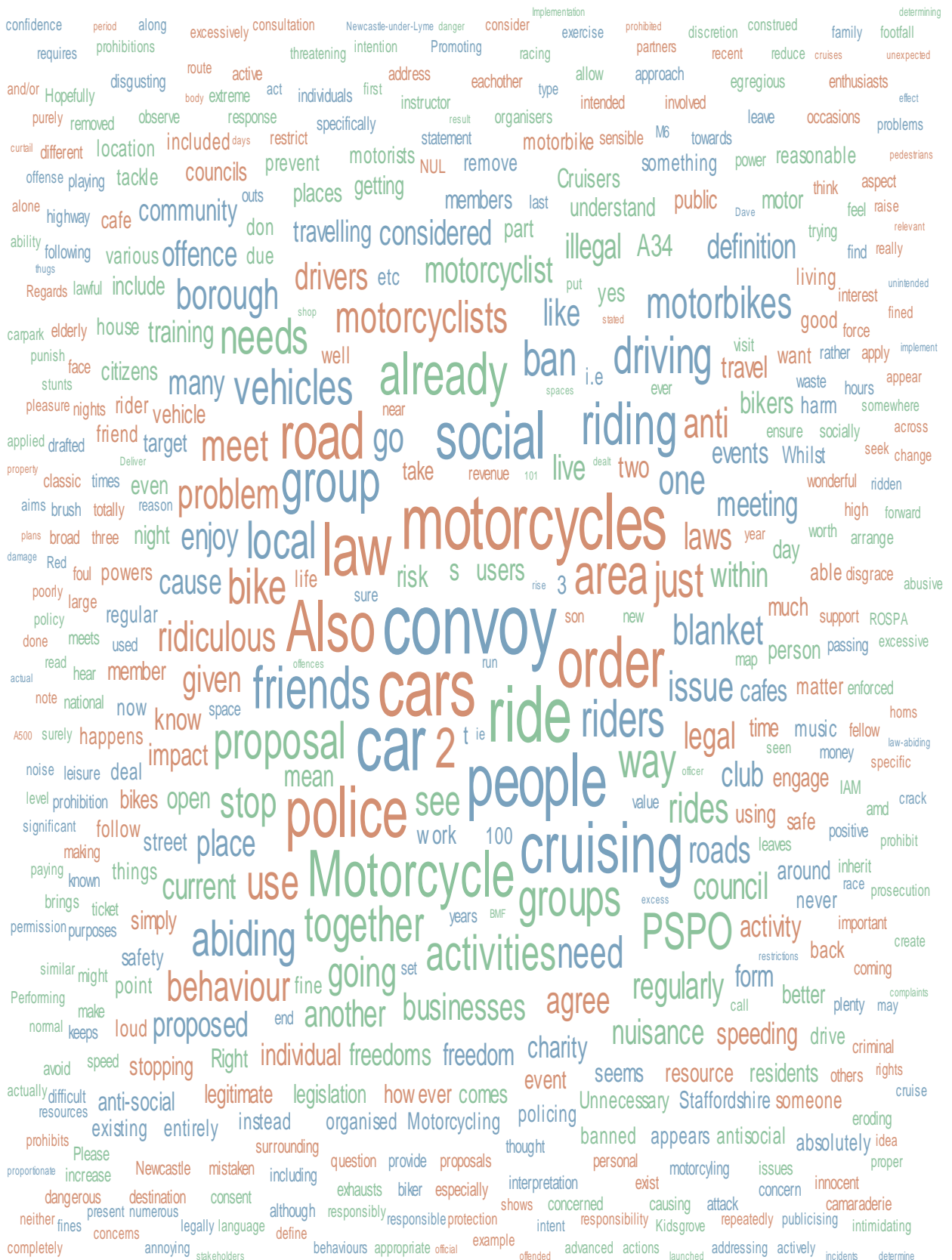
57 per cent of respondents with any ST postcode were in support of the PSPO being introduced. But only 37 per cent of respondents from other areas – or who did not say where they were from – supported it.

*Figure 2: Support by location of respondents*

	<b>Responses</b>	<b>Yes</b>	<b>No</b>	<b>Don't know</b>
<b>Borough (ST5 or ST7) respondents</b>	79	66%	30%	4%
<b>All ST postcodes</b>	98	57%	40%	3%
<b>Other/no postcodes</b>	62	37%	60%	2%

All of the comments are included in full at the end of this report, but the following word cloud shows the key themes from the comments. The larger the word, the more responses featured it – and this clearly shows how many respondents were concerned with the impact of the PSPO on motorcyclists. The large font featuring words like motorcycles, motorcycle, motorbikes and motorcyclists demonstrate this.

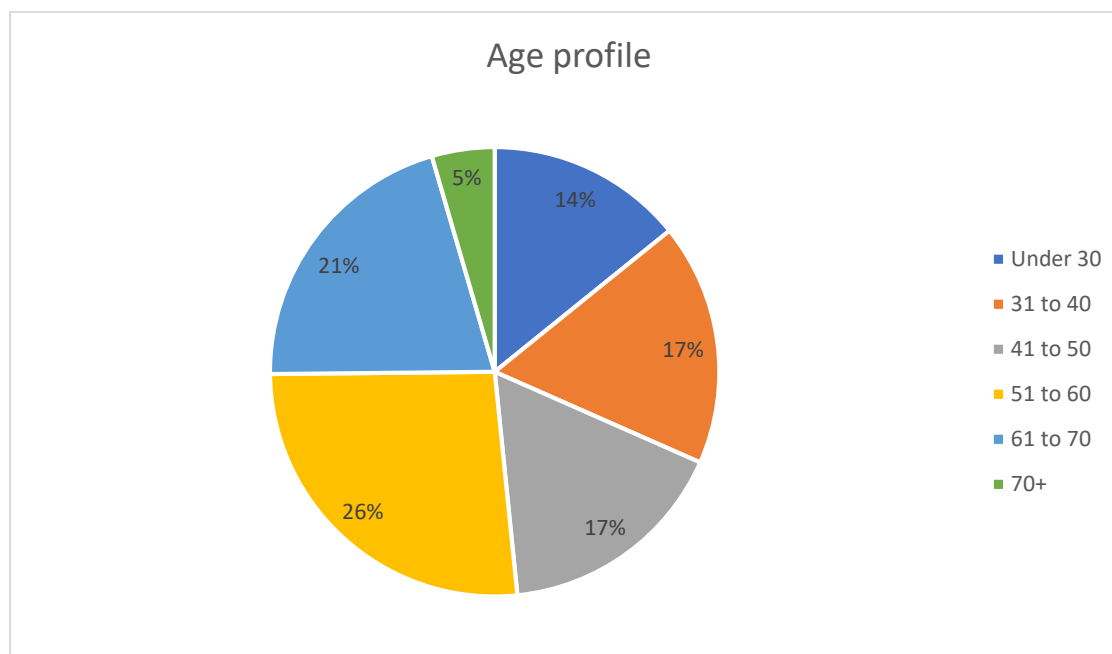
Figure 3: Word cloud showing the key themes from comments



## Age profile

A reasonable number of responses were received from all of the offered age groups. Just over half of respondents (52 per cent) were aged 51 and above, with the other 48 per cent aged up to 50.

Figure 4: Age profile of 155 respondents



## Location of respondents

92 respondents put their complete postcode - but several only submitted the first part. Anyone who put ST5 or ST7 were classed as being in the borough: while some ST7 postcodes are in Cheshire East, including Alsager and Rode Heath, these are only a small proportion. Two respondents said they were from ST4 – they were classed as being from outside Newcastle-under-Lyme as only a small proportion of these postcodes are in the borough. The following table shows where respondents were from, and note that areas are defined by their postcode prefixes so, for example, anything with a WS postcode is defined as Walsall and all CV postcodes are defined as Coventry.

Figure 5: Locations of respondents who provided at least part of their postcode

Location	Responses	Location	Responses
Newcastle-under-Lyme Borough	79	Llandudno	1
Other ST postcode	19	Portsmouth	1
Birmingham	2	Sheffield	1
Bournemouth	1	Swindon	1
Bromley	1	Telford	1
Coventry	3	Warrington	2
Derby	2	Wakefield	1
Ipswich	1	Walsall	2
Kingston upon Thames	1	York	1
Leicester	3		

## Comments

All received comments are included in full below, with only obvious spelling mistakes corrected.

The following comments were received from those respondents who answered that they supported the introduction of the PSPO:

- I am sick and tired of car cruising on the A34, it really is affecting the way we are able to live within our house. I have complained to the police on many occasions, finally this will see the end if the police actually enforce it.
- Hopefully crack down on speeding around Wolstanton. Cruisers regularly use Silverdale road to test the exhaust due to the nature of the street.
- It's essential that our roads and the people who use them are safe, in a time where we have moved on, and places operate 24 hours. There are enough beautiful places to see in the day or when on holiday, at nighttime is becoming another league. Not good, not safe, especially if you are a shift worker. I totally agree with all the points that have been put forward. Right now, it seems to have ramped up at Tesco carpark, Kidsgrove which needs to be nipped in the bud asap! So it's definitely a yes from me.
- I live on Priory Road, Newcastle and within the last 6 months there has been a noticeable increase in late night excess speed and exhausts that backfire. Having lived on the road for 30+ year I have seen many accidents due to excess speed , and I am concerned that it is only a matter of time before we see another one.
- When I stay at my partners house in kidsgrove, I find repeated disturbance from cars meeting on Tesco carpark in Kidsgrove. This happens most nights where numerous cars come and go meeting other cars, beeping, playing music loudly and speeding around the carpark doing donuts. I find this highly annoying as it has woken me up on numerous occasions. I feel there needs to be a crackdown on this to stop this from happening.
- Persistent issues with vehicles racing up and down the A34 from the ring road up to the A500. Regularly hear the cars from my home and see them when they race on the NSL section between the A500 and first roundabout on the A34 southbound. I am not certain of the road worthiness of many vehicles up partaking in these activities. £100 fine seems too lenient, needs increased.
- I think this will only work if there are the resources to identify the people that do it and get evidence needed for prosecution. I do get the impression that some people drive along various roads in a similarly anti-social way, but I don't have evidence, only that I hear the engine noise and gauge the speed. Those people aren't in groups of cars, only a single car. Is there scope for an education element to the strategy to reduce future car cruising?
- I live on the Woodlands estate behind the Premier Inn off the A34. It used to be on the odd occasion but lately it seems every night we're living on a TT or Grand Prix practise track
- Harsher penalties for organisers
- I live on Red Street which is parallel to A34 ... although there are 3 large fields between the 2 roads I can plainly hear and see the vast amount of cars

speeding in convoy between the two roundabouts... it is very dangerous and noisy and totally unacceptable

- After witnessing cars on a daily basis speeding, passing through red lights, driving through bus lanes and constantly witnessing situations where there was almost a collision, I have absolutely no confidence that this PSPO would ever be enforced if it were to be approved.
- This needs to be policed thoroughly. We were set upon by thugs on motorbikes after asking them not to rev their bikes and terrify my rescue dog. The police were called by staff at the cafe we were at, yet the police sided with the thugs choosing to befriend and eye-up their bikes instead. No faith in the policing of these thugs at all.
- Most Saturday evenings they race for hours need stopping
- This matter relates to Audley Road and Deans Lane too. It can be extreme at various times of the day with various cars and motorbikes.
- Having read about this in MotorCycleNews, September 4th issue, I am very concerned that this prohibition, though targeted to a specific group, i.e. Car Cruising, it could be extended to any group to prevent people in pursuit of their legal right to meet with others for social or charitable events. I am a retired ex-serviceman of 22 years in the RAF and a member of a classic motorcycle club. We get great pleasure in meeting up to visit places of interest and also provide pleasure and interest to the public at Classic Car and Motorbike shows. Motorcyclists also regularly raise hundreds of thousands of pounds for charities during "Ride Outs" such as the annual "Ride to the Wall" at The National Arboretum in your area, and The Distinguished Gentlemen's Ride which is a Global event. Also, the recent "Dave Day" ride out in memory of Hairy Biker Dave Myers raised thousands for Cancer Research with so much support and positive National media reporting. I fear that this would quickly become illegal if PSPO's became an easy method of controlling citizens' rights to their current freedoms. What happens if I was out on my bike on my own and caught up with another bike also on a lovely relaxing ride in the countryside? Would we be liable for a roadside fine of £100 just for living our lives? I need reassurance from Government that this is not the thin end of the wedge which could spread across all counties once councils see your borough doing this.
- Cruising is making safe driving very difficult and preventing careful and diligent drivers from using some areas of the borough.
- We are sick to the back teeth with the backfiring exhausts all hours of day and night this is why we back the PSPO

The following comments were received from respondents who were opposed to the introduction of the PSPO:

- £100 is insufficient a response to an issue that blights residents and road users lives. It is not a disincentive. If, however, drivers and those present in the vehicles receive endorsements on their licence then this might be valuable. However, you're not proposing this, so it's a toothless waste of council time. Additionally, Staffordshire Police as an 'inadequate' force doesn't

have enough resource or skill to answer 101 calls, let alone Police anti-social behaviour. How do you think the Police will become aware of this when this isn't lifesaving, so a 999 call is not appropriate, and it takes more than 1 hour for a 101 non-emergency call to be answered. Come back once you've got something which might actually tackle this problem.

- Unnecessary. 2 cars meeting is a ridiculous statement. Could be 2 friends socialising after work or meeting for a catch-up
- Ridiculous, this overlaps law abiding citizen's legal vehicle meetings and events. This proposal requires rethinking and rewording. Also, surely this is a much lower priority than sorting the councils plan to decimate our green space with unwanted development or the unchecked invasion of our borders by militant gangs. Our high streets are full of foreign money laundering operations and your main concern is to stop young people enjoying their freedom.
- Motorcycle riders are not car cruising and should not be included. Myself as a motorcycle rider have ridden for 36 years and have attended many charity events of over 1000 motorcycles, funerals of fellow riders and ride with my family who ride too. If this comes into force it would prohibit our family travelling together on motorcycles within the borough.
- It is extremely concerning that this is intended to apply to motorcycles as it could mean that if myself, my husband and my son were to go out for a motorcycle ride together we could be at risk of receiving fines for the sole reason of being three motorcycles riding together "in convoy" despite breaking no traffic laws. Will you also be fining people who join funeral processions on motorcycles who are paying their respects to a fellow biker? This is entirely over the top; the police should be dealing with anti-social behaviour as and when it occurs.
- Utter waste of resources
- This is a massive overreaction and an abuse of power. This means you can be fined for going somewhere with 2 vehicles together! It's a complete disgrace.
- So how is this going to work with motorcycle training when you have an instructor and two students?
- This is not only Orwellian but completely ridiculous given laws already exist to tackle the problem you outline. I for one will absolutely not comply if two friends and I want to ride our motorcycles or drive our cars to any destination including one in the district. This will force you to explain yourself in court, a day which I look forward to. I will not allow you to clamp down on law abiding citizens' freedoms in this way. An utter disgrace.
- I am a member of IAM and ROSPA bike groups. We run regular group rides in which we ride in convoy. We do not inconvenience or annoy other road users or residents and observe all traffic laws. This activity is a core component of our road safety promotion. It is appalling that the council lumps us in with anti-social car cruisers.
- Whilst I agree with the base principle and the need to provide recourse in addressing anti-social use of cars and motorbikes I do not agree with the



proposal as worded, as it will also mean that regular activities will also fall under the order. For example, I am riding with some friends to the Staffordshire Bike breakfast at Port Vale am I now open to be fined? What is a convoy? If I find I'm following the same route as 2 other cars, am I now open to being fined? Your map includes the M6, does that now create an obligation on any event organisers to gain council permission to pass up or down the M6? How will you make sure organisers know, have you resource to grant permission to all the car and bike club requests? I do not agree that driving or riding in a convoy should be included in the order as that is too broad on its own.

- Wrong map attached to consultation!
- As a motorcyclist and a member of a motorcycle group, I would be concerned that this would penalise groups riding in convoy either as part of an organised charity event, or purely for safety. A group of motorcycles riding legally in formation is far more visible than individual riders, and therefore much better protected from the actions of other road users. This proposal in its current form would appear to outlaw the safest way for a group of riders to travel together from one place to another. While I understand the reasoning behind most of the proposal, I have grave concerns about the 'riding in convoy point' as it is currently put.
- Why punish everyone most of us are law abiding citizens, I run a motorcycle ride group. I don't allow unsocial behavior on our rides
- Whilst I don't disagree there is a need to tackle anti-social behaviour on the roads, i do have to call into question your definition of a 'convoy' being 2 or more vehicles. As a motorcyclist, and a responsible one at that, I take great pleasure in riding with 3 or 4 friends going to a cafe for some food and supporting local independent businesses. This restriction would greatly impede my ability to even meet with friends at a local cafe to enjoy a social catch up - which is very important to my mental health. I feel this would also impact local businesses and reduce footfall and income due to fear of falling foul of this order. I'd be agreeable to all but B on this proposal. Given your definition of cruising also, this would im sure cause concern for hosted bike meets and nights which from my experience are very respectful and peaceful and very rarely have ASB exhibited. With many things being targeted at the motorist, this feels like we are not able to have any enjoyment in a hobby we enjoy responsibly. I think your definitions need expanding further as they are too broad brush. I certainly consider myself a reasonable person but would absolutely not consider myself and a small group of friends riding to an establishment in a sensible manner 'cruising'.
- I object to well behaved motorcyclists being criminalised in this way, i understand the need to manage poorly behaved motorists but simply banning 2 or more vehicles travelling together is extreme and unnecessary. As an advanced motorcyclist and blood biker I frequently ride 'in convoy' for training and service delivery purposes, are we not being banned from the area due to the behavior of others? Please don't tell me the police will exercise discretion, we know they don't do that. By the way item one on the order contains a

simple spelling mistake 'shall' not 'shell', is this indicative of the level of thought that has been applied to this PSPO?

- If this is for car cruising only, then I agree. However, as a member of a charity motorbike club, I disagree if it is intended to include motorbikes. The club rides in a group for social purposes, for protection (as a group it is easier and safer to see than a lone rider), to assist new riders in learning and confidence on their bike and to raise money for charity.
- Motorcycling with friends to cafes and other local businesses is part of the wonderful camaraderie inherent to the motorcycling community. It brings in revenue to local businesses and for elderly members of the community it keeps them socially active. The blanket ban for riding motorcycles with friends, which could be considered a convoy, is an attack on the freedoms of the law-abiding motorcyclists that enjoy the social aspect of motorcycling. This also leaves the proposed order open to interpretation as 2 riders who are not known to each other but riding through near to each other could be mistaken as a convoy of motorcycles. This is the same for drivers of cars also. This is a disgusting attack on individual freedom and if it comes through in its current form will stop motorcyclists coming to NUL businesses as getting a ticket for a social activity is not worth the risk. It needs to have motorcycling removed from the order or a better definition of the offence given so as to remove the area of interpretation surrounding the offence. At face value this appears to be an egregious eroding of personal freedom to travel and engage in lawful activity. Motorcycling with friends to cafes and other local businesses is part of the wonderful camaraderie inherent to the motorcycling community. It brings in revenue to local businesses and for elderly members of the community it keeps them socially active. The blanket ban for riding motorcycles with friends, which could be considered a convoy, is an attack on the freedoms of the law-abiding motorcyclists that enjoy the social aspect of motorcycling. This also leaves the proposed order open to interpretation as 2 riders who are not known to each other but riding through near to each other could be mistaken as a convoy of motorcycles. This is the same for drivers of cars also. This is a disgusting attack on individual freedom and if it comes through in its current form will stop motorcyclists coming to NUL businesses as getting a ticket for a social activity is not worth the risk. It needs to have motorcycling removed from the order or a better definition of the offence given so as to remove the area of interpretation surrounding the offence. At face value this appears to be an egregious eroding of personal freedom to travel and engage in lawful activity.
- This is an absolute disgrace and another way to try and control everything. Most motorcycle riders are decent law-abiding people who have ride outs to cafes and other places to meet and ride with fellow bikers. It's our passion and way of life.
- I understand anti-social behaviour can be an issue but I also lead motor bike rides for a group we always ride responsibly and within the law the rides are important to all attending and we visit places like motorbike shops, cafes and

events as a group so this would prevent us from the area this could have an impact on local businesses and footfall in the area

- (Note – this comment was submitted twice in separate responses from respondents in different age groups. The quote marks were part of the submission). "Motorcycling with friends to cafes and other local businesses is part of the wonderful camaraderie inherent to the motorcycling community. It brings in revenue to local businesses and for elderly members of the community it keeps them socially active. The blanket ban for riding motorcycles with friends, which could be considered a convoy, is an attack on the freedoms of the law-abiding motorcyclists that enjoy the social aspect of motorcycling. This also leaves the proposed order open to interpretation as 2 riders who are not known to each other but riding through near to each other could be mistaken as a convoy of motorcycles. This is the same for drivers of cars also. This is a disgusting attack on individual freedom and if it comes through in its current form will stop motorcyclists coming to NUL businesses as getting a ticket for a social activity is not worth the risk. It needs to have motorcycling removed from the order or a better definition of the offence given so as to remove the area of interpretation surrounding the offence. At face value this appears to be an egregious eroding of personal freedom to travel and engage in lawful activity."
- If the intention is to ban things that are already illegal, then why do it. The draft order says it defines car cruising in the schedule, which includes 'driving in convoy while car cruising'. Isn't this a circular definition i.e. car cruising is car cruising? The map covers a stretch of the M6 motorway and so potentially aims to make national events that are just passing through your area like the recent tribute Rideout for one of the Hairy Bikers illegal (I didn't go on it, so I don't know which way it went but imagine it went up the M6).
- Why 2 wheels if there is not an issue with motorcycles/scooters? This is ridiculous.
- I regularly ride with friends in the Newcastle area, we meet and ride to local cafes and businesses. Your proposals will mean that if we meet and ride together, we are committing a breach of the order. There is no definition of car cruising, so the proposals are unworkable.
- There is absolutely no need to introduce more Draconian legislation when the law as it stands is perfectly enabled to ensure prosecution of any of the illegal or antisocial activities that might be carried out by car, motorcycle, electric scooters and cyclists. The issue is a lack of police presence, proper sentencing, and the will to deal with the individuals involved. A few licences revoked, heavy fines, criminal convictions and suddenly these miscreants would sit up and take note. A £100 fine is a weasel way of raising cash for budget constrained councils. How on earth are you going to police this, and with what resource. Idiotic.
- Not in the proposed form why motorcycles?
- Dear Councillors, I believe the proposal, as set out, will restrict motorcycle instruction and tests where the instructor or examiner is required to follow the candidate on another motorcycle, i.e. in convoy. It will have a similar impact

on IAM RoadSmart and RoSPA advanced training for the same reason. As someone who is not local and tours with friends on motorcycles I could be inadvertently caught out by this order. We avoid motorways where possible when touring. The proposal seems disproportionate in that it prohibits legitimate activities which cause no nuisance. Kind Regards Jon Strong

- I am a motorcyclist; the proposals would make riding a motorcycle with a friend or riding with my wife a criminal offense if riding in a "convoy" of 2 or more vehicles is considered cruising.
- Agree with the spirit of the Order but not as proposed, since this will also impact on entirely proper leisure activities such as motorcycle group riding, who ride compliantly and cause no harm to residents.
- I belong to a motorcycle group who regularly arrange rides out. We all observe the law and don't cause any nuisance. This PSPO will restrict us passing through the borough to our destination.
- It means I can't leave the house with my wife and travel through the borough.
- Ridiculous powers that will have a detrimental impact on law abiding citizens as well as the car cruisers it's supposed to target.
- If there is a problem with cars cruising at different location , why does that involve motorcyclist you don't see bikes at these car cruises and this idea of stopping bikes from riding in groups is ridiculous it is common to groups of bikes on route to DK motorcycles on the A34 which is a major road through the borough what will happen with rider training people are they being find I am sorry but you are classing motorcyclist as involved in this which they are not this is a dislike of motor cycles by a councillor of her own opinion and consider the good work done by the Star Bikers and yes I am a motorcyclist and I am vehemently against these accusations off motorcyclists being involved in cruises .
- A ridiculous approach to take, try policing the laws that exist rather than removing the civil rights of innocent motorists and motorcycles, this is just pure fascism.
- There are much bigger problems to look at. Like last week when I took my kids to the cinema and groups were throwing glasses at each other. Scared my kids to the point they don't want to visit anymore. Car / bike enthusiasts meeting up should be encouraged providing they are not being anti-social.
- How you can lump motorcycles into this category is beyond me, do you know the difference ?. Motorcyclists do not cruise up and down doing doughnuts with loud music belching out, that would be impossible, where could you fit a 200-amp sound system on a bike ! You will also discover, hopefully, that a large portion of bikers are all of a mature age and tend to go on ride outs out of the area and not making a nuisance of themselves locally. This smacks of nanny statism, and if this is the way you are thinking, then perhaps a change of council would be the direction of travel.
- I have read that this applies to motorcycles. If that is the case, I have never heard something so ludicrous in my life. In relation to cars, you are telling me if I am following a friend to a location I am in breach of this proposal. Who comes up with this stuff? Now if it's past let's say 9pm and there are

numerous cars parked up making excessive noise and making a nuisance then yes. But you can't tar all with the same brush. If the group of people in whatever vehicle are causing no harm and breaking no laws, then what is the problem. Punish the ones that are causing the issue and use your limited intelligence to punish the correct people.

- Whilst I have no issue with you addressing an actual problem (cars), to extend this to include convoys of motorcycles is where I take offence. As a motorcyclist, I often ride in a group, or 'in convoy' as you say. We are doing no harm and are simply travelling together, and this could well be to Staffordshire Honda, located in Newcastle! So are we not able to support local businesses now? What about the bike nights which keep local pubs open? The Bikers Breakfast Events that take place at various locations to promote safety, which we attend with our friends? The charity rides that we organise and/or attend? As I say, address actual issues, no problem, including illegal motorbikes and those which are stolen, but please do not tarnish us all with the same brush. It's disrespectful, unnecessary and hurts both you and us.
- This will only hinder the enjoyment and positive use of the roads by law abiding road users. Everything this proposal sets out to stop is already illegal so stopping groups or a few individuals driving together will not prevent people who go out with the intent to endanger themselves and other road users from doing so.
- Anti-social road use is a POLICE matter, not a council matter. You are trying to infringe on our right to use the roads and knowing you, once you've banned group meets, it will be solo riders. Concentrate on matters that are your concern and leave this to the police. I am tired of being discriminated against and you have no right to stop groups using the road in a legal and safe manner. Blanket bans are not fair to considerate road users. I don't even live in the area but feel very strongly that you are abusing your power and if you succeed, other idiot councils will probably follow.
- This is a badly worded and draconian order drafted by somebody who has failed to understand its implications or given any thought as to how an offence can be proven or enforced. What constitutes a 'meeting' or a 'convoy'? If a motorcyclist happens to be riding with 2 other friends then they are in a convoy. What happens if the motorbikes are spaced apart by 10 seconds, is that still a convoy or is it just 3 motorbikes who happen to be travelling in the same direction? If a group of friends or family members meet at a cafe or a park, or people drive together to a children's birthday party or an organised event then that could be construed as a 'gathering' under the vague terms of this order. It is ridiculous to then say that any planned movement of 2 or more vehicles will need to be granted consent by the Council, which will need to be administered and then no doubt you will seek to charge for it. There is plenty of existing legislation to deal with anti-social behaviour. This proposal is unnecessary and poorly thought through, with significant implications for entirely harmless and legitimate activities.
- Such a badly thought out PSPO. There have been countless times I have ridden a motorcycle on the M60 with at least two friends going on holiday. Just

driving in convoy with one of the other conditions is an everyday occurrence and cannot be considered as anti-social

- Change the wording- how do you define "cruising " when you are about to ban funeral processions, charity rides, three guys going for a meet up. The PSPO should only relate to anti-social behaviour, not normal people doing totally innocent things like going for a bacon butty at the local cafe at lunchtime, whilst not living in the area we dis this when my son was at your University - You will just destroy the commercial industry in your area
- An unbelievable infringement on the right to gather. It would be impossible to prove they are gathered and aren't just a coincidence. The police already have powers to fine and prosecute nuisance drivers, they don't need more
- This proposal is completely ridiculous and a direct violation of our freedoms in this country. I agree that those committing crimes in vehicles, such as excessive speed, driving dangerously, etc. should be punished. However, this PSCO proposal is a lazy blanket statement, which will harm those enjoying driving cars with friends or going for group rides on motorbikes. The police and council should have no legal right to stop groups of law abiding, tax paying people from driving or riding on public roads, even if they are doing so purely for the joy of it. You will simply further the divide between the public and the police/council which is already being stressed. A better and more community centred approach is to engage with vehicle enthusiasts during meets, using ANPR to ensure vehicles are road legal, and showing that the police are reasonable. Just because some people dislike motor vehicles and do not understand the hobby/joy that others gain from it, does not give them the right to take it away, as long as those in groups are taxed, MOT'd and driving/riding within the legal limits.
- Police already have the power to combat anti-social car/bike groups. This will only impact groups of sensible Drivers/Riders who want to meet and enjoy their shared interest in cars or motorcycles.
- Most of the list of banned activities are already illegal, so this order is redundant. "Driving in convoy" is not an offence, neither should it be. Lots of people follow someone to a destination, are funerals going to be illegal, this is just plain stupid. The statement "engaging in any activity that a reasonable person would consider to be 'car cruising' is not itself reasonable, and suggests that the person who drafted it is unable to define a car cruise.
- If there's a problem, then target the offenders rather than imposing a blanket ban. You don't ban shoppers from the high street on the basis that some of them might shoplift.
- This idea is a waste of resource. How much of my council tax is being wasted on this? Do something positive instead. Give the cruisers somewhere to go. What about an organised event at Seighford? Get the Police along, to do hearts and minds. Local catering college to provide refreshments. There is already a driving school there.
- Police the wrong and stop attacking the innocent bike riders.
- Car cruisers won't know there is a PSPO in place anyway. What it needs is some proactive action by police, getting out there and doing their job,

stopping, warning, or arresting law breakers, not just some blanket ban written up by someone from the comfort of an office.

- I can only speak for bikers who are in a bike club, where the rides are organised. They bring a lot of money to towns and villages. However, you should be clamping down on the idiots who ride with no crash helmets and wear balaclavas to hide their faces.
- So if I meet my daughter in the town and follow her to a place to eat, shop etc., you'd ban this! This makes no sense at all. It would just mean we are not welcome to shop or eat in the area.
- Rather than issuing an Orwellian and authoritarian PSPO which will immiserate many responsible vehicle enthusiasts, why not specifically target drivers who frequently engage in antisocial road use and leave responsible drivers and riders alone?
- Plenty of sensible legislation already exists to deal with this problem, it simply needs to be used!
- If it's for car cruising only. NOT to include motorcycles with legal pipes.
- How can you impose this 'so called law' on to motorbike riders? I ride my motorbike around different parts of Staffordshire a lot and I have never seen any issues being caused by other motorbike riders. I have been out in groups of other riders and no laws have ever been broken. You are condemning the majority for the actions of a few. This law cannot be imposed on the majority of the motorbike community.
- Plenty of laws to deal with the antisocial behaviour of motorists already exists. Use that instead of bringing in this new legislation that will impede on the activities of large numbers of people unrelated to those you are aiming to target. You risk criminalising legitimate and normal behaviour and losing the trust, respect and consent of regular, law-abiding citizens. I note that the proposed order does not specifically target cars. And also that it seeks to effectively ban legal activities. Sufficient powers exist already to disperse crowds and those causing a nuisance through temporary orders. And of course, any illegal driving can be handled by police in the usual way.
- This is frankly really ill conceived. Every point that you are trying to address is ALREADY legally actionable. This attempt at place a wrapper around a multitude of various offences will only serve to increase cost to the public purse as fines/charges are challenged if brought under the new 'wrapper' as opposed to the current individual offences. The only way to address this is policing of current law not introducing new. It is also particularly difficult and unfair to apply to motorcyclists.
- Firstly, your proposal is not limited to just car cruising. If you are driving in a convoy an offence this could be applied to any type of vehicles travelling in a group i.e. motorcycles, lorries, cars or vans where would it end? Performing stunts, when done in an appropriate environment i.e. an open bounded space is not a problem. Then there is the question of what is the definition of stunts? While I would agree that driving outside the conventions laid out by the highway code should be dealt with in an appropriate manor, it is not the responsibility of a public body to determine what is appropriate and what is

not. This is a legal matter and should be left to the police to adjudicate on this. There are already laws around reckless driving and dangerous driving, if an offense has been committed then the law should be enforced. With regards the repeatedly sounding horns the highway code has a clear definition about when this should be done. If this is not happening within those guidelines, then the police should act. While I agree that loud music, especially when it is not to your taste, can be annoying it should not be up to a public body to determine what is and isn't offensive. I am sure that the people determining this local ruling were young once and also played loud music that offended someone. This should be dealt with by engagement not by oppression. Again, if this is such a problem there are laws that could be enforced around the public playing / or broadcasting of music without a licence or permission of the music owner. This should also be enforced using existing laws. While the use of foul or abusive language can be upsetting. There is supposed to be such a thing as free speech, although that appears to be less tolerated these days. With that being said, who is determining what is foul or abusive language. After all, during these current times it appears anything can be construed as foul or abusive language. What happened to 'sticks and stone may break my bones, but names will never hurt me'? It strikes me people are far too easily offended these days. With regards to threatening, intimidating behaviour towards another person, there are very clear laws around this and again they should be enforced. It is not up to a public body to decide what is threatening or intimidating behaviour. Obstructing a public highway or place. Again, there are already laws in place regarding this and the law should be enforced. We the public do not need or want even more restrictive prohibitions foisted upon us. Promoting, organising or publicising car cruising seems more like the prohibition of like-minded individuals getting together to enjoy a common interest. Where does this type of fascist behaviour end, oh I don't like that knitting club because they've said something I don't like. Extreme I know, but hopefully it gets the point across. If this is such a problem, then have a conversation with the organisers and maybe offer a mutually advantageous location at no cost. Work with the public not against, build consent and stop trying to enforce your ideals. Lastly before you dismiss these comments as being from someone who is not directly affected, please bear in mind that the problems you are having are not just present in your borough, they are nationwide, and we also have the same problems where I live.

- Yes to banning cars and drivers that cause trouble, but motorbikes are not cars so shouldn't be included in your ban. It's a question of freedom of movement. And of personal freedom of the individual. So myself and my good friend Richard would be banned from visiting you as we ride motor bikes? It's like something the Nazis or Stalin could only dream up. I'm objecting as it could be the policy of Bath or Bristol or of London.
- Car cruising and nuisance are two different things entirely. A blanket ban like this is a hammer response to crack a nut. Deprivation of people's freedom to meet and socialise is reminiscent of the worst aspects of the Covid pandemic. I regularly meet with a friend or two and even my son to go for a ride on our



motorbikes obeying the rules of the road. A blanket ban is what I would expect from a totalitarian state not a democracy!

- Unfair to motorcyclists, does it include push bikes?
- Response from the British Motorcyclists Federation (BMF) to the Consultation launched by Newcastle-under-Lyme Borough Council on the Proposed Implementation of a Public Space Protection Order (PSPO) to Deliver Borough-wide Prohibitions on Car Cruising  
The British Motorcyclists Federation (BMF) welcomes the opportunity to respond to the proposal by the Borough Council on the proposed implementation of Public Space Protection Order (PSPO) for car cruising following an increase in car cruising incidents across the borough. The BMF is also a leading member of the National Motorcyclists Council (NMC) who broadly support the aims and objectives of the BMF. The BMF does not have any objections to this response being reproduced or attributed. Summary of the BMF Position  
The BMF fully supports the need to address and tackle anti-social behaviour across all parts of society, in particular where such behaviour is causing a danger to road users, including pedestrians, or poses a significant risk to safety and/or of damage to property through, for example, speeding, racing, dangerous driving or the performing of stunts on the public highway. The BMF is also fully supportive of the Borough Council's stated intention to ensure that communities are able to enjoy living in a safe environment through the prohibition of anti-social and dangerous driving. As one of the largest motorcycle rider organisations in the UK, the BMF works very closely with a number of partners, including central and local government representatives, Ministers and international partners to improve road safety for the benefit of all road users. Whereas the BMF does not object to the Borough Council's plans to prohibit car cruising in public places across Newcastle-under-Lyme, following an increase in car cruising incidents across the Borough and a subsequent rise in complaints from residents and businesses, the BMF does have significant concerns that there may be wider unintended consequences and unexpected detriment to other law-abiding road users, including motorcyclists, which may occur in addition to the desired effect of the policy under the Council's current PSPO proposals. The BMF therefore strongly recommends that the Borough Council carefully re-considers the breadth and effect of the proposed PSPO, as well as the specific need to implement a PSPO, and consults closely with all relevant stakeholders, including the local Police, so as to ensure that the design and evaluation techniques underpinning the Council's policy intent, and the specific prohibited activities to be included in any PSPO, deliver solely the intended outcome as set out by the Borough Council under the Consultation launched on 26 July 2024 i.e. to implement a PSPO specifically to prohibit car cruising across Newcastle-under-Lyme. Importantly, in adopting a collaborative and consultative approach with relevant stakeholders, including those who may be inadvertently affected by the proposed PSPO, the Borough Council should actively seek to avoid unexpected and unintended impacts on other legitimate and law-abiding road users as a result of the implementation of the proposed

PSPO. The BMF is aware that the Police and Newcastle-under-Lyme Borough Council already have existing powers to tackle anti-social behaviours through a broad framework of legal powers and other tools set out in the Anti-Social Behaviour, Crime and Policing Act (2014), including the ability to issue, for example, Criminal Behaviour Orders and Community Protection Notices, as well as wider Civil Injunction and Dispersal Powers. It is not evident from the information provided by the Borough Council, as part of the current Consultation, whether other options to curtail car cruising across the borough have been considered before pursuing the implementation of a PSPO. Given that PSPOs represent the “nuclear” option, as they can significantly restrict what people can do and how they behave in public spaces, and given that the Borough Council’s proposal is for the proposed PSPO to be in place for a 3 year period, it will be important for the Borough Council to ensure that any restrictions imposed through a PSPO are very tightly focused on specific behaviours and are proportionate to the detrimental effect that the behaviour is causing or can cause, and are strictly necessary to prevent it from continuing, occurring or recurring. It is also incumbent upon the Borough Council, under current official PSPO guidelines for councils, to ensure that their proposals to implement a PSPO are a reasonable and proportionate response to the problem of car cruising, or are needed at all, given other powers and tools available to the Borough Council and the Police to curb anti-social behaviour. The Borough Council also needs to demonstrate that by introducing a blanket ban on car cruising activity across Newcastle-under-Lyme this will not simply displace the particular behaviour of car-cruising and create victims elsewhere who were never intended to fall under the PSPO restrictions; for example legitimate motorcycle club gatherings, charity motorcycle ride-outs, or indeed other legitimate motorcycle use across the borough, including the use of motorcycles and other powered two wheelers, for leisure, commuting and training purposes; where, for example, learner motorcyclists are regularly taken out on the public highway together in convoy with their official trainers and examiners to improve riding skills and for test purposes.

Consideration In formulating this response, the BMF has considered the proposed plans and intended policy outcomes set out by the Newcastle-under-Lyme Borough Council as part of its public consultation. The specific background and objectives of the proposed PSPO are set out on the Newcastle-under-Lyme Borough Council website and are stated as follows: “ Residents and other stakeholders are being asked for their views on plans to prohibit car cruising in public places across Newcastle-under-Lyme for a three-year period. Newcastle-under-Lyme Borough Council has launched a consultation exercise on a draft public space protection order (PSPO) it has created following an increase in incidents across the borough and a subsequent rise in complaints from residents and businesses. The proposed order - the first of its type in the Borough - prohibits any meeting of two or more motor vehicles, including motorbikes, on local roads or public spaces at all times where any such vehicle or occupant engages in any behaviour considered to be car cruising, including the following specific activities:

Causing a danger to other road users, including pedestrians, or a significant risk of damage to property by either speeding or racing. Driving in convoy  
Performing stunts Repeatedly sounding horns Playing music excessively loud  
Using foul or abusive language Using threatening, intimidating behaviour towards another person  
Obstructing a public highway, or public place, whether moving or stationary  
Promoting, organising or publicising car cruising via e-mail, the internet, Facebook, X or similar social media, or any publication or broadcast.”

Conclusion In considering Newcastle-under-Lyme Borough Council’s proposals, and its stated intent to introduce a PSPO specifically to address the problem of car cruising across the borough, the BMF notes that the proposals as they stand appear to go further than the stated intent to simply address car cruising, and instead may also curtail the ability, for example, of two or more motorbikes from meeting on local roads or public spaces. As such, the specific activities to be prohibited, which the Borough Council has clearly set out to underpin the proposed PSPO, are in the view of the BMF, neither proportionate nor reasonable in their current form and are likely to result in unexpected and unintended impacts on other legitimate and law-abiding road users, such as motorcyclists.

The following comments were received from respondents who were neither in support nor opposed to the introduction of the PSPO

- There are several motorcycle groups within the area prescribed. Should they arrange to meet at a location within that area, is that considered cruising? Likewise, if 2 or 3 motorcycles are travelling in convoy does that mean they are going to be prosecuted? I have had to actively search for this and yet I live quite close to the A34 where some cruising has happened, also they have used our street to avoid detection.
- While I appreciate that the behaviours of some members of the motoring and motorcycling communities may cause erosion of the quality of life for residents there are certain activities which motorcyclists undertake which are inherently communal. Training, both at an entry level or IAM level, inherently involved riders in convoy, to allow the instructor to observe riding behaviour / characteristics in order to assess & advise on areas for improvement. Surely this cannot be at the discretion of an officer? Any PSPO needs to be drafted to allow legitimate use of highways and remove the subjectivity of an individual officer (while retaining officer discretion - yes, I agree that this is a paradox, however I can't see how this can be drafted while allowing legitimate, indeed necessary, highway use for motorcyclists). "The road to hell paved with good intentions" etc. Surely there is sufficient legislation already (there certainly seemed to be when I was riding!) and the issue is more of resource - removal of liberty because it is difficult to apply existing legislation isn't an excuse for further legislation. How many prosecutions for loud / unacceptable exhausts have been made in the borough in the last 5 years? It will be the same motorists engaging in the antisocial behaviour you're after targeting and there is legislation available, although it requires police focus.

- This order should not include classic vehicles i.e. over 40yrs old which regularly drive and ride in groups very responsibility for leisure, shows, runs, etc.
- I have a classic motorcycle and on regular occasions enjoy meetings with my friends who also have classic bikes. We would go for a gentle ride on our bikes towards say Whitmore and then back stopping at a tea house somewhere. Does this proposal mean we can no longer do this. What happens when we have a club night? Will we no longer be allowed to ride to the meeting place? Will we have to arrange a timetable so only one person is on the road at any given time?