



**Aldridge South and Streetly Local Neighbourhood Partnership  
06<sup>th</sup> December 2005**

**Improving Security in Local Neighbourhoods– Update Report**

**Service Area: Safer Walsall Borough Partnership**

**Background**

This report outlines progress towards a borough wide scheme to impact on crime, disorder and drug misuse by implementing targeted environmental/situational improvements.

Improving community safety is a major concern of the people of Walsall Borough and is a priority for the Council who through partnership working aims to reduce the fear of crime and create safe and confident communities. Community intelligence and research indicates that alleyways and other environmental issues often facilitate crime and disorder causing considerable disruption to the community. Situational crime interventions can have a significant impact upon these locations and as such improve the quality life of those directly affected by them.

The aim of situational improvements is to detect and deter crime by making crime difficult to commit. Coinciding with actual crime reduction the physical appearance of a situational intervention can significantly reduce the fear of crime within an area. Residents are able to actually see the intervention taking place and feel increasingly secure as a direct result of this.

A policy has been developed covering all interventions of this nature and was approved by cabinet on 19<sup>th</sup> October 2005. The purpose of this document is to clearly define the policy and procedures followed by WMBC in relation to situational crime interventions and crime prevention on public rights of way.

The policy and the programme to which it applies is fairly broad in its approach and in terms of the interventions to which it is relevant. Examples are as listed below.

- Alley Gating
- Fencing
- Vehicle Barriers and Bollards
- Street Lighting
- Security/Amenity lighting

Suggestions for potential situational interventions and environmental improvements have been identified by a number of mechanisms including

Local Neighbourhood Partnerships, Police and other partners of the Safer Walsall Borough Partnership.

The policy contains two distinct sections:

- A. Outlines policy on broader situational interventions to be undertaken under the Improving Security in Local Neighbourhoods programme.
- B. Outlines policy on the closure or diversion of public rights of way using sections 118(b) and 119(b) of the Highways Act 1980, which must follow strict legal processes.

### **Criteria for Interventions**

Sites currently put forward as priorities for situational interventions under the Improving Security in Local Neighbourhoods Programme must meet a specified criteria as outlined within the policy. The following points are considered during prioritisation:

- the level of recorded crime and anti social behaviour (including environmental crime)
- the level of any supplementary or anecdotal evidence
- the likely impact of a given intervention
- the level of risk associated with a given intervention
- the ease with which an intervention can be implemented
- the estimated cost of any given intervention
- whether a situational measure is the most appropriate intervention.

All sites put forward as priorities have demonstrable levels of crime and disorder as they fall within borough hot spots or hot locations. It is accepted that recorded crime and disorder reports may not in all instances identify the full extent of any given problem. In order for locations where this applies to be considered under the scheme, other forms of evidence will be considered. Any sites that fall within this category would require strong Police Architectural Liaison Officer support and act either as a generator of, or contributory factor towards, crime and disorder levels. It is however envisaged that identified hot spots will be the primary focus of the programme.

The policy also details the complicated steps required to close a public right of way and the Council's current approach to the closure of such footpaths. Current improvements to Public Rights of way are proposed under the current programme. Consideration of closure will be given at a later stage should crime levels remain an issue, as specified within the policy and requirements of the relevant legislation.

The above is only a brief summation of the contents of the policy and a complete document can be made available to each respective LNP if required.

## **Current Situation**

The below list of sites has been put forward by the Aldridge South and Streetly Local Neighbourhood Partnership. None of these schemes fall within a borough hot spot, or are listed as a hot location, as plotted by the Partnership Analyst based upon Police crime records. Therefore, the below schemes have not been put forward for improvements under the Improving Security in Local Neighbourhoods programme this financial year

1. Whetstone Lane to Twyford Avenue
2. Hardwich Road (next to 116 and Rydal Close)
3. Goodwood Drive Play Area
4. Streetly Community Association Play Area
5. Chester Road (167) to Thorney Road
6. Chester Road next to 217
7. Chester Road next to Audi Garage to Thornhill Park
8. Chester Road next to 212
9. Lindrosa Road (50) Track to Stables & Railway track
10. Birmingham Road/Seven Acres
11. Branton Hall Way/All Croft Way
12. Rookery Lane and Car Park

It is appreciated that of these schemes, LNP's may be aware of further relevant issues in support of interventions in these locations and may wish to put them forward for implementation this financial year as part of their own funding programme.. Ways in which capacity can be increased to carry out these works are currently being investigated. Clearly any works of this nature would need to be both feasible, achievable and comply with all legal and planning requirements.

## **Consideration for LNP's when identifying priorities**

It is important to note that there are a number of issues that can affect delivery of situational interventions. When putting forward requests for intervention the following needs to be considered.

- Where highway rights exist (including public footpaths) it is not possible to simply fence or gate off a site - access must be retained or relevant legislation followed to extinguish Highway Rights, which is subject to strict criteria and a lengthy process.
- Owners permission is needed before interventions can be installed. Generally where the sites are either Council Owned or WHG owned the schemes can be implemented more easily as relevant consents can be obtained. If land is in private ownership, please ask LNP's to consider if private owners are likely to support the scheme, as without their consent it may be difficult to proceed. If there is unregistered land or vacant properties, it may be difficult or impossible to obtain consent and this is also likely to affect delivery.

- If there are private access rights to properties, this also needs to be retained, which is usually achieved by issuing those with private access rights with a key to lockable gates.

For example:

Lindrosa Road - there is some potential for installation of vehicle barriers to avoid unauthorised car and motorcycle access. Please note that it is a public right of way and is also likely to have private access rights for maintenance of the railway crossing and access to the stables. Therefore, any improvements in this location need to ensure that this access is retained. As it is a public footpath it cannot be fully closed, access needs to be retained.

## **Recommendations**

1. That the LNP's note the report, and to continue to submit requests for further interventions as part of the rolling programme next year. A request form has been developed as a part of the policy (available upon request), which LNP's are encouraged to use when submitting requests for situational interventions. As much information on the levels of crime and antisocial behaviour experienced and additional supporting information should be attached to the form in support of the request, as this may help to identify the site as a priority during prioritisation for future financial years.
2. To identify any priority sites (based on crime and disorder reported to the LNP or other local representatives) that they would like to take forward this financial year funded by the LNP itself. These schemes will be implemented subject to officer capacity and deliverability.