

## Tilley Award 2005

### Application form

The following form must be completed in full. Failure to do so will result in disqualification from the competition.

Please send completed application forms to Tricia Perkins at [patricia.perkins@homeoffice.gsi.gov.uk](mailto:patricia.perkins@homeoffice.gsi.gov.uk)

All entries must be received by noon on the 29 April 2005. Entries received after that date will not be accepted under any circumstances. Any queries on the application process should be directed to Tricia Perkins on 0207 035 0262.

#### 1. Details of application

Title of the project: Gray Street Lights – Thefts from Unattended Motor Vehicles

Name of force/agency/CDRP: Cumbria Constabulary

Name of one contact person with position/rank (this should be one of the authors):

Sergeant David Thompson

Email address: david.thompson@cumbria.police.uk

Full postal address: Community Safety Department, Area Police Headquarters, Hall Brow,  
Workington, Cumbria, CA14 4AP

Telephone number: 01900 844180

Fax number: 01900 844195

Name of endorsing senior representatives(s) Neil Rhodes

Position and rank of endorsing senior representatives(s) ACC

Full address of endorsing senior representatives(s) Cumbria Constabulary, Police Headquarters, Carleton Hall, Penrith, Cumbria CA 10 2BA

## 2. Summary of application

In no more than 400 words please use this space to describe your project. Include details of the problem that was addressed a description of the initiative, the main intervention principles and what they were designed to achieve, the main outcomes of project particularly in relation to the problem, evidence was used in designing the programme and how the project is evaluated.

One of seven tasking groups forming part of the West Cumbria Crime and Disorder Reduction Partnership, the Vehicle Crime group was formed as a result of the Community Safety Audit and Strategy process in 2001/2 and is made up of representatives from Allerdale and Copeland Borough Councils, West Cumbria Area Police, Capita (on behalf of Cumbria County Council), British Transport Police, Cumbria Fire Service, and other organisations from the National Lake District National Park.

This entry concerns one of the action plans the group worked on throughout 2003, under the simple title of Gray Street Lights, and arises from the work of a sub-group conscientiously applying the problem solving approach.

A process of scanning and analysis identified Gray Street in Workington as the hottest spot in West Cumbria for thefts from unattended motor vehicles, and that the majority of these offences were occurring during the hours of darkness. Applying the principles of the problem analysis triangle, the group identified that victims were leaving property on display in their vehicles, that the location was poorly lit with no alternative to on-street parking, and that none of the offences in the analysis period had been detected, so no offender profile was available. The group's response was designed to have a long-term impact on the problems on Gray Street, and focus on:

- Preventing future occurrences by deterring offenders.
- Raising awareness of potential victims
- Making crime locations less conducive to problem behaviours.

Taking into account the recommendations of Home Office Research Study 251 –Effects of Improved Street Lighting on Crime – a Systematic Review, the group produced an action plan for Gray Street, the key element of which was the upgrade of the old low-pressure, orange sodium lighting, to high-pressure, white sodium lighting. Following a very positive response to community consultation and a successful funding bid to Workington Regeneration the lighting improvements were carried out in December 2003.

The project was monitored and subsequently evaluated, including a survey of resident's views. Police figures showed that only a small number of offences had been committed, only two of which were during the hours of darkness, and both of these involved thefts of car badges. No vehicles had been broken into during the hours of darkness during the evaluation period. A large majority of residents said that the lighting improvements had helped to reduce crime and that they felt safer as a result.

### 3. Description of project

Describe the project following the guidance above in no more than 4000 words

#### SCANNING

In November 2002, the West Cumbria Crime and Disorder Reduction Partnership held the first of six full day training sessions, facilitated by Crime Concern to focus on problem solving techniques and using the SARA model to work towards action plans.

The training provided each of the tasking groups the necessary tools to adopt the successful methods being used elsewhere and provided a starting point to work from. Some of the Vehicle Crime representative group had no previous experience or knowledge of the problem solving process, so it was a steep learning curve and required commitment, enthusiasm and team spirit.

The group began by collating audit and other relevant data, initially for the previous 5 years up to May 2001, which was useful to show trends on previous years and then we received data up to December 2002, on vehicle crime for all of West Cumbria. Initial analysis from the Cumbria Partnership Support team (CuPS) showed that thefts *from* vehicles were a much bigger problem than thefts *of* vehicles.

Focusing attention on thefts from vehicles, the group identified 'hot spots' emerging at Dunmail Park (Shopping Centre) at Workington and West Cumbria College at Lillyhall, from Police information. CuPS data was then requested on thefts from motor vehicles at these two sites. The data showed that at Dunmail Park there were 37 thefts reported from vehicles between 01/01/2001 and 15/12/2002 and at West Cumbria College there were only 7 reported thefts from vehicles between 1998 and 2002, - clearly the problems were not as bad as they had been believed to be.

The group revisited the data and looked at:

- How many incidences per year were occurring.
- Which Council district out of Allerdale and Copeland had the highest incidences?
- Regional and national trends.
- Where further hot spot areas were developing.
- Was the problem growing in those hot spot areas?
- Whether communities had raised any concerns about vehicle crime through any channel.

The results of this were that:

- Allerdale had much higher incidences of vehicle crime than Copeland.
- Copeland had a very low incidence of vehicle crime.
- Compared to national figures Allerdale is less than average.
- The problem was growing in urban areas and reducing in rural areas.
- The greater the population the greater the problem.
- There was a growing problem in hot spot areas.
- No complaints had been received from community groups concerning vehicle crime.
- There had been no surveys on vehicle crime conducted with residents, visitors or businesses

## ANALYSIS

The CuPS data is presented in map format with 500m grids colour coded as to the density of crime per square, presenting a more accurate picture of crime than that produced on ward or beat boundaries. This gave an instant indication on which were the long-term problem areas and where the group needed to focus attention.

### Gray Street, Workington

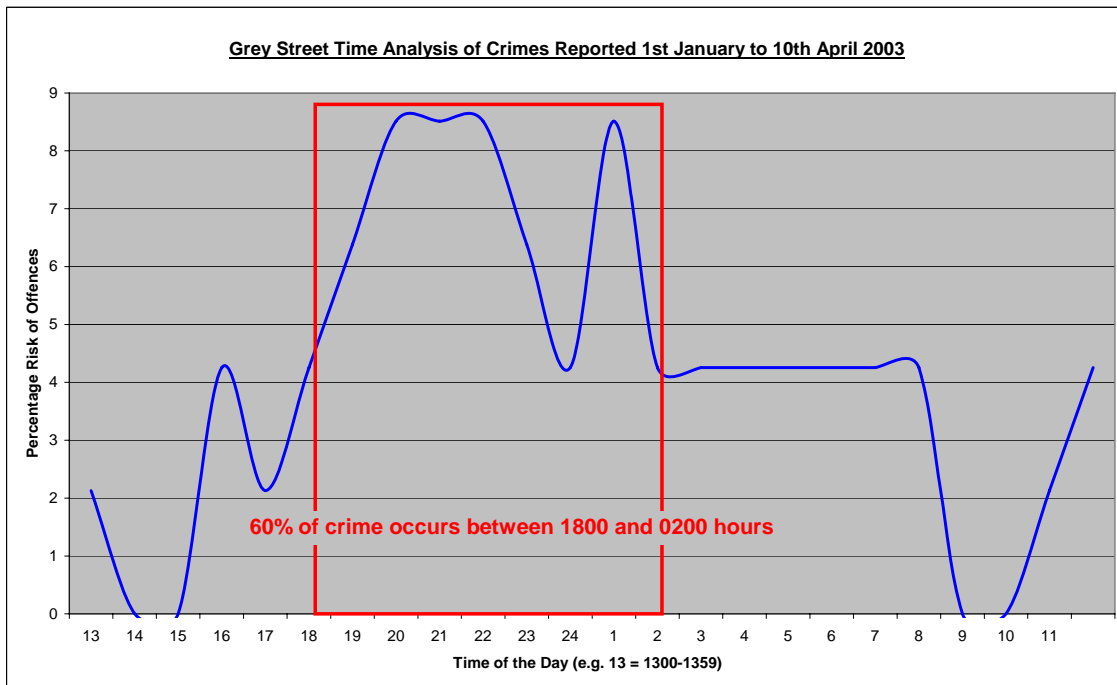
Further analysis of the hottest cells on the grid maps produced levels of vehicle crime by street from 1998 to 2002 inclusive. Gray Street in Workington, which cross cut two of the hot cells, had by a clear margin the highest incidences of thefts from motor vehicles in West Cumbria.

Gray Street is a street approximately 300 yards long, and is made up of 90 terraced houses, on both sides of the road, at one end of the street and several small businesses at the other end. The street has a one-way system in operation from the business end heading towards the houses and then becomes two-way at the first house.

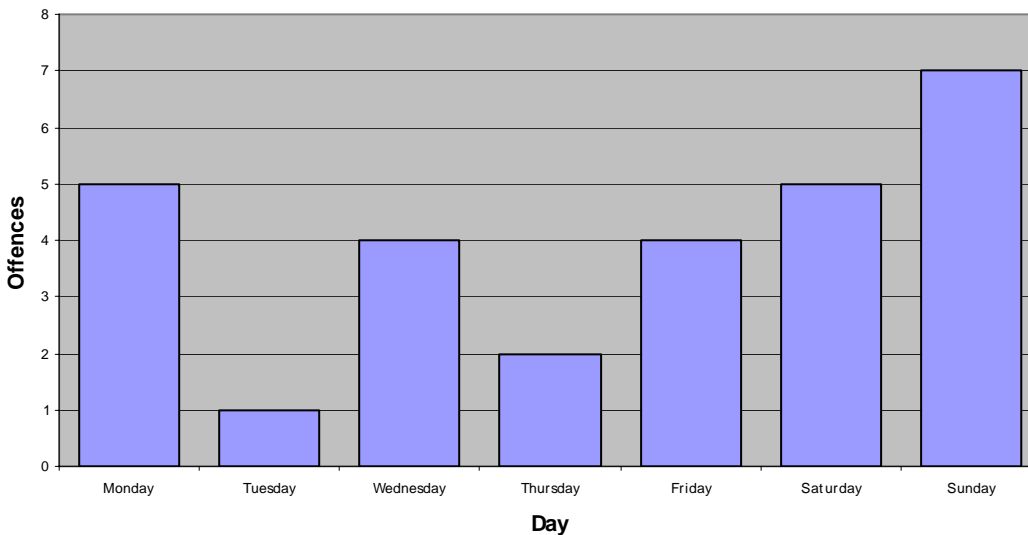
From January 2002 to December 2002 approximately £5000 worth of property was stolen from vehicles on Gray Street, Workington. Items included a television, audio equipment, rucksacks/bags, shoes, clothing, mobile phones and the biggest item stolen was cash.



It was clear from the CuPS analysis that most of the offences were occurring between Friday and Monday, and during the hours of darkness, as the following charts show:

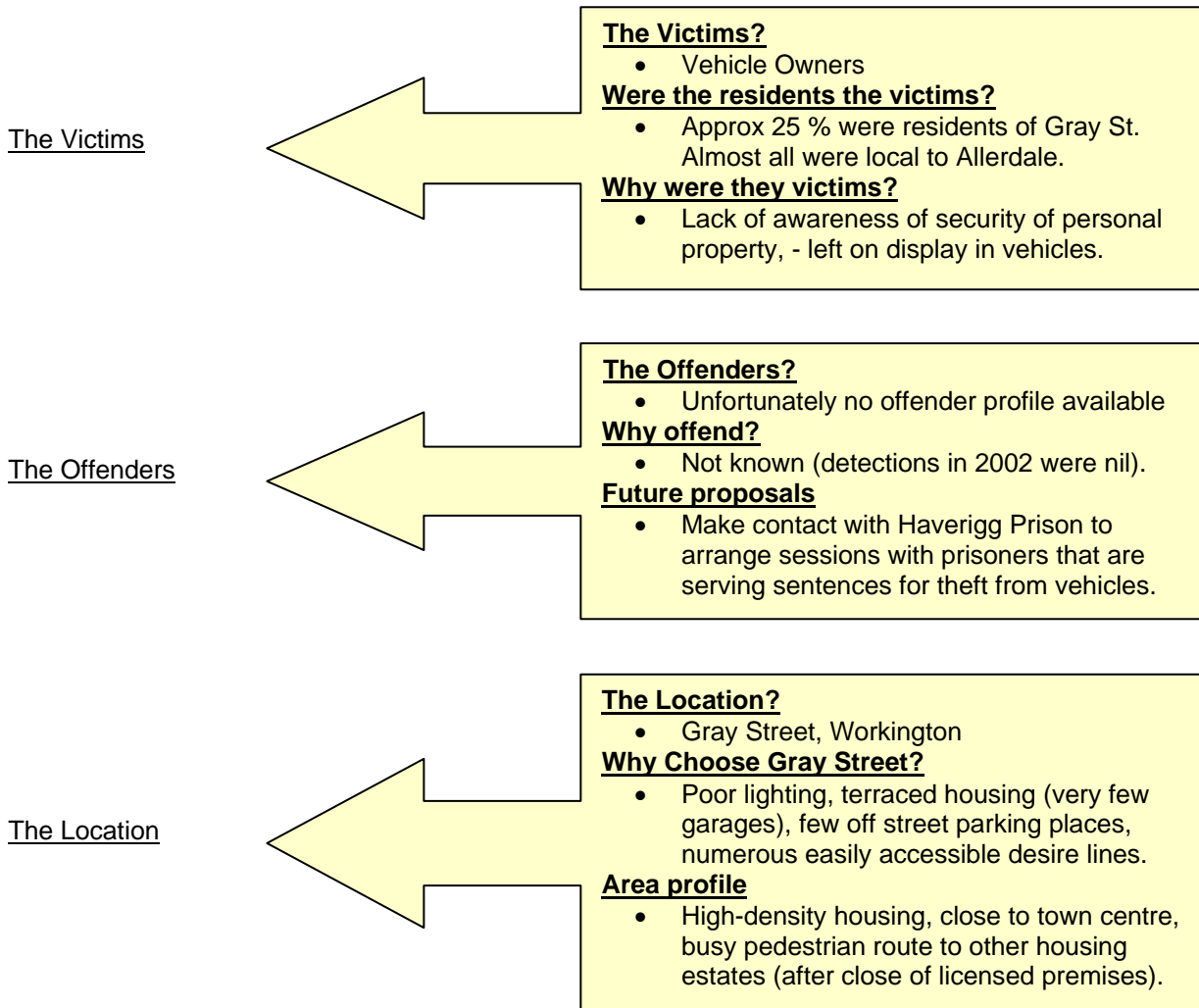


**Offences by Day of Week**



## PROBLEM ANALYSIS TRIANGLE

We also needed to consider the problem analysis triangle and its three aspects, the victims, the locations, and the offenders.



## RESPONSE

The group's response was designed to have a long-term impact on the problems on Gray Street, seeking to address the findings of the problem analysis phase and focus on:

- Preventing future occurrences by deterring offenders.
- Raising awareness of potential victims
- Making crime locations less conducive to problem behaviours.

The group set about creating an action plan to try to combat the incidences of theft from motor vehicles in Gray Street, Workington.

**Priority/Aim: To reduce the incidences of thefts of property from motor vehicles in Allerdale**

Objective	Action	Input Target	Output Target	Milestone Target	Outcome Target	Responsibility	Timescale
1. To reduce thefts from vehicles in Gray St, Workington	Upgrade existing street lighting	£14000 capital costs Staff time contribution	To install new and where appropriate upgrade existing lamps to High Pressure Sodium (white light)		A reduction in the number of thefts from vehicles in Gray Street over the period 2003/4	CDRP Vehicle Crime Group. Capita dbs	December 2003
	Display Crime Prevention signs on street lamps and in business premises	£400 installation costs	Mount permanent signs on lamp columns and distribute posters to business premises	End of April 2004 –subject to approval of highways authority		David Thompson	30 April 2004
	Letter drop to all households introducing Neighbourhood Watch Scheme	Existing Police / Borough council resources	To set up a Neighbourhood Watch scheme if residents approve	End April 2003 – Resident and Watch Scheme approval required		David Thompson Tony Smith	June 2003





## **PROGRESS ON THE ACTION PLAN**

The group recognised that the impact of this type of crime goes beyond the financial loss to the victim in having an impact on the fear of crime and quality of life of both residents and visitors to the town. It was well known that Gray Street was not immune from other types of crime in addition to vehicle crime.

Following the problem solving approach and taking into account the recommendations of Home Office Research Study 251 –Effects of Improved Street Lighting on Crime – a systematic review (August 2002), the tasking group produced an action plan for Gray Street, (one of 6 plans seeking to address vehicle crime across West Cumbria). The key element to the Gray Street plan was the upgrade of the old low-pressure, orange sodium lighting, to high-pressure, white sodium lighting. Early indications were that this could be achieved by installing 'slipper columns' on the existing concrete lampposts, thereby extending their working life by another 25 years.

Unfortunately following a site survey by Capita it was established that to meet present day regulations additional new columns would need to be installed, the new costing being £14,000.

The maximum amount the Partnership tasking group had at its disposal was £5,000 - an amount intended to help take forward it's range of action plans to reduce vehicle crime across West Cumbria. However the group considered the impact that the proposal would have on the Living Environments element of the Workington Regeneration Project, and in particular the aim to create a town centre free from crime and the fear of crime, and submitted a bid for single Regeneration Budget funding. It was also hoped that the time invested by the major partners in working on the project could be taken into account as matched funding. This bid, while adding to delay, was ultimately successful.

Consultation with the community initially took the form of a letter seeking their views. The response from residents, while low in numbers, was nevertheless unanimously in favour of the project and was with one exception, from senior citizen residents. Members of the group subsequently carried out a door-to-door survey in Gray Street to obtain a more representative view, and also with the intention of raising the awareness of the benefits of Neighbourhood Watch. The response was almost unanimously in favour of upgrading the lighting, and while there was interest in Neighbourhood Watch, unfortunately there were no individuals who felt able to act as co-ordinator(s).

Additionally, now relevant permission has been gained, the permanent street signs are to be erected in Gray Street, to remind motorists not to leave valuables in their vehicles. Posters have already been displayed in the business premises. A separate action plan intends to explore the possibility of parking wardens assisting in the flow of intelligence to the Police following the introduction by the Borough Council of Decriminalised Parking Enforcement. The Group has also introduced a Crimestoppers Campaign across West Cumbria, which will together with policing initiatives under the National Intelligence Model, impact on the criminal element and also benefit Gray Street.

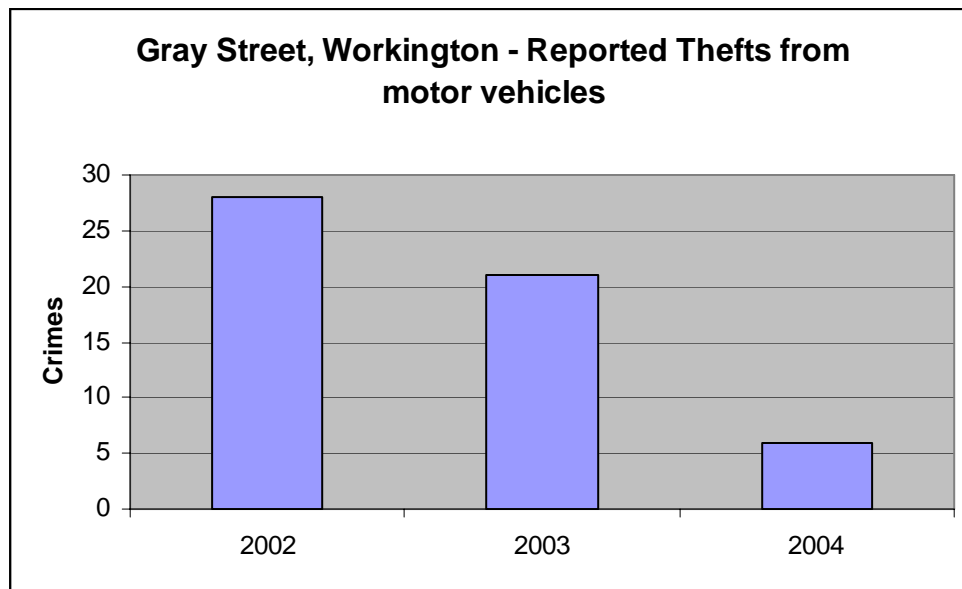
It was felt that as a package of measures, once introduced, these had significant potential to reduce vehicle crime on Gray Street, without necessarily displacing crime to adjoining areas, which do not have the same contributing factors that currently exist in Gray Street.

The street lighting was installed in early December 2003; and has made a major difference to the lighting levels on the street during the hours of darkness.

Several members of the group visited the residents again in January and asked how much they felt the additional lighting had improved the area. Residents commented that they felt much safer when coming out of their homes at night time, and suggested that they were confident that their car would be found in the same condition they left it the night before.

## ASSESSMENT

Initial assessment was based on reported crime, for comparison with previous years, as represented below.



In 2004 there were only 6 thefts from unattended vehicles reported. Four of these were at the commercial end of the street, one of which was during the day and one of which was an unsuccessful attempt. The remaining two reports in the residential section of Gray Street concern two car badges stolen from the same vehicle on separate occasions. Not one vehicle has been broken into to steal property in the residential part of the street since the lights were upgraded. In 2005 there have been no thefts from unattended motor vehicles at all to date. Property to the value of £833 was stolen in 2004, compared with £5,000 in 2002. (2003 not available). This equates to 30% of the total cost of the project in one year.

An evaluation survey of the residents was carried out in November 2004, the results of which are shown in the following charts. The results were overwhelmingly positive, although a small number of residents still felt unsafe having suffered crime at the rear of their properties, and there were some 'don't know' responses from people only recently moved in. Several residents have commented that incidences of late night disorder have also reduced, one elderly lady has resumed Sunday evening worship, and a parent now feels content to allow her son to run errands for her after dark.

# CUMBRIA CONSTABULARY

Facsimile: 01900 844195  
Telephone: 01900 602422  
Please ask for Sergeant Thompson

West Cumbria Area Commander  
Chief Superintendent Ron Smith

Community Safety Department  
Area Police Headquarters  
Hall Brow  
WORKINGTON  
Cumbria CA14 4AP



My Reference: Community Safety Dept.  
Your Reference:

4 November 2004

To all residents,  
Gray Street,  
Workington

**Re: Upgraded Street Lighting - Gray Street, Workington.**

You may recall that we wrote to you in 2003 regarding The Allerdale and Copeland Crime and Disorder Reduction Partnership's intention to upgrade the street lighting in Gray Street as part of a package of measures to reduce the number of thefts from cars parked on the street. Thanks to funding obtained from Workington Single Regeneration Budget (SRB) the work was carried out last December, and our records show that there has since been a significant reduction in the number of crimes reported to the Police.

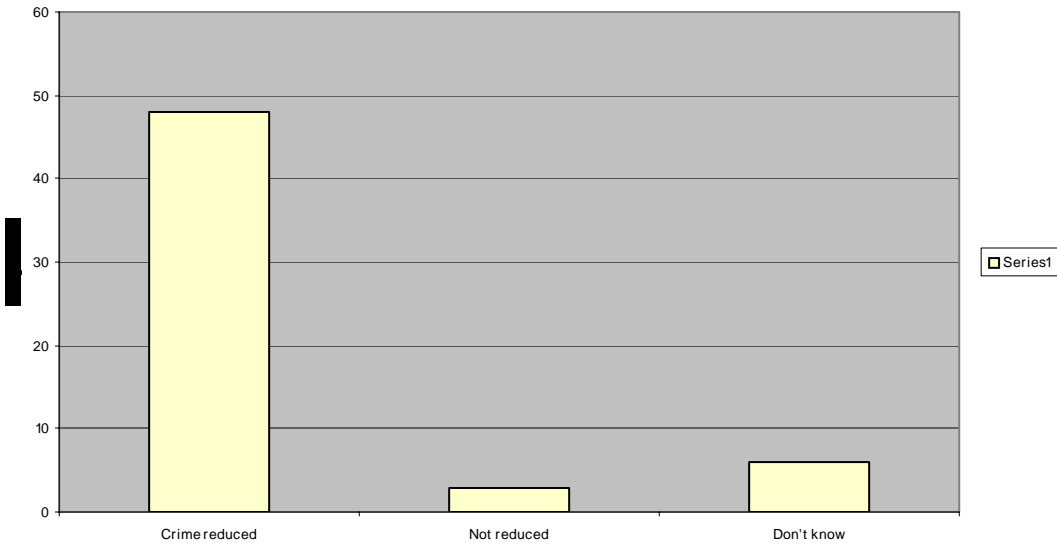
It is important that we do not rely solely on Police records, but consult with the residents of Gray Street to obtain their views on the success or otherwise of the improved lighting. As part of the consultation process we called at your house today but unfortunately you were not at home. May I therefore ask you if you would complete the attached form and return it to us in the envelope provided. It should only take a couple of minutes of your time, but would be very helpful to us. Your views as a resident, and perhaps as a previous victim, are important. Please let us know what you think.

Yours faithfully

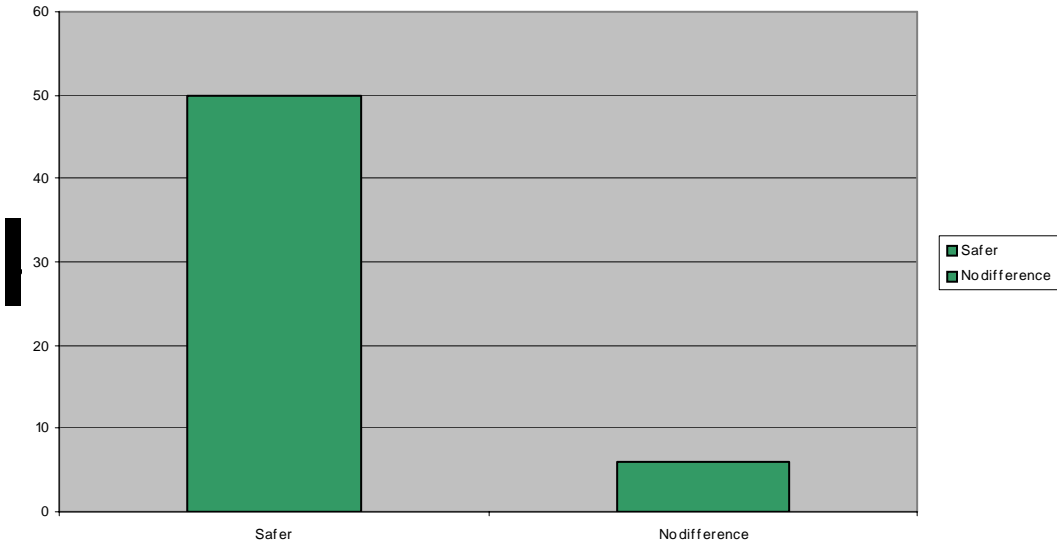
Community Safety Sergeant  
(On behalf of the Allerdale and Copeland Crime and Disorder Reduction Partnership)



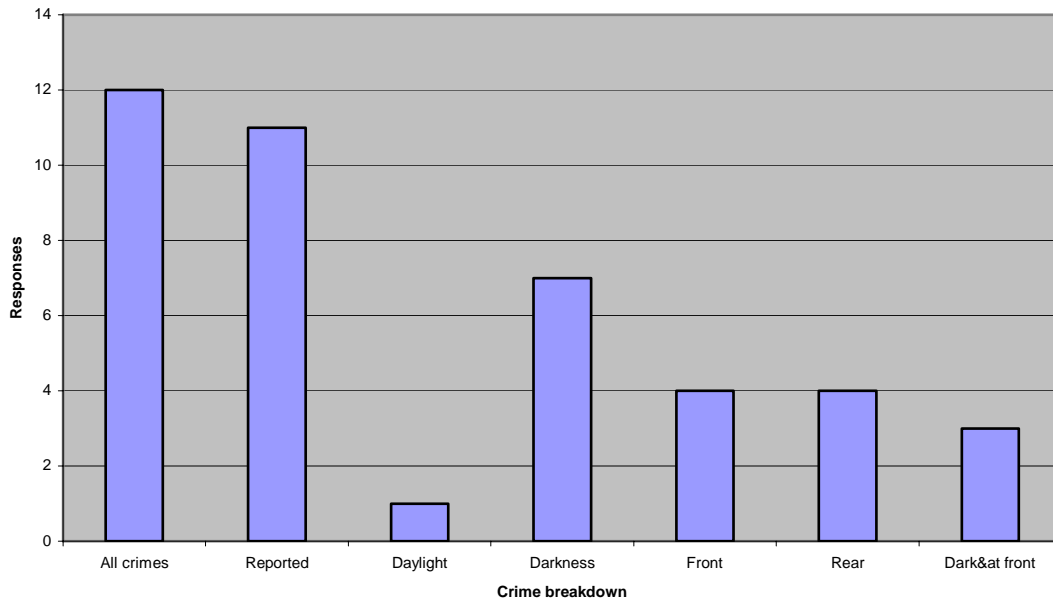
Gray Street Survey 2004 - Perception of Impact on Crime



Gray Street Survey 2004 -Feelsafe factor



**Gray Street Survey - Crime 2004**



**Partners in the Project were:**

- Cumbria Constabulary – Sergeant David Thompson, lead on Problem solving approach, chair of joint agency group, SRB bid, and survey/assessment work.
- Cumbria Partnership Support (CuPS) – Data for analysis
- Capita – Survey, supply and erect street lighting.
- Allerdale Borough Council – 2 staff involved in problem solving and survey work, also erection of permanent warning signs
- Copeland Borough Council – 1 member of staff involved problem solving and survey work (in Allerdale BC area!)
- Workington Regeneration – funding.

**REFERENCE**

HOME OFFICE RESEARCH STUDY 251 –Effects of Improved Street Lighting on Crime – a systematic review (August 2002)