

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

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

The Alleygate Programme. Stockton-on-Tees

Name of force/agency/CDRP:

Cleveland Police

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

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Name of endorsing senior representatives(s)

Dave Pickard

Position and rank of endorsing senior representatives(s)

District Commander. Chief Superintendent

Full address of endorsing senior representatives(s)

**Stockton Police Office
Thistle Green
Stockton-on-Tees
TS18 1TZ**

2. Summary of application

The Alleygate Programme, Stockton-on-Tees.

Cleveland Police is the one of the smallest Force in the U.K. covering an area of 59,670 hectares in the North East of England. Within the Force there are four Policing Districts whose boundaries are coterminous with the four Local Municipal Authorities. The last 25 years has seen a decline in traditional heavy industry, which has led to high unemployment.

Stockton Police District is in the heart of the Tees Valley straddling the River Tees. The District, which has a mix of deprived and affluent areas including Ingleby Barwick, the largest private housing estate in Europe, has a population of 186,300 and is policed by 305 Officers.

In 2001, a Crime Reduction Officer, Alleygate Officer and an Analyst carried out analysis and identified a number of key areas throughout the District that showed high percentages of:

- Rear entry Domestic Burglary
- Anti-Social Behaviour (ASB)
- Arson
- and Fly tipping.

A problem solving approach In order to tackle the issue was adopted.

In response to the analysis an interagency team formed the Alleygate Officers Group comprising,

- Local Authority Housing/housing associations
- Stockton Borough Council Engineering Department
- Cleveland Fire Service Arson Task Force
- Stockton Borough Council Community Safety
- Stockton Borough Council Cleansing
- Stockton Borough Council Regeneration and Economic Development
- Stockton Police Crime Reduction Officer.

The Key areas focussed on included:

- Full consultation process with local residents
- Creating a sustainable environment for the end user
- Reducing the opportunities for Crime, Anti-social Behaviour, Deliberate Fire Setting and Fly tipping.

In keeping with the principals of problem solving, the idea was to address the issues provided from the analysis with the intention of reducing reported crime, the fear of crime, arson and reduce calls to incidents by the Police and Fire Service.

This programme has resulted in a substantial decrease of incidents and crimes in gated areas.

- **43% reduction in Domestic Burglary**
- **64% reduction in Deliberate Fires**
- **58 % reduction in Anti-Social Behaviour (ASB)**
- **52% reduction in Fly tipping.**

Alleygating is not a new concept but this project was instrumental in providing a unique opportunity to install a very high standard security gate with the full support of the residents they serve.

3. Description of project

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

The Alleygate Programme Stockton-on-Tees.

INTRODUCTION

“Alleygating is a situational crime prevention measure, which attempts to reduce crime by removing opportunities for offenders to commit crimes”
(Bowers, K., Johnson, S and Hirschfield, A. 2003)

Stockton Police District is in the heart of the Tees Valley straddling the River Tees. The District, which has a mix of deprived and affluent areas including Ingleby Barwick, the largest private housing estate in Europe, has a population of 186,300 and is policed by 305 Officers.

Stockton Borough Council is a Municipal Authority, the majority of funding for the programme was generated from their Capital Programme monies, however, other grants were accessed from Neighbourhood Renewal Fund (NRF) depending on the location of the proposed gating scheme. Five areas of the District are receiving NRF government funding.

Figure 1.

Stockton-on-Tees Domestic Burglary Overview (see Appendix 1)

Year	Dwelling Burglary Total	Rear Door entry	Rear Window entry
2000/2001	1762	255	457
2001/2002	2396	275	581

A pilot study was conducted in 2001 on six streets in the Newtown area of Stockton to determine residents perceptions on the effect Alleygates may have. The results were very encouraging and represented two thirds of the residents in that area. **94% were in favour of Alleygates.**

In response to this consultation with residents and in pursuit of the National and Force Burglary Reduction Targets, areas that were suitable for the installation of the gates and that would have the most impact on Crime and Anti-social behaviour needed to be identified.

Alleygates are not a new concept, research was readily available therefore actions needed to be carried out to achieve specific milestones:

- Research best practice
- Analyse the District to find appropriate locations
- Consider other target hardening measures
- Identify partners to progress the project effectively

Consideration also had to be given not only the effect the gates would have on residents but also all service providers that required access to alleyways. With this in mind all amenity providers and other Local Authority

departments were consulted. It would not be a simple case of handing out master keys as the integrity of the alleys needed to be retained.

The efforts of other agencies and programmes that were already in place were known to have an affect on the Domestic Burglary problem, these included:

- Burglary task force
- Introduction of the Anti-Social Behaviour team
- Community Wardens
- Introduction of Police Community Support Officers (PCSO's)
- Drugs referral
- Crime Prevention repeat victim schemes
- Rolling programme of upgraded lighting
- Police and Fire Service School Liaison.

Statistics and information was sought from a number of sources as well as informal scanning from residents that the gates were likely to affect. The main sources of data were from:

- Public consultation papers
- Stockton Police Analysts
- Cleveland Fire Service Analysts
- Stockton Borough Council Engineering Department
- Tri-Star Properties the managing agent for Stockton Borough Councils housing stock
- Care for your area Stockton Borough Councils cleansing department.

Scanning

LOCATION

Regeneration and Economic Development provided 56 locations that were considered suitable for the use of Alleygates. The cleansing department based on mapping and physical visits provided these streets. They were listed in Ward Boundaries.

- Parkfield 32 Locations
- Mill Lane 4 Locations
- Newtown 6 Locations
- Thornaby 10 Locations
- Billingham 1 Location
- Norton 3 Locations

Crime Data for Dwelling house burglary during April 2001 and April 2002 was scanned. A 'cross tabulation' was produced for Postal Code sectors and streets. The table was sorted by the highest number of burglaries first. Postcode sectors and streets were selected where there had been more than five offences. Each postcode sector was examined through 'MapInfo' using aerial photographic maps and the Analysts made a judgement as to whether the area may be suitable for Alleygates.

Figure 2 (see Appendix 1)

Location	2000-2001	2001-2002	Rear Door Entry	Window Entry
Parkfield	161	194	55	78
Newtown	143	200	33	112
Thornaby	99	131	35	59
Norton	68	86	24	25

As one can see, results from cross tabulation with figure 1, 25% of burglaries were being committed in just four areas of the Police District. These figures were replicated via scanning from the Fire Service with regards to Arson and the Cleansing Department with regards to fly tipping.

THE VICTIMS

- Low income families
- Majority were white Europeans aged between 17-36
- Occupier unemployed
- Occupier manual labourer.

THE TARGETED PROPERTIES

- Majority of properties were terraced housing with access via rear alleys
- A high proportion was attacked from the rear
- They were predominantly Local Authority/Housing Association/Private Landlord owned.

METHOD OF ENTRY

- Force rear window
- Force rear door
- Enter via insecure means.

THE OFFENDERS

- Offenders predominantly aged between 16-25
- Mainly white European
- Majority reside in or near to the location they are committing crime.

OTHER CONTRIBUTING FACTORS

- Increase in crime levels during winter months
- No specific time of day when crimes were committed.

Informal scanning by means of a questionnaire to residents identified for the Pilot scheme was sent out explaining the principals of Alleygating. Two thirds of the residents responded. The majority had suffered incidents of Anti-Social Behaviour.

Analysis of Information

Information from all sources needed to be collated. An Alleygating Officer from Stockton Borough Council's Regeneration and Economic Development was identified to act as a Single Point Of Contact (SPOC) for all agencies.

- Cleveland Fire Service Arson Task Force
- SBC Community Safety
- SBC Cleansing
- SBC Regeneration and Economic Development
- Stockton Police Crime Reduction Officer.

VICTIMS

The main types of victim targeted were both male and female. The largest victim group was in the age bracket of 17 – 36.

Only 12% of victims were over retirement age.

On average 25% of the victims were unemployed. The majority were employed in manual or physical type labour. A small percentage was recorded as being retired.

Results from the consultation with residents indicated that 90% of them would feel safer if the alleys were gated and 56% were aware of Anti-Social Behaviour incidents in the alley.

Residents were in fear of venturing out of the rear of their property.

TARGETED PROPERTIES

The main Modus Operandi for the burglaries was to attack the window or door of the property. This accounted for 60% of method entry gained.

Vacant properties had a high percentage of Arson attacks.

Insecure gates to yards/inadequate security to houses made them soft targets.

A small percentage of preventable crime was being committed. There was some apathy by householders where rear doors were left unlocked giving offender's easy access.

LOCATIONS

Some locations experienced highly disproportionate levels of Burglary, Arson and Anti-Social Behaviour. This indicated that crime was concentrated.

All agencies involved were suffering problems in the areas identified.

Poor or non-existent lighting, insecure rear yards, non-deniable access routes were a contributing factor to why the problems existed.

Crime in deprived areas was higher than the more affluent estates.

Anonymity in the rear alleys assisted burglars and deliberate fire setters to go about their business.

Fly tipping was a major issue. Residents were aware of the people responsible but were reluctant to divulge any information.

OFFENDER

Only 11% of offences were being detected

'Generally a burglar will travel on foot and will not travel more than a mile from his own house to commit crime'. On average 36% of the offenders resided in the locality. Therefore there was a high risk that ultimately the offender could reside in a gated area.

The majority of offenders were male, white Europeans aged between 16-25. A small number of females were arrested for committing burglary in the target locations.

Residents within the street committed the majority of Fly tipping.

Questionnaire

56% of respondents were aware of Anti-Social Behaviour issues in the rear alley.

90% believed it would create a safer environment with 94% being in favour of the Alleygates being installed.

The process of selecting specific sites for installation was long. The Alleygate Officers Group however thought this was worthwhile to ensure maximum effect when installation commenced.

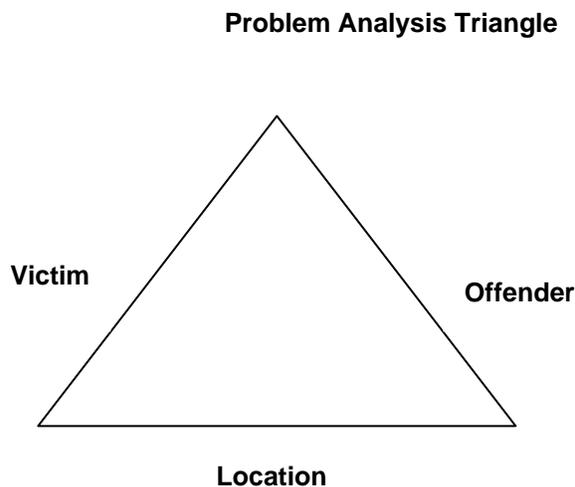
Response

In response to the analysis an interagency team formed the Alleygate Officers Group comprising,

- Local Authority Housing
- Housing Associations
- SBC Engineering Department
- Cleveland Fire Service Arson Task Force
- SBC Community Safety
- SBC Cleansing
- SBC Regeneration and Economic Development
- Stockton Police Crime Reduction Officer.

A process of developing the project was established which enabled the group to focus on key areas of the District in order to achieve a sustainable reduction. All aspects of the Problem Analyses Triangle needed to be addressed. The main focus, however, would be on the Victim or potential Victim and Location due to the nature of the project.

Figure 3



A development of work programme was established; in-order to facilitate the installation process.

- Consultation to be undertaken by means of questionnaires
- Site Surveys and selected alleyways to be photographed
- Local Authority Engineering to assess sites
- Planning permission would take 6-8 weeks
- Road Closure Orders would take 4-6 weeks.

Specific milestones were set to assess the progress and implementation of the project. The fact that 25% of domestic burglary was being committed in four areas intended for gating. There was confidence that crime and incidents could be reduced by 25% after completion of the programme. The measures were:

1. Phase installations and assess individually after each phase
2. Reduce crime in gated areas by 25% over a comparable period of 12 months

3. Reduce deliberate fires in gated areas by 25% over a comparable period of 12 months
4. Reduce Anti-Social Behaviour in gated areas by 25% over a comparable period of 12 months.

The follow up consultation by means of a questionnaire in May 2002 of the pilot phase was essential to the continued programme and to access the funding required to run the project. A 48% return was received from the pilot area. 111 residents in total. 90% indicated that they felt safer post gate installation. Issues that were raised by the residents were addressed, including the aesthetics of the gate used.

The Consultation Process was designed to:

- Empower residents to become actively involved in the process
- Obtain their perception of Crime, Arson, Anti-Social Behaviour and littering
- Obtain their views on improving the local environment.

As a consequence of the pilot study funding to the sum of £260,000 was secured for 2002-2004.

Displacement was an issue discussed early in the process and was a real concern. It would not be sufficient to install Alleygates to streets directly affected by crime and ant-social behaviour. Neighbouring streets would also have to be target hardened, taking into consideration whether it was feasible for gating or could other measures be adopted such as fencing or lighting.

The type of lock was of paramount importance, it had to be a high security lock and key but other agencies also required access. With this in mind, ward boundaries were utilized as master key areas. **(See Appendix 2)**

Phase 1.

The 32 locations identified formed the basis of a press release in December 2002. It informed residents of the 32 locations and the intention to install Alleygates in Phase 1 area of Newtown. It was to be 3 months before the first Alleygate would be installed but crime figures indicated a massive reduction in this two-month period, confirming the theory that telling people of your intentions affects criminal behavior.

Once a majority of residents in favour of gated areas had been received, planning permission for installation was sought together with road closure orders to stop pedestrian and vehicular access. A survey from SBC Highways Agency was also required to determine the quality of road surfaces.

The Local Authority implemented a policy of 'Bring out your Dead' with the Cleansing department giving the residents the opportunity to dispose of large items of rubbish prior to the gates being installed in an effort to reduce fly tipping within the alleyways.

Key distribution was conducted in the community at a public venue prior to the hanging of the gates. Present at the venue were the Alleygate Officer, Crime Reduction Officer and the installer. This gave the residents the opportunity to ask questions pertinent to the gates and raise any other concerns or issues. To maintain the integrity of the secure alleyways, residents were required to prove identity to prevent non-residents obtaining keys.

The first gates of phase 1 were installed on the 10 March 2003. It soon became apparent that the quality of the gate, although very robust was suffering breaches. These included:

- Locking mechanisms were made of cast rather than steel which caused the latch to snap on violent movement of the gate
- Gates were able to move slightly even when locked due to the size combined with the thickness of the gate material
- Due to the design of the roller bar topping, the gate offered the opportunity for people to scale.

The group had previously discussed site specification and with this new information the programme needed to be adjusted.

- The locking mechanisms were changed to steel.
- The Gates were reinforced with steel bracing giving extra strength
- The roller bars were replaced with spike topping to reduce opportunities for scaling.

With the new amendments made to the gate and the now superior quality, the manufacturer applied to the Association of Chief Police Officers (ACPO) to achieve a security standard and be awarded a Secured By Design Licence.

Secured By Design is a public test standard that must pass a rigorous evaluation by a technical authority acceptable to ACPO CPI Ltd. The Secured by Design logo and the title "Police Preferred Specification" may only be used in respect of products, which meet these standards.

Phase 2

22 locations had been identified for Phase two of the project. Lessons had been learnt from the Pilot scheme and Phase 1.

Examples of these lessons were:

- It was not suffice to install a gate until the surrounding area was secured to the same standard; Extra fencing had to be erected in several locations to ensure a secure environment.
- On a number of occasions the installer had completed work on a particular site without informing the Alleygating Officer. This was purely due to lack of communication. An official handover with SBC Engineering Department was formalized. This ensured residents were issued keys prior to the locks being fitted.

On the 13 March 2004 the final gate of Phase 2 was installed.

Assessment

To achieve the objectives, the outputs had to be constantly monitored. Success could not only be measured by crime statistics but resident's perception of crime and the fear of crime was vital. The alleys were returned to the residents who would need to take ownership of the alleys if other issues of cleansing and fly tipping were to be resolved, however, responsibility for the alleyways and gates remain with the Local Authority. The residents were encouraged to become an active partner throughout the process. By the end of Phase 2 in March 2004:

- 125 gates had been installed
- 2025 residents were consulted
- 3020 keys had been issued
- 2025 dwelling properties were secured.

As stages were reached and assessed the working practice of the project had to be modified to progress. An example of this was the locking mechanisms, which initially were inadequate. The complete change of the supplier and installer of the gate to attain a more aesthetic gate preferred by the residents and one that achieved Secured by Design standards.

In January 2003 a follow up consultation by means of a questionnaire, with residents from the pilot phase was undertaken.

- 90% of residents felt safer
- 95% were not aware of any crimes in the gated area
- 78% felt the litter had improved
- 79% felt fly tipping had reduced
- 81% were not aware of any vandalism
- 90% stated loitering had improved
- 82% would move to another gated area.

In January 2004 residents from three areas that had benefited from the Alleygate programme for six months were consulted by means of a questionnaire and a survey was conducted to assess their perceptions.

- 85% of respondents felt safer since the gates were installed
- 71% of respondents felt burglaries had reduced since installation
- 90% of respondents felt people loitering had improved since installation
- 79% of respondents felt that vandalism had improved since installation
- 82% of respondents felt littering had improved since installation
- 76% of respondents felt fly tipping had improved since installation
- 69% of respondents felt that refuse collection had improved since installation
- 64% of respondents felt road sweeping had improved since installation.
- 88% of respondents would move to other Alley gated areas.

Crime Reduction Success (31 May 2004)

1. **TARGET** - Reduce crime in gated areas by 25% over a comparable period of 12 months.
 - **43% reduction achieved.** 73 crimes reduced to 41. (**See Appendix 3**)

2. **TARGET** - Reduce deliberate fires in gated areas by 25% over a comparable period of 12 months.
 - **64% reduction achieved.** 165 incidents reduced to 59. (**See Appendix 4**)
3. **TARGET** - Reduce anti-social behaviour in gated areas by 25% over a comparable period of 12 months.
 - **58 % reduction achieved.** 599 incidents reduced to 251. (**See Appendix 5**)
4. **TARGET** - Reduce Fly Tipping in gated areas by 25% over a comparable period of 12 months.
 - **52% reduction achieved.** 313 incidents reduced to 164. (**See Appendix 6**)

A specific example is that of Mansfield Avenue in the Thornaby area of Stockton District. The gates were installed on 20 August 2003. Twelve months prior to installation Police responded to 117 calls in this street alone. 8 burglaries and 109 incidents of anti-social behaviour were reported. The Fire Service recorded 35 incidents in the same period. Twelve months after installation this dropped dramatically to 2 burglaries and only 15 incidents of Anti-Social Behaviour. The Fire Service attended 1 incident.

Objectives had been met over the two-year programme but at what cost to the public purse?

- £260,000 to install 125 gates
- 2025 dwelling properties secured

It has only cost £128.39 to secure an individual property.

Reasons for Achievement

1. Empowerment of Community.
2. Dedicated Alleygate Officer.
3. Commitment of all partners.
4. Adopting a problem solving approach.
5. Specific locations of gating to have the most impact.
6. Development of consultation process.

Conclusion

The first question should be has there been a displacement of crime? Although crime levels increased in the second quarter of 2003, during the process of assessing the project no evidence was found of displacement adjacent to Alleygated areas. Neither was there evidence of increases in other crimes or changes in Modus Operandi.

Alleygating is not a new concept and numerous cities and towns around the U.K. have adopted the idea with some dramatic results, however, Stockton-on-Tees has developed a programme that fully involves its residents and were instrumental in installing the only gate that has achieved secured by design status. It's fair to say that if the residents of Stockton had not opted for this style of gate it would not have reached this standard when it did.

Home Office Minister Hazel Blears visited the District on the 02 March 2004 to view the style of gate installed, she stated that the project was the best she had seen she also declared:

“Alley gates are a cost-effective solution to making people feel safe; these gates are secure and designed well, with the support of local residents. They have made a difference to people’s quality of life and I want to see if we can turn the scheme here into a National programme”
(See Appendix 7)

The transformation of many of the alleys has been remarkable. A sense of ownership has been encouraged and the residents now take responsibility for their gated areas. Crime continues to fall and the community spirit augments.

Due to the success of the programme Alleygating has continued producing the same results and is now in Phase 4. Other projects have developed such as face-lifts to once degenerated areas by Private Landlords and Housing Associations working in partnership.

The success of the programme can only be attributed to the Multi-agency approach using problem solving as its driver, this in turn has created sustainable environments where residents now feel safe from the fear of crime.

REPORT AUTHOR

**Eddie Lincoln
Crime Reduction Officer
Stockton Police**

Agency and Officer Information.

The Alleygate programme was adopted at ground level and involved officers from numerous departments and levels. Due to the success of the programme it has influenced the re-generation of estates, as well as Community based projects.

Stockton Borough Council was instrumental in identifying the need for a dedicated Alleygating Officer from an early stage. Although no formal Problem Solving training was given, the Single Point Of Contact (SPOC) ensured a coherent approach was adopted and embraced the SARA model.

Problem Solving is a fundamental part of Cleveland Polices style of Policing and like many other projects, the SARA model and PAT triangle is routinely used.

There are no additional incentives for engaging in this approach. All Officers have received training in the principals of Problem Solving from a dedicated Problem Solving co-ordinator located in each District of the Force.

£260.000 was allocated from the Neighbourhood Renewal Fund and the Stockton Borough Council Capital Works Fund. The majority of the budget was spent on installing the Alleygates. The funding also ensured that alleys were inaccessible from other areas by means of erecting fencing and toppings for the gates. General Crime Prevention initiatives were also included such as lighting.

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BURGLARY DWELLING FIGURES 2000-2003

Appendix 1

WARD	TOTAL 2000/200 1	TOTAL 2001/200 2	% CHANGE	ATTEMPT S	FRONT DOOR	BACK DOOR	WINDO W	WALK -IN	DISTRAC TION	ENTRY BY UNKNOW N MEANS
BISHPSGARTH	48	53	10.42%	9	5	11	20	2	2	9
BLUEHALL	96	122	27.08%	16	12	23	60	3	2	11
CHARLTONS	53	65	22.64	12	7	20	23	6	3	8
EGGLESCLIFF E	17	43	152.94%	2	7	11	17	6	2	2
ELMTREE	43	64	48.84%	12	7	11	24	3	2	2
FAIRFIELD	51	41	-19.61%	9	4	9	18	4	2	4
GLEBE	42	69	64.29%	16	6	22	21	15	3	4
GRANGE	41	63	53.66%	8	6	13	23	9	1	4
GRANGFIELD	101	127	25.74%	24	13	31	60	6	6	16
HARDWICK	44	95	115.91%	13	15	21	53	3	0	7
HARTBURN	50	32	-36.00%	7	0	7	13	3	1	2
INGLEBY BARWICK	37	75	102.70%	16	5	14	24	2	0	4
MANDALE	95	104	9.47%	14	13	19	48	9	3	7
MARSH HOUSE	33	81	145.45%	15	11	21	28	15	2	7
MILE HOUSE	85	101	18.82%	19	19	12	53	3	4	11
NEWTOWN	143	200	39.86%	30	21	33	112	8	2	18
NORTHFIELD	24	13	-45.88%	5	2	2	4	1	0	0
NORTON	68	86	48.28%	12	21	24	25	11	4	10
PARKFIELD	161	194	20.50%	16	28	55	78	14	3	20
PORTRACK & TILERY	127	165	29.92%	26	25	27	83	7	5	13
PRESTON	15	22	46.67%	2	5	6	6	4	1	0
ROSEWORTH	64	80	25.00%	10	10	10	44	6	1	9
St. AIDENS	54	113	109.26%	16	17	27	49	9	3	11
St CUTHBERTS	28	70	150.00%	7	6	33	23	11	1	5
STAINSBY	30	49	63.33%	6	16	6	15	2	2	4
VICTORIA	99	131	32.32%	16	17	35	59	9	4	10
VILLAGE	63	58	-7.94%	6	7	13	28	3	5	4
WHITTON	15	14	-0.07%	4	2	4	3	1	2	1
WOLVISTON	9	28	211.11%	3	0	3	11	3	1	3
YARM	36	38	5.56%	4	9	7	13	6	0	1
BOROUGH TOTAL	1772	2396	35.98%	355	316	530	1038	184	67	207

Master Key
 Opens all Alleygates in
 Stockton
 Available to SBC Engineers

Sub-Master Key
 Opens all alleygates in the
East Stockton Area

Sub-Master Key
 Opens all alleygates in the
Thornaby Area

Sub-Master Key
 Opens all alleygates in the
Billingham Area

Sub-Master Key
 Opens all alleygates in the
South Stockton Area

Sub-Master Key
 Opens all alleygates in the
North Stockton Area

ML1 ML2 ML3 ML5

P1	P2	P3
P4	P5	P6
P7	P8	P9
P10	P11	P12
P16	P17	P18
P20	P21	P22
P23	P24	P25

B1

NW1 NW2 NW3 NW19

OX1	OX2	OX3
OX4	OX5	OX6
OX7	OX8	OX9
OX10	OX11	OX12
OX13	OX14	NW2

NW4 NW5 NW6 NW7

NR1 NR2 NR3

T3	T4	T5	T6
T7	T18	T19	T20

T21

Appendix 3

STREET	BEAT	DATE OF INSTALLATION OF ALLEYGATES	NO OF BURGLARY OFFENCES WITH REAR ENTRY 12MTHS PRIOR TO INSTALLATION	NO OF BURGLARY OFFENCES WITHREAR ENTRY AFTER INSTALLATION	CHANGE
APPLETONRD	S1	12/03/2003	1	2	UP
ZETLAND RD	S1	12/03/2003	3	5	UP
LAMBTON RD	S1	12/03/2003	1	1	SAME
LONDONDERRY RD	S1	28/04/2003	2	3	UP
DUNDAS ST	S1	10/11/2003	7	3	DOWN
TEMPLAR ST	S1	29/04/2003	3	0	DOWN
ALLIANCE ST	S1	08/05/2003	3	0	DOWN
HIND ST	S1	15/06/2003	11	4	DOWN
ST BERNARD RD	S1	28/07/2003	1	1	SAME
DOVECOT ST S1	S1	25/07/2003	1	1	SAME
WORTHING ST	S1	29/07/2003	1	0	DOWN
LEYBOURNE TERR	S1	02/05/2003	0	0	SAME
EGGLESTONE TERR	S1	07/07/2003	2	1	DOWN
OUTRAMST	S1	24/07/2003	0	1	UP
SHAFTSBURY ST	S1	28/07/2003	3	0	DOWN
LAWRENCE ST	S1	29/07/2003	2	0	DOWN
DURHAM ST	S1	01/12/2003	0	0	SAME
CORPORATION ST	S1	01/12/2003	0	0	SAME
MILL ST	S1	01/12/2003	0	0	SAME
NORTHPORT RD	S1	03/12/2003	0	0	SAME
KNIGHTPORT RD	S1	03/12/2003	0	0	SAME
VICARAGE AVE	S1	17/04/2003	4	1	DOWN
SUFFOLK ST	S1	22/01/2004	2	1	DOWN
NORFOLK ST	S1	13/03/2004	2	0	DOWN
WREN ST	S1	16/02/2004	2	0	DOWN
ETON RD	S1	09/02/2004	1	0	DOWN
WINDSOR RD	S1	18/02/2004	1	1	SAME
SYDENHAM RD	S1	27/02/2004	0	0	SAME
BUCKINGHAM RD	S1	05/03/2004	0	0	SAME
KENSINGTON RD	S1	22/04/2004	1	0	SAME
MARLBOROUGH RD	S1	17/02/2004	1	1	SAME
TURTON RD	S4	10/02/2004	0	0	SAME
CORONATION CRES	S4	10/02/2004	0	0	SAME
STATION RD	S2	04/12/2003	0	3	UP
GRANGE RD	S3	29/08/2002	1	0	DOWN
CAMBRIDGE RD	S3	29/08/2003	0	0	SAME
ELIZABETH ST	S3	19/08/2003	1	0	DOWN
EASTON ST	S3	19/08/2003	2	3	UP
MANSFIELD AVE	S3	20/08/2003	8	2	DOWN
DERBY CL	S3	22/08/2003	0	0	SAME
TEESDALE TERR	S3	05/08/2003	1	0	DOWN
HESLOP ST	S3	21/08/2003	1	0	DOWN
ST LUKES AVE	S3	06/08/2003	0	0	SAME
TOTAL			73	41	
REDUCTION				43%	

Appendix 4

Deliberate Fires					
Location	No. of incidents 12months prior to installation	No. of incidents after installation - up to 31/05/2004			
Appleton road	12	8	Down	Target area to look at.	
Zetland Rd	4	4	Same	Target area to look at.	
Lambton Rd	3	1	Down		
Londonderry rd	3	1	Down		
Dundas St	35	8	Down	Target area to look at.	
Templar St	1	0	Down		
Alliance St	2	2	Same		
Hind St	5	4	Down	Target area to look at.	
St. Bernard Rd	3	2	Down		
Dovecot St	8	10	Up	Target area to look at.	
Worthing St	0	1	Up		
Ieybourne Terr	1	0	Down		
Egglestone Terr	1	1	Same		
Outram St	2	0	Down		
Shaftsbury St	0	0	Same		
Lawrence St	1	1	Same		
Durham St	1	0	Down		
Corporation st	0	0	Same		
Mill St	0	0	Same		
Northport rd	2	1	Down		
Knightport Rd	0	0	Same		
Vicarage Ave	1	0	Down		
Suffolk St	4	0	Down		
Norfolk St	0	0	Same		
Wren St	0	1	Up		
Eton Rd	13	2	Down		
Windsor Rd	2	0	Down		
Sydenham rd	3	0	Down		
Buckingham Rd	0	0	Same		
Kensington Rd	0	0	Same		
Marlbrough Rd	0	0	Same		
Turton rd	0	0	Same		
Coronation Cres	0	0	Same		
Station Rd	10	1	Down		
Grange Rd	2	1	Down		
Cambridge Rd	0	2	Up		
Elizabeth St	3	1	Down		
Easton St	1	5	Up	Target area to look at.	
Mansfield Ave	35	1	Down		
Derby Close	1	1	Same		
Teesdale Terr	5	0	Down		
Heslop St	1	0	Down		
St. Lukes Ave	0	0	Same		
Total	165	59	Down		
% Reduction		64%			

Appendix 5

STREET	BEAT	DATE OF INSTALLATION OF ALLEYGATES	NO OF ASB INCIDENTS 12MTHS PRIOR TO INSTALLATION OF ALLEYGATES	NO OF ASB INCIDENTS AFTER INSTALLATION OF ALLEYGATES	CHANGE
APPLETONRD	S1	12/03/2003	17	7	DOWN
ZETLAND RD	S1	12/03/2003	14	7	DOWN
LAMBTON RD	S1	12/03/2003	10	3	DOWN
LONDONDERRY RD	S1	28/04/2003	34	11	DOWN
DUNDAS ST	S1	10/11/2003	33	24	DOWN
TEMPLAR ST	S1	29/04/2003	1	0	DOWN
ALLIANCE ST	S1	08/05/2003	10	8	DOWN
HIND ST	S1	15/06/2003	13	12	DOWN
ST BERNARD RD	S1	28/07/2003	8	18	UP
DOVECOT ST S1	S1	25/07/2003	34	30	DOWN
WORTHING ST	S1	29/07/2003	6	0	DOWN
LEYBOURNE TERR	S1	02/05/2003	7	10	UP
EGGLESTONE TERR	S1	07/07/2003	5	5	SAME
OUTRAMST	S1	24/07/2003	10	1	DOWN
SHAFTSBURY ST	S1	28/07/2003	12	23	UP
LAWRENCE ST	S1	29/07/2003	16	2	DOWN
DURHAM ST	S1	01/12/2003	0	0	SAME
CORPORATION ST	S1	01/12/2003	1	1	SAME
MILL ST	S1	01/12/2003	0	0	SAME
NORTHPORT RD	S1	03/12/2003	0	0	SAME
KNIGHTPORT RD	S1	03/12/2003	0	0	SAME
VICARAGE AVE	S1	17/04/2003	3	5	UP
SUFFOLK ST	S1	22/01/2004	2	1	DOWN
NORFOLK ST	S1	13/03/2004	7	2	DOWN
WREN ST	S1	16/02/2004	4	1	DOWN
ETON RD	S1	09/02/2004	1	0	DOWN
WINDSOR RD	S1	18/02/2004	1	2	UP
SYDENHAM RD	S1	27/02/2004	0	0	SAME
BUCKINGHAM RD	S1	05/03/2004	0	2	UP
KENSINGTON RD	S1	22/04/2004	0	0	SAME
MARLBOROUGH RD	S1	17/02/2004	7	4	DOWN
TURTON RD	S4	10/02/2004	41	11	DOWN
CORONATION CRES	S4	10/02/2004	12	3	DOWN
STATION RD	S2	04/12/2003	60	24	DOWN
GRANGE RD	S3	29/08/2002	15	2	DOWN
CAMBRIDGE RD	S3	29/08/2003	23	8	DOWN
ELIZABETH ST	S3	19/08/2003	3	0	DOWN
MANSFIELD AVE	S3	20/08/2003	109	15	DOWN
DERBY CL	S3	22/08/2003	1	4	UP
TEESDALE TERR	S3	05/08/2003	13	1	DOWN
HESLOP ST	S3	21/08/2003	2	0	DOWN
ST LUKES AVE	S3	06/08/2003	4	2	DOWN
TOTAL			599	251	
DIFFERENCE				DOWN 348	

Area	Ward	Location	Gate Number	Lock Code	Date Completed	Flytipping Before Gates Installed	Flytipping After Gates Installed
3 (South)	Oxbridge	West Back Suffolk Street (North)	81	03:03	21/01/2004	Flytipping In Back Alleys from 21/01/03 to 21/01/04 32 INCIDENTS	Flytipping In Back Alleys from 22/04/04 to 19/04/05 18 INCIDENTS
3 (South)	Oxbridge	West Back Suffolk Street (South)	82	03:03	22/01/2004		
3 (South)	Oxbridge	East Back Suffolk Street (North)	83	03:04	23/01/2004		
3 (South)	Oxbridge	East Back Norfolk Street (South)	87	03:05	03/02/2004		
3 (South)	Oxbridge	West Back Eton Road (north)	89	03:06	09/02/2004		
3 (South)	Oxbridge	West Back Eton Road (Sandringham Rd North)	90	03:06	11/02/2004		
3 (South)	Oxbridge	East Back Eton Road (Sandringham Rd North)	96	03:08	12/02/2004		
3 (South)	Oxbridge	East Back Eton Road (Sandringham Rd South)	97	03:09	12/02/2004		
3 (South)	Oxbridge	West Back Kensington Road (Sydenham Rd North)	104	03:12	12/02/2004		
3 (South)	Oxbridge	East Back Eton Road (South)	98	03:09	13/02/2004		
3 (South)	Oxbridge	West Back Kensington Road (South)	105	03:12	13/02/2004		
3 (South)	Oxbridge	West Back Wren Street (North)	88	03:05	16/02/2004		
3 (South)	Oxbridge	East Back Kensington Road (north)	106	03:13	16/02/2004		
3 (South)	Oxbridge	West Back Marlborough Road (South)	109	03:13	16/02/2004		
3 (South)	Oxbridge	East Back Kensington Road (South)	107	03:13	17/02/2004		
3 (South)	Oxbridge	West Back Marlborough Road (North)	108	03:13	17/02/2004		
3 (South)	Oxbridge	East Back Windsor Road (South 1)	92	03:07	18/02/2004		
3 (South)	Oxbridge	East Back Windsor Road (South 2)	93	03:07	18/02/2004		
3 (South)	Oxbridge	East Back Eton Road (North)	95	03:08	20/02/2004		
3 (South)	Oxbridge	East Back Norfolk Street (North)	86	03:05	26/02/2004		
3 (South)	Oxbridge	South Back Sydenham Road (Windsor Rd East)	99	03:10	27/02/2004		
3 (South)	Oxbridge	South Back Sydenham Road (Osborne Rd West)	100	03:10	27/02/2004		
3 (South)	Oxbridge	South Back Sydenham Road (Osborne Road East)	110	03:14	03/03/2004		
3 (South)	Oxbridge	South Back Sydenham Road (Marlborough Road West)	111	03:14	03/03/2004		
3 (South)	Oxbridge	North Back Buckingham Road (west)	101	03:11	05/03/2004		
3 (South)	Oxbridge	North Back Buckingham Road (East)	102	03:11	05/03/2004		
3 (South)	Oxbridge	East Back Suffolk Street (South)	84	03:04	12/03/2004		
3 (South)	Oxbridge	West Back Norfolk Street (South)	85	03:04	13/03/2004		
3 (South)	Oxbridge	West Back Eton Road (South)	94	03:07	16/03/2004		
3 (South)	Oxbridge	West Back Eton Road (Sandringham Rd South)	91	03:07	22/04/2004		
3 (South)	Oxbridge	West Back Kensington Road (North)	103	03:12	22/04/2004		
3 (South)	Newtown	School Entrance	39	03:02	10/03/2003		
1 (North)	Newtown	South Back Appleton Road (West)	1	01:01	12/03/2003		
1 (North)	Newtown	North Back Zetland Road (West)	2	01:01	12/03/2003		
1 (North)	Newtown	South Back Zetland Road (West)	3	01:02	12/03/2003		
1 (North)	Newtown	North Back Lambton Road (West)	4	01:02	12/03/2003		
3 (South)	Newtown	North Back Vicarage Avenue (East)	10	03:01	17/04/2003		
3 (South)	Newtown	North Back Vicarage Avenue (West)	11	03:01	17/04/2003		
1 (North)	Newtown	South Back Londonderry Road (West)	8	01:04	22/04/2003		
1 (North)	Newtown	South Back Londonderry Road (East)	9	01:04	22/04/2003		
1 (North)	Newtown	South Back Lambton Road (East)	6	01:03	23/04/2003		
1 (North)	Newtown	North Back Londonderry Road (West)	7	01:03	28/04/2003		
1 (North)	Newtown	South Back Dundas Street (south)	66	01:05	10/11/2003		
1 (North)	Newtown	South Back Dundas Street (North))	67	01:05	10/11/2003		
1 (North)	Newtown	North Back Hamilton Road (Dundas St South)	68	01:06	12/03/2004		
1 (North)	Newtown	North Back Dundas Street (North)	69	01:06	12/03/2004		
1 (North)	Newtown	South Back Lambton Road (West)	5	01:03	23/04/2004		

2 (East)	Parkfield	South Back Templar Street (East)	12	02:01	29/04/2003	Flytipping In Back Alleys from 29/04/02 to 29/04/03 91 INCIDENTS	Flytipping In Back Alleys from 29/07/03 to 29/07/04 53 INCIDENTS
2 (East)	Parkfield	East Back Alliance Street (North)	15	02:03	30/04/2003		
2 (East)	Parkfield	East Back Alliance Street (South)	16	02:03	30/04/2003		
2 (East)	Parkfield	East Back Outram Street (North)	32	02:10	30/04/2003		
2 (East)	Parkfield	West Back Leybourne Terrace (Egglestone Tce South)	27	02:08	02/05/2003		
2 (East)	Parkfield	West Back Shaftsbury Street (North)	33	02:10	02/05/2003		
2 (East)	Parkfield	East Back Shaftsbury Street (South)	35	02:11	02/05/2003		
2 (East)	Parkfield	East Back Shaftsbury Street (North)	36	02:11	02/05/2003		
2 (East)	Parkfield	West Back Lawrence Street (North)	37	02:11	02/05/2003		
2 (East)	Parkfield	West Back Alliance Street (South)	14	02:02	06/05/2003		
2 (East)	Parkfield	West Back Alliance Street (North)	13	02:02	08/05/2003		
2 (East)	Parkfield	62 - 68 Hind Street	65	02:03	15/06/2003		
2 (East)	Parkfield	West Back Outram Street (South)	30	02:09	24/06/2003		
2 (East)	Parkfield	South Back Egglestone Terrace (Mainfield St East)	28	02:08	07/07/2003		
2 (East)	Parkfield	East Back St Bernard Road (Dean St North)	22	02:05	23/07/2003		
2 (East)	Parkfield	East Back St Bernard Road (Dean St South)	24	02:07	23/07/2003		
2 (East)	Parkfield	North Back Worthing Street (St Bernard East)	26a	02:07	23/07/2003		
2 (East)	Parkfield	West Back St Bernard Road (Dean St North)	21	02:04	24/07/2003		
2 (East)	Parkfield	South Back Dovecot Street (St Bernard Rd East)	19	02:05	24/07/2003		
2 (East)	Parkfield	North Back Worthing Street (Buckanan Street West)	26b	02:07	24/07/2003		
2 (East)	Parkfield	West Back Outram Street (North)	29	02:09	24/07/2003		
2 (East)	Parkfield	South Back Dovecot Street (Buchanan St West)	20	02:05	25/07/2003		
2 (East)	Parkfield	East Back Outram Street (South)	31	02:10	26/07/2003		
2 (East)	Parkfield	West Back St Bernard Road (Dean St South)	23	02:06	28/07/2003		
2 (East)	Parkfield	North Back Worthing Street (St Bernard West)	25b	02:06	28/07/2003		
2 (East)	Parkfield	West Back Shaftsbury Street (South)	34	02:10	28/07/2003		
2 (East)	Parkfield	North Back Worthing Street (Tarring Street East)	25a	02:06	29/07/2003		
2 (East)	Parkfield	West Back Lawrence Street (South)	38	02:11	29/07/2003		
2 (East)	Parkfield	South Back Dovecot Street (Tarring St East)	17	02:04	HOLD		
2 (East)	Parkfield	South Back Dovecot Street (St Bernard Rd West)	18	02:04	HOLD		
2 (east)	Portrack	West Back Knightport Road (North)	73	02:15	25/11/2003	Flytipping In Back Alleys from 25/11/02 to 25/11/03 82 INCIDENTS	Flytipping In Back Alleys from 25/11/03 to 25/11/04 24 INCIDENTS
2 (east)	Portrack	East Back Northport Road (South)	74	02:17	25/11/2003		
2 (East)	Mill Lane	North Back Durham Street (West)	76	02:12	01/12/2003		
2 (East)	Mill Lane	North Back Durham Street (East)	77	02:12	01/12/2003		
2 (East)	Mill Lane	West Back Corporation Street (North)	78	02:13	01/12/2003		
2 (East)	Mill Lane	North Back Mill Street (West)	79	02:13	01/12/2003		
2 (East)	Mill Lane	North Back Mill Street (East)	80	02:13	01/12/2003		
2 (east)	Portrack	East Back Northport Road (North)	72	02:14	03/12/2003		
2 (east)	Portrack	West Back Knightport Road (South)	75	02:16	03/12/2003		
6 (Thornaby)	Thornaby	East Back Mansfield Avenue (South)	55	06:05	05/08/2003	Flytipping In Back Alleys from 06/08/02 to 06/08/03 75 INCIDENTS	Flytipping In Back Alleys from 29/08/03 to 29/08/04 30 INCIDENTS
6 (Thornaby)	Thornaby	West Back Teesdale Terrace (South)	56	06:05	05/08/2003		
6 (Thornaby)	Thornaby	West Back Mansfield Avenue (North)	52	06:04	06/08/2003		
6 (Thornaby)	Thornaby	West Back St Lukes Avenue (North)	63	06:07	06/08/2003		
6 (Thornaby)	Thornaby	West Back St Lukes Avenue (South)	64	06:07	06/08/2003		
6 (Thornaby)	Thornaby	South Back Grange Road (East)	44	06:02	15/08/2003		
6 (Thornaby)	Thornaby	East Back Grange Road (West)	45	06:02	15/08/2003		
6 (Thornaby)	Thornaby	East Back Heslop Street (South)	62	06:07	15/08/2003		
6 (Thornaby)	Thornaby	East Back Elizabeth Street (South)	46	06:03	18/08/2003		
6 (Thornaby)	Thornaby	West Back Easton Street (South)	48	06:03	18/08/2003		

6 (Thornaby)	Thornaby	East Back Elizabeth Street (North)	47	06:03	19/08/2003			
6 (Thornaby)	Thornaby	East Back Easton Street (North)	51	06:04	19/08/2003			
6 (Thornaby)	Thornaby	East Back Easton Street (South)	49	06:04	20/08/2003			
6 (Thornaby)	Thornaby	West Back Mansfield Avenue (South)	50	06:04	20/08/2003			
6 (Thornaby)	Thornaby	East Back Teesdale Terrace (North)	59	06:06	21/08/2003			
6 (Thornaby)	Thornaby	East Back Teesdale Terrace (South)	60	06:06	21/08/2003			
6 (Thornaby)	Thornaby	West Back Heslop Street (South)	61	06:06	21/08/2003			
6 (Thornaby)	Thornaby	East Back Mansfield Avenue (North)	53	06:05	22/08/2003			
6 (Thornaby)	Thornaby	West Back Derby Close (North)	54	06:05	22/08/2003			
6 (Thornaby)	Thornaby	East Back Derby Close (North)	57	06:05	26/08/2003			
6 (Thornaby)	Thornaby	West Back Teesdale Terrace (North)	58	06:05	26/08/2003			
6 (Thornaby)	Thornaby	North Back Grange Road (West)	41	06:01	29/08/2003			
6 (Thornaby)	Thornaby	South Back Cambridge Road (West)	42	06:01	29/08/2003			
6 (Thornaby)	Thornaby	South Back Cambridge Road (East)	43	06:01	29/08/2003			

**Minister
hails
alloy
gates
as the
best
seen**



Leading the way

By SARAH STACK

STOCKTON'S steps to lock out trouble could set a precedent all over the country.

Word on the town's new-style alloy gates, designed with the backing of residents, is heading for Whitehall.

During a visit to Thornaby, crime reduction minister Hazel Blears said the area's alloy gate scheme was the best she had seen.

"Alloy gates are a cost-effective solution to making people feel safe, and these gates are secure and designed well, with the support of local residents," said Ms Blears.

"They have made a difference to people's quality of life and I want to

see if we can turn the scheme here into a national programme."

Residents, youth workers, community wardens and police spoke of how the scheme has made a difference in the town.

The alley behind Dave Gregory's Grange Road home is among those secured. The 71-year-old said: "The gates look good, and since they have been there we are no longer getting rubbish dumped there."

More than 90 alloy gates have been erected throughout the borough, costing up to £3,000 each.

Mike Bowran, Stockton Council's principal development officer, said: "Alloy gates came in to Stockton more than two years ago and

proved very popular, but there were some concerns about them looking more like prison gates.

"With the manufacturers we designed high security, good-looking gates. We will have installed around 95 of by the end of the financial year.

"We are trying to secure funding for next year, but the main problem is that demand is greater than our resources."

Stockton Council leader Bob Gibson and Stockton South MP Dari Taylor were also at the event.

Mrs Taylor said: "I am thrilled the minister is going to take what she saw back and that Stockton is leading the way. The residents were

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unsure about the gates in the beginning but people are now telling us they feel safe to go into their back gardens again."