



# Home Office

## Crime Reduction & Community Safety Group

### Tilley Awards 2008 Application form

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

Completed application forms should be e-mailed to [tilleyawards08@homeoffice.gsi.gov.uk](mailto:tilleyawards08@homeoffice.gsi.gov.uk).

All entries must be received by noon on **Friday 25<sup>th</sup> April 2008**. No entries will be accepted after this time/date. Any queries on the application process should be directed to Alex Blackwell on 0207 035 4811.

#### Section A: Application basics

1. Title of the project: **Alleygates Project**
2. Key issue that the project is addressing e.g. Alcohol related violence: **Crime and Anti-social Behavior**

#### Author contact details

3. Name of application author: **Huw Smart**
4. Organisation submitting the application: **South Wales Police**
5. Full postal address: **Barry Police Station, Gladstone Road, Barry, South Wales, CF64 1JF**
6. Email address: **Huw.Smart@south-wales.pnn.police.uk**
7. Telephone number: **01446 731643**

#### Secondary project contact details

8. Name of secondary contact involved in the project: **Keith Jones, Vale of Glamorgan Highways Department**
9. Secondary contact email address: **kjones@valeofglamorgan.gov.uk**
10. Secondary contact telephone number: **02920 673200**

### **Endorsing representative contact details**

11. Name of endorsing senior representative from lead organisation: **John Maitland Evans (Chief Executive)**

12. Endorsing representative's email address: **jmaidlandevans@valeofglamorgan.gov.uk**

13. For all entries from England & Wales please state which Government Office or Welsh Assembly Government your organisation is covered by e.g. GO East Midlands: **Welsh Assembly Government**

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

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

#### **Scanning:**

E Division is situated in the Vale of Glamorgan, South Wales and is divided into three sectors – Barry, Penarth and the Rural Vale. About 50% of E Division's crimes and incidents occur in Barry, the main town. There are 8 wards in Barry, 5 of which are classed as 'red' in the Neighbourhood Policing Profiles. The ward identified with the most deprivation is Castleland.

Castleland is situated in the centre of the old town, alongside the Cadoc, Court and Buttrills wards. The housing stock consists mainly of terraced houses, with lanes at the rear.

In consultation meetings, residents in Castleland identified that they were concerned with –

- Graffiti;
- Drug abuse;
- Burglary;
- Youths congregating;
- Litter/Dogs fouling;
- Noise;
- Fires;

Residents felt the problems were connected to the lanes at the rear of houses.

#### **Analysis**

Castleland showed the highest reports of burglaries, autocrime, robberies and anti-social behaviour in E division. The local authority reported high levels of litter, rubbish dumping and graffiti. The fire service committed significant resources to deal with rubbish fires in rear lanes. Shopkeepers suffered burglaries from rear lanes and shoplifters escaped into lanes to avoid detection from CCTV.

#### **Response**

Following research, the Alleygating Project was established by police, partners and residents to design-out crime and anti-social behaviour. They were first installed in Castleland in 2004 – with £300,000 of funding. Support for the project was provided by the statutory partners, local residents, local councillors and press.

#### **Assessment**

In two years following the introduction of alleygates, reported levels of burglaries declined significantly. The fire service reported a 50% reduction in fires – residents reported that littering, graffiti, anti-social behaviour and fear of crime was lower. Demand for the Local Authority reduced significantly in respect of graffiti, dog fouling and litter.

Other communities in Barry demanded alleygates, but before expanding into neighbouring wards, an independent evaluation by the University of Glamorgan was commissioned.

The evaluation showed there was popular support for alleygating. Residents felt there was less crime and disorder since gates were installed. However, some suggested there was some displacement of youth annoyance and litter into streets from the lanes. This data assisted to direct police and Local Authority priorities and provided useful information for the future expansion of the project.

To date, 219 alleygates have been installed, protecting approximately 3200 properties. £172,000 of funding has been secured for further development.

**State number of words: 396**

**Section C: Description of project** - Describe the project in no more than 4,000 words. Please refer to the full guidance for more information on what the description should cover, in particular section 11.

## **Scanning**

The Vale of Glamorgan's main town of Barry is renowned for its large sandy beach area of Barry Island. Barry Island became a popular holiday destination for people from the South Wales area during the early part of the 20<sup>th</sup> century, while at the same time, the docks area developed significantly for the export of coal from the South Wales valleys, alongside its near neighbours Cardiff and Newport.

In the 1960s, part of the Barry Island area was redeveloped by the building of Barry Butlins and the Barry Island funfair park. These tourist sites remained popular until the early 1990s, when the Barry Butlins site was closed down. The closure of the holiday camp had an impact on the number of staying visitors to Barry Island, but the beach still attracts day visitors during the summer and the funfair remains open. The closure of the holiday camp coincided with the closure of a large part of the docks area.

Since the early part of the 21<sup>st</sup> century, Barry town has benefited from re-generation of its housing stock, with development on the old Butlins site in Barry Island, the docks area and on greenfield sites to the North of the town. Homes in Barry are mainly cheaper than those in Cardiff and it has become a popular place for commuters to live.

Barry is located in the Vale of Glamorgan local authority area, which is co-terminus with the policing area of E Division. The Vale of Glamorgan is considered to be one of the most affluent areas in South Wales, but most of the expensive housing stock is situated outside Barry itself.

Barry is one of three sectors in the Vale of Glamorgan, which has 23 wards in total – 8 in Barry.

## **Background**

When E Division identified its Neighbourhood Profiles, prior to the launch of Neighbourhood Policing, 5 wards throughout the division were classed as 'red', 4 were classed as 'amber' and 14 were classed as 'green'. All 5 red wards are in the Barry sector, as well as 3 amber wards. There are no green wards in Barry and the ward identified with the most deprivation was Castleland.

Other residential areas consist of more expensive housing in the West end of the town and the predominantly local authority-owned estates of Gibbonsdown and Calcot (although many of these houses have been purchased by residents).

The remaining residential housing can be found in the centre of the old town, in the Castleland, Cadoc, Buttrills and Court wards. These properties consist mainly of traditionally built 1920s terraced houses, with lanes at the rear. Many of the lanes have multiple entry/exit points (typically three or four per lane).

About 50% of E Division's crimes and incidents occur within the Barry sector. In common with many urban inner-town areas, the town suffers from significant crime and anti-social behaviour problems. The volume crime offences of burglary and autocrime have tended to drive policing activity in the Barry sector and in particular, the Castleland ward.

In the past, traditional target-hardening methods have been used to deal with these types of crime, such as window and door locks, property coding and directed patrols. However, these methods have proved to be resource-intensive and have failed to deal with problems in the long-term.

The police and local authority held public consultation meetings with residents in the Castleland ward and they identified that they were concerned with entirely different problems, such as –

- Graffiti;
- Drug abuse;
- Burglary;
- Youths congregating;

- Litter/Dogs fouling;
- Noise;
- Fires;

Many residents felt that the problems they had identified were connected to the lanes at the rear of their houses, which provided opportunities for criminal and anti-social behaviour activities. Residents stated they were afraid to use the lanes at the rear of their own properties, especially after dark.

## **Analysis**

The Castleland ward in Barry was placed in the top 10% of most deprived areas in Wales according to the Welsh index of multiple deprivation, and therefore was identified as a Communities First Area. In addition to the residents' concerns, police statistics showed that the ward sustained the high crime levels in respect of burglaries, autocrime and robberies, as well as the highest reports of anti-social behaviour. The local authority reported high levels of litter, rubbish dumping and graffiti.

The police and local authority also consulted with the fire service due to the residents' concern relating to fires in the lanes. Senior officers from this service confirmed that a significant part of their time was spent dealing with rubbish fires in the rear lanes of properties located in the old part of the town. They were keen to be involved in any project which would reduce this demand

Further consultation took place with shopkeepers in the Holton Road area of the town. Holton Road is the main shopping area, which passes through the old part of Barry, for approximately two miles and is situated on the North side of the Castleland ward. Most of the shops in this area have rear lanes running behind them and traders identified that they suffered from two different types of crimes – commercial burglaries committed at the rear of their premises and shoplifting, where the perpetrators would escape via lanes at the rear of the shops to avoid detection and CCTV cameras.

The partners considered ways of dealing with the problems raised by the residents and traders. The key problem was how to prevent crime and anti-social behaviour in the lanes and to stop them being escape routes for criminals.

Table One: Options for addressing problems in Castleland

Option	Viability of option
Increase visible presence in the areas affected	Much already being done by partners, however this was proving time-consuming, costly and largely ineffective
Place bollards at the end of lanes	Cheaper option, but not effective in terms of pedestrians and many residents and businesses require access to lanes
Completely block off lanes (extinguish the highways)	This could be achieved through the extension of residents' gardens, however this would have high legal costs, problems with ensuring vehicular access and/or increased on-street parking

Alleygating was considered to be the most simple, cost effective way of creating defensible spaces for residents, while allowing the flexibility of access to those who needed it.

The local community and traders in Holton Road were extremely supportive of the alleygates project.

Following the consultation phase, the Alleygating Project was established by the Vale of Glamorgan Council, the Police, Fire and Ambulance Services and the local community in the Castleland ward.

## **Response**

The police and local authority commenced a consultation exercise with residents in the Castleland ward, introducing the concept of alleygates to reduce crime and anti-social behaviour in their rear lanes. The project received overwhelming support from residents.

Following research into alleygating projects in other areas of the country, the police and local authority discussed how they could create defensible spaces for the residents, to reduce crime, fear of crime and anti-social behaviour in these areas.

During the consultation phase, research showed that the Home Office estimated that each burglary costs the victim about £2,300. Alleygates cost between £1,500 (for a small gate) and £3,000 (for a large gate). Each gate would have a positive effect on more than a 100 households; therefore, the potential saving was enormous in respect of burglaries alone.

It was clear from research although alleygating could prove to be a cost-effective investment, extensive funding would be required to commence the project in the first instance.

The table below details the response from various partners.

Table Two

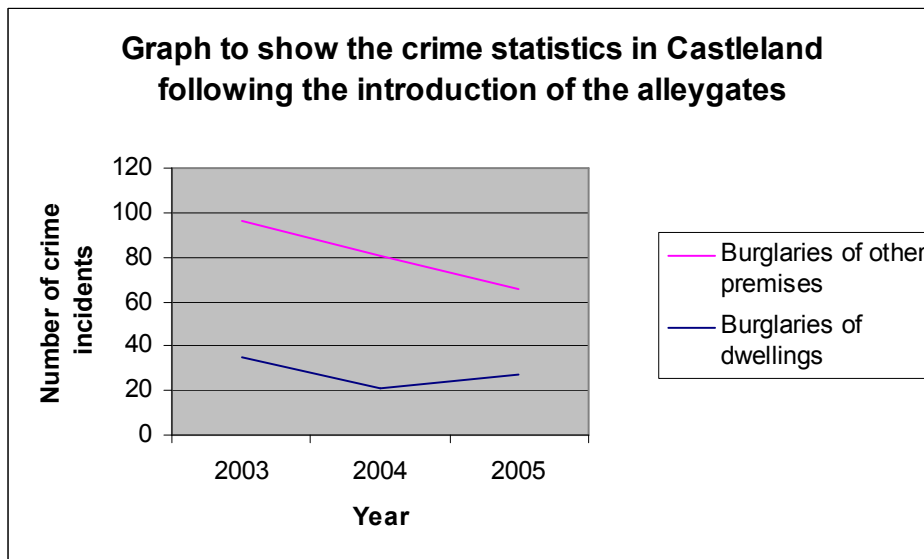
Organisation/ Group	Involvement	Financial contribution
<b>Project initiation</b>		
South Wales Police		£50,000 (partnership funding)
Welsh European Funding Office	Match funding for police investment	European Objective 2 Transitional Funding £50,000
Welsh Assembly Government		£50,000
Welsh European Funding Office	Match funding for WAG investment	European Objective 2 Transitional Funding £50,000
Vale of Glamorgan Community Safety Partnership, the Area Renewal Fund, the housing association company, Newydd Housing		£50,000
Welsh European Funding Office	Match funding for investment	£50,000
Welsh Assembly Grant/ Community Safety/ Highway Revenue/ Police		£84,000
<b>Gates first installed in 2004, Phase One Alleygating Project</b>		
Community involvement	Involved in extensive consultation prior to the introduction of the gates such as public meetings and leafleting. The alleygates could only be introduced with total community support, in Castleland no one refused to support the project. Following the installation of the gates key ceremonies were organised to hand over the gates to residents	
Local Authority	The highways maintenance department was involved in the research and development phase of the project. The local authority also: <ul style="list-style-type: none"> <li>• agrees to clean up alleyways before they are handed over to the residents;</li> <li>• enables and deals with the legal aspect of Traffic Orders in respect of the lanes – which are still officially ‘highways’ – whilst effectively handing over ownership to</li> </ul>	

	<ul style="list-style-type: none"> <li>residents;</li> <li>• issues keys to residents (on proof of identity);</li> <li>• agrees to pick up ongoing maintenance costs;</li> <li>• consults with partners and the community prior to seeking funding for further development of the project in other areas of Barry;</li> </ul>	
Police	The local Neighbourhood Policing team maintained contact with the community at the same time as the local authority to ensure there was a unity of purpose. The police crime analyst provides statistics relating to crime and disorder, which assists with deciding where alleygates should be prioritised in the town, as well as providing information for further funding applications.	
Housing associations	Many of the houses in Castleland are owned by the Housing association and hence their support was vital and that their residents felt part of the community	
Fire Service	The fire service provided valuable information in respect of their demand in the Castleland area, confirming the fears of the community. The service also gave public support for the initiative during publicity phases and was involved in the consultation exercises with the community	Consequently the fire service also accessed £10,000 from the Welsh Assembly Government Arson Small Grants Fund – a funding stream which only they could access amongst the partners.
Local Councillors	Local politicians gave public support for the initiative during publicity phase and have been important in maintaining contact between the community and partner agencies.	
Press	The press have been important in promoting positive community messages	
University of Glamorgan	The University of Glamorgan has been involved with residential surveys and this information has been used in the expansion of the scheme	
Prison service	Offenders from the Park Prison in South Wales have been involved in making fencing which sits alongside alleygates, where the lanes are too wide or the sidewalls were too narrow. This meant that 'local offenders' could contribute to the prevention of local offending	

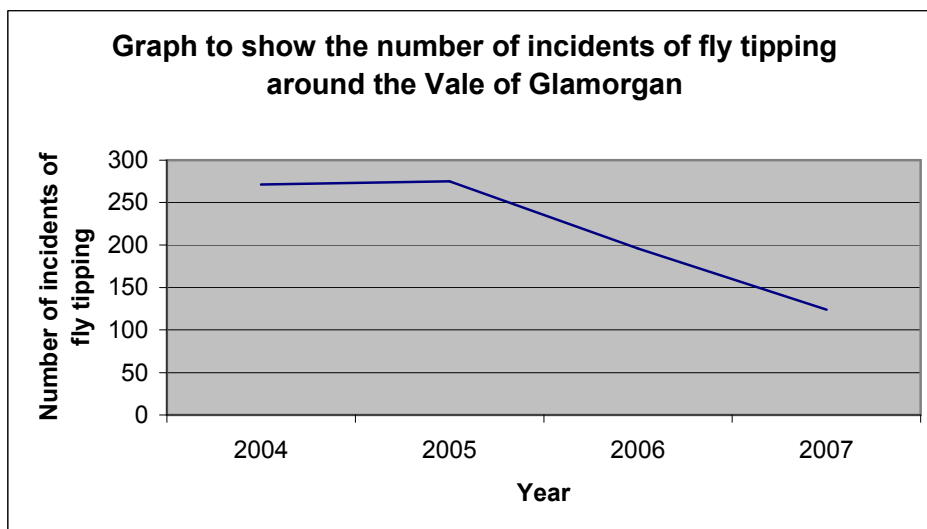
*Note- the Welsh European Funding Office provided vital finance – European Objective 2 Transitional Funding to enable the success of the scheme*

## **Assessment**

The initial evaluation of the project relied on quantitative crime figures from the police, as well as evidence from the community. In the years immediately following the introduction of alleygates there has been a decline in the number of burglaries. In 2005 there was a change in the national crime recording standards which led to an increase in the number of burglaries, this was in line with the national trend. (Please note burglaries of other premises refers to sheds, garages and commercial premises)



The fire service reported a 50% reduction in calls to the area and anecdotal evidence from residents stating anti-social behaviour and fear of crime had been reduced. The Local Authority reported significant reduction in graffiti, dog fouling and litter in the lanes in the affected areas. This meant that the Visible Services and Highways departments could prioritise other areas.



As a result of the positive support from the community in the Castleland ward, residents in the neighbouring wards began demanding alleygating in their own areas. In fact, residents in some other Barry wards stated in public meetings that they would refuse to pay their Council Taxes unless alleygating was introduced in their own area.

The partner agencies were keen to support the communities in other areas of Barry, however, it was recognised that the perceived success of the project was based on police crime figures, fire service demand-reduction figures and anecdotal evidence from the local authority and residents that anti-social behaviour had reduced.



Before expanding the project into the neighbouring wards of Cadoc, Court and Buttrills, it was decided that a more structured evaluation of the success of alleygating was required. Therefore, in 2005, the partnership commissioned an independent evaluation of the alleygating scheme by the University of Glamorgan.

### Second phase of the project

After the Castleland ward, the next most deprived area in Barry was the Cadoc ward. The housing stock in this ward was similar to that in the Castleland ward and it was the logical choice to commence Phase 2 of the project. Before commencing Phase 2, the University of Glamorgan was asked to conduct a structured evaluation in the Cadoc ward.

The evaluation was lead by Dr Colin Rogers, a Professor in the Police Sciences Department in the University of Glamorgan, a nationally renowned expert in problem-oriented partnerships. Dr Rodgers conducted the evaluation using students on the Police Sciences Honours Degree course.

The evaluation was seen as an opportunity to conduct an independent 'before and after' comparative analysis of the impact which alleygates have on individuals living in the affected communities rather than relying on anecdotal commentary and police statistics on crime.

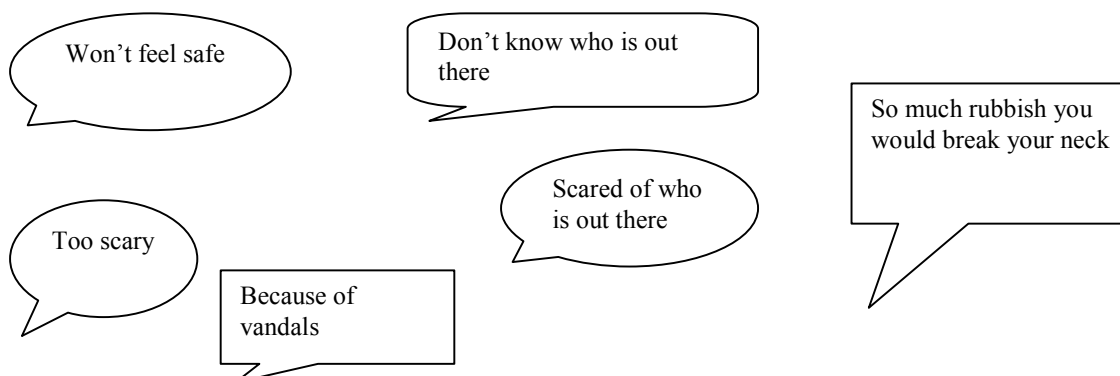
The initial survey examined views and perceptions of individuals residing within the Cadoxton area *before* the alleygates were introduced and also an analysis of the views of residents some 6-7 months after the implementation of the gates.

The survey then revisited the same houses 18 months *after* the implementation of the alleygates in order to secure a longitudinal aspect of perceptions of the community of the alley gate initiative.

A total of 106 residents in the affected area were interviewed – these people were not restricted to homeowners, as many of the properties in the ward are rented.

Of the residents surveyed, 82% felt that alleygating would be a good thing for the area (14% stated they were unsure). Only one individual thought that the gates would cause a problem by obstructing their free movement from one area to another. There was an overwhelming belief that the implementation of the gates would be a positive thing for the community.

62% of the respondents stated that they would not use the lanes at the rear of their homes in the daylight hours, whereas, 79% stated that they would not use them in the darkness. Many of the reasons stated were



The negative perceptions expressed by the residents in the Cadoc ward were similar to those in the Castleland ward, prior to Phase 1 of the project.

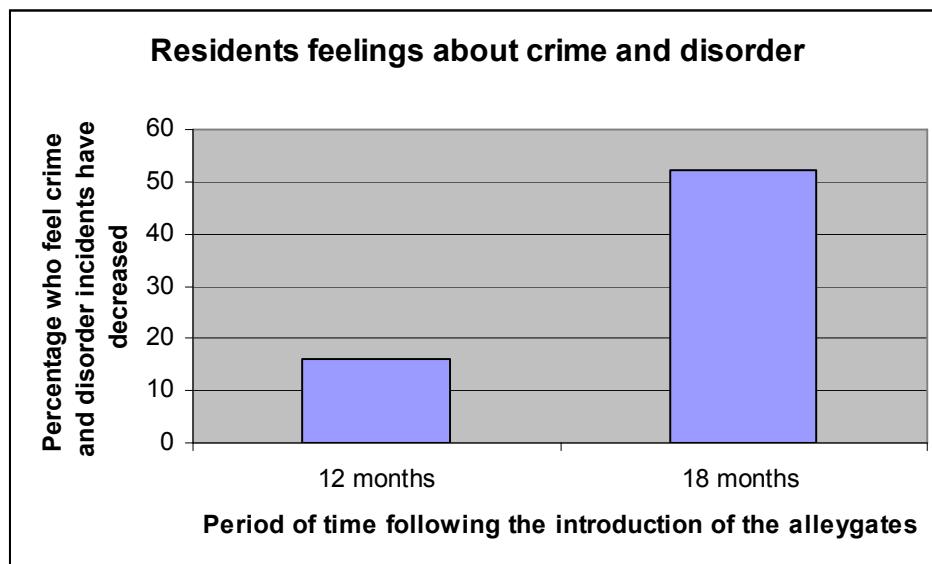
The survey demonstrated that many residents felt safe in their homes during the daytime and the hours of darkness – their fear appeared to stem from the environment outside the home. Residents were asked to consider what the major problem was for them – the majority cited youths congregating, litter, cars burnt out and dogs fouling.

Significantly, a large majority of those surveyed felt that alleygating would reduce the problems identified, which shows that expectation in the community in the success of alleygating was extremely high.

The survey conducted by Dr Rodgers 18 months after alleygates were placed in the Cadoc ward demonstrated that

the majority of residents were satisfied and alleygates were being accepted. There was an overall increase in their perception of whether alleygates had reduced the major quality of life problems identified during the first survey 84% rising to 86%.

The chart below illustrates how the perception of residents had improved with regards to levels of crime and disorder had improved following the introduction of the alleygates.



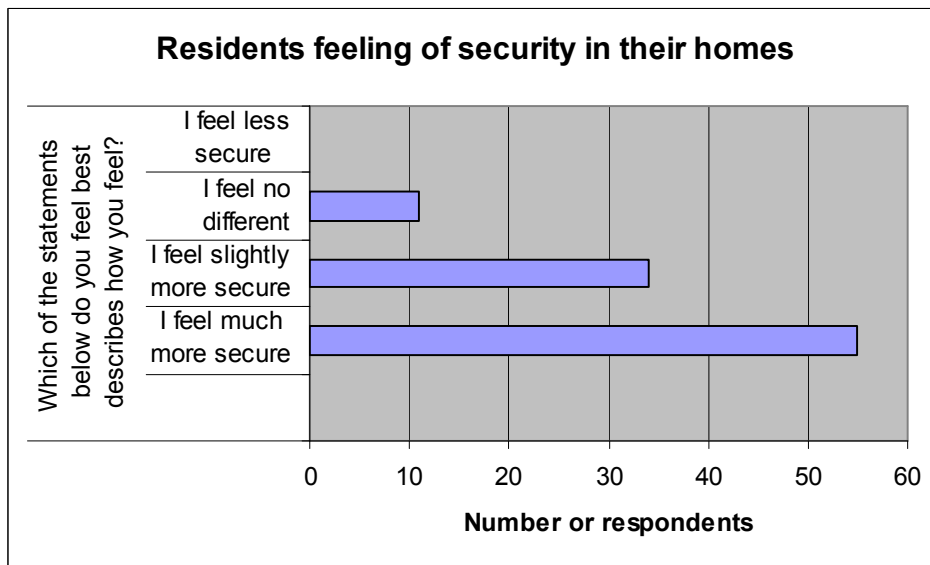
This is consistent with the alleygates having had a major influence in helping to reduce fear of crime and anti-social behaviour amongst residents.

Other interesting statistics from the survey show that house ownership in the Cadoc ward increased between the 1<sup>st</sup> and last surveys – 81% owned their home, compared to 75% eighteen months previously. Privately rented property in the area fell from 18% to 14%.

In general there appeared popular support for the implementation of the alleygate scheme. However, there was some indication that some other problems may have been introduced or exaggerated by the use of access control of the alleys. There were some environmental concerns regarding the dumping of litter and furniture from residents coupled with an increase in dog excrement on the streets (instead of in the lanes). Also, some residents felt there was an increased level of youth annoyance in the streets since the gates were introduced.

To combat this, the police and local authority have increased visible presence – with the local authority targeting its team of enforcement officers into the displaced areas.

In February 2008, staff from the local authority and PCSOs conducted a public consultation exercise in all wards fitted with alleygates. The consultation was designed to obtain an insight into resident opinion following the introduction of the gates. The consultation was undertaken by visiting a random selection of residences within the alleygated areas. The overall responses were extremely positive. Over 100 responses were obtained and of these 83% of the respondents stated that problems of litter and anti-social behaviour had reduced since the introduction of alleygating. The most common benefits perceived by residents were an increase in security, privacy and peace and quiet.



The partnership has learned several lessons during the alleygating project, which have assisted along the way, such as –

- Effective liaison between the partners and the community has been key to the success of the alleygating scheme.
- Cross departmental working in the local authority has been crucial, using in-house skills to achieve successful bids – for example, the use of a dedicated funding officer to apply for European funding.
- The local authority chose to use the most effective use of existing legislation to achieve the outcome – for example, various legislation can be applied to closing off highways – the Vale of Glamorgan has used the simplest legislation, which fits the needs of the scheme.
- “One size doesn’t fit all” – each scheme should meet the needs of the area and the community.
- Prompt maintenance of alleygates ensuring the credibility of the scheme in the eyes of the residents.
- A full-time alleygating co-coordinator has been employed to deal with current community needs and to coordinate installations in new areas.
- Continuous evaluation of the project is important – employing an independent evaluator has been a key feature in the future development of the project.
- The partnership needs to continue to evaluate increases in demand in other wards adjacent to those where alleygates have been fitted, as well as displacement of anti-social behaviour to more open public areas. There has been no increase in crime in these wards, but anti-social behaviour needs to be monitored.

To date, 219 gates have been installed, protecting an estimated 3200 properties in the Castleland, Court and Cadoc areas in Barry. This represents a one-off outlay of £140 per household, or £63 per occupant.

Extensive liaison and consultation continues, involving gathering the views of local residents. In addition to promoting the close working relationships between partners, residents from successful schemes are involved in promoting new schemes, to give their personal perspectives.

*In one particular instance, a lady whose wheelchair access was successfully accommodated within an alleygate scheme was able to deal with the fears of another resident with a similar disability about wheelchair access. She described how the local authority had customised the gate handles and that her quality of life had improved*

*significantly.*

Councillors continue to play an important link with the community, to ensure the local authority's ongoing commitment to the scheme.

A dedicated team of officers has been formed to manage and maintain the gates and the local authority has appointed a full-time alleygate coordinator to form a link between the community and the partner agencies.

The partnership has recently secured £172,000 funding, to develop the next phase of alleygating in the Buttrills ward. The funding consists of £80,000 from the Welsh European Funding Office and £92,000 from Vale of Glamorgan Partnership funding. As a result, a targeted 65 gates will be introduced.

It is intended that further funding will be sought in 2008-2009 to complete the alleygating in the Buttrills ward and continue beyond this into the Baruc ward, which contains the remainder of the old terraced housing stock in Barry.

Other more affluent areas of the Vale of Glamorgan are interested in installing alleygates, but funding so far has been provided for areas of deprivation in Barry. However, in the Penarth sector, some funding has been provided in a specific deprived area identified for re-generation. The partnership is careful to ensure that the alleygating remains focussed on the areas most in need in the Vale of Glamorgan.

As a result of consultation with residents, the partnership has changed the criteria for installing alleygates. Initially, alleygates were selected for wards with the highest crime rates; however, it has become clear that they should also be installed in areas that suffer high instances of anti-social behaviour.

An example of this is in the Cogan a less affluent ward in the Penarth area, where residents identified significant problems in lanes at the rear of their houses. Analysis showed that the police had attended 30 incidents of anti-social behaviour in 6 months. Also, the fire service reported having attended 4 rubbish fires and 1 arson to a garage.

### **Summary and conclusions**

By installing alleygates into this area, the partnership has demonstrated its ability to respond, in an intelligence-led way, to the needs of the community.

The Alleygates project is a proven successful partnership scheme involving the Police, the Vale of Glamorgan Council, Fire and Ambulance Services and the local community.

Its targets and objectives of reducing crime and disorder, reducing fear of crime and improving the environment and quality of life for the residents have been met. The future target is to extend the scheme across other areas of the Vale of Glamorgan.

**State number of words used: 3,685**

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

22 April 2008  
Chief Executive  
01446 709302  
01446 421479

JME/AMB  
[abobbett@valeofglamorgan.gov.uk](mailto:abobbett@valeofglamorgan.gov.uk)

To Whom it may concern

The highly successful Alleygates project in Barry in the Vale of Glamorgan is a crime prevention scheme 'sealing off' numerous back lanes across the town to non-residents.

The project was established in partnership by the Vale of Glamorgan Council and the Vale of Glamorgan Police and involves the local Fire and Ambulance Services. The project relies on extensive consultation with local residents and businesses.

It entails the installation of security gates in rear lanes preventing crime and ensuring a safer community. The gates are implemented by Road Traffic Regulation Orders and limit access to all but authorised persons, including adjacent residents, and utility and emergency services.

The project started in Barry's Castleland ward and has been expanded to include the neighbouring wards of Cadoc, Court and Buttrills. Due to its success, expansion of the scheme into other areas of the Vale of Glamorgan is under consideration.

Independent surveys of residents have shown that the installation of Alleygates in these wards has significantly enhanced their sense of safety and well being and reduced their fear of crime and anti-social behaviour.

The success of the Alleygates scheme is based on the strong enduring partnerships between all involved and recently the project leads were finalists in the Wales Excellence Awards, where they were commended for the initiative.

I would commend this application for the Tilley Awards 2008.

Yours sincerely



John Maitland Evans  
**CHIEF EXECUTIVE**

### **Checklist for Applicants:**

1. Have you read the process and application form guidance?
2. Have you completed all four sections of the application form in full including the endorsement from a senior representative?
3. Have you checked that your entry addresses all aspects of the judging criteria?
4. Have you advised all partner agencies that you are submitting an entry for your project?
5. Have you adhered to the formatting requirements within the guidance?
6. Have you checked whether there are any reasons why your project should **not** be publicised to other police forces, partner agencies and the general public e.g. civil or criminal proceedings pending in relation to your project?
7. Have you inserted your project name as a footer note on the application form? Go to View-Header and Footer to add it.
8. Have you saved you application form as a word document and entitled your message '**Tilley 08 entry (followed by project name in brackets)**' before emailing it?

Once you are satisfied that you have completed your application form in full please email it to [Tilleyawards08@homeoffice.gsi.gov.uk](mailto:Tilleyawards08@homeoffice.gsi.gov.uk). One hard copy must also be posted to Alex Blackwell at Home Office, Effective Practice & Communication Team, 4th Floor, Fry Building (SE Quarter), 2 Marsham Street, London, SW1P 4DF and be received by 25<sup>th</sup> April 2008.