

**REPORT TO:** Cabinet Member – Environmental  
Cabinet Member – Communities  
Licensing & Regulatory Committee

**DATE:** 29<sup>th</sup> September 2010  
6<sup>th</sup> October 2010  
25<sup>th</sup> October 2010

**SUBJECT:** **SAFE & SECURE TOWN CENTRE AT NIGHT AUDIT – SOUTH ROAD, WATERLOO**

**WARDS AFFECTED:** All

**REPORT OF:** Peter Moore  
Environmental & Technical Services Director

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**EXEMPT/  
CONFIDENTIAL:** No

**PURPOSE/SUMMARY:**

To inform the Cabinet Member – Environmental, Cabinet Member – Communities and Licensing & Regulatory Committee of the “Safe and Secure Town Centre at Night Audit of South Road, Waterloo”, a strategic intervention to assess the issues involved in alcohol-related violence and disorder in town centres at night.

**REASON WHY DECISION REQUIRED:**

To advise the Cabinet Member – Environmental, Cabinet Member – Communities and Licensing & Regulatory Committee of the audit findings and to request support from the Public Health Partnership for further town centre audits.

**RECOMMENDATION(S):**

The Cabinet Member – Environmental, the Cabinet Member – Communities and Licensing & Regulatory Committee

- a) Note the contents of this report;
- b) Encourage further work towards potential improvement in the areas outlined in this report;
- c) Request the Public Health Partnership Alcohol Strategy Group and Alcohol-Related Crime Sub-Group consider the recommendations in the audit report; and
- d) Refer the report to the Crosby Area Committee for information.

**KEY DECISION:** No

**FORWARD PLAN:** N/A

**IMPLEMENTATION DATE:** Immediately following the expiry of the “call-in” period for this meeting.

**ALTERNATIVE OPTIONS:**

Not to carry out Safe and Secure Town Centre Audits

**IMPLICATIONS:****Budget/Policy Framework:**

The Safe and Secure Town Centre at Night Audit was a joint initiative commissioned by the Public Health Partnership Alcohol Related Crime Sub Group, Trading Standards Service and the Police and part funded by the Safer Stronger Communities Fund.

**It is recommended that a cost / benefit analysis of the report's recommendations should be carried out before any commitments agreed.**

**Financial:**

<b><u>CAPITAL EXPENDITURE</u></b>	<b>2006/ 2007 £</b>	<b>2007/ 2008 £</b>	<b>2008/ 2009 £</b>	<b>2009/ 2010 £</b>
Gross Increase in Capital Expenditure	Nil	Nil	Nil	Nil
Funded by:				
Sefton Capital Resources				
Specific Capital Resources				
<b><u>REVENUE IMPLICATIONS</u></b>				
Gross Increase in Revenue Expenditure	Nil	Nil	Nil	Nil
Funded by:				
Funded from External Resources				
Does the External Funding have an expiry date? Y/N	When?			
How will the service be funded post expiry?				

**Legal:** N/A

**Risk Assessment:** N/A

**Asset Management:** N/A

**CONSULTATION UNDERTAKEN/VIEWS**

Public Health Partnership Alcohol Related Crime Sub Group

**CORPORATE OBJECTIVE MONITORING:**

<b><u>Corporate Objective</u></b>		<b><u>Positive Impact</u></b>	<b><u>Neutral Impact</u></b>	<b><u>Negative Impact</u></b>
1	Creating a Learning Community	√		
2	Creating Safe Communities	√		
3	Jobs and Prosperity	√		
4	Improving Health and Well-Being	√		
5	Environmental Sustainability		√	
6	Creating Inclusive Communities	√		
7	Improving the Quality of Council Services and Strengthening local Democracy	√		
8	Children and Young People	√		

**LIST OF BACKGROUND PAPERS RELIED UPON IN THE PREPARATION OF THIS REPORT**

Safe and Secure Town Centres at Night Toolkit – (Bretrust)

## **Background**

1. The Cabinet Members and Licensing & Regulatory Committee Members will recall a previous report entitled "Safe & Secure Town Centre at Night Audit - Southport" presented in September 2009. The report advised that the Sefton Safer & Stronger Communities Partnership (SSCP) has been assigned the responsibility for the delivery of National Indicator 21 – "Dealing with local concerns about ASB and Crime by the Local Council and Police". A key factor in satisfying NI21 is having baseline data which can inform intelligence led interventions and serve as a benchmark for assessing progress.
2. The report further advised of the "*Safe and Secure Centre at Night Toolkit*", which is intended to provide stakeholders in the night-time economy with a structure for measuring the issues involved in alcohol-related violence and disorder in town centres at night, identifying priorities and taking action to deal with them. The toolkit was funded by the BRE Trust and its free use is approved. It is based on extensive research by the BRE Trust, including Crime Prevention through Environmental Design, case studies, interviews with key stakeholders and literature reviews.
3. The toolkit provides a benefit to managers of the night-time economy by supplying a framework for evaluating policies and procedures. Through implementation of the suggestions included in the toolkit it should also provide benefit to users of the night-time economy by allowing them to have a safer night out.
4. The toolkit stresses the need for joined-up thinking on a wide range of policies in the management of town centres at night involving a diverse range of representatives with responsibility for lighting, CCTV, planning, health, transport, licensing of premises, street vendors and taxis, police, street maintenance, licensing trade, youth workers etc.

## **Safe and Secure Town Centre Audit of South Road, Waterloo – December 2009**

5. The audit was carried out between November and December 2009 by Sefton Council's Trading Standards Service. The toolkit was applied with careful consideration of the suggestions. The audit reflected the context and the unique characteristics of South Road and the scoring method was used to inform the reports conclusions. The Safe and Secure Town Centre Audit Report of South Road 2009 is appended to this report as ANNEX 1.
6. The findings of the audit will provide stakeholders in the Southport Night Time Economy with a structure for dealing with any remaining issues connected with alcohol related violence and disorder. It will also help to prioritise such issues and take action to deal with them.

7. The toolkit is broken down into 13 categories with three levels of importance:
- Essential (E), That immediate action is required
  - Important (I), That they should be considered as soon as possible
  - Desirable (D), Are a bonus if already implemented.

Each action is listed to determine whether they have been:-

- Already implemented, with evidence to support that implementation (\*)
- Considered and intending to implement
- Considered but not applicable
- Not considered

## Summary of Findings

### 8. Category 1 - Partnership Working

- a) Sefton Council's Crime Reduction and Community Safety Strategy ensures joined up partnership working through the Safer And Stronger Communities Partnership (SSCP), the Community Safety Area Partnerships (CSAP), the Alcohol Harm Reduction Strategy Group and Alcohol And Crime sub group.
- b) There is no dedicated South Road Problem Solving Group at present but this is currently being considered to focus on the Night Time Economy/ Crime Reduction.
- c) It is anticipated that once the group has formed the other issues in this category will be instigated. However measures do currently exist to ensure problems are dealt with in a positive manner.
- d) The local Pubwatch scheme was discontinued but is currently being encouraged. Help and advice is also being offered to licensees.

#### Recommendations

- A dedicated town centre crime reduction group to take a holistic view of day and night time issues across South Road and Crosby Village.(E)

### 9. Category 2 - Data and Information Sharing

- a) Sefton Council's Analysis and Intelligence Management Team (AIM) researches and co-ordinates information on hotspots with CSAP to prioritise and act on issues. Data is recorded on crime and ASB issues and fed back to the relevant partners to act.

## Recommendations

- Implement a data sharing agreement between the PCT and local authority with anonymous information on data from A&E departments and the Ambulance Service. This information should be analysed, prioritised, actioned and followed up with evaluation. **(E)**
- This should be done by way of standardised forms that guarantee anonymity for staff in A&E to complete for all victims of violent crime. These would provide valuable information on location, times, weapons used, injuries sustained and involvement of alcohol. **(I)**
- Data should be provided in 'real time' to allow for policing/partnership strategies to adapt to changes in night time economy. **(I)**

### 10. Category 3 - Licensed Premises

- a) Proactive and well run premises are encouraged through Best Bar None. The police have a comprehensive licensing database to monitor licensees and licensed premises. The Force system records violent crime linked to specified licensed premises and access is only allowed to specified personnel for evidential purposes.
- b) Top ten premises with problems are identified and interventions implemented by police, fire and rescue and local authority through Operation Nightsafe. Best Bar None is used as a standard of operation for managers of licensed premises where regular checks on the standards are carried out.
- c) There is a night net radio/paging system for pubs being implemented, to allow for a rapid response from the police to problems. However it is not yet linked to public CCTV system.
- d) Police and Local Authority Licensing Officers make routine regular contact with licensee representatives in hot spot areas. Police make overt video recordings using body cams and night-safe police vehicles. The neighbourhood officers also carry Blackberries. They take photos to use as evidence for prosecutions, reviews and prosecutions of licensed premises these also act as a deterrent. Police have instigated effective drugs management policies including the use of drugs dogs when funding has been available.
- e) Happy Hours and drinks promotions are discouraged by police on a voluntary basis.
- f) There is no drugs amnesty but drugs management is in place by way of posters and BBN. Police do walk-throughs on a regular basis and a request has been made for a bid for the further use of drugs dogs.
- g) There is effective management and control of outside smoking space S12 Crime and Disorder Act provides for No Alcohol Zone.

- h) A Cumulative Impact Policy was considered for this area but it was decided that it was not appropriate at the time due to the level of incidents being considerably lower than areas that had a CI policy.
- i) Door staff wear high visibility clothing/armbands and display SIA licenses. A log of door staff is maintained and the log is accessible to LA and Police, this is part of the licence condition.

#### Recommendations

- The Night Net Radio/paging system for all pubs and clubs in close proximity should be linked to Sefton Security. **(E)**
- The Pubwatch Scheme needs to be reconvened **(E)**
- Staggered closing times are recommended by BRE. **(I)**
- The use of polycarbonate drinking vessels and PTE bottles could be promoted **(I)**
- A “banned from one banned from all” scheme could be implemented. **(I)**

#### 11. Category 4 - Policing Strategies

- a) There is no designated public places order in operation but Section 12 of the Criminal Justice & Police Act provides Police with the ability to ask the public to surrender containers they believe to contain alcohol.
- b) Police receive weekly tasks in neighbourhood profile to deal with any terrorism issues.
- c) Police do not keep records of where individuals who are arrested for alcohol related offences had their last drink as this is not reliable. However there are other procedures in place to monitor this.
- d) Drugs dogs have been used and may be considered in future. A request has been made but it depends on funding.
- e) Alcohol related conditional cautions have not been considered and although drinking banning orders with the option of attending a course have been considered, the Authority considers that there are already sufficient alternative powers that can be used.
- f) There is no requirement for a mobile police cell bus but the mobile police station is used on occasion.
- g) Hand held metal detectors (safety wands) are being issued to licensed premises.

12. Category 5 - Capable Guardians and Street Welfare

- a) There are currently no resources available for street marshals, capable guardians or street pastors.
- b) Local planning policies encourage a small range of complimentary evening and night time economy uses around the locality but within limitations.

Recommendations

- All items not considered in this category should be considered once a dedicated partnership has been established to assess whether or not these issues are applicable. **(I & D)**

13. Category 6 – CCTV

- a) All the main areas of the night time economy are covered by CCTV and fit for purpose.

Recommendations

- Talking CCTV cameras and flat screens on walls to act as a deterrent are a desirable option **(D)**

14. Category 7 – Lighting

- a) Lighting levels are fit for purpose and conform to the appropriate British Standard. High Pressure sodium plus are used as they last 4 years as opposed to metal halide which only have a life of 2 years therefore there is less waste and consequently more environmentally friendly.
- b) There is a 3 year maintenance plan and any reported faults are rectified within 3 working days.
- c) The lighting is best possible vandal resistant with metal locks and polycarbonate covers instead of glass.

Recommendations

- It would benefit the area to have brighter lighting in the section beside the bus terminus with the introduction of white lighting in this area.

15. Category 8 – Underage Drinking

- a) There is evidence of targeting underage drinking by way of test purchase operations at licensed and off-licence premises by police and trading standards. Challenge 21/25 is in operation together with 'Knock Back', 'Buy Booze They Lose' and other such initiatives working with the trade to reduce underage drinking.



- b) Refusal logs are maintained by licensed premises and staff training is provided.

16. Category 9 – Transport

- a) There are no taxi marshals in this area and whilst the taxi rank is covered by CCTV it is not ideally situated and is too small. Consequently taxis are parking up on the kerb causing congestion.
- b) Test purchase operations to combat taxi touting have been done in the past.

Recommendations

- Taxi marshals should be considered for peak times **(E)**
- A bigger taxi rank in a more suitable location to prevent congestion would be desirable, together with bollards on the pavement alongside Cue Bar to prevent vehicles parking on the kerb. **(I)**
- A booking kiosk or room within licensed premises for people to order taxis and wait should also be considered. This would help with the build up of people outside The Alexandra Pub waiting for taxis from the taxi firm next door **(D)**

17. Category 10 – Offenders and Victims

- a) As no partnership currently exists there is no monitoring of issues of repeat offenders and victims in the night time economy. This will be addressed once the partnership is established.
- b) All other issues in this category have been implemented by press and publicity, posters and MARAC, and once the Pubwatch has been established a name and shame policy will be adopted.

18. Category 11 – Visual Clues in the Town Centre

- a) There is a positive visual impression of the town centre with minimal levels of graffiti and active management of removal of litter.

Recommendations

- Secure glass and bottle banks should be provided and emptied on a regular basis keeping the streets clear. **(E)**
- Refuse collectors could also be deployed at peak times to remove rubbish and litter that may be used as weapons. **(I)**
- Remove recessed doorways where possible and improve frontages of premises. **(D)**

19. Category 12 – Fast Food Outlets

- a) Neighbourhood police officers monitor fast food outlets.
- b) CCTV systems are in place and a robust approach is adopted when renewing licences.
- c) Training is being offered by Environmental Health Commercial Section for staff working in the day and night time economy on conflict management and personal protection.

Recommendations

- A traffic light system could be used to identify problem outlets and implement interventions **(D)**
- Encourage any problem premises to close earlier **(D)**

20. Category 13 – Access Routes and Space Allocation

- a) The primary routes have CCTV coverage and adequate lighting.
- b) Community Payback is being utilised to keep alleyways clear and tidy and to remove graffiti.
- c) The underpass from the station is well lit and well maintained.

**Conclusions**

21. In order for South Road to satisfy the minimum standard for a safe and secure town centre the following actions are recommended to address the essential criteria highlighted in the report.
- a) Partnership Working - A dedicated town centre crime reduction group to meet on a regular basis to set measurable goals linked to PSA targets to reduce crime and disorder. The group should comprise of a range of members from Local Authority, Police, Probation Service, Health Authority, Fire and Rescue, Drug and Alcohol Team etc. with “champions” of the night time economy dedicated to reducing crime and disorder. Joint performance, action and evaluation should take place at regular intervals.
  - b) Data and Information Sharing – Implement a data sharing agreement between the PCT and local authority with anonymous information on data from A&E departments and the ambulance service. This information should be analysed, prioritized, actioned and followed up with evaluation.

- c) Licensed Premises – The Night Net Radio/paging system for all pubs and clubs in close proximity should be linked to Sefton Security. The Pubwatch scheme needs to be reconvened.
- d) CCTV – The audit considered that CCTV provision met the listed criteria but recommends a separate detailed survey of CCTV provision.
- e) Transport – Taxi marshals should be considered for peak times and checks could be made to establish whether transport is sufficient for the needs of visitors to the town centre.
- f) Visual Cues in the Town Centre – Secure glass and bottle banks should be provided and emptied on a regular basis keeping the streets clear.