

TILLEY AWARD 2003

PROJECT: Lancsafe - Policing Crime Corridors

CATEGORY: Crime and Disorder Reduction

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TILLEY AWARD 2003 Summary

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Problem

The A580 East Lancashire Road is one of the busiest in the north west, linking Liverpool city centre with Manchester, and carries more than 8,500,000 vehicles a year. The road forms an integral part of the north west's communications infrastructure, attracting business, commercial and residential developments along its route, but it has also attracted unwanted attention from criminals who exploit the easy, fast access to the rest of the region's road network. Vehicle related thefts and drive offs at petrol stations were particularly prevalent along the 10.8 mile stretch through St Helens.

Evidence used to define the problem

Crimes committed within the individual neighbourhood beats adjacent to the A580 were manually reviewed and Merseyside Police's stolen vehicle system was accessed. This initial analysis was further enhanced by Merseyside Information Systems (MIS), who plotted the crimes by grid reference within a 200 metre buffer of the centre of the A580. Staff at the business premises along the route were consulted and their views reinforced our analysis and highlighted issues which not only affected crime figures, but also increased the fear of crime and public satisfaction and confidence in the service we provide.

Response to the problem

The route was observed initially for one week which identified the businesses were being used as meeting points for the supply of controlled drugs, which increased the vulnerability of these premises for opportunist vehicle crime. The initial pilot continued with a team of 4 officers (later known as Lancsafe) dedicated to policing this route, providing high visibility policing, improving response to calls and working in partnership with businesses to target-harden their premises. Improvements in intelligence and information flow, increasing arrests and detections whilst reducing crimes and the opportunity for committing crime were also encompassed.

Impact of the response and how this was measured

Lancsafe has been regularly evaluated, involving analysis of crime patterns, intelligence submitted, arrest and detection data and consultation with the local businesses. The Lancsafe Business Consortium was formed, providing a multi-agency approach to identify solutions to local issues. The project has, over the last 2 years, achieved notable successes including a 38% reduction in drive-offs from petrol stations, 38% reduction in the theft of vehicles, 31% reduction in theft from vehicles, over 750 arrests and vehicles recovered totalling more than £1.2 million. A satisfaction survey was conducted amongst the businesses and all indicated Lancsafe should continue and 67% reported an increased police presence since Lancsafe was formed.



TILLEY AWARD

2003

'POLICING CRIME CORRIDORS'



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Perceived Problem

The A580 East Lancashire Road is a dual carriageway road which links Liverpool City Centre to Manchester City Centre, passing through St Helens. The St. Helens policing area is situated at the east of the Merseyside Police area, bordering Lancashire to the North, Greater Manchester to the East and Cheshire to the South. The A580 East Lancashire Road, locally known as '*The Lancs*', attracts a heavy flow of traffic (over 8,500,000 vehicles a year).

In the summer of 2000, within my work as a Response Officer at St. Helens, I became aware of the increasing amount of crime occurring around the area of the A580, affecting businesses and residential areas adjacent to the road. This was especially in the form of vehicle related thefts and thefts of petrol from service stations. As the A580 runs through 10.8 miles of the St. Helens policing area, it crossed 4 neighbourhood boundaries, each under the command of an Inspector, and included 14 foot beat areas of the district (see Appendix A).

My experience in policing this area had been that a number of the crimes committed had involved offenders in vehicles from the Liverpool area and nearly all had been reported to have used the A580, returning to Liverpool after committing the offences. After consulting colleagues at St. Helens, this was also found to be the widely held view amongst them.

Analysis

The analysis of the increase in crime along the A580, initially encountered difficulty. This was due to the way in which the location of reported crimes could be accessed, usually completed by beat area and/or by the type of crime committed. As my focus was only in those parts of the beats which were close to the A580, the crimes for the whole of the beats in question were scanned and then sifted through, for exact locations. Although this is subjectively based and therefore not ideal, it did provide a picture of what was occurring. Through this I was able to detect a series of offences which each neighbourhood was dealing with individually without being aware that other neighbourhoods were suffering similar offences along the route.

By accessing the Merseyside police stolen vehicle system, I was able to track the vehicles stolen from St. Helens to where they had been abandoned, if found. This showed that higher value vehicles, including commercial vehicles, travelled outside the area as opposed to lower value vehicles being located within one and a half miles of where they were stolen.

In order to produce a more accurate analysis of the crimes along the A580 at St. Helens, 'Merseyside Information Systems', who hold crime mapping information for Merseyside Police produced crime statistics for the previous 53 months from 1997. Using GIS mapping, having crimes plotted by grid reference, the area within a 200 metre buffer of the centre line of the A580 within St. Helens, was studied. The results were as follows:-

2797 Crimes were recorded, 4 types of which made up over half (53%) of this figure:-

❖ Make Off Without Payment (Petrol)	17.8%
❖ Theft From Motor Vehicle	12.9%
❖ Other Thefts	11.9%
❖ Theft Of Motor Vehicle/U.T.M.V.	10.4%

• Public Perception

It was identified that businesses situated along the A580 (see Appendix B) were repeatedly being targeted for vehicle crime. The staff at hotels, restaurants, pubs and petrol stations were consulted regarding their experiences of crime and this reinforced our own analysis. In addition to the known patterns of criminal activity, officers were informed about high activity in relation to the supply of controlled drugs, of which we were previously unaware. This increased the fear of crime for the staff and resulted in a lack of confidence in the police.

Another major factor contributing to a lack of confidence, was that the majority of calls to the police by staff at businesses, were generally classed as low priority and therefore they experienced a delayed police response.

- **Intelligence Gathering**

On receipt of this previously unknown information, we decided to observe these locations for one week to see if we could identify anything which may be generating such unwanted attention. This revealed that many of the pubs, cafes and petrol stations were being used as landmarks for arranged meetings for the supply of controlled drugs. It became apparent that suppliers from the Croxteth area of Liverpool were meeting buyers from areas of Lancashire and Greater Manchester. These meetings were held 'half way' in St. Helens, where the suppliers were relatively unknown to the police. Drug users would very often spend time waiting on car parks for suppliers to arrive and therefore these locations were more subject to opportunist vehicle crime.

- **The whole analysis showed:**

- ❖ Vehicle Crime at hotels was being committed by organised groups targeting vehicles being used for business carrying briefcases and lap top computers
- ❖ Vehicle Crime at public houses and cafes was being committed by opportunist criminals as well as organised groups
- ❖ 33% of vehicles stolen from the St. Helens area were recovered in the Huyton and Kirkby areas of Liverpool
- ❖ Within businesses, staff confidence in the police was lower than expected
- ❖ There was a lack of communication between businesses suffering from the same problems along the route
- ❖ Almost 1 in 5 crimes were 'Making Off Without Payment' at service stations along the A580 and accounted for 51% of the 'drive offs' of the whole of the St. Helens area

- **As a result of the analysis, the following objectives to reduce crime were produced:-**

- ❖ Target travelling criminals using the A580 to commit crime
- ❖ Reduce and detect incidents of auto-crime
- ❖ Reduce and detect offences of 'Making off without payment', in relation to fuel
- ❖ Disrupt drug supply activities
- ❖ Raise public satisfaction within staff of the businesses

The Solution - Corridor Policing

The A580 provides quick and easy access between areas of Liverpool and Manchester, and crosses the M6 Motorway to quickly access Lancashire and Cheshire.

The arterial route is viewed as a corridor, which has its own individual crime generating characteristics, pinch points and influencing factors. In concentrating on policing this corridor, a clearer picture can be obtained of the reasons behind similar crime patterns in the many districts it runs through, with the A580 being the 'common thread'.

The solution had to include wide ranging issues, but with a heavy emphasis on tackling vehicle crime, and had to encompass the following:-

- ❖ High visibility policing
- ❖ Immediate response
- ❖ Proactive policing
- ❖ Crime prevention
- ❖ Improve intelligence and information flow

The problem was discussed at the area 'Tasking and Co-ordinating' meeting. Due to restrictions on the provision of personnel, I was aware that the solution had to be low cost and should not be resource intensive. With the analysis made, it was demonstrated to the 'Area Command Team' that targeting the route would positively impact on crime in St. Helens and a pilot should be made a priority.

A 6 week pilot was authorised, with a team of 4 uniformed officers who were experienced in proactive policing methods. This project would later be referred to as 'Lancsafe'. The first problem encountered was that a traffic standard, liveried vehicle was required, suitable to police a national speed limit dual carriageway. A liveried vehicle was preferred as this would provide a visible reassurance to the public and the staff at the business locations, together with a deterrent to offenders. This type of vehicle was not available within the area so assistance was gained from the Force's Vehicle Fleet Department to retain a traffic vehicle which had already been replaced and was due to be sold. The projected additional cost per month of the project was £860 including vehicle running costs and mobile phone for improving accessibility to the police by local businesses.

In November 2000, the Lancsafe team was formed. The team provided 80 hours per week cover, dedicated to combating crime on the A580. The contact number for the mobile telephone carried by the officers was provided to the businesses for reassurance and immediate police response. The team would proactively police the road in a highly visible manner whilst ongoing improvements were made in relation to target hardening premises and improving intelligence, thereby increasing arrests and detections, whilst reducing crimes and the opportunity for crime to be committed.

Lancsafe's Crime reduction strategy encompassed 4 elements:-

High Visibility – Proactivity – Crime Reduction – Intelligence

❖ **High Visibility Policing**

- Uniform high profile policing
- Public reassurance
- Visible deterrent

❖ **Proactive Policing**

- Disruption of criminal activity
- Fast Response
- Detection and Arrests

❖ **Crime Reduction**

- Staff training in the businesses along the A580, covering crime prevention issues
- Crime Managers are being introduced in the businesses to promote shared ownership of crime issues
- Liaison with parent companies to create greater support in order to target harden locations. The involvement of 'Business Crime Direct' part of the Safer Merseyside Partnership, providing crime reduction surveys of premises and funding to target harden business premises
- Marketing and publicity campaigns to communicate key messages to the public, to reduce the opportunities for crime and deter criminals travelling into the area to commit crime

Due to the length of time that the Lancsafe project has been running, it has been internally evaluated on a regular basis. In this time, a number of changes have been made to improve the service provided. The high visibility and proactive policing methods which are at the core of the project have changed little since its inception. The areas which had to be improved upon, were in the areas of Crime Prevention and Intelligence. Consideration was given to how the use of existing technology could assist in these areas.

❖ **Crime Prevention**

• **'Lancsafe' Business Consortium**

Hotels, petrol service stations, pubs and restaurants along the A580 had the police team as a focus for their information, reports and issues. It was identified by the businesses that a method of communicating between them on a regular basis was required and that they should be seen by the community as a body with a shared interest. These businesses were brought together and formed the 'Lancsafe' Business Consortium. The police and local authority were also invited as members, to discuss issues, promote multi agency working and improve the quality of life of the community of the A580 as a whole. A data sharing agreement with the police was produced and the consortium became a recognised part of the St. Helens Chamber of Commerce.

• **Crime Managers**

The project and the consistent contact of the police with staff at business locations along the A580 raised their awareness in relation to issues of crime. Views were expressed from staff that they did not know how to deal with such incidents and from some that crime was just a problem for the police to deal with. In order to provide a sense of ownership of crime at those premises, the companies have been requested to nominate their own internal 'Crime Managers' who would be a point of contact for the police and a focus of all information from the staff. It would be their responsibility to keep records, raise crime related issues within their company and to liaise with the police. Staff training would also be arranged through them in association with the police and Business Crime Direct.

• **Target Hardening**

Site surveys of the premises concluded that a number of the business premises required investment to improve outdated security equipment in addition to applying a number of 'low cost' preventative measures. Business Crime Direct provided advice in relation to identified

gaps in security and immediate progress was made, particularly in relation to the 'low cost' improvements such as cutting down bushes, improving lighting etc. Some companies positively responded to the interest police showed in protecting their premises and staff. Others, however, needed more persuasion and we had to reiterate the benefits of crime prevention and security in order to improve the standard of preventative measures. CCTV improvements have subsequently been made at 3 locations, with new high quality digital systems being installed at a cost of approximately £30,000 per site, which was wholly funded by the individual businesses.

- **Key Public Messages**

The local community has been kept informed of the progress of the project and crime prevention messages have been communicated through the local media. Due to an increase across the North West of the amount of vehicles being stolen by means of 'hook and cane' burglaries, a crime prevention campaign was embarked upon, to educate people into making their keys inaccessible, whilst at home or at work. Prior to publicising this problem, consideration was given to what might be the unexpected consequences of a successful campaign. Given that organised groups were stealing to order and that they were not going to stop their activities, they would have to obtain keys to vehicles by other means, probably by use of force. Therefore the campaign may push the offender toward more violent offences in order to obtain the keys. Neighbouring police districts and forces were also briefed as offenders may switch locations, thereby displacing the problem to those areas.

Crime prevention messages were delayed whilst methods of informing the public of both 'hook and cane' burglaries and 'car jacking'/robberies, could be done at the same time. One of the partner agencies, Safer Merseyside Partnership, provided assistance in designing a specific range of posters, key rings and leaflets communicating reassurance, crime prevention and deterrent messages. Jaguar Cars also assisted with the marketing campaign.

The companies involved with the Business Consortium also agreed to communicate the campaign to the public by various means, targeting locations where the public were vulnerable to these types of crimes. Posters were placed at key points near to petrol stations along the A580, and leaflets containing car crime prevention messages were handed out with receipts. Key rings with a reminder message displayed encouraging the public to keep their keys out of sight were also distributed. The hotels displayed car crime prevention cards in rooms, together with distributing leaflets on checking in and on conference tables. Sainsbury's assisted by displaying messages on the rear of 10 of their distribution vehicles.

Other posters, leaflets and beer mats containing the messages were placed in all participating businesses (see Appendix C and D).

This campaign took longer to arrange than initially expected but was still worthwhile, as the public were placed at less risk as a result, rather than being placed at a greater risk due to a lack of forward thinking.

- **Intelligence**

Concentrating on travelling criminals entering the area to commit crime highlighted the fact that the area had minimal, if any, intelligence about those people. It was evident that to successfully target organised groups of travelling criminals, improvements in the flow of intelligence across the adjoining districts of Merseyside and local forces such as Lancashire Constabulary, Greater Manchester Police and Cheshire Police was required.

Within Merseyside, it was relatively simple to arrange. The bordering Knowsley intelligence section, which cover the districts of Huyton and Kirkby were made aware of the team's interest in travelling groups of criminals from their area. Using the internal 'e-mail' system, the 'Knowsley Crime Intelligence Bulletin' is now regularly sent to the officers within the Lancsafe team and any intelligence generated would be communicated back to Knowsley.

As the St. Helens area borders the 3 other forces, communication with them had to be improved. To this end, the Lancsafe team became involved with and planned a number of cross border proactive policing operations, bringing all North West forces together on 2 or 3 occasions per year. The communication with officers in the surrounding forces improved and methods of working together were consolidated. In doing so, it was soon realised that each force was suffering from the same organised groups of criminals from Liverpool, who were comfortable travelling far and wide to commit vehicle crime.

The methods used on these operations were adopted into a day to day working relationship with the Lancashire Constabulary at Skelmersdale (near Ormskirk) and with their M6 Motorway Unit at Salmesbury (near Preston). A member of the Lancsafe team would regularly attend their tasking and co-ordinating meetings. The same type of relationship was developed with the Cheshire Police Vehicle Crime Unit at Warrington. Such contact with Greater Manchester police has been relatively unsuccessful.

This type of 'unofficial' cross border working relationship has proved to be successful on numerous occasions, especially in the apprehension of offenders for organised vehicle

crime in stealing cars, goods vehicles and their loads. A high value of stolen property has been recovered as a direct result of the improved intelligence and co-operation between these forces.

Offences of 'Making Off Without Payment' in relation to petrol, serve as a key indicator of criminals using the route. Throughout the period of the project a large proportion of offenders arrested for this offence were either wanted for more serious offences elsewhere, wanted on warrant or wanted for an organised spate of petrol thefts. The push to detect and arrest offenders for this offence on the A580 has resulted in a number of successful conclusions for police forces throughout the North West.

- **Technology**

The use of improved technology to assist with criminal intelligence was assessed. It was decided that the use of an 'Automatic Number Plate Recognition' system (A.N.P.R.) would further improve the performance of the team. To this end, the Merseyside Police 'A.N.P.R. User Group' was approached, an agreement was made that the police vehicle used by the Lancsafe team, would be the first Merseyside Police patrol vehicle to be fitted with the equipment.

Prior to delivery of the system within a new police vehicle, protocols have been set up and tested successfully with local forces to share data. This enables each forces' A.N.P.R. vehicles to immediately access the intelligence of all local forces rather than each force acting solely on their own information.

Merseyside Police's Air Support Group became involved due to the increasing amount of crime searches being generated by the proactive work undertaken. The Lancsafe police vehicle was subsequently fitted with a microwave downlink receiver so that images from the helicopter camera could be viewed within the vehicle to improve communications and safety.

Results

During the first 2 years, the results of the project include:-

- ❖ 37.8% reduction in the number of drive-offs from petrol stations
- ❖ 38.4% reduction in theft from motor vehicles
- ❖ 31.7% reduction in theft and UTMV
- ❖ Over 750 arrests
- ❖ Over £1.2 million of stolen vehicles recovered
- ❖ The Project is supported by the Safer Merseyside Partnership, who is hoping to expand the Lancsafe policing areas within Merseyside and Greater Manchester to run the whole stretch of the A580 from Liverpool to Manchester
- ❖ Business Consortium members have invested in improved security measures at their premises to assist in target hardening and staff at business locations, have become actively involved in raising their awareness in order to reduce the opportunities for crime. This is also be progressed through the introduction of Crime Managers in the businesses.
- ❖ Information obtained is shared with other agencies such as HM Customs and Excise, National Crime Squad and Trading Standards, leading to the successful conclusion of a number of pre-planned joint operations
- ❖ Public satisfaction in the service the police are providing has improved (see Appendix E)

Funding

- ❖ The Team is funded through Merseyside Police
- ❖ Business Crime Direct has assisted local small businesses with the offer of grants for part funding security improvements
- ❖ A small budget is managed by the Lancsafe Business Consortium to cover the costs of printing, postage and stationery items
- ❖ Automatic Number Plate Recognition equipment (ANPR) has been funded through the Communities Against Drugs fund, a St. Helens based vehicle crime initiative 'Operation Homet' and Crime Reduction funds
- ❖ Marketing was funded by Merseyside Police, Safer Merseyside Partnership, Jaguar Cars, Polar Ford and Sainsbury's
- ❖ Microwave downlink receiver was funded by the Safer Merseyside Partnership

Conclusion

Liverpool is like many other cities across the U.K. having a very mobile criminal population, with individuals involved being comfortable to travel to commit crime in the more rural areas stretching outside of the city. These groups are very organised and determined in respect of vehicle crime and have outlets for stolen vehicles, possibly by way of exportation.

There are a large number of these groups which are fluid in their make up and it is therefore difficult to predict their movements or to place them under surveillance. It is equally difficult to target the possible areas where they may intend to commit these crimes as the groups will perhaps roam between 2 or 3 force areas.

It is therefore prudent to look at one of the main common practices in their behaviour. This is that they regularly use the main arterial routes from which to enter and exit areas quickly without disruption or apprehension. Impeding their activity by proactively policing these routes, restricts their opportunity to commit crime. Organised criminal groups are very aware of different police force areas and regularly exploit the lack of communication across administrative policing boundaries. Offenders from the Greater Manchester area have effectively highlighted this as they continue to cause a problem at business locations which are located on the border of Merseyside Police and Greater Manchester Police. This shows that they are still exploiting the lack improvement in communication between these forces in this area.

By working with the communities along major arterial routes, improvements in both prevention and detection of offences can be made. It has been found that a key indicator of the presence of these criminals along the route is occurrences of 'Making Off Without Payment' at petrol stations (drive offs). Offenders regularly steal petrol to fuel their travelling activities in order to commit more serious crimes. Therefore, by using the 'Al' Capone' method of apprehension, paying particular attention to these offences, actually reaps greater benefits, in the arrest of people already wanted for, or suspected of serious criminal offences in other areas.

The ability to sustain this type of policing is important. The criminal fraternity was very quickly aware of the presence of the patrol on the A580 at St. Helens. Just as quickly as they became aware of its presence, they would equally become aware that it is no longer present and a threat to their activities.

Stuart Knowles



TILLEY AWARD 2003

'POLICING CRIME CORRIDORS'

APPENDICES





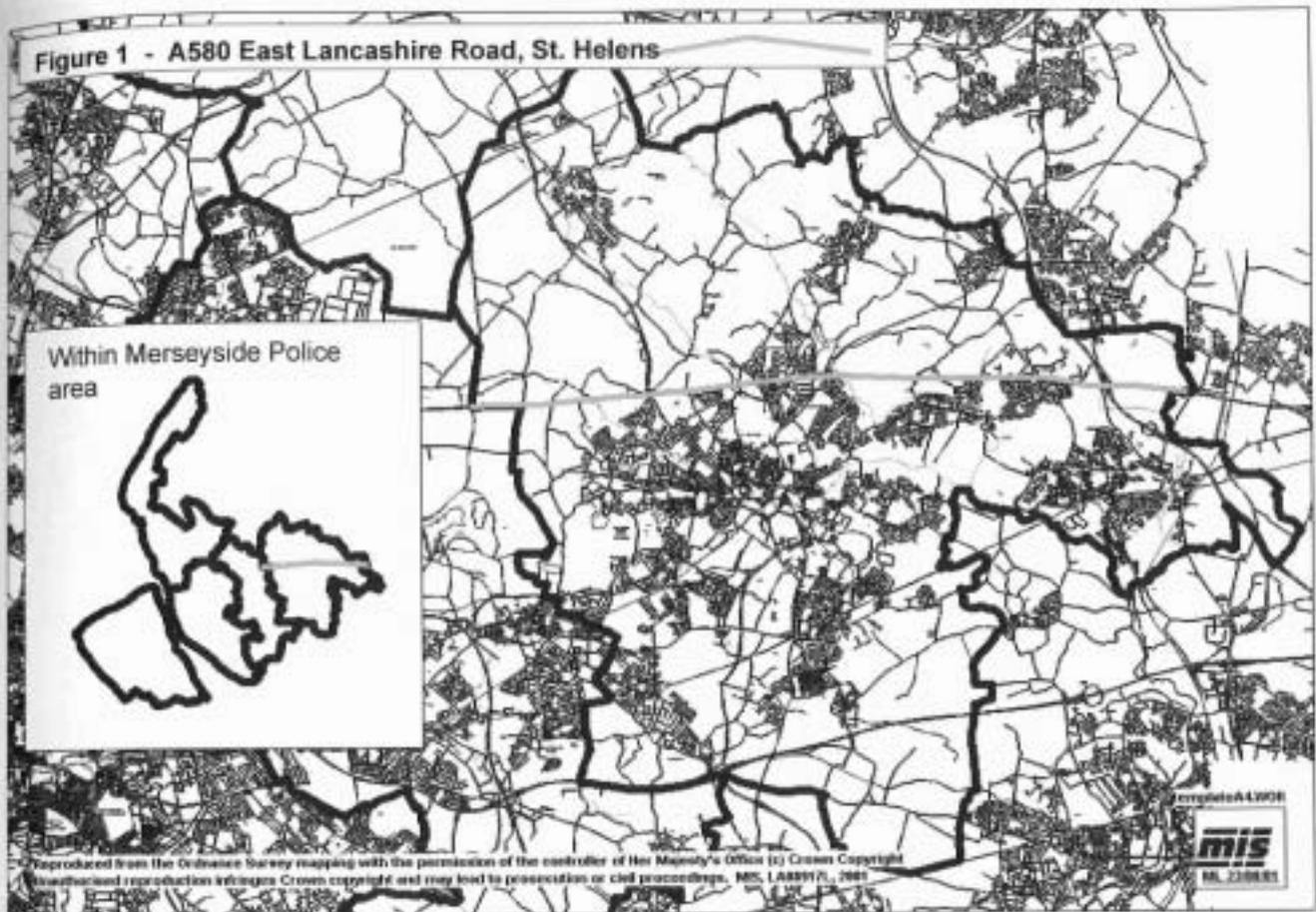
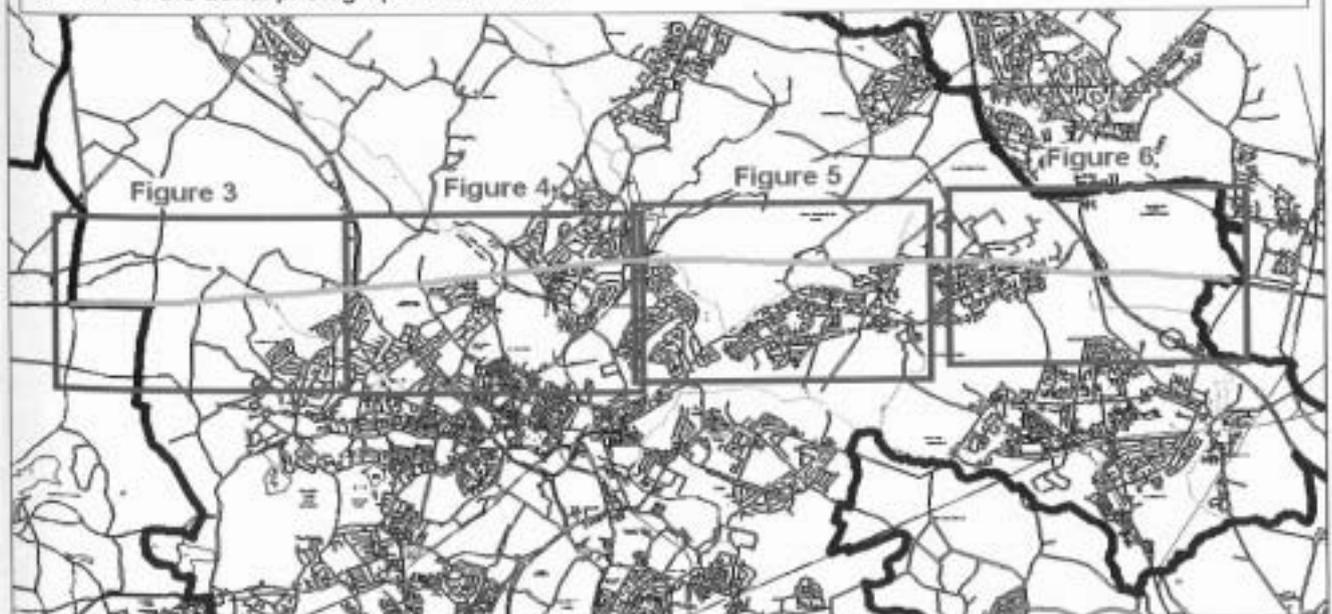
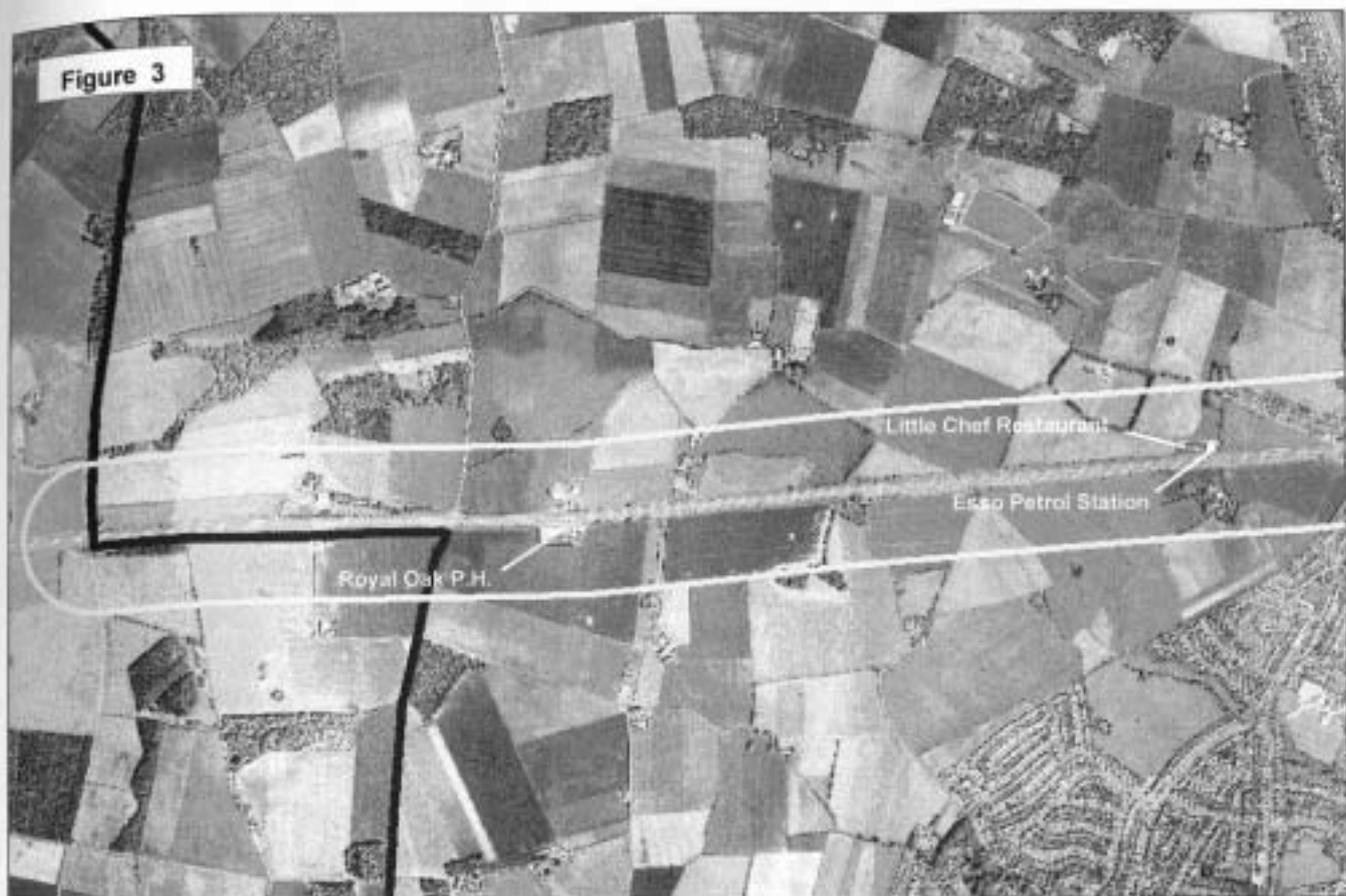


Figure 2 - Landuse

The following aerial photographs give an indication of the landuse of the area in which the A580 passes. The locations of business partners are highlighted. For ease of reference, the road has been split into four segments, from West to East, and mapped accordingly. This diagram gives an approximate location of each of the aerial photographs that follow.







In November 2009, the Lancsafe Team, funded through Merseyside Police, was formed in response to an increase in criminal activities along the A580 East Lancashire Road, which links Liverpool City Centre to Manchester City Centre. The route attracts a heavy flow of traffic and this contributes to various crime problems including:

- thefts of and from vehicles parked in the car parks of businesses along the route
- lack of communication between local businesses linked by this road, who suffer similar crime problems
- movement of class A drugs by silhouettes from all over the North West region
- movement of stolen vehicles across police boundaries using the road as a fast and direct route to and from other areas in the region
- travelling criminals expanding their areas of operation across neighbouring force areas
- thefts of petrol - drive-offs

The Lancsafe Team carry out staff training in crime prevention in businesses along the A580 and Crime Managers are being embedded in to businesses to focus on specific crime issues. Lancsafe is also engaging with parent companies to create greater support and the involvement of Business Crime Detect has led to funding for local businesses to enable them to improve their CCTV systems and target-hardening premises. Marketing and publicity campaigns have also been set up to get key messages across to the public and reduce the opportunities for crime.

The project also aims to improve links with hostating police forces by arranging cross-border operations. Joint working with other forces has allowed intelligence to be shared and a number of successful operations to be developed.

During the last 2 years of the project, there has been:

- 15% reduction in crime throughout the 10.8 mile stretch of the road, which consolidates the security of businesses
- 41% reduction in the number of drive-offs from petrol stations along the route
- over 750 arrests
- over 1,000,000 stolen vehicles recovered
- 78% reduction in fatal road crashes in the first year.

The project is supported by the Silver Merseyside Partnership, who are helping to expand the Lancsafe policing areas within Merseyside and Greater Manchester to run the whole length of the A580 from Liverpool to Manchester. Business Consortium members have invested in improved security measures at their premises to assist in target hardening and staff at local businesses have become actively involved in raising their awareness in order to reduce the opportunities.

For further information contact Supt Peter Govea, Operations, St Helens Police Station, George Street, St Helens, Merseyside WA8 1QG
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Consortium members have invested in improved security measures at their premises to assist in target hardening and staff at local businesses have become actively involved in raising their awareness in order to reduce the opportunities

X-car targets thieves on East Lancs crook corridor

POLICE in St Helens have unveiled their latest tool in the fight against crime – an X-type Jaguar.

Officers hope the high-tech car will help catch crooks using the St Helens stretch of the East Lancashire Road.

It is the newest addition to the police's multi-agency operation – code-named Lancsafe – aimed at targeting crime in the area.

Since the operation's launch two years ago there has been a 41 per cent reduction in the number of drive-offs from petrol stations along the St Helens stretch of the East Lancs.

Crime along the 10.8 mile part of the road in the borough dropped by 15 per cent and police have arrested more than 750 people.

During the first year of the scheme fatal road accidents were cut by 78 per cent.

Officers believe the road – which links Manchester and Liverpool – is used by crooks who travel to St Helens from other areas.

Chief Inspector John Martin of Merseyside

Police said: "The aim of the Lancsafe project is to reduce motor theft and forecourt crime, increase intelligence concerning travelling criminals, reduce traffic casualties and improve public confidence in the police.

"Our team has achieved some excellent results during the last two years and are in daily contact with local business and their staff.

"My message to any criminals using the East Lancs Road in St Helens is – don't"

Initiative

Tim Scott, chair of the Lancsafe Business Consortium, said: "As one of the main corridors within the borough, crime along the A580 does not just affect our independent businesses, it affects our customers as well.

"St Helens is a great place for business and we are all committed to the Lancsafe initiative.

"It is important that the business based along the A580 to get involved. Merseyside Police have been very supportive and we applaud the excellent work done by the team."

HS80

**Power.
Performance.
Technology.**

**Watching out
for you.**



Lancsafe

Putting the HS80 to your safety and protection



HS80



Lancsafe

Performance People... Performance Technology

The Power To Protect



Putting the HS80 to your safety and protection



car crime Prevention Advice

Cars can be a target for thieves - make sure you keep yours safe by following the advice outlined below:

- Always lock and secure your car - check windows and sunroofs.
- Don't leave anything on display in your car - briefcases, mobile phones, laptops, handbags and coats will be a target for thieves.
- When your vehicle is unattended, don't leave your keys in the ignition or on display.
- A highly visible steering wheel lock is effective.
- Be aware of your surroundings when loading or unloading your vehicle.
- Fit an audible alarm, preferably linked to an immobiliser, and always use it.
- Never leave your log book in the car - it could help a thief to sell it.
- Security mark your stereo (contact your Crime Prevention Officer on 0131 777 6882 for advice) and if it's removable, always take it with you. Make a note of the serial number and keep it in a safe place.
- Whilst driving, for your own safety, keep your vehicle locked at all times.

**Car crime is mainly committed by opportunist thieves
- don't make it easy for them!**

Be **carsafe**

**focusing
on car crime**

AS900

**A split second
is enough for
us to know
exactly where
the criminals are.**



**Metropolitan
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AS900

**New Ideas.
Innovative
Technology.**

**Coming to a Road
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Protecting the AS900 for your safety and protection

AS900

Lancsafe

**The power
to protect.**



**Metropolitan
POLICE**

 **Lancsafe** 

Protecting the AS900 for your safety and protection



Satisfaction Survey - Results

Response Rate:	43%
Business Type:	33% hotels, 33% petrol stations, 17% public house, 17% restaurant

Results

- 67% of respondents had noticed an increased police presence since the formation of Lancsafe. 33% did not know as they had only recently taken over as manager of their business.
- 50% of respondents felt that the increase in police presence had reduced crime and disorderly behaviour generally.
17% felt that the increase in police presence had reduce crime and disorderly behaviour around their premises.
33% felt that the increased police presence had improved general feelings of safety.
33% felt that there had been little or no affect on reduced crime or feelings of safety.
- 33% felt that the increased presence made them feel much more confident about Merseyside Police
33% felt that the increased presence made them feel more confident about Merseyside Police.
33% responded "Don't know" due to their short time in one of the businesses.
- 17% of respondents found the Lancsafe Team to be very accessible.
50% of respondents found the Lancsafe Team to be accessible.
33% responded "Don't know" due to their short time in one of the businesses.
- 33% of respondents stated they receive an excellent response to calls for service.
17% of respondents stated they receive a very good response to calls for service.
17% of respondents stated they receive a satisfactory response to calls for service.
33% "Don't know" due to their short time in one of the businesses.
- All respondents stated that the Lancsafe Project should continue.

Additional Comments

- "The Team have an excellent attitude and approach to problems at our business and have worked alongside our business in the reduction of crime".
- "The police involved do a fantastic job and we have seen a reduction in crime in the Area. The only problem we as a business face is sometimes being unable to contact Lancsafe as the phone is sometimes switched off. There are only 4 police operating the car and often due to the success of the project, they are dealing with criminals and are unable to respond to other incidents. I feel very strongly that Lancsafe should continue and it would be beneficial if more resources could be directed towards it."