

**AGENDA ITEM No.6****Knowle/Filwood/Windmill Hill  
Neighbourhood Community Safety Update**

Prepared on behalf of Brislington Neighbourhood Delivery team

**September 2012**1. Recorded Crime – 1<sup>st</sup> April 2012 to 31<sup>st</sup> August 2012 (Against same period for 2011)Knowle

Crime Type	Nos. of Incidents	Change	% change
Dwelling Burglary	22	Down 14	Down 38.9%
Other Burglary	14	Down 6	Down 30%
Robbery	2	Down 1	Down 25%
Theft from Motor Vehicle	29	Down 10	Down 25.6%
Theft of Motor Vehicle	15	Down 2	Down 11.8%
All Crime	354	Down 119	Down 25.2%

Filwood

Crime Type	Nos. of Incidents	Change	% change
Dwelling Burglary	16	Down 24	Down 60%
Other Burglary	12	Down 26	Down 68.4%
Robbery	2	Down 3	Down 60%
Theft from Motor Vehicle	21	Down 5	Down 19.2%
Theft of Motor Vehicle	10	Down 12	Down 54.5%
All Crime	450	Down 187	Down 30.3%

Windmill Hill

Crime Type	Nos. of Incidents	Change	% change
Dwelling Burglary	27	Down 10	Down 27%
Other Burglary	17	Down 9	Down 34.6%
Robbery*	13	Up 2	Up 18.2%
Theft from Motor Vehicle	28	Down 1	Down 3.4%
Theft of Motor Vehicle	21	Down 1	Down 4.5%
All Crime	357	Down 70	Down 16.4%

\* This includes several robberies counted as separate offences on a group in Victoria Park

***This data is 'living' information from Avon and Somerset police and may change as recent incidents are still under investigation.*** Longer term crime information is available from the Avon and Somerset Constabulary Web Page. [www.avonandsomerset.police.uk](http://www.avonandsomerset.police.uk)

## 2. Anti-Social behaviour

Area (2011 in brackets)	June	July	August
Knowle	36 (24)	49 (47)	55 (30)
Filwood	77 (101)	107 (124)	96 (87)
Windmill Hill	55 (52)	58 (71)	62 (77)

Above are ASB calls received by the police in the last 3 months – Weather has not really affected call numbers, but has influenced types of call. Many of these calls relate to matters between neighbours.

### **Marshall Walk / The Mede Community and learning centre (Filwood)**

As part of a long-term problem solving process, a number of measures and activities have taken place to try to tackle the affects of street drinking and ASB caused by young people on the residents around the area and those that use The Mede centre. These include:

- **Multi-agency weekly drop** in at The Mede: Police & Housing regularly attend)
- **Door-to-door surveys** to research issues and encourage an increase in reporting
- **Dispersal order zone** in place to help Policing of the area. This has now been extended from its initial three month period to run until 24<sup>th</sup> November 2012 (to cover Halloween and firework night).
- **Physical improvements** to Marshall Walk and the area surrounding The Mede: A two-phase plan to make the area less conducive for groups to gather in an anti-social manner
- **Focused Police patrols**
- **Installation of mosquito at Marshall Walk:** to disperse a group gathering by the shops.
- **Targeting 'top 6' young people:** concentrated work to engage with most problematic young people or take action against their behaviour
- **Targeting 'top 5' street drinkers:** concentrating on ASB perpetrated by most notorious drinkers and reporting their acitivity to the Streetwise project.
- **Utilising existing and new CCTV:** including use of new 'body cams' allowing Police and other officers to capture footage to gather evidence on the beat.
- **Increasing awareness of reporting mechanisms:** empowering local people to know how they can report issues to local agencies by various means of publicity at many occasions and through 120+ letter boxes.
- **Operation Staysafe:** Police Operation to

These measures have been carried out by various partners including A&S neighbourhood policing team, Safer Bristol, Estates Management, Anti-social behaviour team, Knightstone Housing, Waste & Street Scene, Corporate Property.

Levels of crime and ASB in this area have reduced. Also, anecdotally, reports are that community confidence has increased.

#### **No public drinking zone – Filwood/Knowle West (Filwood)**

The application for a No Drinking Zone has been accepted by Bristol City Council and that it is now proceeding for Public consultation which is scheduled to take place October – November 2012. Due to various reasons the area has been reduced in size to cover a part of the Filwood Ward only.

It is hoped that this will have a positive effect on the effects of street drinking on local people – something that has previously been and is currently a neighbourhood forum priority.

#### **Vehicle related crime (Windmill Hill)**

Previously a local priority, following a number of activities to reduce vehicle related crime in and around Cotswold Road. The NDT has agreed to fund some car crime prevention packs that will be available to distribute in affected areas (including Windmill Hill) should the issue re-emerge as a local priority.

#### **Acquisitive crime (Windmill Hill)**

Reductions have been achieved in this area. Promotions to reduce the chances of residents becoming victims of burglary have taken place including getting people to register valuables on Immobilise, security visits and shed alarms have recently been promoted in the area.

The NDT has purchased a number of shed alarms that have been distributed to victims of burglary across the area. The rest of the alarms will be made available to residents across the partnership area shortly. An article is scheduled to go into the Knowledge magazine to promote this.

#### **Byelaws for parks and open spaces**

Bristol City Council has stated they do not believe they need to progress byelaws for its parks and other open spaces. The police have outlined what action if any they can take and the level of problem that is needed in order to do so, for each of the areas that potential byelaws could cover.

#### **Operation Biker**

A briefing document as to how Operation Biker will operate in South Bristol from 1<sup>st</sup> September 2012 has been circulated to all Neighbourhood Partnerships in the area.

### **3. Parking enforcement guidelines**

A one page guidance document outlining what parking offending can be enforced and by which agency has been prepared and has been made available to all Neighbourhood Forums and Partnerships (appendix A)

No update has been received as to the national progress of new legislation for local authorities to prohibit parking on pavements and grass verges. It is not known what Bristol City Council position will be. London remains the only area where such is prohibited.

#### 4. Community Priorities for last 6 months

As per Neighbourhood report

#### 5. Escalated Action Plans – from local crime trends or community priorities.

The attached report has been prepared on the Knowle Forum priority in relation to cycling on footpaths in Broadwalk, Knowle. (appendix B)

***For NP Decision on recommendations.***

#### 6. Recent occurrences of local interest

**If you wish to receive weekly updates on local matters in your area please email your Neighbourhood team at [SSNFILWOOD@avonandsomerset.police.uk](mailto:SSNFILWOOD@avonandsomerset.police.uk) and title your message – ‘please sign me up to keep me informed’**

Responsibilities for Parking Enforcement

OFFENCE/CONTRAVENTION	RESPONSIBLE AUTHORITY		NOTES
	BCC Parking Services	Police	
Loading/Unloading restriction	✓		During hours of operation
Double/Single Yellow Lines (DYL/SYL)	✓		DYL 24/7. SYL timed
Dropped Kerbs (Pedestrian)	✓		Any part of dropped kerb Penalty Charge Notice (PCN) issued
Dropped Kerbs (Household/Business/property)		✓	Only if causing 'Obstruction' as below
Pay & Display Parking	✓		During hours of operation
Limited Waiting	✓		During hours of operation
School Zig-Zags	✓		Providing a Traffic Regulation Order is in place for the Zig-Zag markings
Pedestrian Crossing Zig-Zags	✓	✓	
Bus Lanes	✓		Covered by Bus Lane enforcement CCTV
Bus Stops	✓		
Vehicles causing an obstruction		✓	Police can take action if it can be shown that the vehicle is obstructing the highway <b>at the time</b> & is impacting on the passage of others on the highway. This does not include potential obstruction.
Vehicles parked close to a junction or in a dangerous position		✓	Police can take action during the day if it can be shown that the position of the vehicle is causing an actual danger <b>at the time</b> to other road users. This does not include potential danger. During hours of darkness the police can take action if parked within a certain distance from a junction
Vehicles driven on pavement		✓	Police can take action if a driver/rider is seen to drive or ride their vehicle on a pavement at the side of a road, or in some circumstances if it can be proven that a driver has done so, especially as part of along term problem solving partnership plan
Vehicles parked on a pavement	✓	✓	Police can take action if there is an obstruction or danger, as above. Parking on a pavement on it's own is not an offence. BCC Parking Services can take action providing DYL/SYL are present and in operation.
No Waiting Cones	✓	✓	Third parties can request 'No Waiting Cones' to be placed. They have to be authorised in writing by the police and BCC will place them. The police in some circumstances can also place them. Only the police can enforce if parking takes place. Where cones have been placed and there are other parking restrictions e.g. Pay & Display, Limited-waiting bays, dropped kerbs; those restriction still apply and can be enforced by the relevant authority

**NOTE: This list is for the most commonly encountered parking problems - other legislation may exist.**

## Cycling on pavements - Broadwalk, Knowle.

### Issue

Concerns have been raised that pedal cyclists are riding on the pavement at Broadwalk, sometimes dangerously. The safety of pedestrians and cyclists is seen to be put at risk. The community have concerns that this activity is illegal. The issue has been identified through the NP forum process as a community priority on the **6<sup>th</sup> January 2012, 4<sup>th</sup> April 2012 and 6<sup>th</sup> July 2012**

### Aim

Reduce risks to pedestrian and cyclists and uphold relevant legislation in locality.

### Location

- Although the width of the public area (between household boundaries) of Broadwalk varies significantly, for most of its length, it is over 30 metres wide.
- The below provides a representation of the layout of the area and includes representative measurements.



- Broadwalk is a major route between Knowle West and shopping areas of Wells Road.
- Nearer to the junction with Wells Road, there are wider foot ways, 2<sup>nd</sup> footpaths and a shopping precinct.

### Evaluation

The following was identified;

- It was noted that there was a low footfall on Broadwalk, except around school start and finish times. This coincided with an increase in cycling.
- No near misses were noted by officers and no conflicts between pedestrians and cyclists were reported. No dangerous cycling was observed.
- Approximately 90% of those stopped over the nine month period were commuters and people getting from A to B.
- Members of the public, who have raised the issue on a regular basis, identified historical incidents and potential future events.
- No one has contacted the police with complaints about cycling in the area during the 9 month period.
- The width of the road itself may cause cyclists to come in to conflict with other vehicular traffic if the vehicles are passing in opposite directions and also passing the cyclist.
- Trees aligning Broadwalk prevent the road being widened.
- Riding cycles off the roadway in Broadwalk is not always unlawful.

## **Cycling on pavements - Broadwalk, Knowle.**

### **Outcome/action taken**

- Dedicated patrols (see resources allocated below)
- Local businesses that use cycle couriers were given warnings.
- Previous consideration of making pavement dual use was declined due a perceived high footfall.
- Signs advising that enforcement may take place have been displayed in key locations.
- An 'Educate before enforcement' approach has been adopted. Words of advice have been given to approximately 20 people.
- One fixed penalty notice has been issued. The circumstances involved an offender failing to stop on request of a PCSO.

### **Resources allocated**

In addition to the evaluation process, approximately 20 minutes per shift has been allocated to foot patrol on Broadwalk. This is about 114 hours of foot patrol between 2 PCSO's and 1 PC. This equates to about £1170 over the 9 month period.

### **Other considerations**

- Bristol is a cycle friendly city, with part of the approach being the dual use of pavements in some areas.
- The encouragement of cycling is a key ethos of the city's transport policies.
- The local authority has found no statistical evidence of significant incidents of injuries being caused to pedestrians by cyclists being ridden on pavements to indicate this is a problem.

### **Recommendation to address this community concern**

**1. This Forum issue should be raised to the Neighbourhood Partnership in accordance with the terms of reference for consideration of taking one the following recommendations forward.**

**2. Identify one or both of the pavements for dual use as is the case in other similar locations in the city. This will reduce the risk to pedestrians and cyclists and allow focus of enforcement on those who cycle dangerously.**

**Or**

**3. No further action on this forum issue.**