

Tackling Cycle Theft in Brighton & Hove

Report to Community Safety Forum: 26th February 2007



1. Introduction

- 1.1 The purpose of this report is to advise the Community Safety Forum of work currently planned to tackle cycle theft. That work is to be carried out in partnership with 'BikeOff', part of the Design Against Crime Research Centre.

2. Why tackle cycle theft

- 2.1 Cycle theft is a BCS Comparator Crime and in 2005/06 there were 1016 police recorded cycle thefts, comprising 5.8% of all BCS Comparator Crimes. This was a 39.4% increase on 2004/05. During the early part of 2006/07 cycle theft continued to soar, reaching a peak of 155 reported stolen in July 2006 (9.7% of BCS Comparator Crimes for that month).
- 2.2 Although numbers have subsequently subsided as we have moved into the winter months, these figures show the potential influence that cycle theft can have on the achievement of the BCS Comparator Crime target, especially bearing in mind that there is a general drive towards increasing the use of cycles as a sustainable means of transport.

3. What has happened so far

- 3.1 At the point when it was clear that the increase in cycle thefts was showing no signs of abating, a cycle theft partnership group was set up to address the problem. At that point we referred to the Home Office for any examples of best practice around the prevention of cycle theft but none were drawn to our attention. However, we did discover a relatively recent research project based in Holborn, carried out by BikeOff, part of the Design Against Crime Research Centre, and invited them to give a very informative presentation on cycle theft reduction to our subgroup.
- 3.2 We heard about a number of key elements in being able to tackle cycle theft. Among other things, proper management of the problem involved: understanding the needs of cyclists regarding parking, designing and locating cycle parking facilities which align with their needs, providing suitable surveillance, communicating with cyclists and educating them in best practice.
- 3.3 Guided by the approaches taken by BikeOff, a cycle theft action plan has been drawn up and is now being taken forward.

4. Where we are now

- 4.1 Good progress has been made in co-ordinating local expertise and developing an action plan and money is now allocated from Crime and Disorder Partnership Funds, the Local Transport Plan budget and Neighbourhood Renewal funding. An allocation is also likely from the police Joint Initiative Fund. We have therefore, commissioned BikeOff to work with us to deliver a package of interventions which are described in the **Appendix**. Because of the seasonal nature of cycling and hence cycle theft, and because our performance on BCS CC targets is critical in the year 2007/08, we are acting quickly to ensure our interventions will be effective prior to the forthcoming summer. We will be monitoring the outcome through crime analysis using CADDIE.

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