

Background

Car-related crime is the most reported type of crime in Nacka. In 2001, 228 car thefts and 945 break-ins and thefts of car parts or contents were reported. In 2002, 243 car thefts and 928 break-ins and thefts of car parts or contents were reported. Up to and including November 2003, 216 car thefts and 791 break-ins and thefts of car parts or contents were reported. So far this year (up to and including November) 145 car thefts and 569 break-ins and thefts of car parts or contents have been reported, which can be compared with the same time in 2002 when 179 car thefts and 634 break-ins and thefts of car parts or contents had been reported.

	Car Thefts	Thefts of car parts or contents
Up to and incl. Nov. 2001	206	891
Up to and incl. Nov. 2002	233	878
Up to and incl. Nov. 2003	216	791

The readiness to report these crimes is high, as a police report is required in order to obtain compensation from the insurance company but, nevertheless, there is reason to believe that this is a commonly occurring crime in Nacka. This crime affects ordinary people to a very great extent and results in high costs for both the individual and society. According to studies that have been made concerning people's sense of security, car crime is one of the strongest reasons why people feel insecure where they live.

Purpose

The purpose is to increase the use of parking places in Nacka by increasing their safety and security, and by doing so to increase safety and security in Nacka's traffic areas. By taking preventative measures against car-related crime, residents also feel safer and more secure where they live.

Objectives

To make suggestions, by means of this checklist, on a number of crime prevention measures that can be taken to decrease car-related crime and thus become a car park certified by the Municipality of Nacka.

That all owners of car parks in Nacka should consider that they have received information on the possibility of certifying their car parks and view this information in a positive light.

That those owners of car parks, who wish to certify their car parks, should feel that they have been offered support in the form of consultation with a knowledgeable person when certifying a car park.

To measure the amount of car-related crime, during a three year period, in order to enable comparisons to be made between those car parks that have been certified and those that have not.

Conditions for approval

There are two checklists for car parks.

One for open air car parks and one for multi-storey car parks.

The checklist for open car parks concerns car parks with at least 20 places or more. The list consists of 14 questions that can be answered "Yes", "No" or "Not Relevant". The quotient of the sum of the yeses and nos is then calculated. In order for a car park to be approved, the quotient must be at least three. In other words the number of "Yes" answers must be at least three times as many as the number of "No" answers. In addition certain questions are compulsory, which means that all of these must be answered "Yes" in order for the car park to

be approved. Those questions that are irrelevant to the car park in question do not affect the quotient (e.g. the questions on rows of garages).

The list for multi-storey car parks consists of 16 questions to be answered. The requirements for approval are the same as for open air car parks. The quotient should be at least 3. Those questions that are not relevant to the car park in question do not affect the quotient (e.g. questions on car cages).

On answering the questions

Most of the questions can be answered objectively. Some questions require a subjective judgement (e.g. the questions on lighting), which can make the judgement somewhat uncertain. The judgement in these questions should be made to the best of one's ability and using common sense in order to increase safety and security. If doubts arise, about lighting for example, we recommend consulting a woman or a child in the residential area. These groups generally feel less secure than adult men and should therefore be allowed to set a "minimum standard".

Theoretically, the measures demanded can be made in all car park environments so that no question needs to be answered negatively.

Criminality, security and safety, in general terms

That a car park fulfils the requirements for this certification is no guarantee that people who park their cars there will not fall victim to crime or will feel secure. The purpose of the measures is to make car-related crimes more difficult to commit and less profitable. Hopefully however, the sense of security will generally increase in the entire residential area as there is a correlation between exposure to crime and a sense of security. A well-run and clean environment also contributes to increased security.

After measures have been taken, a certain amount of criminality may move to other car parks in the vicinity or to other towns, but far from the total amount. There are studies that show that the total amount of criminality decreases when opportunities to commit crimes become fewer. This is, above all, because it is opportunity that creates the thief, and property owners can do a great deal to decrease the number of opportunities.

The basis for compiling the checklist

As a basis for this list GGO2™ CAR PARKS', Checklist for the Security Control of Car Parks, compiled by property owners in Gunnared and the Association of Property Owners in the Old Town, has been used.

The checklist from "Live Securely" (BT01), a document that was drawn up by the Police Authorities in the County of Stockholm in collaboration with Chalmers University of Technology, along with the College of Architects at the Royal Institute of Technology in Stockholm and HSB Housing AB was used. As a basis for discussion, "Checklists in Housing Planning, an Empirical Trial by Jonny Lindh, the Institute of Criminology at the University of Stockholm, a final paper from December 2000 and "How to Combat Residential Insecurity", by Anna Persson, at Blekinge Institute of Technology, a degree project from August 2001, were also used. In Lindh's paper a list with the American model "CPTED" as a starting point is presented. In Persson's paper a Dutch model for the security certification of buildings is presented. Inspiration and knowledge have also been derived from the publications, "From Insecurity to Security, concerning CPTED, lighting and crime prevention in a park environment" by Mårten Landahl and "Crime and Housing and Planning" published by the

National Board of Housing, Building and Planning in 1998. Experiences from a pilot project in collaboration with Stena Fastigheter (a property company) concerning two car parks in Fisksätra have also been used as a basis.