

WANDSWORTH BOROUGH COUNCIL

REGENERATION AND COMMUNITY SAFETY OVERVIEW AND
SCRUTINY COMMITTEE – 2ND NOVEMBER 2009

PLANNING AND TRANSPORTATION OVERVIEW AND SCRUTINY
COMMITTEE – 4TH NOVEMBER 2009

Report by the Director of Technical Services on the progress of the Council's
Safer Stations Initiative in the 2008/9 municipal year and the results of the 2009
annual survey of stations in the Borough.

SUMMARY

Background. Wandsworth's innovative Safer Stations Initiative, which continues to be widely replicated elsewhere, was influential in the development of the national Secured Stations Award scheme. The initiative, which was included by the International Centre for the Prevention of Crime in its top 100 crime prevention initiatives, is now in its 17th year, and is a contributor to the community safety objectives of the Local Strategic Partnership (LSP), the Crime and Disorder Reduction Partnership (CDRP) and the Council.

Significant improvements have been made to all stations in the Borough and further investment is planned.

In 2008/9 key achievements included:

- An 18% reduction in reported crime was achieved in the area surrounding stations in the Borough.
- Over 65% of the 124 actions listed were complete with a further 27% likely to be completed in early 2009/10.
- At Wandsworth Common CCTV camera reconfiguration to overcome transmission problems, new railings segregating the station from the pathway and the refurbishment of the stairway (a public right of way).
- Introduction of 'no fly parking of bicycles' at selected stations reducing fly-cycle parking at the stations where introduced. This is set to be rolled out at other select stations in 2009/10.
- New style litter bins outside all stations reducing the problems of 'wind-blown cigarette butts and ash.'

Over the last couple of years, the train operators have released passenger volume data, and it has been possible to place the crime figures in their true context. These figures show that the stations are largely safe places to use by residents

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and travellers. The probability of suffering a crime is small even in extremely busy places like Clapham Junction Station, demonstrating the success of this ongoing initiative. 2008/9 saw further progress in improving a number of stations and the 2009 survey has identified further items to be addressed.

Policy. Whilst much investment has been made in stations in the Borough, there are still areas for improvement especially in the approaches to and exits from stations and the availability of appropriate inter-change signage. The pressure on stations from the volume of users, fuelled by the success of the Borough in attracting new development, has been increasing, and Safer Stations, through the annual survey, regular meetings with train operating companies (TOCs) and the 'living' action plan needs to maintain vigilance to ensure that safety is factored into these changes.

Whilst this report is for information, it is important that the positive message of the relatively low level of victimisation in and around the stations in the Borough is shared widely through Council and other channels.

Issues/Proposals. The report is for information and dissemination.

Comments of the Director of Finance. The Council's contribution to works in relation to the Safer Stations programme has been funded from within the capital programme and the table below shows the expenditure incurred over the last two years. The £30,000 provision in the Council's 2008/09 Safer Stations capital programme for Grants/Works Around Stations was fully spent and included a contribution towards the upgrade of the railings between the common and Wandsworth Common Station. A further £8,000 was provided through the Safer and Stronger Communities initiative.

Supporting information. A copy of the Safer Stations Survey (2009) is available in the Members' Room. A listing of stations with postcode and wards is attached for information at [Appendix 1](#).

Conclusions. This report details significant progress made in the 2008/9 municipal year on the implementation of the Safer Stations Initiative and in improving the Borough's Main Line and Underground stations, as well as the results of the 2009 annual survey of stations in the Borough.

Visits have been undertaken with partner agencies to confirm that works identified in the previous year's Action Plan have been carried out satisfactorily and to carry out new surveys of establishments to formulate planned developments for the forthcoming year.

GLOSSARY

ACPO	-	Association of Chief Police Officers
BTP	-	British Transport Police
CCTV	-	Closed Circuit Television
CDRP	-	Crime and Disorder Reduction Partnership
CRIS	-	Crime Recording Information System
LSP	-	Local Strategic Partnership

LU	-	London Underground
MPS	-	Metropolitan Police Service
ORR	-	Office of the Rail Regulator
SNT	-	Safer Neighbourhood Teams
TfL	-	Transport for London
TOC	-	Train Operating Company

1. **Recommendation.** This report is submitted to the Regeneration and Community Safety Overview and Scrutiny Committee and the Planning and Transportation Overview and Scrutiny Committee for information. No decisions are required on it by the Council, the Executive or the regulatory or other committees.
2. However, if the Overview and Scrutiny Committees decide that recommendations on it need to be made, these will be reported to the Executive and/or appropriate regulatory and other committees for consideration.
3. **Introduction.** On 27th February 1997, the then Crime Prevention and Public Safety Sub-Committee approved the recommendations in Paper No. 97/169 to continue the work of the multi-agency Safer Stations Working Group, originally formed by the Council in 1992, to address a number of issues at both main-line and Underground stations in (and in some cases adjacent to) the Borough. The terms of reference for the Group remain focused on crime and disorder at and within the area of the London Underground and mainline services that are accessible from within the Borough, but were broadened in 2007 to include crime and disorder relating to bus transport.
4. In March 1999, the Safer Stations Partnership Agreement was officially launched, and set out the broad principles for the future of the Safer Stations Initiative, a pledge to co-operate in achieving these principles and an action plan for the key measures of the Partnership. This document has stood the test of time since, in spite of the many changes in the rail industry.
5. Annual Reports have been provided on the operation of the group, and the current issues and improvements to interchange and local railway/ Underground facilities, with the exception of 2004/05 due to the terrorist incidents on 7th July 2005, which prevented visits being made with partner agencies. This report summarises the progress made during the 2008/9 municipal year and highlights a number of areas where further developments are planned for the forthcoming year. The draft action plan proposed for the 2008/09 municipal year derived from the recent surveys forms part of the full report, a copy of which has been placed in the Members' Room for reference purposes.
6. **Corporate Objectives.** The Safer Stations Initiative contributes to several of the Council's Strategic Objectives and the priorities of the LSP's Sustainable Community Strategy – 'Our Wandsworth 2018'. The most specific of these are "making Wandsworth safe" and "improving the local environment, including improving transport".

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7. **Membership.** The Safer Stations Initiative is convened by the Director of Technical Services and is chaired by either the Head of Community Safety or the Crime Prevention Services Manager. The Council is represented by the Community Safety Division, the Transportation Section, the Conservation, Design and Development Sections, all within the Technical Services Department, and the Economic Development Office. The partners within the Safer Stations Initiative include – Wandsworth Borough Metropolitan Police, British Transport Police (BTP), Transport for London (TfL) representative for London Underground and bus operators, the Mainline Train Operating Companies (TOCs - i.e. First Group, South West Trains and Southern Railway), and Network Rail. By working with partner agencies the initiative contributes to the objectives in the Partnership Plan 2008-2011 to reduce crime, disorder and fear of crime within the Borough of Wandsworth.

8. **Key Achievements in 2008/9**
In 2008/9 key achievements included:
 - a. Over 65% of the 124 actions listed were complete with a further 27% likely to be completed in early 2009/10.
 - b. At Wandsworth Common CCTV camera reconfiguration to overcome transmission problems, new railings segregating the station from the pathway and the refurbishment of the stairway (a public right of way).
 - c. Introduction of ‘no fly parking of bicycles’ at selected stations reducing fly-cycle parking at the stations where introduced. This is set to be rolled out at other select stations in 2009/10 and;
 - d. New style litter bins outside all stations reducing the problems of ‘wind-blown cigarette butts and ash.

9. **Crime Statistics.** As reported (Paper No. 09-163) to the Committees in February this year, it was noted that additional attention has been given to the crime figures reported to the Safer Stations Working Group’s meetings, and the findings are reflected in the following paragraphs. Efforts to standardise and improve the presentation of the figures continue. The discussions have established that it is unlikely that it will ever be possible to guarantee that Metropolitan Police Service (MPS) figures will exclude some crimes that take place within stations for practical operational reasons arising from pursuits for a variety of offence types. MPS officers and their BTP counterparts therefore have to take a pragmatic approach as to who makes arrests on any particular occasion and on which system those crimes are recorded. In addition, MPS officers may be involved in making arrests whilst travelling through stations.

10. The issue of passenger volumes has been explored and train operators share figures on passenger volumes when available from the Office of the Rail Regulator (ORR). With a more complete picture, it is possible to target reassurance and prevention messages much more effectively in an attempt to reassure travellers that the train stations are safe places to utilise.

11. Crimes committed within the stations or on trains that are reported to the BTP or TOCs are recorded by BTP. The offence categories recorded by BTP differ slightly from those used by the MPS.
12. Where reported, offences committed around the stations are recorded by the MPS. In previous years, from 2004 onwards, crime reported in and around the Borough's train stations was taken as all offences 'against the person' reported within any 50m by 50m mapping grid square area adjacent to the relevant station and these have been included in the statistics*. This has represented a snapshot of crime around stations, though not necessarily associated with users of the stations either as victims or as perpetrators as it has included all crimes over a 24 hour time period. (*Prior to April 2004, 200m grid squares were used)
13. A review by the analysts has resulted in a change to the methodology and the figures used in this report are based on the new method which draws on MPS CRIS (Crime Reporting Information System) records to which a reference to a station is attached. The MPS figures are shown in Table 1 below.

Table 1: Street crime, violence against the person, other theft and pick-pocketing offences in areas surrounding stations (MPS)

Station	2004-5	2005-6	2006-7*	2007-8*	2008/9*
Balham Combined ¹	29	36	43	35	28
Battersea Park Mainline	1	4	7	4	4
Clapham Junction Mainline	20	5	56	21	18
Clapham South LU	11	6	14	3	14
Earlsfield Mainline	4	9	13	5	13
East Putney LU	5	5	17	10	4
Putney Mainline	33	15	25	22	16
Queenstown Road Mainline	1	0	9	1	2
Southfields LU	8	22	7	11	7
Tooting Bec LU	27	19	13	9	14
Tooting Broadway LU	23	37	26	39	23
Wandsworth Common Mainline	20	8	10	19	5
Wandsworth Town Mainline	3	7	12	13	9
TOTAL	185	173	252	192	157

LU – London Underground

¹ Combined – Mainline & LU

Notes:- * The figures for 2006/07, 2007/08 and 2008/09 have been collated using the amended search criteria and are, therefore, not directly comparable with preceding years.

Figures should be read in conjunction with those in 'Table 2' below.

Shoplifting, drugs and other offences are excluded from the above figures.

13. Table 1 demonstrates that there were reductions in street crime and personal robbery offences at or near stations at 10 locations, with

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increases around just 4 stations. These reductions occurred, against a backdrop of apparent increases in passenger volumes (See Table 3 later in this report). Overall, in 2008/9, there was a further 18% reduction in these types of offence compared with the previous year which in turn had a 23% reduction on the year before.

14. **Cameras.** Areas in town centres near stations also fall within the scope of the closed circuit television (CCTV) system operated by the Council from the Control Room situated in the Frogmore Complex, SW18 (Fairfield). The CCTV Control Room officers continue to play an integral role in Police operations tackling crime in these locations.
15. Viewing access to the 196 cameras on the 'mainline' stations continues to provide useful cross station/town centre images which are viewable on-screen at the CCTV Control Room. The individual train operating companies manage the recording of CCTV images from their cameras. This ongoing ability has assisted CCTV operators in tracking potential offenders and incidents across the railway stations. In the last year, a small number of offenders have ventured across railway property and have been tracked easily by operators, resulting in a number of arrests including aiding a recent alleged firearms incident at Wandsworth Common Station.
16. Further information on CCTV use can be found in the CCTV annual report (Paper No. 09-475) reported to the Regeneration and Community Safety Overview and Scrutiny Committee in June 2009.
17. **Passenger use of Stations.** Train operators now regularly provide information on passenger numbers at mainline stations in Wandsworth. The figures are collated and published annually by the Office of the Rail Regulator (ORR) and additional historical data has become available on the ORR website since the last Safer Stations report. There are some limitations to using the data to calculate rates of crime accurately. However, the figures can be used to give a reasonably good indication of the crime risk for rail passengers using stations in the Borough. The latest available figures relate to 2007/8 (see Table 2 below), and the ORR make the point on their website that the method of computing the figures has developed year by year – changing from estimates based on extrapolations based on snapshot counts to data derived from ticket sales – (believed to be more reliable now that barriers have been installed at most stations).
18. Partly as a result of these counting changes, it will be evident that mainline station usage appears to have increased year on year quite dramatically. In fact, it may be that previously published figures were on the low side due to the counting method used, though it is unlikely that this would explain all of the increases. The counting methodology is beginning to stabilise allowing genuine year on year comparisons to be made. This willingness to share information is very welcome and it provides the context for the crime figures. It is a valuable step forward in allowing the partnership to address the fear of crime more effectively.
19. The figures for the Underground stations are based on calendar years, and the latest available figures, provided by TfL, at the time of writing this report were for the calendar year 2007/8. The figures for Underground

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usage have generally been more reliable to date, as access to the system was restricted and barriers have been in use universally for many years.

Table 2: Passenger volumes at stations in Wandsworth – latest available figures.

Station	TOC Provisional Mainline 2005/06 and LU 2006** Start and Finish (millions)	ORR website (2005/06) and TfL (LU) (2006) station usage figures - Start and Finish (millions)	ORR website (2006/07) and TfL (LU) station (2007) usage figures - Start & Finish (millions)	ORR website (2007/8) and TfL (LU) station (2007) usage figures - Start & Finish (millions)
Balham Mainline	3.23	3.23 (3.35 if interchange included)	5.46 (5.61 if interchange included)	4.72 (4.94)
Balham LU	10.4	10.4	11.34*	
Barnes Mainline	0.70	0.84	1.64 (1.65 if interchange included)	1.68 (1.69)
Battersea Park Mainline	0.97	0.97	1.76 (1.78 if interchange included)	1.67 (1.68)
Clapham Junction Mainline	10.06 (19.00 if interchange included)	12.42 (21.87 if interchange included)	18.9 (31.77 if interchange included)	19.88 (36.57)
Clapham South LU	7.02	7.02	7.38*	Not Available
Earlsfield Mainline	2.38	2.75	5.52	5.39
East Putney LU	5.37	5.37	5.77*	Not currently available
Putney Mainline	3.18	4.26	6.85	13.98 (TBC)
Queenstown Road Mainline	0.322	0.23	0.85	1.58
Southfields LU	5.48	5.48	5.74*	Not currently available
Tooting Bec LU	6.53	6.53	7.09*	Not currently available
Tooting Broadway LU	12.19	12.19	13.19*	Not currently available
Wandsworth Common Mainline	0.92	0.82	1.38	1.49
Wandsworth Town	0.74	0.84	1.72	3.84

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Mainline				
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- Notes: * LU figures are 2007 calendar year
 ** Provisional figures as reported in Paper No 08-38 were provided by Train Operators in advance of Office of the Rail Regulator (ORR) figures.

22. **Crime on Stations (BTP)**. The BTP figures are comparable year on year and are shown in the following tables. Table 3 (below) shows clearly that a steady improvement year on year has been sustained overall. The figures do show some divergent trends between stations, particularly for Queenstown Road SW8 (Queenstown) and Putney SW15 (Thamesfield) mainline stations, where there have been increases in crime against the general trend. These increases are, in part, likely to be a direct result from increased Police activity at these stations and should not necessarily be taken as an indicator of increases in actual crime. Changes to passenger volumes also have a bearing, and the hope must be that the passenger figures become reliable enough in the future to enable rates per 1,000 station users to be produced consistently year on year.

Table 3: All crime within stations and on trains 2007/08 (BTP)

Station	2005-6	2006-7	2007-8	2008-9	% change from 05/06-08/09
Balham Mainline	82	73	44	48	-41%
Balham LU	137	78	78	82	-40%
Battersea Park Mainline	25	67	49	29	+16%
Clapham Junction Mainline	480	387	393	558	+16%
Clapham South LU	53	34	38	38	-28%
Earlsfield Mainline	42	51	30	31	-21%
East Putney LU	28	18	28	28	0%
Putney Mainline	46	56	49	78	+69%
Queenstown Road Mainline	8	18	52	22	+175%
Southfields LU	58	36	30	30	-48%
Tooting Bec LU	28	28	29	18	-35%
Tooting Broadway LU	123	62	75	52	-58%
Wandsworth Common Mainline	65	36	15	27	-58%
Wandsworth Town Mainline	19	16	30	24	+26%
TOTAL	1194	960	940	1149	-4%

Figures shown are based on July to June years.

23. The detailed breakdown of crime on the stations is contained in the following two tables. In Table 4, it can be seen that theft (passenger) is the largest category (19% compared to 28.9% in 2007/8), followed by less serious fraud 15% (in 2007/8 violence was the second highest crime type). Drug offences make up 12.8% of recorded crime and reflects the increasing number of BTP operations being undertaken at gate line stops. Serious public disorder accounted for 10.4% of the total.

Table 4: All crime within Wandsworth Stations 2008/9 (BTP)

Crimes Where Committed , sorted by frequency of offences	Force Crime Group sorted by frequency of offences																
	Theft(Passenger)	Less Serious Fraud	Violence	Drugs	Serious Public Disorder	Less Serious Public Disorder	Theft(Commercial)	Criminal Damage	Less Serious Route Crime	Vehicle	Sexual	Robbery	Other Serious	Serious Fraud	Other Less Serious	Serious Route Crime	Total
CLAPHAM JUNCTION	100	70	93	126	55	20	18	22	21	10	3	6	7	4	2	1	558
BALHAM LU	18	23	8	2	20	7			1		1		1		1		82
PUTNEY	7	28	10	5	6	5	6	4	5	1						1	78
TOOTING BROADWAY	11	18	7	3	3	6	2						1	1			52
PUTNEY BRIDGE	6	9	5		10	2	2	9	1	1	3			1			49
BALHAM Mainline	8	3	12		6	4	3	4	1		1	5				1	48
CLAPHAM SOUTH	9	6	6		5	8	1				2				1		38
CLAPHAM COMMON	16	3	4		3	6	1								2		35
EARLSFIELD	10	1	3		1	2	4	2	5		1	1	1				31
SOUTHFIELDS	7	5	3	2	5		1	1	1		2			3			30
BATTERSEA PARK	3	13	2	1	1	1	1	1	4		1	1					29
EAST PUTNEY	7		5	8	1	1	3		2					1			28
WANDSWORTH COMMON	3		2		2	2	3	3	1	6		3				2	27
WANDSWORTH TOWN	5		1			1	9	5	2				1				24
QUEENSTOWN ROAD			1			2	10	2	3		1		2		1		22
TOOTING BEC	9	2	3		1	2					1						18
Total	219	181	165	147	119	69	64	53	47	18	16	16	13	10	7	5	1149

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24. **Overview of Crime on Stations (BTP)**. Overall, reported crime has increased by 17% between 2007/08 and 2008/09 at the Borough's stations. This is a direct result of increased Police enforcement actions at a variety of stations, especially at Clapham Junction SW11 (Northcote) and Putney stations. Crime at Clapham Junction Station tends to be higher than at other stations due to the footfall, although this year's figures remained lower than expected, as the TOCs and BTP continued to focus enforcement action on key sites. Clapham Junction has 19.8 million recorded passengers per year starting or finishing their journeys at the station not including changes between trains, which if included increases the figure to 36.57 million passengers. It is in use 24/7 unlike many other stations in the Borough. Additionally, it is regularly reported as the busiest station in the country, as the footfall figures show. Crimes against the person at Clapham Junction equate to approximately 1 in 350,000 users which is a lower figure than that for crime occurring on the streets of the Borough, which is itself a comparatively low figure.
25. Tooting Broadway Underground Station is also a busy station, and has over 13.19 million passengers per year and remained a priority focus for BTP activity. Crime fell by 26 recorded offences, and the figure for crimes against the person averaged 1 in 250,000 users - an improvement of almost a third from 2007/8.
26. **London Underground Stations in the Borough** A TfL officer representing London Underground (LU) Crime and Disorder Unit and Community Safety Officers from the Technical Services Department continue to meet regularly, and several joint operations between LU and BTP staff, and the Metropolitan Police have been undertaken.
27. Stations within the Borough continue to maintain good overall standards of appearance since refurbishment works were completed. The problem of graffiti has reduced generally and prompt removal systems to tackle this issue have ensured that this situation continues. However, it does remain a sporadic problem throughout the network.
28. **Mainline Stations in the Borough**. Every station in the Borough has now achieved Secure Station Accreditation awarded by the Association of Chief Police Officers (ACPO) with the last station, Queenstown Road Station, being awarded this accolade at the beginning of 2008.
29. Clapham Junction Station continues to benefit from the presence of BTP Officers and South West Trains' Travel-Safe Officers, though these officers also travel the network. A recent addition has been a MPS team of Clapham Junction Town Centre SNT officers based at the Station which can only reduce the low levels of crime further still and provide additional reassurance to the millions of travellers using the station each year.
30. A number of stations are scheduled for re-modelling/redeveloping in future years through the NSIP (National Stations Improvements Programme) including Balham, SW12 (Balham) mainline, Earlsfield, SW18 (Earlsfield), Putney and Battersea Park, SW8 (Queenstown) Stations which are currently scheduled to commence in 2011/12.

31. Feasibility studies and design work to address the identified problems with public information and signage outside stations, both mainline and Underground, commenced in the period, in liaison with TfL and TOCs, with a view to commencing implementation in the 2008/09. In addition, signs and other arrangements to deter 'fly-parking' of cycles have been trialled at the approaches to Putney, Balham, Earlsfield and Tooting Bec, SW17 (Bedford) stations. At Putney Earlsfield and Balham Stations, whilst not completely eliminating the problem, the measures did alleviate the pavement congestion caused. Unfortunately, the signage at Balham and the associated railings were removed by TfL in a junction redevelopment, though recently more cycle parking has been reinstated at Balham making 'fly-cycles' less of an issue near the Station.
32. **Mainline Stations adjacent to the Borough.** Barnes Station previously underwent a number of improvements and is now Secured Station accredited, (obtained in 2007). Concerns about the area around the Station were voiced last year by station users and these were taken up by Richmond's Safer Travel initiative and by TfL with input from Community Safety and Transportation Wandsworth colleagues. Major works being planned and funded by TfL, for commencement in early 2008, have been delayed for as yet unspecified reasons.
33. **Annual survey.** The annual survey and review of the 2008 Action Plan have proved effective in enabling the Safer Stations Working Group to track progress and monitor change from year to year. The process is well supported by partners, whose representatives have said that they find the approach of the Group very helpful to their work within their own organisations. A copy of the survey and the current version of the Action Plan (2009) are available in the Members' Room. As a 'living' document, the Action Plan is updated following each meeting of the Working Group and then refreshed comprehensively after each annual survey.
34. **Safer Stations Working Group – extension of membership.** In the light of Home Office Circular 16/2004, which contained an amendment to the Crime and Disorder Strategies (Prescribed Descriptions) Order 1998, the remit and membership of the Safer Stations Working Group was modified in 2007 to take account of the changes and now includes bus transport and the overall issue of railway crime and disorder, together with trackside properties. There is a strong view amongst partner representatives that the Safer Stations brand is well recognised and has been replicated in other local authority areas in London and beyond. The Group is reviewing and updating the long-standing Safer Stations Partnership Agreement with associated publicity later this year, which was a task carried over from the previous year.
35. **Comments of the Director of Finance.** The Council's contribution to works in relation to the Safer Stations programme has been funded from within the capital programme and the table below shows the expenditure incurred over the last two years. The £30,000 provision in the Council's 2008/09 Safer Stations capital programme for Grants/Works Around Stations was fully spent and included a contribution towards the upgrade of the railings between the

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common and Wandsworth Common Station, SW11 (Nightingale). A further £8,000 was provided through the Safer and Stronger Communities initiative.

	2007/08 Actual £'000	2008/09 Actual £'000
<u>Community Safety Division -</u>		
CCTV Links	7	-
Grants/Works around Stations	-	30
Safer & Stronger Communities	-	8
TOTAL	<u>7</u>	<u>38</u>

36. **Conclusion.** The period covered by this report has seen a number of further improvements and initiatives in and around stations. The probability of being a victim of crime at Wandsworth stations is considerably lower than at any time in the last ten years. The Safer Stations Initiative is well supported by all relevant partners. Funding and problem-solving on a multi-agency level continues to facilitate further improvements. Plans for the current year are already in place and these are expected to improve still further on the previously implemented programme of projects with the aim of reducing further the current low levels of risk of becoming a victim of crime on or around stations in the Borough.
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The Town Hall,
Wandsworth,
SW18 2PU.

23rd October 2009

Background Papers

The following background papers were used in the preparation of this report:-

1. Safer Stations Partnership Agreement 1999 (Robert Greaves; ph: 020 8871 6588; email rgreaves@wandsworth.gov.uk)
2. Annual Report and Survey for Safer Stations 2007/08 (as above).
3. Agreed Action Plan for Safer Stations 2007/2008 (as above).
4. The Community Strategy – 2003 (as above).
5. Partnership Plan (2008 – 2011) (as above)
6. Home Office Circular 16/2004 (as above)

Officer contact details:

Robert Greaves - 020 8871 6588; email rgreaves@wandsworth.gov.uk

All reports to Overview and Scrutiny Committees, regulatory and other committees, the Executive and the full Council can be viewed on the Council's website (www.wandsworth.gov.uk/moderngov) unless the report was published before May 2001, in which case the Committee Secretary (Mr. M. Newton – 020 8871 6006; email mnewton@wandsworth.gov.uk) can supply it if required.

Station & Post Code	Ward
Balham Combined ¹ SW12	Nightingale
Battersea Park ON SW8	Queenstown
Clapham Junction ON SW11	Northcote
Clapham South LU SW12	Balham
Earlsfield ON SW18	Earlsfield
East Putney LU SW15	East Putney
Putney ON SW15	Thamesfield
Queenstown Road ON SW8	Queenstown
Southfields LU SW18	West Hill
Tooting Bec LU SW17	Nightingale
Tooting Broadway LU SW17	Graveney
Wandsworth Common ON SW17	Nightingale
Wandsworth Town ON SW18	Fairfield