STREET PATTERN EFFECTS ON SNATCH INCIDENTS

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ABSTRACT

Snatch theft has become a serious issue in Malaysia especially in cities. It tends to happen in cities because there is a possibility to commit it and both crime and urban are often associated with each other. The aim of this paper is to identify the street pattern in urban area that influence the snatch theft activities. The street pattern is identified by using the Geographic Information System (GIS) to determine and analyse the area with high snatch theft cases. It was found that the area with high number of reported snatch theft cases possessed a fragmented parallel street pattern.

Keywords: *crime, CPTED, hotspot, snatch theft, street pattern*

INTRODUCTION

Urban and crime are such condition that cannot be separated. Most of the time, crime usually happen in urban area because of the physical setting and user behaviour (Block & Block, 1995) which could attend crime activities and also the population in urban area has the higher amount compare to sub-urban area (Levitt, 1999). It shows that the opportunity to commit crime is possible since urban and crime are associated with each other. This is also supported by Cozens (2008) that every potential threat to the long term health, endurance, personal safety and security of both built environment and its citizens must be consider in order to develop a sustainable city (Cozens, 2008). This is related with their needs in order to survive in urban area.

Snatch theft events are getting worst since some of this crime occurrence include fatalities (Yew, 2012). This problem has given a huge impact to the society and creates sense of anxiety, fear and panic which jeopardize the safety of people. Especially, there are snatch theft incidents in Malaysia that has been reported in the news and went viral when some video recordings are uploaded in the cyberspace by witnesses. This incident developed sense of fear among the urban societies especially the pedestrians (Lakshiny, 2016). The existence of crime within an urban area are making the citizens' quality of life deteriorated. Colquhoun (2004) stated that it is important to get the built environment design right (Colquhoun, 2004) since good environment design has a vital conduct on the quality of life.

Malaysia also is facing the same problem regarding snatch theft issues. Malaysia is one of the countries that is having rapid urbanisation and the rate of crimes are worsening as well which become some of the challenges faced by the citizens. Snatch theft in Malaysia by the period of six years that is from the year of 2010 until the year of 2015, the crime rates has been fluctuating. Refer to the Table 1, it explains the condition of snatch theft cases in 14 states in Malaysia. Among the 14 states, it is found that there are four major cities with high number reported cases of snatch theft which are in Selangor, Kuala Lumpur, Penang and Johor with 4,687 cases, 5,553 cases, 1,953 cases, and Johor with 298 cases respectively (PDRM, 2016a). These cities are known as the major cities in Malaysia. Cities are becoming more attractive towards people from rural areas due to its economic and job opportunities. Therefore, crime prevention and common crimes of opportunities such as snatches should be address and target in urban planning.

Table 1. Snatch Theft Crime Data in Malaysia in 2010 to 2015

STATE/ YEAR	2010	2011	2012	2013	2014	2015	Total by state
Perlis	58	52	38	25	26	16	215
Kedah	412	286	234	158	102	101	1293
Penang	835	197	280	165	245	231	1953
Perak	252	167	143	152	133	73	920
Kelantan	295	168	116	64	76	63	782
Terengganu	56	63	56	28	22	21	246
Pahang	101	66	79	43	72	43	404
Kuala Lumpur	1901	951	385	214	632	604	4687
Selangor	1247	799	726	985	846	950	5553
Melaka	122	117	27	12	5	2	285
N. Sembilan	55	25	10	6	22	18	136
Johor	84	76	38	28	39	33	298
Sabah	99	60	98	57	68	99	481
Sarawak	344	293	263	184	143	108	1335
Total by year	**5861**	**3320**	**2493**	**2121**	**2431**	**2362**	**18588**

(Source: Polis Diraja Malaysia (PDRM), 2016)

The government are aware of this issue and is putting great effort in reducing crime through the National Key Result Areas (NKRA) that has been established in the Government Transformation Programme (GTP) (Jabatan Penerangan Malaysia, 2009). NKRA has been announced by the Prime Minister in July 2009 where one of the criteria includes the efforts in reducing crime. Other government-related agencies such as Home Affairs Ministry and Polis Diraja Malaysia (PDRM) also has made their top priority to reduce crime, which is through Crime Prevention through Environment Design (CPTED). This seems that CPTED and its awareness amongst the professionals of built environment has been taken into account since it is crucial to reduce crime rates especially within urban area because it can influence the residents' perception on safety and fear towards crime. CPTED is disputed as a planning device that is favourable for assisting

in the creation of more competent, sustainable and liveable urban design (Cozens, 2008). It is becoming increasingly more important for getting the building designs and the environment right, as the interest in CPTED is growing (Colquhoun, 2004). The existence of crime within an urban area are making the citizens' quality of life deteriorated.

Therefore, it is essential especially for the architects, planners and other related fields involved to understand the importance of addressing the issues (Colquhoun, 2004). There are many factors contributed to the crime activities such as unemployment rate and economy inflation (Sidhu Singh, 2005). The current research is to study on environmental criminology which concentrate towards the reasons of the crime occur and grow. Wide range of variables of the influencing factors has been identified. The variables may include the poverty level (Howsen & Jarrell, 1987) and design physical (Clontz, 1997) uncommonly situated in hectic, multipurpose, urban areas, have high risk of being the target locations for theft and robbery. In Malaysia, crime index is divided into two categories which are violent crime and property crime. Violent crime consists of murder, rape, armed group robbery, unarmed group robbery, armed robbery, unarmed robbery, and injury while as for property crime, it consists of theft, car theft, motorcycle theft, van/lorry/heavy machine theft, snatch theft, and house break-in and theft. The crime index rate, especially snatch theft, are worsening in the recent few years. The incident can be being viral through news, in the daily newspaper articles, and also being uploaded into the social media and Internet streaming. Even though from the statistical data snatch theft cases are fluctuating every year, but the public's fear is increasing as stated by Tan Sri Lam Thye the Malaysia Crime Prevention Foundation (MCPF) vice chairman (*The Star*, 2016).

LITERATURE REVIEW

Crime has been the major problems faced by not only Malaysia but also the majority of the countries all over the world. In most of the developing countries, urban areas are always becoming the main target for the crime offenders. Criminal acts are closely related with behaviour in an incident. Crime incidents can be categorised into two types which are index crimes and non-index crime (PDRM, 2016b). Index crimes usually being reported

and considered to have ample importance an evidence towards the crime level, for instance the break-ins of the house while for non-index crimes involve crimes such as scam cases, scam of insurance, falsification of currency and breach of trusts which the measurement are not considered as crime streams (PDRM, 2008). As for the environmental aspect definition, crime is acknowledged as a real situation of behavioural action. In terms of the desired motivation, every crime act is different. There are three factors of the environmental that occur at the same time which involves the aimed victim either a person, an association or equity, the offender with the devotion to commit the offence, and the opportunity to commit crime (P. L. Brantingham & Brantingham, 1993).

Hotspot area refers to the areas that are concentrated with crime no matter whether criminal incidents have occurred or not (Wang et al., 2013) (Nasar & Fisher, 1993) (Maltz, Gordon, & Freidman, 1991) or have high crime intensity which have appeal to both crime prevention practitioners and police managers (Ratcliffe, 2004). These areas often obtained after mapping is done based on the police recorded reports from the victims. That area often havinga higher frequency of crime incidents as compared to other places. Criminal activities are believed to be unevenly distributed over space (Wang et al., 2013). The reasons that have been explained based on the interaction between the victims and the offenders and the strength of guardianship, these activities tend to concentrate in certain places (Cohen & Felson, 2016). In urban area, as we are aware, most of the land uses are commercial areas. It was found that commercial-only areas have higher crime (Anderson, Macdonald, Bluthenthal & Ashwood, 2013). These areas usually will be "dead" during night time because there is no longer activity occurs. During this time, the area tend to be scarier and will be avoided by people. Commercial land that is busy during daytime will have low public activity especially after office hours and become quiet, crime-prone areas during the night (Chowdhury, 2014). While most streets are safe to walk, downtown areas that is surrounded with entertainment facilities such as discos and bars tend to become populated with less desirable people after midnight. It is better avoid these areas late at night if possible (OSAC, 2015). There are some areas nearby the commercial and public spaces identified as crime prone locations due to the existence of potential sources of easy escape routes for the criminals (Chowdhury, 2014). This shows that land use could also be identified as one of the crucial factors for high crime rate

until it become crime hotspot due to the existence of connectivity value and high integration of the area (Faizah, 2015). This statement also is supported by Brantingham and Brantingham (1984) where the urban area contains nodes, paths and edges where crime is concentrated (P. Brantingham & Brantingham, 1984).

Generally, snatch theft is defined as a criminal act of stealing property of other people by engaging rob-and-run plan (Yew, 2012). It is not uncommon that most of the incidents are operated by the offenders on a motorcycle which it is easier to allow them to escape and safe more time without their face being recognised by the public. They will either work alone or with a pillion rider. The pillion rider is the one who usually do snatch action of items from pedestrians or other people either on motorcycles nor cars, while the motorcyclist rider tries to run away after obtaining their desired things. Other than that, there is also another method used by the snatch thieves which is called smash-and-snatch plan (Yew, 2012). This tactic is involved with motorcyclist and a pillion rider. The offenders will smash the car window in order to snatch away the handbag or laptops that is located at the passenger seat. The tactic of the snatch theft occurs in an instant. There will be no verbal communication occurs between the offender and the victim before the robbery (Monk, Heinonen, & Eck, 2010).The most common purse snatching incidents is that there will be two thieves riding a motorcycle, speed up towards a victim from behind where the passenger on the back snatches valuable items such as purse, handbag, or cellular phone. Thieves have also conducted snatch thefts while leaning out of the passenger side of moving vehicles (OSAC, 2015). From the previous study, it was revealed that snatch thefts often occurred on a person's way home from work (Takizawa, Koo, & Katoh, 2010). The non-housing sites is found to be relatively high at snatch theft locations and snatch occurrence areas tended to have relatively high visibility of public facilities (Takizawa et al., 2010). It is clearly shows that snatch theft incident is associated with the physical environment in urban area.

The physical environment is defined as the characteristics and objective view of the physical context in which children spend their time (eg, home, neighbourhood, school) and aspects of urban design (e.g., the presence and structure of the pavement), traffic volume and speed, distance to and locations for physical activity design (e.g., playgrounds, parks and

schools), crime, safety and weather conditions. Although criminal and security features of the physical environment are not clear, it is included in the study because they are both closely associated with the various features of the physical environment, for example lighting, building conditions, and the presence of garbage. They also have environmental impacts that particular area can earn a reputation for security or criminal activity (Ortega, Ruiz & Sjostrom, 2007).

Street acts and known as the 'skeleton' of an urban area where it is a channel designed for human motion such as vehicle, pedestrian, mass transportation, bicycle or foot paths (Spicer, Song, Brantingham, Park & Andresen, 2016). Streets associate the private with the public domain and also connects different parts of the neighbourhood. Street design contributes significantly to the quality and characteristics of the community. Street networks influence the mobility patterns, awareness space and criminals target choices, especially those who are using automobiles or street-level public transit (Beavon, Brantingham & Brantingham, 1994). There are several types of street pattern which are conventional suburban loops and cul-de-sacs, and traditional grid models. The use of grids, sometimes with diagonal avenues, was convenient for streetcar stops which were directly accessible from all parts of the suburb. Street and crime has a relation that existed for a very long time. The evolution in shape and connectivity is being emphasized in Stephen Marshall's sketch and M. Southworth shown in Figure 1 and Table 2 below which is going from fully-connected networks to increasingly more dendritic networks. If the street pattern of both Marshall and Southworth were to compare, Marshall stated the evolution started from 1920s until 1950 while Southworth started from 1900s to 1980s. Even though there is difference in time frame of the street patterns evolution, it still can be concluded that both of their findings are having similar patterns which is from higher to lower access of the streets. Actually is just not about the changes in connectivity and shape of the streets but also the density which is with increasingly less dense network over the last half of the late 20th century. These diverse changes are usually converge by many observers of this evolution in the street network (Marshall & Garrick, 2010).
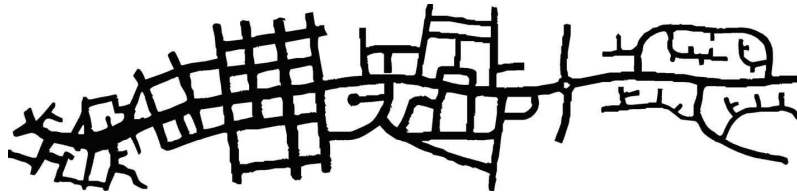
(Source: Marshall, 2005)

Figure 1: Evolution of Street Pattern from 1920s to 1950s

Table 2: Evolution of Street Patterns from 1900s to 1980s

(Source: Southworth, 1997)

This shows some unique features that support an environment for crime to gather including concentration of major arteries, truants, concentrated poverty, poor lighting (Weisburd, Groff, & Yang, 2013), bars and taverns (Roncek & Maier, 1991), malls (Weisburd, Morris, & Groff, 2009), physical disorder (Weisburd et al., 2013), high schools, fast food restaurants, and ATMs and banks (Haberman & Ratcliffe, 2015) (Mazeika & Kumar, 2016). Residents living in highly accessible street layouts are statistically more likely to have a high regards fear of crime and low social unity (Hedayati Marzbali, Abdullah, Razak & Maghsoodi Tilaki, 2012). This is also supported by Nagaie (2007, 2008) that they found that crime often takes place in highly accessible places (An & Yoshida, 2013). Sight distance, street width, the number of escape routes (Fujii, Sasaki & Kishimoto, 2013), household density, population density, and the presence of financial institutions, transport hubs, police station and open space (Kinashi & Kin, 2008) are several factors influencing snatches activities. It can be concluded that the factors of snatch theft incident to happen in this residential area is because there is the presence of the number of escape routes, street width, transport hub, and open space. Most of crime-prone area tend to

have factors of low traffic, less movement of people and poor condition of street lighting (Chowdhury, 2014). There are also several factors of crime to be considered which are the layout design, access route, lighting, safety features, monitoring and management and maintenance (Faizah, 2015). Both of Chowdhury (2014) and Faizah (2015) stated that lighting contributed as the factors for the crime to occur. As stated earlier, less traffic and pedestrian in an area contribute for the crime to take place but nowadays if we watch videos that captured snatch theft incidents through CCTV or witness, some of the incidents happened on the busiest streets regardless of day or night.The physical features existence increase the site visibility such as unobstructed windows, and well-lit areas and features that can block views are absence for example, solid boundary walls, dense vegetation can help mitigate crime (Liggett, Loukaitou-sideris, Iseki & Candidate, 2003). This contributes to crime because absence of this features can allow natural surveillance of the streets, thereby discouraging criminals from committing any kind of offences there (Chowdhury, 2014).

The idea that the physical environment influences criminal behaviour is hardly new and has been associated with the physical environment for a very long time (Brantingham & Brantingham, 1993). This statement also is supported by Taylor and Harrell (1996) that the chances of a crime occurring can be influenced by the physical environment features. Physical environment incredibly affects crime, fear of crime, and quality of life. The features of the physical environment are able to influence the opportunities of crime occurring. Research up until now clearly counters the idea that the features of physical environment has its own effects on crime and related issues. Research has shown that various features of the physical environment in the street block and neighbourhood levels have proven relevant to rates of crime predicting and crime-related results, such as fear of crime and neighbourhood confidence (Taylor & Harrell, 1996).

Physical environment tend to be more important than the social environment when it comes to the crime reduction opportunities because elements that are involved in physical design able to be modified through planning and design (Abdullah, Razak, Salleh & Sakip, 2012). There are numbers of literature shown that certain physical attributes such as "negative" land uses, the street layout that generates different escape routes, environmental disrepair and desolation, and physical features that block visibility and surveillance can encourage high crime incidence (Liggett et al., 2003). While Nagaie et. al. (2007, 2008) argued that natural surveillance cannot prevent street crime as reviewed by An and Yoshida (2013) (An & Yoshida, 2013). This statement is also supported by Beavon, Brantingham & Brantingham (1994) where property crime is most likely to occur on street segments with higher levels of traffic or people in his research paper (Beavon, Brantingham, & Brantingham, 1994). Some CCTVs videos captured, shows that some snatch theft incident happened at a place with high surveillance.

Theories of crime are important for producing useful crime mapping because these maps aid in the clarification of the data (Eck, 1998) and provide guidance as to what actions are most appropriate (Gonzales, Schofield & Hart, 2005). Crime hotspot map that are accurately identified and clearly visualised definitely will give benefits to the police organisation by guiding visualisation of threat, allocation of police resource and prediction of crime (Chainey, Tompson & Uhlig, 2008). Techniques for detecting crime hotspots have been developed for several years, although there are no means at the stage where they are both definitive and applicable (Ratcliffe, 2004).

METHODOLOGY

The method use for this research is qualitative method approach. Since it is a study which involving crime rates and statistics, the data will first be obtained from Polis Diraja Malaysia (PDRM). Snatch theft statistical data obtained will be sorted out according to the states, districts, city, and the road or street names. We will be concentrating on the street where the crime incidents happened the most in order to identify what kind of street pattern and physical environment that contribute to the snatch theft hotspot area. This research also is using Geographic Information System (GIS) in

order to produce hotspot map based on the snatch theft statistical data from PDRM. Snatch theft hotspot map is produced after key in the police data to the map of Ampang Jaya by using ArcMap 10.2. The areas in Ampang Jaya is divided according to the existing neighbourhood. After the data has been inserted and snatch theft incidents are located, these areas categorised into five different colour coded which are red, orange, yellow, light green and green in order to identify which area will be the hotspot area. Red colour represents an area with the highest number of snatch theft cases while green with the lowest or no snatch theft cases. The research employs a qualitative method approach which involving data statistical data for the crime mapping, identification of the street pattern and collection of on-site observation checklist in order to analyse the specific physical environment condition on the site. Since the research is still ongoing the data for on-site observation have not yet conducted. Another method used for this article is based on secondary data, that can be obtained from reading materials such as academic reading sources, previous studies, and published journals and reports which are related to the topic of this article. This exploratory research method reviews through significant numbers of previous research as designated literature review on crime, Crime Prevention Through Environment Design (CPTED), street crime, hotspot area and physical environment.

RESULTS AND FINDINGS

Figure 2(a-f) below shows the results of the hotspot map obtained using ArcMap 10.2 from the year of 2010 until 2015 respectively. The dotted lines represent the number of cases according to the statistical data. From Figure 2(a-f), the hotspot area is shown in red colour which is in Pandan Indah. The case study area will be Pandan Indah which located within a local authority area of Ampang Jaya. This area especially consists of land uses such as commercial areas and residential areas.
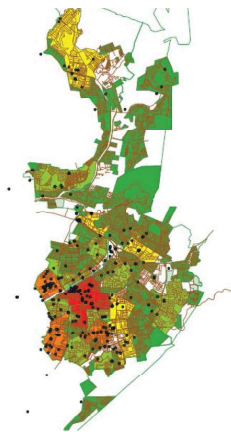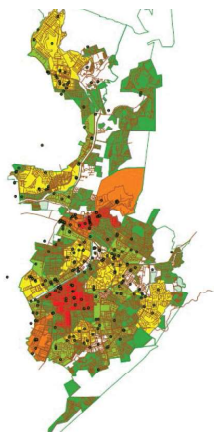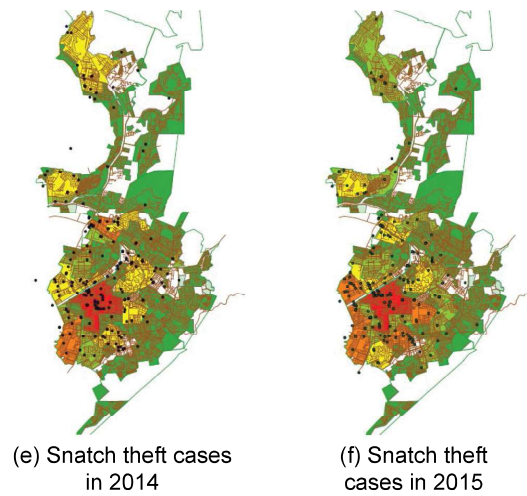
a) Snatch theft cases
in 2010
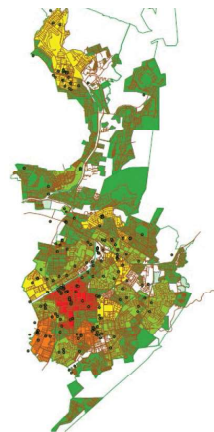
(b) Snatch theft
cases in 2011
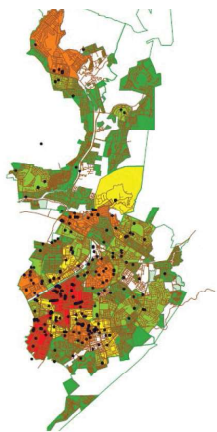
(c) Snatch theft cases
in 2012

(d) Snatch theft
cases in 2013

(e) Snatch theft cases
in 2014

(f) Snatch theft
cases in 2015

(*Source: Author, 2016*)

Figure 2(a-f): Snatch Theft Cases from 2010 until 2015

The hotspot area in Pandan Indah is zoomed in to view the most incidents happened in the area. From the Figure 3 below, it can be seen that the neighbourhood area on the Northwest of Pandan Indah has more snatch theft cases, especially in Jalan Pandan Indah 12 in the year of 2015 in Figure 4. At this level, the street pattern of the residential is examined. This is done by comparing the street pattern of the residential area from the previous studies. If it were to compare the examples of the street patterns mentioned earlier with the case study area, this area is having a fragmented parallel street pattern. This street pattern is having almost as high accessibility as compared to the grid street pattern network even though the pattern might seems not to have a direct access or more navigable pattern. The fragmented parallel street pattern is a derivative from the traditional grid pattern, has been used widely since the middle of 20th century. Most of the junctions for fragmented parallel pattern turn into either T intersections or L-shaped corners, which shaped blocks into the irregular mixture of rectangular. The street pattern in Figure 5 can be the example of the fragmented parallel street pattern where there is T intersections and L-shaped corners. This pattern actually lessens the number of accessibilities, the routes choices through a neighbourhood and the interconnection degree compared to the traditional gridiron street pattern. Although, this pattern has a similar street length as

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the grid-iron, it limits the number of blocks and traffic flow (Southworth, 1993). The accessibility within the block also is influenced by the decreased in the number of access points.
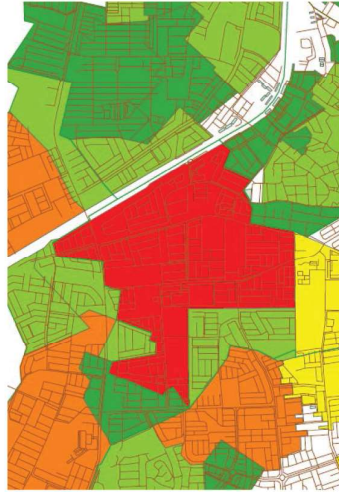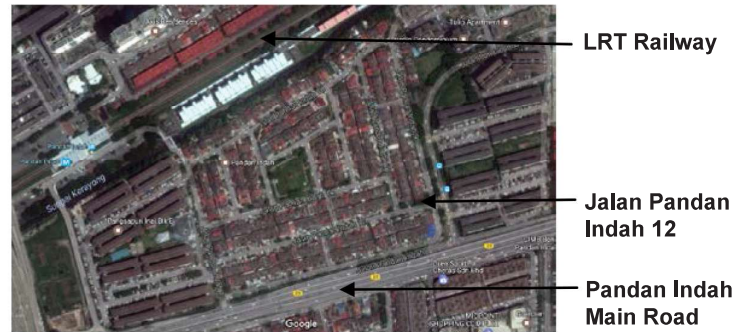

Figure 3: Pandan Indah in Red as Hotspot Area

Figure 4: Residential Area with High Snatch Theft Cases

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LRT Railway

Jalan Pandan Indah 12

Pandan Indah Main Road

(*Source: Google Maps, 2016*)

Figure 5:Residential Area with High Snatch Theft Cases in Google Map View

Figure 4 and Figure 5 is to compare the digitized map from GIS and satellite map from Google Map where is the highest snatch incident took place. From Google map, the neighbourhood road have direct access towards the Pandan Indan main road. Snatch offenders often used a motorcycle, which is smaller than a car, to commit the crime. Hence, it is easier for them to escape especially by using the smaller routes that cannot be access by bigger vehicles such as cars. In this neighbourhood, there are closed routes and dead-ends for cars and smaller lorries, but these routes also are accessible for smaller transportation such as motorcycle and bicycle. Jalan Pandan Indah 12 is having the highest recorded snatch incidents might be because of the street pattern is linear; easy to survey and have a clear directions which the offenders are able to make shortcuts from one place to another. From the Figure 5, this residential area is located between Pandan Indah main road and Light Rapid Transit (LRT) rail station.This neighbourhood also can be access from and exit to the main road directly by anyone at any time of the day.

Since there is a public transit in this area, which is the LRT Pandan Indah, it is becoming an attraction place where the public, especially within the neighbourhood, to use the facility to move from one place to another. Logically, people in this neighbourhood will be likely to walk to the LRT station since it is located within a walking distance from their house to go for a work. The street pattern in this neighbourhood is actually has less

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access point especially for four-wheeled vehicles rather than two-wheeled vehicles. Motorcycles are smaller in size and can use any paths or passage available for it to get through. Same goes to the snatch thefts where they are usually using the motorcycles to commit the crime. Even though there are witnesses during the incidents, they are not able to help by going after the offenders by using cars since the offenders will definitely find and use any escape routes available regardless of its size.

(a): On the main road

(b): In front of the security guard

(c): On the road in in front of shop lots

(d): In front of shopping mall

(Source: Techlocal001 Solutions, YouTube (2016), White Eastern, YouTube (2016))

Figure 6(a-d):Video Screenshots of Snatch Theft Incidents

Figure 6(a-d) are some of the video screenshots that have been uploaded in one of the social media websites. It can be seen at the screenshots above shows that snatch theft incident eventually happened in an urban area which it is known to have a high volume of traffic and people. This incident still happened in such place might be because of its street network accessibility and have easy to escape routes for the offenders to commit the crime. As cited by Ligget (2004), Greenberg and Rohe (1984) stated that the built environment design can affect crime through its effect on the degree of access, ease of entrance and exit, and surveillability. Irregular pattern of roads and narrow, curved roadways which hamper long view of a street which could help criminals to escape (Chowdhury, 2014). For

example, alleys and mid-block connections able to boost the number of escape routes, open a block or a neighbourhood to exploration and provoke the criminal risk for residential or commercial establishments (Brantingham and Brantingham, 1993). While from the results obtained, it can be seen that the snatch theft incidents happen in the residential area. It is often for street crime to happen in the urban area such as commercial and public areas rather than the residential areas. This might be because of the street design in the neighbourhood where it has ample escape routes for the snatch thieves

DISCUSSION & CONCLUSION

Snatch theft is worsening in Malaysia which it has become biggest concerns towards the citizens. This is because it has been causing deaths and injuries as reported in the daily local newspaper, and articles and videos which are being uploaded on the Internet. One of the reasons is because the awareness level of people in snatch theft issues are very low and it will eventually making the victims to be traumatised (Faizah, 2015). The physical environment and street theft are correlated with each other as stated in the previous literature where street width, presence of financial institutions, transport hubs and open space can be the snatches factors. Street design plays an important roles in an urban layout since streets connect a place to another place. However, crime incidents can occur along the street if there is an existence of potential victim and an offenders.

For Jalan Pandan Indah 12, the street is linear and connected with the main road which provide direct access for anyone. Since this area is a residential area, the residents in the neighbourhood are not always being outside of the housing area as compared to the commercial area or public spaces which can provide informal surveillance. This might be one of the advantages for the offenders to commit the crime. Other than that, this neighbourhood also is connected with the transit hub, LRT Pandan Indah, where people are walking, cycling and driving towards it. As we know, victims for snatch incidents are often to be the pedestrians. The victims here might be the people who are walking to the LRT station to work or coming back home. As a first timer being in this neighbourhood, it was found that the area is having a confusing street layout where there is an access below the elevated main road from the other neighbourhood to this neighbourhood.

It seems as if the offenders who are the snatch thefts for this study, might be someone that already knows the layout of the neighbourhood area and the potential victims within it. Snatch theft activities usually happen before dawn and in the late evening and happens frequently around pathway near to the roadside, transit areas, and area with less or no people. Other than that, snatch theft often occurs and find the target victims when they are on the way to go home.

Nowadays, almost every state in Malaysia aimed to produce a green and sustainable city in each of every states. Local authorities, architects, landscape architects and town planners are gathering ideas and energy to produce a comfortable, convenient, healthy and safe city for the citizens. The organisation also are putting great efforts to apply Crime Prevention through Environmental Design (CPTED) to reduce crime rates in particular places. CPTED usually related with the landscape design which vegetation play roles when designing spaces for people. Unplanned vegetation planting along the street in any urban area or residential area can provide an obstructed view and hiding places for offenders to commit crimes. Overall, it can be seen that the elements of physical environment can be factors in attracting crime within a space and cause uneasiness to the community and it is important to produce a good street design and safer surrounding in order to prevent abundant access into the neighbourhood where it can provide easy access and escape routes for the offenders to commit crime. The crime may be reduce, if the physical features are being controlled, which includes, the improvement of the street lighting, increase the use of shared public spaces, zones from public to private hierarchy are created, and the use of symbolic barriers in housing developments are increased (Nubani & Wineman, 2005). Creating safer public places by removing overgrown vegetation and improving lighting in neighbourhood parks to mitigate drug dealing, vandalism, and the homeless people existence (Weisel, Gouvis, & Harrell, 1994). Therefore, it is essential especially for the architects, planners, engineers and other related fields involved to understand the importance of the city planning especially in the design layout of the street and its safety.

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