

# Personal Security at Transport Interchanges: - Getting it right

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## Background to the PSATI project

- Common understanding of crime and disorder issues around transport interchanges
- Need for one agency to take the lead on analysing contributory factors, to identify and engage stakeholders, and to co-ordinate and record stakeholder agencies' input



## A Partnership approach from the outset:

- Partnership a key element of any problem-solving approach
- TfL recognise that we do not hold all of the tools
- General partnership aspiration throughout each of the 5 pilot projects
- Also key partners identified within the core methodology of the project:
  - Building Research Establishment



# The Pilot Locations:

- Selected through complex system of weighting based on analysis of:
  - Passenger adjusted BTP crime and call data
  - Met. Police crime (within 250 metres) and call data (CAD)
  - TfL Buses Code Red (within 250 metres) data

Locations identified:

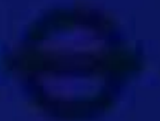
Elephant and Castle

Hammersmith

Lewisham

Seven Sisters

Stratford



# The Project Outline:

- Unique locations; BUT
- Essential that consistent methodology adopted for all of the interchanges
- Delivered through the application of the same component stages in the development of each project
- Five stage approach with distinct components within each stage



# Stage 1: Understanding the area

- (i) Preliminary scoping of the area
- (i) Local Crime and Disorder Audit



## Stage 2: The Project Proposal

- Detailed proposal compiled by TfL Project Lead, outlining proposed scope of the project from findings in Stage 1
- Contacting of potential stakeholders/partners to be invited to take part in the project



# Stage 3: Creating Partnerships

(i) Stakeholder Engagement

(ii) Local Steering Group Establishment



## Stage 4: What We All Need To Know

- Work commenced early in the development of the projects – team busy in the background
- Three key components to the stage:
  - Nodal situational crime prevention design surveys
  - Walking route audits
  - Perceptions assessments



## Stage 5: The Final Reports

- Collation of the outputs from each stage
- Priorities identified by each Steering Group
- Short, medium and long term outcomes proposed – The “Wish List”
- Details of any issues addressed and activities undertaken during the life of the project (i.e. “quick wins”, policing operations)
- Executive project summary being presented to the Greater London Authority June ‘08



# Anyone for Evaluation?

- Success factors to be determined by each project Steering Group
- Each project will identify unique short, medium and long term aspirations
- These may be influenced by “immovables” – financial planning constraints, previously contracted area refurbishment/regeneration schemes
- Resource for evaluation yet to be determined.....



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