

Crime and Disorder Assessment Rationale

Project	Tolworth Roundabout
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Reference	ST PJ578C
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Stage	3 – Concept Design
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Responsible	
Accountable	

Product History	Version	Date	Summary of changes
	0.1	28/03/2018	First draft
	0.2	28/03/2018	Second draft amended by Sponsor <ul style="list-style-type: none"> • Adding Reference, Stage and Sponsor names to front sheet • Deleting blue guidance text from original Pathway template • Adjusting format to increase line spacing for ease of reading • Sponsor's comments added to Section 3 "Preferred Action" • CPOS contact details added to Section 5
	0.3	12/09/2019	Updated Crime and Disorder data added in appendix (i)

This document must be filed in accordance with the [document filing structure](#)

Product Context

Purpose	The Crime and Disorder Assessment Rationale assesses the impact the project may have on crime, disorder and community safety. TfL has a statutory duty to complete a crime & disorder prevention assessment.
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Applicability	This product must be produced for all projects.
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Consult	Role	Detail
	Local Section 17 contact / CPOS ⁽¹⁾	To ensure compliance with requirements of Section 17 of the Crime & Disorder Act 1998 and to ensure that every opportunity is exploited to reduce and prevent crime and disorder.

Inform	N/A	N/A
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Characterisation Table	Category Level			
	Simple	Standard	Significant	Major
I Crime and Disorder Assessment	Required at all levels			

⁽¹⁾ CPOS – Crime Prevention & Operational Security.

Characterisation Notes:

- What is Characterisation? Find out [here](#).
- The amount of effort applied in the production of this product should be proportionate to the size, scale, risk and complexity of the project.

General Notes:

- The Crime and Disorder Assessment must be obtained direct from, or agreed with the [Crime Prevention & Operational Security \(CPOS\) Team](#).
- It is beneficial for assessments to start in the early stages of the project to allow considerations and actions to be built into the design. Considerations will include:
 - What crime & disorder risks are introduced by the project?
 - What actions could be taken to reduce or remove any possible negative impact?
 - How safe are the outputs of the project?
 - Which option is most appropriate for each circumstance?
 - How does the project actively contribute to crime & disorder reduction?
 - Have you recorded your considerations and actions?

If you have any queries, feedback or improvement suggestions about this product, then please contact tflpathway@tfl.gov.uk.



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1.0 Crime and Disorder Assessment

1. What are the likely impacts of the activity / project on crime and disorder?

This is a positive programme in terms of crime reduction as it is expected to help smooth the traffic flow in the area. This will aid in reducing the effects of delays and disruptions, such as the potential for public road rage offences and driver disputes. Decommissioning the subways is also extremely welcomed as subways are generally regarded as intimidating spaces where crime and antisocial behaviour can flourish.

Crime Figures

TfL's Intelligence and Analysis team have analysed transport related crime over the last 6 months and the area has had 19 transport related crimes, from 27th June 2017 to the 15th November. The majority crimes were related to cycle theft, with intelligence reports around travel fraud for routes 406 and 281.

For recorded crime on or near the pedestrian subway within Tolworth Roundabout, www.police.uk has been interrogated. From July 2017 to January 2018, 25 crimes have been identified, of which to note, 5 are for Violence & Sexual Offences and 3 for Criminal Damage.

The Tolworth and Hove Safer Neighbourhood Team have been contacted for an overview of the area and to highlight any concerns with the proposals, but a response has not yet been received.

2. What actions can be taken to mitigate the adverse affect on crime and disorder and/or enhance community safety?

Public Realm

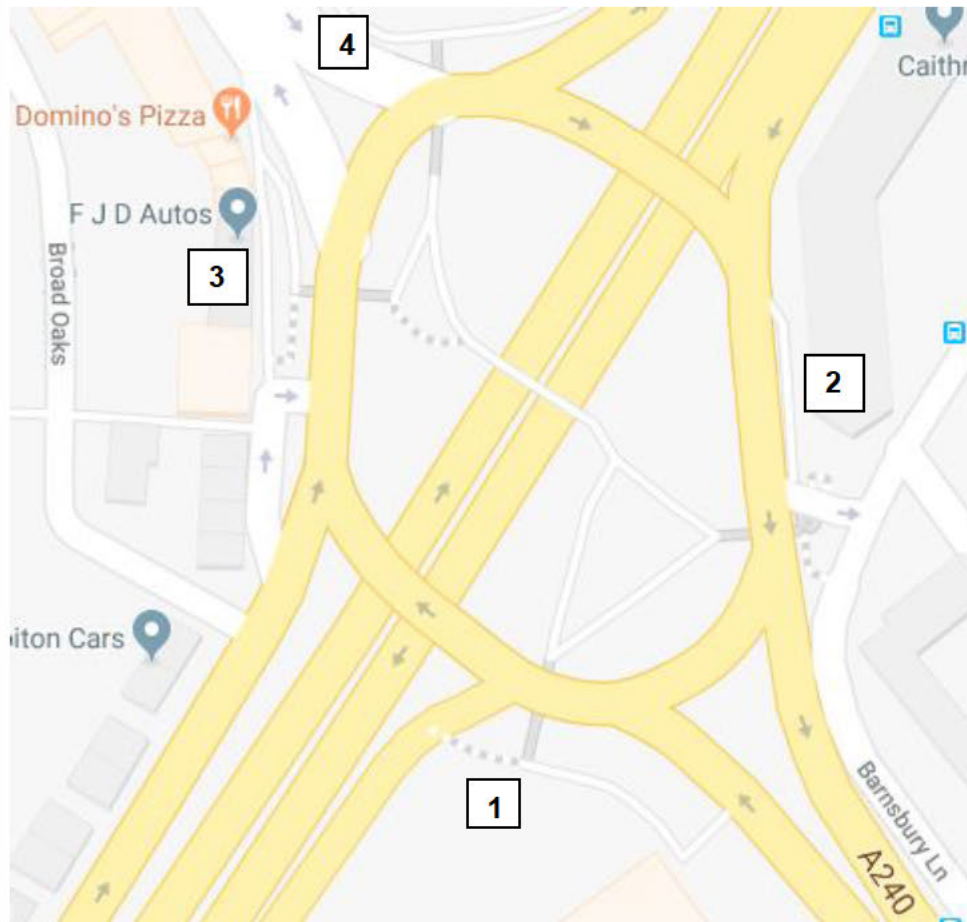
The widening of footpaths at the junction and throughout the scheme will increase footfall volumes, enhancing natural surveillance in the area which will help deter anti social behaviour.

Wayfinding around the area is supported as directional signage is currently limited, or of poor quality.

It is recommended that trees along the route, particularly at key junctions are regularly pruned to ensure for clear lines of sight.

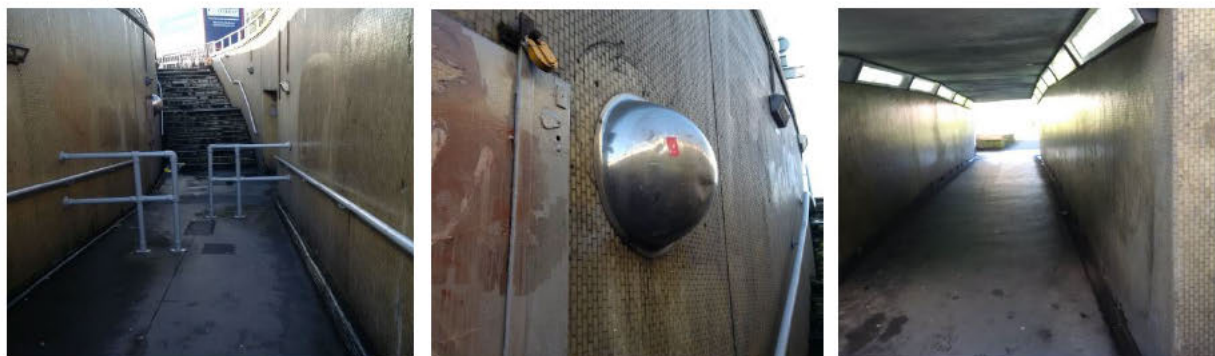


Subway Complex



Subways 1 and 2 are leading from the A240 Kingston Road and Tolworth Station and subways 3 and 4 are leading onto Tolworth Broadway and Tolworth Tower, as shown on the above map.

Subway 1 & 2



Subway 1 has both a sloped approach and stairwell leading to the subway. Lighting fixtures are located at consistent points and a convex mirror is installed before entering the subway. As shown above the convex mirror was almost opaque making it unusable. Once inside, the subway offers clear lines of sight with the exit being visible from the entrance and is lit with lighting fixtures throughout. However most of the lights had been vandalised with graffiti, creating an unpleasant environment. The



walls are also stained from previous graffiti removal, resulting in a tired and dreary looking subway. Subway 2 in a similar state of repair as Subway 1.

In contrast, the landscaping within the complex, as shown below is exceptionally well maintained. Shrubbery is kept to a low height and although hard to tell due to the season, trees are also trimmed to at least 2.4m which opens up sight lines.

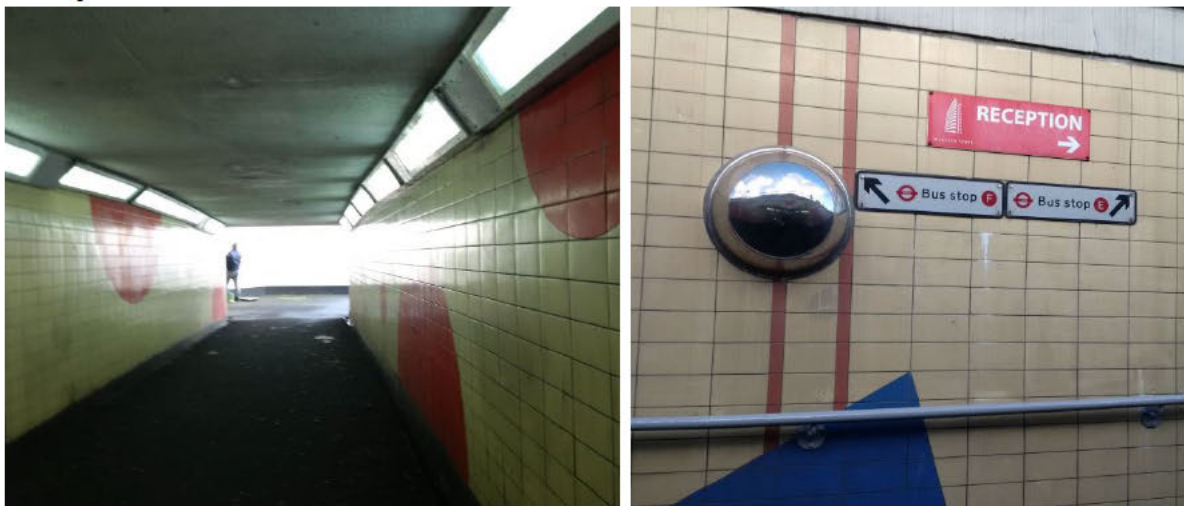
On the day of the site visit, Kingston Councils Neighbourhood Rangers were undertaking graffiti removal on the walls approaching the subway. They mentioned that graffiti damage was a regular occurrence and that they were often called to the subway complex by the local residents association for graffiti clean up.

Landscaping



Subway's 3 & 4 were brighter, cleaner and in overall a better condition. Clearer signage could be implemented to direct pedestrians through the subways as it is easy for people to become lost or disorientated. Rather than bus stop directions, street names could be used to direct users.

Subway 3 & 4



The preferred recommendation would be to infill the subways as all locations are fully accessible on surface level by pedestrian crossing. Keeping pedestrians at surface level is always welcomed as subways are generally regarded as intimidating spaces, particularly at night. However due to the nature of traffic on the A3 and A240



this may not be applicable. If the subways are to remain open, the following recommendations should be considered to provide a brighter, cleaner and safer environment for pedestrians:

- Retiling or painting of the subway approaches and inside the subway a light colour to enhance brightness
- An assessment of lighting after dark to ensure the luminaries provides adequate visibility
- Regular deep cleaning and proactive graffiti removal
- Installation of meaningful directional signage
- Replacement or repair of convex mirrors
- Management and maintenance proposals in place to avoid the degradation of the subway, such as regular inspections by TfL and the council.

Lighting

It is recommended that the new lighting scheme compliments existing CCTV in the area. Where cameras are currently positioned on columns which may be removed, consultation with the CCTV owners must take place to ensure a new position can be found.

The lighting scheme should ensure the distribution of lights is spread evenly with uniformity, avoiding pools and light variations.

White light would be desired option as this can improve colour rendering qualities and can have a positive impact on users by reducing feelings of insecurity and fear of crime.

Luminaries should be placed at an adequate height to protect against vandalism.

Site issues

It is recommended that before improvement works commence, advanced warning is given to drivers detailing possible road closures. This would help reduce driver frustration and aggression during delivery of the scheme.

When improvement works are carried out, it is recommended that all materials and plant equipment are adequately secured throughout the duration of works. Cable and metal are particularly at risk items therefore it is strongly recommended that the scheme incorporates measures to prevent the theft of cable and metal.

If items are to be secured off site, it is recommended that an auditable supply chain is in place, with clear ownership responsibilities at each stage of pick up, transportation and installation of works to ensure TfL does not incur extra costs as a result of theft.



When works involve lone working arrangements, it is advised that contractors complete a site risk assessment and take sufficient steps to ensure appropriate security arrangements are in place. e.g via solar guard systems or personal attack alarms.

Counter Terrorism

Having reviewed the area in question and consulted the Counter Terrorism Security Advisor for Kingston MPS, it has been decided that there are no issues in relation to Counter Terrorism at this location.

Cycle Theft

It is recommended that the Kingston Safer Transport Team carry out a cycle theft awareness day in Tolworth Town Centre, to focus on cycle marking and registering by Bike Register and promoting effective locking practices.

Travel Fraud

Travel Fraud concerns on routes 406 and 281 have been forwarded to CPOS Bus Enforcement department to further investigate.

School and Youth Issues

CPOS are unaware of any school or youth related concerns, however feedback from the local SNT will make this clearer and give an understanding if any intervention is needed.

3. What is the preferred action?

The project is a Growth funded scheme that will manage existing and predicted traffic and pedestrian volumes.

The proposals to remove two pedestrian subways (Subway 1 and part of the access to subway 2) are subject to public consultation.

The scheme will include widened footways and an extension of the existing "Greenway". This will enhance natural surveillance in the area and deter crime and anti social behaviour.

Improving signage and wayfinding has been noted from this report and will be considered when the project approaches Detailed Design (Stage 3).

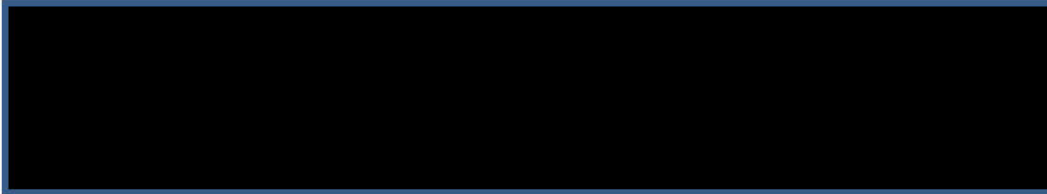
Maintenance of trees and planting will also be considered post delivery and during Benefits Realisation.

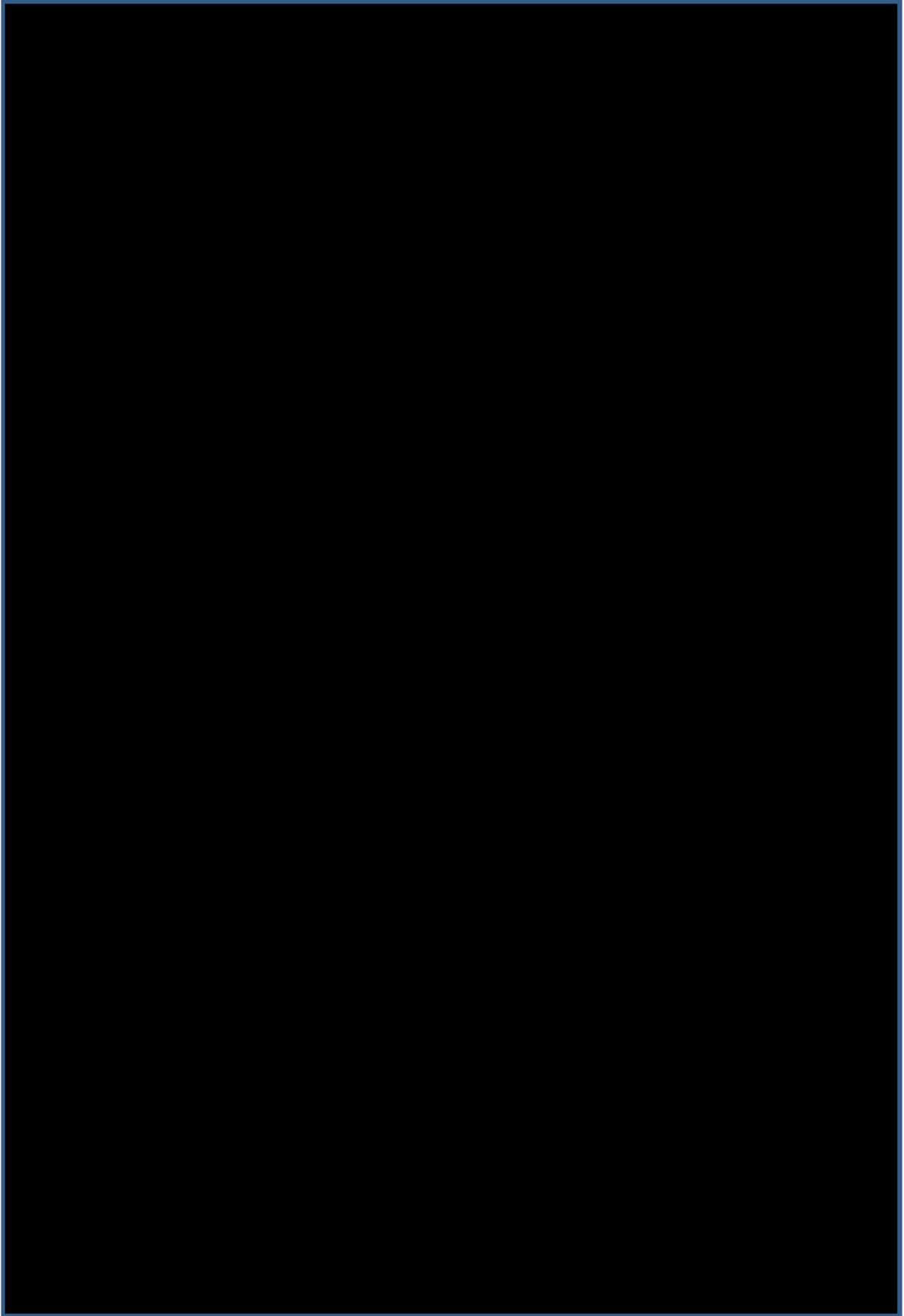


4. What are the measures of success?

The delivery and installation of works will not lead to an increase of crime and disorder.

5. CPOS contact details for report completed March 2018





This section is for the use of the TfL PMO Pathway Team only

Product Details

Name:	Crime and Disorder Assessment Rationale
Document No:	PD0235
SME:	Community Safety and Crime Reduction Manager
Owned by:	Pathway Lead
Review Date:	October 2020

Product Version History

Revision	Date	Reason for Change
AI	17/10/17	Capital Delivery Workstream (Pathway Refresh) – Rationalisation of Product Descriptions: PD0020 A2, PD0095 A2, PD0145 A2 and Template F0815 AI into one product.

