



THE STATION- CRIMINALITY NEXUS: HOW TO PROTECT THE STATION FROM BEING CRIMINOGENIC

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- Introduction
- Relationship City – Station - Criminality
- How to protect the station of being criminogenic?
- Conclusion

W. H. WHYTE, *The social life of small urban spaces*: PROJECT FOR PUBLIC SPACES

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“What attracts people most, it would appear, is **other people.**”

“The **human backside** is a dimension architects seem to have forgotten.”

“It is difficult to design a space that will not attract people. What is remarkable is how often this has been accomplished.”

“So called “**undesirables**” are not the problem. It is the measures taken to combat them that is the problem... The best way to handle the problem of undesirables is to make the place attractive to everyone else.”

Source: W.H. WHYTE, The social life of small urban spaces, Washington D.C., The conservation Foundation, 1980, 125p.

The station in the city

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- Urbanism (*Wirth, 1938*):

Not only: physical – spatial definition

But also: specific “way of life” characterized by social, cultural and religious heterogeneity, relative anonymity, dispersed social relations, social contrasts, segregation and differentiation

- **a metafore for the development in today’s society** (*De Visscher*).

The station in the city

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Observations:

- More intensive interactions between cities and rural areas
 - “in-between cities” (Zwischenstadt)
 - No relation between urbanism and industrialisation anymore.
 - ▣ Only in china cities are “temporary”
 - ▣ Exodus of the rural surplus – Bidonvilles/Favellas
- perimeter of railway stations**

Citycriminality and the city – criminality nexus

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- City criminality in Europe= **2x** Country side criminality
- Worldwide phenomenon except for Asia.
- Explanations:
 - ▣ More opportunities for criminality in cities vs countryside
 - ▣ Less informal social control
 - Weakness of family and community relations
 - ▣ More motivated offenders (→ displaced young men facing relative deprivation)

How to protect the station of being criminogenic?

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- Application and understanding of KEY THEORIES
 1. Defensible space
 2. Routine Activity Theory
 3. Crime Pattern Theory
 4. Broken Windows theory
- Environmental Criminology
 - FOCUS on environmental or context factors that can influence criminality: Space, Time, Law, Offender, Target

How to protect the station of being criminogenic?

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- Cities and stations:

Production/administration → Consumption, spectacle, free time

- **Sustainable development** : profound changes in thinking, in economic and social structures and in consumption and production patterns.
- Urban concept should be related to crime and fear of crime reduction
- Interrelated concepts of sustainable urban development (*Cozens*) : **CPTED**

Designing out crime

Crime Prevention Through Environmental Design

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*CPTED – Crowe
(2000)*



Moffat (1983, p. 23)

CPTED

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□ NATURAL SURVEILLANCE



Before



After

CPTED

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- ▣ Eyes on the street



Manipulation of natural and artificial light to provide commuters with more of an open space and feel more connected with the street level.

CPTED

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□ TERRITORIALITY

- Definition of space / sense of ownership
- All spaces have a clearly defined and designated purpose



CPTED

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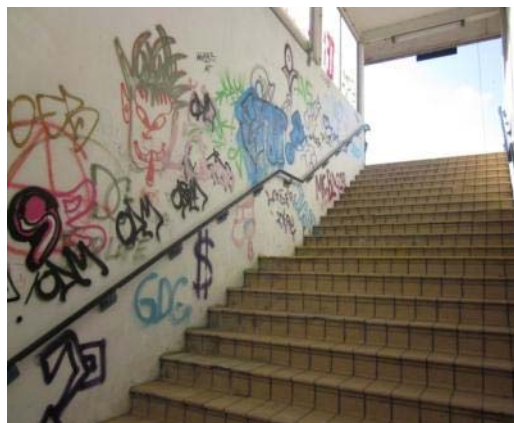
▣ Maintenance



Before



After



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CPTED

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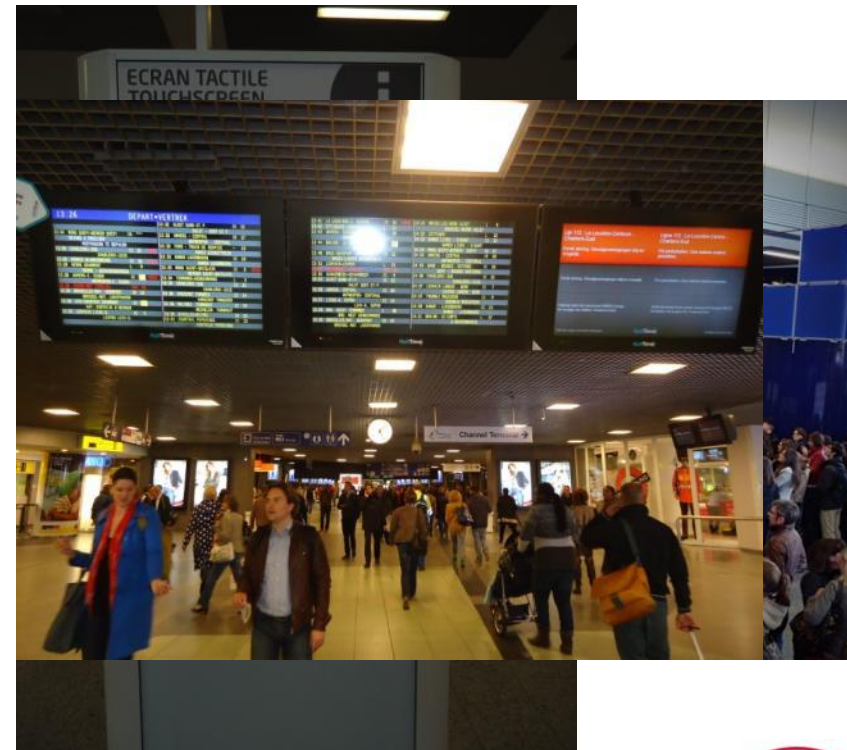
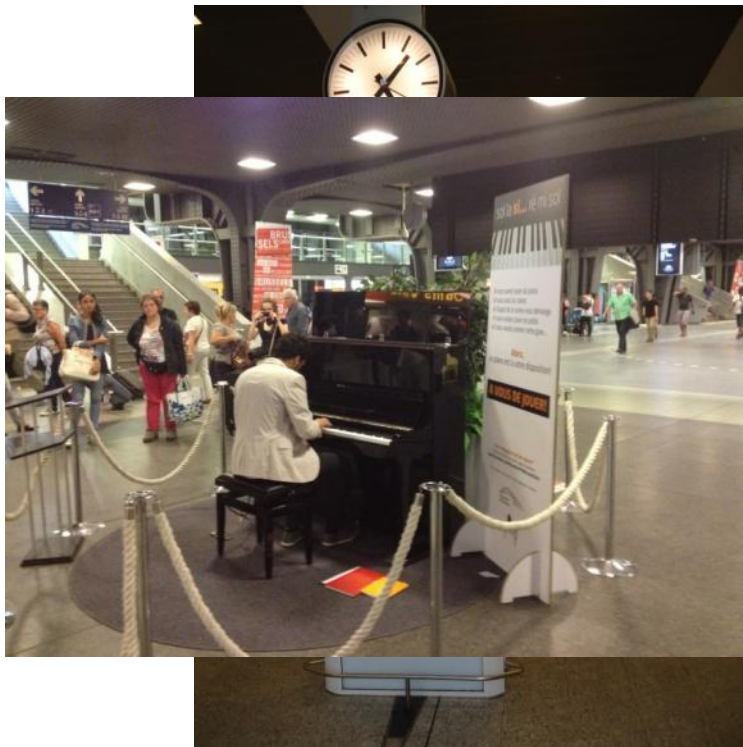
- **DEFENSIBLE SPACE** (Newman, Oscar. (1972))
 - defensible space should allow people to see and be seen continuously
 - people must be willing to intervene or report crime when it occurs



CPTED

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□ ACTIVITY PROGRAMME



CPTED

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□ FORMAL ORGANIZED SURVEILLANCE

- Presence and visibility of staff and CCTV provides a reassurance to passengers and a deterrent to potential offenders.



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□ ACCESS CONTROL



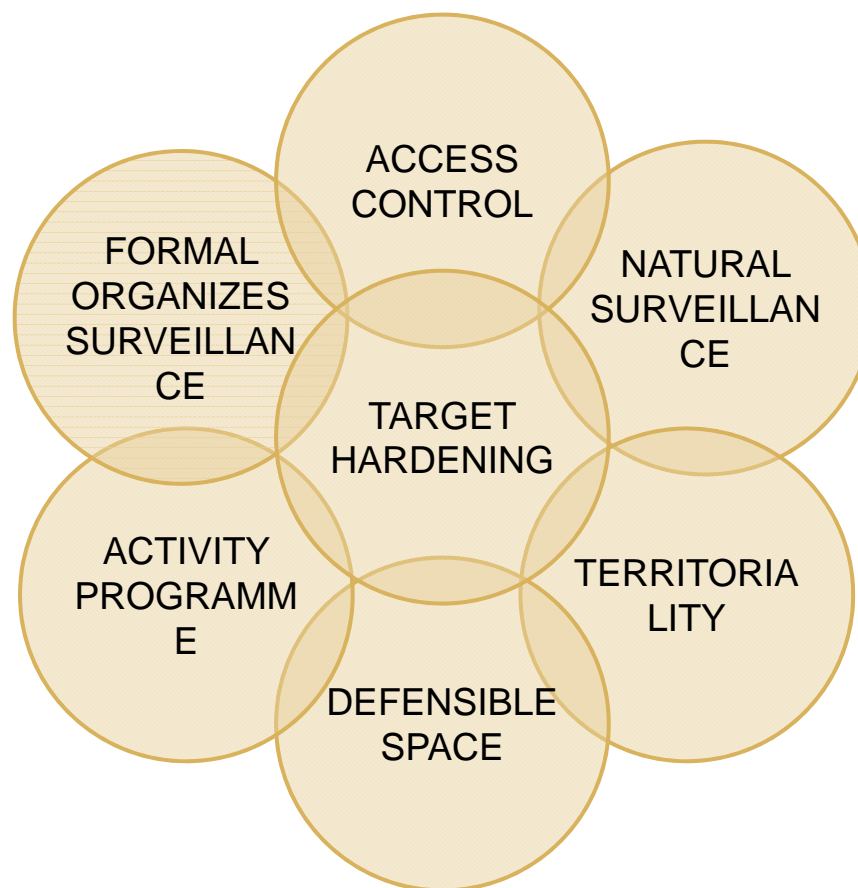
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□ TARGET HARDENING



Conclusion

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- Start before building!
- Understanding of passenger's fear of crime
- What works?

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...Thank you

for your kind attention