

Design Against Crime Overview

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Audi Design Foundation
Sustain Our Nation Masterclass, June 2009

Design Against Crime Research Centre



Arts & Humanities
Research Council

The Grippa research programme, mainly funded by AHRC, is a collaboration between the Design Against Crime Research Centre, Central Saint Martins College of Art & Design, University of the Arts London, and the UCL Jill Dando Institute of Security and Crime Science. Papers and other materials from the programme are at www.grippaclip.com and wider practical and research material on preventing bag theft at www.inthebag.org.uk



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1. Introducing Design Against Crime Research Centre at UAL



Our Aims

1. To reduce the incidence and adverse consequences of crime through design of products, services, communications and environments that are 'fit for purpose' and contextually appropriate.
2. To equip design practitioners with the cognitive and practical tools and resources to design out crime.
3. To prove and promote the social and commercial benefits of designing out crime to manufacturing and service industries, as well as to local and national government, and society at large.
4. To address environmental complicity with crime in the built environment and to improve well being.

2. Philosophy

‘Things’ as well as people cause problems.

DAC draws upon design thinking (is the problem really “the” problem?) ; also on the theory of Situational Crime Prevention (SCP) which considers ‘opportunities’ (linked to objects / environments and services as well as users and abusers) to be the ‘root causes’ of crime.

Design out criminal opportunities and you can design out crime.
But, how and why you do this is the crux.

Based on Felson & Clarke ‘Opportunity Theory’, 1998, Rutgers University, New Jersey

Why DAC is Socially Responsive Design

We target crime problems that stand as a barrier to the progress of social and ethical agendas.

National / Regional / Local - “Context is everything”.

Our current focus is on **bag theft** (mobile property theft) that detracts from enjoyment of public spaces/public transport, and **bike theft** that detracts from cycle use.



3. Design Against Crime Drivers

- Economic
- Social
- Environmental/ Ecological



I. DAC Drivers: Economic impact

Money spent on policing crime and dealing with the consequences of crime and vandalism could be better spent on essential infrastructure (health, education, transport and culture).

<http://homeoffice.gov.uk/rds/pdfs05/rdsolr3005.pdf>

Table 2.1: Estimated average costs of crimes against individuals and households in 2003/04 by crime type and by cost category

Costs in 2003 prices

Offence category	Costs in anticipation of			Costs as a consequence of crime					Costs in		Average Cost (£)
	Defensive Expenditure	Insurance Administration	Physical and Emotional Impact on Direct Victims	Value of Property Stolen	Property Damaged/ Destroyed	Property Recovered	Victim Services	Lost Output	Health Services	Criminal Justice System	
Violence against the person	1	1	5,472	-	-	-	9	1,648	1,347	1,928	10,407
Homicide	145	229	860,380	-	-	-	2,102	451,110	770	144,239	1,458,975
Wounding	1	1	4,554	-	-	-	7	1,166	1,348	1,775	8,852
Serious wounding	1	1	4,554	-	-	-	7	1,166	1,348	14,345	21,422
Other wounding	1	1	4,554	-	-	-	7	1,166	1,348	978	8,056
Sexual offences	3	5	22,754	-	-	-	32	4,430	516	3,298	31,438
Robbery	0	0	188	-	-	-	6	269	102	255	1,440
Burglary in a dwelling	0	21	£3046	9	12	- 19	16	1,0	£483	£2601	282
Theft	221	177	545	548	187	- 22	11	-	-	-	268
Theft - not vehicle	59	52	192	281	69	- 36	1	10	-	217	844
Theft of vehicle	-	33	118	175	17	- 13	1	3	-	301	634
Theft from vehicle	546	370	800	2,367	349	- 542	1	47	-	199	4,138
Attempted vehicle theft	116	50	266	240	126	- 11	1	20	-	50	858
Criminal damage	65	21	194	-	154	-	1	11	-	65	510
	13	36	472	-	212	-	2	6	-	126	866

Physical Impact

Health Service

Criminal Justice System

Robbery

£3046

£483

£2601

II. DAC Drivers: Social impact

Crime militates against well being. Prof. Layard (LSE) argues if we don't feel safe we are unlikely to feel happy despite economic prosperity.



Prof. R. Layard Lessons from a New Science, The Penguin Press, 2005

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III a. DAC Drivers: Environmental and ecological impact

Theft and insurance replacement / upgrade drives consumption and contributes to premature obsolescence.



III b. DAC Drivers: Environmental and ecological impact

Fear produces fortress architecture. The costs of crime are not carbon neutral nor is the energy spent making safer places.



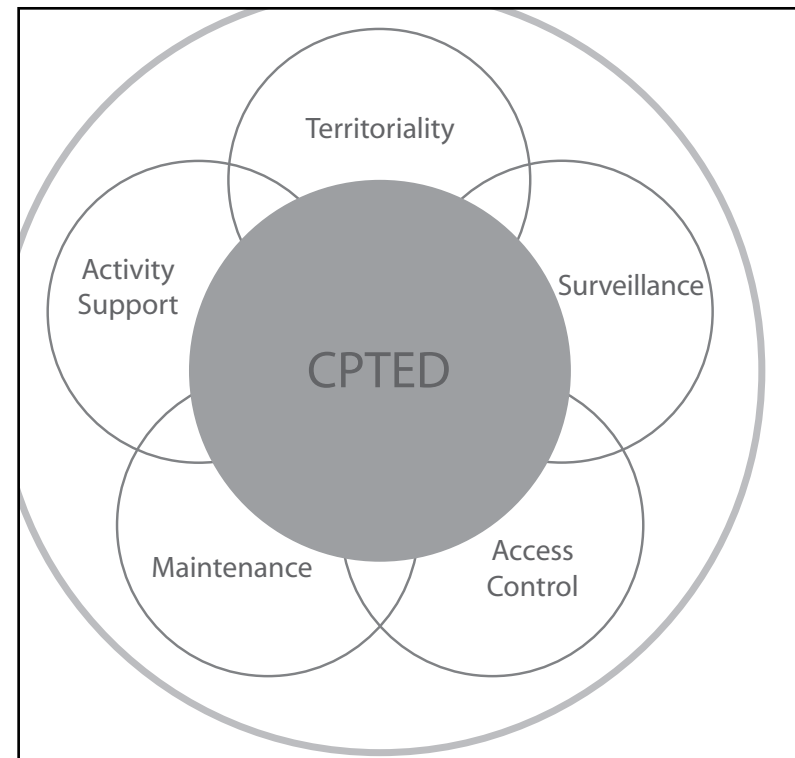
Responses to: Environmental impact

- Design out environmental complicity
- CPTED

CPTED is a multi-disciplinary approach that relies upon the ability to influence offender decisions BEFORE criminal acts occur.

CPTED strategies aim to **increase the risk and effort** required to commit offences and **reduce the potential reward** to the offender.

The wider environment



Costs of management, maintenance and energy concepts

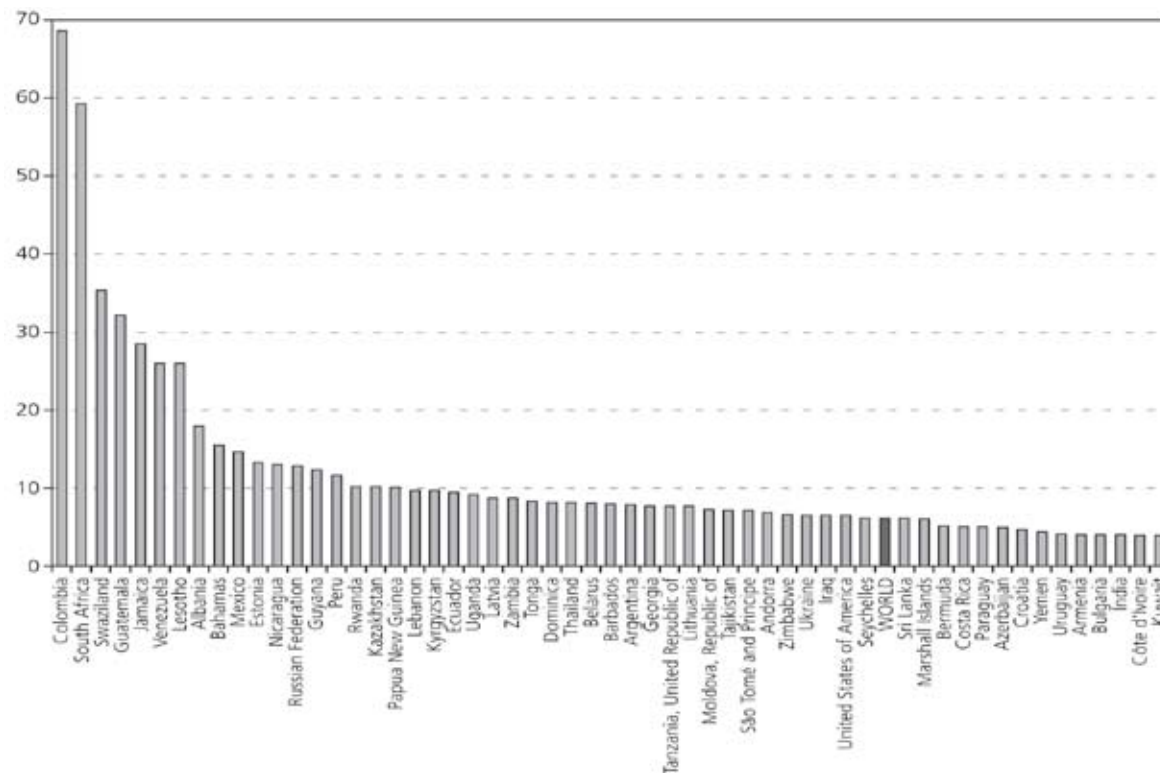
4a. Global Crime Trends

Comparative analysis of crime rate statistics around the world remains complicated. Different definitions of what constitutes a crime make official crime statistics undependable, for one. Other factors affecting crime levels are:

- a. Difference in legal and criminal justice systems
- b. Rates of crime report and police recording
- c. Differences in the point at which a crime is measured – some countries believe it is the time when the offense is reported; others only do the recording when a suspect is identified and the papers are transferred to the prosecutor
- d. Differences in the ruling of which multiple offenses are counted
- e. Differences in the list of offenses to be included in the whole crime figures
- f. Differences in data quality

4b. Global incidence and effects of crime is linked to inequality

Even if validity of figures troublesome



Average homicides per 100,000 inhabitants

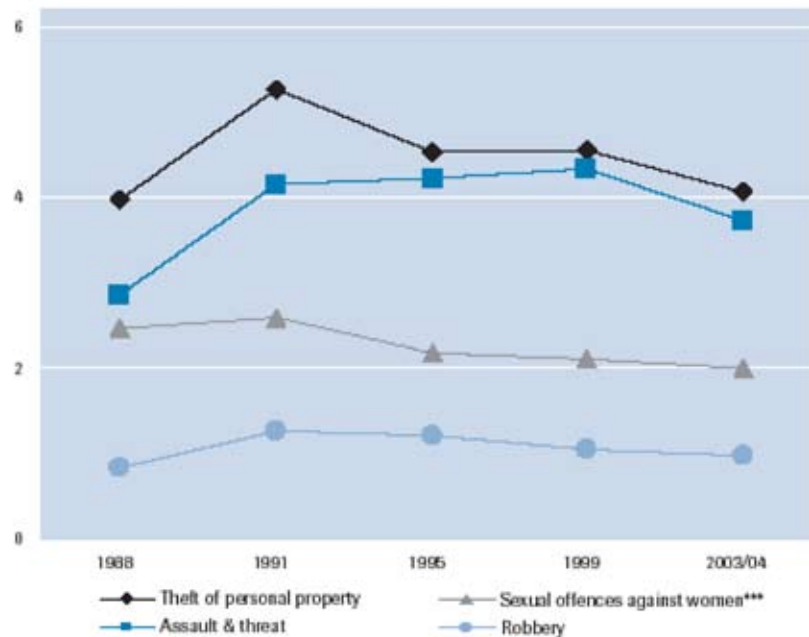
Source: United Nations Office on Drugs and Crime.

*SAR = Special Administrative Region.

4c. Global comparisons appear to give some meaningful indications

But can we believe the comparative data that shows crime reducing

Trends in crime: average of one year prevalence rates for three contact crimes and theft of personal property in the 15 countries that participated four times or more. 1989-2005 ICVS and 2005 EU ICS*



4d. Or significance of emerging trends

Downturn 'boosting cyber- crime'



The two reports show that cyber-crime remains a serious problem. The economic downturn is “providing a hotbed” for global cyber-crime, a study by security firm McAfee has warned.

McAfee said this was because cyber-criminals were “cashing in on consumer anxiety to profit from old-fashioned ‘get rich quick’ scams.”

4e. Global Case Studies

More useful are case studies of crime prevention measures, used in different global contexts to deal with crime – especially those which offer sustainable alternatives.



Graffiti – green walling v tagging or painting walls white

4. f. Global case studies

Prison Entrepreneurship Program



The Delancey Street Foundation

<http://www.delanceystreetfoundation.org/enterprises.php>

4. Designing Out Crime - National Priorities

DOC Drivers: UK Government Commitment

The Design and Technology Alliance seeks to champion the message that **Designing Out Crime** is about sustainable and innovative design of products, spaces and places to make crime unattractive and make communities feel safer.

It's a programme, managed by the **Design Council**, that will work on developing solutions to a wide range of crime-related problems, particularly those which affect young people.

The DTA's lead spokesperson is the designer,
Sebastian Conran.

Five work streams have been identified that the
Design and Technology Alliance will work on.

These are:

(1) Hot Products

Mobile phones are the only item taken in 28 per cent of robberies in London. Other 'hot products' such as MP3 players, Sat Navs, laptops, personal digital assistants and digital cameras are also crime targets. Rapidly evolving technologies mean we need to stay ahead of the game to stop new products becoming a problem.



Prof. R. Layard Lessons from a New Science, The Penguin Press, 2005

Hot Products

Developing innovations in technology, services and product design which help make personal electronics more 'crime-proof'. This is being led by **Joe McGeehan**, Director of the Centre for Communications Research at Bristol University.



(2) Schools

Over the next 15 years, all secondary and half of all primary schools will be rebuilt or refurbished - a unique opportunity to design environments that discourage problems like bullying, fighting and petty theft which also often leads to wider crime problems in the community.

Sorrell's JoinedUpDesign for schools.

2 schools required to select key issues from 12. They independently chose 'safety & security' and 'sustainability' as 2 of their 3 issues.



Schools

Finding and applying specific design solutions to reduce problems such as bullying, fighting and petty theft in schools. This is being led by **Sir John Sorrell**, Chair of the Commission for Architecture and the Built Environment and the Sorrell Foundation.



(3) Alcohol

Despite violent crime having fallen 43 per cent since 1995, drunken and rowdy behaviour remains a significant UK concern. Fresh thinking is needed on design led approaches to reduce the harm caused by alcohol related crime.



Prof. R. Layard Lessons from a New Science, The Penguin Press, 2005

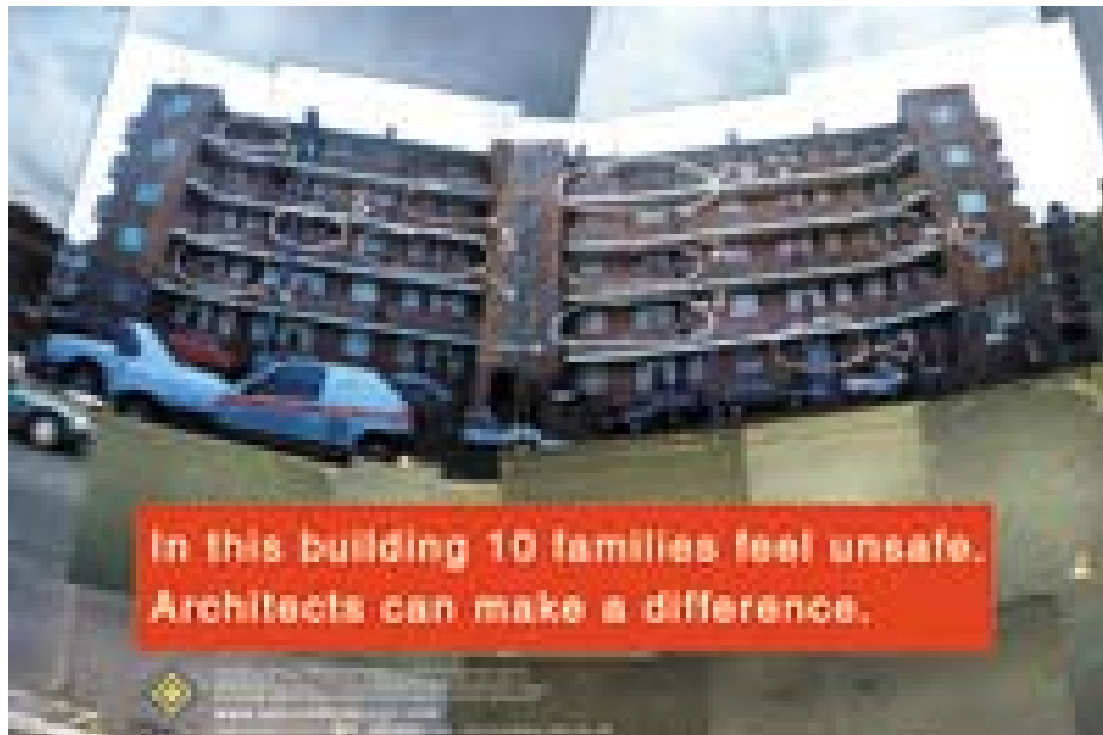
Alcohol

Finding design-led approaches to reduce the harm caused by alcohol-related antisocial and criminal behaviour, especially assaults in pubs and clubs. This is being led by **Jeremy Myerson**, Professor of Design Studies at the Royal College of Art.



(4) Housing

With the commitment to increase the number of homes, it is vital to ensure that crime reduction is given a higher priority by architects, planners and developers.



Housing

Embedding design-led crime reducing approaches in the planning and construction of housing, led by **Ken Pease**, a forensic psychologist and visiting Professor at University College London.



(5) Business

Businesses need to play an important role in designing their operations to minimise crime and disorder, but they are often the victims of crime too through shoplifting and other forms of theft and vandalism.



Business

Helping businesses to use design to minimise crimes which victimise them, their customers or employees such as theft and vandalism. This will be led by **Lorraine Gamman**, Professor of Design Studies at Central Saint Martins.

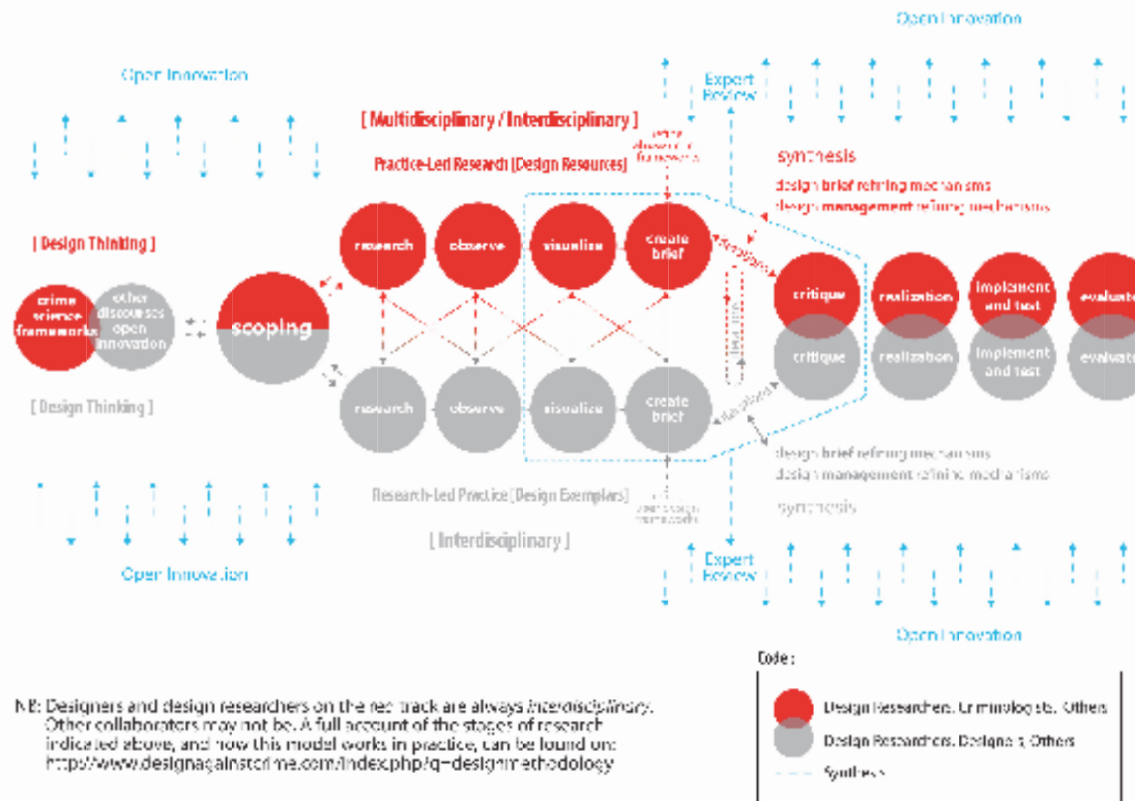
5. DACRC Methodology

DACRC has taken a user-centred design model (IDEO 1991) and extends it to cover mis-use and abuse, and many intensities of stakeholder and user involvement.

Open Innovation

Design Against Crime Evolved Twin Track Model of the Iterative Design Process

[Gamman & Thorpe 2007, revised 2009 for Biknoff]



Biknoff Design Research methodology, Gamman and Thorpe, 2009.

Fig

Stop Thief chairs licensed Dan Form 2008

We try to show as well as tell what designing against crime can deliver.



Karrysafe Bags and Accessories 2001



BikeOff Camden Stands 2008



Don't Tempt Me 2001



Stop Thief 2000



Secure Design for Safer Travel 2003



Get Smart Quick: Bag Theft

 **inthebag**
get smart quick about pick pocketing, bag theft and street crime

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Who we are

**DESIGN AGAINST CRIME**
RESEARCH CENTRE
Design Against Crime (DAC) is a socially responsive, practice-led research centre located at Central Saint Martins College of Art and Design, University of the Arts London.

Home

What's In The Bag?



IN THE BAG A DESIGN RESOURCE

Welcome. This is the first iteration of "In the Bag". Your comments are appreciated as several more edits will take place before it is finalised. *In the bag* is a Design Against Crime (DAC) research resource aimed at designers to help them get smart quick about pick-pocketing, bag theft and loss of personal products. It visually animates statistical and criminological data and combines it with contextual information directly relevant to design.

It also offers a thoroughly referenced research resource for those who want to address the subject at an academic level.

Designing out crime poses many challenges for the design profession. Its clear from escalating crime figures that designers need to be far more creative than criminals. The design dilemma is to design objects, environments and services that address both users and abusers, without making them look criminal. The leap from understanding criminological theory using our visual translations of it to create sexy design practice is made easier than ever before.

In the bag aims to inspire designers with the right information so they can make a difference. The resource includes new design work catalysed from research information and a range of takeaway DAC briefs aimed at challenging designers everywhere to "have a go".

About bag theft

- Why prevent bag theft?
- Bag theft environments
- Evolution of pockets / bags and pick-pockets
- What are hot products?
- The perpetrator
- Perpetrator techniques
- The victim
- Crime in the future

What you can do

- Techniques of theft prevention
- Protect your stuff
- Designs against bag theft
- Best Anti-Theft Designs for Urban Mobility
- Market Review: Bag-holding clips

Design archive

- Grippa
- Design briefs
- Project case studies
- Light reading
- Papers & Reports
- Add your own design against bag theft

Supported by:


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Get Smart Quick: Bike Theft

The screenshot shows the 'bikeoff' website with a navigation bar at the top containing links for 'Design resource', 'Bikeoff TV', 'Bike parking guidelines', 'About Us / Credits', and 'Contacts'. The main content area is titled 'This is the Bikeoff Design Resource' and describes it as 'A summary of 2 years' research about bike theft and how to design against it.' The interface is organized into two main sections: 'About Bike Theft' and 'Design Responses'. The 'About Bike Theft' section includes a 'WATCH' icon and a 'Design Brief' link. It features several interactive elements: a comic strip about locking bikes, a photo gallery of bike theft victims, a bibliography of research, and an RSA Brief. The 'Design Responses' section features a grid of images and links to various resources, including case studies of bike parking facilities, new ideas for bike locks, reviewed public bike hire schemes, bike parking furniture innovation, and examples of cycling advocacy schemes.

bikeoff

Design resource | Bikeoff TV | Bike parking guidelines | About Us / Credits | Contacts

This is the Bikeoff Design Resource

A summary of 2 years' research about bike theft and how to design against it.

About Bike Theft

WATCH

Design Brief

One bike is stolen every minute in the UK. Find out how

It could be you! Bike theft victims tell their stories

Years of research and over 200 references. The Bikeoff bibliography

RSA Brief
The challenge and submission details

Design Responses

Over 40 case studies of bike parking facilities worldwide

New ideas for bike locks

Europe's Public Bike Hire Schemes reviewed

Bike parking Furniture Innovation

25+ examples of cycling advocacy schemes

The SRVD approach accommodates a blended value business model.

DACRC get some funding from:-

- * independent grant applications linked to social design research
- * consultancy work lined to delivering actual design delivery
- * royalties of DACRC designs licensed to others eg Broxap, Dan form.

DACRC is not a social enterprise but it is certainly a “not for profit” organisation. I.e. Designers and researchers may get paid for labour, and some royalties from spin off designs - (as designers/researchers probably did not get paid full labour costs in first place) but virtually all “surplus” goes back to DACRC or UAL. It funds, for example, Intern programmes. To date DACRC has given paid work experience to 25 designer interns.

Conclusion

What can DAC and DOC contribute to innovation?

It can identify the links between;

- Design innovation and social innovation
- Fiscal capital and social capital

More importantly, our socially responsive design approach can be applied to other contexts and consider more multiple design drivers than 'use' and 'abuse'.

Conclusion

DAC is Socially Responsive Design

“Design which takes as its primary driver social issues, its main consideration social impact and its main objective social change” Gamman & Thorpe, 2006

or simply,

“Design that responds to social issues and context in pursuit of social change”

Conclusion

Our work and open innovation values show that consideration of multiple drivers and a consultative approach can create products, environments and services that are good for:

- Society - less crime and less people criminalised
- more well being
- Environment - reduce complicity / increase opportunity
- Economy - a creative focus can lead to USP that delivers innovative products and services that add value and reduce costs of the impact of crime.

A crime focus can lead to new USPs that add value.

Conclusion

Thank you

www.designagainstcrime.com