Graffolution Research Outcomes - Transport Environments

University of the Arts London

Graffolution End-Users Workshop – February 2016, UIC, Paris

GRAFFOLUTION

Understand . Collaborate . Improve

What we have learned…

- Future opportunities in responding effectively and appropriately to challenges associated with graffiti revolve around
  - New collaborations
  - Increases in transparency
  - Increased applications of 'lateral thinking'
- This means boosting our capacity & motivation to
  - Generate innovations
  - Test new alternatives
- Both
  - **Within** professional sectors & related communities
  - **Between** them

What's coming up

- How to organise and apply what we have learned – frameworks, processes and perspectives from crime prevention, design and innovation

- Background issues in Transport and Graffiti

- What we have learned in more detail

- Some specific proposals

- A key part of boosting our capacity and motivation to generate innovations, and to test new alternatives within *and* across sectors and communities is the development of an underlying **process model** for:

  - Managing our knowledge of good practice, sharing, extending and improving it
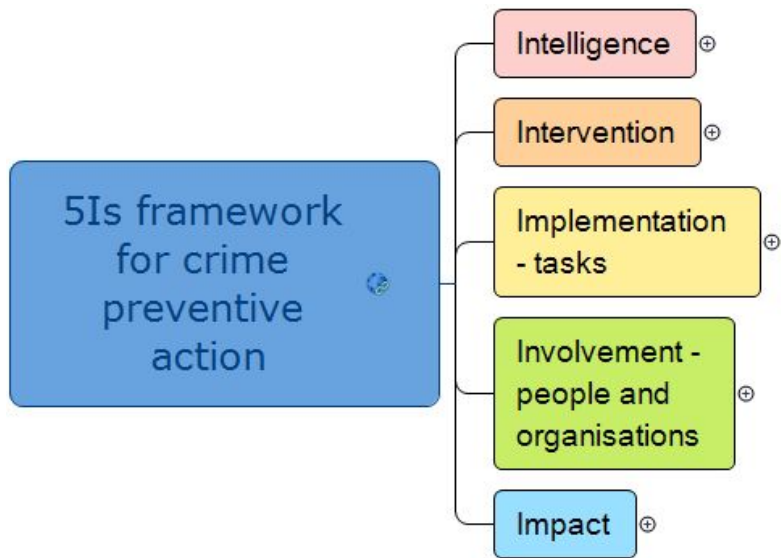
How to organise and apply what we have learned…

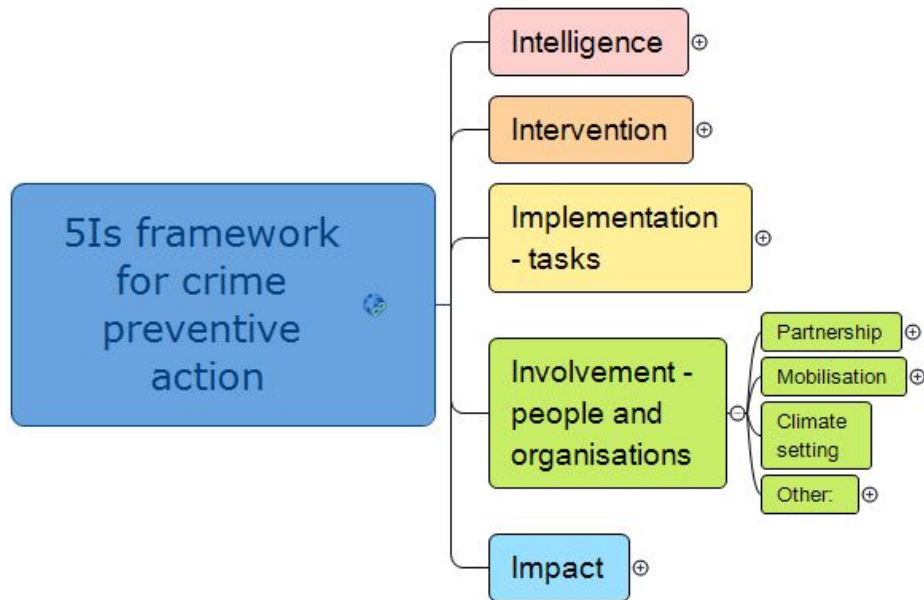- One such model – from **crime prevention** is the **5Is**:

  - Intelligence

  - Intervention

  - Implementation

  - Involvement

  - Impact

http://5isframework.wordpress.com

5Is framework for crime preventive action

- Intelligence
- Intervention
- Implementation - tasks
- Involvement - people and organisations
- Impact

5is

5Is and the Graffolution Platform

But for best effect 5Is must be blended with wider ideas and processes from Innovation and Design

Innovation can be defined as the application of new ideas to the products, processes, or other aspects of the activities [of a firm, system, or organisation] that lead to increased "value."

Two important definitions are:
- *Process innovation: the introduction of a new process for making or delivering goods and services.*
- *Product innovation: the introduction of a new product, or a significant qualitative change in an existing product.*

Greenhalgh, C., & Rogers, M. (2010). *Innovation, intellectual property and economic growth*. Princeton: Princeton University Press.

Graffiti, Crime and Design?
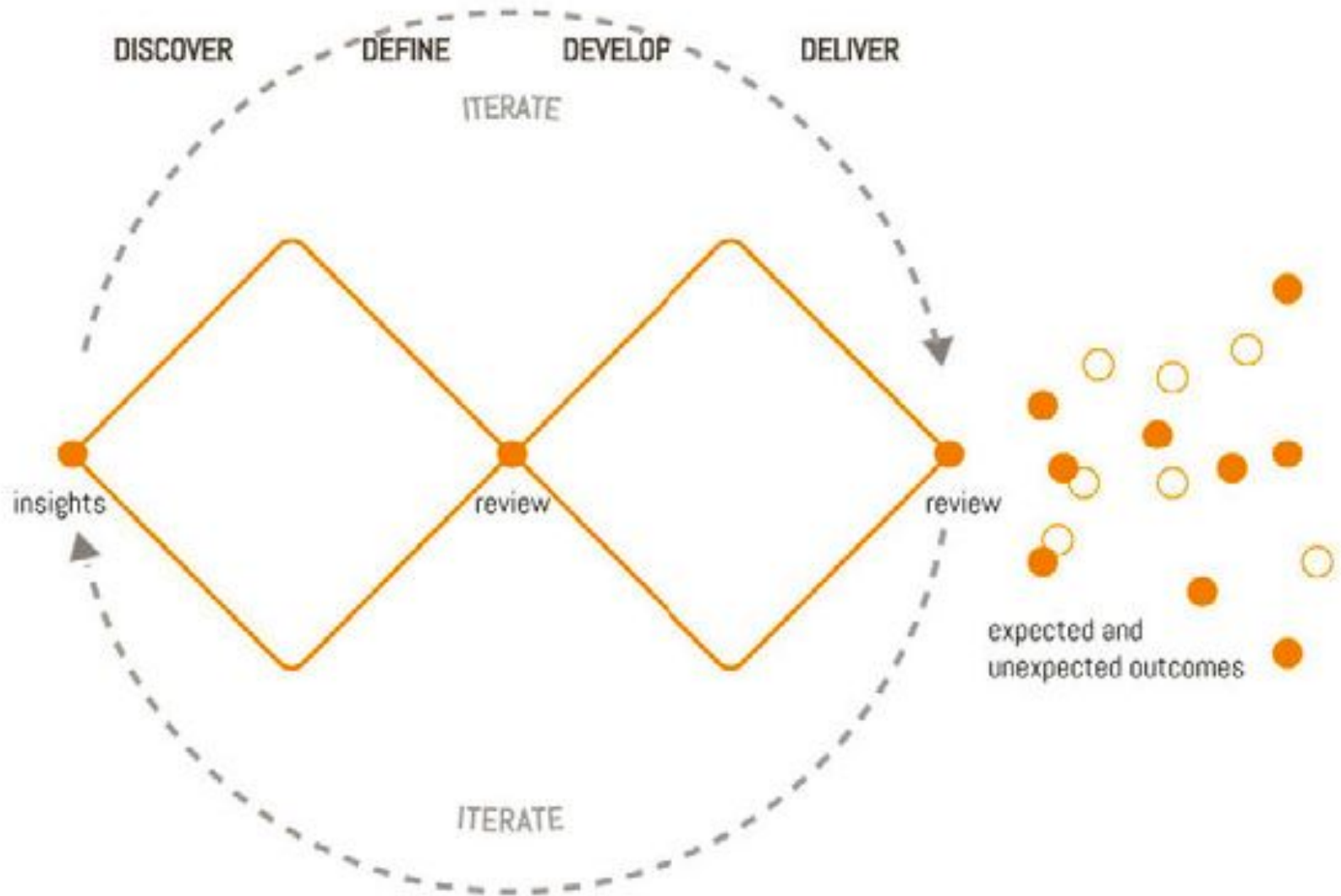
Beware making a disproportionate response to crime and antisocial behaviour

"*Although the line between empowerment and manipulation can be fine, design culture today is again shot through with a sense of the preventive dimension of its practices and [...] virtually every aspect is being re-imagined from the perspective of threat, whether of terrorism, criminal intrusion, environmental decay, or giant hurricanes.*

Sorkin, M. (2008). Indefensible space: The architecture of the national insecurity state. New York: Routledge.

Danger!

13

Beware paranoid products and vulnerability-led designs

Background – transport specific

- Evidence that **rail passengers dislike all graffiti** is no more reliable than evidence that passengers dislike all rail infrastructure – non-existent, or partial at best

- Most serious issues related to graffiti in Transport Environments concern **personal safety, irrespective of the challenges of permission, aesthetic, social or cultural value**

- For some graffitists, increased risk represents a greater accolade among peers, so increasing **repression** – e.g. through security patrols or confrontational, obvious target hardening – can work **against** intended consequences in some contexts

- There are multiple opportunities now to involve artists in both caring for and enlivening transport environments, in managed and curated ways, to the benefit of rail passengers

Background – transport specific

How can we best combine innovative responses to problematic **anti-social** graffiti vandalism with **pro-social** opportunities, in transport contexts?

- **Anti-social (preventive) measures**:
    - At the **Intelligence and Implementation** stages, sharing intelligence, graffiti databases, shared costing models …
    - At the **Intervention** stage, Law enforcement, Rapid cleaning, Situational Crime Prevention: target hardening, CCTV surveillance, anti-graffiti coatings, information posters/media… all designed to avoid unintentionally rewarding the offenders

- **Pro-social (generative or regenerative) measures**:
    - At the **Intervention** stage, Arts and street arts-led activities, Environmental improvement events, Restorative justice activities
    - At the **Involvement** stage, Passenger involved projects, commissions, open competitions

What we have learned through Graffolution…

The time is right, for:

- Recognising that '**secure design doesn't have to look criminal and can be inclusive**'. Secure environments can be more creative in accommodating diverse passenger perspectives regarding the whole experience of rail environments, including graffiti

- Meeting agendas to simultaneously achieve **improved cost-efficiencies and security** with **wider social and cultural values** – e.g.
    - Involving public rail users in more open feedback on specific rail environments
    - Involving artists in maintenance

- Putting anti-social and pro-social approaches in a critical dialogue with each other to find the appropriate balances

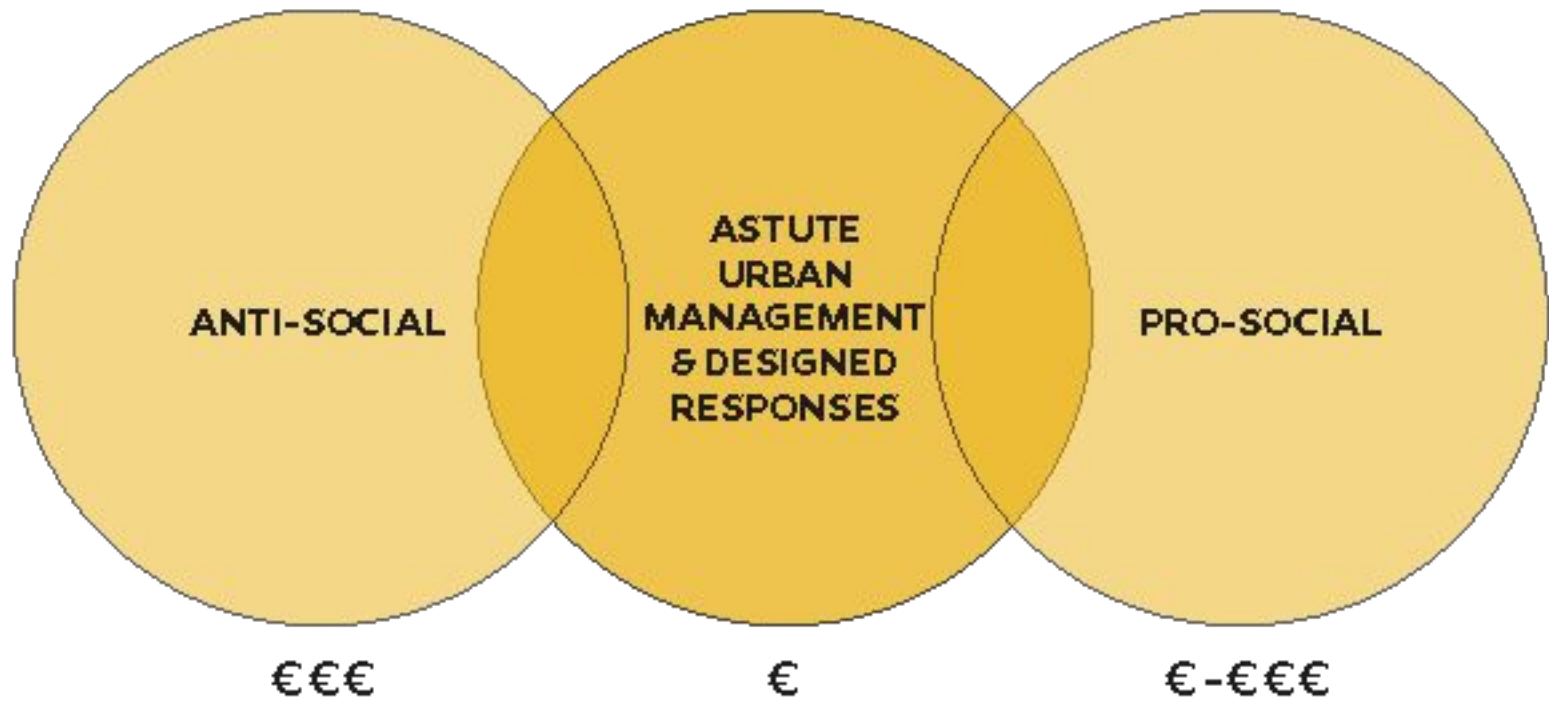# Graffiti strategies for transport can be safe *and* creative!

Urban Legends Exhibition, Rome
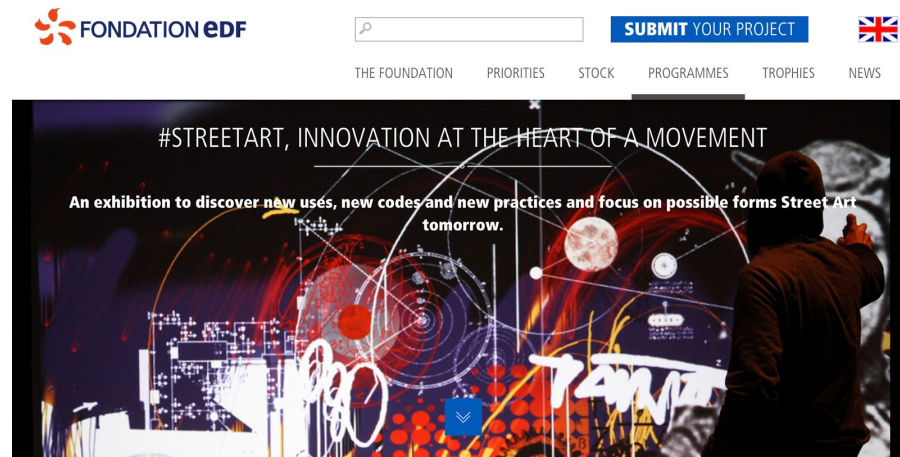
EDF Graffiti Competition, France

Response strategy perspectives

ANTI-SOCIAL

ASTUTE
URBAN
MANAGEMENT
& DESIGNED
RESPONSES

PRO-SOCIAL

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Authorised, Commissioned and Competition Spaces (specific to both public areas and transport contexts):

- This is about design of **spatial management models** with the potential

  - To reduce maintenance and cleaning costs (Implementation, Impact)

  - To keep the transport infrastructure and rail environments more vibrant and colourful (Impact)

  - To drive collaboration and engagement between various stakeholders (Involvement)

Agenda-Diverse Expert Panels / Advisors for Transport contexts:

- Invite wide ranging experts to form transport panels of graffiti and street art management and curation (Involvement)
  - Local authorities, urbanism, policing, transport, enterprise, finance consultants, cleaning/ maintenance
  - Community engagement, academia, creative practice, graffiti, street art
- In this model transport authorities and operators will be able to work closely with other stakeholders
- Contributing experts could earn travel discounts in exchange for their time

Multi-agenda feedback features:

- Resources that incorporate **multi-actor perspectives** and *include* **graffiti outcomes and responses** rather than being purely vandalism or graffiti-led (Intelligence, Intervention, Involvement, Impact)

    - Partly to avoid out-of-context responses to instances of graffiti

    - For example, rather than asking people whether or not they like a particular piece of graffiti, it may be more useful to ask how people feel in a particular environment and what they identify to be influencing those feelings about the place

Common categorisations, shared indicators and data formats

- To boost transparency, understanding of scales of problems, and communication of costs and spending on reporting and managing graffiti

  - Covering anti-social and pro-social driven approaches, as well as merged urban management and design responses (Intelligence, Implementation, Involvement, Impact)

- **Compatible categorisation and data formats** in particular will enable clearer evaluation and knowledge transfer among diverse dutyholders (without sharing personal data) (Intelligence, Involvement, Impact)

Art can beautify infrastructure!

And art can be functional too – security without fear

And finally…

Reducing graffiti doesn't have to be expensive!