



Department
for Transport

Distributional Impacts: Personal Security

TAG Reference

TAG Unit A4.2 - Distributional Impacts

Version Control

Date	Description
Jan-14	Definitive release
17/10/2013	Release of restructured guidance

Contact

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Security Indicator and element of entire journey	Performance for each security indicator			Relative importance of each indicator [B] (High /Medium /Low) (=3/2/1)				Weighted score for each indicator [C] = [A] * [B]			
	Without scheme	With scheme	Change (0/+1/+2) [A]	All users	Older people	Women	Young People	All users	Older people	Women	Young People
Access on foot from origin to the public transport stop	Moderate	High	1	2	2	2	2	2	2	2	2
Site perimeters, entrances and exits	Moderate	High	1	2	2	2	2	2	2	2	2
Formal surveillance	Poor	High	2	2	3	3	2	4	6	6	4
Informal surveillance	Poor	Moderate	1	2	2	2	2	2	2	2	2
Landscaping	Poor	High	2	2	2	2	2	4	4	4	4
Lighting and visibility	Moderate	High	1	2	3	3	2	2	3	3	2
Emergency call	Poor	Moderate	1	2	3	3	2	2	3	3	2
Staffing of facility	Poor	Moderate	1	2	3	2	2	2	3	2	2
Public transport journey between the boarding and alighting stops	Moderate	Moderate	0	2	2	2	2	0	0	0	0
Access on foot from the alighting stop to destination	High	High	0	2	2	2	2	0	0	0	0
Total security improvement score [D] = $\sum[C]_n$								20	25	24	20
No of users affected (<500 users / day is low, >10,000 is high) [E]								Low	Low	Low	Low
Overall assessment of security impacts (all users and vulnerable groups)								N	N	N	N

	Country	Unitary Authority			Region	Study Area	Higher than combined borough average?	Higher than region average?	Higher than national average?
	England	Wokingham	Reading	Combined Reading and Wokingham	South East				
Total	53012456	154380	155698	310078	8634750	70059	N	N	N
Young people	17.65%	19.08%	17.77%	18.42%	17.78%	17.65%	N	N	Y
Old people	16.34%	15.41%	11.45%	13.42%	17.16%	11.28%	N	N	N
Women	50.82%	50.47%	49.92%	50.20%	50.90%	48.60%	N	N	N