URBAN DESIGNING OUT CRIME: A NZ EXPERIENCE
‘PEOPLE IGNORE DESIGN THAT IgNORES PEOPLE’

- FRANK CHIMERO
DISCUSSION:
+ CPTED IN NZ
+ CASE STUDY
+ SUMMARY
National Guidelines for Crime Prevention through Environmental Design in New Zealand

Part 1: Seven Qualities of Safer Places

Part 2: Implementation Guide
## INTERNATIONAL PRINCIPLES

- Natural Surveillance
- Access Management
- Territorial Reinforcement
- Quality Environments/Maintenance

## 7 QUALITIES OF SAFER PLACES

|   | 1. Access
  | Safe Movements and Conenctions |
|---|--------------------------------|
|   | 2. Surveillance and Sightlines
  | See and Be Seen                |
|   | 3. Layout
  | Clear and Logical Orientation  |
|   | 4. Activity Mix
  | Eyes on the Street             |
|   | 5. Sense of Ownership
  | Showing a Space is cared for  |
|   | 6. Quality Environments
  | Well Designed, Managed and Maintained Environments |
|   | 7. Physical Protection
  | Using Active Security Measures |
AWARENESS

UNDERSTANDING
63% viewed the national guidelines as an introductory or beginners guide to CPTED
+EXPERIENCE
+FUNDING
+RESOURCES
A. PEDESTRIAN WALKWAYS

Overview

Many pedestrian walkways and pathways were designed and constructed when CPTED principles were not a design consideration. It was common practice to aggregate pedestrians and cyclists from vehicles and create separate routes that often lacked suitable surveillance, sightlines and ownership.

It is now accepted that segregation of routes should be avoided, particularly if a more direct route can be provided on surrounding streets.

If pedestrian walkways are to be provided within a new development or subdivision they should meet basic design standards including: minimum width and length of walkway, visible entry and exit points, minimum width of footpath, signage, landscaping and lighting. Meeting these criteria ensures that the design of the walkway enhances both the actual and perceived safety for users.

DESIGN TOOLS

- The minimum width for any new walkway should be 6 metres. A wide walkway reduces feelings of enclosure/entrapment for users and enables two persons to pass comfortably.
- Where possible the footpath should be at least 2 metres wide with a 2 metre wide verge on either side clear of vegetation.
- Walkways should be as short as possible. Routes over 50m in length are particularly undesirable when narrow and enclosed as this reduces opportunities for movement/escape.
- Walkways should be easily accessible, visible from a connecting street or neighbouring house/commercial premises and designed to be as straight as possible to reduce blind corners.
- Entrance to walkways should be clearly signed and provision should be made for a clear view of traffic (vehicles, pedestrians or residents) every 50 metres.
- Provide a large radius safety mirror in instances where sightlines are impaired. Avoid convex mirrors as they can distort the image.
- Ensure walkways are well lit. Remember that the need for high quality lighting is often greater on the streets they connect. The recommended level of lighting for pedestrian and cycle routes is at least 1 lux (with seven for recommended for high risk areas). A light source (usually a lamp post) should be provided at a maximum of 20 metre intervals.
- Landscaping within walkways, needs to be carefully designed and maintained. Low ground cover planting should not exceed a height of 600mm and high branching specimen trees should have canopies no lower than two metres to protect sightlines and reduce entrapment opportunities.
- Separate pedestrian and cycleway routes should be avoided. For more direct routes can be provided by way of surrounding streets.
- The placement of seating along walkways should consider the possibilities of sitting and vandalism not appropriately located and managed. The use of single seats or poles separated from each other could deter young people gathering while still providing a suitable sit area for legitimate users of the space.

Where ongoing problems are experienced within walkways (graffiti, vandalism, drug-dealing etc) options to reduce or eliminate these incidents could include widening of the walkway or closure. Both options are likely to be contentious and would require significant consultation with neighbouring landlords and affected parties.

References for further reading:

- Crime and Community Safety Through Environmental Design: Designing with Public Safety in Mind. Macquarie University, NSW, Australia.
- Crime and Community Safety Through Environmental Design: Designing with Public Safety in Mind. Macquarie University, NSW, Australia.
- Community Crime Through Environmental Design: Designing with Public Safety in Mind. Macquarie University, NSW, Australia.
RESPONSIVENESS

Keywords:
- Responsiveness
- Permeability
- Personalisation
- Richness
- Visual
- Appropriateness
- Robustness
- Legibility
- Variety
RESPONSIVENESS (URBAN DESIGN) 7 QUALITIES (CPTED)

PERMEABILITY  →  ACCESS

VARIETY  →  ACTIVITY MIX

LEGIBILITY  →  LAYOUT

ROBUSTNESS

VISUAL APPROPRIATENESS  →  SURVEILLANCE & SIGHTLINES

RICHNESS  →  QUALITY ENVIRONMENTS

PERSONALISATION  →  SENSE OF OWNERSHIP
MANUKAU CITY
CRIME PREVENTION AND SAFETY PROJECT
PREPARED FOR THE MANUKAU CENTRAL BUSINESS ASSOCIATION INC
MARCH 2011
MANUKAU CITY CRIME PREVENTION & SAFETY PROJECT

CPTED WORKSHOP
FEBRUARY 2011

REPORT SUMMARY

LOCATION & ISSUE OF CONCERN

1. Park & Sale
   - Windows opened up
   - Vehicles entered
   - Service law

2. Iearly, trust,
   - Meeting place
   - 15-25 bongers

3. Sport Bar
   - Request from mob
   - Outside Oyster Bar
   - Liquor Bar area

4. Windscreen washers
   - Some of bars earn money for liquor

5. Suggest many liquor bar
   - Can go to Lake & Sale

6. Guada Bar
   - Friday/Saturday night

7. Booze buses, biting

8. Two bars need weather attention

9. Warehouse vegetation?

10. No CCTV cameras
    (third spot) shown cars

11. From skate park

12. No surveillance
<table>
<thead>
<tr>
<th>Plan Reference</th>
<th>Location</th>
<th>Detail</th>
<th>MoJ 7Q’s of Safer Places</th>
<th>Recommendations</th>
<th>Action</th>
<th>Priority</th>
<th>Effort</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>Area to the north of the covered pedestrian entrance (behind Briscoes)</td>
<td>The landscaping behind these shops has fallen into disrepair and is not maintained. This contributes to the area looking rundown and again, detracts from the sense of ownership.</td>
<td>5</td>
<td>Restore/replace landscaping. Treat it like a front entrance and maintain this over time. This is a key elevation facing Cavendish Drive with high visibility. It is important that people viewing the site realise a sense of ownership.</td>
<td>MCBA</td>
<td>Low</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>The Appliance Shed</td>
<td>The opaque window advertising restricts opportunities for surveillance and sightlines out of the building. It also reduces internal activity animating the streetscape and car park.</td>
<td>2, 4</td>
<td>It is recommended that this window advertising be removed.</td>
<td>MCBA</td>
<td>Low</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>57 Cavendish Drive</td>
<td>This entrance is currently cluttered with a large number of signs. This does not support site legibility or orientation. It also makes the site look unkept and messy.</td>
<td>5</td>
<td>It is recommended that these signs be removed and if necessary consolidated into one sign consistent under the umbrella of the shopping centre branding/street address. This helps site legibility, reduces clutter and retains sightlines into the centre.</td>
<td>MCBA</td>
<td>Low</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>57 Cavendish Drive (Cavendish Court)</td>
<td>The lighting in this area is poor. A number of the sphere shaped-like fittings (carpark lights) were not working. New lights which have been attached above - on the same street lamp is causing pockets of shadowing.</td>
<td>2</td>
<td>It is recommended that the sphere shaped light fittings be removed.</td>
<td>MCBA</td>
<td>Low</td>
<td>Low</td>
<td></td>
</tr>
</tbody>
</table>
CITY CENTRE GROWTH PROJECTS

1. MIT CAMPUS
2. BUS AND RAIL INTERCHANGE
3. HAYMAN PARK REDEVELOPMENT
4. STUDENT APARTMENTS
5. PROPOSED HOTEL
6. MULTI-LEVEL CAR PARK
7. POSSIBLE REDEVELOPMENT SITE
8. AUT CAMPUS EXPANSION
and visibility from adjacent streets and buildings.

- The park masterplan indicates development and building along the edge of the park; this is encouraged and supported. Development close to vehicular traffic or gathered along regularly used pedestrian walkways, supports a safer more comfortable environment for pedestrians, due in large part, to the presence of other users.

- Seating areas overlooking the park from the proposed MIT building and along Davies Avenue are encouraged to generate use and activity.

- Hayman Park does not currently celebrate or highlight pedestrian access or entrances. It should be easy for people to identify entrances and exits, find their way around and find each other, and locate public amenities.

- A park of such prominence should be regularly maintained (daily or twice a day) by Council or parks staff. Ideally this would be provided via a permanent team located within or close by the park who would manage such items as; rubbish collection, toilet cleaning, graffiti control, planting, tree pruning and branch clearance, refill gas bottles (if bbq’s are provided), mowing and general weed control etc. This not only creates an impression of ownership and control it also makes it a desirable place to visit because of the regular presence and surveillance of parks staff.

- Hayman Park should complement and be integrated with new and existing street footpaths to develop an open space and pedestrian network that attracts more people. The intention to create a shared pedestrian route along Putney Way to the park will create a visual cue for pedestrians and provides another means of opening the park up as a central playground for Manukau.

- The skate park bowl in its current position in the north western corner of the site is problematic due to the lack of visibility. The park masterplan shows this facility, being relocated adjacent to the new MIT building and transit station. This will be a positive addition/change to the park. The skate bowl should be visible from adjacent roads and buildings. The activity and surveillance provided by people in the adjacent buildings will make this a safer and more used facility.

Figure 7: (Above) Images from the winning design for the Hayman Park masterplan, Matauranga. Source: www.manukau.govt.nz
Proportion of crime by time band
NZ Police data: Jan 07-Feb 10

SOURCE: BEN PARSONS AND ASSOCIATES
THINK CONTEXT.
THINK SPACES.
‘I NEVER DESIGN A BUILDING BEFORE I’VE SEEN THE SITE AND MET THE PEOPLE WHO WILL BE USING IT’

- FRANK LLOYD WRIGHT
PEDESTRIAN MOVEMENT

- INFORMAL PEDESTRIAN NETWORK
- PEDESTRIAN FOCUS POINT
THINK PEOPLE.
MANUKAU CITY CENTRE

347,000m² CAR PARK AREA - 203,000m² BUILDING AREA
higher
lower
source: Manukau City Centre Revitalisation, Space Syntax
CITY RESIDENTIAL
800 METRE WALKING CIRCLE = 10 MINUTE WALK
THINK SMALL + THINK BIG