

CPTED perspective

The International CPTED Association Newsletter

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the green monster

Greenways and CPTED

*Rick Arrington
Board Member
Virginia Safer By Design Coalition*

The current trend in many cities around the world toward clustering businesses, walkable communities as well as the increased emphasis by young professionals in downtown living (due to the green movement) has led to a huge expansion of interest in greenways. Greenways such as trails and linear parks – sometimes called trail systems – have become an area of growth and interest among urban and suburban communities alike.

Many argue the catalyst for building trail systems is the economic growth they bring, the commitment to the natural environment and an improved quality of life. More recently others argue another reason for trails is the rising costs of vehicle fuel.

An example of this interest in greenways can be found in Cycle America, an organization whose mission is “to promote a network of coast to coast, multi-use transportation and recreational bicycle roads and trails.” The Virginia Department of Conservation and Recreation identified in recent surveys that the number one outdoor activity in Virginia is walking for pleasure. Another example: Florida has embarked upon a statewide green infrastructure system. Clearly greenways are not just for recreation anymore.

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Greenways enhance quality of life



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queensland wins cpted design awards

Tony Lake, ICA Director
Queensland, Australia

The document *Crime Prevention Through Environmental Design (CPTED) Guidelines for Queensland* was launched by the Police Minister, Judy Spence, in November 2007. We are proud to announce that the Guidelines won a prestigious 2008 Planning Institute of Australia, Queensland Award for Excellence in the category of Urban Design – Plans and Ideas.

The CPTED concept, that environmental design and the incidence of crime are in some way related, has been increasingly embraced by all levels of Australian and New Zealand government in their new development and community renewal activities. There is recognition that cementing CPTED principles in policy and guidelines is critical to furthering community safety.

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Crime Prevention through Environmental Design
Guidelines for Queensland

Part A:
Essential features of safer places

Queensland Government

New in 2009

january launch for on-line CPTED course

January marks the launch date of ICA's newest product – an online CPTED course. As announced in the last issue of CPTED Perspectives, the ICA Latin America Chapter has now completed translation of the previously successful on-line CPTED course. The new course is the first of its kind in the world. It combines state of the art curricula in CPTED with state of the art in on-line technology.

Designed for students unfamiliar with the basic concepts of CPTED, the course includes 6 learning modules. It includes topics such as introduction to the principles of 1st Generation CPTED, lighting and landscaping, the background theories for CPTED, and real life case studies to demonstrate concepts.

Each course runs over a few months and each learning module is scheduled sequentially from week to week. There are supplementary readings, links, and online videos accompanying each learning module. The manager of the Online program is Macarena Rau, a Chilean architect and CPTED specialist who is also Director of the CPTED Corporation in Chile. Macarena is also Chair of the ICA's Latin America chapter.

For more information go to:
www.chileteve.cl/cpted/apresto



CPTED guidelines... continued

In mid 2005, the Australia and New Zealand Crime Prevention Senior Officers Group developed the National Model CPTED Code and a policy framework to support the Code. In Queensland the Code was endorsed by the Minister's for Police and Corrective Services, Communities, Disability Services and Seniors, and Environment, Local Government, Planning and Women. They agreed to modify the Code to make it relevant to the Queensland environment in the form of CPTED guidelines.

Similarly, other jurisdictions in Australasia have adopted CPTED principles and implemented guidelines. New Zealand introduced CPTED guidelines in 2005, followed by Western Australia in 2006. Victoria's CPTED Guidelines were introduced earlier this century and New South Wales has CPTED legislation in its Environmental Planning and Assessment Act.

In Queensland, a project team was formed to develop guidelines for the State. The team was led by former Inspector Tony Lake, ICA Director and member of the Queensland Police Service, and included representatives from government departments, the Planning Institute Australia and the Urban Development Institute of Australia (Queensland). Towards the end of the project the Department of Infrastructure and Planning was involved owing to a restructure of Planning within Queensland Government.

Significant community, State and local government consultation occurred during the drafting of the Guidelines. Feedback was positive and encouraging. No objections were raised to the Guidelines, or components of implementation of the Guidelines, from the community or local authorities.

The Deputy Premier and Minister for Infrastructure and Planning, the Honourable Paul Lucas MP, who is a patron of the Planning Institute Awards, attended the awards dinner held at the Greek Club South Brisbane on Friday November 7, 2008. The Guidelines also received two Certificates of Merit in the categories of Urban Planning Achievement and Planning Scholarship, Research and Teaching.

The CPTED Guidelines address a wide variety of groups, from decision-makers in industry, government, students and the community at large. They plainly show the connection between the principles of good design and how this can reduce crime and improve safety in the community.

“the fundamental idea of CPTED is that it is possible to use knowledge and creativity to design environments in ways that lessen or prevent the incidence of crime”

***Judy Spence,
Queensland Police Minister***

The judging panel acknowledged that the CPTED Guidelines provide practical and much needed guidance for developers, planners and designers and will contribute to safer, more sustainable cities and towns. “The Queensland Police Service is particularly commended in the leadership displayed by a non-planning agency in committing to this initiative that establishes a clear and comprehensive nexus between the concepts and principles to CPTED and urban design practice”. It is believed that this is the first occasion that CPTED Guidelines have received awards from the planning profession.

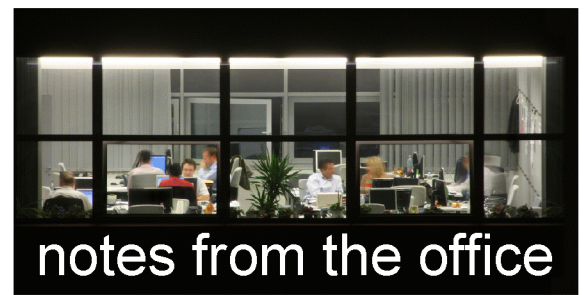
The CPTED Guidelines may be downloaded from the Queensland Police Service website at <http://www.police.qld.gov.au/programs/crimePrevention/cpted.htm>.

For more information please contact the Community Safety & Crime Prevention Branch of the Queensland Police Service: (int)+61+7+32342195 or ICA Director Tony Lake on (int)+61+7+33804600.





*Photos from the 2008 ICA Conference in Calgary
 Busy meetings...top-knotch presentations...fun frivolities!*



Barry Davidson

Happy New Year from the ICA International offices ! I hope you are able to spend some quality time with your family and friends over this festive time of year – that renewal process is important to ensure you continue working to make our world safer and more comfortable for the citizens that live there.

This past year has been an amazingly successful year for the ICA. We have overcome immense challenges on our journey forward. Some of those successes are:

- A very successful International Conference in Calgary in October with close to 100 people in attendance.
- Regular quarterly publication of our *CPTED Perspectives* newsletter reporting CPTED trends, stories from around the globe and ICA events.
- An english language ELearning on-line CPTED program in partnership with Intl Director Macarena Rau in Chile is almost completed.
- The ICA membership has grown by more than 150 active members in 2008.
- Our website has become an active hub of information for members and the public for CPTED information and programs.
- The ICA Certification program continues to grow steadily and is becoming more recognized around the globe.

As we continue to grow and adapt to the ever changing needs of our members we need your feedback. The role of the ICA is to support and encourage CPTED programs and professionals in communities around the world. Our strength lays in the breadth or our membership and depth of that knowledge. Please share what you know and encourage the same of your colleagues and neighbors!

Merry Christmas and may the New Year be safe, prosperous and hopeful!



green monster...continued from page 1

With the increased growth comes an added need for planners and greenway developers to study and understand the various concerns and problems associated with this new "Green Monster," not the least of which is considering safety and security.

Crime on the Greenway

Often when a trail system is first proposed it will be met with opposition by the surrounding community. The major concern expressed is an increase in crime, primarily nuisance crime such as littering, vandalism, noise and loitering by youth. Often as a result of these complaints, planners and governmental entities must put plans on hold to address public concerns. In some cases the public outcry will demand an expenditure of funds to hire consultants to address the crime or safety concerns before the planning process can move forward. The hours and expense associated with addressing these issues are countless and delay the progress of many worthwhile projects.

In a 2002 United Kingdom study examining the travel behaviors and patterns of a greenway, known as the Thames Chase Greenway Project, three significant findings support the use of CPTED elements in creating a safer environment.

Specifically they found:

- open views at park entrances enhance the movement flow within the park
- visibility is an important factor that determines the level of pedestrian movement within open spaces, where dense and tall foliage alongside paths and at park entrances acts as a deterrent to users.

It has also been noted that people who live in urban and suburban areas seem to prefer busy parks and where there is a lack of people within the parks; women and children seem to be deterred from using the space.

Some earlier U.S. studies on greenway crime show that public fears are exaggerated (see Table below). Despite the numerous examples and studies pointing to the contrary, citizens must still be satisfied that steps are being taken to enhance greenway safety in order to garner the needed support and allow forward movement of the plans.

Active Use – A key for Success

After examining these research findings it is clear that the reasons trail systems achieve success and are deemed safe is that they are being used as planned and intended. Some trails are being used more than others because they were designed well, whether intentionally or unintentionally.

The United States Forest Service and the U. S. Architectural and Transportation Barriers Compliance Board have recognized this and developed a trail rating system [Recreation Opportunity Spectrum] that looks at the degree of development to be expected at a site. The rating includes everything from backcountry single-track trails to wide asphalt multi-use trails that can accommodate motorized vehicles for emergency response.

There is a general understanding that all trails do not have the same type of use and users have different expectations. For rural, and backcountry trails, the expectations are different than urban and suburban trails.

With the interest in trail systems growing, some communities are approaching this phenomenon proactively by taking steps to insure that the newly designed trail systems are guided toward safe design and recognizing those that are designed safe. In Virginia, a group known as the Safer By Design Coalition, which is made up of a multi-disciplined group of development professionals from public, non-profit, and private agencies and businesses, have begun working together to educate one another and to provide resources for minimum standards in greenway and trails. These voluntary standards serve as a guide toward developing safer greenways.

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Selected Study Data concerning crime and Greenways/Trails

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| Minnesota Dept. of Natural Resources 1980 American Greenways Fact Sheet: Crime and Vandalism | 75% Landowners on proposed trail thought the trail would bring vandalism and other crime Landowners at existing trails did not support the statement that trail users steal. |
| Seattle Burke-Gilman Trail 1987 | Little or no crime experienced by adjacent landowners Nearly two-thirds of adjacent landowners believed the trail increased the quality of life in the neighborhood None of the surveyed residents thought the conditions were worse after the trail was built. Police officers serving the area that were surveyed responded that there was no greater incidence of burglary or vandalism along the trail. In Long Beach, CA, a 3.1 mile trail along a stretch of the urban waterfront, known for transients, reported a reduction in crime in the area due to the trail. |
| Impact of Rail-Trails Nat. Park Service 1992 Impact of Rail Trails Continued | A majority of property owners experienced no increase in problems since the trails opened. Results indicated that rails-trails are valuable recreation resources that provide a wide array of benefits to users. After 30 years of rail-trail development covering 11,000 miles, it is still true that one of the greatest difficulties encountered in creating one is winning over local landowners. |
| A Feasibility Study for Proposed Linear Park Oregon DOT 1988 | This study demonstrated that three states in which greenways were developed did not experience serious vandalism, trespass, or invasion of privacy. |
| Appalachian Trail Conference 1990 Study | Despite use by 3-4 million persons annually, there were only 0.05 crimes per 100,000 or 1 in two million. The odds were greater of being stuck by lightning than being victimized on the Appalachian Trail. |

Many in the U.S. anticipate the creation of incentive funding to develop new connecting greenways and trails. Communities wishing to develop new greenways should look first to existing public use lands to build favor and then expand upon that success. The desire to build and fund greenways will likely come from private entities with a desire to use the greenway. But funding may also be sought creatively from state and federal grants that are funding a different project in close proximity to the greenway. For example; the Roanoke Valley Greenway Commission in Virginia has successfully tapped into flood reduction funding to build along the Roanoke River, transportation funding to build a portion of greenway along the highway and many other funding sources.

Lessons for the future

The primary lesson learned by those developing greenways and those addressing safety concerns is very simply this; *nobody can go it alone!* The single most important aspect of development and planning in this new arena is to have everyone at the table and respect their input.

Another important lesson: The most important input is from the most often overlooked person: *the end user*. If the community will not use the greenway, it is a waste. It decays, the illegitimate users adopt it, and everyone loses. Along with enlightened political leaders, it is the planner, urban designer, and the development professional who have the wherewithal and responsibility to embrace this changing horizon and develop new skill sets to address it.

Selected web sources of interest

www.bronxriver.org
www.countryside.gov.uk
www.trailsandgreenways.org

www.lih.gre.ac.uk/plan/greenways
www.nationalbicyclegreenway.com
www.americantrails.org

www.greenway.org/chamber
www.plannersweb.com (#10)
www.vop.dcr.virginia.gov



professional development – CPTED studies

Diane Zahm, ICA Chair

“Scandinavian Prospects for a Place-Based Randomized Experiment on Burglary Reduction”, Sorensen, David W M. *Journal of Scandinavian Studies in Criminology and Crime Prevention*, Volume 8, Number 1 (2007) pages 97-112

“Crime Prevention in Australia: Beyond What Works?”, Cherney, Adrian and Sutton, Adam. *The Australian and New Zealand Journal of Criminology*, Volume 40, Number 1 (April 2007), pages 65-81

“Schools as Criminal “Hot Spots”: Primary, Secondary, and Beyond”, Paula M. Kautt and Dennis W. Roncek. *Criminal Justice Review*, Volume 32 Number 4 (December 2007) pages 339-357

“Potty Parity in Perspective: Gender and Family Issues in Planning and Designing Public Restrooms”, Kathryn H. Anthony and Meghan Dufresne. *Journal of Planning Literature*, Vol. 21, No. 3 (February 2007) pages 267-294

“Segregation and Victimization: Neighbourhood Resources, Individual Risk Factors and Exposure to Property Crime”, Felipe Estrada and Anders Nilsson. *European Journal of Criminology*, Volume 5, Number 2, Pages 193–216

“Associations Between Neighborhood Open Space: Attributes and Quality of Life for Older People in Britain”, Takemi Sugiyama, Catharine Ward Thompson, and Susana Alves. *Environment and Behavior*, Volume 41 Number 1 (January 2009) pages 3-21

The Eye of the Camera: Effects of Security Cameras on Prosocial Behavior. Thomas J. L. van Rompay, Dorette J. Vonk and Marieke L. Franssen. *Environment and Behavior*, Volume 41 Number 1 (January 2009) pages 60-74

This study addresses the effects of security cameras on prosocial behavior. Results from previous studies indicate that the presence of others can trigger helping behavior, arising from the need for approval of others. Extending these findings, the authors propose that security cameras can likewise trigger such approval-seeking behaviors by implying the presence of a watchful eye. Because people vary in the extent to which they strive for others’ approval, it was expected that the effects of security cameras on prosocial behavior vary with participants’ need for approval. To test these predictions, an experimental study was conducted with “presence of security camera” and “need for approval” as independent variables. Results showed that participants indeed offered more help in the presence of a security camera but only to the extent that this helping involved public or observable behavior. As expected, this effect was more pronounced for individuals high in need for approval. Practical implications and suggestions for future research are discussed.

Crime Prevention in Australia: Beyond 'What Works?'. Cherney, Adrian and Sutton, Adam. *The Australian and New Zealand Journal of Criminology*, Volume 40, Number 1 (April 2007), pages 65-81

Recent decades have seen governments around Australia launch crime prevention policies to much fanfare. Often, however, achievements have fallen well short of expectations. A key problem is that too many attempts to develop and implement crime prevention have not thought through and articulated what relevant strategies might signify and hope to achieve. In the absence of a basic understanding of, and agreement about, the overall enterprise in which central and local players are engaged, program sustainability and drift problems prevail. Attempts to overcome these difficulties simply by maintaining that policies must be based on 'what works?' principles are not helpful. This article works through the implications of the above observations for the way crime prevention strategies should be designed and administered. It argues that commitment to flexible problem identification and solving in the context of a clearly articulated crime prevention planning process is critical to success. However, for crime prevention to emerge and be sustained, governments must see it as consisting of a dialogue between central and local levels. This will only be achieved if strategies developed by the centre are informed by, and reaffirm, a clear political vision and sense of mission.

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Prevención de la Delincuencia Mediante el Diseño Ambiental

**CPTED Introductory Program:
 5^o Version starting on January 5, 2009.**

CPTED Región Corporation www.cpted-region.org is inviting you to be part of the **e-learning program in order to get a diploma in CPTED methodology for the introductory level.**

This diploma is given to professionals after completing a basic CPTED training course. This course has the seal of approval of ICA International and has been designed with the highest standards to fulfill the world wide requirements for people who work in programs for safer urban spaces.

Classes are done through the technological CPTED Region internet platform, and lasts for two months. It is composed of 6 modules teaching from basic CPTED concepts to delivering hands on practical tools for CPTED strategies.

Cost of the course: \$1.000 USD
 For more information and on line registrations please write to info@cpted-region.org or prosser@cpted-region.org

Greetings from **CPTED e-learning team**

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