

CPTED PERSPECTIVE

RAILING ALONG IN NEW ZEALAND



CPTED IN NEW ZEALAND

Laurie Gabites
Regional Director ICA
Wellington, New Zealand

Tony Lake
ICA Director,
Brisbane, Australia

IN THIS ISSUE:

CPTED in New Zealand, page 1, 2
Motel crime in California, pages 1, 4
Bogota back from the brink, page 3
Street furniture in the UK, pages 5, 6, 7
ICA Notes from the Office, page 7
Co-designing against bike theft, page 8

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.

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 New Zealand the Code was endorsed by the Minister for Justice who agreed to have the Ministry of Justice modify the Code to make it relevant to the New Zealand environment in the form of CPTED guidelines. **CONTINUED PAGE 2**



AWARD WINNER TACKLES MOTEL CRIME

Gregory Saville
CPTED Perspective Editor

When it comes to neighborhood crime risks, how do we take action? Too often we rely on CPTED or Design Out Crime checklists.

Far too often policy comprises written checklists or CPTED surveys that practitioners apply when a new development proposal lands in their in-basket. While checklists are expedient, seldom is their goal to engage a multi-disciplinary team, including those from the neighborhood, to review the proposal. Nor is the goal to use a careful diagnosis to determine what might work and what might not.

CONTINUED PAGE 4





CPTED in New Zealand Continued

New Zealand introduced National CPTED guidelines in November 2005. The Guidelines may be downloaded by visiting the Ministry of Justice website at <http://www.justice.govt.nz> and searching for 'CPTED'.

Since the introduction of the Guidelines, many municipalities in New Zealand have taken the principles on board and introduced CPTED policies and procedures. CPTED training was initially offered by the Ministry of Justice and may now be completed through Local Government New Zealand (www.lgnz.co.nz) and the International Security Management & Crime Prevention Institute (www.ismcp.org).

In embracing CPTED as a tool to improve safety local authorities in New Zealand would now question why you wouldn't take account of CPTED principles in any new or redevelopment in the public realm.

It makes a lot of sense as no one wants an unsafe park or public space. The challenge now though for local councils is to look at innovative ways to better engage the community in identifying issues and seeking solutions. With community engagement high on council's agenda taking an approach where the community itself might well be a part of the solution seems a logical next step.

As one example Wellington City Council was involved in the development of the National CPTED Guidelines. This created a great environment to ensure they formed a part of business as usual around the planning, development and maintenance of the public realm. To support this all design briefs identified those submitting plans 'must' take account of the National CPTED guidelines, the Urban Design Protocol and the lighting standards.



Safety audits and CPTED surveys need to take environmental cues into account. Drug dealers often throw running shoes over power lines to indicate nearby locations where they deal drugs.

New Zealand.....

This has ensured not only safe design but increased awareness amongst a wider range of people associated with working in the public realm.

The use of CPTED associated with safety audits in a range of settings, early engagement with the community and the adopting of a wide community safety approach has supported Wellington's 'safe city' image.

BOGOTA BACK FROM THE BRINK

*Gregory Saville
AlterNation Consulting*

The December issue of Utne Reader magazine features 50 Visionaries Who Changed the World. Among the obvious - the Dalai Lama, global AIDS pioneer Wafaa El-Sadr - is Enrique Penalosa.

Enrique Penalosa is an urban planner and from 1998-2001, Mayor of Bogota, Columbia - a city of 6-10 million (depending who you ask). In 1975 his father was Secretary General of the inaugural UN Habitat conference in Vancouver, a successful UN program that continues today.

Bogota is a city many associate with drug cartels and crime. Today it is a different place. It is a place from which we can learn important lessons on urban safety and vitality.

One of Penalosa's sentiments of interest to CPTED practitioners is his views on urban safety and cars: "The essence of the conflict today is really cars and people. That is the essence of the whole discussion. We can have a city that is very friendly to cars, or a city that is very friendly to people. We cannot have both."

During his tenure Penalosa made radical improvements in Bogota: housing the poor, reclaiming public spaces, planting more than 100,000 trees and transforming a dismal downtown roadway into a dynamic public space for pedestrians.



He cut rush hour traffic 40% by enhancing public transit, restricting private cars in the central city, pollution abatement, creating the world's largest pedestrian street, building hundreds of kilometers of bike paths and greenways and rehabbing 1,200 parks. Bicycling quadrupled to 400,000 people per day.



He encouraged bollards to restrict sidewalk parking and introduced the idea of a global Car Free Day. The Project for Public Spaces says Penalosa helped "transform the city's attitude from one of negative hopelessness to one of pride and hope."

Somehow he managed to get citizens in marginal neighborhoods involved in rebuilding their streets and neighborhoods.

Today Peñalosa is a visiting professor at New York University. He is researching and writing a book on urban development. Of special interest to CPTED practitioners is his contention:

"There is no absolute distinction between public and private spaces, or a smooth scale from one state to the other. Rather there are inversions and paradoxes. Almost all spaces of a city are in fact impure... [they are] hybrids of public and private.

If you want to know more about this remarkable pioneer, watch an interview with Enrique Penalosa at <http://www.streetfilms.org/interview-with-enrique-penalosa-long/>



Why should CPTED tackle fear? A front lawn sign in Jackson, Mississippi says it all. This resident uses humor, but actually displays fear.

MOTEL CRIME

CONTINUED FROM COVER

There are other approaches to implement CPTED strategies that are far more effective. In November one example was presented at the International Problem Oriented Policing conference in Anaheim, California. The winner of the 2009 problem solving awards was Reducing Disorder in Budget Motels, by the Chula Vista police department in California.

The project resolved crime riddled motels infested with drug dealers, prostitutes, and a flood of violence. Only after a careful analysis did they craft a response with CPTED, property improvements, targeted enforcement, incentives, and improved management strategies. CPTED practitioners will be interested to know they created a guidebook from which others can learn (http://www.popcenter.org/problems/budget_motels/1).

Chula Vista prevention practitioners started with the worst offenders, gave suggestions for how owners could gradually enhance their properties and let them choose strategies they could afford. They tracked improvements over a few years. Where compliance faltered, they moved in. The better motels became models for the worst.

Practitioners didn't assume the checklist position in their research stance. They avoided blind adoption of policy or programs. What made the difference is the means by which they took action during their research.

Changes included management and rental policies, better enforcement, and design changes such as

- Prohibiting back-in parking
- Better access control to the properties
- Installing CCTV
- Improving lighting and enhancing natural surveillance
- Incentives for upgrading and beautification

Some high offender properties, especially those who would not comply with the new regulations, were refused licenses to operate and were shut down.

Interestingly, the guidebook indicates that implementing "Crime Free Hotel-Motel" programs were not effective as they "focus on process rather than outcomes".



STREET LIFE ARE YOU SITTING COMFORTABLY?

The context of street furniture

When designing street furniture it is important to address the many different contexts of use, types of user drivers, and potential abuser scenarios. The core issue is that public seating is related to many social issues, not just street furniture design.

Tim Long and Jane Debono from Camden's *Clear Zone Partnership* saw an opportunity in London's celebrated Covent Garden to locate a new bench design. There was a perceived need to create more seating for users and a new square. They also recognised that the design of a simple bench needed the brainpower of more than just the local Council to get the design "fit for purpose". Consequently having worked the Design Against Crime Research Centre (DACRC) to deliver anti-theft bike stands they wanted a repeat success.

Camden employed a small independent design team, *Factory First*, who generated 15 design street furniture concepts before mirroring DACRC's methodology and showing three final designs to a diverse group of stakeholders and advisors including DACRC and Crime Prevention Design Advisors from the Camden Metropolitan Police.

Lorraine Gamman and
Adam Thorpe

*Design Against Crime
Research Center*

Thanks to some exciting innovations in Camden, UK, for the first time in decades public street furniture has been given a remake. Camden has provided urban designers a clear list of issues that need to be addressed to design out crime. This article presents research into new design specifications and two examples where they have been applied to public benches.

From 1975 to date, ideas of famed urban writer William H. Whyte informed American policy on public seating (Whyte's work inspired the Project for Public Space and he was the first to publish Jane Jacobs' writing). Camden's specifications for new street bench design have moved beyond Whyte's ideas.

Faced with complaints about street drinking or anti social behaviour connected to street benches, toilets and dustbins, many UK local councils have decided simply to *design out street furniture*.

They remove seats, toilets and bins from public space much to the annoyance of members of the public who wish to use them and who are now complaining about lack of on-street provision.

The Camden and Brighton Councils have had a go at addressing the problem head on. They are trying to generate new street furniture design that can help manage problems such as vandalism and anti social behaviour. They have recently adopted a user/abuser-centred design perspective to try and get the design of street seating "fit for purpose".



CONTINUED PAGE 6



ARE YOU SITTING COMFORTABLY

CONTINUED FROM 5

A wooden prototype bench and bin was tested in July 2009. Officers assessed the design and surveyed public opinion. People found them comfortable, easy to sit on and get up from, and instinctively used the bag recess. An unexpected benefit is that people more readily share this bench, with it seating 9 people, made up of several different groups at one time.

Factory First's concrete benches for Camden (see photos) were installed in Covent Garden in September 2009 having survived a very tough Specification Review (available from DACRC) as well as expert review.

Camden argues there are 5 reasons why the above bench design is likely to be successful, see their review of specifications. Interestingly these concrete benches provide different seating zones and this means more people can actually use the benches. As well the bench is effective in resisting some anti-social problems and avoids unnecessary maintenance costs. For example, skateboarders got bored trying to use them as the design was not found to be conducive to skateboarding. Factory First's design encourages more intuitive sharing of seating spaces reducing a common bench problem where one or two people often monopolise the entire street bench.

DACRC's initial observations indicate the new Camden benches appear to be very well used, though some users we interviewed were not completely satisfied with how they looked. They agreed with our view that there is a need for more aesthetic experiments to improve the look of the benches. However, the majority of people we spoke to were simply grateful for somewhere to sit and each their lunch.

Camden is currently reviewing the colour and graffiti coatings used on these benches to improve their look. DACRC are also suggesting that the tough specifications created by Camden could give rise to a whole range of new robust seating designs for the street.

The case of Brighton and Hove

A similar project tackling an identical problem in another UK city is the work of Matt Eastell of Brighton and Hove City Council's Environment Improvement Team. They have also been faced with similar street seating problems. Residents were fed up with people gathering to drink on a bench near their homes in the evenings, leading to regular problems of noise and anti-social behaviour. Eastell worked with his team in Brighton, the local community, and a local blacksmith to try and resolve the dilemmas posed by the location of a humble bench. Together they came up with the idea of a customised lockable fold up bench. During the day neighbours can sit out and after dark the wall-mounted bench can be folded up and locked away. It's a bespoke solution that wouldn't work everywhere. But maybe it has some elements that could be used to address vandalism and the night time economy. [Continued on page 7](#)



Continued from 6

While this simple one off idea has been executed without the same level of stakeholder involvement and feedback as Camden, both situations share the understanding that small practical design decisions and improvements can make a real difference in preventing crime and anti-social behaviour.

Camden is cautious about grandiose statements and are currently measuring the effectiveness of their designs, evaluating how they are being used and what users think before making any final decisions about their success. They do report, however, that after one month they have had no complaints or issues to address which they find very encouraging.

Interestingly the British security service, MI-5, has reviewed the designs and are offering to test them with regards to anti-terrorism and ram raiding requirements. If Camden is successful in the testing phase, it will open up many new locations where Camden might be able to use their new benches such as outside rail stations, tube (subway) stations, major shopping centres, and so forth.

The Camden brief promotes the idea that street furniture needs to be robust and linked to commonly anticipated crimes. It also that furniture is easy to use and easy on the eye. Both Brighton and Camden street furniture specifications offer designers much to think about in terms of how best generate street furniture.

The ICA has been very active over the past few months preparing for our first on-line election (watch for a notice in your mailbox over the next couple of weeks) and assisting organizations in the community to spread the approach we utilize as CPTED practitioners and professionals. We also have dedicated members who have been working diligently on our newsletter and an exciting new set of guidebooks that we will have available for sale on our website! Special thanks to Greg Saville and his team for the incredible work that has gone into this project and for allowing the ICA to be a significant partner in the process.

Work on the upcoming 2010 ICA International Conference has begun and we have put together an excellent organizational team that will deliver one of our finest conferences ever. Mark the dates of October 18-20, 2010 to come to Calgary and experience this valuable event. Your organizing committee will have more information and a call for papers out shortly.

The ICA Certification program continues to grow and we are developing the credibility that will allow us to become the finest benchmark for practitioners working within the realm of CPTED. Take some time to review the requirements and let your experience and expertise be recognized through our program.

Until next newsletter stay safe, keep up the great work that I know you do in our communities and remember to mark those dates for next year. We look forward to seeing you there!

Soliciting help from practitioners

DACRC has plans to expand their research on street benches including examining anti-crime street bench design guidelines in the rest of the world and assigning their own designers to have a go at this design challenge.

One product of this new research is to develop a risk assessment tool for public seating. Consequently, DACRC is soliciting feedback from members of the International CPTED Association and associated design out crime/CPTED regional associations around the world regarding the designs we have selected and design issues described in this article.

DACRC is also requesting help from readers of CPTED Perspective and other interested persons in the form of any robust design specifications that are available. We are particularly searching for international guidelines about public seating to ensure the best generation of future street furniture design and will share a summary of this research in CPTED Perspective when our research is complete.

For more information contact CPTED Perspective editor Gregory Saville at www.safe-growth.blogspot.com, or Lorraine Gamman and Adam Thorpe at l.gamman@csm.arts.ac.uk/exed.ada@googlegmail.com

THE FINAL STORY

Co-designing against bike theft

Lorraine Gamman and Adam Thorpe

Design Against Crime Research Center

The *caMden* and *Butterfly* bike stands were developed in the UK with the manufacturer Broxap for Camden, linked to Design Against Crime Research Center (DACRC) at Central Saint Martins College of Art and Design, University of the Arts London.

DACRC's design review process requires expert review of all designs so that early improvements in design prototypes can be linked to stakeholder feedback, experience and knowledge. By testing designs on the street with users, DACRC helped get the bike stand design spec right; any problems encountered with use were addressed at final prototype stage. The *caMden* and *Butterfly* bike stands were deemed successful based on user feedback evaluated by the Jill Dando Institute of Crime Science. Their research showed our bike stands help to improve locking practice and thus reduced bike theft.

Since the Design Against Crime Research Centre (DACRC) emerged in 1999 our problem solving has used a multi disciplinary approach.



We bring together designers, design catalysts and researchers as well as multi disciplinary research teams; criminologists and crime scientists, anthropologists, engineers, manufacturers, the police and other stakeholders. Our goal is to design out opportunities for crime and to commercialize DAC ideas. Sometimes our approach is about design *questioning* more than *problem solving*. It is often about using *design thinking* to look at the wider social context, or to enable stakeholders and partners, who we regularly involve in all our projects, to do that too and to help us innovate.

This approach is becoming more common to design. Hilary Cottam and others (2006) calls this process "Transformation Design", and incorporates ideas about "co-design" and "participatory design" into this account. For more information on the DACRC design methodology see

<http://www.designagainstcrime.com/index.php?q=designmethodology#DacMethod>

CPTED Perspective is the newsletter of the
INTERNATIONAL CPTED ASSOCIATION

Box 13, Site 17, RR 2,

Strathmore, Alberta, Canada – T1P 1K5

Phone: Int + 1-403-668-7085



Fax: Int + 1-403-278-4965



Email: office@cpted.net

Editor: Gregory Saville

www.cpted.net

