Community Safety Design Guide
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Open Space well maintained, pedestrian paths with good sight lines and surveillance results in a safe place.
1.0 Introduction

The purpose of these guidelines

Community safety is a priority of the Northern Territory Government. The design of buildings and public spaces, and the way land uses are set out in cities and towns can have an important influence in creating or eliminating opportunities for crime and the fear of crime. Through the planning system there is an opportunity to positively influence development outcomes by ensuring crime prevention is an important consideration as part of the development assessment process.

This Community Safety Design Guide advocates and encourages urban environments in the Northern Territory that are safe and feel safe. It is intended to be a guide that can be used by applicants as part of the design process, and as an assessment tool when the Consent Authority considers development applications. The Guide sets out a series of key safe design elements in the following manner:

- Safe design context and objectives – these must be applied to all development and land use proposals;
- Design guidelines – these are recommended solutions as to how development applications can comply with the key principles. Some guidelines may be more or less relevant to particular circumstances.
- Examples – illustrations of do’s and don’ts for each principle

In addition to new developments, the Community Safety Design Guide is also applicable to existing places and spaces. Owners and Managers are encouraged to continually assess the existing situation around their buildings and open space areas to ensure that these are safe environments.

A tool to assist with safe design is a community safety audit. A check list is set out in this guide (see Section 5), and this can be applied to situations like shopping centres, retail outlets, transport nodes, and out door dining areas, as well as residential and recreational areas.

A community safety audit checklist outlines key safe design elements, as well as principles and issues to consider about the existing conditions of a site or neighbourhood. This will ensure that a proposed design or any development upgrade responds to relevant local crime and safety concerns.

Community safety in the planning system

Consideration of community safety is an important part of the Territory’s planning system. The Northern Territory Planning Act requires that assessment of a development application must take into account the public interest, including community safety through crime prevention principles in design. Promotion of safe communities is also a core principle of the Northern Territory Planning Scheme.

The Community Safety Design Guide is a reference document to the Planning Scheme. Under the provisions of the Planning Scheme:

- applications for a use or development must demonstrate consideration of the Guide; and
- the Consent Authority must have regard to the Guide and ensure that a use or development or proposed use or development is consistent with the Guide.

The safe design principles contained within this Guide should therefore be considered as an integral part of the design process to ensure that a proposal will comply with the provisions of the Planning Scheme and Planning Act.

Application Requirements

An application for use or development must consider and complete the checklist set out in Section 7 of this guide. An application needs to show how the proposal has met the objectives of Sections 2, 3 and 4 of the guide and contributed to the creation of safe communities.
Design for community safety

The principles and guidelines set out in this Guide are based on a concept known as Crime Prevention Through Environmental Design (CPTED). The main idea behind CPTED is that when buildings, neighbourhoods and public spaces are designed to incorporate safe design principles, this can reduce opportunities for crime against persons or property, improve community perceptions about safety and enhance liveability of urban areas.

While the idea of building to provide for safety has traditionally involved a fortress mentality of high walls and segregation, CPTED instead encourages providing opportunities for observation of people and their surrounds so that crime and inappropriate behaviour may be detected and people feel safer using the public realm. This is known as passive or informal surveillance.

Other key components of the CPTED design approach which need to be integrated with passive surveillance are:

- Access control – influencing where people can go and cannot go to minimise criminal opportunities and provide for safe routes;
- Territorial reinforcement – creating environments that people are familiar with and can make their own through a sense of neighbourhood; and
- Management and maintenance – well maintained places that people are proud of are less likely to attract unwanted activities.

CPTED strategies can be applied to all forms of development, whether they are major developments which generate high levels of activity or smaller developments that contribute to the wider urban form.

Active street frontages and activity enhances community safety

Community pride; well maintained and safe environments

Local architectural styles that encourage passive surveillance
2.0 Core Design Principles

Surveillance

Context

Passive surveillance is the natural observation of the public realm and people going about their business. Passive surveillance is an important crime deterrent because it increases opportunities for criminal activity to be observed.

A greater probability of detection makes places less attractive targets for criminal behaviour. Additionally public places that are over looked by buildings increase the sense of security for people passing through those places.

Passive surveillance opportunities can be enhanced through the thoughtful design of buildings. Balconies and windows that are orientated towards and overlook the public realm are important elements in increasing passive surveillance.

Objective

– To ensure that development contributes to the safety of areas by optimising the opportunities to provide passive surveillance of public spaces, communal areas, streets and car parks.

Guidelines

– Orientate windows, balconies and verandahs to overlook public spaces and streets.
– Ensure that residential building facades that face the public realm are connected to habitable rooms which provide windows and other openings that overlook public spaces.
– Ensure that the ground level of commercial buildings are designed to maximise opportunity to activate frontages and allow clear observation of streets, plazas and malls (public spaces).
– Encourage mixed use development in town centres to facilitate day and night surveillance of public spaces.
– Ensure front fences are either:
  – Visually permeable (not solid); or
  – Less than 1.2 metres high to enable surveillance of the street

Balconies overlooking the street provide opportunity for passive surveillance

This apartment building design maximises the ability of residents to overlook the surrounding areas

A blank wall to this building adjoining a public car park does not provide opportunities to view the public realm from the building.
Sightlines

Context

Clear sightlines provide uninterrupted views of paths, public spaces and entrances. Clear sightlines provide individuals with the opportunity to see the route ahead of them and identify possible risks. It is also important to consider the views of passing motorists, cyclists and pedestrians when assessing sightlines to ensure that passive surveillance is maximised.

Elements such as high walls, dense vegetation and concealed entrances can obscure views and should be avoided wherever possible.

Objective

– To ensure that built forms and landscaping do not obscure sightlines and allow a clear view of public spaces.

Guidelines

– Ensure that building entrances are clearly visible and do not provide opportunities for concealment.
– Glazed doors or glazed panels in doors should be installed in the entries of publicly accessible buildings to provide clear views into entry foyers and clear views out to the street.
– Establish clear sightlines across public spaces, along pathways and between buildings.
– Design site layouts so that pedestrian routes and destination points are easily identifiable and have clear sightlines.
– Avoid landscaping that creates barriers or restricts sightlines.
– Locate facilities such as bike racks in proximity to building entrances.

Low vegetation and high branching trees ensure clear sightlines

The curve in this footpath along a shopping centre frontage and the landscaped edges prevent clear sightlines for pedestrians.
Mixed use areas and activity generators

Context

Mixed use areas are places that provide a range of facilities and usually include civic, commercial and residential components.

A mix of uses in an area results in a place that is accessed throughout the day and evening by different groups of people utilising the various facilities.

Activity generators increase the patronage of areas and results in more people throughout the day and evening being present in an area and therefore increasing the passive surveillance of the area’s public realm.

Mixed use buildings that have a residential component can also provide the opportunity for passive surveillance after business hours in a town centre.

Objectives

– To increase the level of activity within areas to enhance passive surveillance opportunities.
– To extend the hours of activity in an area to include after business hours.

Guidelines

– Encourage the co-location of compatible uses to enhance synergies in use and increase linkages and movement between buildings.
– Locate activity generators at interfaces with the public realm to maximise opportunities for surveillance of streets and public spaces.
– Encourage the development of mixed use buildings to provide passive surveillance of town and neighbourhood centres after business hours.

A varied mix of activities will ensure that there are people around throughout the day and evening.

A public street with facilities for a market provides opportunities for activity and passive surveillance.
Design of building exteriors and openings

Context

The design of building facades and the location of entrances, windows and balconies can directly support safety and reduce opportunities for criminal behaviour.

Careful building design can remove elements that provided opportunities for concealment, entrapment, unlawful entry and vandalism.

Objectives

– Reduce opportunities for criminal behaviour through the design of building facades.
– Design buildings that provide spaces and entries that are safe and highly visible.

Guidelines

– Ensure that entrances to buildings are clearly lit, articulated, secure and orientated to face the street or a public space.
– Locate lifts, stairwells and ramps in visible locations, ensuring that they do not provide entrapment opportunities.
– Ensure that loading, delivery and car parking areas are well lit and secure.
– Areas of blank wall facing streets, public space and car parks should not exceed 2 metres in length.
– Design entrances and facades to limit opportunities for concealment and entrapment.
– Carefully design elements (such as balconies and fences) so that they do not provide ‘ladders’ to buildings.

Poorly located building elements can operate in conjunction to provide ladders that assist unlawful entry.

An active street frontage with balconies and clear sight lines provide good opportunities for passive surveillance.

A blank street façade and poor interaction between the pedestrian entrance, the vehicular gateway and the street provide opportunities for concealment.
Lighting

Context

Lighting is a central element of crime prevention and community safety. The level of lighting provided in an area directly affects both perceived and actual opportunities for crime.

Poorly illuminated public spaces discourage people from using the public realm at night which reduces passive surveillance of areas. These perceptions are not unfounded; areas with low levels of lighting do provide increased opportunities for concealment and other criminal activity such as vandalism.

Streets with little or no activity at night due to low levels of lighting are unwelcoming places that discourage use.

Well lit public spaces encourage night time use and increase the activity and passive surveillance of an area. This enhances people’s sense of safety in an area.

Objectives

– To increase the level and quality of lighting in public spaces.

– To encourage night time activity in designated areas of the public realm.

– To make pathways in public spaces clearly visible and inviting at night.

Guidelines

– Utilise multiple light sources to provide consistent lighting levels and to reduce contrasts between shadow and light.

– Ensure that all recessed spaces and entrances to buildings are well lit.

– Ensure that all awnings provide under awning lighting.

– Ensure that lighting illuminates pathways and potential entrapment locations rather than windows and roads.

– Place lighting fixtures in positions that will not be blocked by mature vegetation.

– Utilise targeted lighting to identify safe routes in the public realm at night.

– Avoid placement of unshielded lighting at eye level.

– Low set lighting such as bollard lights should only be used to augment other lighting and not used exclusively to light spaces.

– All pedestrian lighting is to comply with Australian Standards AS1158.

– Ensure that lighting fixtures are vandal proof, well maintained and promptly replaced if damaged or not functioning.
Signage and way finding

Context

Way finding is the use of symbols, cues and signage to help navigate through areas.

Symbols, cues and signage guide the appropriate use of spaces and make inappropriate use obvious to others.

Public use of an area can be readily guided by symbolic and literal means. Barriers (such as fences and vegetation) can clearly identify boundaries.

Subtle measures such as changes in surface textures and colours can indicate a change in ownership or conditions.

Objectives

– To provide clear information for people to easily and safely navigate the public realm.
– To clearly indicate permissible and prohibited uses in public areas.
– To signify ownership and boundaries between public and private realms.

Guidelines

– Signage should identify where assistance and key areas can be located such as telephones, taxis, toilets and bus stops.
– Signage should be visible, concise, vandal proof and easily maintained.
– Provide clear and regular signposting along major pedestrian thoroughfares and at key locations.
– All signage is to comply with Australian Standards AS1428: Design for Access and Mobility
– Illuminate signage which is essential for night use.
– Locate signage where it will not be obscured by vegetation.
– The use of pavement treatments (including material, colour, texture and patterns) can be used to delineate boundaries, activity use and direction.

Signage should be simple and legible, and may include a combination of text and cues

A location map with directional indications is a useful way finding tool for the public

Street furniture and paving materials can be used to define boundaries in a streetscape
Movement predictors and entrapment locations

Context

A movement predictor is a predictable or unchangeable route or path that offers no choice of alternative routes to pedestrians.

Entrapment locations are areas that provide concealment for perpetrators and screening for their activities.

Examples of movement predictors are pedestrian bridges, underpasses and laneways.

Bridges, stairwells and laneways are necessary elements in the pedestrian movement network. The potential for a location to provide entrapment opportunities can be more easily eliminated through thoughtful design.

Where movement predictors can be avoided, careful design of the surrounding area must be undertaken to ensure that potential entrapment locations are not created in proximity to movement predictors.

Objectives

– Minimise the number of movement predictors in the public realm.
– Ensure that the design of public spaces and all buildings eliminate entrapment locations and opportunities.

Guidelines

– Eliminate movement predictors and potential entrapment from designs where ever possible.
– Provide clear sightlines and adequate lighting where movement predictors can not be avoided.
– Allow adequate distances between pathways and any potential entrapment location to provide pedestrians with increased reaction time.
– Ensure that predictable routes are clearly visible from the surrounding area and provide potential alternative routes for avoidance or escape.
– Ensure that vegetation does not provide concealment opportunities.
– Identify alternative routes through signage.

High shrub planting restricts clear sightlines and provides opportunities for concealment and entrapment.

This laneway presents an entrapment risk there are concealment spots and it offers limited escape routes.

This laneway has clear sightlines and active frontages on at least one side..
Well maintained streets, good surveillance and community pride
3.0 Urban Contexts

Residential

Context

Residential areas should have a clear and legible structure. Street patterns that create isolated areas should be avoided.

A variety of uses should be encouraged within residential areas to promote street activity throughout the day.

A mix of housing types and lot sizes should be provided within neighbourhoods to promote a diverse, interesting and vibrant community.

Residential areas should aim to maximise the surveillance of the public realm including streets and parks, as a deterrent to crime.

Objectives

– To reduce the opportunity for criminal and anti-social behaviour within residential areas.
– To design and develop safe, connected, legible and vibrant spaces and places.
– To promote a sense of community and improve the quality of life within residential areas.
– To encourage small business operations from home as these provide additional passive surveillance and promote street activity during various hours of the day.

Guidelines

– Streets should be designed to ensure there are clear and legible movement paths for pedestrian, cycle and vehicular traffic. Long sightlines are encouraged to increase surveillance and ‘way finding’ abilities.

A modified grid layout for residential neighbourhoods is clearly legible, provides safe connectivity and opportunities for overlooking of public spaces.

A transparent front fence, habitable front rooms and a balcony ensures that this house is an active element of the streetscape.

Solid front walls block views to and from the street which reduces the opportunities for passive surveillance and the interaction between private and public domains.
Industrial

Context

Industrial areas should have a clear and legible structure. Street patterns that create isolated areas should be avoided.

Industrial areas tend to be primarily active during business hours and isolated at all other times. Planning provisions allow for mixed uses such as ‘shop top housing’ and caretaker uses. These types of activities will promote passive surveillance and legitimate uses outside normal business hours.

Industrial areas should aim to maximise the opportunities for surveillance in both the public and private realm as a deterrent to crime.

Objective

– To reduce the opportunity for criminal and anti-social behaviour within industrial areas.
– To reduce the fear of crime.
– To design and develop industrial areas that are integrated and connected with the surrounding urban fabric.

Guidelines

– The core design elements (section 2) should be considered when designing industrial areas.
– While industrial areas are dominated by vehicular movements, streets should be designed to encourage pedestrians and cycle movement as this offers an additional surveillance source. Street design should ensure there are clear and legible movement paths for pedestrian, cycle and vehicular traffic. Long sightlines are encouraged to increase surveillance and ‘way finding’ abilities.
– Culs-de-sac should be avoided as these create isolated areas.
– Avoid the use of multiple enclaves in building facades and consider the design of storage facilities, loading docks etc as these provide opportunities for concealment.
– Avoid the use of landscape treatments that reduce sightlines or create barriers.
– Avoid the use of solid fencing and walls to entrances. While these may be used to delineate private spaces, such treatments create a barrier to passive surveillance and provide opportunities for criminals to hide.
– Consider surveillance equipment as a viable alternative to passive surveillance if this is not feasible.
– Ensure the entrances and front façades of industrial buildings face the public realms and include openings for passive surveillance. Blank walls that face the street should be avoided as these reduce opportunities for passive surveillance of the street.
– Incorporate environmental modifications in industrial streets to influence traffic behaviour and to make the streetscapes more appealing to pedestrians and cyclists. Ensure that engineered approaches to traffic calming does not compromise the access of large vehicles or the safety of cyclists.

Permeable front fencing and windows maximise the opportunities for surveillance.

A screened fence around this industrial property provides the opportunity for criminal activity to occur without detection.
Commercial

Context

Commercial streets must be recognised as public spaces that cater for a variety of uses and activities. They should be designed and managed to reduce vehicular speed so as to create a safe and attractive environment for all types of uses and activities.

Commercial areas should have a clear and legible structure. Street patterns and building forms that create isolated areas should be avoided.

Commercial areas should aim to maximise the opportunities for active interfaces to ensure that surveillance of both the public and private realm is achieved.

A variety and mix of uses should be encouraged within commercial areas to promote street activity throughout various parts of the day, and to develop a sense of community pride in these areas.

Objectives

– To reduce the opportunity for criminal and anti-social behaviour within commercial areas.
– To design and develop safe, legible and vibrant spaces and places.
– To promote a sense of community within commercial areas.

Guidelines

– Locate landmarks such as civic buildings at the ends of streets to help improve legibility and ‘way finding’.
– Ensure the ground level of commercial buildings are designed to maximise the opportunity to activate street frontages.
– Consider core design elements (section 2) when designing commercial areas.
– Encourage residential uses to be integrated within commercial areas in order to create a diverse, interesting and vibrant community atmosphere. Residential uses facilitate additional surveillance opportunities to these areas.
– A sense of community should be promoted within commercial areas to generate ownership and concern for the public realm.
– On-street car parking along commercial streets is encouraged to activate them, though this needs to be balanced with the objective of creating safe, attractive and active pedestrian and cycle spaces including street trees, al fresco dining and street stalls.

– Off-street car parking should be avoided along the street frontages of properties, as these can often appear desolate and lacking activity outside normal business hours.
– Consider surveillance equipment such as CCTV as an alternative to ‘passive surveillance’ if this is not feasible.
– Avoid the use of multiple enclaves in building facades as these provide hiding places.

Commercial centres that provide night time activity extend the passive surveillance of an area into the evening.

This mixed use development with an active building frontage, an elevated balcony and a good corner address contribute to a safe environment.
Active street frontages, good surveillance and attractive well cared for areas make streets feel safer
4.0 Specific Applications

Automatic Teller Machines (ATMs)

**Context**

The design and location of ATMs should provide a safe and secure environment for people to carry out an automatic banking transaction.

Users of ATMs should not feel apprehensive or have fear of being robbed when carrying out a transaction.

An integrated and specialised approach to the installation of ATMs is required, and will incorporate technical design, risk assessment, location, and a safety audit.

**Objectives**

- To provide safe and secure environments for the public to access automated banking facilities.
- To reduce opportunities for entrapment and robbery.

**Guidelines**

- Locate ATMs in clear view of pedestrian paths and passing traffic to ensure that passive surveillance opportunities are provided.
- Ensure that ATMs are well lit with vandal resistant light fittings.
- Locate ATMs away from public toilets, telephones, seating areas, and bus stops to discourage opportunities for loitering by potential offenders.
- Ensure that the area around an ATM is not a confined space and is clear of obstacles (such as seats, planters, public telephones, rubbish containers) to avoid entrapment.
- Consider locating ATMs in locations where there are supportive uses such as restaurants and shops, and not in locations where there is the potential for disorderly behaviour (such as bars).
- Provide appropriate shelter around the ATM to ensure that the attention and awareness of users is not distracted by adverse weather or superfluous factors.
- Prepare an appropriate management program to ensure that the ATM and surrounding environment is well maintained and tidy so as to promote a sense of ownership and respect.

ATMs in an open area with clear sightlines, minimal obstructions and good shelter.

The trees, pillars and nearby vegetation create a relatively confined space for these ATMs, and reduce sightlines and escape opportunities.
Public toilets

Context

The provision of public toilets that are safe, accessible and well maintained is considered an important aspect of a city’s service provision, especially where there is a significant tourist population.

Consideration of siting, design, surveillance, lighting and maintenance will ensure community safety expectations and perceptions are satisfied.

Public toilets should not provide opportunities for anti-social and criminal activities, and should be designed to avoid the possibility of entrapment.

Objectives

– To build Council and business capacity to implement and maintain good public toilet facilities.
– To ensure that all public toilet facilities are safe, accessible and clean.

Guidelines

– Locate public toilets so that they are sited in active positions to ensure that the facility and users accessing them are visible to the public. This includes areas of high traffic & pedestrian volumes, near activity generators (such as bbq and picnic facilities) or opposite buildings that provide opportunities for passive surveillance.
– Do not locate street furniture (such as seats, drinking fountains) near public toilets as these provide an excuse for loitering.
– Consider the design and capacity of the toilet facility to ensure that it is integrated into the surrounding landscape or built form character, and provides clear accessibility cues.
– The entrance to public toilets needs to be carefully considered to ensure that there is unambiguous access for users and clear sight lines to surrounding areas.
– The design of the toilet facility should consider simple, light forms that ensure users feel safe and clean. Interior spaces should be light coloured, well lit (with artificial and natural light), have clear sight-lines and be fitted with vandal resistant fittings.
– Ongoing management of toilet facilities needs to be regular and consistent, to ensure that cleanliness is maintained, graffiti is removed and any damage repaired.
– Consider specific opening and closing times to manage risk.

Locating public toilets at the edge of an active public space ensures that the facilities are both highly visible and easily located.

The use of a solid wall to screen the entrance to this public toilet reduces sightlines and provides opportunities for concealment.

Poor location underneath a pedestrian walkway and adjacent to a public telephone.
Public transport settings

Context

Public transport settings are an integral component of the urban environment, and need to be sited accordingly (rather than as an appendage to commercial centres). They should be well linked to pedestrian and cycle networks and also provide for mixed mode transport use.

Well sited and designed public transport settings, that are well managed and regularly maintained, create a safe environment for community members. This encourages use of the public transport system, and contributes significantly to vibrant and lively activity centres, and also to environmental sustainability.

Objectives

– To provide easily accessible, safe and clean public transport settings that encourage patronage throughout the day.
– To ensure that public transport settings are integrated into the urban fabric of commercial areas and contribute to vibrant and active communities.

Guidelines

– Carry out a risk assessment of existing and proposed public transport settings to identify safety issues and to guide design responses.
– Site bus stops and taxi stands in locations that maximise the opportunities for people to be seen from surrounding streets and buildings.
– Ensure that new public transport interchanges are sited as an integral component of activity centres to ensure safe, easy and legible access.
– Provide well-lit access routes and shelters, ensuring that light fittings are vandal-resistant and appropriately sited to avoid damage.
– Design bus shelters and taxi stands to avoid the possibility of entrapment and to ensure clear sightlines to surrounding areas.
– Provide clear signage that indicates access to public transport facilities, passenger information, emergency numbers and maintenance contacts.
– Incorporate emergency phones or alarm systems in clearly lit and accessible locations around public transport facilities.
– Ensure that a regular maintenance program is implemented to keep public transport settings clean, free from graffiti, and lighting at an optimum.
Car parks

Context

Car parks need to consider passive surveillance and sightlines, lighting and accessibility.

A consideration of the pedestrian perspective is required for car park design to ensure that people accessing their car can clearly identify vehicles, objects and other pedestrians.

Different approaches are required for the design of exterior car parks and for interior parking buildings.

- Exterior car parks need to consider appropriate pedestrian scale lighting, the impact of landscape treatments on sight lines and the proximity of adjoining roads & footpaths for passive surveillance opportunities.
- Interior parking buildings need to consider unambiguous and clear access, no entrapment areas, light wall and ceiling colours to increase the perception of illumination, and appropriate lighting to avoid dark corners.

Objectives

- To ensure that the planning and design of car parks considers the provision of a safe and secure environment.
- To promote the inclusion of good design principles that reduces the opportunities for crime and anti-social behaviour.

Guidelines

Lighting

- Ensure that lighting is appropriate for a pedestrian scale, provides wide beams of illumination and is vandal resistant.
- Provide consistent lighting levels across pedestrian access paths, parking bays, and circulation lanes to ensure that there are no dark spots and that shadows are reduced.
- Design the lighting system to be active at all hours of operation, or is activated by a motion sensor system during low activity periods.
- Ensure that pedestrian access points are well lit.
**Sightlines**

- Maximise clear sightlines into and within car parks. To assist with this, provide ground cover or low (maximum height 50cm) shrub planting along with high branching trees, install transparent fences, and avoid unnecessary structures such as advertising panels and structures that block views.
- In parking buildings, consider a design that reduces the number of support pillars to minimise opportunities for hiding places. Round pillars are also preferable to square ones.
- Design lift areas and stairwells in parking buildings to provide the maximum opportunities for clear sightlines and passive surveillance. Use reinforced glass panels or steel mesh wherever possible to improve sightlines and surveillance opportunities.

**Signage**

- Provide clear and legible signage in car parking areas to facilitate location, sense of direction towards exits, and prudent behaviour (eg removal or concealment of valuables).
- Clearly indicate emergency facilities (such as phones or alarms)

**Design**

- Wherever possible, integrate car parking facilities into areas where opportunities for passive surveillance and complementary activities are maximised.
- Locate and design car parks so that they can be overlooked by adjoining housing or business activities (particularly from elevated positions). Avoid large blank walls along the edge of car parking areas as these do not provide opportunities for passive surveillance.
- Avoid large expanses of car parking. It is better to divide large car parks into sections with separate access points so as to improve sightline and safety perceptions.
- Incorporate emergency phones or alarm systems in clearly lit and accessible locations around the car parking facility.
- Ensure that interfaces between car parking areas / car parking buildings and surrounding streetscapes are well integrated to ensure clear sightlines, easy and direct access, and safe pedestrian environments. Avoid dense landscape screening that provides opportunities for concealment.

**Management**

- Prepare and implement a maintenance program that includes the immediate replacement of broken equipment (lights, emergency facilities, signs) and the removal of rubbish.
- Initiate regular surveillance patrols by security personnel or car park attendants.
Attractive outdoor eating areas help make an area feel safe
Outdoor Dining

Context

Outdoor dining is a popular and common activity in the Northern Territory and adds activity, vibrancy and interest, along with increased passive surveillance, to public areas.

Consideration of siting, design, lighting and maintenance will ensure that outdoor dining areas contribute positively to safe and attractive public areas.

Objectives

- To ensure that outdoor dining areas contribute in a positive way to safe, active and attractive public places.
- To ensure that outdoor dining areas are integral components of the streetscape.

Guidelines

- Ensure outdoor eating areas in footpaths do not adversely impact on safe and unimpeded pedestrian movements along the streets.
- Locate outdoor dining areas so that there are ample opportunities for patrons to observe street activities.
- Ensure that there are clear and legible boundaries between outdoor eating areas to avoid confusion about ownership or occupying rights.
- Ensure that high quality design, robust furnishings and good maintenance are an integral component of outdoor dining areas.
- The location of outdoor dining areas should consider how patrons will have safe access to and from public transport or car parking facilities.

This outdoor dining area (table chairs and advertising signs) impacts on pedestrian movement along the street.

This outdoor dining area shows good territorial definition and has clear sightlines to the adjoining street.

Clear territorial definition and sightlines, shade and easy pedestrian movements provide an attractive outdoor dining area.
Well maintained street furniture and trees add to an area's attractiveness
5.0 Safety Audits

Community safety audit
A community safety audit is a method of determining what crime prevention issues may affect a proposed development or existing area, and which of the principles and guidelines outlined in this document will be most effective in minimising opportunities for crime.

Audits should be carried out;
– as part of the initial design process and site analysis to ensure that crime prevention measures can be built into a plan from the outset and avoid potentially difficult changes later in the planning process.
– as part of a design review of an existing building, facility or open space area. These include shopping centres, retail outlets, transport nodes, outdoor dining areas and open space reserves.
The findings of the audit should be documented as part of the development consent application.

Key site analysis issues to consider in an audit

**Lighting**
Is there adequate lighting available in areas and along routes which are meant to be accessed after dark? Are the lighting fittings vandal resistant? Is there ever lighting with limited contrasts and no dark spots?

**Sightlines**
Are there sharp corners, grades, fences, or plants that reduce the ability to see what is coming?

**Surveillance**
Can people on the site be seen by others from outside the site? Are other people likely to be in the immediate area at different times of day and night?

Are there other surveillance or emergency measures in place such as cameras or phones?

**Land uses**
Do land uses in the immediate area generate activity at different times of day and night?

Who are the users of land uses in the area and will they cause conflicts or perceived conflicts with proposed users of the development?

**Ownership and maintenance**
Is it clear what areas are publicly accessible and which areas should not be publicly accessible?

Does the land and its surrounds appear owned and cared for and is there evidence of graffiti and vandalism?

**Movement**
Are there routes involving stairs, tunnels, bridges or other features which lead to predictable movements?

Are there corners or recessed areas that enable people to hide?

**Signage and legibility**
Is there clear signage and is it easy to navigate through an area on safe routes?

**Hot spots**
Are there any land uses and facilities in the area which require special consideration?

Other contextual information
A comprehensive safety audit should also include the following considerations, especially in areas with a known crime problem or where more vulnerable user groups are involved.

**Consultation**
Consultation with the community, community organisations or specific user groups to account for local safety needs and issues which might enhance the effectiveness and public ownership of a design. Community feedback may then be incorporated into the design process.

**Specific needs**
Safety audits and designs should consider special needs of likely user groups (for example tourists, children, aged persons, persons with culturally and linguistically diverse backgrounds, persons with disabilities and so on).

**Social information**
Crime data, or social and demographic information pertaining to an area may be used to identify areas of greater vulnerability to crime.
Well maintained open space reflects a communities pride in the place they live work and play
Conclusions

The Community Safety Guide is a reference document that aims to improve safety and the perception of safety within the public and private realm. Based on the concept of CPTED (Crime Prevention through Environmental Design) and its safe design principles, the guide promotes the view that criminal activity and the fear of crime can be reduced through a considered approach to design and management.

It is intended that this document will be used by the government sector, private developers and by members of the public as a guide to develop safe and liveable communities. It is also intended to promote awareness of community safety issues.

While the CPTED principles outlined in this guide should be considered for all developments, including existing facilities, a more satisfactory outcome is achieved when they are addressed at the planning stage of a project and included as an integral component of the design.

This guide is a tool and while it provides a summary of some of the key principles of CPTED that have particular relevance to the Northern Territory, further reading is recommended.

Further Reading

AS1428.1 (Section 14) and 1428.2 (Section 17) Design for Access and Mobility

AS 1158.1.3 Pedestrian Lighting.

Brisbane City Council, 2000, Planning Scheme Policy Crime Prevention Through Environmental Design (CPTED), Brisbane.

Brisbane City Council, 2000, Public Toilet Design Guidelines, Brisbane.

Brisbane City Council, 2000, Centres Detail Design Manual, Brisbane.


Ministry of Justice, 2005, National guidelines for crime prevention through environmental design in New Zealand, New Zealand.


Sarkissian Associates Planners and ACT Planning and Land Management, 2000, ACT Crime prevention and urban design resource manual, Canberra.


Websites

www.cpted.com.au - General CPTED website with useful links
www.cpted.net - International CPTED Association website
www.ncpc.org/2add4dc.htm - Basics of CPTED
Active outdoor areas provide surveillance and a feeling of safety around an area
7.0 Application Checklist

**Surveillance**
- For residential buildings: does the building include habitable room windows, balconies and verandahs that overlook public spaces?
- For commercial buildings: are there active frontages at ground level?
- Are front fences low, or not solid?

**Sightlines**
- Are there clear sightlines along pathways and through public spaces?
- Do site layouts establish clear, easy-to-find pedestrian routes?
- Are sightlines obscured by landscaping, walls or other barriers?
- Are there opportunities for concealment along paths or around entrances?

**Activity generation**
- Is there a mix of uses to facilitate surveillance at day and night?
- Are activity generating activities located where they can maximise surveillance of public spaces?
- Are proposed uses and facilities compatible or incompatible from a safety perspective?

**Building exteriors and openings**
- Are building entrances clearly visible from the street, well lit, articulated and secure?
- Have areas of blank walls facing streets, public spaces and car parks been minimised?
- Are loading bays, car parking and delivery areas well lit and secure?
- Are lifts, stairwells and ramps in a visible locations that minimise entrapment opportunities?

**Lighting**
- Is lighting used to identify safe routes?
- Are recesses and entrances, pathways and potential entrapment locations well lit?
- Is a lighting scheme well designed such that it allows identification of other pedestrians provides even lighting levels and minimises glare?

**Way finding**
- Has visible, concise, vandal-proof signage been provided to identify major pedestrian routes and activity nodes?
- Is signage illuminated and clear of vegetation?
- Has the design used changes in materials, textures and colours to delineate boundaries and activities?

**Movement predictors and entrapment locations**
- Have movement predictors and entrapment locations been removed from the design? If not, have mitigation measures been incorporated to provide passive surveillance and increased reaction time?
- Is it possible to provide for and identify multiple routes?