

Safer Places Wales

a guide to best practice



Llywodraeth Cymru
Welsh Government

POLICE CPI

Police Crime Prevention Initiatives

Welsh Government Foreword



I am pleased to introduce the Safer Places Wales guidance to support the prevention of crime through placemaking and urban design. Creating safe, welcoming, and resilient communities is central to our vision for a fairer, more prosperous Wales. The places we live, work, and spend time should not only meet our needs, but also foster a sense of security and well-being.

The promotion of safety and crime prevention is an integral element of good placemaking and urban design. This guidance, developed by the Designing Out Crime Group Wales and Police Crime Prevention Initiatives, provides advice, principles, and best practice for creating places that promote the safety and wellbeing of communities.

The guidance provides practical advice for planners, developers, local authorities and stakeholders to support them in embedding crime prevention principles into the design and planning process. It is intended to help both developers and decision makers consider issues of community safety at the beginning of the design process and encourage conversations at the concept stage. By considering community safety from the outset, we can reduce opportunities for crime, enhance public confidence, and support vibrant communities where people feel safe and connected.

Safer Places Wales sets out how successful planning and street design can discourage criminal activity and reduce the fear of crime. The guide focuses on seven key design attributes that are integral to creating safe environments: Access and Movement, Structure, Surveillance, Ownership, Physical Protection, Activity, and Management and Maintenance. By integrating these principles into our public spaces, we can actively discourage criminal behaviour, enhance safety, and advocate a better quality of life for everyone.

Everyone has the right to feel safe in their community. Involving stakeholders early in the planning and design process is vital for fostering inclusivity and innovation, making sure that planning outcomes are reflective of the diverse needs of community safety and wellbeing which are specific to the local context of an area.

Safer Places provides valuable insight into how stakeholders in urban planning and design can collaborate to mitigate crime, and help build a safer, healthier Wales for current and future generations.

Rebecca Evans MS

Cabinet Secretary for Economy, Energy and Planning

Police Foreword



Changing lives for the better and promoting strong, safe communities is a desire and aspiration for those working to configure the built environment, however often this can seem like a challenge with many different voices and competing demands.

Safer Places Wales seeks to resolve this. Written by policing, in partnership with senior planners from the Welsh Government, it is a guide that brings together best practice and provides clear direction as to what is required of design in order to reduce crime. It focusses on the attributes of creating safe and sustainable communities, and looks to resolve many of the planning issues and tensions that appear to conflict with one another causing difficulties, delays and expense for all, often leaving communities vulnerable.

Safer Places Wales provides direction on many topics that have often been lacking this direction, such as describing how communities can be connected to local amenities whilst not undermining security, thus encouraging direct travel by walking, cycling, and the use of public transport.

I wholeheartedly endorse this excellent document for widespread adoption in Wales, and I am proud that we are producing the first national document of this type for those involved in shaping the built environment. By working in partnership, we can make a positive difference, changing lives for the better, helping create safe, sustainable and attractive environments that meet the full set of planning objectives and leave a lasting legacy.

Amanda Blakeman

Chief Constable of North Wales Police and National Police Chiefs' Council (NPCC) Lead for Crime Prevention



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1 Introduction

- 1.1 This guide will promote a better understanding between the many disciplines which need to work together to produce sustainable communities. The document's role will be to develop a mutual understanding, based on a common language and will help promote the integration of interest that underpins successful projects and places. One of the central messages of this guide is that well-considered planning and collaboration between interested parties from the outset of a project can minimise conflict and reduce the need for compromise. Its main audience is likely to be the officers and councillors in local authorities who guide and manage development, but equally the content is relevant to all of those involved in shaping the built environment including developers and designers.
- 1.2 This guide is not solely about crime prevention. It is about making places that are safer, but also better in a number of other ways. This means it is concerned with the promotion of safe, sustainable and attractive environments that meet the full set of planning objectives. In short, it is about good planning in general, and its particular role in tackling crime and the fear of crime; the goal in planning terms is to embed crime prevention seamlessly into the design and planning process therefore avoiding the creation of a fortress-like environment. The aim of the guide is to show how good planning can focus efforts on community safety and designing out crime whilst highlighting the need to balance this with other aspects of good design.
- 1.3 The guide will equip the reader with a better understanding of the links between crime and the built environment, so that problems can be tackled in an imaginative and considered way. The seven attributes of creating safe and sustainable development that feature within this guide are a valuable tool as their effectiveness has been appreciated since first being introduced in the 2004 publication 'Safer Places: the Planning System and Crime Prevention'¹ and are already well understood and familiar to many professionals active within the built environment.
- 1.4 Whilst the desire to prevent crime is universal, the police service supports seven recognised attributes that are known to create safe and secure environments (see Section 5).

2 National Planning Policy

- 2.1 Planning Policy Wales (PPW)² and Future Wales the national plan 2040³ sets out the Welsh Government's national planning policy, including creating secure, safe and sustainable places through placemaking. Future Wales is the national scale development plan which sits at the top of the development plan hierarchy in Wales and sets the direction for development in Wales to 2040. They are supported by Technical Advice Note 12 (TAN 12): Design⁴, which advises on how 'Promoting sustainability through good design' and 'Planning for sustainable building' may be facilitated through the planning system.
- 2.2 The July 2020 document; 'Building Better Places'⁵ highlights key policies and actions from PPW to aid in the recovery from the Covid-19 Pandemic. This recognises the need for collaborative work to implement and support the delivery of better places.



- 2.3 Planning Policy Wales and Future Wales provide a policy framework which focuses on the delivery of strategic placemaking principles, to achieve the right development in the right place. They aim to foster resilient, healthy and cohesive communities that maximise their contribution towards the sustainable development goals established by the Well-being of Future Generations Act.
- 2.4 The strategic placemaking principles ensure that a holistic approach is taken to the development and looks to create places that maximise benefits and avoid impacts through early engagement and good design. PPW categorises five key objectives of good design (Access, Character, Community Safety, Environmental Sustainability and Movement) and provides guidance on how to respond to them following an appraisal of the context.
- 2.5 Specifically paragraph 3.11 of PPW states that, 'Local authorities are under a legal obligation to consider the need to prevent and reduce crime and disorder in all decisions that they take' after the Crime and Disorder Act 1998 (Section 17).
- 2.6 One of the key aspects of good design, identified in PPW, is community safety. In relation to designing out crime, PPW states that crime prevention and fear of crime are social considerations to which regard should be given in the preparation of development plans and taking planning decisions. The aim should be to produce safe environments that do not compromise on design quality in accordance with the cohesive communities well-being goal.
- 2.7 TAN 12: Design, advises on how 'Promoting sustainability through good design' and 'Planning for sustainable building' may be facilitated through the planning system. It reminds practitioners that local authorities (including National Park Authorities) are required to have due regard to crime and disorder prevention in the exercise of their functions under Section 17 of the Crime and Disorder Act 1998. TAN 12 recognises the Secured by Design (SBD) initiative as a standard that has been shown to reduce crime (particularly residential burglary) and the impact of crime upon neighbourhoods.
- 2.8 It is important to consult Designing Out Crime Officers (DOCOs) as early as possible – by the time a formal application is submitted, the opportunity to take account of advice may already be limited. TAN 12 reminds and advises local authorities to consult with DOCOs on pre-applications and planning applications for those developments where there is potential to eliminate or reduce crime through the adoption of suitable measures. DOCOs should be included in the pre-application planning stage consultations and architects at RIBA Stage 2 (Concept Design). This is especially important for major developments such as new residential led developments, industrial estates, shopping centres, leisure complexes, schools and car parks.
- 2.9 In its Part 2 report (published December 2025), the Angiolini Inquiry examined existing measures that aim to reduce the risk of sexually motivated offences against women in public spaces. As part of this, the Inquiry considered the role of DOCOs and proposed increased use of the resource as part of a broader approach to improving safety in public spaces, recognising that environmental design and planning can complement policing and other strategies to prevent violence against women. As such Safer Places Wales seeks to highlight that requirement from which all members of our society will derive benefit.

3 Secured by Design (SBD)

- 3.1 Secured by Design (SBD) is a crime prevention scheme owned by the Police Services of the United Kingdom, supported by the Home Office and managed by Police Crime Prevention Initiatives (Police CPI). The specific aim of the scheme is to guide and encourage those engaged in the specification, design and build of new premises, and those undertaking major or minor property refurbishment, to adopt proven crime prevention measures.
- 3.2 Safer Places Wales specifically relates to Section 1 (Design and Layout) of Secured by Design compliance. The design advice provided is based upon seven attributes that have, over time, been proven to reduce crime whilst also creating a safe and sustainable environment.
- 3.3 Research conservatively estimates the carbon cost of crime within the UK to be in the region of 6,000,000 tonnes of CO2 per annum (Pease 2009). This is roughly equivalent to the total CO2 output of 6 million UK homes.
- 3.4 The environmental benefits of SBD are supported by independent academic research consistently proving that SBD housing developments experience up to 87% less burglary, 25% less vehicle crime and 25% less criminal damage. It also has a significant impact on anti-social behaviour. Therefore there are substantial carbon cost savings associated with building new homes and refurbishing existing homes to the SBD standard i.e. less replacement of poor quality doors, windows and the stolen property from within the home as a result of criminal acts. This has been achieved through adherence to well researched and effective design solutions, innovative and creative product design coupled with robust manufacturing standards. The research documentation can be found at: www.securedbydesign.com



4 How to Create Safe and Sustainable Developments

- 4.1 The causes of crime are many and complex. In brief, a criminal event occurs when a predisposed, motivated and resourceful individual or group encounters, or engineers, a conducive crime situation. A crime then ensues when there is suitable target, in a favourable environment and the absence of people who might prevent the act.
- 4.2 With a few exceptions, planning can influence all of these causes and interventions in one way or another and specifically can contribute directly to crime prevention through the appropriate use of the following tools (which should be monitored regularly to establish if they are effective and identify new releases or updates):
- Development Plans, Supplementary Planning Guidance, Place Plans, robust and comprehensive policies;
 - Pre-application discussions and negotiations;
 - Development management decision-making;
 - Planning conditions and planning obligations;
 - Planning practitioners who can influence crime prevention by working in partnership with the Police and agencies such as Crime and Disorder Reduction Partnerships.

5 The Seven Attributes

- 5.1 There are seven attributes of sustainable communities that have emerged from in-depth research into crime, successful crime prevention schemes and urban design practice and theory over a number of years. It is important to think carefully about how each of the seven attributes may relate to the specific local context to ensure that their inclusion is proportionate and appropriate. The inclusion of the seven attributes in the design is not prescriptive as they are intended to be prompts when thinking about crime prevention and promoting community safety through the planning system. These attributes are particularly relevant to crime prevention:
1. Access and Movement;
 2. Structure;
 3. Surveillance;
 4. Ownership;
 5. Physical protection;
 6. Activity;
 7. Management and Maintenance.
- 5.2 Planning's contribution to crime prevention must be based upon analysis of the local situation. This means that similar problems will lead to different responses in different places. Thinking carefully about how each of the attributes relate to the specific local context will help to ensure that the response is appropriate.

1. Safer Places: the Planning System and Crime Prevention' is subject to Crown Copyright and has been partly reproduced in this guide in accordance with the directions of the Office of the Deputy Prime Minister (ODPM) and the Home Office.

2. [Planning policy Wales | GOV.WALES](#)

3. [Future Wales: the national plan 2040 | GOV.WALES](#)

4. [Technical advice note \(TAN\) 12: design | GOV.WALES](#)

5. [Planning policy: COVID-19 recovery | GOV.WALES](#)

6 First Attribute: Access and Movement



- 6.1 **Definition:** Places with well-defined routes, spaces and entrances that encourage direct travel by walking, cycling, and using public transport, whilst maintaining safety throughout.
- 6.2 **Introduction:** The success or failure of a place as part of a sustainable community is influenced by the nature and quality of its connections, particularly to local and wider services and amenities.
- Too few connections can undermine levels of cycling and walking and consequently the vitality and liveability of a place, but under-used or poorly thought-out connections can increase the opportunity to commit crime. The right type of connections, resulting in places that are both well connected and secure, is achieved through careful and creative design based upon local assessment. Successful places have a well-defined movement framework and this needs to be considered from the outset of the development process.
- 6.3 A good movement framework optimises direct routes that lead to where people want to go on foot, by cycle or public transport. This should cover the needs of all people, including children and young people, and the elderly or disabled people.
- 6.4 The Active Travel Act Guidance⁶ provides detailed advice on planning and design of walking and cycling routes. Routes for pedestrians, cyclists and vehicles along public streets should, in most cases, run alongside one another, and be well overlooked. Movement frameworks based upon a hierarchy of routes with well-designed pedestrian and cycle routes, enable designs that avoid low use and/or poorly overlooked alleyways, informal short-cuts, and duplicate access points that can become vulnerable to crime.
- 6.5 Footpaths that are well lit, overlooked, well-used, wide and as direct as possible, avoiding potential hiding places, will help to ensure that people using them feel safe. Keeping pedestrians and vehicles at the same level will also avoid creating intimidating spaces such as subways, footbridges, underpasses and areas below viaducts.
- 6.6 There are advantages in some road and street layout patterns over others from a crime reduction perspective, especially where the pattern frustrates the searching behaviour of the criminal and their need to escape. Whilst developing routes for sustainable modes of travel should be a priority, the security of development should not be compromised by an excessive amount of connections. Good design will optimise the level of permeability dependent on the local context of the area. Developments that promote intuitive 'desire-line' wayfinding and enhance the passive surveillance of the street by residents within their homes and high levels of street activity, are desirable as both these features have been shown to correlate with reduced criminal behaviour.

Poorly designed cul-de-sacs that connect to other parts of the development, often referred to as 'leaky', may experience higher crime levels than cul-de-sacs that do not have such connections. To balance the need for short and direct walking and cycling connections with the need to discourage criminal behaviour, such connections should therefore be short in

6. [Active Travel Act guidance \(gov.wales\)](https://gov.wales/active-travel-act-guidance)

length, well-lit and overlooked wherever that is possible. Preferred through routes are to the front of housing rather than linkages passing down the sides of a dwelling.

6.7 Crime and anti-social behaviour are less likely to occur if:

- pedestrian routes have well-designed street lighting to enhance safety and visibility;
- streets, footpaths and alleyways are overlooked with good natural surveillance;
- access points are facilitated by heightened security measures e.g. locked gates enclosing rear access of properties;
- all routes serve a clear, defined purpose and are easy to navigate;
- streets and spaces are welcoming, attractive and inclusive.

6.8 Clear, direct and well-defined permeability can support the development of defensible space (*Note 6.8*). *A connection that provides a convenient route to a community will help generate an active space, therefore encouraging users to organise, influence and exercise a degree of control over the activities that take place there to build a sense of ownership.*

Note 6.8 - Defensible space has the simple aim of designing the physical environment in a way which enables the resident to control the areas around their home. This is achieved by organising all space in such a way that residents may exercise a degree of control over the activities that take place there.

6.9 There have been noted tensions of the relation between increased permeability and risk of crime. A balance must be struck, whereby good design can facilitate safety and inclusivity, whilst promoting active travel. For example, if a rear-of-property route is necessary, mitigating design measures (such as lighting improvement, straight see-through alignments, natural surveillance, anti-climb boundaries, etc) should be put in place where possible to improve local safety for residents.

6.10 Conversely residents benefit from access to the rear of properties, for example to avoid having to carry equipment and garden waste through their properties. To increase security, existing alleyways or other forms of access to the rear of properties can be fenced and gated, i.e. fitted with self-closing and self-locking gates. However, where these form rights of way, this is unlikely to be appropriate and authorisation is required. Where no access is required, private gardens can be created from space to the rear of homes.

6.11 In summary, access and movement in public spaces can adopt safe design principles to prevent the likelihood of crime, including:

- pedestrian-friendly infrastructure e.g. wide pavements which are maintained;
- opportunity to create defensible space to increase the sense of ownership;
- creating direct, clear purpose routes which are appealing and accessible to all, encourage daily activity;
- increased security measures including overlooked natural surveillance, lighting, security gates, and high fences appropriate to the context of the area;
- safe and accessible public transport stops with lighting and shelter.

The enhanced safety of public connections through good design ultimately encourages individuals to adopt sustainable travel methods, thereby promoting a healthy community which supports social, environmental, and economic prosperity.

6.12 Further research on this attribute is available within the paper: *The Impact of Connectivity and Through-Movement within Residential Developments on Levels of Crime and Anti-Social Behaviour (2011)*, produced by Professor Rachel Armitage from the University of Huddersfield.

7 Second Attribute: **Structure**



- 7.1 **Definition:** Places that are laid out so that crime is discouraged and different uses do not cause conflict.
- 7.2 **Introduction:** The layout and structure of a place – how the buildings, spaces, uses and activities relate to one another – affects its safety and sustainability. Some uses are incompatible with one another. Some dwelling or layout types are safer than others. Much depends on the local context.
- 7.3 Where possible, crime prevention should be ‘planned in’ to developments from the outset. The types of building and how they are laid out have major impacts on safety and sustainability.
- 7.4 A safe urban structure has few sides of the buildings exposed to the public realm. Active frontages, where the design, layout and occupation of the building provide the opportunity to naturally observe the street scape, make for a more successful, vibrant and safe environment. This together with a regular movement framework that focuses people and vehicles on to a small number of principal routes, rather than underused and segregated streets and footpaths, further enhances the feeling of safety and security.
- 7.5 Where communal parking areas are necessary, bays should be sited in small groups, close and adjacent to homes, be within view of active rooms (*Note 7.5*) and allocated to individual properties.
- Note 7.5: The word ‘active’ in this sense means rooms in building elevations from which there is direct and regular visual connection between the room and the street or parking court. Such visual connection can be expected from rooms such as kitchens and living rooms, but not from more private rooms, such as bedrooms and bathrooms.*
- 7.6 All space within any development should be clearly defined and serve an identified purpose to enable residents and legitimate users to exercise a degree of control over these areas. An example of this is where private or communal gardens can only be accessed by the residents. The creation of defensible space in this way is a fundamental principle of designing out crime and should be a consideration for any designer.
- 7.7 Poorly sited street furniture (including street equipment owned by utility companies) can increase the opportunity for criminal activity; this may include antisocial behaviour, vandalism, being used as a climbing aid to commit crime or impeding vision and surveillance opportunities.
- 7.8 Buildings and public spaces that are vulnerable to crime and anti-social behaviour and provide opportunities for the shelter and concealment of illegal activities, should either be removed, redesigned or repurposed from being in the public to the private realm.
- 7.9 The provision of inclusively designed public open amenity space, as an integral part of residential developments, should make a valuable contribution towards the quality of the development and the character of the neighbourhood. In order to do this it must be carefully located to suit its intended purpose – mere residual space unwanted by the developer is very unlikely to be acceptable.

- 7.10 Consideration should be given to the provision of informal association spaces for all members of the community. These must be subject to surveillance but sited so that local residents will not suffer from possible noise pollution. In addition, they should be sited in such a way that those using adjacent foot and cycle paths will not be subject to harassment or otherwise be put in fear.
- 7.11 In summary, crime and anti-social behaviour are more likely to occur if:
- buildings and private and communal spaces have a large number of inactive sides exposed to the public realm;
 - the way that buildings, streets and spaces are laid out allow criminals to move around and operate undetected;
 - a place tends to bring together people who are likely to offend or are considered suitable targets by the criminal;
 - capable guardians (a person, who by their mere presence, may deter potential offenders from committing crime) are not present;
 - places become derelict or underused;
 - unused buildings and spaces that have become vulnerable to crime are not remodelled or removed.

8 Third Attribute: Surveillance



- 8.1 **Definition:** Places where as many as possible publicly accessible spaces are overlooked.
- 8.2 **Introduction:** Many of the other attributes – particularly access and movement, ownership and structure – are underpinned by the theory that places are safer if they are overlooked. The notion of safety by surveillance is a key planning consideration but it should be borne in mind that not everyone will act when they see a crime. Whether it is natural, organised or electronic, facilitating effective surveillance should remain a core part of planning out crime but never relied upon as the sole strategy for tackling crime and disorder.
- 8.3 Well-designed layouts of buildings and space create well-overlooked places. Places that could be vulnerable to crime should be overlooked by buildings or uses that are busy at all times.
- 8.4 Windows and doors should face onto the street. 'Active frontages', rather than blank walls, should be encouraged. The more windows that overlook the street and other public spaces the better. In residential developments developers need to consider appropriate house types for corner plots with windows on both elevations.
- 8.5 Open, bright spaces reduce the number of potential hiding places and allow people to be aware of what is happening around them.
- 8.6 Criminals can attract notice if there are no good reasons for them to be there. Benches or low walls near cash-points, for example, can create legitimate places for potential offenders to loiter whilst waiting for a suitable target. Consequently, careful consideration should be given to the appropriate placing of street furniture.

- 8.7 CCTV is not a universal solution to security problems, it should form part of an overall security plan and not be used to mitigate poor design. It can help deter crime and criminal behaviour, assist with the identification of offenders, promote personal safety and provide reassurance for residents and visitors. Even the smallest development will benefit from the installation of a good quality CCTV system, which does not need to be expensive.
- 8.8 Images of people are covered by the General Data Protection Regulation (GDPR), and so is information about people which is derived from images, for example, vehicle registration numbers. Most uses of CCTV will be covered by the Act, regardless of the number of cameras or how sophisticated the equipment is.
- 8.9 Suppliers, installers and end users are reminded that there will be a requirement for a data controller to ensure compliance with the GDPR. The data controller must ensure that all CCTV images that can be used to identify individuals are used, stored and disclosed in line with the GDPR principles.
- 8.10 If images of public space are visible and recorded then there may be a legal responsibility to register the system with the Information Commissioner's Office - www.ico.org.uk.
- 8.11 External, open communal bicycle stores with individual stands or multiple storage racks for securing bicycles should be located as close to the building as possible and located in view of active rooms (see *Note 7.5*) of dwellings. The store should be lit at night using vandal resistant light fittings and energy efficient LED lamps. N.B. Vertical cycle racks can be difficult for some sections of the community to use.
- 8.12 Parked cars can be particularly vulnerable to crime and, unless they are in a private garage, should be overlooked.
- 8.13 The most secure place to park a car is within the curtilage of the home within a dedicated garage, followed by a driveway (preferably behind gates). However, this is not always possible or desirable, especially when seeking to design higher density residential or mixed use developments. Early consultation with Highways Departments will assist with the objective to create safe parking areas.
- 8.14 Further research on this attribute is available within the paper: *The Impact of the Design and Layout of Car Parking on Crime and Anti-Social Behaviour (2011)*, produced by Professor Rachel Armitage from the University of Huddersfield.
- 8.15 Where communal parking areas are necessary, bays should be sited in small groups, close and adjacent to homes, be within view of active rooms and allocated to individual properties.
- 8.16 Rear parking courtyards are discouraged for the following reasons:
- They introduce access to the vulnerable rear elevations of dwellings where the majority of burglary is perpetrated;
 - In private developments such areas are often left unlit and therefore increase the fear of crime;
 - Un-gated courtyards provide areas of concealment which can encourage anti-social behaviour.
- 8.17 Where rear parking courtyards are considered absolutely necessary, they must be protected by a gate. Where gardens abut the parking area an appropriate boundary treatment (e.g. a 1.5m fence supplemented by trellis to a height of 1.8m).
- 8.18 To avoid the potential for conflict, electric vehicle charging points provided for communal use should be located in parking bays that are overlooked and not allocated to individual residences.
- 8.19 Larger, typically non-residential, car parks should comply with the specification set out in the Safer Parking initiative, which is owned and operated by Police Crime Prevention Initiatives (Police CPI).
- 8.20 Well-designed public lighting increases the opportunity for surveillance at night and sends out positive messages about the management of an area. Well-lit spaces are crucial in reducing the fear of crime, making places more liveable and, in most cases, increasing legitimate activity after dark. However, lighting can also sometimes aid those committing offences.
- 8.21 Lighting improvements can take several different forms, from increasing the illumination levels of an existing installation, to installing an entirely new lighting system with columns or fixings located in a previously unlit area. Depending on the location of the development, i.e. rural, suburban or city, getting the engineering and design decisions right will be critical factors in achieving the desired crime preventing success of a lighting regime.
- 8.22 Through careful design and flexible management, a lighting design can promote public safety whilst minimising light pollution, sky glow and public nuisance: the use of cut-off luminaires which prevent light being emitted in an upwards direction could be considered for instance.
- 8.23 Lighting should be sensitive to the needs of residents and users. It should provide security without resulting in glare and compromising privacy and should have appropriate uniform lighting levels (*Note 8.23a*), with good colour rendition (*Note 8.23b*).

Note 8.23a: Overall Lighting uniformity (Uo) - levels of 0.4 or 40% - are recommended where possible to ensure that lighting installations do not create dark patches next to lighter patches where the human eye has difficulty in adjusting quickly enough to see that it is safe to proceed along any route. If high levels of uniformity are neither achievable nor appropriate for technical or locally applying environmental reasons, the highest levels of uniformity possible should be achieved.

Note 8.23b: Using lamps with high colour rendering qualities (60 or above on the Colour Rendering Index for instance) often improves visual performance and people's personal experience of an area. Colour rendering qualities of lamps refers to their ability to represent the colour of objects under illumination. To help with lamp selection, a measure is given from 100 - the colour rendering qualities of daylight – all the way down to 0 - where no colour rendering quality is available. It is argued that if we can see the true colours of objects under night time lighting conditions, our surroundings will appear to us as more familiar and comfortable with the added benefits of higher levels of public reassurance and satisfaction.

- 8.24 The impact, appearance, quality and utility of a lighting system, together with its ability to fight crime and enhance public reassurance, will be facilitated and improved by compliance with the advice and guidance for lighting engineers and designers contained within British Standard 5489-1:2020, which in turn supports the content of British Standard EN 13201-2:2015 Road Lighting.
- 8.25 In order to minimise vandalism and other crimes, the lighting design and placement of lighting fixtures should be carefully considered. Columns should be robust and secure as they too can be targets for criminal behaviour.
- 8.26 Places to which there is no legitimate access after dark could be unlit. This would discourage the presence of potential victims of crime, as well as potential offenders.
- 8.27 In summary, crime and anti-social behaviour are more likely to occur if:
- criminals can operate, including travelling to and from the location, without fear of being seen;
 - criminals or their activities do not attract attention – or they are confident that no one will take any action;
 - all publicly exposed building elevations and spaces are not overlooked by surrounding users or passers-by.



9 Fourth Attribute: **Ownership**



- 9.1 **Definition:** Places that promote a sense of ownership, respect, territorial responsibility and community.
- 9.2 **Introduction:** Encouraging residents and users of places to feel a sense of ownership and responsibility for their surroundings can make an important contribution to crime prevention. This can be facilitated by clarity in where public space ends and where communal, semi-private or private space begins. Uncertainty of ownership can reduce responsibility and increase the likelihood of crime and anti-social behaviour going unchallenged.
- 9.3 All places, whether public (everyone has a right to be present), semi-private or communal (those present have permission) or private (restricted to owners, occupiers, tenants and legitimate visitors) should be clearly defined.
- 9.4 Sensitive placement and appropriate selection of physical barriers such as gates, fences, walls and hedges, create safe places that are also attractive.
- 9.5 High fences and landscape that actively impede access are most appropriate in places that are vulnerable to crime, such as the rear of dwellings.
- 9.6 Lower barriers, hedges and bushes are also highly useful to signify the public/private divide.
- 9.7 Where the use of barriers is inappropriate, features such as rumble strips, change of road surface (by colour or texture), pillars, brick piers or narrowing of the carriageway may be used. This helps to define the defensible space, psychologically giving the impression that the area beyond is private.
- 9.8 Demarcation of territory without physical barriers may be appropriate to some settings, provided that the intention is not to impede access physically.
- 9.9 Design techniques that most people respond to include changes in paving, surface texture/colour, landscaping, planting and signage.
- 9.10 Landscaping can be used to make places safer as well as more attractive, provided it does not restrict natural surveillance. Thorny or prickly plants can help to protect property.
- 9.11 Allowing neighbourhoods to express their identity can generate feelings of ownership and reduce crime.
- 9.12 Involving residents and users – including young people – in the management and design of their area provides a real sense of ownership. This can be achieved in a number of ways, such as tenant management organisations, regeneration programmes and management trusts.
- 9.13 Effective management organisations should have:
- a defined purpose and the power to make a difference;

- be inclusive and representative of all categories of stakeholders and as many individual stakeholders as possible;
- be adequately resourced; and
- be in place at the earliest opportunity.

9.14 In summary, crime and anti-social behaviour are more likely to occur if;

- it is unclear whether space is public or private, and what behaviour is expected in each;
- private space is easily accessible to people who have no right to be there;
- an offender's presence in the area does not attract attention;
- a place feels like it is not under the supervision of local residents, businesses, organisations or other users.



10 Fifth Attribute: **Physical Protection**



- 10.1 **Definition:** Places that include necessary, well-designed security features.
- 10.2 **Introduction:** This attribute concerns the enhancement of the physical security of buildings with products, primarily doors and windows, with proven attack resistance making it more difficult to commit offences and instilling a feeling of safety in users. Some measures are directly deliverable through the planning process. Others complement what can be achieved by good planning.
- 10.3 Part Q of the Welsh Building Regulations applies to new dwellings and Q1 requires that a reasonable provision is made to deter and resist unauthorised access to any dwelling or any part of a building from which access can be gained to a flat within the building.
- 10.4 The Secured by Design initiative offers in-depth advice on physical protection as part of a broad approach to designing out crime. It also sets out technical standards for building security. It has been academically proven that building to the principles and physical security standards of this initiative reduces the potential for domestic burglary by up to 75%.
- 10.5 One of the most effective ways to prevent property crime is to make the property itself as secure as possible.
- 10.6 Comprehensive advice on the target hardening of homes, commercial development and special sites can be found at www.securedbydesign.com
- 10.7 Planning in quality physical security from the outset is usually much cheaper and easier than retro-fitting it later and is certainly more pleasing in design terms.
- 10.8 Many security measures may be installed without compromising the quality of the local environment.
- 10.9 Crime prevention measures that adversely affect the way a place looks and feels can undermine the aim of safe and sustainable communities. Some measures, such as grilles and barbed wire, are often unattractive and increase the fear of crime by suggesting that an area is unsafe.
- 10.10 In summary, crime and anti-social behaviour are more likely to occur if:
- the target hardening measures such as the doors, windows and gates recommended by Secured by Design are either not deemed to be appropriate for the building and the crime risk faced, not integrated, not properly installed and/or not used properly;
 - it is easy to enter and exit properties illegitimately;
 - it is easy to remove property.

11 Sixth Attribute: **Activity**



- 11.1 **Definition:** Places where the level of human activity creates a reduced risk of crime and a sense of safety at all times, whilst being appropriate to the location.
- 11.2 **Introduction:** People going about their everyday business provide 'eyes on the street' which helps to deter criminal activity.
- 11.3 A town centre residential population brings activity, surveillance and ownership, and should be encouraged.
- 11.4 Certain types of place, such as public squares and town centres, thrive on attracting a large number of people. The key is to create a high quality environment and provide a range of opportunities and activities that would engage those who might otherwise become involved in crime or disorder. However in some case, large gatherings can provide a degree of anonymity for criminals which they will exploit to justify their presence. In such a case, additional mitigating security measures may be required.
- 11.4 Different people use the same spaces in different ways and at different times. Rather than encouraging segregation or monocultures where one group dominates, the public realm should be designed to be enjoyed by different cultural or age groups at the same time. This can be done by providing a range of complementary activities and designing the environment to minimise conflict.
- 11.5 Attracting the right mix of uses can generate greater activity and surveillance.
- 11.6 Care should be taken to ensure that the mixed uses in a locality are compatible. For example, concentrations of bars and clubs are usually best sited away from residential areas.
- 11.7 Within residential areas, there can be advantages for crime prevention to attracting a mix of people of different ages, lifestyles and economic status. Providing a range of housing types in terms of dwelling size, type, tenure and affordability and at sufficient density can enable this. This avoids creating areas devoid of occupation, activity and surveillance at particular times.
- 11.8 Providing activities for young people, such as hang outs/youth shelters, youth centres and sports pitches, helps to provide a focus for and can prevent criminal behaviour. Carefully specifying the scale and location of such a facility should contribute to not attracting excessive numbers to it.
- 11.9 In summary, crime and anti-social behaviour are more likely to occur if:
- different groups of people feel that there is nothing to do;
 - criminals can go about their business unnoticed;
 - places become devoid of activity at certain times of the day or night, whilst remaining accessible to offenders;
 - potential offenders and/or victims are concentrated in the same place at the same time, such as bus stop, taxi ranks or fast food outlets after pubs close, or areas of town centre throughout the evening.

12 Seventh Attribute: **Management and Maintenance**



- 12.1 **Definition:** Places that are designed with management and maintenance in mind, to encourage more people to use them and discourage crime in the present and the future.
- 12.2 **Introduction:** Management and maintenance embrace both how a place looks and how it functions over time. Whilst getting the physical design and build of areas right is paramount, management and maintenance will remain important factors in the creation of safe and secure developments. It is crucial to address these concerns at the outset of a development proposal so as to minimise running costs and the requirement for maintenance effort (which may not always be available).
- 12.3 A good quality public realm can stimulate the desirable level of human activity and influence the behaviour of users.
- 12.4 Proper attention to the design quality and attractiveness of the street increases its safety and use and promotes greater respect towards the environment.
- 12.5 Improvements to the public realm should be approached in a strategic, co-ordinated way, as opposed to being ad-hoc.
- 12.6 The planning system can influence a range of management systems that help to make places work well and look good. For example, a programmed regime of a high level of cleaning and maintenance, be it undertaken by public, private or voluntary organisations, is more likely to achieve sustainable environments, partly by sending out a strong message about not tolerating vandalism.
- 12.7 A programmed regime of a high level of cleaning, maintenance and repair, be it undertaken by public, private or voluntary organisations, is more likely to achieve sustainable environments, partly by sending out a strong message about not tolerating vandalism. Cleaning and maintenance systems should include regular grass cutting, ground maintenance, and litter and graffiti removal. Failure to deal promptly with vandalism or repairs can lead to a rapid spiral of decline which can be difficult to counter.
- 12.8 Secure storage of maintenance equipment and materials prevents offenders accessing what are often targets and tools for crime.
- 12.9 Resident, community or business management organisations can help to instil a sense of ownership and responsibility in a neighbourhood (see also Ownership).
- 12.10 In summary, crime and anti-social behaviour are more likely to occur if:
- places are untidy or unattractive or overgrown, giving the impression of not being cared for or that crime and disorder is tolerated;
 - signs of disorder and neglect, such as broken windows, abandoned vehicles or graffiti; are not removed at the earliest opportunity;
 - an organised human presence, such as police, security guards, street wardens or concierges, is absent.

13 Police Service Support for Designing Out Crime



- 13.1 Each police force throughout Wales employs specialist trained staff, usually known as Designing Out Crime Officers (DOCO) to deliver a designing out crime function at the pre-application stage. Local authorities should also look to engage DOCOs when producing their Development Plans. DOCOs also administer the police Secured by Design initiative. The service they provide will assist all those involved in the creation of new developments and the refurbishment of existing schemes, to maximise the potential for crime prevention. This is best achieved by early consultation and as such is recommended as best practise. Contact details for this valuable resource and further information about all the aspects covered within this publication can be found on the SBD website at: www.securedbydesign.com



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