

VISIBILITY

The role of clear visibility in the design of an area to reduce the opportunity for crime is critical. Visibility relates to the ability to see and to be seen.

The presence of people encourages acceptable standards of behaviour in public places and therefore makes people feel safe. Clear visibility of an area also increases the perception of an area as safe and may encourage use.

OBJECTIVE

To provide a visually permeable environment where users can clearly see the surrounding area and potential danger areas and to increase informal surveillance.

GUIDELINES

1. Sight lines

Clear visibility will be achieved by:

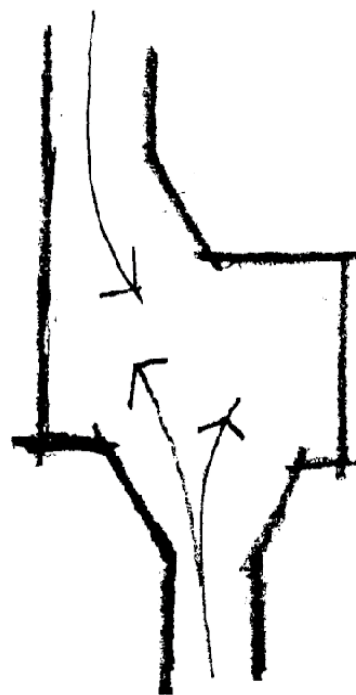
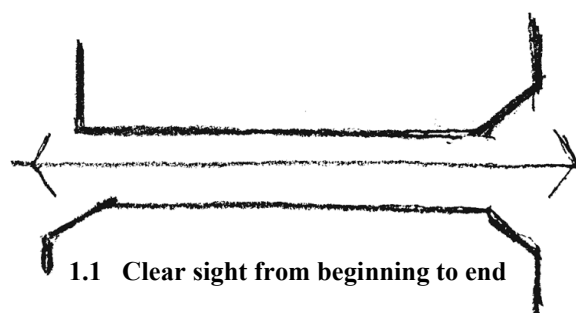
Clear lines of sight from beginning of the route to the end;

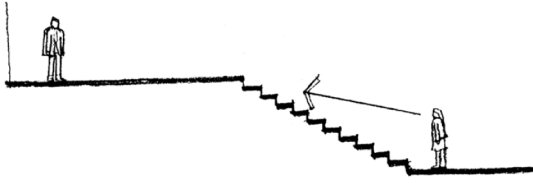
or

clear lines of sight to and from a suitably safe and open intermediate junction or change of direction;

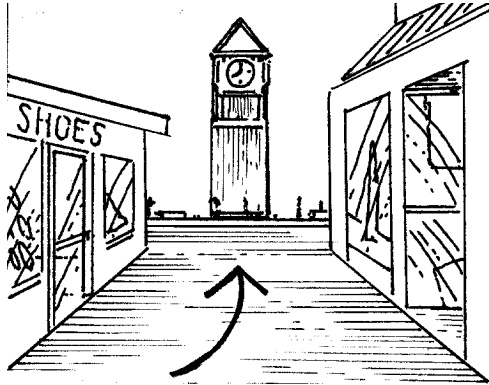
and

where a junction or change of direction occurs the design of the junction or change of direction shall allow for clear lines of sight on approach.

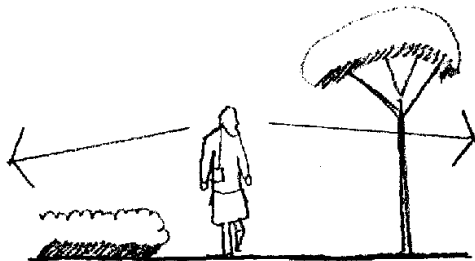




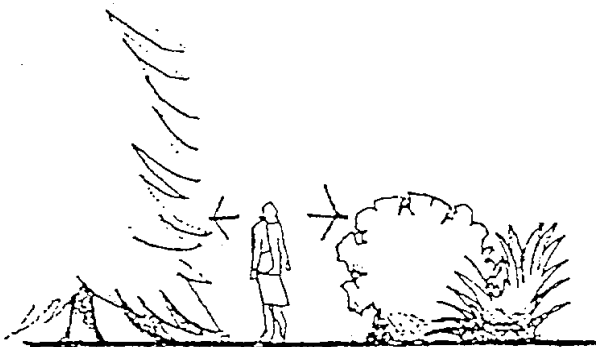
2.1 Stairs that inhibit clear sight lines



3.1 Direction clearly visible



4.2 Planting to be low level or clear canopy to keep clear views



4.3 Avoid planting that restricts clear views

2. Lines of sight-vertical plane

- 2.1 Stairs and changes of grade which will inhibit clear sight lines should be avoided.
- 2.2 Where changes of grade will occur the arrangement should allow for the greatest visibility of the route from both directions of travel.

3. Desired lines

- 3.1 The design of a through-site link should make the destination easily visible or otherwise clearly obvious to create the idea of the preferred route, e.g. through the use of signs or paving.

4. Visual clutter

- 4.1 Obstructions to view and visual clutter, such as signs and vegetation, which can obscure or confuse sight-lines should be avoided.
- 4.2 Landscape planting should be designed and maintained to be either low level or canopy level and should not restrict a clear view of the route or surrounds

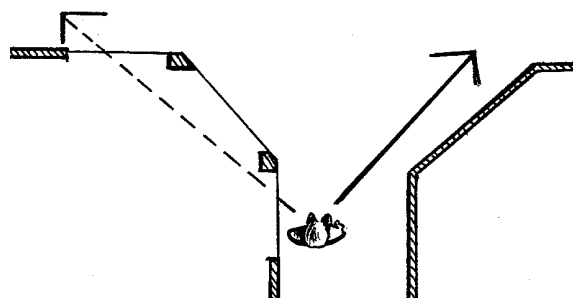
5. Light levels

- 5.1 The light level along the route should be adequate and even and should avoid instances of back-lighting, glare and shadows which would make visibility or recognition of others difficult.
- 5.2 The adequacy of the lighting level should be assessed in terms of the lighting guidelines.



6. Exits and entrances

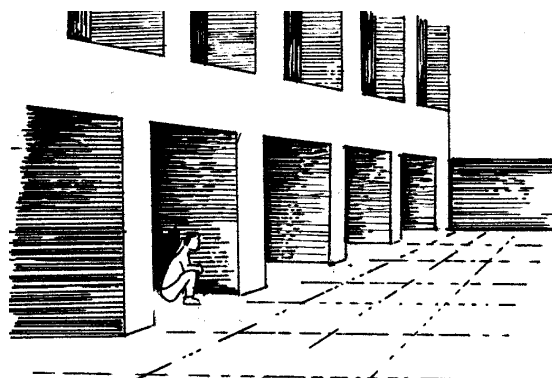
- 6.1 The design of entrances and exits should afford visibility into areas reached or approached. This can be achieved by corner splays, widening or views through glazing.
- 6.2 Where there are very physically confined routes such as overpasses or underpasses the entrances and exits should be located where they can be overlooked by other activity areas, (e.g. balconies, bars, cafes, shops).



6.1 Corner splays and glazing to improve sight lines

7. Entrapment areas

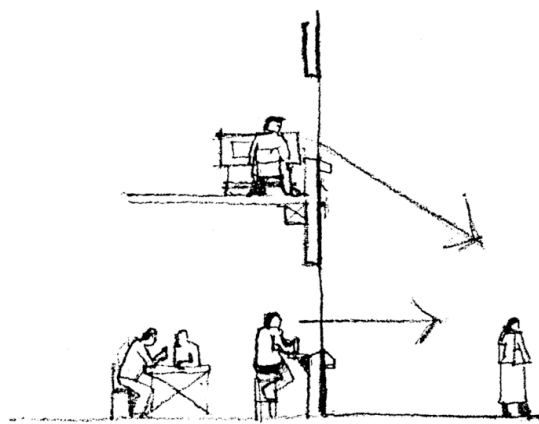
- 7.1 Areas where people can hide or where people can be taken to and trapped out of sight should be avoided.
- 7.2 Any areas that are recessed or recessed from public spaces should have a clear two way view of the route, or surrounding area.
- 7.3 Recessed areas such as loading docks or private access ways should be secured to prevent access during the hours of darkness.



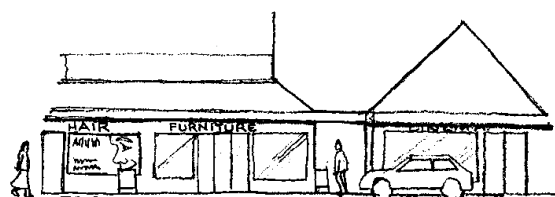
7.1 Avoid entrapment areas

8. Overlook

- 8.1 In order for public areas to be safe they should be overlooked by activity (retail activity, cafes, balconies, public facilities).
- 8.2 Visibility between private space and adjacent public space should be achieved.
- 8.3 Blank facades at street level should be avoided.

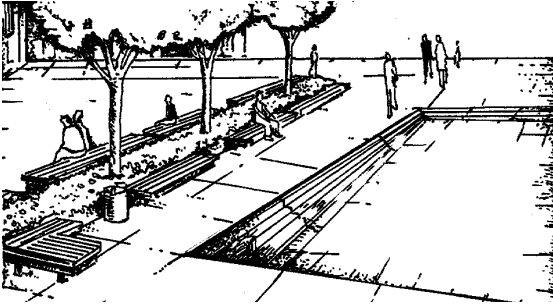


8.1 Activities overlook public spaces

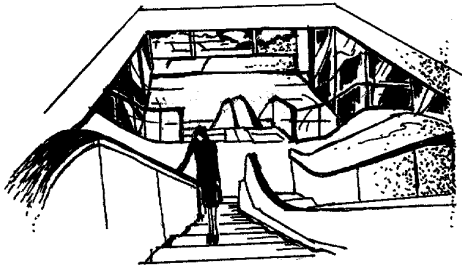


8.3 Avoid blank facades at street level

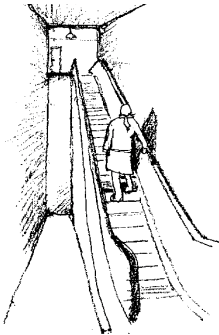




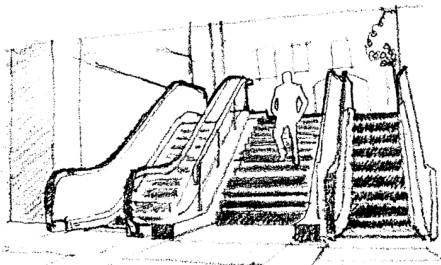
9.1 Public seating visible to public spaces



10.1a Escalators: open lines of sight



10.1b Avoid limited line of sight on escalators



10.3 Escalators and stairs

9. Public seating

- 9.1 Public waiting or seating areas should be clearly visible from public spaces.
- 9.2 The surrounding area should be clearly visible from public waiting or seating areas.

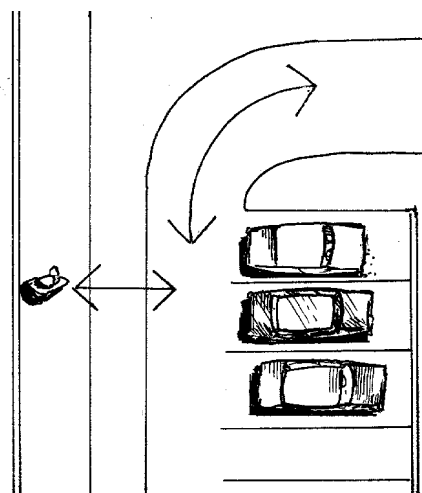
10. Escalators and travelators

- 10.1 Escalators and travelators should only be used in spaces providing maximum visibility between areas, levels and surrounds, using such measures as clear balconies, sight-lines from approach paths, wide approaches, and a spacious perception of the area they are provided within.
- 10.2 It is desirable for escalator levels to be overlooked by other spaces.
- 10.3 Provision of stairs in association with, and adjacent to, escalators is desirable as this provides alternative routes and more space.



11. Car parks

- 11.1 Routes through car parks should provide for a clear visible area (such as a driveway) between the route and parked cars, to minimise areas which effectively afford hiding places or entrapment opportunities.
- 11.2 The area adjacent to through-routes should be unobstructed by parked cars (also see lighting and obstruction guidelines.)



- 11.1 Routes through car parks should provide a clear visible area between the route and the parked car



LIGHTING

By providing good lighting the formal and informal surveillance of urban public spaces and relevant accessible parts of building is possible. Appropriate lighting levels also increase the perception of an area as safe.

Lighting should enhance and complement the aesthetic quality of those parts of the urban public space that give each city its particular character and identity. The lighting should also accentuate significant buildings, features and planting within the city area as well as emphasis the special and unique qualities of heritage and/or entertainment areas.

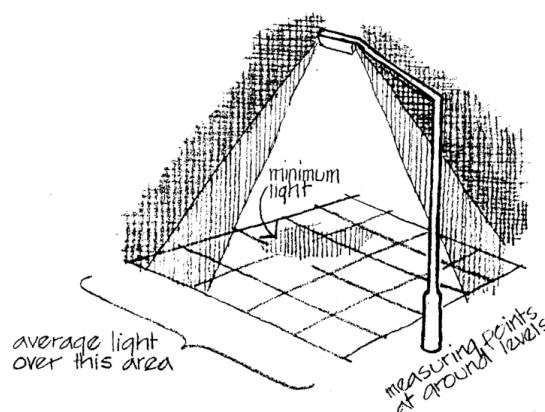
Lighting in a public space should be adequate enough to detect another person while they are a reasonable (generally 15 m) distance away.

In all cases consideration should be given to lighting efficiency. This is especially important in instances where the lighting will be vested to the public.

Note:

Throughout these guidelines whenever illumination levels are quoted in lux (lumens/m²) this means the average value and the standard service illuminance values as defined in NZS6703:1984 Code of Practice for Interior Lighting Design.

The term uniformity ratio refers to the method of evaluating the contrast between high and low light areas. It is measured by the ratio of minimum light to average light levels at ground or similar level. All light levels given in these guidelines should be taken as initial values and measured on a horizontal plane unless noted otherwise.



$$\text{UNIFORMITY} = \frac{\text{Minimum level of light measured}}{\text{Average level of light measured}}$$

