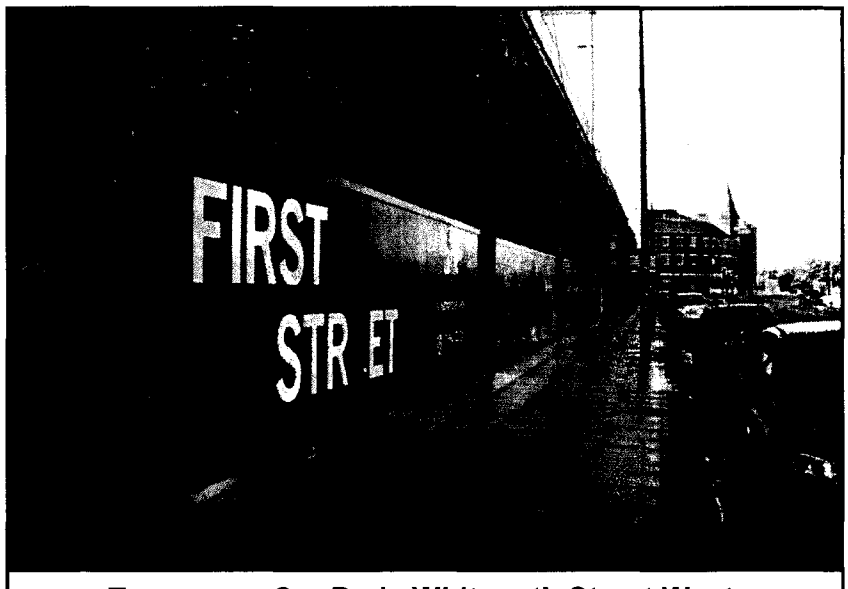
Fighting crime, protecting people

Greater Manchester POLICE

CRIME IMPACT STATEMENT



Temporary Car Park, Whitworth Street West, Manchester.
2008/1058

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PREPARED BY

G.M.P. ARCHITECTURAL LIAISON UNIT

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PURPOSE OF A CRIME IMPACT STATEMENT

'Crime Prevention Through Environmental Design' (CPTED) provides a framework for incorporating crime prevention within quality design of the built environment, focusing on reducing the opportunity to commit crime.

Crime prevention is a material consideration in the planning process. *'PPS1 makes clear that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion'* (Para. 87, Page 15, DCLG Circular 01/2006 – Guidance on Changes to the Development Control System).

A Crime Impact Statement (CIS) clearly demonstrates that the applicant has considered the effect that their proposal may have on the locality.

A CIS should:

- Be produced by a competent individual/organisation independent of the design process.
- Highlight crime and disorder issues in the vicinity of the development.
- Assess the development in terms of its likely effect on crime and disorder in the area.
- Identify design solutions based on analysis of the crime issues in the area that will reduce the proposals vulnerability to crime (under three headings):
    - Design, layout and spatial relationships;
    - Physical Security; and
    - Management & Maintenance.

A CIS will:

- Help an applicant to adapt a development to avoid/reduce the adverse affects of crime and disorder.
- Allow LPAs to use the information to make better decisions and enable the planning process to run more smoothly.
- Help to allay public fears about a development that are often brought about by a lack of information and create goodwill on behalf of the developer.

Executive summary

The proposed use of land is acceptable, having been used as a car park previously.

Historic Crime Issues

Following the analysis of crimes that have taken place within the surrounding area, the most important crime factors limiting the success of this scheme are crimes against:

- Vehicles: Criminal Damage
- Vehicles both theft of and from
- People: Robbery

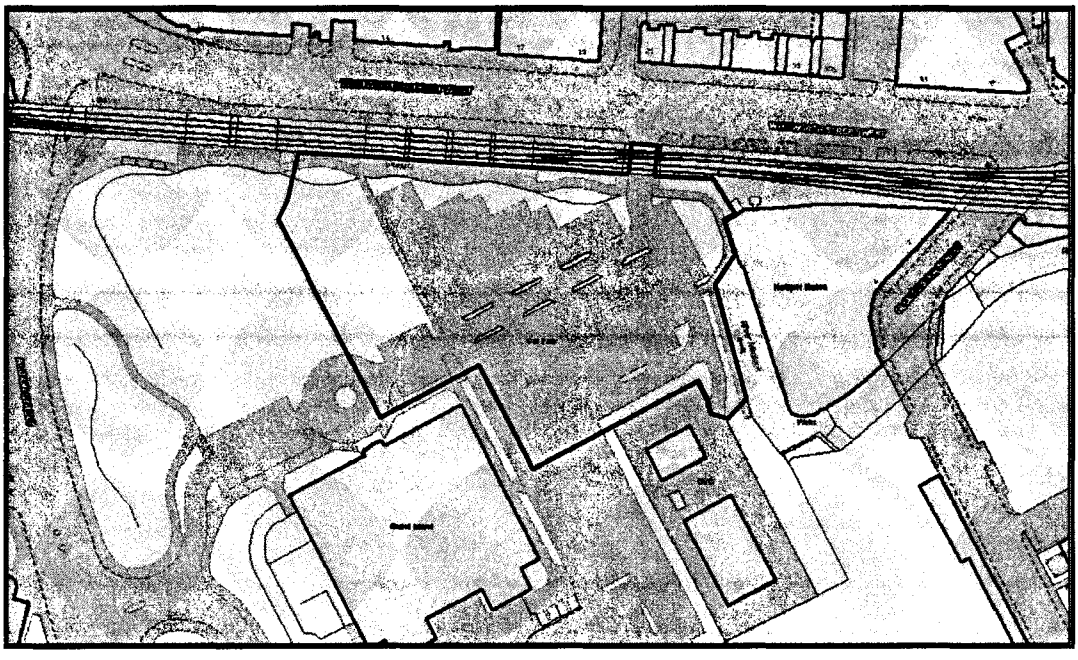
Concerns

1. There is on average over one vehicle crime every day in the area, both thefts of and from. Natural surveillance to the car park is potentially good due to the proximity to Whitworth Street West and to nearby buildings/construction sites, however there is currently no information on CCTV surveillance out of peak business hours. If this area has monitored CCTV surveillance, and is regularly maintained with a good management approach this should reduce the potential risk to future users of this scheme.
   Furthermore, access to the site is of some concern. The second pedestrian-only entrance should be integrated into the main vehicular entrance or removed in order to centralize access.
2. Having analysed the crime data for this area criminal damage is a relatively significant problem in the areas surrounding this site. It is essential that the boundary be treated by means of security fencing of a minimum of 2.4m with anti-climb features, to form a secure perimeter.
3. Pedestrian safety is also a concern given local levels of less serious wounding and robbery. Appropriate measures should be taken on the Whitworth Street West boundary to provide appropriate lighting to the footpath and entrances to aid pedestrian safety.

PART A – ANALYSIS OF THE SITE

Location:	Whitworth Street West, Manchester
Proposal:	Temporary Car Park
Client:	Southside Regeneration Limited
Reference:	2008/1058
Date:	20th October 2008
Version:	1

DESCRIPTION OF SITE & SURROUNDING AREA

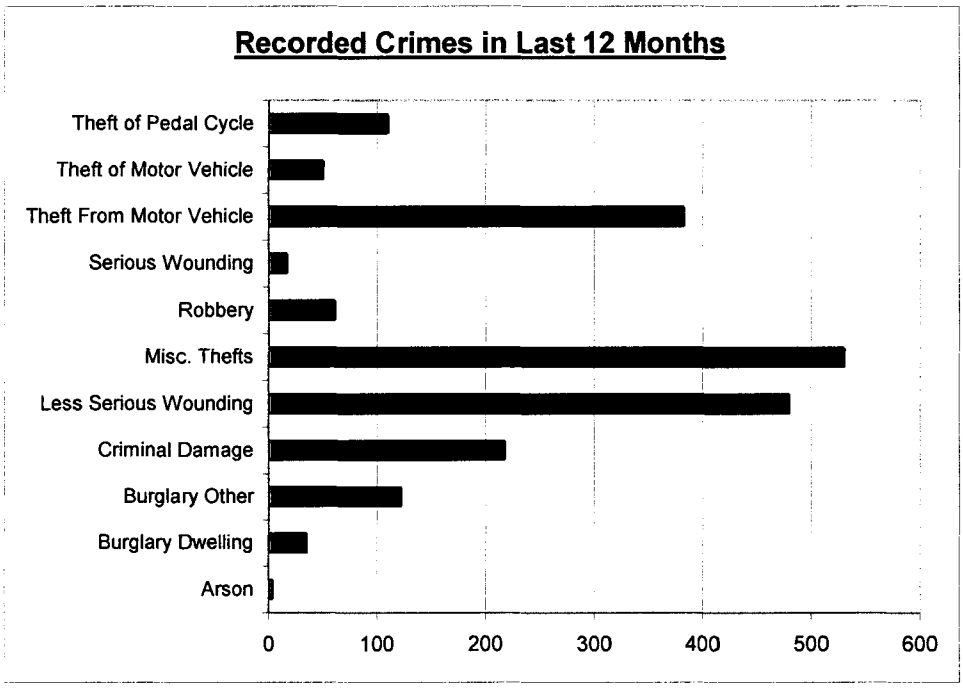


- The site is located within 1km southeast of Manchester City Centre.
- Transport link to the site are good, with nearby access to the inner ring road.
- This is primarily a commercial area, but is in close proximity to Deansgate and Oxford Street, meaning a wide mix of amenities are close by.
- There are many residential buildings in the vicinity, mainly apartment developments.
- The proposal is within the zone of a wider regeneration project.

CRIME ISSUES AT LOCATION

Crime Pattern Analysis (CPA)

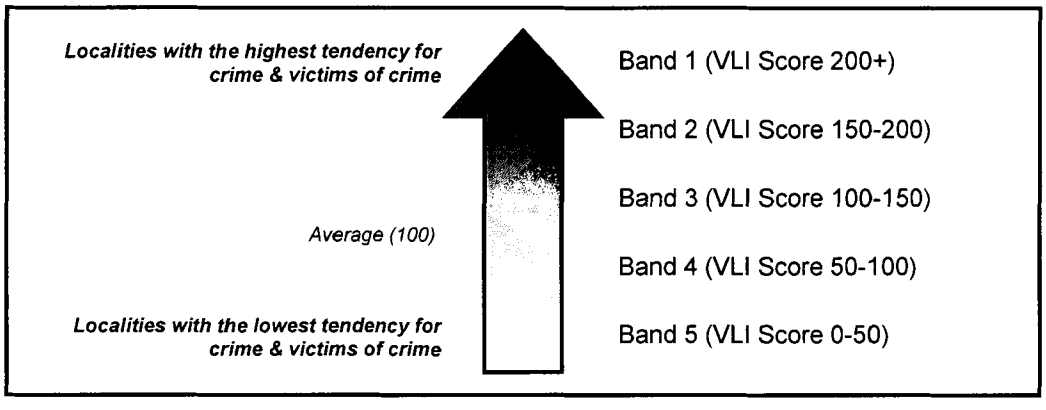
The graph below illustrates the number of crimes recorded in the period between 3rd October 2007 and 3rd October 2008 in a grid area centred around the site, measuring approximately 1km^2 (please see Appendix 1 for a description of each of the crime types).



This is a high crime area. During the above period, there were 291 crimes recorded on Whitworth Street West, 66 of which were less serious wounding, and twelve of which were thefts from motor vehicles There were also 13 incidents of criminal damage, 5 of which were damage to motor vehicles. Neighbouring road Hulme Street had 34 crimes recorded, eight of which were thefts from motor vehicles and one theft of a motor vehicle, with access gained either by smashing a window or forcing a lock. In terms of the immediate area around the site, there have been a number of recorded incidents within the last 12 months, the majority of which are alcohol fuelled and have happened around busy bar/nightclub areas. Major crimes in the immediate vicinity are against vehicles, (mostly theft from), people and property including miscellaneous theft, less serious wounding and criminal damage.

Vulnerable Localities Index (VLI)

The scoring of the VLI draws together 6 areas of data which have an impact on crime – burglary; criminal damage; income deprivation; employment deprivation; educational attainment; and percentage of young people in the area. The VLI can be calculated for each Census Output Area (COA) and then be compared against the average VLI score for each Local Authority and Greater Manchester as a whole.



The VLI for the area on which the site is situated is Band 3 (100-150), which is above average for North Manchester.

THE PROPOSAL

Erection of a new surface temporary car park consisting of 236 parking spaces, (including 20 disabled spaces), with cycle parking.

- Landscaping scheme
- One-way traffic strategy
- 58 cycle spaces and approx 13 motorcycle spaces
- Lighting strategy
- One vehicular and pedestrian entrance/exit
- Second pedestrian entrance/exit

RISK ASSESSMENT

Risks Associated with Development Type

The typical security issues for a development of this nature are:

1. Acts of criminal damage during the construction period
2. Acts of theft of plant/materials during the construction period
3. Parked Vehicles
    - Theft of Vehicles
    - Theft from Vehicles
    - Damage to Vehicles
4. Bicycle/Motorcycle theft
5. Graffiti
6. Robbery

Risks Associated with Site

As well as the issues outlined above, this site is particularly vulnerable to:

- Crime data analysis has shown that car crime is a problem in this area. I would ask that the developer is mindful of this and ensures that parking areas have robust security fencing and gates fitted to all access points to the site.

- Criminal damage is a relatively significant problem in the area surrounding this site. Again, robust security fencing to keep out intruders would help to combat this.
- The access points, both pedestrian and vehicular should be located in one clear location, not in multiple locations.
- The drawings denote a 2.4m high hoarding, which potentially could prevent views into and out of the car park, reducing the natural surveillance of the area. The proposals should not create any additional obstacles to vision, and any further boundary treatments should be visibly permeable.
- The proposals should not include any features that would encourage people to gather within the parking area, such as benches, low walls and flat topped bollards.
- The boundaries of the site should not include any features that make it possible to scale the perimeter walls / fencing.
- Lighting should be provided at an adequate uniform level around the site (as defined in BS 5489) so as not to create areas of shadowing or pooling. Location of lamp columns and any cctv cameras should take account of obstructions to vision such as vegetation and vehicle parking arrangements.
- The proposed layout of the car park should not allow for people to be cornered or trapped in remote parts of the site.
- Loose surface material is not recommended as it can be used as missiles to cause criminal damage to vehicles.
- Parking bays should be clearly marked and aligned in straight bays.
- Effective signage should be used throughout the site to direct users to spaces and exits, and include safety and security information.
- The developer needs to formulate a management plan for the future operation of the site covering regular maintenance of the facility in order to ensure the long-term integrity of the security arrangements. This should include lighting, staffing, barriers, fencing, walls, gates, CCTV, and vegetation.

Interim Conclusions

Although general levels of crime are high around the site, these generally do not relate directly to it. The proposed use of the site does raise the potential for criminal activity and it is therefore essential that the developer takes full account of the recommendations of this report to avoid introducing features that could potentially increase crime and the fear of crime.

PART B – CRIME PREVENTION RECOMMENDATIONS

Part B of this report assesses the proposals against the principles of 'Crime Prevention Through Environmental Design' (CPTED) and 'Secured By Design' (SBD), with particular reference to the crime issues highlighted in part A.

The analysis of the proposals is based on the following drawings submitted by the developer/agent:

- Location Plan ref: 45074 P01 rev A
- Proposed Temporary Car Park GA Plan ref: 45074 P03 rev C
- Temporary North Car Park Section ref: 45074 P05 rev B
- Electrical Services North Car Park ref: E-GR02 rev P1

Description of Development

The car park is intended as an interim treatment of the site for a currently unspecified period, for public use and for workers of the nearby No. 1 building. The proposal would see the area levelled, with vehicular and pedestrian access created from Whitworth Street West. Existing hoardings would be retained along the boundary with the River Medlock. The southern boundary of the car park is bordered by the retaining wall of the existing pressure reduction station and landscaping to the east of the No. 1 building. The western boundary of the car park will be a knee-high timber rail treatment. (Both southern and western boundaries are subject to a separate application). The northern boundary on to Whitworth Street West consists of brick arches, which are currently in-filled by the applicants' hoardings. Information has not been provided on when these will be removed. We are informed that the car park will operate as a 'pay and display' facility with no permanent staff presence on the site. Surfacing of the parking area will be bitmac with landscaping and footpaths to divide and designate the parking bays.

Lighting is proposed to provide coverage of the parking area, although no CCTV is to be provided. The site is intended for use 24 hours per day, by both users of the adjacent No.1 building and the general public.

Design, Layout & Spatial Relationships

- There should be one entrance and exit for vehicles onto Whitworth Street West, with the number of pedestrian entrances kept to a minimum. Vehicular and pedestrian access should be consolidated to one location when possible.

- The boundary treatment of the car park as a whole should not allow easy scaling, and should be a minimum of 2.1m high, and visibly permeable to allow natural surveillance of and from the car park. This should be robust security fencing, and be additional to the existing hoardings, which obscure natural surveillance from Whitworth Street West.

- The internal layout should avoid long stretches of straight vehicle routes in order to restrict the speed within the site. If this is not possible, then traffic calming measures should be implemented to avoid stretches or circuits being abused by joy riders.

- Clear pedestrian footpaths and routes should be provided within the site to guide people safely to and from the exits / entrances.

- A height restriction barrier should be included at the vehicular entrance in order to prevent unauthorised access of large vehicles. One-way directional flow-plates should be installed at the exits, with a rising barrier at the entrance.

- Boundary treatments should not compromise the security of adjacent properties and should not include features that allow them to be used as climbing aids. Pay and Display machines and other site features should be carefully sited away from secure boundaries.

- Directional flow markings and signs should be incorporated to clearly indicate the vehicular routes within the site.

- The developer should install a sign close to the entrance that includes information about the operator, emergency contact details, and conditions of use.

- Cycle parking should benefit from good natural surveillance.

Physical Security Measures

- Lighting should be provided to all areas of the site to an adequate and uniform level as defined in BS 5489 so as not to create any areas of shadowing or pooling. Lighting levels should be compatible with any CCTV system installed. Uniformity should be a minimum of 25%.

- Knee-rail fencing should have top rails that are sloping in order to discourage them from being used as sitting areas.

Management and Maintenance

- Due to the existing high levels of vehicle-related crime in the area, it is strongly recommended that the car park is staffed at all times.

- Any CCTV systems that are used within this proposal and the lighting systems that support them require regular maintenance.

- Cleaning, removal of graffiti and repair of damage arising from vandalism should be carried out quickly in order to maintain a culture of care and respect. A lack of maintenance often attracts further abuse.

- Vegetation should be kept to a maximum height of 1000mm and tree canopies should be maintained above 2000mm.

- Pay and Display machines should be emptied on a regular basis.

Due to the location and proposed use of the site, it is highly recommended that the development is designed, constructed and managed in accordance with the

provisions of the Park Mark Safer Parking Scheme, see *www.britishparking.co.uk* for more information on this initiative.

Construction Site Issues

Careful consideration should be given to securing the site during construction, to prevent unauthorized access and theft of equipment. For more information, please contact the local Crime Reduction Adviser (details below):

Name of local CRA/s: PC Stuart Pizzey MBE
Contact Telephone No/s: 0161 856 3046

Untidy sites and their surroundings can be littered with debris accessible to vandals who often use loose materials as missiles to commit crime. We recommend the preferred contractor on this scheme is a member of the considerate Constructor's Scheme (see appendix 2) who maintain responsibility for a tidy area around their site.

Conclusion

From a security perspective, the scheme contains some positive elements that reduce the opportunity for crime. However, there are other elements that are less acceptable. These are listed below:-

Positive Items:-

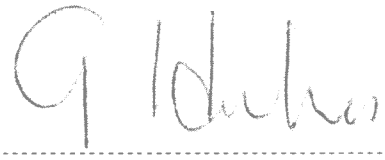
- Potentially good surveillance from No. 1 building, although this is reliant upon levels of occupation of the building.
- Single vehicular access point.

Unsatisfactory Items:-

- Separate pedestrian access/egress point
- General boundary treatments
- Long stretches of road and circuit style layout, with no specified traffic calming measures.
- Car park is not to be staffed, nor benefit from CCTV coverage.
- Free access from Whitworth Street West, with no barriers.

This development has been assessed against the principles of CPTED and it contains certain features that give cause for concern. In order be effective in reducing the opportunities for crime and the fear of crime in an area where levels are already very high, it is essential that the recommendations of this report are included in the scheme.

PLEASE NOTE - In the event of any subsequent material changes to the scheme, it will be necessary for the Architectural Liaison Unit to reassess the comments made above.

Signed 

Gareth Hulmes
Architectural Liaison Officer

APPENDIX 1 – GLOSSARY OF CRIME TYPES (Source: Home Office)

Arson

Deliberately destroying or damaging property, by fire.

Burglary in a Dwelling

Burglary in a dwelling
Where an offender enters a dwelling as a trespasser to steal, rape or commit grievous bodily harm.

Aggravated burglary in a dwelling
Where an offender, armed with a firearm, weapon or explosive, enters a dwelling as a trespasser to steal, rape or commit grievous bodily harm.

Burglary in a Building other than a Dwelling

Burglary in a building other than in a dwelling
Where an offender enters a building other than a dwelling as a trespasser to steal, rape or commit grievous bodily harm.

Aggravated burglary in a building other than a dwelling
Where an offender, armed with a firearm, weapon or explosive, enters a building other than a dwelling to steal, rape or commit grievous bodily harm.

Criminal Damage

Criminal damage to a dwelling
Deliberately, or recklessly, destroying or damaging somebody else's home.

Racially or religiously aggravated criminal damage to a dwelling
Deliberately, or recklessly, destroying or damaging somebody else's home, where there is a racial or religious motive to the offence.

Criminal damage to a building other than a dwelling

Deliberately, or recklessly, destroying or damaging a building that belongs to someone else.

Racially or religiously aggravated criminal damage to a building other than a dwelling

Deliberately, or recklessly, destroying or damaging a building that belongs to someone else, where there is a racial or religious motive to the offence.

Criminal damage to a vehicle

Deliberately, or recklessly, destroying or damaging a vehicle that belongs to someone else.

Racially or religiously aggravated criminal damage to a vehicle

Deliberately, or recklessly, destroying or damaging a vehicle that belongs to someone else, where there is a racial or religious motive to the offence.

Other criminal damage

Deliberately, or recklessly, destroying or damaging items, excluding dwellings, buildings or vehicles that belong to someone else (not counted elsewhere).

Racially or religiously aggravated other criminal damage

Deliberately, or recklessly, destroying or damaging items, excluding dwellings, buildings or vehicles that belong to someone else (not counted elsewhere), where there is a racial or religious motive to the offence.

Threat or possession with intent to commit criminal damage

Threatening or causing someone to fear that his or her property might be damaged; or possessing anything, without lawful excuse, intended to cause damage.

Less Serious Wounding

Less serious wounding (including any minor injury)

Maliciously inflicting grievous bodily harm, with or without a weapon; also assaulting someone and causing him or her actual bodily harm.

Racially or religiously aggravated other wounding

Maliciously inflicting grievous bodily harm, with or without a weapon; also assaulting someone and causing him or her actual bodily harm, where there is a racial or religious motive to the offence.

Common assault (includes some minor injury)

Common assault (no injury)

Assaulting another person where the victim receives a minor injury or, as of 2002/03, no injury.

Racially or religiously aggravated common assault

Assaulting another person where the victim receives no injury and there is a racial or religious motive to the offence.

Miscellaneous Theft

Theft from the person

Stealing property from another person, with intent to permanently deprive him or her of it.

Theft from shops

Stealing, with intent to permanently deprive, from retail premises (i.e. shoplifting).

Theft by an employee

Stealing from one's employer, with intent to permanently deprive the employer.

Theft or unlawful taking of mail

Unlawfully taking away or opening a mailbag.

Proceeds of crime

Concealing, disguising, converting, transferring or removing property obtained through criminal activity (i.e. money laundering).

Abstracting electricity

Dishonestly using, wasting or diverting electricity, without authority.

Other theft or unauthorised taking

Stealing not classified elsewhere.

Handling stolen goods

Dishonestly receiving or handling goods, knowing or believing them to be stolen.

Robbery

Robbery of personal property

The actual or threatened use of force during or immediately before the theft of personal property.

Robbery of business property

The actual or threatened use of force during or immediately before the theft of property belonging to a business.

Serious wounding

More serious wounding or other act endangering life

Viciously intending to cause grievous bodily harm to another person.

Theft from a Motor Vehicle

Theft from a vehicle

Where there is intent to steal from a vehicle rather than drive it away.

Vehicle interference and tampering

Interfering with a vehicle, its contents or anything carried in it.

Theft in dwelling

Theft from an automatic machine or meter

Stealing money from a meter in a dwelling.

Theft in a dwelling other than from an automatic machine or meter

Stealing property from a dwelling where the thief has not trespassed to gain entry

Theft of a Motor Vehicle

Theft or unauthorised taking of a motor vehicle

Stealing a motor vehicle, with intent to permanently deprive the owner of it.

Aggravated vehicle taking

Stealing a motor vehicle, with intent to permanently deprive the owner of it, and driving that vehicle dangerously, or consequently causing injury or damage to property, including to the vehicle.

Theft of a Pedal Cycle

Theft or unauthorised taking of a pedal cycle

Stealing a bicycle, with intent to permanently deprive the owner of it.

Appendix 2 – Considerate Constructors Scheme

www.considerateconstructorsscheme.org.uk

Code of Practice for the Scheme

Considerate

All work is to be carried out with positive consideration to the needs of traders and businesses, site personnel and visitors, and the general public. Special attention is to be given to the needs of those with sight, hearing and mobility difficulties.

Environment

Be aware of the environmental impact of your site and minimise as far as possible the effects of noise light and air pollution. Efforts should be made to select and use local resources wherever possible. Attention should be paid to waste management. Re use and recycle materials where possible.

Cleanliness

The working site is to be kept clean and in good order at all times. Site facilities, offices, toilets and drying rooms should always be maintained to a good standard. Surplus material and rubbish should not be allowed to accumulate on the site or spill over into the surroundings. Dirt and dust from construction operations should be kept to a minimum.

Good Neighbour

General information regarding the scheme should be provided for all neighbours affected by the work. Full and regular communication with neighbours, including adjacent residents, traders and businesses, regarding programming and site activities should be maintained from pre-start to completion.

Respectful

Respectable and safe standards of dress should be maintained at all times. Lewd or derogatory behaviour and language should not be tolerated under threat of severe disciplinary action. Pride in the management and appearance of the site and the surrounding environment is to be shown at all times. Operatives should be instructed in dealing with the general public.

Safe

Construction operations and site vehicle movements are to be carried out with care and consideration for the safety of site personnel, visitors and the general public. No building activity should be a security risk to others.

Responsible

Ensure that everyone associated with the site understands, implements and complies with this code.

Accountable

The Considerate Constructors Scheme poster is to be displayed where clearly visible to the general public. A site's contact details should be obvious to anyone affected by its activities.