Crime Impact Statement

- Land bounded by Ducie Street, Jutland Street and Store Street, Manchester
  - Car Park

Greater Manchester Police

designforsecurity

Chester House
Boyer Street
Manchester
M16 ORE
t: 0161 856 5912
f: 0161 856 7489
e: info@designforsecurity.org

www.designforsecurity.org

Client	Ballymore Group	
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designforsecurity **Consultant**	Michael Craig	

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Summary Evaluation

The proposed development is generally consistent with the current principles and standards of Crime Prevention through Environmental Design (CPTED). The overall layout contains some positive features that reduce opportunities to commit crime. There are some matters of detail that would benefit from further attention, and subject to the particular points within part B of this report being incorporated into the scheme, we are able to support the proposal.

Contact Register

Date of Contact	Summary of Contact
CIS Instruction Received	24th June 2010

Document Register

The analysis of the proposals is based on the following documents submitted by the developer:

Document/Drawing Reference Number	Document/Drawing Title
SK0200 Rev A	Location Plan
SK0202 Rev A	NCP On-Grade Car Park
SK0203 Rev A	Typical Cross Section

PLEASE NOTE - In the event of any subsequent material changes to the scheme, it will be necessary for Design for Security to reassess the comments made within this report.

Introduction

This Crime Impact Statement:

- Has been produced by the Greater Manchester Police Design for Security consultancy, a professional organisation independent of the design process.
- Highlights crime and disorder issues in the vicinity of the development.
- Assesses the development in terms of its likely effect on crime and disorder in the area.
- Identifies design solutions based on analysis of the crime issues in the area that will reduce the proposals vulnerability to crime.
- Helps an applicant to adapt a development to avoid/reduce the adverse affects of crime and disorder.
- Allows Local Planning Authorities (LPAs) to use the information to make better decisions and enable the planning process to run more smoothly.
- Helps 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.

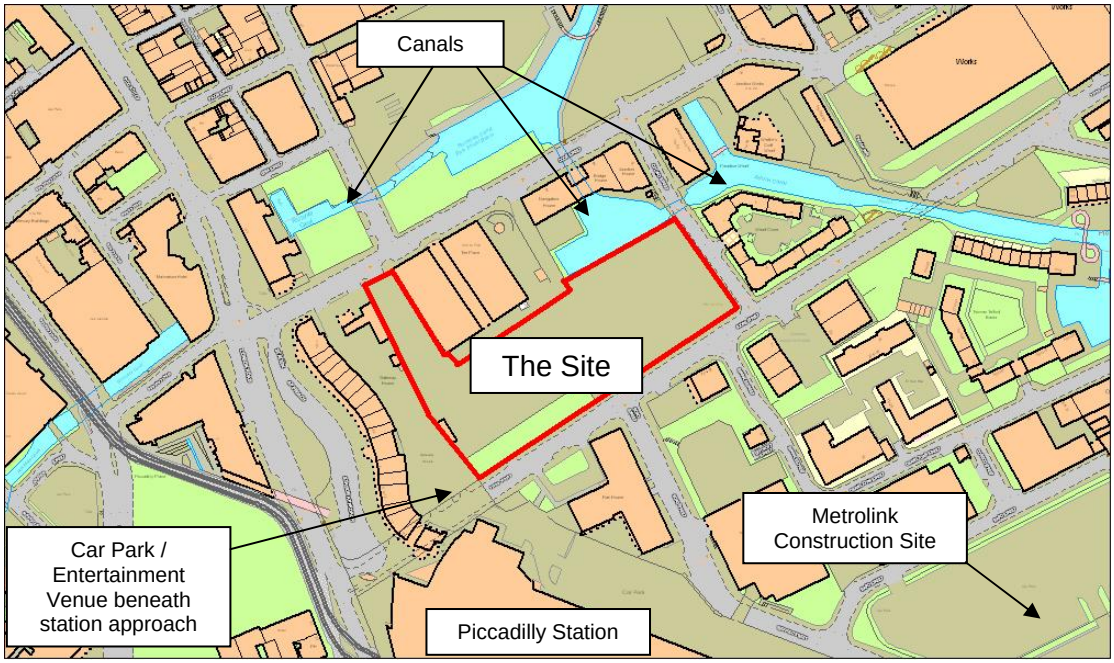
Part A – Analysis of the Site

1.0 The Proposal

- The site will be used as a temporary surface car park.

2.0 Site Analysis

The diagram below highlights relevant local features, which could have an impact upon the security of the scheme.



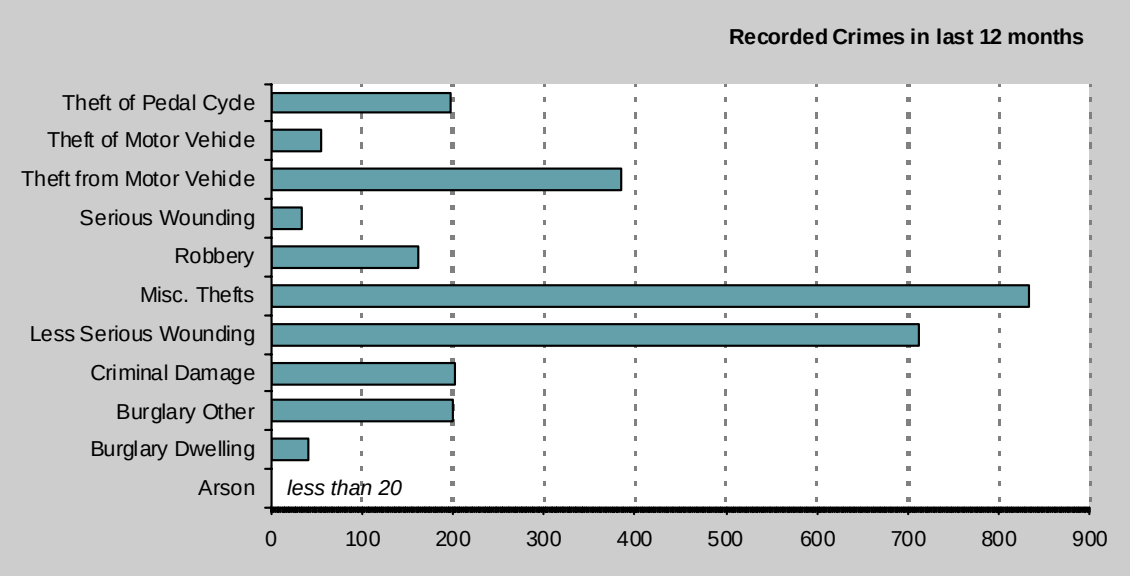
- The site is in central Manchester, located beside the approaches to Piccadilly Railway station.
- The character of the area is changing as its traditional warehouses associated with the canals and railways are gradually being replaced by new residential and commercial functions.
- To the north and east, new and converted buildings accommodate apartments while to the south there is a more commercial flavour to the developments, with offices and some light industry. Dotted around the

area are some leisure facilities such as bars and clubs.

- Immediately west of the site, there is a car park located under the station approach road accessed from Store Street. This is used on occasions for music events, attracting large crowds into the early hours of the morning.
- On Store Street under the railway arches, a caravan regularly arrives to distribute food to homeless people, who gather in significant numbers.
- In common with many similar plots in the area, the site is used for car parking, pending further redevelopment when economic conditions improve. There is a major change in level across the site from Ducie Street and the canal in the north east down to Store Street.

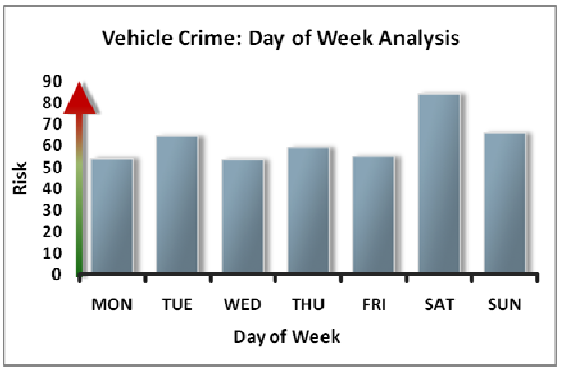
3.0 Crime Issues at this Location

The graph below illustrates the number of crimes recorded in the period 1st June 2009 and 1st June 2010 in a grid area centred on the site, measuring approximately 1km^2 (please see Appendix 1 for a description of each of the crime types). N.B. these figures do not include incidents reported to British Transport Police on Network Rail premises.

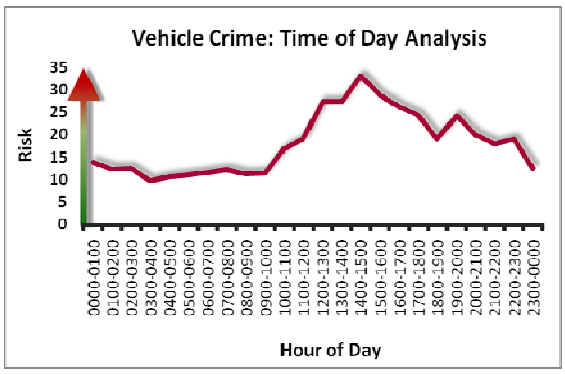


This is a high crime area with thefts and less serious wounding being the most frequently occurring problems. These tend to peak at weekend evenings, reflecting the level of night-time activity in the area.

Theft of/from Motor Vehicle Risk Analysis



DAY RISK: THEFT OF/FROM MOTOR VEHICLE



TIME RISK: THEFT OF/FROM MOTOR VEHICLE

Vehicle crime is also significant. Much of the parking in the area is long-stay by commuters who work more centrally or are using the train. Many of the streets have little in the way of natural surveillance from overlooking property. Offenders know that the vehicles are left for several hours during the day and can attack them without fear of detection.

The level of street robbery in the area is also a concern. Victims are often people using quiet, secluded routes from the station / city centre late at night.

Antisocial behaviour in the area is at high levels, with more than 7 incidents reported to the police every day on average. These incidents tend to be focussed on certain hotspot locations, and some of these are close to the site, for instance along London Road / Piccadilly areas and Ducie Street. The more secluded areas and door recesses tend to be used as informal toilets at night. A significant number of incidents in the area are prostitute-related, an activity particularly associated with the quieter streets east of Piccadilly station.

There are a number of existing features of the area, which may be contributing to the above crime levels:

- Construction sites in the area can provide many opportunities for criminal activity, as an offender can act anonymously within the relatively transient community of workers and gain access to otherwise secure areas.
- Vacant and neglected plots provide opportunities for antisocial behaviour which often escalates into criminal behaviour.
- The proximity of the city centre and Piccadilly railway stations means that quiet neighbouring streets are frequently used for long-term commuter car parking, an attractive target for criminals.
- Prostitution is often associated with drug abuse and more serious crime and antisocial behaviour. The streets to the east of Piccadilly station have a reputation for this activity, which often attracts further criminal interest to the area.

4.0 Security Considerations

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

- Cash robbery
- Theft of cars
- Theft of contents and components from cars
- Damage to cars
- Fly-parking
- Wilful damage
- Graffiti
- Robbery

5.0 Design Considerations

- Entrances for vehicles and pedestrians should be in obvious positions and restricted to well overlooked locations, but not immediately adjacent to designated parking spaces.
- 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 western boundary of the site adjoins the elevated approach to Piccadilly station. There are areas of void under arches that should be securely fenced off from the car park.
- The pubic boundaries of the site should be visibly permeable in order to maximise surveillance of and from the car park. Other boundaries of the site should not include any features that make it possible to scale the perimeter walls / fencing and gain access to neighbouring property.
- Effective lighting should be included to allow users to feel secure using the facility in the dark. 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, signage 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. Clear pedestrian footpaths and routes should be provided within the site to guide people safely to and from the exits / entrances.
- 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.
- 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.

- 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, cash handling / staffing / patrols, barriers, fencing, walls, barriers, cctv, and vegetation.
- 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.

Part B – Assessment of the Development

1.0 Description of the Development

The car park is intended as an interim treatment of the site for a currently unspecified period. The area has been levelled, with vehicular and pedestrian access created from Store Street. Existing hoardings are to be retained along the boundary with Jutland Street, and the palisade fencing will remain along the edge of the canal basin. The high wall along the boundary with Store Street has been removed and replaced with timber knee rail fencing. The car park will operate as a 'pay and display' facility with no permanent staff presence on the site. Surfacing of the parking area is compacted road planings with timber knee rails to divide and designate the parking bays. Lighting and CCTV provides coverage of the parking area. The site is intended for use 24 hours per day.

2.0 Assessment Criteria

2.1 Design & Layout

The following features of the development will assist in reducing crime and the fear of crime:-

- The layout of proposed parking spaces is in straight rows that allows easy navigation and reduces opportunities for concealment.
- The internal layout generally avoids creating long stretches of straight vehicle routes which will help to restrict speeds within the site. There should be additional calming on the long lane running parallel to Store Street.
- Formal entrances and exits for both vehicles and pedestrians are in obvious locations.
- Pay and Display machines and other street furniture has been located away from boundaries. The plant containers and their contents should not create obstacles to vision, particularly when located beside the ticket machines.

In order to reinforce the above security features, it is recommended that the developer gives the following matters further consideration:-

- A height restriction barrier should be included at the vehicular entrances in order to prevent unauthorised access of large vehicles.
- The boundary treatment along Store Street should not allow easy scaling, in order to discourage informal / unwanted access and egress. I would recommend that it should be a minimum of 1.5m high, and visibly permeable to allow natural surveillance of and from the car park.
- The developer should install a sign close to the entrances that includes information about the operator, emergency contact details, and conditions of use.

2.2 Physical Security

- 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, in accordance with table below and with uniformity of around 0.33.

Table L2: Lighting requirements for outdoor and surface car parks

Areas	Av. lux	Min. lux	Uniformity
Rural Areas	15	5	0.33
Urban Areas	30	10	0.33
MSCP open roof	30	10	0.33

Please Note:
•The Av (average) lux is the maintained average horizontal illuminance on the floor
•The Min (minimum) lux is the minimum horizontal illuminance at any location

- Surfacing material should be well-compacted and any loose material / larger items of debris removed from site.
- Knee-rail fencing should have top rails that are sloping in order to discourage them from being used as sitting areas.
- The CCTV system must be capable of surveying the entire site, with fixed coverage of the following areas:-
  - Vehicular and pedestrian entrance / exits
  - Pay point(s) – (facial recognition quality images)
  - Remote areas, e.g. north west corner of site

The system should be monitored to allow a rapid response to any incidents occurring, and images recorded for evidential purposes. Recording equipment should be stored in a secure area (i.e. a security office), with access restricted to authorised staff only.

2.3 Management & Maintenance

- Due to the existing high levels of vehicle-related crime in the area, it is strongly recommended that the car park is staffed / supervised 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, accumulated litter 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.
- Periodic security patrols should be undertaken throughout the car park, in particular at off-peak periods and times of higher risk.
- Pay and Display machines should be emptied on a daily basis, and arrangements for cash in transit vehicles should minimise the distance required for security personnel to walk between the cash machines and their vehicles.

2.4 Construction / Continued Liaison

Careful consideration should be given to securing the site during construction, to prevent unauthorized access and theft of equipment.
Advice on current / proposed crime prevention initiatives in the area can be obtained from the Crime Reduction Advisor (CRA) for central Manchester (contact details below).

Name of local CRA(s):	John Sargeson
Contact Telephone No(s):	0161 856 3046

3.0 Conclusions

This development has been assessed against and is generally consistent with the principles of CPTED, thus reducing the opportunities for crime and the fear of crime. Subject to the above measures being included within the scheme, we are happy to endorse this development.

designforsecurity Consultant	
	Michael Craig

Appendices

A1 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 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 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 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 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.

A2 Considerate Constructors Scheme

SOURCE:

www.considerateconstructorsscheme.org.uk

Code of Practice for the Scheme

1. 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.

2. 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. Reuse and recycle materials where possible.

3. 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 materials 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.

4. 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.

5. 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.

6. 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.

7. Responsible

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

8. 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.