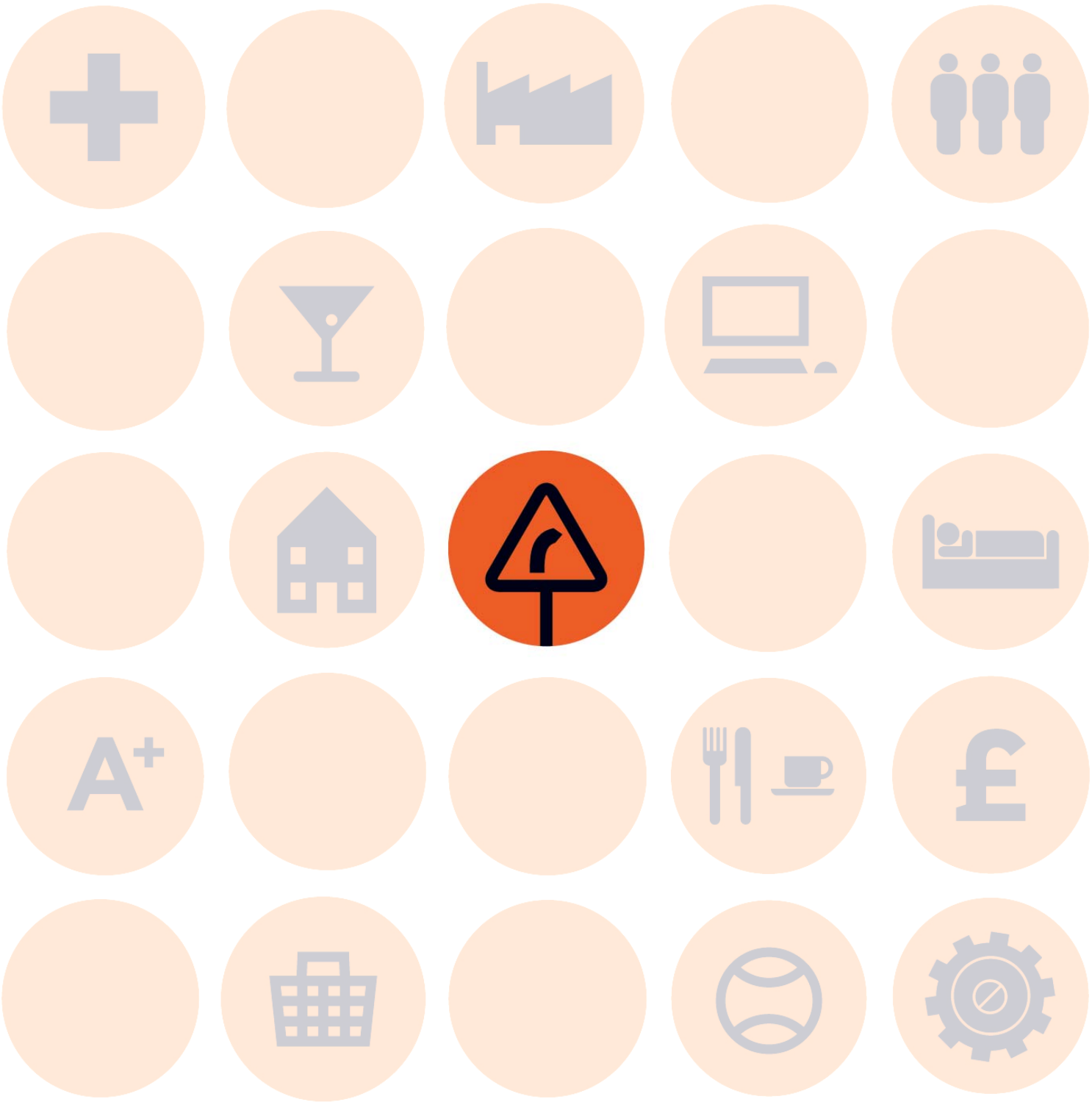


Greater Manchester Police

designforsecurity

Crime Impact Statement: Lite

Ducie Street, Manchester

Surface Car Park

For RCP Parking Ltd

Version B: 12/03/2013

www.designforsecurity.org
info@designforsecurity.org
0161 856 5912

Not Protectively Marked

Produced by Greater Manchester Police
Copyright reserved by The Chief Constable

Crime Impact Statement: Lite

Ducie Street, Manchester

Surface Car Park

2011/0357/CIS/01

For RCP Parking Ltd
Version B: 12/03/2013

Executive Summary

☐ **Significant material changes are advised**

☐ **Proposal is satisfactory in principle but minor changes are advised**

☒ **Proposal is generally acceptable subject to the advice in this report**

From a crime prevention perspective, the site benefits from being small, with a reasonable turnover of cars, a steady flow of pedestrians along the front of the site,and a degree of surveillance (human and CCTV) from the neighbouring businesses. Indeed, the car park appears to have operated successfully, without any recorded crimes in the past 12 months.

I have no issue with the retention of the car park in its current form for a temporary (3 years).



Adrian Murphy *MRTPI*
Consultant
e: adrian.murphy@designforsecurity.org

Produced by Greater Manchester Police
Copyright reserved by The Chief Constable

Contents

1 Visual Audit 4
2 Crime Statistics & Analysis 5
2.2 Crime Count
2.3 Vehicle Crime: Risk Analysis
2.4 Wounding: Risk Analysis
2.5 Criminal Damage and Robbery: Breakdown
2.6 Common Use-Specific M.O.s (Modus Operandi)
3 Risk Factors 6
4 Design Considerations 6

Appendix

A Contact register 7
B Associated Documents 7

Produced by Greater Manchester Police
Copyright reserved by The Chief Constable

1 Visual Audit

1.1.1 The diagram below highlights the site edged in red and the surrounding commercial buildings, other car parks, Piccadilly station, and the highway network and canal.



1



2



3



4



5



6



7



8



Produced by Greater Manchester Police
Copyright reserved by The Chief Constable

1.1.2 This vacant site is located towards the western end of Ducie Street in Manchester City Centre, close to Piccadilly Station. It is secured by a high steel gate, picture 1, with high boundary fencing/walls on all sides. The site is largely unsurfaced except for a small apron of tarmac/cobbles/concrete close to the site entrance at Ducie Street, picture 2. The surfaced part of the site is flat but it then the site slopes steeply down towards a large car park. The unsurfaced area of the site is given over to succession vegetation, picture 3.

1.1.3 The Place hotel lies to the east of the site, picture 4, whilst a redundant car hire business (now a car wash) lies immediately west of the site entrance, picture 5. Immediately behind the redundant car hire premises there is a car park, picture 6, associated with Gateway House a large office development, seen in the background of picture1. The western perimeter of the site is made up of high engineering brick walls, picture 6. The Store Street car park lies to the south of the site, picture 7; the boundary between the two is defined by a hoarding, seen on picture 3. The eastern boundary is defined by a high steel palisade fence, picture 8.

1.1.4 The site is located in a mixed use area where commercial uses dominate including offices, The Place Hotel and car parking.

1.1.5 The proposal involves the creation of a 23 space, temporary car park (3 years).

2 Crime Statistics & Analysis

2.1.1 All data below is based on crimes recorded between 1st April 2010 and 2011.

2.2 Crime Count

Figure 1: Recorded Crime in Km² Centred on Site

Burglary Dwelling	Burglary Other	Criminal Damage	Less Serious Wounding	Misc. Thefts	Robbery	Serious Wounding	Theft from Motor Vehicle	Theft of Motor Vehicle	Theft of Pedal Cycle
28	169	197	836	1032	210	53	339	39	199

2.2.1 Vehicle crime makes up a large portion of all crime that occurs in the city centre. The city centre and surrounding areas suffer disproportionately from vehicle crime due to huge influx of vehicles belonging to workers and shoppers during the day. The area also experiences high levels of violence, theft and robbery.

2.3 Vehicle Crime: Risk Analysis

The information below relates to vehicle crime committed within a Km² centred on the site.

2.3.1 Day Range: The risk of vehicle crime during the week does not vary much day to day and there are no clearly defined peak days. The number of vehicles in the city centre area is not likely to vary much between days of the week - with commuters parking in the area between Monday and Friday and shoppers and weekend workers on Saturday and Sunday.

2.3.2 Time Range: During the day, vehicles are most routinely targeted between 11am and 5pm - peaking between 1pm and 2pm. It is during this period that offenders target vehicles parked in the area belonging to city centre workers, who park on informal car parks or on streets in areas close-by, such as Ancoats.

2.4 Wounding: Risk Analysis

The information below relates to woundings committed within a Km² centred on the site.

2.4.1 Day Range: Violent crime peaks at the weekend. Between Friday and Sunday, a greater number of people descend on the city centre area - attending licensed premises and often drinking for longer periods of time.

2.4.2 Time Range: The risk of violent crime increases in the late evening into the early hours of the morning, peaking between 1am and 4am. At these times, those attending licenses premises are more likely to be

Produced by Greater Manchester Police
Copyright reserved by The Chief Constable

intoxicated and violent disorder is more likely to breakout in licensed premises, on the street, at taxi ranks/bus stops/train stations and at takeaways.

2.5 Criminal Damage and Robbery: Breakdown

The information below relates to criminal damage and robbery committed within a Km² centred on the site.

2.5.1 Criminal Damage Targets: Criminal damage in this area is targeted more at vehicles rather than at property. Common incidents of criminal damage include graffiti, windows being smashed and damage to car bodywork.

2.5.2 Robbery Targets: Robbery against the person is much more prevalent than against businesses in this area. The risk of robbery increases when victims take more secluded routes through the city centre alone.

2.6 Common Use-Specific M.O.s (Modus Operandi)

2.6.1 Criminal damage to vehicles, theft from motor vehicles & theft of motor vehicles parked overnight

Solutions Entrances to car parks should be limited in number so that escape routes for a potential offender are restricted. Boundary fencing should be sufficiently strong, visually permeable to allow surveillance and high enough to robust and cannot be easily breached. For safety reasons, pedestrians and vehicle entrance should be separate. There should be distinct pedestrian routes (coloured tarmac) through car parks to minimise the potential for accidental or malicious contact with cars as drivers make their way to their car. Surveillance of car parks should be provided electronically through the installation of CCTV, by patrols from car park management, or by passing pedestrians on busier streets. There should be sufficient lighting to allow surveillance across the whole site with no dark areas or obstacles, other than cars, to impede surveillance.

3 Risk Factors

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

- Robbery
- Arson
- Criminal damage to vehicles
- Theft of/from parked vehicles
- Cycle theft
- Theft and criminal damage during the construction period
- Antisocial behaviour
- Unauthorised access to buildings/private space

4 Design Considerations

4.1.1 Given the constraints of the site and the temporary nature of the use, the following should be considered in order to provide a reasonable level of security at the site.

4.1.2 Ideally, perimeter fencing should be visually permeable and sufficient high and robust as to deter casual intrusion into the site and concentrate people and vehicle movements through a single entrance/exit. The current perimeter fencing does not meet this standard. However, such are the constraints of the site; in particular, the substantial retaining wall on the western boundary beyond which there is most activity, which would generate natural surveillance, replacing this wall with a fence is impractical.

4.1.3 The perimeter gates and hoarding along the Ducie Street boundary should be removed to open up the site to surveillance.

Produced by Greater Manchester Police
Copyright reserved by The Chief Constable

4.1.4 Lighting should be included in the scheme to illuminate all spaces through the hours of darkness. There are lighting columns on the site, these may need to be supplemented to provide a level of lighting sufficient to encourage use of the car park and deter criminal activity. You should aim for an average lux of 20 and a uniformity of no less than 25%.

4.1.5 Should the site be retained as a car park in the longer term, it should be surfaced and parking bays clearly marked. Signage should clearly indicate: the owner/operator of the site together with contact details; the charges, the charging period and rules of use; the sanctions for non-compliance with the rules; and, the opening hours of the car park.

4.1.6 Payment machines should be located close to the Ducie Street entrance, in a well lit part of the site, where natural surveillance is at its maximum. Machines should be emptied on a daily basis.

A Contact register

Date	Contact With	Summary of Contact
21st April 2012	Kelly Watson	Request for Crime Impact Statement Lite
06 March 2013	Kelly Watson	Request to update Crime Impact Statement Lite
12 March 2013	Kelly Watson	Updated report sent

B Associated Documents

This report is based on the following drawings and supplementary information submitted by the applicant.

DWG No.	DWG Title	Date	Rev
	OS site map		
	Site Plan	25/03/11	
	Design & Access Statement	4/11/11	

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.CIS Version History

Version	Status			Revisions Made
B	☐	☐	☒	

Produced by Greater Manchester Police
Copyright reserved by The Chief Constable