



CRIME IMPACT STATEMENT

Public realm works including: new public square; relocation of taxi rank and car parking spaces; and, associated works

AT Rochdale Station Square

FOR: Rochdale Borough Council

VERSION A: 16.01.23

2022/0380/CIS/01

Greater Manchester Police

design**for**security

EXECUTIVE SUMMARY

Development supported

The proposed investment and improvements in the public realm are welcomed.

The immediate neighbourhood around the site does suffer from high levels of crime and disorder, and transport hubs, in particular, are often exploited by criminals. However, I am delighted that the design team have addressed a number of issues that can contribute to feelings of insecurity and effect crime. There scheme will give the area a boost in terms of the environmental quality, also make it easier and safer for pedestrians to navigate through the area, cycle parking will be enhanced, the setting of St John's church and the Fire Station will be improved, the space will be animated by public art and pop-up commercial uses, and the rather neglected Lower Tweeddale Street, which should stimulate investment in property on that street, in particular.

I have made several recommendations to further enhance security and feelings of safety of users of the spaces within the scheme, and these are set out in section 3.3 of this report and 4 of the report.

Greater Manchester Police are happy to support the proposals.

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1 The Site and Surroundings

The application site and its surroundings are shown on the plan and photographs below. The site, edged in red, is located on the south side of Rochdale town centre, about half a mile from the retail core. The area surrounding the site is mixed in nature, with a range of retail, industrial and warehouse premises, health and community buildings, car parking, railway lines, and residential dwellings. There are four principal buildings adjoining the site boundary, they are: the Grade II* listed St. John the Baptist Roman Catholic Church, which stands at the corner of Maclure Road and Dowling Street; the former Rochdale Fire Station, which is now the Greater Manchester Fire Service Museum and overlooks Maclure Road at the north-eastern part of the site; Rochdale railway station adjoins the site's southern boundary; and Nye Bevan House, a large, community medical facility, which adjoins the western edge of the site. The application site is partly within the boundaries of the Maclure Road Conservation Area, which is focussed on St John's church, the fire station and property to the east. East of the site, Milkstone Road is a busy commercial street, well-known for its range of restaurant and take-away premises. At the northern end of Maclure Road, Drake Street connects the neighbourhood to the town centre.

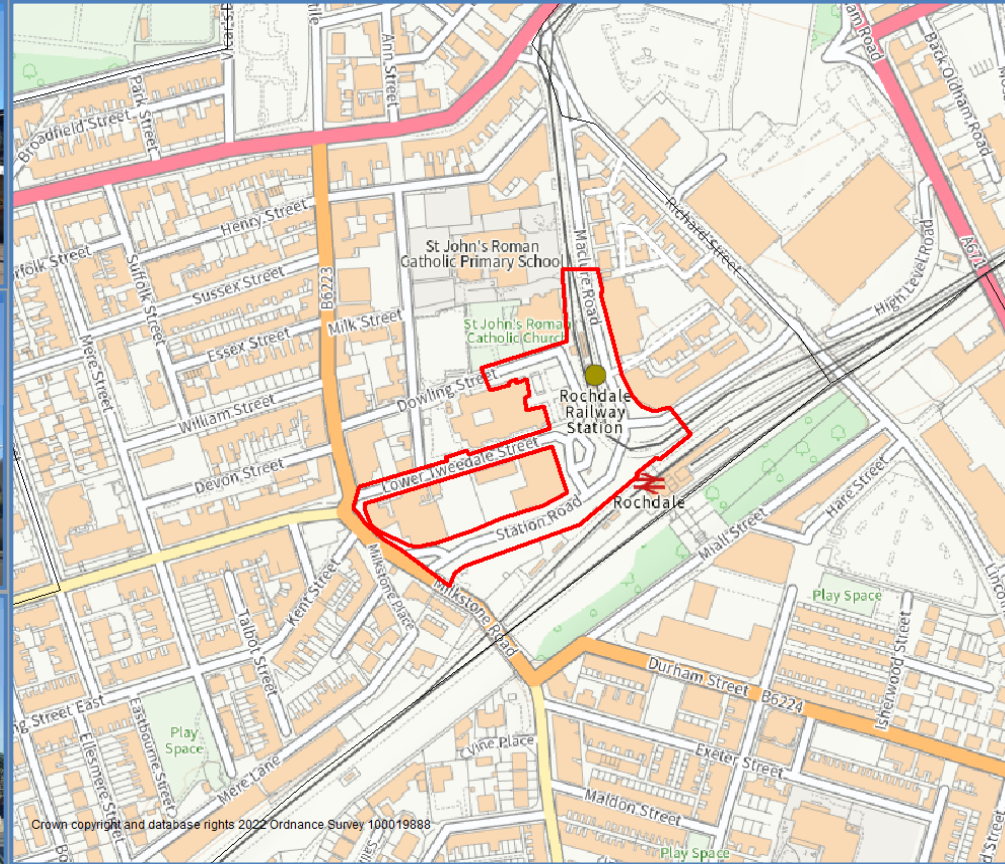
The northern entrance to Rochdale station



A view of the main core of the site taken from Station Road looking across to St John's, the Metrolink station and the fire station



Rochdale Station Metrolink station is at the centre of the site



Nye Bevan House and the public realm at the core of the application site, which includes cycle parking



Looking east along Lower Tweedale Street from its junction with Milkstone Road



Looking east along Station Road towards the railway station



The irregularly-shaped application site comprises a series of streets and public realm with Rochdale Metrolink Station at its core. Station Road is the principal east-west street and is situated at the southern fringe of the site. There are short-stay, parking bays located on the southern side of the carriageway and a bus stop and taxi rank on the north side. Located at the eastern part of the application site, Maclure Road is the main north-south route. The Metrolink tracks are laid within the carriageway of the road with station situated on Maclure Road immediately north of the town's railway station. Lower Tweedale Street is situated at the central-western part of the site. It connects Milkstone Road with Maclure Road and includes a range of houses and small, commercial premises at its western end and larger units, and the side elevation and car park entrance of Nye Bevan House, at its eastern end. The eastern end of Dowling Street, immediately in front of St John's church is also included with the application site. The remaining part of the site comprises an area of public realm in front of Nye Bevan House. Included in this space is an area of lawn, trees and hedges, seating, and an under-used and unsecured, cycle parking shelter. The core of the site includes good levels of street lighting and is monitored by CCTV, however, there are a mass of traffic and information signs, street furniture, Metrolink power cables, and changes in street-surfacing that create a cluttered and confusing gateway to the town.

2 Crime Statistics & Analysis

The data below relates to crimes recorded between 1st September 2021 and 31st August 2022.

2.1 Crime in the neighbourhood

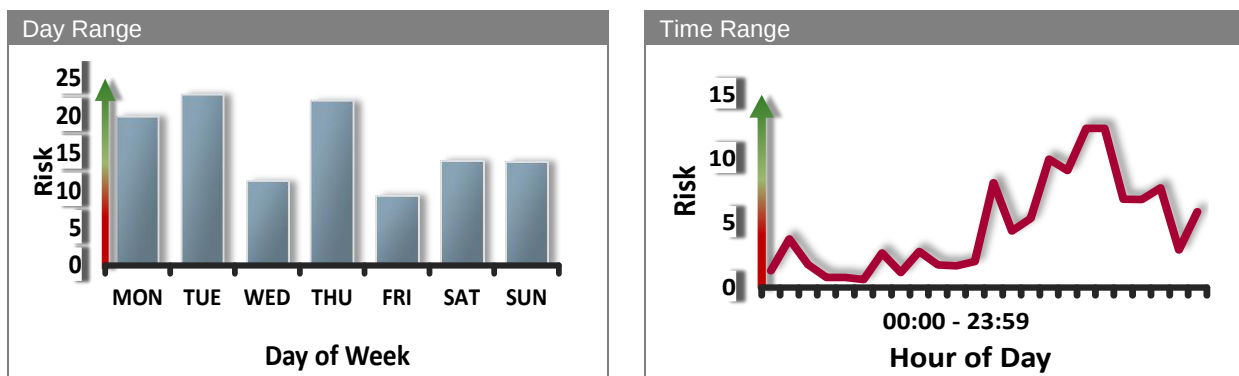
All crime

Domestic Burglary	Non-Domestic Burglary	Criminal Damage	Crimes involving the use or threat of violence	Theft (including shoplifting)	Robbery	Drug related offences	Theft from Motor Vehicle	Theft of Motor Vehicle	Bicycle Theft
10	24	85	588	100	19	30	42	24	6

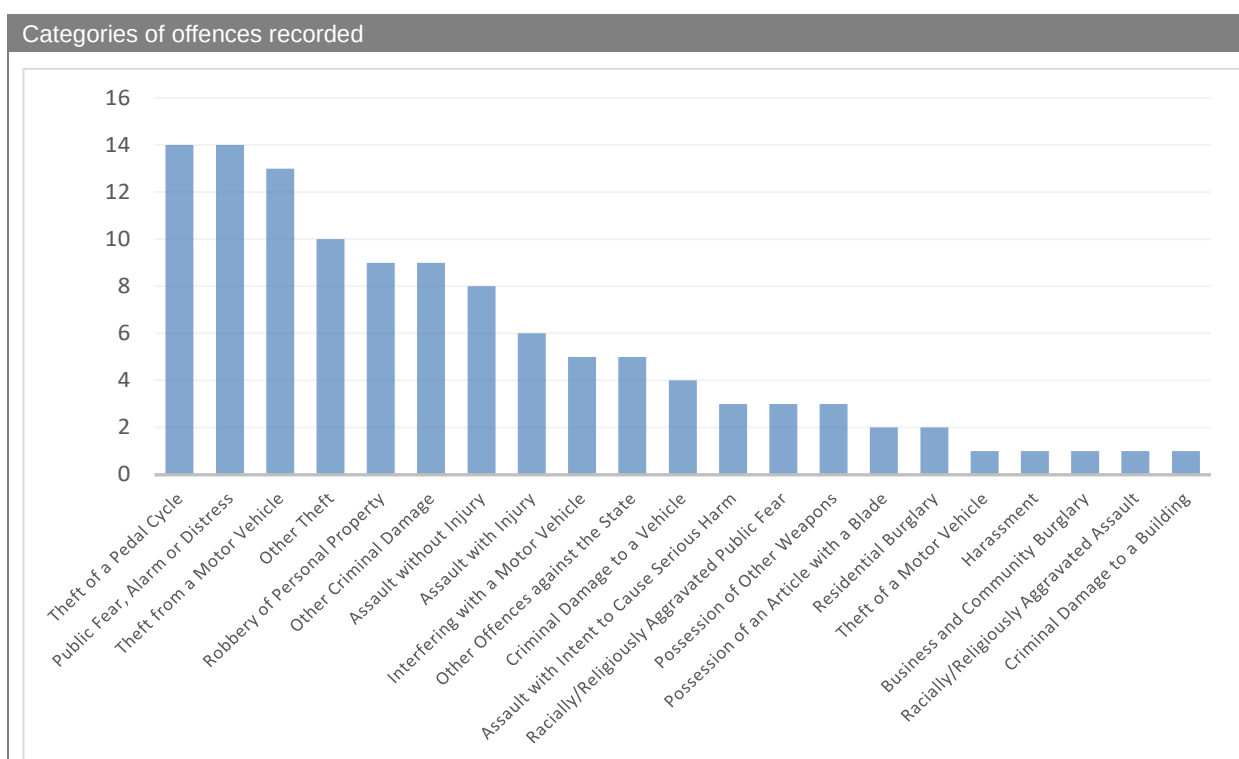
- 2.1.1 There were 948 recorded crimes in the neighbourhood around the development site during the period analysed. This volume of crime is well above the average for a neighbourhood within Rochdale, but the figure reflects the central location of the site and presence of a range of commercial, residential, transportation and community uses.
- 2.1.2 The most common crimes recorded were:
- the use, or threat, of violence - 62%
 - theft - 11%
 - criminal damage – 9%
 - vehicle crime, i.e., theft of, theft from and criminal damage to a vehicle - 7%
 - burglary - 4%.
- 2.1.3 Typically, crimes involving the use or threat of violence are usually the most common in any given neighbourhood. The percentage of violent crimes in this part of Rochdale is very high but again is reflective of the neighbourhood's central location, the range of late-night premises and presence of a transportation hub. In many areas, recorded incidents of burglary, vehicle crime, criminal damage and theft tend to occur at a similar volume. In this instance, vehicle-related crime, theft and criminal damage are a little more common than incidents of burglary.
- 2.1.4 The top 5 streets/places for recorded crime were:
1. Drake Street - 137 crimes
 2. Oldham Road - 58 crimes
 3. Tweedale Street - 53 crimes
 4. Maclure Road - 46 crimes
 5. Milkstone Road - 42 crimes.
- 2.1.5 There were 30 crimes recorded in and around the rail and Metrolink stations. Crimes involving the use or threat of violence were most common followed by theft and vehicle-related crimes. On each of the streets listed above and at the rail stations, the percentage of each category of crime was similar to the overall percentages, i.e., violent crime was much more dominant than others.

2.2 Crimes recorded at rail and Metrolink stations in Greater Manchester

The data below relates to offences recorded in Greater Manchester in 2018 to 2019.



- 2.2.1 The risk of being a victim of crime at rail and Metrolink stations in Greater Manchester is higher during the working week than at the weekend. The risk increases during the afternoon and into the early evening.



- 2.2.2 Theft, violent crimes, criminal damage, robbery and vehicle-related crimes dominate the categories of crimes carried out and around rail and Metrolink stations. Violent crimes make up 40% of the total, whilst bicycle theft is the most common sub-category of theft (12% of the total).

2.3 Modus operandi used by offenders in committing crime in & around public spaces in Greater Manchester & measures to reduce vulnerabilities

2.3.1 Violent crime

- Ensure station platforms, approaches to the stations and areas of seating/gathering are actively monitored by CCTV.
- Create spaces that can be used by a broad age range of residents and visitors.
- Ensure pathways alongside areas of seating are wide enough for pedestrians to pass a reasonable distance or that alternative paths are available.
- Avoid creating paths that predict and concentrate pedestrian movement.

- Control the concentration of late-night and licensed premises in the area.
- Encourage street-based food and drink operators into the space.
- Illuminate the streets, platforms and pathways adequately.
- Ensure continuity of views in and out the space wherever feasible.

2.3.2 Criminal damage

- Avoid large expanses of white or single colour walls and other surfaces.
- A protective coating should be applied to any areas that may be vulnerable to graffiti such as large expanses of blank walls in order to facilitate rapid removal.
- Street furniture should be robust and vandal resistant. Flame retardant timber should be used where possible.
- Use laminate glass and toughened glass in any structures where glazing is required.

2.3.3 Robbery and pick-pocketing

- Deploy security/maintenance staff at 'peak' times to monitor activity in the space and report issues to security staff and the Police;
- Actively monitor CCTV images of the public space with a rapid response to emerging issues;
- Erect discreet signage to warn visitors should issues arise; and,
- Pursue banning orders for recidivists.

2.3.4 Bicycle theft

- Provide a secure cycle shelter for use by commuters.
- Install short-term cycle parking in places with a high level of activity, i.e., immediately beside entrances to facilities or within the facility.
- Ensure cycle parking is monitored by CCTV.

2.3.5 Vehicle-related crime

- Ensure car parking is located where it can be overlooked by passing pedestrians and motorists as well as by CCTV.
- To minimise the risk of accidental damage, ensure there is a degree of separation between pedestrians using footpaths users and cars parked within clearly defined bays.
- Car parking appropriately illuminated during the hours of darkness.
- Discourage overnight parking in car parks.

2.4 Environmental features of the site and surroundings that may influence crime patterns

2.4.1 Features of the physical environment can influence patterns criminal and anti-social behaviour. They affect potential offenders' perceptions about a possible crime site, their evaluations of the circumstances surrounding a potential crime site, and the availability and visibility of one or more witnesses, who might intervene, at or near a site. Offenders may decide whether or not to commit a crime in a location after they determine the following:

- How easy will it be to enter the area?
- How visible, attractive, or vulnerable do targets appear?
- What are the chances of being seen?
- If seen, will the people in the area do something about it?
- Is there a quick, direct route for leaving the location after the crime is committed?

2.4.2 Aspects of the local environment that might help to reduce the risk of crime and disorder at the site are as follows:

- there is a regular flow of traffic, trams, passengers and pedestrians along Maclure Road and Station Road throughout the day and into the evening. Offenders are less likely to carry out certain types of crime when there is a good prospect of their acts being witnessed by passers-by;
- the presence of commercial, medical and religious establishments in the vicinity of the site also generates activity and adds to the overall surveillance;

- the site lies partly within a conservation area where there are several high-quality, historic buildings, which help give the area character;
- there are seats for people to dwell in the space and observe activity in the public spaces;
- the existing public space is generally well-maintained; and,
- there are numerous mature and semi-mature trees on and adjacent to the site. Research suggests that the presence of street trees is thought to calm traffic speeds, encourage walking, which increases street surveillance and can deter criminal activity, and reduce mental fatigue, which is sometimes a precursor to violent crime.

2.4.3 There are also some features that might facilitate crime and disorder, and these include:

- there is a high level of crime in the neighbourhood throughout the day and night, indicating that offenders are active in the area. Nearby commercial premises and the transportation hub act as focal points for crime drawing criminals into the area who may target people or property nearby;
- the site is very visible. Offenders are likely to notice the development as it emerges from early in the construction phase, and be aware of, and potentially exploit, any criminal opportunities;
- the sight of graffiti, industrial buildings and industrial-style fencing, euro bins on the street and permanently-shuttered storefronts can invoke feelings of insecurity in passers-by and discourage patronage of the area;
- the current layout of the public realm may be confusing and disorientating for visitors, leaving them vulnerable to approach by offenders; and
- the cycle hub is not secure and is poorly used.

3 Development Appraisal

3.1 The proposed development

3.1.1 The proposed development involves the remodelling and general improvements to the public realm around the railway and Metrolink stations. The works will include:

- Installing a new canopy to the railway station entrance.
- Removing the existing unsecure cycle shelter and locating a new, 20-space, long-stay, cycle shelter adjacent to the railway station entrance.
- Provision of short-term cycle parking and various locations around the site.
- Installation of public art.
- Resurfacing pathways and streets with higher quality materials.
- Installing concrete benches and sitting steps.
- Removal of trees and introduction of new trees, including box-head trees
- Improved public lighting
- Retaining CCTV provision.
- Providing a site for pop-up commercial activities.

3.1.2 Pedestrian routes will be simplified and prioritised, with traffic calmed throughout the space. Low kerbs, narrowed carriageways, widened footways and clear movement routes are proposed.

3.1.3 High quality block materials, tree planting and integrated Sustainable Urban Drainage (SUDs) in the form of rain gardens will create decluttered green corridors connecting the Milkstone community to the space.

3.1.4 Vehicle parking, loading, access and circulation is incorporated into the design.

3.1.5 Taxi ranking is relocated to Station Road (east) as is the bus stop.

3.1.6 A controlled access and bus route is incorporated within the square along Maclure Rd.

3.1.7 The railway viaduct walls be used for street art and fitted with green wall panels.

3.2 Positive aspects of the proposal

- 3.2.1 The developer has set out a list of core principles that lead the design of the project.
- 3.2.2 A design team has produced a comprehensive plan to improve the wider area of the two stations.
- 3.2.3 Investment in the neighbourhood is welcomed.
- 3.2.4 The presence of a high-quality public space will improve the profile of the neighbourhood and stimulate further investment in the area. At such time, additional security features can be designed in to make the area feel safer and the buildings more secure.
- 3.2.5 Environmental management in the locality is likely to improve following the construction of the scheme.
- 3.2.6 The stopping up of streets, removal of vehicle traffic the core public realm and the comprehensive resurfacing with high quality materials will improve the visitor experience of the space both in terms of ambience and safety.
- 3.2.7 The clarity of layout, with an increase in space available, a reduction in clutter from within the public spaces will make it easier for pedestrians to evacuate the space quickly and safely, should that be necessary in an emergency situation.
- 3.2.8 The accessibility of the public space will be enhanced for all users.
- 3.2.9 The public space will be animated with the introduction of pop-up traders and public art.
- 3.2.10 The enhancement to the railway station entrance will give the facility more presence than currently.
- 3.2.11 Improvements to lighting will improve the sense of safety of the Square during the hours of darkness.
- 3.2.12 CCTV will be retained.

3.3 Recommendations to improve the security of the public realm

- 3.3.1 In conjunction with railway, Metrolink and NHS, deploy street cleaning/security/maintenance staff daily to greet and direct visitors, ensure the public realm is always very well presented, and to monitor activity in the space and report issues to security staff and the Police.
- 3.3.2 The location and design of street furniture should be such that maintenance of it, and the space around and beneath are easily maintained.
- 3.3.3 Street furniture should be designed to withstand casual acts of vandalism.
- 3.3.4 The proposed bicycle storage shelter should be extremely robust with a self-closing, self-locking door that is controlled by cycle hub members' fob. Anything less than a very secure shelter will lose the confidence of cyclists. Consider combining the store with a retail outlet – coffee/snack bar to maintain a staff presence throughout the working day at least.
- 3.3.5 Cycle parking stands should be introduced in phases to reflect a growing demand with stands located in the most supervised spaces in the public area, e.g., alongside the Metrolink station seem the most appropriate, with the stands on the less supervised space on Station Road installed in the future should demand arise.
- 3.3.6 To avoid conflict and accidental damage, cycle stands should not be placed too close to car parking bays.
- 3.3.7 Signage is a critical component in promoting safety because people feel safer when they know where they are and how to get to where they want to go. Instead of focusing on restrictive messages that begin with "Do Not ...", a more constructive approach is to use signage as a tool to encourage a sense of ownership and engagement with the space user groups. To achieve this, signage should be positive, informative and encourage people to enjoy the space.
- 3.3.8 Lighting can be improved to enhance perceptions of safety. Improved lighting and increased legitimate activity will allow for greater surveillance of the streets and spaces during the hours of darkness.
- 3.3.9 Due to the poor spread of light, bollard lighting is not encouraged.
- 3.3.10 Good maintenance is crucial to maintain perceptions that areas are low risk. Vandalism can contribute to perceptions of fear because litter, graffiti and broken furniture all suggest a place is uncared for and possibly unsafe.

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- 3.3.11 Activity and recreational programmes can encourage positive use of the space, increase surveillance, limit domination by any one user group and reduce the possibility of inappropriate behaviour. Where people use the streets and spaces in a positive way, and in significant numbers, all people feel more secure.
 - 3.3.12 To foster a sense of ownership and pride and build a constituency of users (a friends of group) with an interest in keeping the space safe. Residents, local schools and colleges, transport organisations and users, and employees of neighbouring businesses should be encouraged to participate in the care and maintenance of the facility, and the organisation and attendance at events.
 - 3.3.13 Inappropriate activities need to be discouraged because their persistence is likely to result in a cycle of withdrawal by the public, decline in the quality of the facility and associated spaces and hence a reduction in positive use. Metrolink Network Rail, the NHS and the Council, should continue to engage with the Neighbourhood Police Team to ensure that information and problems continue to be shared and, where appropriate, solutions to issues arising are considered by all parties and carried out in partnership.

4 Physical Security

4.1 Cycle store

- ☐ The access into the cycle store should be secured with a PAS24 or LPS 1175 rated door, or steel-bar gate. In either case it should be fitted with a fob-operated, electronic lock that has a 4500 Newton holding force, and is self-closing and locks upon closure.
- ☐ The cycle store should be fitted with Sheffield stands to allow cyclist to secure the frame and wheels.

4.2 Glazing

- ☐ Where glazing is used, laminate glass to at least P4A should be installed.

4.3 Landscaping

- ☐ In order to maximise passive and electronic surveillance, planting should not exceed 1000mm in height, and tree canopies should fall no lower than 2000mm from the ground.
- ☐ The street furniture, steps and balustrades should take account of possible damage from skateboarders and stunt scooters.
- ☐ Avoid the use of tree stakes by using an underground guying system. Irrigation systems/pipes should include tamper-proof coverings to avoid potential criminal damage/blockage.
- ☐ The use of loose surface materials should be avoided.
- ☐ Cycle parking stands should securely anchored to a concrete foundation and allow the cyclist to secure both wheels and the frame.
- ☐ Fixed and rising security bollards should, ideally, be successfully tested to PAS 68.

4.4 Lighting

- ☐ External lighting should be provided in accordance with BS 5489. The spread of lighting should be evenly distributed with no areas of shadowing or pooling. Levels should be sufficient to support the CCTV system.
- ☐ Fittings should produce 'white' light.

4.5 Signage

- ☐ Signage should be consistent throughout the area. It should help direct pedestrians and cyclists to the safest/most convenient routes to and from key areas of the town.

5 Management & Maintenance

- ☐ A maintenance plan should be drawn up to address issues such as:
- Litter removal
 - Repair to CCTV, streetscape, access controls to the cycle hub, street furniture (particularly any automated bollards), lighting, and signage.
 - Landscape management

6 Construction

- ☐ The hoarding around the construction site and compound should be at least 2000mm high, be very robust and be erected at the start of the contract. Plant and machinery should be fitted with tracker devices and arranged to make it difficult to remove.
- ☐ The contractor on this scheme should be a member of the 'Considerate Constructors Scheme'.
- ☐ Security Industry Authority (SIA) accredited security contractors should be employed during the construction phase of the project.

A Contact Register

Date	Contact	Summary of Contact
08.09.22	Euan Connolly, Nexus Planning	Request for Crime Impact Statement
16.01.23	Euan Connolly, Nexus Planning	Statement issued

B Associated Documents

This report is based on the following:

Drawing No.	Drawing Title	Date	Rev
	Design Statement	Aug 22	
L-91-100	Landscape Proposals	11/08/22	
L-91-010	Site Location Plan	11/08/22	

In the event of changes to the scheme, it may be necessary for Design for Security to review the recommendations made within the report.

C CIS Version History

Version	Revisions	Date
A		16.01.23

D Glossary

Burglary Resistance Standards

BS 7950, 1997

Specification for enhanced security performance of casement and tilt/turn windows.

BS 4873, 2005: Specification for aluminium windows.

BS 7412, 2007: Specification for plastic windows made from PVC-U extruded hollow profiles.

BS 644-1, 2003: Wood windows. Specification for factory assembled windows - various types.

BWF:TWAS: Timber window accreditation scheme.

BS 6510, 2005: Specification for steel windows, sills, window boards & doors.

BS PAS 23-1, 1999

General performance requirements for door assemblies.

A performance standard for door sets, which certifies that a particular door set is fit for purpose. Door products must also have BS PAS 24 certification.

BS PAS 24-1, 2012

General security performance requirements for door assemblies.

An attack test standard for door sets, which certifies that a particular door, frame, lock and hardware set has withstood a series of physical tests. This is the minimum police requirement for Secured by Design dwellings, and is also applicable to French/double doors, and sliding doors.

ENV 1627-30 (Security Ratings WK1 to WK6)

Windows, doors, shutters - Burglar resistance Requirements and classification

The classification system used in ENV 1627-30 is aimed at the commercial market and is based on five elements:

- a) Resistance of glazing
- b) Performance of hardware
- c) Resistance to static loading
- d) Resistance to dynamic loading
- e) Burglary resistance by manual intervention

LPS 1175 (Security Ratings 1 to 6)

Specification for testing and classifying the burglary resistance of building components

This includes doors, shutters, garage doors and grilles typically for commercial premises and higher risk domestic premises and is acceptable to the ABI and the Police. The standard has 6 levels, 6 being the highest, with levels 1 and 2 equivalent in many respects to BS PAS 24 and BS 7950.

STS01 Issue 4: 2012

Enhanced security requirements for doorsets and door assemblies for dwellings to satisfy the requirements of PAS23 and PAS24

As the title suggests this is an equivalent test standard to PAS 24, incorporating PAS 23 (fitness for purpose), published by Warrington Certification.

STS02 Issue 3: 2011

Requirements for burglary resistance of construction products including hinged, pivoted, folding or sliding doorsets, windows, curtain walling, security grilles, garage doors and shutters.

This specifies a broadly similar range of attack tools and times to those specified at the lower levels of LPS1175. However, STS02 does not extend to cover the higher levels of risk addressed within LPS1175 and the attack methods used differ.

EN 356, 2000 (Ratings P1A to P8A)

Glass in building. Security glazing. Testing and classification of resistance against manual attack.

A performance standard for manual attacks on glazing. P2A is comparable to the performance of a 6.8mm laminated glass, and P4A to that of a 9.5mm laminated glass.

Commonly Used Acronyms

CIT

Cash in transit (refers to vehicles, personnel and routines).

CPTED

Crime Prevention Through Environmental Design
(Learn more at www.designforsecurity.org/about/cpted)

CRS

Crime Reduction Specialist. Sometimes known as CPO (Crime Prevention Officer)

INPT

Integrated Neighbourhood Policing Team.

PVB/PolyVinyl Butyral (Glazing interlayer)

A commonly used interlayer used in the production of laminated glass.

LPCB (Loss Prevention Certification Board)

A brand of the BRE Global (Building Research Establishment) family. The LPCB work with insurers, Government, police, designers, manufacturers, contractors and end users to develop methods of assessing performance and reliability of security products to ensure their fitness for purpose.

UKAS (United Kingdom Accreditation Service)

The sole national accreditation body recognised by government to assess, against internationally agreed standards, organisations that provide certification, testing, inspections and calibration services.

Useful Websites

Design for Security

www.designforsecurity.org

Secured by Design

www.securedbydesign.com

RIBA Product Selector

www.ribaproductselector.com

LPCB – Red Book Live

www.redbooklive.com

Crime Reduction (Home Office)

www.crimereduction.homeoffice.gov.uk

DAC (Design Against Crime) Solution Centre

www.designagainstcrime.org

Building for Life

www.buildingforlife.org

CLG (Communities and Local Government)

www.communities.gov.uk