

REPORT:

Collaborative Enforcement Pilot – Overview and Governance

DATE: 23 JANUARY 2015



Purpose of the report:

This report describes the vision and opportunities afforded by 'Collaborative Enforcement' between Devon and Cornwall Police and Plymouth City Council. It sets out the case for, and scope of, a pilot of collaborative enforcement to tackle community wishes to protect their local amenity and environment

The purpose of this report is to provide an overview of the proposed collaborative enforcement pilot that will help establish the degree to which collaborative enforcement could be progressed between Plymouth City Council and Devon and Cornwall Police.

Members of Safer Plymouth are asked to consider and agree the necessary reporting and oversight arrangements.

Introduction

The protection of our local communities and environment is in part determined by the enforcement of legislation by a variety of agencies. Primarily this is the responsibility of the Council and the Police.

The intention of collaborative working is to increase the range of interventions available to the Police, the Council and other agencies that can be used to improve the lives of residents. Collaborative working will increase intelligence and information sharing and could create a readily recognisable Plymouth enforcement presence which is easy to contact, able to respond and has the power to act on issues that cause communities greatest concern. For example, dog fouling, littering, fly posting.

The principle for all resources in scope is '**don't walk by**'. Where an issue is encountered that is a clear community concern, regardless of the agency encountering the issue, action is taken there and then or, where that is not appropriate, an effective means of ensuring a proper remedy is applied.

Effective enforcement, in many cases, is dependent on seeing the offence take place, of simple evidence gathering or an ability to challenge members of the public about their behaviour. Success requires a visible presence on the streets capable of witnessing offences and on officers in uniform who can challenge public behaviour with a broad range of enforcement tools.

These principles of collaborative enforcement are: -

- Don't walking by.
- Shared problems and shared solutions.
- A readily recognisable Plymouth enforcement presence.
- Structured Information gathering and sharing.
- Shared intelligence and analysis
- Joint tasking based on evidence
- Joint priorities
- Coterminal boundaries.

Enforcement can only be successful when it is aligned to programmes of work designed to change public behaviour and public expectations. The pilot will identify where this is necessary and explore how resources and policies can be developed in ways that develops public support and that can generate peer pressure to tackle problems.

Collaborative working will initially comprise D&C Police and the Council but this can be extended to other agencies such as Registered Social Landlords, the Fire Service, the private sector, the voluntary sector and the community.

The Enforcement Pilot

In order to establish a good evidence base and test new ways of working, it is proposed for the pilot to undertake two different but linked projects.

Project 1 Community Based Project

A pilot is to be based in the St Peter and Waterfront neighbourhood in order to understand the benefits and challenges faced by collaborative enforcement across the City. This neighbourhood is located within a single Police sector area. It is proposed that the pilot has different work streams that are likely to run concurrently, each with their own timescales and with interdependencies to other work streams.

Work Stream 1 Problem Profiles

In this phase we will seek to understand the issues affecting our communities. The pilot will seek with the help of different participating organisations and the wider community to: -

- Identify existing information and intelligence systems and any gaps
- Develop systems for gathering, recording and reporting information / intelligence.
- Develop systems /protocols for sharing and analysing information and intelligence within organisational and legal constraints.

This phase will provide opportunities for developing co-operative working principles within the community. Within the transformation programme, the council is developing the information sharing hub (CCO). The new engagement framework and work developing from that, including the critically important C2 pilot, will assist in developing better community intelligence on which to base decisions.

Neighbourhood Watch will also be re-launched and rebranded as “Community Watch”. This will be an integral part of the new collaborative enforcement approach. (Need to check if this has been re launched by now and if the name change is still happening)

Work Stream 2 Solution Analysis

In this phase we will seek to understand what resources we have available to the pilot and what legislative tools we can use and how we can best deploy them. The following issues will be considered:

- Identify staff and budget resources available to the pilot.
- Develop cross warranting and competency procedures and protocols.
- Identify operational needs and resolve differences.
- Identify media strategies, protocols and constraints.
- Alignment of enforcement policies and decision making.
- Identify legal challenges and establish remedies.

Work Stream 3 Solution design

With finite resource at our disposal, all activity needs to be prioritised to areas of greatest need, recognising the scale of the issues affecting our communities and responding appropriately following the objective assessment of where resources are best deployed.

This phase may require: -

- Protocols and mechanisms that can bring other Council Services and resources into scope fast and seamlessly.
- Agreed governance arrangements.
- Prioritisation models
- Defining what success requires.
- Processes for involving the community in the solution design
- Processes for involving partners in the solution design

Work Stream 4 Solution delivery

Solutions will be delivered by the resources in scope for the Pilot but also by partners and the wider community, for example through work that is taking place to educate for the future through ELAFS, (what do we know about this group?)family intervention, or systems leadership on harm caused by alcohol. The new engagement framework and work to develop capacity and capability within communities to help themselves is also critical in this area, enabling communities to respond themselves to problems that they have identified.

Work Stream 5 Assessment of success

The model enables measurement against the original problem profile that has triggered action. This will inform the pilot in terms of the problem. However each phase and each solution within each work stream will be assessed to establish how practical and how expensive that solution is considered to be.

Project 2 Problem based pilot - New ASB powers

Anti-social behaviour (ASB) legislation has been completely reviewed and a new Act came into effect in October 2014. This Act consolidates a variety of powers that cover a range of ASB issues.

This new Act will have shared enforcement responsibility between the Council, Police and the Registered Social Landlords (RSL). This will require establishing systems to deliver the coordinated use of these new powers to control the presence of ASB within our communities.

Many of the work streams necessary to utilise these new powers will also inform improved methods of collaborative working.

These include:

- Data Sharing/protection
- Recording the intelligence/data- a shared database
- Joint tasking of resources
- Maximising and tasking of available resources
- Training and competency requirements

One of the ASB powers available to the Council is a public spaces protection order (PSPO). This is designed to stop individuals or groups committing anti-social behaviour in a public space. The Council can issue a PSPO after consultation with the Police, Police and Crime Commissioner and other relevant bodies.

Duration of the Pilot

The pilot would run initially for up to 12 months with progress reviews being undertaken at 6 months, 9 months and 12 months. In addition update reports will be provided to the Project Manager and the portfolio holder at 6 weekly intervals.

It is important that benefits are realised as soon as possible. Where clear workable benefits are identified during the course of the pilot these will be introduced without waiting for the completion of the pilot.

Risk Analysis / Finance

The Pilot is itself may be at risk if: -

- The identification of community issues and community aspirations leads to demand that that outstrips the capacity of our joint enforcement resources. This may be managed by the joint prioritisation of resource with the local communities concerned.
- Key partners are unable to fully commit to the Pilot or to a sustainable model of collaborative enforcement once the pilot is complete.

Governance of the Pilot

The programme manager will be the Director of Public Health who will use a project board consisting of:

- Police Superintendent
- Head of Public Protection Service
- Community Safety Partnership
- Assistant Director for Street Services
- Legal Services
- Transformation

This team will be established at the earliest opportunity. A key priority for the group will be to establish the necessary work streams and agree project plans to deliver these areas of work. The necessary timelines, milestones and performance indicators will be established as part of these project plans.

A performance framework will be produced and presented to Safer Plymouth for comment.

Role of Safer Plymouth

The membership of Safer Plymouth provides an ideal opportunity for the group to act within a support and challenge role. The knowledge of the membership will be useful in an advisory capacity and some members may wish to be involved within the pilot. There will be a need to prioritise

Regular performance and updates will ensure that the group maintain adequate oversight and challenge of the pilot.

On completion of the pilot Cabinet have requested that Safer Plymouth work with the Your Plymouth Scrutiny Panel and recommend how the pilot could be implemented across the City

Recommendations

Safer Plymouth considers this report

- For the April Safer Plymouth meeting that the Collaborative Enforcement Project manager will produce a reporting framework with timescales and indicators.

- That this reporting framework will be used as the reporting framework for subsequent safer Plymouth meetings.
- That Safer Plymouth nominate a representative to the pilot project board.
- Members consider how they individually or their organisation would wish to be involved within the pilot.

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