

REPORT:

Collaborative Enforcement Pilot – Update

DATE: 28th May 2015



Purpose of the report:

The purpose of this report is to provide Safer Plymouth with an update on the Collaborative Enforcement Pilot.

Members of Safer Plymouth are asked to consider the report.

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.

A Collaborative Enforcement Pilot between Devon and Cornwall Police and Plymouth City Council was approved by the Cabinet of Plymouth City Council in December 2014.

A report was received by Safer Plymouth at the end of January 2015 which established the role of Safer Plymouth in the overview and Governance of the Pilot.

The purpose of the pilot is to understand the benefits and challenges faced by collaborative enforcement across the City. The Pilot is a mechanism for identifying and then over coming cultural, systemic, legal and financial barriers that restrict opportunities for and the effectiveness of collaborative working. It enables us to understand what works and what doesn't work in a discreet area of the city and then to establish a framework for a way of working that can be applied across all parts of the City.

Collaborative Enforcement

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.

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 walk 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

- Coterminous boundaries.

The Pilot is initially limited to D&C Police and the Council but it has been structured to be extendable to other agencies such as Registered Social Landlords, the Fire Service, the private sector, the voluntary sector and the community.

Governance of the Pilot

Safer Plymouth has agreed to oversee the pilot. Safer Plymouth has 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.

The programme manager for the Pilot will be the Director of Public Health who is chairman of the Pilot Board. It was envisaged he would be supported by a project board, consisting of:-

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

The Board will oversee the operation of the Pilot. Regular performance and updates from the Pilot Board will be provided to Safer Plymouth to ensure that the group maintain adequate oversight and challenge of the pilot.

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

The Pilot Board has created an Operational Leaders group currently. Their role is to establish necessary work streams, implement projects using the operational model, identify operational problems and find sustainable and scalable solutions. The Operational Leaders group reports to the Pilot Board.

The Enforcement Pilot

In order to establish a good evidence base and test new ways of working, the Pilot has set out to undertake two different but linked projects.

- Project 1 based in the St Peter and Waterfront neighbourhood.
- Project 2 is a project to understand, co-ordinate, and establish effective systems for the delivery of the Anti-social behaviour (ASB) legislation which came into effect in October 2014.

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

The working model for the Pilot established five work streams;

- 1) To understand the issues affecting our communities;
- 2) To understand what resources we have available to the pilot and what legislative tools we can use and how we can best deploy them;

- 3) To design a solution following the objective assessment of where resources are best deployed;
- 4) To implement the solution with the resources in scope for the Pilot but also by partners and the wider community;
- 5) Evaluation of the effectiveness of the actions taken by measurement against the original problem profile that has triggered action.

The operational framework that ultimately comes from the Pilot has to take account of the low resources and competing priorities.

The solutions adopted by the Pilot have to be sustainable and to be scalable across all areas of the City.

Progress to date

The Pilot has been running for three months. In this period the Pilot Board and the Operational Leaders group have been created and initial terms of reference have been agreed. The membership, reporting mechanisms and operation of these groups will be refined in response to the dynamic environment that Council and the Police are working within.

For example the Public Protection Service has cut 9 posts in this period.

Due to the limitations of existing resources and of the need to identify scalable solutions, the Pilot will initially seek to work with existing processes, organisations and mechanisms rather than creating new / unique solutions. Where existing arrangements are found to be inadequate, new solutions may have to be created.

Work Stream I Problem Profiles

The Pilot is looking at mechanisms that will enable us to identify the issues affecting our communities. The Pilot will seek 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.

The initial work has focussed on: -

- Intelligence analysis of complaints data held by the Council and by the Police.
- Examination of ward member casework logs.
- Consideration of Have Your Say / Neighbourhood Liaison meetings.
- Consideration the effectiveness of and the data from previous Operation Vocal exercises and the commissioning of a joint Operation Vocal exercise.

This has raised further work streams in relation to: -

- (i) The legal mechanisms that enable data sharing and the creation of data sharing protocols.
- (ii) The culture challenges of data sharing.
- (iii) Secure communication mechanisms and access to those.

- (iv) Data recording and data retrieval
- (v) The collation and analysis of data / information and intelligence recorded and stored in different systems.
- (vi) Information recording.
- (vii) Intelligence sharing mechanisms and intelligence classification.

Other options yet to be followed up include engagement with other community based agencies / groups and engagement with ward councillors.

Work Stream 2 Solution Analysis

In this phase we are working through specific problems so we can understand what resources we have available to the pilot and what legislative tools we can use and how we can best deploy them.

The Operational Group were conscious that until Work Stream 1 had identified community problems work streams 2,3 , 4 etc. were not being undertaken and consequently essential learning was not happening.

To stimulate working and learning, we have adopted projects already underway or projects that were showing as problems within the community following early analysis of the data held.

These projects are: -

- Eyesore Gardens
- Legal Highs project,
- Parking
- Abandoned Vehicles

This has raised the following work streams; -

- (i) Cross warranting of PPS Enforcement Officers with planning enforcement powers.
- (ii) More detailed analysis of the reason why residents complain about parking. For example is it pressure created by visitors to Royal William Yard? Is it because we have issued many more residents passes than spaces allocated?
- (iii) The design of new processes, training and cross warranting to enable more effective enforcement on abandoned vehicles.
- (iv) Development of joint contracts for collection of vehicles.

Reporting Framework

A provisional structure was created that was intended to allow oversight and guidance at tactical and strategic level, with final reporting to Safer Plymouth. This has not entirely functioned as anticipated.

The Pilot will continue to operate and re-assess the project framework to ensure that it is fit for purpose.

The first 3 months of the project have highlighted a number of challenges and some opportunities for collaborative enforcement. The known challenges and the uncertainty regarding future public sector funding make accurate project monitoring difficult at this early stage of the project. In

essence we are still exploring the feasibility of collaborative enforcement. Specific practical examples have been described and new opportunities will be taken forward as they arise. Each practical example adds to our collective knowledge about future collaborative enforcement across the City.

The aspiration will be to have completed the feasibility stage by the 6 month point of the project. Sufficient learning will then have been acquired to recommend the future direction of the project and any barriers that need to be resolved. This will also highlight an assessment of the practical work already being undertaken and the benefits realised as a result.

It is proposed, therefore, that a 6 month review report is brought to Safer Plymouth.