



Reigate & Banstead
BOROUGH COUNCIL
Banstead | Horley | Redhill | Reigate

REPORT OF:	Head of Environmental & Community Regulation
AUTHOR:	Peter J Tonge
TELEPHONE:	01737 276209
E-MAIL:	peter.tonge@reigate-banstead.gov.uk
TO:	EXECUTIVE
DATE:	16 July 2015
EXECUTIVE MEMBER:	COUNCILLOR JAMES DURRANT

KEY DECISION REQUIRED:	NO
WARD (S) AFFECTED:	ALL

SUBJECT:	Enforcement Matters
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RECOMMENDATIONS:

That the Executive:

- (i) note the progress of the Joint Enforcement Team and agree to continue working in this manner for the remaining life of the current 5 year plan;
- (ii) approve the expanded role of the team to incorporate out of hours working and adopting a more robust approach to enforcement rather than an ambassadorial role;
- (iii) approve the reduction in the CCTV network to ensure that Council operated CCTV cameras are compliant with the Code of Practice; and
- (iv) note the proposal to combine the JET and Community Safety Teams.

REASONS FOR RECOMMENDATIONS:

- (i) The Joint Enforcement Pilot has been successful, however officers believe that significant improvement can be made if the Executive agrees to complete the pilot and continue to work closely with Surrey Police in this manner. The proposals will ensure robust enforcement including evenings and weekends.
- (ii) Our CCTV network is currently not fit for purpose. A number of the cameras do not comply with the Code of Practice and guidance and should be removed.

EXECUTIVE SUMMARY:

The JET (Joint Enforcement Team) Pilot has been running since the launch in June 2014 and great strides forward have been made. The two main aims of the pilot were to:

- test how an integrated team made up of police and council officers could work better together sharing information and jointly tasking resources where relevant.
- improve the Council and Surrey Police's performance with regard to the perception that the partners were working together to tackle anti-social behaviour.

Good progress has been made, but there is still significant improvement that can be made. As well as formalised joint patrols there have been a number of high profile and high impact operational initiatives which resulted in better joined up working. This has been

achieved at no additional cost to the Council.

An independent evaluation of the JET pilot is being concluded, initial feedback from that evaluation is that residents perceive the JET as the 'go to' people to deal with their anti-social behaviour issues and are keen to see the team continue to make progress.

There is a clear political steer that the Executive wishes to see more robust enforcement action rather than the current ambassadorial approach that has been taken around engagement with the community before moving to enforcement.

Alongside the JET pilot a review of the Council's public space CCTV provision has been underway and this report also brings forward proposals for moving forward with CCTV. This is due to a new Code of Practice issued by the Surveillance Commissioner as a result of the increasing unwarranted use of CCTV. Each Council needs to review its use of CCTV to ensure that it is compliant with the Code of Practice and that there is a clear and pressing need for the presence of CCTV.

Executive has authority to approve the above recommendations.

STATUTORY POWERS

1. The Crime & Disorder Act 1998 (amended by the Police Reform Act 2002) imposes a duty on Local Authorities and the Police to do all they reasonably can to reduce crime and disorder in their areas. There is a clear expectation in the act that this will be done by working together both police and Council's sharing information and powers.

KEY INFORMATION

2. People surveyed as part of the Councils' residents survey consistently tell the Council that 'safe neighbourhoods' is the most important thing to making the Borough a good place to live. This year 90% of respondents again reinforced that point to us, even more important to them than good health services, good roads and transportation links or good parks and open spaces.
3. The Council has identified the improvement of Community Safety and the reduction of the fear of crime as a key priority in the 5 year plan. One of the tools that it has identified as key in achieving this priority is working closely with Surrey Police.
4. The JET (Joint Enforcement Team) Pilot has been running since the launch in June 2014 and great strides forward have been made. The two main aims of the pilot were to:
 - test how an integrated team made up of police and council officers could work better together sharing information and jointly tasking resources where relevant.
 - improve the Council and Surrey Police's performance with regard to the perception that the partners were working together to tackle anti-social behaviour.
5. Great Progress has been made over the last year:

- Officers have been trained and have become accredited with the Community Safety Accreditation scheme allowing them to use a further array of enforcement powers;
 - New powers have been conferred on the team by the Chief Constable of Surrey Police;
 - The team has a distinctive and recognisable brand;
 - New vehicles have been acquired and branded;
 - Numerous joint exercises have been carried out with Surrey Police and other partners such as Environmental Health, Licensing, Housing and Community Safety;
 - The team now use police airwave radios on a dedicated channel linked to Surrey Police and the CCTV control Centre;
 - The team have been involved in a highly effective communications strategy using both traditional and social media.
6. Whilst it is true to say that there have been some great successes there have also been areas of the team's work that hasn't gone so well, for example out of hour's enforcement. We are well aware that anti-social behaviour doesn't occur Monday to Friday 9 to 5 and the way the team works needs to change to reflect this.
 7. The other aspect of the work that is not so positive is the use of the Police powers that have been delegated by the Chief Constable, and the team need to embrace and start using these powers more.
 8. That said the direction of travel that the team is taking is extremely positive and the JET appears to be extremely popular with members of the public. In fact, almost a third (32%) of our residents surveyed in the residents survey, are aware that the JET is operational.
 9. The other aspect that is extremely positive is the second aim mentioned above, that of the public being aware that the Police and Council are working together to tackle anti-social behaviour. During the year 2013/14, before the start of the pilot, Reigate & Banstead BC was the lowest ranking council amongst the Surrey Districts & Boroughs for this indicator. During the pilot however, that indicator has positively increased by 5.7% to 57.1% the second highest positive increase in Surrey.
 10. During the time that the pilot has been running a raft of new powers has been made available to local councils and the Police to deal with anti-social behaviour conferred by the Anti-Social Behaviour & Policing Act 2014. These new powers bridge the gap between the traditional statutory nuisance powers and criminal powers used by the Police. The use of existing powers, police powers, associated equipment and the new ASB powers will complete the toolbox available to the JET officers.
 11. The pilot was the subject to a recent visit by Home Office officers who were extremely complimentary of the work of the team. They intend on sharing the excellent work that is being carried out with other councils.
 12. Executive Members have been clear that they want to see more joint robust enforcement and these tools will assist in this.
 13. The Community Safety Team has been heavily involved in drafting the protocol for the use of the new ASB powers and it has become increasingly obvious that there is

considerable synergy with the work carried out by the Community Safety Team, the East Surrey Community Safety Partnership and the JET, not least of all involvement with multi-agency problem solving meetings etc.

14. Alongside the JET pilot a review of CCTV has been underway. The reasons for this review have been the subject of a number of reports but these are primarily because of new guidance and the need to ensure that our financial commitment to CCTV is proportionate to both the risk of crime & ASB, and the usefulness of each camera in tracking and detecting that behaviour. A modest reduction in CCTV is proposed as outlined in the attached **Annex 1**. The Annex outlines our entire CCTV provision and highlights those cameras considered not to be of a clear and pressing need.
15. In total we are proposing to remove 60 of our 123 CCTV cameras, however 40 of these are located in two carparks and 4 are being replaced as a result of the development of Banstead leisure centre. This means that in reality we are reducing our on street CCTV network by 16 cameras at a net saving of approximately £20k.

OPTIONS

16. The Executive can decide whether or not to continue working in the current way in partnership with Surrey Police to reduce crime and anti-social behaviour.
17. The Executive can decide whether or not to reduce CCTV in the proposed areas.

LEGAL IMPLICATIONS

18. The Crime & Disorder Act 1998 (amended by the Police Reform Act 2002) imposes a duty of Local Authorities and the Police to do all they reasonably can to reduce crime and disorder in their areas. There is a clear expectation in the Act that this will be done by working together. The JET demonstrates considerable compliance with this requirement.

FINANCIAL IMPLICATIONS

19. The revenue budget for the Jet Team, which also includes provision for the Council's emergency out of hour's response and dog warden, is currently £314,000. It is not proposed to increase this budget during the term of the current 5 year plan.
20. There was a small overspend of £22k in the pilot year, this will be contained in future years.
21. It is expected that any revised working patterns will be managed from within existing budgets.
22. It is not envisaged that we will require any capital investment for the JET during this 5 year plan.
23. The Office of the Police & Crime Commissioner of Surrey (OPCC) funded much of the initial set up of the pilot including vehicles, uniform and CSAS training as a cost of approximately £100k. The OPCC has also funded an independent review of the pilot.
24. The proposed reduction in CCTV delivers approximately £20,000 of savings to the Council.
25. The merging of the Community Safety Team and the JET will result in a further modest saving, currently estimated at £10,000.

EQUALITIES IMPLICATIONS

26. The JET Team currently adhere to the Environmental Health Enforcement Policy which states that each case of enforcement is dealt with on its own merit.
27. It is proposed to amend the EH Enforcement Policy to incorporate the work of the JET.

RISK MANAGEMENT CONSIDERATIONS

28. Not continuing with the JET would limit options for further funding opportunities for this project from the OPCC.

CONSULTATION

29. The progress of the pilot has been regularly reported to Leaders Meetings and Management Team. It has also been regularly reported on at the Surrey Law Enforcement Governance Board chaired by County Councillor Kay Hammond.
30. The Surrey law Enforcement Governance Board has commissioned an independent review of the pilot.
31. Considerable consultation with Surrey Police locally has taken place over the reduction in CCTV.
32. Local Ward Members will be consulted prior to any CCTV being removed.

Background Papers: Executive Report – Improving the Safety of the Borough - 16 April 2014

Enforcement Matters

CCTV CAMERAS REMOVAL / RETENTION 2015			
AREA	NO. CAMERAS RETAINED	NO. CAMERAS TO BE REMOVED	COMMENTS
REDHILL	21	0	
REIGATE	10	0	
HORLEY	9	0	
BANSTEAD	7	1	
BANSTEAD LEISURE CENTRE	0	4	New cameras being provided by developer which will be monitored locally
BANCROFT RD CARPARK	0	23	
CLARENDON RD CARPARK	0	17	
WOODHATCH	1	1	
TADWORTH	0	3	
NORK	0	2	
TATTENHAM CORNER	0	2	
PRESTON	1	0	
MERSTHAM	3	0	
HOLMETHORPE TRADING ESTATE	3	7	
LADY NEVILLE PARK	2	0	
MEMORIAL PARK	2	0	
PRIORY PARK	4	0	
TOTAL	63	60	123

Note: Cameras will remain in place until such time as they are not operational or until such time as the telephone line contract expires. In the case of Bancroft Road & Clarendon Road they will remain in place until less that 50% is operational.