

Police and Crime Commissioner for Surrey – Decision Making Record

Report Title: Joint Enforcement Team Evaluation
Decision number: 090/2015
Author and Job Role: Sarah Haywood, Policy Officer
Protective Marking: Part One

Executive Summary:

In 2013 the Police and Crime Commissioner proposed to Surrey Police and the local authorities in Surrey that they should integrate their work and resources to take a zero tolerance approach to address low level crime, antisocial behaviour (noise, graffiti etc), on street parking management and environmental crime (littering, fly tipping etc).

Reigate and Banstead Borough Council (RBBC) and Spelthorne Borough Council (SBC) both agreed to act as pilot sites and have developed different approaches, variations on a theme, to delivering the project.

The Joint Enforcement Project Governance Board sponsored by the Police and Crime Commissioner agreed to undertake an independent evaluation of the pilot sites one year after the project began. This report provides information on the tendering process to find an independent provider to evaluate the project and asks the PCC to agree to the chosen provider

Background

The Joint Enforcement Team Project was launched in the summer of 2013 when the Police and Crime Commissioner visited London Borough of Newham. A pilot was agreed by the Community Safety Board which sought to test the integrated model employed in the London Borough of Newham in Surrey, a two-tier local authority setting with a very different range of socio-economic, crime and anti-social issues.

The Newham Model functioned on the premise that by bring all enforcement activity under a single partnership project there would be clear ownership of problems, intelligence and a robust response to anti-social behaviour. The PCC proposed to Surrey Police and the local authorities in Surrey that they should too integrate their work and resources to take a zero tolerance approach to address low level crime, antisocial behaviour (noise, graffiti etc), on street parking management and environmental crime (littering, fly tipping etc).

The vision agreed by the Surrey Joint Enforcement Governance Board was -

The pilot will test integrated law enforcement at a borough/district council level. The work will be carried out by a dedicated team drawn from Surrey Police, Surrey County Council and the home district/borough council. The teams will focus on local priorities, identified through public consultation and more thorough intelligence sharing. The teams will tackle the issues through collective ownership and-collaborative problem solving, making use of the full range of powers and laws available to them.

Reigate and Banstead Borough Council (RBBC) and Spelthorne Borough Council (SBC) both agreed to act as pilot sites. The two boroughs agreed they would include within the pilot staff currently involved with street-scene and waste enforcement, on street car parking, environmental health and

licensing. The Police would contribute resources from the local Neighbourhood teams, together with licensing staff and CCTV resources (where applicable). SCC Trading Standards would be a partner on both pilots. During the project the local Housing Associations were also invited to take part.

RBBC launched in June 2014 while SCB launched in December 2014. Both pilot sites have experienced different challenges and successes in delivering the project and these experiences will inform future project development.

The project is now a year old and it was agreed as part of the initial project documentation that an independent evaluation was undertaken to assess the project's success. The Joint Enforcement Project Governance Board sponsored by the Police and Crime Commissioner agreed to appoint an external specialist who has a track record in evaluating an innovative and, complex project in the public sector.

The Board particularly hoped to find a provider who could demonstrate knowledge, experience and expertise of evaluating qualitative and quantitative data. In line with the OPCCs standing orders the Board requested a tendering exercise was undertaken to find a suitable provider.

A small task and finish group was established and an evaluation scope was developed. The scope detailed the background of the project and stated what evidence should be used to make a judgement on the pilots. It was also agreed that the provider would need to be able to demonstrate a good knowledge of public service delivery, organisational and service redesign and community safety.

The scope focused on both the evaluation of quantitative measures and evaluation of qualitative measures asking the provider to look at data set available but more significantly focus on subjective information from those closely associated with the project. The scope expected interviews and case studies from those closely involved in the delivery of the project and focus groups with service users. On publishing the scope the OPCC received three proposals from, Tonic, Prederi and Colquhoun Associates.

Each proposal was evaluated against the following criteria – knowledge of the project, approach to collecting quantitative measures, approach to collecting qualitative measures, costs and assumptions made. The criteria was weighted towards costs.

Following a fair and open assessment it was agreed that Colquhoun Associates was the preferred supplier.

Recommendations

- The Commissioner support the awarding of the JET Evaluation to Colquhoun Associates at a cost of £8,700

Police and Crime Commissioner Approval

I approve the recommendation(s):

Signature:



Date: 06/05/2015

All decisions must be added to the decision register.

Areas of consideration

Consultation

Consultation has been carried out with the JET Governance Board, the PCC and Deputy PCC.

Financial implications

The cost of the preferred supplier was deemed value for money. The costs will come out of the PCC's Community Safety Fund

Legal

The tendering process followed the OPCC's standing orders and was in line with Procurement requirements.

Risks

The risk of not agreeing to these recommendations is the evaluation is not completed and the pilots do not continue.

Equality and diversity

No implications.

Risks to human rights

No risks.