



Haverling

LONDON BOROUGH

CRIME & DISORDER SUB-COMMITTEE AGENDA

7.00 pm

**Tuesday
5 October 2021**

**Town Hall, Main Road,
Romford**

Members 7: Quorum 3

COUNCILLORS:

John Tyler
Tele Lawal
Matt Sutton (Vice-Chair)
Sally Miller (Chairman)

Michael Deon Burton
John Crowder
Jan Sargent

**For information about the meeting please contact:
Richard Cursons 01708 432430
richard.cursons@onesource.co.uk**

Protocol for members of the public wishing to report on meetings of the London Borough of Havering

Members of the public are entitled to report on meetings of Council, Committees and Cabinet, except in circumstances where the public have been excluded as permitted by law.

Reporting means:-

- filming, photographing or making an audio recording of the proceedings of the meeting;
- using any other means for enabling persons not present to see or hear proceedings at a meeting as it takes place or later; or
- reporting or providing commentary on proceedings at a meeting, orally or in writing, so that the report or commentary is available as the meeting takes place or later if the person is not present.

Anyone present at a meeting as it takes place is not permitted to carry out an oral commentary or report. This is to prevent the business of the meeting being disrupted.

Anyone attending a meeting is asked to advise Democratic Services staff on 01708 433076 that they wish to report on the meeting and how they wish to do so. This is to enable employees to guide anyone choosing to report on proceedings to an appropriate place from which to be able to report effectively.

Members of the public are asked to remain seated throughout the meeting as standing up and walking around could distract from the business in hand.

What is Overview & Scrutiny?

Each local authority is required by law to establish an overview and scrutiny function to support and scrutinise the Council's executive arrangements. Each overview and scrutiny sub-committee has its own remit as set out in the terms of reference but they each meet to consider issues of local importance.

The sub-committees have a number of key roles:

1. Providing a critical friend challenge to policy and decision makers.
2. Driving improvement in public services.
3. Holding key local partners to account.
4. Enabling the voice and concerns to the public.

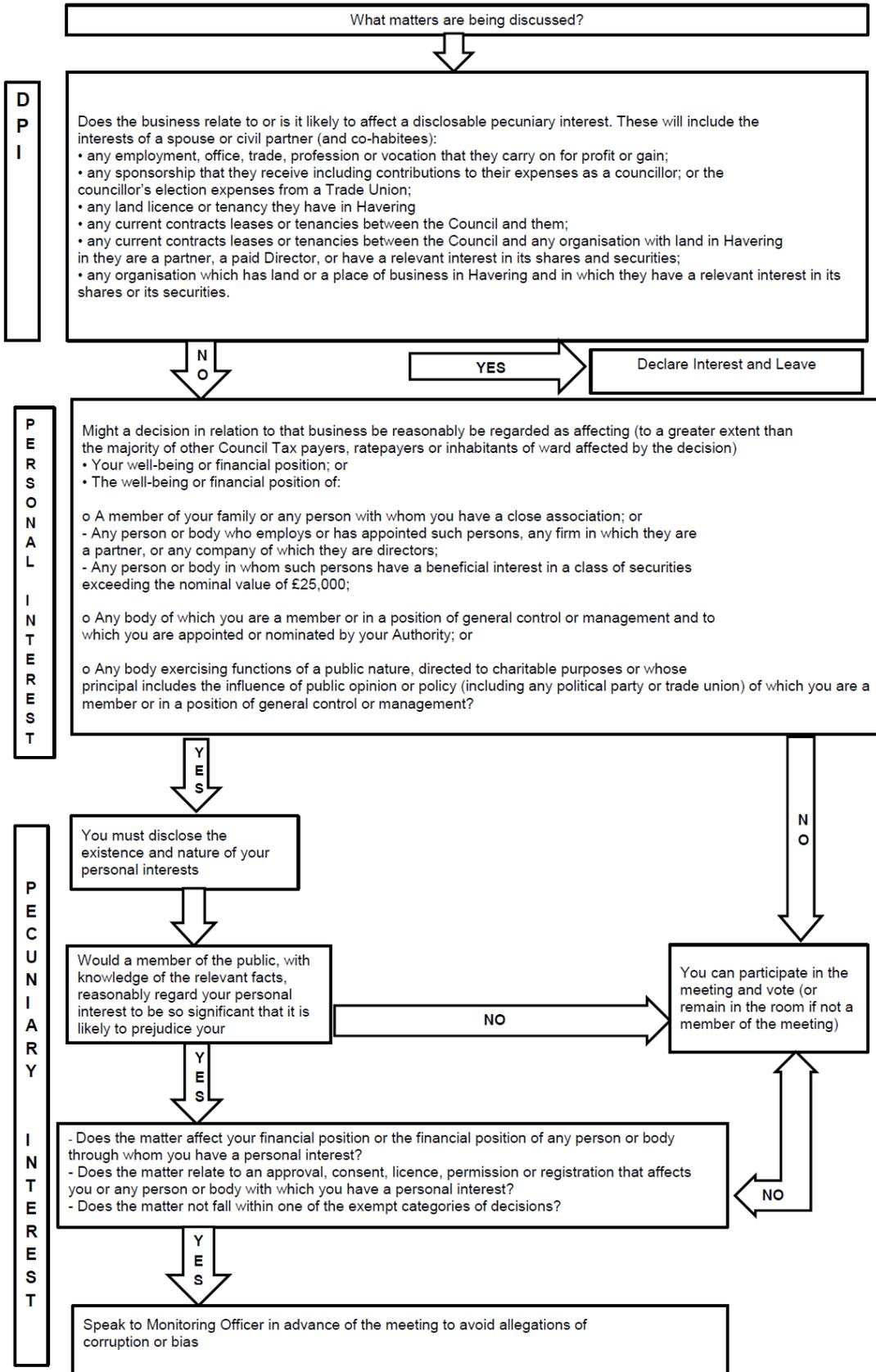
The sub-committees consider issues by receiving information from, and questioning, Cabinet Members, officers and external partners to develop an understanding of proposals, policy and practices. They can then develop recommendations that they believe will improve performance, or as a response to public consultations. These are considered by the Overview and Scrutiny Board and if approved, submitted for a response to Council, Cabinet and other relevant bodies.

Sub-Committees will often establish Topic Groups to examine specific areas in much greater detail. These groups consist of a number of Members and the review period can last for anything from a few weeks to a year or more to allow the Members to comprehensively examine an issue through interviewing expert witnesses, conducting research or undertaking site visits. Once the topic group has finished its work it will send a report to the Sub-Committee that created it and will often suggest recommendations for the Overview and Scrutiny Board pass to the Council's Executive.

Terms of Reference

The areas scrutinised by the Committee are in exercise of the functions conferred by the Police and Justice Act 2006, Section 19-22 and Schedules 8 & 9.

DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF



AGENDA ITEMS

1 CHAIRMAN'S ANNOUNCEMENTS

The Chairman will announce details of the arrangements in case of fire or other events that might require the meeting room or building's evacuation.

2 APOLOGIES FOR ABSENCE AND ANNOUNCEMENT OF SUBSTITUTE MEMBERS

(if any) – receive.

3 DISCLOSURE OF INTEREST

Members are invited to disclose any interest in any of the items on the agenda at this point of the meeting.

Members may still disclose any interest in an item at any time prior to the consideration of the matter.

4 MINUTES OF THE MEETING (Pages 1 - 6)

To approve as correct the minutes of the meetings held on 28 July and 5 August 2021 and to authorise the Chairman to sign them.

5 QUARTER 1 PERFORMANCE INDICATORS (Pages 7 - 10)

Report attached.

6 DOMESTIC ABUSE ACT 2021 (Pages 11 - 18)

Report attached.

7 CCTV UPDATE REPORT (Pages 19 - 24)

Report attached.

8 E-SCOOTER UPDATE (Pages 25 - 42)

Reports and presentation attached.

**9 UPDATE ON THE ENFORCEMENT AND COMMUNITY SAFETY STRUCTURE
REVIEW 2020** (Pages 43 - 46)

Report attached.

Andrew Beesley
Head of Democratic Services

**MINUTES OF A MEETING OF THE
CRIME & DISORDER SUB- COMMITTEE
SPECIAL MEETING
Council Chamber - Town Hall
5 August 2021 (7.00 - 7.45 pm)**

Present:

Councillors John Tyler, Matt Sutton (Vice-Chair), Sally Miller (Chairman), Michael Deon Burton, Jan Sargent and +Philippa Crowder

Apologies for absence were received from Councillor Tele Lawal and Councillor John Crowder

Substitute members: Councillor Philippa Crowder (for Councillor John Crowder).

5 QUARTER 4 PERFORMANCE REPORT

The report before Members detailed the performance information for quarter 4 (January to March 2021).

Members noted that most of quarter 4 was spent in lockdown due to the pandemic.

Officers advised that even though the police had a 90% target of 1 calls during the period, only 76.2% of calls had been responded to within the target time of 15 minutes.

With regards to other crimes such as burglary, robbery, domestic abuse and knife crime the figures had reduced from the previous year.

With regards to Anti-Social Behaviour (ASB) at one stage there had been a 270% increase, however, following analysis it was ascertained that the majority of calls had been about Covid lockdown regulation breaches.

In response to a question from a Member relating to violence with injury and its relationship with the night time economy, Officers advised that during the period that the town centres had been closed there had been a fall in violent crimes.

Members were advised that the street triage service, street pastors and extra police resources were again operational in the town centres.

Officers advised that a bid for extra funding for the Safer Streets campaign had been submitted with the result known at the end of August.

Officers also advised that the Street Link campaign was still in operation to help people identify rough sleepers in the town centres. Housing services also provided rough sleepers with support to accessing accommodation and Community Safety signposted people if they had mental health or substance misuse issues.

Members were also advised that policing resources in the town centres had remained static throughout the lockdown periods.

Officers confirmed that the Town Link radio was still in operation in Romford and Hornchurch town centres, businesses paid a fee to hire a radio which was linked in to the council's CCTV so that they could notify each other of any problems in the area.

Members **noted** the contents of the report and **agreed** to continue to monitor the performance information going forward.

6 **CCTV TOPIC GROUP UPDATE**

Members received an update on the current situation regarding the Council's CCTV provision.

Officers advised that the pandemic had meant a significant impact on the CCTV review.

Members were advised that officers were gathering evidence on the future siting of cameras and for a new control room as the current control room was being decanted from Mercury House.

Officers had been visiting other London boroughs to look at their control rooms and how they operated their systems.

Members were also advised that there was a global shortage of microchips due to the pandemic which meant officers were having to work closely with consultants to explore alternative options for CCTV cameras.

Officers advised that the council's current cameras were analogue and the new set up would employ digital cameras which needed microchips.

Members noted that the current system would continue to be in use whilst the procurement was taking place to enable seamless coverage of the borough.

Officers advised that when the options were available then the Sub-Committee would be notified.

In response to a question relating to the £5 million budget set aside for the CCTV upgrade, officers advised that a large proportion of the funds would be used by converting from analogue to a digital system.

The council currently had 350 cameras at various sites, some were fixed and others were re-deployable cameras used to target specific sites that may be used for things like fly-tipping hotspots.

Members requested that a more detailed of the £5 million breakdown be given to them in the near future. Officers advised that sum set aside would include infrastructure, camera costs, new control centre and consultancy fees.

Officers advised that a draft strategy would be presented to Cabinet in the future.

Members were also advised that the council could not exceed the £5 million budget and that works would accord with that budget or less. Officers also advised that there was not an abundance of companies that offered a complete service but the council had secured a company that would provide a service from start to finish.

In relation to the quality of images captured Members were advised that the new digital cameras would be able to provide very high quality images.

Members **agreed** that an update report be submitted to the next meeting of the Sub-Committee.

Chairman

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**MINUTES OF A MEETING OF THE
CRIME & DISORDER SUB- COMMITTEE
Town Hall, Main Road, Romford
28 July 2021 (7.00 - 7.20 pm)**

Present:

Councillors John Tyler, Matt Sutton (Vice-Chair), Sally Miller (Chairman) and John Crowder

Apologies for absence were received from Councillor Tele Lawal, Councillor Michael Deon Burton and Councillor Jan Sargent

1 MINUTES OF THE MEETING

The minutes of the meeting held on 18 March 2021 were agreed as a correct record and signed by the Chairman.

2 ENFORCEMENT STRUCTURE UPDATE

The report before Members detailed information regarding the mobilisation of the new Enforcement and Safety Service which commenced on 1 June 2020.

Members commented that the report was very similar to the one received in September 2020 with only a few minor alterations to the budget figures.

Officers explained that the report was a holding report until the next meeting as the officer who authored the report had now left the service and a new Head of Environmental Enforcement and Community Safety had only recently been appointed.

Members were advised that some of the enforcement staff had been placed on other duties during the pandemic.

At present the night time enforcement team had 2 members of permanent staff and 2 agency workers.

Officers were currently re-considering the structure of the teams.

Members advised that there appeared to be £86k saving from the previously quoted figures and asked if any savings could be re-directed to the Havering Joint Task Force.

Members highlighted that there had been some notable increases in some wards of waste incidents.

Officers undertook provide an update of the report at the next meeting.

The Sub-Committee **noted** the contents of the report.

3 CRIME & DISORDER OSSC ANNUAL REPORT 2020/21

The Sub - Committee noted the contents of the Sub – Committee’s Annual Report for 2020-21 and **agreed** that it be submitted to the full Council.

4 CRIME & DISORDER OSSC WORK PROGRAMME

During discussions Members suggested the following areas to be considered by the Sub-Committee at future meetings:

- Domestic Abuse Bill
- E Scooters

Chairman



CRIME AND DISORDER OVERVIEW AND SCRUTINY COMMITTEE
5 October 2021

Subject Heading:	Crime and Disorder Overview and Scrutiny Committee Performance Indicators - Quarter 1 (2021/2022)
SLT Lead:	Barry Francis Director of Neighbourhoods
Report Author and contact details:	Charlotte Dervish Tactical Analyst Charlotte.Dervish@havering.gov.uk 01708 434589
Policy context:	The report sets out Quarter 1 performance for indicators relevant to the Committee.
Financial summary:	There are no direct financial implications arising from this report. However adverse performance against some performance indicators may have financial implications for the Council.

The subject matter of this report deals with the following Council Objectives

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[]
Connections making Havering	[]

SUMMARY

The report provides information on performance against the indicators previously requested by the Crime and Disorder Overview and Scrutiny Sub-Committee during Quarter 1 (April to June 2021).

RECOMMENDATIONS

- That the Crime and Disorder Overview and Scrutiny Committee;
- note the contents of the report;
 - consider the performance information required going forward; and

- request information as set out in the report.

REPORT DETAIL

1. Response time to Immediate (I) Grade Incidents

The MPS has a target to reach 90% of “Immediate” (I) graded calls within 15 minutes of the call being made in Q1 2021-22

I Grades:

Week Ending	% Calls In Target Previous Year	% Calls In Target Current Year
04-Apr-21	87.1%	73.7%
11-Apr-21	87.2%	75.8%
18-Apr-21	86.9%	73.7%
25-Apr-21	87.5%	70.9%
02-May-21	82.1%	68.0%
09-May-21	86.4%	67.4%
16-May-21	87.2%	66.7%
23-May-21	80.8%	63.2%
30-May-21	75.3%	67.9%
06-Jun-21	83.9%	74.0%
13-Jun-21	84.2%	65.8%
20-Jun-21	79.1%	64.4%
27-Jun-21	76.3%	63.8%
Total	82.9%	68.7%

2. Crime

Crime Type	Q1 2019-20	Q1 2020/21	Q1 2021/22	Direction of Change
TNO	4833	3354	4201	
Burglary – Residential	306	177	159	
Burglary - Business and Community	205	47	65	
Artifice Burglary	7	2	1	



Domestic Abuse Incidents	1046	1151	1133	
Domestic Abuse Offences	653	621	661	
Robbery of Personal Property	161	64	84	
Non DA VWI	451	349	473	
Gun Crime Lethal Barrelled Discharged	0	1	0	
Knife Crime	71	45	35	
Knife Crime With Injury	19	14	11	

3. **ASB Calls**

The relaxation of COVID-19 restrictions has seen a dramatic reduction in reported ASB to the police. This is mainly due to the decrease in complaints of non-compliance with government guidance.

The Table below compares the level of ASB calls made to the police within Havering in Q1 of 2021-22 compared to the same period in 2019-20 and 2020-21 and shows a reduction of 2218 ASB calls, down by 55% compared to the same period last year.

	Q1 2019/20	Q1 2020/21	Q1 2021/22	% Change
April	445	1634	676	-59%
May	445	1538	570	-63%
June	466	864	572	-34%
Total	1356	4036	1818	-55%

The Councils Enforcement and Public Protection have worked tirelessly throughout this period to remind people of the guidance and the importance of compliance with government guidance.

IMPLICATIONS AND RISKS

Financial implications and risks:

There are no direct financial implications arising from this report. However adverse performance against some performance indicators may have financial implications for the Council.

Legal implications and risks:

Whilst reporting on performance is not a statutory requirement, it is considered best practice to review the Council's progress against the Corporate Plan and Service Plans on a regular basis.

Human Resources implications and risks:

There are no specific Human Resource implications or risks arising directly from this report.

Equalities implications and risks:

This report relates to information requested by the committee rather than policy. There are no direct equalities implications or risks associated with this report.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have 'due regard' to:

- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex/gender, and sexual orientation.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

CRIME AND DISORDER OVERVIEW AND SCRUTINY COMMITTEE

5 October 2021

Subject Heading:	Domestic Abuse Act 2021
SLT Lead:	Barry Francis Interim Director of Neighbourhoods
Report Author and contact details:	Diane Egan Community Safety and Intelligence Manager Diane.egan@havering.gov.uk 01708 432927
Policy context:	The report provides a summary of the Domestic Abuse Bill 2021
Financial summary:	There are no direct financial implications arising from this report.

The subject matter of this report deals with the following Council Objectives

Communities making Havering	<input checked="" type="checkbox"/>
Places making Havering	<input checked="" type="checkbox"/>
Opportunities making Havering	<input type="checkbox"/>
Connections making Havering	<input type="checkbox"/>

SUMMARY

The Domestic Abuse Bill received Royal Assent on the 29 April 2021.

RECOMMENDATIONS

That the Crime and Disorder Overview and Scrutiny Committee note the contents of the report.

REPORT DETAIL

1. Background

In January 2019, the government introduced the Domestic Abuse Bill 2017-19 following a consultation on transforming the response to domestic abuse.

The legislation was reintroduced in March 2020 as the Domestic Abuse Bill 2019-21, and received royal assent on 29 April 2021.

The Act:

- creates a statutory definition of domestic abuse
- establishes the office of Domestic Abuse Commissioner
- prohibits offenders from cross-examining their victims in person in the family courts
- creates a domestic abuse protection notice (DAPN) and domestic abuse protection order (DAPO)
- provides a statutory basis for the Domestic Violence Disclosure Scheme (Clare's law) guidance
- creates a statutory presumption that victims of domestic abuse are eligible for special measures in the criminal courts
- enables domestic abuse offenders to be subject to polygraph testing as a licence condition following release from custody
- places a duty on local authorities to give support to victims of domestic abuse and their children in refuges and safe accommodation
- requires local authorities to grant new secure tenancies to social tenants leaving existing secure tenancies for reasons connected with domestic abuse

2. Definition of Abuse

The act creates a statutory definition of domestic abuse based on the existing cross-government definition.

'Abusive behaviour' is defined in the act as any of the following:

- physical or sexual abuse
- violent or threatening behaviour
- controlling or coercive behaviour
- economic abuse
- psychological, emotional or other abuse

For the definition to apply, both parties must be aged 16 or over and 'personally connected'.

'Personally connected' is defined in the act as parties who:

- are married to each other
- are civil partners of each other
- have agreed to marry one another (whether or not the agreement has been terminated)
- have entered into a civil partnership agreement (whether or not the agreement has been terminated)
- are or have been in an intimate personal relationship with each other

- have, or there has been a time when they each have had, a parental relationship in relation to the same child
- are relatives.

We are currently reviewing all policy documents across the Council to ensure that the new definition is reflected. Training will be amended to reflect the changes in the DA Bill.

3. Domestic Abuse Commissioner

Under the Act, the government must appoint and fund the office of independent Domestic Abuse Commissioner responsible for:

- representing victims and survivors
- educating the public about domestic abuse
- monitoring the response of local authorities, the justice system and other statutory agencies
- holding statutory bodies to account in tackling domestic abuse

The Commissioner would have the power to hold statutory bodies and government to account and recommend how they can improve the response to abuse.

The Act places a duty on certain public bodies, including local authorities and government ministers to cooperate with the Commissioner and to respond to each recommendation within 56 days.

On 18 September 2019, Nicole Jacobs was appointed as the Designate Domestic Abuse Commissioner. This appointment ensured that the crucial work of the Commissioner could begin and was an opportunity to test the model before it was codified in law.

4. Cross Examination in family courts

The act prohibits offenders from cross-examining their victims in person in the family courts.

There would be an automatic ban on cross-examination in person where:

- one of the parties has been convicted of, given a caution for, or charged with certain offences against the other
- an on-notice protective injunction is in place between the parties
- there is 'other evidence' of domestic abuse perpetrated by one party against another.

The government has said that it will specify the offences and evidence of abuse required for this automatic ban in later regulations.

The act gives the court powers to:

- prohibit cross-examination in person where likely to either diminish the quality of the witness's evidence or cause significant distress to the witness
- appoint a legal representative to carry out cross-examination on behalf of a party who is prohibited from cross-examining the witness in person

The government has said that this court-appointed representative will be funded centrally.

5. Domestic abuse protection notice (DAPN) and domestic abuse protection order (DAPO)

The Act introduces two new civil protection injunctions:

- a domestic abuse protection notice (DAPN) – for immediate protection following an incident
- a domestic abuse protection order (DAPO) – flexible, longer-term protection for victims

These new injunctions are based upon the existing domestic violence protection notice (DVPN) and domestic violence protection order (DVPO).

5.1. DAPNs

A DAPN could provide that the accused party may not:

- contact the person for whose protection the notice is given
- come within a specified distance of any premises in England or Wales in which that person lives
- evict, exclude, prohibit from entering or require leaving that person from the premises (if they live together)

It could be issued by police against a party in response to a domestic abuse incident where there are reasonable grounds to believe that:

- the party has been abusive towards a person aged 16 or over to whom the party is personally connected
- it is necessary to give the notice to protect that person from domestic abuse, or the risk of domestic abuse, carried out by the party.

5.2. DAPOs

Under the act, a DAPO could be used to prevent a party from being abusive to another person aged 16 or over to whom they are personally connected by:

- prohibiting the party from doing things described in the order, and/or
- requiring the party to do things described in the order

The conditions in a DAPO could be varied over time by the courts and would be able to cover positive and/or negative requirements. For example, a DAPO could:

- prohibit any form of contact between the parties
- require the party to be assessed for suitability for a substance misuse programme

Under the act, a DAPO could be applied for in different courts by:

- victims
- police
- other third parties specified in the legislation

The courts would also be able to make a DAPO during existing court proceedings.

A court can make a DAPO where it is satisfied that:

- on the balance of probabilities, the party has been abusive towards a person aged 16 or over to whom the party is personally connected
- the order is necessary and proportionate to protect that person from domestic abuse, or the risk of domestic abuse, carried out by the party.

In Q1 There were 71 DAPN served to perpetrators of DA across the BCU, of which 57 were authorised as a DAPO. Havering account for 23 DAPO's that were authorised from the 26 DAPN's.

Our BCU partners in Barking and Dagenham had 15 DAPO's authorised from 23 DAPN's and Redbridge 19 DAPO's authorised from 22 DAPN's.

6. Domestic Violence Disclosure Scheme (Clare's law) guidance

The Act creates a statutory basis for the Domestic Violence Disclosure Scheme guidance. This places duties on law enforcement agencies, such as the police.

Under the scheme, an individual or third party can ask the police to check whether a current or former partner has a violent or abusive past. The police should consider disclosing the information if records show that the individual may be at risk of domestic abuse. Police may also make a disclosure to an individual if they receive information (for example, through a criminal investigation or from a third sector agency) about the violent or abusive behaviour of a person that may impact on the safety of that person's current or ex-partner.

Any disclosure made by law enforcement must be:

- reasonable
- proportionate
- based on a credible risk of harm

In Q1, there were 78 requests made in the BCU, with Havering accounting for 46 of these referrals. Out of all the disclosures requested in Havering, 17 have resulted in successful disclosure.

Our BCU partners in Barking and Dagenham had 20 request and Redbridge had 12 requests.

7. Special Measures in criminal court

The Act creates a statutory presumption that victims of domestic abuse are automatically eligible for special measures in the criminal courts on the grounds of fear or distress. A party would be automatically eligible whenever an allegation is made that the behaviour of the other party falls within the definition of 'domestic abuse' set out in the act. Under special measures, witnesses could give evidence, for example:

- in private
- using a live video link
- from behind a screen

Currently, special measures are only provided in the criminal courts when there is a belief that the quality of the witness's evidence is likely to be diminished due to their fear or distress about testifying. Victims will not have to satisfy the fear or distress test to be eligible for special measures. It will remain a matter for the court to decide which (if any) of the measures would be appropriate.

8. Secure Tenancies and Housing

The Act requires local authorities to grant a new lifetime tenancy to a tenant or a member of their household when re-housing an existing lifetime social tenant or offering an existing lifetime social tenant a new sole tenancy in their home if it's satisfied that the:

- tenant or a member of their household has been a victim of domestic abuse
- new tenancy is granted in connection with the abuse

The Act places a duty on tier one local authorities in England to provide support victims of abuse and their children living in:

- a refuge
- specialist safe accommodation
- dispersed accommodation
- sanctuary schemes
- second stage accommodation

Tier one local authorities include county councils, the Greater London Authority, and metropolitan and unitary authorities.

Under the duty, local authorities must provide domestic abuse support. This includes:

- support for children
- counselling and therapy
- housing-related advice and support
- communicating with other health and social care providers
- specialist support for victims with complex needs and/or protected characteristics
- helping victims to recognise the signs of abusive relationships to prevent re-victimisation.

Currently the Greater London Authority in conjunction with MOPAC are conducting a pan London mapping exercise of support services.

Extra-territorial jurisdiction.

Tier 2 Local authorities, such as Havering, have a duty to work with Tier 1 authorities to implement the DA Bill. The Home Office have provided statutory guidance which aims to provide advice and guidance to local authorities on how to implement the DA Bill. The Council via the Violence Against Women and Girls Strategic group and the Havering Community Safety Partnership are working with our multi agency partners to ensure we are compliant with the DA bill and statutory guidance.

IMPLICATIONS AND RISKS

Financial implications and risks:

There are no financial implications arising directly from this report which is for information only.

Legal implications and risks:

The Council has a statutory duty to ensure that it is compliant with the Domestic Abuse Act 2021.

There are no apparent legal implications in noting the content of the Report.

Human Resources implications and risks:

There are no specific Human Resource implications or risks arising directly from this report. Staff will receive appropriate training on the changes where necessary.

Equalities implications and risks:

This report relates to information requested by the committee rather than policy. There are no direct equalities implications or risks associated with this report.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the Council, when exercising its functions, to have 'due regard' to:

- (i) The need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) The need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) Foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are age, disability, gender reassignment, marriage and civil partnerships, pregnancy and maternity, race, religion or belief, sex/gender, and sexual orientation.

The Council is committed to all of the above in the provision, procurement and commissioning of its services, and the employment of its workforce. In addition, the Council is also committed to improving the quality of life and wellbeing for all Havering residents in respect of socio-economics and health determinants.

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CRIME AND DISORDER OVERVIEW AND SCRUTINY COMMITTEE 5 October 2021

Subject Heading:	Crime and Disorder Overview and Scrutiny Committee CCTV Update Report
SLT Lead:	Barry Francis Interim Director of Neighbourhoods
Report Author and contact details:	Chris McAvoy Head of Enforcement and Community Safety Chris.McAvoy@havering.gov.uk 01708 434023
Policy context:	The report provides an update on the CCTV Programme Refresh
Financial summary:	There are no direct financial implications arising from this report.

The subject matter of this report deals with the following Council Objectives

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[]
Connections making Havering	[]

SUMMARY

The report provides information on the delay in the roll out of the CCTV Refresh programme, proposed new timescale and review of the technical and premises requirements for the new CCTV Control Room.

RECOMMENDATIONS

That the Crime and Disorder Overview and Scrutiny Committee;

- notes the contents of the report

REPORT DETAIL

1. Delayed progression of the CCTV Refresh Programme

- 1.1 There has been a two-month delay in the anticipated programme roll out of the CCTV Refresh Project to date, predominantly due to a change in Lead Officer in June, following recruitment to the permanent role of Head of Enforcement and Safety.
- 1.2 More recently, additional time has been spent reviewing the proposed programme of works and content of the project proposal, so that any additional medium and long-term revenue savings can be identified.
- 1.3 As expected, the most significant costs related to the refresh of the Council's CCTV systems and planned transfer to digital infrastructure are the groundworks required for installation of fibre optic cabling. Original plans for this element of the CCTV works programme were based on BT or another similar external contractor undertaking this work.
- 1.4 However, officers are currently investigating whether there are opportunities for groundworks to be undertaken as part of the planned Highways Programme across the Borough. If this is possible, it is anticipated that there will be an opportunity to significantly reduce the cost of this work from the CCTV Capital allocation. This will however be dependent on there being alignment in where fibre cabling is required and where Highways works are planned.
- 1.5 In addition, the CCTV Refresh needs to take note of the planned Digital Infrastructure work being led by the Council's Digital Steering Group, which is proposing that the Council enters into one or more wayleave agreements in respect of fibre optic roll out across the Council's housing estates.
- 1.6 Therefore, bearing in mind the time needed to align all of these elements, it is estimated that the programme roll-out of the CCTV refresh will commence in November.
- 1.7 In the meantime, a CCTV Project Management Group has been set up and will be working on a range of immediate CCTV improvements and interventions, to upgrade elements of the system where these can be built in to the wider refresh.
- 1.8 In addition, a wide range of audit and assessment work has already been undertaken across the Borough, including a detailed assessment of cameras

in Council Housing areas. This is now being matched with local crime and ASB intelligence data to identify where new cameras and systems need to be located.

2. CCTV Control Room and other Requirements

Extensive work has also been undertaken to identify requirements for the Council's new CCTV Control Room and options for re-location from Mercury House, including investigation and assessment of potential co-location options with other local authorities and premises options within the Borough.

The following information provides an overview of the requirements for the new Havering CCTV Control Room and an overview on potential locations. However, the site for re-location of the CCTV Control Room continues to be considered as part of the Council's Asset Rationalisation programme.

The following section provides the overview of requirements for a CCTV Control Room and logistics relating to this.

- 2.1 All surveillance camera Control Centres are required to be secure with restricted access. This is to ensure;
- that data is and remains secure;
 - the privacy of data subjects is protected; and,
 - the integrity of all evidence obtained via the cameras.

This requirement is reinforced by the Surveillance Camera Code of Practice (Principle 7) for access to retained images and that information should be restricted, and (Principle 9) appropriate security measures are in place to safeguard against unauthorised access and use.

- 2.2 The current Havering CCTV Control Room is a secure location currently located in Mercury House and is operational 24 hours a day, 365 days a year. Staffing levels usually consist of one or two CCTV Operators and the room will often be visited by Police Officers attending to review and collect camera footage or during Police operations.
- 2.3 All of the equipment used to receive, record, monitor and operate the cameras is located in the Control Room and on the roof of Mercury House.
- 2.4 The proposal to decommission Mercury House will require the relocation of the Control Room and all associated equipment.
- 2.5 Whilst it may be possible to leave the wireless transmission equipment on the roof of Mercury House this would require a wayleave with the building owner to ensure access for maintenance and repairs. This will also likely cause difficulties if the building is renovated and particularly if access is required during any building works. There may also be on-going revenue costs associated to any such agreement.
- 2.6 There are specific ergonomic recommendations for Control Rooms that will optimise the space and subsequent performance of the Operators. The images below indicate a typical and preferred layout for a CCTV Control

Room with consideration of the standards for Control Room design, BS11064 Ergonomic Design of Control Centres.



2.7 It is important that welfare facilities, kitchen and toilet, are also within the secure Control Room area. This enables staff to retain awareness of the cameras and radio systems, which is particularly important if staff have paid breaks or work alone and are required to remain available to respond should an incident occur. The Havering Control Room currently has 5 Radio Links with the Police, night-time licensees in Romford, Hornchurch and Upminster and Shopping Centre staff.

2.8 The location of the building accommodating the Control Room also needs to be appropriate to receive the images from the cameras. It is additionally preferable, that the height of the building allows for the transmission to be received in close proximity to the Control Room.

2.9 The Havering system uses both hard-wired and wireless transmission. Hard wired systems are necessary for cameras that are live monitored and will be used to respond to incidents as they happen. Wireless systems are suitable for reviewing images after an event. To receive the wireless transmission a line of sight is required from the transmitter to the receiver and this may include relays to bypass obstructions.

3 Options to expand the service and functionality

3.1 There are options to increase the functionality of the CCTV Control Centre to deliver other services within the Council in order to reduce external expenditure and generate external income. These options include:

- Fire and intruder alarm monitoring for LBH owned assets
- Fire and intruder alarm monitoring for external clients, such as Schools
- Lone worker monitoring
- Out of Hours emergency call management
- Provide facilities for the consideration of future integration of traffic management enforcement

3.2 Retaining the Control Centre within Havering presents opportunities to co-locate other 24 hour and operational services, such as;

- Careline Wardens
- Environmental and Tactical Enforcement Officers
- Officers responsible for Parking/MTCs

- Public Protection and Licensing staff

4 Location Assessments

A range of options have been considered for re-location of the CCTV Control Room, including the potential for co-location with other local authorities.

4.1 As a starting point, several Council owned buildings in Havering were visited and assessed on the basis of;

- Security
- Height of building (to enable line of sight transmission)
- Independent/separate access for staff and Police
- Space to accommodate the 'video wall' and a range of staff and external partners
- Space for welfare facilities
- Availability and suitability of premises for conversion
- Opportunities for expansion
- Capital and revenue implications

4.2 Visits were additionally made to other London Boroughs to view their facilities, identify any models of best practice and to see whether any options to co-locate were possible. Recently, this has included Tower Hamlets, Hammersmith and Fulham, Croydon and Redbridge Councils.

5. Findings

5.1 Contracted or Co-located CCTV Service

There are currently no private and stand-alone CCTV suppliers operating Council CCTV services. Although some local authorities have set up commercial entities to undertake the CCTV function and explore wider commercial opportunities, unfortunately there is no evidence of successes in this and information available suggests these ventures have not thrived, with several local authorities withdrawing from the arrangements.

There were examples of where other London Local Authorities have combined control rooms in the past, but invariably these arrangements have ceased due to inequitable allocation of resources, technical complications and general lack of benefit in terms of revenue savings.

5.2 Preferred Option for re-location of Control Room

Following analysis of potential options for re-location, it is suggested that the new central equipment and CCTV Control Centre is accommodated in the borough, within a Council owned premises and preferably close to Romford Town Centre.

This option would ensure that relocation costs are kept to a minimum and limited system downtime will be experienced. In addition, being located close

to the town centre will allow the installation of council owned fibre, as an 'invest to save' proposal, which will dramatically reduce the ongoing revenue burden currently being paid to BT for rented transmission circuits.



CRIME & DISORDER OVERVIEW AND SCRUTINY SUB-COMMITTEE

5 October 2021

Cover Report

Subject Heading:

E-Scooters

SLT Lead:

Barry Francis – Director of Neighbourhood

Report Author and contact details:

richard.cursons@onesource.co.uk

Policy context:

To ensure Havering is kept safe

Financial summary:

No financial implications within the context of this briefing

The subject matter of this report deals with the following Council Objectives

- Communities making Havering
- Places making Havering
- Opportunities making Havering
- Connections making Havering

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SUMMARY

The Sub-Committee is to receive a presentation on E-Scooters from the Metropolitan Police.

RECOMMENDATION

That the Sub-Committee comment and note the presentation.

IMPLICATIONS AND RISKS

Financial implications and risks: None of this covering report.

Legal implications and risks: None of this covering report.

Human Resources implications and risks: None of this covering report.

Equalities implications and risks: None of this covering report.

Escooter Summary - Sgt Steve Wilson

This document is intended to provide a comprehensive summary of Escooter legislation, the impact of continued illegal use including the adoption of the devices by various criminal groups and the road danger concerns.

What is an Escooter

Escooters are adapted kick scooters that have an electric engine added to them, contained within the hub of one of the wheels, with throttle controls and often some mechanical braking system. It is important to note that everything contained in the following article will also apply in some degree to EBoards (modified skateboards to have electric engines) hoverboards and Segway style devices all of which are considered to be Private Light Electric Vehicles or PLEV's. Whilst the Escooter itself has seen an explosion in use over the last year we are also seeing rises in Eboard and hoverboards which is expected to increase over the Christmas period.

Legal History

By being powered by motor these scooters are considered by the Department of Transport (DFT) and MPS to be mechanically propelled vehicles. Two sets of case law have set precedent for the classification of these vehicles. Which has had one legal challenge.

Dpp V Saddington (2000) – This related to a brand called Goped that was a Scooter powered by an internal combustion engine and will be considered to be Motor Vehicle within the meaning of s185 of the Road Traffic Act 1988.

Dpp V Winter (2002) – This related to the use of an electric scooter on the road where it was confirmed to be a motor vehicle subject to the requirements for compulsory insurance. This case further clarified that these devices are not Electrically assisted pedal cycles (EAPC) and cannot use the guidelines that govern these devices even if the device uses pedals or pegs as they are not the primary source of automotive power. A final summary was stated that in order to be used on the road such scooters would be required to comply with the construction regulations of registration, licence, insurance and MOT.

CPS V Coates (2011) – This case was an appeal against conviction where by the defendant was convicted from driving a Segway device on a footpath and challenged the ruling that it was 'a mechanically propelled vehicle intended or adapted for use on roads' the defendant attempted to use a manufacturers statement that the device wasn't intended to be used on the road. The ruling judge disagreed and applied the rulings in the above two cases confirming that this vehicle was deemed as a carriage under s72 of the highways act and as such will need to comply with s 185 of the RTA 1988

A summary of these cases is now provided to London CPS by Marlowe House when an Escooter case goes to court to assist with the prosecution at court.

Road Danger –

The RTPC had been seeing moderate use of Escooters throughout 2018/19 and a pedal cab industry that was making illegal aftermarket additions of electric engines, the Cycle Safety Team (CST) ran a number of operation targeting these devices ensuring regular communication with the public via their twitter account @MetCycleCops. This resulted in a large amount of research to be carried out by Sergeant Steve Wilson to see what could be done to tackle the issue.

Throughout early 2019 an increase in Scooter use culminated in the fatal road traffic collision involving Emily Hartridge and a HGV on the 12th of July 2019. The subsequent SCIU investigation identified a number of safety issues that may have contributed to the collision and certainly raised concerns given the number of riders on these devices are increasing.

One area of significant concern is in that the steering fork is almost vertical which makes it highly manoeuvrable however most models have little to no suspension systems, small wheels from 8" to 12" and a shallow rake angle. This leaves us with a device that whilst stable when travelling in a straight line it is when encountering road undulations, undergoing braking and steering that instabilities are introduced. There are also no industry standards being applied to the construction of these devices which has led to wide variation in braking methods from compression levers to a hard plastic cover that the rider stands on over the back wheel to bring the device to a stop.

The SCIU investigation carried out by Alex Routt noted that the Scooter hit a recessed inspection plate (2mm) that another vehicle would have been able to negotiate without issue, an underinflated tyre in this situation contributed to the loss of life which is concern given that by the nature of their size Scooters are likely to occupy the last few feet of the road space where we see most of a pot holes and road debris. It is important to note that vehicles deemed to be road safe should be able to navigate a 50mm defect in the road surface. (Health and Safety)

Dr Cristopher Uff a Neurosurgeon of London Bridge Hospital has expressed concerns as whilst Scooters seem to have similar collision figures to bicycles approximately 2/3 of them are head injuries which London could struggle to accommodate. Additional study has been done in the area to compare the number of journeys per accident and it now shows that Scooter riders may actually be 8 times as likely to be involved in a road collision.

Road danger statistics are hard to come by at present as our recording systems do not differentiate these devices from other motor vehicles combined with the fact that due to their legal status unless a party is seriously hurt the Scooter rider is incentivised to not remain/report the incident due to inevitable prosecution. What limited stats we have, have shown that in 2018 we had 4 reported traffic collisions with 32 reported in 2019 with large number having injured pedestrians.

2020 saw 60 collisions reported despite the covid lockdown being in effect and traffic on the road network being drastically reduced and already 2021 has seen 31 collisions reported in 2021 in the first quarter.

We have seen a further two fatalities nationwide with Barrie Howes having lost control while riding down a steep hill in Chatham Kent on the 25th June 2020 and Julian Thomas colliding with a parked car on 20th September 2020 in Wales both of which results in head injuries. Unfortunately due some inaccurate news articles since the announcement of the trials on the 4th of July there is a belief that the use of these devices has been legalised. Several major retailers have engaged on extensive sales campaigns neglecting to mention the illegal status of the devices with some even stating to customers that police don't enforce against Scooters.

This is compounded by the fact that some retailers have started campaigns to get these devices legalised prior the conclusion of the trials.

Op Hornet

In August 2019 the decision was made to launch Op Hornet in conjunction with City of London Police to target Scooter use, it was noted that at this time there was a distinct lack of information regarding the use of Scooters in the UK. This gave officers the opportunity to issue a verbal warning

for the offence of no insurance on an scooter, to date there have been 608 warnings issued. During this time a number of media interviews were carried out to clarify the status after which officers moved to an enforcement approach. To date 284 Scooters were seized in 2020 and already 598 in 2021 (to April). Due to the way Traffic Offence Reports (TOR's) are recorded it is not possible to give TOR numbers for Scooters for non-seized devices.

Crime

In order to accurately track information relating to Scooters in relation to crime on 7th July two Cris codes an ES code for the property page and a GX code for the features page where the suspect was riding the device at the time.

We have 290 reported offences where the offender was riding an scooter and there have been 913 devices stolen as of November 2020.

I have discussed at length the possibility of security marking the devices with numerous teams however it has been decided that this is not the solution as it gives the impression that the police may be ok with the use of Scooters continuing. The solution that has been suggested to reduce the numbers of robberies in particular is robust enforcement on Scooter riders, if people understand that riding an Scooter is likely to result in a fine and points on the licence the intent will be that a substantial reduction in the number of devices are around to be stolen.

There are currently no stopping tactics for Scooters, tactical contact is not suitable due to the lack of mass of an scooter, there is no practical way to make contact with the scooter without contacting the rider meaning the risk of substantial injury is too high. The national decision model is the default advice for officers carrying out stops and for those units carrying out proactive work extensive use of plain clothes officers and the use of plain clothes cyclists in order to effect the stops before the rider is able to start riding away seems to be the best tactic available at this time.

A detailed breakdown of the crime figures are included here however it is worth noting that use of the GX feature code has been in decline and a recent review of Southwark Cris's highlighted 91 crimes that were missing the feature code but a scooter had been used by the offender. This is likely to be replicated in many other boroughs.



RE Mayor's
Questions - Deadline

Communication and Training

There have been issues around communicating both internally and externally due to the concerns from TFL, Mopac and DFT in how it will impact the legal trials that are due to start mid 2021.

There is a comprehensive communication developed with DMC that is ready to be delivered when approval is received from those partnership agencies involved.

A number of training sessions have been delivered by Sgt Steve Wilson on the subject to officers on VCTF/STT/SNT and TSG and several PDD days. Any other departments that require input or assistance are able to contact Sgt Steve Wilson for assistance.

DFT originally requested opinions on the criteria for trial scooters which has been included as an attachment and whilst the DFT has gone with a faster heavier unit, it is down to the local authority or in London's case TFL to grant additional restrictions on the schemes that are to go ahead.

Pursuit Policy / Stopping Tactics

At present there is no Pursuit Policy for Scooter's due to the unstable nature of the devices, any pursuit would be immediately very high risk, this is further compounded by the fact that the current design of Scooters struggle to navigate any defects in the road surface. The fatal collision in 2019 where Emily Hartridge lost her life was partly caused due to her hitting an inspection drain cover that was protruding 2mm from the road surface and this in conjunction with underinflated tyres led to her going over the front of the device and under the wheels of a HGV. All of this occurred at the relatively slow speed of around 12mph.

Whilst most over the counter Scooters have a speed of between 15 and 25 mph there is a growing trend of adapting and modifying these with now dozens of models recording speeds in excess of 40mph with some as high as 88mph, the issue is further compounded by a growing attitude in online communities to not stop for police and risk their scooters being seized.

TPAC should not be considered at present as an option for stopping Scooters, due to the limited mass/weight of the devices (typically 15-25kg) there is not enough vehicle to take the impact and any contact is going to be with the rider making the risk too high to be viable.

The CST has considered a number of different stopping options and tactics both for Scooters, pinching the rider into the kerb has been attempted but due to the balance issues along with drain covers and potholes occurring in the last 50cm of the road space it very quickly became clear that the risk of knocking the rider off rapidly increases, should the rider fall pavement side the injury should be minor but there is no way to ensure that they don't topple into the road itself escalating the risk.

Any attempt at grabbing the rider/handlebars itself is not practical the devices have quite a substantial pull on them even unmodified and it is more than capable of ripping an officer off their feet.

Various equipment options have been considered, stinger devices would not work as more than a few designs have solid wheels and/or wheels of only 8" at this point the spike itself will strike the hub driven motor and result in a catapult off the device. We investigated the use of an expanding foam solution to gum up the wheel and mechanisms however it would be incredibly hard to be accurate and in all likelihood a significant amount is likely to be sprayed over the road surface which may then require additional special tools to be cleaned.

A home office request was submitted and is included here however there currently no tech solutions being developed at present.



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Tools that may work is forensic tagging sprays whilst this will not affect a stop on the rider themselves it may assist in the identification of offenders but is not a perfect solution. Given that these devices are driven by Electric motors and throttle control it is my belief that the solution will be a technology based tool to short out or stun the device which will allow the device to come to a gradual stop due to no additional power being applied.

My engineering skills are a little bit dated now having been out of the industry for a decade but it is my hope that when the trial goes live in London in the next couple of month I will be able to form a working group of three major companies and convince them that to work with us to develop a solution to this problem. Current guidance that is given to officers on the street is to use the national decision model and in those circumstance where they believe that the individual poses a significant risk to themselves or others to ensure adequate information is documented in any statement including options that were considered and not used.

Anecdotally I am aware of some TSG/SNT operations that have taken place in some parks where Escoters have been involved in robberies where riders have been pinched towards the grass and mud areas to slow them down enough to be taken off the devices, any decision like this is being carried out in accordance with the dynamic risk assessment model and comes with significant risk. All other tactics to stop Escoter riders come with such risk as to not be viable in most circumstances and unfortunately this is known amongst riders with many failing to stop and whole online communities advocating not stopping as enforcement activities increase and the risk of seizure is high. This has had a knock on effect where they are regularly now used by criminal gangs to transport weapons and drugs across the city.

I have requested some figures as to how many pursuits are terminated due to the rider being on an scooter and await an update although I suspect that many officers are not flagging them up as they know the pursuit will be immediately terminated and I suspect it will need some communication on the intranet to clarify the position for data collection purposes.

Technology/Partnership working

I believe that when it comes to stopping these devices it will be a technology based solution with a devices that has the ability to remote short or stun the device to prevent additional power being applied. I have spoken with a number of engineers and challenged them to come up with a device capable to do what is being asked as I am not aware of a device currently in existence. I have spoken to the German traffic Superintendent Mattias Reider of Hanover who is arranging for some of their working practices to be translated for me although they don't seem to have the same issues around these being involved in crime.

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Op Hornet started off as a City of London Police (CoLP) operation that the Met were assisting in.

The purpose of the Operation continues to take a graduated approach to the increased use of E-Scooters or powered transporters.

This is in line with the Vision Zero approach from MOPAC of which the one year anniversary began on Monday 22nd July 2019.

Op Hornet remains a viable operation for the continued public education and enforcement of E-Scooter and other “powered transporter” use.

What is an E-Scooter?



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The term “powered transporters” covers a variety of novel personal transport devices which are mechanically propelled (propelled by a motor) as well as, or instead of, being manually propelled. It includes e-scooters, Segways, hoverboards, go-peds (combustion engine-powered kick-scooters), powered unicycles, and u-wheels. However it does not include E-bicycles which are governed by EAPC regulations.

The definition of “motor vehicle” as set out in the Road Traffic Act 1988 is “any mechanically propelled vehicle intended or adapted for use on roads”. There is case law confirming that powered transporters fall within this definition –

- DPP v Saddington [2000] EWHC 409 (Admin)
- Letitia Winter v DPP [2002] EWHC 1524 (Admin)
- Coates v Crown Prosecution Service [2011] EWHC 2032 (Admin)

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This topic is also covered in some depth on the Gov.uk [website](#).

As a mechanically propelled vehicle they must comply with various Road Traffic Legislation. Offences include but not limited to –

- Driving otherwise than in accordance with a licence
- Driving / Riding with No Insurance
- Driving / Riding other than on a road
- Contravening a cycle lane



Why now?

Three separate incidents within a space of a week highlighted the dangers of these vehicles continuing to be on the street.

- 12th July 2019 Battersea, London – 35 year old female dies after collision with HGV in Battersea.
- 13th July 2019 Beckenham , London – 14 year old boy sustains serious head injury and airlifted to hospital after losing control and colliding with a bus stop.
- 15th July 2019 Islington, London – RTC, electric scooter rider made off opening themselves up for possible arrest and civil prosecution.

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The intent of Op Hornet is to delivery a graduated response to the use of these vehicles.

This began in 2019 with a 30 day period in which the Police gave a warning and provide the DfT information on powered transporters to users.

Page 37 There has been significant public awareness regarding the illegal use of E-Scooters in the past year. This includes an article on the BBC News website facilitated by Ch.Supt Simon Ovens.

The BBC article can be found at this [link](#).

Should an individual not wish to provide details for the warning to be given officers can consider the offences committed and prosecute where appropriate.



Can I seize an E-Scooter?

Yes – an E-Scooter is defined as “motor vehicle” and therefore may be seized under Section 165A RTA 1988 where the relevant trigger offences have been committed.

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Complete the vehicle seizure notice (Form 3708).
(Current version has 3708/16 in top right hand corner).

Place an MPS ratchet seal around the device and record this number on the seizure notice in place of the VIN.

Complete a vehicle condition report (Form 955) and document any damage on the device.

Ensure a CAD has been created covering the seizure.



Seized E-Scooter Recovery

- Officers can personally transport e-scooters to the car pounds. However, they will need to complete a form 955 (vehicle condition report) for each e-scooter upon attendance and ensure they have a CAD covering the seizure of the vehicle(s).
- Recovery of vehicles can also be arranged through CAD via MetCC.
- Recovery can be requested directly from the only current authorised MPS contractor - C&S.

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Seized E-Scooter Recovery Administration

- All vehicles seized under 165A RTA 1988 should be transported to an MPS car pound at the conclusion of the operation and not left for any extended period of time at a local police station. A claim can be made for the vehicle within 8 hours of seizure (Where MPS car pound opening hours of 11:30 to 19:30 hours allow).
- Officers are reminded of their legal responsibility to safeguard property that they have seized from damage. We do not own the e-scooter following its seizure, it remains the property of the owner and if damaged they are entitled to seek compensation.
- Ensure that you also use the most recent version of the seizure notice (Form 3708). You can ascertain if you have the correct seizure notice as it should have 3708/16 in the top right hand corner.

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Questions ?

A link to the box spreadsheet has been provided to all STT Inspectors to cascade to the relevant staff.

If you are planning an operation or need any kind of assistance
Contact Sgt Steve Wilson – Steven.wilson2@met.police.uk

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A copy of the DfT guidance can be provided to anyone using a smart phone camera on this QR code



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CRIME AND DISORDER OVERVIEW AND SCRUTINY COMMITTEE 5 October 2021

Subject Heading:	Update on the Enforcement & Community Safety Structure Review 2020
SLT Lead:	Barry Francis Interim Director of Neighbourhoods
Report Author and contact details:	Chris McAvoy Head of Enforcement and Community Safety Chris.McAvoy@havering.gov.uk 01708 434023
Policy context:	The report provides an update on the previous Enforcement & Safety Review Report presented to the Committee
Financial summary:	There are no direct financial implications arising from this report.

The subject matter of this report deals with the following Council Objectives

Communities making Havering	[x]
Places making Havering	[x]
Opportunities making Havering	[]
Connections making Havering	[]

SUMMARY

The report provides a brief update on work undertaken in relation to the Enforcement & Community Safety Review as presented at the last meeting.

It also clarifies the position regarding the apparent £86k disparity in the service budget from 2020 to 2021.

RECOMMENDATIONS

That the Crime and Disorder Overview and Scrutiny Sub-Committee;

- note the contents of the report

REPORT DETAIL

- 1. Steps to assess and consider modifications to the structure implemented in 2020.**
 - 1.1 The previous report on the Council's review of Enforcement and Community Safety contained comprehensive details of the operational roles, structure and financial implications related to this service and was produced by the Interim Head of Service at the time.
 - 1.2 Since this time, a new, permanent Head of Service has been appointed, who has been working with the Assistant Director of Civil Protection to review the findings of the report and to consider the efficiency and effectiveness of the new structure that was implemented in 2020.
 - 1.3 This work is ongoing, but it has been identified that modifications to the structure are required, to improve the ability of the service to meet the increasing response demands for environmental and other crime across the Borough, which have escalated since the Step 4 of the Government's Roadmap out of Lockdown on 19th July.
 - 1.4 A review of the structure is therefore currently being considered that will take account of the new pressures on the service and how best to address these. It will also have regard to a wider Council plan that is under development that will improve coordination of enforcement activity across the Neighbourhoods Directorate and other services within the Council.
- 2. Improvements currently underway**
 - 2.1 Whilst this work is in progress, a new training regime has been introduced within the service, particularly to upskill staff in Environmental Enforcement who were transferred into the service in 2020 from Housing, where they previously undertook roles as Community Wardens. The training aims to increase confidence in identifying and managing environmental crimes and includes both a structured programme of technical training, plus peer mentoring and coaching with more experienced colleagues.
 - 2.2 A new Enforcement Plan has also been introduced for staff to refer to, which highlights key environmental crimes occurring in the Borough and sets out expectations of individuals in addressing these.

2.3 In addition, the Assistant Director is working closely with the three Heads of Service from Civil Protection to identify where collaboration is possible and relevant across the services. This includes ensuring that any duplication is minimised and that expertise and resources can be shared for issues such as noise (and statutory noise) and other statutory nuisance. There is also cross support for work linked to Covid and Outbreak Control.

2.4 The Head of Service and Managers have additionally built solid working relationships with new colleagues in Metropolitan Police to identify new opportunities to work collaboratively to tackle local crimes. This has led to a series of joint operations across a range of initiatives in Havering and planning for multi-agency Days of Action in hotspots in the Borough.

3. Financial Disparity between figures quoted for the service in 2020 and 2021

3.1 At the previous Crime and Disorder Sub Group meeting in July, Members raised a question as to there being an £86k disparity between the two reports.

3.2 This query has been investigated and the difference in budget is due to staff vacancies being held. This was to reduce pressure on budgets to end of year 2020/21. It is however intended to re-appoint to these posts as soon as the revisions to the new structure are agreed.

4. Summary

4.1 A further update report will be presented to the Committee soon as a proposal has been developed for improvements to the current Enforcement and Community Safety Structure.

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