

## Executive

25 March 2008

Joint report of the Director of Neighbourhood Services and the Chief Superintendent North Yorkshire Police (Area Commander) York Area

## Safe City

### Summary

1. This report provides the review report relating to the Safe City agenda, as requested in the Members Policy prospectus which was approved by the Executive on 12<sup>th</sup> June 2007, agenda item 7, "Future Political Management Arrangements at the City of York Council"

### Background

2. The Members policy prospectus requested:
  - A) **A review report** (to)... *highlight how the Council can assist in providing more local police access points (e.g. police desks), improving patrolling arrangements in vulnerable areas and providing more effective response to local concerns including, for instance, measures aimed at reducing vehicle speeds (e.g. warning signs and pressing NYPA to install speed cameras at accident black spots).*

With regard to the above, the following information is provided jointly by the Director of Neighbourhoods and the Chief Superintendent (Area Commander York) North Yorkshire Police.

### Overview

3. It is worth noting the success achieved by the joint working between the North Yorkshire Police (NYP), the City of York Council (CYC) and the other partners within the Safer York Partnership (SYP). When the York Crime and Disorder Reduction Partnership (SYP) crime reduction target was set in 2005, the Safer York Partnership (SYP) was ranked 35<sup>th</sup>. SYP have now climbed to 65<sup>th</sup> – taking the SYP out of the top 40 high crime CDRPs in the country.

SYP are currently 36.7% under our British Crime Survey (BCS) 3 year comparator target (24.1% by 2008) and all crime types within the BCS Comparator crimes on which SYP are measured are still falling. Current performance shows a 32% reduction on last year.

The below figures represent the change in levels of reported crime in York from 1<sup>st</sup> April 2007 to 12<sup>th</sup> March 2008, compared to the same period last year:

House burglary	-7%
Other burglary	-12%
All violence	-3%
Common assault	+3%
Wounding	-20%
Personal robbery	-7%
Other robbery	-46%
Theft of vehicle	-21%
Theft from vehicle	-27%
Vehicle interference	-42%
Criminal damage	-12%
Theft of pedal cycle	-14%
<b>Total crime</b>	<b>-9%</b>

The above has been achieved through some excellent (nationally recognised good practice) partnership working between the Police, CYC and other partners. Adopting the National Intelligence Model in problem solving has also assisted greatly and SYP will continue to improve delivery as they work towards producing a new Community Safety Plan for 2008.

4. North Yorkshire Police is committed to the concept of 'Safer Neighbourhoods' and is working towards this through the implementation and development of Neighbourhood Policing, and how this fits in to the wider agenda of 'Neighbourhood Management'. The City of York has three Inspector-led Safer Neighbourhood teams, which include sergeants, constables, police community support officers and special constables. A map showing these areas is attached at **Annex One**

5. The police approach to Safer Neighbourhoods can be described by using the framework of:

**Access** - to policing or community safety services through a named contact.

**Influence** - by communities over the community safety priorities

**Interventions** - joint action with communities and partners to solve problems

**Answers** - Sustainable solutions and feedback on results

## **How the Council can assist in providing more local police access points**

### **(Access)**

6. Part of the North Yorkshire Police Safer Neighbourhoods Strategy is the development of public access points. These are police bases or drop-in centres where the public can access their local policing teams. They are referred to within North Yorkshire Police as '**Tier 1**' locations. They are a key building block of the Safer Neighbourhoods Strategy.
7. These **Tier 1** locations will take various forms, the main ones of which are outlined below:
  - Permanent operational bases, which are fully equipped, complete with IT. Places where officers are able to start and finish their tours of duty. These locations may or may not have public access, but will allow safer neighbourhood teams to be based within their communities.
  - Safer Schools Partnership initiatives where police officers are based in schools. These initiatives maximise police interactions with the students and teachers but will not generally be open to the public.
  - Semi-permanent locations that officers can work from during their shifts. These may require some basic equipment, such as computer access. These sites may or may not have public access.
  - Temporary sites such as shop fronts, public libraries, community centres etc where police and partners can hold surgeries for the public. These will require the minimum of equipment, probably just a desk and chairs.
  - Police 'Pods' or Containers. These are transportable facilities, which can be placed in an area for as long as required. They allow for public access and as a base for officers to use during their patrol. They are self-contained with the minimum of equipment.
  - Mobile Police Station & Mobile Libraries etc. Obviously a very flexible resource that can be used to access all communities.
  - Police letter boxes. Not 'premises' but linked to the premises holding surgeries etc.
8. Central Area (York) is currently in the process of developing a comprehensive strategy for **Tier 1** premises, for submission to the Police Authority. Some of these premises, particularly buildings where police or multi-agency surgeries could be held, are likely to be City of York Council buildings.
9. Officers from NYP will work closely with CYC Directorates and CYC Property Services at a Ward and strategic level to identify potential Tier 1

locations in existing CYC properties. CYC will consider 'designing in' Tier 1 locations in appropriate new buildings such as schools, libraries, sports centres etc. There will need to be full liaison and discussion between the Police and the Council as these locations emerge.

10. Some Tier 1 premises are in use already, and have been developed over the past year as part of NYP approach to Neighbourhood Policing. Others will develop over the coming financial year as and when funds allow. Progress reports on Tier 1 locations will be brought to the SYP Board for information/approval. Priority will be given to locations in higher crime areas.
11. The proposals to build new civic accommodation at Hungate presents an exciting opportunity to locate the Safer York Partnership (SYP) within the new Council offices. As such, officer numbers working within the current SYP team have already been included in the space planning calculations. By co-locating the SYP team within the new building, the functions of the SYP will become more effectively integrated into mainstream Council Directorates, and as such, provide much closer joint working between NYP and CYC. The new customer access facilities at Hungate will also provide for much easier contact by the public, than that currently available at the SYP premises in Lower Friargate.
12. More detailed on the development of **Tier 1** premises can be found at **Annex Two**.

**How police patrolling arrangements will be improved in vulnerable areas**

**(Interventions)**

13. The National Intelligence Model is the business model that North Yorkshire Police uses to ensure that patrols, and other policing activity, is directed to where it is most needed. The first component of this model is a Strategic Intelligence Assessment, which scopes out levels of crime and anti-social behaviour to enable local priorities to be set. In October 2007 this strategic intelligence assessment included data from partner agencies, including the Council, Fire Service, DAAT and Probation Service for the first time. This led to the production of jointly owned strategic plans covering our main areas of business. These plans help to steer the day-to-day patrol activity of our policing teams.
14. Additionally, at a more local neighbourhood level, Safer Neighbourhood teams are consulting with communities about their concerns. This consultation is brought into focus at the Ward Committee Meetings where community safety priorities are set alongside the Neighbourhood Action Plans. Safer Neighbourhood officers attend the ward committee meetings and update those present on current policing activity and crime levels. During these meetings the attendees are encouraged to discuss the current issues facing them and their communities. At the end of the

meeting a new set of policing priorities is arrived at, which can be tackled in a variety of ways. If it is an issue of widespread concern it may well be tackled through one of the Safer York Partnership task groups. If it is a localised issue the police will seek to tackle it in the most appropriate way, and in partnership with the most appropriate agencies.

15. This process provides a focus for the Safer Neighbourhood teams, and directs their work on a day-to-day basis. This is where the police teams will link in with other agencies to develop joint problem solving plans.
16. The three Inspector-led teams (which include nine sergeant-led teams) cover the whole of the city with every ward having dedicated staff. They have developed networks of key individuals on their wards and are encouraged to undertake as much consultation with different members of the community as possible. For example, over a three-week period in York North (Jan/Feb 08) the following consultation took place:
  - 7 Ward Committee meetings
  - 9 Deployments of the mobile police station
  - 4 parish Council visits
  - 3 Housing/Residents associations meetings
  - 1 drop-in surgery.
17. Also, the police have undertaken 'Neighbourhood Profiles' of every ward in the city. These profiles include demographic information including various aspects of diversity such as race or age. These profiles have been updated during January/February 2008. They are currently published on the North Yorkshire Police Intranet and so are not in the public domain. However, they can be obtained from the Safer York Partnership. This helps to inform officers where to patrol, and where vulnerable communities might be. For example, a ward that has a particularly high percentage of older people may be more susceptible to crimes committed by bogus officials and therefore reassurance patrols may be required along with the consideration of 'Cold Calling Control Zones'. Similarly a ward with a high proportion of visible ethnic minority population may need patrols to reassure against hate crime.

### **Providing an effective response to local concerns**

#### **(Influence, Interventions, Answers)**

18. As local access to policing services improves, through the development of **Tier 1** premises, the police will begin to get a more complete picture of community concerns across the city. These concerns will be prioritised through the Ward Committee structure and will be dealt with in line with the community engagement, problem solving and feedback model, which was adopted by the Safer York Partnership Board on 30<sup>th</sup> July 2007, and reported to the Neighbourhood Services EMAP on 17<sup>th</sup> October 2007 – "Development of community engagement, problem solving and feedback on community safety" – Agenda Item 9. Detail of the model and a

schematic showing how this operates is given at **Annex Three**. The model demonstrates how results, or answers, to concerns raised, will be reported back formally via the Ward Planning process and Ward Committees, and how performance will be monitored. More local feedback will continue to be given as solutions develop and action in the community is taken.

19. This engagement and problem-solving model is a fundamental aspect of Safer Neighbourhoods and Neighbourhood Management. However, there inevitably will be some element of prioritisation as the police and partners have limited resources.

#### **Measures aimed at reducing vehicle speeds**

20. Speeding vehicles is an issue for many of York's communities and is often raised at community consultation events.
21. Road collision statistics for York covering the period January 2005 to December 2007 have been analysed. Vehicle speed is quite low on the list of reasons for these collisions, being ranked 12<sup>th</sup> in the list of causation factors. Also there is no accident 'black-spot' where accidents have been deemed to have been caused by excess speed. Therefore, in terms of reducing road collisions, it seems that static speed cameras in York would be difficult to justify.
22. The data does show that injury accidents are on a downward trend. There is a substantial downward trend in accidents involving children and pedal cycles. However, there is an upward trend in serious accidents involving older people and pedestrians.
23. It would appear that there is little evidence to support static camera sites in York although mobile cameras may have some worth. However, it is believed that a similar impact could be made by enforcement activity on target routes together with any potential engineering solutions.
24. The North Yorkshire Police stance on safety cameras is presently under review. The Department for Transport on 31st January 2007 issued criteria as a benchmark for the deployment of cameras. This is the criteria the Chief Constable has used in the recent scoping work during the review of safety cameras in North Yorkshire. A copy of the Criteria is attached at **Annex Four**.
25. The issue was researched during 2001/02 but a sufficiently robust business case could not be established. Since then, the funding arrangements for safety cameras have changed and the whole issue around safety cameras is being reviewed locally. Preliminary work has recently been undertaken to ascertain the additional work stream requirements to establish safety cameras and a report will be presented to the Steering Group of the York and North Yorkshire Road Safety Partnership at the end of March 2008. The report will seek direction on

the way forward but the establishment of any safety cameras in York will need both contractual and financial partnership arrangements with both North Yorkshire Police and other partners. City of York Council will be fully engaged with the following discussions.

26. North Yorkshire Police are aware that communities across York and North Yorkshire are seeking support in relation to the calming of vehicle speeds, and solutions in addition to traditional enforcement activity are being considered, e.g. Community Speed Watch. North Yorkshire Police are also looking into how community officers can get involved with speed enforcement, and is also considering the role of police community support officers.

### **Consultation**

27. This report is a joint report between the officers of the City of York Council, and the North Yorkshire Police. Consultation has taken place in order to produce this report.

### **Options**

28. Not applicable, the report is for information only.

### **Analysis**

29. Not applicable, the report is for information only.

### **Corporate Priorities**

30. The actions described meet the council priority to:

Reduce the perceived impact of violent, aggressive, and nuisance behaviour on people in York.

### **Implications**

31. None – the report is for information only.

### **Risk Management**

32. Not applicable, the report is for information only.

### **Recommendations**

33. Members are asked to note the report.

Reason: So that members can be aware of action being taken to meet the issues raised in the safe city policy prospectus .

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Report Approved



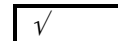
Date 27/02/2008

### Specialist Implications Officer(s)

*None*

Wards Affected:

All



For further information please contact the author of the report

### Background Papers:

Group Leaders Policy Prospectus

### Annexes

Annex One - Map showing Neighbourhood Policing Areas

Annex Two – Tier 1 Policing model

Annex Three – Community Engagement and Feedback model with schematic

Annex Four – DFT Speed Camera Criteria