

Monthly Assurance Meeting April 2019 – Meeting Notes

Date: Tuesday 30th April 2019 @ 10:00
 Chair: John Campion
 Minutes: Jackie Irvin, Policy Officer, OPCC
 Venue Meeting Room 1.38 – Hindlip

	Name:	Capacity:
Attendance:	John Campion	Police and Crime Commissioner (PCC)
	Tracey Onslow	Deputy Police and Crime Commissioner (DPCC)
	Anthony Bangham	Chief Constable (CC))
	Amanda Blakeman	Deputy Chief Constable (DCC)

Apologies:

1.1	OUTSTANDING MATTERS / ITEMS BROUGHT FORWARD	ACTION
	None were discussed.	
2.	HOLDING TO ACCOUNT	
2.1	<p>ROADS POLICING:</p> <p>1. <u>Partnership Working</u></p> <p>The PCC asked the CC if he was satisfied that regional collaboration is effective. The CC responded that campaigns are national, but delivered regionally, although there is also the opportunity to have regional specific campaigns. National campaigns are not mandatory and forces do not always take part.</p> <p>West Mercia is proactive in delivering campaigns, working regionally and is well represented at the regional level, however there isn't a consistent approach to roads policing across the region. West Mercia is one of a small number of forces across the country that has roads policing as a force priority.</p> <p>The PCC commented that although social media is seen as being well utilised, Twitter in particular is not an engagement tool, whereas Facebook is more outward facing, however the last Facebook post by the Safer Roads Partnership (SRP) had been December 2017. The CC agreed that the majority of police Twitter feeds are internal 'chat' and the force needs to look wider. Corporate Communications and Safer</p>	

	<p>Neighbourhood Teams (SNTs) need to be actively involved in communications around roads policing, not just OPU. It was discussed that the central comms, local comms and the SRP are not connected effectively, but that there are pockets of good practise.</p> <p>The PCC commented that there is a disconnect between the SRP and local policing in particular, with neither seeing SRP as a core part of the force and asked for reassurance that any changes arising from the alliance negotiations would be used to change this. The CC responded that historically the SRP had been a partnership separate to the force but was now an internal unit within Force Operations. It needs to be refocused and rebadged with Force Ops, the SRP and local policing working more closely together on initiatives and communications.</p> <p>The PCC said that he had seen ANPR in action out in the policing areas and that it was great to see it used, but questioned when the force would be connected to the National ANPR (NAS) system. The DCC replied that this formed part of a wider four year force ICT improvement programme, and that the benefits of NAS are expected in around year two.</p> <p>The PCC said that Op SNAP seems to be a successful initiative run by OPU, and asked if it was having an impact on driver behaviour. The CC said yes it does appear to change driver behaviour as it gives people who have a dash cam the opportunity to submit footage of bad driving to the force and makes drivers more conscious that they may be filmed.</p> <p>The PCC commented that there has been a major investment in ANPR, less so SNAP and asked if there are mechanisms in place for evaluation. The CC and DCC responded:</p> <ul style="list-style-type: none"> •OP SNAP is being looked at centrally on a national level. The pilot findings and general view is that it is successful, but that it needs more targeted activity. Single online Home can support SNAP and ways of migrating it across are being looked at. •There was a business case for the force investment in ANPR which will have had success criteria within it. National work shows that ANPR receives millions of hits which don't provide useful intelligence. Predictive analysis is being looked at as a way of making it more targeted. Locally, ANPR is used through tasking for targeted operations. <p>The PCC commented that the SRP is cost neutral and the work it does is good, but that it appears almost to be at arm's length from the CC and asked for reassurance that the resources available in the SRP are fully understood and utilised by the wider workforce. The CC responded that it is understood what the SRP does, but not what it can do. This is partly as legacy issue from when it was a true partnership and the police were only one of the many agencies involved. Over time it has become part of the force, but is not seen as an integrated part of the force.</p>	
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	<p>The PCC suggested that the public face of the SRP is not as warm and friendly as SNTs; it is very much seen as an enforcement body and asked what could be done to change this. The CC replied that this is why the local policing road safety groups were set up with the SNTs leading and the SRP there to support, but that overtime the SRP had taken the lead. The two ACC's need to work together to ensure there are changes and that the force governance group will provide a forum to bring together the wider management teams together to be accountable.</p> <p>Actions arising:</p> <p>The DCC to review the success criteria in the ANPR business case to see if they have been achieved.</p>	
	<p>2. <u>Performance</u></p> <p>The PCC commented that much of the roads related correspondence received into his office is centred on the anti-social nature of it and asked if the CC is confident that there is enough understanding in SNTs to pay their role in problem solving to address this. The CC replied that now road safety is a force priority there is a real opportunity to provide a whole system approach. Some SNTs really get the role and opportunity they have, but sergeants and inspectors need to be discussing it more.</p> <p>The PCC said that of the £30k Superintendent's fund and the LPCAF fund provided by him, there are few local requests for roads related initiatives. The CC agreed that this was the case and that all people of all ranks are responsible as it is a force priority. The long term trend for killed and seriously injured (KSIs) on roads had plateaued, but is now showing a small uplift and people need to think wider than just speed enforcement.</p> <p>The PCC commented that the move from CMPG has been seen as a positive but with the core of the former CMPG officers based in Bromsgrove, he queried whether there is a consistent approach and appropriate resources for roads policing across West Mercia. The CC acknowledged that the resources were too focused and this needed to be addressed.</p> <p>The PCC said he understood that road performance analysis is to be centralised and asked for assurance that the analyst expertise in the SRP will not be lost as a result. The DCC commented that force performance sits with her and that there was no plan for this, the central team and SRP should be working in an integrated way.</p> <p>The CC explained that CRASH was a system for submitting collision data into central government and is designed to work with Athena and alternative systems. All force will be moving to use it.</p> <p>The PCC commented that there seemed to be a lot of positive activity around roads policing but that the KSI data did show an increase</p>	

	<p>following a long plateau and asked if the CC is content with the activity. The CC responded that there are still a high number of KSIs and he was not convinced that the police and partners are doing enough to tackle it. It is a force priority, but its importance needs to be better understood by all including the public.</p> <p>The PCC said he was pleased to see the collaboration around fast roads training with Hereford and Worcester Fire and Rescue and asked if there are other opportunities to develop training with other partners. The CC said this was an example of good shared training but that there was an opportunity to do lots more.</p> <p>The PCC asked the CC for reassurance that those responsible for local roads policing are effectively tackling serious travelling criminality. The CC replied that leaving CMPG had had a good impact in Worcestershire, less so in the north and west of the force.</p>	
	<p>3. <u>Workforce</u></p> <p>The PCC commented that the Collision Investigation Unit (CIU) are a small team, working across a large area on a 24/7 basis and asked if there was a safe system of working in place for them to ensure their health and wellbeing is protected. The DCC responded that it is considered and that duty inspectors should have regard to demand. It is also important that the staff in the CIU feel supported and are able to say when they aren't able to do what is being asked of them. The CC added that the CIU model is a national issue.</p> <p>The PCC asked the CC to provide an update around the work being undertaken to reach full establishment in roads policing. The CC responded that he was happy with the resource levels, but that ongoing checks and monitoring will be required.</p>	
2.2	<p>HMICFRS inspection programme / Matters arising from the Service Improvement Board (SIB)</p> <p>No items</p>	
3	<p>AOB</p> <p>No items</p>	
4	<p>CONFIRMATION OF NEXT MEETING TYPE / DATE / TIME / VENUE: Performance, Tuesday 28 May 2019, 10:00am Room 1.38</p>	