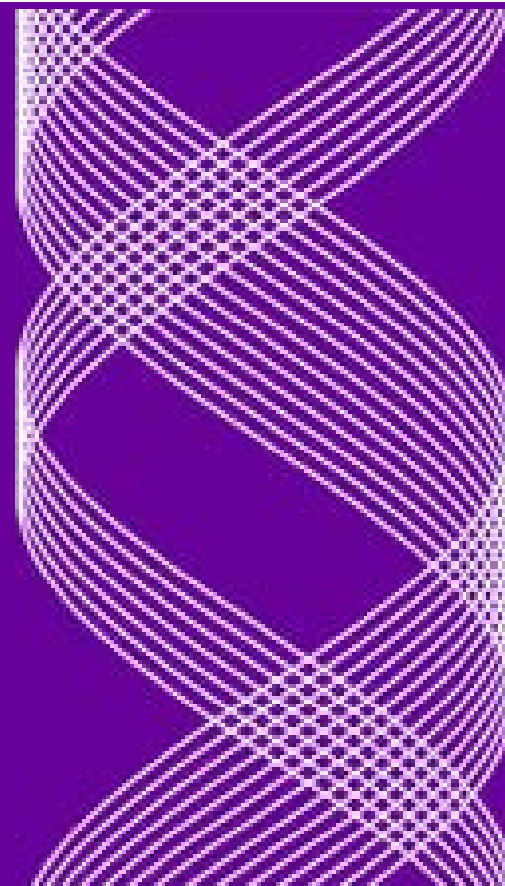




Retail Enforcement Pilot (REP) Steering Group Meeting 16th May 2007



REP Summary

- DTI initiative to rationalise inspection and enforcement of the retail sector at a local level
- Phase 1 indicated encouraging outcomes so Chancellor announced scaling up from 2 to 70 local authorities
- Moved to BRE – consistent with Better Regulation agenda and implementing Hampton principles:
 - Reducing regulatory burdens e.g. joined-up routine planned inspections
 - Addressing concerns about consistency
 - Promoting partnership working between local regulators
 - Further developing risk based approach
- Funding for roll-out of Phase 2 provided for 2007/08

What is REP?

- Based on risk assessment of a business for:
 - Trading standards
 - Food safety
 - Health & safety
 - Fire safety
 - Alcohol licensing
- Determines lead inspection agency:
 - Trading standards
 - Environmental health
 - Fire safety
- Checklist tool to enable inspector to collect key information to indicate whether cause for concern in other areas

Benefits

- Reduced burden on businesses of unnecessary inspections – target those where greatest risk is
- Enhanced consumer and worker protection
- Resources freed up from routine visits re-directed to business education and intelligence-led campaigns
- No officer conducts out of discipline inspections but cross-referrals provide additional intelligence
- Contributing to more outcome focused approach to performance management of enforcement activity

Objectives for the Pilot

- Provide mechanisms that will assist LAs in meeting the Hampton vision, primarily a risk-based approach that ensures no inspections are carried out without a specific reason.
- Focus enforcement resource effort on high-risk and non-compliant businesses, thus enhancing consumer and worker protection.
- Promote partnership working between enforcement agencies.
- Release capacity to enable a more focused and efficient service to businesses, including the provision of education and advice services.

Objectives for Phase 2

- Prove the concepts developed in Phase 1 across a wide diversity of LA types.
- Complete the development of outstanding elements of the REP concept from Phase 1 e.g. an automated feedback loop.
- Demonstrate the efficacy of using a range of data collection mechanisms to enable effective data sharing.
- Provide evidence for robust evaluation of the model, including long-term sustainability and affordability for LAs.
- Put in place a procurement framework for LAs to use for future provision of REP services and IT provision.
- Market the concept across the whole stakeholder community.

Success Criteria

- Stakeholders, represented by the Steering Group and Phase 2 LAs, confirm that the Pilot has produced credible information on which a decision can be made on whether or not to extend rollout.
- A substantial majority of participating LAs continue with the REP approach to inspection and enforcement.
- The number of enforcement visits made to businesses is reduced while the level of advice and support for businesses who it need is increased.
- Business satisfaction is increased

Risks

Serial No	Brief Description	Owner	Assessment	
			Like-lihood	Impact
1	Accuracy of risk allocation inhibits agreement of lead service	The Project	H	H
2	Lack of automated feedback loop means insufficient sharing of data across services.	The Project	H	H
3	Software suppliers are unable to deliver a sustainable and affordable product for LAs to use.	The Project	M	H
4	The resources available for Phase 2 prove inadequate in the BRE or LAs.	The Project	M	H
5	Phase 2 does not provide sufficient leadership driving a cultural change towards Hampton like behaviours.	The Project	M	H
6	There is a formal challenge to the procurement arrangements used in Phase 1 or Phase 2.	The Project	L	M
7	Credibility of the performance assessment framework.	The Project	M	H
8	The Audit Commission, FSA and HSE do not provide the derogations necessary for Phase 2.	The Project	L	H
9	Achieving roll-out to 70 LAs in Phase 2	The Project	L	M