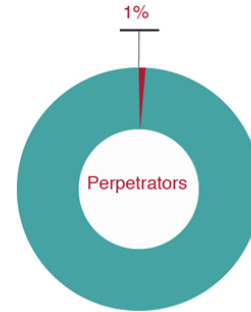


The Drive Project – One Year On

We need to stop asking: “Why doesn’t she leave?” and start asking: “Why doesn’t he stop?”

1 in 4 perpetrators are **repeat offenders**. Some have as many as six different victims



Fewer than **1%** of perpetrators receive any **specialist intervention** to change or be challenged

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The Drive Project

The Drive Project is an innovative response to domestic abuse that aims to reduce the number of child and adult victims of domestic abuse by deterring perpetrator behaviour. The pilot focuses on the ex/partners of victims referred to Marac³. These are priority (high-harm or serial) perpetrators as this group carry the greatest risk of serious harm and they engage poorly in available services.

If we are ever to reduce the number and severity of incidences of domestic abuse, we need to do more to reduce it at its source. We must get to the root of the problem: to expect the victim and their children to uproot and change their whole lives while the perpetrator remains unchallenged, unchanged and able to commit further offences (with new or ex-partners) is hugely problematic. From a moral and rational perspective, we must commit to holding perpetrators to account.

Drive combines intensive case management with perpetrators and local multi-agency work to create change. From our initial findings, it is vital that local systems and services are of quality and work together. The Drive pilot relies on effective local multi-agency working, such as a solid Marac process and coherent, quality care pathways. The service has been developed to knit together existing services, complementing and enhancing existing interventions both within the individual pilot areas and more generally in the provision of services for perpetrators and victims/survivors across England and Wales.

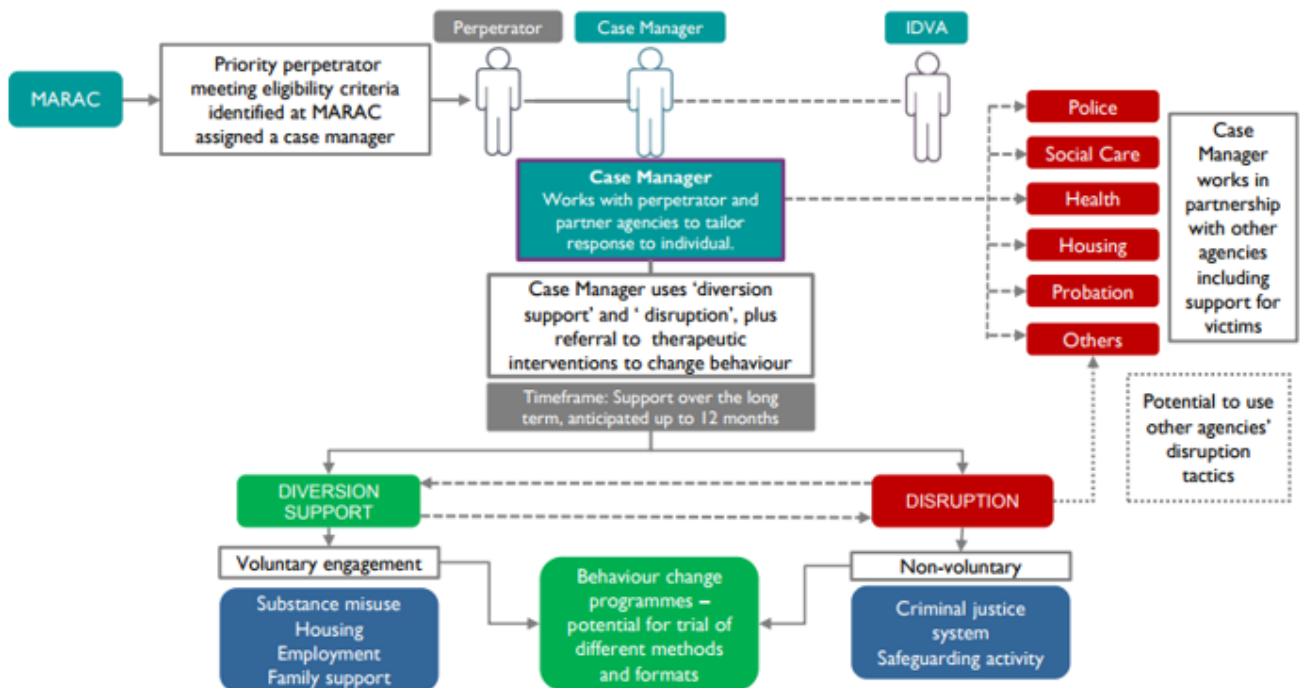
Drive interventions are driven by the primary aims of reducing risk and increasing the safety of survivors and children.

¹ SafeLives. (2015). Marac national dataset 2015 – 12months to March 2015. Bristol: SafeLives

² Robinson et al (2015). Prevalence and characteristics of serial domestic abuse perpetrators.

³ Marac is a multi-agency risk assessment conference: a meeting where information is shared on the highest-risk domestic abuse cases between representatives of local police, probation, child protection, Independent Domestic Violence Advisors and other professionals.

The Model



Who is involved?

The Drive pilot launched in April 2016 and operates in three areas across England and Wales (Essex, South Wales and West Sussex) from 2016-2019. The approach was developed by a partnership of Respect, SafeLives and Social Finance, combining their respective expertise on work with both perpetrators and survivors of domestic abuse as well as the development and replication of new social innovations.

The pilot is being funded and delivered in partnership with the Police and Crime Commissioner in each local area, and has benefited from local authority funding. Drive has also been made possible due to Police Innovation Fund Funding and philanthropic grants from Lloyds Bank Foundation for England and Wales, The Tudor Trust and Comic Relief. In each area, Drive is being delivered by local specialist charities and partners bringing together housing, substance misuse and police and criminal justice responses alongside, crucially, support for survivors.

What do we know so far?

The information presented here represents a snapshot of what we know to date, in the first year of a three year process. That means the sample size is small, and the findings, which are encouraging, must be treated with caution as we learn more.

- In the first year, we have worked with just under 200 perpetrators across the three areas.
- The University of Bristol has done detailed analysis on 30 of these perpetrators, who completed Drive in the first year.
- We have core data set on a cohort of just over 1,500 perpetrators referred via Marac but who did not receive a Drive intervention. This will serve as a control group.

- The Drive cohort and the control group had similar demographics: both were around 93% men with an average age of 34. Their partners were around 96% female and had an average age of 33.
- Half of the relationships in the group of 30 Drive service users who completed Drive were with ex-partners, a quarter were current and the rest were other family members. This was very similar to the control group.
- The 30 cases analysed show the high level of complex needs and offending in the Drive cohort:
 - Substance misuse: 64.7%
 - Alcohol misuse: 62.5%
 - Mental Health: 68.4%
 - Housing: 82.4%
 - Non-DVA offences: 92.9%
 - Previous DVA offences: 93.3%
- These findings demonstrate the barriers to sustainable engagement and change, and the need for intervention by a range of agencies alongside Drive
- The evaluation found the Drive interventions were a mixture of direct and indirect work: direct involves work with a case worker to address and manage an individual's behaviour and remove, where possible, the barriers to change, and indirect being support/disruption from other agencies. It is vital there is a close relationship with these agencies, with the police, Idvas, children's services, probation and housing all being crucial. The evaluation found that the majority of Drive activity related to risk management and disruption activity as well as multi-agency working.



- The University of Bristol also analysed possible change in a range of behaviours including physical abuse, sexual abuse, stalking & harassment and jealous & controlling behaviours by the Drive service users. Data from the Drive case files showed a stabilisation in high severity abuse, while the percentage of cases with no abuse increased.
- Data from the Idvas showed a more positive picture with a much greater increase in the percentage of service users *not using* particular types of abuse, and severe abuse dropping across all categories. Further work is needed to understand these differences in perspective and assessment of risk.
- Both the Drive case managers and the Idvas judged that there had been a reduction in risk in almost all cases. The Drive case managers found that risk has reduced 'greatly' in 32% of cases while the Idvas judged this to be true in 53% of cases.
- This year, only one of the 30 perpetrators was suitable for a Domestic Violence Perpetrator Programme (DVPP) at the end of Drive support. Focus is therefore being placed on developing and delivering 1-2-1 behaviour change programmes for this cohort.

Next steps

- Work with a further 100 perpetrators annually in each site.
- Engage with more survivors and put their input and feedback at the heart of the pilot
- Develop suitable behaviour changes approaches for this high harm complex needs cohort
- Develop a cost-benefit model to show the potential impact of Drive
- Review the model to maximise its impact
- Continue to test and analyse the impact and create a replication strategy if appropriate as evidence becomes more comprehensive
- A full written report from University of Bristol on Year 1 evaluation in autumn 2017