

ACTIONS TAKEN : OVERVIEW AND SCRUTINY COMMISSION MEETING
20 NOVEMBER 2014

<u>Minute Number</u>	<u>Action Required</u>	<u>Action Taken</u>
27. Minutes of 22 October meeting	The Chairman asked that the report by the Director of Children, Young People and Learning (regarding the school cascade system) be available before the next Commission meeting	The Director's report was sent to Members on 19 December 2014
34. Quarterly Service Report – Chief Executive's Office	The Chairman asked to be informed of the outcome of the Community Safety Team's discussions with Thames Valley Police regarding the reported under-recording of crimes	The Community safety Manager has responded as below.
	Assistant Chief Executive to meet Cllr Gbadebo to discuss his queries on branding	The Assistant Chief Executive met with Cllr Gbadebo following the November meeting.
34. Quarterly Service Report – Corporate Services	Chief Officer: Customer Services to contact Cllr Ms Brown to discuss her concerns regarding telephony	The Chief Officer: Customer Services contacted Cllr Ms Brown, and has advised that the problems Cllr Ms Brown had experienced had helped officers to identify a system issue, which was being worked on to resolve. Also, the specific case Cllr Ms Brown had problems with was being dealt with.
	Assistant Chief Executive to contact Cllr Ms Brown to clarify her concerns regarding the purchase of car park land at Garth Hill, for subsequent response by Chief Officer: Strategy, Resources and Early Intervention	Cllr Ms Brown subsequently clarified her concerns. The concerns and the officer responses to those concerns are given below.

Response – Reports of Under- Recording of Crimes

Her Majesty's Inspector of Constabulary has recently published their report 'Crime data integrity: Inspection of Thames Valley Police, November 2014'. In this report they comment favourably on the leadership and governance of the force which has recently adopted the national policing Code of Ethics.

The HMIC looked at one year's recorded crime from November 2012 to October 2013. The report does recommend that chief officers provide clear messages on the importance of crime data accuracy; the force should undertake an audit of all non-crime adults and children at risk occurrences; the force should establish a supervisory review of incidents opened as crime but closed as non-crime and the

force should reduce the backlog of appointments and appointment records awaiting update. The force crime registrar (FCR) is described in the report as having the full support from, and unrestricted access to, the chief officer team; he is the final arbiter and has sufficient resources. The report adds, 'Both the FCR and his deputy are very knowledgeable and clearly have the skills to ensure accurate crime recording'.

Finally the Chief Constable, Sara Thornton, has sent the following message to all her staff:

As the Code of Ethics makes clear it is critical that we are found to be absolutely honest and act with the highest integrity in our recording of crime. Performance pressures must never result in the manipulation or 'gaming' of figures. Accurate recording is essential to maintaining public trust, but also to enable us to analyse crime patterns and ultimately with decisions about resourcing; accurate recording helps us tackle the threat posed by those who commit crime.

When dealing with reports of crime our starting point must be to listen to what victims tell us; consistently apply the National Crime Recording Standards (NCRS), record crime in line with the Home Office Counting Rules (HOCR) and focus our efforts towards the investigation to identify and deal with the offenders appropriately. If it transpires during the course of the investigation that a crime did not occur, or was in fact a different type of crime, the rules allow us to reclassify or no crime the record. The decisions about what should be recorded are sometimes complex and I would encourage you to seek advice from Pete Warner and his Data Standards team when necessary. I am confident that through scrupulous honesty and the utmost professionalism we will continue to build on the confidence of our communities.

Sara Thornton

2014

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Ian Boswell
Community Safety Manager
3 December 2014

Concerns – Car Park Land, Garth Hill

Councillor Ms Brown stated:

My concern about the land for car parking at Garth Hill is not so much about the purchase: it is rather that this will not bring into use much more parking space than was previously available, as the B&W College allowed school use; and I'm not confident about parents taking notice of new organisation with in the car park, although the in/out gates should help flow.

It's good that the parking has now been secured permanently for school use, but there will still not be enough to cater for the massive new influx of student population that will occur when the new building is in full use. Parking for the Garth Hill College and Sandy Lane Primary is a nightmare, and it has yet to be seen if the changes to the car park will make a significant difference even before the new building is completed.

The other significant problem is that there are too many nearby junctions that are gridlocked because of concentration of vehicles in the area all trying to go in different directions all at once.

We need a better way to streamline access to the parking, and to get traffic out of the area quickly.

The relevant officers have responded:

I see no reason why significant improvements around car parking at this site, will not be effective. These steps have been subject to consultation with the school and highways colleagues and include the acquisition of Wick Hill car park and other measures being taken to mitigate the impact of the expansion will be effective. We will continue to monitor the situation once the facility is built and in use. It will be at this time and in the following months of use, that issues if they occur, will be evident. Key points to make are:

- The Council now controls who can use the car park and who cannot
- Of the additional 135 spaces in this car park, B&WC' s use is now restricted to no more than 30 spaces and this leaves the remaining 105 spaces available for drop off, pick up and overflow parking. Previously B&WC they could use all of the spaces if they wished to.
- B&WCs use is also time limited and from 2019 these 30 spaces will revert back to Council use, securing the full use of all 132 spaces.
- Following the pre-planning consultation, which I believe Cllr Ms Brown attended, Garth Hill College has agreed to create a further 58 parking spaces on the main school site, and these are currently being built.

David Watkins

Chief Officer; Strategy, Resources & Early Intervention

There have been discussions with Cllr Ms Brown previously regarding her suggested junction improvements - these have included installing traffic signals at the Bull Lane/Horseneille Lane/Albert Road intersection and also consideration of a direct access into Albert Road Car Park from Millennium Way. The former suggestion would not work technically, regardless of the whether such a scheme would be proportionate and I have advised Cllr Ms Brown of this previously. The latter suggestion would seem disproportionate given the scale of work involved and the prohibitive cost. Whilst it is acknowledged that Bull Lane and Albert Road are very busy during school start/finish times, no doubt exacerbated by the notably higher than average number of pupils travelling by car to this school since its redevelopment (a matter for the School's on-going Travel Plan work to address), this scenario is not exclusive to Garth Hill College. From past observations, the traffic congestion at start/finish times is short-lived and in the most part drivers are sufficiently courteous for the situation to be tolerable. I do not believe a large scale engineering solution to be the answer here, not least because any spare road capacity would simply backfill with those parents currently dissuaded from driving their child to school. I believe the key is reduce car journeys for those with alternative travel options, whether that be walking, cycling, car sharing or other initiatives within the School's ongoing Travel Plan work.

Neil Mathews

Transport Development Manager