

Draft Corporate Plan 2016 - 20 Consultation Report

Consultation on the draft Corporate Plan 2016-20 and draft Budget 2016-20 opened on 18th December 2015 and closed on 24th January 2016.

An invitation to take part in the consultation was sent to over 3,300 email addresses via the consultation portal and an invitation from the Assistant Chief Executive was sent to key stakeholders. An advert was placed in the Oxford Mail on 22nd December, 29th December and 5th January. Paper copies were available on request from the Consultation Officer in the Town Hall.

A total of 34 people have responded to the consultation online, of which six people have responded to Question 1 (which related to the draft Corporate Plan). In addition four responses have been received by email.

This report covers the responses that relate to the draft Corporate Plan 2016 -20 only. They are presented below, where comments have been taken verbatim (i.e. typos have not been corrected)

Survey responses

1. Draft Corporate Plan 2016 – 20.

The Corporate Plan is Oxford City Council's overarching strategy for the organisation and should be read alongside the draft Medium Term Financial Strategy. It sets out a clear vision, corporate priorities and objectives for the council, and how we will achieve them.

We welcome your comments, which will inform our next revision of the Corporate Plan.

Via the consultation portal

Respondent	User's Response: Free-Text (formatted)
1	The key objectives are good, but I feel 'Meeting Housing Needs' is by far the most important and should be listed first. Even the 'Improving the Economy' objective notes that this is impeded by a lack of affordable housing. I think the city needs to revise it's plans for growth and constrain these until the housing situation becomes more affordable and in more supply. Employment-led growth sites only put local housing under more pressure and place a greater burden on the road infrastrure that is already log-jammed. Such sites should be switched to include a far greater proportion of housing. Other areas such as vacant plots on the Business Park in Cowley should be re-designated for housing also, as should the

	Southfield Golf Course. For the least affordable city in the UK, Oxford's housing development plans are not bold enough by far!
2	In the light of recent flooding elsewhere in England we need to protect the flood plane and water meadows from development. Green spaces like Port Meadows protect buildings on television gravel ridges under several of tea main roads in Oxford. The other aims of the plan are laudable but need to be safe from flooding.
3	<p>Please consider improving Oxford cycle lanes - it is very scary cycling in Oxford and although more lanes have been opened, Oxford is still ridiculously pro-car and anti-cyclist. Even when new projects are considered, cyclists are often forgotten it seems. Also there are not enough parking spaces for bikes in the City - the few existing ones are always full. There seem to be masses of car parking spaces though. Doesn't the council want us to walk or cycle more? Far too little money seems to be spent on this. Please also consider more traffic calming measures such as in The Slade where traffic zooms by fast all day and night.</p> <p>Please consider reducing the speed limits on all roads within the City to 20mph or less so that it is safer for pedestrians and cyclists, and also this should reduce the disgustingly polluted Oxford air, full of petrol and diesel fumes.</p>
4	<p>Oxford CAB welcomes the opportunity to comment on the Council's draft corporate plan and draft budget. We are supportive of the overall approach taken in the plan and in particular:</p> <ol style="list-style-type: none"> 1. the recognition of the contribution a strong and mature partnership approach with the voluntary and community sector can make to delivery of the plan objectives, and commitment to financial support for the sector to ensure this contribution can continue 2. the commitment to further work to protect the position of private rented sector tenants in the city, who are often at the mercy of poor practice amongst some private sector landlords 3. the emphasis on tackling inequality in relation to health, income and opportunity, where increasing pressure on eg public health budgets may lead over the life of the plan to a reduction in some currently available services.

5	<p>Quoting from the Corporate Plan PDF.</p> <p>p4 “Improve infrastructure, public transport and opportunities for walking and cycling across the city to reduce congestion and support economic and housing growth” : - Whilst the current OTS seems to be good the City Centre Street Scene Manual has nothing whatsoever for the benefit of safer cycling and needs to be amended. This is a serious issue as in numerous projects the County officers and politicians refer to it as a reason for the lack of safe cycling provision.</p> <p>p4 “... over £160,000 to improve infrastructure” and also “.. regeneration of mixed use and employment led sites ...” : To date the plans for these developments have failed to include safe cycling, as such they are likely to contribute to added congestion and poor air quality</p> <p>p4 “Work with developers, local residents and other stakeholders on development and regeneration of mixed use and employment-led sites, where possible within the city, such as the Oxford station, Northern Gateway, Barton, Headington, Westgate, Oxpens, and Osney Mead.” To date the plans for these developments have failed to include safe cycling, as such they are likely to contribute to added congestion and poor air quality</p> <p>p4 “Work with the County Council to deliver the city’s priorities in the Oxford Transport Strategy and unlock transport blockages”- This is of major importance - to makes sure the County aims are followed through.</p> <p>p4, re “£1.2m improvements to car parks” - and what of traveling into the city by cycle?</p> <p>p6 “Work in partnership to build 900 homes at Barton Park through our joint venture company with Grosvenor Development Ltd. and to build further new homes at sites such as Cowley, Northway and Oxpens” :- The development at Barton has not adequately made cycling a decent transport option. The City's 'hopes' were overstated and then under-pursued. The outcome is little more than 'de minimis'. Oxpens SPD (?) does not consider cycling as an important transport mode and alongside the disastrous provisions for cycling around Westgate, can still be changed.</p> <p>p9 “It is vital for Oxford as a growing, sustainable city that we continue our work to improve air quality. The Low Emission Zone has reduced emissions in the city centre and we will build on this in partnership with the County Council to reduce pollution and emissions in the city. For example through improvements to cycle lanes and parking and park and rides to encourage travel by bus and bicycle in the city” : - The City (Planning) must enhance its expectations for cycling as a transport mode. The on-street provision around the Westgate is a massive lost opportunity to demand safe cycling. A similar story seems to be the case at</p>
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	<p>Barton. Cycle parking is extremely poorly considered. At Westgate there is little convenient cycle-parking proposed and much of the amount is in the most inconvenient locations, even south of Opens Road. Clearly more emphasis is needed to deliver provision at entry points, not in dead left over spaces</p> <p>p10 “Tackle congestion and pollution that frustrates growth and damages peoples’ health through a better public transport offer, our low emission” - “Promote” is not an adequate word. what IS needed is a demand built-into development projects where experience suggests that cycling is a left-over and poorly delivered as a left-over.</p> <p>p10 “Increase capacity of our Park and Ride at Seacourt so more people take the bus into the city”: - Numbers of people already use P&R to Park and then cycle into the centre. More effort is required to make cycling a transport mode of choice in the P&R sites.</p>
6	<p>The plan identifies many of the challenges facing the City and outlines how the Council hopes to rise to them.</p> <p>In the light of the development of Oxford foreshadowed in creating a Vibrant and Sustainable Economy and Meeting Housing Need we strongly suggest that the section on Strong and Active Communities should include plans for Oxford to become world-class at involving those communities in how their areas will change. As we wrote in our submission to the City's consultation on Community Involvement in Planning Oxford is way behind the best Councils in this area and the aspirations laid out in Collaborative Planning for ALL (Civic Voice) and the National Planning Policy Framework (NPPF). Note a copy of our full response to that consultation can be found on the Society's website or is available from us.</p> <p>A more collaborative approach to Planning would be assisted by the repositioning of the Oxford Design Review Panel as a contributor to a public rather than a private dialogue. We feel this should be part of the Communities plan.</p> <p>We note the commitment to a review of the Local Plan but would urge an earlier update of the West End Area Action Plan.</p> <p>We note the aspiration to work with neighbouring councils but suggest that this bone needs more meat on it. The 'Futures Commission' suggested in our Oxford Futures Report suggest one possibility, perhaps the Combined Authority (CA) proposals suggest another. Curious that the Corporate Strategy is silent on the CA</p> <p>We note that promoting cycling and walking not only has Cleaner Greener benefits but also supports Active Communities and alleviates traffic constraints on growth.</p> <p>WE would urge the City Council to work with neighbouring District Councils, the County Council, the LEP, transport providers and Central Government to seek funding to set up a modern sustainable public transport network for central Oxfordshire and</p>

	<p>the Knowledge Arc, centred on Oxford, that will stand comparison with the best such systems elsewhere in Europe (think Grenoble, Freiburg im Breisgau) or the world (e.g. Singapore). This supports Vibrant Economy, Housing and Cleaner Greener objectives.</p> <p>We have been pleased to see some new waste bins that compact rubbish and signal in when nearly full. We would like to see the roll-out of more such bins in the Cleaner Greener plans - they may require less frequent emptying and look a lot better than an overflowing bin.</p>
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Via email

“I cannot find your email offering to make comments on the Draft Corporate Plan to 2020 I have no specific comments except that I could not find a comment regarding the influx of people commuting to London from the new Ox Parkway station - increasing the demand for housing and other services in North Oxford adding to Oxfords Housing shortage.”

“Thank you for asking for comments on the draft corporate plan.

Overall I think the plan is well written, clear and provides excellent leadership, ambition and focus for the City.

With regard to tackling rough sleeping and homelessness (p6), I would suggest that more emphasis could be placed on the need to provide pathways for homeless people out of homelessness which means building confidence, skills and resilience as well as providing housing.

With regard to Strong and Active Communities (p7) it seems strange to have no mention of the value of the arts and cultural activity in bringing communities together
And on p8 I support the use of the Cultural Partnership Group in helping diverse communities to access cultural activities and would suggest that you include involvement in cultural activity in your measures. One City Council led initiative that you could highlight is the Christmas Light Festival which presents an opportunity to bring all of Oxford together to celebrate.

I hope this is helpful and thanks again for asking for comments.”

“Oxfordshire County Council is grateful for the opportunity to comment on the City Council's Draft Corporate Plan and Medium Term Financial Strategy.

We welcome the development of a more strategic corporate plan across the City Council's areas of responsibility, and the references to working in partnership to address the challenges we face.

We recognise in particular that the City Council faces pressures on funding, common across local government, and also felt keenly at the County Council.

We appreciate the recognition of the County Council's funding pressures, which as you know we believe are now likely to be of the order of an additional £70m in savings, as opposed to the £50m anticipated at the time your draft corporate plan was prepared.

We welcome the constructive approach the City Council has taken towards joint working to mitigate those pressures and minimise the impact on residents when possible.

On a number of specific points:

- At page 4 with regard to a strong and vibrant economy, it would be good to see the county council explicitly referenced as a partner in development and regeneration work.
- Similarly, we would be keen to see reference to the overall ambitions of the Oxfordshire Local Transport Plan as well as the Oxford Transport Strategy.
- Likewise, page 5 references partners with a role in securing funding for, and delivering, the infrastructure associated with new housing, and again explicit mention of the County Council's role here would be welcome.
- The financial strategy proposes a commitment of £560k towards making a planning application for development at Grenoble Road. We would be keen to ensure that any such application is taken forward in a joined up way, and does not prejudge the outcome of work by South Oxfordshire District Council in regard to Oxford's "unmet need" from the SHMA process."

"Thank you for including me in the consultation. The planning work you do is extensive and technical so I concentrated on the main corporate plan document as something I can reasonably understand.

I can see the extent of challenges and limitations facing the council, not least the government's austerity cut on their grant, But I also the see that you are doing a good work in framing and coping with these challenges.

It is clear from your analyses and your priorities. that the housing and road transport issues are the most challenging as they have direct bearing on economic and employment growth. I tend to think this assessment also reflects the opinion of a majority of the citizens in Oxford.

Your approach in dealing with housing as a county issue and not just a city issue, while doing all possible within the city, seems to be the right way forward. Your plans for alleviating transport pressures including expanding some of the P&R facilities seem also to be very sensible. BTW the new design just implemented of the intersection in front of the Oxford railway station is amazingly successful. What a relief.

I am sorry my input is so limited and marginal but this is what I feel qualified to do. I am a satisfied end user of the Council services and think you people are doing a good job".

Sadie Paige
25th January 2016

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