

**To:** Council  
**Date:** 22 July 2019  
**Title of Report:** Questions on Notice from members of Council and responses from the Cabinet Members and Leader-republished to include supplementary questions and answers given at the meeting

## Introduction

1. Questions submitted by members of Council to the Cabinet members and Leader of the Council, by the deadline in the Constitution are listed below in the order they will be taken at the meeting.
2. Responses are included where available.
3. Questioners can ask one supplementary question of the councillor answering the original question.
4. This report is republished after the Council meeting to include supplementary questions and responses as part of the minutes pack.
5. Unfamiliar terms may be briefly explained in footnotes.

## Questions and responses

### Cabinet Member for Affordable Housing

#### 1. From Councillor Roz Smith to Councillor Rowley – 100 years of council housing

Question	Written Response
<p>National celebrations marking 70 years of the NHS took place last year. 2019 is the chance for us to celebrate 100 years of council housing as we know it; the 1919 Housing Act was the first step in the nationwide provision of good-quality council homes - in the words of Lloyd George 'homes fit for heroes'.</p>	<p>I'd like to thank Cllr Roz Smith for the suggestion of finding some way to celebrate the centenary of the Housing, Town Planning, &amp;c. Act 1919 (known as the Addison Act) which set out the first nationwide Council house building scheme in the aftermath of the First World War (although some Councils had built homes before the passage of the Act). We're pulling together a communications plan to do just that.</p> <p>Christopher Addison, the Liberal Minister for Housing who introduced the 1919 Act, is also worthy of celebration for his commitment and integrity in campaigning for decent and affordable housing over many decades. The Act itself provided for 500,000</p>

<p><b>What arrangements to celebrate 100 years of council housing have the City Council organised?</b></p>	<p>new homes, but the programme was cancelled in 1921 by the then Liberal-Conservative coalition government when only 200,000 had been built. Addison resigned and wrote <i>The Betrayal of the Slums</i>, a powerful indictment of that government's breach of faith with their promise of "Homes Fit For Heroes". He subsequently served as a Labour Minister under Clement Attlee, and lived to see Nye Bevan's Ministry of Housing carry out his programme and more.</p> <p>I'm very proud that Oxford City Council has kept its Council housing and is now building new secure, decent homes for local people. This administration completed the first new Oxford Council housing for more than 20 years in Rose Hill and Littlemore by working with another dedicated housing minister, John Healey; the first Council tenants have moved into their new homes in Barton; and now we have set up Oxford City Homes to make sure our programme can continue even if national policy changes yet again. Making and keeping Oxford an affordable place to live will always be at the top of this administration's priorities.</p>
<p><b>Supplementary Question</b></p> <p>Who will be involved in the celebration and in setting out the communications plan? Will there be cross-party involvement in these?</p>	<p><b>Verbal Response</b></p> <p>The communications team will be preparing and carrying out the communications plan on behalf of the Council, and members will be kept informed through this.</p>

## 2. From Councillor Landell Mills to Councillor Rowley – Affordable housing completions

<p><b>Question</b></p> <p>How many homes does the City Council and the City Housing Company anticipate completing in this and the next financial year?</p>	<p><b>Written Response</b></p> <p>We are aiming to complete 144 homes by the end of the next financial year split as follows:</p> <p>Rose Hill – 43 ; Harts Close – 2  Elsfield Hall – 26; Cumberlege Close – 9  Between Towns Road – 38  Edgecombe Road – 7  Warren Crescent – 10  Bracegirdle, Mortimer &amp; Broad Oak – 8  Pauling Road – 1</p> <p>As with all development there is potential for slippage and the sites that are at the highest risk of slipping into the following year are Elsfield, Between Towns Road and Edgecombe all of which are programmed to complete in the last quarter of the 20/21 financial year.</p>
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## Cabinet Member for Culture and City Centre

### 3. From Councillor Wolff to Councillor Clarkson – Cowley Road carnival

Question	Written Response
<p>Will the portfolio holder join me in thanking the organisers of yet another successful Cowley Road Carnival and thank the outgoing Director, Micaela Tuckwell, for her contribution?</p>	<p>I attended Cowley Road Carnival and was very impressed with the improvements Micaela and team have made this year. The festival parade was more varied and inclusive with a stronger music programme and more people got involved. Around 49,000 people attended (5,000 more people than last year) and funding came from a wide range of sources.</p> <p>It was great to see further improvements that made the festival more welcoming to everyone. A new Planet Inclusion space was introduced where people could go for some quiet time. The new space was devised and programmed by the Roarsomes – the disabled-led youth group that meet at Ark-T. There were also more artists and performers with impairments than ever before including the new Sol Samba Youth Group, Deaf Rave, the Carnival's newly commissioned dance performance between Parasol, BodyPolitic and Arcadia, and local favourites Handy Voices to name but a few. As a result, the Carnival has been awarded the <i>Attitude is Everything</i> Bronze Level Charter of Best Practice for becoming the first carnival in the country to achieve this.</p>

### 4. From Councillor Wolff to Councillor Clarkson – Tourism Management Review

Question	Written Response
<p>This year, the council's Tourism Management Review Panel held discussions with 27 external guests with expertise in the field and produced a 40 page report containing 21 recommendations to Cabinet.</p> <p>The first recommendation proposed developing a shared vision for tourism with our partners, and recommended a starting point of four general vision principles. The member's response was that we should enter discussions with no principles or vision of our own (on tourism), despite stating that the purpose of the discussions would be to procure support for the Oxford Economic and City Centre Vision &amp; Plan.</p> <p><b>a) Does our existing Economic and City Centre Vision &amp; Plan not deal with tourism, despite the visitor economy accounting for over 12%</b></p>	<p>The Council is currently out to tender for both an Oxford Economic Growth Strategy &amp; Action Plan and a City Centre Vision &amp; Action Plan.</p> <p>We expect to appoint a consultant team in September 2019. This team will then work with officers, members and stakeholders to develop the reports. Tourism will form a key part of both these documents and the expectation is that the</p>

<p><b>of employment?</b></p> <p><b>b) If not, why not?</b></p> <p><b>c) If it does, what is the vision?</b></p> <p>Recommendation 10 concerned the need to research the number of tourist coaches driving into central Oxford, their movements etc. The member’s response was that “this will be discussed with Experience Oxfordshire and Oxon County Council to ascertain what information already exists, and what more is needed.”</p> <p>The Tourism Management Panel, having interviewed Experience Oxfordshire and a senior County Highways officer amongst others, had already ascertained that there was no current information available other than a one-off spot survey of drop-offs in St Giles undertaken by local residents in the north of Oxford.</p> <p><b>d) Have these further discussions managed to unearth any other data?</b></p> <p>Notwithstanding the lack of any data on tourist coach numbers and movement, the response to Recommendation 8 (p.42) advised us that “Oxford City and Oxfordshire County are currently reviewing the wider policy on (tourist) coaches.”</p> <p><b>e) What estimated numbers were assumed, and have any conclusions been reached?</b></p> <p>As regards Recommendation 9 we were advised by the member that “Layover information is currently being reviewed and will be issued to coach drivers imminently.”</p> <p><b>f) Has this happened, and what, in general, is the advice?</b></p> <p><b>g) How will it be communicated to coach drivers?</b></p>	<p>Council’s vision for tourism, along with other key sectors, will be developed and articulated through this process.</p> <p>As stated in the original Cabinet response to the Tourism Management Scrutiny Review Group, it would be premature to develop a tourism vision in advance of this process.</p> <p>The specific recommendations relating to coach journeys and coach parking are included with the work programme of the recently appointed City Centre Manager. Work has begun on these actions, but at this early stage there are no substantive outcomes to report. An update on progress is expected in September this year.</p>
<p><b>Supplementary Question</b></p> <p>The Council should be using the Scrutiny Committee’s thorough review as the basis to develop its vision for tourism? How much will this consultant team cost and why is it duplicating the scrutiny review group’s work?</p>	<p><b>Verbal Response</b></p> <p>Tourism – and the scrutiny review group’s report and recommendations - will form a part of this much wider review of the city centre economy and vision. Consultants will be appointed as there is not capacity in-house to undertake this work.</p>

## 5. From Councillor Gant to Councillor Clarkson – Tourism Zone bid

<p><b>Question</b></p> <p>a) Will the portfolio holder join me in welcoming the government’s recent announcement of a tourism sector deal, inviting bids for up to 5 tourism zones.</p> <p>b) Will the portfolio holder commit to act on its response to recommendation 2 in the recent scrutiny review into tourism, and work closely with Experience Oxfordshire, neighbouring authorities, the LEP and others to make a bid for our region?</p>	<p><b>Written Response</b></p> <p>I welcome the recent announcement of a Tourism Sector Deal and the Tourism Zones, which together represent a fantastic opportunity for Oxford and Oxfordshire’s tourism sector.</p> <p>The City Council is committed to supporting the tourism sector in the city and the Tourism Zones initiative provides the opportunity for an exciting place specific response to further boost the productivity of this key sector. To this end, the City Council will work closely with Experience Oxfordshire, neighbouring authorities, the LEP and others, to submit a bid.</p>
<p><b>Supplementary Question</b></p> <p>What does Experience Oxfordshire want us to offer in support and to put into the bid?</p>	<p><b>Verbal Response</b></p> <p>Work on the bid is still ongoing so this is difficult to answer here. The Council will do all it can to support the process and the final bid</p>

## 6. From Councillor Wade to Councillor Clarkson – Oxford International Links

<p><b>Question</b></p> <p>At Council on 23 April 2019 Councillor Clarkson referred to ongoing discussions with the Oxford International Links Team about the effective use of their resources.</p> <p><b>Would she now update Council on where these discussions have reached and, in particular, whether additional funding and staff have been allocated to make the eight twinning links successful?</b></p>	<p><b>Written Response</b></p> <p>Resources have been allocated to fund:</p> <p>a) a full time permanent grade 6 International Links Officer post</p> <p>b) to update all the twin city signs into the city</p> <p>c) to launch and develop relations with all our twin cities</p> <p>The budget has been increased from £6,200 per year to £23,000 in 2019-20 (to accommodate launch costs) and £17,000 per annum thereafter. The new International Links Officer has been appointed and will start in post this month. The postholder has a strong background in working in local government including running twinning activities. Also, she has had a second career in the film industry and I am sure her wide range of experience, skills and contacts will be very beneficial to the development of our twin city activities and relationships.</p>
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<p><b>Supplementary Question</b></p> <p>How many hours each week can the Council put into improving and sustaining the twinning links and how much time are the universities and colleges giving to these?</p>	<p><b>Verbal Response</b></p> <p>The Council post is full-time, so 37 hours per week. The universities help support the links with Padua and Perm. The volunteer twinning associations contribute valuable support and time to improving our links. There is considerable value to the whole city in these links, not just to the university sector.</p>
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**7. From Councillor Harris to Councillor Clarkson – Grenoble**

<p><b>Question</b></p> <p>In view of the reported ban by our twin city of Grenoble on women wearing burkinis in the city's swimming pools, does the portfolio holder agree that:</p> <ul style="list-style-type: none"> <li>• issues of personal dress are largely matters of personal freedom of choice for the individual; and</li> <li>• this includes a decision by a woman to wear a burkini to go swimming;</li> </ul> <p><b>and, if so, will she write to the city leader of Grenoble conveying this view?</b></p>	<p><b>Written Response</b></p> <p>I believe that issues of personal dress are matters of personal freedom of choice for the individual and I am aware that the local community have made their feelings known. I will monitor the issue so I can assess whether I believe a letter could help to resolve the situation.</p>
<p><b>Supplementary Question</b></p> <p>I am concerned about this ban. We twin with cities because we share each other's values and surely we should uphold these – does this not merit a response?</p>	<p><b>Verbal Response</b></p> <p>Grenoble is a tolerant and open city. Burkinis are one item on a long list of clothing items banned from swimming pools for hygiene reasons across France. I want to be sure of the reasons for the ban, and will look into this further before deciding whether to express concerns..</p>

**Cabinet Member for Finance and Asset Management; non-statutory Deputy Leader**

**8. From Councillor Cook to Councillor Turner – Lord Mayor's fundraising**

<p><b>Question</b></p> <p>Can Cllr Turner tell me how much last year's Lord Mayor raised for his two good causes?</p>	<p><b>Written Response</b></p> <p>When the Head of Finance eventually managed to get through the security and gained access to the bank account, he identified that the Lord Mayor, Councillor Cook, had collected an amount of</p>
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	£10,322 which was duly paid out in equal proportions to Oxford Samaritans and Oxford Nightline, i.e £5,161 each
<p><b>Supplementary Question</b></p> <p>Oxford Samaritans and Oxford Nightline wished to thank the Town Hall staff for their hard work and support with fundraising events during my year as Lord Mayor. Will the Cabinet Member pass on their thanks, and also thank the charities for the work they do?</p>	<p><b>Verbal Response</b></p> <p>I will happily pass on their thanks to Town Hall staff, and also thank the charities for their work in the city.</p>

### 9. From Councillor Gant to Councillor Turner – 1-5 George Street

<p><b>Question</b></p> <p>It has been announced that plans for 1-5 George Street have been “shelved”.</p> <p>a) Can the Cabinet member confirm the total costs to the council of work on the various iterations of this scheme?</p> <p>b) Why was this decision not communicated fully to members?</p> <p>c) Why was a press release not issued?</p>	<p><b>Written Response</b></p> <p>Following feasibility work, officers are no longer proposing to continue with the option of an office-led redevelopment because it is unviable. However, other options will now be explored, including interim uses. When a preferred option has been identified, a complete report will be prepared for consideration by members.</p> <p>Officers are in the process of finalising the total cost of the feasibility work undertaken to date. The cumulative cost could amount to approximately £650K. Unfortunately sometimes detailed work, rather than desktop work, is necessary to ascertain scheme viability and this was the case here.</p> <p>A press release has not been issued because officers are still working on the project.</p>
<p><b>Supplementary Question</b></p> <p>Given the outcome and the cost to the Council are you content with all aspects of the management and supervision of this project?</p>	<p><b>Verbal Response</b></p> <p>The cost of the feasibility work for a scheme of this value is reasonable, and the redevelopment could not progress without going through this work. Yes I regret spending money on work on a scheme that did not proceed: but I would do the same for another proposed project. There is a review of the capital programme management process to further improve this.</p>

**10. From Councillor Henwood to Councillor Upton – Promoting bio-diversity on vacant plots**

<b>Question</b>	<b>Written Response</b>
<p>Could City Council owned areas deemed unviable for housing projects or development be considered for community orchards or tree/shrub planting to promote environmental awareness and/or community gardens to further promote green corridors and biodiversity within the city?</p>	<p>We are currently reviewing how we can increase biodiversity in all of our green spaces. I thank Cllr Henwood for this excellent idea and we will certainly consider it. I hope we can create more community orchards along the lines of the excellent one in Marston recently developed on a corner of unused parish council land.</p>

**11. From Councillor Goddard to Councillor Upton – Urban Tree Challenge Fund bid**

<b>Question</b>	<b>Written Response</b>
<p>The Government’s Urban Tree Challenge Fund has been developed in response to the Autumn Budget Announcement that £10 million would be made available over 2019-21 for the planting of trees in urban and semi-urban areas.</p> <p><b>Can the Cabinet Member confirm that an ‘Expression of Interest’ has been or will be filed by 28 July 2019 with the Forestry Commission for the year 2020-21, when smaller grants to local organisations and community groups will be available?</b></p>	<p>Yes, we will be filing an expression of interest with the Forestry Commission. The City Council is actively looking for ways to enhance biodiversity in our green spaces as well as places to plant more trees to help fight climate change.</p>
<p><b>Supplementary Question</b></p> <p>Will an expression of interest be filed by the end of the month?</p>	<p><b>Verbal Response</b></p> <p>Yes – I will check that this was done.</p>



## Cabinet Member for Planning and Sustainable Transport

### 12. From Councillor Gant to Councillor Hollingsworth – Local Plan inspection initial view

Question	Written Response
<p>Oxford’s planning inspector has publicly raised a number of initial questions about the fundamental basis of the draft local plan, including: the housing figures are “old”; include “double counting”; need is “significantly lower than..2014 SHMA” which affects allocations to neighbouring LAs and Green Belt; comments on employment policies, parking and much else.</p> <p>The Council has committed to replying to the inspector robustly and fully.</p> <p><b>Will the portfolio holder commit to informing members promptly when that response is issued?</b></p>	<p>Yes. The responses have already been published at <a href="http://www.oxford.gov.uk/localplanexamination">www.oxford.gov.uk/localplanexamination</a></p>

### 13. From Councillor Wolff to Councillor Hollingsworth – reassessing the Local Plan

Question	Written Response
<p>The Planning Inspectors’ ‘Initial Questions and Comments’ on our Local Plan submission, published on 10 June, strongly suggest that they consider the Plan sufficiently unsound and undeliverable as to prevent them setting a hearing date.</p> <p>They challenge our housing need figures as being excessive, want more evidence for our housing land supply calculations, press us (as they did before) to allow expansion of private colleges and schools, and object to some of our land use intensification proposals and our already less-than-ambitious proposed energy standards for new builds.</p> <p>Their concerns seem to reflect the National Planning Policy Framework’s ‘growth’ agenda despite their professed concern for the Green Belt.</p> <p>With the Oxfordshire 2050 collaborative planning process now under way (and</p>	<p>The Planning Inspectors’ ‘Initial Questions and Comments’ are an entirely normal part of a Local Plan examination process to assist in understanding the plan and the evidence base. This is clearly set out in the Planning Inspectorate’s procedural guidance.</p> <p>The NPPF forms the basis of the planning system, and it sets out the rules, requirements for making a Local Plan and both local authorities and the Planning Inspectorate work according to those requirements. The NPPF also highlights the legal requirement for local planning authorities to maintain up to date local plans and that policies in local plans and spatial development strategies to be reviewed to assess whether they need updating at least once every five years. It is important that we get an up to date Local Plan in place.</p> <p>The NPPF has recently undergone review</p>

<p>committed to developing a new evidence base to support regional planning), with significant political changes in other districts and an increasingly fractured, unstable and insecure central Government there is a certain fluidity in the development of planning policy. With escalating concerns about the climate crisis taking the form of legally binding commitments there must be increasing uncertainty about the growth assumptions built into the National Planning Policy Framework, and therefore its own sustainability.</p> <p><b>Does the Cabinet member consider that this hiatus provides an opportunity to ‘sit back’ and reassess our Plan in conjunction with partners in surrounding districts, or are our commitments under the expansionist ‘Growth Deal’ sufficiently ‘set in stone’ — and sufficiently supported by his own administration — as to demand a rapid response to the inspectors’ comments?</b></p>	<p>and a new version published. The claim that there is a “certain fluidity in the development of planning policy” is quite false, as is the suggestion that there is a “hiatus” of some sort. If the NPPF changes again in the future this will be addressed through the review of the Local Plan and aligned to any policy directions agreed with our partners through the Oxfordshire Plan 2050. There is no evidence that the current Local Plan, which contains important strategic and non-strategic policies on a range of matters should be stalled. The Local Plan was signed off for examination by full Council. The Local Plan is now being examined and therefore we need to respond to queries as they arise.</p> <p>Since the submission of the Local Plan to the Secretary of State in March officers have been continuing to work on clarifying evidence supporting the plan, including responding to the initial questions. The procedural guidance from the Planning Inspectorate highlights that “typically, the examination of a full local plan containing both strategic and non-strategic policies will tend to last around a year, and sometimes longer”. There is nothing to suggest that our examination is moving forward any differently to normal procedure and timescales.</p>
<p><b>Supplementary Question</b></p> <p>How will the planning policy officers interpret the Inspectors questions and requests for evidence?</p>	<p><b>Verbal Response</b></p> <p>All policies must be justified by evidence so the council can be asked to provide additional information. I have concerns about the requests, but we must produce robust evidence to make the strongest possible case for our policies.</p>

**14. From Councillor Landell Mills to Councillor Hollingsworth – Sustainable transport plans**

<b>Question</b>	<b>Written Response</b>
<p>Does the portfolio holder agree with the principle that developers and site operators have a responsibility to ensure that their customers and staff can travel to and from their site in a sustainable manner - that does not pollute the city or contribute to global warming?</p>	<p>Yes. That is why a Sustainable Travel Plan has been a requirement for all major developments for many years.</p>

**15. From Councillor Landell Mills to Councillor Hollingsworth – Sustainable transport plans to discharge planning conditions**

<b>Question</b>	<b>Written Response</b>
<p>a) Does the portfolio holder believe that the city guidance and requirements for transport plans are fit for purpose?</p> <p>b) What changes, if any, do they plan to make?</p> <p>c) What requirement is there for sustainable transport plans or their equivalent for all medium and major developments as part of their planning application, and how does the city council interpret these planning applications and enforce the standards set out in them?</p>	<p>Yes, I believe that they are fit for purpose. Travel Plans are required by the NPPF as an appropriate means to secure sustainable transport objectives alongside other mitigation measures e.g. junctions improvements identified in a transport assessment. Moreover, Travel Plans have also formed part of Local Plan policy for many years, and the policy is carried forward in the proposed Local Plan 2036 which has been submitted to the Secretary of State in advance of the Public Inquiry later this year. The requirements for all major developments can be found in the current Local Plan, and it is against this that all planning applications are considered on their merits. The requirements of any Travel Plan are secured through planning obligation or conditions and enforcement of the Travel Plans is managed by Oxfordshire County Council.</p>

**16. From Councillor Gotch to Councillor Hollingsworth – John Radcliffe car parking**

<b>Question</b>	<b>Written Response</b>
<p>a) Will the City lead negotiations with the medical authorities, the county council and a bus company, for the setting up of dedicated park and ride facilities, preferably on brown field sites to the north, west and east of Headington and Barton, for staff and patients and emergency cases, to be carried to the John Radcliffe hospital via its rear entrances — thus reducing Headley Way’s notorious traffic jams?</p> <p>b) Will these negotiations also include the expansion of Thornhill Park &amp; Ride for the same purpose?</p>	<p>The City Council has been in discussion for some time with the OUH Trust about the Trust’s ‘masterplan’ for the development of their various sites in Headington, which has of course included transport issues. While the primary responsibility for developing a transport strategy that supports the ambitions that the Trust has for its sites lies with the Trust itself, the City and County Councils are involved in discussing a range of different potential approaches. Any preferred option is likely to involve a number of different elements, of which expanding park and ride capacity, the provision of more and better public transport routes, prioritisation of the finite number of parking spaces,</p>

	more efficient organisation of those parking spaces, and consideration of the allocation of facilities between Trust sites will form a part.
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**17. From Councillor Landell Mills to Councillor Hollingsworth – Car free days**

<b>Question</b>	<b>Written Response</b>
Would the portfolio holder support the adoption of a programme of car free days on a regular basis as a means of encouraging more sustainable transport in and around the city?	A well planned and delivered programme of that sort would be beneficial, and one that I am sure this Council would support. However as the Highways Authority the relevant powers and responsibilities lie with the County Council. Informal discussions with the County Council about a car-free day have begun, and all councillors will be kept in touch with any developments.

**18. From Councillor Landell Mills to Councillor Hollingsworth – Sustainable building standards**

<b>Question</b>	<b>Written Response</b>
Given the greater power Local Planning Authorities now have over building development - what standards are the city council asking developers to adopt to make development more sustainable?	These standards form part of the current Local Plan and the proposed Local Plan 2036, and have been the subject of discussion and debate at previous Council meetings in the last 12 months. The Councillor is invited to refer to the relevant documents.

**19. From Councillor Henwood to Councillor Hollingsworth – Priory, Littlemore – Enforcement/ repossession update**

<b>Question</b>	<b>Written Response</b>
<p>Occupied since 1445, the Priory in Littlemore has remained derelict for the past 13 years, and is now considered to be at 'risk'.</p> <p>The site is owned by Oxford City Council and leased to Firoka, former Oxford United owner Firoz Kassam's company who also own Ozone and the Oxford United Stadium.</p> <p>As part of the original planning application, a condition was incorporated</p>	With regards to the enforcement actions, the latest position with the Priory is that the tenant's planning agents have now submitted an external condition survey to the council, as required by the planning condition. This is currently being reviewed by the Design and Heritage Team in the Planning Service to assess the works outlined in the report and the methods for repair. The outcome of this review will determine the actions taken next by the Council regarding the Priory,

<p>into the planning application that the applicant repair the Grade II listed building. Last year Oxford City Council, sought enforcement action to make Firoka honour the agreement.</p> <p><b>Can the portfolio holder update council on the status of the enforcement action, and whether city council will consider repossessing the site?</b></p>	<p>one of which could be to consider repossession of the lease.</p>
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**20. From Councillor Henwood to Councillor Hollingsworth – Community Orchard at the Priory (Priory 2)**

Question	Written Response
<p>Men and women living in relatively deprived areas can expect to live shorter lives, these areas of deprivation include Littlemore and the Leys, The Priory sits on this border in Littlemore where child poverty rates are over 40% (Indices of Deprivation 2015).</p> <p>If the city council is now reluctant to take enforcement action, <b>could a recommendation be considered by both Firoka and the Oxford City Council for the grounds of the Priory to be used to develop a community orchard</b>, to help mitigate food poverty in Littlemore, and promote an environmental corridor in this area of future potential development?</p>	<p>An orchard does not require planning permission, and so there is nothing in planning terms to prevent the current or any future tenant or land owner from planting the site accordingly. The building is listed building, subject to the usual restrictions for such a heritage asset. The archaeological aspects of the site would need to be taken on board as well, given the importance of the historic assets that are under the ground, and the need to avoid disturbing those unnecessarily.</p>

**21. From Councillor Harris to Councillor Hollingsworth – Oxford to Cowley Railway**

Question	Written Response
<p>a) Does Councillor Hayes agree that one of the most effective ways of reducing Oxford's carbon-footprint would be re-opening the Oxford to Cowley Railway line to passenger traffic?</p> <p>b) What progress has the</p>	<p>Improved public transport options to encourage modal shift from car-based journeys will make a positive impact on the city's carbon footprint, although not as great a positive impact as shifts to active modes such as walking and cycling. As the Local Plan, and the County Council's Transport Strategy (LPT4) make clear, the Cowley Branch line is an important new public transport corridor to enable modal shift and sustainable development in the South-East of the city. There are also significant potential benefits for new rail services such as East-West rail and any new local</p>

<p>Council made in getting the Oxford to Cowley line re-opened since this was first adopted as part of the Council's carbon reduction strategy?</p>	<p>services in Oxfordshire, through the provision of new turn-around and layover options south of Oxford Station.</p> <p>The City and County Council have been working with Network Rail and others on the Oxfordshire Rail Connectivity Study, which includes a specific piece of work looking at detailed options for the Cowley Branch Line. The Study is funded by DfT and other partners including the Oxfordshire Growth board (using Housing and Growth Deal funding), East West Rail consortium and England's Economic Heartland (the report to the Growth Board can be found on the City Council website). The first part of the study, including the Cowley Branch line Study is due to report back to the Oxfordshire Growth Board in September this year.</p>
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**22. From Councillor Harris to Councillor Hollingsworth – Oxford to Bletchley rail services**

<p><b>Question</b></p> <p>Does the Council support the re-introduction of rail services from Oxford to Bletchley/Milton Keynes as part of its strategy to reduce car traffic in Oxford, and if so what steps is it taking to make sure this long-promised reintroduction actually happens soon?</p>	<p><b>Written Response</b></p> <p>The City Council has supported the reintroduction of east-west rail services for many years, and took a very active role in lobbying successive governments to provide the necessary funding and regulation for such an introduction to take place. The first phase from Oxford to Bicester has of course been open for some years now, and the second phase from Bicester to Bedford is under construction, with enabling works happening now and major construction beginning later this year. The East-West Rail Company says that the first services are planned for 2023. The final connection between Bedford and Cambridge was subject to a route options consultation earlier this year, and the company is considering the responses before selecting a preferred route.</p>
<p><b>Supplementary Question</b></p> <p>Where are these enabling works?</p>	<p><b>Verbal Response</b></p> <p>All of these are on the track bed at the moment.</p>

**Cabinet Member for Safer Communities and Customer Focused Services**

**23.From Councillor Wolff to Councillor Chapman - Public awareness of scams**

<b>Question</b>	<b>Written Response</b>
<p>Every year, Citizens Advice Oxford takes part in a national campaign to raise public awareness of scams. This July will see Citizens Advice Oxford work with Trading Standards and other local public and private sector partners to empower locals to be able to stop, report and talk about scams.</p> <p>Citizens Advice research shows that nearly three-quarters of people have been targeted by scammers in the past two years. The impact of the scams can be hugely detrimental. This can range from losing all of your life savings, being scammed out of your pensions and the impact goes beyond the financial. We have seen, and it has been proven that being the victim of a scam can have a severe impact on your physical and mental health.</p> <p><b>Will the Council be working with Citizens Advice Oxford to generate awareness within the local community about scams?</b></p> <p><b>What form will this joint working take?</b></p>	<p>The national fraud body Action Fraud warns that scams and online fraud are on the increase.</p> <p>In June, we issued our own press release and social media warning residents about council tax scams. We are currently working with Citizens Advice Oxford to raise awareness during their scam awareness month. We are promoting their social media campaign by retweeting their <i>#scamaware</i> content, and have agreed to issue a joint press release around the Universal Credit scams that have been reported by the BBC and other media.</p> <p>Oxford City Council provides around £190,000 of funding to Citizens Advice Oxford each year.</p>

**Cabinet Member for Supporting Local Communities**

No questions

**24. From Councillor Landell Mills to Councillor Hayes – Greening main roads**

<p><b>Question</b></p> <p>What plans does the city have to green and beautify the main transport routes into Oxford - in particular for the Botley, Cowley and Iffley Roads?</p>	<p><b>Written Response</b></p> <p>The main highway is managed by Oxfordshire County Council, they are likewise responsible for transport schemes which could deliver greening of the mentioned corridors.</p>
<p><b>Supplementary Question</b></p> <p>May we extend our brief to cover areas where the County Council is not acting?</p>	<p><b>Verbal Response</b></p> <p>No</p>

**25. From Councillor Wolff to Councillor Hayes – Audit of carbon footprint reduction**

<p><b>Question</b></p> <p>a) Could the cabinet member confirm that the Internal Audit Plan for 2019-20 has been amended (as requested by the Audit &amp; Governance Committee) to include an audit of the Council's performance in pursuit of one of its key objectives, namely carbon footprint reduction?</p> <p>b) Will this necessarily require a similar audit by our external auditors, and if so will this be included in their commissioned programme of work?</p>	<p><b>Written Response</b></p> <p>The Terms of Reference for the carbon footprint audit are currently being drafted, although it has been suggested that these may be better informed following the Citizens Assembly. At that point discussions will be held with the Councils internal auditors BDO and Audit and Governance Committee on how and when this will be accommodated within the Councils Internal Audit Plan for 2019-20.</p> <p>The Council employs its external auditors, Ernst and Young (EY) to undertake the audit of the Councils Statement of Accounts. It is not within the brief of the external auditors to undertake such work as is suggested on carbon footprint reduction. There are therefore no plans to engage them on the audit of this activity.</p>
<p><b>Supplementary Question</b></p> <p>I understand EY may be able to help with this audit. Can we integrate this with the audit plan or commission this from EY?</p>	<p><b>Verbal Response</b></p> <p>This is for senior officers to decide after considering whether this is the best use of public money and resources.</p>



## 26. From Councillor Harris to Councillor Hayes – Euro 6 emission standards

<b>Question</b> What steps if any is the Council taking to require heavy goods vehicles entering Oxford to meet Euro 6 emission standards?	<b>Written Response</b> The Council is working in partnership with Oxfordshire County Council to introduce a Zero Emission Zone in the city. Emissions from heavy goods vehicles are being considered as part of these proposals. The latest on the proposals can be viewed on the City Council's website: <a href="https://www.oxford.gov.uk/zez">https://www.oxford.gov.uk/zez</a>
<b>Supplementary Question</b> Can we have a low emission zone for heavy goods vehicles now?	<b>Verbal Response</b> We will be including HGVs in the low emission zone as Euro 6 HGVs are widely available.

## 27. From Councillor Harris to Councillor Hayes – Emissions monitoring

<b>Question</b> Will the additional emissions monitoring announced last month include additional monitoring of diesel particulates?	<b>Written Response</b> The City Council has secured funding for a partnership project called OxAir which will deploy and test NOx and Particulate Matter (PM) sensing technology across the city. The equipment will be able to monitor diesel particulates as well as particulates from other sources.
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## 28. From Councillor Harris to Councillor Hayes – Vehicle emissions

<b>Question</b> Which specific scientific studies or advice is the Council relying on for its recent announcement that there is no safe limit for vehicle emissions?	<b>Written Response</b> Several studies have now been conducted which confirms that harm is caused to the human body at levels of air pollution below current legal limits. The Council's recently published Air Quality Annual Status Report has reference to a number of these studies. The <a href="#">annual status report</a> can be accessed via the Council's website.
<b>Supplementary Question</b> Is there definitive evidence that there is no safe limit above zero pollution, or is this assumed from the evidence?	<b>Verbal Response</b> There are a range of studies that do show there is no safe limit of air pollution.

**29. From Councillor Wolff to Councillor Linda Smith – Rough sleepers 1**

<b>Question</b>	<b>Written Response</b>
<p>The council's own figures show a 30% increase in rough sleepers since March — attributed to the closure of Winter beds.</p> <p><b>What is being done to address this in advance of the opening of Floyd's Row?</b></p>	<p>Winter provision is a temporary addition to the spaces in the adult homeless pathway which is available all year round. We continue to ensure that the adult homeless pathway (up to 219 bed spaces) runs effectively and efficiently by working with a range of partners to provide the accommodation and support that is needed to achieve this, and to see people move on and not return to the streets. The opening of Matilda House (September 2019) will further enhance services available all year round.</p>

**30. From Councillor Wolff to Councillor Linda Smith – Rough Sleepers 2**

<b>Question</b>	<b>Written Response</b>
<p>An Office for National Statistics report in Feb 2019 estimated that Oxford had the second highest number of homeless deaths per head of population in the UK (in 2013-2017).</p> <p><b>What actions are being taken to address this humanitarian crisis?</b></p>	<p>The ONS statistics quoted use an experimental methodology which is still in the testing phase and not yet fully developed.</p> <p>Oxford has a homelessness problem and we know that the human cost of homelessness is severe. We have acknowledged and regret that there have been a number of deaths in supported accommodation and on our streets recently.</p> <p>It is a key priority for the Council and we have increased the number of beds available for people experiencing homelessness and sought government funding to deliver new and innovative projects. In 2019/20 Oxford's homelessness organisations will receive £1.75m from the Council to deliver a wide range of support services. We have committed an extra £1.3 million in new funding – including more than £950,000 from the Rapid Rehousing Pathway programme and Public Health England – to help deliver better support for people to move from the streets into sustainable housing.</p>

### 31. From Councillor Wolff to Councillor Linda Smith – ‘Rough Sleeper Support Service’

Question	Written Response
<p>The Government is apparently trialling a ‘Rough Sleeper Support Service’ (led by the lead officer for previous immigration enforcement operations) which, according to a Home Office official reported in the Guardian “provides a single point of contact for local authorities to receive rapid immigration status checks on non-UK national rough sleepers”. The intention seems to be to bypass EU General Data Protection Regulation on the grounds that it would be “vulnerable to individuals withdrawing consent”.</p> <p>In the same article, a London mayoral spokesperson is quoted as saying: “Heavy-handed enforcement is not the solution to rough sleeping and our services will have no part in it. We have made absolutely clear to the Home Office that we do not support their approach or any other that victimises people sleeping rough.”</p> <p><b>Would the Cabinet member be willing to give a similar assurance to those rough sleepers who use the new Floyds Row facility, and those agencies who work with them?</b></p>	<p>Currently people can become stuck on the street when they have unresolved or complex migration issues. We would welcome any initiative that can resolve a person’s migration status, unlocking entitlement to benefits and public services. This would help them to move off the street where they are at risk of harm. However, supportive services in Oxford operate through consent and no information would ever be shared or action taken without the service users informed agreement.</p>

**Leader of the Council, Cabinet Member for Economic Development and Partnerships**

### 32. From Councillor Wolff to Councillor Brown – Citizens’ Assembly progress

Question	Written Response
<p>Could the Leader please update Council on the process and timescale for developing our Citizens’ Assembly on climate crisis measures?</p>	<p>Oxford City Council issued a press statement setting out the process and timetable for developing the Citizens Assembly on 10 July – <a href="#">available here</a>. Councillor Wolff is a member of the Advisory Body that agreed the approach being taken – along with representatives of other political parties, academics, community groups and others.</p>

### 33. From Councillor Henwood to Councillor Brown – Structure of the Citizens’ Assembly

Question	Written Response
<p>In a recent press release from Oxford City Council, we have been informed that the structure of the Citizens Assembly, will be chaired by the city council leader Cllr Susan Brown, and include cross-party political representation, environmental experts and industry representatives.</p> <ul style="list-style-type: none"> <li>a) Can the portfolio holder explain how citizens will be represented?</li> <li>b) Will there be a selection process for citizen membership to the citizens’ assembly?</li> <li>c) How can citizens apply?</li> <li>d) Will Independent councillors with no political affiliation be invited, or is it necessary that councillors represent a party?</li> <li>e) The portfolio holder in a recent article* explained that an Independent advisory group chaired by Cllr Susan Brown would advise the Citizens Assembly.  Will Cllr Brown also be chair of the Citizen’s assembly?</li> <li>f) Wouldn’t it be better practice that the independent “specialist” advisers remain independent of the Citizen’s Assembly, and the Citizens assembly have an elected chair, in line with a democratic process?</li> <li>g) What is the structural relationship between the independent advisers and the Citizen’s Assembly?</li> </ul> <p>*(<a href="https://www.oxfordmail.co.uk/news/17619753.oxford-citizens-assembly-on-climate-change-to-have-advisory-body/">https://www.oxfordmail.co.uk/news/17619753.oxford-citizens-assembly-on-climate-change-to-have-advisory-body/</a> )</p>	<p>It is the Advisory Group, not the Citizens Assembly itself, that is chaired by the City Council Leader and includes cross-party political representation, environmental experts, community groups and industry.</p> <p>The structure of the Citizens Assembly itself will broadly follow guidelines set out by the leading public participation charity Involve. 50 Oxford city residents will be selected through a stratified random process, creating a ‘mini-public’ broadly representative of the demographics of the population. Residents cannot apply to become an Assembly member but all local residents have the potential to be invited to participate. The size of the Assembly will enable citizens with diverse backgrounds and perspectives to come together in detailed discussion on a common issue.</p> <p>While the Citizens Assembly sessions will not be open to the general public, in line with Involve guidelines, there will be a small number of spaces for observers. Opportunities to observe the sessions will be advertised nearer the time. All presentations made by speakers at the Assembly will be videoed and published, along with other materials shared with participants.</p> <p>The Citizens Assembly will be facilitated, not chaired. Independent facilitation will be provided by Ipsos MORI.</p>

### 34. From Councillor Gant to Councillor Brown – Citizens’ Assembly expenditure

<p><b>Question</b></p> <p>The Q4 Integrated Performance Report includes a recommendation to Council to allocate £200K to support the establishment of the Citizens’ Assembly.</p> <p>A breakdown of that figure has helpfully been supplied to members. That breakdown appears to confirm that spending commitments in the form of a contract with consultants, venue hire and other matters had already been entered into, before Cabinet and Council had discussed the recommendation, and before the Advisory Group on the Citizens’ Assembly had met.</p> <p>a) Can the Cabinet member confirm who authorised that expenditure?</p> <p>b) Can he also give his assessment of additional costs of the Assembly in terms of officer time and resource, both to date and going forward?</p>	<p><b>Written Response</b></p> <p>£200,000 is a budget allocation, not a precise plan of expenditure, that covers expected additional costs associated with the City Council’s response to the climate emergency in the current financial year, and follows the unanimous Council vote in January.</p> <p>Around half of the budget allocation will support detailed planning work on how the Council’s own carbon footprint - and that of the Oxford itself - can be reduced to net zero. The balance will be spent on hosting, facilitation and expenses for participants attending the Assembly - the costs are broadly in line with those involved in running citizens assemblies elsewhere. Final contract agreements with third parties are subject to approval of the Finance Report by Council. Expenditure will be authorised by Executive Director, Tim Sadler.</p>
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### 35. From Councillor Gant to Councillor Brown - Oxford-Cambridge Expressway

<p><b>Question</b></p> <p>On 25 June the BBC ran a news report stating that councils had been asked to sign a secret non-disclosure agreement (NDA) with Highways England to prevent certain details of discussions around the proposed Oxford-Cambridge Expressway being made public.</p> <p><b>Can the Leader give us any information about this?</b></p>	<p><b>Written Response</b></p> <p>As we confirmed to the BBC at the time, Oxford City Council has not signed any non-disclosure agreement with Highways England regarding the expressway. We also confirmed that as yet the Council has not received a formal request to sign such an agreement.</p>
<p><b>Supplementary Question</b></p> <p>The Vale of White Horse District Council signed an NDA and it is suggested that at least one Council had been asked and refused to sign such an agreement. Do you have any information as to which councils have been asked to sign; who has signed; and why.</p>	<p><b>Verbal Response</b></p> <p>This Council has neither been asked to sign, nor signed, such a NDA. We are aware Vale of White Horse District Council have signed, and others may have signed a NDA.</p>

### 36. From Councillor Gant to Councillor Brown – Oxfordshire LEP meetings

Question	Written Response
<p>Will the Leader join me in welcoming the fact that meetings of the Oxfordshire LEP (Local Enterprise Partnership) will now be held in public, increasing opportunities for oversight and accountability of important documents like the Local Industrial Strategy?</p>	<p>Yes, I welcome the fact that the Oxfordshire LEP meetings will be held in public. This will support greater transparency in decision making and help showcase the valuable work the partnership undertakes. It is something that I - and other leaders - have raised regularly in my time on the LEP as good practice that we would like to see.</p>

### 37. From Councillor Wade to Councillor Brown – Impact of Brexit on service and retail sector

Question	Written Response
<p>It now appears likely that the UK will leave the European Union on 1 November. The impact of Brexit is already being felt around the UK.</p> <p>Can the Leader advise:</p> <ul style="list-style-type: none"> <li>a) How many restaurant, catering and retail industry staff have left Oxford since 2016?</li> <li>b) How many more do we estimate will leave in the next two years?</li> <li>c) What plans have we put in place to remedy this?</li> </ul>	<ul style="list-style-type: none"> <li>a) No I cannot as this information is not recorded.</li> <li>b) See above. We do not have estimates. However, national level research has suggested 60% of hospitality industry companies expect leaving the EU will affect their ability to hire workers in manual and elementary roles.</li> <li>c) Officers continue to monitor the impacts of the UK's decision to leave the EU as part of ongoing discussions with local employers. We are working to make sure that we continue to make our city as welcoming as possible to overseas citizens but are also looking to increase the take up of skills and employability programmes provided locally by our partners.</li> </ul>
Supplementary Question	Verbal Response
<p>At its next meeting could Council receive a report on the likely effect of Brexit on the city and the council?</p>	<p>It would not be feasible to bring this given the level of uncertainty around the effects. We are limited in what we can do and how much reliable information we have.</p>

### 38. From Councillor Wade to Councillor Brown – Preparation for Brexit

Question	Written Response
<p>Will the City take the lead in establishing a Brexit committee to assess and prepare for the impacts of Brexit on businesses, the universities and the tourism?</p>	<p>The Oxford Economic Growth Board, a sub-group of the Oxford Strategic Partnership, is monitoring the impact on investment and employers.</p> <p>The Universities have their own planning for</p>

	<p>Brexit.</p> <p>Oxfordshire County Council takes the lead on Emergency Planning and we participate in a group that works on this topic.</p> <p>There is genuine uncertainty on what to plan for which is made worse by the current Conservative Leadership contest. We have from the outset also taken a lead on initiating discussions locally with larger employers on the issue, notably BMW, offering support where required.</p>
<p><b>Supplementary Question</b></p> <p>Could councils have a report commissioned by the Oxfordshire Growth Board on Brexit preparations around the county?</p>	<p><b>Verbal Response</b></p> <p>The Growth Board would not be the appropriate body. I will suggest this to Oxfordshire County Council as they are co-ordinating the county-wide work on Brexit:</p>

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