**Council 29 January 2018 Agenda Item 14 – petition**

**Motions submitted in response to the petition, to be taken as part of the petition debate, listed in order of receipt.**

1. **Motion (proposed by Councillor Craig Simmons, seconded by Councillor Dick Wolff**

Council accepts that:

1. The Westgate is in breach of planning condition 21 by not providing the agreed number of bike parking spaces at the time of opening.

2. The number of spaces is still, three months after opening, below the agreed provision (even including the old racks reinstated by the City Council in St Ebbes).

3. This breach means there is insufficient secure, convenient parking for cyclists which discourages the use of bikes (which makes it more difficult to achieve sustainable transport and air quality objectives) and that ad hoc bike parking detracts from the quality of the public realm

4. despite promises to the contrary, the cycle hub and shop have still not opened.

This Council therefore agrees to

a) commence enforcement action to ensure compliance with the relevant condition(s) and

b) engage with the Westgate Alliance on alternatives for the long term management of the cycle hub/shop

1. **Motion (proposed by Councillor Upton) in response to the petition.**

Council notes the petition and while it is a matter of regret that not all of the public realm works, and therefore some on-street cycle parking, around the Westgate Centre were completed before the opening of the first shops the Council is pleased that the Westgate Centre have identified locations for the installation of more cycle parking spaces than was required by the planning condition. As the final paving works around the site are completed, any outstanding cycle parking spaces will be installed.

Oxford City Council believes that increased space for secure cycle parking, both in the city centre and in residential streets, is essential for getting more people moving round the city by bike. This will have huge benefits in terms of both increasing physical activity levels and better health and reducing pollution and congestion.

In addition, we support the introduction of segregated cycle lanes along all of the “Cycling Super and Premium Routes” proposed in Oxfordshire County Council’s Local Transport Plan 4. And the City Council’s new Local Plan should include policies to support safe segregated cycle routes across our parks, and an increased priority cycle parking across the city.

Our goal is to have a joined up network of safe cycle routes so that both confident and the less confident can all get on their bikes, trikes and scooters and make their journeys in safety and comfort, and know that there are secure places to park their bike at the end of those journeys. We want Oxford to be a great cycling city for all.