

To: **Council**
Date: **20 July 2017**
Title of Report: Motions and amendments received in accordance with Council Procedure Rule 11.17
Councillors are asked to debate and reach conclusions on the motions and amendment listed below in accordance with the Council's rules for debate.
The Constitution permits an hour for debate of these motions.

Introduction

1. This document sets out motions received by the Acting Head of Law and Governance in accordance with Council Procedure Rule 11.17 by the deadline of 1.00pm on Monday 10 July, as amended by the proposers.
2. All substantive amendments sent by councillors to the Acting Head of Law and Governance by publication of the briefing note are also included below. Minor technical amendments may be submitted during the meeting but must be written down and circulated.
3. Unfamiliar terms may be explained in footnotes.
4. Motions will be taken in turn from the Green, Labour, and Liberal Democrat groups in that order.
5. Council is asked to consider the following motions:
 - a) Support a Fair Voting System
 - b) Tackling hate crime
 - c) Air quality in the city centre
 - d) Seacourt Park and Ride Extension
 - e) Oxford Cycling Safety
 - f) Fair employment: voluntary charter "Dying to Work"

a) Support a Fair Voting System

Proposed by Councillor Brandt, seconded by Councillor Simmons

Green member motion

This Council believes that a parliament which more accurately reflects the views of the nation, enabling people to feel that their votes count, is more likely to develop an economic, social and environmental agenda that benefits Oxford's residents.

Furthermore, Council recognises that a robust democracy must include a fair voting system and that nobody should be disenfranchised because of where they live.

Following the recent general election, this Council agrees that the 'First Past the Post' voting system:

1. has again failed to live up to its reputation to provide strong and stable government;
2. has again yielded a wildly disproportionate allocation of seats with, for example, the Democratic Unionist Party gaining 10 seats from 292,316 votes compared with 12 seats from 2.4 million votes for the Liberal Democrats;
3. has spectacularly failed to match votes to seats with 27,930 votes required to elect one MP from the Scottish National Party compared with 525,371 votes to elect one Green Party MP, thus rendering some people with more valuable votes than others.

This Council:

1. applauds the many groups and organisations campaigning for fair votes including the Electoral Reform Society, Make Votes Matter, the Labour Campaign for Electoral Reform [1] and Liberal Democrats for Electoral Reform.
2. notes that the Single Transferable Vote system is already used for local elections in Scotland and in both Northern Irish local elections and the Northern Ireland Assembly while proportional electoral systems are used to elect the devolved parliaments and assemblies in Scotland, Wales and London.

This Council therefore:

- 1. calls for the introduction of a proportional voting system for local elections in England and Wales;**
- 2. calls on the Leader of the Council to send a copy of this motion to Oxford's two MPs as well as to the Leaders of all political parties represented in the UK Parliament.**

[1] The Labour Campaign for Elector Reform in 2017 published The Many, Not the Few – Proportional Representation and Labour in the 21st Century, which states 76% of Labour voters are committed to changing to PR and 5% are against.

Amendment proposed by Councillor Wade:

In the last paragraph insert between the recommendations 1 and 2:

- 2. calls for District and City Councils to be given the power to introduce a system of their own choosing and for Oxford City Council to introduce a proportional system*

3. calls for the franchise to be extended to sixteen and seventeen year olds, which would recognize the growing political awareness of this demographic – 1.5 million people nationwide.

The recommendations on the motion as amended would then read (with the preamble unchanged):

This Council therefore:

1. calls for the introduction of a proportional voting system for local elections in England and Wales; or
2. *calls for District and City Councils to be given the power to introduce a system of their own choosing and for Oxford City Council to introduce a proportional system; and*
3. *calls for the franchise to be extended to sixteen and seventeen year olds, which would recognize the growing political awareness of this demographic – 1.5 million people nationwide.*
4. calls on the Leader of the Council to send a copy of this motion to Oxford's two MPs as well as to the Leaders of all political parties represented in the UK Parliament.

b) Tackling hate crime

Proposed by Councillor Hayes

Labour member motion

We all have the right to be treated without discrimination. Council is gravely concerned with reports of a significant increase in racially motivated crimes in Oxford, and across the country, in the year since the referendum vote to leave the European Union.

Regardless of how anyone voted in that referendum, all acts of hatred are unacceptable. Council takes pride in Oxford's diversity and community cohesion and condemns all acts of racism, xenophobia, and homophobia.

The overwhelming response of Oxford's citizens to these events has been to condemn them. Communities across Oxford have joined together to stress our common values of tolerance and unity.

This Council is committed to working with all our partners to challenge prejudice and intimidation, and will always take incidents of hate crime extremely seriously. We are also committed to ensuring that every person living and working in Oxford can feel that they are valued members of the community. Our city welcomes people from all over the world, in particular those EU nationals who are concerned about their rights and futures in the face of the British Government's drive to a hard Brexit.

Council notes with concern that the longest prison sentence that a court can give for homophobic, transphobic or disability common assault is six months. This prison sentence length is a quarter of the two-year maximum for race and faith common assault. Council regrets that some groups should be seen as more worthy of protection than others, and is concerned that a hierarchy of hate crime undermines may victim confidence in the law.

Council urges everybody to report hate crime to the police if they experience or witness it. Reporting hate crime when it happens will help to stop it happening to somebody else. Without knowing that hate crime has been taking place, the police and other bodies cannot help to keep our communities safe. Reporting hate crime helps the police and those bodies to have a clear picture of the level of hate crime in Oxford and make the right decisions to stop it happening again.

This Council asks the Leader of Oxford City Council:

1. to write to the Prime Minister with a request for an independent review of hate crime legislation, including measures to tackle online hatred and abuse.
2. to invite the Police and Crime Commissioner for the Thames Valley region to personally update Oxford City councillors on the practical measures that are being taken to fight hate crime, including overcoming possible barriers to reporting hate crime.
3. to also make this update available to the public.

This Council asks the City Executive Board:

1. to work with local organisations to raise awareness of hate crime and how to report it, starting this year.

Amendment proposed by Councillor Thomas, seconded by Councillor Wolff

After the last sentence add:

2. ask officers to provide training for Oxford City Councillors on tackling hate crime and fostering community harmony

Motion as amended then reads as above with one additional recommendation

c) Air quality in the city centre

Proposed by Councillor Wade

Liberal Democrat member motion

This Council notes:

- 1) the County's proposals for an experimental Queen Street pedestrianisation plan and associated transport improvements
- 2) the NICE guideline published 30 June 2017 on Air Pollution which makes, inter alia, the following recommendation: "when 'plan making' ... county, district and unitary authorities ... consider ... avoiding the creation of street and building configurations (such as deep street canyons) that encourage pollution to build up where people spend time."

This Council is concerned that this pedestrianisation project, on which 'Oxfordshire County Council is working closely with the Westgate Oxford Alliance', has not properly taken into account the effect on Air Quality in St Aldates, The High St and Cornmarket, of new bus routes, bus lay over bays and a changed taxi rank.

This Council is committed to improving Air Quality in Oxford and therefore calls upon the City Executive Board to ask officers:

1. to set up additional air quality monitoring stations in Queen Street, Cornmarket (south end) and The High Street (west end) to aid evaluation of environmental impact throughout the 'experimental' period
2. to provide figures for air quality pollution in St Aldates and The High Street over the last 12 months for comparison purposes with results from existing and additional air quality monitoring stations over the next 18 months.

Amendment proposed by Councillor Tanner:

Paragraph 3, 1st line: delete 'is concerned' and replace with 'believes'. 3rd line: delete 'has not properly taken' and replace with 'must take'.

Para 4, 2nd line: delete 'calls upon' and replace with 'congratulates'. Delete 'to ask officers' and replace with 'for'.

Para 5, amend to 'preparing to set up additional air quality monitoring stations *in the city centre area* (eg in Queen Street, Cornmarket (south end) and The High Street (west end)) and then continue as before with 'to aid evaluation etc ...'

Para 6, delete 'to provide' and insert 'providing' (note: these have been provided to government)

Add para 7, '3. helping to reduce pollution in Oxford by 35% in the last ten years, experimenting with on-street electric charging, introducing a network of high-speed electric charging points for taxis and for working with the County Council to introduce a Zero Emission Zone in the city centre from 2020.'

Add para 8, 'This Council further welcomes the high levels of walking, cycling and bus use in Oxford. The City Council has its own fleet of low emission vehicles. We urge everyone to use polluting diesel and petrol vehicles less and to walk, cycle and use public transport more in order to create cleaner air in Oxford.'

Amendment proposed by Councillor Brandt, seconded by Councillor Simmons

In the paragraph starting with "This council is concerned" change "Cornmarket" to "other streets surrounding the Westgate Centre"

In the section calling on the CEB to ask officers:

- add the following two items:

3) to continue to develop the Zero Emissions Zone as a long-term solution.

4) to conduct an urgent study looking at mitigation options for the large increase in the number of expected shopping trips, an increase of 11 million trips a year, which could affect air quality in the city centre even further.

Motion as amended by Councillor Tanner would then read:

This Council notes:

1. the County's proposals for an experimental Queen Street pedestrianisation plan and associated transport improvements
2. the NICE guideline published 30 June 2017 on Air Pollution which makes, inter alia, the following recommendation: "when 'plan making' ... county, district and unitary authorities ... consider ... avoiding the creation of street and building

configurations (such as deep street canyons) that encourage pollution to build up where people spend time.”

This Council is concerned believes that this pedestrianisation project, on which ‘Oxfordshire County Council is working closely with the Westgate Oxford Alliance’, has not properly taken must take into account the effect on Air Quality in St Aldates, The High St and Cornmarket, of new bus routes, bus lay over bays and a changed taxi rank.

This Council is committed to improving Air Quality in Oxford and therefore calls upon congratulates’ the City Executive Board to ask officers for:

1. preparing to set up additional air quality monitoring stations *in the city centre area* (eg in Queen Street, Cornmarket (south end) and The High Street (west end)) to aid evaluation of environmental impact throughout the ‘experimental’ period
2. to provide figures for air quality pollution in St Aldates and The High Street over the last 12 months for comparison purposes with results from existing and additional air quality monitoring stations over the next 18 months.
3. helping to reduce pollution in Oxford by 35% in the last ten years, experimenting with on-street electric charging, introducing a network of high-speed electric charging points for taxis and for working with the County Council to introduce a Zero Emission Zone in the city centre from 2020.’

This Council further welcomes the high levels of walking, cycling and bus use in Oxford. The City Council has its own fleet of low emission vehicles. We urge everyone to use polluting diesel and petrol vehicles less and to walk, cycle and use public transport more in order to create cleaner air in Oxford.’

Motion as amended by Councillor Thomas would then read:

.....as original

This Council is concerned that this pedestrianisation project, on which ‘Oxfordshire County Council is working closely with the Westgate Oxford Alliance’, has not properly taken into account the effect on Air Quality in St Aldates, The High St and Cornmarket, other streets surrounding the Westgate Centre of new bus routes, bus lay over bays and a changed taxi rank.

This Council is committed to improving Air Quality in Oxford and therefore calls upon the City Executive Board to ask officers:

1. to set up additional air quality monitoring stations in Queen Street, Cornmarket (south end) and The High Street (west end) to aid evaluation of environmental impact throughout the ‘experimental’ period
2. to provide figures for air quality pollution in St Aldates and The High Street over the last 12 months for comparison purposes with results from existing and additional air quality monitoring stations over the next 18 months.
3. to continue to develop the Zero Emissions Zone as a long-term solution.
4. to conduct an urgent study looking at mitigation options for the large increase in the number of expected shopping trips, an increase of 11 million trips a year, which could affect air quality in the city centre even further.

d) Seacourt Park and Ride Extension

Proposed by Councillor Simmons, seconded by Councillor Thomas

Green member motion

Council notes the decision at the last budget to spend approximately £4m in extending Seacourt Park & Ride.

In line with our duty to consider social value, Council notes that the opportunity social costs of the £4m expenditure for the extension of the Seacourt Park & Ride has not yet been tested. Neither has the impact or need for the extension been assessed as part of a comprehensive transport demand study.

This Council therefore calls on the City Executive Board to withhold any further work on the proposed Seacourt extension until:

- a) completing a transport demand study to determine the need and impact of the planned Seacourt P&R extension.
- b) assessing the relative social impacts of foregoing the Seacourt P&R extension and instead investing in affordable housing, green energy and community facilities.

e) Oxford Cycling Safety

Proposed by Councillor Upton, seconded by Councillor Wolff

Labour member motion

Council notes with great sadness the death of cyclist Claudia Comberti on a road in our city earlier this year.

We recognise the huge benefits that increased cycling rates would have for our city, in terms of reduced pollution and congestion, increased levels of physical activity, and equality of access. To achieve this we need to make cycling safer.

Council notes with concern that, to date, Oxfordshire County Council has failed to access a single penny of funding to which it is entitled from the national cycling safety “Bikeability” fund.

Council supports the City’s on-going commitment to encouraging cycling and promoting safety, and welcomes the recent initiative to declare itself a “Cycling City”.

In the spirit of this commitment, we therefore call on:

1. the Leader of the City Council to write to the Leader of the County Council to ask that the County Council applies for the maximum level of funding it is entitled to from the Bikeability fund, and commits to ensure a fair portion is spent in the city.
2. the City Executive Board to commit to facilitating this spending if necessary.
3. the Leader of the City Council to ask the County Council to send us their 10-year plan for improving the cycling infrastructure in Oxford to make it a safer place to bike for everyone.

Amendment proposed by Councillor Wade:

Insert words in italics:

.....cycling safety “Bikeability” fund.

Council notes the Department for Transport’s ‘Local Cycling and Walking infrastructure Plan Guidance’ (LCWIP) and specifically that the DfT invites Local Authorities to make use of the DfT’s technical support for developing plans, for integrating them into local policies and strategies, and for making the economic case for investment.

Council supports.....

Then add to the recommendations:

2. *the City Executive Board to take full advantage of the Department for Transport’s LCWIP guidance.*

The motion as amended would then read:

Council notes with great sadness the death of cyclist Claudia Comberti on a road in our city earlier this year.

We recognise the huge benefits that increased cycling rates would have for our city, in terms of reduced pollution and congestion, increased levels of physical activity, and equality of access. To achieve this we need to make cycling safer.

Council notes with concern that, to date, Oxfordshire County Council has failed to access a single penny of funding to which it is entitled from the national cycling safety “Bikeability” fund.

Council notes the Department for Transport’s ‘Local Cycling and Walking infrastructure Plan Guidance’ (LCWIP) and specifically that the DfT invites Local Authorities to make use of the DfT’s technical support for developing plans, for integrating them into local policies and strategies, and for making the economic case for investment.

Council supports the City’s on-going commitment to encouraging cycling and promoting safety, and welcomes the recent initiative to declare itself a “Cycling City”.

In the spirit of this commitment, we therefore call on:

1. **the Leader of the City Council to write to the Leader of the County Council to ask that the County Council applies for the maximum level of funding it is entitled to from the Bikeability fund, and commits to ensure a fair portion is spent in the city.**
2. ***the City Executive Board to take full advantage of the Department for Transport’s LCWIP guidance.***
3. **the City Executive Board to commit to facilitating this spending if necessary.**
4. **the Leader of the City Council to ask the County Council to send us their 10-year plan for improving the cycling infrastructure in Oxford to make it a safer place to bike for everyone.**

f) Fair employment: voluntary charter “Dying to Work”

Proposed by Councillor Wilkinson

Liberal Democrat member motion

This Council seeks to provide support and guidance to all its employees. In its Fair Employment Statement published in October 2016, the Rights and Responsibilities section makes it clear that:

“Every employee and potential employee has the right to be treated with dignity and respect and not to be discriminated against, victimised, bullied or harassed or to be treated less favourably than any other on any basis of any protected characteristic.”

It is acknowledged that unforeseen events can affect the lives of council workers, and that it is important that the Council does all that it can to maintain the dignity of staff who have been diagnosed with a terminal illness.

Council notes that the TUC’s Dying to Work campaign includes a voluntary charter for employers to sign which sets out an agreed way in which their employees will be supported, protected and guided through their employment, following a terminal diagnosis.

The charter states the following:

- We recognise that terminal illness requires support and understanding and not additional and avoidable stress and worry.
- Terminally ill workers will be secure in the knowledge that we will support them following their diagnosis and we recognise that, safe and reasonable work can help maintain dignity, offer a valuable distraction and can be therapeutic in itself.
- We will provide our employees with the security of work, peace of mind and the right to choose the best course of action for themselves and their families which helps them through this challenging period with dignity and without undue financial loss.

Council notes that a significant number of other city councils have signed up to this charter including Birmingham, Leicester, Liverpool and Sheffield.

This Council supports the TUC’s Dying to Work campaign so that all employees battling terminal illness have adequate employment protection and have their death in service benefits protected for the loved ones they leave behind.

Council therefore asks that Oxford City Council signs the Dying to Work voluntary charter to show its on-going commitment to supporting rights and responsibilities towards its staff and to bring back to Council any consequential changes to policy.

It further requests that the City Council informs Oxfordshire County Council and the other district councils in Oxfordshire of its actions so that they may consider whether to follow its example.

This page is intentionally left blank