

**To: Council**  
**Date: 25 January 2021**  
**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

This document sets out motions received by the Head of Law and Governance in accordance with Council Procedure Rule 11.17 by the deadline of 1.00pm on 13 January 2021, as amended by the proposers.

All substantive amendments sent by councillors to the Head of Law and Governance by publication of the briefing note are also included below.

Unfamiliar terms may be explained in footnotes.

**Motions will be taken in turn from the Liberal Democrat group, the Green group, the Labour group, and an Independent member (if any) in that order.**

Introduction

- a) Pavement Parking (proposed by Cllr Roz Smith, seconded by Cllr Landell Mills) [amendment proposed by Cllr Hayes]
- b) Defining and delivering truly 'Net Zero' buildings (proposed by Cllr Wolff, seconded by Cllr Simmons)
- c) School Streets to Tackle Air Quality and Tackle Associated Health Inequalities (proposed by Cllr Tidball) [amendment proposed by Cllr Gant]
- d) Proportional Representation to ensure every vote counts (proposed by Cllr Garden)
- e) Developing a Food Strategy (proposed by Cllr Simmons, seconded by Cllr Wolff) [amendment proposed by Cllr Howlett]
- f) Fossil fuel divestment (proposed by Cllr Hayes, seconded by Cllr Lygo)
- g) E Scooters (proposed by Cllr Gant) [amendment proposed by Cllr Hayes]
- h) Adopting an advertising and sponsorship policy which supports responsible consumption (proposed by Cllr Simmons, seconded by Cllr Wolff)
- i) Fireworks (proposed by Cllr Goddard, seconded by Cllr Roz Smith)

**a) Pavement Parking (proposed by Cllr Roz Smith, seconded by Cllr Landell Mills) [amendment proposed by Cllr Hayes]**

Liberal Democrat motion

The government has recently consulted on '*Pavement Parking: Options for Change*'. Liberal Democrats in Oxfordshire submitted a joint response fully supporting the option of banning pavement parking, as has been the case in London since 1974.

This Council:

- Recognises that dangerous parking, on pavements, in cycle lanes, around schools and in many other instances, has got worse in recent years and causes significant danger and inconvenience to many people including wheelchair users, parents with small children, cyclists, the less mobile, and many others.
- Recognises that present enforcement in Oxford is widely seen to be limited in effectiveness.
- Believes that the safety of pedestrians (especially the visually impaired, and disabled) is more important than the convenience of motorists,
- And believes that pavement parking is both an obstacle to active transport (walking and cycling), and a form of discrimination against the mobility of visually impaired and disabled citizens.

**Council therefore:**

1. Fully endorses the objective of the government consultation to end pavement parking, considering all local circumstances.
2. Commits to supporting the use of civil enforcement powers in a way which both enforces this policy effectively and does not represent a financial cost to the council.
3. Asks the Cabinet Member for Green Transport and Zero Carbon Oxford to write to colleagues in Oxfordshire County Council and neighbouring districts informing them of this resolution and offering to investigate opportunities for effective joint working over, for example, enforcement contracts.
4. Asks the Cabinet Member for Green Transport and Zero Carbon Oxford to write to the Secretary of State and the Parliamentary Under-Secretary of State at the Department for Transport informing them of this resolution and urging them to move to banning pavement parking as soon as possible.

---

*References:*

1: "*Pavement Parking: Options for Change*"

<https://www.gov.uk/government/consultations/managing-pavement-parking/pavement-parking-options-for-change>

## **Amendment proposed by Cllr Hayes**

**To amend the preamble to add words in italics and delete words struck-through as shown:**

The government has recently consulted on 'Pavement Parking: Options for Change'. *Oxford City Council has submitted a response to the national consultation following a consultation of people with experience of living, working and moving around Oxford with disabilities, as well as people who represent disability charities, informed by a presentation on the subject by the Parking Manager at Oxfordshire County Council.*

*The focus group gave an overall preference for* ~~Liberal Democrats in Oxfordshire submitted a joint response~~ fully supporting the option of banning pavement parking, as has been the case in London since 1974.

This Council:

- Recognises that *the Government launched the consultation because of concern that dangerous parking, on pavements, in cycle lanes, around schools and in many other instances, has got worse in recent years and causes significant danger and inconvenience to many people including wheelchair users, parents with small children, cyclists, the less mobile, and many others.*
- Recognises that present enforcement *by Oxfordshire County Council* in Oxford is widely seen to be limited in effectiveness; *it cannot be effective owing to the current legal framework, which we recognise needs to change.*
- Believes that the safety of pedestrians (especially the visually impaired, and disabled) is ~~more important than the convenience of motorists~~ *and motorists should be considerate of everybody else's needs.*
- Believes that pavement parking is both an obstacle to active transport (walking and cycling), and a ~~form of discrimination against~~ *significantly hinders* the *liberty and* mobility of visually impaired and disabled citizens.
- *Recognises that a ban on pavement parking needs to be accompanied by a thorough CPZ approach, so that problems aren't just displaced to other areas, and extra budget from Government or else enforcement will not be possible*
- *Recognises that exceptions to the rule will need to be retained (for example where a CPZ specifically allows pavement parking due to narrow roads) and where there is pavement parking, it should be very clearly marked with signs and paint.*

.....Then continues...

## **If amendment is accepted, the amended motion would then read**

The government has recently consulted on 'Pavement Parking: Options for Change'. *Oxford City Council has submitted a response to the national consultation following a consultation of people with experience of living, working and moving around Oxford with disabilities, as well as people who represent disability charities, informed by a presentation on the subject by the Parking Manager at Oxfordshire County Council.*

*The focus group gave an overall preference for the option of banning pavement parking, as has been the case in London since 1974.*

This Council:

- Recognises that *the Government launched the consultation because of concern that dangerous parking, on pavements, in cycle lanes, around schools and in many other instances, has got worse in recent years and causes significant danger and inconvenience to many people including wheelchair users, parents with small children, cyclists, the less mobile, and many others.*
- Recognises that present enforcement by Oxfordshire County Council in Oxford is widely seen to be limited in effectiveness; it cannot be effective owing to the current legal framework, which we recognise needs to change.
- Believes that the safety of pedestrians (especially the visually impaired, and disabled) is important *and motorists should be considerate of everybody else's needs.*
- Believes that pavement parking is both an obstacle to active transport (walking and cycling), and *significantly hinders the liberty and mobility of visually impaired and disabled citizens.*
- Recognises that a ban on pavement parking needs to be accompanied by a thorough CPZ approach, so that problems aren't just displaced to other areas, and extra budget from Government or else enforcement will not be possible
- Recognises that exceptions to the rule will need to be retained (for example where a CPZ specifically allows pavement parking due to narrow roads) and where there is pavement parking, it should be very clearly marked with signs and paint.

Council therefore:

1. Fully endorses the objective of the government consultation to end pavement parking, considering all local circumstances.
2. Commits to supporting the use of civil enforcement powers in a way which both enforces this policy effectively and does not represent a financial cost to the council.
3. Asks the Cabinet Member for Green Transport and Zero Carbon Oxford to write to colleagues in Oxfordshire County Council and neighbouring districts informing them of this resolution and offering to investigate opportunities for effective joint working over, for example, enforcement contracts.
4. Asks the Cabinet Member for Green Transport and Zero Carbon Oxford to write to the Secretary of State and the Parliamentary Under-Secretary of State at the Department for Transport informing them of this resolution and urging them to move to banning pavement parking as soon as possible.

**b) Defining and delivering truly 'Net Zero' buildings (proposed by Cllr Wolff, seconded by Cllr Simmons)**

Green member motion

Oxford City Council is listed as a member of the UK Green Building Council (UKGBC), along with Cambridge, Bristol and 43 other local authorities.

For the sake of clarity in public discourse, the Council therefore moves to accept the 'framework definition' of 'net zero carbon buildings' as developed by the UKGBC, which in summary states:

*Net zero carbon – construction (1.1):*

*When the amount of carbon emissions associated with a building's product and construction stages up to practical completion is zero or negative, through the use of offsets or the net export of on-site renewable energy.*

*Net zero carbon – operational energy (1.2):*

*When the amount of carbon emissions associated with the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balance, after all efforts have been otherwise made, offset.*

*Note: The framework also provides reporting templates, which (if followed) enable claims of 'net zero' construction and operation to be supported with evidence.*

Council asks that the Head of Regeneration & Economy brings a report to Cabinet setting out proposals (including costings) as to how the authority can ensure that:

- its own properties meet net-zero operational standards by 2030 at the latest; and
- all new build by the Council meets net zero carbon construction standards by 2030 at the latest; and
- it further explores the possibility of reflecting this in the relevant planning policies and guidance when they are reviewed in the future.

and advising the Cabinet on ways to ensure that:

- 'net zero' claims made by house-builders operating in the city and the Council are evidentially supportable (and in compliance with the definition as above)

### **c) School Streets to Tackle Air Quality and Tackle Associated Health Inequalities (proposed by Cllr Tidball) [amendment proposed by Cllr Gant]**

#### Labour member motion

The Coroner's verdict last month that the death of nine-year-old Ella Adoo-Kissi-Debrah in 2013 was caused by air pollution, the first time this has been listed as the cause of death in the UK, has brought sharply into focus the health emergency caused by poor air quality.

This Council notes with deep sorrow Ella's death.

Air pollution is already a dangerous threat to our communities' health; the current pandemic is making a bad situation worse, with deaths from Covid more prevalent amongst those exposed to higher levels of air pollution<sup>1</sup>. The effects of poor air quality aggravate existing intersecting inequalities, with Black and Minority Ethnic people and those from more deprived communities being far more likely to be exposed to higher levels of pollution and thus suffer worse health outcomes<sup>2</sup>.

In Oxford the City Council has taken great strides to address the problem and is implementing a Zero Emission Zone, EV charging infrastructure and proposals to cut overall traffic levels across the City through the Connecting Oxford scheme. But more needs to be done.

Short car journeys in particular dramatically increase children's exposure to air pollution, doubling pollution emitted from vehicles<sup>3</sup>. Children in highly polluted areas are four times more likely to have reduced lung function in adulthood. Improvements to air quality now can reverse this effect<sup>4</sup>. Encouraging Active Travel as part of an active lifestyle is critical to tackling childhood inactivity and promoting sustainable travel - both health and environmental necessities.

This Council believes urgent action is needed. Whilst Oxfordshire County Council has committed to trialling School Streets for three schools in Oxford, the speed and coverage of implementation is insufficient. School Streets must be integral to our wider ambitious proposals to reduce car traffic and encourage a switch to active transport, including Controlled Parking Zones, Low Traffic Neighbourhoods and better cycle infrastructure.

School Streets is an effective policy to help tackle the active and present threat of air pollution to the health of children, reduce health inequalities and combat the climate crisis. A study of 16 Schools Street sites shows a reduction in the number of motor vehicles, an increased use of active travel and improved road safety<sup>5</sup>.

#### **This Council therefore:**

1. Expresses our unequivocal support for School Streets as a mechanism to encourage a modal shift to active travel and tackle air pollution as part of a strategic approach to cutting traffic levels.
2. Asks the Leader to request Oxfordshire County Council, the transport authority, to
  - a) ensure the delivery of the Connecting Oxford proposals;
  - b) prioritise within its budget the roll out of School Streets across Oxford ;
  - c) use all available funding mechanisms, including activation funds from the EATF\* on promoting active travel within schools, including using safe off-road cycle tracks, helping schools design active travel plans; and
  - d) work with partners to ensure every child in the city has the chance to learn to cycle, embedding cycling as a habit and means of active travel.

## **Amendment proposed by Cllr Gant**

**To add words in italics and delete words struck-through as shown:**

### **4<sup>th</sup> paragraph**

In Oxford the City Council has *worked on various ideas*, ~~taken great strides to address the problem and is implementing a Zero Emission Zone, EV charging infrastructure and proposals to cut overall traffic levels across the City through the Connecting Oxford scheme;~~ *although council recognises that both the ZEZ and Connecting Oxford are flawed as they stand and that Oxford would be better served by their objectives being pursued in a more radical and comprehensive way.*

### **Delete last sentence of preamble**

~~A study of 16 Schools Street sites shows a reduction in the number of motor vehicles, an increased use of active travel and improved road safety<sup>5</sup>.~~

### **Amend action 2a) to read**

2 Asks the Leader to request Oxfordshire County Council, the transport authority, to

~~a) ensure the delivery of the Connecting Oxford proposals;~~ *work to improve and extend the objectives of Connecting Oxford in a way which is fair, comprehensive and workable before recommending their adoption or replacement with something better*

## **If amendment is accepted, the amended motion would then read**

The Coroner's verdict last month that the death of nine-year-old Ella Adoo-Kissi-Debrah in 2013 was caused by air pollution, the first time this has been listed as the cause of death in the UK, has brought sharply into focus the health emergency caused by poor air quality.

This Council notes with deep sorrow Ella's death.

Air pollution is already a dangerous threat to our communities' health; the current pandemic is making a bad situation worse, with deaths from Covid more prevalent amongst those exposed to higher levels of air pollution<sup>1</sup>. The effects of poor air quality aggravate existing intersecting inequalities, with Black and Minority Ethnic people and those from more deprived communities being far more likely to be exposed to higher levels of pollution and thus suffer worse health outcomes<sup>2</sup>.

In Oxford the City Council has *worked on various ideas*, *although council recognises that both the ZEZ and Connecting Oxford are flawed as they stand and that Oxford would be better served by their objectives being pursued in a more radical and comprehensive way.*

But more needs to be done.

Short car journeys in particular dramatically increase children's exposure to air pollution, doubling pollution emitted from vehicles<sup>3</sup>. Children in highly polluted areas are four times more likely to have reduced lung function in adulthood. Improvements to air quality now can reverse this effect<sup>4</sup>. Encouraging Active Travel as part of an active lifestyle is critical to tackling childhood inactivity and promoting sustainable travel - both health and environmental necessities.

This Council believes urgent action is needed. Whilst Oxfordshire County Council has committed to trialling School Streets for three schools in Oxford, the speed and coverage of implementation is insufficient. School Streets must be integral to our wider ambitious proposals to reduce car traffic and encourage a switch to active transport, including Controlled Parking Zones, Low Traffic Neighbourhoods and better cycle infrastructure.

School Streets is an effective policy to help tackle the active and present threat of air pollution to the health of children, reduce health inequalities and combat the climate crisis.

This Council therefore:

1. Expresses our unequivocal support for School Streets as a mechanism to encourage a modal shift to active travel and tackle air pollution as part of a strategic approach to cutting traffic levels.
2. Asks the Leader to request Oxfordshire County Council, the transport authority, to
  - a) *work to improve and extend the objectives of Connecting Oxford in a way which is fair, comprehensive and workable before recommending their adoption or replacement with something better*
  - b) prioritise within its budget the roll out of School Streets across Oxford ;
  - c) use all available funding mechanisms, including activation funds from the EATF\* on promoting active travel within schools, including using safe off-road cycle tracks, helping schools design active travel plans; and
  - d) work with partners to ensure every child in the city has the chance to learn to cycle, embedding cycling as a habit and means of active travel.

#### Notes

\* Emergency Active Travel Fund

- (1) <https://www.ons.gov.uk/economy/environmentalaccounts/articles/doesexposuretoairpollutionincreasetheriskofdyingfromthecoronaviruscovid19/2020-08-13>
- (2) <https://www.ons.gov.uk/economy/environmentalaccounts/articles/doesexposuretoairpollutionincreasetheriskofdyingfromthecoronaviruscovid19/2020-08-13>
- (3) <https://airqualitynews.com/2018/05/10/drivers-urged-to-ditch-cars-for-short-journeys/>
- (4) <https://www.rcplondon.ac.uk/file/2916/download?token=RzylFzis>
- (5) <https://www.napier.ac.uk/~media/images/news/school-street-closures/school-streets-closure-traffic-displacement-literature-review-final2.pdf?la=en>

## **d) Proportional Representation to ensure every vote counts (proposed by Cllr Garden)**

### Liberal Democrat member motion

First Past the Post is an archaic system that distorts representation and weakens public engagement with politics. It is no longer fit for purpose in the 21st Century. It encourages divisive and tribal politics.

The mismanagement of the UK's political system by a single-party government especially over the past four years has demonstrated the need for proportional representation (PR) even more strongly. The coronavirus pandemic has highlighted the flaws of a centralised system in Westminster, and we have encountered the frustrations of poor decision-making in this top-down approach first-hand. The political situation may be worse by the time of the next election.

The results of last year's general election speak for themselves. On average it took 38,300 votes to elect each Conservative MP, and a staggering 864,743 to elect the one Green MP. Essentially the Conservatives got 44% of votes but 56% of seats and tragically 71% of votes cast were wasted. At the moment, millions of voters are being left effectively voiceless as they live in safe seats where their vote is unlikely to have any influence on the outcome.

The Conservative Party has been the main beneficiary of First Past the Post (FPTP) over the past 50 years which would explain their reluctant and misleading compromise for electoral reform in the form of the 2011 Alternative Vote (AV) Referendum. There are many possible systems under PR but AV is not one of them.

Recent events in the USA have shown the fragility of democracy. We have a responsibility in safeguarding it. People should have the right to vote for their first choice, not a choice between the least bad candidate with a chance of winning and a wasted vote. It is not how people form consensus in everyday life and shouldn't be in choosing their government.

Oxford City has repeatedly shown its place in the world. As a city, we should call for a fair voting system that ensures politics works for people. We should call for a pre-election commitment to Proportional Representation. The current system is not working. We need to build a democracy that is fit for the 21st century and in which every vote really counts.

This Council therefore wishes to express its strong support for electoral reform by:

1. Publicly expressing its support for Proportional Representation and encouraging individual Councillors to do likewise.
2. Asking the Leader to write to the City's MPs asking them to build cross-party consensus on a representative system that is fair and fit to deal with future challenges.

**e) Developing a Food Strategy (proposed by Cllr Simmons, seconded by Cllr Wolff) [amendment proposed by Cllr Howlett]**

Green member motion

The Council resolves to request that the Head of Community Services bring a report to Cabinet with proposals for commissioning a Food Strategy to address the causes of food inequality in Oxford that have been highlighted by the current pandemic (including the scandal surrounding free school meals during lockdown) and takes into account the emerging National Food Strategy (Part 1 report and recommendations released July 2020).

As part of this work, the Cabinet is requested to recognise:

- That the Council has undertaken considerable work to address inequality
- That the Council is signatory to the Oxford Good Food Charter
- The excellent work already being done by the voluntary sector within the City
- That this work has needed to expand in response to the increased need during the COVID-19 pandemic

In preparing the Food Strategy, the Council should focus on those with the greatest need and seek to address issues including sustainability and public health.

**Amendment proposed by Cllr Howlett**

**To add words in italics as shown:**

**After the 1<sup>st</sup> paragraph add**

*This Council also recognises that food poverty is ultimately simply poverty. To banish the indignity of people being unable to feed themselves, and their families, in a country as rich as ours, we must build a fairer economy, with decent wages, and a benefits system which genuinely meets people's needs.*

**After the last bullet point add a bullet point:**

*That co-operatives can provide an important part of a fairer food economy*

**If amendment is accepted, the amended motion would then read**

The Council resolves to request that the Head of Community Services bring a report to Cabinet with proposals for commissioning a Food Strategy to address the causes of food inequality in Oxford that have been highlighted by the current pandemic (including the scandal surrounding free school meals during lockdown) and takes into account the emerging National Food Strategy (Part 1 report and recommendations released July 2020).

*This Council also recognises that food poverty is ultimately simply poverty. To banish the indignity of people being unable to feed themselves, and their families, in a country as rich as ours, we must build a fairer economy, with decent wages, and a benefits system which genuinely meets people's needs.*

As part of this work, the Cabinet is requested to recognise:

- That the Council has undertaken considerable work to address inequality
- That the Council is signatory to the Oxford Good Food Charter
- The excellent work already being done by the voluntary sector within the City
- That this work has needed to expand in response to the increased need during the COVID-19 pandemic
- *That co-operatives can provide an important part of a fairer food economy*

In preparing the Food Strategy, the Council should focus on those with the greatest need and seek to address issues including sustainability and public health.

## **f) Fossil fuel divestment (proposed by Cllr Hayes, seconded by Cllr Lygo)**

### Labour member motion

Oxford City Council welcomes Oxfordshire Local Government Pension Fund's climate-focused ambitions for its pension investments.

**This Council welcomes** the following changes by the Pension Fund as additions to an earlier decision to switch five per cent of its assets into a low carbon fund:

- To switch another six per cent of assets into a new Sustainable Equities Fund being developed by Brunel Pension Partnership, the company owned by Local Government Pension Funds to manage investments on their behalf.
- To introduce the target to reduce greenhouse gas emissions from investments by 7.6% p.a. in line with the Paris Agreement and a maximum 1.5°C increase in global temperatures. The world needs more business plans to be in line with or improve on the 2015 Paris Accord agreement over emission paths.

This Council congratulates the following for their contributions:

- Oxfordshire Pension Fund has travelled far in its plans to respond to the risks of climate breakdown, and this Council congratulates the Committee.
- This Council congratulates the campaign group Fossil Free Oxfordshire and UNISON for co-operation with the Pension Fund and looks forward to seeing further collaboration.

Taking money out of fossil fuels is the right thing to do. It is also the financially prudent thing to do. Keeping fossil fuel companies in a portfolio reduces its total value, fossil fuel investments risk becoming 'stranded assets', and the climate crisis threatens the global economy and the ability of the Oxfordshire Local Government Pension Scheme to meet its liabilities.

In passing fossil fuel divestment motions, this Council has made clear that it makes no sense to invest in companies that undermine our future.

Oxfordshire Pension Fund's journey must be completed.

**This Council asks the Leader to write to Oxfordshire Pension Fund to:**

- ensure the pledges to decarbonise the fund are underpinned by metrics that ensure the target emissions reductions will be met, including those that measure exposure to fossil fuel producers, not just fossil fuel users.
- request confirmation that it will exclude from the portfolio any companies that continue to explore for or develop new fossil fuel reserves.
- review the entire Climate Change Policy and Implementation Plan by 2022 at the latest, including 1) the effectiveness of engagement as stated in the implementation plan and; 2) progress on reducing greenhouse gas emissions (rather than waiting until 2025 as suggested in the implementation plan).

However ambitious a pension fund pool member may be, the pace toward emissions reductions of 7.6% p.a. will be limited by the fund offerings provided by Brunel.

Brunel has shown recent climate leadership, **but this Council asks the Leader to write to Oxfordshire Pension Fund** to urge Brunel to go further by:

- making a formal request to provide a range of funds that enable it to meet its 7.6% p.a. target while spreading risk, including zero carbon passive and managed funds.
- writing an open letter asking Brunel to reduce greenhouse gas emissions of all portfolios by 7.6% p.a. and to reduce the fossil fuel reserves exposure of their existing portfolios.

## **g) E Scooters (proposed by Cllr Gant) [amendment proposed by Cllr Hayes]**

### Liberal Democrat member motion

In late 2020 the County Council took early steps towards an Experimental Traffic Regulation Order (ETRO) legalising the use of e-scooters on the public highway, within certain carefully controlled and defined limits. The County's plans identified a number of objectives for the proposed trial:

- i. Support safe commuting to work and education as an alternative whilst social distancing measures are in place,
- ii. Reduce private car use and reduce congestion,
- iii. Contribute towards the reduction in air pollution and carbon emissions,
- iv. Test perceptions and attitudes towards new mobility solutions, and
- v. Deliver a safe and accessible alternative travel mode which complements the public transport offer, but which addresses short term capacity constraints on the network.

This Council thoroughly endorses those objectives, and recognises other potential benefits of promoting safe and convenient use of e-scooters, including:

- Making challenges to pedal-cycles such as steep hills more manageable, thus encouraging more people out of cars and into the fresh air
- By increasing speed and decreasing physical exertion compared to bikes, bringing longer commutes well within scooting range
- Contributing to the welcome growth of deliveries etc by means other than vehicles powered by internal combustion engines

Council also notes that a number of cities, both in the UK and elsewhere, have successfully integrated e-scooter use into their urban landscape. However, council also recognises that all such proposals have to be considered holistically, including proper provision of road-space, safeguards around ownership and storage, sensible rules for use with genuine enforcement.

Council therefore resolves to:

- Fully support the integration of e-scooters into transport planning for our city and region;
- Work with the County Council to address challenges associated with their introduction
- And asks the Cabinet Member for Green Transport and Zero Carbon Oxford to write to his counterpart at the County Council communicating the substance of this motion

---

### **Amendment proposed by Cllr Hayes**

**To amend by adding words in italics and deleting words struck-through as shown:**

In late 2020 the County Council took early steps towards an Experimental Traffic Regulation Order (ETRO) legalising the use of e-scooters on the public highway, within certain carefully controlled and defined limits, *supported by Oxford City Council, which has given significant time and energy to progressing this issue.* The County's

...<continue>

This council thoroughly endorses those objectives ~~and~~ recognises and has been working extremely closely with the County Council to promote other potential benefits of promoting safe and convenient use of e-scooters, including:  
...<continue>

Council therefore resolves to:

- ~~Fully~~ Continue this Council's work to support the integration of e-scooters into transport planning for our city and region;
- Continue to work with the County Council to address challenges associated with their introduction
- Thank the Inclusive Transport and Movement focus group convened by Oxford City Council—a meeting of people with experience of living, working and moving around Oxford with disabilities, as well as people who represent disability charities—which has provided significant and useful feedback on the introduction of eScooters in a way which does not hinder the liberty or mobility of disabled people.
- And asks the Cabinet Member for Green Transport and Zero Carbon Oxford to ~~write~~ inform his counterpart at the County Council communicating the substance of this motion in writing and at their routine meetings on such issues.

### **If amendment is accepted, the amended motion would then read**

In late 2020 the County Council took early steps towards an Experimental Traffic Regulation Order (ETRO) legalising the use of e-scooters on the public highway, within certain carefully controlled and defined limits, *supported by Oxford City Council, which has given significant time and energy to progressing this issue.* The County's plans identified a number of objectives for the proposed trial:

- i. Support safe commuting to work and education as an alternative whilst social distancing measures are in place,
- ii. Reduce private car use and reduce congestion,
- iii. Contribute towards the reduction in air pollution and carbon emissions,
- iv. Test perceptions and attitudes towards new mobility solutions, and
- v. Deliver a safe and accessible alternative travel mode which complements the public transport offer, but which addresses short term capacity constraints on the network.

This council thoroughly endorses those objectives *and has been working extremely closely with the County Council to promote* other potential benefits of safe and convenient use of e-scooters, including:

- Making challenges to pedal-cycles such as steep hills more manageable, thus encouraging more people out of cars and into the fresh air
- By increasing speed and decreasing physical exertion compared to bikes, bringing longer commutes well within scooting range
- Contributing to the welcome growth of deliveries etc by means other than vehicles powered by internal combustion engines

Council also notes that a number of cities, both in the UK and elsewhere, have successfully integrated e-scooter use into their urban landscape. However, council also recognises that all such proposals have to be considered holistically, including proper provision of road-space, safeguards around ownership and storage, sensible rules for use with genuine enforcement.

**Council therefore resolves to:**

- *Continue this Council's work to support the integration of e-scooters into transport planning for our city and region;*
- *Continue to work with the County Council to address challenges associated with their introduction*
- *Thank the Inclusive Transport and Movement focus group convened by Oxford City Council—a meeting of people with experience of living, working and moving around Oxford with disabilities, as well as people who represent disability charities—which has provided significant and useful feedback on the introduction of eScooters in a way which does not hinder the liberty or mobility of disabled people.*
- *And asks the Cabinet Member for Green Transport and Zero Carbon Oxford to inform his counterpart at the County Council communicating the substance of this motion in writing and at their routine meetings on such issues.*

**h) Adopting an advertising and sponsorship policy which supports responsible consumption (proposed by Cllr Simmons, seconded by Cllr Wolff)**

Green member motion

Council notes that Bristol has produced a draft advertising and sponsorship policy [1] that would cover the council as an advertiser or sponsor; and the council as an owner of an advertising platform or sponsorship opportunity which an external individual, group or organisation may wish to take up.

It provides a framework for how the council is promoted and how it promotes others, aligned to [the council's] core values and principles. It seeks to establish a consistent approach, through a set of standards and framework of controls that ensure compliance with legislation, advertising industry codes, council policies and guidelines.

The policy aims to ensure that [the council's] advertising and sponsorship practice upholds the council's reputation, supports the council's priorities by facilitating communication, secures best value for money and maximises income and supports the development of commercial partnerships.

One aim is to support responsible consumption. Content where a ban is being considered includes, for example:

- Promotion or availability of junk food in proximity to schools
- Promotion of polluting fossil fuel vehicles
- Advertising of 'High Cost Short Term (HCST)' loan advancers
- Advertising of organisations offering ways to avoid paying legitimate tax in the UK

Council requests the Assistant Chief Executive to bring a report to Cabinet to assess whether it is appropriate to adopt a similar policy in Oxford.

[1][https://democracy.bristol.gov.uk/documents/s53588/OSMB\\_Nov2\\_Advertising\\_and\\_Sponsorship\\_Policy.pdf](https://democracy.bristol.gov.uk/documents/s53588/OSMB_Nov2_Advertising_and_Sponsorship_Policy.pdf)

## **i) Fireworks (proposed by Cllr Goddard, seconded by Cllr Roz Smith)**

### Liberal Democrat member motion

This Council notes:

- that in the absence of public firework displays, private use of fireworks seems anecdotally to have been more widespread this Bonfire Night and at New Year than in most years;
- that both public and private use of fireworks can have harmful effects on the welfare of vulnerable people and domestic and wild animals;
- that it is necessary to strike a balance between the enjoyment fireworks can provide and the harm they can cause.

This Council resolves that in time for next Bonfire Night, November 5th 2021, it will:

- require all public firework displays within the local authority boundaries to be advertised in advance of the event, allowing residents to take precautions for their animals and vulnerable people;
- actively promote a public awareness campaign about the impact of fireworks on animal welfare and vulnerable people – including the precautions that can be taken to mitigate risks;
- Ask the Leader to write to the UK Government urging them to introduce legislation to limit the maximum noise level of fireworks to 90dB for those sold to the public for private displays;
- encourage local suppliers of fireworks to stock 'quieter' fireworks for public display.

This page is intentionally left blank