

To: Council
Date: 25 November 2024
Report of: Head of Law and Governance
Title of Report: **Motions and amendments received in accordance with Council Procedure Rule 11.18**

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 11.18 by the deadline of 1.00pm on 13 November 2024, 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 are explained in the glossary or in footnotes.

Motions will be taken in turn from the Green, Independent Oxford Alliance, Oxford Community Independents, Oxford Independent Group, Real Independent, Labour, Liberal Democrat groups in that order.

Introduction

- a) Making Oxford a Truly Walkable City (Proposed by Cllr. Max Morris, Seconded by Cllr. Emily Kerr) [Amendment Proposed by Cllr. David Henwood, Seconded by Cllr. Ian Yeatman] [Amendment Proposed by Cllr. Simon Ottino, Seconded by Cllr. Asima Qayyum]
- b) Zero Emission Zone (Proposed by Cllr. David Henwood, Seconded by Cllr. Ian Yeatman) [Amendment Proposed by Cllr. Chris Smowton, Seconded by Cllr. Laurence Fouweather]
- c) Promoting Free Shuttle Buses for Oxford (proposed by Cllr. Edward Mundy, Seconded by Cllr. Hosnieh Djafari-Marbini) [Amendment proposed by Cllr. Chris Smowton, Seconded by Cllr. Steve Goddard]
- d) Impacts of Traffic filter on small businesses in Oxford (Proposed by Cllr. Saj Malik, Seconded by Cllr. Mohammed Azad) [Amendment Proposed by Cllr. David Henwood, Seconded by Cllr. Anne Stares] [Amendment Proposed by Cllr. Ed Turner, Seconded by Cllr. Anna Railton]

- e) Keep Oxfordshire's Street Lights On (Proposed by Cllr. Lubna Arshad, Seconded by Cllr Jemima Hunt)
- f) A City Centre Play Park for Children (Proposed by Cllr. Katherine Miles, Seconded by Cllr. Emily Kerr)
- g) Drug Consumption Rooms (Proposed by Cllr. Chris Jarvis, Seconded by Cllr. Max Morris) [Amendment proposed by Cllr. Simon Ottino, Seconded by Cllr. Naomi Waite]
- h) Decent and Genuinely Affordable Housing for All (Proposed by Cllr. Linda Smith, Seconded by Cllr. Ed Turner)

a) Making Oxford a Truly Walkable City (Proposed by Cllr. Max Morris, Seconded by Cllr. Emily Kerr) [Amendment Proposed by Cllr. David Henwood, Seconded by Cllr. Ian Yeatman] [Amendment Proposed by Cllr. Simon Ottino, Seconded by Cllr. Asima Qayyum]

Green Group Motion

Council notes

1. Oxford was recently named as the UK's most walkable city, due to the small distances between key tourist attractions.¹
2. The 2021 Census showed that 22% of Oxford residents walk to work, making walking the modal choice for more commuting residents than cycling at 17% or bus at 15%.²
3. Studies show walking significantly improves both physical and mental health outcomes, and promotes longer and higher quality lives.³
4. Research suggests lower income households - over-represented by 'female heads of house, children, young and older people, black and minority ethnic (BME) and disabled people' - rely on walking more often due to not owning a car.⁴
5. There are inexpensive walking-related initiatives across Oxfordshire which have been successful, such as Oxford's health walks and Bicester Blue Lines.⁵
6. Whilst some things which improve the pedestrian experience are County responsibilities there are others which the City Council has sole or joint responsibility for, such as new benches, water fountains, public toilets, and wayfinding.
7. The City Council could require residential dropped kerbs to be "Dutch style" entry kerbs, which keeps pavements flat and easier for wheelchair users.
8. Mapping work in London has provided councils with excellent dynamic local maps, allowing residents and visitors to walk more easily.⁶

¹ <https://www.timeout.com/uk/news/the-uks-10-most-walkable-cities-have-been-revealed-052724#:~:text=Named%20the%20UK's%20most%20walkable,them%20in%20just%2022%20minutes>

² <https://www.oxford.gov.uk/news/article/883/majority-of-oxford-residents-commute-using-active-travel-or-public-transport-new-census-data-shows>

³ <https://www.nhs.uk/live-well/exercise/walking-for-health/>

⁴ https://assets.publishing.service.gov.uk/media/5c828f80ed915d07c9e363f7/future_of_mobility_access.pdf

⁵ <https://www.cherwell.gov.uk/downloads/download/1154/health-routes-in-bicester>

⁶ <https://footways.london/>

9. Pavement Parking is frequently named as one of the key issues facing pedestrians and wheelchair users. Government commissioned a report into this in 2020, and despite written questions and a debate, the results have not been published.⁷
10. Lambeth has pioneered an innovative “Kerbside Strategy” which prioritises walking, street trees, benches, and local businesses and will reallocate 25% of kerbside space to people.⁸

Council believes

1. Despite Oxford being a relatively small city with strong walking potential, the experience of walking or wheeling around the city needs urgent improvement.
2. We could build on Oxford’s small size and strong reputation for walking to have a cohesive strategy to improve the pedestrian experience for everyone - and this would be relatively inexpensive to do with enormous health and wellness benefits.

Council resolves:

1. Noting that there could be financial and resourcing implications, meaning that implementation would be subject to a cabinet report setting out those implications, to request the Cabinet Member for Healthy Oxford:
 - a. discuss with officers the designing of a plan for improving walking in Oxford, based on local knowledge and existing research.
 - b. Works with the Cabinet Member for Zero Carbon and the Cabinet Member for Culture and officers to create a walkable map of Oxford for tourists and locals alike.
 - c. Writes to the new Transport Minister on behalf of Oxford City Council, urging rapid release of the 2020 pavement parking consultation
 - d. Proposes the idea of a “Kerbside Strategy for Oxford” to the County Council.
2. To request the Cabinet Member for Finance and Asset Management reviews opportunities to invest in public infrastructure to improve the city’s walkability to enable bids in the budget process.
3. To request the Cabinet Member for Planning reviews mandating Dutch entry kerbs for residential drop kerb conversions planning conditions and considers this through the Equality Act 2010.

Independent Oxford Alliance Amendment

~~Making Oxford a Truly Walkable City~~ **Making Oxford more Accessible to the Able and Disabled.**

Council notes

1. Oxford was recently named as the UK’s most walkable city, due to the small distances between key tourist attractions.⁹

⁷ <https://hansard.parliament.uk/commons/2023-03-13/debates/4479BB2C-49BD-47FD-9C76-5149A8A12DF7/PavementParking>

⁸ <https://www.lambeth.gov.uk/streets-roads-transport/lambeth-kerbside-strategy>

2. The 2021 Census showed that 22% of Oxford residents walk to work, making walking the modal choice for more commuting residents than cycling at 17% or bus at 15%.¹⁰
3. Studies show walking significantly improves both physical and mental health outcomes, and promotes longer and higher quality lives.¹¹
4. ~~Research suggests lower income households – over-represented by ‘female heads of house, children, young and older people, black and minority ethnic (BME) and disabled people’ – rely on walking more often due to not owning a car.~~ **Research indicates that lower-income households, particularly those headed by women, families with children, the elderly, and marginalized groups such as Black and Minority Ethnic (BME) individuals and disabled people, are disproportionately reliant on walking as a primary mode of transportation. This trend is often driven by several intersecting factors, including the lack of car ownership, the unaffordability of adequate public transport options, and the inadequate provision of transit services in their neighbourhoods.**
5. There are inexpensive walking-related initiatives across Oxfordshire which have been successful, such as Oxford’s health walks and Bicester Blue Lines.¹²
6. Whilst some things which improve the pedestrian experience are County responsibilities there are others which the City Council has sole or joint responsibility for, such as new benches, water fountains, public toilets, and wayfinding.
7. The City Council could require **new** residential dropped kerbs to be “Dutch style” entry kerbs, **maintaining a flat even pavement while providing a gentler entry/exit angle onto other surfaces making access easier for wheelchair users and mobility scooters.** ~~which keeps pavements flat and easier for wheelchair users.~~
8. Mapping work in London has provided councils with excellent dynamic local maps, allowing residents and visitors to walk more easily.¹³
9. Pavement Parking is frequently named as one of the key issues facing pedestrians and wheelchair **and mobility scooter** users. **The** Government commissioned a report into this in 2020, and despite written questions and a debate, the results have not been published.¹⁴
10. Lambeth has pioneered an innovative “Kerbside Strategy” which prioritises walking, street trees, benches, and local businesses and will reallocate 25% of kerbside space to people.¹⁵

Council believes

1. Despite Oxford being a relatively small city with strong walking potential, the experience of walking or wheeling around the city needs urgent improvement.
2. We could build on Oxford’s small size and strong reputation for walking to have a cohesive strategy to improve the pedestrian experience for everyone - and this

⁹ <https://www.timeout.com/uk/news/the-uks-10-most-walkable-cities-have-been-revealed-052724#:~:text=Named%20the%20UK's%20most%20walkable,them%20in%20just%2022%20minutes.>

¹⁰ <https://www.oxford.gov.uk/news/article/883/majority-of-oxford-residents-commute-using-active-travel-or-public-transport-new-census-data-shows>

¹¹ <https://www.nhs.uk/live-well/exercise/walking-for-health/>

¹² <https://www.cherwell.gov.uk/downloads/download/1154/health-routes-in-bicester>

¹³ <https://footways.london/>

¹⁴ <https://hansard.parliament.uk/commons/2023-03-13/debates/4479BB2C-49BD-47FD-9C76-5149A8A12DF7/PavementParking>

¹⁵ <https://www.lambeth.gov.uk/streets-roads-transport/lambeth-kerbside-strategy>

would be relatively inexpensive to do with enormous health and wellness benefits.

Council resolves:

1. Noting that there could be financial and resourcing implications, meaning that implementation would be subject to a cabinet report setting out those implications, To request the Cabinet Member for Healthy Oxford:
 - a. discuss with officers the designing of a plan for improving walking in Oxford, based on local knowledge and existing research.
 - b. Works with the Cabinet Member for Zero Carbon and the Cabinet Member for Culture and officers to create a walkable map of Oxford for tourists and locals alike.
 - c. Writes to the new Transport Minister on behalf of Oxford City Council, urging rapid release of the 2020 pavement parking consultation
 - d. Proposes the idea of a “Kerbside Strategy for Oxford” to the County Council.
 2. To request the Cabinet Member for Finance and Asset Management reviews opportunities to invest in public infrastructure to improve the city’s walkability to enable bids in the budget process.
 3. To request the Cabinet Member for Planning reviews mandating Dutch entry kerbs for residential drop kerb conversions planning conditions and considers this through the Equality Act 2010.
-

If amended, the motion would read:

Making Oxford more Accessible to the Able and Disabled.

Council notes

1. Oxford was recently named as the UK’s most walkable city, due to the small distances between key tourist attractions.¹⁶
2. The 2021 Census showed that 22% of Oxford residents walk to work, making walking the modal choice for more commuting residents than cycling at 17% or bus at 15%.¹⁷
3. Studies show walking significantly improves both physical and mental health outcomes, and promotes longer and higher quality lives.¹⁸
4. Research indicates that lower-income households, particularly those headed by women, families with children, the elderly, and marginalized groups such as Black and Minority Ethnic (BME) individuals and disabled people, are disproportionately reliant on walking as a primary mode of transportation. This trend is often driven by several intersecting factors, including the lack of car ownership, the unaffordability of adequate public transport options, and the inadequate provision of transit services in their neighbourhoods.
5. There are inexpensive walking-related initiatives across Oxfordshire which have been successful, such as Oxford’s health walks and Bicester Blue Lines.¹⁹

¹⁶ <https://www.timeout.com/uk/news/the-uks-10-most-walkable-cities-have-been-revealed-052724#:~:text=Named%20the%20UK's%20most%20walkable,them%20in%20just%2022%20minutes.>

¹⁷ <https://www.oxford.gov.uk/news/article/883/majority-of-oxford-residents-commute-using-active-travel-or-public-transport-new-census-data-shows>

¹⁸ <https://www.nhs.uk/live-well/exercise/walking-for-health/>

6. Whilst some things which improve the pedestrian experience are County responsibilities there are others which the City Council has sole or joint responsibility for, such as new benches, water fountains, public toilets, and wayfinding.
7. The City Council could require new residential dropped kerbs to be “Dutch style” entry kerbs, maintaining a flat even pavement while providing a gentler entry/exit angle onto other surfaces making access easier for wheelchair users and mobility scooters.
8. Mapping work in London has provided councils with excellent dynamic local maps, allowing residents and visitors to walk more easily.²⁰
9. Pavement Parking is frequently named as one of the key issues facing pedestrians and wheelchair and mobility scooter users. The Government commissioned a report into this in 2020, and despite written questions and a debate, the results have not been published.²¹
10. Lambeth has pioneered an innovative “Kerbside Strategy” which prioritises walking, street trees, benches, and local businesses and will reallocate 25% of kerbside space to people.²²

Council believes

1. Despite Oxford being a relatively small city with strong walking potential, the experience of walking or wheeling around the city needs urgent improvement.
2. We could build on Oxford’s small size and strong reputation for walking to have a cohesive strategy to improve the pedestrian experience for everyone - and this would be relatively inexpensive to do with enormous health and wellness benefits.

Council resolves:

1. Noting that there could be financial and resourcing implications, meaning that implementation would be subject to a cabinet report setting out those implications, To request the Cabinet Member for Healthy Oxford:
 - a. discuss with officers the designing of a plan for improving walking in Oxford, based on local knowledge and existing research.
 - b. Works with the Cabinet Member for Zero Carbon and the Cabinet Member for Culture and officers to create a walkable map of Oxford for tourists and locals alike.
 - c. Writes to the new Transport Minister on behalf of Oxford City Council, urging rapid release of the 2020 pavement parking consultation
 - d. Proposes the idea of a “Kerbside Strategy for Oxford” to the County Council.
2. To request the Cabinet Member for Finance and Asset Management reviews opportunities to invest in public infrastructure to improve the city’s walkability to enable bids in the budget process.
3. To request the Cabinet Member for Planning reviews mandating Dutch entry kerbs for residential drop kerb conversions planning conditions and considers this through the Equality Act 2010.

¹⁹ <https://www.cherwell.gov.uk/downloads/download/1154/health-routes-in-bicester>

²⁰ <https://footways.london/>

²¹ <https://hansard.parliament.uk/commons/2023-03-13/debates/4479BB2C-49BD-47FD-9C76-5149A8A12DF7/PavementParking>

²² <https://www.lambeth.gov.uk/streets-roads-transport/lambeth-kerbside-strategy>

Labour Group Amendment

Council notes

1. Oxford was recently named as the UK's most walkable city, ~~due to the small distances between key tourist attractions.~~²³
2. The 2021 Census showed that 22% of Oxford residents walk to work, making walking the modal choice for more commuting residents than cycling at 17% or bus at 15%.²⁴
3. Studies show walking significantly improves both physical and mental health outcomes, ~~and promotes longer and higher quality lives.~~²⁵
4. Research suggests lower income households - over-represented by 'female heads of house, children, young and older people, black and minority ethnic (BME) and disabled people' - rely on walking more often due to not owning a car.²⁶
5. There are inexpensive walking-related initiatives across Oxfordshire which have been successful, ~~such as Oxford's health walks and Bicester Blue Lines.~~
6. ~~Whilst some things which improve the pedestrian experience are County responsibilities there are others which the City Council has sole or joint responsibility for, such as new benches, water fountains, public toilets, and wayfinding.~~
7. The City Council could require residential dropped kerbs to be "Dutch style" entry kerbs, which keeps pavements flat and easier for wheelchair users.
8. Mapping work in London has provided councils with ~~excellent~~ dynamic local maps, allowing residents and visitors to walk more easily.²⁷
9. Pavement Parking is ~~frequently~~ named as one of the key issues facing pedestrians and wheelchair users. Government commissioned a report into this in 2020, and despite written questions and a debate, the results have not been published.²⁸
10. Lambeth has pioneered an innovative "Kerbside Strategy" which prioritises walking, ~~street trees, benches, and local businesses~~ and will reallocate 25% of kerbside space to people.²⁹
11. Residents are deterred from walking at night when inadequate street lighting makes them feel unsafe
12. When hedges and verges overgrow pavements, this deters pedestrians.
13. Walking is often closely linked to use of public transport and when bus routes are lost or made more challenging to use, this further deters pedestrians.

Council believes

1. ~~Despite Oxford being a relatively small city with strong walking potential,~~ the experience of walking or wheeling around ~~the~~ our city needs urgent improvement.

²³ <https://www.timeout.com/uk/news/the-uks-10-most-walkable-cities-have-been-revealed-052724#:~:text=Named%20the%20UK's%20most%20walkable,them%20in%20just%2022%20minutes.>

²⁴ <https://www.oxford.gov.uk/news/article/883/majority-of-oxford-residents-commute-using-active-travel-or-public-transport-new-census-data-shows>

²⁵ <https://www.nhs.uk/live-well/exercise/walking-for-health/>

²⁶

https://assets.publishing.service.gov.uk/media/5c828f80ed915d07c9e363f7/future_of_mobility_access.pdf

²⁷ <https://footways.london/>

²⁸ <https://hansard.parliament.uk/commons/2023-03-13/debates/4479BB2C-49BD-47FD-9C76-5149A8A12DF7/PavementParking>

²⁹ <https://www.lambeth.gov.uk/streets-roads-transport/lambeth-kerbside-strategy>

2. We could build on Oxford's small size and strong reputation for walking to have a cohesive strategy to improve the pedestrian experience for everyone ~~–and this would be relatively inexpensive to do with enormous health and wellness benefits.~~

Council resolves:

1. Noting ~~that there could be~~ the financial and resourcing implications, meanings that implementation would be subject to a cabinet report setting them out those implications, To request the Cabinet Member for Healthy Oxford:
 - a. discuss with officers the designing of a plan for improving walking in Oxford, ~~based on local knowledge and existing research.~~
 - b. Works with the Cabinet Member for Zero Carbon and the Cabinet Member for Culture and officers to create a walkable map of Oxford for tourists and locals alike.
 - c. Writes to the new Transport Minister on behalf of Oxford City Council, urging rapid release of the 2020 pavement parking consultation
 - d. Proposes the idea of a "Kerbside Strategy for Oxford" to the County Council.
 - e. **Writes to the relevant County Council cabinet members asking them to review their policies on hedge and verge cutting, to abandon their ideas on reducing street lighting, and to put in safe crossings where bus stops in the City can only be reached by crossing 40mph roads.**
 2. To request the Cabinet Member for Finance and Asset Management reviews opportunities to invest in public infrastructure to improve the city's walkability to enable bids in the budget process.
 3. To request the Cabinet Member for Planning reviews mandating Dutch entry kerbs for residential drop kerb conversions planning conditions and considers this through the Equality Act 2010
-

If amended, the motion would read:

Council notes

1. Oxford was recently named as the UK's most walkable city.³⁰
2. The 2021 Census showed that 22% of Oxford residents walk to work, making walking the modal choice for more commuting residents than cycling at 17% or bus at 15%.³¹
3. Studies show walking significantly improves both physical and mental health outcomes.³²
4. Research suggests lower income households - over-represented by 'female heads of house, children, young and older people, black and minority ethnic (BME) and disabled people' - rely on walking more often due to not owning a car.³³
5. There are inexpensive walking-related initiatives across Oxfordshire which have been successful.³⁴

³⁰ <https://www.timeout.com/uk/news/the-uks-10-most-walkable-cities-have-been-revealed-052724#:~:text=Named%20the%20UK's%20most%20walkable,them%20in%20just%2022%20minutes.>

³¹ <https://www.oxford.gov.uk/news/article/883/majority-of-oxford-residents-commute-using-active-travel-or-public-transport-new-census-data-shows>

³² <https://www.nhs.uk/live-well/exercise/walking-for-health/>

³³

[https://assets.publishing.service.gov.uk/media/5c828f80ed915d07c9e363f7/future_of_mobility_access.p
df](https://assets.publishing.service.gov.uk/media/5c828f80ed915d07c9e363f7/future_of_mobility_access.pdf)

³⁴ <https://www.cherwell.gov.uk/downloads/download/1154/health-routes-in-bicester>

6. The City Council could require residential dropped kerbs to be “Dutch style” entry kerbs, which keeps pavements flat and easier for wheelchair users.
7. Mapping work in London has provided councils with dynamic local maps, allowing residents and visitors to walk more easily.³⁵
8. Pavement Parking is named as one of the key issues facing pedestrians and wheelchair users. Government commissioned a report into this in 2020, and despite written questions and a debate, the results have not been published.³⁶
9. Lambeth has pioneered an innovative “Kerbside Strategy” which prioritises walking and will reallocate 25% of kerbside space to people.³⁷
10. Residents are deterred from walking at night when inadequate street lighting makes them feel unsafe
11. When hedges and verges overgrow pavements, this deters pedestrians.
12. Walking is often closely linked to use of public transport and when bus routes are lost or made more challenging to use, this further deters pedestrians

Council believes

1. The experience of walking or wheeling around our city needs urgent improvement.
2. We could build on Oxford’s strong reputation for walking to have a cohesive strategy to improve the pedestrian experience for everyone.

Council resolves:

1. Noting the financial and resourcing implications, means that implementation would be subject to a cabinet report setting them out, To request the Cabinet Member for Healthy Oxford:
 - a. discuss with officers the designing of a plan for improving walking in Oxford.
 - b. Works with other Cabinet Members and officers to create a walkable map of Oxford for tourists and locals alike.
 - c. Writes to the new Transport Minister, urging rapid release of the 2020 pavement parking consultation
 - d. Proposes the idea of a “Kerbside Strategy for Oxford” to the County Council.
 - e. Writes to the relevant County Council cabinet members asking them to review their policies on hedge and verge cutting, to abandon their ideas on reducing street lighting, and to put in safe crossings where bus stops in the City can only be reached by crossing 40mph roads.
2. To request the Cabinet Member for Finance and Asset Management reviews opportunities to invest in public infrastructure to improve the city’s walkability to enable bids in the budget process.
3. To request the Cabinet Member for Planning reviews mandating Dutch entry kerbs for residential drop kerb conversions planning conditions and considers this through the Equality Act 2010.

b) Zero Emission Zone (Proposed by Cllr. David Henwood, Seconded by Cllr. Ian Yeatman) [Amendment Proposed by Cllr. Chris Snowton, Seconded by Cllr. Laurence Fouweather]

³⁵ <https://footways.london/>

³⁶ <https://hansard.parliament.uk/commons/2023-03-13/debates/4479BB2C-49BD-47FD-9C76-5149A8A12DF7/PavementParking>

³⁷ <https://www.lambeth.gov.uk/streets-roads-transport/lambeth-kerbside-strategy>

Independent Oxford Alliance Group Motion

In February 2024, Oxfordshire County Council committed to spending £5.2m³⁸ developing plans to expand Oxford's existing Zero Emission Zone (ZEE). Although previously agreed in principle as part of the Central Oxfordshire Travel Plan³⁹, Oxfordshire County Council has not yet committed to proceeding with the ZEE expansion.⁴⁰

Each year, Oxford City Council produces an Air Quality Annual Status Report (AQASR)⁴¹. The report includes a detailed account of NO₂ pollution levels, across numerous monitoring stations in Oxford and surrounding areas in the preceding year. The report also includes a commentary and analysis of themes relating to NO₂ pollution in Oxford, such as the impact of the current ZEE and Low Traffic Neighbourhoods on NO₂ pollution levels.

Given the current development work taking place by Oxfordshire County Council in relation to the planned ZEE expansion, it could be useful to draw on the insights collected as part of the AQASR publication process to produce an in-depth analysis of NO₂ pollution levels in the planned ZEE expansion zone.

Oxford City Council's policy on NO₂ pollution is that the local annual mean NO₂ target for Oxford should be 30 µg/m³ by 2025⁴², which reflects "step two" of the WHO's updated interim target for NO₂.

Oxford City Council notes that Oxford is currently in the process of taking delivery of numerous new electric buses, which have the potential to significantly reduce pollution in and around Oxford city centre⁴³.

The Council:

- Believes it would be useful for Oxford City Council to publish a (non-statutory) supplement to its already-published 2023 AQASR. This supplement would help provide the public with the council's baseline analysis of NO₂ pollution levels in the planned ZEE expansion zone, reusing existing data.
- Further believes that subsequent AQASRs should also include an in-depth analysis of NO₂ pollution levels in the planned ZEE expansion zone.
- Collectively, these analyses would assist Oxford City Council in deciding whether – in the council's view – the ZEE expansion remains objectively justified as a policy that the City Council should continue to endorse.

38

<https://mycouncil.oxfordshire.gov.uk/documents/s70023/Section%205.4%20Capital%20Programme%20Council%20Feb%2024.pdf>

³⁹ <https://mycouncil.oxfordshire.gov.uk/ieDecisionDetails.aspx?AllId=26981>

⁴⁰ www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/city-centre-zee#:~:text=A%20small%20pilot%20ZEE%20became,assessments%2C%20engagement%20and%20formal%20consultation

⁴¹ www.oxford.gov.uk/air-quality-data/air-quality-annual-status-reports

⁴² www.oxford.gov.uk/air-quality-management/air-quality-action-plan

⁴³ www.oxford.gov.uk/news/article/1394/oxford-launches-major-all-electric-city-bus-fleet

The Council therefore request that Cabinet ask those officers responsible for producing the Oxford City Council's AQASR to:

- Publish a supplement to 2023 AQASR (within three months of the date of this motion), which includes a detailed data table setting out the verified average NO₂ pollution levels between 2019 and 2023, for each pollution monitoring station within the proposed ZEZ expansion zone.
- To provide equivalent data in the 2024 AQASR, and in future years.
- To ensure this data is accompanied by a detailed analysis of recent NO₂ pollution trends within the planned ZEZ expansion zone, where reasonably possible, including an analysis of whether NO₂ pollution within the proposed ZEZ expansion zone have yet fallen to Oxford City Council's 30µg/m³ by 2025 target.

Council also asks Cabinet to consider not taking any decision about revenue and cost sharing arrangements with Oxfordshire County Council beyond the one agreed for the pilot (should they come forward) until the initial ZEZ pollution analysis has been completed.

Liberal Democrat Group Amendment

In February 2024, Oxfordshire County Council ~~committed to spending £5.2m developing plans to expand~~ **budgeted up to £5.2m for expansion of** Oxford's existing Zero Emission Zone (ZEZ) **which it intends to encourage switching to zero- and low-emission vehicles (considering both pollutants and carbon emissions) as well as encouraging other positive changes to travel behaviour.** Although previously agreed in principle as part of the Central Oxfordshire Travel Plan⁴⁴, Oxfordshire County Council has not yet committed to proceeding with the ZEZ expansion.⁴⁵

Each year, Oxford City Council produces an Air Quality Annual Status Report (AQASR).⁴⁶ ~~The report includes a detailed account of NO₂ pollution levels~~ **The report includes a detailed account of pollution levels (including NO₂, particulate matter and ozone),** across numerous monitoring stations in Oxford and surrounding areas in the preceding year. The report also includes a commentary and analysis of themes relating to NO₂ pollution in Oxford, such as the impact of the current ZEZ and Low Traffic Neighbourhoods on NO₂ pollution levels.

Given the current development work taking place by Oxfordshire County Council in relation to the planned ZEZ expansion, it could be useful to draw on the insights collected as part of the AQASR publication process to produce an in-depth analysis of NO₂ pollution levels in the planned ZEZ expansion zone.

⁴⁴ <https://mycouncil.oxfordshire.gov.uk/ieDecisionDetails.aspx?AllId=26981>

⁴⁵ <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/city-centre-zez#:~:text=A%20small%20pilot%20ZEZ%20became,assessments%2C%20engagement%20and%20formal%20consultation>

⁴⁶ <https://www.oxford.gov.uk/air-quality-data/air-quality-annual-status-reports>

Oxford City Council's policy on NO₂ pollution is that the local annual mean NO₂ target for Oxford should be 30 µg/m³ by 2025⁴⁷, which reflects "step two" of the WHO's updated interim target for NO₂.

Oxford City Council notes that Oxford is currently in the process of taking delivery of numerous new electric buses, which have the potential to significantly reduce pollution in and around Oxford city centre.⁴⁸

The Council:

- Believes it would be useful for Oxford City Council to publish a (non-statutory) supplement to its already-published 2023 AQASR. This supplement would help provide the public with the council's baseline analysis of NO₂ pollution levels in the planned ZEZ expansion zone, reusing existing data.
- Further believes that subsequent AQASRs should also include an in-depth analysis of NO₂ pollution levels in the planned ZEZ expansion zone.
- Collectively, these analyses, **taken together with projected carbon emission impact, projected effects on travel behaviour and other relevant considerations**, would assist Oxford City Council in deciding whether – in the council's view – the ZEZ expansion remains objectively justified as a policy that the City Council should continue to endorse.

Council therefore request that Cabinet ask those officers responsible for producing the Oxford City Council's AQASR to:

- Publish a supplement to 2023 AQASR (within three months of the date of this motion), which includes a detailed data table setting out the verified average NO₂ pollution levels between 2019 and 2023, for each pollution monitoring station within the proposed ZEZ expansion zone.
- To provide equivalent data in the 2024 AQASR, and in future years.
- To ensure this data is accompanied by a detailed analysis of recent NO₂ pollution trends within the planned ZEZ expansion zone, where reasonably possible, including an analysis of whether NO₂ pollution within the proposed ZEZ expansion zone have yet fallen to Oxford City Council's 30µg/m³ by 2025 target.

~~Council also asks Cabinet to consider not taking any decision about revenue and cost sharing arrangements with Oxfordshire County Council beyond the one agreed for the pilot (should they come forward) until the initial ZEZ pollution analysis has been completed.~~

If amended, the motion would read:

In February 2024, Oxfordshire County Council budgeted up to £5.2m for expansion of Oxford's existing Zero Emission Zone (ZEZ), which it intends to encourage switching to zero and low-emission vehicles (considering both pollutants and carbon emissions), as well as encouraging other positive changes to travel behaviour. Although previously

⁴⁷ <https://www.oxford.gov.uk/air-quality-management/air-quality-action-plan>

⁴⁸ <https://www.oxford.gov.uk/news/article/1394/oxford-launches-major-all-electric-city-bus-fleet>

agreed in principle as part of the Central Oxfordshire Travel Plan⁴⁹, Oxfordshire County Council has not yet committed to proceeding with the ZEZ expansion.⁵⁰

Each year, Oxford City Council produces an Air Quality Annual Status Report (AQASR).⁵¹ The report includes a detailed account of pollution levels (including NO₂, particulate matter and ozone), across numerous monitoring stations in Oxford and surrounding areas in the preceding year. The report also includes a commentary and analysis of themes relating to pollution in Oxford, such as the impact of the current ZEZ and Low Traffic Neighbourhoods on pollution levels.

Given the current development work taking place by Oxfordshire County Council in relation to the planned ZEZ expansion, it could be useful to draw on the insights collected as part of the AQASR publication process to produce an in-depth analysis of pollution levels in the planned ZEZ expansion zone.

Oxford City Council's policy on NO₂ pollution is that the local annual mean NO₂ target for Oxford should be 30 µg/m³ by 2025⁵², which reflects "step two" of the WHO's updated interim target for NO₂.

Oxford City Council notes that Oxford is currently in the process of taking delivery of numerous new electric buses, which have the potential to significantly reduce pollution in and around Oxford city centre.⁵³

The Council:

- Believes it would be useful for Oxford City Council to publish a (non-statutory) supplement to its already-published 2023 AQASR. This supplement would help provide the public with the council's baseline analysis of pollution levels in the planned ZEZ expansion zone, reusing existing data.
- Further believes that subsequent AQASRs should also include an in-depth analysis of pollution levels in the planned ZEZ expansion zone.
- Collectively, these analyses, taken together with projected carbon emission impact, projected effects on travel behaviour and other relevant considerations, would assist Oxford City Council in deciding whether – in the council's view – the ZEZ expansion remains objectively justified as a policy that the City Council should continue to endorse, subject to a report from Cabinet with implications for finances and resources.

The Council therefore request that Cabinet ask those officers responsible for producing the Oxford City Council's AQASR to:

- Publish a supplement to 2023 AQASR (within three months of the date of this motion), which includes a detailed data table setting out the verified average pollution levels between 2019 and 2023, for each pollution monitoring station within the proposed ZEZ expansion zone.

⁴⁹ <https://mycouncil.oxfordshire.gov.uk/ieDecisionDetails.aspx?AllId=26981>

⁵⁰ <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/city-centre-zez#:~:text=A%20small%20pilot%20ZEZ%20became,assessments%2C%20engagement%20and%20formal%20consultation>

⁵¹ <https://www.oxford.gov.uk/air-quality-data/air-quality-annual-status-reports>

⁵² <https://www.oxford.gov.uk/air-quality-management/air-quality-action-plan>

⁵³ <https://www.oxford.gov.uk/news/article/1394/oxford-launches-major-all-electric-city-bus-fleet>

- To provide equivalent data in the 2024 AQASR, and in future years.
- To ensure this data is accompanied by a detailed analysis of recent pollution trends within the planned ZEZ expansion zone, where reasonably possible, including an analysis of whether NO₂ pollution within the proposed ZEZ expansion zone have yet fallen to Oxford City Council's 30µg/m³ by 2025 target.

c) Promoting Free Shuttle Buses for Oxford (proposed by Cllr. Edward Mundy, Seconded by Cllr. Hosnieh Djafari-Marbini) [Amendment proposed by Cllr. Chris Smowton, Seconded by Cllr. Steve Goddard]

Oxford Community Independent Group Motion

Under our Local Plan we strive for an economy that works for all, this includes new jobs and employment sites, including at our hospitals.⁵⁴ But, where services do not meet new demands, we can worsen local inequalities and accessibility. Traffic congestion holds up all road users, including those on buses, and is an increased risk to vulnerable road users and pedestrians. Visitors to hospital often find journeys impacted by congestion, potentially missing appointments. Employees at our hospitals often do shift work, which can involve start and finish times very late and/or very early, when public buses are less frequent. Current hospital shuttles between John Radcliffe and Churchill have limited hours (Monday to Friday only) and are strictly for hospital staff only⁵⁵. The cost of living in Oxford has bitten particularly hard in recent years. With housing costs so high⁵⁶ many of our workers are commuting from local towns⁵⁷, where direct bus routes to hospitals may be rare or non-existent.

A way around this is to promote a new provision of shuttle buses. These should be starting at our Park and Ride (P&R) sites, for example Thornhill, and make direct journeys to John Radcliffe Hospital. A separate shuttle should be serving the hospitals along Old Road: Nuffield Orthopaedic Centre, Churchill Hospital and Warneford Hospital. These shuttles should be cashless, with no upfront costs to the traveller, providing a clear incentive to any visitor or employee at the sites to take the bus rather than drive the final couple of miles from the ring road. Due to minimal stopping at bus stops along the route the shuttles will have fast journey times and will provide very little competition with the key bus routes into the city. Oxford City Council will need to work with the transport authority at Oxfordshire County, local bus companies and local employment sites to get this approved and funded, but the benefits for all could be considerable. With success, the provision of shuttle buses could be extended to run from other P&R sites, including those run by Oxfordshire County Council.

This Council resolves to:

⁵⁴ <https://www.bbc.co.uk/news/uk-england-oxfordshire-68623948#:~:text=%22The%20site%20is%20badly%20served,commute%20by%20car%2C%20councillors%20heard.>

⁵⁵ <https://www.rdm.ox.ac.uk/intranet/contacts-and-maps/travel-between-the-john-radcliffe-and-churchill-hospitals>

⁵⁶ <https://www.oxfordmail.co.uk/news/24219343.oxford-housing-affordability-remains-unchanged-year/>

⁵⁷ <https://www.oxford.gov.uk/downloads/file/3580/exam-11---matter-2-action-point-2-response---hearings-note-1---commuting---updated-post-hearings>

- Ask the cabinet member for transport liaison, Cllr Upton, to write to the County Council cabinet member for transport, Cllr Gant:
 - o referencing our motion and expressing the need for new transport services to provide for hospital sites.
 - o Emphasising the important benefit of keeping the services free at the point of use. This is of most profound benefit to those on lowest incomes and gives the best incentive to use the service.
 - Ask the cabinet member for Transport, Cllr Upton, to liaise with the key relevant stake holders, including local bus company operators, the teams running our P&R sites, the County Council and the key sites (hospitals), for support and funding.
-

Liberal Democrat Group Amendment

Under our Local Plan we strive for an economy that works for all, this includes new jobs and employment sites, including at our hospitals.⁵⁸ But, where services do not meet new demands, we can worsen local inequalities and accessibility. Traffic congestion holds up all road users, including those on buses, and is an increased risk to vulnerable road users and pedestrians. Visitors to hospital often find journeys impacted by congestion,⁵⁹ potentially missing appointments. Employees at our hospitals often do shift work, which can involve start and finish times very late and/or very early, when public buses are less frequent. Current hospital shuttles between John Radcliffe and Churchill have limited hours (Monday to Friday only) and are strictly for hospital staff only.⁶⁰ The cost of living in Oxford has bitten particularly hard in recent years. With housing costs so high⁶¹ many of our workers are commuting from local towns, where direct bus routes to hospitals may be rare or non-existent.

A way around this is to promote a new provision of shuttle buses. These should be starting at our Park and Ride (P&R) sites, for example Thornhill, and make direct journeys to John Radcliffe Hospital. A separate shuttle should be serving the hospitals along Old Road: Nuffield Orthopaedic Centre, Churchill Hospital and Warneford Hospital. ~~These shuttles should be cashless~~ **These shuttles should be free to ride**, with no upfront costs to the traveller, providing a clear incentive to any visitor or employee at the sites to take the bus rather than drive the final couple of miles from the ring road. Due to minimal stopping at bus stops along the route the shuttles will have fast journey times and will provide very little competition with the key bus routes into the city. Oxford City Council will need to work with the transport authority at Oxfordshire County, local bus companies and local employment sites to get this approved and funded, but the benefits for all could be considerable. With success, the provision of shuttle buses

⁵⁸ <https://www.bbc.co.uk/news/uk-england-oxfordshire-68623948#:~:text=%22The%20site%20is%20badly%20served,commute%20by%20car%2C%20councillors%20heard.>

⁵⁹ <https://www.oxfordmail.co.uk/news/17998688.complaints-parking-congestion-oxford-hospitals/>
<https://www.bbc.co.uk/news/uk-england-oxfordshire-68623948#:~:text=%22The%20site%20is%20badly%20served,commute%20by%20car%2C%20councillors%20heard.>

⁶⁰ <https://www.rdm.ox.ac.uk/intranet/contacts-and-maps/travel-between-the-john-radcliffe-and-churchill-hospitals>

⁶¹ <https://www.oxfordmail.co.uk/news/24219343.oxford-housing-affordability-remains-unchanged-year/>

could be extended to run from other P&R sites, including those run by Oxfordshire County Council.

This Council resolves to:

- Ask the cabinet member for transport liaison, Cllr Upton, to write to the County Council cabinet member for transport, Cllr Gant:
 - referencing our motion and expressing the need for new transport services to provide for hospital sites.
 - Emphasising the important benefit of keeping the services free at the point of use. This is of most profound benefit to those on lowest incomes and gives the best incentive to use the service.
 - Ask the cabinet member for Transport, Cllr Upton, to liaise with the key relevant stake holders, including local bus company operators, the teams running our P&R sites, the County Council and the key sites (hospitals), for support and funding.
 - **Ask the Leader to write to the Transport Secretary expressing the pressing need for extra funding from central government to allow local authorities to deliver schemes such as those advocated in this motion.**
-

If approved, the motion would read:

Under our Local Plan we strive for an economy that works for all, this includes new jobs and employment sites, including at our hospitals.⁶² But, where services do not meet new demands, we can worsen local inequalities and accessibility. Traffic congestion holds up all road users, including those on buses, and is an increased risk to vulnerable road users and pedestrians. Visitors to hospital often find journeys impacted by congestion⁶³, potentially missing appointments. Employees at our hospitals often do shift work, which can involve start and finish times very late and/or very early, when public buses are less frequent. Current hospital shuttles between John Radcliffe and Churchill have limited hours (Monday to Friday only) and are strictly for hospital staff only.⁶⁴ The cost of living in Oxford has bitten particularly hard in recent years. With housing costs so high⁶⁵ many of our workers are commuting from local towns⁶⁶, where direct bus routes to hospitals may be rare or non-existent.

A way around this is to promote a new provision of shuttle buses. These should be starting at our Park and Ride (P&R) sites, for example Thornhill, and make direct journeys to John Radcliffe Hospital. A separate shuttle should be serving the hospitals along Old Road: Nuffield Orthopaedic Centre, Churchill Hospital and Warneford Hospital. These shuttles should be free to ride, with no upfront costs to the traveller, providing a clear incentive to any visitor or employee at the sites to take the bus rather than drive the final couple of miles from the ring road. Due to minimal stopping at bus

⁶² <https://www.bbc.co.uk/news/uk-england-oxfordshire-68623948#:~:text=%22The%20site%20is%20badly%20served,commute%20by%20car%2C%20councillors%20heard.>

⁶³ <https://www.oxfordmail.co.uk/news/17998688.complaints-parking-congestion-oxford-hospitals/>
<https://www.bbc.co.uk/news/uk-england-oxfordshire-68623948#:~:text=%22The%20site%20is%20badly%20served,commute%20by%20car%2C%20councillors%20heard.>

⁶⁴ <https://www.rdm.ox.ac.uk/intranet/contacts-and-maps/travel-between-the-john-radcliffe-and-churchill-hospitals>

⁶⁵ <https://www.oxfordmail.co.uk/news/24219343.oxford-housing-affordability-remains-unchanged-year/>

⁶⁶ <https://www.oxford.gov.uk/downloads/file/3580/exam-11---matter-2-action-point-2-response---hearings-note-1---commuting---updated-post-hearings>

stops along the route the shuttles will have fast journey times and will provide very little competition with the key bus routes into the city. Oxford City Council will need to work with the transport authority at Oxfordshire County, local bus companies and local employment sites to get this approved and funded, but the benefits for all could be considerable. With success, the provision of shuttle buses could be extended to run from other P&R sites, including those run by Oxfordshire County Council.

This Council resolves to:

- Ask the cabinet member for transport liaison, Cllr Upton, to write to the County Council cabinet member for transport, Cllr Gant:
 - referencing our motion and expressing the need for new transport services to provide for hospital sites.
 - Emphasising the important benefit of keeping the services free at the point of use. This is of most profound benefit to those on lowest incomes and gives the best incentive to use the service.
- Ask the cabinet member for Transport, Cllr Upton, to liaise with the key relevant stake holders, including local bus company operators, the teams running our P&R sites, the County Council and the key sites (hospitals), for support and funding.
- Ask the Leader to write to the Transport Secretary expressing the pressing need for extra funding from central government to allow local authorities to deliver schemes such as those advocated in this motion.

d) Impacts of Traffic filter on small businesses in Oxford (Proposed by Cllr. Sai Malik, Seconded by Cllr. Mohammed Azad) [Amendment Proposed by Cllr. David Henwood, Seconded by Cllr. Anne Stares] [Amendment Proposed by Cllr. Ed Turner, Seconded by Cllr. Anna Railton]

Real Independent Group Motion

The Council notes that Oxfordshire County Council refuses to commit to a thorough economic impact assessment of the likely effects of the traffic filters on Oxford's small business community, instead focusing solely on the dry data of just two metrics: Mastercard spend and footfall.

The City Council believes that these metrics fail to offer an accurate assessment of the economic impact on small businesses which would be better evaluated by reference to turnover, staff numbers and comprehensive face to face business forums.

This Council therefore resolves as follows:

- The request that the Leader of the Council bring forward for consideration by Cabinet proposals to commission and publish its own independent survey of Oxford's businesses with regard to the economic impact of the traffic filters with particular reference to businesses' turnover and staff numbers impact, mainly established via Oxford City Council-organised surveys and face-to-face business forums across the city, which will help the council properly understand the impact."
- That the Cabinet Member for Leader of the Council further commits to the Council working closely with existing Oxford small business groups in order to maximise the response of the survey.

Independent Oxford Alliance Group Amendment

The Council notes that Oxfordshire County Council refuses to commit to a thorough economic impact assessment of the likely effects of the traffic filters on Oxford's small business community, instead focusing solely on the dry data of just two metrics: Mastercard spend and footfall.

The City Council believes that these metrics fail to offer an accurate assessment of the economic impact on small businesses which would be better evaluated by reference to turnover, staff numbers and comprehensive face to face business forums.

This Council therefore resolves as follows:

- ~~The request that the Leader of the Council bring forward for consideration by Cabinet proposals to commission and publish its own independent survey of Oxford's businesses with regard to the economic impact of the traffic filters with particular reference to businesses' turnover and staff numbers impact, mainly established via Oxford City Council organised surveys and face-to-face business forums across the city, which will help the council properly understand the impact."~~ **In light of the ongoing implementation of traffic filters in Oxford, the Council requests the Leader of the Council to bring forth proposals to the Cabinet that would facilitate the commissioning and publication of an independent survey focused on the economic impact of these changes on local businesses. Such a survey would provide a comprehensive overview of how traffic filters influence key factors such as business turnover, employee retention, and customer accessibility. By leveraging insights from Oxford City Council-organised surveys and engaging in face-to-face business forums across the city, the Council can gain a nuanced understanding of the realities businesses face under the new traffic regulations. This proactive approach will not only help to identify challenges but also highlight potential areas for support and improvement, ensuring that the voices of local business owners are prioritized in the assessment process.**
 - That the Cabinet Member for Leader of the Council further commits to the Council working closely with existing Oxford small business groups in order to maximise the response of the survey.
-

If amended, the motion would read:

The Council notes that Oxfordshire County Council refuses to commit to a thorough economic impact assessment of the likely effects of the traffic filters on Oxford's small business community, instead focusing solely on the dry data of just two metrics: Mastercard spend and footfall.

The City Council believes that these metrics fail to offer an accurate assessment of the economic impact on small businesses which would be better evaluated by reference to turnover, staff numbers and comprehensive face to face business forums.

This Council therefore resolves as follows:

- In light of the ongoing implementation of traffic filters in Oxford, the Council requests the Leader of the Council to forth proposals to the Cabinet that would facilitate the commissioning and publication of an independent survey focused on the economic impact of these changes on local businesses. Such a survey would provide a comprehensive overview of how traffic filters influence key factors such as business turnover, employee retention, and customer accessibility. By leveraging insights from Oxford City Council-

organised surveys and engaging in face-to-face business forums across the city, the Council can gain a nuanced understanding of the realities businesses face under the new traffic regulations. This proactive approach will not only help to identify challenges but also highlight potential areas for support and improvement, ensuring that the voices of local business owners are prioritized in the assessment process.

- That the Cabinet Member for Leader of the Council further commits to the Council working closely with existing Oxford small business groups in order to maximise the response of the survey.
-

Labour Group Amendment

The Council notes that Oxfordshire County Council refuses to commit to a thorough economic impact assessment of the likely effects of the traffic filters on Oxford's small business community, instead focusing solely on the dry data of just two metrics: Mastercard spend and footfall.

The City Council believes that these metrics fail to offer an accurate assessment of the economic impact on small businesses which would be better evaluated by reference to turnover, staff numbers and comprehensive face to face business forums.

This Council therefore resolves as follows:

- The request that the Leader of the Council bring forward for consideration by Cabinet proposals to commission and publish its own independent survey of Oxford's businesses with regard to the economic impact of the traffic filters, **funded by Oxfordshire County Council**, with particular reference to businesses' turnover and staff numbers impact, mainly established via Oxford City Council-organised surveys and face-to-face business forums across the city, which will help the council properly understand the impact."
 - That the Cabinet Member for Leader of the Council further commits to the Council working closely with existing Oxford small business groups in order to maximise the response of the survey.
-

If amended, the motion would read:

The Council notes that Oxfordshire County Council refuses to commit to a thorough economic impact assessment of the likely effects of the traffic filters on Oxford's small business community, instead focusing solely on the dry data of just two metrics: Mastercard spend and footfall.

The City Council believes that these metrics fail to offer an accurate assessment of the economic impact on small businesses which would be better evaluated by reference to turnover, staff numbers and comprehensive face to face business forums.

This Council therefore resolves as follows:

- The request that the Leader of the Council bring forward for consideration by Cabinet proposals to commission and publish its own independent survey of Oxford's businesses with regard to the economic impact of the traffic filters,

funded by Oxfordshire County Council, with particular reference to businesses' turnover and staff numbers impact, mainly established via Oxford City Council-organised surveys and face-to-face business forums across the city, which will help the council properly understand the impact."

- That the Cabinet Member for Leader of the Council further commits to the Council working closely with existing Oxford small business groups in order to maximise the response of the survey.

e) Keep Oxfordshire's Street Lights On (Proposed by Cllr. Lubna Arshad, Seconded by Cllr Jemima Hunt)

Labour Group Motion

Council notes:

- Well-lit streets are a key component to our community's safety, security, and well-being.
- According to the Royal Society for the Prevention of Accidents, an approximate [40% of all vehicle collisions occur at night time](#). Residents in nearby [Warwickshire](#) and [Northamptonshire](#), where street lights have been off for some years in the early hours, have reported feeling less safe at night due to the change.
- The Liberal Democrat and Green Party-led Oxfordshire County Council want to turn out street lights across the county at 11pm, with some exceptions as detailed [here](#). If implemented, this decision would be carried out with just a week's notice being given to the general public, and with no opportunity for them to make their views heard.
- The petition against the County Council's proposals [here](#) has garnered over 300 signatures since Monday 11 November - and rising.
- Although the County Council conducted an Equality Impact Assessment, they have failed to address how this policy will impact women specifically, nor have they consulted Oxford City Council's Safer Streets lead.

Council believes:

- Every resident in Oxfordshire has the right to feel safe in their community.
- Darkened streets create an environment that fosters antisocial behaviour and crime, putting our most vulnerable residents at increased risk.⁶⁷
- The County Council's proposals would have a detrimental and disproportionate impact on women and girls, as well as all those who work unsocial hours including those in the NHS, hospitality, and retail, carers, cyclists, and pedestrians.⁶⁸
- These proposals also disregard public safety concerns raised in the Violence Against Women and Girls agenda, ignoring both actual and perceived risks.⁶⁹

⁶⁷<https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/perceptionsofpersonalsafetyandexperiencesofharassmentgreatbritain/2to27june2021>

⁶⁸https://popcenter.asu.edu/sites/default/files/137-painter-the_impact_of_street_lighting_on_crime_fear_an.pdf

⁶⁹https://assets.publishing.service.gov.uk/media/6194d05bd3bf7f054f43e011/Tackling_Violence_Against_Women_and_Girls_Strategy_-_July_2021.pdf

f) A City Centre Play Park for Children (Proposed by Cllr. Katherine Miles, Seconded by Cllr. Emily Kerr)

Liberal Democrat Group Motion

There are no children's public play areas within a kilometre's walk of Oxford City Centre, this is despite 87 play areas and recreation grounds in the wider city.⁷⁰ There is an urgent need to address this lack of public space catering for children in the city centre where 14% of the population⁷¹ is estimated to be aged between 0–14 years old and many more children visit from the wider county and beyond as tourists.

Providing a welcoming city centre space for children will be a step for Oxford to become a child friendly and inclusive city in order to promote both child rights and child wellbeing. The UN Convention on the Rights of the Child sets out the principle that governments respect, protect and fulfil the right to play of all children through legislation, planning and budgets. Moreover, child's play is essential for child development and resilience building. Indeed, in mainland Europe, play equipment for all ages of children is an integral part of any public square in city centres. Play space for children also brings commercial benefits for the city, as people with children will see the city centre as a welcoming destination to spend time and money, boosting our local economy. This is because evidence indicates well-planned improvements to public spaces within town centres can boost commercial trading by up to 40 per cent and generate significant private sector investment.⁷² Moreover, every £1 invested in an adventure playground generates an estimated £1.32 in social benefit.⁷³

If public realm improvements are proposed as part of the Central Oxford Movement and Place Framework, there is a golden opportunity to transform the city centre into a welcoming accessible space for children. The lack of child friendly public space can specifically be addressed by the incorporation of an inclusive, accessible play area for children such as in St Giles, and incorporating temporary play features in Broad Street or elsewhere; and gathering feedback on proposals with children of all ages. Doing so will make the city centre a more inclusive public place for children and their caregivers. A recent call for a playspace in the city centre has gathered support from local residents in the form of a petition. Responding to this is an opportunity for the City Council to commit to ensure that the public spaces in the Oxford city centre address the needs of children and are inclusive and child friendly.

Therefore this Council commits to:

1. Coordinate with the County Council to seek inclusion of an accessible children's play area in options for the public realm improvements in the city centre as part of the Central Oxfordshire Movement and Place Framework;
2. Request that the County Council undertake meaningful engagement with children in its design; and
3. Request a report to Cabinet on the option and financial and resource implication to the Council of integrating or creating supplementary design guidance on planning for children and child's play provision to ensure that the city's urban planning policies are child-friendly.

⁷⁰ https://www.oxford.gov.uk/info/20229/leisure_and_sports_locations/635/play_areas_and_recreation_grounds

⁷¹ https://www.oxford.gov.uk/downloads/file/8288/census_2021_population_and_household_estimates_summary_report

⁷² <https://www.designcouncil.org.uk/fileadmin/uploads/dc/Documents/the-value-of-public-space1.pdf>

⁷³ <https://playwork.foundation/2022/08/22/10-reasons-to-continue-providing-adventure-playgrounds/>

g) Drug Consumption Rooms (Proposed by Cllr. Chris Jarvis, Seconded by Cllr. Max Morris) [Amendment proposed by Cllr. Simon Ottino, Seconded by Cllr. Naomi Waite]

Green Group Motion

Council notes

1. The number of people dying from drug poisoning has increased significantly across almost all regions of England and Wales between 1993 and 2023.⁷⁴
2. Oxford saw 16 drug related deaths in 2022, more than double than in the previous year.⁷⁵
3. Drug consumption rooms aim to prevent drug overdose deaths and connect people who use drugs with addiction treatment and other services.
4. In October 2024, the UK's first consumption room for drugs was opened in Glasgow, where people can take their own drugs under the supervision of trained health professionals.⁷⁶
5. The Glasgow facility is similar to those found in dozens of other cities across Europe, including Amsterdam, Brussels, Berlin, Luxembourg, Oslo and Paris.⁷⁷
6. In January 2022, in response to an address from a member of the public, the then cabinet member for Safer, Healthy Oxford said: 'Evidence such as that from The Society for the Study of Addiction shows that the benefits of drug consumption rooms outweigh the disbenefits', and that 'more work needs to be done in changing the views of the Home Office before agreeing to submit a request for permission to hold a trial'.⁷⁸

Council believes

1. Drug addiction and the associated risks should be treated as health, rather than criminal issues.
2. The long term solution to many social and health problems caused by drug use will be solved through ending the criminalisation of recreational drugs.
3. In the meantime, safe drug consumption rooms are a public health approach which can minimise harm caused by drug use and addiction.
4. The election of a new government in Westminster - and therefore the appointment of a new home secretary - opens fresh opportunities for more evidence based and appropriate policy initiatives on issues like drug use and addiction.

Council resolves

1. **To request that the leader of the council write to the County Council and request that they support the principle of safe drug consumption rooms as a public health measure for drug addiction and use.**

⁷⁴

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/deathsrelatedtodrugpoisoninginenglandandwales/2023registrations>

⁷⁵ <https://www.oxfordmail.co.uk/news/24008062.drug-related-deaths-recorded-oxford-last-year/>

⁷⁶ <https://www.bbc.co.uk/news/uk-scotland-66929385>

⁷⁷ https://www.euda.europa.eu/publications/mini-guides/health-and-social-responses-drug-consumption-rooms_en

⁷⁸

<https://mycouncil.oxford.gov.uk/documents/s65527/Public%20questions%20and%20addresses%20for%20minutes.docx?CT=2>

2. To request the leader of the council and the cabinet member for safer Oxford write to the home secretary requesting that she allow local authorities - including Oxford - to establish trials of drug consumption rooms.
-

Labour Group Amendment

Council notes

1. The number of people dying from drug poisoning has increased significantly across almost all regions of England and Wales between 1993 and 2023.⁷⁹
2. Oxford saw 16 drug related deaths in 2022, more than double than in the previous year.⁸⁰
3. Drug consumption rooms aim to prevent drug overdose deaths and connect people who use drugs with addiction treatment and other services.
4. In October 2024, the UK's first consumption room for drugs was opened in Glasgow, where people can take their own drugs under the supervision of trained health professionals.⁸¹
5. The Glasgow facility is similar to those found in dozens of other cities across Europe, including Amsterdam, Brussels, Berlin, Luxembourg, Oslo and Paris.⁸²
6. In January 2022, in response to an address from a member of the public, the then cabinet member for Safer, Healthy Oxford said: 'Evidence such as that from The Society for the Study of Addiction shows that the benefits of drug consumption rooms outweigh the disbenefits', and that 'more work needs to be done in changing the views of the Home Office before agreeing to submit a request for permission to hold a trial'.⁸³

Council believes

1. Drug addiction and the associated risks should be treated as health, rather than criminal issues.
2. The long term solution to many social and health problems caused by drug use will be solved through ending the criminalisation of recreational drugs.
3. In the meantime, safe drug consumption rooms are a public health approach which can minimise harm caused by drug use and addiction.
4. The election of a new government in Westminster - and therefore the appointment of a new home secretary - opens fresh opportunities for more evidence based and appropriate policy initiatives on issues like drug use and addiction.

Council resolves

1. To request that the leader of the council write to the County Council and request that they discuss **with Turning Point the key factors affecting harm minimisation in this City, including possible and practical support for** the principle of safe drug consumption rooms as a public health measure for drug addiction and use.

79

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/deathsrelatedtodrugpoisoninginenglandandwales/2023registrations>

⁸⁰ <https://www.oxfordmail.co.uk/news/24008062.drug-related-deaths-recorded-oxford-last-year/>

⁸¹ <https://www.bbc.co.uk/news/uk-scotland-66929385>

⁸² https://www.euda.europa.eu/publications/mini-guides/health-and-social-responses-drug-consumption-rooms_en

⁸³

<https://mycouncil.oxford.gov.uk/documents/s65527/Public%20questions%20and%20addresses%20for%20minutes.docx?CT=2>

2. To request the leader of the council and the cabinet member for safer Oxford write to the home secretary requesting that she allow local authorities - including Oxfordshire - to establish trials of drug consumption rooms.
-

If amended, the Motion would read:

Council notes

1. The number of people dying from drug poisoning has increased significantly across almost all regions of England and Wales between 1993 and 2023.⁸⁴
2. Oxford saw 16 drug related deaths in 2022, more than double than in the previous year.⁸⁵
3. Drug consumption rooms aim to prevent drug overdose deaths and connect people who use drugs with addiction treatment and other services.
4. In October 2024, the UK's first consumption room for drugs was opened in Glasgow, where people can take their own drugs under the supervision of trained health professionals.⁸⁶
5. The Glasgow facility is similar to those found in dozens of other cities across Europe, including Amsterdam, Brussels, Berlin, Luxembourg, Oslo and Paris.⁸⁷
6. In January 2022, in response to an address from a member of the public, the then cabinet member for Safer, Healthy Oxford said: 'Evidence such as that from The Society for the Study of Addiction shows that the benefits of drug consumption rooms outweigh the disbenefits', and that 'more work needs to be done in changing the views of the Home Office before agreeing to submit a request for permission to hold a trial'.⁸⁸

Council believes

1. Drug addiction and the associated risks should be treated as health, rather than criminal issues.
2. The long term solution to many social and health problems caused by drug use will be solved through ending the criminalisation of recreational drugs.
3. In the meantime, safe drug consumption rooms are a public health approach which can minimise harm caused by drug use and addiction.
4. The election of a new government in Westminster - and therefore the appointment of a new home secretary - opens fresh opportunities for more evidence based and appropriate policy initiatives on issues like drug use and addiction.

Council resolves

1. To request that the leader of the council write to the County Council and request that they discuss with Turning Point the key factors affecting harm minimisation

⁸⁴

<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/deathsrelatedtodrugpoisoninginenglandandwales/2023registrations>

⁸⁵ <https://www.oxfordmail.co.uk/news/24008062.drug-related-deaths-recorded-oxford-last-year/>

⁸⁶ <https://www.bbc.co.uk/news/uk-scotland-66929385>

⁸⁷ https://www.euda.europa.eu/publications/mini-guides/health-and-social-responses-drug-consumption-rooms_en

⁸⁸

<https://mycouncil.oxford.gov.uk/documents/s65527/Public%20questions%20and%20addresses%20for%20minutes.docx?CT=2>

- in this City, including possible and practical support for the principle of safe drug consumption rooms as a public health measure for drug addiction and use.
2. To request the leader of the council and the cabinet member for safer Oxford write to the home secretary requesting that she allow local authorities - including Oxfordshire - to establish trials of drug consumption rooms.

h) Decent and Genuinely Affordable Housing for All (Proposed by Cllr. Linda Smith, Seconded by Cllr. Ed Turner)

Labour Group Motion

Across the UK the shortage of housing⁸⁹ and uncontrolled increases in private sector rents⁹⁰ have led to ballooning costs for temporary accommodation. Those costs are so large that they are not just a threat to other council services, which will have to be cut to meet the bill, but they are putting the very existence of some local authorities in doubt. In Oxford, despite the best efforts of our officers, costs for temporary accommodation have risen five-fold to over £4m, out of a total Council budget of £28.6m.

The watering down of Local Plan housing targets by Rishi Sunak, under pressure from wealthy NIMBY interest groups, means councils (including in Oxfordshire) have been able to dodge their responsibility both to those in need now and to future generations by failing to plan for the homes that are so desperately needed.

Pressures on the budgets of housing associations and cuts to housing budgets in the name of 'austerity' mean that developers are finding it⁹¹ increasingly difficult to find buyers for the affordable homes they are supposed to build, meaning the developments simply aren't starting.

This Council therefore asks that the Leader of the Council writes to the Government to convey that:

- This Council believes that decent and affordable housing for all, where you want to live, is a right and not a privilege.
- This Council therefore applauds the new Government for its immediate reversal of cuts to housing numbers in Local Plans, and welcomes the return of strategic level planning to ensure that those Plans are delivered, particularly in Oxfordshire
- This Council welcomes the Government's approval of the long-overdue reservoir near Abingdon, something necessary to support the provision of new homes.
- This Council further welcomes the Government's commitment to the ending of Section 21 'no fault' evictions, which are a primary cause of the current levels of homelessness.
- This Council calls on the Government to implement as soon as possible powers to control and regulate the short-term let sector to prevent the shift of landlords from the private rented sector to the short term let sector.

⁸⁹ <https://www.housingtoday.co.uk/news/england-needs-550000-new-homes-a-year-to-solve-housing-shortage-says-report/5130067.article> accessed 14/11/2024

⁹⁰

<https://cy.ons.gov.uk/economy/inflationandpriceindices/bulletins/privaterentandhousepricesuk/march2024#:~:text=In%20the%2012%20months%20to%20February%202024%2C%20average%20monthly%20rents,by%209.3%25%20in%20Northern%20Ireland.> accessed 14/11/2024

⁹¹ <https://www.building.co.uk/focus/what-does-the-collapse-in-section-106-demand-mean-for-housing-delivery/5131120.article> access 14/11/2024

- This Council calls on the Government to continue to take action to ensure that investment in power, water and sewerage that has already been paid for by customers is delivered with immediate effect
 - This Council calls on the Government to review the funding and borrowing rules as they apply to social housing, to ensure that this city, and this country, sees the expansion of social housing construction as soon as possible.
-