

To: Council
Date: 24 November 2025
Report of: Director of Law, Governance and Strategy
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 Director of Law, Governance and Strategy in accordance with Council Procedure Rule 11.18 by the deadline of 1.00pm on 12 November 2025, as amended by the proposers.

All substantive amendments sent by councillors to the Director of Law, Governance and Strategy 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 Independent Oxford Alliance, Oxford Community Independents, Oxford Independent Group, Real Independent, Labour, Liberal Democrat, Green, groups in that order.

Introduction

- a) Oppose a Work Place Parking Levy and planned Bus Gates in Oxford (proposed by Cllr Henwood, seconded Cllr Yeatman)
- b) Bring Thames Water into public ownership (Proposed by Cllr Mundy, Seconded by Cllr Djafari-Marbini)
- c) Democracy and Freedom (proposed by Cllr Rehman, seconded by Cllr Latif)
- d) Better use of Oxpens Bridge Funding (proposed by Cllr Jupp, seconded by Cllr Miles)
- e) A World-Class Multi-Modal Transport Hub for Oxford Station (Proposed by Cllr Lois Muddiman, Seconded by Cllr Emily Kerr)

a) Oppose a Work Place Parking Levy and planned Bus Gates in Oxford (proposed by Cllr Henwood, seconded Cllr Yeatman)

Independent Oxford Alliance Group Motion

Oxford City Council notes that Oxfordshire County Council has approved and expressed support for:

1. The proposed **Bus gate (filter) scheme**;
2. The proposed **Workplace Parking Levy (WPL)**;

Oxford City Council further notes significant public concern regarding the potential economic, social, and accessibility impacts of these measures on residents, businesses, and visitors.

Council therefore resolves to:

1. **Oppose** for the proposed Bus Gate (filter) Scheme, and the proposed Workplace Parking Levy.
2. Request the Leader of the Council to write to the Leader of Oxfordshire County Council and other relevant authorities as the local highways authority to communicate this resolution.
3. Continue to support sustainable, balanced approaches to improving air quality, public transport, and cycling/walking infrastructure that do not unduly penalise residents, workers, or businesses.

b) Bring Thames Water into public ownership (Proposed by Cllr Mundy, Seconded by Cllr Djafari-Marbini)

Oxford Community Independent Group

Thames Water has become known for poor performance for managing their vital infrastructure. Having managed to discharge raw sewage into the region's waterways for almost 300,000 hours in 2024¹, the company faced record breaking fines from Ofwat this year. In an ironic twist, Thames Water pleaded poverty when negotiating the fine downwards- committing to paying less than 20% of the £122.7 million fine within the next four and a half years. A fine made larger and of course less affordable by the £170 million in dividends paid out over the last two years.² The failure of water companies across the country is being rewarded with huge executive salaries: The average pay for water company CEOs in 2022 was £1.7 million.³ A natural monopoly like water should be publicly owned. According to The People's Commission on the Water Sector, the environment secretary's claims that taking water back into public ownership is unaffordable, was backed by misleading figures with no basis in law.⁴

¹ <https://www.theguardian.com/business/2025/mar/18/thames-water-data-reveals-raw-sewage-discharges-rivers-2024> Thames Water data reveals raw sewage discharges in rivers rose 50% in 2024. The Guardian 18/03/2025

² <https://www.itv.com/news/meridian/2025-08-27/thames-water-negotiates-payment-plan-following-record-fine> Thames Water negotiates payment plan following record £122.7 million fine. ITV Meridian 27/08/2025

³ <https://www.mirror.co.uk/money/fat-cat-water-firm-bosses-26229950> EXCLUSIVE: 'Fat cat' water firm bosses earn £15m as amount of raw sewage dumped in rivers rockets. Daily Mirror 15/02/2022

⁴ <https://www.theguardian.com/business/2025/aug/03/a-fair-price-to-the-public-for-water-nationalisation> A fair price to the public for water nationalisation

People of Oxford are fed up of polluted waterways that used to be fit for leisure activities, fed up of aging burst water pipes flooding our streets⁵, and dismayed at the daft plans for an enormous reservoir which tears up local landscape and is costly and un-necessary.⁶

Yes, we have been here before, our Council passed a motion pushing for the nationalisation of Thames Water back in January 2023. But the Labour government still chooses not to take bold action to take back control of our water supply, deciding instead that a new regulator will solve the problems. Our Council has the opportunity to push for a rethink, to urge the government to renationalise Thames Water.

This Council resolves to:

- Request that the Leader of the Council writes to Secretary of State for Environment, Food and Rural Affairs Emma Reynolds, with Parliamentary Under-Secretary of State for Water and Flooding Emma Hardy, stating that water privatisation has failed the people of Oxford and that our water supplier needs to be brought in to public hands.
- Ask the Planning cabinet member to write to Thames Water CEO seeking:
 1. An explanation for the deplorable state of our water infrastructure. Asking, why our city suffered so much disruption from burst water mains this summer, and what is being done to ensure that the same won't be repeated.
 2. A resolution of when we will see an end to routine (outside of recognised extreme wet weather conditions) dumping of raw sewerage overflow in to Oxford's local waterways.
 3. An urgent timetable of when sewage works in The Leys and Littlemore will be modernised and brought up to capacity to prevent the annual stench across these areas in the summer months.
- For Oxford City Council to engage with local groups such as Windrush Against Sewage Pollution and Boycott Thames Water, to push for better standards from our water supplier.

c) Democracy and Freedom (proposed by Cllr Rehman, seconded by Cllr Latif)

Oxford Independent Group Motion

As we prepare today to restructure our local government organisation to improve residents lives, for a better more inclusive and fair society.

To enable people and communities to have greater say in what matters to them most.

The government states it wants communities to decide their own futures in short to create a fairer more democratic inclusive society.

Unfortunately, across the world today we see countries being governed by people who have either taken power by force or rigged elections, denying civilians their mandate to the freedom to choose their leaders, in short their right to freedom.

⁵ <https://www.bbc.co.uk/news/articles/c79qr333jv4o> and <https://www.bbc.co.uk/news/articles/cwyj7ldw14eo> and <https://www.bbc.co.uk/news/articles/cr5v223epnlo> and <https://www.dailymail.co.uk/video/news/video-2750371/Video-Oxford-City-Centre-suffers-water-pipe-burst-UK-hosepipe-ban.html> **BBC and Daily Mail Summer 2025**

⁶ <https://theconversation.com/the-uk-is-surprisingly-short-of-water-but-more-reservoirs-arent-the-answer-243440> **The UK is surprisingly short of water – but more reservoirs aren't the answer. The Conversation 01/13/2025**

This has led to mass migration, people not fleeing danger from natural disasters or persecution, but seeking freedom and hope to live freely.

This new wave of migration has placed a huge strain on countries giving sanctuary, such as ours.

The economic impact has been immense and the feeling of Britain being a soft touch and/or being taken for a ride has led to rise of division and animosity within communities.

The biggest tragedy of all has been the rise in anger against genuine refugees facing persecution. They are now feeling scared made feeling unwelcome at a time they desperately need sanctuary.

Our government has a responsibility to the British people both financially and as defenders of democracy to cut ties with such oppressive regimes. It cannot be simply brushed away or ignored any longer, when it is directly impacting lives of residents in our communities.

Our government should immediately halt aid and grants to such governments.

A government which has stolen mandate, cannot be trusted to distribute such monies, especially at a time when people in Britain are facing huge hardship.

I know such funds would make a huge difference to my ward and our city.

It is time our government stood up for the rule of law and democracy wherever it has been denied.

The government has a moral obligation to put the British people first and can do so by internationally taking a moral stance to protect Democracy and Rule of Law

Council calls upon the leader to write to our prime minister to:

- Ask him to confirm Britain's commitment to support the rule of law and democracy across the world, by reaffirming the overriding principal of democracy which is not to hold political prisoners.
- That regime stakeholders to be censored and banned from purchasing and investing in Britain.
- The Government introduce a more stringent vetting procedure which would stop the situation as we witness with the Russian oligarchs at the onset of the Ukraine invasion.
- Outlining that to make a reaffirmation to the country's commitment would send a clear message that Oxford and Britain welcome genuine refugees and upholds the principles of Law and democracy.

d) Better use of Oxpens Bridge Funding (proposed by Cllr Jupp, seconded by Cllr Miles)

Liberal Democrat Group Motion

Council notes:

- The cost of the Oxpens bridge has substantially increased since its original approval, and is running considerably behind other Growth Deal projects.
- That government has the option to repurpose the money for use in other active travel schemes and entrust the County Council to manage this.

- Government can and does vary the rules of the Deal from time to time. Thus far, government has rightly prioritised the spirit and objectives of the Deal above the letter of the agreement.
- Doubt remains that the Oxpens bridge will be able to provide a dry route to Osney Island and thereby unlock housing, due to the low-lying railway underpass in-between.
- The Growth Board (now Future Oxfordshire Partnership) was strongly urged against pursuing the Oxpens bridge project to begin with.

Council therefore believes it would be sensible to examine alternatives, and open a conversation with the County and/or the Ministry on options that deliver greater benefits for the residents of Oxford.

Council therefore resolves to ask the Leader to write to the relevant Minister, in full consultation with the accountable body for the Growth Deal funds, requesting that in the event of the bridge not going ahead:

- That the Growth Deal be varied as necessary to permit the funds to be used for other specified purposes in Oxford;
- That other options be explored to better employ the funds, including but not limited to:
 - Resurrecting the substantive scheme for Woodstock Road improvements to mitigate the effect of housing development to the north;
 - Revisiting the pedestrian bridge across the A40 at Barton Park which was dropped at planning stage, resulting in very real and significant safety concerns for residents;
 - Resurrecting the long-discussed plan for a foot/cycle bridge across the Thames at Jackdaw Lane, providing a safe and convenient alternative to the challenging Plain roundabout for residents of south and east Oxford.

Council notes that each of these schemes has been worked up in detail, and are thus available to re-visit, making any one of them attractive to a government which has the best interests of Oxford's residents at heart.

e) A World-Class Multi-Modal Transport Hub for Oxford Station (Proposed by Cllr Lois Muddiman, Seconded by Cllr Emily Kerr)

Green Group Motion

Council notes:

1. The redevelopment of **Oxford Railway Station**⁷ offers a once-in-a-generation opportunity to create a **world-class gateway** to Oxford that reflects the city's status as a global centre for learning, innovation, and tourism.

⁷ <https://www.oxford.gov.uk/building-projects/oxford-station-masterplan>

2. The **Oxon4Buses⁸ campaign and petition** calls for the new station to be developed as a **multi-modal transport hub**—integrating local and regional buses, coaches, trains, cycling, walking, taxis, and shared mobility.
3. The Movement Strategy in OCC’s adopted **Oxford West End and Osney Mead Supplementary Planning Document 2022⁹** states that vehicular dominance, particularly in the West End is to be reduced with car-free developments & reductions in car parking.
4. **Gloucester Green Bus Station** occupies a valuable central site that could potentially be better used for alternative city-centre purposes if coach and bus services are relocated to a fully integrated station hub.

Council believes:

1. Oxford should aspire to a **transport interchange of international quality**, providing seamless connections between rail, coach, bus, taxis, cycling and walking, and setting a new standard for sustainable urban mobility.
2. Expanding or maintaining the current car parking provision at the station would run counter to the objectives of OCCs **Zero Carbon Oxford’s¹⁰, Air Quality Action Plan¹¹**, and the **Oxford 2050 Transport and Connectivity Vision¹²** adding congestion and undermining the city’s shift towards sustainable modes.
3. A new multi-modal transport hub at Oxford Train Station will support the development of the West End in the same way that the new **Cowley Branch Line¹³**, will support inclusive economic growth, reduce congestion, and improve access to jobs, education, and opportunity.
4. The **West End regeneration area¹⁴**, including Oxford Station, Oxpens¹⁵, and Osney Mead, must be planned and delivered as a **coherent, sustainable district**, where high-quality transport infrastructure underpins inclusive economic and social growth.
5. The new **Cowley Branch Line** was recently described by the City Council as key to “supporting inclusive growth, connecting communities, and enabling a greener future.” The same logic applies to the new Oxford Station development.

⁸ <https://lcon.org.uk/current-activities/oxfordshire-for-buses/>

⁹ <https://www.oxford.gov.uk/downloads/file/1596/adopted-oxford-west-end-and-osney-mead-spd>

¹⁰ <https://www.oxford.gov.uk/climate-emergency/zero-carbon-oxford>

¹¹ <https://www.oxford.gov.uk/air-quality-management/air-quality-action-plan>

¹² <https://www.oxford.gov.uk/oxfords-future/oxford2050/5>

¹³ <https://www.oxford.gov.uk/news/article/1754/cowley-branch-line-to-be-reopened-with-two-new-train-stations-for-oxford>

¹⁴ <https://oxfordwestend.co.uk/>

¹⁵ <https://www.oxpensoxford.uk/>

6. All options should be considered, including **the feasibility of relocating bus and coach services to the new station interchange** – thereby freeing up the Gloucester Green site for alternative civic uses.

Council therefore resolves to:

1. Request the Cabinet Member for a Zero Carbon Oxford to publicly support the Oxon4Buses campaign in its call for a multi-modal transport hub at Oxford Station, with minimal car parking and no multi-storey car park.
2. Request the Cabinet Member for a Zero Carbon Oxford to work with partners—including Oxfordshire County Council, Network Rail, Great Western Railway, and the Department for Transport—to ensure the final design of the train station places bus, coach, cycling, and walking facilities at its heart.
3. Request that officers produce a paper for cabinet to explore and bring forward proposals for alternative uses of the Gloucester Green site in the context of wider city-centre and West End regeneration priorities.

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