

To: Council
Date: 13 July 2026
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 1 July 2026, 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 Labour, Green, Liberal Democrat, Independent Oxford Alliance Group, Real Independent, in that order.

Introduction

- a) E-bikes (proposed by Cllr Ed Turner, seconded by Cllr Anna Railton) [Amendment proposed by Cllr David Henwood, Seconded by Cllr Judith Harley] [Amendment proposed by Cllr Chris Smowton, Seconded by Cllr Katherine Miles] [Amendment proposed by Cllr Alfie Davis, Seconded by Cllr Alex Powell]
- b) The EHRC Code of Practice and Trans Rights (proposed by Cllr Max Morris, seconded by Cllr Chris Jarvis)
- c) Make Every Vote Count (proposed by Cllr Chris Smowton, seconded by Cllr Mohammed Altaf-Khan) [Amendment proposed Cllr Simon Ottino, seconded by Cllr Upton]
- d) Oxford Living Wage (proposed by Cllr James Taylor, seconded by Cllr Mike Rowley)
- e) The Oxford Union and the Far Right (proposed by Cllr Alfie Davis, seconded by Cllr Sushila Dhall) [Amendment proposed by Cllr Susan Brown, seconded by Cllr Simon Ottino]

- f) Use of Park and Rides to facilitate pupil transport services (proposed by Cllr Andrew Gant, seconded by Cllr Katherine Miles)
- g) Pregnancy Support Services (proposed by Cllr Ed Turner, seconded by Cllr Lizzie Diggins)
- h) Inequity of Public Transport Provision and Safe Segregated Cycle Path provision across the City (proposed by Cllr Trish Elphinstone, seconded by Cllr Simon Ottino)

**a) E-bikes (proposed by Cllr Ed Turner, seconded by Cllr Anna Railton)
[Amendment proposed by Cllr David Henwood, Seconded by Cllr Judith Harley] [Amendment proposed by Cllr Chris Smowton, Seconded by Cllr Katherine Miles] [Amendment proposed by Cllr Alfie Davis, Seconded by Cllr Alex Powell]**

Labour Group Motion

Council believes:

- That substantial public concern and risk is caused by use of illegally modified e-bikes and mopeds which are not authorised for public roads;
- That the government's proposal for a National Work-Related Road Safety Charter to improve compliance by employers, while a good initiative, will not be strong enough to address the menace caused by these dangerous vehicles;
- That while individuals committing offences by using these vehicles on public roads, pavements, cycle paths or tow paths must feel the full force of the law, so too must those who tacitly support their use such as delivery platforms and retailers;
- That those who profit from the sale of kit from the illegal modification of bikes should cease doing so

Council welcomes and endorses:

- Recent enforcement efforts by Thames Valley Police to seize and destroy such vehicles;
- The campaign run by the Motorcycle Industry Association (MCIA) and the Bicycle Association (BA), which presses for national guidance to identify, seize and prosecute non-compliant e-bikes, strengthened oversight of the supply chain and delivery platforms (including mandatory compliance checks for fleet operators), and stronger enforcement against online marketplaces and retailers selling non-compliant vehicles and modification kits;
- Attempts to ensure that regulations relating to the Product Regulation and Metrology Act 2025 prevent the sale of kits using lithium-ion batteries which could be used to modify bikes in an unsafe manner.

Council resolves:

- To ask the leader to write to the Secretary of State for Transport in support of the MCIA / BA campaign, with copy to their CEOs and Oxford's MPs, and urge swift action and stronger enforcement against riders who break the law, relevant employers and those who enable illegal activity
- To ask the leader to write to the Chief Constable of Thames Valley Police and the Police and Crime Commissioner urging an increase in enforcement activity against these vehicles and offering City Council support so far as this is feasible.

Independent Oxford Alliance Amendment

Council believes:

- That substantial public concern and risk is caused by use of illegally modified e-bikes and mopeds which are **not compliant with the legal requirements for use on public roads**.
- That the government's proposal for a National Work-Related Road Safety Charter to improve compliance by employers, while a good initiative, will not be strong enough to address the menace caused by these dangerous vehicles;
- That while individuals committing offences by using these vehicles on public roads, **pavements, cycle paths, public spaces, including council-run parks, sports fields, playing fields, recreation grounds, and towpaths must** feel the full force of the law, so too must those who tacitly support their use such as delivery platforms and retailers;
- That those who profit from the sale of kit from the illegal modification of bikes should cease doing so

Council welcomes and endorses:

- Recent enforcement efforts by Thames Valley Police to seize and destroy such vehicles;
- The campaign run by the Motorcycle Industry Association (MCIA) and the Bicycle Association (BA), which presses for national guidance to identify, seize and prosecute non-compliant e-bikes, strengthened oversight of the supply chain and delivery platforms (including mandatory compliance checks for fleet operators), and stronger enforcement against online marketplaces and retailers selling non-compliant vehicles and modification kits;
- Attempts to ensure that regulations relating to the Product Regulation and Metrology Act 2025 prevent the sale of kits using lithium-ion batteries which could be used to modify bikes in an unsafe manner.

Council resolves:

- To ask the leader to write to the Secretary of State for Transport in support of the MCIA / BA campaign, with copy to their CEOs and Oxford's MPs, and urge swift action and stronger enforcement against riders who break the law, relevant employers and those who enable illegal activity

- To ask the leader to write to the Chief Constable of Thames Valley Police and the Police and Crime Commissioner urging an increase in enforcement activity against these vehicles and offering City Council support so far as this is feasible.
- To ask the Secretary of State for Transport to review whether existing legislation provides sufficient powers to prevent the manufacture, import, sale and advertising of products intended to unlawfully modify electrically assisted pedal cycles, and to bring forward further legislation if necessary.

If agreed, the motion would read:

Council believes:

- That substantial public concern and risk is caused by use of illegally modified e-bikes and mopeds which are not compliant with the legal requirements for use on public roads.
- That the government's proposal for a National Work-Related Road Safety Charter to improve compliance by employers, while a good initiative, will not be strong enough to address the menace caused by these dangerous vehicles;
- That while individuals committing offences by using these vehicles on public roads, pavements, cycle paths, public spaces, including council-run parks, sports fields, playing fields, recreation grounds, and towpaths must feel the full force of the law, so too must those who tacitly support their use such as delivery platforms and retailers;
- That those who profit from the sale of kit from the illegal modification of bikes should cease doing so

Council welcomes and endorses:

- Recent enforcement efforts by Thames Valley Police to seize and destroy such vehicles;
- The campaign run by the Motorcycle Industry Association (MCIA) and the Bicycle Association (BA), which presses for national guidance to identify, seize and prosecute non-compliant e-bikes, strengthened oversight of the supply chain and delivery platforms (including mandatory compliance checks for fleet operators), and stronger enforcement against online marketplaces and retailers selling non-compliant vehicles and modification kits;
- Attempts to ensure that regulations relating to the Product Regulation and Metrology Act 2025 prevent the sale of kits using lithium-ion batteries which could be used to modify bikes in an unsafe manner.

Council resolves:

- To ask the leader to write to the Secretary of State for Transport in support of the MCIA / BA campaign, with copy to their CEOs and Oxford's MPs, and urge swift action and stronger enforcement against riders who break the law, relevant employers and those who enable illegal activity
- To ask the leader to write to the Chief Constable of Thames Valley Police and the Police and Crime Commissioner urging an increase in enforcement activity against these vehicles and offering City Council support so far as this is feasible.
- To ask the Secretary of State for Transport to review whether existing legislation provides sufficient powers to prevent the manufacture, import, sale and

advertising of products intended to unlawfully modify electrically assisted pedal cycles, and to bring forward further legislation if necessary.

Liberal Democrat Group Amendment

Council believes:

- That substantial public concern and risk is caused by use of illegally modified e-bikes and mopeds which are not authorised for public roads;
- That the government's proposal for a National Work-Related Road Safety Charter to improve compliance by employers, while a good initiative, will not be strong enough to address the menace caused by these dangerous vehicles;
- That while individuals committing offences by using these vehicles on public roads, pavements, cycle paths or tow paths must feel the full force of the law, so too must those who tacitly support their use such as delivery platforms and retailers;
- That those who profit from the sale of kit from the illegal modification of bikes should cease doing so
- That successive governments have needlessly prevaricated regarding the July 2020 e-scooter trial, thereby criminalising users of scooters even if they are compliant with the same speed, power and battery safety regulations as an equivalent e-bike.
- That this repeated prevarication has hindered both the county council and operators in improving the offer to users due to ongoing uncertainty.
- That insufficient clarity regarding self-build or conversion e-bikes has resulted in a lack of affordable, safe conversion kits and components, which endangers those for whom a factory-built e-bike is too expensive.

Council welcomes and endorses:

- Recent enforcement efforts by Thames Valley Police to seize and destroy such vehicles;
- The campaign run by the Motorcycle Industry Association (MCIA) and the Bicycle Association (BA), which presses for national guidance to identify, seize and prosecute non-compliant e-bikes, strengthened oversight of the supply chain and delivery platforms (including mandatory compliance checks for fleet operators), and stronger enforcement against online marketplaces and retailers selling non-compliant vehicles and modification kits;

- Attempts to ensure that regulations relating to the Product Regulation and Metrology Act 2025 prevent the sale of kits using lithium-ion batteries which could be used to modify bikes in an unsafe manner.

Council resolves:

- To ask the leader to write to the Secretary of State for Transport in support of the MCIA / BA campaign, with copy to their CEOs and Oxford's MPs, and urge swift action and stronger enforcement against riders who break the law, relevant employers and those who enable illegal activity
- To ask the leader to write to the Chief Constable of Thames Valley Police and the Police and Crime Commissioner urging an increase in enforcement activity against these vehicles and offering City Council support so far as this is feasible.
- To further ask that the Leader's letter to the Secretary of State requests:
 - That the rental e-scooter trial should be swiftly concluded and their regulation made permanent.
 - A prompt regularisation of private e-scooters such that e-bikes and scooters are held to the same standards.
 - The publication of clear guidance regarding safe e-bike conversion kits.

If agreed, the motion would read:

Council believes:

- That substantial public concern and risk is caused by use of illegally modified e-bikes and mopeds which are not authorised for public roads;
- That the government's proposal for a National Work-Related Road Safety Charter to improve compliance by employers, while a good initiative, will not be strong enough to address the menace caused by these dangerous vehicles;
- That while individuals committing offences by using these vehicles on public roads, pavements, cycle paths or tow paths must feel the full force of the law, so too must those who tacitly support their use such as delivery platforms and retailers;
- That those who profit from the illegal modification of bikes should cease doing so
- That successive governments have needlessly prevaricated regarding the July 2020 e-scooter trial, thereby criminalising users of scooters even if they are compliant with the same speed, power and battery safety regulations as an equivalent e-bike.
- That this repeated prevarication has hindered both the county council and operators in improving the offer to users due to ongoing uncertainty.

- That insufficient clarity regarding self-build or conversion e-bikes has resulted in a lack of affordable, safe conversion kits and components, which endangers those for whom a factory-built e-bike is too expensive.

Council welcomes and endorses:

- Recent enforcement efforts by Thames Valley Police to seize and destroy such vehicles;
- The campaign run by the Motorcycle Industry Association (MCIA) and the Bicycle Association (BA), which presses for national guidance to identify, seize and prosecute non-compliant e-bikes, strengthened oversight of the supply chain and delivery platforms (including mandatory compliance checks for fleet operators), and stronger enforcement against online marketplaces and retailers selling non-compliant vehicles and modification kits;
- Attempts to ensure that regulations relating to the Product Regulation and Metrology Act 2025 prevent the sale of kits using lithium-ion batteries which could be used to modify bikes in an unsafe manner.

Council resolves:

- To ask the leader to write to the Secretary of State for Transport in support of the MCIA / BA campaign, with copy to their CEOs and Oxford's MPs, and urge swift action and stronger enforcement against riders who break the law, relevant employers and those who enable illegal activity
- To ask the leader to write to the Chief Constable of Thames Valley Police and the Police and Crime Commissioner urging an increase in enforcement activity against these vehicles and offering City Council support so far as this is feasible.
- To further ask that the Leader's letter to the Secretary of State requests:
 - That the rental e-scooter trial should be swiftly concluded and their regulation made permanent.
 - A prompt regularisation of private e-scooters such that e-bikes and scooters are held to the same standards.
 - The publication of clear guidance regarding safe e-bike conversion kits.

Green Group Amendment

Council believes:

- That substantial public concern and risk is caused by use of illegally modified e-bikes and mopeds which are not authorised for public roads;
- That the government's proposal for a National Work-Related Road Safety Charter to improve compliance by employers, while a good initiative, will not be strong enough to address the menace caused by these dangerous vehicles;

- ~~That While individuals committing offences by using these vehicles on public roads, pavements, cycle paths or tow paths must feel the full force of the law, so too must those who tacitly support their use such as delivery platforms and retailers~~ improperly and in a manner that is a risk to the public should be held to account, we feel the government should give specific focus to the use by the gig-economy models of the food delivery apps that are one of the root cause of the majority of illegal urban e-bikes¹ as these, by design, incentivise high-speed, risky behaviour from their drivers through their punitive and pressurising treatment of their workers²³⁴.
- That those who profit from the sale of kit from the illegal modification of bikes should cease doing so
- Thames Valley Police's collaboration with Immigration Enforcement is harmful to community cohesion and public trust and undermines efforts to address the use of unlawful E-bikes.

Council welcomes and endorses:

- Recent enforcement efforts by Thames Valley Police to seize and destroy such vehicles; ~~but regrets the collaboration with immigration enforcement and would welcome broader structural efforts to challenge the root causes of the phenomenon rather than simplistic punitive approaches~~
- The campaign run by the Motorcycle Industry Association (MCIA) and the Bicycle Association (BA), which presses for national guidance to identify, seize and prosecute non-compliant e-bikes, strengthened oversight of the supply chain and delivery platforms (including mandatory compliance checks for fleet operators), and stronger enforcement against online marketplaces and retailers selling non-compliant vehicles and modification kits;
- Attempts to ensure that regulations relating to the Product Regulation and Metrology Act 2025 prevent the sale of kits using lithium-ion batteries which could be used to modify bikes in an unsafe manner.

¹<https://www.bbc.co.uk/news/articles/ce8vggkgr2o>

²The invisible hand of the app: The role of platform operational rules in fostering risky rider behaviour in food delivery. Transportation Research Interdisciplinary Perspectives, 37 (Song and Fielbaum, 2026) <https://doi.org/10.1016/j.trip.2026.101962>

³ Duus, K., Bruun, M.H. and Dalsgård, A.L. (2023). Riders in app time: Exploring the temporal experiences of food delivery platform work. Time & Society, 32(2), pp.190–209. doi:<https://doi.org/10.1177/0961463x231161849>.

⁴ Unregulated and Unsafe: The Threat of Illegal E-Bikes, All-Party Parliamentary Group for Cycling & Walking (APPGCW), <https://appgcw.org/resources/inquiries/unregulated-and-unsafe-the-threat-of-illegal-e-bikes/>

Council resolves:

- To ask the leader to write to the Secretary of State for Transport in support of the MCIA / BA campaign, with copy to their CEOs and Oxford's MPs, and urge swift action and stronger enforcement against riders who break the law, relevant employers and those who enable illegal activity
- To ask the leader to write to the Chief Constable of Thames Valley Police and the Police and Crime Commissioner urging an increase in enforcement activity against these vehicles **but expressing concerns over the previous involvement of immigration enforcement in similar stops** and offering City Council support so far as this is feasible **while making clear that this council believes that immigration enforcement should no longer be permitted to attend such stops.**
- **To ask the Leader of the Council to write to the Minister for Transport asking for a new comprehensive scheme of regulation for E-bikes to includes amongst other things, health and safety standards, and further regulation of their use in employment contexts.**

If approved, the motion would read:

Council believes:

- That substantial public concern and risk is caused by use of illegally modified e-bikes and mopeds which are not authorised for public roads;
- That the government's proposal for a National Work-Related Road Safety Charter to improve compliance by employers, while a good initiative, will not be strong enough to address the menace caused by these dangerous vehicles;
- While individuals committing offences by using these vehicles improperly and in a manner that is a risk to the public should be held to account, we feel the government should give specific focus to the use by the gig-economy models of the food delivery apps that are one of the root cause of the majority of illegal

urban e-bikes⁵ as these, by design, incentivise high-speed, risky behaviour from their drivers through their punitive and pressurising treatment of their workers⁶⁷⁸.

- That those who profit from the sale of kit from the illegal modification of bikes should cease doing so
- Thames Valley Police's collaboration with Immigration Enforcement is harmful to community cohesion and public trust and undermines efforts to address the use of unlawful E-bikes.

Council welcomes and endorses:

- Recent enforcement efforts by Thames Valley Police to seize and destroy such vehicles; but regrets the collaboration with immigration enforcement and would welcome broader structural efforts to challenge the root causes of the phenomenon rather than simplistic punitive approaches
- The campaign run by the Motorcycle Industry Association (MCIA) and the Bicycle Association (BA), which presses for national guidance to identify, seize and prosecute non-compliant e-bikes, strengthened oversight of the supply chain and delivery platforms (including mandatory compliance checks for fleet operators), and stronger enforcement against online marketplaces and retailers selling non-compliant vehicles and modification kits;
- Attempts to ensure that regulations relating to the Product Regulation and Metrology Act 2025 prevent the sale of kits using lithium-ion batteries which could be used to modify bikes in an unsafe manner.

Council resolves:

- To ask the leader to write to the Secretary of State for Transport in support of the MCIA / BA campaign, with copy to their CEOs and Oxford's MPs, and urge swift action and stronger enforcement against riders who break the law, relevant employers and those who enable illegal activity

⁵<https://www.bbc.co.uk/news/articles/ce8vggkgr2o>

⁶The invisible hand of the app: The role of platform operational rules in fostering risky rider behaviour in food delivery. *Transportation Research Interdisciplinary Perspectives*, 37 (Song and Fielbaum, 2026) <https://doi.org/10.1016/j.trip.2026.101962>

⁷ Duus, K., Bruun, M.H. and Dalsgård, A.L. (2023). Riders in app time: Exploring the temporal experiences of food delivery platform work. *Time & Society*, 32(2), pp.190–209. doi:<https://doi.org/10.1177/0961463x231161849>.

⁸ Unregulated and Unsafe: The Threat of Illegal E-Bikes, All-Party Parliamentary Group for Cycling & Walking (APPGCW), <https://appgcw.org/resources/inquiries/unregulated-and-unsafe-the-threat-of-illegal-e-bikes/>

- To ask the leader to write to the Chief Constable of Thames Valley Police and the Police and Crime Commissioner urging an increase in enforcement activity against these vehicles but expressing concerns over the previous involvement of immigration enforcement in similar stops and offering City Council support so far as this is feasible while making clear that this council believes that immigration enforcement should no longer be permitted to attend such stops
- To ask the Leader of the Council to write to the Minister for Transport asking for a new comprehensive scheme of regulation for E-bikes to includes amongst other things, health and safety standards, and further regulation of their use in employment contexts.

b) The EHRC Code of Practice and Trans Rights (proposed by Cllr Max Morris, seconded by Cllr Chris Jarvis)

Green Group Motion

Council notes:

1. In November 2021, this council passed a motion titled 'Becoming a trans inclusive Council', ⁹ which stated: "Trans women are women. Trans men are men. Non-binary people are non-binary", and "Our aspiration is for Oxford to be a safe, welcoming and inclusive city for everyone, no matter their gender identity."
2. Since the passing of the motion, the Supreme Court has issued a ruling on the definition of the protected characteristic of sex as set out in the Equality Act.¹⁰
3. Following the Supreme Court ruling, the Equality and Human Rights Commission (EHRC) updated its Code of Practice on the Equality Act in May 2026.¹¹
4. LGBT+ rights organisations have warned the revised EHRC Code of Practice creates new gaps in the UK's equalities framework, with Stonewall stating "the current situation is untenable" and that "there is now a significant gap in equality protections for trans+ people in the UK",¹² and Gendered Intelligence arguing the new situation "empowers those who want to exclude trans people from services" and "the Code – and the law in general – needs to be brought up to date".¹³

Council believes:

1. The principles of the November 2021 motion still apply and still reflect this Council's beliefs.
2. Since the November 2021 motion was passed by this council, trans and non-binary people have been subjected to a manufactured moral panic which seeks to demonise their very existence and undermine their rights.

⁹ <https://mycouncil.oxford.gov.uk/mgAi.aspx?ID=31680>

¹⁰ <https://commonslibrary.parliament.uk/research-briefings/cbp-10259/>

¹¹ <https://www.gov.uk/government/publications/equality-act-2010-draft-code-of-practice-for-services-public-functions-and-associations-2026>

¹² <https://www.stonewall.org.uk/shaping-policy/the-ehrcs-statutory-guidance-and-the-uk-supreme-court-ruling>

¹³ <https://genderedintelligence.co.uk/news/33-updated-ehrc-code-of-practice-gis-response>

3. Overly simplistic approaches to understanding sex, gender and sexuality can undermine the rights not only of trans and non-binary people, but also those of gender non-conforming cisgender people.
4. Trans and non-binary residents of our city deserve reassurance they will not be discriminated against in the provision of council services, and that this council will work to ensure equalities legislation protects them.

Council resolves:

1. To request that the leader of the Council writes to the Minister for Women and Equalities calling for the government to introduce new legislation which extends trans and non-binary peoples' rights and access to services.
2. To request that the leader of the Council and the Cabinet Members for Healthy Fairer Oxford, for Planning and Culture and for Citizen Focused Services engage with council bodies, local businesses and local trans rights groups to ensure that the rights, dignity and privacy of trans and non-binary residents of Oxford are supported to the maximum extent permitted by law in the delivery of services.
3. To request that the Cabinet member for Healthy Fairer Oxford encourages officers to communicate to More Leisure this council's support for an inclusive approach to accessing facilities and encourage More Leisure to ensure they continue to provide services which are, to the maximum extent permissible by law, appropriate to the self-identification of Oxford residents.
4. To endorse the creation of a cross-party working group within the city council to ensure trans and non-binary residents' access to services are maintained in light of the current equalities framework.

c) Make Every Vote Count (proposed by Cllr Chris Smowton, seconded by Cllr Mohammed Altaf-Khan) [Amendment proposed Cllr Simon Ottino, seconded by Cllr Upton]

Liberal Democrats Group Motion

This Council notes that:

- Per the Electoral Reform Society, at the 2024 General Election more than half of votes cast did not influence the result.¹⁴
- The 2024 election returned the largest government majority since 1997, on the back of less than 34% of the vote – the smallest government vote share since McDonald's 1923 minority government.
- More in Common's latest MRP projects that the next general election could return Reform around 50% of MPs on just 28% of the vote.¹⁵
- Also per the ERS, the projected national vote share from this year's local elections were fragmented, with Reform achieving the highest total on just 26% or 27% vote shares, depending on how the projection is made.¹⁶
- This year's Oxfordshire elections saw five councillors elected on less than 30% of the vote.¹⁷
- Several front-runners to replace the Prime Minister in the forthcoming leadership contest have expressed support for proportional voting.¹⁸
- More-proportional Additional Member and Single Transferable Vote elections have been conducted in all nations of the UK except England.

This Council believes that:

- Every vote cast in any UK election should have a bearing on the result.
- In an era of increasingly-fragmented politics, our electoral system must ensure that all elected bodies command a mandate from the majority of voters.
- It is therefore vital that our next Prime Minister firmly backs the use of a proportional electoral system

This Council resolves:

- To ask the Leader to write to the new Prime Minister, upon their taking office, to request that they promptly bring forth legislation to introduce a proportional electoral system at all levels of government.

¹⁴ <https://election2024.electoral-reform.org.uk/>

¹⁵ <https://www.moreincommon.org.uk/research/more-in-commons-april-mrp-2/>

¹⁶ <https://electoral-reform.org.uk/how-would-each-party-have-done-if-mays-elections-were-across-all-of-britain/>

¹⁷

https://en.wikipedia.org/wiki/2026_Cherwell_District_Council_election, https://en.wikipedia.org/wiki/2026_West_Oxfordshire_District_Council_election

¹⁸ <https://electoral-reform.org.uk/frontrunners-declaring-for-proportional-representation-crystallises-the-growing-support-in-the-labour-party/>

Labour Group Amendment

This Council notes that:

- Per the Electoral Reform Society, at the 2024 General Election more than half of votes cast did not influence the result.¹⁹
- The 2024 election returned the largest government majority since 1997, on the back of less than 34% of the vote – the smallest government vote share since McDonald's 1923 minority government.
- More in Common's latest MRP projects that the next general election could return Reform around 50% of MPs on just 28% of the vote.²⁰
- Also per the ERS, the projected national vote share from this year's local elections were fragmented, with Reform achieving the highest total on just 26% or 27% vote shares, depending on how the projection is made.²¹
- This year's Oxfordshire elections saw five councillors elected on less than 30% of the vote.²²
- Several front-runners to replace the Prime Minister in the forthcoming leadership contest have expressed support for proportional voting.²³
- More-proportional Additional Member and Single Transferable Vote elections have been conducted in all nations of the UK except England.
- 5 MPs were elected as Independents in 2024, and that Independent MPs were elected in 1997, 2001 and 2005
- Numerous councillors are regularly elected as Independents all over the country
- Residents like to have an MP or Councillor specifically representing their local area.
- Representation of a smaller area allows MPs and councillors to take up specific casework for individuals and community groups
- There are significant variations in turnout across different wards in local elections and that there is a significant correlation between wealth and turnout

This Council believes that:

- Every vote cast in any UK election should have a bearing on the result.
- In an era of increasingly-fragmented politics, our electoral system must ensure that all elected bodies command a mandate from the majority of voters.
- It is therefore vital that our next Prime Minister firmly backs the use of an ~~proportional~~ electoral system **with an element of proportionality at future General Elections**

This Council resolves:

¹⁹ <https://election2024.electoral-reform.org.uk/>

²⁰ <https://www.moreincommon.org.uk/research/more-in-commons-april-mrp-2/>

²¹ <https://electoral-reform.org.uk/how-would-each-party-have-done-if-mays-elections-were-across-all-of-britain/>

²² https://en.wikipedia.org/wiki/2026_Chervell_District_Council_election, https://en.wikipedia.org/wiki/2026_West_Oxfordshire_District_Council_election

²³ <https://electoral-reform.org.uk/frontrunners-declaring-for-proportional-representation-crystallises-the-growing-support-in-the-labour-party/>

- To ask the Leader to write to the new Prime Minister, upon their taking office, to request that they promptly bring forth legislation to introduce ~~an proportional~~ electoral system **with an element of proportionality** at ~~all~~ **some** levels of government.

If agreed, the motion would read:

This Council notes that:

- Per the Electoral Reform Society, at the 2024 General Election more than half of votes cast did not influence the result.²⁴
- The 2024 election returned the largest government majority since 1997, on the back of less than 34% of the vote – the smallest government vote share since McDonald’s 1923 minority government.
- More in Common’s latest MRP projects that the next general election could return Reform around 50% of MPs on just 28% of the vote.²⁵
- Also per the ERS, the projected national vote share from this year’s local elections were fragmented, with Reform achieving the highest total on just 26% or 27% vote shares, depending on how the projection is made.²⁶
- This year’s Oxfordshire elections saw five councillors elected on less than 30% of the vote.²⁷
- Several front-runners to replace the Prime Minister in the forthcoming leadership contest have expressed support for proportional voting.²⁸
- More-proportional Additional Member and Single Transferable Vote elections have been conducted in all nations of the UK except England.
- 5 MPs were elected as Independents in 2024, and that Independent MPs were elected in 1997, 2001 and 2005
- Numerous councillors are regularly elected as Independents all over the country
- Residents like to have an MP or Councillor specifically representing their local area.
- Representation of a smaller area allows MPs and councillors to take up specific casework for individuals and community groups
- There are significant variations in turnout across different wards in local elections and that there is a significant correlation between wealth and turnout

This Council believes that:

- Every vote cast in any UK election should have a bearing on the result.

²⁴ <https://election2024.electoral-reform.org.uk/>

²⁵ <https://www.moreincommon.org.uk/research/more-in-commons-april-mrp-2/>

²⁶ <https://electoral-reform.org.uk/how-would-each-party-have-done-if-mays-elections-were-across-all-of-britain/>

²⁷ https://en.wikipedia.org/wiki/2026_Cherwell_District_Council_election, https://en.wikipedia.org/wiki/2026_West_Oxfordshire_District_Council_election

²⁸ <https://electoral-reform.org.uk/frontrunners-declaring-for-proportional-representation-crystallises-the-growing-support-in-the-labour-party/>

- In an era of increasingly-fragmented politics, our electoral system must ensure that all elected bodies command a mandate from the majority of voters.
- It is therefore vital that our next Prime Minister firmly backs the use of an electoral system with an element of proportionality at future General Elections

This Council resolves:

- To ask the Leader to write to the new Prime Minister, upon their taking office, to request that they promptly bring forth legislation to introduce an electoral system with an element of proportionality at some levels of government.

d) Oxford Living Wage (proposed by Cllr James Taylor, seconded by Cllr Mike Rowley)

Labour Group Motion

This council welcomes

- The success of accrediting 193 employers to the Oxford Living Wage
- The fact that 32,000 employees are guaranteed the Oxford Living Wage as a result of the scheme
- The amount of local and independent businesses that have signed up to the Oxford Living Wage

This council notes

- The fact that jobs like baristas, retail assistants, and high street workers tend to be among the worst-paid professions in the UK
- The lack of large companies paying an Oxford Living Wage
- The possibility of accredited Living Wage employers outsourcing key roles to ensure they are accredited as paying the Oxford Living Wage
- That 12 Oxford Colleges do not pay their staff the Oxford Living Wage
- That Oxfordshire County Council is not an Oxford Living Wage employer

This council urges

- The cabinet member responsible for the Oxford Living Wage, or a member of their team, to meet with large high street companies to promote the payment of an Oxford Living Wage for shopfronts operating in Oxford
- The cabinet member responsible for the Oxford Living Wage, or a member of their team, to encourage accredited Living Wage employers to request companies that where they outsource to third parties that operate in Oxford to redirect where possible to ensure that the third party also pay the Oxford Living Wage
- The leader of the council, or someone they designate as responsible, to meet with representatives from UNITE, UNISON, GMB and USDAW to encourage a joined-up Oxford Living Wage campaign

e) The Oxford Union and the Far Right (proposed by Cllr Alfie Davis, seconded by Cllr Sushila Dhall) [Amendment proposed by Cllr Susan Brown, seconded by Cllr Simon Ottino]

Green Group Motion

Council Notes:

1. During June 2026 there were riots in Southampton, Belfast, Edinburgh, and Glasgow.²⁹
2. These riots have included evidence of residents being targeted on the basis of the colour of their skin or assumed nationality or religion.³⁰
3. There is direct evidence to support the role of right-wing political activists in encouraging these events of unrest.
4. On 17 June 2026, the private members club, The Oxford Union, hosted a debate under the prompt 'The West is right to be suspicious of Islam.'³¹
5. This event included Tommy Robinson and Laurence Fox. Both of whom are widely considered to be on the far-right of British Politics.
6. There is significant evidence to suggest that Robinson and Fox have directly contributed to inciting previous incidents of unrest and the targeting of particular groups.³²
7. In response to this event and the threat of unrest it brought, several Oxford businesses felt compelled to close on the evening of 17 June 2026.³³
8. Many people of colour and members of the Islamic faith felt threatened and fearful as a result of the invitation.
9. 17 June 2026 was the date of England's first world cup match and would, therefore, have been likely to be a particularly lucrative financial event for many of the pubs forced to close. During June 2026 there were riots in Southampton, Belfast, Edinburgh, and Glasgow.

Council Believes

1. Given the past statements of the speakers and the actions of those who support them, businesses had reason to be concerned about the safety and welfare of their staff and wider community.
2. The Oxford Union should cover the full costs associated with policing the event on 17 June.
3. In light of the costs imposed on businesses by the event, the Oxford Union should offer to compensate businesses both for lost profits (based on a reasonable projection of income taken for the night) and increased costs (such as the need to deploy additional security) for those that remained open.

²⁹ <https://bbc.com/news/articles/cvgjxxz0mp8o>

³⁰ <https://www.bbc.com/news/articles/cwy03rneqxzo>

³¹ <https://oxford-union.org/news/oxford-union-news/53/53-Event-update-28-May-debate-now-on-17-June>

³² <https://novaramedia.com/2026/05/15/tommy-robinson-nigel-farage-and-a-riot-over-a-crime-that-never-happened/>

³³ <https://www.oxfordmail.co.uk/news/26197654.oxford-pubs-closing-early-boarding-up-amid-unrest-fears/>

4. The Oxford Union has acted in a grossly irresponsible manner and should be far more careful in considering the impacts on the city and community when downsizing any future invitations to speakers.

Council Resolves:

1. To ask the Leader of the Council to write to the President of the Oxford Union and the Police and Crime Commissioner clearly outlining the view that the Oxford Union should cover the full cost of the policing operation and asking for discussions to action this to be opened.
2. To ask the Leader of the Council to write to the Oxford Union stating the Council's position that the Oxford Union should create a process for businesses to apply for compensation for lost profits and additional costs.
3. To ask the Leader of the Council to make a public statement condemning the Union's irresponsible behaviour and stating all other steps taken in response to this motion.

Labour Group Amendment

Council Notes:

1. During June 2026 there were riots in Southampton, Belfast, Edinburgh, and Glasgow.³⁴
2. These riots have included evidence of residents being targeted on the basis of the colour of their skin or assumed nationality or religion.³⁵
3. There is direct evidence to support the role of right-wing political activists in encouraging these events of unrest.
4. On 17 June 2026, the private members club, The Oxford Union, hosted a debate under the prompt 'The West is right to be suspicious of Islam.'³⁶
5. This event included Tommy Robinson and Laurence Fox. Both of whom are widely considered to be on the far-right of British Politics.
6. There is significant evidence to suggest that Robinson and Fox have directly contributed to inciting previous incidents of unrest and the targeting of particular groups.³⁷
7. There is a strong history in Oxford of the community opposing hate speech
8. Many hundreds of Oxford residents gathered on the streets around the Oxford Union on 17th June 2026 to show their opposition
9. In response to this event and the threat of unrest it brought, several Oxford businesses felt compelled to close on the evening of 17 June 2026.³⁸

³⁴ <https://bbc.com/news/articles/cvgjxxz0mp8o>

³⁵ <https://www.bbc.com/news/articles/cwy03rneqxzo>

³⁶ <https://oxford-union.org/news/oxford-union-news/53/53-Event-update-28-May-debate-now-on-17-June>

³⁷ <https://novaramedia.com/2026/05/15/tommy-robinson-nigel-farage-and-a-riot-over-a-crime-that-never-happened/>

³⁸ <https://www.oxfordmail.co.uk/news/26197654.oxford-pubs-closing-early-boarding-up-amid-unrest-fears/>

10. Many people of colour and members of the Islamic faith felt threatened and fearful as a result of the invitation.
11. 17 June 2026 was the date of England's first world cup match and would, therefore, have been likely to be a particularly lucrative financial event for many of the pubs forced to close. During June 2026 there were riots in Southampton, Belfast, Edinburgh, and Glasgow.
12. The Oxford Union is a private members club that is not open and accessible to the vast majority of ordinary residents of Oxford and their preoccupations bear no relation to our lives.

Council Believes

1. Inviting speakers from the far right such as those invited to the Oxford Union on that night is not designed to further free speech or debate. It is deliberate ploy by the Oxford Union to gain headlines but at the expense of dividing communities. We are at our strongest when we are united. The division created by the narratives being shared on this evening only serve the interests of the very rich and powerful
2. Given the past statements of the speakers and the actions of those who support them, Thames Valley Police were right to make the decisions they made about how the event was policed and businesses had reason to be concerned about the safety and welfare of their staff and wider community.
3. There is a right to free speech and free debate - those rights should equally apply to us all, regardless of our individual or collective wealth, and also allow for peaceful protest against hate speech
4. With rights come responsibilities. The Oxford Union has consistently acted irresponsibly and with no regard for the wider community in Oxford. We believe they should be more thoughtful in considering the impacts on the city and community when considering any future invitations to speakers.
5. The Oxford Union should offer to cover the full costs associated with policing the event on 17 June.
6. In light of the costs imposed on businesses by the event, the Oxford Union should offer to compensate businesses both for lost profits (based on a reasonable projection of income taken for the night) and increased costs (such as the need to deploy additional security) for those that remained open.
- ~~7. The Oxford Union has acted in a grossly irresponsible manner and should be far more careful in considering the impacts on the city and community when downsizing any future invitations to speakers.~~

Council Resolves:

1. To ask note that the Leader of the Council and Cabinet Member for Community Safety have written to write to the President of the Oxford Union and the Police and Crime Commissioner clearly outlining the view that the Oxford Union should

cover the full cost of the policing operation ~~and asking for discussions to action this to be opened.~~

2. To ask the Leader of the Council to write to the Oxford Union stating the Council's position that the Oxford Union should **offer to** create a process for businesses to apply for compensation for lost profits and additional costs.
3. To **ask note that** the Leader of the Council **has made** ~~to make~~ a public statement condemning the Union's irresponsible behaviour in giving a platform to those spreading hate speech ~~and stating all other steps taken in response to this motion.~~

If agreed, the motion would read:

Council Notes:

1. During June 2026 there were riots in Southampton, Belfast, Edinburgh, and Glasgow.³⁹
2. These riots have included evidence of residents being targeted on the basis of the colour of their skin or assumed nationality or religion.⁴⁰
3. There is direct evidence to support the role of right-wing political activists in encouraging these events of unrest.
4. On 17 June 2026, the private members club, The Oxford Union, hosted a debate under the prompt 'The West is right to be suspicious of Islam.'⁴¹
5. This event included Tommy Robinson and Laurence Fox. Both of whom are widely considered to be on the far-right of British Politics.
6. There is significant evidence to suggest that Robinson and Fox have directly contributed to inciting previous incidents of unrest and the targeting of particular groups.⁴²
7. There is a strong history in Oxford of the community opposing hate speech
8. Many hundreds of Oxford residents gathered on the streets around the Oxford Union on 17th June 2026 to show their opposition
9. In response to this event and the threat of unrest it brought, several Oxford businesses felt compelled to close on the evening of 17 June 2026.⁴³
10. Many people of colour and members of the Islamic faith felt threatened and fearful as a result of the invitation.
11. 17 June 2026 was the date of England's first world cup match and would, therefore, have been likely to be a particularly lucrative financial event for many of the pubs forced to close. During June 2026 there were riots in Southampton, Belfast, Edinburgh, and Glasgow.

³⁹ <https://bbc.com/news/articles/cvgjxxz0mp8o>

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⁴¹ <https://oxford-union.org/news/oxford-union-news/53/53-Event-update-28-May-debate-now-on-17-June>

⁴² <https://novaramedia.com/2026/05/15/tommy-robinson-nigel-farage-and-a-riot-over-a-crime-that-never-happened/>

⁴³ <https://www.oxfordmail.co.uk/news/26197654.oxford-pubs-closing-early-boarding-up-amid-unrest-fears/>

12. The Oxford Union is a private members club that is not open and accessible to the vast majority of ordinary residents of Oxford and their preoccupations bear no relation to our lives.

Council Believes

1. Inviting speakers from the far right such as those invited to the Oxford Union on that night is not designed to further free speech or debate. It is deliberate ploy by the Oxford Union to gain headlines but at the expense of dividing communities. We are at our strongest when we are united. The division created by the narratives being shared on this evening only serve the interests of the very rich and powerful
2. Given the past statements of the speakers and the actions of those who support them, Thames Valley Police were right to make the decisions they made about how the event was policed and businesses had reason to be concerned about the safety and welfare of their staff and wider community.
3. There is a right to free speech and free debate - those rights should equally apply to us all, regardless of our individual or collective wealth, and also allow for peaceful protest against hate speech
4. With rights come responsibilities. The Oxford Union has consistently acted irresponsibly and with no regard for the wider community in Oxford. We believe they should be more thoughtful in considering the impacts on the city and community when considering any future invitations to speakers.
5. The Oxford Union should offer to cover the full costs associated with policing the event on 17 June.
6. In light of the costs imposed on businesses by the event, the Oxford Union should offer to compensate businesses both for lost profits (based on a reasonable projection of income taken for the night) and increased costs (such as the need to deploy additional security) for those that remained open.

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Council Resolves:

1. To note that the Leader of the Council and Cabinet Member for Community Safety have written the Police and Crime Commissioner clearly outlining the view that the Oxford Union should cover the full cost of the policing operation.
2. To ask the Leader of the Council to write to the Oxford Union stating the Council's position that the Oxford Union should offer to create a process for businesses to apply for compensation for lost profits and additional costs.
3. To ask note that the Leader of the Council has made a public statement condemning the Union's irresponsible behaviour in giving a platform to those spreading hate speech.

f) Use of Park and Rides to facilitate pupil transport services (proposed by Cllr Andrew Gant, seconded by Cllr Katherine Miles)

Liberal Democrats Group Motion

Council notes that:

Traffic in Oxford, like everywhere else, is significantly worse during school term time

That private schools can generate disproportionately more traffic than state schools for reasons some of which are perfectly legitimate, for example the geographic spread from which pupils are drawn

That while there always has to be significant caution around drawing too direct causal links, especially in something as fluid and complex as the transport system in a city, it is clear that reducing the amount of traffic generated by schools, in particular by private schools, would be hugely beneficial, not just for the wider community and other road users but also for residents, the schools themselves in reducing congestion around the school gate and competition for constrained road space, and for children by promoting healthy choices and encouraging independence

That many private schools in Oxford have put a large amount of resource into laying on their own, bespoke, school bus and minibuses services, with considerable success, and should be warmly thanked and congratulated

That safe, convenient, reliable ways for pupils and parents to access these services are key to their success and growth

That Oxford's five Park and Ride sites are an obvious resource for facilitating interchange to and from these services

Council therefore resolves:

To ask the Leader and Cabinet member to commit to doing everything it can to facilitate use of the three Park and Ride sites it manages by these pupil transport services, to pro-actively engage with schools, bus operators, the County Council and local members to make it happen, and to report back to council before the beginning of the new school year in September

Labour Group Amendment

Council notes that:

Traffic in Oxford, like everywhere else, is significantly worse during school term time

That private schools can generate disproportionately more traffic than state schools for reasons some of which are perfectly legitimate, for example the geographic spread from which pupils are drawn

That the majority of private schools in Oxford are located in Headington and Summertown, both more wealthy areas, largely left unchanged by the County Council's LTN policies and that there are almost no private schools in the areas around Cowley, most heavily affected by these policies

That while there always has to be significant caution around drawing too direct causal links, especially in something as fluid and complex as the transport system in a city, it is clear that reducing the amount of traffic generated by schools, in particular by private schools, would be hugely beneficial, not just for the wider community and other road users but also for residents, the schools themselves in reducing congestion around the school gate and competition for constrained road space, and for children by promoting healthy choices and encouraging independence

That most private schools in Oxford lie close to well serviced public bus routes coming into the City connecting to existing Park and Rides and other parts of the City.

That promoting the better use of existing public transport services will significantly reduce congestion on our City's streets

That many private schools in Oxford have put a large amount of resource into laying on their own, bespoke, school bus and minibus services, with ~~considerable~~ some success, and ~~should be warmly thanked and congratulated~~

That safe, convenient, reliable ways for pupils and parents to access these services ~~would encourage their use and, by so doing, could help to reduce traffic congestion in the City~~ ~~are key to their success and growth~~

That Oxford's five Park and Ride sites are an obvious resource for facilitating interchange to and from these services

Council therefore resolves:

To ask the Leader and Cabinet member to commit to doing everything ~~if~~ **they can to promote attendance at a local school where possible**, to facilitate use of the three Park and Ride sites it manages by ~~these~~ pupil, **parents and** transport services, to pro-actively engage with schools, bus operators, the County Council **which operates the other two Park and Rides**, and local members ~~to make it happen~~, and **if possible** to report back to council before the beginning of the new school year in September

If agreed, the motion would read:

Council notes that:

Traffic in Oxford, like everywhere else, is significantly worse during school term time

That private schools can generate disproportionately more traffic than state schools for reasons some of which are perfectly legitimate, for example the geographic spread from which pupils are drawn

That the majority of private schools in Oxford are located in Headington and Summertown, both more wealthy areas, largely left unchanged by the County Council's LTN policies and that there are almost no private schools in the areas around Cowley, most heavily affected by these policies

That while there always has to be significant caution around drawing too direct causal links, especially in something as fluid and complex as the transport system in a city, it is clear that reducing the amount of traffic generated by schools, in particular by private schools, would be hugely beneficial, not just for the wider community and other road users but also for residents, the schools themselves in reducing congestion around the

school gate and competition for constrained road space, and for children by promoting healthy choices and encouraging independence

That most private schools in Oxford lie close to well serviced public bus routes coming into the City connecting to existing Park and Rides and other parts of the City.

That promoting the better use of existing public transport services will significantly reduce congestion on our City's streets

That many private schools in Oxford have put a large amount of resource into laying on their own, bespoke, school bus and minibus services, with some success,

That safe, convenient, reliable ways for pupils and parents to access these services would encourage their use and, by so doing, could help to reduce traffic congestion in the City

That Oxford's five Park and Ride sites are an obvious resource for facilitating interchange to and from these services

Council therefore resolves:

To ask the Leader and Cabinet member to commit to doing everything it they can to promote attendance at a local school where possible, to facilitate use of the three Park and Ride sites it manages by pupil, parents and transport services, to pro-actively engage with schools, bus operators, the County Council which operates the other two Park and Rides, and local members, and if possible to report back to council before the beginning of the new school year in September

g) Pregnancy Support Services (proposed by Cllr Ed Turner, seconded by Cllr Lizzie Diggins)

Labour Group Motion

Council believes:

- That proper support for women in pregnancy extends far beyond physical care and includes emotional and psychological support;
- That this is exceptionally important in cases where women experience early-pregnancy loss, miscarriage, gynaecological trauma, fertility treatment, IVF or complex conditions such as endometriosis.

Council notes:

- That Oxford University NHS Hospitals Trust has consulted on the closure of its Gynaecology Counselling Service, with staff potentially to be made redundant or redeployed.

Council resolves:

- To oppose the closure of this vital service;
- To welcome the decision by the Trust to pause the consultation on closure in the light of the strong public support for the service, but to press for a long-term commitment to its future;
- To ask the Cabinet Member for Healthy, Fairer Oxford to write to the CEO of Oxford University NHS Hospitals Trust expressing the views in this motion, with copy to Oxford's MPs and the General Secretary of the UNITE trade union.

h) Inequity of Public Transport Provision and Safe Segregated Cycle Path provision across the City (proposed by Cllr Trish Elphinstone, seconded by Cllr Simon Ottino)

Labour Group Motion

There is an inequity of both Public Transport Provision and Safe Segregated Cycle Path Provision across the City.

This particularly affects areas such as Greater Leys which is the most distant part of the City from the City Centre and many amenities. It is the area with the highest proportion of residents on low income.

This Council requests that the Leader writes to County Councillor Gareth Epps asking him to review both issues and to urgently address these matters.

In particular requesting, he consider the use of subsidies to provide a minibus route around Greater Leys connecting to Cowley Centre, and he brings forward plans to create a Segregated Cycle Path on Watlington Rd and Garsington Rd and to properly maintain the route on Blackbird Leys Rd so that it isn't overgrown and made unusable by hedges.