

CABINET

MINUTES of the meeting held on Tuesday, 13 October 2020 commencing at 2.00 pm and finishing at 6.06 pm

Present:

Voting Members: Councillor Ian Hudspeth – in the Chair
Councillor Mrs Judith Heathcoat
Councillor Lawrie Stratford
Councillor Steve Harrod
Councillor Ian Corkin
Councillor Lorraine Lindsay-Gale
Councillor Yvonne Constance OBE
Councillor David Bartholomew
Councillor Liam Walker
Councillor Mark Gray

Other Members in Attendance: Councillor Liz Brighthouse (Agenda Items 9, 11 & 12)
Councillor Jenny Hannaby (Agenda Item 13)
Councillor John Howson (Agenda Item 8)
Councillor Glynis Phillips (Agenda Item 6 & 7)
Councillor John Sanders (Agenda Item 8 & 10)

Invitees: Jane Portman, Independent Chairman of the Oxfordshire Safeguarding Children's Board
Dr Sue Ross, Independent Chairman of the Oxfordshire Adult Safeguarding Board

Officers:

Whole of meeting Yvonne Rees (Chief Executive), Lorna Baxter, Director of Finance; Steve Jorden Corporate Director - Commercial Development Assets & Investments and Monitoring Officer; Sukdave Ghuman (Head of Legal Services & Deputy Monitoring Officer) and Sue Whitehead (Notes)

Part of meeting Kevin Gordon, Corporate Director Children's Services
Paul Feehily, Corporate Director, Place & Growth; Claire Taylor; Corporate Director Customers & Organisational Development; Kay Bishop, Business Manager OSCB; Paul Fermer, Assistant Director Community Operations; Sarah Gilbert, Climate Action Team Leader; Sue Halliwell, Director Planning & Place; Joanne Fellows, Growth Manager Central; Karen Fuller, Deputy Director Adult Social Care; Tan Lea, Strategic Safeguarding Partnerships Manager; Lara Patel, Deputy Director Safeguarding; Celia Prado-Teeling, Team Leader Performance; Robin Rogers, Head of Strategy; Steven

Turner, OSAB Business Manager; Louise Tustian, Head of Insight and Corporate Programmes

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with a schedule of addenda tabled at the meeting and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda, reports and schedule, copies of which are attached to the signed Minutes.

84/20 MINUTES

(Agenda Item. 3)

The Minutes of the meeting held on 15 September 2020 were approved and signed as a correct record.

85/20 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda Item. 4)

The questions and answers are attached as an annex to the minutes.

86/20 PETITIONS AND PUBLIC ADDRESS

(Agenda Item. 5)

The following requests to address the meeting had been agreed by the Chairman:

Item	Speaker
Item 4 - Questions	Councillor Liz Leffman Councillor Tim Bearder Councillor Susanna Pressel
Item 6 – Budget & Business Planning Report	Councillor Glynis Phillips, Shadow Cabinet member for Finance
Item 7 - Business Management & Monitoring Report for August 2020	Councillor Glynis Phillips, Shadow Cabinet member for Finance
Item 8 – Emergency Active Travel – Emergency Bus Gates	Councillor Tom Hayes, Oxford City Council Mr Charlie Hicks Mr Mogford Mr G Jones, ROX, backing Oxfordshire business Mr Kawsar Shah, Jericho Traders Association Ms Scaysbrook, Oxford High Street Association Mr James Lawrie Emma Dadson, Oxford Waterside Resident's Association Mr Richard Parnham, Reconnecting Oxford

	Ms Pip McAllister, Jericho Connection Mark Bhagwandin, Chairman, Oxford Conservative Association Ms Liz Sawyer Ms Sushila Dhall, Coalition for Healthy Streets and Active Travel Councillor John Howson, local councillor for St Margaret's Councillor John Sanders, Shadow Cabinet Member for Environment
Item 9 – Equalities, Diversity and Inclusion Policy	Councillor Liz Brighouse, Chair of Performance Scrutiny Committee Councillor D. McIlveen, Shadow Cabinet Member for Local Communities (gave apologies)
Item 10 – Climate Action Framework	Councillor John Sanders, Shadow Cabinet Member for Environment
Item 11– OSCB	Councillor Liz Brighouse, Chair of Performance Scrutiny Committee
Item 12– OSAB	Councillor Liz Brighouse, Chair of Performance Scrutiny Committee
Item 13 – CPE	Councillor Jenny Hannaby, local councillor for Grove & Wantage Councillor Judy Roberts, local councillor for North Hinksey (did not speak)

87/20 BUDGET & BUSINESS PLANNING REPORT - 2021/22 - OCTOBER 2020

(Agenda Item. 6)

Cabinet considered a report, the first in the series on the Budget and Business Planning process for the forthcoming year that formed the context and background information ahead of and as part of the process which will culminate in Council setting a budget for 2021/22; a medium term financial strategy to 2025/26 and capital programme to 2030/31 and a Corporate Plan in February 2021.

Councillor Glynis Phillips, Shadow Cabinet Member for Finance, highlighted that the budget setting process was taking place in the context of extreme uncertainty due to the cancellation of the autumn budget, waiting for the outcome of the Spending Review, the unknown financial implications of Covid 19 and a further delay in the new needs-based funding formula and changes in the way business rates are allocated. At the same time the report contained several assumptions which would need to be reviewed as the process developed through the autumn and winter.

Councillor Phillips welcomed the recent government announcement of additional funding relating to wider Covid-19 cost pressures and queried

what conditions were attached to the funding and whether the allocation to the County Council was known.

Referring to Paragraph 3 in Annex 1b Councillor Phillips drew attention to the position on earmarked reserves where in the agreed budget in Feb 2020 earmarked reserves were estimated to be £66.6m at March 2020. The actual figure was £102.9m at March 2020 and she queried why this figure was not known at the time the budget was set in February.

Councillor Phillips commented that the existing gap was £24.4m and the biggest risk was the assumption that the grant allocations for 2020/2021 would be rolled forward into 2021/2022.

Referring to the Council's five-year Medium-Term Financial Strategy she felt it was ironic that as a result of government policy we are unable to confidently predict the financial strategy for next year let alone the following 4 years. She was concerned about this short-term approach to local government funding.

On the Capital Programme Planning analysed over specific timelines Councillor Phillips commented that this looked very sensible. She welcomed the review of the funding gap of £18.2m in 2020/202.

On the Corporate Plan' Councillor Phillips highlighted the role of councillors in informing the council's priorities and noted that she could not see where councillors were involved in the review process.

Councillor Bartholomew responded to the comments made. He wished like Councillor Phillips that there could be more certainty but that this year was particularly difficult for obvious reasons. On the additional funding there was £1b across all councils but the allocation for Oxfordshire was not known yet.

On the earmarked reserves this was always an estimated figure and always changed a year end.

Councillor Bartholomew introduced the contents of the report that set out information on the context and starting point for the 2021/22 budget process. He noted the extreme uncertainty over government funding due to the cancelled Autumn Budget, the awaited outcome of the spending review and the ongoing financial impact of the covid pandemic. He noted that the report made mention of the potential savings of £25m however this was an initial assumption and would be reviewed as more information became available through the Autumn and Winter. The figure included £10m of savings already agreed as part of the agreed budget as an outcome of the transformation of services and service redesign and these savings were still intended to be made. Councillor Bartholomew noted that it was proposed to extend the Capital Programme by one year to 2030/31. Councillor Bartholomew moved the recommendations.

Councillor Heathcoat, Deputy Leader of the Council, noted the importance and seriousness of the report concerning business and budget processes. She thanked officers and Councillor Bartholomew for the ongoing work to brief councillors and noted the report was an indication of the early planning and consideration going into planning the budget for 2021/22. Councillor Heathcoat highlighted that by law councillors in February must set a balanced budget. Referring to the Corporate Plan, this would be updated and would reflect the years challenges. It would also refresh the six overarching priorities with consideration also being given to corporate level issues.

RESOLVED: to:

- (a) Note the report;
- (b) Approve the Budget and Business Planning Process for 2021/22; and
- (c) Approve a five-year period for the Medium-Term Financial Strategy to 2025/26 and ten-year period for the Capital Programme to 2030/31.

88/20 BUSINESS MANAGEMENT & MONITORING REPORT - AUGUST 2020

(Agenda Item. 7)

Cabinet had before them a report setting out Oxfordshire County Council's (OCC's) progress towards Corporate Plan priorities for 2020/21 at August 2020.

Councillor Glynis Phillips, Shadow Cabinet Member for Finance commented that inevitably her role was to query areas of underperformance but noted that the majority of business areas were still performing well. Councillor Phillips singled out the Public Health team who were still, for example, meeting their drug and alcohol abuse support targets while clearly having a pivotal and time-consuming role in combatting Covid-19.

Councillor Phillips referred to Public Health performance on Page 84 – Indicator 14 where on the prevalence of healthy children there is no data on a number of indicators because some of the workforce was deployed to the NHS response to Wave 1. Councillor Phillips queried whether these health visitors were back with the Council because their work e.g. reviewing children at 12months and the 2-2 and a half years was crucial to identifying any issues of neglect.

Councillor Phillips asked whether the Cabinet Member was able to provide more detail on Page 62 indicator 11 Reduced carbon impact of our transport networks? The narrative stated that the success of the charging installation was not under the control of the Council, but the Council could facilitate the project. She sought more information on how we were going to increase the number of charging spaces in the county which will be key to us meeting our carbon reduction target.

Councillor Phillips supported the recommendation that £112k grant from the Department of Education be allocated to better equip education settings to support pupils and students' wellbeing and psychosocial recovery. Also, the KS2 moderation and KS1 phonics grant of £22k be allocated to Education and Learning to carry out this role.

Cabinet Members responded to other queries relating to the recruitment of a new programme manager as set out at Indicator 12, the review of unfunded posts and the income generation scheme.

Councillor Constance, Cabinet Member for Environment, undertook to respond to the question from Councillor Phillips relating to measures to facilitate the Park and Charge project and also to respond to a question on the statutory restrictions on the use of the surplus from the on-street parking charges and measures.

It was also agreed that Councillor Phillips receive a response to her question in relation to Indicator 14 as to whether health visitors deployed to the NHS during the pandemic are now back with their normal duties.

Councillor Heathcoat, Deputy Leader of the Council introduced the performance and risk elements of the report.

Councillor David Bartholomew, Cabinet Member for Finance introduced the finance element of the report.

During discussion Cabinet highlighted the performance of the Fire & Rescue Service and the Customer Service Centre. The CSC had achieved a 95% satisfaction rating which was a huge achievement.

RESOLVED: to note this month's business management and monitoring report; and agree virements set out in Annex 2b.

89/20 EMERGENCY ACTIVE TRAVEL - TEMPORARY BUS GATES

(Agenda Item. 8)

Cabinet considered a report seeking a decision on the introduction of temporary bus gates in Oxford city centre as part of the council's transport response to the COVID-19 pandemic. The report outlined the results of an online survey of public and stakeholder opinion on the temporary bus gate proposals, along with an analysis of the costs, risks, and longer-term strategic implications of the scheme.

Councillor Tom Hayes, Deputy Leader of Oxford City Councillor spoke in support of the introduction of the temporary bus gates, outlining reasons why he felt that there was not a solid base of evidence for recommendation (d) and the proposal not to proceed. Firstly, he recognised the split of opinion, but the majority were in favour of the bus gates overall. Councillor Hayes

commented that the interpretation of the survey results was skewed in part due to the design of the survey that meant that more responses were bundled into bad idea than into good idea. Even so OCC had progressed schemes where there had been a split of opinion. Secondly the report referred to the impact of the bus gates on the wider transportation strategy and resources Councillor Hayes commented that the City and County were working together to integrate the zero emissions zone and Connecting Oxford, and this has been a long-standing plan. The City Council believed that they should integrate further with the City Centre bus gates and the Tranche 2 bus gates. It seemed peculiar to propose abandoning the City Centre bus gates as a bolt on to the Connecting Oxford programme but rush towards another bolt on in the form of the Tranche 2 bus gates. With the loss of the City Centre bus gates, highlighted in the next Active Travel bid Councillor Hayes queried whether there was a risk of losing out on funding. The City Centre bus gates were a perfect fit for this fund. Thirdly it was important to deliver the wider transportation strategy that City and County colleagues have spent many years developing. Access restrictions are part of the Connecting Oxford plan and Tranche 2 bid and is a nettle that must be grasped. Councillor Hayes queried whether the County was brave enough to take the actions necessary. He considered that access restrictions were the only way to bring about fast, consistent and reliable bus travel. Tranche 2 was the only emergency active travel show in town and it is not focussed on the City Centre. Councillor Hayes queried in what other City this was the case. He referred to the work he and partners had done over many years and suggested that they had real concern about the lack of communication and that the decision today and the way it was conveyed was important if relationships were not to be impacted.

Responding to a question from Councillor Bartholomew about the number of emails received by Councillor Hayes and whether in favour or not Councillor Hayes replied that people with concerns will raise them. Initially the emails had voiced those concerns but in following weeks individuals and groups had written in support being struck by our vision.

Mr Kawsar Shah, Jericho Traders Association spoke in support of the recommendation not to proceed with the temporary bus gates. He outlined by reference to his own experiences as a restaurant owner on Walton Street, the difficulties that local traders faced following the road closure and with the impact of the pandemic. Times were very uncertain with businesses struggling. Mr Shah had not met a single person who was against making Oxford greener. However, to achieve this required a long-term strategy with a rigorous consultation process and a full assessment of the impact it would have on central area businesses.

Ms Sushila Dhall, Coalition for Healthy Streets and Active Travel, spoke in support of the bus gates. She commented that the groups in the coalition had worked with the Council over 25 years to promote cycling and walking and had supported the very good policies put in place. However, over those 25 years conditions had worsened for cyclists and pedestrians and pollution had increased Now with the proposal for bus gates, supported by a majority of

respondents, there was an opportunity to put good policies into action. It was a rare opportunity to bring something good out of the pandemic. She was disappointed at the recommendation to follow the minority view not to implement and asked that even if Cabinet defer work start now in getting these bus gates through in two and half years. The Council could count on the support of groups within the coalition.

Mr Charlie Hicks spoke in support of the bus gates as a solution to the problem of congestion. The bus gates would provide important data for Connecting Oxford. He outlined reasons to introduce the bus gates now including climate action, health concerns due to the impact of congestion on the environment and the hope of positive change.

Mr G Jones, ROX, backing Oxfordshire business stated that as a long-established campaigning group, ROX, welcomed the recommendations in the report. He commented that it was clear from the report, even without any modelling being carried out, that the measures would have been disruptive and extremely expensive. He highlighted the huge challenges faced by local businesses, over the last seven months, with some falling by the wayside and others unsure whether they would be able to continue into the new year. The majority doing what they could to become more efficient and reducing expenditure while trying to retain as many jobs as possible. The acceptance of the recommendations would be a great relief to them as with the threat of the bus gates, they had to contend with extra costs through longer journeys affecting staff time, particularly those providing services or carrying out deliveries, as well as additional outgoings on fuel. They trusted that this could be confirmed as a permanent decision and that the proposals would not be re-introduced in new wrapping as part of "Connecting Oxford". As the County Council goes forward with Connecting Oxford, he asked that it consulted and worked in co-operation with the business community.

Mr Mogford speaking on behalf of 'The Oxford Collection', the Old Bank & Old Parsonage Hotels, Quod Restaurant Parsonage Grill & Gees spoke against the introduction of bus gates. starting with South Parks Road and Hythe Bridge Street. Mr Mogford expressed the opinion that this would be extremely damaging to the economic wellbeing of Oxford's Centre and beyond. He refuted the idea that such measures would assist a recovery from the pandemic crisis but would rather have the opposite effect and permanently damage an already uncertain climb back in footfall and business buoyancy. Mr Mogford asserted his understanding that no data or survey modelling had been done to support this policy and predict its effect on traffic flows and the economic consequences. He commented that the roads identified for bus gate restrictions were the only remaining communicating 'veins' to make the city properly function. To close them for

most daytime hours would essentially seize up the 'lifeblood flow' of the city's economy.

Ms Scaysbrook, Oxford High Street Association stated that whilst absolutely agreeing with the primary aims of the bus gate; that was, to assist Oxford's recovery from the coronavirus pandemic the Association believed there were a number of far preferable alternatives to bus gates in achieving this: ways to positively encourage cycling that did not negatively impact those who need to make journeys for whatever reason across the city centre by car. Ms Scaysbrook outlined that currently traffic congestion was low and bus journey times good. It was not known when traffic would return to pre pandemic levels and so measures to speed bus journey times were less important in attracting people to the city centre than measures to improve the cycling infrastructure. Ms Scaysbrook outlined a number of measures to improve the cycling offer for Oxford including improvements to routes from Park and Ride sites, and measures to increase the uptake of cycling across the City. The Council should encourage people to cycle by making cycling more attractive, not by blocking other means of transport.

Mr James Lawrie Treasurer of Christ Church, one of Oxford University's colleges spoke on behalf of a group of seven city centre colleges, against the introduction of bus gates on Hythe Bridge Street or Worcester Street, between Frideswide Square and Beaumont Street, and on St Cross Road or South Parks Road, between Parks Road and Manor Road. Their concerns were related to the lack of consultation in respect of the proposals and the potential effects on the colleges' activities.

Emma Dadson, Oxford Waterside Resident's Association a neighbourhood of 199 households accessed off Walton Well Road. They were an Active Travel Neighbourhood, walking and cycling so far as possible and supporting measures to reduce carbon emissions and traffic within Oxford. The majority of residents had expressed concern over the introduction of bus gates, and it had been a worrying time for residents whose lives would be disrupted without 24 /7 exemptions. In particular Ms Dadson highlighted lengthy delays in accessing facilities on Botley Road, the lack of bus services to provide a viable alternative to car travel and concerns about travel to work along the already congested A34 via Peartree. The neighbourhood had off road parking so was not registered with the Council. As an Association they had conducted a survey which they would happily share with the Council. The majority of residents were in favour of bus gates but only with appropriate 24/7 exemptions in place for local residents.

Mr Richard Parnham, Reconnecting Oxford spoke against the introduction of bus gates, asserting that there was no meaningful evidence to support their deployment now or in the future.

Ms Pip McAllister, Jericho Connection welcomed the recommendation not to proceed with the proposed temporary bus gate at Worcester Street/Hythe Bridge Street believing that a bus gate would have a negative impact on Jericho residents, businesses, workers and visitors. She outlined the existing impact on elderly residents and on businesses in the area since the barrier

closing Walton Street to through traffic in Jericho was put in place in May 2019. She also outlined difficulties for staff at local schools, and parents with children at the schools. Patients from other parts of Oxfordshire had had difficulties in accessing the medical facilities in the area. A bus gate preventing traffic from the north of Oxford travelling west or south would further compound the problems Jericho faced

Mark Bhagwandin, Chairman, Oxford Conservative Association appealed to Cabinet to accept the recommendation not to proceed with temporary bus gates in Oxford. He further urged Cabinet to reject the recommendation to accelerate the council's wider transport strategy including the provision of bus gates as part of the Connecting Oxford plan. Any new bus gate in Oxford, whether temporary or permanent, would be bad for residents, bad for businesses and bad for the environment. Mr Bhagwandin outlined to Cabinet the reasons for their objections including it being a false assumption that residents of Oxford use their cars simply because they like driving. Most residents drive out of necessity. The bus gates will result in much longer journeys for residents who had to use their vehicles and who currently rely on those key connecting roads to get across the city easily. Residents will have to put up with an increase in rat running by vehicles needing to avoid the restricted roads. People who need to get to the hospital and are unable to cycle or use public transportation for various reasons, will face delays in getting to their appointment. The proposals are bad for the environment leading to slow or stationary traffic causing greater levels of emissions. Oxford Conservatives stood ready to champion and support sensible measures which actually do protect the environment.

Ms Liz Sawyer, Oxfordshire Liveable Street, asked Cabinet to reconsider the recommendation to abandon the City Centre Bus Gate proposals. Ms Sawyers referred to the large survey of people's opinions about the proposals with 50% of respondents, and 53% of Oxford's residents thinking the bus gates were a good idea, although some have some concerns about the details. 46% were against. Ms Sawyers was clear then that more people were for this, despite their concerns, than against it. She accepted that there was a split in opinion but that was the nature of democracy, and not something to be afraid of. Ms Sawyers referred to the obligation to enact what the majority are calling for and urged the Council not to wait for perfect plans but to do what had been offered now to make things better. Referring to the opposition of local businesses she highlighted that in areas where administrations have acted boldly to enact traffic restriction, such as in Waltham Forest in London, and throughout the whole of Ghent, businesses have flourished.

Councillor John Howson, local councillor for St Margaret's commended the practice of Oxfordshire County Council to allow anyone to speak at meetings. Councillor Howson stated that he had been reviewing the statements he had made to Cabinet and Cabinet member for Environment meetings on this matter since bus gates were suggested in 2015. In January this year I pointed out that residents in my Division would only be able to access local area by car at the ring road. Without knowing times of the bus

gates, it would make a considerable difference to comments. This point was not picked up in the latest consultation thus making comments difficult for local residents. As we have seen discussion on whether residents support bus gates. They did not know whether they would be like George St operating 24/7 or like the High with more limited hours of operation. As Waterside residents made clear leaving part of the City without access to bus services would make any introduction of traffic management unfair. Finally, Councillor Howson referred to a suggestion in LTP4 for the introduction of a tunnel scheme under the city centre. Implementing such a scheme with a 2-line metro from the park and rides would radically alter traffic movements across the City.

Councillor John Sanders, Shadow Cabinet Member for Environment stated his support for the low traffic neighbourhood proposals. He was not persuaded that now was the time to introduce more bus gates. Currently bus numbers were down and he would prefer to delay to see the effect of low traffic neighbourhood measures.

Councillor Hudspeth thanked all the speakers and stressed that the decision would be taken today based on the report and listening to all the speakers,

Councillor Constance, Cabinet Member for Environment, thanked speakers. In moving the recommendations Councillor Constance stated she was very clear that congestion was a major problem but was uncertain that progressing with the bus gates was the correct solution. Councillor Constance stressed that the recommendations not based solely on the survey results, highlighting paragraph 34 making it clear that the Council was looking for permanent sustainable solutions to traffic management. She had heard clearly how much it matters to have proper consultation and to have proper evidence and impact assessments of these schemes. These were put forward when it looked like it might have been possible to put them forward as a temporary scheme under the Active Travel powers. This proved not sensible as it would have had too big an impact to introduce without consultation. Councillor Constance added that she shared the concerns about poor consultation, low levels of evidence and inability to assess what the impact on traffic might be and was therefore supporting the recommendations. Councillor Constance also highlighted paragraph 56 that set out the Council's commitment to permanent sustainable traffic management scheme. Also at paragraph 60 the Council was interested in looking to accelerate schemes within Connecting Oxfordshire where that was possible. The Council recognised the appetite for change, and she stressed that the Council was not walking away from better traffic management in Oxford. This was not a decision to be taken solely on the survey results but taking into account the cost, resources, the impact of the scheme and the lack of traffic data at this time.

Councillor Bartholomew, on a point of information explained that his question to Councillor Hayes had been for background information. There was no requirement on any individual or group to lobby Cabinet or City members. His question had reflected the emails he had received. Councillor

Bartholomew clarified that his decision would be based on the wide range of evidence put in front of him, not just on the number of emails. He added that the intent of the City was good but that short-term measures in haste risked undermining all the work done over the last few years on medium- and long-term solutions.

During discussion Cabinet supported the recommendations making the following points:

- Cabinet recognised the importance of this matter and the strength of feelings on all sides. They welcomed the useful debate and presentations .
- In the current economic climate amid the uncertainties of the pandemic the concerns of local businesses must be considered. Temporary bus gates introduced now would have a severe impact on local businesses and people moving across and coming into Oxford. It was important during the pandemic to support the local economy. Businesses did not have an infinite capacity to cope with change.
- Congestion around Westgate Centre won't be fixed by the bus gates.
- Concern that pollution levels would not be addressed by the introduction of the bus gates.
- Concerns were raised about the impact of bus gates on people who had no alternative but to use their car either due to health reasons or for work.
- Cabinet supported the need for a sustainable permanent solution.
- The benefits of low traffic neighbourhoods in Waltham Forest should not be forgotten but now was not the timing.
- The post covid picture was uncertain and this put a question mark over the evidence base.
- Connecting Oxford would continue to work with City Council colleagues – about reducing congestion. We had to ensure there was full consultation and of course that it was part of connecting Oxfordshire as Oxford also relies on that flow into the City.

RESOLVED: to

- (a) recognise the council's current commitments to deliver a wide range of transport initiatives across the county along with its ongoing focus on Oxford city;
- (b) welcome the level of response received to the temporary bus gates (Oxford city centre) survey and the wider debate that this stimulated;
- (c) recognise the wide range of important issues raised by those opposing, supporting, and undecided about the temporary city centre bus gates;
- (d) not proceed with the temporary bus gates both in recognition of the split of local opinion and in consideration of their likely impact upon the council's wider strategic transport strategy and resources, and to use

the invaluable feedback received to inform the development of the council's wider transport strategy;

- (e) subject to (d) above, work with Oxford City Council and other partners to accelerate, where feasible, work on the council's wider transport strategy including the provision of bus gates as part of the Connecting Oxford programme, as well as the Zero Emission Zone, the active transport programme, and measures to improve bus journey times and encourage COVID-secure bus use.

90/20 EQUALITIES, DIVERSITY AND INCLUSION POLICY

(Agenda Item. 9)

Oxfordshire County Council takes its obligations and commitments to equalities, diversity and inclusion very seriously. Cabinet considered an update of the council's equality policy that had been undertaken in partnership with Cherwell District Council to align approaches in a joint policy. This is in line with the agreed principles of joint working. The report sought Cabinet agreement on the 'Including Everyone. Equalities, Diversity and Inclusion Framework' and its initial Action Plan.

Councillor Liz Brighouse, Chairman of Performance Scrutiny Committee, commented that paragraph 16 of the report reflected what was said at Performance Scrutiny Committee and much of what was discussed was incorporated into the Action Plan. Councillor Brighouse highlighted the final point that related to people with mobility impairments and noted that the discussion on the last item made clear the difficulties people with mobility issues faced in getting around Oxfordshire easily. As a Committee they wanted to look at the Action Plan on a regular basis and in addition felt that a members seminar would be helpful so that all members understood what was trying to be achieved. In relation to data the Committee were concerned of the need to have better data in relation to young carers and the number of different languages spoken in our schools. She praised the Framework as an excellent document and thanked officers work. It supported very well the recent commitment at the last Council meeting to make Oxfordshire an anti-racist county. Councillor Brighouse added that so many of the people living in our County do not feel included. She referred to the excellent corporate plan called a Thriving Oxfordshire and would prefer to see this Framework called Inclusive Oxfordshire rather than Including Everyone as not everyone does feel included.

Councillor Gray, Shadow Cabinet Member for Local Communities, Claire Taylor, Corporate Director Customers & organisational Development and Sam Shepherd, Policy Team Leader gave a presentation that highlighted the need for change, described the process to update the County Council policy the close partnership approach with Cherwell District Council and the next steps.

During discussion Cabinet:

- Supported the Framework and Plan and highlighted that the actions taken as a result were key to its success.
- Was pleased that connections were being made with the Director of Public Health's annual report the thrust of which was to highlight deprivation that led to inequalities.
- The positive support from within the community for each other was a positive to come from the pandemic and could be a springboard to breaking down barriers going forward.
- Highlighted the opportunity to revisit the paragraph on equality implications included in all reports to ensure that the changes we make are fair and inclusive.
- Noted the need to be careful in the phrasing used so that whilst we must be inclusive and celebrate diversity the language used should not inadvertently offend a large group of people.
- Highlighted that this was a joint piece of work in partnership with Cherwell District Council to ensure both able to deliver on and the BAME network. the promise of the opening line of the document.
- It was noted that a number of Cabinet members had attended different drop in events during Inclusion Week and these had covered a number of networks including: the disability awareness and wellbeing network, the LGBTQIA+ network and the BAME network. These groups were well established and involved mostly officers. The sessions were well attended, were welcoming and thought provoking and highlighted how painful exclusion could be for people. It was suggested that it would be useful to run the sessions again to allow wider councillor involvement.
- Were pleased to see the Framework go further than the nine legally protected characteristics to include 5 that were important to the priorities of Oxfordshire. It was noted that the characteristics were not discrete but would sometimes overlap leading to an infinite number of different identified characteristics each possibly with their own unique sets of challenges but also with host of opportunities when we choose to embrace diversity.
- Highlighted work that was already underway to address the ambitions of the Framework.

RESOLVED: to:

- (a) Agree the Including Everyone, Equalities, Diversity and Inclusion Framework, as contained within Annex 1;
- (b) Delegate to the Corporate Director for Customers and Organisational Development, in consultation with the Cabinet member for Local Communities, consideration of any amendments proposed through the decision-making process at Cherwell District Council;
- (c) Agree the initial Including Everyone, Action Plan, as contained within Annex 2.

91/20 CLIMATE ACTION FRAMEWORK

(Agenda Item. 10)

Oxfordshire County Council declared a climate emergency in April 2019, pledging to be carbon neutral by 2030 for its own operations and estate. The climate emergency declaration was followed by a public commitment in November 2019 to prioritise action on climate change across the council's decision-making, services and activities.

Cabinet had before them a report that sought approval of the framework that has been developed to guide the council's approach to climate action and that provided an update on the joint work being done by OCC and CDC in this area.

Councillor Constance, Cabinet member for Environment introduced the contents of the report and moved the recommendations.

Cabinet members in welcoming the Climate Action Framework suggested that it would be helpful to share with Community Action Groups and schools.

RESOLVED: to:

- (a) Approve the Climate Action Framework (Annex 1) to drive the council's work on Climate Action
- (b) Note the work taking place to mobilise joint CDC/OCC Climate Action programme.

92/20 THE OXFORDSHIRE SAFEGUARDING CHILDREN'S BOARD ANNUAL REPORTS (INCLUDING BOARD, QUALITY ASSURANCE AND CASE REVIEW WORK)

(Agenda Item. 11)

The OSCB's remit is to co-ordinate and ensure the effectiveness of what is done by each agency on the Board for the purposes of safeguarding and promoting the welfare of children in Oxfordshire. Cabinet had before them the annual report summarising the key achievements in the last year and providing an analysis of safeguarding arrangements.

Cabinet also considered two further supporting annual reports: The Performance, Audit & Quality Assurance Annual Report and the Case Review & Governance Annual Report.

Councillor Liz Brighouse, Chairman of Performance Scrutiny Committee commended the report and thanked Richard Simpson as the former Chairman of the OSCB for the enormous difference he had made during his time as Chairman.

Councillor Harrod, Cabinet member for Children & Family Services echoed the thanks to Richard and introduced Jane Portman in her role as Interim

Independent Chairman. Councillor Harrod thanked Kay Bishop and the Team for a vastly improved format for the annual report.

Jane Portman, Tan Lea and Lara Patel introduced the contents of the three reports.

RESOLVED: to note the reports.

**93/20 OXFORDSHIRE SAFEGUARDING ADULT BOARD (OASB)
ANNUAL REPORT - 2019-20**

(Agenda Item. 12)

Cabinet considered the annual report of the OSAB on the work of the Board and of its partners, assessing the position of the partnerships in relation to safeguarding adults at risk within Oxfordshire.

Councillor Brighouse, Chairman of Performance Scrutiny Committee commended the practice of looking at the work of Board that took place in Oxfordshire. It was considered at three different places. At Performance Scrutiny Committee they had discussed the need to find a way to present more clearly some of the data around homeless figures to understand about repeat alerts.

Councillor Lawrie Stratford thanked Dr Sue Ross, the Independent Chair for her work in chairing what was a very large partnership. He noted that in addition to the consideration given to the report at OCC the report was also considered by the various partners.

Dr Ross presented the contents of the report.

Cabinet welcomed the excellent and informative report.

RESOLVED: to note the priorities for 2020-21.

**94/20 CIVIL PARKING ENFORCEMENT (CPE) WITHIN CHERWELL,
SOUTH & VALE DISTRICTS**

(Agenda Item. 13)

Oxfordshire County Council were formally approached by South Oxfordshire and Vale of White Horse to work jointly with them to investigate the feasibility of implementing CPE within their Districts. The scope of this was broadened to look at the county as a whole and include Cherwell in the investigation. CPE is already in place in Oxford City and West Oxfordshire. The investigation found CPE was appropriate for all remaining districts across Oxfordshire.

Cabinet considered a report seeking approval to make a formal application to the Department for Transport to implement CPE across the remaining districts

Councillor Jenny Hannaby, local councillor for Grove & Wantage spoke in support of the proposals.,

Councillor Constance, Cabinet Member for Environment introduced the contents of the report and moved the recommendations.

During discussion Cabinet supported the recommendations.

Paul Feehily, Corporate Director Place & Growth responded to a query on the of assumptions set out at paragraph 6 of the report. He stated it was right to be aware of the risks but advised that he was very comfortable with the assumptions there and the likely income. He also explained the cost contributions from District Councils was appropriate as they were contributing to some of the set-up costs, but a larger portion of the costs would fall to the County Council by way of additional line painting and signage.

RESOLVED: to:

- (a) Approve the submission of an application of the Department for the introduction of a Special Enforcement Area (SEA) and bus lane enforcement powers across the districts of Cherwell, South Oxfordshire and Vale of White Horse to provide Civil Parking Enforcement (CPE).
- (b) Support the proposal for Oxfordshire County Council to manage this new 'on street' service.

95/20 ENGLAND'S ECONOMIC HEARTLAND DRAFT TRANSPORT STRATEGY CONSULTATION; RESPONSE FROM OXFORDSHIRE COUNTY COUNCIL (EEH CONSULTATION PERIOD - 14 JULY TO 3 OCTOBER)

(Agenda Item. 14)

The report before Cabinet gave context to the proposed OCC response to the draft EEH Transport Strategy, set out in Annex 1. It set out the background to development of the EEH Transport Strategy and summarised the proposed consultation response. It also considered the proposals for the establishment of EEH as a statutory sub-national transport body and the powers and responsibilities that this would (or could) have. Finally, it covered key points for consideration on corporate policies and priorities, finance, sustainability and equality, and risk management.

Councillor Constance, Cabinet Member for Environment moved the recommendations.

During discussion Cabinet generally supported the response. Councillor Gray stated that he was quite neutral to the Strategy. He did not support the superhighway and feared this was a trojan horse aimed at getting approval.

Councillor Constance stressed that this was not about any piece of infrastructure and was still a bottom up body.

RESOLVED: (by 9 votes for with 1 abstention) to endorse the Oxfordshire County Council Response to the England's Economic Heartland Draft Transport Strategy as included in Annex 1.

Councillor Mark Grey asked that he be recorded as having abstained from voting on the recommendation.

96/20 DELEGATED POWERS - OCTOBER 2020

(Agenda Item. 15)

To report on a quarterly basis any executive decisions taken under the specific powers and functions delegated under the terms of Part 7.1 (Scheme of Delegation to Officers) of the Council's Constitution – Paragraph 6.3(c)(i). It is not for Scrutiny call-in.

97/20 FORWARD PLAN AND FUTURE BUSINESS

(Agenda Item. 16)

The Cabinet considered a list of items for the immediately forthcoming meetings of the Cabinet.

RESOLVED: to note the items currently identified for forthcoming meetings.

..... in the Chair

Date of signing

**ANNEX
QUESTIONS ON NOTICE FROM MEMBERS OF THE COUNCIL**

Questions	Answers
<p>1. COUNCILLOR LIZ LEFFMAN</p> <p>It is good to see that a number of libraries have now re-opened across the county and that volunteers are able to resume their roles. Many of our volunteers are in the vulnerable age group. What steps are being taken to ensure their safety?</p>	<p>COUNCILLOR LORRAINE LINDSAY-GALE, CABINET MEMBER FOR EDUCATION & CULTURAL SERVICES</p> <p>In the final week before the national lockdown the Library Service suspended all its volunteering as it was felt that with many of our volunteers falling into the vulnerable group due to age or underlying health conditions this was necessary to keep our volunteers safe. Since April the Service has been working to assess how to safely restart volunteering in our libraries. Our criteria for doing so has been based on the following considerations:</p> <ul style="list-style-type: none"> • Whether the volunteering role was able to be carried out within the guidance relating to social distancing. This has meant that some roles that involve volunteers working in groups or closely 1-1 with customers such as Rhymetime volunteers or Digital Helpers have not yet been restarted. • Whether the volunteering role was critical to the delivery of the library service. This has meant some additional roles like offering volunteering places to young people carrying out their Duke of Edinburgh volunteer placements have not yet resumed. <p>Two roles where the criteria above was felt to apply was to our Home Library Service volunteers and our Community Library Volunteers and work commenced in the Summer to consider how volunteering in these roles could resume. As safety measures for staff had to be put in place first, and assessed to be effective, the move towards resuming volunteering came after we had experience of how our staff were working in the new environment. A key principle in the Community Library volunteering resuming was that all the protection and support offered to staff as part of the COVID site risk assessment would automatically apply to volunteers, with OCC funding any masks, gloves or other items volunteers required.</p>

Questions	Answers
	<p>The process followed in standing up our community library volunteers involved:</p> <ul style="list-style-type: none"> • Consulting with all our library Friends Groups via an online conference in August and in follow up meetings with individual groups to keep them informed of the measures being taken to safely re-open and to answer any queries or questions they had. • Asking our volunteers if they were happy to return, and if so to fill out a form updating crucial contact information as well as asking volunteers to declare whether they were in a vulnerable or extremely vulnerable. • Those volunteers who had responded were then sent a Risk Assessment to complete with the volunteer's consent uploaded to the volunteer database. <p>The Community Library Volunteer Risk Assessment was based on the COVID-19 Library Staff Risk Assessment with the previous Risk Assessment for the Community Library role added to it, with some adaptations due to the changes in branch working since the lockdown. It was made clear to all volunteers that they had the right to cease their volunteering at any time, even when in branch, if they did not wish to continue.</p> <p>The approach for Home Library Service volunteers (visiting individuals in their homes) was largely similar, with each volunteer being asked to complete a specific Home Library Service Volunteer Risk Assessment Checklist to confirm both their health status, and also their understanding of new working arrangements to make the arrangements COVID-secure.</p> <p>We continue to monitor the level of risk to our volunteers and we have the ability to identify and email directly volunteers in different risk categories via our updated database if we have to suspend volunteering again due to a rise in infection rate in the county.</p>
SUPPLEMENTARY QUESTION	SUPPLEMENTARY ANSWER

Questions	Answers
<p>What would happen if someone in the library service tested positive? Do we have a system within the library service to manage this, contacting volunteers and managers etc or are we relying on the national test and trace system .</p>	<p>We are operating track and trace at the door of every library and at the moment we are relying on that but Councillor Leffman would be advised of any further measures we have in place.</p>
<p style="text-align: center;">2. COUNCILLOR TIM BEARDER</p> <p>The Oxfordshire Fire and Rescue Twitter account is sending almost weekly tweets about cyclist on the pavement, five since the 22nd of September. Could you please supply me with the communication strategy and explain why this particular problem features so high up the departments list of concerns?</p>	<p style="text-align: center;">COUNCILLOR JUDITH HEATHCOAT, DEPUTY LEADER OF THE COUNCIL</p> <p style="text-align: center;">1. Could you please supply me with the communication strategy</p> <p>The communications calendar attached as an annex shows that cycle safety was a planned theme for our prevention activities in September. This was influenced by the Dept for Transport reporting last year that, at the national level, the only groups experiencing an increase in casualties were cyclists and pedestrians.</p> <p>The cycle safety initiative was jointly planned with and supported by the Police.</p> <p style="text-align: center;">2. Why this particular problem features so high up the departments list of concerns?</p> <p>OFRS recently presented our annual report to the Performance Scrutiny Committee and were asked to respond to concerns raised by panel members regarding cycling proficiency in children of secondary school age. OFRS was specifically asked by a Committee member to take some action regarding older children cycling on pavements which was creating local concerns for pedestrian safety.</p> <p>To provide some broader context, over the past year our most successful</p>

Questions	Answers
	<p>social media campaign (in terms of reach) was the drink driving campaign which was run last December. The next most successful campaign focused on taking extra care on the roads following lockdown in June. Activity to support the cycling on the pavements activity was very limited in comparison to most of our other social media campaigns.</p> <p>Road and cycle safety is our core business and links to our cycle safety training and walking to school initiatives, as well as cutting across public health priorities.</p>
<p>3. COUNCILLOR TIM BEARDER</p> <p>Could you please tell me how much land the council owns in any of the sites in South Oxfordshire District Council's emerging local plan and what is intention to do with this land should the local plan get adopted?</p>	<p>COUNCILLOR DAVID BARTHOLOMEW, CABINET MEMBER FOR FINANCE</p> <p>Three allocations in the draft South Oxfordshire Local Plan 2011-2034 contain land or property that is owned by Oxfordshire County Council. In summary they are as follows:</p> <p>Policy STRAT10ii Berinsfield Local Green Space Former Abbey School Site: 3.6 hectares within Local Green Space Berinsfield CP School (Abbey Woods Academy): 1.5 hectares within Local Green Space</p> <p>This land is likely to be managed as it has in the past, for open space and school purposes.</p> <p>Policy STRAT12 – Land at Northfield [not to be confused with the school / hostel site] Guydens Farm, Garsington: 15.63 hectares</p> <p>Should the Local Plan become adopted, the County Council will seek to maximise land value in order to support the delivery of services to Oxfordshire residents.</p>

Questions	Answers
	<p>Policy H2g (Didcot Gateway) Lydalls Nursery school: 0.3 hectares</p> <p>The County Council supports the redevelopment of the Didcot Gateway site, which is the triangular area of land opposite Didcot train station. This development has a real opportunity to introduce a high quality development that can be seen as gateway to the centre of Didcot. The County Council recognises that redevelopment of the Lydalls Nursery site may bring opportunity to deliver an integrated cohesive development should opportunities to relocate the Nursery be identified. Should the Local Plan be adopted the Council will work with stakeholders to assess the viability and suitability of relocation where it is appropriate to do so.</p>
<p>SUPPLEMENTARY It was noted that there were no supplementary questions on Questions 2 & 3 above as Councillor Bearder had had no opportunity to* not read the response.</p> <p>* Amended at the Meeting of Cabinet on 17 November 2020.</p>	
<p>4. COUNCILLOR SUSANNA PRESSEL</p> <p>We are facing a climate crisis, a Covid-19 crisis -- and a general health crisis, because of killer air pollution and because of our increasingly sedentary lifestyles. The government is telling us to encourage active travel and get cars out of city centres. The bus companies are desperate for us to reduce congestion and the City Council is so</p>	<p>COUNCILLOR YVONNE CONSTANCE, CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)</p> <p>I agree that action is required to permanently reduce congestion and pollution across Oxfordshire, particularly in and around Oxford that is why we are progressing the policy of Connecting Oxford which is part of the strategic Connecting Oxfordshire.</p> <p>Temporary or experimental schemes could play a helpful role in achieving this. However, we have to recognise that even temporary or experimental schemes can have a major impact on people's lives and businesses and we</p>

Questions	Answers
<p>keen on the bus gates that they were happy to pay for them. All we need from you is leadership.</p> <p>These <i>temporary, experimental</i> bus gates, which can easily be moved and the timings and exemptions adjusted, are the ideal way to gather evidence for the permanent scheme that we hope will follow -- and we hope it will follow soon.</p> <p>The bus gates would encourage people to use the ring road, instead of driving through the city centre, and encourage people to use the park and ride car parks, if they want to come into the city centre.</p> <p>People in my division, in the Botley Road area, are in despair at the solid lines of vehicles, stationary in both directions, spewing out exhaust fumes, that regularly bring the road to a standstill and threaten their health and the health of their children -- and if you decide today not to go ahead with the temporary bus gates, after all the work that has been put in, it seems they may now have to wait until 2023 for relief from this intolerable situation!</p> <p>My question is – what are you going to do to <i>really</i> reduce pollution and congestion in the city centre (which can only be done by reducing the number of vehicles) and to rescue the residents in my division from the intolerable situation they are suffering?</p>	<p>must take the time and care to understand those impacts.</p> <p>A hastily implemented experiment can do more harm than good, dividing communities, eroding trust in the local authorities, and damaging the prospects for permanent change – which must remain our primary focus. In other parts of the country rushed emergency active travel schemes are being removed following outcry from residents and businesses. We don't want that to happen here, and particularly not with a proposal that sits at the heart of our long-term transport strategy. If we get this wrong, we won't get a second chance.</p> <p>We have listened to local people and businesses. Opinion was sharply divided on the temporary bus gates. The deepest anxiety and anger about the temporary bus gate proposals came from <u>Oxford</u> residents and organisations, concerned that their lives would be disrupted with little warning or mitigation. However, many of those same people actually supported the scheme's objectives. Their concerns about bus gates are, we believe, surmountable. But it will take time, money, and a period of thoughtful, constructive dialogue with residents and businesses to steer a path through their legitimate concerns to arrive at an effective long-term solution. We can't do that if the scheme is rushed through in a few months.</p> <p>Yes, a temporary scheme could be adjusted to try to mitigate its unforeseen impacts. But now that we have heard the strength of public feeling about the bus gates, I think making adjustments in the heat of a live experiment of this scale is a recipe for lurching from one change to the next, while the public steadily lose patience and the credibility of the scheme drains away.</p> <p>Unlike many local authorities, we already had highly ambitious proposals to reduce traffic and pollution <u>before</u> COVID-19. With Connecting Oxford and the Zero Emission Zone we're going further and faster on traffic and emissions reduction than any other local authority in the country. We'll be spending almost £45m on sustainable transport schemes in the city in the</p>

Questions	Answers
<p>Sadly, the current Botley Road improvement scheme will make very little difference without the bus gates: most drivers will still choose to drive into and through town, because that's what they are used to doing.</p>	<p>next four years – excluding Connecting Oxford and the ZEZ.</p> <p>Officers have put forward suggestions to accelerate this programme, and explore other alternatives to the bus gates which support it.</p> <p>Our plans will be transformational – but only if they are delivered. Let's not throw away the chance of long-term transformation in our haste for short-term change. We already have a plan; let's stick to it and get it delivered.</p>
<p>SUPPLEMENTARY QUESTION</p> <p>On the consultation a minority of respondents were opposed to the bus gates but it looks like you will not agree them. What guarantee was Cabinet able to give that on future proposals for bus gates they would not back down and fail to show the leadership that is needed.</p>	<p>SUPPLEMENTARY ANSWER</p> <p>Councillor Hudspeth replied that the issue would be debated as part of the item later on the agenda, however on the respondents to the consultation there were 46% against and 35% for the bus gates.</p>

Community Safety Annual Calendar V5.0 2020

2020/21	Home Road and Community Safety Themes (OCC/OFRS/NPCC/NFCC/RSGB/TVRSG)	Suggested Station involvement - via Social media posts either sharing, posting, in press releases or for the main Theme for any station activities this month
April	2 Wheelers (NFCC/TVP/OFRS)	Share For Cyclists promote Helmet use, mind the gap / Close pass and light on Bikes - be safe be seen related to an increase in cyclists during the current situation
	Smoking	
May	Speed Awareness (NFCC/TVP/OFRS)	Share media Fatal 4 'Its Not Worth The risk' messages with Speed as main theme - inappropriate speed contributes to 1 in 3 KSI collisions

	Escape routes	Inc Sprinkler week and boat fire safety weeks
June	Seat belts child Safety Week	Fatal 4 its not worth the risk highlighting importance of wearing a seatbelt
	Outdoor fire safety	
July	Summer Drink Driving (NFCCeTVP/OFRS)	Share Fatal 4 'Its Not Worth The risk' messages with Drink and Drugs as main theme, including Morning after information - 1 in 3 KSI collisions due to the influence of alcohol or drugs
	Cooking Safety	
August	Alcohol and Drugs (NFCC/TVP/OFRS)	Share Fatal 4 'Its Not Worth The risk' messages with Drink and Drugs as main theme, including Morning after information - 1 in 3 KSI collisions due to the influence of alcohol

		or drugs
	Smoke alarm purchasing	
September	One Road- Fatal Four (NFCC/TVP/OFRS) Cyclist	One Road One Week Campaign - For Thame Valley this will be the A40 from Denham to Gloucester: share Fatal 4 'Its Not Worth The risk' messages along route, Lights on Bikes, Be safe be seen
	Ride Safe (Thame Valley Joint campaign)	Ride safe signs and promotion for Motocyclists reminding them to ride safe
	Business Safety Week	

	Home Fire Safety	In Gas Safety week, Fire door safety week, Home safety week, smoke alarm testing
October	Tyre Safe Month	Promote / Share Tyre Safe month via social media and national campaign leaflets provided
	Get your Chimney swept (OFRS)	Share messages - getting chimney swept before winter season, inc candle fire safety week, student fire safety week. Halloween messaging
November	Older Drivers Awareness (National/RSGB/OFRS) (NFCC/TVP/OFRS/RSGB) Brake Road Safety Week	Promote Fatal 4 'Its Not Worth The risk' SDSA targeting Young Drivers Event oxford Winter Driving Messages for Press releases
	Electrical	Inc Fireworks safety, Electrical fire safet week

December	Impaired Driving Alcohol and Drugs (NFCC/TVP/ OFRS)	Share Fatal 4 'Its Not Worth The risk' messages with Drink and Drugs as main theme, including Morning after information
	Christmas fire safety	
January	Winter Driving safety	Share winter driving messages and website info Take extra Care
	Smoke alarm purchasing	
February	Mobile phone Distraction (NFCC/TVP/OFRS)	Share Fatal 4 'Its Not Worth The risk' with Seatbelts as main theme Not wearing a mobile phone risk
	Cooking fire safety	
March	Fatal 4	General road safety messaging
	Smoke alarm Testing	

CA3