

Cabinet

Tuesday, 28 May 2019

Present: N Redfearn (Elected Mayor) (in the Chair)
Councillors B Pickard, G Bell, C Burdis, S Cox, P Earley,
M Hall and C Johnson

In Attendance: M Almond (Voluntary and Community Sector)
D Bavaird (Business Representative)
A Ferris (Young Mayor)
R Layton (North Tyneside Joint Trade Union Committee)

Apologies: Councillors R Glindon and D McNally

CAB1/19 To Receive any Declarations of Interest and Notification of any Dispensations Granted

Councillor C Burdis declared a non-registerable personal interest in item CAB07/05/19 - Officer Authorisations – Hackney Carriage and Private Hire Vehicle and Driver Inspections - as a family member worked in the taxi trade.

CAB2/19 Minutes

Resolved that the Minutes of the previous meeting held on 1 April 2019 be confirmed and signed by the Chair.

CAB3/19 Report of the Young Mayor

The Young Mayor reported on the following activities in which she and Young Cabinet Members and/or Youth Councillors had been involved:

- Youth Councillors and the Young Mayor had taken part in Equality and Diversity training at Quadrant.
- The Young Mayor had selected her new Young Cabinet Members and there was a mix of new and experienced Youth Councillors.
- Youth Councillor Harsh Singh had met with elected members to contribute towards the town centre consultation.
- Attendance at various events including the British Youth Council's Youth Development course at Swindon, Tyne and Wear transport meetings, events organised by Feminist Activists at Northumbria University, Heritology event at the YMCA in North Shields and NTDF Variety Show at Whitley Bay Playhouse.
- Participation in a Youth 7 project at The Miners Hall in Durham, including consultations about inequalities in economics, environment, gender and technology.
- Attendance at the Soundfest 2019 planning meeting and participation in a young panel who had selected the 10 acts that would perform outside of the Spanish City Dome on 6 July. Sponsorship from local businesses was being sought.

In order to be inclusive the Young Mayor had begun to record a summary of what she and Youth Councillors were focusing on each month. They would continue to do this and add

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videos with subtitles on the Have Your Say page on the Council website.

The Elected Mayor thanked the Young Mayor for the report.

CAB4/19 2018/19 Provisional Financial Outturn Report

Cabinet received a report which set out details of the provisional outturn for the General Fund, Housing Revenue Account, Schools finance, the financial and delivery aspects of the Investment Plan and the delivery of the Treasury Management Strategy for the financial year 2018/19.

Cabinet also received a presentation on the Investment Programme Board end of year report 2018/19, which outlined projects that had been completed, projects in progress and priorities for the 2019/20 Strategic Investment Plan.

The budget for 2018/19 had been approved by full Council at its meeting on 15 February 2018. The net General Fund revenue budget had been set at £154.726 million including efficiency savings of £10.143 million. The monitoring report up to 31 January 2019 had projected pressure of £0.642 million and the final position was an underspend of £1.031 million. It was proposed that the balance be transferred to the Change Reserve. After the final transfer, the General Fund Revenue Account showed spend on budget for 2018/19.

As part of the 2018/19 final accounts, amounts had been set aside as provision and reserves for known liabilities and uncertainties that still remained in future years.

The Housing Revenue Account had year-end balances of £7.304 million, which was £4.634 million better than budget.

School balances had decreased from £3.356 million to £1.599 million, these balances included a significant amount of committed funds and the permitted carry forward of grants for the remainder of the academic year

The final capital expenditure for the year was £69.359 million, with a recommendation to approve reprogramming of £8.484 million into 2019/20.

In terms of Treasury Management the Authority had acted in line with the agreed strategy that the security of the Authority's resources was of greater importance than returns on investments. The level of investments at 31 March 2019 was £12.300 million. The level of borrowing (excluding PFI) was £450.146 million (down from 2017/18 level of £461.155 million) which was well within the capital financing requirement agreed as part of budget setting. This was primarily due to continued level of internal borrowing.

The financial year had seen the Authority continue to manage its finances despite ongoing funding reductions and continuing cost pressures in respect of social care services. Despite these challenges the proactive management of the General Fund budget throughout the year had led to a year-end surplus of £1.031 million.

Whilst statutorily the Authority's budget and Accounts must be prepared by individual financial years, the pressures and opportunities that the Authority faced often extended across several accounting years. Decisions taken in one year would be felt in subsequent

periods. One of the benefits of the Authority's regular budget monitoring process was that issues could be identified early in the year and action taken to address them. The outcomes of these actions could then inform both budget setting and final accounts preparation. Budget setting, budget management and final accounts could therefore be seen as related parts of a continuous process of financial management by the Authority.

Overall, 2018/19 had been typical of recent years in that several strategic concerns had overlaid the management of the approved budget. The Council had been able to manage these issues through its forward planning process and by pro-active management of in-year issues. Financially that management action had been underpinned by close management of spend, and by taking advantage of short term borrowing rates to achieve interest savings. However, because such strategic pressures were a feature of the current local authority environment there would always be an element of risk moving forward into each new financial year. The experience of 2018/19 once again reinforced the importance of forward planning, a strong balance sheet, close management of the core budget, a regular monitoring and reporting process and a flexible approach to managing the efficiency programme.

Cabinet considered the following decision options:

Option 1 - agree the recommendations as set out in Section 1.2 of the report.

Option 2 - disagree with all or some of the individual recommendations set out in section 1.2 of the report.

The Elected Mayor thanked everyone for achieving the provisional outturn position and for the achievements made in delivering capital projects in 2018-19.

RESOLVED that (1) the provisional 2018/19 outturn for the General Fund, Schools Finance and Housing Revenue Account, together with a financial overview of the year, as set out in the report, be noted;

(2) the decisions made under the Reserves and Balances Policy be noted;

(3) the Authority's Investment Plan spend during 2018/19 and the financing put in place be noted;

(4) reprogramming of £8.484 million within the Investment Plan be approved;

(5) the Council's Treasury Management performance be noted; and

(6) the performance against the Capital and Treasury Management prudential indicators be noted.

(Reasons for decision: The proposals set out in section 1.2 of the report form part of the 2018/19 Final Accounts process. Reprogramming of the Investment Plan will ensure successful delivery of projects included within the Investment Plan).

CAB5/19 We Listen and We Care North Tyneside Council Customer Service Programme

Cabinet considered a report seeking approval for the North Tyneside Council Customer Service Programme, the approach to engagement and the management of delivery.

A key theme running through the Our North Tyneside Plan was to listen to residents and to focus on ensuring that the Authority worked better for residents. The motto on the

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Authority's crest was "we serve" and this should be firmly at the core of how the Authority delivered the Our North Tyneside Plan – a promise to serve the people, communities, businesses and visitors across the whole of the Borough.

The total efficiency savings that the Authority had had to find due to cuts in funding from central government now stood at over £120 million. A number of these savings had resulted in changes to the way the Authority was organised and how it delivered services. As a result of this change, the Elected Mayor, Cabinet and the officer team were seeking to review and improve the customer service experience delivered by the Authority and its partners and to really demonstrate that 'we listen and we care'.

To help shape these plans, the Authority had looked at what its customers were saying was important to them through the annual Residents Survey. The Authority had also been out and about across the borough in the Big Community Conversation 2018 to test with over 500 residents and visitors how they would want their experience of Authority services to be.

In addition, internally the Authority had asked its partners through the State of the Area event in October 2018 and tested out ideas with staff from across all parts of the Authority and with delivery partners Engie and Capita. Through the insourcing of the repairs and maintenance service project the Authority had worked closely with council tenants to help to shape how the new housing repairs service would operate from April 2019. The Authority had also worked in the past with its social care, culture and leisure customers to design its services with them.

The Authority had looked at any key themes from other forms of feedback from its customers including: members' enquiries, complaints, social media, Mayor's Listening events to see how this might help to shape how to improve things from a customer service perspective. The Authority also listened to young people and responded to their concerns.

The Young Mayor and Cabinet were developing their 10-year plan for the borough looking at what they saw were the key issues to address in North Tyneside to make it a place where they would like to bring up their own children. Working with the Elected Mayor, Cabinet and Officers they would develop their ideas on how this was done.

The Elected Mayor, Cabinet and the Officer team had then spent time working through what this evidence was telling the Authority in terms of What is good customer service?; What is bad customer service?; What type of customer service does the Authority want to offer, and how does the Authority achieve that and what needs to change?

The Customer Service Programme set out in the report spelled out the scope of what the Authority would aim to achieve with its delivery partners for its customers.

The programme would include the following four parts:

- i. Customer promise
- ii. Brilliant basics
- iii. Customer focussed services
- iv. Better never stops – a continuous improvement culture

The key activities for each of these parts described how and what the Authority would do to

improve customer service.

The Customer Service Programme would be led and co-ordinated by a Steering Group and a set of performance measures would be agreed to test delivery of the customer experience. As far as possible these would be measured in real time. A critical measure would be the Residents Survey due in 2020 when the Authority could expect the impact of the programme to show results. There may also be some impact of early changes made in the next Survey due in 2019.

The next steps were to establish the Steering Group to oversee delivery of the programme and agree a programme delivery plan through the steering group.

In response to comments made by Mr Bavaird, the Cabinet Member for Community Safety and Engagement gave an assurance that the business community would continue to be involved in key Council consultations.

Cabinet considered the following decision options: either to approve the recommendations as set out in paragraph 1.2 of the report, or alternatively, to not approve the recommendations and ask for further work and a revised programme to be submitted to Cabinet in due course.

Resolved that (1) the Customer Service Programme, as set out in the report, be approved; (2) the proposals to engage on the Programme be approved; and (3) the delivery of the programme be overseen by a Steering Group comprising the Chief Executive, lead officers, delivery partner representatives, the Deputy Mayor and the Cabinet Member for Community Engagement and Safety and progress be reported regularly to Cabinet.

(Reason for decision: Following reflection on engagement undertaken, it reflects the Elected Mayor and Cabinet's priorities for the delivery of the Our North Tyneside Plan.)

CAB6/19 Officer authorisations - Hackney Carriage and Private Hire Vehicle and Driver Inspections

Cabinet considered a report seeking approval for the Authority to enter into a Memorandum of Understanding with participating North East licensing authorities (Middlesbrough, Stockton on Tees, Redcar & Cleveland, Darlington, Hartlepool, Durham, South Tyneside, Northumberland, Newcastle and Gateshead) so that officers from the participating authorities could be placed at the disposal of the Authority and those officers authorised to carry out inspections of North Tyneside licensed vehicles and drivers when operating in the participating authority areas and if necessary issue notices on behalf of the Authority.

The Authority was the licensing authority for hackney carriages (taxis) and private hire vehicles (PHVs), their drivers and their operators, for the borough. The overall aim of the statutory licensing scheme was to ensure the safety of the travelling public. This was done through the standards adopted that must be met to be licensed and then through enforcement activity to ensure that the licence holder continued to meet these standards.

The Authority licensed around 183 taxis, 924 PHVs, 1214 drivers and 23 operators in the borough. These licenses had been granted in accordance with national legislation and

having regard to the North Tyneside Hackney Carriage and Private Hire Licensing Policy.

The Deregulation Act 2015 had come into force in October 2015 and allowed Operators to sub-contract work between offices inside and outside the area that licensed them. This meant that a person booking a licensed vehicle could be sent a vehicle and driver licensed by a neighbouring authority that had different standards to those of the home licensing authority. Indeed, in recent months enforcement activity had established that it had become more and more common for the licensed trade to provide hackney carriage and private hire vehicles and drivers not licensed by the Authority to fulfil bookings made in North Tyneside, and vice versa.

With regard to regional collaboration without authorisations in place the officers of other boroughs would not be permitted to inspect North Tyneside licensed vehicles and drivers in their area. It had been recognised regionally that a formalised approach needed to be introduced to allow enforcement activity to be carried out when vehicles and their drivers worked in an area wider than the borough where they were licensed.

To achieve this, a draft Memorandum of Understanding (MoU), attached at Appendix 1 to the report, had been developed between the participating authorities. This draft MoU provided for authorisations to be put in place, as required, to permit licensing officers from the participating authorities to be given authority to inspect North Tyneside licensed vehicles and their drivers working in the participating authority areas and to take appropriate enforcement action if necessary. This gave officers from other authorities power to act as officers from this Authority and undertake the appropriate checks and enforcement activity within their borough.

It was expected that each participating authority would carry out at least two enforcement exercises during a six-month trial period following the MoU being entered into with a participating authority and authorisations had been given to its officers.

Any enforcement activity undertaken by a participating authority on behalf of the Authority would be notified the next working day. This would enable any follow up action to be swiftly undertaken by the Authority's Licensing Team.

It was expected that North Tyneside Council officers would be authorised to inspect vehicles licensed by other local authorities working within the boundaries of North Tyneside and indeed authorisation had been given to North Tyneside Officers by some of the participating authorities.

This activity and any authorisations given to officers from other Authorities would be reviewed after a 6-month trial period. A report would be produced for the Cabinet Member for Community Safety and Engagement at that time with information on the number of enforcement inspections undertaken by this Authority's officers and participating authority officers using the reciprocal authorisation of officer arrangements outlined in the report.

Cabinet considered the following decision options: to accept the recommendations set out in paragraph 1.2 of the report, or alternatively, to not approve the recommendations.

Resolved that (1) it be agreed that the Authority enters into a Memorandum of Understanding (draft attached at Appendix 1) with the participating authorities pursuant to

section 113 of the Local Government Act 1972 in relation to the placing of officers from the participating authorities at the disposal of the Authority for the purposes of hackney carriage and private hire vehicle and driver licensing regulation and enforcement;

(2) the Head of Environment, Housing and Leisure, in consultation with the Head of Law and Governance and the Cabinet Member for Community Safety and Engagement, be authorised to make any minor amendments, if necessary, to the draft Memorandum of Understanding prior to its completion; and

(3) the Head of Environment, Housing and Leisure be authorised to undertake any ancillary requirements to give effect to the above resolutions in consultation the Head of Law and Governance and the Cabinet Member for Community Safety and Engagement.

(Reason for decision: By entering into a Memorandum of Understanding with the participating authorities, officers from those authorities will be permitted to inspect North Tyneside licensed vehicles when operating in those areas. At present, officers from the Authority have to travel outside the borough to inspect vehicles that are operating in areas such as Newcastle or Cramlington.)

CAB7/19 Delivering Affordable Homes

Cabinet considered a report which provided an update for the year 2018/19 on the progress made against the Affordable Homes Programme, in delivering 250 new affordable homes; and on the anticipated delivery for 2019/20 together with the indicative affordable homes delivery programme through to 2024.

Significant progress had been made in 2018/19 with 250 new affordable homes being delivered by 31 March 2019. Plans had also been developed for future years within the programme with a number of schemes starting on site to work towards delivering a further 200 homes in 2019/20.

A full delivery schedule for 2018/19 was provided in Appendix 1 to the report.

The 250 new homes that had been delivered included 26 new Council owned homes, 10 homes delivered by registered provider partners and 191 homes by developers through Section 106 Town and Country Planning Act 1990 agreements. A further 8 affordable homes had been delivered through work with private landlords and the National Landlord Association to target long term empty private rented homes and bring them back into use as affordable properties.

The delivery programme for 2019/20 indicated that 200 new affordable homes would be delivered in North Tyneside, a breakdown of these was provided in Appendix 2 to the report. This would bring the total number of homes delivered in the first 6 years of the programme to 1,580. An indicative affordable homes delivery programme for 2014-2024 was also set out in the report.

The first 5 years of the Affordable Homes Programme had seen the Authority directly build 151 new affordable homes and 363 sheltered homes as part of the North Tyneside Living project. A number of opportunities for further development using land held within the Authority's Housing Revenue Account (HRA) had been identified. Cabinet was requested to approve the development by the Authority of the HRA sites identified below and authorise the undertaking of all necessary work to bring forward the development of the sites as

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identified.

- Land at Murton West
- The Cedars, Collingwood Ward
- Bawtry Court, Battle Hill
- Edwin Grove, Howdon
- Wellington Avenue, Wellfield

Further details of those developments were given in the report.

Cabinet considered the following decision options: to accept the recommendations set out in paragraph 1.2 of the report, or alternatively, to not approve the recommendations.

Resolved that (1) the progress to date of the Affordable Homes Programme be noted; (2) in relation to the development of the Housing Revenue Account sites:
(a) the development by the Authority of the Housing Revenue Account sites identified within section 1.5.4 of the report be approved; and
(b) the Head of Environment, Housing and Leisure, in consultation with the Cabinet Member for Housing, Head of Resources and Head of Law and Governance, be authorised to undertake all necessary work to bring forward the development of the sites as identified in section 1.5.4 of the report.

(Reason for decision: It will support progress on delivering the Elected Mayor and Cabinet's commitment to deliver more quality affordable homes.)

CAB8/19 North Tyneside Transport Strategy Annual Report

Cabinet received the North Tyneside Transport Strategy Annual Information Report which summarised the work undertaken to demonstrate progress against delivery of performance of the Transport Strategy during 2018-19.

The North Tyneside Transport Strategy had been adopted by Cabinet on 8 May 2017 and set out the Authority's vision for transport in the borough. It sought to ensure that "North Tyneside will have a safe, easy to use, healthy, affordable, accessible and integrated travel and transport infrastructure that works for residents, businesses and visitors effectively and efficiently". It set out five principles which were key to achieving this.

Since the adoption of the Transport Strategy, the following policies and strategies relating to transport in North Tyneside had been revised, thus ensuring that the Authority's policies and strategies which were specific to transport were aligned with the Transport Strategy:

- Supplementary Planning Document – Transport and Highways (LDD12) – adopted May 2017
- North Tyneside Parking Strategy – adopted February 2018
- Highway Asset Management Plan (HAMP) – adopted September 2017
- North Tyneside Cycling Strategy – adopted March 2018
- North Tyneside Travel Safety Strategy – adopted March 2018
- North Tyneside Network Management Plan – adopted October 2018

The annual information report, included at Appendix 1, demonstrated progress against

delivery of the Transport Strategy. A Transport Strategy Data Factsheet summarising the key performance data for 2018/19 was included at Appendix 2.

The five principles of the Transport Strategy guided the Authority's actions and acted as a framework for measuring performance. The annual information report summarised performance against each of these principles.

At Mr Layton's suggestion, the Cabinet Member for Environment and Transport indicated that he would look into the possibility of adding international destinations to the tube map of strategic cycle routes.

Resolved that the content of the report and associated supporting information contained in Appendices 1 and 2 to the report be noted.

CAB9/19 Cabinet Response to Collaborative Sub-Group Report from Overview, Scrutiny and Policy Development Committee

Cabinet considered a report seeking approval to the proposed responses to the recommendations of the Collaborative Working Sub-Group in relation to a review of the effectiveness of collaborative working in North Tyneside.

The report and recommendations had been presented to Cabinet at its meeting on 1 April 2019 (Previous Minute CAB112/04/19).

On 9 July 2018 the Children, Education and Skills Sub-Committee of Overview, Scrutiny and Policy Development Committee had agreed to establish a sub-group to review the collaborative working practices of the Authority to ensure they were improving outcomes for children and their families with a focus on the most vulnerable and in need.

The sub-group had considered it appropriate to examine the collaborative working practices of the Authority, including the Multi Agency Safeguarding Hub, the Tyneside Alliance and the North of Tyne Collaboration and to consider proposals relating to the future of the North Tyneside Safeguarding Children Board.

The sub-group had met on a number of occasions to receive information from officers and had also met with representatives of partner agencies as well as social workers and front-line staff in Children's Services.

The sub-group had made eight recommendations and the proposed responses to those recommendations were set out at Appendix 1 to the report.

Cabinet considered the following decision options: to accept the recommendations set out in paragraph 1.2 of the report; or alternatively, to not accept the recommendations.

Resolved that the proposed responses to the recommendations from the Overview, Scrutiny and Policy Development Committee sub group in relation to its study into the effectiveness of collaborative working in North Tyneside, as set out in Appendix 1 to the report, be approved.

(Reason for decision: to improve and further develop the effectiveness of collaborative

working by the Authority.)

CAB10/19 Recruitment of Armed Forces Personnel Report

Cabinet considered a report seeking approval to update its commitment to the recruitment of Armed Forces personnel.

In November 2017, Cabinet had agreed a recommendation to update the Authority's recruitment policy to ensure that anyone who had served in the Armed Forces was offered an interview for a post if they met the requirements of the job specification.

The policy change was to support those leaving the regular forces and transitioning to civilian life as there seemed to be a particular problem with employers recognising the value of military experience and the only experience veterans from the regular forces had when they left the armed forces was military orientated. However, further work undertaken by the Authority's Armed Forces Officer had found that current members of the Armed Forces who served as reservists also faced barriers to employment such as:

- Employers may believe the time needed to carry out the "reserve" commitment would impact on employment;
- Employers may believe reservists would habitually ask to leave early for parade evenings or this would impact on their ability to attend work on Monday mornings after weekend deployments; and
- There was a misconception that a reservist may often require extended periods of leave to carry out training or deploy on operations.

Many reservists were unsure if by stating they were a reservist it would be detrimental to any application for employment they may make. Also, a lot of ex-regular armed forces personnel were now joining the reserves as they transitioned from military life to civilian life and therefore would also come across this same barrier into employment.

The Authority's policy on special leave enabled reservists to take up to 2 weeks leave to attend training camps. If a reservist was called up for active operational duties the Ministry of Defence (MOD) supported the civilian employer in the recruitment for a temporary post.

Reservists had the same skill sets as their regular counterparts and potential employers were not aware that on average £10,000 was invested in each reservist on developing transitional skills which a Reservist could use in both military and civilian work life.

The Authority's current arrangements to support armed forces personnel achieve civilian employment only related to ex-armed forces personnel. It was proposed this commitment was now extended to current serving personnel, including reservists as they faced the same barriers to employment.

Cabinet considered the following decision options: to accept the recommendations set out in paragraph 1.2 of the report; or alternatively, to not accept the recommendations.

Resolved that, in addition to the recruitment arrangements relating ex-Armed Services personnel detailed above, it be agreed that the Authority will offer current serving Armed Forces personnel an interview for a vacant post with the Authority if they meet the

requirements of the job description and person specification (essential and desirable criteria).

(Reason for decision: It allows the recruitment policy to be updated to guarantee an interview for a post to serving Armed Forces personnel if they meet the requirements of the job specification (essential and desirable) criteria.)

CAB11/19 Exclusion Resolution

Resolved that under Section 100A (4) of the Local Government Act 1972 (as amended) and having applied a public interest test as defined in Part 2 of Schedule 12A of the Act, the press and public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Act.

CAB12/19 Swan Hunter Site - Next Steps

A report was considered which set out options for the Swan Hunter site.

For over ten years the Authority had worked with a range of partners to secure the site for strategic purposes and bring it back into economic use. Significant investment had been secured and deployed, a Centre For Innovation created, part of the site brought into use, new jobs delivered and a large and complex site made ready for future investment.

During that period, however, significant national changes had been made to the infrastructure which supported local authorities working on large economic development projects: changes which had, in turn, removed capacity from public service; for example, the abolition of the Government Offices and Regional Development Agencies. In addition, market conditions had meant that a private partner, secured in place of the regional and national capability, was unable to source appropriate investment.

Interest in the site was once again growing. Demonstrating the use of the site and changes in the local economy meant there were options for Cabinet to consider in order to secure the aim of generating more jobs at Swans. The report also outlined two projects, for which the Authority had received funding, which would deliver further improvement to the site in support of those options.

Cabinet considered the following decision options: to accept the recommendations set out in paragraph 1.2 of the report, or alternatively, to not approve the recommendations.

Resolved that (1) the outcomes of the successful investment in the site be noted; (2) the recommended option detailed in paragraph 1.5.25 of the report be approved; and (3) the Chief Executive, in consultation with the Elected Mayor, Deputy Mayor, Cabinet Member for Finance and Resources, Head of Resources, Head of Law and Governance, Head of Regeneration and Economic Development and Head of Commissioning and Asset Management, be authorised to progress and deliver the work necessary to pursue the recommended option.

(Reasons for decision: It reflects the experience of investing in and managing the operation of the site; responds to market interest; and reflects the constraints on the capacity and

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capability of the Authority.)

CAB13/19 Corporate Risk Management Summary Report

Cabinet considered a report which detailed the corporate risks that had been identified for monitoring and management by the Authority's Senior Leadership Team and relevant Cabinet members. The report also provided detailed information on each risk and how it was being managed.

Cabinet considered the following decision options: To consider the information provided for each of the corporate risks and endorse the outcome of the latest review by the Authority's Senior Leadership Team; and after consideration of the detailed information provided for the corporate risks, suggest changes to the corporate risks and their controls.

Resolved that the latest review of key corporate risks undertaken by the Senior Leadership Team be endorsed.

(Reasons for decision: Each of the corporate risks has undergone substantial review and challenge as part of the corporate risk management process. This is designed to provide assurance that corporate risks and opportunities are being identified and appropriately managed.)

CAB14/19 Date and Time of Next Meeting(s)

Monday 24 June 2019 at 6.00pm

Minutes published on 30 May 2019.

The decisions contained within these Minutes may be implemented (unless called in by 3 Non-Executive Members for consideration by the Overview, Scrutiny and Policy Development Committee) immediately following the expiry of the call-in period; i.e. 5.00pm on 6 June 2019.