

FINANCE AND PERFORMANCE REPORT – OUTTURN 2018/19

To: **Economy and Environment Committee**

Meeting Date: **23rd May 2019**

From: **Graham Hughes - Executive Director, Place & Economy
Chris Malyon - Chief Finance Officer**

Electoral division(s): **All**

Forward Plan ref: **Not Applicable** *Key decision:* **No**

Purpose: **To present to Economy and Environment Committee the 2018/19 Outturn Finance and Performance Report (F&PR) for Place & Economy Services (P &E).**

The report is presented to provide Committee with an opportunity to note and comment on the final outturn position for 2018/19.

Recommendations: **The Committee is asked to:-**

- **review, note and comment upon the report**

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1. BACKGROUND

- 1.1 The appendix attached provides the financial position for the whole of Place & Economy Services, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the report, budget lines that relate to the Economy and Environment Committee have been shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.
- 1.2 The report only contains performance information in relation to indicators that this Committee has responsibility for.

2. MAIN ISSUES

- 2.1 The report attached as Appendix A is the Place & Economy Services Outturn Finance and Performance report for 2018/19.
- 2.2 **Revenue:** At year-end, P&E was underspent by £288K at the bottom line. The Service incurred two significant pressures for Coroners Services and Waste since the start of the financial year. Several service areas managed to achieve additional income in the last part of the financial year and this allowed the service to fund some pressures within Highways Maintenance Capital from revenue rather than borrowing. The services which underspent (offsetting the Coroners, Waste and borrowing costs) were Traffic Management (-£152K), Street Lighting (-£360K), Parking Enforcement (-£519K), Libraries (-£180k), Concessionary Fares (-£582K), and Highways Development Management (-£651K).
- 2.3 **Capital:** Appendix 6 details the in-year variances to profile of the capital schemes. The Capital Programme Variation, the budgeted level of slippage, was £15m but the actual level of slippage across all the schemes was £16m.
- 2.4 **Performance:** This F&PR provides performance information for the suite of key Place & Economy (P&E) indicators for 2018/19.
- 2.5 Of these seven performance indicators, two are red, 2 are amber, and 3 are green at year-end. The two that are red are:-
- Local bus passenger journeys originating in the authority area.
 - The average journey time per mile during the morning peak on the most congested routes
- The two that are amber are:-
- % of Freedom of Information requests answered within 20 days.
 - % of Complaints responded to within 10 days.
- 2.6 The Local Highways Improvement (LHI) data, the tree data, and the vacancy data is all within the Appendix A.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

There are no significant implications for this priority.

3.2 Thriving places for people to live

There are no significant implications for this priority.

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

- Resource Implications –The resource implications are contained within the main body of this report.
- Statutory, Legal and Risk – There are no significant implications within this category.
- Equality and Diversity – There are no significant implications within this category.
- Engagement and Communications – There are no significant implications within this category.
- Localism and Local Member Involvement – There are no significant implications within this category.
- Public Health – There are no significant implications within this category.

Source Documents: Appendix A