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## Meeting of the Executive Members for City Strategy and Advisory Panel

6 June 2007

Report of the Director of City Strategy

### 2006/07 CITY STRATEGY FINANCE & PERFORMANCE OUTTURN REPORT

#### Summary

- 1 This report presents two sets of data from the City Strategy Directorate
  - a) the outturn figures for revenue expenditure and capital expenditure for the City Strategy portfolio,
  - b) outturn (2006/07) performance against target for a number of key indicators that are made up of:
    - Best Value Performance Indicators owned by City Strategy
    - Customer First targets (letter answering)
    - Staff Management Targets (sickness absence)

#### Background

- 2 The Executive Member has received two monitoring reports during the year and has been kept informed of expenditure and income trends for the portfolio. It should be noted that the figures reported are provisional and may be adjusted. However, significant changes are not anticipated to be made.
- 3 The performance data included is reported as part of the Council plan each year.

#### Management Summary

##### Financial Overview

- 4 The provisional revenue outturn for the City Strategy portfolio was £13,165k against a budget of £13,865k a gross underspend against budgets of £-700k. Included in this figure however is a windfall income from the Yorwaste dividend of £480k. Excluding this windfall the net overspend is £220k and represents 0.7% compared to the portfolio's gross budget. The overall position is summarised below

	<b>£000</b>
Latest Budget	13,865
Provisional Outturn	13,165
Gross Underspend	<u>-700</u>
Less additional Yorwaste dividend to be transferred to Council Reserves	480
Revised Underspend	-220
% Of Latest Gross Budget	<u>-0.7%</u>

- 5 The 2<sup>nd</sup> Monitor report was presented to Members on 11<sup>th</sup> December 2006 showed a projected outturn of £12,718k compared to a budget of £12,889k, a net underspend of £-171k . At that meeting Members agreed to vire £119k to support the reported overspend within Economic Development. The resulting forecast underspend was £-52k.

The financial position (excluding windfall additional Yorwaste dividend) shown by service plan is shown below

	Expend Budget £000	Income Budget £000	Net Budget £000	Projected Outturn £000	Var'n £000	% of gross exp
City Development & Transport	25,264	12,511	12,753	12,581	-172	-0.7
Planning	4,136	2,975	1,161	1,091	-70	-1.7
Resource & Business Manag't	4,144	4,074	70	-27	-97	-2.3
Transfer to Economic Development	-119		-119		+119	
<b>TOTAL CITY STRATEGY</b>	<b>33,425</b>	<b>19,560</b>	<b>13,865</b>	<b>13,645</b>	<b>-220</b>	<b>-0.7</b>

Note: '+' indicates an increase in expenditure or shortfall in income  
 '-' indicates a reduction in expenditure or increase in income

- 6 The overall outturn position shows a provisional £-220k underspend. Details of the major variances are shown in the sections below whilst overall budget summary is shown in detail in Annex 1.
- 7 There are a number of carry forward requests for schemes and projects that have not been completed at 31<sup>st</sup> March totalling £180k. These are detailed in paragraph 52. If these requests are approved the overall underspend within the City Strategy portfolio to support council reserves totals £40k.

## Performance Overview

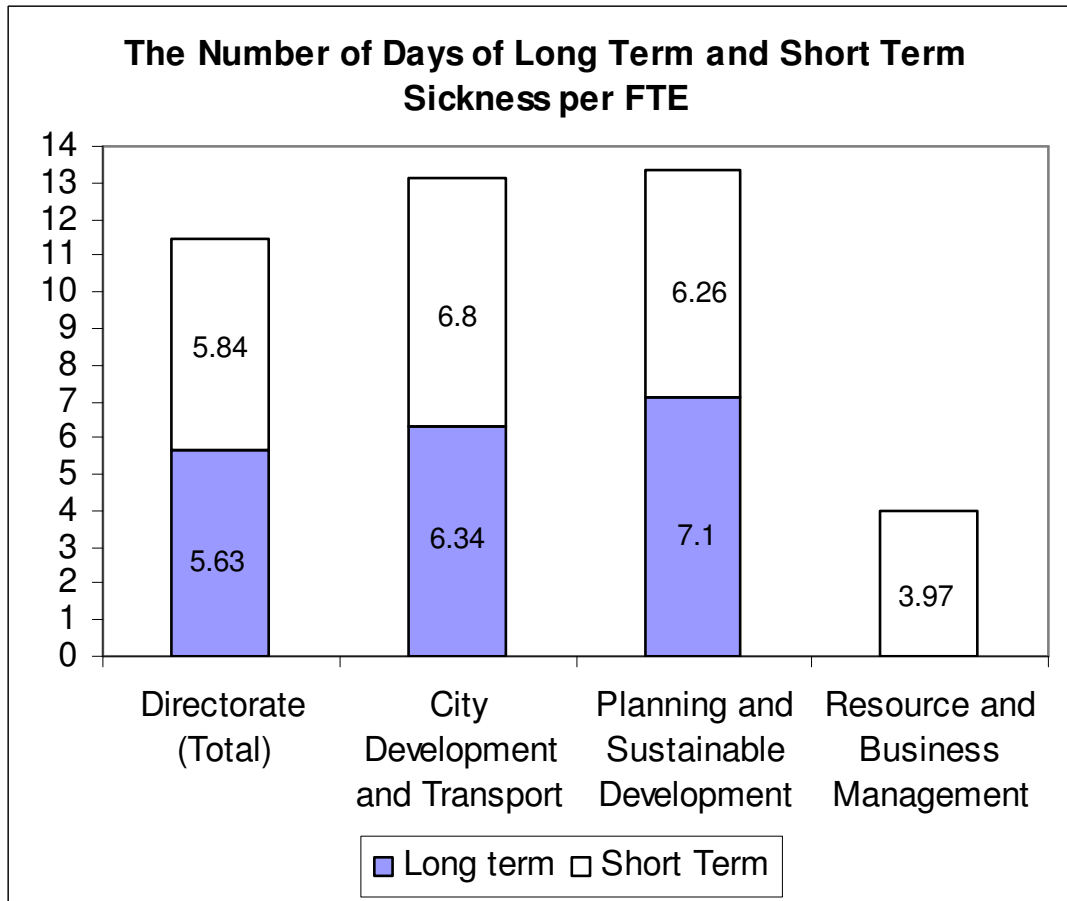
- 8 There are some marked improvements in service performance compared to 2005/06, particularly in relation to:
- BVPI 215b: The average time taken to repair a street lighting fault where the response time is under the control of the DNO (Distribution Network Operator)
  - Planning application indicators BVPI 109a, b and c
  - LTP A3(i): The total number of Park and Ride passengers.
  - all enquiries at reception are dealt with within 10 minutes, and this has consistently been the case since 2002/03.
- 9 Key areas where the directorate did not meet the target:
- BVPI 215a: The average time taken to repair a street lighting fault where the response time is under the control of the local authority.
  - BVPI 165: The percentage of pedestrian crossings with facilities for disabled people.
- 10 The Customer First statistics for City Strategy are currently not performing on target. Regular monitor reports, reminders and coverage at Directorate Management Team meetings are supporting staff and increasing the knowledge of and awareness in meeting these targets. The Customer First statistics are as follows:
- The Customer First figures show that the City Strategy Directorate<sup>1</sup> answered 93.24% (representing 1544 out of 1656) of letters between 1 April 2006 and 31 March 2007 within the Councils 10 days standard. This is below the corporate target of 95%.
  - For the City Strategy directorate<sup>2</sup> 94.08% (representing 135,967 out of 144,523) telephone calls were answered within 20 seconds between 1 April 2006 and 31 March 2007. This is just below the corporate target of 95% but exceeds the corporate average of 89.62%.
- 11 The 2006/07 year end sickness absence for City Strategy<sup>3</sup> is 11.47 days per FTE (Full Time Equivalent). This is better than both the corporate target of 11.47 days and the corporate average of 12.9 days. However the number of long term sickness cases has significantly contributed to the 2006/07 outturn. Long term and short term sickness has been broken down and is illustrated in a graph below.

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<sup>1</sup> Excluding Economic Development as this information is reported in a separate report elsewhere on the agenda.

<sup>2</sup> See footnote 1

<sup>3</sup> See footnote 1



- 12 Set out below is more detailed information on performance in each service plan area.

### **City Development & Transport**

#### **Financial Overview**

- 13 The provisional outturn shows an underspend within the City Development and Transport Service Plan of £-172k, or -0.7% of the gross expenditure budget. A detailed analysis of the revenue budget variances is shown in Annex 1. The key reasons for the underspend are:

- Parking Income surplus of £-175k. This is an improved position from the £83k reported at Monitor 2. This is offset by £+118k shortfall in PCN income and shortfall in staff parking (£+22k)
- Saving on parking expenditure £-103k
- Staffing savings across the service plan area £-197k
- Write back of an unrecoverable debt relating to costs of ascot race meeting £+116k
- Concessionary Fares £+47k
- Overspend supporting the Dial & Ride Service £+22k
- Reduced level of Section 38 income from developers £+29k
- Highways Maintenance underspend £-128k
- Capital programme fees £+73k
- Other net overspends £+4k

## Car Parking

- 14 The table below shows detail of income from Car Parking to 31<sup>st</sup> March 2007 compared to the budget and the 2005/06 outturn.

	Income to 31 <sup>st</sup> March 2005/06 £'000	Income to 31 <sup>st</sup> March 2006/07 £'000	2006/07 Budget £'000	Variance to budget £'000	%
Short Stay	1,999	2,104	2,027	-77	-3.8
Standard Stay*	3,360	3,787	3,708	-79	-2.1
On Street	437	513	475	-38	-8.0
Respark Income / Season Tickets	691	651	670	+19	+2.8
Total	6,487	7,055	6,880	-175	-2.5

\* Note that the quoted budget figures include an increase of £350k anticipated following the report at Monitor 1. Income from car parking was therefore £525k higher than the original set budget.

- 15 The table shows that the outturn was £-175k above budget (-2.7%). This compares to a projected surplus of £-83k at Monitor 2. There has been an improvement therefore of £92k in the last three months of the year. The primary reasons for the surplus are the sale of Kent St car park being delayed until the end of the year, the closure of the private car park at Dundas Street, and the new charges brought in by private car park operators. Members also brought in reduced charges at Foss Bank which, significantly increased the number of users, resulting in further additional £58k income.
- 16 There was a £118K shortfall in income from Penalty Charge Notices (against a budget of £762 (15%)). This reduction continues the trend apparent since the introduction of Decriminalised Parking in October 2000 and is in line with national trends. In general the York experience has been following national experience in that there is an increasing compliance with parking regulations as motorists recognise that the enforcement regime operated by Local Authorities is significantly less open to abuse than the former arrangement managed by the Police. Whilst there are thus less offences to be detected the position is slightly worsened due to the reduction in the parking attendants establishment compounded by the long term sickness absence of several attendants

and maternity leave. Demand for staff parking was also £22k lower than budgeted. Total income from the parking account taking all the income movements into consideration was therefore £35k above budget.

- 17 In anticipation that there might be a lower than budgeted income from Penalty Charge Notices (because of local and national trends) managers were cautious in committing expenditure and in the event had to cease any spend on car park improvements (saving £-41k), make savings on transport and vehicle leases (£-42k) and office expenses (£-6k). An unexpected saving on the electricity account of £-14k resulted in a total reduction in expenditure of £103k.
- 18 In summary therefore the improved surplus in conjunction with operational savings resulted in an additional net income on the whole parking account of £135k.

### **Employee Related Expenditure**

- 19 There was an overall underspend on employee costs within the City Development and Transport service plan area totalling £197k. This was primarily within the Network Management (£-146k) holding vacancies that were subsequently accepted as savings and Transport Planning (£-81k) due to a number of vacancies unfilled within the year. This was offset by an overspend in Highway Infrastructure (+£64k) covering sickness and undertaking project work on Highways PFI.

### **Highway Maintenance**

- 20 There was an overall underspend of £-128k on highway maintenance. This has been made up from savings on Winter Maintenance due to the mild winter period (£-103k), underspends on maintenance schemes £-149k, underspend on signs and road markings (£-56k) overspends on patching (£+69k), overspend on street lighting (£+81k), overspend on dealing with flood events (£+59k).
- 21 Following the relatively mild winter weather, winter maintenance budgets underspent by £-103k. The total number of gritting required during the year totalled 31 events which is significantly lower than the previous 3 year average of 77 events. The mild winter was however wetter than average and there were a significant number of minor flooding events requiring regular clean up. Total expenditure of £118k was double the normal budget of £59k.
- 22 The reason for the street-lighting overspend was due to additional costs of maintenance offset by savings in energy. In October, the council entered into a 24 month fixed price energy contract which was backdated to September 2005. This resulted in an energy saving of £-255k, of which £-235k was due to an unexpected saving on 2005/06 prices. Maintenance of street-lights and bollards was higher than expected due to a higher than normal level of knockdowns and structural failures across the city. Due to a required short-term extension of the maintenance

contract to ensure continuity of the service, there was also a significant increase in prices during the year due to additional costs incurred by the contractor. The combination of these two issues led to an overspend of £336k . This has been resolved following the award of a new street-lighting maintenance contract from 1<sup>st</sup> May 2007. Overall street-lighting budgets overspent by £+81k.

- 23 It was planned to improve the lighting on the millennium bridge but the work has been delayed due the time spent on awarding the new lighting contract and completing the lighting schemes within the capital programme. This has resulted in an underspend of £11k however since this work is still required to be undertaken it is the request of a carry forward.
- 24 There have been a number of planned heavy duty slurry seal schemes that it was not possible complete during 2006/07. This process is dependant on weather conditions and has to be carried out in warm dry periods. During the early part of 2006/07 the Highway Surfacing Framework Contract was retendered, yielding significant savings. However the appointment of the new contract did not take place until September and the opportunity to do this work before winter was not available. The work was planned for March 2007, but unfortunately March was a wet month and prevented the work from being undertaken. The schemes will now be completed in 2007/08 however it will be necessary to carry forward the estimated cost of £60k. The locations of the schemes are shown below:

Albert Street, Badger Wood Walk, Beech Close, White House Grove, Broadlands, Heath Croft, Hillcrest, Green Lane, Manor Drive, Drummond View, Long Close Lane, Hope Street, Coda Avenue, Myrtle Avenue.

### **Concessionary Fares**

- 25 The total overspend for Concessionary Fares was £+47k (1.7% against a budget of £2,773k). This related to an overspend on fare reimbursements (£+291k) offset by reduced level of travel token take up (£-244k). Members will be aware that First York were partially successful in their appeal for additional concessionary fare reimbursement to the Department for Transport. A report to the Executive (27<sup>th</sup> March 2007) resulted in the provision of additional budget to fund the increased liability. The overspend identified here relates to additional costs incurred in relation to other operators within the city whose reimbursement arrangements are dealt with by the North Yorkshire Concessionary Fares partnership.

### **Performance Overview**

- 26 Performance indicators on the City Development & Transport service plans are attached as Annex 3.
- 27 Performance indicators showing areas of concern and success are

reported on an exception basis below.

PI Description	05/06 outturn	06/07 target	06/07 actual	05/06 vs 06/07	Actual vs. Target
BVPI 106 – The percentage of new homes built on previously developed land	96.39%	65.00%	94.63%	✘	✓
BVPI 215a – The average time taken to repair a street lighting fault, where the response time is under the control of the local authority	1.06 days	2 days	2.13 days	✘	✘
BVPI 215b – The average time taken to repair a street lighting fault when the response time is under the control of the DNO (Distribution Network Operator).	18.9 working days	33 working days	13.47 working days	✓	✓
BVPI 165 – Percentage of pedestrian crossings with facilities for disabled people*	100%	100%	67%	✘	✘
LTP A3(i) - Park & Ride usage - total passengers	2.68 million	2.8 million	3.14 million	✓	✓

\* Please note that the definition for this indicator has changed since 2005/06.

- 28 For BVPI 106 (% of new homes built on previously developed land) the performance of 94.63% for 2006/07 year end exceeds the government set target (65%) due to the large number of homes built on brown-field sites that have come forward in recent years. In future years the percentage of new homes built on previously developed land will achieve levels closer to the 65% target set in Planning Policy Guidance 3 (March 2000) now that green-field sites allocated for housing at Derwenthorpe and Germany Beck have gained consent for development.
- 29 BVPI 215a just missed the target of 2 days and did not meet the performance of 2005/06 (1.06 days). Performance can be attributed to the temporary supply arrangements for the street lighting service, which were operational throughout 2006/07. It was decided that street lighting would follow a 'burn to extinction' policy because the routine maintenance of street lights was not a cost effective option under the temporary arrangements that were in place in 2006/07. A consequence of 'burn to extinction' is that the number of faults increases and this proved to be the case with some of the highest levels recorded so far. Also, due to costs, the number of staff on the street lighting contract was reduced and therefore it has taken longer than normal to repair the increased number of faults. To overcome these issues a new contract in place specifies



regular 'clean and block change' maintenance as well as increased staffing resources. This proactive approach to maintenance will significantly reduce the actual figure and it should be well within target for 2007/08.

- 30 BVPI 215b has exceeded both the 2006/07 target (33 working days) and the outturn for 2005/06 (18.9 days) with a 2006/07 outturn figure of 13.47 days. Performance can be attributed to quick response times which equate to '0 days' under the guidelines stipulated by the Audit Commission as well as a low number of faults.
- 31 A change in the definition for BV165 (percentage of pedestrian crossings with facilities for disabled people) has resulted in the 2005/06 performance (100%) and the 2006/07 target (100%) being missed. Only 67% of crossings now meet this revised definition although nothing has physically changed on the ground. In 2005/06 the PI was related, as now, to the maximum difference between the road and the height of the kerb (or the up-stand) at the pedestrian crossing and the presence of tactile paving/push buttons etc. There was no national standard for the up-stand and measurement was relative to whatever local standard was in place. York had a local standard of a maximum of 12mm difference between the road and the height of the kerb (or the up-stand) for all new crossings and a maximum of 20mm at older sites. In 2006 a national maximum recommended up-stand of 6mm was introduced. There were also changes in the maximum distance between a dropped crossing and a push button. Four sites failed on the latter grounds, 27 failed on the up-stand rules (63 sites passed). (NB a single site may have many actual dropped crossings within it and failure of just one means that the whole site fails). Remedial work will begin in 2007/08 concentrating on the worst sites but due to limited resources it is estimated that it will take between 10 and 15 years to bring all crossings up to the required BVPI standard.
- 32 LTP A3i Park and Ride usage has a 2006/07 year end figure of 3.14 million total passengers. This exceeds 2005/06 performance of 2.68 million and the 2006/07 target of 2.8 million passengers.
- 33 The Customer First figures show that City Development and Transport answered 96.05% of 1242 letters in 2006/07 within the Councils 10 days standard. This exceeds the corporate target of 95%.
- 34 For City Development and Transport 94.26% (representing 67392 out of 71498) telephone calls were answered within 20 seconds in 2006/07. This is just below the corporate target of 95% but exceeds the corporate figure of 89.62%.
- 35 2006/07 year end sickness absence for City Development & Transport is 12.44 days per FTE. Performance misses the corporate target of 11.5 days but is below the corporate average of 12.9 days per FTE.

## **Planning and Sustainable Development**

### **Financial Overview**

36 The provisional outturn identifies an underspend within the Planning and Sustainable Development service plan area of £-70k, or 1.7% of the gross expenditure budget. However, within this figure was a £-79k underspend on the planning inquiry budget so the true position was a small overspend of £+9k. A detailed analysis of the revenue budget variances is shown in Annex 1. The key reasons for the underspend are:

- £-155k surplus in planning income. Whilst there has been a 2.5% increase in the number of applications during the financial year compared to 2005/06, the size of the average fee has increased by 53%. In fact, 10% of the fees accounted for 40% of the total income, resulting in a surplus. Some of the work in processing these applications is still ongoing so Members are asked to approve a budget carry forward of £50k to 2007/08.
- £-79k underspend on the university and housing planning inquiries – the housing one was finally completed in December 2006.
- £+11k shortfall in Land Charges income due to a slight slowdown in the housing market. Supporting the Land & Property Gazetteer required £+10k of additional staff resources.
- £+126k shortfall in Building Control Income. There has been a significant drop in the number of inspections as some construction work has been delayed. The fees from these schemes had been anticipated in 2006/07 resulting in a larger overspend than projected.
- Other net overspends £+17k

37 The final underspend of £-70k compares to a projected underspend of £-130k at Monitor 2. The primary reason for the reduced underspend is the unexpected shortfall in Building Control income.

### Performance Overview

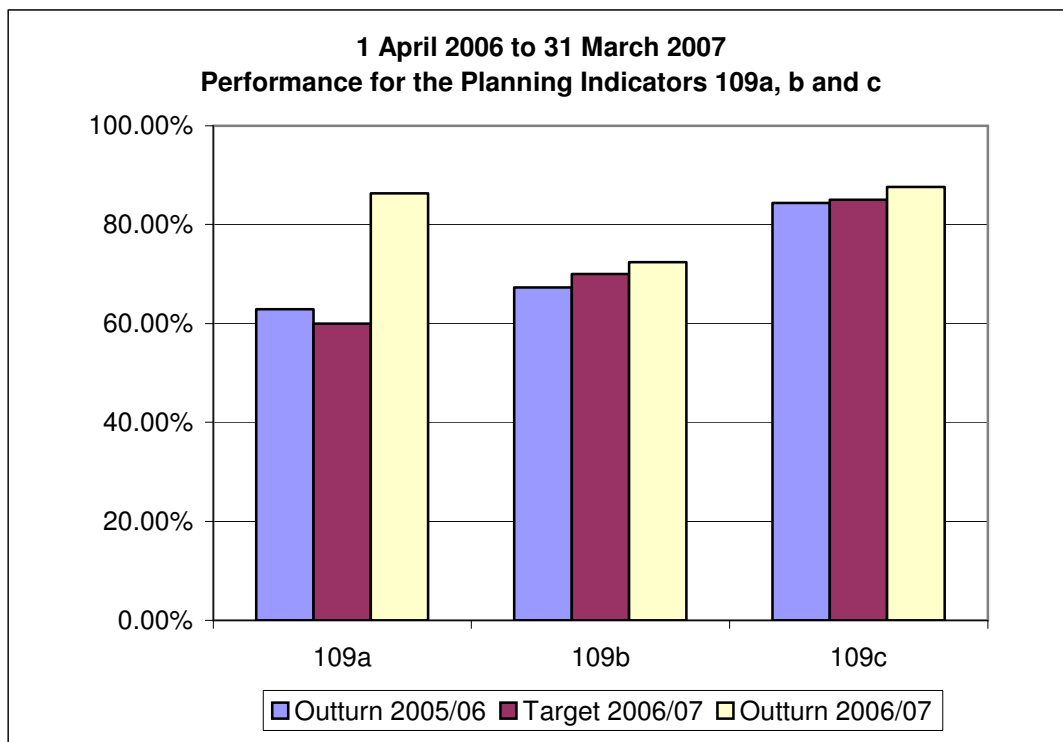
38 The indicators on the Planning and Sustainable Development service plan are attached as Annex 4. Where appropriate indicators are reported below in more detail.

PI Description	05/06 outturn	06/07 target	06/07 actual	056/06 vs. 06/07	Actual vs. Target
BVPI 109a % of major planning applications determined within 13 weeks	62.9%	60%	86.27%	✓	✓
BVPI 109b % of minor planning applications determined within 8 weeks	67.27%	70%	72.39%	✓	✓
BVPI 109c % of other planning applications determined within 8 weeks	84.37%	85%	87.61%	✓	✓

39 The 2006/07 year end performance figure for BVPI 109a (major

applications) of 86.27% represents 44 out of 51 applications being determined within 13 weeks. The indicator has achieved 86.27%, which better the set target of 60% and the 2005/06 outturn of 62.9%.

- 40 From 2002 until recently York had been a Standards Authority for its Development Control performance. In order for this status to be removed the Council needed to demonstrate that it could achieve and maintain performance above the national BVPI targets for speed of determination of planning applications. Latterly this involved being able to sustain an outcome of at least 60% of major applications determined within 13 weeks. A revised staffing structure, new delegation scheme and new performance management measures introduced in the last 2 years have improved the processing of major applications to above the target, and since July 2005 the Council Leadership has been committed to ensuring that as far as possible, all new major applications would be determined within 13 weeks. Consequently the Standards Authority status, and prospect of formal intervention in the Service, have been removed.
- 41 BVPI 109b (minor applications) 2006/07 year end figure of 72.39% meets the set target of 70% and represents 375 out 518 applications that were determined within 8 weeks. The 2006/07 performance better the 2005/06 outturn of 67.27%.
- 42 BV109c (other applications) has achieved a 2006/07 year end figure of 87.61% which exceeds the target of 85%. This represents 1528 out of 1744 applications that were determined in 8 weeks.
- 43 The performance of these three indicators is represented graphically in



the chart below:

- 44 The Customer First figures show that Planning and Sustainable Development answered 84.88% of 275 letters in 2006/07 within the Councils 10 days standard. This falls below the 95% target set by the Council however reflects workload levels, staff resource issues and the need to prioritise planning application processing to meet ODPM targets.
- 45 For Planning and Sustainable Development 94.12% (representing 53,458 out of 56,797) telephone calls were answered within 20 seconds in 2006/07. This is just below the corporate target of 95% but exceeds the corporate figure of 89.62%.
- 46 2006/07 year end sickness absence for Planning and Sustainable Development is 13.36 days per FTE. Performance is worse than the corporate 2006/07 year end target of 11.5 days per FTE.

## **Resource and Business Management**

### **Financial Overview**

- 47 The provisional outturn shows an underspend of £-97k within the Resource & Business Management Service Plan area or -2.3% the gross expenditure budget. A detailed analysis of the revenue budget variances is shown in Annex 1.
- 48 The primary reasons for this underspend are the delay by DEFRA in approving the Outline Business Case for dealing with waste and staff savings due to vacancies. This resulted on an underspend of £59k which is the subject of a carry forward bid. There was also underspends on staffing due to a vacancy held in finance as well as printing and equipment costs.
- 49 It should be noted that Resource & Business Management also provided support to Economic Development (Leader), Chief Executive and Resources within the financial year.

### **Performance Overview**

- 50 The performance indicators on the service plan for Resource and Business Management are attached as Annex 5. This service plan holds the cross cutting performance information for the directorate of City Strategy; for example, indicators relating to Health and Safety, Human Resources, Customer First and Finance. These figures have been provided without in depth analysis for information (as in previous P&T EMAP reports).
- 51 The Customer First figures show that Resource and Business Management answered 87.5% of 8 letters in 2006/07 within the Councils 10 days standard. Though performance is below the corporate target of

95% this indicator is skewed by the small number of correspondence items this figure represents.

- 52 For Resource and Business Management 94.5% (representing 11007 out of 11646) telephone calls were answered within 20 seconds in 2006/07. This is just below the corporate target of 95% but exceeds the corporate figure of 89.62%.
- 53 2005/06 year end sickness absence for Resource and Business Management is 3.97 days per FTE. Performance is significantly better than the corporate 2006/07 year end target of 11.5 days per FTE and the corporate outturn of 12.9 days per FTE.

### Carry Forward Requests

- 54 The following budget carry forwards are requested in order to complete projects for which funding was set aside in 2006/07 but which were unable to be completed within the year. Details of the underspends are included in the variance analysis above

	<b>£'000</b>
<p><b><u>Planning Income</u></b>            There was a number of major planning applications that were received during 2006/07 of which work is still required to be undertaken. This will involve the need to hire additional staff that cannot be contained within budget. It is requested to carry forward the anticipated additional costs to be incurred.</p>	50
<p><b><u>Heavy Duty Slurry Sealing Schemes</u></b>            A number of slurry sealing schemes (listed in paragraph 22) programmed for March 2007 could not be completed before the end of the year due to the wet weather.</p>	60
<p><b><u>Millennium Bridge Lighting</u></b>            Due to a number of major lighting schemes on the capital programme, procurement and the general level of faults during the year, the planned improvement to lighting on the Millennium Bridge did not take. A carry forward to 2007/08 will help fund these and other maintenance costs.</p>	11
<p><b><u>Waste PFI</u></b>            York has joined up with its neighbouring authorities to put forward a business case to DEFRA regarding long-term proposals to deal with waste. Delays by DEFRA in making a decision means that some of the work which will need to be carried out has been deferred to 2007/08.</p>	59
<p>Total Requested Carry Forwards</p>	<b>£180k</b>

## Portfolio Capital Programme

- 55 The Planning & Transport capital programme is comprised of nearly 300 schemes and has budget of £10,509k.
- 56 The detailed update on the outturn position is reported elsewhere on this agenda. However, brief details of the budget allocations and provisional outturn as set out below:

	<u>Monitor 2</u> <u>Budget</u> <u>£000s</u>	<u>Provisional</u> <u>Outturn</u> <u>£000s</u>
Outer Ring Rd / James St Link Rd	2,694	2,406
Air Quality, Congestion /Traffic Mgt	235	300
Park and Ride	196	193
Public Transport Schemes	1,043	1,297
Walking Schemes	134	145
Cycling Schemes	267	243
Development Linked Schemes	20	0
Safety Schemes	370	448
Accessibility / Village Traffic Schemes	709	786
School Schemes	293	313
Residual Schemes	100	118
Travel Awareness	0	0
LTP Structural Maintenance	1,900	1,549
CYC Structural Maintenance	2,400	2,082
City Walls	148	35
<b>Total</b>	<b>10,509</b>	<b>9,915</b>
Replacement Foss Islands Depot	9,055	9,337

- 57 The provisional outturn shows an underspend of £595k (5.7%) compared to budget. The LTP allocation from the government was fully utilised and the final underspend relates to slippage of schemes funded by CYC and developer contributions.

	<u>Monitor 2</u> <u>Budget</u> <u>£000s</u>	<u>Provisional</u> <u>Outturn</u> <u>£000s</u>
Local Transport Plan	6,378	6,378
Government Grants	42	24
Developer Contributions	1,541	1,367
CYC Capital	2,548	2,146
<b>Total</b>	<b>10,509</b>	<b>9,915</b>

## **Conclusions**

### **Financial Overview**

- 58 The provisional revenue outturn position for the portfolio shows an underspend of £-220k for the financial year. This underspend has been achieved despite shortfalls in key income budgets primarily parking fines and building control and a significant increase in maintenance bills for street lighting.
- 59 It is important to consider the outturn position in terms of whether any variances highlighted are of a recurring nature that will affect 2007/08. The surplus of parking income and the shortfall of Land Charges income have been addressed in the 2007/08 budget. The overspend on street lighting energy is being addressed by entering into a new maintenance contract. The downturn in building control income may recur again as interest rates increase and the surplus in planning applications will also require detailed monitoring to look at changes in volume as well as significant fees from major developments within the city to ensure any continued shortfall in income can be managed within the City Strategy budget. The amount of Planning Delivery Grant has not been determined for 2007/08 and there are national proposals to increase the level of planning fees. Both these factors may have an impact on income streams.
- 60 The capital programme was underspent by £595k relating to a number of schemes slipping into 2007/08. The Local Transport capital allocation has though been fully spent. Further details on the capital outturn are shown in another report on the agenda.

### **Performance Overview**

- 61 Performance on key Best Value Indicators is improving in particular in relation to planning and street lighting under the Distribution Network Operator. Customer first targets are nearly being achieved and problem areas in sickness are being addressed.

### **Consultation**

- 62 The report is primarily an information report for Members and therefore no consultation has been undertaken regarding the contents of the report.

### **Options**

- 63 The report is primarily an information report for Members and therefore no specific options are provided to Members regarding the contents of the report.

## **Implications**

### **Financial**

- 64 The report provides details of the portfolio revenue and capital outturn and therefore implications are contained within the report.

### **Other Implications**

- 65 There are no significant human resources, equalities, legal, crime and disorder, information technology or property implications within the report.

### **Risk Management**

- 66 The report is primarily a look back at finance and service performance and therefore there are no significant risks in the content of the report. Paragraph 55 considers issues following on from the outturn position where overspends may recur into future years.

### **Recommendation**

- 67 That the Advisory Panel advise the Executive Member to approve the financial and performance position of the portfolio and the carry forward requests set out in paragraph 48 (subject to the approval of the Executive)

Reason – In accordance with budgetary and performance monitoring procedures

#### Attached Annexes

- |         |   |
|---------|---|
| Annex 1 | Service Variations against budget                         |
| Annex 2 | City Development and Transport Performance Indicators     |
| Annex 3 | Planning & Sustainable Development Performance Indicators |
| Annex 4 | Resource & Business Management Performance Indicators     |



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**Report Approved**

**Date** *22<sup>nd</sup> May 2007*

*Bill Woolley  
Director of City Strategy*

**Report Approved**

**Date** *22<sup>nd</sup> May 2007*

**Wards Affected:** *List wards or tick box to indicate all*

**All**

**For further information please contact the author of the report**

Background Documents:

2006/07 Budget Monitoring files held in City Strategy Finance

2006/07 Closedown Files held within City Strategy

Performance Management Framework held by Business and Policy Development