

Priority / Scheme Name / Variation Type								Value £	Procurement	
A	Economic growth									
	New additions									
	None									
	Funding Source		Amount		Status		Approved			
	Variations and reasons for change									
	Clay Wheels Lane City Region Investment Funding Claywheels is one of the largest brownfield sites in Sheffield which has failed to attract private sector investment. The Council has been working private sector land owners to facilitate development, and following Cabinet approval in November 2017 secured Sheffield City Region Investment Fund (SCRIF) funding for the key infrastructure needed for the site. The SCRIF funding required agreement between Sheffield City Region (SCR) and Sheffield City Council) plus two back-to-back funding agreements with the two private sector partners to protect the council's position against clawback of funding should the required outputs not be delivered. After hard work from all sides, it was unfortunately not possible to reach a position that was agreeable for all partners in the project. The project has therefore been withdrawn from the Council's capital programme in respect of the SCRIF funding to be passed to partners. However, some elements of the project will still proceed as a commercial venture without the SCRIF funding and the Council will continue to work with the private sector land owners to realise the wider ambition for the Claywheels Lane area.							-493k -966k		
	Funding	[budget reduction] total reduction 1,459k SCRIF Funding								
	Digital Incubator Sheffield City Council has received and is acting as Accountable Body for £3.5m of capital funding to establish a new facility providing work space, business incubation and other services for entrepreneurs and small and medium sized businesses (SMEs) based in the Sheffield City Region, whose ambitions and business models rely on digital technologies and their applications. Works have now commenced on site and as a result, it has become necessary to re-profile the existing approved budget to bring forward £309k from 2019/20. Other budget adjustments include £42k slippage from 2019/20 into future years							2018/19 +309k 2019/20 - 351k Future + 42k		

	Funding	[Budget Acceleration] £309k Department of Culture, Sport & Media		
	Knowledge Gateway <p>The strategic rationale for the Knowledge Gateway project is to unlock and connect key development sites in order to facilitate economic growth. The corridor which links the Cultural Industries Quarter, Sheffield Hallam University's Central Campus, the Digital Campus and the emerging Castlegate, currently under performs in terms of new investment, jobs and the numbers of students, given its potential.</p> <p>Working with the support and funding from Sheffield City Region, Sheffield Hallam University and the other key partners, this project aims to:</p> <ul style="list-style-type: none"> - Encourage new investments and jobs. This project will act as a catalyst for new regeneration opportunities in the Creative and Digital Industries sector, a key growth sector as identified in the Strategic Economic Plan, especially around Paternoster Row, Brown St and Sidney St. - Address strategic and site specific issues such as improved walking and cycling routes, disabled access issues at Site Gallery; interface between The Showroom and Paternoster Row; and the domination of buses and taxis at Fitzalan Square, which currently undermine inward investment. - Make the area more attractive, feel and be safer, thereby increasing footfall and ultimately bringing new investment opportunities, jobs, footfall, student numbers and economic growth - Create a series of high quality useable public spaces, linking all the above sites and areas to bring about a step change in the perception of this area, consolidating its existing educational and cultural role. - Provide a much enhanced environment will improve chances of securing occupiers, with a positive knock on effect in further economic regeneration - Increase levels of business rates by bringing currently vacant sites into office or commercial uses <p>Delays have been experienced in finalising the funding agreement which has caused a delay on site with the proposed works. Finalising anticipated costs meant the loss of around 3 -4 months. Consequently the Funding Agreement was not signed till end of March 2018 causing a delayed start on site. The works are now scheduled to be completed by June 2019.</p> <p>As a result, £454k of funding (£206k S106 and £247k Capital Receipts) will be slipped into 2019/20.</p>		2018/19 - 454k 2019/20 + 454k	
	Funding	[budget Slippage] £206k S106 and £247k Capital Receipts. Total slippage £-454k		
	Heart of the City II Offices <p>The Council is delivering the first phase of the Sheffield Retail Quarter development directly and ahead of the rest of the scheme. This consists of a building known as block J of the SRQ plan which is made up of Office accommodation above Retail and Food & Beverage units. The office will be pre-let to HSBC and will therefore retain a key quality employer in the city. Further tenants will be sought for the rest of the building.</p>		+866k	

<p>The Council identified HSBC as a key anchor tenant for the Sheffield Retail Quarter as it would not only help deliver an early phase of the development but also provide footfall and spending power to help underpin the wider development and act as a catalyst for the wider scheme.</p> <p>As key anchor tenant HSBC has requested several modifications to the original build scheme which in line with legal agreements they are liable to fund. The current value of these modifications is £866k.</p> <p>This variation recognises the increase in budget and contribution from HSBC to cover these costs.</p>							
Funding	[Budget Increase] 3 rd party contribution from tenant						
B	Transport						
	New additions						
<p>Bramall Lane / Cherry Street Accident Savings</p> <p>The Accident Savings Programme is a citywide strategy to reduce actual and perceived danger of road traffic collisions.</p> <p>The aim of this project is to reduce road traffic collisions at the junction of Bramall Lane / Cherry Street / Woodhead Road by reducing the number of turning manoeuvres at the junctions with a view that drivers will have less to assimilate before making a decision to turn, hopefully reducing the incident of emerging and turning collisions.</p> <p>The design works will be conducted in 2018/19 at a cost of £51k, with construction of the scheme been carried out in 2019/20 at an estimated cost of £104k. The commuted sum cost is currently estimated at £10k</p>		+155k	Detailed design and works to be undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract				
Funding Source	Local Transport Plan			Amount	155k	Status	Ring-fenced for Transport
<p>Anti Idling – Air Quality</p> <p>As Highway Authority, the Council has to respond to new legislation on managing air quality or face punitive fines if levels of pollution are not brought to below the required levels.</p> <p>This project is to address levels of air pollution at a number of schools by introducing and enforcing anti idling areas. This will involve purchasing 600 signs advising motorists they could be fined if they leave their engines running when asked not to do so by an enforcement officer.</p> <p>The project aim is to install signs at approximately 20 school sites in 2018/19 where the air quality is the poorest. These have been identified for initial implementation; other school sites will follow.</p>		+42k	Supply and installation to be undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract				

The commuted sum is estimated at £8k.									
Funding Source	Local Transport Plan	Amount	42k	Status	Ring-fenced for Transport	Approved	Annual Allocation of Local Transport Plan		
Stevenson Road Cycle Crossing <p>The 5 Weirs Walk is part of the Trans Pennine Trail and is well-used by cyclists and pedestrians for leisure and commuting.</p> <p>This project is to improve the sight lines and drainage at a crossing point on the 5 Weirs Walk cycle / pedestrian route at Stevenson Road in Attercliffe to help cyclists in particular to cross the road at this location.</p> <p>The detailed design stage of the project will be conducted in 2018/19 at a cost of £42.5k. The commuted sum element of the scheme is currently estimated at £2.5k</p>								+42.5k	Detailed design and works to be undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract
Funding Source	Local Transport Plan	Amount	42.5k	Status	Ring-fenced for Transport	Approved	Annual Allocation of Local Transport Plan		
Intelligent Transport Systems (ITS) Network Management 2018-19 <p>ITS Network Management is a rolling programme of works with the aim of improving absolute journey times, improving reliability and consistency of journey times for all modes of travel on the key route network particularly at peak times. This will be building on and enhancing previous Intelligent Transport Systems (ITS) by implementing demand led network management improvements that tackle existing issues and provide improved facilities on key strategic routes.</p> <p>The project scope includes; data collection and analysis, option appraisal and development of ITS interventions, where applicable, development and issue of design briefs for installation and /or construction, development of ITS strategies for each period of the day including weekdays and weekend, implementation of the proposed ITS strategies. In addition, the project includes the development, collation and publishing of Key Performance Indicators for journey time, development of a Network Operating Strategy providing information on Sheffield's operational management of the Sheffield road network.</p> <p>The 2018-19 programme of works will be concentrated on the following routes: - A61: Queens Road to Bramhall Lane, Chesterfield Road to London Road, Sheaf Street (Inner Ring Road), St Mary's Road to St Mary's gate, Upper Hanover Way to Upper Hanover Street and Netherthorpe Road, Penistone Road to Shalesmoor. B6069 Brocco Bank to Clarkhouse Road and A6102 Meadowhead to Gleadless Town End.</p> <p>The cost of works is £225k with an estimated Commuted Sum value of £25k</p>								+225k	Design, project management and strategy development to be delivered by the in-house by the Network Management ITS teams Installations of network infrastructure undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract
Funding	Local Transport	Amount	225k	Status	Ring-fenced for	Approved	Annual Allocation of Local		

Source	Plan				Transport		Transport Plan		
Wincobank & Hurlfield 20 MPH On 8 March 2012, the City Council Cabinet Highways Committee approved the 'Sheffield 20mph Speed Limit Strategy', the long-term aim of which is to establish 20mph as the maximum speed in appropriate residential areas of Sheffield. Since then 23 'sign only' 20mph speed limit areas have been introduced across the City. There are around another 90 residential areas which have been identified as suitable potential 20mph areas. Initial consultation and preliminary design will now be commenced in Wincobank and Hurlfield areas at a cost of £48k [Wincobank £23k and Hurlfield £25k] The cost of the full implementation on both areas is currently estimated at £155k, with a commuted sum cost of £64k and will be subject to the usual approval processes following the consultation stage								+48k	Feasibility works undertaken by the in-house service (TTAPS)
Funding Source	Local Transport Plan	Amount	48k	Status	Ring-fenced for Transport	Approved	Annual Allocation of Local Transport Plan		
Bus Hotspots Phase 1 2018-19 In November 2017, Cabinet approved a scheme to conduct feasibility studies into investigating a range of measures to improve bus journey times on a new phase of bus hotspots such as; bus stop improvements, targeted enforcement of waiting restrictions, junction improvements, Smart IT improvements, changes to priorities. As a result of the study, detailed design works will be carried out in two locations: Langsett Road to convert an existing parking bay into a double bus stop and High Street to re-design a loading bay ensure vehicles loading / unloading do not prevent buses from entering High Street. Minor works will take place at Duke Street / Talbot Street / Bernard Road junction to install 4G communications at the traffic lights and Castlebeck Road at Prince of Wales Road to improve communications at the traffic signals. An amount of £89.5k has been allocated to fund the detailed design and construction costs (subject to further Contract Award approvals) at Langsett Road and High Street and to enable the minor works at Duke Street and Castlebeck.								+89.5k	Detailed design and works to be undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract
Funding Source	Local Transport Plan	Amount	89.5	Status	Ring-fenced for Transport	Approved	Annual Allocation of Local Transport Plan		
Variations and reasons for change									
Double Yellow Lines The Council receives a large number of requests for parking restrictions (yellow lines). The lack of parking restrictions								+40k	Design and Traffic

	<p>in certain areas causes road safety and access issues, including an inability for emergency services to access properties.</p> <p>The aim of this project is to introduce double yellow line restrictions at up to 20 pre-prioritised locations across the city at a cost of £40k</p> <p>The commuted sum value is estimated at 20k</p>			<p>Regulation Orders to be undertaken by in-house service.</p> <p>Works to be undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract</p>
	Funding	[budget increase] £40k Local transport Plan		
	<p>Taxi Ranks</p> <p>There are a number of 'hot spots' across the city, the provision of taxi ranks close to these venues helps to mitigate anti-social behaviour and public disorder issues. It also provides a safe mode of transport outside bus operating hours.</p> <p>This project is to provide three new taxi ranks on Division Street, Leadmill Road and West Street and two enlarged taxi ranks on Ecclesall Road and Western Bank. An existing rank on High Street (city centre) is to be removed due to issues arising from taxis over-ranking outside the permitted hours of operation. The total project cost is £13k</p> <p>The commuted sum element is estimated at £5k</p>		+13k	<p>Design and Traffic Regulation Orders to be undertaken by in-house service.</p> <p>Works to be undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract</p>
	Funding	[budget increase] £13k Local Transport Plan		
	<p>School Keep Clear Review [Danger Reduction Programme]</p> <p>This project is part of the Council's Danger Reduction programme. This is a citywide strategy which concentrates on reducing perceived danger on the roads in the City. This project in particular focuses on reviewing the parking restrictions at all schools in the City and is being delivered in phases.</p> <p>An additional £40k has been added to the budget to bring the total for 2018/19 to £72k to enable the completion of the final 12 schools in phase 10.</p> <p>The commuted sum element is £10k.</p>		+40k	<p>Works to be undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract</p>
	Funding	[budget increase] £40k Local Transport Plan		
	Streets Ahead Opportunities		+135k	Works to be

	This scheme is a rolling programme of works which follows the completion of the Streets Ahead Core Investment Period and is to provide small scale measures within residential zone areas and also aims to deliver small scale requests the Council Receives each year £135k is to be added to the project for works to be carried out in 2018/19 which will be assessed and delivered within year. The commuted sum value is estimated at £30k.								undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract
Funding	[budget increase] 135k Local Transport Plan								
	Bus Hotspots Feasibility In November 2017, Cabinet approved £25k to conduct feasibility studies into investigating a range of measures to improve bus journey times on a new phase of bus hotspots such as; bus stop improvements, targeted enforcement of waiting restrictions, junction improvements, Smart IT improvements, changes to priorities. A further £45.5k is to be added to the scheme to enable further feasibility studies to be carried out to 15 sites across the City and to enable proposed schemes to move to detailed design following the completion of the feasibility study (phase 2 2018-19).							+45.5k	Feasibility works undertaken by the in-house service (TTAPS)
Funding	[budget increase] £45.5k Local Transport Plan								
	Local Transport Plan (LTP) Block Allocation 2018/19 The Q number was originally approved for a value of £1503k. This will be reduced by £1021k in July for the projects funded from LTP as listed individually in this report above and additionally £250k approved in June re: Blackburn Valley Cycle Route.							-1021k	
Funding	[budget reduction] -1021k Local transport Plan								
C	Quality of life								
	New additions								
	None								
Funding Source		Amount		Status		Approved			
	Variations and reasons for change								

	None								
	Funding	[budget increase/reduction]							
D	Green and open spaces								
	New additions								
	None								
	Funding Source		Amount		Status		Approved		
	Variations and reasons for change								
	None								
	Funding	[budget increase/reduction]							
E	Housing growth								
	New additions								
	None								
	Funding Source		Amount		Status		Approved		
	Variations and reasons for change								
	None								
	Funding	[budget increase/reduction]							
F	Housing investment								
	New additions								

	None									
	Funding Source		Amount		Status		Approved			
	Variations and reasons for change									
	None									
	Funding									
G	People – capital and growth									
	New additions									
	Mechanical Reactive Works Schools <p>This request is to authorise the annual allocation to fund mechanical reactive works in 2018-19 on the schools estate. Heating plant and equipment is an essential part of a building and by its nature has potential to fail. The reasons for failure are age, condition and non-compliance. Despite a robust servicing / maintenance programme heating plant has a shelf life and as such can cease functioning at any time. This then impacts on the core business of the buildings occupants and visitors placing service delivery at risk.</p> <p>It is difficult to predict when such emergency works may be required and as such they would predominantly be reactive in nature. As a result there will be a number of smaller projects which will be undertaken under this strategy. These will vary both in type and value and it is intended to adopt a variety of procurement routes most appropriate to the requirement.</p> <p>There are over 200 plant items across the estate that are over 25 years old, these are being managed by a replacement programme addressing each site as they either fail, are condemned following servicing or are beyond economical repair. To ensure compliance with statutory requirements; ensuring mechanical plant and machinery renewals are carried out in a timely manner. This list of works is non-exhaustive.</p> <p>Types of work to be covered by this strategy;</p> <ul style="list-style-type: none"> • Heating plant breakdown • Hot water heaters failing • Plant condemned after servicing • Life expired plant and machinery 								+110k	Reactive works may be procured by way of (i) in-house delivery through the Corporate Repairs and Maintenance team (ii) Call off from SCC's Corporate Repairs and Maintenance framework (iii) Closed competitive procedure, inviting local contractors to tender

These projects are essential as business continuity depends on the heating, air conditioning etc. which service the buildings and its occupants. Failure to replace this plant could severely impact on the Council's ability to deliver services to the people of Sheffield.									
Funding Source	DfE- EFA Condition Funding	Amount	110k	Status	Ring-Fenced for Schools	Approved	Annual Department for Education- Educational Funding Agency allocation of Schools Condition Funding		
Variations and reasons for change									
Devolved Formula Capital (DFC) This represents the receipt and subsequent devolution of £722.5k of schools' capital funding in respect of smaller capital works that are immediately pass-ported out to qualifying schools under a new approach now agreed by the Council and the Department for Education. The funds are to be received by the Council in July 2018 and paid out to schools in the following August's cash advance payment. This new approach represents a simpler payment process, commonly practised by other Local Authorities, to immediately pass on funds to schools once a Local Authority has received them and is thought more appropriate now that each DFC school allocation is typically under £10k.								+723k	N/A: pass- porting of funds only
Funding	[Budget Increase]: £722k DfE DFC Allocation								
Fire Risk Assessment (FRA) Works – Procurement Route change The council receives a school Condition funding allocation from the Education and Skills Funding Agency each year to fund major repairs to educational establishments in Sheffield. The allocation is based on the number of schools and their pupil numbers. £701k was approved in June 2018 and approval is now sought to vary the procurement route from the previously authorised Measured Term Contract.									Competitive tenders via the YORbuild2 Framework
Funding	[No budget increase/reduction]: £nil effect on budget: procurement change only.								
H	Essential compliance and maintenance								
New additions									
None									
Funding Source		Amount		Status		Approved			

Variations and reasons for change			
FRA (Fire Risk Assessment) Works – Corporate Estate In response to duties under The Regulatory Reform (Fire Safety) order 2005 a programme of Fire Risk Assessments (FRAs) was previously authorised and is being undertaken across the SCC estate. The resulting FRAs generate a report which identifies management and building construction requirements. There are approximately 140 sites across the SCC estate where a FRA has been completed and building work will be required to address compliance issues. Despite the variety of building types and sizes the scope of work to each building can be split into two categories: <ul style="list-style-type: none"> • Electrical works – emergency lighting and fire alarm only; • Electrical and builders work – as above but also including fire door and/or fire compartmentation works. This programme was authorised in 2016 and has a remaining balance of £580k. By re-allocating funding also targeted at fire risk assessment works from the CBER (Corporate Buildings Essential Replacement) FRA 17-19 programme and funding from the Health & Safety Block Allocation, as noted below, there will be a total of £961k available to carry out FRA works at 8 small sites (£487k), 3 listed sites (£297k) and Red Tape Studios (£177k).		381k	Closed competitive procedure, inviting local contractors to tender
Funding	[Budget increase] overall +£381k movement of previously approved Capital Receipts funding: being £240k from the non-ring-fenced CBER FRA 17-19 budget and £141k from Health & Safety Block Allocation funds that are restricted to Health & Safety works.		
CBER (Corporate Buildings Essential Replacement) FRA 17-19 £240k was previously authorised for FRA (Fire Risk Assessment) works as part of a £3.3m broader programme of CBER works to repair or replace critical building elements across the operational estate in order to maintain these premises in use and to undertake condition surveys across the operational estate to understand the current backlog maintenance position, plan future lifecycle maintenance programmes and gather sufficient data to underpin future asset management planning, including asset rationalisation. It is now proposed to re-allocate all of this £240k to the FRA Works – Corporate Estate project (see above), so that a combined procurement route can be used as a more effective method of delivery.		-240k	N/A
Funding	[budget decrease] -£240k: being movement of previously approved non-ring-fenced Capital Receipts funding to the FRA Works – Corporate project as above.		
Health & Safety Block Allocation A block allocation budget for Health & Safety works has been previously authorised and currently has a balance of £847k for future allocation to works of a health and safety nature across the corporate estate.		-141k	N/A

	It is now proposed to re-allocate £141k of this budget to the FRA (Fire Risk Assessment) Works – Corporate Estate project, so that a combined procurement route can be used as a more effective method of delivery.			
	Funding	[budget decrease] -£141k: being movement of previously approved Health & Safety ring-fenced Capital Receipts funding to the FRA Works – Corporate project as above.		