



Cabinet Report

Report of: Executive Director, Place

Report to: Cabinet

Date: 18th March 2015

Subject: University of Sheffield Campus – Sheffield City Region Investment Fund

Author of Report: Matt Hayman, City Regeneration Division

Key Decision: YES

Reason Key Decision: Expenditure over £500,000

Affects 2 or more wards (Central & Broomhill)

Summary:

For the last two years the City Council and the University of Sheffield have been jointly developing proposals for a project known as the University of Sheffield Campus Phase 1 works (see attached plan). These works, first proposed in the Draft City Centre Masterplan 2013 and further detailed in the Campus Master Plan 2014, will create a world class landscaped spine and pedestrian/cycle route linking the University's campus from the Arts Tower to St Georges, extending the 'Gold Route' and enhancing the attractiveness and functioning of the University. Some of the works would be completed by the University on its own property but the majority will improve areas of the public highway. Careful examination and modelling of the highway alterations by the Council and Passenger Transport Authority have indicated that the proposals should have no significant detriment to traffic flows for public or private transport and can deliver considerable benefits in road safety and pedestrian/cycle connectivity. However, the Council still needs to consult the public and other institutions e.g Sheffield

Children's Hospital and statutory undertakers on the detail of the scheme which affect the highway. Following this and working on any resolutions of objections, provided that the Council is still satisfied that the works will be of benefit to the public it is proposed that it will lead on the procurement of a contractor by competitive tender and the delivery of all public highways works under a Section 278 agreement which would secure the University's contribution.

This project represents an opportunity for the Council to lever a major contribution from the University towards the cost of the works to be undertaken by the Council with the remainder of the Council's costs being met by a grant from the Sheffield City Region Investment Fund (SCRIF). SCRIF will provide £2,891,922 and the University £3,884,000 towards the Public Highway works. The total investment including non-highway works funded entirely by the University is estimated at £8,364,215. Any potential cost overruns will first be mitigated but if unavoidable met by the University provided they are incurred with its prior agreement.

This report seeks approval in principle for the proposed University of Sheffield Campus Phase 1 project. It requests authority for officers to continue to work on the project, including carrying out a full public consultation exercise on the Traffic Regulation Orders required and wider highways implications of the University Campus Master Plan, requests delegated authority for the Cabinet Highways Committee to give final approval for the project, if it considers this appropriate having considered the outcome of the public consultation exercise.

It also seeks authority for the Council to secure a grant of £2,891,922 from the Sheffield City Region Investment Fund (SCRIF) towards the costs of the project, any funding agreement to be conditional on final approval of the project on the part of the Council and the signing of a back to back Funding Agreement with the University.

Reasons for Recommendations:

To enable work on the project to continue, pending the Council being in a position to give final approval for the necessary Traffic Regulation Orders.

To enable the Council to secure funding for the project from SCRIF.

To enable matters to be progressed as appropriate in an efficient way following the conclusion of the planned public consultation exercise on the highways implications of the University Campus Masterplan

Recommendations:

Cabinet is recommended:

- (1) to confirm its in principle support for the University of Sheffield Campus Phase 1 Scheme as described in this report, subject to:-
 - (a) the completion of a further detailed public consultation exercise about the Traffic Regulation Order proposals, and overall University Campus Master Plan proposals which may affect the highways the proper consideration of the results and where appropriate resolution of objections of such consultation in the course of making the final decision whether or not to proceed with the scheme; and
 - (b) all necessary planning permissions, Traffic Regulation Orders and any other required regulatory approvals or consents being obtained by the University of Sheffield;
- (2) to note that the public consultation exercise referred to in (1) (a) above has already commenced;
- (3) to authorise the Executive Director, Place, in consultation with the Director of Regeneration and Development , the Director of Finance, the Director of Legal and Governance, the Director of Commercial Services and the Assistant Director - Capital & Major Projects to conclude on such terms as he considers appropriate and authorise the completion of a funding agreement between the Council and the Sheffield City Region Combined Authority in relation to the SCRIF funding for the Scheme provided that any such funding agreement shall be conditional on a final decision to proceed with the Scheme being made on the part of the Council;
- (4) to authorise the Cabinet Highways Committee to consider the results of the public consultation exercise referred to in (1) (a) above, and having done so, if they are of the view that the Scheme will be of benefit to the public and it has been possible to overcome any valid objections decide to confirm the Council's final approval for the Scheme to be implemented
- (5) if the Cabinet Highways Committee does confirm the Council's final approval for the Scheme , the Executive Director, Place shall be authorised, in consultation with the Cabinet Member for Business, Skills & Development, the Director of Regeneration and Development , the Director of Finance, the Director of Legal and Governance, the Director of Commercial Services and the Assistant Director - Capital & Major Projects:-
 - (a) to authorise on such terms as he considers appropriate the completion of an agreement pursuant to section 278 of the Highways Act 1980 with the University of Sheffield, together with such additional agreement(s) with the University that he may consider appropriate; and
 - (b) generally to take such further steps, including (without limitation) entering into such further agreements and or arrangements with such parties and on such terms as he may consider appropriate, and approving detailed designs and materials to secure the successful delivery of the works at no

net cost to the Council and in line with the provisions of this report and to protect the Council's interests in this matter.

Background Papers: Sheffield City Master Plan (2013), Sheffield Economic Strategy (2014) and the University Campus Master Plan (2014)

Category of Report: **OPEN** (but with a **CLOSED** Appendix)

Appendix G to this report is not for publication because it contains exempt information under Paragraph 5 of Schedule 12A of the Local Government Act 1972 (as amended).

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Paul Schofield
Legal Implications
YES Cleared by: Andrew Bullock
Equality of Opportunity Implications
NO
Tackling Health Inequalities Implications
NO
Human Rights Implications
NO
Environmental and Sustainability implications
NO
Economic Impact
YES
Community Safety Implications
NO
Human Resources Implications
NO
Property Implications
NO
Area(s) Affected
Central and Broomhill
Relevant Cabinet Portfolio Lead
Cllr Leigh Bramall
Relevant Scrutiny Committee
Economic and Environmental Wellbeing Scrutiny and Policy Development Committee
Is the item a matter which is reserved for approval by the City Council?
NO
Press Release
YES

REPORT TO CABINET

UNIVERSITY OF SHEFFIELD CAMPUS PHASE 1 – SHEFFIELD CITY REGION INVESTMENT FUND

1.0 SUMMARY

- 1.1 For the last two years the City Council and the University of Sheffield have been jointly developing proposals for a project known as the University of Sheffield Campus Phase 1 works (see Appendix C). These works, first proposed in the Draft City Centre Master Plan 2013 (Appendix A & B) and further detailed in the Campus Master Plan 2014, will create a world class landscaped spine and pedestrian/cycle route linking the University's campus from the Arts Tower to St Georges, extending the 'Gold Route' and enhancing the attractiveness and functioning of the University. Some of the works would be completed by the University on its own property but the majority will improve areas of the public highway. Careful examination and modelling of the highway alterations by the Council and Passenger Transport Authority have indicated that the proposals should have no significant detriment to traffic flows for public or private transport and can deliver considerable benefits in road safety and pedestrian/cycle connectivity. However, the Council still needs to consult the public on the detailed impact on the highways users of the scheme. Following this and provided that the Council is still satisfied that the works will be of benefit to the public it is proposed that it will lead on the procurement of a contractor by competitive tender and the delivery of all public highways works under a Section 278 agreement which would secure the University's contribution.
- 1.2 This project represents an opportunity for the Council to lever a major contribution from the University towards the cost of the works to be undertaken by the Council with the remainder of the Council's costs being met by a grant from the Sheffield City Region Investment Fund (SCRIF). SCRIF will provide £2,891,922 and the University £3,884,000 towards the Public Highway works. The total investment including non-highway works funded entirely by the University is estimated at £8,364,215. Any cost overruns will be mitigated, but if unavoidable met by the University provided they are incurred with its prior agreement.
- 1.3 This report seeks approval in principle for the proposed University of Sheffield Campus Phase 1 project. It requests authority for officers to continue to work on the project, including carrying out a public consultation exercise on the Traffic Regulation Orders and the overall Campus Master Plan proposals which effect the Highway, and requests delegated authority for the Cabinet Highways Committee to give final approval for the project, if it considers this appropriate having considered the outcome of the public consultation exercise and satisfactorily resolved any valid objections to the scheme.
- 1.4 It also seeks authority for the Council to secure a grant of £2,891,922 from the Sheffield City Region Investment Fund (SCRIF) towards the costs of

the project, any funding agreement to be conditional on final approval of the project on the part of the Council and the signing of a back to back Funding Agreement with the University.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

- 2.1 The scheme will deliver an extension to the existing high quality Gold Route providing new and enhanced pedestrian and cycle routes.
- 2.2 New high quality public spaces will be created which will be used not only by the University's students and employees but also the people of Sheffield in general.

3.0 OUTCOME AND SUSTAINABILITY

- 3.1 This project will deliver one of the key proposals of the City Centre Master Plan 2013 under 'Knowledge City'. The Master Plan highlights the importance of integrating both universities campus master plans into the wider City Centre Master Plan and improving pedestrian and cycle routes to/from and through the City Centre.
- 3.2 The project will also contribute to delivering the Sheffield Economic Strategy: it will involve a considerable investment in the city by the UoS to enhance its setting, supporting its further development and so increasing its worldwide competitiveness which is acknowledged as key in the economic growth of the city.

4.0 BACKGROUND

- 4.1 The positive impact of public investment in a network of high quality public realm is demonstrated by the success of the 'Gold' and 'Steel' routes. This project promotes the importance of extending the Gold Route (North – South axis) to address poor connectivity between the City Centre and the Western suburbs, particularly for pedestrians and cyclists.
- 4.2 It is key for encouraging greater numbers of pedestrian and cycle journeys through a clear high quality route with relocated, enhanced and increased capacity crossings at Upper Hannover Street and Western Bank. The project has the potential to improve traffic flow on the inner relief road and onto Brook Hill roundabout.
- 4.3 The 'Gold Route' extension will pass through the heart of the University of Sheffield Campus and provides an opportunity for greater collaboration to enhance and facilitate wider public realm proposals by the University identified in their Campus Master Plan, 2014.
- 4.4 The transformation of Sheffield City Centre over the last twenty years has developed hand in hand with growth of the higher education sector including its two world class universities, one of the largest FE colleges in Europe, Learn Direct the UK's largest provider of on-line study, The

Source Retail Academy and the new University Technical College. Each has expanded its activities in and around the central area.

- 4.5 They constitute a major part of the economy both at the higher level as suppliers to the knowledge industries, as well as massively stimulating the City Centre bringing vitality, footfall, diversity and spending power of 60,000 students each year.
- 4.6 The expansion and enhancement of the two University campuses is a key component of the ten-point CCMP under the heading 'Knowledge City'. To facilitate this, the Council has been supportive of the development of new Campus Master Plans for both Universities, with a view to working in partnership to implement higher quality and connectivity for the benefit of the city as a whole. The success of this approach has been demonstrated by recent work with Sheffield Hallam in delivering high quality public realm to improve both the environment and connectivity of their City Centre campus.
- 4.7 The University of Sheffield (UoS) campus has undertaken a major building programme over the last ten years but there have been almost no corresponding improvements to the public realm or transport infrastructure to accommodate the increasing numbers of students. The CCMP identified the need to enhance the public realm and improve pedestrian and cycle links to/from the UoS and the City Centre. The UoS have developed their own more detailed Campus Master Plan covering the period 2014-2025 with public consultation in 2014 supported by the City Council. The plan sets out a programme to dramatically improve the quality, safety and connectivity of the campus, structured around an extension of the Gold Route from Devonshire Green to Weston Park and the Arts Tower.
- 4.8 The programme also provides an appropriate setting and improved accessibility for the current major investment in a new Engineering School in the Diamond and will create a new development site in the Hounsfield Triangle which will be developed for a new Science School.
- 4.9 The Scheme, therefore, represents an excellent opportunity for the Council and the UoS to work together to achieve their respective aspirations, with the bulk of the costs being funded by the UoS and the remainder being met from external SCRIF funding. In other words, there should be no net cost to the Council.

5.0 THE SCHEME

- 5.1 The project comprises a linked programme of interventions in the highway and public realm including:
 - construction of an over 1km 'core' of high quality landscaped pedestrian/cycling core connecting the four quarters of the campus and creating an attractive setting.
 - two new and two re-designed controlled pedestrian/cycle crossings

- of the major radial and ring roads which run through the campus
- diversion of three bus routes around the central campus to facilitate pedestrianisation with necessary off-site junction works and TROs
- un-locking of sites for three new Science Buildings and an extension to the Information Commons, amounting up to 48,000m² of building development in the Hounsfield Triangle / area by the University to support its continued growth.
- creation of a high quality public realm setting around the new Engineering Schools now under construction
- creation of a new public square in the Hounsfield Triangle and major improvements to the Arts Tower Forecourt, and a new permissive public pedestrian route through the North Campus providing an attractive arrival experience and many spaces for creative cross disciplinary interaction.
- The scheme will remove a number of On-Street pay and display parking spaces on Favell Road, Hounsfield Road, Leavygreave Road and Victoria Street.

5.2 See plan attached at Appendix C.

6.0 DELIVERY

6.1 To facilitate the above improvements several significant changes to the current highway arrangements are required,

The proposed works ('the Works') consist of enhancements to the following areas, most but not all of which are currently adopted Public Highway (see Appendix D):

Highway Works

- Leavygreave Rd East/Portobello St/Victoria St/Gell/ St Regent Terrace pedestrianisation, repaving, landscape and public art enhancements (remain adopted public highway subject to restriction on vehicles)
- Hounsfield Rd/Favell Rd/Leavygreave Rd West (proposed pedestrianisation, repaving, landscape and public art enhancements and eventual road closure in connection with new development but retaining a public right of way for walking/cycling and servicing)
- Mappin St/Portobello St as far East as Congress St improved surfacing, new bus stops and shelter, removal of two-way running at southern end, raised platform crossing and point closure of Portobello St at Mappin St junction, relocation of UoS surface car park access (remains as adopted public highway with Traffic Regulation Orders to restrict vehicular access)

- Two improved crossings of Upper Hanover St and the tramway including cycle facilities (remain as public adopted highway/tramway)
- Two new Crossings of Western Bank (remain as adopted public highway)
- The Whitham Rd/Clarkson St and Clarkson St/Durham Rd junctions reformed to allow bus only use including a small strip of University land within the curtilage of the Octagon (remains or becomes adopted highway)
- St George's Sq/Brook Hill footways (remains public adopted highway)

Off Highway Works

- The Arts Tower precincts, pedestrianisation, repaving, landscape and public art enhancements (remains as University property with existing public rights of way for walking and cycling)
- The former Red Hill street in the North Campus pedestrianisation, repaving, lighting, landscape and public art enhancements (UoS property to be reopened as permissive public route with improvements for walking and cycling linked to improvements to the Broad Lane cobbled area and the Montgomery Fountain (remains University property with permissive public access)
- St George's Green additional planting, landscaping and seating (remains University property with informal permissive public access)

Consultation

- 6.2 A detailed highways scheme/TRO consultation was commenced in March with a view to seeking approval at Cabinet Highways Committee in April 2015. Subject to public consultation and satisfactory resolution of any valid objections and provided that the Council is still satisfied that the works will be of benefit to the public, they will be delivered under a Section 278 agreement and Traffic Regulation Orders.
- 6.3 Officers have presented the scheme to both the South Yorkshire Bus Operators and Supertram for their consideration, as the scheme requires the rerouting of buses and improvements to an existing tram crossing at Upper Hannover Street.

The outcome of these Highways consultations will be the subject of a separate report to Cabinet Highways Committee April or May 2015.

6.4 Procurement

It is proposed that the Council would procure a contractor to deliver the highways works. It is estimated a contractor will be appointed in May 2015 with a view to commencing work in June 2015. The University will procure a contractor to deliver public realm improvements on the Arts Tower forecourt and Red Hill.

6.5 Programme

It is proposed the majority of the highways works are completed in 2015 and early 2016. Work will commence with minor enabling works to Mappin Street to enable the temporary re-routing of the number 95, 51 and 52 buses to facilitate the partial closure and introduction of a pedestrian zone on Leavygreave Road. This is to coincide with the opening of the Diamond building in September 2015.

6.6 Works at junctions on Clarkson Street and Durham Road will then allow for the 51 & 52 buses to be re-routed down Glossop Road across the relief road onto West Street.

6.7 The relocation and enhancement of the North crossing on Upper Hanover Street will be prioritised to provide a dedicated cycle crossing and accommodate increased student numbers arising from the opening of the Diamond building.

6.8 The improvements to the central crossing on Upper Hanover Street, crossings on Western Bank and public realm in the Hounsfield Quarter will follow.

7.0 FUNDING

7.1 The project is part of the SCRIF City Centre Programme. It is one of four clusters of City Centre projects that the Council secured outline business case approval for from the Sheffield City Region Infrastructure Advisory Board (IAB) in 2014. See plan attached at Appendix F.

7.2 Following the outline approval a detailed business case for UoS Campus Phase 1 was prepared by Officers (City Regeneration, Creative Sheffield) working with the UoS Estates Department and was submitted to City Region in December 2014.

7.3 On the 21st January 2015 IAB approved the UoS Campus Phase 1 Business Case. Confirmation of this funding approval and conditions is attached at Appendix D.

7.4 Based on feasibility and initial designs the total cost of the scheme is estimated to be £8,364,215. Of this £6,776,255 is for Highways works outlined above and shown on plan at Appendix D. This will be funded by SCRIF and the UoS.

7.5 SCRIF Funds

The approved business case secures £2,891,922 of SCRIF for the highways works. As accountable body the Council will be required to enter into a contract/funding agreement to draw down these funds. There will be no SCRIF contribution for the proposed public realm works on University land.

7.6 University of Sheffield Funds

The UoS is the majority funder and will contribute £5,472,292 towards the total scheme costs including £3,884,000 match funding for the highways works. It will also, through a legal agreement, reimburse the Council for all contractor costs over and above the SCRIF contribution and any increased costs arising from the detailed design process subject to mitigation and the agreement of the University to such expenditure via the Joint Project Executive Board.

8.0 LEGAL IMPLICATIONS

8.1 The legal implications of this report and its recommendations are legally privileged and are therefore exempt from publication under Paragraph 5 of Schedule 12A of the Local Government Act 1972 (as amended). They are set out in a closed Appendix to this report, Appendix G.

8.2 In considering this exemption the report author has decided that in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information, because of the nature of the information provided, and the importance of maintaining the principle of lawyer / client confidentiality to ensure that Cabinet is able to receive appropriate legal advice in all cases.

9.0 FINANCIAL IMPLICATIONS

9.1 A summary of the estimated project costs and funding is provided in the table below

Campus Phase 1 Works	Cost (000)	SCRIF Funding (000)	UoS Funding (000)
Highway Works	£6,776	£2,891	£3,884
Public Realm	£1,587	£0	£1,587
Total	£8,364	£2,891	£5,472

9.2 Subject to public consultation and provided that the Council is satisfied that the works will be of benefit to the public the highways works are proposed to be undertaken through a Section 278 under which the UoS will agree to meet all the costs of the Scheme not funded by SCRIF, including any cost overruns. Having considered all the relevant factors, the Council does not consider it appropriate to require a bond and agreement (see 7.6 above) will include a payment schedule to ensure that the University makes its contributions available well in advance of planned

contractor payments becoming due.

- 9.3 The project does carry some risk for the Council because it will involve the Council recovering the cost from the University. The cost plan will be the key driver to ensure works can be delivered within the available resources and the costs will be capped at the budgeted amounts. Disciplined project management is essential to ensure successful mitigation of the risk.
- 9.4 The Sheffield City Region Combined Authority has approved the SCRIF funding subject to a number of conditions on procurement, cost recovery agreements, coverage of cost overruns and future maintenance commitments being satisfactorily concluded.
- 9.5 Future maintenance costs of the public highway will be met by the University through the payment of a Commuted Sum which has been included in the total cost estimate above and there will be no net cost in this respect to the Council. The University will be responsible for maintenance of its own private areas.
- 9.6 The scheme will remove approximately 90 on Street pay and display parking spaces (Favell Road, Hounsfield Road, Leavygreave Road and Victoria Street) which will result in a loss of £118,000 annual income to the Council by the end of 2016-17. This will be partially offset by additional coach parking which will leave a net loss of £100,000 from 2017-18. This pressure will have to be mitigated by the Director of Regeneration and Development Services in order to remain within budget in subsequent years. A number of mitigations are being considered.
- 9.7 The Parking Services activity has a high element of fixed costs so the removal of these spaces is unlikely to result in any significant cost saving. It follows therefore that to remain within budget, the service may need to prioritise its expenditure and some transport activities may have to be revised.

10.0 ALTERNATIVE OPTIONS CONSIDERED

- 10.1 **Do nothing** – The UoS could be left to carry out public realm and road safety improvements as and when development occurs on the campus. This would not require additional public funding or Council involvement. However, serious concerns have been raised regarding safety at the current pedestrian crossings close to Brook Hill junction which require immediate action. The campus environment also seriously lags behind some of its major competitors and requires urgent and comprehensive intervention.
- 10.2 **UoS applies directly to the combined authority for SCRIF funding** – SCC would avoid direct involvement in submitting the business case and delivering the outputs and outcomes. However, the UoS may not be eligible to apply directly as the UoS cluster is only a sub project of the Councils overall SCRIF City Centre Programme. The UoS has no experience of submitting bids for Department for Transport or City Region

funding or of creating high quality public realm to the standard achieved elsewhere in the City Centre. This approach would see the Councils influence on consistency of the overall programme weakened.

- 10.3 **SCC acts as facilitator, regulator and accountable body** – but all design, procurement, delivery and liability for cost overruns is the responsibility of the UoS. The Council would retain control of the overall SCRIF City Centre Programme and of the UoS element and would be in a strong position to drive the programme and quality, ensuring integration with other programmes e.g. Streets Ahead. However, due to the risks associated with co-ordinating these works on the strategic transport network a Council lead is deemed to be a better option
- 10.4 **The preferred option is SCC acts as lead body on delivery of Highways works, facilitator, regulator and accountable body** – but initial design up to tender, liability for cost overruns and delivery of non-highway works (Arts Tower & Red Hill) are the responsibility of the UoS. It is intended the appointment of the Design Team will be assigned or novated as appropriate to the Council who will procure a contractor for the Highways works and manage/supervise the programme ensuring quality and integration with other programmes e.g. Streets Ahead.

11.0 REASONS FOR RECOMMENDATIONS

- 11.1 To enable work on the project to continue, pending the Council being in a position to give final approval for the necessary Traffic Regulation Orders.
- 11.2 To enable the Council to secure funding for the project from SCRIF.
- 11.3 To enable matters to be progressed as appropriate in an efficient way following the conclusion of the planned public consultation exercise on the highway implications of the University Campus Master Plan.

12.0 RECOMMENDATIONS

- 12.1 Cabinet is recommended:
- (1) to confirm its in principle support for the University of Sheffield Campus Phase 1 Scheme as described in this report, subject to:-
 - (a) the completion of a further detailed public consultation exercise about the Traffic Regulation Order, and overall University Campus Masterplan proposals which may affect the highway, the proper consideration of the results and where appropriate resolution of objections of such consultation in the course of making the final decision whether or not to proceed with the scheme; and
 - (b) all necessary planning permissions, Traffic Regulation Orders and any other required regulatory approvals or consents being obtained by the University of Sheffield;

- (2) to note that the public consultation exercise referred to in (1) (a) above has already commenced;
- (3) to authorise the Executive Director, Place, in consultation with the Director of Regeneration and Development , the Director of Finance, the Director of Legal and Governance, the Director of Commercial Services and the Assistant Director - Capital & Major Projects to conclude on such terms as he considers appropriate and authorise the completion of a funding agreement between the Council and the South Yorkshire Combined Authority in relation to the SCRIF funding for the Scheme provided that any such funding agreement shall be conditional on a final decision to proceed with the Scheme being made on the part of the Council;
- (4) to authorise the Cabinet Highways Committee to consider the results of the public consultation exercise referred to in (1) (a) above, and having done so, if they are of the view that the Scheme will be of benefit to the public and it has been possible to overcome any valid objections, confirm the Council's final approval for the Scheme to be implemented
- (5) if the Cabinet Highways Committee does confirm the Council's final approval for the Scheme , to authorise the Executive Director, Place d, in consultation with the Cabinet Member for Business, Skills & Development, Directors of Regeneration and Development, Finance, Legal and Governance, Commercial Services and the Assistant Director - Capital & Major Projects:-
 - (a) to authorise on such terms as he considers appropriate an agreement pursuant to section 278 of the Highways Act 1980 with the University of Sheffield, together with such additional agreement(s) with the University that he may consider appropriate; and
 - (b) generally to take such further steps, including (without limitation) entering into such further agreements and or arrangements with such parties and on such terms as he may consider appropriate, and approving detailed designs and materials to secure the successful delivery of the works at no net cost to the Council and in line with the provisions of this report and to protect the Council's interests in this matter.

Simon Green
 Executive Director, Place
 March 2015

Appendix A City Centre Master Plan Spatial Principles
 Appendix B City Centre Master Plan UoS Campus
 Appendix C UoS Campus Masterplan
 Appendix D UoS Campus Highways Works

Appendix E SCRIF Funding Approval
Appendix F SCRIF City Centre Outputs
Appendix G Legal Implications