

Scheme name / summary description		Value £'000
<b>A</b>	<b>Economic growth</b>	
	New additions	
	None	
	Variations and reasons for change	
	None	
<b>B</b>	<b>Transport</b>	
	New additions	
	<p><b>Transforming Cities Fund Development Works</b></p> <p><b>Why do we need the project?</b></p> <p>Sheffield City Council has previously been awarded £2m through the Transforming Cities Fund tranche 1 (TCF) to invest in schemes that promote active travel (cycling and walking) to enable people to access jobs, education etc. through greener and healthier forms of travel and two projects are currently underway to utilise this funding.</p> <p>A further opportunity has arisen through the Transforming Cities Fund to make a bid for up to £200m across the City Region. Sheffield City Council have included eleven projects in the bid supporting active travel and public transport that look to support a modal shift away from private vehicles to more sustainable modes of transport leading to reduced congestion, improved air quality and other associated health benefits.</p> <p>The expected announcement of the funding award is due in January 2020 and in anticipation of a successful bid, feasibility studies are to be carried out on nine potential projects at a cost of £1,460k to be funded initially from Capital Receipts in order to ensure delivery timescales can be met in the event of a successful bid.</p> <p><b>How are we going to achieve it?</b></p> <p>Feasibilities are going to be carried out on the following nine projects:-</p> <p><b>TCF Cross City Bus</b></p> <p style="text-align: right;"><b>161k</b></p> <p>This scheme comprises Phase One of a longer term aspiration to create City Centre Public Transport box. Options for phase one are still under consideration however it is envisaged the preferred option will include works on the western and eastern flanks of the box to improve bus priority and</p>	+1,460

improve the provision of bus stops.

This scheme will focus on the following streets covering a total of around 2,400m: Arundel Gate/Eyre Street, Cumberland Gate/Fitzwilliam Street and Charter Row.

**TCF City Centre Cycling** **145k**

This scheme aims to create a network of cross city centre cycling infrastructure that runs parallel to public transport corridors being developed as part of the TCF programme.

For this project two core cycle routes will be developed to improve cross-city movements between Nether Edge, Kelham-Burngreave and AMID-Darnall corridors including measures to calm traffic and/or separate cyclists from it to fit site circumstances. Creating cross city cycle routes creates significant opportunities to increase the number of people cycling between the city centre and development areas.

**TCF Nether Edge Wedge** **218k**

This project looks to make transformational improvements to cycling infrastructure in the Netheredge with the aim of encouraging a modal shift to cycling and walking as alternatives to car journeys for commuting and leisure. The area has a high number of short car journeys undertaken to the city centre putting pressure on the road network increasing congestion and reducing the quality of the local environment

Current proposals for the scheme include two-way physically segregated cycle routes and improved crossings at London Road and St Mary's Gate, as well as junction improvements at Cemetery Road/Summerfield/Washington junction, and at Washington/Sharrow Lane/Wostenholme junction.

**TCF Magna / Meadowhall Cycling** **193k**

This active travel scheme will see the development of core routes linking Meadowhall with the Rotherham TCF proposals on Bawtry Road and Sheffield Road which is likely to consist of segregated cycle track. It is envisaged that measures will connect Meadowhall Way to Sheffield Road via Blackburn Meadows Way and will connect to Bawtry Road via Vulcan Road including a crossing over Tinsley Roundabout.

Supporting measures will also be applied to the feeder routes to ensure the comfort and safety of cyclists is maintained, feeding into the core route from adjacent residential areas such as Tinsley. Feeder routes include the areas around Bawtry Road and Sheffield Road, Greasbro Road, Parkhouse Lane and Ferrars Road.

**TCF AMID Bus Corridor** **166k**

This scheme offers the opportunity to enhance east west connectivity and increase accessibility to employment opportunities for those in areas which are currently disconnected with the provision of bus priority measures on X1 and 52 corridors through Attercliffe and Darnall.

The intention for this scheme is to move services onto the prioritised Attercliffe corridor which may involve taking some peak services off the parkway.

**TCF AMID Cycling** **166k**

This scheme involves the development of a core cycle route connecting the city centre to Darnall, Attercliffe and the AMP corridor. Measures will also be implemented to calm traffic and/or separate cyclists from motors.

The core route will be from the Riverside business District along Furnival Road, Effingham, Staniforth, through Darnall Infield Lane picking up the existing cycle route between Tinsley Park Golf course and Sheffield business park. The route continues onto Europa link and then across to the AMRC, in addition there will be a spur to the Olympic Legacy Park through Attercliffe on the western approach and via Chippingham on the eastern approach.

**TCF South West Bus Corridor**

**149k**

The main aim of this scheme is to improve the speed of bus journeys along the Abbeydale Road and Ecclesall Road corridors by exploring public transport priority measures and supporting infrastructure along the Abbeydale Road and Ecclesall Road corridors to the South West of Sheffield city centre. These works will help to expedite bus services and increase bus patronage along routes between residential areas to the south west of Sheffield, and employment areas in the city centre, Advanced Manufacturing Park and Sheffield Business Park.

It is envisaged that improvements will focus on a 4, 800m section of Ecclesall Road from Fitzwilliam Street to Abbey Lane, including Moore Street and 5, 280m of Abbeydale Road from Cumberland Gate to Sherwood Glen including London Road.

**TCF Housing Zone North Bus Corridor**

**103k**

This scheme involves a number of public transport priority and infrastructure works and stop enhancements to expedite bus services through Neepsend and support housing development in the Sheffield Housing Zone North. This route forms an important route for buses serving a high frequency of services.

Proposals for this scheme include the revision of the one way system in Neepsend to provide a prioritised route through the area for buses separate from motorised traffic and will have an important role in supporting the proposals set out within the Housing Zone North development zone which aims to deliver 8, 000 new homes over the next 20 years.

**TCF Housing Zone North Active Travel**

**159k**

This scheme would see the creation of an active travel route from Sheffield City Centre to Neepsend via Kelham Island to support active travel and new infrastructure associated with the Housing Zone North development zone. This scheme comprises two elements including the initial phase of the Upper Don Valley, and improvements to the walking route towards the city centre inclusive of a bridge over the ring road.

One core route will consist of a segregated cycle path from Townhead Street to the A61 Penistone Road (up to the Hillfoot Road junction) via Tenter Street and from Bridge Street to Penistone Road via Green Lane.

Area treatments will also be applied as the funding allows with the aspiration to treat all areas flanking the route up to 500m either side including Kelham Island and Riverside Business District. This would provide a strong link to the TCF AMID route running out to Darnall and Waverley and the proposed housing areas around Rutland Road as far as Neepsend Lane. The second core route has a focus on walking and will link to the first core route in Kelham Island. This route will run from Bridgehouses to Abbeyfield park and include a new pedestrian/cycle bridge over the inner ring road at Bridgehouses

<p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>• An increase in sustainable active travel to enable people to access jobs, education etc. through greener and healthier forms of travel</li> <li>• Reduced congestion</li> <li>• Improved air quality and other associated health benefits</li> </ul> <p><b>When will the project be completed?</b> Feasibility complete [2019-20]</p>								
<b>Funding Source</b>	Corporate Resource Pool	<b>Amount</b>	1,460k	<b>Status</b>	Received	<b>Approved</b>	As part of Corporate Investment Fund	
<b>Procurement</b>	<p>i. Surveys to be procured by closed competitive tender via Constructionline, shortlisting Sheffield based suppliers to tender.</p> <p>ii. Design services to be procured by the Capital Delivery Service Partner (T&amp;T) using the competitively tendered rates set out within the corporate contract.</p> <p>and / or</p> <p>by direct award to Amey Hallam Highways via the non-core route under the Streets Ahead PFI.</p>							
<p><b>Bus Hotspots Phase 2 [Manor Park]</b></p> <p><b>Why do we need the project?</b></p> <p>This project is part of the Sheffield Bus Hotspots programme which is to improve bus travel by tackling bus hotspots as prioritised by the Sheffield Bus Hotspots Project Team which is currently chaired by Sheffield City Council and includes SYPTE, First Bus and Stagecoach Bus.</p> <p>In 2017, Cabinet approved feasibility investigations to be undertaken to consider a range of measures at 21 locations with a view of improving bus efficiency.</p> <p>Manor Park was one of the identified locations. Buses are not able to pull into the lay-by and unable to dock with the boarding point, with additional issues with the tactiles and shelters.</p> <p>How are we going to achieve it?</p> <p>Detail design works are to be undertaken to change the lay-out to enable buses to pull into the bus layby making it easier for passengers to embark and alight with less disruption to other traffic and relocate tactiles and shelters. The estimated cost of the project is £47k, funded by Local transport Plan (LTP).</p> <p><b>What are the benefits?</b></p>								+47

<ul style="list-style-type: none"> <li>Better pedestrian access between the stops and the shops</li> <li>Clear routes with tactiles for visually impaired people</li> <li>Less disruption to general traffic</li> </ul> <p><b>When will the project be completed?</b> [2019-20]</p>								
<b>Funding Source</b>	Local transport Plan (LTP)	<b>Amount</b>	£47k	<b>Status</b>	Ringfenced for Transport projects	<b>Approved</b>		
<b>Procurement</b>		Direct award to Amey Hallam Highways via the non-core route under the Streets Ahead PFI.						
<p><b>Hillsborough Tram &amp; Bus Review (FEASIBILITY – TO NOTE ONLY)</b></p> <p><b>Why do we need the project?</b></p> <p>Sheffield City Council is committed to ensuring better priority for public transport to make it competitive with private car journeys and reduce congestion and pollution. The Councils Transport Strategy makes specific reference to increasing tram priority at Hillsborough and work with the tram operator to reverse inter-peak service cuts.</p> <p>Public transport operators (both bus and tram) experience significant delay as a result of general traffic congestion at Hillsborough Corner which has led to both tram and bus services being reduced at this location.</p> <p>Failure to address the situation may lead to further service reductions.</p> <p><b>How are we going to achieve it?</b></p> <p>A feasibility study is to be undertaken to determine the best options to improve the traffic issues affecting public transport through Hillsborough corner with an objective of reducing bus and tram delays.</p> <p>The cost of the feasibility is £70k and is to be funded from Local transport Plan (LTP)</p> <p><b>What are the benefits / Outputs?</b></p> <p>The overall benefit of the project is a better public transport operations.</p> <p>The outputs at this preliminary stage are:-</p> <ul style="list-style-type: none"> <li>An up-to-date area traffic model, with current journey information, that can be used to assess the traffic and transport impacts of any potential options</li> <li>A report setting out potential options, costs and benefits, and any further factors needing analysis as part of the feasibility stage</li> </ul> <p><b>When will the project be completed?</b> 2019-20</p>								+70

<b>Funding Source</b>	Local transport Plan (LTP)	<b>Amount</b>	70k	<b>Status</b>	Ring-fenced for transport projects	<b>Approved</b>		
<b>Procurement</b>	Traffic modelling to be completed in-house by Transport Planning and Network Management.							
Variations and reasons for change								
<p><b>Accident Savings</b></p> <p><b>Scheme description</b></p> <p>The Accident Savings programme is a citywide strategy to reduce actual (and the perception of risk of) road traffic collisions, particularly focused on reducing killed and seriously injured (KSIs) casualties by implementing road safety engineering schemes at sites with the highest injury collision rates in the City.</p> <p>The Council has a statutory duty under the Road Traffic Act 1988 to promote road safety.</p> <p><b>What has changed?</b></p> <p>£10k Local Transport Plan (LTP) funding has been added to the project to enable early action work in 2019-20.</p> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>[budget increase]</li> </ul>								+10
<b>Funding</b>	Local Transport Plan (LTP)							
<b>Procurement</b>	No change							
<p><b>Broomhall Pedestrian and Cycle Route</b></p> <p><b>Scheme description</b></p> <p>The Council has a corporate objective of increasing active travel as part of its overall transport strategy designed to improve travel choice and tackle congestion.</p> <p>This individual project formed part of the strategy and was to provide a new and improved route from Broomhall to the City Centre. An element of the project was to construct a one-way system on Broomhall Road, with works being completed in March 2018.</p> <p><b>What has changed?</b></p> <p>As part of the monitoring processes of the completed scheme, it has been noted that the newly implemented one-way system is not being observed by</p>								+38.6

<p>some motorists and the Council have received a number of complaints from local residents. In addition, following the completion of the recent Road Safety Audit (RSA 3), the inspection identified this as safety issue at the location and as a result, measures need to be taken to amend the original design.</p> <p>Revised works will include reducing the width of the road at the entrance to the new one-way system and signage will be relocated to improve visibility for motorists approaching the area.</p> <p>The costs of the works are £44k, funded from Local Transport Plan (LTP) and the budget will be increased by £38.6k.</p> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>[budget increase]</li> </ul>		
<b>Funding</b>	Local Transport Plan (LTP)	
<b>Procurement</b>	No change	
<p><b>Hurlfield 20mph</b></p> <p><b>Scheme description</b></p> <p>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 24 ‘sign only’ 20mph speed limit areas have been introduced across the City.</p> <p><b>What has changed?</b></p> <p>Following initial consultation in the Hurlfield area (previously approved by Cabinet by Leaders Decision in August 2018), the project is now ready to progress to implement the 20mph zone in the area, with a completion date of March 2020.</p> <p>The total cost of the scheme (including prior year spend) is £122.5k, which includes £32.5k for Commuted Sums and is fully funded from Local Transport Plan (LTP).</p> <p>The budget is to be increased by £55k to enable delivery of the works.</p> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>[budget increase]</li> </ul>		+55
<b>Funding</b>	Local Transport Plan (LTP)	
<b>Procurement</b>	Direct award to Amey Hallam Highways via the non-core route under the Streets Ahead PFI.	

	<p><b>Bus Hotspots Feasibility (FEASIBILITY – TO NOTE ONLY)</b></p> <p><b>Scheme description</b></p> <p>The overall objective of this project is to improve bus travel by tackling bus hotspots as prioritised by the Sheffield Bus Hotspots Project Team which is currently chaired by SCC and also includes SYPTTE, First Bus and Stagecoach Bus by investigating a range of measures to improve bus journey times such as; bus stop improvements, targeted enforcement of waiting restrictions, junction improvements, Smart IT improvements, changes to priorities.</p> <p>In 2018-19, Cabinet approved a budget of £45.5k for investigations undertaken in 2018-19, of which £40k was spent and as a result, four individual schemes were taken forward and developed.</p> <p><b>What has changed?</b></p> <p>A list of nine locations has been drafted for investigations works to continue in 2019-20:-</p> <ol style="list-style-type: none"> <li>1. Bus stop 21823 Chesterfield Rd, Woodseats: improve stop to accommodate frequent 2nd bus.</li> <li>2. The Common Ecclesfield: improve stop to accommodate frequent 2nd bus.</li> <li>3. Firshill Crescent: waiting restrictions and changes at stops along whole length.</li> <li>4. Standon Rd: waiting restrictions to enable the bus service to run at all times.</li> <li>5. Arundel Gate/High St: additional bus stop.</li> <li>6. Retford Rd: traffic management at bus stop.</li> <li>7. Sicey Rd: traffic management at bus stop.</li> <li>8. Shoreham St onto St Mary’s Gate: help buses to find gaps in IRR traffic.</li> <li>9. Eyre St onto IRR/St Mary’s Gate: help buses to find gaps in IRR traffic.</li> </ol> <p>To enable feasibility works to be conducted on the above, the current approved budget is to be increased by £21k, bringing the total overall budget for both financial years to £89k. The works are all fully funded from Local Transport Plan (LTP)</p> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>• [budget increase]</li> </ul>	+21		
	<table border="1" style="width: 100%;"> <tr> <td style="width: 15%;"><b>Funding</b></td> <td>Local Transport Plan (LTP)</td> </tr> </table>	<b>Funding</b>	Local Transport Plan (LTP)	
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	<table border="1" style="width: 100%;"> <tr> <td style="width: 25%;"><b>Procurement</b></td> <td>Feasibility to be completed in-house by Transport Planning.</td> </tr> </table>	<b>Procurement</b>	Feasibility to be completed in-house by Transport Planning.	
<b>Procurement</b>	Feasibility to be completed in-house by Transport Planning.			
<b>C</b>	<b>Quality of life</b>			
	New additions			
	<p><b>Millennium Gallery Exhibition</b></p> <p><b>Why do we need the project?</b></p>	+57		



<ul style="list-style-type: none"> <li>In 2018/19 Sheffield Galleries and Museums Trust (SGMT) were required to undertake urgent façade and glazing works in order to enable the Leonard Da Vinci exhibition to proceed at the Millennium Galleries in February 2019.</li> <li>SGMT had no specific budgetary provision for these works and it has created a budgetary and cash flow issue for the trust.</li> <li>In order to mitigate these pressures SCC have agreed to make a capital grant of £57k to SGMT to reimburse the cost of these works.</li> </ul> <p><b>When will the project be completed?</b></p> <p>Already completed in 2018/19 (Retrospectively funded)</p>							
<b>Funding Source</b>	CIF – Capital Receipts	<b>Amount</b>	£57K	<b>Status</b>	<b>Allocated</b>	<b>Approved</b>	As part of Corporate Investment Fund
<b>Procurement</b>		To be paid under Services Agreement with SGMT – 16 March 2006					
Variations and reasons for change							
<p><b>General Cemetery HLF Phase 2</b></p> <p><b>Scheme description</b></p> <p>In June 2018, SCC was successful in securing a Heritage Lottery Fund (HLF) grant offer towards the Sheffield General Cemetery (SGC) project.</p> <p><i>Problem to address:</i></p> <ul style="list-style-type: none"> <li>Health &amp; Safety / repair liability: The value of capital repair work required to address just the high risk repairs needed is estimated at £536K. This does not include fees for procurement, project management, specialist experts to design and specify work to RIBA 4 and fees associated with discharging planning / Listed Building consents.</li> <li>Statutory obligation: The site is of national historic importance and is Grade II* on the Historic England Register of Parks and Gardens), as such SCC has a statutory duty to appropriately manage and maintain the property. The poor / declining condition of the site and inappropriate management / maintenance has resulted in the site being on the HE 'Heritage at Risk' register for many years. The site is also on the SCC Asset risk Register as a result of H&amp;S issues relating to structures.</li> <li>Open space deficit in the area: The area has a recognised open space deficit and this is the largest park within the Sharrow catchment. However it is not currently fit for purpose and as a result is under-used.</li> </ul> <p><b>What has changed?</b></p> <p>Permission to start from HLF is later than originally estimated. Their requests for certain evidence of SCC's approvals and policies have now been answered so permission to start is expected in July19. The timescales and budget have therefore been updated and needs re-profiling in to reflect</p>							<p>19/20 -188.9</p> <p>20/21 -1,136</p> <p>21/22 +422.9</p> <p>22/23 +622.6</p> <p>23/24 +279.4</p>

<p>this. The biggest shift is that the main contract won't start until 21/22 but is currently profiled to start in 20/21.</p> <p><b>Variation type:</b> Re-profile</p> <p><b>Costs:</b>                  Current 19/20 Budget £266.8K - £188.9K = £77.9K                  Current 20/21 Budget £1,512.9K - £1,136.0K = £376.9K                  Current 21/22 Budget £1,571.8K + £422.9K = £1,994.7K                  Current 22/23 Budget £529.9K + £622.6K = £1,152.5K                  Current 23/24 Budget £0.0K + £279.4K = £279.4K                  Current Total Budget £3,881.4K + £0.0K = £3,381.4K</p> <p>Budget breakdown available if required.</p>		
<b>Funding</b>	HLF £3,098.4K CIF £344.0K FDF £292.2K S106 £91.2K Parks RCC £55.6K	
<b>Procurement</b>	No change	
<p><b>Brown Bin Implementation</b></p> <p><b>Scheme description</b></p> <p>A change to the how the recycling service in Sheffield is delivered was part of an agreement with Veolia following a Waste Contract review. This change is the replacement of the blue box with a brown bin, with collection frequencies changing from every two weeks to every four weeks.</p> <p>To ensure that it was delivering the best value for its residents, it was agreed that the Council would fund the purchasing of containers using its own capital funds. This reduces the ongoing revenue costs of the service to the Council as well as reducing the implementation costs.</p> <p><b>What has changed?</b></p> <p>The project was originally funded by Prudential Borrowing but revenue contributions (RCC) have been identified to reduce the amount of borrowing required, thus releasing a saving on interest costs in future years. Prudential Borrowing taken in 18/19 is £2.2m but due to another revenue contribution the Prudential Borrowing now needed in 19/20 will be minimal.</p> <p><b>Variation type:</b></p> <p>Funding Source</p> <p><b>Funding:</b></p> <p>Current 19/20 budget £486.1K; funded by £236.1K Pru Borrowing + £250K RCC</p>		0

	Current 19/20 budget £486.1K; now funded by £0.1K Pru Borrowing + £486K RCC		
	<b>Funding</b>	Change £236K from Pru Borrowing to RCC	
	<b>Procurement</b>	No change	
<b>D</b>	<b>Green and open spaces</b>		
	New additions		
	<p><b>Matthews Lane Cricket Pavilion (FEASIBILITY – TO NOTE ONLY)</b></p> <p><b>Why do we need the project?</b></p> <p><i>Problem to address</i> Matthews Lane was previously a school sports field. It is a quality site for outdoor sport (secure, flat not exposed) but has been unused due to high leasing cost and has been subject to anti-social behaviour. The upkeep and maintenance of the site is a financial burden to SCC.</p> <p>As a result of the loss of cricket facilities at the Sheffield Hallam University (SHU) site on Warminster Road Norton Woodseats Cricket Club (NWCC) has been based at Graves Park. The topography of the park is not suitable for higher level play restricting the activities of the club and threatening their future.</p> <p>SCC has planning and Sport England obligations to replace the lost SHU facility. Matthews Lane is the only feasible site in the city and is close to Graves Park. It is also in the catchment area previously served by SHU site. The project will improve the site and the overall quality and sustainability of the green space.</p> <p><i>Why address it now?</i></p> <ul style="list-style-type: none"> <li>• To deliver the funding opportunity provided by the Sport England grant award and the S106 specifically for this area</li> <li>• To meet SCC’s planning obligations to replace the lost SHU facility</li> <li>• To provide a much requested cricket provision for Sharrow Ward, which is an area of the City with significant issues relating to health inequality and other indices of deprivation</li> <li>• SCC have a responsibility to support improved outdoor recreation facilities that encourage improved health and wellbeing of local communities</li> </ul> <p><i>Implications of not doing it now?</i></p> <ul style="list-style-type: none"> <li>• The Sport England grant funding award will not be utilised missing out on an inward investment</li> <li>• Missed opportunity to use S106 funding for the area on something the community supports/requires</li> <li>• Inability to meet Sport England and planning obligations</li> <li>• Challenging circumstances for NWCC</li> <li>• Loss of income</li> </ul>		+31

- Increased maintenance costs and staffing requirements
- Opportunity to provide a state of the art outdoor sports facilities for local and wider area population will be missed

**How are we going to achieve it?**

Capital Delivery Service to design, tender and deliver a scheme of works to create a cricket pavilion and car park, starting with a feasibility and design proposals to inform costs and scope.

**What are the benefits?**

*Objectives*

- Modern and sustainable sports facilities to meet identified shortfall
- Improve the quality and sustainability of the green space at Matthews Lane
- Increase usage of the site

*Outputs*

Deliver a cricket pavilion and car park at Matthews Lane

*Benefits*

- Health & wellbeing improvements for local communities, through establishment of new facility that encourages people to be active.
- Support a range of sport and health related activities through the provision of modern facilities.
- Community Cohesion. The facility aims to encourage team activities and games that require ‘team working’
- Fulfil planning and Sport England obligations
- Meet a shortfall of cricket facilities identified in the Playing Pitch Strategy
- Improved quality and sustainability of Matthews Lane – which will encourage greater use of the site
- Income generation: NWCC will pay SCC £6,000/annum as part of lease agreement
- SCC budget savings: NWCC will take on maintenance responsibility of the site

**When will the project be completed?**

March 2020

**Costs**

Feasibility and Design Fees £31K

<b>Funding Source</b>	S106 1356	<b>Amount</b>	£31K	<b>Status</b>	Allocated	<b>Approved</b>	Cllr Lea
<b>Procurement</b>	Feasibility to be completed in-house by the Capital Delivery Service						

Variations and reasons for change																				
<p><b>Burngreave PH Improvements – Phase 1b</b></p> <p><b>Scheme description</b></p> <p>Wensley Street Playground, Nottingham Cliff Recreation Ground and Denholme Close Playground have play facilities which are outdated, unfit, or removed pieces of equipment which provide limited play and agility opportunities for local children. They also attract anti-social behaviour, which is currently preventing them being used fully by the local community. Nottingham Cliff and Denholme Close are also in close proximity to the new Astrea Academy. Improvements are required to ensure pupils can safely use these sites</p> <p><b>What has changed?</b></p> <p>The Phase 1b Final Business Case focuses on additional costs and outputs for Wensley Street Playground Improvements for younger children following Wensley TARA securing additional funding towards the playground improvements and the addition of Parks Investment funding. The Final Business Case also includes the costs for Nottingham Cliff Recreation Ground works as planned, to be delivered October 2019, and additional ground works already carried out at Denholme Close for which the Parks &amp; Countryside Service gave a contribution at year-end 18/19</p> <p><b>Variation type:</b> budget increase and additional scope</p> <p><b>Costs:</b></p> <table> <tr> <td>Current Wensley Street costs</td> <td>£33.2K + £10.0K = £43.2K</td> <td>(Wensley TARA £5K + Parks Investment Fund £5K)</td> </tr> <tr> <td>Current Denholme Close costs</td> <td>£26.4K + £0.5K = £26.9K</td> <td>(Contingency £0.2K + RCC £0.3K)</td> </tr> <tr> <td>Current Nottingham Cliff costs</td> <td>£28.2K + £1.5K = £29.7K</td> <td>(Contingency £1.5K)</td> </tr> <tr> <td>Fees</td> <td>£1.0K = £1.0K</td> <td></td> </tr> <tr> <td>Contingency</td> <td>£2.9K - £1.7K = £1.2K</td> <td></td> </tr> <tr> <td><b>Total Costs</b></td> <td><b>£91.7K + 10.3K = £102.0K</b></td> <td></td> </tr> </table>		Current Wensley Street costs	£33.2K + £10.0K = £43.2K	(Wensley TARA £5K + Parks Investment Fund £5K)	Current Denholme Close costs	£26.4K + £0.5K = £26.9K	(Contingency £0.2K + RCC £0.3K)	Current Nottingham Cliff costs	£28.2K + £1.5K = £29.7K	(Contingency £1.5K)	Fees	£1.0K = £1.0K		Contingency	£2.9K - £1.7K = £1.2K		<b>Total Costs</b>	<b>£91.7K + 10.3K = £102.0K</b>		10.3
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Current Nottingham Cliff costs	£28.2K + £1.5K = £29.7K	(Contingency £1.5K)																		
Fees	£1.0K = £1.0K																			
Contingency	£2.9K - £1.7K = £1.2K																			
<b>Total Costs</b>	<b>£91.7K + 10.3K = £102.0K</b>																			
<b>Funding</b>	<p>£90.0K Public Health + £1.7K S106 already approved                  £5.0K Wensley TARA paid 26.06.19                  £5.0K Parks <i>Investment Fund</i> approved by Cllr Mary Lea for Wensley Street                  £0.3K RCC from Parks &amp; Countryside Service year-end 18/19 for Denholme Close</p>																			
<b>Procurement</b>	<p>i. Direct award to SCC’s Playground team.                  ii. Competitive quotes for play equipment.                  iii. Variation to existing contracts for tree work and tarmac removal.</p>																			

**Colley Park Improvements Phase 2**

40

**Scheme description**

Colley Park is a site which has suffered from significant antisocial behaviour issues in the past. There have not been any play facilities on the site and other facilities were in a poor state of repair. As a result the site scores low on Sheffield Standard as was in need of investment.

**What has changed?**

Phase 1 Final Business Case covered improvements to help tackle the site issues and reduce antisocial behaviour including improvements and repairs to boundaries, opening up views and sight lines through the green space, installing CCTV, removal of damaged and redundant facilities. These objectives have been met but overspent by around £5K leaving available funding for Phase 2 of £199.6K

Costings to achieve the Phase 2 objectives are £239.6K leaving the project £40K short of funding required. The Park and Countryside Service and Lead Member have therefore allocated £40K from the Year 3 Public Health funding to allow Phase 2 to go ahead.

With this extra funding Phase 2 for improvements to play facilities on the site can now still deliver:

- Play area for younger children
- Mini bike and scooter track with bumps and line markings
- Steel & Concrete Parkour Area for older children
- Seating and bins throughout all play facilities
- Repairs to the Multi Use Games Area fencing
- Resurfacing to car park

**Variation type:** Budget increase

**Budget**

Previous Years Costs	£64.3K
Current 19/20 Project Budget	<u>£205.2K + £40K = £245.2K</u>
Total Project Budget	£309.5K

**Costs**

Access	£5.5K
Phase 1 Works	£51.7K
Phase 1 Fees	£16.8K
Phase 2 Works	£209.0K
Phase 2 Fees	£16.9K
Contingency	<u>£9.6K</u>
Total	£309.5K

<p><b>Funding</b></p>	<p>S106 Agreement 1168 £269.5K and Public Health £40K</p>	
<p><b>Procurement</b></p>	<p>Via open procedure with Suitability Assessment</p>	
<p><b>Bannerdale Phase 1 Improvements</b></p> <p><b>Scheme description</b></p> <p>The site has undergone extensive change recently with the building of the Avant Homes site to the south of Spring Wood, the building of the new Mercia Secondary School, and currently the building of the new Barratt's Housing Development. Due to these drastic changes within the site and on its boundaries the usage of the green space is changing and increasing. This project has been designed to deal with and address these changes and deliver on some of the improvements agreed and identified within the community following consultation with them.</p> <p><b>What has changed?</b></p> <p>In the Outline Business Case Phase 1 was to achieve the following:</p> <ul style="list-style-type: none"> <li>• Parkland Path: to include tarmac paths and Park benches at strategic points</li> <li>• Woodland Path: a crushed brick path running through Spring Wood and woodland benches at key points. The path will run past some archaeological features (Q Barrows) which we would like to highlight through interpretive signage</li> <li>• Entrance Improvements: to include the standard green Parks signs, a new vehicle gate with pedestrian access for the entrance point of Springfield Avenue, and a dual use dog/litter bin.</li> <li>• New site furniture will fall under the above 3 categories</li> </ul> <p>The Final Business Case has the following outputs:</p> <ul style="list-style-type: none"> <li>• 250m of 1.8m wide tarmac footpath with concrete edgings</li> <li>• 18 new steps in the woodland to enhance access</li> <li>• New vehicle gate, K Barrier, extended fence line, extended entrance tarmac</li> <li>• 3 large main entrance signs, and 4 A5 signs for secondary entrances</li> <li>• 385m crushed brick path with timber edging</li> </ul> <p>These changes are due to:</p> <ul style="list-style-type: none"> <li>• Not able to build one of the planned paths at the moment due to needing to maintain a pitch per the FA guidelines. These path works therefore involve more work to get access round the pitch. This also affects the planned site furniture.</li> <li>• 18 new steps required to aid accessibility in the steepest parts of the woodland area</li> <li>• Following a site visit by the Landscape Architect it was discovered that joy riding issues meant a K Barrier is also needed at the pedestrian access. To achieve the Vehicle Gate and K Barrier the fence line needs extending and the existing entrance needs bringing further into the Park, which also involves extending the tarmac wearing course from the end of the road</li> </ul>		<p>-18</p>

<p><b>Variation type:</b> budget decrease / change of scope</p> <p><b>Costs</b></p> <table border="1"> <thead> <tr> <th>Element</th> <th>OBC</th> <th>FBC</th> </tr> </thead> <tbody> <tr> <td>Woodland Paths</td> <td>17.2</td> <td>10.0</td> </tr> <tr> <td>Woodland Steps</td> <td>0</td> <td>3.9</td> </tr> <tr> <td>Park (Tarmac) Path</td> <td>50.0</td> <td>28.7</td> </tr> <tr> <td>Signage</td> <td>2.7</td> <td>16</td> </tr> <tr> <td>Site Furniture</td> <td>0.7</td> <td></td> </tr> <tr> <td>Entrance Improvements</td> <td>2.0</td> <td>5.8</td> </tr> <tr> <td>K Barrier</td> <td></td> <td>1.4</td> </tr> <tr> <td>Vehicle Gate</td> <td></td> <td>0.7</td> </tr> <tr> <td>Works Contingency</td> <td>3.7</td> <td>6.2</td> </tr> <tr> <td>Fees Parks</td> <td>4.2</td> <td>4.2</td> </tr> <tr> <td>Fees CDS</td> <td>2.4</td> <td>2.4</td> </tr> <tr> <td>Fees Commercial Services</td> <td>1.0</td> <td>1.0</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>£83.9</b></td> <td><b>£65.9</b></td> </tr> </tbody> </table>		Element	OBC	FBC	Woodland Paths	17.2	10.0	Woodland Steps	0	3.9	Park (Tarmac) Path	50.0	28.7	Signage	2.7	16	Site Furniture	0.7		Entrance Improvements	2.0	5.8	K Barrier		1.4	Vehicle Gate		0.7	Works Contingency	3.7	6.2	Fees Parks	4.2	4.2	Fees CDS	2.4	2.4	Fees Commercial Services	1.0	1.0	<b>TOTAL</b>	<b>£83.9</b>	<b>£65.9</b>	
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<b>Procurement</b>	No change																																											
<p><b>Green &amp; Open Spaces S106 Strategy Block Allocation</b></p> <p><b>Scheme description</b></p> <p>Holding code for the S106 Parks Programme approved S106 funding.</p> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>Costs for Bannerdale Phase 1 Improvements have reduced so the balance of funding not needed will be moved back to the Block Allocation</li> <li>Hillsborough Play has been split out from the Play Improvements project and is drawing down more funding allocated to Hillsborough on the Block Allocation</li> </ul> <p><b>Variation type:</b> Budget increase</p> <p><b>Budget</b></p> <p>Current 19/20 Budget £545.3K + £18K from Bannerdale - £13.6K to Hillsborough Play = £549.7K                  Current Total Budget £697.1K + £18K from Bannerdale - £13.6K to Hillsborough Play = £701.5K</p>		+4.4																																										



Funding	S106									
Procurement	N / A									
<p><b>Hillsborough Play Improvements (Split out from Play Improvements Project)</b></p> <p><b>Scheme description</b></p> <p>The Play Improvements project was to invest in play facilities in approx. 23 parks across Sheffield. The investment was to improve the quality of the sites as measured by the Sheffield Standard and the Play Value scores. There have been 3 Phases of the project delivered (or being delivered) so far covering several sites and there will be a Phase 4 for those not worked on yet. One of these sites is Hillsborough Park.</p> <p><b>What has changed?</b></p> <p>Following consultation with the community it is agreed that as a City Park the playground is not reflective of its City status. It has become apparent that more works and therefore more funding is required than the amount allocated in the original Play Improvements Project of £32.6K to achieve the improvements required.</p> <p>Other funding sources have therefore been investigated to increase the budget so that the following can be delivered:</p> <ul style="list-style-type: none"> <li>• 10 items of new play equipment and safety surfacing</li> <li>• Improve the connection and links between the upper grassy areas and the lower plateau</li> <li>• Incorporate the existing mound that forms the ‘snake’ into the play design, including reconstructing if necessary</li> <li>• Reinstate of the head of the snake, or alternative creature</li> <li>• Incorporate sensory and accessible equipment where possible</li> <li>• Address the Health &amp; Safety issues with the embankment slide and steps</li> <li>• A sand pit and sand play has emerged as popular during the consultation</li> <li>• Improve access to the adjacent teen adventure area through a new gate</li> </ul> <p>It has therefore been decided to split the works for this site out of the Play Improvements business unit into a separate one.</p> <p><b>Variation type:</b> Budget increase / change of scope</p> <p><b>Costs</b></p> <table border="0"> <tr> <td>Construction/Works</td> <td>£60.0K</td> </tr> <tr> <td>Fees</td> <td>£6.2K</td> </tr> <tr> <td>Contingency</td> <td>£5.9K</td> </tr> <tr> <td><b>Total</b></td> <td><b>£72.1K</b></td> </tr> </table> <p><b>Funding</b></p>		Construction/Works	£60.0K	Fees	£6.2K	Contingency	£5.9K	<b>Total</b>	<b>£72.1K</b>	+72.1
Construction/Works	£60.0K									
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<b>Total</b>	<b>£72.1K</b>									

<p>S106 from BU 94523      £17.6K    (Agreement 633, 955, 1199)  <u>Public Health from BU 94523</u>    £15.0K  <i>Total from BU 94523</i>      £32.6K</p> <p>S106 Parks Programme      £13.6K    (Agreement 579, 1279)                  Total already in Cap Prog    £46.2K</p> <p>Culture &amp; Environment Funds    £15.9K    (Available Charity funds specific to Hillsborough)  <u>Contribution from Tramlines</u>    £10.0K                  Total to add to Cap Prog      £25.9K</p> <p><b>Total Project £72.1K</b></p>		
<b>Funding</b>	See Funding Section above	
<b>Procurement</b>	Cost led, single stage design and build via closed-competitive tender with suitability assessment	
<p><b>Play Improvements Project</b></p> <p><b>Scheme description</b></p> <p>The Play Improvements project was to invest in play facilities in approx. 23 parks across Sheffield. The investment was to improve the quality of the sites as measured by the Sheffield Standard and the Play Value scores. There has been 3 Phases of the project delivered (or being delivered) so far covering several sites and there will be a Phase 4 for those not worked on yet.</p> <p><b>What has changed?</b></p> <p>One of the sites due to be included in Phase 4 is Hillsborough Park. However it has become apparent that more works and therefore more funding is required than the amount allocated in the original Play Improvements Project of £32.6K to achieve the improvements required.</p> <p>Other funding sources have been investigated to increase the budget and it has been decided to split the works for this site out of the Play Improvements business unit into a separate one. The funding for Hillsborough Park within this project will therefore be moved to the new business unit.</p> <p><b>Variation type:</b> Budget decrease</p> <p><b>Budget</b>                  Current 19/20 Budget    £178.7K - £32.6K = £146.1K                  Current Total Budget    £378.2K - £32.6K = £345.6K</p>		-32.6

	<b>Funding</b>	S106 and Public Health	
	<b>Procurement</b>	N / A	
<b>E</b>	<b>Housing growth</b>		
	New additions		
	None		
	Variations and reasons for change		
	None		
<b>F</b>	<b>Housing investment</b>		
	New additions		
	None		
	Variations and reasons for change		
	<p><b>York - NY Sub Region Hal</b></p> <p><b>Scheme description</b></p> <p>Homes and Loans issued by York City Council administered by SCC.</p> <p><b>What has changed?</b></p> <p>Additional funding received from York of £45.3K. The outputs will remain as 3 loans but each loan value has increased as requested by York because:                      Loan 1 - Property is in severe disrepair and other works have been identified when surveyed                      Loan 2 - Additional necessary works identified, after contractor had already started work                      Loan 3 - Property is in a conservation area, so the replacement windows have to be a specific type and standard which have increased costs</p> <p><b>Variation type:</b> Budget increase</p> <p><b>Budget</b>                      Current 19/20 Budget £74.1K + £45.3K = £119.4K</p>		+45

	<b>Funding</b>	York CC Homes and Loans	
	<b>Procurement</b>	N / A	
	<p><b>NE Lincs - Sub Region Hal</b></p> <p><b>Scheme description</b></p> <p>Homes and Loans issued by North East Lincolnshire Council administered by SCC.</p> <p><b>What has changed?</b></p> <p>The current budget is for 3 loans at a value of £30.6K. Outputs have now increased to 11 loans, with an approximate cost of £11.8K each.</p> <p><b>Variation type:</b> Budget increase</p> <p><b>Budget</b></p> <p>Current 19/20 Budget £30.6K + £99.1K = £129.7K</p>		+91
	<b>Funding</b>	North East Lincs Homes and Loans	
	<b>Procurement</b>	N / A	
<b>G</b>	<b>People – capital and growth</b>		
	New additions		
	<p><b>RIVELIN PRIMARY SCHOOL ROOF – (FEASIBILITY – TO NOTE ONLY)</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>• Failure of flat roof covering.</li> <li>• Ingress of water leading to further deterioration of building fabric.</li> <li>• Further deterioration will lead to additional expense in repair.</li> </ul> <p><b>Why do we need to address it now and what are the implications of not doing it now?</b></p> <ul style="list-style-type: none"> <li>• Further deterioration will lead to additional expense in repair.</li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>• Proposed solution / recommended option: undertake feasibility design to determine the extent of repair / replacement required: CDS to design.</li> </ul>		+15.4

<p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>Objectives: re-covering of the flat roof areas of the school requiring repair.</li> <li>Outputs: feasibility proposal and cost estimate</li> <li>Benefits: <ul style="list-style-type: none"> <li>Avoidance of deterioration in building fabric.</li> <li>Watertight roof.</li> </ul> </li> </ul> <p><b>When will the project be completed?</b> 29/05/2020</p>								
<b>Funding Source</b>	DfE Condition Allocation	<b>Amount</b>	£15,390	<b>Status</b>	Funding received as part of Annual Allocation	<b>Approved</b>	Yes	
<b>Procurement</b>		Design to be completed in-house by the Capital Delivery Service						
<p><b>INTAKE PRIMARY SCHOOL (MECHANICAL) – (FEASIBILITY – TO NOTE ONLY)</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>Legionella Risk Assessment (LRA) has highlighted issues with flow and return temperatures of domestic hot water system to areas of the school.</li> <li>Action arising from the LRA.</li> <li>Identified risk requires mitigation.</li> </ul> <p><b>Why do we need to address it now?</b></p> <ul style="list-style-type: none"> <li>Statutory compliance.</li> </ul> <p><b>What are the implications of not doing it now?</b></p> <ul style="list-style-type: none"> <li>Failure to meet statutory obligations.</li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>Proposed solution / recommended option: undertake mechanical design work to establish technical solution; to be delivered by CDS – Mechanical Engineer’s design feasibility.</li> </ul> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>Objectives: feasibility to understand remedy to insufficient flow and return temperatures</li> </ul>								+6.4

<ul style="list-style-type: none"> <li>• Outputs: feasibility proposal and cost estimate: Mechanical Engineer’s design to determine.</li> <li>• Benefits: <ul style="list-style-type: none"> <li>○ Mitigation of issues identified in LRA</li> <li>○ Provision of suitable flow and return temperatures to Domestic Hot Water</li> </ul> </li> </ul> <p><b>When will the project be completed?</b> 29/05/2020</p>							
<b>Funding Source</b>	DfE Condition Allocation	<b>Amount</b>	£6,386	<b>Status</b>	Funding received as part of Annual Allocation	<b>Approved</b>	Yes
<b>Procurement</b>		Design to be completed in-house by the Capital Delivery Service					
<p><b>ST THOMAS OF CANTERBURY SEND PLACES</b></p> <p><b>Why do we need the project?</b></p> <p>A key outcome of the Sheffield Inclusion Strategy 2018-2022 is that, ‘We will have sufficient, quality placements in inclusive mainstream settings (age 0-25) to meet the needs of the majority of children and young people with SEND. For the most complex children we will have a range of sufficient, quality specialist provision as close to home as possible.’ Our special provision is at or near capacity but the number of placements continues to increase – for the financial year 2017/18 there has been an increase by 46 funded places at Sheffield’s special schools (starting position of 1,100) as of the end of January 2018.</p> <p><b>Why do we need to address it now?</b></p> <p>Creating additional capacity in this area will likely lead to a reduction in the number of parents needing to go to Tribunal appeal, a reduction in the possibility of primary out of city independent special schools, and a reduction in the need to commission other special schools in neighbouring local authorities.</p> <p><b>How are we going to achieve it?</b></p> <p>The interim approach is to work with existing schools that offer SEND provision to increase the number of places they offer. Capital grant funding (Specialist Provision Capital) is available for minor changes to increase capacity. St Thomas of Canterbury is an existing provider of high quality SEND places and the LA is commissioning them to deliver a further 6 places at the current price that they charge the LA.</p> <p>St Thomas of Canterbury School have already secured £35k towards a total capital cost of £65k to undertake the remodelling required to increase the number of SEND places provided by 6 to a maximum of 18.</p> <p>A capital grant of £30k to St Thomas of Canterbury School is to be made in order to allow the school to procure and deliver the required works. See Appendix 2 section G for details of agreement.</p>							+30

<p><b>What are the benefits?</b></p> <p>Providing a range of sufficient, quality specialist provision as close to home as possible for the most complex cases means providing appropriate provision in the Sheffield City Council area for complex cases, thus reducing the need for children to be placed in Independent Special Schools.</p> <p><b>When will the project be completed?</b></p> <p>September 2019</p>								
<b>Funding Source</b>	Special Provision Capital Allocation	<b>Amount</b>	£30k	<b>Status</b>	<b>Allocation received</b>	<b>Approved</b>	People Capital & Growth Board	
<b>Procurement</b>		N / A – Capital Grant to School						
Variations and reasons for change								
<p><b>DOBCROFT INFANTS REPLACEMENT DOUBLE MOBILE</b></p> <p><b>Scheme description</b></p> <ul style="list-style-type: none"> <li>The existing double classroom mobile at the school has been condemned as unsafe, and assessed as being beyond economic repair.</li> <li>Unavailability of this accommodation reduces the teaching capacity at the school.</li> <li>Without the requisite number of teaching spaces, the school would not be able to deliver the curriculum to all pupils on roll.</li> </ul> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>A cost reduction following contract award has enabled the release of contingency funds previously held on this project, that have been applied to the urgent condition-driven replacement of a single mobile classroom at the Dobcroft Junior site, with that project having been tabled at the June 2019 CPG meeting to ensure completion in the school summer holiday.</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>Budget decrease from £353k per OBC to £248k, through reduction of contingency held, following contract award cost reduction.</li> </ul>								-105
<b>Funding</b>	DFE Condition Allocation							
<b>Procurement</b>		Replacement of the single mobile at Dobcroft Junior via contract variation						
<b>ASTREA ACADEMY (Caretaker’s House)</b>								+78

<p><b>Scheme description</b></p> <ul style="list-style-type: none"> <li>The city is undertaking a programme of growth to meet this increasing demand and around 4,500 new places have been added to the primary sector in recent years. As well as additional primary places it is expected that by September 2019 an additional 15 to 19 forms of entry will need to be added to the system just to accommodate all children transferring from primary schools into Year 7. Part of the delivery of these additional places has been the development of the Astrea Academy.</li> </ul> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>Variation to reflect extra funding needed to deliver the Caretaker’s House element of the project; the funding for which is to be transferred to the school to finance agreed works.</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>The overall grant to be made to the academy is £138k. A saving of £60k is anticipated on the final account of the main school construction contract. This saving to be allocated to the Caretakers House renovation, therefore an overall budget increase of £78k is required to meet increased overall costs of all works.</li> </ul> <p>See Appendix 2 section G for details of agreement.</p>		
<b>Funding</b>	DfE Basic Need Allocation: transfer capital to finance Academy work	
<b>Procurement</b>	N / A – Capital Grant to School	
<p><b>PEOPLE- WOODSEATS PRIMARY SCHOOL STRUCTURAL WORKS</b></p> <p><b>Scheme description</b></p> <ul style="list-style-type: none"> <li>Woodseats Primary School hall has had substantial deterioration of the filler joist floors in the ground floor. This has led to cracking of the floor. In 2005 the whole of the hall areas was underpinned. A structural inspection has identified further deterioration.</li> <li>The floor has been propped for 13 years.</li> <li>In November 2018 an overall estimated budget of £300k was approved</li> </ul> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>Since the approval of this budget the school has converted to academy status.</li> <li>Detailed feasibility works and further review by the school have identified a construction solution at a cost of £41k. This will bring the total cost of the scheme to £84k</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>Budget decrease – Reduction from £300k to £84k</li> <li>Procurement Strategy – As an academy the school will now procure and oversee delivery of the works.</li> </ul> <p>See Appendix 2 section G for details of agreement.</p>		-216



	<b>Funding</b>	DfE Condition allocation: : transfer of capital to finance Academy work	
	<b>Procurement</b>	N / A – Capital Grant to school	
<b>H</b>	<b>Essential compliance and maintenance</b>		
	New additions		
	<p><b>Fire Risk Mitigation RED TAPE STUDIOS:</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>• In response to duties under The Regulatory Reform (Fire Safety) order 2005 a programme of Fire Risk Assessments (FRAs) is undertaken across the SCC estate. The resulting FRAs generate a report which identifies management and building construction requirements.</li> <li>• The current Measured Term Contract, established to deliver FRA work, cannot be used due to unsatisfactory contractor performance.</li> <li>• In order for SCC to meet statutory obligations as landlord the following activities are required:             <ul style="list-style-type: none"> <li>○ Review FRA reports to identify appropriate actions;</li> <li>○ Record management actions to be implemented by Transport &amp; Facilities Management &amp; Identify required building works to ensure compliance with fire safety regulations</li> </ul> </li> <li>• Why do we need to address it now?             <ul style="list-style-type: none"> <li>○ FRAs have identified issues which cannot be managed and therefore require construction works.</li> <li>○ FRAs were undertaken a number of years ago but works have not been completed.</li> <li>○ South Yorkshire Fire and Rescue Service (SYFRS) have raised concerns regarding the need to address issues identified in the FRAs.</li> </ul> </li> <li>• What are the implications of not doing it now?             <ul style="list-style-type: none"> <li>○ SYFRS could take action against SCC due to the lack of progress with delivering a programme of work.</li> <li>○ This could lead to the closure of some of SCC estate with associated operational and reputational risks.</li> <li>○ If not addressed SCC are increasing the risk of staff and users to harm should a fire occur.</li> </ul> </li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>• Select a contractor through competitive tenders using the NEC Option A via YORBuild2 framework.</li> <li>• CDS in-house team to deliver design, project and cost management.</li> <li>• Procured through YORBuild2, Lot 2, administering the NEC Option A form of contract.</li> <li>• Proposed solution / recommended option:             <ul style="list-style-type: none"> <li>○ Red Tape/ AVEC. NEC Option A via Yorbuild2 Lot 2;</li> <li>○ Phased programme to maintain a better more efficient delivery but not expose SCC to costs beyond available budget.</li> </ul> </li> </ul> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>• Objectives:             <ul style="list-style-type: none"> <li>○ Installation of electrical and builders work , emergency lighting and fire alarm systems, including fire doors and fire compartmentation</li> </ul> </li> </ul>		556

<p>work to include the Audio Visual Education centre, AVEC, which was not part of the original scope at the initial Business case approval.</p> <ul style="list-style-type: none"> <li>○ Some of the installation will include areas in the Library Archive space in order to be able to develop a complete fire strategy and evacuation plan, however this does not include any emergency lighting or fire alarm work.</li> </ul> <ul style="list-style-type: none"> <li>● Benefits:             <ul style="list-style-type: none"> <li>○ Completion of the FRA works at Red Tape Studios and the AVEC building in 2020</li> <li>○ Ensure the building meets Statutory Obligations in relation to the Fire Regulation Order</li> <li>○ Use of an alternative contractor to the current Framework contractor to improve performance.</li> </ul> </li> </ul> <p><b>When will the project be completed?</b> 31/05/2020</p>								
<b>Funding Source</b>	Capital receipts as part of previously approved Health & Safety Block Allocation	<b>Amount</b>	£555,995	<b>Status</b>	Received	<b>Approved</b>	As part of Corporate Investment Fund	
<b>Procurement</b>	<ul style="list-style-type: none"> <li>i. Design to be completed in-house by the Capital Delivery Service</li> <li>ii. Electrical and building works to be procured by either             <ul style="list-style-type: none"> <li>- mini-competition via the YORbuild2 framework or</li> <li>- closed competitive tender using Constructionline to shortlist regional contractors</li> </ul> </li> </ul>							
<p><b>WATERTHORPE ACCESS CONTROL – (FEASIBILITY – TO NOTE ONLY)</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>● Security of staff and service users is currently unsatisfactory</li> <li>● Existing security arrangements interface with the fire strategy for the building</li> <li>● Staff and service user safety and security is important</li> </ul> <p><b>Why do we need to address it now?</b></p> <ul style="list-style-type: none"> <li>○ Staff and service user safety and security is important.</li> </ul> <p><b>What are the implications of not doing it now?</b></p>								15

<ul style="list-style-type: none"> <li>○ Existing unsatisfactory arrangements would remain</li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>• Proposed solution / recommended option: installation of Access Control System.</li> <li>• Delivery:             <ul style="list-style-type: none"> <li>○ T&amp;FM as client</li> <li>○ CDS as designer/principal designer</li> <li>○ CDS as cost manager/project manager/quality assurance</li> </ul> </li> </ul> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>• Objectives: installation of an access control system that is compatible with that installed elsewhere in the corporate estate i.e. operable by the Staff ID Card.</li> <li>• Outputs: Access Control System at Waterthorpe Council Offices.</li> <li>• Benefits:             <ul style="list-style-type: none"> <li>○ Improved security for staff and service users.</li> <li>○ Improved risk management for staff and service users.</li> </ul> </li> </ul> <p><b>When will the project be completed?</b> 01/05/2020</p>							
<b>Funding Source</b>	Capital Receipts: from Health & Safety Block Allocation	<b>Amount</b>	£14,969	<b>Status</b>	Funds agreed at July EC&M Board	<b>Approved</b>	Yes
<b>Procurement</b>		Design to be completed in-house by the Capital Delivery Service					
<p><b>FIRTH PARK CHILDRENS CENTRE ROOF – (FEASIBILITY – TO NOTE ONLY)</b>                  Drawn down from existing approved block allocation budget CBER ROOFING 17-19.</p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>• Condition Survey data has identified issue with leak to flat roof</li> <li>• Repair/replacement will arrest potential future deterioration in building fabric</li> </ul> <p><b>Why do we need to address it now?</b></p> <ul style="list-style-type: none"> <li>• If no action taken further building fabric deterioration will inevitably occur</li> </ul>							+ 15.3  -15.3

<p><b>What are the implications of not doing it now?</b></p> <ul style="list-style-type: none"> <li>• Further building fabric deterioration will occur.</li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>• Proposed solution / recommended option: feasibility design to repair / replace defective roof covering.</li> </ul> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>• Objectives and Outputs: feasibility design to repair/replace defective roof covering.</li> <li>• Benefits: appropriate design to effect repair/replacement of defective roof covering.</li> </ul> <p><b>When will the project be completed?</b></p> <p>29/05/2020</p>								
<b>Funding Source</b>	Capital Receipts Previously approved Block allocation	<b>Amount</b>	£15,390	<b>Status</b>	Funds agreed at July EC&M Board	<b>Approved</b>	Yes	
<b>Procurement</b>		Design to be completed in-house by the Capital Delivery Service						
<p><b>MOORFOOT REFUGE COMMS – (FEASIBILITY – TO NOTE ONLY)</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>• Part of Fire Strategy for Moorfoot includes refuge points where non-ambulant staff can await assistance to effect egress in the event of an emergency evacuation. Communication with these refuge points is undertaken via an integral intercom system. When an emergency evacuation is underway it is indicated by the sounding of an evacuation signal. The communication with refuge points is hindered by the volume of the evacuation signal. A solution is required that will resolve the conflict between the evacuation signal and the communication with refuge points.</li> <li>• This issue has been highlighted via the Fire Risk Assessment process.</li> <li>• Communication with refuge points is integral to the fire strategy for the building. Without effective communication the safety of those using refuge points could be compromised.</li> </ul> <p><b>Why do we need to address it now?</b></p> <ul style="list-style-type: none"> <li>○ Failure to address the issue may compromise the safety of those using refuge points in the event of an emergency evacuation.</li> </ul> <p><b>What are the implications of not doing it now?</b></p> <ul style="list-style-type: none"> <li>○ Present unsatisfactory situation will remain.</li> </ul> <p><b>How are we going to achieve it?</b></p>								<b>+ 5</b>

<ul style="list-style-type: none"> <li>• Appropriate electrical design</li> <li>• Proposed solution / recommended option: design of interface between refuge communication system and emergency evacuation signal.</li> </ul> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>• Objectives: the project's aim is to resolve the conflict between the volume of the evacuation system and the effective communication with refuge points</li> <li>• Outputs: Design of interface between refuge communication and evacuation alarm.</li> <li>• Benefits:             <ul style="list-style-type: none"> <li>○ Mitigation of risk identified via the Fire Risk Assessment process</li> <li>○ Appropriate electrical design to interface refuge communication with evacuation sounders</li> </ul> </li> </ul> <p><b>When will the project be completed?</b></p> <p>31/3/2020</p>							
<b>Funding Source</b>	Capital Receipts: from Health & Safety Block Allocation	<b>Amount</b>	£5,084	<b>Status</b>	Funds agreed at July EC&M Board	<b>Approved</b>	Yes
<b>Procurement</b>		Design to be completed in-house by the Capital Delivery Service					
Variations and reasons for change							
<p><b>MOORFOOT LIFTS</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>• Following a survey of the 9 Lifts in the Moorfoot building it was confirmed that there was an urgent need for all of them to be replaced. This was mainly due to the risk of failure to just a few, which would have led to the Moorfoot building potentially having to close, which would have greatly disrupted Council services. A procurement exercise was therefore undertaken to appoint a Contractor to replace all 9 Lifts.             <ul style="list-style-type: none"> <li>○ 6 Core lifts</li> <li>○ 2 North wing</li> <li>○ 1 service lift</li> </ul> </li> <li>• Work started on site in 2018 and was expected be completed in July 2019.</li> </ul> <p><b>What has changed?</b></p>							-50

<ul style="list-style-type: none"> <li>Variation to add back £50k to Capital Receipts following more certainty of final costs as project approaches completion.</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>Budget decrease: to add back £50k of released Contingency funding based on more certainty of costs</li> </ul>								
<b>Funding Source</b>	Capital Receipts	<b>Amount</b>	£(50,000)	<b>Status</b>	Return of funding no longer required	<b>Approved</b>	EMT Approval	
<b>Procurement</b>		No change						
<p><b>HEALTH &amp; SAFETY COMPLIANCE BLOCK ALLOCATION:</b></p> <p>90084 RED TAPE STUDIOS - FRA Works: - £556k</p> <p>95610 WATERTHORPE ACCESS CONTROL: - £ 15k</p> <p>95607 MOORFOOT REFUGE COMMS: - £ 5k</p> <p><b>Total reduction in / transfer of Block Allocation Budget: - £576k</b></p> <p><b>Scheme description</b></p> <ul style="list-style-type: none"> <li>This budget represents funding previously sourced from Capital Receipts that is to be used specifically for projects within the Resources – Essential Compliance &amp; Maintenance programme of works that demonstrate expenditure that falls under the remit of Health &amp; Safety related works.</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li><b>Budget decrease:</b> to fund the Red Tape Studios FRA, Waterthorpe Access Control and Moorfoot Refuge Communications projects using capital receipts funding held for the purposes of Health &amp; Safety application.</li> </ul>								-576
<b>Funding</b>	Transfer of funds held in Block Allocation, originally funded from capital receipts and held for health & safety related project use only.							
<b>Procurement</b>		N / A - Funding transfer only						
<b>I</b>	<b>Heart of the City II</b>							
	New additions							
	None							

Variations and reasons for change	
<p><b>Block E Telephone House</b></p> <p><b>Scheme description</b></p> <p>Heart of the City 2 (formerly Sheffield Retail Quarter) seeks to transform Sheffield city centre with an improved retail, working, leisure and living environment. Cabinet Approval in March 2018 was for a phased delivery approach.</p> <p>Block E Telephone House, which comprises of the NCP car park, student accommodation within the former Telephone House, and vacant retail and entertainment units, sits within a prominent area of the Heart of the City which has undergone significant investment. The current appearance of the building is a barrier to the occupation of nearby units, the condition of the existing cladding is poor and without action will continue to deteriorate and pose a health and safety risk.</p> <p>The aim of this project is to improve the appearance of the NCP façade to better sit with the prominent position in the Heart of the City, to create spaces suitable for fit out for retail and or leisure use and to bring back into use current vacant units.</p> <p>The overall cost of the scheme is currently expected to be £2,798k.</p> <p><b>What has changed?</b></p> <p>Design works are to be undertaken to provide detailed designs for the scheme and pre-construction works are to be carried to strip out the retail units and appoint a contractor for the removal of asbestos.</p> <p>The project is fully funded from Prudential Borrowing and the budget is to be increased to £2,798k (an overall increase of £2.275k).</p> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>• [budget increase]</li> <li>• [procurement strategy]</li> </ul>	<p>19/20 +231</p> <p>21/22 +2,044</p>
<b>Funding</b>	Prudential Borrowing
<b>Procurement</b>	<p>i. Installation of new cladding, lighting and associated works by mini-competition via the YORbuild2 Framework or by restricted procedure</p> <p>ii. Asbestos removals by direct award via the Corporate Asbestos Surveyor and Project Management framework</p> <p>iii. Internal demolition and strip out works to be delivered in-house by the Housing Repairs &amp; Maintenance team</p> <p>iv. Surveys by closed competitive tender via Constructionline</p>