

Scheme name / summary description		Value £'000
A	Economic growth	
	New additions	
	None	
	Variations and reasons for change	
Page 441	<p>Culvert Renewal Programme</p> <p>Scheme description</p> <p>The scheme was approved in October 2018 to undertake work to renew and strengthen 9 culverted watercourses, the condition of which are significantly deteriorated, extending the asset life by up to 70 years.</p> <p>Works include internal structural lining (estimated length 1856 meters), new pipeline (estimated length 253 meters), diversion of culvert into the public highway with a new pipeline and transfer of ownership to the City Council (estimated length 510 metres), new manhole chambers to improve access for culvert maintenance, replacement of substandard inlet debris screens reducing the risk of blockage and surface land reinstatement to the original condition where required.</p> <p>The culvert locations are as follows:- Shay House Lane (Stocksbridge), Fox Hill / Penistone Road (Wadsley Bridge), Tongue Gutter (Parson Cross), Pack Horse Lane (High Green), Allen Croft Brook (Stocksbridge), Fulwood Road (Fulwood), Crimicar lane (Fulwood), Deer Park (Stannington) and Dobicroft Road / Pingle Avenue (Millhouses).</p> <p>What has changed?</p> <p>The project delivery has experienced delays as the surveys / investigations, design and planning works took longer than initially expected, however the result of this was a more efficient design solution. In addition, construction works were disrupted by high flows from extreme rainfall experienced during the autumn of 2019.</p> <p>This will result in project slippage funding of £222k being moved into the 2020-21 Capital Programme to enable continuation of works.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [slippage] 	<p>19-20 -222</p> <p>20-21+222</p>
	Funding	Environment Agency

	Procurement	No change	
Page 442	Inner Ring Road Junctions		
	Scheme description		19-20 -169 20-21 -31
	<p>The Sheffield City Centre Masterplan (2013) set out to establish and grow the Riverside Business District and to bring forward the West Bar Development. The Masterplan also recommends the continued removal of general traffic travelling through the City Centre and re-directing that traffic onto the A61 Sheffield Inner Relief Road. Currently, a number of key city centre development sites around the Inner Relief Road are constrained by the lack of highway capacity. Traffic congestion and journey times in this area are increasing, particularly during peak travel hours.</p> <p>The proposed project will provide additional traffic lane in each direction on the A61 Sheffield Inner Ring Road. There will also be modifications to the existing junctions at Corporation Street, Gibraltar Street, Bridgehouses and Derek Dooley Way which will improve the efficiency of the operation of the junctions between Corporation Street and Savile street. These will provide increased capacity for planned city centre regeneration particularly in the Riverside Business District.</p> <p>What has changed?</p> <p>As a result of the removal of the Bridge Street works and the absence of contaminated material, the project is expecting to make a saving on the approved budget of £200k. The Bridge Street finishes were planned to be supported by a retaining wall built by third parties. To date, the construction of the required sub-structure has not commenced.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [budget decrease] 		
	Funding	Sheffield City Region Investment Funds (SCRIF) & Local Transport Plan (LTP)	
Procurement	No change		
B	Transport		
	New additions		
	Milton Street Car Park		+84
	Why do we need the project?		
	<p>The Council's Property directorate purchased unsurfaced land on Milton Street in September 2019. Previously the land was used as a temporary unsurfaced car park but is now vacant and unoccupied.</p> <p>The city centre currently has 21 car parks managed by Parking Services providing approximately 724 spaces. These car parks are located on areas of land designated for redevelopment intended to support the City's regeneration and economic growth. It is anticipated that over the next 12 months there will be a loss of approximately 252 Council operated off street parking spaces. The loss of these spaces will have an impact on the availability of off</p>		

Page 443	<p>street parking in an area servicing key businesses in the city centre. In addition, another 162 spaces will be lost at the end of this financial year due to the development of the Sheffield Hallam University science car park.</p> <p>How are we going to achieve it?</p> <p>To manage the oncoming shortfall in off street parking, Sheffield City Council Parking Services are proposing to manage the land on Milton Street as a short stay pay and display car park for approximately 18 months until the land is ready to take it to market.</p> <p>The temporary car park will provide 49 spaces including 2 disabled bays using pay and display machines enabled to take phone and contactless payments. The total cost of the project is £84k and will be funded from Revenue Contribution to Capital income</p> <p>What are the benefits?</p> <ul style="list-style-type: none"> Support traffic management by minimising the impact in lost off street parking spaces. <p>When will the project be completed?</p> <p>[June 2020-21]</p>							
	Funding Source	Revenue Contribution to Capital	Amount	84k	Status		Approved	
	Procurement	<ul style="list-style-type: none"> i. Detailed design and surveys via the Capital Service Delivery Partner ii. Direct award via the Non-Highways Resurfacing measured term contract for resurfacing works iii. Installation of parking machine by Amey Hallam Highways via Schedule 7 of the Streets Ahead PFI iv. Supply of parking machine via the existing Pay and Display supplier contract 						
<p>Cut Gate Bridleway</p> <p>Why do we need the project?</p> <p>The Cut Gate Bridleway is a public right of way that Sheffield City Council (SCC) has a statutory duty to maintain in a good condition. The Bridleway is 7km leading from Langsett Reservoir to Slippery Stones in the Upper Derwent Valley over the high moors in north west Sheffield. It is of national importance to mountain bikers and of regional importance to horse riders and currently out of repair. The improvement works are estimated to cost £275k.</p> <p>The Peak District National Park Authority (PDNPA), via the Moors For The Future (MFF) Project, has taken lead in seeking the funding and project managing the works. Allowing MFF to take the lead has enabled other funding sources to be identified and as a result, SCC will not be required to fund the entire cost of the works.</p> <p>MFF have requested a contribution of £40k from SCC towards the cost of the improvement works.</p> <p>How are we going to achieve it?</p>							+42	

		SCC will make the £40k contribution via a legal agreement. This will be funded from Local Transport Plan along with £2k fees. The total cost of the project is £42k. What are the benefits? <ul style="list-style-type: none"> Improved quality of surfacing on the PROW network, providing better accessibility for all users Continuing the Green Route project to provide leisure routes and open up green spaces Improvement of well used leisure route Providing physical infrastructure which is fit for purpose and cost effective, but respectful of its setting 																																							
		Funding Source	Local Transport Plan	Amount	42k	Status	Ring-fenced for Transport Projects		Approved																																
		Procurement		n/a – funding agreement																																					
Page 444	Variations and reasons for change																																								
	20 MPH Projects Scheme description 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. In June 2019, Cabinet approved feasibility, consultation and design works to be carried out in Fox Hill, Hillsborough and Sharrowvale with a view of implementing 20 mph zones. What has changed? The initial design works are now complete and all three schemes will progress to construction. The budgets will be increased by £48k for 2019-20 and £185k for 2020-21 as shown in the table below. All three schemes are fully funded from Local Transport Plan:-							19-20 +48 20-21+185																																	
		<table border="1"> <thead> <tr> <th colspan="3">Project Costs</th> </tr> <tr> <th>2019-20 £000</th> <th>2020-21 £000</th> <th>Total £000</th> </tr> </thead> <tbody> <tr> <td>Fox Hill</td> <td>22</td> <td>35</td> <td>57</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sharrowvale</td> <td>28</td> <td>65</td> <td>93</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>			Project Costs			2019-20 £000	2020-21 £000	Total £000	Fox Hill	22	35	57					Sharrowvale	28	65	93					<table border="1"> <thead> <tr> <th colspan="2">Budget Increase</th> </tr> <tr> <th>2019-20 £000</th> <th>2020-21 £000</th> </tr> </thead> <tbody> <tr> <td>12</td> <td>35</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td>16</td> <td>65</td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table>		Budget Increase		2019-20 £000	2020-21 £000	12	35			16	65			
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	Hillsborough		35	85	120	20	85		
			85	185	270	48	185		
	Variation type: - <ul style="list-style-type: none"> [budget increase] 								
	Funding	Local Transport Plan							
	Procurement	i. Direct award to Amey Hallam Highways via Schedule 7 of the Streets Ahead PFI							
Page 445	Clarkehouse Road Parking Scheme description This project is part of the Sheffield City Councils corporate objective of increasing active travel as part of its overall transport strategy designed to improve travel choice and tackle congestion. It has previously been approved to deliver the following proposed works with the aim of achieving a safe flow for cycles on Clarkehouse Road :- <ul style="list-style-type: none"> Remove the peak hour waiting restrictions on Clarkehouse Road between Glossop Road and Brocco Bank Remove the uncontrolled parking area between Park Lane and Broomgrove Crescent Introduce double yellow lines on both sides of Clarkehouse Road for its whole length Retain the existing peak hour loading restriction Provide some pay by phone parking spaces on College Street under an experimental traffic regulation order 								19-20 -43k 20-21 +43k
	What has changed? Delays in the project delivery has occurred due to consultation issues. As a result, £43k of Local Transport plan funding will be moved into 2020-21								
		Variation type: -	<ul style="list-style-type: none"> [slippage] 						
	Funding	Local Transport Plan							
	Procurement	No change							
	ITS Network Management Scheme description This scheme is part of the Urban Traffic Control, Intelligent Transport Systems (ITS) programme of corridor improvement works, which are interventions designed to address existing problems at known identified hot spots on key strategic routes in the city. The aim is to reduce congestion and delay by								19-20 -94 20-21+ 94

Page 446	<p>improving journey time reliability and smoothing traffic flows.</p> <p>The A57 Mosborough Parkway from the A630 Sheffield Parkway to the Mosborough and Crystal Peaks townships is subject to severe delay and congestion at the B6064 Coisley Hill junction at peak periods. Traffic monitoring has shown that during the PM peak traffic is queuing on the A57 Mosborough Parkway from the B6064 Coisley Hill Junction onto the A630 Sheffield Parkway – A57 Mosborough Parkway gyratory, impacting on eastbound traffic on the A57 / A630 Sheffield Parkway heading towards the M1 J33</p> <p>The proposed scheme is to install new part-time signals on the Coisley Hill approach to the roundabout. To achieve this, there will be some minor changes to the existing kerb line on the approach to the roundabout.</p> <p>What has changed?</p> <p>Delays have been experienced due to extended consultation and delays in obtaining required approvals. As a result, funding to the value of £94k will be moved into 2020-21 to enable continuation of the scheme.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [slippage] 		
	Funding	Local Transport Plan	
	Procurement	No change	
	<p>Ultra Low Emission Vehicles (ULEV) Rapid Chargers</p> <p>Scheme description</p> <p>Sheffield City Council has been instructed by Government to develop an air quality plan that will achieve compliance to legal nitrogen dioxide levels in the shortest possible time.</p> <p>It is widely recognised that taxis, in particular Hackney carriages, are significant contributors to declining air quality due to their high level of use and, in the case of Hackneys, the age of the fleet. Transitioning the cities taxi fleet to ULEV will deliver significant air quality benefits and is therefore an important part of the city’s emerging air quality strategy.</p> <p>In order to support the move to electric vehicles, it is vital that the appropriate charging infrastructure is in place.</p> <p>This project has been previously approved to install 10 taxi only rapid charging points funded by a grant award from ULEV (Ultra Low Emission Vehicles) and combined with additional funding to install up to a further 12 multi use chargers across the city; totalling 22 for this project.</p> <p>What has changed?</p> <p>Following recent tenders, it is proposed the contract to carry out the works will be issued in February 2020 with a forecast completion date for quarter 1 2020-21. The project budget / funding [ULEV, Local Transport Plan, Early Measures] will be adjusted accordingly to align with the project spend. £1,073k of funding will be moved into the 2020-21 Capital programme with an project overall increase of £130k</p> <p>The increase will be funded from Local Transport Plan.</p>	<p>2019-20</p> <p>-1,073</p> <p>2020-21</p> <p>+1,203</p>	

	Variation type: - <ul style="list-style-type: none"> [budget increase] [slippage] 		
	Funding	Ultra Low Emission Vehicles, Local Transport Plan, Early Measures	
	Procurement	No change	
Page 447	Herries Road Parking Scheme description This project is an element of the Council’s overall objective of increasing active travel, focusing on minor adaptations to improve accessibility and road safety of pedestrians. It has previously been approved to provide safer crossing points on Herries Road, Shiregreen Road and Moonshine Lane. Works involve:- <ul style="list-style-type: none"> A Pedestrian refuge on Herries Road Enhancements to existing crossing points at Shiregreen Road and Moonshine Lane (carriageway narrowing / build out) What has changed? The works are to be delivered by AMEY however due to resource issues, construction will now commence in quarter 1 in 2020-21. As a result, £68k of Local Transport funding will be moved in the 2020-21 Council’s Capital Programme. Variation type: - <ul style="list-style-type: none"> [slippage] 		2019-20 -68 2020-21 +68
	Funding	Local Transport Plan	
	Procurement	No change	
	Carterknowle Road Pedestrian Enhancements Scheme description This project is an element of the Council’s overall objective of increasing active travel, focusing on minor adaptations to improve accessibility and road safety of pedestrians. It has previously been approved to provide two enhanced crossing points on Carter Knowle and Langdale Road where accidents have occurred. What has changed? The works are to be delivered by AMEY however due to resource issues, construction will now commence in quarter 1 in 2020-21. As a result, £70k of		2019-20 -70 2020-21 +70

	Local Transport funding will be moved in the 2020-21 Council's Capital Programme. Variation type: - <ul style="list-style-type: none"> [slippage] 		
	Funding	Local Transport Plan	
	Procurement	No change	
Page 448	Transforming Cities Funding: City Centre		2019-20
	Scheme description		-167
	Sheffield City Council has previously been awarded £2m through the Transforming Cites 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. A further opportunity was given through the Transforming Cities Fund to make a bid for up to £200m across the City Region and Cabinet have previously approved a number of feasibilities to be undertaken in early preparation and in anticipation of a successful bid.		2020-21 +167
	The feasibility for the City Centre project included measures to improve city bus services via bus route changes, with the primary aim of reducing bus journey times by giving preferential access to buses in certain parts of the city. This will include new bus stops and may link to a free electric bus service in the city centre. The project will also encourage active travel by creating a network of cross city centre cycling infrastructure.		
What has changed?			
The project has experienced delays as a result of the need to carry out additional feasibility works to ensure the scheme aligns to the Council's City Centre Strategic Vision. As a result, £167k of funding will be moved into the 2020-20 Capital Programme to enable continuation of the project.			
Variation type: - <ul style="list-style-type: none"> [slippage] 			
	Funding	Capital Receipts	
	Procurement	No change	
	Transforming Cities Funding : Housing Zone North		19-20
	Scheme description		-169
	Sheffield City Council has previously been awarded £2m through the Transforming Cites 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. A further opportunity was given through the Transforming Cities Fund to make a bid for up to £200m across the City Region and Cabinet have previously approved a number of feasibilities to be undertaken in early preparation and in anticipation of a successful bid.		20-21 +169

	<p>The project aims to reduce bus journey times through Kelham Island by giving priority to buses in certain areas, which maintaining the access needed for businesses in the area.</p> <p>This will be achieved by junction changes; and access and directional changes on some of the roads. In parallel to this, quieter roads will have improved cycle paths and public realm improvements in key areas, aimed at encouraging active travel.</p> <p>What has changed?</p> <p>The project has experienced delays in completion of surveys and modelling therefore £169k of funding will be moved into the 2020-21 Capital Programme.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> • [slippage] 			
	<table border="1"> <tr> <td data-bbox="168 598 324 662">Funding</td> <td data-bbox="324 598 1998 662">Capital Receipts</td> </tr> </table>	Funding	Capital Receipts	
Funding	Capital Receipts			
	<table border="1"> <tr> <td data-bbox="168 662 548 726">Procurement</td> <td data-bbox="548 662 1998 726">No change</td> </tr> </table>	Procurement	No change	
Procurement	No change			
Page 449	Quality of life			
	New additions			
	None			
	Variations and reasons for change			
	<p>General Cemetery</p> <p>Scheme description</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"> - Health & 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 included fees for procurement, project management, specialist experts to design and specify work to RIBA 4 and fees associated with discharging planning / Listed Building consents. - 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&S issues relating to structures. - 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 	<p>19/20 -28</p> <p>20/21 +28</p>		

Page 450	it is not currently fit for purpose and as a result is under-used.	
	<p>What has changed? Slippage of the 19/20 budget required due to the delay in permission to start, delays to agreement of new job descriptions & subsequent appointment of new staff.</p> <p>Variation type: Slippage</p> <p>Budget: Current 19/20 Budget £77.9K - £28.2K = £49.7K Current 20/21 Budget £376.9K + £27.7K = £404.6K Current 21/22 Budget £1,994.7K + £0.0K = £1,994.7K Current 22/23 Budget £1,152.5K + £0.0K = £1,152.5K Current 23/24 Budget £279.4K + £0.5K = £279.9K Current Total Budget £3,881.4K + £0.0K = £3,881.4K</p>	
	Funding	HLF £3,098.4K CIF £344.0K FDF £292.2K S106 £91.2K Parks RCC £55.6K
	Procurement	No change
Green and open spaces		
New additions		
None		
Variations and reasons for change		
<p>Ponderosa Active Play Improvements</p> <p>Scheme description The Ponderosa Park project aims to deliver improvements identified in the masterplan for the site produced in 2010. This project will draw upon these original ideas and transform the park through delivering a variety of green space improvement elements, and move the green space towards becoming an active park including:</p> <p>Woodlands (Phase 1 complete), footpaths and connectivity (Phase 2), play and sports (Phase 3) and site improvements to the entrance and access (Phase 4).</p> <p>Phase 1 is complete, a slight increase in budget was approved at the Phase 2 Final Business Case stage in December 19, and Phase 3 FBC has now been brought forward to install 4 pieces of play equipment by May 2020.</p>		19/20 -115 20/21 +115

Page 451	<p>What has changed? The scope is still the same but due to delays through the design/consultation process, the full budget is now not expected to be spent by the end of March20 and therefore some of the Phase 3 and all the Phase 4 costs needs slipping into 20/21</p> <p>Variation type: Slippage</p> <p>Budget: Spend 18/19 £14.0K Current 19/20 Budget £195.1K - £115.1K = £80.0K <u>Current 20/21 Budget £0.0K + £115.1K = £115.1K</u> Total Project Budget £209.1K + £0.0K = £209.1K</p> <p>Costs Phase 1 Woodlands £13.7K Phase 2 Paths £53.5K Phase 3 Play £49.0K (£27.8K slipped into 20/21) Phase 4 Entrance £80.7K Fees £12.2K (£6.5K slipped into 20/21) TOTAL £209.1K</p>		
	Funding	Public Health £100K + Parks Investment Fund £22K + S106 £87K	
	Procurement	No change	
E	Housing growth		
	New additions		
	<p>New Build Phase 5 – Newstead General Needs <u>FEASIBILITY</u></p> <p>Why do we need the project? This site is part of the original Scowerden, Weaklands, Arbourthorne & Newsteads (SWAN) sites regeneration proposals and is HRA land that is still to be developed to provide affordable housing. Strategy & Policy, as part of their research, has defined the housing need within this Housing Market Area. This proposed Housing Growth project to provide General Needs properties is part of the New Homes Delivery Plan and the HRA Business Plan and aims to deliver new homes in line with the identified need.</p> <p>How are we going to achieve it? The aim is to build 79 General Needs properties of various types on the site (see below). At this stage the following will be carried out by CDS to inform how to progress the scheme:</p>	+112	

- Development and confirmation of brief
- Options appraisal leading to costed options report to present to client
- Design of preferred option to RIBA2
- Development and agreement of procurement strategy
- Development of detailed programme
- Procurement of surveys (phase 2 geo tech, tree and CCTV)

What are the benefits?

Objectives

To provide General Needs properties as part of the New Homes Delivery Plan and the HRA Business Plan.

Outputs

79 properties of various types (depending on the outcome of the feasibility)

General Needs House Type

B	3 bed 5 person WAH unit	2 Storey	Semi detached	6
E2	4 bed 6 person	2 Storey	Detached/ Semi detached	13
K1	3 bed 5 person	2 Storey	Semi detached	24
FA	1 bed 2 person WAH unit	1 Storey	Flat	24
FB	1 bed 2 person WAH unit	1 Storey	Flat	12
				79

Benefits

Contribute towards achieving the New Homes Delivery Plan and the HRA Business Plan, which aims to create more affordable housing in areas that have had an identified need.

When will the project be completed?

The current aim is to complete the scheme in 2023/24

Costs

Fees 19/20	£31.6K
Fees 20/21	£67.9K
<u>Surveys 20/21</u>	<u>£12.5K</u>
Total	£112.0K

	Funding Source	HRA	Amount	£112K	Status		Approved		
	Procurement	i. Design via the Capital Delivery Service Partner ii. Surveys via competitive quotations							
Page 453	<p>New Build Phase 6 – Newstead Older Persons Independent Living (OPIL) <u>FEASIBILITY</u></p> <p>Why do we need the project? This site is part of the original Scowerden, Weaklands, Arbourthorne & Newsteads (SWAN) sites regeneration proposals and is HRA land that is still to be developed to provide affordable housing. Strategy & Policy, as part of their research, has defined the housing need within this Housing Market Area. Further research into the specific property type need has also been carried out within the Housing & Neighbourhood Service and further market research will be carried out to determine the plans of potential customers for over-60s living. This proposed Housing Growth project to provide Older Persons Independent Living supported properties is part of the New Homes Delivery Plan and the HRA Business Plan and aims to deliver new homes in line with the identified need.</p> <p>How are we going to achieve it? The aim is to build 146 OPIL properties of various types on the site (see below). At this stage the following will be carried out by CDS to inform how to progress the scheme:</p> <ul style="list-style-type: none"> • Development and confirmation of brief including: <ul style="list-style-type: none"> ○ Establish proposed Operating Model for the OPIL scheme ○ Confirm planned Care Model in conjunction with Adult Care Commissioning ○ Establish rent levels and service charges, including confirmation those which are benefitable, to aid the viability modelling ○ Use of lessons learned from Adlington, with regards to design parameters, decision making governance and setting design freeze deadlines • Options appraisal leading to costed options report to present to client • Design of preferred option to RIBA2 • Development and agreement of procurement strategy • Development of detailed programme • Procurement of surveys (phase 2 geo tech, tree and CCTV) <p>What are the benefits? <i>Objectives</i> To provide OPIL supported living properties as part of the New Homes Delivery Plan and the HRA Business Plan.</p> <p><i>Outputs</i> 146 properties of various types (depending on the outcome of the feasibility)</p> <ul style="list-style-type: none"> • Main OPIL block of apartments: circa 66 x 1 bed/2 person apartment - wheelchair adaptable (Building Regulations Part M Category 3 Adaptable) 								+118

Page 454	<p>circa 30 x 2bed/3 person apartment - wheelchair adaptable (Building Regulations Part M Category 3 Adaptable)</p> <ul style="list-style-type: none"> Standard supported OPIL housing: circa 12 x 1 bed/2 person apartments - wheelchair adaptable (Building Regulations Part M Category 3 Adaptable) circa 6 x 2 bed/3 person apartments - wheelchair adaptable (Building Regulations Part M Category 3 Adaptable) circa 8 x 2 bed/4 person terraced bungalows - wheelchair adaptable (Building Regulations Part M Category 3 Adaptable) circa 8 x 2 bed/4 person terraced housing - (Building Regulations Part M Category 2) Complex needs accommodation: circa 16 x 1 bed/2 person apartments - wheelchair adaptable (Building Regulations Part M Category 3 Adaptable) <p><i>Benefits</i> Contribute towards achieving the New Homes Delivery Plan and the HRA Business Plan, which aims to create more affordable housing in areas that have had an identified need.</p> <p>When will the project be completed? The current aim is to complete the scheme in 2023/24</p> <p>Costs</p> <table border="0"> <tr> <td>Fees 19/20</td> <td>£33.6K</td> </tr> <tr> <td>Fees 20/21</td> <td>£71.7K</td> </tr> <tr> <td><u>Surveys 20/21</u></td> <td><u>£12.5K</u></td> </tr> <tr> <td>Total</td> <td>£117.8K</td> </tr> </table>							Fees 19/20	£33.6K	Fees 20/21	£71.7K	<u>Surveys 20/21</u>	<u>£12.5K</u>	Total	£117.8K
	Fees 19/20	£33.6K													
	Fees 20/21	£71.7K													
<u>Surveys 20/21</u>	<u>£12.5K</u>														
Total	£117.8K														
Funding Source	HRA	Amount	£118K	Status		Approved									
Procurement	<ul style="list-style-type: none"> i. Design via the Capital Delivery Service Partner ii. Surveys via competitive quotations 														
Variations															
<p>Council Housing Stock Increase Block Allocation</p> <p>Scheme description Block allocation of HRA funding to be used for the Stock Increase Programme</p> <p>What has changed? A draw down of £230K; £112K for Newstead General Needs feasibility, and £118K for Newstead OPIL feasibility, is required to allow those schemes to</p>							<p>19/20 -146</p> <p>20/21 -84</p>								

	<p>progress. An allocation is held in Q0087 for these schemes following the recent Annual Review of the Housing Capital Programme.</p> <p>Variation type: - budget decrease</p> <p>Budget Current 19/20 Budget £930K - £146K = £784K Current 20/21 Budget £6,456K - £84K = £6,372K Total 19-21 Budget £7,386K - £230K = £7,156K</p>	
	<p>Funding HRA</p>	
	<p>Procurement N/A</p>	
<p>F</p>	<p>Housing investment</p>	
<p>Page 455</p>	<p>New additions</p> <p>Housing Demolitions Programme</p> <p>Why do we need the project? <i>Problem trying to address?</i> The demolition contract for Garages & Outhouses ended in March 2018 and most demolition work since then has been carried out through the Emergency Demolition or Garage Investment contract. The Emergency Demolition contract is no longer available as the contract rates reflect emergencies only, therefore a new demolition contract needs procuring so that demolition works can continue.</p> <p><i>Why address it now?</i> There are vacant garages and outhouses throughout the city which are currently in a state of disrepair and it's not financially viable to invest in them further. This project will address this issue and the associated issues of rent loss, ongoing maintenance obligations, and anti-social behaviour.</p> <p><i>Implications of not doing it now</i> These units will continue to be an eyesore and a hazard to the neighbourhoods attracting anti-social behaviour. The cost of maintenance will be ongoing and will increase, and rent loss will continue.</p> <p>How are we going to achieve it? Procure a measured term contract to be in a position to demolish units as required.</p> <p>What are the benefits? <i>Objectives</i> To successfully demolish the units identified as being vacant, in disrepair and too expensive to maintain.</p>	<p>+1,579</p>

Outputs

Definitely expect to demolish:
35 blocks of outhouses (279 units)
68 blocks of garages (507 units)

The costs also include demolishing:
88 blocks of pre-cast concrete garages (638 units)

Benefits

- Demolition of vacant garages which are currently leading to rent loss, ongoing maintenance, and management costs dealing with anti-social behaviour.
- Demolition of outbuildings to reduce maintenance and management costs for anti-social behaviour, especially as there's no rent returns
- Demolition of pre-cast concrete garages at an anticipated competitive rate and the creation of garage parking sites

When will the project be completed?

3 year contract; May 2020 – April 2023

Costs:

Works £1,401.2K
Fees £108.0K
Contingency £70.1K
Total £1,579.3K

Funding:

From BU 97456 £114.4K
From BU Q0090 £459.0K
From BU Q0089 £1,005.9K
Total £1,579.3K

Budget:

19/20 £30.0K
20/21 £525.9K
21/22 £513.5K
2022+ £509.9K
Total £1,579.3K

Funding Source	HRA from various budgets	Amount	£1,579.3K	Status		Approved	
Procurement	i. Restricted procedure with PQQ						

Variations and reasons for change				
Page 457	<p>Garages Strategy Demolition (Council Housing)</p> <p>Scheme description Demolition budget for the demolition of Garages and Outhouses.</p> <p>What has changed? The contract ended in March 2018 and most demolition work since then has been carried out through the Emergency Demolition or Garage Investment contract. The Emergency Demolition contract is no longer available as the contract rates reflect emergencies only, therefore a new demolition contract needs procuring.</p> <p>The remaining budget on this Capital scheme is to be transferred to the new project (see above).</p> <p>Variation type: budget decrease</p> <p>Budget Current 19/20 Budget £143.4K – Current Actuals £29.0K = £114.4K</p> <p>Therefore transfer £114.4K to the new Housing Demolitions Programme (see Additions section).</p>	-114		
	<table border="1"> <tr> <td>Funding</td> <td>HRA</td> </tr> </table>	Funding	HRA	
	Funding	HRA		
<table border="1"> <tr> <td>Procurement</td> <td>N/A</td> </tr> </table>	Procurement	N/A		
Procurement	N/A			
	<p>Garages & Outhouses (Council Housing)</p> <p>Scheme description Block allocation of HRA funding to be used for Garage and Outhouse related projects.</p> <p>What has changed? A drawdown of £459K is available and therefore to be used for the new Housing Demolitions Programme (see above)</p> <p>Variation type: budget decrease</p> <p>Budget Current 19/20 Budget £0K Current 20/21 Budget £0K Current 21/22 Budget £230K - £230K = £0K <u>Current 22/23 Budget £229K - £229K = £0K</u> Current Total Budget £459K - £459K = £0K</p>	-459		

	Funding	HRA	
	Procurement	N/A	
Page 458	Other Essential Work (Council Housing)		-1,006
	<p>Scheme description Block allocation of HRA funding for Essential Works not covered by the other Q numbers.</p> <p>What has changed? A further drawdown of £1,005.9K is needed for the new Housing Demolitions Programme (see above) after pooling any other garage demolition resources.</p> <p>Variation type: budget decrease</p> <p>Budget Current 19/20 Budget £0.0K Current 20/21 Budget £291.4K - £291.4K = £0.0K Current 21/22 Budget £1,250.0K - £714.5K = £535.5K Current 19-22 Budget £1,541.4K - £1,005.9K = £535.5K</p>		
	Funding	HRA	
	Procurement	N/A	
	Various Slippage (Council Housing Schemes)		19/20 1,003 20/21 -1,003
	<p>Scheme description 4 Housing Investment schemes which are forecasting either a material underspend or overspend (due to acceleration).</p> <p>What has changed?</p> <ul style="list-style-type: none"> • Obsolete Heating: slippage due to delays starting the programme. Still expecting to spend the budget just not all in 19/20. • Lansdowne and Hanover Cladding: slippage expected as appointed contractor now not doing the works. • Adaptations: delays to extensions work due to customer postponements and some issues with the contractor. Contractor has now presented an accelerated programme to catch up the work but some slippage still expected. • Garage Strategy Improvements: the contract sum will be spent, however the contract start was delayed so it won't conclude until January 2021. 		

Page 459	<ul style="list-style-type: none"> Lift Replacements: due to delays with the delivery of materials the first lift replacement was delayed, and works are still running behind. Electrical Strategy: work being done sooner than planned when the budget was profiled, therefore outputs will be achieved early but some budget needs bringing forward from 20/21. 								
	Variation type: Slippage								
	Budget:								
				Values in £'000s			Values in £'000s		
	SCHEME			19/20 Current Budget	FY Variance Dec19	19/20 New Budget	20/21 Current Budget	Slippage	20/21 New Budget
	0014065397127 OBSOLETE HEATING			1,798.0	-119.8	1,678.2	1,847.0	119.8	1,966.8
	0014065397139 LANSDOWNE AND HANOVER CLADDING			78.3	-72.1	6.2	0	72.1	72.1
	0014065397147 ADAPTATIONS			2,704.1	-297.8	2,406.3	2,500.0	297.8	2,797.8
	0014065397459 GARAGE STRATEGY-IMPROVEMENT			2,520.8	-400.0	2,120.8	0	400.0	400.0
	0014065398002 ELECTRICAL STRATEGY			7,958.2	1,488.3	9,446.5	6,000.0	-1,488.3	4,511.7
SCHEME			19/20 Current Budget	FY Variance Dec19	19/20 New Budget	21/22 Current Budget	Slippage	21/22 New Budget	
0014065397968 LIFT REPLACEMENTS			505.7	-86.5	419.1	450.0	86.5	536.5	
Funding	HRA								
Procurement	N/A								
G	People – capital and growth								
	New additions								
	Fire Risk Assessment (FRA) Post-feasibility works - split across 3 sites: <ul style="list-style-type: none"> ➤ Rivelin Primary School: £501k ➤ Royd Nursery Infant School: £272k ➤ Mundella Primary School: £394k Why do we need the project(s)?							1,167	

- What is the issue?
 - In response to duties under The Regulatory Reform (Fire Safety) order 2005 a programme of Fire Risk Assessments (FRAs) was undertaken across the Sheffield City Council (SCC) estate. The resulting FRAs generated a report which identified management and building construction requirements.
 - In order for SCC to meet statutory obligations as landlord, the following activities are required: Review FRA reports to identify appropriate actions; Record management actions to be implemented by Transport & Facilities Management (T&FM) & identify required building works to ensure compliance with fire safety regulations.
- Why do we need to address it now?
 - FRAs have identified issues which cannot be managed and therefore require construction works. FRAs were undertaken a number of years ago but works have not been completed. South Yorkshire Fire and Rescue Service (SYFRS) have raised concerns regarding the need to address issues identified in the FRAs.
- What are the implications of not doing it now?
 - SYFRS take action against SCC due to the lack of progress with delivering a programme of work. This could lead to the closure of some of the SCC estate with associated operational and reputational risks.

How are we going to achieve it?

- Proposed solution / recommended option:
 - The current Measured Term Contract (MTC), established to deliver FRA work, cannot be used due to unsatisfactory contractor performance.
 - Now propose to select a contractor through competitive open tenders.
 - CDS in-house team to deliver design, project and cost management.

What are the benefits?

- Objectives:
 - Installation of electrical and builders work, emergency lighting and fire alarm systems, also including fire doors and fire compartmentation work.
 - Completion of works at the top four priority sites for FRA within the school estate (Rivelin Primary, Royd NI, Mundella Primary, and Angram Bank Primary Schools) in 2020. However, completion of all works could be in the region of £1.6m. It may only be possible to complete works at three sites due to the current allocated budget but scope will be reviewed and cost estimate updated prior to tender should further funding be found.
 - Should further funding be found to cover all 4 sites, the 4 sites have been identified in the latest Business Case rather than create a separate OBC for the additional site. The Procurement Strategy can be adjusted to reflect the increase in funding if this changes.
- Outputs: CYPF 2018-19 FRA programme to include FRA compliance.
- Benefits:
 - Completion of FRA works at Rivelin Primary, Royd NI, Mundella Primary, and Angram Bank Primary Schools in 2020. Ensure the

<p>schools meet Statutory Obligations in relation to the Fire Regulation Order.</p> <ul style="list-style-type: none"> o Use of an alternative contractor to the current Framework contractor to improve performance. <p>When will the project be completed?</p> <p>October 2020</p>							
Funding Source	DfE Condition Allocation	Amount	£1,167k	Status		Approved	
Procurement		<ul style="list-style-type: none"> i. Capital Delivery Service to provide design work, project and cost management ii. Works procured by open procedure with suitability assessment 					
Page 461	<p>Mossbrook Special School Expansion - Post-feasibility works</p> <p>Why do we need the project(s)?</p> <ul style="list-style-type: none"> • What is the issue? <ul style="list-style-type: none"> o Built in 1960 the school is a clasp system building predominantly single storey, but there is a small first floor area. Due to school expansion and roll number increases, there is a recognised requirement to improve the existing kitchen facilities to accommodate both current provision and future requirements. The school is unable to provide appropriate meals provision to pupils at the current rate of expansion. o There is also a requirement to repair some pipework which forms part of the filtration system for the swimming pool. The pool is currently unable to be used due to this defect so a repair is required as soon as possible. In order to generate savings and ensure disruption is kept to a minimum, this element of work will be included in the contract for the kitchen works. • Why do we need to address it now? <ul style="list-style-type: none"> o to allow the school the capability to meet meal requirements for expanded pupil numbers; o to allow the school to start using the swimming pool again, once repaired. • What are the implications of not doing it now? <ul style="list-style-type: none"> o Non-compliance with Local Education Authority school meal requirements; o Loss of additional provision for specialist school services; o Loss of provision and use of swimming pool; o Reputational damage to Sheffield City Council. <p>How are we going to achieve it?</p> <ul style="list-style-type: none"> • Proposed solution / recommended option: <ul style="list-style-type: none"> o Design and tender a package of works to address the issues identified. 						122

Page 462	<p>What are the benefits?</p> <ul style="list-style-type: none"> • Objectives: <ul style="list-style-type: none"> ○ Enable the school to cater for increased numbers of pupils, and repair the swimming pool filtration system. • Outputs: <ul style="list-style-type: none"> ○ Extension and refurbishment of the catering kitchen (including new appliances); ○ Works to facilitate mobile heated ‘Thermoport’ units for storage and transporting hot food; ○ Repair a burst pipe underneath the swimming pool to ensure it can re-open. • Benefits: <ul style="list-style-type: none"> ○ Capability to meet meal requirements for expanded pupil numbers; ○ Capability to use the swimming pool. <p>When will the project be completed? 01/12/2020</p>						
	Funding Source	DfE Condition Allocation	Amount	£18,750	Status		Approved
		Special Provision Capital	£106,250				
	Procurement		i. Capital Delivery Service to provide design work, project and cost management ii. Works procured by closed competitive tender procedure inviting Sheffield suppliers registered on Constructionline				
Variations and reasons for change							
<p>Don Valley School: Acceleration</p> <p>Scheme description</p> <ul style="list-style-type: none"> • This project has delivered a new school on the Don Valley site, which originally had budgets running up to 2021/22 to phase in equipment purchases as required to meet pupil demand. <p>What has changed?</p> <ul style="list-style-type: none"> • The purchase of some of the equipment has been brought forward to match pupil demand requirements. 							19/20 +84.6 20/21 -19.8 21/22 - 64.8

	<p>Variation type: -</p> <ul style="list-style-type: none"> Acceleration: of £84,642 into 2019/20 (£19,794 from 2020/21 and £64,848 from 2021/22), due to purchase of additional ICT equipment by school to meet current pupil requirements. 		
	Funding	DfE Basic Need Allocation Funding	
	Procurement	No change.	
Page 463	<p>Dobcroft Infants Mobile Replacement: (Slippage / Procurement)</p>		19/20: -62.7
	<p>Scheme description</p> <ul style="list-style-type: none"> To replace the unsafe double classroom unit and thereby provide sufficient teaching accommodation at the school, with the addition of a WC and drainage to be included in the replacement where site services and programme allows. <p>What has changed?</p> <ul style="list-style-type: none"> The incumbent contractor is unable to deliver the making good works following installation of the unit and so have been removed from the original contract. Works includes excavation, drainage and building a retaining wall. Therefore a new contractor will be procured to deliver the remaining works; work won't be invoiced until 20/21. <p>Variation type: -</p> <ul style="list-style-type: none"> Slippage: of £62,682 due to termination of the current contractor's contract and the time involved to renegotiate with a new contractor to complete the outstanding work. An additional procurement is required to complete the full scope of works 		20/21: +62.7
	Funding	DfE Condition Allocation Funding	
	Procurement	<ul style="list-style-type: none"> i. Capital Delivery Service to provide design work, project and cost management ii. Works procured by closed competitive tender procedure inviting Sheffield suppliers registered on Constructionline 	
	<p>Beighton School Structural Works: (Slippage)</p>		19/20 -31.9
	<p>Scheme description</p> <ul style="list-style-type: none"> Replacement of the basement roof at Beighton Nursery Infant School. <p>What has changed?</p> <ul style="list-style-type: none"> Construction work was postponed from 2019 School Holidays to 2020 due to issue with gas mains in school basement. <p>Variation type: -</p>		20/21 +31.9

	<ul style="list-style-type: none"> Slippage: of £31,862 arising from gas mains construction work in school basement being postponed to 2020. 		
	Funding	DfE Condition Allocation Funding	
	Procurement	No change	
Page 464	<p>VARIOUS FRA Compliance Project Variations – School Sites</p> <p>Scheme description</p> <ul style="list-style-type: none"> Projects were commissioned to address the Council's obligations under The Regulatory Reform (Fire Safety) order 2005 and a programme of Fire Risk Assessments (FRAs) was undertaken across the Sheffield City Council (SCC) estate. The resulting FRAs generated a report which identified management and building construction requirements. <p>What has changed?</p> <ul style="list-style-type: none"> Minor cost changes to the works carried out by the existing contractor, Kier, are shown spilt by site in the table shown in the Variance section below. Note, whilst this position reflects the current stage of these costs for works now completed by Kier, there is still potential scope for some further cost movement pending final contract settlement negotiations. This set of variations gets us to the best known cost position for completed works, prior to engaging a different supplier to finish off any sites identified as still requiring work in order to meet the expected standards of works necessary to ensure the Council's duties under the Regulatory Reform (Fire Safety) order 2005 are met. Any of the post-Kier contract costs will be met by a separate procurement route as a variation to the existing Procurement Strategy to contract out to an alternative supplier as the overall spend is within the originally authorised expenditure figure quoted. These post-Kier works will be added to the parent Business Units in each affected portfolio until such time that individual site costs are known and specific budget recharges can be made accordingly. <p>Variation type: -</p> <ul style="list-style-type: none"> Budget increases and decreases – with a net request for further Condition funding to cover the net cost increase of £80.6k as noted below: 		+80.6

Site	Net Payment	Retention	Gross Payment	Fees	Directs	Total Spend to Date	Budget	Remaining Budget	Variation	
Firshill Primary	£310,811	£5,492	£316,303	£35,867	£43,890	£396,060	£370,520	-£25,540	£25,540 increase	
Greenhill School	£170,099	£2,972	£173,071	£21,197	£33,392	£227,660	£232,038	£4,378	£4,378 decrease	
Beighton N&I	£161,560	£2,848	£164,408	£9,357	£4,129	£177,894	£183,248	£5,354	£5,354 decrease	
Hunters Bar Infants	£97,132	£1,659	£98,791	£13,907	£11,355	£124,053	£129,279	£5,226	£5,226 decrease	
Hunters Bar Junior	£187,781	£3,357	£191,138	£19,508	£6,085	£216,731	£226,424	£9,693	£9,363 decrease	
Ecclesall Junior	£189,046	£3,391	£192,437	£19,726	£29,579	£241,742	£209,515	-£32,227	£32,227 increase	
Pipworth Primary	£302,964	£5,397	£308,361	£30,741	£11,034	£350,136	£338,697	-£11,439	£11,440 increase	
Bankwood Primary	£322,940	£5,779	£328,719	£40,146	£19,182	£388,047	£374,312	-£13,735	£13,736 increase	
Lydgate Junior	£239,697	£4,176	£243,873	£27,231	£20,872	£291,976	£269,652	-£22,324	£22,325 increase	
CYP Total	£1,982,030	£35,071	£2,017,101	£217,680	£179,518	£2,414,299	£2,333,685	-£80,614		
Funding	DfE Condition Allocation Funding									
Procurement	N/A: no change (relates to existing Kier Contract work)									
Page 465	VARIOUS FRA Compliance Project Variations (New Contract) – School sites									+53
	Scheme description									
	<ul style="list-style-type: none"> Projects were commissioned to address the Council's obligations under The Regulatory Reform (Fire Safety) order 2005 and a programme of Fire Risk Assessments (FRAs) was undertaken across the Sheffield City Council (SCC) estate. The resulting FRAs generated a report which identified management and building construction requirements. 									
	What has changed?									
<ul style="list-style-type: none"> Following the termination of a Measured Term Contract to deliver Fire Risk Assessment Works at various sites across the schools estate, a new contractor is to be procured to complete elements of works not delivered under the previous contract. 										
Variation type: -										
<ul style="list-style-type: none"> Budget increase – with a net request for further Condition funding to cover the net cost increase of £53k. 										
Funding	DfE Condition Allocation Funding									
Procurement	i. Capital Delivery Service to provide design work, project and cost management ii. Works by rotation via the YORbuild2 framework									

H	Essential compliance and maintenance							
New additions								
Page 466	MANOR LANE PITCHED ROOF (feasibility)							16
	Why do we need the project?							
	<ul style="list-style-type: none"> • Issue: Manor Lane Stores is a double height warehouse with a pitched asbestos roof installed some 50 years ago or more. The roof is believed to be at or beyond the end of its expected lifetime. It is known to leak and is likely to be beyond economical repair. • Why now?: as this building houses the main storage area for fixtures and fittings such as new kitchen units and bathroom suites for the Council Housing Service it is central to the service operations. • Implications of not doing it now: this would lead to further deterioration and very considerable Health & Safety risks both to staff on site and anyone handling the items stored within it. 							
	<p>How are we going to achieve it?</p> <p>Proposed solution / recommended option: conduct a feasibility study into options for addressing the roof and implications for maintaining the operation of the stores function, including any potential need for temporary relocation of stored items; appoint asbestos consultants through the corporate contract to advise on a strategy for addressing the asbestos roof itself.</p> <p>What are the benefits?</p> <ul style="list-style-type: none"> • Objectives: feasibility study to address the leaking roof and the implications for maintaining the stores function for the Council Housing Service. • Outputs: completion of feasibility study. • Benefit: present options for addressing the leaking roof at Manor Lane Stores and order of cost estimates for those options; understanding of the impacts and potential additional cost estimates of each option in terms of maintaining the stores function for the Council Housing Service <p>When will the project be completed?</p> <p>Final project completion date to be confirmed following outcome of feasibility work.</p>							
Funding Source		Capital Receipts	Amount	£16k	Status		Approved	
Procurement			<ul style="list-style-type: none"> i. Feasibility undertaken in-house via the Capital Delivery Service ii. Surveys will be procured by quotation 					
Variations and reasons for change								

	Norton Nursery FRA and Redevelopment: (Slippage)		19/20: -5.9
	Scheme description <ul style="list-style-type: none"> New staff welfare facilities and fuel store at Norton Nursery. 		20/21: +5.9
	What has changed? <ul style="list-style-type: none"> Delays in design have led to postponed start date. 		
Variation type: - <ul style="list-style-type: none"> Slippage: £5,948 slipped as design was delayed while options for staff welfare facilities were investigated. 			
Funding	Capital Receipts		
Procurement	No change		
Page 467	CBER – Condition Surveys 17-19 (Slippage)		19/20: +174
	Scheme description <ul style="list-style-type: none"> Condition Surveys as part of the CBERP (Corporate Buildings Essential Replacement Programme) 		20/21 -174
	What has changed? <ul style="list-style-type: none"> Slight delay (3months only) to planned survey works. 		
Variation type: - <ul style="list-style-type: none"> Slippage: of £174,006 as some education sites will be completed in first three months of next financial year. 			
Funding	Capital Receipts		
Procurement	No change		
VARIOUS FRA Compliance Project Variations – Corporate Estate			-228.9
Scheme description <ul style="list-style-type: none"> Projects were commissioned to address the Council’s obligations under The Regulatory Reform (Fire Safety) order 2005 and a programme of Fire Risk Assessments (FRAs) was undertaken across the Sheffield City Council (SCC) estate. The resulting FRAs generated a report which identified management and building construction requirements. 			

What has changed?

- Minor cost changes to the works carried out by the existing contractor, Kier, are shown split by site in the table shown in the Variance section below. Note, whilst this position reflects the current stage of these costs for works now completed by Kier, there is still potential scope for some further cost movement pending final contract settlement negotiations.
- This set of variations gets us to the best known cost position for completed works, prior to engaging a different supplier to finish off any sites identified as still requiring work in order to meet the expected standards of works necessary to ensure the Council's duties under the Regulatory Reform (Fire Safety) order 2005 are met.
- Any of the post-Kier contract costs will be met by a separate procurement route as a variation to the existing Procurement Strategy to contract out to an alternative supplier as the overall spend is within the originally authorised expenditure figure quoted. These post-Kier works will be added to the parent Business Units in each affected portfolio until such time that individual site costs are known and specific budget recharges can be made accordingly.

Variation type: -

- Budget increases and decreases – with a net request to return Capital Receipts funding resulting from the net cost decrease of £228.9k as noted below:

	Site	Net Payment	Retention	Gross Payment	Fees	Directs	Total Spend to Date	Budget	Remaining Budget	Variation	
	Chancet Wood Childrens Home	£156,693	£2,741	£159,434	£19,679	£1,694	£180,807	£179,848	-£959	£959 Increase	
	Claywheels Lane Depot	£74,925	£1,291	£76,216	£10,290	£1,368	£87,874	£95,314	£7,440	£7,440 decrease	
	Ecclesfield EPU	£78,304	£1,395	£79,699	£8,450	£3,464	£91,613	£88,730	-£2,883	£2,883 increase	
	Jordanthorpe Library	£21,610	£378	£21,988	£2,744	£478	£25,210	£24,988	-£222	£222 increase	
	Newfield Green Library	£24,654	£431	£25,085	£3,056	£478	£28,619	£28,708	£89	£89 decrease	
	Totley Library	£74,168	£1,385	£75,553	£5,251	£739	£81,543	£67,035	-£14,508	£14,508 increase	
	Stannington CC	£34,752	£603	£35,355	£5,288	£375	£41,018	£50,696	£9,678	£9,678 decrease	
	Anns Road YC	£38,204	£689	£38,893	£3,588	£567	£43,048	£52,333	£9,285	£9,285 decrease	
	Broomhall Centre	£67,801	£1,179	£68,980	£8,280	£600	£77,860	£77,364	-£496	£496 increase	
	Greenhill Bradway YC	£47,361	£748	£48,109	£6,324	£680	£55,113	£56,760	£1,647	£1,646 decrease	
	Lower Manor Centre	£174,527	£3,071	£177,598	£12,179	£1,820	£191,597	£200,665	£9,068	£9,067 decrease	
	Broomhill Library	£71,475	£1,229	£72,704	£6,624	£300	£79,628	£64,114	-£15,514	£15,514 increase	
	Frecheville Library	£22,991	£396	£23,387	£2,030	£315	£25,732	£26,355	£623	£623 decrease	
	Stannington Park	£48,486	£911	£49,397	£2,040	£95	£51,532	£38,339	-£13,193	£13,193 increase	
	Wisewood Cemetery	£20,897	£342	£21,239	£2,125	£478	£23,842	£23,152	-£690	£690 increase	
	Darnall Housing Office	£62,575	£1,064	£63,639	£9,008	£600	£73,247	£72,172	-£1,075	£1,075 increase	
	High Green Miners	£2,859	£42	£2,901	£5,362	£190	£8,453	£14,602	£6,149	£6,149 increase	
	Sorby House	£168,477	£1,799	£170,276	£38,567	£2,322	£211,165	£473,279	£262,114	£262,114 decrease	
	Osgathorpe Park	£44,582	£702	£45,284	£1,912	£250	£47,446	£22,155	-£25,291	£25,291 increase	
	Hollinsend Park	£69,796	£697	£70,493	£4,828	£273	£75,594	£73,190	-£2,404	£2,404 increase	
	Endcliffe Park	£20,845	£217	£21,062	£6,929	£475	£28,466	£28,540	£74	£74 decrease	
	ECM Total	£1,325,982	£21,310	£1,347,292	£164,554	£17,561	£1,529,407	£1,758,339	£228,932		
Funding	Capital Receipts										
Procurement	No change (relates to existing Kier Contract work)										
VARIOUS FRA Compliance Project Variations – Corporate Estate											+82
Scheme description											
<ul style="list-style-type: none"> Projects were commissioned to address the Council's obligations under The Regulatory Reform (Fire Safety) order 2005 and a programme of Fire Risk Assessments (FRAs) was undertaken across the Sheffield City Council (SCC) estate. The resulting FRAs generated a report which identified management and building construction requirements. 											
What has changed?											
<ul style="list-style-type: none"> Following the termination of a Measured Term Contract to deliver Fire Risk Assessment Works at various sites across the corporate estate, a 											

	<p>new contractor is to be procured to complete elements of works not delivered under the previous contract.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> Budget increase – with a net request for further Condition funding to cover the net cost increase of £82k. 		
	Funding	Capital Receipts	
	Procurement	<ul style="list-style-type: none"> i. Capital Delivery Service to provide design work, project and cost management ii. Works by rotation via the YORbuild2 framework 	
I	Heart of the City II		
Page 470	New additions		
	None		
	Variations and reasons for change		
	<p>Heart of The City Offices (Retail Offer)</p> <p>Scheme description</p> <ul style="list-style-type: none"> Heart of the City 2 seeks to transform Sheffield city centre with an improved retail, working, leisure and living environment. Block D (Grovesnor House) is now complete and office space largely occupied by an anchor tenant. <p>What has changed?</p> <ul style="list-style-type: none"> With the occupation of the Grade A offices developed for the anchor tenant HSBC at Grovesnor House, this has stimulated interest in letting of the remaining commercial spaces. The construction of the block was completed by BAM and included the creation of the unlet Office, Retail and Food & Beverage (F&B) units to a shell state. Within the overall masterplan approved by Cabinet in March 2018 assumptions were made regarding the level of capital investment required in each of the vacant retail, Food & Beverage (F&B) and Office units to bring them to full operational state. However, the specific values can only be determined as tenants are secured and the particular uses and fit out requirements are quantified. With the confirmation of CMS, Monki & Weekday as tenants of the block and strong interest from perspective tenants of the remaining F&B and Retails units, approval is now being sought to draw down budget to make the necessary capital contributions. SCC will enter into long leases with the selected tenants. In return the Council will make payments up to the contractually agreed value and in accordance with the terms of those leases. The tenants will carry out the direct works themselves, the Council through its delivery partner Turner & Townsend, will oversee and certify that the works are acceptable. <p>Variation type: -</p>		7,011

	<ul style="list-style-type: none"> [budget increase] 		
	Funding	Prudential Borrowing	
	Procurement	N/A Capital payments to tenants	
Page 471	Heart of the City II Slippage		
	Scheme description		
	Heart of the City 2 seeks to transform Sheffield city centre with an improved retail, working, leisure and living environment.		2019-20 -3830k
	What has changed?		2020-21 +1933
	A number of HOCII budgets have been re-aligned to reflect the current project delivery, slippage and acceleration. The table below shows the movements in the budgets.		2021-22 +1897
			19-20 Slippage / Acceleration <u>000k</u>
		SRQ Strat Dev Partner	+208
		A Palatine Chambers	-600
		B Laycock House New Build	-963
		C Pepper Pot Building	-190
	G1 38 Carver Street	-183	
	H Henrys Block	-272	
	HOCII Infrastructure	-1830	
		<hr/> <hr/> <u>-3830</u>	
Variation type: -			
	<ul style="list-style-type: none"> [slippage] 		
	2019-20	-3830	
	2020-21	+1933	
	2021-22	+1897	
	Funding	Prudential Borrowing	
	Procurement	N/A	

Page 472	<p>SRQ Demolitions: Heart of the City 2</p> <p>Scheme description</p> <p>This project is an element of the Heart of the City 2 projects and was originally approved to fund demolition works.</p> <p>What has changed?</p> <p>The project is now complete and the remaining budget of £115k will be moved to the Charter Square Heart of the City project.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [budget decrease] 		-115k
	Funding	Prudential Borrowing	
Procurement	N/A		
	<p>Charter Square Enabling Works: Heart of the City 2</p> <p>Scheme description</p> <p>Heart of the City 2 seeks to transform Sheffield city centre with an improved retail, working, leisure and living environment. This project is to undertake the required highways and utility works for the Heart of the City 2 programme.</p> <p>What has changed?</p> <p>The budget has been increased by £306k [2019-20 +6k, 2020-21 +300k] to match the expected expenditure and enable completion of the remedial works.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [budget decrease] 		219-20 +6k 2020-21 +300k
	Funding	Prudential Borrowing	
Procurement	N/A		