

Scheme name / Q number / summary description		Value £'000
<b>A</b>	<b>Economic growth</b>	
	New additions	
	None	
	Variations and reasons for change (please specify all that apply: budget increase / budget reduction / reprofiling / scope change / procurement)	
	None	
<b>B</b>	<b>Transport</b>	
	New additions	
	<p><b>Stannington Field Access</b></p> <p><b>Why do we need the project?</b></p> <p>In recent years the area surrounding Stannington Community Centre, and the playing fields currently leased by Crosspool Juniors FC have been targeted by fly tippers and anti-social vehicle use (cars, motorbikes and quadbikes). Stannington Ward Councillors have received many complaints and requests for making the site safer not just for the football and community centre users but for local residents and children that also use this area.</p> <p>The new build of housing next to the site has increased users to the area and therefore the safety of the site is important for local residents as well as for the users of the community centre and football sessions.</p> <p><b>How are we going to achieve it?</b></p> <p>The aim of the project is to restrict vehicular access and improve safety through the installation of kissing gates at Wood Lane and Myers Lane and the installation of new gates and side panel at the Myers Lane entrance. The project will also include footway works</p> <p>The cost of the works is estimated at £18k and will be funded from the local ward Community Infrastructure Levy (CIL) allocation.</p> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>• Restriction of vehicular access</li> <li>• Improved safety</li> </ul> <p><b>When will the project be completed?</b></p> <p>[June 2020]</p>	+18

	<b>Funding Source</b>	Local CIL	<b>Amount</b>	18k	<b>Status</b>		<b>Approved</b>	
	<b>Procurement</b>		i. Supply and install by Amey Hallam Highways via Schedule 7 of the Streets Ahead PFI.					
	Variations and reasons for change (please specify all that apply: budget increase / budget reduction / reprofiling / scope change / procurement)							
	None							
<b>C</b>	<b>Quality of life</b>							
	New additions							
	None							
	Variations and reasons for change (please specify all that apply: budget increase / budget reduction / reprofiling / scope change / procurement)							
	None							
<b>D</b>	<b>Green and open spaces</b>							
	New additions							
	None							
	Variations and reasons for change (please specify all that apply: budget increase / budget reduction / reprofiling / scope change / procurement)							
	<b>Hillsborough Play Project Phase 1</b> <b>Scheme description</b> Hillsborough Park is a City Park but the playground is not reflective of its' City status. Some of the equipment is coming towards the end of its useful life- particularly the embankment slide that has a number of Health & Safety issues, and following consultation there is an expectation within the community to deliver some form of play improvements within the playground. The scheme objectives are: <ul style="list-style-type: none"> <li>To achieve an innovative and unique play design that offers something different to other Playgrounds across the City and hence has the ability to attract visitors City Wide</li> <li>To ensure consideration is given to accessibility where possible within the playground design</li> <li>To make the most of the whole potential of the playground area enclosed within the railings</li> </ul>							-14

<p><b>What has changed?</b> After approval of the Outline Business Case (OBC) it was decided that 2 of the S106 agreements identified as available to fund this project would be better applied to the Hillsborough All Wheels project. The funding available for the play improvements has therefore been reduced by £13.6K and the scheme tendered and costed on this basis.</p> <p>As per the OBC; the tendered design has been developed up to a value of £150K to ensure that the overall improvement is holistic, with designs broken down into Phase 1 and Phase 2. Phase 1 has been developed for the funding available, the Phase 2 design will be used as a tool to secure further funding through partnership working with the Friends of Hillsborough Park.</p> <p><b>Variation type:</b> Budget Decrease</p> <p><b>Costs (all now 20/21)</b>                  Construction      £49.5K                  Internal Fees        £3.0K                  Professional Fees £1.1K  <u>Contingency</u>        £4.9K                  TOTAL                £58.5K</p> <p><b>Budget</b>                  Current 19/20 Budget £72.1K - £72.1K = £0.0K  <u>Current 20/21 Budget</u> £0.0K + £58.5K = £58.5K                  Total                    £72.1K - £13.6K = £58.5K</p>		
<b>Funding</b>	S106 £17.6K + Public Health £15K + Tramlines Contribution £10K + Charity Funds £15.9K.	
<b>Procurement</b>	N/A	
<p><b>S106 Parks Programme Block Allocation</b></p> <p><b>Scheme description</b> Block allocation of S106 approved for Parks improvements.</p> <p><b>What has changed?</b> 2 x S106 agreements drawn down for improvements to Hillsborough are now to be allocated to the Hillsborough All Wheels project, which is yet to be approved. Therefore these 2 agreements are to be returned to the block allocation to be held until the business case is brought forward. See entry for '94547 Hillsborough Play' above.</p> <p>The agreements are: Agreement 579 £6.9K</p>		<p>19/20 -6.4 20/21 +13.6</p>

	<p>Agreement 1279 £6.7K Total £13.6K</p> <p>Also drawdowns required to fund 2 sets of minor works that have been completed as revenue:</p> <p>Surfacing at Meersbrook Park £2.6K Surfacing at Moss Lane Allotments £3.8K Total £6.4K</p> <p><b>Variation type:</b> Budget Increase</p> <p><b>Budget</b> Current 19/20 Budget £6.4K - £6.4K = £0K Current 20/21 Budget £464.2K + £13.6K = £477.8K Current 21/22 Budget £209.9K + £0.0K = £209.9K Total £680.5K + £7.2K = £687.7K</p>	
	<p><b>Funding</b> S106</p>	
	<p><b>Procurement</b> N/A</p>	
<b>E</b>	<b>Housing growth</b>	
	New additions	
	Variations (please specify all that apply: budget increase / budget reduction / reprofiling / scope change / procurement)	
	<p><b>Council Housing Stock Increase Programme Block Allocation</b></p> <p><b>Scheme description</b> Block allocation of HRA funding to be used for the Stock Increase Programme</p> <p><b>What has changed?</b> The Modern Methods of Construction for Knutton Rise project was approved at a value of £1m at Cabinet in March 2020. £503K of the £1m was drawn down from the Stock Increase Block Allocation representing the HRA contribution. It has now been confirmed that the remaining £497K of expected grant income and Section 106 contributions can also be deducted from the block allocation.</p> <p>The Capital Programme needs these amendments now to reflect the HRA Business Plan.</p> <p><b>Variation type:</b> Budget Decrease</p>	-497

	<p><b>Budget:</b>  <u>Current 23/24 Budget</u> £20,925.8K - £497.1K = £20,428.7K                  Total 19-25 Budget £162,582.1K - £497.1K = £162,085.0K</p>	
	<p><b>Funding</b> Various funding incl. HRA, Grants, S106, and HRA Capital Receipts</p>	
	<p><b>Procurement</b></p>	<p>N/A</p>
<p><b>F</b></p>	<p><b>Housing investment</b></p>	
	<p>New additions</p>	
	<p><b>Ryedale Landlord Energy Loans (Homes &amp; Loans)</b></p> <p><b>Why do we need the project?</b>                  Sheffield City Council operates Homes &amp; Loans schemes on behalf of other local authorities across the Yorkshire region.</p> <p>Ryedale Council are looking to supplement their £25K regional allocation for loans by providing £25K from their own capital funds to enable them to provide affordable loans (LERL's) to landlords for energy efficiency and heating measures under their Home Improvement Assistance Policy. The funding is to be transferred to the Homes and Loans Team to administer the loans on behalf of Ryedale Council as outlined in the ring-fenced scheme agreement recently signed by both parties.</p> <p>There is an ongoing requirement to address affordable warmth and excess cold issues for tenants in Private Rented Housing stock and this is an opportunity to address this problem now to prevent further deterioration in privately owned tenanted properties.</p> <p><b>How are we going to achieve it?</b>                  Eligible landlords will be identified by Ryedale Council in accordance with their Home Improvement Assistance Policy and a schedule of works will be drawn up to address affordable warmth and excess cold issues in the property. A fact sheet explaining the loan will be given to the landlord and Ryedale Council will submit loan applications to Homes and Loans based on an agreed eligibility criteria. Homes and Loans will then administer the applications right through to completion of the loan and payment to the contractor carrying out the works. Monthly loan repayments will be made by direct debit to Sheffield City Council. All decisions on eligibility are the responsibility of Ryedale Council as is any recovery action that may be required.</p> <p><b>What are the benefits?</b>  <i>Objectives</i>                  The key objective of the project is to use the ring-fenced funds provided by Ryedale Council to help them deal with affordable warmth and excess cold works eligible under their Housing Assistance Policy in the Ryedale area and improve their Private Rented Housing stock.</p> <p><i>Outputs</i></p>	<p>+25</p>

<p>The average loan value for a LERL is around £5K, dependent upon the work identified. It is anticipated that the outputs from the £25K will be 5 loans. Repayment terms for the loans are between 12 months and 5 years dependent upon the amount borrowed.</p> <p><i>Benefits</i> The benefit to the landlord and their tenants is that excess cold issues will be addressed in their homes by providing them with an interest free loan with affordable monthly repayments. The benefit to Ryedale Council is that it will contribute to their targets for improving living conditions in their Private Rented Housing stock. Loan repayments will be recycled to provide further loans.</p> <p><b>When will the project be completed?</b> It is anticipated that the £25K will be spent in 20/21 as works should normally be completed within 6 months of approval of the loan.</p> <p>Ryedale Council may bid for further funding for future years, and loan repayments will be recycled into the project to assist other landlords.</p> <p><b>Budget</b> 20/21 £25K Total £25K</p>								
<b>Funding Source</b>	Ryedale Council	<b>Amount</b>	£25K	<b>Status</b>	Payment to be received in March20	<b>Approved</b>	Homes Board 18.03.20	
<b>Procurement</b>		N/A						
<p><b>Wakefield Loans HAL (Homes &amp; Loans)</b></p> <p><b>Why do we need the project?</b></p> <p>Sheffield City Council operates Homes &amp; Loans schemes on behalf of other local authorities across the Yorkshire region.</p> <p>As all of their regional allocation of funding held with Homes and Loans has been spent, Wakefield Council's Private Housing Team have successfully bid for £150K from their own capital funds to enable them to continue to provide affordable loans (HAL's) for the benefit of eligible homeowners under their Home Improvement Assistance Policy. The funding is to be transferred to the Homes and Loans Team to administer the loans on behalf of Wakefield Council as outlined in the ring-fenced scheme agreement recently signed by both parties.</p> <p>There is an ongoing requirement to meet Category 1 hazards and other essential repairs for vulnerable homeowners in Private Housing stock and this is an opportunity to address this problem now to prevent further deterioration in privately owned properties.</p> <p><b>How are we going to achieve it?</b></p> <p>Eligible homeowners will be identified by Wakefield Council in accordance with their Home Improvement Assistance Policy and a schedule of works will be drawn up to address essential repairs required to the property. The homeowner will be interviewed by a dedicated loan caseworker who will submit loan applications to Homes and Loans based on an agreed eligibility criteria. Homes and Loans will then administer the applications right through to</p>								+150

<p>completion of the loan and payment to the contractor carrying out the works. All decisions on eligibility are the responsibility of Wakefield Council.</p> <p><b>What are the benefits?</b> <i>Objectives</i> The key objective of the project is to use the ring-fenced funds provided by Wakefield Council to help them deal with works eligible under their Housing Assistance Policy in the Wakefield area and improve their Private Housing stock.</p> <p><i>Outputs</i> The average loan value for a HAL is around £13K, although it is difficult to assess dependent upon the repairs identified. It is anticipated that the outputs from the £150K will be 12 loans with an average loan value of £12.5K.</p> <p><i>Benefits</i> The benefit to the homeowner is that hazards and essential repairs will be addressed in their home without putting them under any immediate financial pressure (HAL has no monthly repayments and is repaid on transfer of ownership as a % of the value of the property). The benefit to Wakefield Council is that it will contribute to their targets for improving living conditions in their Private Housing stock including improvements to energy efficiency.</p> <p><b>When will the project be completed?</b> It is anticipated that the £150K will be spent in 20/21. However, as 12 months is given for works to be completed from approval of the loan (legal charge to secure debt in place), some of the budget may slip into 21/22.</p> <p>Wakefield Council may bid for further funding for future years, and any loans repaid will be recycled into the project to assist other homeowners.</p> <p><b>Budget</b> 20/21 £150K Total £150K</p>							
<b>Funding Source</b>	Wakefield Council	<b>Amount</b>	£150K	<b>Status</b>	Payment to be received in March20	<b>Approved</b>	Homes Board 18.03.20
<b>Procurement</b>		N/A					
Variations and reasons for change (please specify all that apply: budget increase / budget reduction / re-profiling / scope change / procurement)							
<p><b>Council Housing Kitchens &amp; Bathrooms Planned Replacements</b></p> <p><b>Scheme description</b> The contract known as Elementals Contract 1, being carried out by United Living Ltd ends on 31st March 2020. The project has been successful in improving numerous occupied domestic properties and bringing elements of these properties, including kitchens and bathrooms, up to the Sheffield Decent Homes Standard. This contract has also enabled the same improvements to be made to a large number of Void properties.</p> <p><b>What has changed?</b></p>							+920

<p>Although the original scope of works to occupied properties has been completed, a weekly stream of Void properties requiring improvements works continues. There are no current arrangements for the provision of these works to empty properties and will have a direct impact on HNS ability to provide quality homes available for letting once these become empty. It is therefore proposed to extend the contract period of the Elementals Contract 1 by a further 9 months to allow a continuation of these improvement works to Voids.</p> <p>The current average numbers of empty properties that benefit from the improvements are between 3 and 5 properties per week. It is therefore anticipated that between 120 and circa 200 properties will benefit from the improvement works.</p> <p>The in-house provider, Repairs and Maintenance Service does not currently have the capacity to undertake the additional works of fully refurbishing kitchens and bathrooms to the decent homes standard. The consequence of not extending the current contract with United Living is that there will be significant delays in delivering works required to bring these properties to the decent homes standard which will subsequently impact on the income generated for the Housing Revenue Account.</p> <p>The existing contractor has confirmed that the original tendered rates (contract award was in 2016) for the works will apply and will not be seeking uplift on these.</p> <p>There is a need to procure a new contract to deliver these works for the medium and longer term investment requirements with a view to awarding this in October 2020. This future project will be subject to a further procurement strategy and business case to be submitted for approval.</p> <p><b>Variation type:</b> Budget Increase (see Q0086 entry below)</p> <p><b>Costs 20/21</b> Works £900K Fees £20K Total £920K</p>		
<b>Funding</b>	HRA via Q0086	
<b>Procurement</b>	Extension of the existing capital contract with United Living Ltd for the 2020 calendar year.	
<p><b>Council Housing Internal Works Block Allocation</b></p> <p><b>Scheme description</b> Block allocation for internal works such as kitchens and bathrooms.</p> <p><b>What has changed?</b> The extension of the current contract for kitchen and bathroom works with United Living into the first 9 months of 20/21 will cost a further £920K.</p> <p>See Variation entry above for more details regarding the contract extension.</p>		20/21 -920

	<p><b>Variation type:</b> Budget Decrease</p> <p><b>Budget</b>                  Current 20/21 Budget £1,000K - £920K = £80K                  Total 20-25 Budget £13,600K - £920K = £12,680K</p>	
	<p><b>Funding</b> HRA</p>	
	<p><b>Procurement</b> N/A</p>	
<p><b>G People – capital and growth</b></p>		
<p>New additions</p>		
	<p><b>Bents Green Expansion- Special Educational Needs and Disability (SEND) Implementation</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>• <b>What is the problem we are trying to address?</b> <ul style="list-style-type: none"> <li>○ To meet the statutory duty for post 16 SEND High Needs learners.</li> <li>○ Specialist Sufficiency: Not enough places available at Bents Green for year 7's due to start in September 2020.</li> </ul> </li> <li>• <b>Why do we need to address it now?</b> <ul style="list-style-type: none"> <li>○ 42 learners will be unable to access Bents Green due to lack of space.</li> </ul> </li> <li>• <b>What are the implications of not doing it now?</b> <ul style="list-style-type: none"> <li>○ Risk that the local authority does not meet its statutory duty under the Education Act 2011 to provide sufficient and suitable education and training provision for young people in their area.</li> <li>○ The local authority's ability to meet its duty under the Children and Families Act 2014 to support young people with SEND to succeed in education and make a successful transition to adulthood is at risk.</li> <li>○ Failure to provide additional places could lead to an increase in demand for Independent Specialist Placements (ISP), at a higher cost for the Local Authority.</li> </ul> </li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>○ 4 additional classrooms with associated break out/quiet area/s</li> <li>○ Enhancement to 1 existing forest school to provide extended use to support and broaden the curriculum</li> <li>○ Additional permanent parking for the additional staff (circa 20)</li> <li>○ While the final detail of the solution is to be confirmed (whether extension to existing accommodation, separate block or a combination of the 2) initial feasibility works indicate an overall budget envelope of £850k (inclusive of the £20k feasibility costs previously approved)</li> </ul>	<p>+830</p>

<p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>Objectives: Provide 42 additional places for SEND High Needs learners.</li> <li>Outputs: Bents Green will have an additional 42 places.</li> <li>Benefits: Quality provision available for 42 Learners</li> </ul> <p><b>When will the project be completed?</b> 31/08/2020</p>							
<b>Funding Source</b>	Special Provision Capital Fund – SEND	<b>Amount</b>	£830k	<b>Status</b>		<b>Approved</b>	
<b>Procurement</b>		i. Direct Award via the Consortium Procurement Construction Framework.					
<p><b>Sheaf Training Centre SEND (Implementation)</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>What is the problem we are trying to address? <ul style="list-style-type: none"> <li>To meet the statutory duty for post 16 SEND High Needs learners</li> <li>Post 16 Sufficiency: not enough Post 16 places for learners as a result of changes to the curriculum at Sheffield College. These places need to be re-provided.</li> <li>Post 16 Education Quality: Sheaf will provide post 16 places which provide better outcomes than Sheffield College, as the curriculum and learning environment is more appropriate for the learners.</li> </ul> </li> <li>Why do we need to address it now? <ul style="list-style-type: none"> <li>32 existing learners in the first year at Sheffield College who will have no second year course available from September 2020.</li> <li>An estimated further 32 SEND High Needs places are needed for students entering into SEND High Needs Post 16 provision 16 in September 2020.</li> </ul> </li> <li>What are the implications of not doing it now? <ul style="list-style-type: none"> <li>Reduced outcomes for up to 64 young people, as they are likely to be either in Independent Specialist Placements (ISP) (where outcomes are inconsistent) or out of education.</li> <li>Failure to re-provide the post 16 places lost at Sheffield College could lead to an increase in demand for ISPs.</li> <li>Risk that the local authority does not meet its statutory duty under the Education Act 2011 to provide sufficient and suitable education and training provision for young people in their area; The local authority’s ability to meet its duty under the Children and Families Act 2014 to support young people with SEND to succeed in education and make a successful transition to adulthood is at risk.</li> </ul> </li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li><b>What is the proposed solution / recommended option?</b> <ul style="list-style-type: none"> <li>Following feasibility works the recommended option is - Internal remodelling to create 3 additional training rooms and 1 personal care zone and disabled toilet.</li> </ul> </li> </ul> <p><b>What are the benefits?</b></p>							+169

<ul style="list-style-type: none"> <li>Objectives:                             <ul style="list-style-type: none"> <li>Provide 64 (32 Full Time Equivalent (FTE) places for SEND High Needs Post 16 Students.</li> </ul> </li> <li>Outputs:                             <ul style="list-style-type: none"> <li>Sheaf Training facility will have sufficient suitable capacity to accommodate the needs of an additional 64 young people with High Needs SEND.</li> </ul> </li> </ul> <p><b>When will the project be completed?</b> 31/08/2020</p>								
<b>Funding Source</b>	Special Provision Capital Funding - SEND	<b>Amount</b>	£169,148	<b>Status</b>		<b>Approved</b>		
<b>Procurement</b>		i. Appointment by rotation via the YORBuild2 framework.						
<p><b>Talbot Special School SEND</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>To meet the statutory duty for Special Educational Need and Disability learners</li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>To expand SEND Provision to provide up to 50 Post 16 learning places in buildings next to Talbot Special School - currently occupied by Learn Sheffield through minor internal re-modelling.</li> <li>Release space within Seven Hills and Talbot Secondary Special Schools to create places for the increased demand for Y7 children requiring place.</li> <li>Support Learn Sheffield to relocate into alternative premises.</li> </ul> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>Increased quality provision available for up to 50 SEND Post 16 Learners.</li> <li>Enabling existing capacity to maximised for growth</li> </ul> <p><b>When will the project be completed?</b> 31/08/2020</p>								+42.5
<b>Funding Source</b>	Special Provision Capital Funding (SEND)	<b>Amount</b>	£42,500	<b>Status</b>		<b>Approved</b>		

<p><b>Procurement</b></p>	<p>i. Appointment by rotation via the YORBuild2 framework.</p>	
<p>Variations and reasons for change (please specify all that apply: budget increase / budget reduction / reprofiling / scope change / procurement)</p>		
<p><b>Disabled Facilities Grant (DFG) Funded Programme 20-21</b></p> <p><b>Scheme description</b></p> <ul style="list-style-type: none"> <li>The scope for use of DFG funding has been widened to support any Council expenditure incurred under the Regulatory Reform (Housing Assistance) (England and Wales) Order 2002 (RRO). Article 3 of the RRO enables housing authorities to give discretionary assistance, in any form, (e.g. grant, loan or equity release) for the purpose of improving living conditions, allowing the Council to use DFG funding for wider purposes which may be more appropriate for individuals than mandatory DFG allows.</li> <li>As a result of this and minor amendments to the Private Sector Housing Assistance Policy in 2018/19 the funding has been used to provide (in addition to mandatory Disabled Facilities Grants) additional support in the form of adaptive equipment and telecare equipment to further support people to remain in their own homes.</li> </ul> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>A further amendment to the Private Sector Housing Assistance Policy has been approved in January 2020 giving further flexibility in the use of Disabled Facilities Grant Funding. In addition the value of funding has increased in recent years from £2m p.a. to £4.5m p.a.</li> </ul> <p>It is now proposed that Disabled Facilities will be used to deliver the following support in 2020/21:</p>		<p>+3,474</p>

SCHEME ELEMENT	SCHEME DESCRIPTION	Estimated 2020/21 VALUE (£k)
<b>Mandatory DFG</b>	Major adaptations such as ramps, stair lifts, level access showers, hoists, to help clients safely access their homes and facilities within them. Adaptation provided under the Housing Grants, Construction and Regeneration Act 1996. Individual Grant limit £30,000.	768
<b>DFG Top up Grant</b>	A grant to top up the DFG mandatory limit of £30,000 where the assessed cost of the relevant work necessary and appropriate to meet the needs of the disabled occupant exceeds this limit and there is no alternative funding available. The maximum grant is up to £20,000	112
<b>Disabled Person's Home Appreciation Loan</b>	An equity loan to undertake enhanced works to meet the disabled person's needs or pay towards the contribution towards the mandatory DFG works. The minimum loan amount is £1,000 and the maximum is £30,000.	12
<b>Disabled Person's Relocation Loan</b>	An equity loan to enable an owner occupier to purchase another property where a DFG is not reasonably practicable or cost effective in the current property and they need to move to a more suitable property. The maximum loan amount is £70,000	395
<b>Accelerated Adaptations Grant</b>	A fast track grant for the provision of adaptations where the adaptation will prevent the applicant from going into care upon discharge from hospital or the applicant is terminally ill, the adaptation will reduce or delay the need for care. The maximum grant is £10,000.	3,067
<b>Minor Works Grant</b>	A grant of up to £5,000 for low income owner occupied households with a Disabled Person or person with a Limiting Long Term Illness to carry out minor repairs or improvements to address health and safety risks in the property, enable them to live independently or prevent them from being admitted to hospital.	170
<b>High Value Equipment</b>	Provision of equipment which will assist people to live safely and comfortably at home, preventing the need for hospital admissions and facilitating hospital discharges	600
<b>Telecare / Fire Alarm Equipment</b>	Installation of telecare/smoke alarm equipment which will assist people to live safely at home and generate alerts for assistance when needed.	350
<b>TOTAL</b>		<b>5,474</b>

**Variation type: -**

- Budget increase of £3,474k from current 20/21 allocation of £2m

<b>Funding</b>	Disabled Facilities Grant
<b>Procurement</b>	<p>i Mandatory DFG, DFG Top Up, Accelerated Adaptations &amp; Minor Works Grant – contractors appointed by grant recipient</p> <p>ii High Value Equipment – currently via call off from the British Red Cross corporate contract. A new corporate contract will commence June 2020,</p> <p>iii Telecare / Fire Alarm Equipment – delivered by existing contracts procured via the Telecare and Telehealth ESPO</p>

	Framework.					
	<p><b>Pipworth School Modular Dining Hall &amp; Kitchen</b></p> <p><b>Why do we need the project?</b>  <b>What is the problem we are trying to address?</b></p> <ul style="list-style-type: none"> <li>Structural cracks were originally identified on the rear wall of the dining hall in August 2018. Emergency propping and bracing has been installed to stabilise the wall and ensure it is safe whilst further investigation and monitoring took place. However, evidence of further movement has been found.</li> <li>An options appraisal has been carried out which has resulted in this proposal to replace the existing kitchen/dining facilities with a new modular/pod type structure on the current car park of the school site. The existing kitchen/dining facilities will then be demolished to enable the reinstatement of the car park.</li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>Installation of a new dining hall / kitchen pod in the top car park of the school</li> <li>Demolition of the old dining hall</li> <li>Relining of drain under the old dining hall</li> <li>Resurfacing the site of the old dining hall as a staff car park</li> </ul> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>The school has sufficient and adequate dining and kitchen facilities</li> <li>Removal of an unsound building along with costs for temporary propping, ongoing survey and structural inspection costs</li> </ul> <p><b>When will the project be completed?</b> 31/08/2020</p> <p>** These costs are in addition to the initial feasibility budget of £61k. Therefore total scheme costs will be £810k</p>	+749				
	<table border="1"> <tr> <td><b>Funding</b></td> <td>Schools Condition Funding / Historic Devolved Formula Capital Funding</td> </tr> <tr> <td><b>Procurement</b></td> <td>                     i. Mini-competition via the YORbuild2 framework, or                      ii. Open procedure with suitability assessment                 </td> </tr> </table>	<b>Funding</b>	Schools Condition Funding / Historic Devolved Formula Capital Funding	<b>Procurement</b>	i. Mini-competition via the YORbuild2 framework, or ii. Open procedure with suitability assessment	
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<b>H</b>	<b>Essential compliance and maintenance</b>					
	New additions					
	<p><b>SCC Transport Fleet Air Quality &amp; Efficiency - Vehicle Replacement Programme Year 2 (2020/21)</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>This scheme seeks to begin to address the excessive age of Sheffield City Council’s vehicle and plant fleet. With the exception of our in-sourced</li> </ul>	+3,195				

repairs and maintenance service, we have not invested in the remainder of our fleet for at least 4 years, longer in some cases. This is leading to increased revenue repair costs and leasing costs for the Council.

- A Fleet Management Policy, which sets out our anticipated fleet requirements and parameters for replacement, was agreed in January 2019. We anticipate the duration of this policy to be 6 years. It will be revisited each year to take account of changing service shapes, the development of emerging technologies and the city’s air quality agenda. Business cases will be brought forward for each phase of replacement and approved in the usual way.
- In year one of the scheme (2019/20) focus was on the replacement of the most polluting vehicles in the fleet (226 in total), thus minimising excessive maintenance and expensive short terms hires (which are required when vehicles fail).
- This second year of the scheme focusses on the next tranche of vehicles requiring replacement to help ensure compliance of the fleet with the forthcoming CAZ, improve reliability and meet service needs (an estimated 137 vehicles).
- A desktop assessment of the options relating to whether lease or buy provides the most effective option has been undertaken and concludes outright purchase remains the most favourable option for SCC. However, these assumptions will be revisited prior to the confirmation of year 3 of the programme

**The ageing fleet needs replacing due to the following,**

- Continued excessive increases in vehicle/plant maintenance costs and vehicle/driver downtime, leading to expensive short term spot hires
- To reduce vehicle emissions and improve air quality that will support better health and wellbeing for the residents of Sheffield. In line with the Council’s Air Quality Action Plan (AQAP), diesel vehicles must be Euro 6 (petrol variants and alternatively fuelled vehicles must be considered).
- To reduce the average age of the vehicles from 8 years down to 3/4 years over a 6 year period.
- Provide fit for purpose vehicles in line with service requirements.

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

- We will purchase the vehicles through the Council’s Procurement and Supply Chain team. We will use various frameworks, e.g. Crown Commercial Services, TPPL etc., where we can take advantage of attractive discounts over Recommended Retail Prices (RRP). The providers on the frameworks assist with the detailed specification of the non-standard vehicles and have access to specialist vehicle converters for modifications to chassis/body etc. During the course of the programme there will be multiple call offs from the framework, this can be exploited by running mini-competition tenders and engaging with the framework providers to see what vehicles are available at the time of the call off, thus having access to the latest vehicle/engine technology available.
- The cost of the vehicle/item of plant will be paid back over a 5 year period by the user department through the vehicle hire rate. Written permission from the Head of Service from each user department has been obtained.
- The priority in year two is to continue the replacement of the oldest/costliest/most polluting vehicles on the fleet thus minimizing excessive maintenance and short term hire and improving the fleet’s carbon footprint. New vehicle costs in this business case are based on petrol (where

available) and euro 6 diesel power units to ensure compliance with potential Clean Air Zones. Alternatively fuelled options (where available) will be assessed for cost and suitability before purchase.

**What are the benefits?**

- Improved reliability, fewer breakdowns/ less time off the road and lower maintenance costs. To reduce expensive spot hire for replacement hired in vehicles/plant
- Lower exhaust emissions therefore enabling SCC to meet its air quality requirements in line with SCC AQAP, and lead the City in the adoption of alternately fuelled vehicles.
- A reduced average age of fleet vehicles and plant, more fuel efficient, therefore lower running costs.
- Fit for purpose vehicles for Transport Services stakeholders, clients and customers. This will facilitate optimum vehicle availability to support front line staff/services therefore enhance operational delivery, and to improve and sustain achievement against local and national performance targets.
- Bulk purchasing of vehicles will allow for a more cost effective deal with suppliers to be captured, driving further savings for the council.

**When will the project be completed?**

- The second year of vehicle/plant purchases aim to end by March 2021. Repayments of Prudential Borrowing are to be made over 5 years, commencing in 2020/21.

**Ongoing costs**

The additional costs to revenue budgets as a result of this phase of the programme will be £2.1m over 5 years i.e. £0.42m p.a. over 5 years. This relates to the £3.3m cost of borrowing offset by anticipated savings of £1.2m as a result of reduced maintenance and spot hire charges due to vehicle failure.

<b>Funding Source</b>	Prudential Borrowing: Vehicle Sales	<b>Amount</b>	£2,910,987 £284,450	<b>Status</b>	N/A Awaiting disposals	<b>Approved</b>	Assumptions verified with Treasury and Revenue Business Partner
<b>Procurement</b>	i. Vehicle purchase by a mixture of mini-competition and direct award via the - CCS Vehicle framework for vehicles - TPPL frameworks (NEPO for grounds maintenance, Hertfordshire for vehicles & BNES for buses) ii. Supply and fit of vehicle modifications/racking (as required) via competitive quotations.						

<p><b>Broomhill Library Retaining Wall Reinstatement</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>• After a structural inspection of the wall in 2017 a 20m section was repaired and repointed in 2018.</li> <li>• In May 2019 parts of the wall collapsed into the library garden.</li> <li>• Subsequent investigations by CDS Structural engineers and a CCTV drainage survey of both the library and adjacent nursing home site identified probable causes of the collapse.</li> <li>• At present the collapsed wall area is secured by Heras fencing – this is only a temporary solution.</li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>• Rebuild the collapsed section of the library garden wall</li> <li>• Increase the structural integrity of the rebuilt section with new foundations</li> <li>• Protect the historical stone features attached to the wall</li> </ul> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>• Improved Health &amp; Safety – rebuild will improve the stability of the wall.</li> <li>• Broomhill Library garden is of local historical significance. An active Friends Group is bidding for money to renovate the garden. The bids are likely to be negatively affected if the wall is not rebuilt.</li> </ul> <p><b>When will the project be completed?</b></p> <p>[01/09/2020]</p>								+54
<b>Funding Source</b>	Capital receipts (Previously approved as part of Structural Works Block Allocation – see variations below)	<b>Amount</b>	£54k	<b>Status</b>		<b>Approved</b>		
<b>Procurement</b>	i. Open tender with suitability assessment.							
<p><b>Non Highways Resurfacing</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>• Paths and surfaces across the operational estate are required to be kept in a reasonable state of repair, to minimise trips, slips and falls by members of the public which might lead to personal injury or damages claims against the council. A Non- Highways Resurfacing programme</li> </ul>								+194

<p>2016/20 helped us achieve the reasonable state of repair but the current contract is ending in March 2020.</p> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>A revised contract to be used as the corporate contract for all non-highways resurfacing across the operational estate is currently out to tender.</li> <li>Corporate Facilities management have identified a long list of 22 sites to be addressed in 20/21 using this contract</li> </ul> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>Reduced risk of claims against the Council through slips trips and falls.</li> <li>Improved appearance of paths, providing better facilities within services using the contract</li> <li>Cost efficiencies as using Measured term contract removes the need to carry out multiple tenders</li> </ul> <p><b>When will the project be completed?</b></p> <p>31/03/21</p>							
<b>Funding Source</b>	Corporate Resources (Capital receipts)	<b>Amount</b>	£193,528	<b>Status</b>		<b>Approved</b>	
<b>Procurement</b>		Restricted procedure with PQQ (as previously approved December 2019 Cabinet).					
Variations and reasons for change (please specify all that apply: budget increase / budget reduction / reprofiling / scope change / procurement)							
<p><b>Corporate Buildings Essential Replacement (STRUCTURAL)</b></p> <p><b>Scheme description</b></p> <ul style="list-style-type: none"> <li>This Business Unit holds a block allocation for urgent structural works required to the Corporate Estate.</li> </ul> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>As noted above the Broomhill Library Boundary wall repair is now to be undertaken funded from this allocation</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>[budget decrease]</li> </ul> <p>Current 19/20 Budget = £279K - £54K = £225k (Revised Budget)</p>							-54
<b>Funding</b>	Capital receipts						
<b>Procurement</b>		N/A					

I	<b>Heart of the City II</b>	
	New additions	
	<p><b>– Block A Palatine Chambers</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>• Heart of the City 2 (formerly Sheffield Retail Quarter) seeks to transform Sheffield city centre with an improved retail, working, leisure and living environment.</li> <li>• This is a longstanding and ambitious programme. Cabinet Approval in March 2018 was for a phased delivery approach.</li> <li>• Block A, which comprises of two blocks the first fronting onto Pinstone Street comprising of retails units at the ground floor and Offices above (Palatine Chambers) and the second the Gaumont building consisting of ground floor retail and former nightclub/cinema above. This block sits within a prominent of the city centre forming the start of the Heart of the City</li> <li>• The Initial Business Case approved budget (£4.3m) was for the design and pre-construction phase during which architect designs have been developed for a Hotel and performance space with reduced ground floor retail.</li> <li>• A tender exercise for a hotel operator has concluded.</li> <li>• Approval is being sought for block A to move into its construction phase ensure momentum of the programme.</li> <li>• The current appearance of the buildings is a barrier to the regeneration of the area.</li> <li>• If works are not undertaken now the city centre could decline further and public opinion would be damaged.</li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>• Procurement of Block A demolition and construction works using the following:             <ul style="list-style-type: none"> <li>○ Tender route OJEU Restricted Procedure</li> <li>○ Procurement route to be Single Stage Design and Build</li> <li>○ Form of Contract to be JCT Design &amp; Build Contract 2016 with amendments</li> <li>○ The scope for the hotel is at present more defined than the Gaumont building however the intent will be to develop the design and procure both elements together. Less developed areas of design will be included as assumptions or provisional sums under a design and build contract.</li> </ul> </li> </ul> <p><b>What are the benefits</b></p> <ul style="list-style-type: none"> <li>• To improve the appearance of the building façades to better sit within the prominent position in the Heart of the City</li> <li>• To create a 150 room upper class Hotel</li> <li>• To create circa 24,000 sqft of spaces suitable for retail and/or leisure use</li> <li>• To create 55,000 sqft of commercial space for a variety of uses.</li> <li>• To bring back into use current vacant units</li> <li>• To contribute to the city centre retail , hotel and entertainment offer</li> <li>• Positive public perception of the Heart of the City scheme</li> <li>• Bring Sheffield’s hotel offer in line with comparable cities.</li> <li>• Improve the attractiveness of the city centre as a place to stay, shop, live and work.</li> </ul>	<p>+43,115</p>

<ul style="list-style-type: none"> <li>Realise the vision set out to Cabinet in March 2018</li> <li>Address condition issue of the existing buildings</li> <li>Creation of circa 65 jobs during construction and 757 in operation.</li> <li>£468m GDP</li> </ul> <p><b>When will the project be completed?</b> December 2022</p>							
<b>Funding Source</b>	Prudential Borrowing	<b>Amount</b>	£43.1m	<b>Status</b>		<b>Approved</b>	
<b>Procurement</b>		i. Single stage design and build via OJEU restricted procedure					
Variations and reasons for change (please specify all that apply: budget increase / budget reduction / reprofiling / scope change / procurement)							
None							