

Scheme Description	Value £000	Procurement Route
<b>ADDITIONS:</b>		
<b>THRIVING NEIGHBOURHOODS AND COMMUNITIES</b>		
<p><b>LTP Cycle Parking</b> To address lack of local cycle parking across the city. There is significant investment in strategic cycling routes through the STEP (Sustainable Transport Exemplar programme) and cycle parking is provided as part of these routes. This small allocation is designed to provide facilities along other routes and at other cycling destinations to help towards achieving 10% of all trips to be made by bike by 2025.</p> <p>Sites for the stands will be shortlisted from public requests and assessed on the level of demand coupled with locations that are on our cycling network that benefit the wider community. –</p> <p>£8,600 of Local Transport Plan (LTP) funding has been made available Costs per stand are as follows:</p> <p>Stainless steel stand - for use in City Centre - £1,324 Galvanised stands for use outside city centre £475 Total number of stands to be installed will be dependent on locations.</p> <p><b>Funded by Local Transport Plan (LTP)</b></p>	9	Amey Schedule 7 PFI
<b>SUCCESSFUL CHILDREN &amp; YOUNG PEOPLE</b>		
<p><b>Astrea* Academy - Second Stage Construction Budget (*formerly known as Woodside)</b> Context: The Council has a statutory duty to provide sufficient school places across the city and this is</p>	23,948	[Stage 2 of Two- Stage Tender

essential to the Council’s focus on enabling children to have the best start, achieve their full potential and contribute to the success of the city. Over the last decade Sheffield has seen a steady increase in births and an increase in the number of children applying to join schools mid-year. Recent data suggests the birth rate in Sheffield is, for the time being, sustained at this higher level. This means school places in Sheffield are operating in a very tight system and more places are needed in different areas of the city to accommodate local growth.

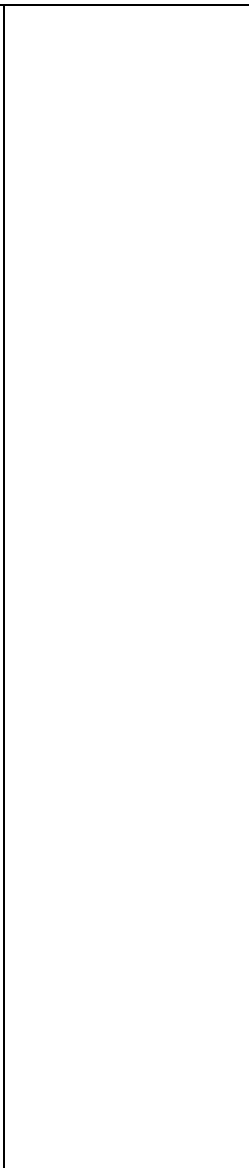
Objective: The city is undertaking a programme of growth to meet this increasing demand and around 4,500 new places have been added to the primary sector in recent years. As well as additional primary places it is expected that by September 2019 an additional 15 to 19 forms of entry will need to be added to the system just to accommodate all children transferring from primary schools into Year 7.

Solution: Design and development of the following school accommodation on the Pye Bank site will contribute towards addressing the above objective:

- 2 form entry primary school
- 5 form entry secondary school
- 6th form accommodation

Approval has already been given to proceed on the basis of a two stage tender process using YORBuild. This ensures the most appropriate construction design solutions are identified and project costs are not elevated to cover a contractor’s assessment of the risks, bearing in mind the risks associated with the site. Approval was granted to procure a contractor to undertake stage 1 tasks - i.e. design. We are now seeking approval to award the full contract construction value - i.e. the second stage of the process.

The project is to be funded by Department for Education grant funding. However, it should be noted that this approval commits the authority to expenditure in excess of known grant allocations (currently announced up to 2019/20) by £12m, creating a cash flow issue peaking at £22m in 2018/19. This will require the ringfencing of corporate capital resources up to this value until such time as future grant allocations are sufficient to repay. Current estimates place this at 2020/21.



Process:  
 (YORBuild route already approved)

<p>This principle was agreed in the cabinet report on Schools Growth in February 2016. See paragraph 5.3 in main report for details.</p>		
<p><b>VARIATIONS:</b></p>		
<p><b>THRIVING NEIGHBOURHOODS AND COMMUNITIES</b></p>		
<p><b>Public Rights of Way 2017/18 Programme</b> The Council has a statutory responsibility for the maintenance and improvement of an extensive public rights of way (PROW) network comprising: 643km of public footpaths, 104km of bridleways, 32km of cycle tracks, 22km of byways open to all traffic (BOATs), 2km of restricted byways.</p> <p>PROW's provide a vital part of the city's overall transport network, with many paths being within or on the edge of the more urban part of the city. They provide our citizens with a sustainable and healthy means of access to work, education, training and provide health and leisure opportunities. PROW's make a valuable contribution to the Council's overall policies</p> <p>All proposed schemes in the PROW improvement programme meet the policies in the PROW improvement plan and are selected and prioritised in consultation with the Local Access Forum (LAF), to ensure that all relevant interest groups are able to have an influence on our programme.</p> <p>Total cost of the proposals is £120K for 9 schemes: 2 x Beighton, 2 x Bradfield, 2 x Loxley Valley, 2 x Blackburn Valley, and Normanton Hill</p> <p>Detailed Design (SCC) £10K + Project Management (SCC) £5K + Site Supervision (SCC) £9K + Construction £96K = £120K</p> <p>Funded by £80K Local Transport Plan (LTP) and £40K Camera Enforcement</p>	<p>120</p>	<p>Strategy for 17/18 3 quotes per package</p>

<b>SUCCESSFUL CHILDREN &amp; YOUNG PEOPLE</b>								
<p><b>Basic Need Block Allocation</b></p> <p>This block allocation reserve is built up from Department for Education (DfE) capital grants specifically issued to help fund works in schools to address pupil places demand.</p> <p>An amount of £9,862k is to be added to this block allocation which represents the 2019-20 DfE grant allocation. This in addition to the current balance of £2,106k would result in a total remaining balance available for distribution in this Block Allocation of £11,968k.</p> <p>This request seeks to allocate 100% of this revised balance as follows:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 80%;">Amount transferred to fund feasibility works at Dobcroft Juniors Temporary Expansion:</td> <td style="text-align: right;">£36k</td> </tr> <tr> <td>Amount transferred to fund second stage construction at Astrea Academy*:</td> <td style="text-align: right;">£11,932k</td> </tr> <tr> <td>Total allocation:</td> <td style="text-align: right;">£11,968k</td> </tr> </table> <p>Therefore the net effect of these transactions is to reduce the Block Allocation by £2,106k</p> <p>*NB: As indicated above in the approval requested for the costs of the Astrea Academy commits the authority to expenditure of £12m in excess of confirmed grant allocations and a requirement to identify £22m of corporate resources as cashflow.</p>	Amount transferred to fund feasibility works at Dobcroft Juniors Temporary Expansion:	£36k	Amount transferred to fund second stage construction at Astrea Academy*:	£11,932k	Total allocation:	£11,968k	-2,106	N/A
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Amount transferred to fund second stage construction at Astrea Academy*:	£11,932k							
Total allocation:	£11,968k							
<p><b>Devolved Formula Capital - 2017-18 Grant Received</b></p> <p>This scheme represents addition of a grant allocated in 2017-18 to schools by the Department for Education (DfE) for the purpose of addressing the backlog of repairs and maintenance delivered in house by schools. The authority hold funds on behalf of schools, reimbursing them for agreed works. Funds can be rolled forward by schools for up to 3 years, before a claim is made on the scheme's funds.</p> <p>The project is funded from annual Department for Education grant allocations.</p>	797	N/A						

<b>PROCUREMENT STRATEGY ONLY:</b>		
<b>THRIVING NEIGHBOURHOODS AND COMMUNITIES</b>		
<p><b>Bus Agreement/Hotspots</b> Procurement Strategy only for Phase 2 (17/18) covering: Birley Spa/Moss Way junction; Handsworth Road (adjacent Asda); 2 x schemes at Granville Rd; Meadowhall Rd/Way/Jenkin Rd STM; schemes at traffic signals along the Gleadless, S10 and North Sheffield Key Bus Routes; and another along the Mosborough Key Bus Route – as well as design works on Phase 3 (Meadowhall Rd/Way/Jenkin Rd (not the STM scheme)) and Phase 4 feasibility.</p> <p>This programme of works has been agreed with Better Buses and the 17/18 budget was approved by CPG January 2017 and Cabinet February 2017</p> <p>Funded by Better Buses</p>	662	Strategy for 17/18 Amey Schedule 7 PFI
<b>FEASIBILITY APPROVALS: (Cabinet to Note Only)</b>		
<b>THRIVING NEIGHBOURHOODS AND COMMUNITIES</b>		
<p><b>Tram Track Cycle Safety</b> Based on statistics drawn from the Cycle Sheffield online survey, a total of 382 incidents involving cyclists slipping and/or tripping on tram tracks have been reported at 93 locations across the city. 133 of these are classed as serious injury incidents and 249 as slight incidents. There is evidence to suggest that these incidents occur when, prompted by the road layout or the journey, cyclists cross the</p>	28	Feasibility Internal Surveys 3 quotes

tracks at a shallow angle. The Cycle Sheffield information has helped the Council to identify the top 20 locations based on number of incidents, including serious and slight. The feasibility will be to identify potential scheme options and costs for reducing incidents at the top five sites e.g. sign and line an alternative route using parallel roads, create bypass behind a tram stop, create more space on the road by moving the kerb back.

The top 5 sites were prioritised according to scores for number and severity of incidents:

Accident Location, Cost

Primrose View Tram Stop\*, £6K (designer 3.5, client 1, surveys and other 1.5)

Holme Lane/ Loxley New Road, £4.5K (designer 2.5, client 0.5, surveys and other 1.5)

White Lane Tram Stop\*, £5.5K (designer 3.5, client 0.5, surveys and other 1.5)

Glossop Road/Upper Hanover Street, £5.5K (designer 3, client 1, surveys and other 1.5)

Hillsborough Corner\*, £5.5K (designer 3.5, client 0.5, surveys and other 1.5)

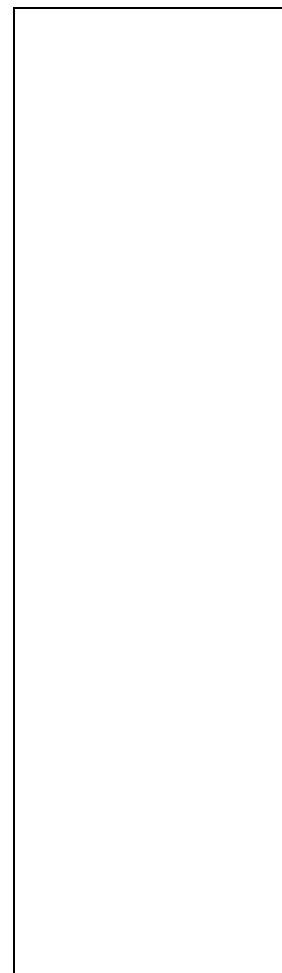
General Communication, £1K (client 0.5, surveys and other 0.5)

TOTAL £28K

The varying amounts per location are based on how much work has already been done by an Amey study, whether the location needs solutions going in both directions\* and whether likely solutions are going to be difficult to design.

The feasibility is due to be completed December 2017

Funded by Local Transport Plan (LTP)



**SUCCESSFUL CHILDREN & YOUNG PEOPLE**

<p><b>Dobcroft Junior - Temporary Expansion - Feasibility</b> Problem: There are insufficient primary pupil places in the South West area of Sheffield.</p>	<p>36</p>	<p>In house feasibility plus external survey costs</p>
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<p>Objective: To provide an additional 30 places as a 'bulge year' temporary expansion.</p> <p>Solution: The Council will provide an additional 30 Junior places at Dobcroft Junior School in September 2018. The pupils will move through the school year as a 'bulge' year until they leave the school at the end of Y6. (Note: There was a temporary 'bulge year' expansion put in place at Dobcroft Infant School in September 2015 to which this project is linked).</p> <p>This approval represents the costs of feasibility and design works. Final scheme costs are currently estimated at £300k in total.</p> <p>The project is to be funded from existing Department for Education funds existing in the Basic Need Block Allocation.</p>		<p>(procured via 3 quotes)</p>
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**DIRECTOR VARIATIONS: (To Note Only)**

**THRIVING NEIGHBOURHOODS AND COMMUNITIES**

**Greenhill Main Road (Director's Variation to note)**

This location has a long standing request that was due to be completed with the Meadowhead roundabout scheme. It provides a controlled pedestrian and cycle crossing over Greenhill Main Road together with improved crossing facilities over Greenhill Avenue. Modelling for the roundabout phase (built February 2014) showed that traffic lights on Greenhill Main Road would add to the effectiveness of the scheme, thereby further improving journey time, reducing congestion and hence vehicle emissions.

This pedestrian crossing scheme was originally planned to be implemented in 2014 as one of the phases of the Meadowhead roundabout scheme, which has included interventions on Chesterfield Road South, Bochum Parkway and Dyche Lane. The current scheme is the third iteration of the project, but still provides the main benefits of a signal controlled crossing of Greenhill Main Road while improving the crossing of Greenhill Avenue.

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'Procurement Strategy  
Amey  
Schedule 7 PFI

<p>An increase in budget of of £23K is requested.</p> <p>Original Project Budget = £300K Costs now: External Design £84K + Other Fees: (incl HMD and commercial services fees) £14K + SCC Fees (incl design, client &amp; audit) £36K + Construction £189K = £323K</p> <p>New Project Cost £323K - Previous Years Spend £116K = 17/18 Budget £207K</p> <p>Funded by Sustainable Transport Exemplar Programme (STEP)</p>		
<p><b>Streets Ahead Complimentary Works HMD (Director's Variation to note)</b> Prior to the Streets Ahead programme SCC received funding from Central Government via the South Yorkshire Local Transport Plan in relation to highways maintenance works. This was replaced by PFI credits upon commencement of the programme. There is a residue of the original SYLTP funding received prior to the commencement of the PFI left that was specifically provided for Capital Maintenance activities.</p> <p>In 2017/18 the Highways Maintenance Division (HMD) will continue to undertake maintenance works, which is work not included as part of the Streets Ahead programme but required by Highway legislation or needed to maintain public safety. All work will result in improvements to the Adopted Highway network and will typically involve the installation of signing and lining and the installation of pedestrian guard rails etc. Works will generally be identified during the survey/planning phase for the Streets Ahead programme and will, wherever possible, be coordinated with Streets Ahead to minimise disruption and produce efficiencies and savings.</p> <p>This variation is to add the remainder of the funding already received to the budget for this work. Total costs in 2017/18 will depend on the amount (and cost) of work identified as part of Streets Ahead programme but by allocating the rest of the funding the HMD team can manage the costs within the</p>	<p>21</p>	<p>N/A</p>



<p>funding they have</p> <p>Remaining funds on the Balance Sheet after 16/17 year end: £121K                  Bridge Strengthening 17/18 budget: £69K                  Current Streets Ahead Complimentary Works 17/18 Budget: £31K                  Therefore remaining funds unallocated: £21K</p> <p>Therefore revised Streets Ahead Complimentary Works Budget following this approval = £31K + allocated remaining funds £21K = £52K</p>		
<p><b>Culvert enhancements (Mosborough &amp; Chapeltown)</b>                  Existing culverts at Mosborough and Chapeltown are so severely deteriorated and hydraulically defective that localised flooding occurs on a regular basis, during storm events and following periods of persistent heavy rainfall – affecting approximately 30 households and traffic flows on highways. Surveys and studies established that the condition/capacity of these culverts is so poor that the most cost effective solutions to the problems are: for Mosborough, complete replacement, and for Chapeltown, the installation of a new culvert to provide additional capacity.</p> <p>Due to significant problems encountered with the initial design relating to the proximity to a railway embankment, significant additional flood modelling and re-design works were required. The resulting increase in costs of £25k have been met through a contribution from Yorkshire Water. This variation increases the overall budget of the scheme from £197k to £222k to reflect the contribution from Yorkshire Water and allow the instruction of works to AMEY</p>	<p>25</p>	<p>'Procurement Strategy                  Amey                  Schedule 7 PFI</p>

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