

<b>ADDITIONS</b>		
<b>Scheme Description</b>	<b>Value £000</b>	<b>Procurement Route</b>
<b>ECONOMIC GROWTH (formerly Strong Economy)</b>		
<p><b>Canal Towpath Resurface</b></p> <p>The Council has a corporate objective of increasing active travel as part of its overall transport strategy designed to improve travel choice and tackle congestion. A key element of this solution is to build cycle infrastructure to an exceptional standard and/or away from traffic.</p> <p>This project will deliver a resurfaced section of the canal towpath between Meadowhall and Sheffield City Centre with the priority section between Tinsley Locks and Broughton Lane. Resurfacing the towpath will create a direct green route aimed at improving opportunities for walking and cycling in the Lower Don Valley.</p> <p>The cost of £174k is to be funded by the Sustainable Transport Exemplar Programme (STEP) which finishes on 31st March 2018, as a result, expected construction date is early February 2018.</p>	174	Works to be undertaken by EC Surfacing Ltd under the Non-Highways Re-Surfacing Programme

**VARIATIONS**

Scheme Description	Variation Type	Value £000	Procurement Route
<b>THRIVING NEIGHBOURHOODS AND COMMUNITIES</b>			
<p><b>Play Improvements Project</b> This project is investing in play facilities in approx. 23 parks across Sheffield to improve the quality of the sites as measured by the Sheffield Standard and the Play Value scores.</p> <p>Current budget £378K Required budget identified following Final Business Case £376K Budget reduction now implemented - £2K</p> <p>The Outline Business Case highlighted the risk that “the project is fragmented in nature- both in terms of the variety of works and the geographical spread. This poses a challenge in terms of monitoring the works and ensuring the project is on programme.” Consultation, agreeing scope and collating information for the Phase 1 Final Business Case took longer than estimated in the Outline Business Case. This means that work on Phase 1 sites will start later than previously programmed. Lessons learnt in Phase 1 will be applied to Phase 2 to mitigate impact on the overall project programme which is still scheduled for completion in October 2019, but has therefore reprofiled the costs as below:</p> <p>2017/18 Current Budget £82K - Slippage £15K = £67K 2018/19 Current Budget £187K + Slippage 15K + Brought Forward from 19/20 £20K - S106 Reduction £2K = £220K 2019/20 Current Budget £109K - Brought Forward to 18/19 £20K = £89K</p> <p><b>Funded by S106 Parks Programme £311K and Public Health £62K</b></p>	Slippage & Reprofile	<p>Slippage: 15 (into 18/19)</p> <p>Reprofile: 20 (into 18/19 from 19/20)</p> <p>Reduction: £2K (in 18/19)</p>	No Change

<p><b>Bus Hotspots Phases 2 &amp; 3</b></p> <p>This on-going project aims to improve bus reliability and accessibility as part of an overall transport strategy to improve travel choice, increase social inclusion and tackle congestion. It has developed and implemented a programme of small to medium schemes in conjunction with South Yorkshire Passenger Transport Executive (SYLTE) and bus operators. Solutions depend on the nature of the problem but examples include:- new or extended bus lanes; revised junction arrangements which could include signalling and roundabouts; Strategic Traffic Management (IT co-ordination) strategies; adding bus detection to a traffic signal controller; new waiting and loading restrictions through a Traffic Regulation Order; short lengths of carriageway widening; and bus stop improvements</p> <p>The overall budget has been increased by £402k funded by Better Buses Area (BBA) funding. In 2018/19, this will - in addition to slippage from this financial year of £238k - fund works at Birley Spa Lane / Moss Way, Meadowhall Road / Meadowhall Way / Jenkin Road, Handsworth Road / Parkway and Granville Road.</p>	<p>Budget Increase</p>	<p>402</p>	<p>Amey at Schedule 7 of the Highway PFI contract</p>
<p><b>Lower Don Valley Cycle Route</b></p> <p>This project initially commenced in 2013 and was to improve the cycle connection between Sheffield and Rotherham. Over the years the project budget has been increased as the route progressed.</p> <p>It has been decided that any further works will be under taken as separate projects. As a result, there is a saving of £174k STEP funding (Sustainable Transport Exemplar Programme). This saving is being transferred to the Canal Towpath Resurfacing project. (see Additions section)</p>	<p>Budget Reduction</p>	<p>-174</p>	<p>N/A</p>
<p><b>CCTV Parking Enforcement</b></p> <p>This project is to deliver small scale signing and lining schemes that are either locally requested programmes, or to improve the enforceability of existing restrictions, that help manage the highway to improve the reliability/consistency of journey times and reduce incidents that will cause delay on the highway. This project is funded by a revenue contribution to capital.</p> <p>In order to help mitigate revenue pressures, approval is being sought to defer £55k spending into</p>	<p>Slippage</p>	<p>55 (from 17/18) 55 (into 18/19)</p>	<p>N/A</p>

2018/19.			
<p><b>Double Yellow Lines</b></p> <p>This project is part of the Traffic Management Programme which through parking restrictions and enforcement, contributes to the management of traffic in the city. This project provides the lining and implementation of double yellow lines, including responding to public requests for new loading and waiting restrictions.</p> <p>Works currently being planned for this financial year includes the planning and delivery of four packages of double yellow lines (with around ten locations in each).</p> <p>The project is currently forecasting a full year overspend of £20k including £6k on staff costs largely due to the increased general programme management costs, and the progression of another package of schemes.</p> <p><b>Funded from Local Transport Plan</b></p>	<p>Director Variation (Increase) (For note only)</p>	<p>20</p>	<p>No Change</p>
<p><b>Taxi Rank Improvements</b></p> <p>The overall aim of this project is to provide new or improved facilities / alternative solutions to manage taxi ranking within the City Centre, through a signing and lining programme.</p> <p>Areas currently being delivered include; Angel Street, Ecclesall Road, Fitzwilliam Street, Mappin Street east side between West Street and Charlotte Lane and West Street, with a couple of areas currently awaiting the approval to overrule objections (Arundel Gate outside the O2 Academy and West Street outside numbers 167-173).</p> <p>The project is currently forecasting an overspend of £6k due on staff fees largely due increased general programme management costs.</p> <p>A budget increase of £11k funded from the Local Transport Plan (LTP) is required to fund the</p>	<p>Director Variation (Increase) (For Note only)</p>	<p>11</p>	<p>No change</p>

<p>£6k overspend, and deliver another site improvement in 2017/18 (subject to Traffic Regulation Order process) and to commence planning for 2018/19 schemes. <b>Funded by Local Transport Plan</b></p>			
<b>ECONOMIC GROWTH (formerly Strong Economy)</b>			
<p><b>94024 Digital Incubator</b> At the request of the Department of Culture, Media Sport (DCMS), SCC has received and is acting as Accountable Body for £3.5m of capital funding to establish a new facility providing work space, business incubation and other services for entrepreneurs and small and medium sized businesses (SMEs) based in the Sheffield City Region, whose ambitions and business models rely on digital technologies and their applications.</p> <p>This project has been delayed due to the grant recipient needing to demonstrate that the grant investment can be made in a State Aid compliant manner. The nature of the project means that there is only one State Aid scheme available to use and it is not designed for the type of intervention proposed. An alternative delivery mechanism will hopefully be agreed formalised in the next two weeks.</p> <p>This significant work is being undertaken with the grant beneficiary by officers within Legal, Regeneration and Creative Sheffield therefore internal fees will still be charged but this will be a small amount compared to the current 17/18 profile.</p> <p>Slippage is therefore required to reflect the delay in capital works:</p> <p>2017/18 Current Budget £3,019K - Slippage into 18/19 £3,004K = £15K 2018/19 Current Budget £410K + Slippage from 17/18 £3,004K - Slippage into 19/20 £410K = £3,004K 2019/20 Current Budget £10K + Slippage from 18/19 £410K - Slippage into 22/23 £10K = £410K 2020/21 Current Budget £10K 2021/22 Current Budget £10K 2022/23 Current Budget £30K + Slippage from 19/20 £10K - Slippage into future years £30K = £10K</p>	Slippage	Slippage: 3,004 (into 18/19) 410 (into 19/20) 10 (into 22/23) 30 (into future)	No Change

# Business Partner Capital

Summary Appendix 1  
CPG: 20<sup>th</sup> November 2017

<p>Future Years Current Budget £0K + Slippage from 22/23 £30K = £30K</p> <p>Current Budget Total £3,489K, New Budget Total £3,489K</p> <p><b>Funded by Department of Culture, Media Sport (DCMS)</b></p>			
<b>INFRASTRUCTURE</b>			
<p><b>Moorfoot Lifts</b></p> <p>Following a survey of the lifts in the Moorfoot building, it has been confirmed that there is an urgent need for all 9 of the lifts in the central and north wings to be replaced. This is mainly due to the risk of failure to just a few which would lead to the Moorfoot building potentially having to close, which would greatly disrupt Council services. The replacement of the 9 lifts will comprises the following:</p> <ul style="list-style-type: none"> <li>• 6 Core lifts</li> <li>• 2 North wing</li> <li>• 1 service lift</li> </ul> <p>Work is anticipated to start on site in the Feb 2018 and be completed July 2019.</p> <p>This variation reflects the reduction in required budget of £353k following the decision taken at October 2017's CPG to issue the contract award to ANSA Lifts and also the resultant slippage of £529k due to the re-phasing of works to align with tender projections.</p> <p><b>The project is funded by Corporate Resource Pool Capital Receipt</b></p>	<p>Budget Reduction and Slippage</p>	<p>Variation: -353</p> <p>Slippage: -354 (from 17/18 into 19/20) -175 (from 18/19 to 19/20)</p>	<p>No Change</p>
<p><b>Corporate Buildings Condition Surveys Programme</b></p> <p>The operational estate suffers from an acute backlog maintenance liability, with various common building elements now at the point of failure. This Project includes for undertaking condition surveys across the operational estate, to understand the current backlog maintenance position, plan future lifecycle maintenance programmes and gather sufficient data to underpin future asset</p>	<p>Procurement route variation</p>	<p>0</p>	<p>Change to YORConsult</p>

management planning, including asset rationalisation.

The project, totalling £660k, will include 2 types of condition surveys (building and services) with budgets of £360,000 for 2017/18 and £300,000 for 2017/18.

This variation reflects a revision to the original approved procurement route restricted OJEU to the new recommendation of procurement via YORconsult Professional Services Consultancy Framework

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