

Priority / Scheme Name / Variation Type								Value £
A Economic growth								
New additions								
None								
Funding Source		Amount		Status		Approved		
Procurement								
Variations and reasons for change								
None								
Funding								
Procurement								
B Transport								
New additions								
<p>Inner Ring Road (IRR) Western Study</p> <p>Why do we need the project?</p> <p>The Inner Ring Road (IRR) is currently the busiest section of the Sheffield highway network with over half a million entries, exits and crossings each working day. With the city centre set for vast development (both dwellings and commercial), traffic levels are set to increase.</p> <p>By 2034, the majority of the junctions on the IRR will be over capacity, the IRR will have to facilitate 100,000 more trips a day, the journey time around the ring road is predicted to increase by 33%, and the demand for public transport is predicted to increase by 15%. There are currently no schemes in place to mitigate this growth.</p> <p>How are we going to achieve it?</p> <p>To undertake a study and gather evidence to demonstrate current conditions and collate information regarding all current and future developments</p>								100k

affecting the ring road. The overall objective is to prepare and deliver a number of small to medium schemes that will improve flow, capacity and journey times for all traffic on the Western IRR.

The expected outputs are:-

- The concept layouts for a number of options for the western section of the Inner Ring Road
- Modelling outputs to provide initial quantification of benefits and cost-effectiveness
- For each option, an outline cost for scheme development and construction
- Identification of a potential programme of preferred options

The scope of the study is:-

- The Inner Ring Road between Moore Street Roundabout and Shalesmoor
- The approaches to junctions on this part of the ring road
- Any streets in the vicinity identified by the study that serve movements around the city centre

What are the benefits?

Having a number of schemes scoped, evidence supported, programmed, and budgeted will mean we can bid for funding as soon as the opportunity arises.

When will the project be completed?

08/03/2019

Funding Source	Local Transport Plan	Amount	100k	Status	Ring-fenced for Transport project	Approved	Part of annual allocation
Procurement	SCC's Network Management and Transport Planning will lead the project. Technical support in developing short-listed options will be procured via the existing Micro-Simulation Framework. Surveys will be commissioned by closed competitive tender. Traffic modelling by call off from the Sheffield Transport Modelling Framework. Costing support to be undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract.						

Inner Ring Road (IRR) Southern Study

Why do we need the project?

The Inner Ring Road (IRR) is currently the busiest section of the Sheffield highway network with over half a million entries, exits and crossings each working day. With the city centre set for vast development (both dwellings and commercial), traffic levels are set to increase. In particular, increased

100k

congestion is anticipated not only to worsen the accessibility of the city by road (and therefore from most places beyond Sheffield) but is also anticipated to pose a severe challenge to the operation and improvement of public transport services, and to aspirations for a high quality, attractive city centre.

How are we going to achieve it?

The project will undertake a study and complete the tasks necessary to identify options for improving the southern part of the Inner Ring Road, to improve capacity and resilience, expedite public transport and reduce severance in a manner consistent with the draft Transport Strategy.

The expected outputs are:-

- The concept layouts for a number of options for the western section of the Inner Ring Road
- Modelling outputs to provide initial quantification of benefits and cost-effectiveness
- For each option, an outline cost for scheme development and construction
- Identification of a potential programme of preferred options

The scope of the study is –

- the Inner Ring Road between Moore Street Roundabout and the junction of Shoreham Street and Suffolk Road inclusive, including all parts of the Granville Square one way system;
- the approaches to junctions on this part of the ring road; and,
- any streets in the vicinity as may be identified by the study that serve movements around the city centre.

What are the benefits?

Having a number of schemes scoped, evidence supported, programmed, and budgeted will mean we can bid for funding as soon as the opportunity arises.

When will the project be completed?

[08/03/2019]

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Funding Source	Local Transport Plan	Amount	100k	Status	Ring-fenced for Transport project	Approved	Part of annual allocation
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Procurement	SCC's Network Management and Transport Planning will lead the project. Technical support in developing short-listed options will be procured via the existing Micro-Simulation Framework. Surveys will be commissioned by closed competitive tender. Traffic modelling by call off from the Sheffield Transport Modelling Framework. Costing support to be undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract.						
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Variations and reasons for change		
<p>Heavy Goods Vehicles (HGV) Weight Restrictions</p> <p>Scheme description</p> <p>A report into HGV routing recommended that HGV's should only use the approved HGV network for through journeys and consideration should be given to introducing restrictions to enforce compliance where voluntary action by HGV drivers is not being adhered to. £12k was previously approved to conduct a feasibility study into introducing 7.5t Environmental Weight Restrictions (EWR'S) to address HGV complaints in four areas:-The Wheel, Twentywell Lane, Psalter Lane and Beighton Road.</p> <p>What has changed?</p> <p>Following the feasibility, the scheme will be progressed to purchase and install HGV weight restriction signage in the four areas at a total cost of £143k. The commuted sum value for the scheme is estimated at £51.5k</p> <p>Variation type: -</p> <ul style="list-style-type: none"> Budget increase reflecting move from Initial Business Case to Outline Business Case 		131k
Funding	Local Transport Plan £131k	
Procurement	Design, production and installation of signage will be undertaken by Amey Hallam Highways under Schedule 7 of the Streets Ahead contract.	
<p>Local Transport Plan (LTP) Funding Allocation</p> <p>Scheme description</p> <p>This budget represents the block allocation of LTP funding not currently committed to individual schemes. It was originally approved for a value of £1503k and subsequently reduced by £148.7k in June and £1,021.5k in July as projects have been brought forward for approval.</p> <p>What has changed?</p> <p>Following submission of the Local Transport Plan funded project in August, as listed individually in this report, the balance has now been reduced to nil.</p> <p>Variation type: - Budget Reduction</p>		-333k
Funding	Local Transport Plan £-333k	

	Procurement	N/A						
C	Quality of life							
	New additions							
	None							
	Funding Source		Amount		Status		Approved	
	Procurement							
	Variations and reasons for change							
	None							
	Funding							
	Procurement							
D	Green and open spaces							
	New additions							
	None							
	Funding Source		Amount		Status		Approved	
	Procurement							
	Variations and reasons for change							
	Green and Open Spaces Section 106 (S106) Programme							
	Scheme description							
	The S106 block allocation is for a programme of green space improvements across Sheffield using funds generated by Section 106 agreements ring-							18/19 -846K

fenced for this purpose.						19/20 +694K	
What has changed?						20/21 +152K	
<p>A review of the schemes approved to be part of the programme but not progressed to delivery stage has taken place. The current unallocated amount is profiled to be spent in 2018/19, the review has shown that some schemes won't progress until 2019/20 or 2020/21 therefore a re-profile is required to reflect this. The review also highlighted that an agreement for Lydgate Lane being used on the Play Improvements Project hadn't been drawn down.</p> <p>Variation type: - Re-profile</p> <p>Current 2018/19 Budget £941K Drawdown to Play Improvements £4K Remaining £937K</p> <p>2018/19 £937K - £846K to future years = £91K 2019/20 £0K + £694K = £694K 2020/21 £0K + £152K = £152K Total £937K</p>							
Funding	S106 approved May16 and Aug17 £0K						
Procurement	N/A Re-profile only						
E	Housing growth						
New additions							
None							
Funding Source		Amount		Status		Approved	
Procurement							
Variations and reasons for change							
New Build Council Housing Phase 2 - Weaklands							
Scheme description							18/19 -164K

<p>To deliver approximately 38nr new build affordable Council homes that will diversify the existing housing stock and build on the 51nr properties delivered in New Council Housing Phase 1 and property numbers acquired as part of the Council Housing Acquisitions Project.</p> <p>What has changed?</p> <p>Originally approved in 2015 to deliver the required objectives, but was stopped due to apparently high indicative costs.. Further work has now been undertaken on the specification of the builds. Planning permission on the proposed scheme has already been granted and lapses on 21st April 2019. If the project is not resurrected, then some of previous expenditure on design and planning will be abortive. Using the existing plans already produced for the scheme, changes/savings are to be considered as part of this revised scheme that can be achieved without the requirement to resubmit a planning application. It is anticipated that amendments to the existing Planning Permission will be required.</p> <p>The scheme has therefore reverted to Initial Business Case status and the budget requires re-profiling to reflect this. Feasibility costs expected to be £18K in addition to fees already incurred in 2018/19 of £2K</p> <p>Variation type: - Reprofile</p> <p>2018/19 £184K - £164K = £20K</p> <p>2019/20 £4,085K + £164K = £4,249K</p> <p>2020/21 £1,923K + £0K = £1,923K</p> <p>Total £6,192K</p> <p>Budget expected to need further reprofile at Outline Business Case stage when costs, timescales and therefore profiles will be clearer.</p>		19/20 +164K	
Funding	HRA and 1-4-1 Receipts £0K		
Procurement	Feasibility work undertaken in-house by the Capital Delivery Service		
F	Housing investment		
New additions			
None			
Funding Source	Amount	Status	Approved
Procurement			

Variations and reasons for change		
<p>Asbestos Surveys</p> <p>Scheme description</p> <p>To report on the condition of Asbestos / suspected Asbestos containing materials that maybe found within assets managed by the Housing & Neighbourhood Service (HNS).</p> <p>What has changed?</p> <p>The tender process has now taken place and the contract can be awarded. The existing contract has been extended during this tender process and costs incurred by the extension are now known. The value of the new contract is as expected but the cost split across the years of the contract has slightly changed requiring a budget re-profile to reflect this. Any current budget left that is not part of the existing or new contract needs moving back to the Essential Investments block for future allocation.</p> <p>Variation type: - Reprofile/Budget Decrease</p> <p><u>Old Contract</u> 2018/19 £100K - £31K = £69K</p> <p><u>New Contract</u> 2018/19 £148K – £33K = £115K 2019/20 £145K + £55K = £200K 2020/21 £139K + £11K = £150K 2021/22 £138K + £12K = £150K 2022/23 £169K - £14K (reprofiled to earlier years) - £155K no longer required returned to Q0084</p>		<p>18/19 -64K 19/20 +55K 20/21 +11K 21/22 + 12K 22/23 -169K</p>
Funding	HRA £-155K	
Procurement	N/A - Contract Award	
<p>Essential Investments Council Housing</p> <p>Scheme description</p> <p>The HRA block allocation for Essential Investments in the council housing estate.</p> <p>What has changed?</p> <p>£155K moved back from Asbestos Surveys which has more allocation than required for the existing and new contract (see above).</p>		<p>155K</p>

<p>Variation type: - Budget Increase</p> <p>Current budget 2018-2022 £8,568K Current budget 2022/23 £2,200K Total £10,768K</p> <p>2022/23 £2,200K + £155K = £2,355K Total now £10,923K</p>							
Funding		HRA £+155K					
Procurement		N/A					
G People – capital and growth							
New additions							
None							
Funding Source		Amount	Status	Approved			
Procurement							
Variations and reasons for change							
None							
Funding							
Procurement							
H Essential compliance and maintenance							
New additions							
None							

	Funding Source		Amount		Status		Approved		
	Procurement								
Variations and reasons for change									
	None								
	Funding								
	Procurement								
I	Heart of the City II								
New additions									
<p>page 84</p>	<p>Heart of the City II Block B and C Delivery</p> <p>Why do we need the project?</p> <ul style="list-style-type: none"> Heart of the City 2 (formerly Sheffield Retail Quarter) seeks to transform Sheffield city centre with an improved retail, working, leisure and living environment. This was approved as part of a Cabinet report in March 2018. This approval is just drawing down and approving that funding for phases B and C. Blocks B (Laycock House) & C (Pepper Pot building, Pinstone Street) are the first tranche of phase 2 of the HOC II delivery programme. Approval is being sought for construction of blocks B & C to ensure momentum of the programme following the successful construction of the Cavendish building (block D) due to complete early January 2019. If works are not undertaken now the city centre could decline further and public opinion would be damaged. <p>How are we going to achieve it?</p> <ul style="list-style-type: none"> Procurement of a contractor to provide detailed design, demolition and construction services to provide a new development platform for Blocks B & C. Block B, ground floor will be primarily retail. Above the ground floor there will be 54 residential units over seven floors at the corner of Charles Street and Pinstone Street, 4,000 sq. ft. of office space will be provided over three floors. Block C is to be a mixed-use block comprising retail and office space. The ground floor of the new building will provide 9500sqFt of retail space. The scheme will provide 37,500 sq. ft. of office accommodation over 7 levels 							38,080k	

<p>What are the benefits?</p> <ul style="list-style-type: none"> • 42.4 jobs created during construction / 488 jobs created during operation of the buildings • £302m additional Gross Domestic Product generated. • Business Rates - Increase of £572,384 p.a. from new commercial properties • £38m Future income from commercial sale or lettings • Based on the expected disposal value of the blocks and a capitalised value of uplift in Business rates up to 2038 a net benefit of £6.4m is forecast • Positive public perception of the Heart of the City scheme • Improve the attractiveness of the city centre as a place to shop, live and work. <p>When will the project be completed</p> <ul style="list-style-type: none"> • November 2020 							
Funding Source	Prudential Borrowing	Amount	£38,080k	Status	N/A	Approved	N/A
Procurement	Two stage design and build procurement through the YOR Build2 framework, Lot 5 by mini-competition.						
Variations and reasons for change							
<p>Heart of the City II Strategic Pre-Construction Development</p> <p>Scheme description</p> <ul style="list-style-type: none"> • Heart of the City 2 (formerly Sheffield Retail Quarter) seeks to transform Sheffield city centre with an improved retail, working, leisure and living environment. <p>What has changed?</p> <ul style="list-style-type: none"> • In July 2016 a budget of £27m was approved by Cabinet to fund work with a Strategic Development Partner to bring the overall scheme to position where it could be passed to a corporate developer for the construction and operational phase. • As a result of initial work with the Strategic Development Partner a change of approach to delivery of the scheme has now been identified. The scheme will now be delivered by the Council on an incremental, block by block approach as agreed at Cabinet in March 2018 (Approval of funding for delivery stage of blocks B & C is requested above). • This approach will allow the scheme to maintain momentum, allow the scheme to react to economic changes over the timescale of delivery and mitigate the risk of reliance on a single developer. • The result of these changes is that the remaining £24m unspent budget allocated to the Strategic Development Partner work is to be: <ul style="list-style-type: none"> - Re-profiled, to reflect the revised timescales as a result of the new delivery strategy AND - Allocated as pre-construction budgets across the individual blocks to bring each to a stage where either SCC will procure and deliver construction OR dispose of the block to a commercial developer for completion. 							

- The use of and re-profiling of the pre-construction budget was also approved by Cabinet in March 2018.
- When the feasibility stage of each of the remaining blocks is complete they will be brought forward for the delivery budget approval in the same way that blocks B&C have.

Variation type:- Re-profile

£m	18/19	19/20	20/21	21/22	Total
Previous Budget Profile	24.1				24.1
New Budget Profile	9.4	5.8	6.7	2.2	24.1
Movement	-14.7	+5.8	+6.7	+2.2	0

Funding

Prudential Borrowing

Procurement

Architect services for Block A will be procured by a restricted tender procedure.
 Architect services for Block G will be procured by a restricted tender procedure.
 Architect services for Block H will be procured by a restricted tender procedure.