

Scheme name & summary description		Value £'000
<b>A</b>	<b>Economic Growth</b>	
	New additions	
	None	
	Variations and reasons for change	
Page 81	<p><b>Knowledge Gateway</b></p> <p><b>Scheme description</b></p> <p>The strategic rationale for the Knowledge Gateway is to unlock and connect key development sites in order to generate additional economic growth. The corridor which links the Cultural Industries Quarter, Hallam's Central Campus, the Digital Campus and the emerging innovation zone of Castlegate, currently under performs in terms of new investment, jobs and the numbers of students given its potential.</p> <p>Working with the support and funding from Sheffield Hallam University and the other key partners this project aims to:</p> <ul style="list-style-type: none"> <li>- Encourage new investments and jobs. This project will act as a catalyst for new regeneration opportunities in the Creative and Digital Industries sector, a key growth sector as identified in the Strategic Economic Plan, especially around Paternoster Row, Brown St and Sidney St.</li> <li>- Address strategic and site specific issues such as improved walking and cycling routes, disabled access issues at Site Gallery; interface between The Showroom and Paternoster Row; and the domination of buses and taxis at Fitzalan Square, which currently undermine inward investment.</li> <li>- Make the area more attractive, feel and be safer, thereby increasing footfall and ultimately bringing new investment, jobs, footfall, student numbers and economic growth</li> <li>- Create a series of high quality useable public spaces, linking all the above sites and areas to bring about a step change in the perception of this area, consolidating its existing educational and cultural role.</li> <li>- Provide a much enhanced environment will improve chances of securing occupiers, with a positive knock on effect in further economic regeneration</li> <li>- Increase levels of business rates by bringing currently vacant sites into office or commercial uses</li> </ul> <p><b>What has changed?</b></p> <p>The developer, of the General Post Office Site on Fitzalan Square has now offered £154k to partly discharge planning obligations by funding complimentary works to Flat Street, Pond Street and Pond Hill, taking advantage of economies of scale and minimising later disruption to the site. This will complement the opening of the improved pedestrian link to the city centre created by the demolition and remodelling of Esperanto Place.</p>	+154

	<p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>Agreement to a budget increase from £5,443k to £5,597k on condition that the mechanics of securing the contribution are agreed with the developer and appropriate contractual variations/agreements are put in place addressing all relevant contractual, VAT, funding and other issues</li> </ul>										
	<p><b>Funding</b>    £154K Developer Contribution</p>										
	<p><b>Procurement</b>    To be added in to existing contract with Amey Hallam Highways.</p>										
<p>Page 82</p>	<p><b>Inner Relief Road Junctions</b></p> <p><b>Scheme description</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>The proposed project will provide additional traffic lane in each direction on the A61 Sheffield Inner Ring Road between Corporation Street and Bridge Street which all lie within the Riverside Business District. There will also be modifications in 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.</li> </ul> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>The project was initially approved by cabinet in January 17 for feasibility studies. The feasibility stage is complete and the project is now ready to move onto the delivery stage.</li> <li>The current budget for the design stage of the scheme is £343k. This will be increased for the delivery stage to £4,237k using the following funding streams:-</li> </ul> <table border="0" style="width: 100%;"> <tr> <td style="width: 60%;">Sheffield City Region Infrastructure Fund (SCRIF)</td> <td style="width: 15%; text-align: right;">£ 3,787k</td> <td style="width: 25%;">(See Grants For Acceptance Section for details)</td> </tr> <tr> <td>Local Transport Plan (LTP)</td> <td style="text-align: right;">£ 107k</td> <td></td> </tr> <tr> <td><b>Total Increase</b></td> <td style="text-align: right;"><b>£ 3,894k</b></td> <td></td> </tr> </table> <ul style="list-style-type: none"> <li>The anticipated start on site is 1st February 2019 with an estimated completion date of February 2020. The commuted sum for the scheme is zero.</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>[budget increase]</li> </ul>	Sheffield City Region Infrastructure Fund (SCRIF)	£ 3,787k	(See Grants For Acceptance Section for details)	Local Transport Plan (LTP)	£ 107k		<b>Total Increase</b>	<b>£ 3,894k</b>		<p>+3,894</p>
Sheffield City Region Infrastructure Fund (SCRIF)	£ 3,787k	(See Grants For Acceptance Section for details)									
Local Transport Plan (LTP)	£ 107k										
<b>Total Increase</b>	<b>£ 3,894k</b>										

	<b>Funding</b>	SCRIF - £3,787k, LTP £107K		
	<b>Procurement</b>	<p>Detailed design and construction by direct award to Amey Hallam Highways via Schedule 7 of the Streets Ahead PFI.</p> <p>Traffic modelling by direct award to ARUP via the AIMSUM Microsimulation framework.</p> <p>Signalling commissioning, environmental report, data collection and traffic audits delivered by in-house services.</p>		
<b>B</b>	<b>Transport</b>			
	New additions			
Page 83	<p><b>ULEV Rapid Chargers - feasibility: (note only)</b></p> <p><b>Why do we need the project?</b></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. This has been recognised by Government and their Office for Low Emission Vehicles (OLEV) has announced a £20m fund for ULEV taxi charge point infrastructure. SCC has been invited to bid for a portion of this.</p> <p><b>How are we going to achieve it?</b></p> <p>A feasibility at a cost of £30k funded from Local Transport Plan funding will be carried out to enable Sheffield City Council to bid for £520k of ULEV funding to procure and install up to 20 rapid chargers across the city</p> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>• Increased uptake of ultra-low emissions Hackney Carriages</li> <li>• Encourage use of ultra-low emissions vehicles for private hire</li> <li>• Improved air quality across the city</li> <li>• Revenue income from chargers</li> </ul> <p><b>When will the project be completed?</b></p> <p>The feasibility will be completed by prior to the submission of the funding bid</p>			+30

	<b>Funding Source</b>	Local Transport Plan	<b>Amount</b>	£30k	<b>Status</b>	Ring-fenced for Transport project	<b>Approved</b>	Part of annual allocation	
	<b>Procurement</b>	Feasibility will be predominantly delivered in-house via the Capital Delivery Service. The existing contract with Zero Carbon Futures may be used where further professional services' support is required.							
Variations and reasons for change									
Page 84	<b>Citywide 20 mph</b> <b>Scheme description</b> In March 2012, the City Council Highways Committee approved the 'Sheffield 20 MPH Speed Limit Strategy' with the long-term objective to establish 20 mph as the maximum speed limit in appropriate residential areas of Sheffield. To date, 23 sign-only 20mph speed limit areas have been implemented across the City. <b>What has changed?</b> The 20mph speed limit area in Meadowhead and Greenhill is now planned for construction in January 2019 and as a result, the budget will be increased to the 2018/19 Local Transport Plan allocation of £85k  <b>Variation type: -</b> [budget increase]								+25.5
	<b>Funding</b>	Local Transport Plan							
	<b>Procurement</b>	Detailed design and construction by direct award to Amey Hallam Highways via Schedule 7 of the Streets Ahead PFI.							
	<b>Petre Street Crossing</b> <b>Scheme description</b> 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. <b>What has changed?</b>								+105.5

Page 85	<p>Following the approval and completion of a feasibility study; improvements / enhancements have been recommended to Petre Street in North East Sheffield, providing a safer crossing point across a busy main road to a local school and community hub.</p> <p>Detailed design works will be undertaken this financial year at a cost of £31k with construction being undertaken in 2019-20 at an estimated cost of £74.5k. The scheme will be fully funded from Local Transport Plan funding.</p> <p>A number of options are being considered including</p> <ul style="list-style-type: none"> <li>• rerouting traffic</li> <li>• Raised platforms</li> <li>• Simple build outs</li> <li>• Controlled crossing and uncontrolled crossing</li> </ul> <p>Addition of yellow lines and associated signs</p> <p>The commuted sum value is estimated at £10.5k.</p> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>• [budget increase]</li> </ul>		
	<b>Funding</b>	Local Transport Plan £97.5k	
	<b>Procurement</b>	Detailed design and construction by direct award to Amey Hallam Highways via Schedule 7 of the Streets Ahead PFI.	
<b>C</b>	<b>Quality of Life</b>		
	New additions		
	None		
	Variations and reasons for change		
	None		
<b>D</b>	<b>Green and Open Spaces</b>		
	New additions		
	<b>Sheffield Lakeland Partnership (Budget Approval)</b>		+150

There are Capital and Revenue elements to this project , the Capital element is Woodland Heart over 3 zones: Ewden Valley, Agden and Bradfield, and Redmires & Rivelin.  
Revenue funded commissions will cover additional sites as part of business as usual as directed by the Council’s Trees and Woodlands team.

**Why do we need the project?**

- Improve access, biodiversity and resilience to trees in North West Sheffield
- Generate new income for SCC
- Move from commercial forestry toward a sustainable woodlands approach

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

- Creation of new timber extraction routes
- Installation of new fencing, new trees planted
- Additional revenue generated by sale of timber for best available price
- Improved car parking provision
- New areas of planting
- Minimum of 20Ha of forest clear felled and put back to Broad Leaved Woodland

**What are the benefits?**

- Increase in resources to assist our land management
- Ability to tackle sites that were unaffordable and not cost effective to manage
- Improved accessibility to the countryside in the Lakeland area
- Improved biodiversity in the Lakeland area
- More attractive forests and woodlands

**When will the project be completed?**

- March 2021

**Costs:**

Fencing £32K, Planting £37K, Infrastructure £70K, Spraying £11K = £150K

18/19 £25K  
19/20 £42K  
20/21 £42K  
21/22 £41K  
TOTAL £150K

<b>Funding</b>	Heritage Lottery	<b>Amount</b>	HLF £80K	<b>Status</b>	Grant Award received by	<b>Approved</b>	Budget inc. funding
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	<b>Source</b>	Fund SCC Timber Sales		SCC £70K		Sheffield Wildlife Trust Oct18		once awarded approved at QOL June18	
	<b>Procurement</b>	All elements to be procured via the closed competitive tender procedure, prioritising local contractors wherever possible.							
Variations and reasons for change									
Page 87	<p><b>Public Health Play Renewal</b></p> <p><b>Scheme description</b></p> <p>To install and renew pieces of play and agility equipment over 5 sites to:</p> <ul style="list-style-type: none"> <li>encourage increased play and activity for local young people – therefore increasing the opportunity for active healthy play</li> <li>improve the overall quality of the green space, raising the Sheffield Standard score of the site and improving a local community facility</li> </ul> <p>The 5 sites are: Springwell Park, Cardwell Playground, Brightside Recreation Ground, Hillsborough Park, and Middlewood Park</p> <p><b>What has changed?</b></p> <p>There was always a contingency built into the budget and the Outline Business Case included a statement of how any unused contingency would be spent. However there has also been some underspends so the Parks &amp; Countryside Service would like to use it to make further improvements to the playground at Middlewood Park, which was already covered by the business cases but also add installing a swing set to the playground at Phillimore Park.</p> <p>The inclusion of Phillimore Park will allow an additional improvement to green and open space which currently has a very low play value. The improvement will increase the opportunity for active healthy play and help increase health and wealth being outcomes for people in area with higher indices of deprivation and health inequality.</p> <p>Other benefits: improve the overall quality of the green space, raising the Sheffield Standard score and improve another local community facility</p> <p><b>Variation type:</b> - Change of Scope</p> <p><u>Total Approved Budget £103K</u></p> <p>Cost Phase 1 £70.2K</p> <p>Cost Phase 2 £25.9K</p> <p>Extra Works at Middlewood Park £4.2K</p>								0

	Extra Works at Phillimore Park £2.6K Total Costs £102.9K	
	<b>Funding</b> Public Health Funding already approved	
	<b>Procurement</b> Works delivered by in-house by the Playground Team. Materials and equipment by competitive quotations, prioritising local contractors wherever possible.	
<b>E</b>	<b>Housing Growth</b>	
	New additions	
	None	
	Variations	
	None	
<b>F</b>	<b>Housing Investment</b>	
	New additions	
	None	
	Variations and reasons for change	
	None	
<b>G</b>	<b>People – Capital and Growth</b>	
	New additions:	
	<p><b>Dobcroft Infants Re-Roofing – Feasibility for note only</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>The roof of Dobcroft Infants School has reached the end of its serviceable life and requires replacement</li> </ul> <p><b>How are we going to achieve it?</b></p>	+12



<ul style="list-style-type: none"> <li>Carry out a condition survey of the roof and provide options for repair and replacement</li> </ul> <p><b>What are the benefits?</b></p> <ul style="list-style-type: none"> <li>Improved condition of the roof, including insulation &amp; water tightness</li> </ul> <p><b>When will the project be completed?</b></p> <p>Survey complete by January 2019</p>								
<b>Funding Source</b>	DfE Condition Allocation	<b>Amount</b>	£11,550	<b>Status</b>	<b>Annual Allocation</b>	<b>Approved</b>		
<b>Procurement</b>		Undertaken by in-house Capital Delivery Service.						
Page 89	<p><b>Pipworth Primary Structural Works – Feasibility for note only</b></p> <p><b>Why do we need the project?</b></p> <ul style="list-style-type: none"> <li>Investigate the structure of part of Pipworth Primary School and develop and cost a permanent solution.</li> <li>Structural cracks were identified on the rear wall of the dining hall. Propping and bracing has stabilised the wall but we need to investigate the cause and develop a permanent solution to this and the wider school. The issue is pressing. The dining hall is currently closed and the school are using the sports hall for dining. As a result dinner time is taking longer than normal. This impacts on afternoon lessons.</li> </ul> <p><b>How are we going to achieve it?</b></p> <ul style="list-style-type: none"> <li>Carry out structural and ground condition surveys of the dining hall and adjacent affected buildings so that the cause of the problem can be understood.</li> <li>Identify options and determine the most appropriate solutions</li> <li>A detailed cost estimate of the structural repairs.</li> <li><b>What are the benefits?</b> Identifying /Understanding the cause of the structural problem means measures can be put in place to provide a permanent repair to the dining hall and stop the problem spreading to other school buildings</li> <li>A fully costed design solution means funding can be sought for the necessary repairs.</li> </ul> <p><b>When will the project be completed?</b></p> <p>Feasibility completed Dec 2018</p>							+29
	<b>Funding Source</b>	DfE School Condition Allocation	<b>Amount</b>	£29K	<b>Status</b>	<b>Annual Allocation</b>	<b>Approved</b>	

	<b>Procurement</b>	Undertaken by in-house Capital Delivery Service.		
Variations and reasons for change				
Page 90	<b>Various: 2017-18 Fire Risk Assessment (FRA) Projects (Schools)</b>		+362	
	<b>Scheme description</b>		18/19 -27	
	<ul style="list-style-type: none"> <li>The following 9 FRA projects were undertaken by Kier in 17/18 and early 18/19. There is an ongoing process to agree costs relating to contractual variations that has resulted in the need for budget variations.</li> </ul>		19/20 27	
		<b>Cost Variation: £k</b>	<b>Slippage: £k</b>	
	○ 90841	FRA 16-17 GREENHILL PRIMARY	-13.8	-23.8
	○ 90837	FRA 16-17 BEIGTON NURSERY INF	13.8	-
	○ 90825	FRA 16-17 ECCLESALL JUNIOR	62.5	-
	○ 90836	FRA 16-17 BANKWOOD PRIMARY	152.2	-
	○ 90844	FRA 16-17 PIPWORTH COMM PMY	0.1	-2.9
	○ 90827	FRA 16-17 HUNTERS BAR INFANTS	5.8	-
○ 90853	FRA 16-17 HUNTERS BAR JUNIOR	18.1	-	
○ 90824	FRA 16-17 LYDGATE JUNIOR	131.4	-	
○ 90815	FRA 16-17 DOBCROFT JUNIOR	-7.7	-	
	<b>Total:</b>	<b>362.4</b>	<b>-26.7</b>	
<b>What has changed?</b>				
<ul style="list-style-type: none"> <li>Cost variations have occurred for a variety of reasons, including extra costs due to asbestos testing, removal and additional works; a significant proportion of work being completed during evenings/weekends at an additional cost premium due to lack of access during the working day.</li> </ul>				
<b>Variation type: -</b>				
<ul style="list-style-type: none"> <li>Budget increase: an overall net increase in costs over the 9 projects totalling £362.4k for the reasons given above: the two largest increases being £152k at Bankwood Primary and £131k at Lydgate Junior schools.</li> <li>Slippage: a small amount of slippage, totalling £26.7k, has occurred at both the Greenhill and Pipworth school sites as shown above, being due to delays in finalising work arrangements with the contractor.</li> </ul>				
<b>Funding</b>	£376.2k to come from the DfE Condition Allocation and -£13.8k to be added back to the DfE Basic Need Allocation.			
<b>Procurement</b>	N/A			
<b>Woodseats Structural Works – Primary School Hall</b>			+285	

Page 91	<p><b>Scheme description</b></p> <ul style="list-style-type: none"> <li>Woodseats Primary School hall has had substantial deterioration of the filler joist floors in the ground floor. This has led to cracking of the floor. In 2005 the whole of the hall areas was underpinned. A structural inspection has identified further deterioration.</li> <li>The floor has been propped for 13 years.</li> </ul> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>Whilst the floor has been propped for a long time without issue, the structural inspection at feasibility stage has shown that the existing floor is now over stressed for its use and needs to be replaced.</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>Budget increase: variation of +£284,650 following initial feasibility, to bring current project budget to £300,000 to cover fees to allow tenders to be sought in time for work to commence in the Easter holidays of 2019. Indications are that the full cost of the scheme would be in the order of £300k, but tender feedback will allow more certainty before a contract is awarded.</li> </ul>		
	<p><b>Funding</b></p>	Department for Education Condition Allocation	
	<p><b>Procurement</b></p>	<p>Closed competitive tender process using local contractors in the first instance.</p> <p>If insufficient levels of interest are received then Lot 1 of the YORbuild2 framework to enable timely scheme progression.</p>	
	<p><b>Beighton Nursey &amp; Infants Structural Works</b></p> <p><b>Scheme description</b></p> <p>During Fire Risk Assessment (FRA) work in 2016, structural issues were identified with the cellar beams at Beighton Nursery &amp; Infants school. A structural inspection was carried out and a report produced. This identified that:</p> <ul style="list-style-type: none"> <li>The main steel beams were corroded at their bearing ends</li> <li>There was expansion corrosion of the secondary steel beams within the concrete slab and large areas of water damaged (spalling) concrete.</li> <li>The area above the cellar was a car parking space for the school. Water ingress through the concrete was contributing to the corrosion and weakening of the beams. The cellar was a boiler room and so was already a high condensation environment.</li> <li>On the recommendation of the structural inspection report, the concrete slab ceiling of the basement was being supported temporarily by telescopic tubular steel props (Acrow props).</li> <li>It was decided to carry out works to ensure the school basement is structurally sound and does not suffer from water ingress.</li> </ul> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>Slippage: because we had to undertake asbestos removal before works started on site and this had to be done at the start of school holidays,</li> </ul>		<p>18/19: -39</p> <p>19/20: 39</p>

	<p>this meant the repair works were scheduled for the last few weeks of school holiday. The contractors we approached to do the works could not guarantee handover of works before the start of the new school year. As the works meant the front school entrance could not be used, the school didn't want to go ahead if works went into the school year.</p> <ul style="list-style-type: none"> <li>Due to the works taking approximately three weeks to complete there are no school holidays long enough to accommodate the works other than 6 weeks summer. So the school requested if the works could be postponed until next summer holidays. Structural engineers have confirmed that the propping in the school basement is adequate to support the basement roof until next year.</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>Slippage of -£39,169 from 2018/19 into 2019/20.</li> </ul>			
	<table border="1"> <tr> <td data-bbox="152 539 416 603"><b>Funding</b></td> <td data-bbox="416 539 1944 603">Department for Education Building Condition Allocation</td> </tr> </table>	<b>Funding</b>	Department for Education Building Condition Allocation	
<b>Funding</b>	Department for Education Building Condition Allocation			
	<table border="1"> <tr> <td data-bbox="152 603 680 671"><b>Procurement</b></td> <td data-bbox="680 603 1944 671">N/A</td> </tr> </table>	<b>Procurement</b>	N/A	
<b>Procurement</b>	N/A			
Page 92	<p><b>Dobcroft Junior Mobile Replacement</b></p> <p><b>Scheme description</b></p> <ul style="list-style-type: none"> <li>There are insufficient primary pupil places in the South West area of Sheffield to accommodate expected demand from September 2018.</li> <li>To alleviate pressure an additional 30 places will be provided at Dobcroft Junior School from September 2018.</li> <li>Demolition of two existing modular classrooms one single classroom and one twin classroom, as no longer fit for purpose. Provision of a new double modular classroom on the site of existing double classroom.</li> </ul> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>Following contract award, costs have changed as follows; mainly due to an initially conservative estimate of demolition/construction costs, due to the project having to be completed through school summer holidays:             <ul style="list-style-type: none"> <li>Construction: -£ 94k</li> <li>Fees: +£ 2k</li> <li>Contingency: -£ 14k</li> <li>Total: <u>-£106k</u></li> </ul> </li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>Budget decrease: -£105,871, following finalisation of post Contract Award costs: overall reduction against original budget.</li> </ul>	-106		
	<table border="1"> <tr> <td data-bbox="152 1445 416 1536"><b>Funding</b></td> <td data-bbox="416 1445 1944 1536">Department for Education Building Condition Allocation</td> </tr> </table>	<b>Funding</b>	Department for Education Building Condition Allocation	
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	<table border="1"> <tr> <td data-bbox="152 1536 680 1592"><b>Procurement</b></td> <td data-bbox="680 1536 1944 1592">N/A</td> </tr> </table>	<b>Procurement</b>	N/A	
<b>Procurement</b>	N/A			

<b>H</b>	<b>Essential Compliance and Maintenance</b>		
	New additions		
	<b>None</b>		
	Procurement		
	Variations and reasons for change		
Page 93	<b>90147 Medico Legal Centre</b> <b>Scheme description</b> <ul style="list-style-type: none"> <li>This project had a twin tracked mandate.</li> <li>These covered both compliance/condition issues which the building presented and as such the council had limited options available other than to address these issues via major capital investment.</li> <li>The second addressed the requirements for building modernisation in order to enable the service to continue to meet current and future demand and ensure the building is fit for purpose for the foreseeable future.</li> <li>Failure to have done so would have put the future of the building and its occupants at substantial risk. It will also have had a major impact on the Medico Legal Service's future as a whole.</li> </ul>		-70
	<b>What has changed?</b> <ul style="list-style-type: none"> <li>On completion of the works at the project site, cost savings of £70.5k were made against an original budget of £2.13m</li> </ul>		
	<b>Variation type: -</b> <ul style="list-style-type: none"> <li>Budget decrease: -£70,478 variation following settlement of final costs: the tender was slightly lower than the original budget estimate and the difference was held in contingency pot until 10 months' of value engineering works was completed. Project to be kept open for £8k retention.</li> </ul>		
	<b>Funding</b>	Capital Receipts	
<b>Procurement</b>	N/A		
	<b>93508 Park Centre Dry Rot</b> <b>Scheme description</b> <ul style="list-style-type: none"> <li>The Park Community Centre was re-roofed in 2016. Since then areas of damp and dry rot have been identified on both the ground and first</li> </ul>		-42

Page 94	<p>floors. A survey of the building by CDS Architects has identified roof leaks and water ingress prior to re-roofing along with poor ventilation post re-roofing as the main causes of the problems. Left untreated this infestation will lead to major issues with the structural integrity of the timber within the building. A local community group, Manor Castle Development Trust, are interested in taking on responsibility for the building including maintenance. However, this cannot be progressed until the dry rot and damp issues have been treated and the affected areas renovated.</p> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>• Cost reduction on acceptance of contract price.</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>• Budget decrease of £41,588, following final Contract Award price:</li> </ul>		
	<b>Funding</b>	Capital Receipts: reduction in amount required – funds to be returned to Corporate Buildings Essential Replacement – Structure 17-19 parent scheme	
	<b>Procurement</b>	N/A	
Page 94	<p><b>93483 Corporate Buildings Essential Replacement – Structure 17-19</b></p> <p><b>Scheme description</b></p> <ul style="list-style-type: none"> <li>• Structural works as part of the CBERP (Corporate Buildings Essential Replacement Programme) at various locations across the Corporate Estate</li> </ul> <p><b>What has changed?</b></p> <ul style="list-style-type: none"> <li>• Returning funds, following cost savings, to the parent project from which the Park Centre Dry Rot scheme was originally funded.</li> </ul> <p><b>Variation type: -</b></p> <ul style="list-style-type: none"> <li>• Budget increase of £41,588 to add back funding, following final Contract Award price on the Park Centre Dry Rot scheme above.</li> </ul>		+42
	<b>Funding</b>	Capital Receipts: add back of funding no longer required on the Park Centre Dry Rot scheme, to the original CBERP £3.3m funded amount.	
	<b>Procurement</b>	N/A	
<b>I</b>	<b>Heart of the City II</b>		
	New additions		

	None	
	Variations and reasons for change	
Page 95	<p><b>Heart of the City II (HOC II)</b></p> <p><b>Scheme description</b></p> <p>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> <p><b>What has changed?</b></p> <p>A number of HOCII budgets have been re-aligned to reflect the new approach of block by block delivery, this will be an evolving process as blocks are considered in more detail with regard to the specific uses, market interest etc. and when more detailed cost plans become available as blocks come forward and designs progress.</p> <p>A recent review of the likely spend on blocks scheduled for later development requires the slippage of £8,279k of expenditure into future financial years.</p>	<p>18-19 -8,280</p> <p>19-20 +8,378</p> <p>20-21 -49k</p> <p>21-22 -49k</p>
	<b>(Slippage)/Acceleration £:k</b>	
	94050 SRQ	(3,661.4)
	94055 Stategic Dev Partner	173.4
	94057 A Palatine Chambers	(2,278.5)
	94061 E Telephone House	(131.0)
	94063 G Wellington Street Car park	113.4
	94064 G1 38 Carver Street	(162.7)
	94065 H Henrys Block	(1,609.2)
94066 H1 Leahs Yard	(246.0)	
94067 HOC II Infrastructure & PR	(477.9)	
<b>Total:</b>	<b>(8,279.9)</b>	
<b>Variation type: - [slippage]</b>		
2018-19	-8,280k	
2019-20	+8,378k	
2020-21	- 49k	
2021-22	- 49k	

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Total	net nil		
<b>Funding</b>	Prudential Borrowing		
<b>Procurement</b>	N/A		