

Scheme name & summary description		Value £'000
A	Economic growth	
	New additions	
	None	
	Variations and reasons for change	
Page 95	<p>Digital Incubator</p> <p>Scheme description</p> <p>Sheffield City Council has received and is acting as Accountable Body for £3.5m of capital funding from the Department of Culture, Media and Sports 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>What has changed?</p> <p>Delays in the project have been experienced due to the need to carry out additional asbestos removal and ducting. As a result, £313k of funding will be moved into future years. All future spend has been re-profiled in line with the funding agreement and grant payments.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [slippage] 	(18-19 -13.4 19-20 +265 20-21 +48.4)
	<p>Funding Department of Culture, Media and Sports</p>	
	<p>Procurement n/a</p>	
	<p>Culvert Renewal Programme</p> <p>Scheme description</p> <p>The scheme was approved in October 2018 to undertake work to renew and strengthen 9 culverted watercourses, the condition of which are significantly deteriorated, extending the asset life by up to 70 years.</p> <p>Works are to include internal structural lining (estimated length 1856 meters), new pipeline (estimated length 253 meters), diversion of culvert into the public highway with a new pipeline and transfer of ownership to the City Council (estimated length 510 metres), new manhole chambers to improve access for culvert maintenance, replacement of substandard inlet debris screens reducing the risk of blockage and surface land reinstatement to the</p>	18-19 -52.9 19-20 -261.7 20-21+314.6

Page 96	<p>original condition where required.</p> <p>The culvert locations are as follows:- Shay House Lane (Stocksbridge), Fox Hill / Penistone Road (Wadsley Bridge), Tongue Gutter (Parson Cross), Pack Horse Lane (High Green), Allen Croft Brook (Stocksbridge), Fulwood Road (Fulwood), Crimicar lane (Fulwood), Deer Park (Stannington) and Dobcroft Road / Pingle Avenue (Millhouses).</p> <p>What has changed?</p> <p>The tender period has been extended by one month on advice of the technical advisor to allow adequate time for the design process and pricing. As a result, £314.6k of funding will move into future years.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [slippage] 		
	Funding	Environment Agency	
	Procurement	n/a	
Page 96	<p>90200 Woodhouse HUB</p> <p>Scheme description</p> <p>In March 2012, a Cabinet Report was approved for the proposed re-development of the Tannery Lodge site in Woodhouse.</p> <p>As part of the previous Woodhouse Retirement Village development, a capital sum of £450k has remained in the capital programme for the redevelopment of the Tannery Lodge site. The proposal involves the disposal of the site to a developer, in return providing the Council with a new hub facility which will enable the continuation of the Council's Library Service in the locality by Woodhouse Community Forum.</p> <p>What has changed?</p> <p>Planning permission for the overall final scheme submitted by the developer has not yet been achieved and as a result, £449k will be moved into 2019-20.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [slippage] 		<p>(18-19 -449 19-20 +449)</p>
	Funding	Capital Receipts	
	Procurement	n/a	
	Tinsley Arts Project Feasibility		0

Scheme description

The project will deliver an ambitious artwork project an immersive encounter that brings together art, industry, history and nature. Inspired by the dozens of chimneys that once populated Tinsley’s skyline, and utilising the canal as a complementary industrial feature of the landscape, these towering structures will border, bridge and illuminate the waterfront, amazing visitors from across the UK, whether looking up at the chimneys from the towpath, or towards them from the M1.

The project will deliver installation of artwork along the Sheffield and Tinsley Canal. The project originates from £500k funding which resulted from the demolition of the Tinsley Cooling Towers; with further funding from S106 (£65k). When the ambitions of the project are fully realised it will deliver artwork consisting of up to five chimney inspired sculptures and associated public realm improvements and visitors facilities. The striking designs are up to 30m in height and have a large potential audience- both visible from the M1 motorway and easily accessed from the adjacent retail outlets (Meadowhall etc.) and tram stop.

The project will be delivered in phases, which are reliant on successful fundraising. It proposed that the project will focus on one chimney adjacent to the M1 initially, with more following as funds become available.

What has changed?

It is proposed that the contractors Henry Boot are appointed from the YORCivil2 framework to take concept designs to outline design stage. The input of a contractor at this stage will progress:

- Addressing challenges poses by the constraints of the preferred location (including proximity to high voltage overhead power cables (Northern Powergrid); and assets owned by Network Rail, Supertram, Highways England and the Canals and Rivers Trust.
- Better understanding of risk management in the location.
- Exploring options for construction (including off site manufacture and installation).
- Progression of site investigations.
- Cost estimates with greater cost certainty.

The value of the Henry Boot appointment is £47,300.66.

Turner and Townsend, the Council’s Capital Delivery Partner to be appointed to undertake the role of Principal Designer.

What are the benefits?

The works will increase understanding of the location to inform the design and manufacture of the unique artwork. The designs will progress and the costs firmed up. This will produce a cost estimate with greater cost certainty, which is anticipated to confirm a funding gap which can then be fundraised for.

Variation type: -

- Variation to procurement strategy only

	Funding	500k E.On; 65k S106									
	Procurement	YORcivil2 Framework by rotation and Capital Delivery Partner									
B	Transport										
	New additions										
Page 98	Public Rights Of Way (PROW) 2019-20			140							
	Why do we need the project?										
	<p>The Council has a statutory responsibility for the maintenance and improvement of an extensive public rights of way (PROW) network comprising:</p> <ul style="list-style-type: none"> • 643km of public footpaths • 104km of brideways • 32km of cycle tracks • 22km of byways open to all traffic (BOATs) • 2km of restricted byways <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>The PROW team are responsible for delivering the PROW improvement plan as well as maintaining the network to an acceptable standard. Improvement of PROW's can include:</p> <ul style="list-style-type: none"> • Maintaining and improving bridges, gates and stiles • Signing and way marking • Improving path surfaces • Tree management – pruning, clearing and felling to ensure safety • Vegetation management – cutting and spraying <p>How are we going to achieve it?</p> <p>There is an annual enhancement and maintenance programme to address planned /known issues as well as respond to any unplanned events, which can occur due to the nature of the PROW network. Eleven areas have been prioritised using a combination of criteria for works in 2019-20:-</p>										
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Beighton Footpath 1</td> <td style="width: 33%;">Path to St John Fisher Primary</td> <td style="width: 33%;">Tarmac surface</td> </tr> <tr> <td>Beighton Footpath 37</td> <td>Path into Rother Valley</td> <td>Tarmac surface</td> </tr> <tr> <td>Bradfield Bridleway 1</td> <td>National mountain bike route</td> <td>Contribute to National Park Authority repairs</td> </tr> </table>				Beighton Footpath 1	Path to St John Fisher Primary	Tarmac surface	Beighton Footpath 37	Path into Rother Valley	Tarmac surface	Bradfield Bridleway 1
Beighton Footpath 1	Path to St John Fisher Primary	Tarmac surface									
Beighton Footpath 37	Path into Rother Valley	Tarmac surface									
Bradfield Bridleway 1	National mountain bike route	Contribute to National Park Authority repairs									

Bradfield footpaths 22 & 229	Paths from Wharncliffe Side to Glen Howe Park	Crushed stone surface
Bradfield Bridleway 50	Section of Bridleway in Worrall	Flexible tarmac surface
Sheffield Footpath 130	Riverside path next to Rivelin Valley Park	Crushed stone surface
Sheffield Footpath 164	Key link path to Country Park at Parkwood Springs	Tarmac surface
Sheffield Bridleway 288	Section of steep bridleway at Lodge Moor	Flexible tarmac surface
Sheffield Footpath 483	Path through Shirtcliff Brook	Crushed stone surface
Sheffield Footpath 671	Path into Woodthorpe ravine	Tarmac surface
Stocksbridge Footpath 13	Path on edge of Fox Valley development	Crushed stone surface

The cost of the 2019-20 programme (eleven schemes) is £140k funded from £90k Local Transport Plan (LTP) and £50k Sustainable Transport Access Fund (STAF).

What are the benefits?

- Improved quality of surfacing on the PROW network, providing better accessibility for all users
- Increased opportunities for local walking and cycling, by establishing links between local neighbourhoods and the strategic PROW and cycle network.
- Improved routes to schools, educational establishments and places of work
- Continuing the Green Route project to provide leisure routes and open up green spaces
- Improved monitoring of our planned interventions
- Improved routes for the disabled by the provision of a least restrictive approach.
- Improvement of well used leisure routes
- Providing links where there are currently gaps in the network
- Reduced ongoing maintenance costs by reducing the need for physical path maintenance and vegetation clearing.
- Providing physical infrastructure which is fit for purpose and cost effective, but respectful of its setting

When will the project be completed?

[31st March 2020]

Funding Source	LTP STAF	Amount	90k 50k	Status	Ring-fenced for Transport project	Approved	Part of annual allocation
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Procurement	Design and Project Management to be delivered by the in-house Public Rights of Way Unit. Works to be procured via closed competitive tender procedure, prioritising local contractors where possible.
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Variations and reasons for change

Oughtibridge Road Safety Scheme

(18-19 -60

Page 100	<p>Scheme description</p> <p>Sheffield City Council has a statutory duty under the Road Traffic Act 1988 to promote road safety. This project links into the Accident Savings Programme and forms part of the Council's Citywide Accident Saving Programme to reduce actual and perception of road traffic collisions by implementing road safety engineering schemes at sites with high injury collision rates in the City.</p> <p>The project was approved in July 2018 to address the collision rate on Bridge Hill, Oughtibridge by closing Bridge Hill to through traffic at a cost of £82k.</p> <p>What has changed?</p> <p>Due to a delay with the design of the scheme, construction will now be completed in 2019-20. As a result, £60k of funding will be moved into 2019-20.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [slippage] 		19-20 + 60)
	Funding	Local Transport Plan	
	Procurement	n/a	
Page 100	<p>Pedestrian Enhancements</p> <p>Scheme description</p> <p>This project is an element of the Councils overall objective of increasing active travel focusing on minor adaptations to improve accessibility and road safety of pedestrians; example works include pedestrian lights at existing traffic signals, road junction narrowings and pedestrian islands.</p> <p>The scheme is approved for £110k funded from Local Transport Plan to conduct feasibility and design works in 11 identified areas.</p> <p>What has changed?</p> <p>Due to resourcing issues, the following feasibilities initially scheduled for 2018-19 will now be undertaken in 2019-20:- Bernard Road / Duke Street and Birley Moor Road / Birley Lane / Sheffield Road.</p> <p>As a result, £48k of funding will be moved into 2019-20</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [slippage] 		(18-19 -48 19-20 +48)
	Funding	Local Transport Plan	
	Procurement	n/a	

Page 101	<p>Blackburn Valley Cycle Route</p> <p>Scheme description</p> <p>The Blackburn Valley route forms part of the strategic network from residential areas to employment, education, leisure and other locations in and around junction 35A. The project was initially approved in 2015 to provide an improved cycle network funded from Sustainable Transport Exemplar Programme (STEP) funding.</p> <p>Due to land right issues, the project did not completed as expected in 2017/18 and the original funding source ended. As a result, £250k Local Transport Plan funding was added this financial year to enable completion of the 800m section of the route between Butterthwaite Lane and Loicher Lane which is to be progressed through a Legal Order.</p> <p>What has changed?</p> <p>The current timescales for the legal order is suggesting a potential decision date of July 2019, therefore £248k of LTP funding will be moved into 2019-20.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [slippage] 		<p>(18-19 -248 19-20 +248)</p>
	Funding	Local Transport Plan	
	Procurement	n/a	
	<p>ITS Network Management</p> <p>Scheme description</p> <p>This scheme is part of the Urban Traffic Control, Intelligent Transport Systems (ITS) programme of corridor improvement works, which are interventions designed to address existing problems at known identified hot spots on key strategic routes in the city. The aim is to reduce congestion and delay by improving journey time reliability and smoothing traffic flows.</p> <p>The A57 Mosborough Parkway from the A630 Sheffield Parkway to the Mosborough and Crystal Peaks townships is subject to severe delay and congestion at the B6064 Coisley Hill junction at peak periods. Traffic monitoring has shown that during the PM peak traffic is queuing on the A57 Mosborough Parkway from the B6064 Coisley Hill Junction onto the A630 Sheffield Parkway – A57 Mosborough Parkway gyratory, impacting on eastbound traffic on the A57 / A630 Sheffield Parkway heading towards the M1 J33</p> <p>The proposed scheme is to install new part-time signals on the Coisley Hill approach to the roundabout. To achieve this, there will be some minor changes to the existing kerb line on the approach to the roundabout.</p> <p>What has changed?</p> <p>Delays have been experienced due to the requirement to investigate additional signing. As a result, funding to the value of £107.7k will be moved into</p>		<p>(18-19 -107 19-20 +107)</p>

	2019-20. Variation type: - <ul style="list-style-type: none"> [slippage] 			
	<table border="1"> <tr> <td data-bbox="161 379 304 427">Funding</td> <td data-bbox="304 379 1944 427">Local Transport Plan</td> </tr> </table>	Funding	Local Transport Plan	
Funding	Local Transport Plan			
	<table border="1"> <tr> <td data-bbox="161 448 546 480">Procurement</td> <td data-bbox="546 448 1944 480">n/a</td> </tr> </table>	Procurement	n/a	
Procurement	n/a			
Page 102	<p>School Keep Clear Review [Danger Reduction Programme]</p> <p>Scheme description</p> <p>This project is part of the Council's Danger Reduction programme. This is a citywide strategy which concentrates on reducing perceived danger on the roads in the City. This project in particular focuses on reviewing the parking restrictions at all schools in the City and is being delivered in phases.</p> <p>This project is a review of the 'School Keep Clear' road markings at all the school entrances in Sheffield and is to determine interventions (signing and parking restrictions) required to allow legal enforcement by the parking services team.</p> <p>The commuted sum element is £10k.</p> <p>What has changed?</p> <p>Due to an increase in project management / design fees and constructions costs for the final 12 schools, an additional £30k of Local Transport Plan funding will be added to the approved budget to enable completion of the scheme this financial year.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [budget increase] 	30		
	<table border="1"> <tr> <td data-bbox="161 1066 304 1114">Funding</td> <td data-bbox="304 1066 1944 1114">30k Local Transport Plan funding</td> </tr> </table>	Funding	30k Local Transport Plan funding	
Funding	30k Local Transport Plan funding			
	<table border="1"> <tr> <td data-bbox="161 1134 546 1166">Procurement</td> <td data-bbox="546 1134 1944 1166">n/a</td> </tr> </table>	Procurement	n/a	
Procurement	n/a			
	<p>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.</p> <p>Following feasibility, the scheme was approved to purchase and install HGV weight restriction signage in the following four areas at a total cost of £143k - The Wheel, Twentywell Lane, Psalter Land and Beighton Road in 2018-19.</p>	(18-19 -46 19-20 +46)		

	<p>The commuted sum value for the scheme is estimated at £51.5k.</p> <p>What has changed?</p> <p>The detailed design has now been commissioned, however due to delays in considering responses to public consultation, it is unlikely all four areas will be completed this financial year. As a result, £46k of Local Transport Plan funding will be moved into 2019-20 to enable completion of the proposed scheme once a decision has been reached.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> • [slippage] 			
	<table border="1"> <tr> <td data-bbox="161 545 304 596">Funding</td> <td data-bbox="304 545 1944 596">Local Transport Plan</td> </tr> </table>	Funding	Local Transport Plan	
Funding	Local Transport Plan			
	<table border="1"> <tr> <td data-bbox="161 609 546 660">Procurement</td> <td data-bbox="546 609 1944 660">n/a</td> </tr> </table>	Procurement	n/a	
Procurement	n/a			
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 103</p>	<p>Cycling Supporting Infrastructure</p> <p>Scheme description</p> <p>The overall aim of this project is encourage and increase cycling across the city by providing supporting infrastructure. The principle benefit is to increase cycling levels in addition to the potential benefit it can bring to congestion and improved air quality.</p> <p>The feasibility has previously been approved to produce a shortlist of locations for cycle stands, cycle pumps and cycle counters and the removal of inappropriate barriers alongside providing replacement options was approved in</p> <p>What has changed?</p> <p>Following the completion of the feasibility, the following works will be undertaken at a cost of £27.8k funded from Local Transport Plan funding. The commuted sum has been estimated at £2k :-</p> <ul style="list-style-type: none"> • Sheffield Cycle stands at key destinations that either have no cycle parking or are oversubscribed • A network of cycle pumps at event hubs(where they can be monitored) • Signals –minor changes to remove unnecessary delay • Signing – change and/or remove a number of signs, to make signing schemes compliant • Counters placed in the highway on cycle commuter routes at various points <p>Variation type: -</p> <ul style="list-style-type: none"> • [budget increase] 	<p>27.8</p>		
	<table border="1"> <tr> <td data-bbox="161 1430 304 1436">Funding</td> <td data-bbox="304 1430 1944 1436">Local Transport Plan</td> </tr> </table>	Funding	Local Transport Plan	
Funding	Local Transport Plan			

	Procurement	<p>Supply and installation of counters will be procured by competitive quotations, using local contractors where possible.</p> <p>Supply of pumps will be by competitive quotations.</p> <p>Supply & installation of stands and signage and the installation of pumps will be via direct award to Amey Hallam Highways under the Streets Ahead PFI.</p> <p>Signal adjustment to be undertaken internally by Urban Traffic Control.</p> <p>Cost management by Amey Hallam Highways and SCC's Highways Management Division</p>	
Page 104	<p>Stevenson Road Cycle Crossing</p> <p>Scheme description</p> <p>The 5 Weirs Walk is part of the Trans Pennine Trail and is well-used by cyclists and pedestrians for leisure and commuting. This project is to improve the sight lines and drainage at a crossing point on the 5 Weirs Walk cycle / pedestrian route at Stevenson Road in Attercliffe to help cyclists in particular to cross the road at this location.</p> <p>The detailed design stage of the project was approved previously for a value of £42.5k with the committed sum estimated at £2.5k.</p> <p>What has changed?</p> <p>The project has now been designed and ready to progress to construction. The total cost of the project has been calculated at £29.1k, which is a reduction of 13.3k based on the initial estimate. The committed sum has been recalculated at reduced cost of £0.6k.</p> <p>The project is fully funded from Local Transport Plan and the budget will be adjusted accordingly.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [budget decrease] 		-13.3
	Funding	Local Transport Plan	
	Procurement	n/a	
	<p>Broadfield Road Junction</p> <p>Scheme description</p> <p>This scheme is to carry out junction improvement works and a short length of on-line road widening at London Road / Broadfield Road section of the A61 corridor to align with the on-going "Better Bus Area" improvements in the area. The project is being funded from a grant from the Department for Transport National Productivity Investment Fund (NPIF) for £3,356k and Council match funding of £1,459k.</p>		(18-19 -540 19-20 +72 20-21 +468)

Page 105	<p>What has changed?</p> <p>The project has experienced delays due to the requirement for additional feasibility work to confirm assumptions implicit in the NPIF funding application to ascertain if the road bridge was strong enough to accommodate the loading of the additional 3rd traffic lane. This has now been confirmed but resulted in a delay in the project design stage.</p> <p>Progression of the CPO approval has also been delayed due to obtaining confirmation of the future of the Heeley Tidal Flow, which is a key project dependency relating to the project benefits and match funding. A decision regarding the Heeley Tidal Flow gantry's is expected in mid-December.</p> <p>As a result of the delay, the project budget has been re-profiled and £540k of funding will slip into future years</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [slippage] 	
	Funding	Transport National Productivity Investment Fund and match funding
	Procurement	n/a
C	Quality of life	
	New additions	
	None	
	Variations and reasons for change (please specify all that apply: budget increase / budget reduction / reprofiling / scope change / procurement)	
None		
D	Green and open spaces	
	New additions	
	None	
	Variations and reasons for change	

	<p>Sheffield Lakeland Landscape</p>		18/19 +9
	<p>Scheme description</p> <p>The Woodland Heart project aims to improve access, biodiversity and resilience to trees in North West Sheffield, generate new income for SCC, and move from commercial forestry toward a sustainable woodlands approach.</p> <p>It will do this by:</p> <ul style="list-style-type: none"> - Creating new timber extraction routes - Installing new fencing, planting new trees - Generating additional revenue by the sale of timber for best available price - Improving car parking provision - Generating new areas of planting - Creating a minimum of 20Ha of forest clear felled put back to Broad Leaved Woodland <p>What has changed?</p> <p>Tenders have now been received and scored for the access road / extraction route at More Hall reservoir, and for the fencing, restocking, and aftercare that will take place on the More Hall site. The access road was estimated in the Outline Business Case at £25K but the recommended winning tender is £34K. The other works were costed separately. This will not affect the overall project cost but will change the budget profile.</p> <p>Variation type: - Re-profile</p> <p>Project Costs: Fencing & Planting £69K, Infrastructure £56K, Spraying £11K, Sky Lining £10K, Fees £4K = £150K</p> <p>18/19 Current Budget £25K + £10K = £35K (access road and procurement strategy fee) 19/20 Current Budget £42K + £8K = £50K (includes More Hall fencing, restocking, and aftercare) 20/21 Current Budget £42K - £4K = £38K 21/22 Current Budget £41K - £14K = £27K Total Current Budget £150K + £0K = £150K</p>		19/20 -4 20/21 -4 21/22 -1
	<p>Funding</p>	<p>HLF Grant £80K + RCC Timber Sales £70K</p>	
<p>Procurement</p>	<p>Closed competitive tender procedure for track works and fencing / restocking / aftercare contracts modified to open procedure in enhance competitiveness of the exercise.</p>		
	<p>Totley Bents Pitch Drainage</p>		18/19 -3.5
	<p>Scheme description</p>		19/20 +3.5

Page 107	<p>Totley Bents pitches suffer from drainage issues and a number of complaints had been received from local users about the state of the pitches. In order to address the problems S106 funding was secured, the money must be used to provide drainage improvements and environmental enhancements on the site by:</p> <ul style="list-style-type: none"> • Installing a new main drain from the bottom to top of site. • Installing lateral drains. • Seeding and levelling following the works • Making access and environmental improvements. <p>What has changed?</p> <p>The drainage works were delayed due to contractor availability. Once those works were completed it had to be allowed to settle prior to doing any other environmental improvements. It's now the wrong time of year to do them hence slippage is required.</p> <p>Variation type: - Slippage</p> <p>Previous Yrs spend £0.5K Current 18/19 budget £12.2K - £3.5K = £8.7K Current 19/20 budget £0K + £3.5K = £3.5K TOTAL £12.7K as per original approval</p>		
	Funding	Parks S106 Programme	
	Procurement	N/A	
E	Housing growth		
	New additions		
	None		
	Variations and reasons for change		
	None		
F	Housing investment		
	New additions		

Page 108	<p>Housing Capital Programme Annual Review</p> <p>All Housing Capital Programme schemes, both Housing Growth and Investment, have been reviewed and have been re-profiled / re-worked in accordance with the Housing Revenue Account 30 year plan.</p> <p>At any one time 5 years of the Housing Capital Programme are approved within the councils Capital Approval process</p> <p>Variation type: - Addition of the 5th year budget (23/24) -£53.4m, increases to current allocations - £15.5m and appropriate and re-profile / slippage of costs where necessary.</p> <p>SEE APPENDIX 3 FOR DETAILS</p>							68,900
	Funding Source	See appendix 3	Amount		Status		Approved	
	Procurement	No specific procurement implications						
Variations and reasons for change								
	<p>97417 Community Heating - Plant Rooms, Blackwell Court</p> <p>The cost of supplying energy to heat and supply hot water to Bard Street 3 (Blackwell Court Sheltered Scheme) exceeds the income generated on the scheme by a significant amount. The heat energy is currently provided by Veolia. Energy to the site will be supplied by a new site based gas boiler plant to tackle the high cost of running the District Heating.</p> <p>What has changed?</p> <p>Installation of the preferred Combined Heat and Power solution no longer possible due to the limited availability of space within the on-site boiler room. Competitive quotes required for essential gas supply works.</p> <p>Variation type: Minor change to scope and additional procurement route to supplement the in-house Housing Repairs and Maintenance team.</p>							
	Funding	HRA						
	Procurement	Competitive quotations for essential gas supply works.						
G	People – capital and growth							
	New additions							

	None		
	Variations and reasons for change		
Page 109	Astrea Academy Scheme description 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. The city is undertaking a programme of growth in school places to meet this increasing demand. Part of this programme has been the design and development of the following school accommodation in the Pye Bank site: <ul style="list-style-type: none"> • 2 form entry primary school • 5 form entry secondary school • 6th form accommodation The school is now open, having completed the parts of the building necessary for a September 2018 intake, and is expected to transfer to the Academy in 2018-19 on completion and fit out of the sixth form buildings as it will no longer be owned by SCC.		+960
	What has changed? <ul style="list-style-type: none"> • An increase in costs has been experienced on this project predominantly due to statutory services delays leading to higher on-site construction charges. The project is still planned to finish by March 2019, within the currently approved time frame, so there is no slippage request at this point. • Greater than anticipated structural timber repairs being required to the listed building; • Design changes to the parapet walls (increased heights) to satisfy Planning conditions; • Discovery of unforeseen rock and concrete during excavations. 		
	Variation type: - <ul style="list-style-type: none"> • Budget increase: +£960,000; with all additional funding to come from the DfE Basic Need Allocation pot held by People Portfolio cash flowed by the Growth Investment Fund in advance of these allocations being received. 		
	Funding	Department for Education Basic Need funding Allocation – Cash flow from Growth Investment Fund	
	Procurement	N/a	
	Ecclesall Infants Permanent Expansion		+308

	<p>Scheme description</p> <p>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.</p> <p>The city is undertaking a programme of growth in school places to meet this increasing demand. Part of this programme was to expand and transform the existing 2 FE Ecclesall Infant school into a 3FE through Primary School. To deliver the solution there would be a period of design and development and procurement for the delivery of a:</p> <ul style="list-style-type: none"> • 450 place extension to the current Ecclesall Infant building • Refurbishment of defined areas within the existing school. <p>What has changed?</p> <ul style="list-style-type: none"> • An increase in costs due to unforeseen works: additional work required as part of planning approval, extensive asbestos removal and a delay to works on site. <p>Variation type: -</p> <ul style="list-style-type: none"> • Budget increase: +£308,009; with all additional funding to come from the DfE Basic Need Allocation pot held by People Portfolio. 		
	Funding	Department for Education Basic Need funding Allocation – Cash flow from Growth Investment Fund	
	Procurement	N/a	
	<p>Mechanical Replacement Measured Term Contract Schools</p> <p>Scheme description</p> <p>The council receives a School Condition Allocation from the Education and Skills Funding Agency each year to fund major repairs to educational establishments in Sheffield. The allocation is based on the number of schools and their pupil numbers and influenced by schools moving between responsible bodies i.e. those becoming Academy's.</p> <p>For the financial year 2018/19 the School Condition Allocation for Sheffield is £2,702,173. This sum should be viewed in the context of the overall backlog maintenance cost for Sheffield maintained schools estimated at £97,440,000.</p> <p>This funding is targeted at the most urgent priority condition issues across the maintained education estate. These issues are identified via the Facilities Management service, using;</p> <ul style="list-style-type: none"> • Condition surveys • Fire Risk Assessments • Servicing Records 		<p>(18-19 -406 19-20 +406)</p>

	<ul style="list-style-type: none"> Officer knowledge and specialist advice <p>For the financial year 2018/19 the allocation is targeted at;</p> <ul style="list-style-type: none"> Fire Risk Assessment Project Works Planned Mechanical (Heating) Works Major Structural Repairs Emergency Works Adaptations <p>What has changed?</p> <ul style="list-style-type: none"> Allocations are to be made for Mechanical works to be carried out at various sites (at Carfield Primary, Angram Bank Primary and Limpsfield Primary, as detailed below) There is a total of £10,224 to be added back to this programme budget funding as a result of underspends on closure of the Pipworth and Rainbow Forge projects noted below. Finally, the programme has allocated what was required to various projects in 2018/19 and now requests permission from Cabinet to slip the balance into 2019/20 to be available to fund future programme demand, as covered by the scheme description section above. <p>Variation type: -</p> <ul style="list-style-type: none"> Budget decrease: -£121,428 to fund : <ul style="list-style-type: none"> Hive off Carfield, Angram Bank and Limpsfield; total -£131,652. Add back of funds from underspends on Pipworth and Rainbow Forge; total +£10,224 Slippage: -£406,242 into 2019/20 to maintain availability of funding as required, to meet future programme demand. 			
	<table border="1"> <tr> <td data-bbox="161 1011 304 1062">Funding</td> <td data-bbox="304 1011 1955 1062">Department for Education Building Condition Allocation</td> </tr> </table>	Funding	Department for Education Building Condition Allocation	
Funding	Department for Education Building Condition Allocation			
	<table border="1"> <tr> <td data-bbox="161 1075 582 1137">Procurement</td> <td data-bbox="582 1075 1955 1137">N/a</td> </tr> </table>	Procurement	N/a	
Procurement	N/a			
H	Essential compliance and maintenance			
	New additions			
	None			
	Variations and reasons for change			
	Health & Safety Corporate Buildings Block Allocation	(18-19 -706		

Page 112	<p>Scheme description</p> <p>This block allocation holds funds specifically for Health and Safety Compliance Works at various locations, as required, across the Council's buildings estate.</p> <p>What has changed?</p> <ul style="list-style-type: none"> After funding any eligible schemes in 2018-19, the remaining balance of £706k on this block allocation is to be slipped into 2019-20 to meet future demands on this funding, as new schemes come forward from the Essential Compliance and Maintenance programme of works. <p>Variation type: -</p> <ul style="list-style-type: none"> Budget slippage: -£705,974 		19-20 +706)
	Funding	Capital Receipts (previously allocated)	
	Procurement	n/a	
	<p>Moorfoot Lifts</p> <p>Scheme description</p> <p>Following a lift survey of the 9 lifts in the Moorfoot building it was confirmed that there was an urgent need for all of them to be replaced. This was due mainly to the risk of failure of just a few which would have led to the Moorfoot building potentially having to close, which would have greatly disrupted Council services. A procurement exercise was therefore undertaken to appoint a contractor to replace all 9 lifts.</p> <p>Work is started on site in 2018 and is anticipated to be completed July 2019. This project was commissioned to improve the lifts at Moorfoot and will see the refurbishment of:</p> <ul style="list-style-type: none"> 6 Core lifts in the Main Lobby 2 Core lifts that serve the North Wing 1 Goods/Service Lift in the North Wing <p>What has changed?</p> <ul style="list-style-type: none"> The budget has been slipped in part from 2018/19 into 2019/20, to re-align expected phased expenditure with the latest supplier delivery forecast following earlier sourcing delays. Two new lifts have already been introduced in the main lobby of the Moorfoot building and two more should be ready for use in March 2019, with all six lifts now expected to be ready by July 2019. In the North Wing, both lifts should be also working by July 2019. <p>Variation type: -</p> <ul style="list-style-type: none"> Budget slippage: -£419,351 		(18-19 -419 19-20 +419)

	Funding	Capital Receipts (previously allocated)																																																																			
	Procurement	n/a																																																																			
Page 113	<p>Various Fire Risk Assessment (FRA) Projects: overall effect on FRA Works Measured Term Contract (MTC) Corporate Buildings</p>			(18-19 -73																																																																	
	<p>Scheme description</p>			19-20 +73)																																																																	
	<p>The FRA Works MTC Corporate Buildings project was set up as an overarching project to control the allocation of funds to address Fire Risk Assessment works at individual site schemes across various sites within the Council’s estate.</p>																																																																				
	<p>What has changed?</p>																																																																				
	<p>The following table shows a net allocation of £482,050. This will however, be hived off to other schemes as shown below, redistributing the previously Cabinet-authorized expenditure on the FRA Works MTC TFM programme, as shown below:</p>																																																																				
	<ul style="list-style-type: none"> £231,825 further allocation for existing site projects, together with requested slippage, to be authorised by Cabinet, of £73,353 from 2018/19 into 2019/20, pending the rebasing of costs following resolution of ongoing supplier negotiations; and £250,225 new allocation for FRA works to 3 Listed Sites- at City Road, Ann’s Road and Tinsley Park. 																																																																				
	<table border="1"> <thead> <tr> <th>BU - Project</th> <th>Complete?</th> <th>Variation</th> <th>Slippage</th> </tr> </thead> <tbody> <tr> <td>90080 STANIFORTH WORKS FRA (R)</td> <td>Y</td> <td>£2,557</td> <td>£0</td> </tr> <tr> <td>90148 STOCKSBRIDGE LIBRARY FRA</td> <td>Y</td> <td>£0</td> <td>£0</td> </tr> <tr> <td>90152 GRANGE CRESCENT FRA (R)</td> <td>Y</td> <td>£39</td> <td>£0</td> </tr> <tr> <td>90153 VERDON STREET FRA (R)</td> <td>Y</td> <td>-£32</td> <td>£0</td> </tr> <tr> <td>90154 WARMINSTER HOSTEL FRA (R)</td> <td>Y</td> <td>-£11,618</td> <td>£0</td> </tr> <tr> <td>90155 STRADBROKE YC FRA (R)</td> <td>Y</td> <td>£0</td> <td>£0</td> </tr> <tr> <td>90156 ADLINGTON ROAD CC FRA (R)</td> <td>Y</td> <td>-£15,969</td> <td>£0</td> </tr> <tr> <td>90160 FRA 16-17 BROOMHALL CENTRE</td> <td>N</td> <td>£35,580</td> <td>£0</td> </tr> <tr> <td>90161 FRA 16-17 CHANCET WOOD</td> <td>N</td> <td>-£5,294</td> <td>-£4,745</td> </tr> <tr> <td>90162 FRA 16-17 CLAYWHEELS LANE DEP</td> <td>N</td> <td>£0</td> <td>-£18,439</td> </tr> <tr> <td>90163 FRA 16-17 ECCLESFIELD EPU</td> <td>N</td> <td>-£2,840</td> <td>-£1,113</td> </tr> <tr> <td>90164 FRA 16-17 HIGH GREEN MINERS W</td> <td>Y</td> <td>-£29,613</td> <td>£0</td> </tr> <tr> <td>90165 FRA 16-17 HOLLINSEND PARK</td> <td>N</td> <td>£8,828</td> <td>-£2,712</td> </tr> <tr> <td>90166 FRA 16-17 JORDANTHORPE LIBR</td> <td>N</td> <td>£0</td> <td>-£111</td> </tr> <tr> <td>90167 FRA 16-17 OSGATHORPE PARK</td> <td>N</td> <td>£3,982</td> <td>-£5,516</td> </tr> </tbody> </table>				BU - Project	Complete?	Variation	Slippage	90080 STANIFORTH WORKS FRA (R)	Y	£2,557	£0	90148 STOCKSBRIDGE LIBRARY FRA	Y	£0	£0	90152 GRANGE CRESCENT FRA (R)	Y	£39	£0	90153 VERDON STREET FRA (R)	Y	-£32	£0	90154 WARMINSTER HOSTEL FRA (R)	Y	-£11,618	£0	90155 STRADBROKE YC FRA (R)	Y	£0	£0	90156 ADLINGTON ROAD CC FRA (R)	Y	-£15,969	£0	90160 FRA 16-17 BROOMHALL CENTRE	N	£35,580	£0	90161 FRA 16-17 CHANCET WOOD	N	-£5,294	-£4,745	90162 FRA 16-17 CLAYWHEELS LANE DEP	N	£0	-£18,439	90163 FRA 16-17 ECCLESFIELD EPU	N	-£2,840	-£1,113	90164 FRA 16-17 HIGH GREEN MINERS W	Y	-£29,613	£0	90165 FRA 16-17 HOLLINSEND PARK	N	£8,828	-£2,712	90166 FRA 16-17 JORDANTHORPE LIBR	N	£0	-£111	90167 FRA 16-17 OSGATHORPE PARK	N	£3,982	-£5,516	
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90168 FRA 16-17 SORBY HOUSE	N	£114,795	-£7,205
90171 FRA 16-17 STANNINGTON PARK	N	£19,373	£0
90173 FRA 16-17 TOTLEY LIBRARY	N	£35,955	£0
90175 FRA 16-17 BURNCROSS CEMETERY	Y	-£31,337	£0
90178 FRA 16-17 WISEWOOD CEMETERY	Y	-£34	£0
90189 FRA 16-17 LOWER MANOR NH CTR	N	£90,305	£0
90191 FRA 16-17 DARNALL HOUSING OFF	N	£16,364	£0
90193 FRA 16-17 NEWFIELD GREEN LIBR	N	£678	-£704
90197 FRA 16-17 GREENHILL BRADWAYYC	N	-£2,027	-£23,902
93488 FRA 17-18 BROOMHILL LIBRARY	N	£4,094	-£8,906
93489 FRA 17-18 FRECHEVILLE LIBRARY	N	£7,962	£0
93516 FRA ANN'S ROAD YC	N	£35,670	£0
93517 FRA STANNINGTON COMM CENTRE	N	-£45,593	£0
sub-total: existing FRA schemes		£231,825	-£73,353
93515 CITY ROAD FRA	N	£197,120	£0
90185 BEAUCHIEF FRA	N	£14,430	£0
90177 TINSLEY PARK FRA	N	£38,675	£0
90159 FRA WORKS MTC TFM	N	£482,050	£0

Variation type: -

- Budget redistribution: £482,050; reducing the remaining balance available for internal redistribution on this programme from £931,125 to £479,075.
- Slippage: -£73,353 on individual site projects as shown above.

Funding Capital Receipts

Procurement N/A

Corporate Buildings Essential Replacement Windows/ Doors

Scheme description

- Sheffield City Council has many buildings with windows and doors that are in a state of disrepair. Some of these properties have original single

(18-19 -227
19-20 +227)

Page 115	<p>glazed fittings which are inefficient, cold, draughty, leave the building at risk of break ins and in some cases dangerous. Others have had panes boarded up. The external doors are also in a state of disrepair making the building unsafe.</p> <ul style="list-style-type: none"> The objectives of the project are to conduct a feasibility study on the properties and develop a shortlist of sites. The ultimate objective is to design and install new windows and external doors and improve the weather tightness and appearance of the building. We will design new windows and doors and seek planning permission where appropriate. There will be an element of Design and Build. <p>What has changed?</p> <ul style="list-style-type: none"> Delays in receiving site information have led to requested slippage of the remaining balance on this project into 2019/20. <p>Variation type: -</p> <ul style="list-style-type: none"> Slippage: -£226,845 		
	Funding	Capital Receipts	
	Procurement	N/a	
Page 115	<p>Town Hall Project</p> <p>Scheme description</p> <ul style="list-style-type: none"> Refurbishment of the Town Hall - feasibility and surveys <p>What has changed?</p> <ul style="list-style-type: none"> This project can now be closed with an underspend of £27,813 as future costs are to be picked up as part of a wider city centre project. <p>Variation type: -</p> <ul style="list-style-type: none"> Budget decrease: -£27,813 upon closure of project. Reduction in funding from the draw on the Capital Receipts Bid. 		-28
	Funding	Capital Receipts	
	Procurement	N/a	
	<p>Mechanical Replacement Measured Term Contract Corporate Buildings</p> <p>Scheme description</p> <ul style="list-style-type: none"> This project was set up as a Measured Term Contract to deal with emergency heating replacement requirements across the SCC estate. 		(18-19 -484 19-20 +484)

	What has changed?		
	<ul style="list-style-type: none"> Variation to redistribute previously authorised funds to cover the overspends on the Shiregreen and Stradbroke Community Centre projects and a request for Cabinet to authorise slippage of the balance on the project into 2019/20, due to no remaining works being planned for 2018/19. Variation type: - <ul style="list-style-type: none"> Budget decrease: -£6,516 – but no overall effect on programme as funding overspends on previously hived-off schemes as noted in Section 3 below. Slippage: -£484,196 (Cabinet approval requested) 		
	Funding	Capital Receipts	
	Procurement	N/a	
Page 116	Heart of the City II		
	New additions		
	None		
	Variations and reasons for change		
	Heart of the City II (HOC II) Scheme description Heart of the City 2 (formerly Sheffield Retail Quarter) seeks to transform Sheffield city centre with an improved retail, working, leisure and living environment. What has changed? 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. A recent review of the likely spend on blocks scheduled for later development requires the slippage and re-profiling of £2,583.3k of expenditure into future financial years. <p style="text-align: center;">(Slippage)/Acceleration £:k</p> Block B Laycock House		(18-19 -2,583 19/20 -3,242 20/21 +5,735 21/22 +90)
		(340.3)	

Page 117	Block C Pepper Pot Building (243) SRQ Offices (2,000) Total: (2583.3)		
	Variation type: - <ul style="list-style-type: none"> [slippage] 2018-19 -2,583 2019-20 -3,242 2020-21 +5,735 2021-22 + 90 Total net nil		
	Funding	Prudential Borrowing	
	Procurement	n/a	
	Project Cavendish; Public Art Installation Scheme description The public art element of this scheme was originally approved within the landscaping provisional sum to be delivered by the principal contractor. However due to the nature of the work and impacts to key timelines it is considered that the work would be now better delivered outside of the main contract once the principal contractor is off site. What has changed? The Cavendish public art contracts are to be delivered by the Council on a fixed fee basis using the closed competitive tender procedure. Variation type: <ul style="list-style-type: none"> [procurement strategy only] 		
	Funding	Prudential Borrowing	
	Procurement	Closed competitive tender procedure	
	HOCII – F Trafalgar Works Scheme description		141

Page 118	<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>This sight within the project was identified as one that was suitable for offering for sale to the developer market rather than the Council develop it itself. A marketing process has now been undertaken which has selected a preferred developer who will be creating a number of residential apartments. A development agreement will be entered into shortly and payment of the capital receipt made on completion of successful planning application.</p> <p>What has changed?</p> <p>The original budget just included an allowance for legal and internal fees but in addition the sales agent's fees will be incurred. A 3% fee premium will be charged to the developer which will more than cover these costs but will not be received until around December 2019.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> • [budget increase] 		
	Funding	Third Party Contribution	
	Procurement	n/a	