

Summary: Appendix 1

Capital Programme Group: 30 October 2019

Scheme name / summary description		Value £'000
A	Economic growth	
	New additions	
	None	
	Variations and reasons for change	
Page 53	None	
	Transport	
	New additions	
	<p>Transforming Cities Fund E Bikes</p> <p>Why do we need the project?</p> <p>The topography and ageing population of Sheffield have an impact on mobility particularly around active travel. Sheffield City Council has an ambition to significantly increase the level of cycling across the city. The Government's 'propensity to cycle' tool shows by building infrastructure to international best practice we are likely to achieve a significant increase in cycling. In terms of cycling to work, currently it is estimated, the percentage of people who commute to work by cycle is just under 15%. However, by adding e bikes into the scenario, the figure may rise to 35%.</p> <p>How are we going to achieve it?</p> <p>The Council has received and accepted Transforming Cities Funds to purchase a selection of e bikes to enable a three year e bike loan scheme. The main aim of the scheme is to enable mobility, fill in gaps around Public Transport and allow people to cycle further than they currently do by overcoming the topographical challenges of the city.</p> <p>Under the scheme Sheffield City Council will aim to have in operation a significant number of hybrid type e bikes (circa 185) plus in the region of 15 specialist bikes including those suitable for dedicated operations (Police Community Support Officers, Combined Enforcement Officers etc.), adaptive</p>	+335

bikes suitable for the disabled and the elderly. The total number within the fleet will be a minimum 200.

It is currently envisaged the scheme will be managed by a 3rd party who will fund the on-going costs centred around – but not limited to - storage, distribution, tracking licences and maintenance. The details of this are currently under review and a range of options are being explored. Approval and full acceptance of the scheme following the procurement exercise is conditional to a successful outcome for running the trial.

The anticipated cost of purchasing the bikes is £335k and will be fully funded from Transforming Cities Fund

What are the benefits?

- To get more people cycling
- To provide options to car use
- To improve accessibility in areas with low car ownership, limited public transport
- To improve health
- To reduce congestion

When will the project be completed?

March 2020 for the purchase of the bikes

Funding Source	Transforming Cities Fund	Amount	£335k	Status		Approved	
Procurement		i. 3 models of e bike to be procured via OJEU open procedure.					

Variations and reasons for change

Bramall Lane / Woodhead Road / Cherry Street Road Safety Scheme

Scheme description

The Accident Savings programme is a citywide strategy to reduce actual (and the perception of) road traffic collisions, particularly focused on reducing killed and seriously injured (KSIs) casualties by implementing road safety engineering schemes at sites with the highest injury collision rates in the City.

Previously Cabinet have approved for detailed design works to be undertaken to deliver accident saving measures to reduce road traffic collisions at the junction of Bramall Lane / Woodhead Road by reducing the number of turning manoeuvres at the junctions. Drivers should have less to assimilate before making a decision to turn, hopefully reducing the incidence of emerging and turning collisions.

What has changed?

Following completion of the design works, the proposed works will seek to simplify the junction’s interactions by closing the end of Woodhead Road / Hill Street at the junction with Bramall Lane and introducing a prohibition driving order for motor vehicles. However, a two-way cycle link will be maintained through the physical closure along with available access for coaches of away fans visiting Bramall Lane football stadium. Lockable bollards will be constructed and the coaches will need to be escorted through.

The overall cost of the scheme (including prior year spend) is £293k and is fully funded from Local Transport Plan (LTP). The 2019-20 budget will be increased by £131k and the estimated scheme completion is date is March 2020.

+131

	Variation type: - <ul style="list-style-type: none"> [budget increase] 	
	Funding Local Transport Plan	
	Procurement Previously Approved	
Page 55	Nether Edge Transport Study Scheme description <p>This project was originally approved in 2018 to undertake a study to identify options for more cycling capacity in the City Centre with the scope of the study around Sharrow Vale, Highfield and Nether Edge areas, funded from Local Transport Plan.</p> What has changed? <p>The works are now to be undertaken by the recently approved Transforming Cities Nether Edge Wedge project and therefore the original project is being removed from the Council's Capital Programme.</p> Variation type: - <ul style="list-style-type: none"> [budget decrease] 	-36
	Funding Local Transport Plan	
	Procurement Previously Approved	
	Oughtibridge Road Safety Scheme Scheme description <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> What has changed? <p>Due to a delay with the design of the scheme, construction will now be completed in 2020-21. As a result, £23k of funding will be moved into 2019-20.</p> Variation type: - <ul style="list-style-type: none"> [slippage] 	2019-20 -23 2020-21 +23

	Funding	Local Transport Plan	
	Procurement	Previously Approved	
Page 56	Parking Pay & Display		41
	Scheme description		
	<p>This project was originally approved in 2018 to remove 291 existing parking meters and replace with 193 new machines as the old machines had reliability issues with and the Council were unable to procure replacement parts.</p> <p>The new machines were to enable real-time, wireless communication with the service's back-office systems and support cashless payment methods.</p>		
	What has changed?		
<p>The project has now concluded and has overspent on the approved budget by £41k.</p> <p>During the course of the project delivery, further reductions were identified to the proposed number of pay & display machines, which inevitably would reduce future revenue / maintenance costs. This change however did result in additional works on a number of machines which increased the estimated costs.</p> <p>The budget increase will be funded from Revenue Contribution to Capital from the Parking Services budget.</p>			
Variation type: -			
<ul style="list-style-type: none"> [budget increase] 			
	Funding	Revenue Contribution to Capital	
	Procurement	Previously Approved	
	Clean Bus Technology		2019-20
	Scheme description		-1800
	<p>The Government's Joint Air Quality Unit has previously awarded the Council £4,947k through the Clean Bus Technology Fund to improve the emissions of Sheffield buses in order to improve Sheffield air quality.</p>		2020-21
	<p>The funding is being used to retrofit approximately 283 buses with Selective Catalytic Reduction Technology (SCRT) which will reduce emissions of buses selected for having frequent services on routes with high pollution, bringing them up to Euro 6 standard. Some buses will also be fitted with 'e-Fan' technology, to ensure there is no increase in CO2 emissions associated with increased weight and backpressure of the SCRT system, and also that there is no overall negative affect on vehicle reliability through increased complexity.</p>		+1800

Selection is to be based on buses which operated on high frequency services in Sheffield on routes where air quality levels set out by the EU are being breached.

The procurement and re-fit will be undertaken by bus operators, with signed agreements in place defining the terms and reporting requirement of the grant and the Council will retrospectively 'passport' the grant to the bus companies on production of proof of completed works

What has changed?

The number of buses previously reported to be retrofitted by Stagecoach was 85 (phase 2) however following a review, it was established a number of the buses did not meet the required standard and therefore the number to be retro-fitted by Stagecoach has been reduced to 58 (phase 2).

Sheffield City Council will now re-open the bid to allow other bus operators to apply for the grant. The table below shows the amount of funding now available for additional retrofits (shown as TBC). See Appendix 2 for terms on which grant will be issued.

	Phase 1		Phase 2		Total	
	No of Buses	Cost	No of Buses	Cost	No of Buses	Cost
First	93	1,510,000	60	1,200,000	153	2,710,000
Stagecoach	30	436,800	45	810,000	75	1,246,800
TBC			55	990,000	55	990,000
	123	1,946,800	160	3,000,000	283	4,946,800

During the course of the scheme there have been a number of minor issues with the procurement aspects of the retrofits which has resulted in delays to the delivery of the programme, as a result, the grant award has been extended to July 2020.

As a result of the above changes and issues, £1.8m of the project funding will be slipped into 2020-21.

Variation type: -

- [scope]
- [slippage]

Funding	Clean Bus Technology Fund
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Procurement	N / A, funding will be passed to eligible bus operators.
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Streets Ahead Opportunities

Scheme description

This scheme is a rolling programme of works which follows the completion of the Streets Ahead Core Investment Period and is to provide small scale measures within residential zone areas and also aims to deliver small scale requests the Council receives each year

There are in excess of 2000 small scheme requests from members of the public to carry out works such as handrail installations, community 'H'

+46

	<p>markings, bollard installations, new signs and markings. Requests are individually assessed and installation is instructed for those that are of benefit to more than just one individual.</p> <p>What has changed?</p> <p>£46k of Local Transport funding is to be added to the current approved budget, resulting in a total budget for 2019-20 of £99.4k for the continuation of the programme of works for 2019-20. The commuted sum for 19-20 is estimated at £20k.</p> <p>Variation type: -</p> <ul style="list-style-type: none"> • [budget increase] 					
	<table border="1"> <tr> <td>Funding</td> <td>Local Transport Programme</td> </tr> <tr> <td>Procurement</td> <td>Amey Hallam Highways Ltd under Schedule 7 of the Streets Ahead PFI contract</td> </tr> </table>	Funding	Local Transport Programme	Procurement	Amey Hallam Highways Ltd under Schedule 7 of the Streets Ahead PFI contract	
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C	Quality of life					
	New additions					
Page 58	None					
	Variations and reasons for change					
	None					
D	Green and open spaces					
	New additions					
	None					
	Variations and reasons for change					
	<p>Burngreave PH Improvements</p> <p>Scheme description Wensley Street Playground, Nottingham Cliff Recreation Ground and Denholme Close Playground have play facilities which are outdated, unfit, or removed pieces of equipment which provide limited play and agility opportunities for local children. They also attract anti-social behaviour (including drug use), which is currently preventing them being used fully by the local community. Nottingham Cliff and Denholme Close are also in close proximity to the new Astrea Academy. Improvements are required to ensure pupils can safely use these sites</p>	+10				

	<p>What has changed? The Phase 1c Final Business Case focuses on the planned outputs of shrub clearance and new plants at Nottingham Cliff Recreation Ground, entrance improvements at Denholme Close, but also additional works / costs to install basketball and goal ends in the MUGA following the addition of Parks Investment funding (PIF), and a contribution from the Astrea Academy budget. Wensley TARA has also secured extra funding for bins and additional fencing, which is being added to the project at this stage.</p> <p>Contingency has always been built in and has now increased slightly due to the Denholme Close entrance costs coming in less than expected. If it isn't needed for unforeseen issues to achieve the Project Outputs it will be used for new signage across the sites, providing a map of Burngreave's green spaces for new arrivals, or further clearance work at Denholme Close.</p> <p>Variation type: - Budget Increase / Change of Scope (goal ends, bins, and fencing)</p> <p>Costs</p> <table border="0"> <tr> <td>Fees</td> <td>£1.0K + £0.0K =</td> <td>£1.0K</td> </tr> <tr> <td>Contingency</td> <td>£1.2K + £1.4K =</td> <td>£2.6K</td> </tr> <tr> <td>Denholme Close costs</td> <td>£26.9K - £1.4K =</td> <td>£25.5K</td> </tr> <tr> <td>Wensley Street costs</td> <td>£43.2K + £1.9K =</td> <td>£45.1K</td> </tr> <tr> <td>Nottingham Cliff costs</td> <td>£29.8K + £7.9K =</td> <td>£37.7K</td> </tr> <tr> <td>Total Costs</td> <td>£102.1K + £9.8K =</td> <td>£111.9K</td> </tr> </table> <p>Budget</p> <table border="0"> <tr> <td>18/19 Actuals</td> <td>£3.5K</td> </tr> <tr> <td>Current 19/20 budget</td> <td>£98.6K + £9.8K = £108.4K</td> </tr> <tr> <td>Total Project Budget</td> <td>£102.1K + £9.8K = £111.9K</td> </tr> </table>	Fees	£1.0K + £0.0K =	£1.0K	Contingency	£1.2K + £1.4K =	£2.6K	Denholme Close costs	£26.9K - £1.4K =	£25.5K	Wensley Street costs	£43.2K + £1.9K =	£45.1K	Nottingham Cliff costs	£29.8K + £7.9K =	£37.7K	Total Costs	£102.1K + £9.8K =	£111.9K	18/19 Actuals	£3.5K	Current 19/20 budget	£98.6K + £9.8K = £108.4K	Total Project Budget	£102.1K + £9.8K = £111.9K	
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	<p>Matthews Lane Cricket Pavilion / Norton Woodseats Cricket Club</p> <p>Scheme description Matthews Lane is a quality site for outdoor sport but has been unused due to high leasing cost and has been subject to anti-social behaviour. The upkeep and maintenance of the site is a financial burden to SCC.</p> <p>As a result of the loss of cricket facilities at the Sheffield Hallam University (SHU) site on Warminster Road, Norton Woodseats Cricket Club (NWCC) has been based at Graves Park. The topography of the park is not suitable for higher level play restricting the activities of the club and threatening their</p>	+388																								

future.

SCC has planning and Sport England obligations to replace the lost SHU facility. Matthews Lane is the only feasible site in the city and is close to Graves Park. It is also in the catchment area previously served by SHU site. The project will improve the site and the overall quality and sustainability of the green space.

What has changed?

The scheme is now at Outline Business Case. An options appraisal including cost, programme, and procurement considerations has been completed together with a feasibility study on the preferred option. Consultation has also been undertaken and once plans are finalised a Final Business Case will be brought with the aim to deliver the project in the Winter / Spring of 2020. Key works will include the delivery of a pavilion, store, scoreboard and car park including : Clubroom, Cleaner’s store, Umpire’s changing room with shower and WC, two other changing rooms with showers, plant room, three WCs, accessible WC, kitchen, bar, food and drink store, external equipment store and scoreboard, parking.

To achieve the required outputs more funding has also been secured.

Variation type: - Budget Increase from feasibility budget

Costs

Feasibility etc. £31.1K
 Other Fees £38.7K
 Construction £341.0K
Contingency £9.9K
 Total Costs £420.7K

Budget

Current 19/20 budget £31.2K + £1K = £32.2K
Current 20/21 budget £0.0K + £388.5K = £388.5K
 Total budget £31.2K + £388.5K = £420.7K

Funding

S106 Agreement 1356 £234.2K (SHU site loss compensation specific for this purpose)
 S106 Agreement 1237 £71.0K (Approved by Lead Member and Exec Director Place)
 Sport England Grant £75.0K (To be paid to SCC by Norton Woodseats Cricket Club (NWCC) agreed by Sport England)
NWCC Contribution £40.5K (Letter of confirmation received)
 Total £420.7K

Funding

See Funding section above

Procurement

Detailed design and build of the new facility will be procured by a closed competitive tender procedure with suitability assessment.

Page 61	Parks Section 106 (S106) Programme		2019-20
	Scheme description Block allocation for the S106 Parks Programme approved S106 funding		-517
	What has changed? A review of the funding not drawn down yet from this Programme has taken place allowing the budget to be re-profiled in line with the updated expected delivery timescales. There have been delays to some of the Programme, including staffing/resource issues and the need for additional funding to move projects forward.		2020-21 +303
	Variation type: Re-profile		2021-22 +214
Budget Current 19/20 budget £549.7K - £516.6K = £33.1K re-profiled budget Current 20/21 budget £151.8K + £303.2K = £455.0K re-profiled budget Current 21/22 budget £0.0K + £213.4K = £213.4K re-profiled budget Total budget £701.5K + £0K = £701.5K			
Sites / Projects slipped to 21/22 Steel City and Further Site Former Bannerdale Centre Site Phase 2 Arbourthorne Playing Fields Athelstan School			
Funding	S106 (already Cabinet approved)		
Procurement	As previously approved		
E	Housing growth		
	New additions		
	None		
	Variations and reasons for change		
	New Build Council Housing Phase 4a – Older Persons Independent Living (OPIL) Adlington		+7,214
	Scheme description To improve the quality and choice of accommodation for people Older People through new purpose-built accommodation by delivering:		

- 84 x 1 bed apartments
- 30 x 2 bed apartments
- 18 x 2 bed bungalows
- Community /shared accommodation including a café, residents lounge/function space and access to therapy spaces
- Office accommodation
- Private gardens offering a range of experiences
- Off street parking

To be delivered as an integrated model for Learning Disabilities (LD) and Older Persons Independent Living (OPIL), it will support the business plan for the Adult Social Care budget by providing more cost-effective, purpose-built schemes- and increase the proportion of the Council's housing stock that is not eligible for Right to Buy.

What has changed?

The scope and objectives of the scheme remain the same but the costs have increased due to:

- Extended programme/Inflation
- Market returns are above anticipated
- Catering equipment provision
- Assistive technology requirements exceed original allowances
- Planning requirements

The next step is to explore potential value engineering options (in the region of £500k across phases 4a and 4b) with the Client Team and United Living prior to re-issue of the contract award.

Variation type: - Budget Increase / Re-profile

Budget

Previous Yrs Actuals	£361K	
Current 19/20 Budget	£8,269K - £7,911K =	£358K
Current 20/21 Budget	£5,131K + £6,735K =	£11,866K
Current 21/22 Budget	£1,359K + £8,390K =	£9,749K
Total Current Budget	£15,120K + £7,214K =	£22,334K

Costs

Fees	£174K
Construction	£21,527K
Contingency	£633K
TOTAL	£22,334K

Funding

Current 1-4-1 Receipts	£4,536K + £2,164K =	£6,700K
Current HRA Funding	£10,584K + £5,050K =	£15,634K

	TOTAL	£15,120K + £7,214K = £22,334K																							
	Funding	1-4-1 Receipts 30% + HRA 70%; drawdown from Q0087 £7,214K (£2,164K + £5,050K)																							
	Procurement	As previously approved																							
Page 63	New Build Council Housing Phase 4b – Learning Disabilities (LD) Adlington		+242																						
	<p>Scheme description To improve the quality and choice of accommodation for people with learning disabilities (LD) through new purpose-built accommodation by delivering a discrete 8 unit apartment block integrated within the main Adlington Road OPIL scheme which includes shared accommodation, office accommodation, and private enclosed garden/outdoor spaces and off road parking.</p> <p>To be delivered as an integrated model for LD and OPIL it will support the business plan for the Adult Social Care budget by providing more cost-effective, purpose-built schemes, and increase the proportion of the Council’s housing stock that is not eligible for Right to Buy.</p> <p>What has changed? The scope and objectives of the scheme remain the same but the costs have increased due to:</p> <ul style="list-style-type: none"> ○ Extended programme/Inflation ○ Market returns are above anticipated ○ Catering equipment provision ○ Assistive technology requirements exceed original allowances ○ Planning requirements <p>The next step is to explore potential value engineering options (in the region of £500k across phases 4a and 4b) with the Client Team and United Living prior to re-issue of the contract award.</p> <p>Variation type: - Budget Increase / Re-profile</p> <p>Budget</p> <table> <tr> <td>Previous Yrs Actuals</td> <td>£159K</td> <td></td> </tr> <tr> <td>Current 19/20 Budget</td> <td>£664K - £609K =</td> <td>£55K</td> </tr> <tr> <td>Current 20/21 Budget</td> <td>£153K + £504K =</td> <td>£657K</td> </tr> <tr> <td>Current 21/22 Budget</td> <td>£144K + £347K =</td> <td>£491K</td> </tr> <tr> <td>Total Current Budget</td> <td>£1,120K + £242K =</td> <td>£1,362K</td> </tr> </table> <p>Costs</p> <table> <tr> <td>Fees</td> <td>£64K</td> </tr> <tr> <td>Construction</td> <td>£1,265K</td> </tr> <tr> <td>Contingency</td> <td>£33K</td> </tr> <tr> <td>TOTAL</td> <td>£1,362K</td> </tr> </table>		Previous Yrs Actuals	£159K		Current 19/20 Budget	£664K - £609K =	£55K	Current 20/21 Budget	£153K + £504K =	£657K	Current 21/22 Budget	£144K + £347K =	£491K	Total Current Budget	£1,120K + £242K =	£1,362K	Fees	£64K	Construction	£1,265K	Contingency	£33K	TOTAL	£1,362K
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	Funding Current Winterbourne £250K Current 1-4-1 Receipts £336K + £73K = £409K <u>Current HRA Funding £534K + £169K = £703K</u> TOTAL £1,120K + £242K = £1,362K		
	Funding	1-4-1 Receipts 30% + Winterbourne + HRA; drawdown 1-4-1 and HRA from Q0087 (£73K + £169K)	
	Procurement	As previously approved	
Page 64	Council Housing Stock Increase Programme		-7,456
	Scheme description Housing Revenue Account block allocation for the Council Housing Stock Increase Programme.		
	What has changed? Both Adlington New Build schemes have been re-worked (see entries above) and therefore need more budget to achieve the outputs / objectives. This increase in budget will be taken from here.		
	Variation type: - Budget Decrease		
	Budget		
		Current 1-4-1 Receipts held £2,757K - £2,237K = £520K	
		<u>Current HRA funding held £6,432K - £5,219K = £1,213K</u>	
		TOTAL Funding 19-24 £9,189K - £7,456K = £1,733K	
	Funding	HRA	
	Procurement	N / A	
F	Housing investment		
	New additions		
	Adamfield Tower Block Emergency Re-Roofing		+100
	Why do we need the project? Following a major roof leak at the Adamfield tower block in Netherthorpe the advice from SCC's Capital Delivery Service Architect is that the replacement of the existing roofing system is now urgently required to any prevent further penetration.		

	<p>How are we going to achieve it? Removal of the existing Polyisocyanurate insulation and felt covering followed by installation of new 2mm AA British Standard Fire Class felt over tapered mineral wool insulation.</p> <p>What are the benefits? Further damage to the fabric of the building will be prevented and the risk of decanting tenants mitigated.</p> <p>When will the project be completed? Updated from August19 to December19, design solution only recently agreed.</p> <p>Costs/Funding Are expected to be £100K funding for which will be taken from the contingency on the Hanover Tower Block budget, see entry in Variations section below.</p>																	
	<table border="1"> <tr> <td data-bbox="168 534 320 630">Funding Source</td> <td data-bbox="320 534 555 630">HRA</td> <td data-bbox="555 534 694 630">Amount</td> <td data-bbox="694 534 943 630">£100K</td> <td data-bbox="943 534 1066 630">Status</td> <td data-bbox="1066 534 1547 630">Needing Cabinet Approval</td> <td data-bbox="1547 534 1749 630">Approved</td> <td data-bbox="1749 534 1998 630">Homes Board June 2019</td> </tr> <tr> <td colspan="2" data-bbox="168 630 555 694">Procurement</td> <td colspan="6" data-bbox="555 630 1998 694">Contraction variation to the existing Hanover re-roofing contract let with Beashem Asphalt.</td> </tr> </table>	Funding Source	HRA	Amount	£100K	Status	Needing Cabinet Approval	Approved	Homes Board June 2019	Procurement		Contraction variation to the existing Hanover re-roofing contract let with Beashem Asphalt.						
Funding Source	HRA	Amount	£100K	Status	Needing Cabinet Approval	Approved	Homes Board June 2019											
Procurement		Contraction variation to the existing Hanover re-roofing contract let with Beashem Asphalt.																
Page 65	<p>External Wall Insulation Package 2 – Airey Homes FEASIBILITY</p> <p>Why do we need the project? The period between the First and Second World War witnessed the development of various types of housing systems based on pre-cast concrete and in-situ concrete, timber, steel and occasionally cast iron construction.</p> <p>While most systems were intended to provide permanent, long term housing a few were intended only as emergency or temporary solutions. In practise the dwellings did not prove any cheaper to build or maintain as a traditional built house. The problems of carbonation and the presence of detrimental chloride levels in reinforced concrete houses led to certain concrete housing systems being designated defective under the 1984 housing defects legislation which was then incorporated into the housing act of 1985. These included the Airey Type constructions.</p> <p>By the 1980s some fundamental problems affecting structural stability and durability began to emerge because of either carbonation or the presence of chlorides in the concrete which resulted in the corrosion of the steel reinforcements and subsequently cracking and spalling of the concrete. The SCC HRA housing stock currently contains 167 Airey properties that have been identified across different areas: Beighton, Hackenthorpe, Halfway, Lane End, Main St/Blacksmith Lane & Wharncliffe Side. There is now a need to address the structural condition of these properties.</p> <p>How are we going to achieve it? Initial stage of feasibility to understand whether objective of completing essential structural repairs to a PRC Licensed repair standard can be completed to (BRE licence/certification) for a budget of £50k (or less) is realistic.</p> <p>Market analysis and high-level cost estimate – Interim Feasibility Report:</p> <ul style="list-style-type: none"> • Research market for completed programmes of work aligned to objectives (completed essential structural repairs to a PRC Licensed repair standard including BRE licence/certification) 	+0																

<ul style="list-style-type: none"> • Assessment of proposed systems, and preliminary analysis of requirements for Sheffield Airey properties • Development of budget estimate for Sheffield Airey properties <p>Costs CDS Fees £2K Consultant Fees £3K TOTAL £5K</p> <p>Current 19/20 budget being held in the BU £50K so no addition to the Capital Programme.</p>								
Funding Source	HRA £50K already in BU	Amount	£5K	Status	Original Business Case for all 4 packages approved December17. A budget has been held on this BU ever since, although it has been reduced over time	Approved	Housing Investment PG Members by email	
Procurement		i. Consultant will be procured via the Capital Delivery Partner framework.						
Variations and reasons for change								
Page 66	Hanover Tower Block							-100
	<p>Scheme description Following the removal of the original cladding on the Hanover Tower Block (as a precaution following the Government's test on cladding) there was an urgent need to install new, solid metal cladding to replace the panels which have been removed.</p> <p>During the works to replace the cladding on the Hanover Tower Block, the lead contractor discovered that the existing roofing insulation was saturated and needs to be replaced as quickly as possible to stop any further ingress and ensure the recladding programme is not disrupted. This was added to the scheme and approved by CPG in March19, reducing the contingency by £100K.</p> <p>What has changed? Nothing has changed at Hanover but there is now a requirement to do works on the Adamfield Tower Block roof (see entry in the Additions section) and it has been agreed to add these works to the Hanover Roofing contract, and therefore again reduce the contingency on the Hanover scheme by another £100K to fund it.</p> <p>The Hanover scheme is mostly funded by grant but £290K of HRA was put into the scheme at the beginning which can be used to cover both roofing works</p> <p>Variation type: Budget Decrease</p> <p>Budget Previous Yrs Actuals £1,306K</p>							

	<p>Current 19/20 Budget £2,444K - £100K = £2,344K Total amended Budget £3,750K - £100K = £3,650K</p> <p>Current Contingency £398K - £100K = £298K</p>	
	<p>Funding Homes England Grant £3,460K + HRA of £290K (£100K Hanover Roof + £100K Adamfield Roof leaving £90K for Cladding)</p>	
	<p>Procurement N/A, see Adamfield Tower Block entry in the Additions section</p>	
G	People – capital and growth	
	New additions	
Page 67	<p>Intake Primary School (Mechanical Works)</p> <p>Why do we need the project?</p> <ul style="list-style-type: none"> • What is the problem we are trying to address? Health and safety requirements have identified issues with flow and return temperatures for domestic hot water to particular areas of the school premises which require works to be carried out. • Why do we need to address it now and implications of not doing it now? Required to meet statutory compliance standards. <p>How are we going to achieve it?</p> <ul style="list-style-type: none"> • By installing two hot water cylinders and modifying the current control panel to enable the Infants and Junior blocks to be controlled independently of each other in times and temperature control. • What is the proposed solution / recommended option? Install two smaller capacity cylinders that, due to their reduced height, will fit within the existing plant room and give independent storage for the Junior Block and the Infant / Kitchen Blocks, also ensuring that the existing short circuit of the hot water circulation system through the Junior Block cannot occur. This will require modification to the current control panel to enable the two blocks to be controlled independently of each other in times and temperature control <p>What are the benefits?</p> <ul style="list-style-type: none"> • Objectives: Domestic Hot Water provision throughout the school. • Outputs: Two new cylinders, increased capacity and accurate flow return temperatures. • Benefits: Mitigation of issues identified in LRA and provision of suitable flow and return temperatures to Domestic Hot Water. 	+14

When will the project be completed?							
29/06/2020							
Funding Source	DfE Condition Allocation	Amount	Additional £13,836 for main works, (following £6,386 feasibility)	Status	Funding allocation received	Approved	
Procurement		i. Detailed design will be completed in-house by the Capital Delivery Service. ii. Works will be delivered in-house by the Corporate Repairs and Maintenance team.					
Shooters Grove Primary School – Electrical Works							
Why do we need the project?							
A full rewire of the school is recommended for the following reasons:							
<ul style="list-style-type: none"> • Most of the wiring systems have not been renewed since installation over 40 years ago; • The condition of the installation is best described as poor-fair overall (July 2019); • Existing supply is close to capacity and there are additional demands already known: <ul style="list-style-type: none"> ○ Phase 2 accessibility improvements – these include 1no. platform lift and 1 no. new hygiene room to serve the KS2 accommodation and are required at the latest by 1st September 2022 ○ Replacement of 1 gas cooker by 1 electric cooker in the kitchen – this cannot proceed until the electrical supply to the kitchen is upgraded. • What is the problem we are trying to address? <ul style="list-style-type: none"> ○ The School has raised concerns regarding safety risks from their electrical services which are perceived to be outdated and inadequate for present needs, especially as known further demands would be placed on the incoming supply by the addition of 1 new electric cooker for the kitchen and 2 platform lifts serving accessibility needs • Why do we need to address it now? <ul style="list-style-type: none"> ○ The main electrical installation is over 40 years old and the existing supply is not distributed efficiently around the building. Any further increase in demand is likely to exceed the supply. There are also safety risks from overloading existing services and an over-reliance in School on extension cables and multi-way sockets which also cause fire and tripping hazards. • What are the implications of not doing it now? <ul style="list-style-type: none"> ○ The School continues to risk overloading existing services and rely on extension cables. As the installation ages further its condition can be expected to deteriorate further, thereby increasing the risks. 							
How are we going to achieve it?							
<ul style="list-style-type: none"> • Adapt existing electrical services to keep them running safely during installation of the new ones; • Upgrade the electrical supply; 							
							+687

Page 69	<ul style="list-style-type: none"> • Install all new electrical services, remove existing redundant ones and make good. • Proposed solution / recommended option: design a scheme to address the re-wiring requirements, incorporating a new supply from off the street and an extension to house new equipment for extra incoming supply. <p>What are the benefits?</p> <ul style="list-style-type: none"> • Objective and Scope: Complete re-wiring of the School to create an electrical supply, installation and systems which are fit for purpose now and for the foreseeable future; this excludes the fire alarm system which is of recent installation date, and also excludes any new appliances. • Outputs: New/upgraded electrical supply services, switchgear, cabinets, distribution system, new/upgraded lighting, upgraded security alarm and lightning protection, integration with existing fire alarm, external CCTV and specialist control systems. • Benefits: An electrical installation that is fit for purpose now and can accommodate future demand for a reasonable number of years ahead. <p>When will the project be completed?</p> <p>To make best use of the summer holiday period and reduce disruption during term time it is suggested that works commence in the late Spring Bank Holiday week, after SATs, giving a target completion date of: 30/11/2020.</p>							
	Funding Source	DfE Condition Allocation	Amount	£687,000	Status	Funding allocation received	Approved	
	Procurement		Electrical contractor to be procured via a competitive tender procedure with PQQ.					
	<p>Care Leavers' Accommodation</p> <p>The Local Authority has a Corporate Parenting responsibility to provide suitable local accommodation for looked after children and care leavers. Part of this accommodation is to compromise Trainer flats for care leavers to practice and learn to be independent. As part of this strategy a property is to be purchased and converted into 8 x single occupancy flats for care leavers. This approval represents the purchase cost of the property. The conversion of the property will be the subject of a separate approval.</p>							
Funding Source	Corporate Investment Fund	Amount	£395k	Status		Approved		
Procurement		N/A Property purchase						
Variations and reasons for change								
None								
H	Essential compliance and maintenance							

New additions							
Page 70	City Road Crematorium – Replacement of cremation equipment						+2,478
	Why do we need the project? <ul style="list-style-type: none"> The 3 existing cremators at City Road Crematorium are over 25 years old, persistently failing emission tests, difficult (and increasingly expensive) to maintain and not meeting future environmental regulations The ongoing failures in emissions testing has already led to formal suspension of two of the cremators within the last few years due to significant breaches The threat of permanent suspension of use due to non-compliance with emissions regulations is becoming increasingly likely and requires urgent remedial works (as proposed) in order to avoid this 						
	How are we going to achieve it? <ul style="list-style-type: none"> Total replacement of the crematorium equipment, including cremators, mercury abatement equipment, filtration plant including blast coolers. The scheme also comprises a small modular extension to form a new office space, minor changes to the layout of the crematorium building to enable more effective operations within the building, refurbishment to affected areas of the existing building. etc. <p>The number of cremators and location of equipment varies between manufacturers so delivering a process that satisfies the client and end user will be a function of the procurement process based on a rigid output specification and approval of submissions during the tender process.</p>						
	What are the benefits? <p>Compliance with Environmental Regulations and the ability to continue offering a cremation service at City Road location for bereaved families.</p>						
When will the project be completed? <p>October 2020</p> <p>The revenue impact of the required borrowing would be a cost of £231k p.a. over an expected 15 year life.</p>							
Funding Source	Prudential Borrowing	Amount	2,478,000	Status		Approved	
Procurement		i. Contractor designed procurement by mini-competition via the YORbuild2 framework or by restricted procedure with PQQ.					
Bolehill Park Pavilion Reinstatement						+225	
Why do we need the project? <ul style="list-style-type: none"> Bolehill recreation ground had an adequate pavilion which was demolished following an arson attack. <p>The loss of the pavilion has had a major effect on the community, in particular the bowls club who have lost their well-used, fit for purpose accommodation.</p>							

- Why do we need to address it now?
 - Following the arson attack the community is without any means to deliver recreational welfare facilities.
 - In the interim period to help support the bowling club through the bowls season SCC have procured a temporary welfare cabin. This unit was hired from a contractor for a seasonal cost of circa £7k per annum. This is obviously non sustainable year on year and a permanent solution should be sought.
 - The loss of the pavilion has had a major effect on the community in particular the bowls club who have lost their well-used, fit for purpose accommodation.
- Implications of not doing it now:
 - Loss of community facility (bowls club)
 - Reduced community cohesion
 - Negative reputational impact for the Council

How are we going to achieve it?

- Proposed solution / recommended option: the new building will be smaller in size than the previous building and will be designed to reduce the risk of an arson attack. This will also be relocated to a more suitable location within the grounds of the bowling greens.

What are the benefits?

- Objectives:
 - To enable bowls and other activities to continue at bole hills recreation ground;
 - Provide modular accommodation that is safe, secure and EA (Equality Act 2010) compliant. :
- Outputs: New pavilion, to include toilet, kitchen, meeting space and lockers, on the site of the former pavilion including meeting room and welfare facilities.
- Benefits:
 - Bowls and other activities can continue
 - Provision of community facility
 - Most visible location and therefore less likely to be vandalised
 - Better vehicular access for servicing and maintenance

When will the project be completed?

31/05/2020

Funding	SCC Insurance Fund	Amount	Additional £224,919 for main	Status	Budget in place and (Claim Ref	Approved	Agreed by Insurance Dept.
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	Source	(contribution)		works, (following £9,161 feasibility)		N7FP000001)		24/10/2019	
	Procurement		i. Design and build of the new pavilion via a closed competitive tender procedure. ii. Surveys via competitive quotes.						
	Variations and reasons for change								
	None								
I	Heart of the City II								
	New additions								
	None								
	Variations and reasons for change								
	None								