

AGENDA

Item	Title	Method	Speaker
Introduction			
1.	Welcome and Apologies	Verbal	Chair
2.	Declarations of Interest	Verbal	All
3.	Urgent Items / Announcements	Verbal	All
Business items			
4.	SCR IF Business Case <ul style="list-style-type: none">Chesterfield Waterside	Paper	Dave Allatt
5.	Q1 Performance Update	Paper	Mel Dei Rossi
6.	LGF 2015/16 Lessons Learnt	Paper	Mel Dei Rossi
7.	Prioritisation Update	Paper	Dave Allatt/Veena Prajapati
8.	SCR Strategic Tools	Paper	Dave Allatt
9.	EZ Property Fund	Paper	Andy Gates
Updates			
10.	Infrastructure Executive Board Minutes	Paper	Chair
Actions & Forward Planning			
11.	Agree actions	Verbal	Chair
12.	Agree items for <ul style="list-style-type: none">Combined Authority Meeting 12th September 2016	Verbal	Chair
13.	AOB	Verbal	All

DATE OF NEXT MEETING – 7th October 2016

SCR COMBINED AUTHORITY INFRASTRUCTURE EXECUTIVE BOARD

26 August 2016

APPRAISAL PANEL BUSINESS CASE RECOMMENDATION

Summary

In line with the Sheffield City Region Single Assurance Framework projects seeking CA funding have been considered and recommended for Executive Board endorsement prior to presentation to the CA.

This cycle the business case for the Chesterfield Waterside scheme seeking full approval have been reviewed by the SCR Appraisal Panel and the technical recommendations are now presented for consideration.

1. Issue

- 1.1. The IEB are asked to consider the recommendations to progress the scheme business cases to Full Approval and endorse the entering into funding agreements for Chesterfield Waterside at a cost of £2.7m.
- 1.2. In line with the Sheffield City Region Single Assurance Framework this project has been through a process of technical Appraisal, utilising where necessary external support, and consideration by a Panel of Officers representing the SCR Statutory Officers culminating in the recommendations presented for endorsement of the Executive board prior to seeking approval from the CA.

2. Recommendations

- 2.1. Consider and endorse progression of Chesterfield Waterside to Full Approval and Award of Contract at a cost £2.7m to SCR CA subject to the conditions set out in the Project Approval Summary Table attached at **Appendix 1**. Noting that endorsement of this recommendation is subject to consideration and approval by the SCR CA.

3. Background Information

Assurance Framework

- 3.1. SCR Assurance Framework requires that all schemes seeking investment undergo a thorough and proportionate scheme appraisal following the Treasury Green Book approach.
- 3.2. Before papers are submitted to Executive Boards an independent technical appraisal has been undertaken and reviewed by a panel of Officers representing the Statutory Officers of the SCR Executive. Where appropriate due to the scale / risk

and complexity of the project this is supplemented by external appraisal from a panel of Consultants referred to as Central Independent Appraisal Team (CIAT).

- 3.3. The technical appraisal will scrutinise the business case documents submitted by scheme promoters to ensure completeness and test the responses to each of the 5 cases (Strategic, Economic, Financial, Management and Commercial) and will present their findings for each case and the project overall.
- 3.4. These findings will inform the 151 Officers view regarding the Value for money Statement and the Monitoring Officers view regarding the relative risks of the scheme presented.

Chesterfield Waterside

- 3.5. Following the schemes progression through the SCR Assurance Framework, the IEB endorsed the Chesterfield Waterside scheme to progress to Funding Agreement discussions on 09 October 2015.
- 3.6. The recommendation approved was that '***the investment of £2.7M SCRIF in the Chesterfield Waterside project could proceed, subject to the review of the appraisal assumptions by the promoter. It is suggested that the funding agreement is prepared for consideration by both parties to allow clawback and overage mechanisms to be agreed. At the point where these details are confirmed a recommendation will be brought to enter into a funding agreement for this scheme***'.
- 3.7. As SCR commenced the process of negotiating the Funding Agreement, the contracting partner changed at the request of SCR officers such that the Local Authority would be the contracting partner as per other SCRIF agreements; hence further due diligence was required and back to back arrangements had to be put in place.
- 3.8. The appraisal panel and legal are now satisfied that and risks and issues have been worked through and that the Funding Agreement is ready for signing.
- 3.9. Whilst the clawback mechanism has been retained for this scheme, the overage clause has been agreed to be not necessary in addition to clawback.
- 3.10. Regarding clawback – the Legal Agreement is linked specifically to the outcomes and outputs set out in the approved business case. There was some debate as to the definition of outputs/outcomes - with differing interpretations as to whether the first phase development was an 'output' or an 'outcome'. To remove doubt, the IEB is asked to agree to base the agreement on the following.

Project Outputs:

- To provide key site infrastructure and make development ready a 5 acre commercial site by October 2019.
- Key site infrastructure works will include: the preparation of building development platforms; the completion of the canal basin; the provision of a new lock structure and road bridge to connect the basin to Chesterfield Canal; the provision of a public square and landscaping; and the completion of an office building comprising 3,500 sqm (gross) of floorspace by October 2019.

Project Outcomes

- To complete a first phase of residential and commercial development (comprising 21,700 sqm (gross) of residential floorspace, 7,400 sqm of commercial floorspace and a Multi-Storey Car Park) that will deliver the project outcome of 330 jobs by October 2021.

4. Implications

i. Financial

Financial implications have been fully considered by a representative of the S151 officer and included in the recommendations agreed by the Appraisal Panel as presented in this report.

ii. Legal

Legal implications have been fully considered by a representative of the Monitoring officer and included in the recommendations agreed by the Appraisal Panel as presented in this report.

iii. Diversity

None as a result of this report

iv. Equality

None as a result of this report

**REPORT AUTHOR
POST**

Melanie Dei Rossi
Head of Performance

Officer responsible:

Ruth Adams, Interim Deputy Executive / Director of Skills & Performance,
Sheffield City Region Combined Authority
0114 2203441, Ruth.adams@sheffieldcityregion.org.uk

Scheme Details		Appraisal Panel Summary		Recommendations / Conditions	
SCR Executive Board	Infrastructure	Strategic Case	This presents a clear rationale for SCRIF funding. The funding will enable the leverage of private sector investment that will kick-start the development of Basin Square and the wider Chesterfield Waterside scheme. There is a distinct lack of available and high quality office space within Chesterfield Town Centre of a sufficient scale to attract inward investment and to meet a growth in demand.	Funding	LGF
Project Name	Chesterfield Waterside	Value for Money	The scheme outlines an anticipated GVA impact of £139m, 182 jobs as a result of phase 1 and 614 in total. The cost per job of phase 1 based on SCRIF investment is £14,835 per net job created, presents good value for money.	Approval Requested	Full approval and award of funding.
Scheme Promoter	Chesterfield Borough Council	Risk	SCRIF is to fund enabling infrastructure works, there remains a risk that the development scheme may not complete as envisaged; therefore, it is recommended that clawback conditions in relation to outcomes be applied. Overage clauses are not necessary in relation to the finding agreement.	Grant Award	£2.7m Capital LGF
SCR Funding	£2,700,000			Grant Recipient	Chesterfield Borough Council
Total Scheme Cost	£60,356,907	State Aid	The site is located in wards confirmed as Assisted Areas 2014-20, (state aid up to a maximum of 20% for a medium-sized company). The intervention rate for this scheme represents 4.5% of total project costs, therefore it falls within the permissible threshold.	Payment Basis	Defray in arrears
% SCR allocation	4.5%	Delivery	The proposed governance and management structures/processes are relevant and appropriate.	Claw Back Clauses	Clawback clauses on project outcomes will be required

Description	Conditions of Award
<p>Chesterfield Waterside is a major regeneration opportunity comprising a 25 hectare brownfield site strategically located on the edge of Chesterfield town centre (adjacent to the railway station) and running along the A61 corridor. The wider scheme comprises 1,500 houses and apartments, 30,000 sqm of B1 employment floorspace, and a mix of retail units, restaurants, hotels and other leisure facilities built around a new canal basin.</p> <p>Funding is required to undertake site preparation works, provide site infrastructure and enable the first phase of built development to take place (comprising approximately 29,000 sqm of residential and commercial floorspace).</p> <p>Appraisal has been undertaken on the value for money achieved by just Phase 1.</p> <p>The completed site works will also facilitate a phase 2 development with the potential to accommodate a further 11,000 sqm of floorspace. Scheme costs for this first phase development total £60.4m, with an identified funding gap of £2.7m to be covered via SCRIF. The balance of funding is to be secured by the private sector partners in CWL, demonstrating significant private sector leverage.</p>	<p>Monitoring and evaluation processes to be agreed with SCR and scheme promoter</p>

Record of Approvals

Chesterfield Waterside

Appraisal Panel		Executive Board		CA	
Date of Meeting	27/07/2016	Date of Meeting		Date of Meeting	
SCR Officer Presenting Paper	Melanie Dei Rossi	SCR Officer Presenting Paper		SCR Officer Presenting Paper	
Signature		Signature		Signature	
Approving Officer		Approving Officer		Approving Officer	
Signature		Signature		Signature	
Date		Date		Date	

Project Dashboard (Infra)

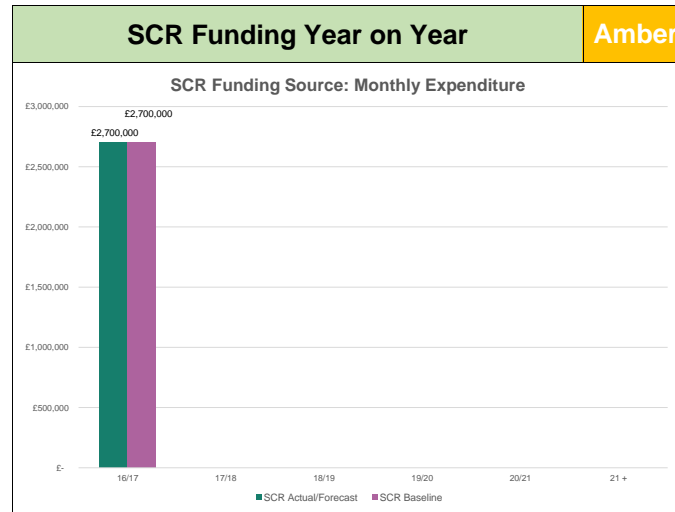
Project Details	Name Chesterfield Waterside
Reporting Period	Q1 Apr 16 - Jun 16
% Complete	59%

Number 0	Promoter Chesterfield Borough Council
Objectives	Current Last
Green Green	Trend ↔

SCR Office Use Only - Performance Team Assessment **Amber**

Sponsor Chesterfield Borough Council	Manager Matthew Southgate
Overall Project Status	Current Last
Green Green	Trend ↔

Time	Red	
Amber LAST	Amber CURRENT	Trend ↔
SCR Contract Complete variation (days)		-92





Change Requests	Green
1	
Combined Impact (£)	£0
% against total funding	0%

Issues	Amber
2	1
Escalate?	

Risks	Amber
2	2
Escalate?	

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Signature		Signature		Signature	
Approving Officer	RUTH ADAMS	Approving Officer		Approving Officer	
Signature		Signature		Signature	
Date	9/8/2016.	Date		Date	

SCR COMBINED AUTHORITY INFRASTRUCTURE EXECUTIVE BOARD

26 August 2016

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**REPORT AUTHOR
POST**

Melanie Dei Rossi
Head of Performance

Officer responsible:

Ruth Adams, Interim Deputy Executive / Director of Skills & Performance,
Sheffield City Region Combined Authority
0114 2203441, Ruth.adams@sheffieldcityregion.org.uk

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Record of Approvals

Chesterfield Waterside

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SCR Officer Presenting Paper	Melanie Dei Rossi	SCR Officer Presenting Paper		SCR Officer Presenting Paper	
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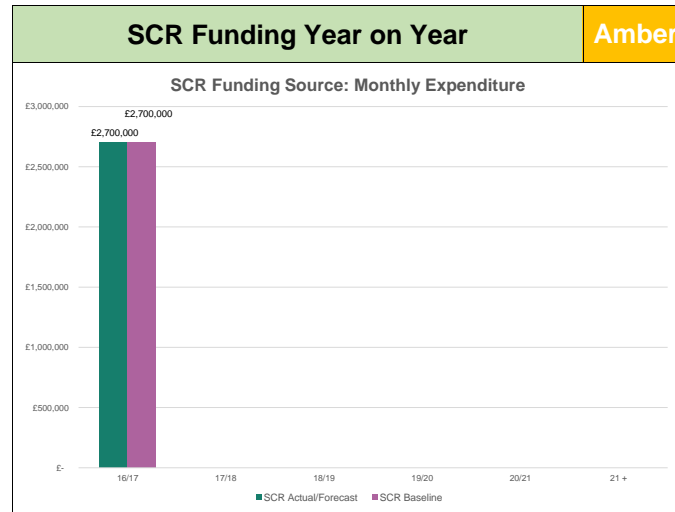
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Number 0	Promoter Chesterfield Borough Council
Objectives	Current Last
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SCR Office Use Only - Performance Team Assessment **Amber**

Sponsor Chesterfield Borough Council	Manager Matthew Southgate
Overall Project Status	Current Last
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Time	Red	
Amber LAST	Amber CURRENT	Trend ↔
SCR Contract Complete variation (days)		-92



Change Requests	Green
1	
Combined Impact (£)	£0
% against total funding	0%

Issues	Amber
2	1
Escalate?	

Risks	Amber
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Escalate?	

Record of Approvals

Chesterfield Waterside

Appraisal Panel		Executive Board		CA	
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SCR Officer Presenting Paper	Melanie Dei Rossi	SCR Officer Presenting Paper		SCR Officer Presenting Paper	
Signature	<i>Melanie Dei Rossi</i>	Signature		Signature	
Approving Officer	RUTH ADAMS	Approving Officer		Approving Officer	
Signature	<i>Ruth Adams</i>	Signature		Signature	
Date	9/8/2016.	Date		Date	

INFRASTRUCTURE EXECUTIVE BOARD

26th August 2016

Performance Report – Q1 Dashboard

Purpose

The Board is asked to:

- **Consider and note the position of the SCRIF Programme at the end of Q1.**
- **Consider and note the commentary relating to the red project flags**
- **Consider and endorse the change request to the spend profile and completion date for one project**
- **Consider and endorse the current SCR spend profile as the new baseline**
- **Note the early commissioning of schemes**
- **Note the introduction of a package of measures including the introduction of early access to development funds**

1. Issue

- 1.1. The Q1 Performance dashboard is presented for Boards consideration of the SCRIF programme performance.
- 1.2. Projects with a red flag have provided commentary to explain the red status.
- 1.3. 6 changes have been reported this cycle, 2 of which (from one project) require endorsement from the IEB and approval at the CA.
- 1.4. A number of changes to the SCR spend profile have been made since the budget was agreed in March 2016 and it is proposed to accept these changes as the new baseline to monitor changes against.
- 1.5. At Q1 the expected spend profile is indicating a considerable shortfall of spend at year end (across all Policy areas) and to mitigate this the CA have approved an early commissioning call.
- 1.6. To improve progression of projects already in the programme the CA have approved a package of measures including the introduction of early access to development funds.

2. Recommendations

- 2.1. Infrastructure Executive Board are asked to consider and note the position of the SCRIF Programme at the end of Q1.
- 2.2. IEB are asked to consider and note the commentary relating to the red flags presented at 3.4.1.3 and in **Appendix 3**.

- 2.3. IEB are asked to consider and endorse the change request to the spend profile and completion date for M1 J36 presented at 3.4.4.2 and in **Appendix 4**.
- 2.4. IEB are asked to consider the programme changes presented at **Appendix 5** and endorse the position presented in the SCR funding profile at **Appendix 7** as the new baseline.
- 2.5. IEB are asked to note the early commissioning of schemes in 16/17 as presented at 3.4.6.6.
- 2.6. IEB are asked to note the introduction of a package of measures including the introduction of early access to development funds at 3.4.9.

3. **Background Information**

- 3.1. Information collected from each Partner for each project has been incorporated into to a programme dashboard which is presented for consideration by Infrastructure Executive Board.
- 3.2. The information contained within this dashboard was updated from Q4 however the baseline figures were not frozen in the report when funding was approved in March 2015 hence baseline figures will be retrospectively updated by the SCR Executive team for all schemes to provide a true baseline for monitoring in subsequent quarters.
- 3.3. A number of sections within the individual project data sheets have not been fully completed by all promoters and where there are gaps in the individual project data sheets these are presented as having no data in the dashboard. In some cases, this may be that the RAG rating has not been completed and for others whole sections have not been completed. To improve the completeness of reporting for future Boards it is therefore necessary to include as much information in the project data sheets as possible and the SCR performance team will work with Scheme promoters to ensure gaps are completed as part of the Q2 updates.
- 3.4. Each element of the Performance dashboard is explored below;
 - 3.4.1. **APPENDIX 1 - SCRIF Dashboard** – This single page dashboard provides a flash report of the overall programme. There are still a number of inconsistencies and or gaps in the information contained in the individual project data sheets and the information held by the SCR Exec team and hence the red bold figures presented alongside the reported figures reflect the centrally held information. The Performance team will work with each promoter to update these figures in the Q2 returns.
 - 3.4.1.1. **Costs and Funding** – Spend in Q1 totalled £12.53M and includes the additional £5M allocation to JESSICA agreed via written procedures as part of the mitigation against potential funding clawback of unspent LGF allocations in 15/16 as agreed by the Chair of the CA.
 - 3.4.1.2. **Milestones** - There are currently 7 projects in the SCRIF programme which are live and on site, 6 with Award Approved and await completion of the contract, 6 with Full Business Case approved, 15 still at Outline Business Case Stage and 1 at Mandate Stage.
 - 3.4.1.3. **RAG Status** – There are 3 red risks, 5 red issues and 6 changes presented this cycle. Each are explored further in the RAG commentary report.
 - 3.4.1.4. **SCR Funding Profile current year** – The current profile indicates a significant amount of SCR spend will be undertaken in Q4 which indicates a potential risk of further slippage into the following financial year as happened at the end of 15/16.

- 3.4.1.5. **Outcomes** – Modest progress is already being recorded against the projected scheme outcomes and if the gaps in formation in the data sheets are reduced this is expected to increase.
- 3.4.2. **Appendix 2 - Project Status Report** – This section summarises the overall position of each project in terms of the primary project indicators of time, cost, quality, risks, issues and changes.
- 3.4.2.1. **SCR Funding** – The slight difference in this table to the summary sheet picks up the variance in total funding indicated for the SF South Yorkshire Broadband project which is a profiling error that will be corrected next quarter.
- 3.4.3. **Appendix 3 - Red RAG Status Report** – This section provides a commentary from the project data sheets for all projects with a red RAG rating or where a change request is flagged.
- 3.4.3.1. IEB are asked to consider and note the commentary relating to the red flags.
- 3.4.4. **Appendix 4 – Change requests** – If a project has a significant change which affects either delivery timescales, SCR funding and claim profile, overall cost or outputs and outcomes a change request process is required to be followed. 6 change requests have been submitted in relation to 2 projects.
- 3.4.4.1. IEB are asked to consider and endorse the change request to the spend profile and completion date for M1 J36 resulting from the additional time taken to complete the contract stage of project assurance. This element will need to be reported to the CA for approval.
- 3.4.4.2. IEB are asked to note the minor changes to the Worksop Vesuvius project which has no impact on time, cost or quality.
- 3.4.5. **Appendix 5 – Spend Profile Changes** – The Meeting of the CA in August requested greater clarity of the individual changes to project spend profiles, in addition to the total scheme costs, as part of the process to introduce tighter programme controls. Attached at Appendix 5 is a full list of changes to spend profiles as included in the Q1 returns. These fall into 4 Categories:
- Change agreed as part of scheme refinement process
 - Change request submitted for approval
 - Profile updated at Q4 to reflect year end outturn position
 - Profiles updated but no specific change approval requested
- 3.4.6. Details of these changes are set out in **Appendix 5**. In addition to the specific change request sought at 3.4.4 and taking a pragmatic approach to the Programme the performance team are recommending that a new baseline spend profile be agreed as per the Actual / forecast SCR funding line in Appendix 7
- 3.4.7. IEB are asked to consider the programme changes presented at **Appendix 5** and endorse the position presented in the SCR funding profile at **Appendix 7** as the new baseline.
- 3.4.8. If endorsed these changes will be reported to the CA for Approval.
- 3.4.9. **Appendix 6 - Time / Milestone report** – This section lists the SCR milestones for each project and compares the baseline dates with the current forecast. All completed dates are presented with a solid purple background. If a date has passed and is not reported at fully complete these are then highlighted red in the table. All variances between baseline and current projected dates are also calculated in no of days. Where no information has been provided the table is empty.

3.4.9.1. A number of projects are currently indicating the programme is behind the baseline dates, some of which have progressed since the Q1 updates were received which will be updated in the Q2 report, a number of schemes are taking longer to complete the contract award stage than originally envisaged but are nearing completion and signing of the funding agreements and some schemes have recently completed the scheme refinement process.

3.4.9.2. Of particular note of the remaining red dates is the Waverley Link Road project which is reporting a delay in progressing to Full Business Case from October 2015 to February 2017.

3.4.10. **Appendix 7 – Funding Profile** – The funding profile compares the baseline and actual / forecast profiles and tracks the variance in the information returned. The baseline information was not locked down in the initial dashboards and will therefore be retrospectively revised to show the baseline when the 16/17 budget was agreed by the CA to ensure true comparisons can be made.

3.4.10.1. A number of projects, highlighted yellow, are reporting actual spend in Q1 which does not match the grant claims received and these will need to be updated in Q2 to reflect only the claims actually made in the actual row.

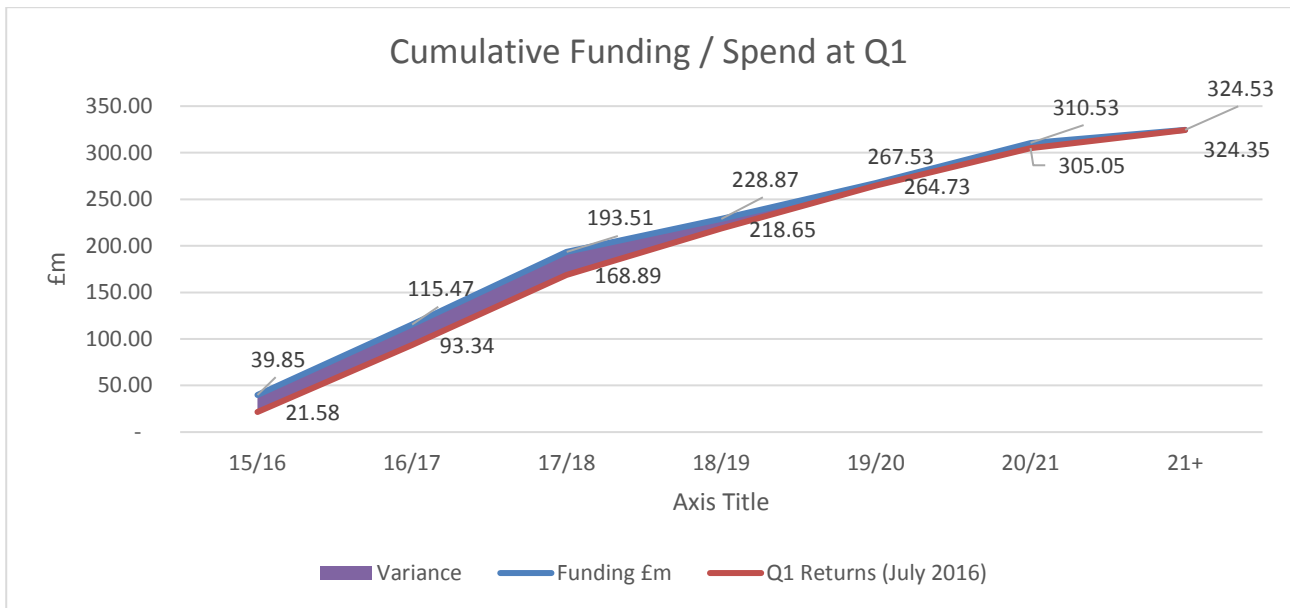
3.4.10.2. The changes to expected spend profile since the budget was set in Mach 2016 are summarised below both excluding and including the additional JESSICA allocation as the full impact of the change to existing schemes is masked by the inclusion of the JESSICA allocation as mitigation. There are significant changes to the spend profile and only one project has requested a change approval.

3.4.10.3. All partners are asked to ensure that all changes to yearly spend profiles are included as a request for change in future project data sheets.

Variance in current profile to budget approval	£M	£M	£M	£M	£M	£M	£M	£M
	15/ 16	16/ 17	17/ 18	18/ 19	19/ 20	20/ 21	21+	Total
To Q1 ex additional Jessica allocation	-5.15	-4.77	2.28	11.35	1.19	0.51	-6.29	-1.11
To Q1 inc additional Jessica allocation	-5.15	0.23	2.28	11.35	-3.81	0.51	-6.29	-1.11

3.4.10.4. Changes to spend profiles are not unique to the SCRIF programme and collectively the changes are significant and have further compounded the expected gap between LFG funding allocations and the expected spend profile.

3.4.10.5. The current profiled variance at an SCR level is set out below, this has been updated to reflect the additional JESSICA loan.



3.4.10.6. In response to this expected variance the 1st August meeting of the CA has approved an early commissioning of schemes in 16/17. The basis of the call is for schemes with potential to move rapidly to delivery and as such Expressions of Interest will be requested shortly, further reference to this is included in the prioritisation paper. IEB are asked to note the early commissioning of schemes.

3.4.11. **Appendix 8 – Quality** – This section begins to report the progress made in delivering outcomes and tracks any variances. Further work is required to more comprehensively report individual project outcomes to provide a composite picture of outcomes.

3.4.12. **Project Assurance / Gateways** – The CA meeting on 1st August, following approval from Chief Executives, also approved introducing a package of measures intended to improve the rates at which projects progress through the project gateways as detailed below. These measures are for all projects in all policy areas and are not unique to any one Board

3.4.13. IEB are asked to note the introduction of a package of measures including the introduction of early access to development funds.

3.4.13.1. **Gateway Allocations** – all **new** projects seeking funding from the CA will be granted an allocation to progress to the next gateway (Mandate – Outline Business Case – Full Business Case – Full Approval – Award of Funding). This will not, at the early stages of a project, reserve the full allocation of project spend. This will allow a pipeline of projects to be developed and a larger number of schemes could be encouraged to develop business cases. Full spend allocations will therefore be agreed as projects reach the Full Business Case / Full Approval stage. Over time this may result in project being held at approval stage awaiting available funds.

3.4.13.2. **Project Development / Gateway Funding** – to mitigate the risk of gateway allocations to Local Authority promoters developing projects it is proposed to introduce a process allowing promoters to apply for early access to development funds (a % of the expected cost) to progress projects to each gateway. This is intended to ensure that promoters are able to develop projects in a timely manner and allow resource to be secured as appropriate.

3.4.13.3. **Call in of Projects not Progressing** – Projects already in the process and progressing through the appraisal framework can continue to progress as planned. Those projects not showing suitable progress may be called in for review and if necessary moved out of the full funding allocations.

3.4.13.4. **Projects moved out of the full funding allocation process** - where it is agreed the project should continue, will be accepted into the gateway allocation process and will therefore be able to apply for the project development / gateway funding. Scheme promoters with existing allocation may choose to voluntarily move to the gateway allocation process which will also allow the development / gateway funds to be accessed.

3.4.13.5. **Project Closure** – in extreme cases where a project is not able to meet the needs of the assurance framework the CA will work with the Promoter to consider project closure and / or removal from the CA funding allocations.

3.4.14. The SCR Executive Team will prepare the documentation to support these changes and to allow Promoters to begin to access the development funds which will be circulated to partners.

4. **Implications**

i. Financial

The implementation of the new gateway process to control projects progressing to grant award will help give the region more control to align resource to deliverable projects.

However, consideration will need to be given to the advancement of capital resource to project development costs that may become abortive if the CA's wishes not to advance a scheme through to the following stage. Abortive development costs are considered to be revenue rather than capital expenditure. This issue could be mitigated through the advancement of revenue funding through the gainshare resource, to be 'swapped' back to LGF capital when a scheme was delivered. Finance officers will work with the performance team to develop the application process and funding options in this respect.

ii. Legal

None as a result of this report.

iii. Diversity

None as a result of this report.

iv. Equality

None as a result of this report.

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Background papers used in the preparation of this report are available for inspection at:

Other sources and references:

Appendix 4 - Change Requests

Board	Promoter	Project	Change	Impact
Infrastructure	BMBC	M1 Junction 36 – (Phase 1 Hoyland)	Spend Profile and completion date	Completion of the works anticipated months later than originally forecast but no impact on the overall delivery of HA of remediated employment
			completion date	Reduce SCR funding in 15/16 by £1,000,000 in 16/17 by £4,133,276 and in 20/21 by £464,467 Increase SCR funding in 17/18 by £5,045,966, in 18/19 by £87,310 and in 21+ by £464,467
	BDC	Worksop and Vesuvius	Pavement design amended	Additional time & cost absorbed within overall scheme budget. No impact on programme. IEB to Note
			Existing highway drain amended due to poor connection.	
			Extents of the surfacing course tie ins amended due to poor condition.	
			Contaminated land discovered	

Filter (to be set-up)

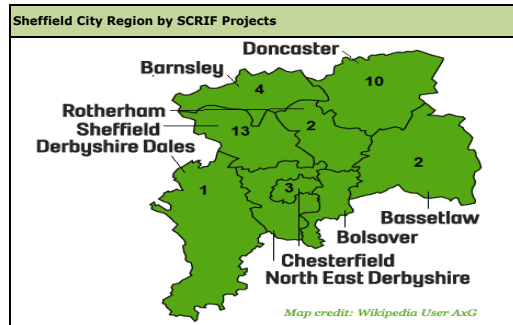
Local authority

Programme

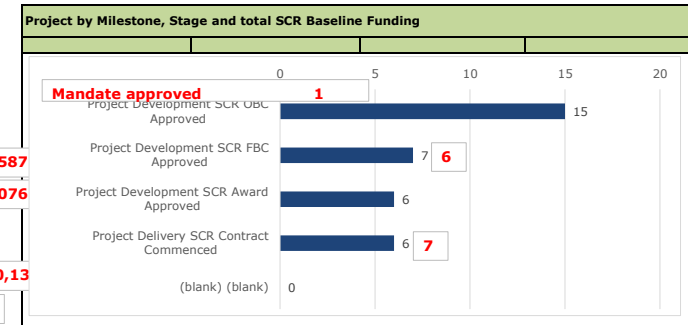
Project

Milestone

Stage



Cost & Funding Summary			
Cost Summary			
Cumulative Baseline (15-22)	£	634,826,860	
Cumulative Actual (15-22)	£	635,630,133	
Cumulative Difference (15-22)	-£	803,273	
Actual Spend (15/16)	£	60,011,308	18,034,587
Actual Spend (Q1 16-17)	£	8,323,649	12,531,076
Funding Summary			
SCR Funding (15-22)	£	217,501,257	
Total Funding (15-22)	£	302,098,077	635,630,133
% SCR Funding (15-22)		72%	34.2%



R A G Nil

Project overall status

0	11	25	0
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Change requests summary

Pending	6
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Risk overall status

3	18	4	11
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Approved

1

Issue overall status

5	9	6	16
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Rejected

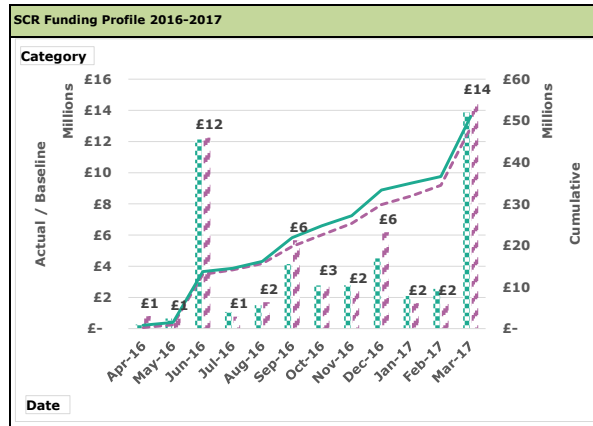
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Change requests overall status

0	2	3	31
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Total

7



Outcomes

GVA (£)	Private Sector Leverage (£)	Jobs Created (Gross) Number	Jobs Created (Net) Number
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Baseline (15-22)

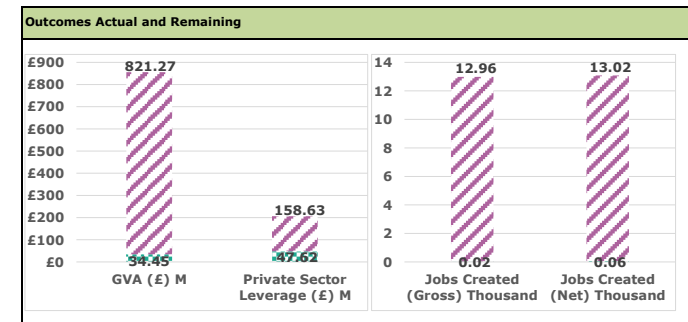
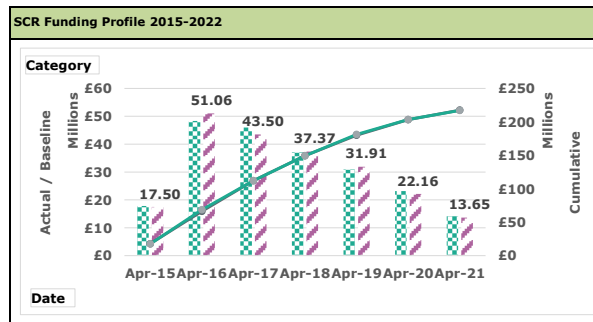
£855,723,455	£206,251,000	12,980	13,080
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Actual to (Q1 16-17)

£ 34,453,000	£ 47,620,000	20	62
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Forecast remaining

£821,270,455	£158,631,000	12,960	13,018
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Appendix 2

Project in the Programme												
Promoter	Project	Milestone	Time	Cost	Quality	Risks	Issues	Changes	Status	Trend	Progress	Total SCR Funding (000s)
Nottinghamshire County Council / Bassetlaw District Council	Harworth and Bircotes Step Change Programme Road Improvements	SCR OBC Approved	Green	No Data	Green	Amber	No Data	Green	Green	↔	13%	945
Bassetlaw District Council / Nottinghamshire County Council	Workshop site delivery and Vesuvius scheme A60/ A57/B6024 junction	SCR Award Approved	Red	No Data	Green	Amber	Green	Amber	Green	↔	20%	500
Nottinghamshire County Council / Bassetlaw District Council	Workshop Phase 2	SCR OBC Approved	Green	No Data	Green	No Data	No Data	No Data	Green	↔	13%	2,397
Barnsley MBC	M1 Junction 37 – Economic Growth Corridor (Claycliffe)	SCR FBC Approved	Green	Green	Green	Amber	Amber	No Data	Amber	↔	11%	11,808
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe)	SCR OBC Approved	Green	No Data	No Data	Amber	Amber	No Data	Amber	↔	11%	7,324
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)	SCR Contract Commenced	Green	Green	Green	Amber	Amber	Amber	Green	↔	25%	15,708
Chesterfield Borough Council	Chesterfield Waterside	SCR Award Approved	Red	Amber	Green	Amber	Amber	Green	Green	↔	51%	2,700
CBC	Northern Gateway	SCR OBC Approved	Red	Amber	Amber	Amber	Red	No Data	Amber	↔	14%	5,830
Birchall Properties Ltd	Peak Resort	SCR Award Approved	Red	Amber	Amber	Amber	Red	No Data	Green	↑	36%	2,850
Derbyshire County Council	Seymour Link Road	SCR Contract Commenced	Green	Green	No Data	No Data	No Data	No Data	Green	↔	11%	3,780
Doncaster MBC	A630 Westmoor Link Dualling	SCR Mandate Approved	Green	No Data	No Data	Green	No Data	No Data	Green	↔	25%	9,250
Doncaster MBC	Doncaster Urban Centre - Colonnades	SCR Award Approved	Red	Green	No Data	Amber	No Data	No Data	Green	↔	38%	2,280
Doncaster MBC	DN7 Unity - Hatfield Link Road	SCR FBC Approved	Red	Green	Green	Red	Red	No Data	Green	↔	19%	11,155
Doncaster MBC	Pinningley and Rossington Regeneration Route Scheme - Phase 2 (FAPPS)	SCR FBC Approved	Red	Amber	Green	Green	Amber	No Data	Green	↔	21%	9,100

Project in the Programme												
Promoter	Project	Milestone	Time	Cost	Quality	Risks	Issues	Changes	Status	Trend	Progress	Total SCR Funding (000s)
Doncaster MBC	Doncaster Urban Centre - Lakeside Power	SCR OBC Approved	Green	Green	No Data	No Data	No Data	No Data	Green	↔	25%	1,275
Doncaster MBC	Doncaster Urban Centre - Markets	SCR OBC Approved	Green	Green	No Data	Green	No Data	No Data	Green	↔	25%	2,000
Doncaster MBC	Doncaster Urban Centre - Quality Streets	SCR OBC Approved	Green	No Data	No Data	No Data	No Data	No Data	Green	↔	25%	1,350
Doncaster MBC	Doncaster Urban Centre - St Sepulchre West / Station Forecourt	SCR OBC Approved	Green	Green	No Data	Green	No Data	No Data	Green	↔	25%	8,100
Doncaster MBC	Doncaster Urban Centre - The Civic & Cultural Quarter (CCQ)	SCR Award Approved	Red	Green	No Data	Amber	No Data	No Data	Green	↔	38%	635
Doncaster MBC	Doncaster Urban Centre - Waterfront	SCR FBC Approved	Green	Green	No Data	No Data	No Data	No Data	Green	↔	38%	8,250
Rotherham Borough Council	A630 Parkway Widening	SCR OBC Approved	Red	Red	Red	Amber	Amber	No Data	Amber	↔	13%	42,457
Rotherham Borough Council	Waverley Link Road	SCR OBC Approved	Red	Amber	Amber	Red	Red	No Data	Amber	↔	8%	8,800
Sheffield City Council	Grey to Green Phase 2 (Castlegate)	SCR OBC Approved	Green	Amber	No Data	No Data	No Data	No Data	Amber	↔	13%	2,870
Sheffield City Council	Brookhill and IRR Junctions	SCR OBC Approved	Green	Amber	No Data	Red	Red	No Data	Amber	↔	13%	3,400
SHEFFIELD CITY COUNCIL	CLAYWHEELS LA SUSTAINABLE INDUSTRIES PARK	SCR FBC Approved	Green	Green	No Data	No Data	Green	No Data	Amber	↔	17%	4,789
Sheffield City Council	Grey to Green Phase 1 - Sheffield Riverside Business District	SCR Contract Commenced	Red	Green	Amber	No Data	Green	No Data	Green	↑	13%	2,464
Yunus Ahmed	Knowledge Gateway	SCR FBC Approved	Green	Green	No Data	Amber	Green	No Data	Green	↔	13%	3,815
Legacy Park Ltd	Olympic Legacy Park Park Infrastructure Works	SCR Award Approved	Red	Green	Green	Amber	Amber	No Data	Green	↔	38%	4,899
Sheffield City Council	Parkwood Springs	SCR OBC Approved	Green	No Data	No Data	No Data	No Data	No Data	Amber	↔	25%	7,373
Sheffield City Council	SRQ	SCR OBC Approved	Green	No Data	No Data	No Data	No Data	No Data	Amber	↔	25%	2,514

Narrative against RED RAG Status						
Promotor	Project	Time	Cost	Quality	Risks	Board Escalation Items
Bassetlaw District Council / Nottinghamshire County Council	Worksop site delivery and Vesuvius scheme - A60/A57/B6024 junction	The signalisation of the A60 / A57 roundabout junction in worksop is currently under construction and on schedule to be completed by October 2016. The site access and associated junction improvements with the A57 are expected to follow in 2017/18 onwards and the programme is subject to further agreement with the SCRIF Board.				Nothing needs to be escalated to the SCRIF Board for a decision regarding the A60 / A57 junction improvement scheme. Clarification is sought from the Board as to the project revision request and the process for taking this forward for subsequent Board approval?
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)					Change Requests - Revised Spend profile to reflect works contractor programme and anticipated expenditure
Chesterfield Borough Council	Chesterfield Waterside	Negotiation on funding agreement between CBC and SCR and CBC and Chesterfield Waterside Ltd has delayed delivery of the scheme - the expenditure and outputs schedules included within this report reflect those that will be attached to the funding agreement.				
CBC	Northern Gateway	Overall timescales remain unchanged since reporting for quarter 4 where slippage was reported around the timescale of cabinet submission. As reported in quarter 3 approval for CBC funding contribution will be sought on 26th July 2016 at cabinet and at Full Council on 27th July. Subject to cabinet and council approvals and subsequent full business case approval we expect the project to commence as previously reported in November 2016, starting with the refurbishment works to the MSCP. Jomast have confirmed that they will not be in a position to start on site until 60% of pre-lets have been achieved and therefore it is expected that their original anticipated start date of Autumn 2016 will be delayed until Quarter 4. CBC are exploring options including headlease arrangements which should expedite this process. We are also working with the SCR Invest Team to support the proactive marketing of the Scheme. Whilst this will affect the timescales of the private sector leverage, it is not expected to affect the over all timescales and out puts of the project.				
Birchall Properties Ltd	Peak Resort	The Scheme secured progression to Full Approval and award of Contract at the IEB meeting on 3rd June 2016				

Narrative against RED RAG Status						
Promotor	Project	Time	Cost	Quality	Risks	Board Escalation Items
Doncaster MBC	DN7 Unity - Hatfield Link Road	The project is currently on track with regard to time, however NPG outage/diversion issues and/or the land acquisition process could still serve to impact on delivery timescales.			<ul style="list-style-type: none"> Northern Power Grids stance remains firm on the £1.3M estimate for the diversion work and 18 month timescales for an outage to carry out the diversion. No response from the remaining two landowners who haven't agreed options with the developer. 	
Doncaster MBC	Finningley and Rossington Regeneration Route Scheme - Phase 2 (FARRRS)	No change.				
Rotherham Borough Council	A630 Parkway Widening	Project is at procurement of Stage 1b business case.	Costs on profile.			
Rotherham Borough Council	Waverley Link Road	Data collection complete, but the exact requirements of strategic modelling being discussed with DfT remains critical. Although WLR is to be locally determined one strategic model is being developed for this and the Parkway widening schemes and work cannot progress until the DfT are satisfied with the ASR for Parkway widening.			Sheffield CC's position as to the agreement to the use of Woodhouse Mill playing fields for WLR is essential to determining whether the project progresses in its current form or alternatives are developed. This is in the context of recent announcements regarding HS2. However, it is understood that objections to the alignment through Woodhouse Mill playing fields would be likely remain in any circumstance. The potential realignment of HS2 now gives the opportunity for an improved route for WLR to be investigated, and this being the case, RMBC have commissioned a study to provide a potential Benefit Cost ratio for a revised route for WLR. This work will feed into any wider scale assessment of scheme benefit to the SCR economy. Nevertheless, given the potential sensitivities around this issue, from the SCC and DfT perspectives, it should be discussed at Executive Board.	

Narrative against RED RAG Status						
Promotor	Project	Time	Cost	Quality	Risks	Board Escalation Items
Sheffield City Council	Grey to Green Phase 1 - Sheffield Riverside Business District	Despite the accelerated level of activity in December and January, significant completion of the scheme has been delayed to February 2016. After a snagging period, we expect to provide the formal 'completion certificate' in early May 2016.				To note various issues and risks raised. However, no decision from the Board are required at this time
Sheffield City Council	Upper Don Valley Flood Alleviation Scheme	Feasibility study showing approx. 6 month slippage due to delays in stakeholder engagement and consultation, following instruction from councillors. However, this is not considered to be a risk to overall delivery of the project, as there is potential to recover this time later in the programme - when project scope has greater certainty and delivery options and implementation programmes can be better considered.	Costs and benefits currently being reappraised as part of the feasibility stage options appraisal			

Appendix 4 - Change Requests

Board	Promoter	Project	Change	Impact
Infrastructure	BMBC	M1 Junction 36 – (Phase 1 Hoyland)	Spend Profile and completion date	Completion of the works anticipated months later than originally forecast but no impact on the overall delivery of HA of remediated employment
			completion date	Reduce SCR funding in 15/16 by £1,000,000 in 16/17 by £4,133,276 and in 20/21 by £464,467 Increase SCR funding in 17/18 by £5,045,966, in 18/19 by £87,310 and in 21+ by £464,467
	BDC	Worksop and Vesuvius	Pavement design amended	Additional time & cost absorbed within overall scheme budget. No impact on programme. IEB to Note
			Existing highway drain amended due to poor connection.	
			Extents of the surfacing course tie ins amended due to poor condition.	
			Contaminated land discovered	

Appendix 5 – Spend Profile Changes

Change from Budget approval to Q1								
Scheme	15/16	16/17	17/18	18/19	19/20	20/21	21+	Total
Change agreed as part of scheme refinement process								
Sheff City Centre - UoS Campus/Inner Ring Road - Phase 2 (Brook Hill)	£-	-£200,000	-£1,169,000	-£750,000	£-	£-	£-	-£2,119,000
Sheff City Centre - G2G 2 - Castlegate	£-	£-	-£1,050,000	£1,241,000	-£128,491	£-	£-	£62,509
Sheff City Centre - Central Retail - SRQ								
Urban Development fund loan	£-	£5,000,000	£-	£-	-£5,000,000	£-	£-	£-
Change request submitted to August IEB for approval								
M1 Junction 36 - Hoyland Phase 1	-£1,000,000	-£4,133,276	£5,045,966	£87,310	£-	-£464,467	£464,467	£0
Profile updated at Q4 to reflect 15/16 outturn position								
Sheff City Centre - Riverside Business District - Grey to Green Phase 1	-£96,232	£47,714	£56,415	£17,402	£8,701	£-	£-	£34,000
Sheff City Centre - UoS Campus/Inner Ring Road - Phase 1	£379,164	-£377,164	£-	£-	£-	£-	£-	£2,000
Superfast Broadband	£411,386	-£50,016	£-	£-	£-	£-	£-	£361,371
BRT North	-£4,015,000	£4,015,087	£-	£-	£-	£-	£-	£87
Doncaster Urban Centre - Waterfront	-£750,000	£750,000	£-	£-	£-	£-	£-	£-

Appendix 5 – Spend Profile Changes

Change from Budget approval to Q1								
Scheme	15/16	16/17	17/18	18/19	19/20	20/21	21+	Total
Doncaster Urban Centre - Colonnades	-£80,000	£80,000	£-	£-	£-	£-	£-	£-
Worksop Vesuvius (phase 1)	-£117,000	£117,000	£-	£-	£-	£-	£-	£-
Profiles updated but no specific change approval requested								
Olympic Legacy Park	£-	-£1,000	£-	£-	£-	£-	£-	-£1,000
Claywheels Lane	£-	-£2,147,542	-£127,188	£195,750	£1,603,650	£636,710	£-	£161,380
Upper Don Valley Flood Elevation	£-	£-	£300,000	£3,200,000	-£2,000,000	-£1,500,000	£-	£-
M1 Junction 37 Claycliffe Link	£-	-£19,970	£32,800	£4,494,569	£6,580,631	£-	-£11,088,030	£-
Upper Don Valley - Parkwood Springs	£-	£-	-£3,257,000	£3,654,394	£-	£-	£-	£397,394
Peak Resorts	£-	-£444,550	£444,550	£-	£-	£-	£-	£-
DN7 (Hatfield Link)	£-	£-	£-	£-	£1,390,000	£-	-£1,390,000	£-
FARRRS Phase 2	£120,459	-£2,325,824	£1,930,000	£275,365	£-	£-	£-	£-
Chesterfield Northern Gateway	£-	-£2	-£75	£563	-£106	£-	£-	£380
Harworth Bircotes	£-	-£80,000	£75,000	£-	£-	£-	£-	-£5,000

Appendix 5 – Spend Profile Changes

Change from Budget approval to Q1								
Scheme	15/16	16/17	17/18	18/19	19/20	20/21	21+	Total
Waverley Lower Don Valley A630	£-	£-	£-	£-	-£4,953,000	£-	£5,181,000	£-
Waverley Lower Don Valley Link Road	£-	£-	£-	-£1,069,000	-£1,311,000	£1,835,000	£545,000	£-
	-£5,147,223	£230,457	£2,281,468	£11,347,353	-£3,809,615	£507,243	-£6,287,563	-£1,105,879

Appendix 6

Promoter	Project	Status	Time									Comments	
			SCR Mandate Approved	SCR OBC Approved	SCR FBC Approved	SCR Award Approved	SCR Contract Award Signed	SCR Contract Commenced	SCR Contract Complete	SCR Evaluation Complete	SCR Project Closed		
Nottinghamshire County Council / Bassetlaw District Council	Harworth and Bircotes Step Change Programme Road Improvements	Baseline Date	22/11/2013	30/06/2016	31/05/2016	31/07/2016	30/09/2016	31/10/2016	30/04/2017	30/04/2022	30/04/2022	The Full Business Case is nearing completion and should be submitted in July 2016. SCR approvals to be secured asap to allow a start on site in autumn 2016. The scheme is part funded by D2N2 LEP and the full business case was submitted to the D2N2 Infrastructure Investment Board on 29th June 2016.	
		Forecast / Actual (Date)	22/11/2013	30/06/2016	31/05/2016	31/07/2016	30/09/2016	31/10/2016	30/04/2017	30/04/2022	30/04/2022		
		Variance											
Bassetlaw District Council / Nottinghamshire County Council	Worksop site delivery and Vesuvius scheme - A60/ A57/B6024 junction	Baseline Date	22/11/2013					15/02/2016	01/12/2016	01/10/2021	01/10/2021	The signalisation of the A60 / A57 roundabout junction in worksop is currently under construction and on schedule to be completed by October 2016. The site access and associated junction improvements with the A57 are expected to follow in 2017/18 onwards and the programme is subject to further agreement with the SCRIF Board.	
		Forecast / Actual (Date)	22/11/2013					15/02/2016	01/12/2016	01/10/2021	01/10/2021		
		Variance											
Barnsley MBC	M1 Junction 37 –Economic Growth Corridor (Claycliffe)	Baseline Date	27/06/2013	20/06/2016	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033	The anticipated start on site date for onsite works is 2019/2020 but this is subject to Local Plan timescales. The Off-site works will be undertaken in parallel to the site development works and assumes land acquisitions by negotiations and no CPO / SRO inquiry.	
		Forecast / Actual (Date)	27/06/2013	20/06/2016	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033		
		Variance											
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe)	Baseline Date	27/06/2013	13/05/2014	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033	The anticipated start on site date for onsite works is 2019/2020 but this is subject to Local Plan timescales. The off-site works will be undertaken to a timescale linked to the on site development timescales and assumes land acquisitions by negotiations and no CPO /SRO inquiry	
		Forecast / Actual (Date)	27/06/2013	13/05/2014	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033		
		Variance											
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)	Baseline Date	20/11/2013	01/06/2015				31/12/2015	31/03/2026	31/03/2033	31/03/2033	The project start on site date for workpackage 1 (off site road infrastructure works) was been delayed due to the ongoing negotiations that have taken place with the third party developers in relation to the back to back developer agreements and also the funding agreement with SCR. The contract has now been awarded, with a start on site date of 31st May 2016, with an expected 72 week programme. We will use this date as the base programme going forward.	
		Forecast / Actual (Date)	20/11/2013	01/06/2015				22/03/2016	31/03/2026	31/03/2033	31/03/2033		
		Variance						-82					
Chesterfield Borough Council	Chesterfield Waterside	Baseline Date	31/03/2014	30/09/2014	31/10/2015	31/10/2015	31/10/2015	01/11/2015	30/09/2018	31/03/2020	31/03/2020	Negotiation on funding agreement between CBC and SCR and CBC and Chesterfield Waterside Ltd has delayed delivery of the scheme - the expenditure and outputs schedules included within this report reflect those that will be attached to the funding agreement.	
		Forecast / Actual (Date)	31/03/2014	30/09/2014	30/11/2015	30/11/2015	30/07/2016	31/05/2016	31/12/2018	31/03/2020	31/03/2020		
		Variance			-30	-30	-273	-212	-92				
CBC	Northern Gateway	Baseline Date	20/11/2013	01/02/2016	01/01/2016	01/06/2016	01/06/2016	01/06/2016	01/06/2016	01/03/2020	01/07/2020	01/07/2020	Overall timescales remain unchanged since reporting for quarter 4 where slippage was reported around the timescale of cabinet submission. As reported in quarter 3 approval for CBC funding contribution will be sought on 26th July 2016 at cabinet and at Full Council on 27th July. Subject to cabinet and council approvals and subsequent full business case approval we expect the project to commence as previously reported in November 2016, starting with the refurbishment works to the MSCP. Jomast have confirmed that they will not be in a position to start on site until 60% of pre-lets have been achieved and therefore it is expected that their original anticipated start date of Autumn 2016 will be delayed until Quarter 4. CBC are exploring options including headlease arrangements which should expedite this process. We are also working with the SCR Invest Team to support the proactive marketing of the Scheme. Whilst this will affect the timescales of the private sector leverage, it is not expected to affect the over all timescales and out puts of the project.
		Forecast / Actual (Date)	20/11/2013	01/02/2016	01/09/2016	01/10/2016	01/10/2016	01/10/2016	01/10/2016	01/03/2020	01/07/2020	01/07/2020	
		Variance			-244	-122	-122	-122					
Birchall Properties Ltd	Peak Resort	Baseline Date	20/11/2013		31/01/2016	01/03/2016	01/03/2016	01/09/2016	28/02/2017	01/09/2021	01/09/2021	The Scheme secured progression to Full Approval and award of Contract at the IEB meeting on 3rd June 2016	
		Forecast / Actual (Date)	20/11/2013		03/06/2016	10/06/2016	02/08/2016	13/06/2016	31/05/2017	01/09/2021	01/09/2021		
		Variance			-124	-101	-154	80	-92				
Derbyshire County Council	Seymour Link Road	Baseline Date	20/11/2013									The main construction contract started in November 2015 when the works order was placed with Eurovia. A number of Orders have been placed with Utility Companies to provide electricity, water, foul sewer, gas and telecommunications. A range of specialist works have been procured through an existing Contractor (Fitzwise Ltd) including earthworks compaction along the road corridor, deep drainage and reinforced earthwork retaining walls. The intention is to complete the bulk of the works by end of October 2016 enabling the road to be brought into use; some works will continue beyond this period. The latest Progress Report (25th April) summarised that the works were approximately 50% complete.	
		Forecast / Actual (Date)	20/11/2013										
		Variance											
Doncaster MBC	A630 Westmoor Link Dualling	Baseline Date	20/11/2013	01/04/2016	01/09/2016	01/04/2019		01/07/2019	01/07/2021			No Change.	
		Forecast / Actual (Date)	20/11/2013	01/04/2016	01/09/2016	01/04/2019		01/07/2019	01/07/2021				

Promoter	Project	Status	Funding																			Total				
			15 / 16	01/04/2016	01/05/2016	01/06/2016	01/07/2016	01/08/2016	01/09/2016	01/10/2016	01/11/2016	01/12/2016	01/01/2017	01/02/2017	01/03/2017	16 / 17	17 / 18	18 / 19	19 / 20	20 / 21	21 / 22					
Legacy Park Ltd	Olympic Legacy Park Park Infrastructure Works	Baseline	-	-	-	-	-	80,000	295,000	1,030,000	1,085,000	795,000	640,000	640,000	505,000	350,000	119,000	4,899,000	-	-	-	-	-	-	4,899,000	
		Actual / Forecast	-	-	-	-	-	80,000	295,000	1,030,000	1,085,000	795,000	640,000	640,000	505,000	350,000	119,000	4,899,000	-	-	-	-	-	-	4,899,000	
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sheffield City Council	Parkwood Springs	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	6,873,000	-	-	-	-	-	7,373,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	6,873,000	-	-	-	-	-	7,373,000
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield City Council	SRQ	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56,000	56,000	1,521,000	937,000	-	-	-	-	2,514,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56,000	56,000	1,521,000	937,000	-	-	-	-	2,514,000
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield City Council	Upper Don Valley Flood Alleviation Scheme	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000	3,700,000	-	-	-	-	-	4,000,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000	3,700,000	-	-	-	-	-	4,000,000
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield City Council	University of Sheffield Campus - Phase 1	Baseline	669,164	814,470	620,167	788,199	-	-	-	-	-	-	-	-	-	-	2,222,836	-	-	-	-	-	-	-	2,892,000	
		Actual / Forecast	485,365	154,110	566,625	1,407,729	65,450	212,721	-	-	-	-	-	-	-	-	-	2,406,635	-	-	-	-	-	-	-	2,892,000
		Variance	-183,799	-660,360	-53,542	619,529.54	65,450	212,721	0	0	0	0	0	0	0	0	0	183,799.34	0	0	0	0	0	0	0	0.14
SCRIF	Enterprise Zones	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500,000	2,500,000	2,500,000	-	-	-	-	-	-	5,000,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500,000	2,500,000	2,500,000	-	-	-	-	-	-	5,000,000
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SCR Uban Development Fund (SCR JESSICA)	SCR JESSICA Loan	Baseline	10,000,000	-	-	5,000,000	-	-	-	-	-	-	-	-	-	-	5,000,000	-	-	-	10,000,000	-	5,000,000	-	-	
		Actual / Forecast	10,000,000	-	-	5,000,000	-	-	-	-	-	-	-	-	-	-	-	5,000,000	-	-	-	10,000,000	-	5,000,000	-	-
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BMC	Superfast South Yorkshire	Baseline	714,570	-	-	1,002,354	-	-	1,002,354	-	-	1,002,354	-	-	1,002,355	4,009,417	3,490,583	2,400,000	-	-	-	-	-	-	10,614,570	
		Actual / Forecast	1,125,956	-	-	952,339	-	-	1,002,354	-	-	1,002,354	-	-	1,002,355	3,959,402	3,490,583	2,400,000	-	-	-	-	-	-	-	10,975,941
		Variance	411,386	0	0	-50,015	0	0	0	0	0	0	0	0	0	-50,015	-50,015	0	0	0	0	0	0	0	0	361,371
SYPT	BRT(N)	Baseline	-	-	-	4,015,087	-	-	-	-	-	-	-	-	-	-	4,015,087	-	-	-	-	-	-	-	4,015,087	
		Actual / Forecast	-	-	-	4,015,087	-	-	-	-	-	-	-	-	-	-	-	4,015,087	-	-	-	-	-	-	-	4,015,087
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		Baseline	17,497,502	814,470	659,180	12,246,625	770,500	1,691,369	5,664,433	2,902,115	2,404,785	6,182,948	1,637,849	1,585,385	14,495,851	51,055,510	43,498,150	37,366,206	31,910,840	22,163,210	13,648,467	217,139,885				
		Actual / Forecast	17,845,548	261,701	651,224	12,133,138	1,068,370	1,505,410	4,139,883	2,775,685	2,778,735	4,503,398	2,092,489	2,551,405	13,882,481	48,943,921	45,947,700	37,072,571	30,934,840	23,163,210	14,193,467	217,501,257				
		Variance	348,046	-552,769	-7,956	-113,486	-297,870	-185,959	-1,524,550	-126,430	-373,950	-1,679,560	-454,640	-965,020	-613,370	-2,711,569	-2,448,550	-293,635	-976,000	-1,000,000	-545,000	-361,371				

Quality - Outcomes							
Promoter	Project	Status	GVA (£)	Private Sector Leverage (£)	Jobs Created (Gross) Number	Jobs Created (Net) Number	Comments
Nottinghamshire County Council / Bassetlaw District Council	Harworth and Bircotes Step Change Programme Road Improvements	Baseline	£ 27,300,000	£ -	1,138	-	The scheme is being project managed by NCC who have the relevant professional; expertise and resources to deliver a quality scheme.
		Actual / Forecast	£ 27,300,000	£ -	1,138	-	
		Variance	0	0	0	0	
Bassetlaw District Council / Nottinghamshire County Council	Worksop site delivery and Vesuvius scheme - A60/A57/B6024 junction	Baseline	£ -	£ -	6,000	-	There are no known issues with respect to the quality of the workmanship currently in hand for the A60 /A57 signalisation project .
		Actual / Forecast	£ -	£ -	6,000	-	
		Variance	0	0	0	0	
Barnsley MBC	M1 Junction 37 –Economic Growth Corridor (Claycliffe)	Baseline	£ -	£ -	-	3,851	The project outcomes are dependent upon the project outputs being delivered by third party developers who will be signed up to back to back development agreements at the appropriate time
		Actual / Forecast	£ -	£ -	-	3,851	
		Variance	0	0	0	0	
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe)	Baseline	£ -	£ -	-	-	The anticipated start on site date for onsite works is 2019/2020 but this is subject to Local Plan timescales. The off-site works will be undertaken to a timescale linked to the on site development timescales and assumes land acquisitions by negotiations and no CPO /SRO inquiry
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)	Baseline	£ -	£ -	-	4,555	The project outcomes are dependent upon the project outputs being delivered by third party developers who are signed up to back to back development agreements. These are all concluded and development agreements signed.
		Actual / Forecast	£ -	£ -	-	4,555	
		Variance	0	0	0	0	
Chesterfield Borough Council	Chesterfield Waterside	Baseline	£ 41,000,000	£ 57,000,000	330	141	Overall outputs and outcomes remain as stated in the business case
		Actual / Forecast	£ 41,000,000	£ 57,000,000	330	141	
		Variance	0	0	0	0	
CBC	Northern Gateway	Baseline	£ 15,800,000	£ 10,550,000	489	237	Overall confidence in the outputs remains high but has been rated as amber as the developer has reported some challenges in securing occupiers for the remaining restaurant units. and the gym. The developer has reported strong interest in the units and is advancing talks with a number of operators but has yet secure them. It is anticipated that the anchoring of the Premier Inn and Beefeater will bring added confidence to the market when attracting additional occupiers, however, Jomast have confirmed that they will not be in a position to start on site until 60% of pre-lets have been achieved and therefore it is expected that their original anticipated start date of Autum 2016 will be delayed until Quarter 4. CBC are exploring options including headlease arrangements which should expedite this process. Whilst this will affect the timescales of the private sector leverage, it is not expected to affect the over all timescales and out puts of the project.
		Actual / Forecast	£ 15,800,000	£ 10,550,000	489	237	
		Variance	0	0	0	0	
Birchall Properties Ltd	Peak Resort	Baseline	£ 14,000,000	£ 81,000,000	400	323	The Phase One scheme will deliver 400 jobs and this remains unchanged from the previous reporting period.
		Actual / Forecast	£ 13,000,000	£ 81,000,000	400	323	
		Variance	-£ 1,000,000	0	0	0	
Derbyshire County Council	Seymour Link Road	Baseline	£ -	£ -	-	-	The works have been designed to meet Highway Adoption standards and are therefore being constructed accordingly.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	A630 Westmoor Link Dualling	Baseline	£ -	£ -	-	-	No Change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Colonnades	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	DN7 Unity - Hatfield Link Road	Baseline	£ -	£ -	-	-	No change. There are no issues with quality at this stage.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Finningley and Rossington Regeneration Route Scheme - Phase 2 (FARRRS)	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Lakeside Power	Baseline	£ -	£ -	-	-	No Change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Markets	Baseline	£ -	£ -	-	-	No Change at this stage.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Quality Streets	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - St Sepulchre West / Station Forecourt	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - The Civic & Cultural Quarter (CCQ)	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Waterfront	Baseline	£ -	£ -	-	-	No Change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	

Quality - Outcomes							
Promoter	Project	Status	GVA (£)	Private Sector Leverage (£)	Jobs Created (Gross) Number	Jobs Created (Net) Number	Comments
SCRIF	Enterprise Zones	Baseline	£ -	£ -	-	-	0
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Rotherham Borough Council	A630 Parkway Widening	Baseline	£ -	£ -	-	-	Not applicable at this stage
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Rotherham Borough Council	Waverley Link Road	Baseline	£ -	£ 831,000	-	-	Not applicable at this stage
		Actual / Forecast	£ -	£ 831,000	-	-	-
		Variance	0	0	0	0	0
Sheffield City Council	Grey to Green Phase 2 (Castlegate)	Baseline	£ -	£ -	-	-	Very early development stage
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Sheffield City Council	Brookhill and IRR Junctions	Baseline	£ -	£ -	-	-	Early development stage
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
SHEFFIELD CITY COUNCIL	CLAYWHEELS LA SUSTAINABLE INDUSTRIES PARK	Baseline	£ -	£ -	-	-	Too early in process
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Sheffield City Council	Grey to Green Phase 1 - Sheffield Riverside Business District	Baseline	£ -	£ -	1,890	-	Overall, the quality of construction from the contractor, North Midland is good
		Actual / Forecast	£ -	£ -	1,890	-	
		Variance	0	0	0	0	
Yunus Ahmed	Knowledge Gateway	Baseline	£ -	£ -	-	-	Awaiting SCRIF 1B approval
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Legacy Park Ltd	Olympic Legacy Park Park Infrastructure Works	Baseline	£ 94,253,000	£ 47,620,000	938	767	Not applicable
		Actual / Forecast	£ 94,253,000	£ 47,620,000	938	767	
		Variance	0	0	0	0	
Sheffield City Council	Parkwood Springs	Baseline	£ -	£ -	-	-	Early development stage
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Sheffield City Council	SRQ	Baseline	£ -	£ -	-	-	Early development stage
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Sheffield City Council	Upper Don Valley Flood Alleviation Scheme	Baseline	£ 370,424	£ -	1,795	1,751	Quality of work to date is considered good, as evidenced by a recent project review by the Environment Agency's Large Projects Review Group
		Actual / Forecast	£ 370,424	£ -	1,795	1,751	
		Variance	0	0	0	0	
Sheffield City Council	University of Sheffield Campus - Phase 1	Baseline	£663,000,000	£ 5,400,000	-	955	SCC clerk of works reports quality of hardworks contracted to date high
		Actual / Forecast	£663,000,000	£ 5,400,000	-	955	
		Variance	0	0	0	0	
BMBC	Superfast South Yorkshire	Baseline	£ -	£ -	-	-	As expected
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
SYLTE	BRT(N)	Baseline	£ -	£ 3,850,000	-	500	Work in line to be completed in accordance with the benefits realisation and quality plans.
		Actual / Forecast	£ -	£ 3,850,000	-	500	
		Variance	0	0	0	0	
SYLTE	Supertram Renewals	Baseline	£ 31	£ -	-	-	Works completed to satisfaction of client. 12 months defect period awaited September 2016.
		Actual / Forecast	£ 31	£ -	-	-	
		Variance	0	0	0	0	

Total	Baseline	£855,723,455	£206,251,000	12,980	13,080
	Actual	£854,723,455	£206,251,000	12,980	13,080
	Variance	-£ 1,000,000	0	0	0

INFRASTRUCTURE EXECUTIVE BOARD

26th August 2016

Performance Report – Q1 Dashboard

Purpose

The Board is asked to:

- **Consider and note the position of the SCRIF Programme at the end of Q1.**
- **Consider and note the commentary relating to the red project flags**
- **Consider and endorse the change request to the spend profile and completion date for one project**
- **Consider and endorse the current SCR spend profile as the new baseline**
- **Note the early commissioning of schemes**
- **Note the introduction of a package of measures including the introduction of early access to development funds**

1. Issue

- 1.1. The Q1 Performance dashboard is presented for Boards consideration of the SCRIF programme performance.
- 1.2. Projects with a red flag have provided commentary to explain the red status.
- 1.3. 6 changes have been reported this cycle, 2 of which (from one project) require endorsement from the IEB and approval at the CA.
- 1.4. A number of changes to the SCR spend profile have been made since the budget was agreed in March 2016 and it is proposed to accept these changes as the new baseline to monitor changes against.
- 1.5. At Q1 the expected spend profile is indicating a considerable shortfall of spend at year end (across all Policy areas) and to mitigate this the CA have approved an early commissioning call.
- 1.6. To improve progression of projects already in the programme the CA have approved a package of measures including the introduction of early access to development funds.

2. Recommendations

- 2.1. Infrastructure Executive Board are asked to consider and note the position of the SCRIF Programme at the end of Q1.
- 2.2. IEB are asked to consider and note the commentary relating to the red flags presented at 3.4.1.3 and in **Appendix 3**.

- 2.3. IEB are asked to consider and endorse the change request to the spend profile and completion date for M1 J36 presented at 3.4.4.2 and in **Appendix 4**.
- 2.4. IEB are asked to consider the programme changes presented at **Appendix 5** and endorse the position presented in the SCR funding profile at **Appendix 7** as the new baseline.
- 2.5. IEB are asked to note the early commissioning of schemes in 16/17 as presented at 3.4.6.6.
- 2.6. IEB are asked to note the introduction of a package of measures including the introduction of early access to development funds at 3.4.9.

3. **Background Information**

- 3.1. Information collected from each Partner for each project has been incorporated into to a programme dashboard which is presented for consideration by Infrastructure Executive Board.
- 3.2. The information contained within this dashboard was updated from Q4 however the baseline figures were not frozen in the report when funding was approved in March 2015 hence baseline figures will be retrospectively updated by the SCR Executive team for all schemes to provide a true baseline for monitoring in subsequent quarters.
- 3.3. A number of sections within the individual project data sheets have not been fully completed by all promoters and where there are gaps in the individual project data sheets these are presented as having no data in the dashboard. In some cases, this may be that the RAG rating has not been completed and for others whole sections have not been completed. To improve the completeness of reporting for future Boards it is therefore necessary to include as much information in the project data sheets as possible and the SCR performance team will work with Scheme promoters to ensure gaps are completed as part of the Q2 updates.
- 3.4. Each element of the Performance dashboard is explored below;
 - 3.4.1. **APPENDIX 1 - SCRIF Dashboard** – This single page dashboard provides a flash report of the overall programme. There are still a number of inconsistencies and or gaps in the information contained in the individual project data sheets and the information held by the SCR Exec team and hence the red bold figures presented alongside the reported figures reflect the centrally held information. The Performance team will work with each promoter to update these figures in the Q2 returns.
 - 3.4.1.1. **Costs and Funding** – Spend in Q1 totalled £12.53M and includes the additional £5M allocation to JESSICA agreed via written procedures as part of the mitigation against potential funding clawback of unspent LGF allocations in 15/16 as agreed by the Chair of the CA.
 - 3.4.1.2. **Milestones** - There are currently 7 projects in the SCRIF programme which are live and on site, 6 with Award Approved and await completion of the contract, 6 with Full Business Case approved, 15 still at Outline Business Case Stage and 1 at Mandate Stage.
 - 3.4.1.3. **RAG Status** – There are 3 red risks, 5 red issues and 6 changes presented this cycle. Each are explored further in the RAG commentary report.
 - 3.4.1.4. **SCR Funding Profile current year** – The current profile indicates a significant amount of SCR spend will be undertaken in Q4 which indicates a potential risk of further slippage into the following financial year as happened at the end of 15/16.

- 3.4.1.5. **Outcomes** – Modest progress is already being recorded against the projected scheme outcomes and if the gaps in formation in the data sheets are reduced this is expected to increase.
- 3.4.2. **Appendix 2 - Project Status Report** – This section summarises the overall position of each project in terms of the primary project indicators of time, cost, quality, risks, issues and changes.
- 3.4.2.1. **SCR Funding** – The slight difference in this table to the summary sheet picks up the variance in total funding indicated for the SF South Yorkshire Broadband project which is a profiling error that will be corrected next quarter.
- 3.4.3. **Appendix 3 - Red RAG Status Report** – This section provides a commentary from the project data sheets for all projects with a red RAG rating or where a change request is flagged.
- 3.4.3.1. IEB are asked to consider and note the commentary relating to the red flags.
- 3.4.4. **Appendix 4 – Change requests** – If a project has a significant change which affects either delivery timescales, SCR funding and claim profile, overall cost or outputs and outcomes a change request process is required to be followed. 6 change requests have been submitted in relation to 2 projects.
- 3.4.4.1. IEB are asked to consider and endorse the change request to the spend profile and completion date for M1 J36 resulting from the additional time taken to complete the contract stage of project assurance. This element will need to be reported to the CA for approval.
- 3.4.4.2. IEB are asked to note the minor changes to the Worksop Vesuvius project which has no impact on time, cost or quality.
- 3.4.5. **Appendix 5 – Spend Profile Changes** – The Meeting of the CA in August requested greater clarity of the individual changes to project spend profiles, in addition to the total scheme costs, as part of the process to introduce tighter programme controls. Attached at Appendix 5 is a full list of changes to spend profiles as included in the Q1 returns. These fall into 4 Categories:
- Change agreed as part of scheme refinement process
 - Change request submitted for approval
 - Profile updated at Q4 to reflect year end outturn position
 - Profiles updated but no specific change approval requested
- 3.4.6. Details of these changes are set out in **Appendix 5**. In addition to the specific change request sought at 3.4.4 and taking a pragmatic approach to the Programme the performance team are recommending that a new baseline spend profile be agreed as per the Actual / forecast SCR funding line in Appendix 7
- 3.4.7. IEB are asked to consider the programme changes presented at **Appendix 5** and endorse the position presented in the SCR funding profile at **Appendix 7** as the new baseline.
- 3.4.8. If endorsed these changes will be reported to the CA for Approval.
- 3.4.9. **Appendix 6 - Time / Milestone report** – This section lists the SCR milestones for each project and compares the baseline dates with the current forecast. All completed dates are presented with a solid purple background. If a date has passed and is not reported at fully complete these are then highlighted red in the table. All variances between baseline and current projected dates are also calculated in no of days. Where no information has been provided the table is empty.

3.4.9.1. A number of projects are currently indicating the programme is behind the baseline dates, some of which have progressed since the Q1 updates were received which will be updated in the Q2 report, a number of schemes are taking longer to complete the contract award stage than originally envisaged but are nearing completion and signing of the funding agreements and some schemes have recently completed the scheme refinement process.

3.4.9.2. Of particular note of the remaining red dates is the Waverley Link Road project which is reporting a delay in progressing to Full Business Case from October 2015 to February 2017.

3.4.10. **Appendix 7 – Funding Profile** – The funding profile compares the baseline and actual / forecast profiles and tracks the variance in the information returned. The baseline information was not locked down in the initial dashboards and will therefore be retrospectively revised to show the baseline when the 16/17 budget was agreed by the CA to ensure true comparisons can be made.

3.4.10.1. A number of projects, highlighted yellow, are reporting actual spend in Q1 which does not match the grant claims received and these will need to be updated in Q2 to reflect only the claims actually made in the actual row.

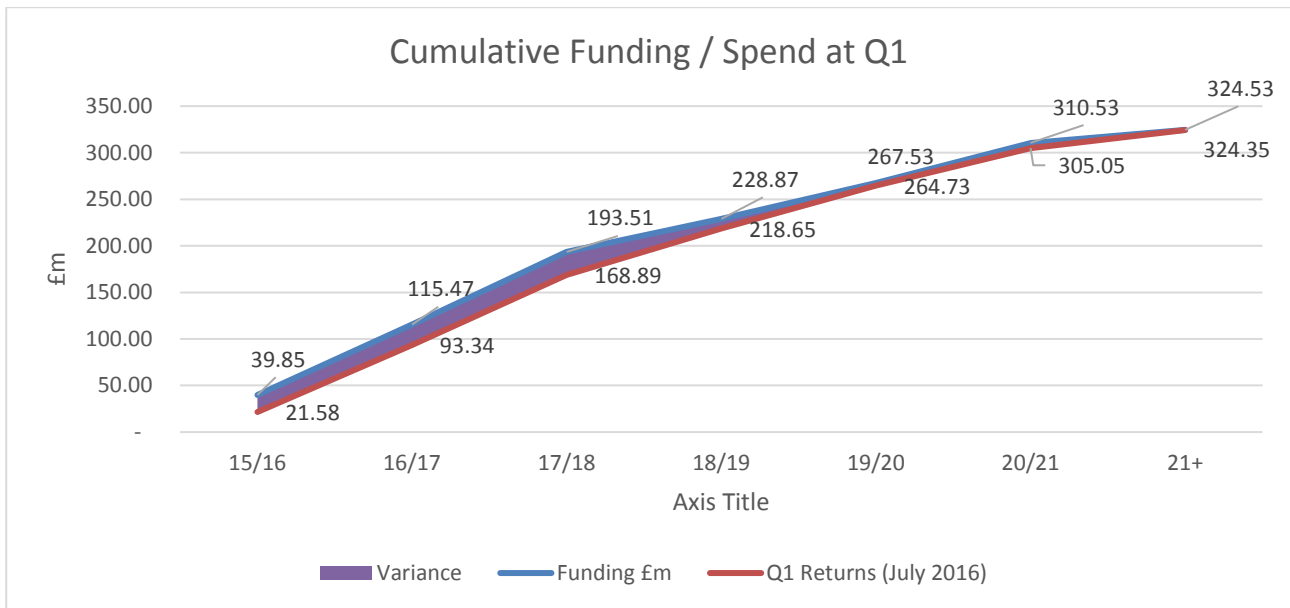
3.4.10.2. The changes to expected spend profile since the budget was set in Mach 2016 are summarised below both excluding and including the additional JESSICA allocation as the full impact of the change to existing schemes is masked by the inclusion of the JESSICA allocation as mitigation. There are significant changes to the spend profile and only one project has requested a change approval.

3.4.10.3. All partners are asked to ensure that all changes to yearly spend profiles are included as a request for change in future project data sheets.

Variance in current profile to budget approval	£M	£M	£M	£M	£M	£M	£M	£M
	15/ 16	16/ 17	17/ 18	18/ 19	19/ 20	20/ 21	21+	Total
To Q1 ex additional Jessica allocation	-5.15	-4.77	2.28	11.35	1.19	0.51	-6.29	-1.11
To Q1 inc additional Jessica allocation	-5.15	0.23	2.28	11.35	-3.81	0.51	-6.29	-1.11

3.4.10.4. Changes to spend profiles are not unique to the SCRIF programme and collectively the changes are significant and have further compounded the expected gap between LFG funding allocations and the expected spend profile.

3.4.10.5. The current profiled variance at an SCR level is set out below, this has been updated to reflect the additional JESSICA loan.



3.4.10.6. In response to this expected variance the 1st August meeting of the CA has approved an early commissioning of schemes in 16/17. The basis of the call is for schemes with potential to move rapidly to delivery and as such Expressions of Interest will be requested shortly, further reference to this is included in the prioritisation paper. IEB are asked to note the early commissioning of schemes.

3.4.11. **Appendix 8 – Quality** – This section begins to report the progress made in delivering outcomes and tracks any variances. Further work is required to more comprehensively report individual project outcomes to provide a composite picture of outcomes.

3.4.12. **Project Assurance / Gateways** – The CA meeting on 1st August, following approval from Chief Executives, also approved introducing a package of measures intended to improve the rates at which projects progress through the project gateways as detailed below. These measures are for all projects in all policy areas and are not unique to any one Board

3.4.13. IEB are asked to note the introduction of a package of measures including the introduction of early access to development funds.

3.4.13.1. **Gateway Allocations** – all **new** projects seeking funding from the CA will be granted an allocation to progress to the next gateway (Mandate – Outline Business Case – Full Business Case – Full Approval – Award of Funding). This will not, at the early stages of a project, reserve the full allocation of project spend. This will allow a pipeline of projects to be developed and a larger number of schemes could be encouraged to develop business cases. Full spend allocations will therefore be agreed as projects reach the Full Business Case / Full Approval stage. Over time this may result in project being held at approval stage awaiting available funds.

3.4.13.2. **Project Development / Gateway Funding** – to mitigate the risk of gateway allocations to Local Authority promoters developing projects it is proposed to introduce a process allowing promoters to apply for early access to development funds (a % of the expected cost) to progress projects to each gateway. This is intended to ensure that promoters are able to develop projects in a timely manner and allow resource to be secured as appropriate.

3.4.13.3. **Call in of Projects not Progressing** – Projects already in the process and progressing through the appraisal framework can continue to progress as planned. Those projects not showing suitable progress may be called in for review and if necessary moved out of the full funding allocations.

3.4.13.4. **Projects moved out of the full funding allocation process** - where it is agreed the project should continue, will be accepted into the gateway allocation process and will therefore be able to apply for the project development / gateway funding. Scheme promoters with existing allocation may choose to voluntarily move to the gateway allocation process which will also allow the development / gateway funds to be accessed.

3.4.13.5. **Project Closure** – in extreme cases where a project is not able to meet the needs of the assurance framework the CA will work with the Promoter to consider project closure and / or removal from the CA funding allocations.

3.4.14. The SCR Executive Team will prepare the documentation to support these changes and to allow Promoters to begin to access the development funds which will be circulated to partners.

4. **Implications**

i. Financial

The implementation of the new gateway process to control projects progressing to grant award will help give the region more control to align resource to deliverable projects.

However, consideration will need to be given to the advancement of capital resource to project development costs that may become abortive if the CA's wishes not to advance a scheme through to the following stage. Abortive development costs are considered to be revenue rather than capital expenditure. This issue could be mitigated through the advancement of revenue funding through the gainshare resource, to be 'swapped' back to LGF capital when a scheme was delivered. Finance officers will work with the performance team to develop the application process and funding options in this respect.

ii. Legal

None as a result of this report.

iii. Diversity

None as a result of this report.

iv. Equality

None as a result of this report.

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Background papers used in the preparation of this report are available for inspection at:

Other sources and references:

Appendix 4 - Change Requests

Board	Promoter	Project	Change	Impact
Infrastructure	BMBC	M1 Junction 36 – (Phase 1 Hoyland)	Spend Profile and completion date	Completion of the works anticipated months later than originally forecast but no impact on the overall delivery of HA of remediated employment
			completion date	Reduce SCR funding in 15/16 by £1,000,000 in 16/17 by £4,133,276 and in 20/21 by £464,467 Increase SCR funding in 17/18 by £5,045,966, in 18/19 by £87,310 and in 21+ by £464,467
	BDC	Worksop and Vesuvius	Pavement design amended	Additional time & cost absorbed within overall scheme budget. No impact on programme. IEB to Note
			Existing highway drain amended due to poor connection.	
			Extents of the surfacing course tie ins amended due to poor condition.	
			Contaminated land discovered	

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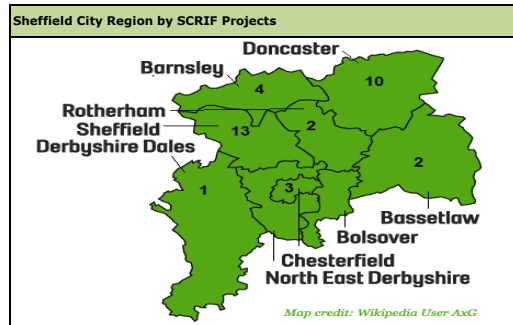
Local authority

Programme

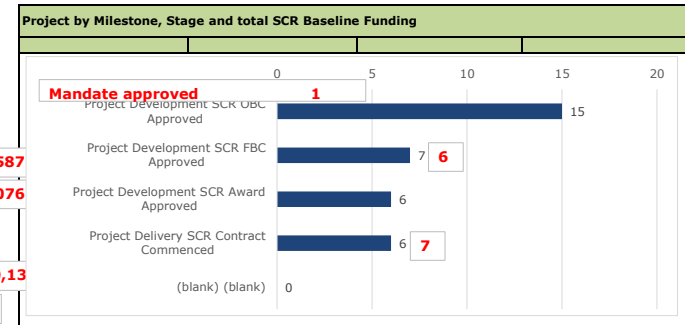
Project

Milestone

Stage



Cost & Funding Summary			
Cost Summary			
Cumulative Baseline (15-22)	£	634,826,860	
Cumulative Actual (15-22)	£	635,630,133	
Cumulative Difference (15-22)	-£	803,273	
Actual Spend (15/16)	£	60,011,308	18,034,587
Actual Spend (Q1 16-17)	£	8,323,649	12,531,076
Funding Summary			
SCR Funding (15-22)	£	217,501,257	
Total Funding (15-22)	£	302,098,077	635,630,13
% SCR Funding (15-22)		72%	34.2%



R A G Nil

Project overall status

0	11	25	0
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Change requests summary

Pending	6
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Risk overall status

3	18	4	11
---	----	---	----

Approved

1

Issue overall status

5	9	6	16
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Rejected

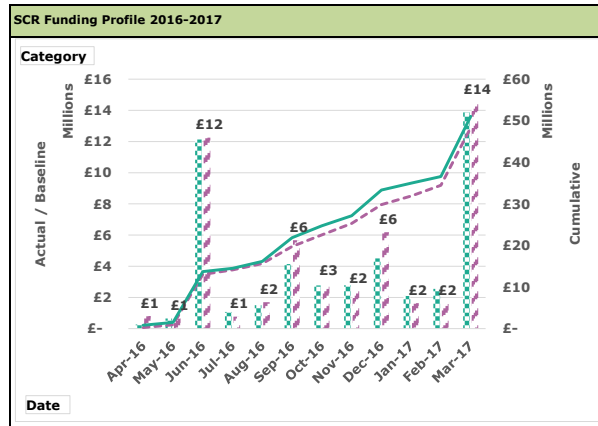
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Change requests overall status

0	2	3	31
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Total

7



Outcomes

GVA (£)	Private Sector Leverage (£)	Jobs Created (Gross) Number	Jobs Created (Net) Number
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Baseline (15-22)

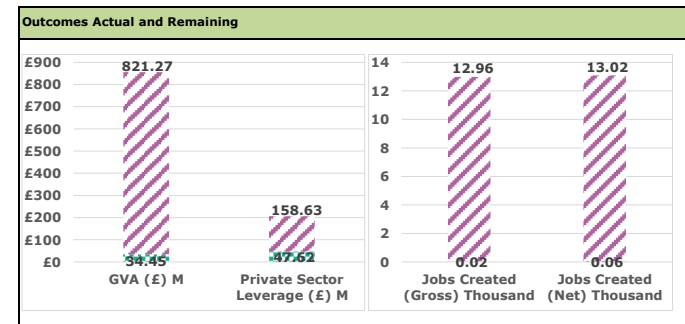
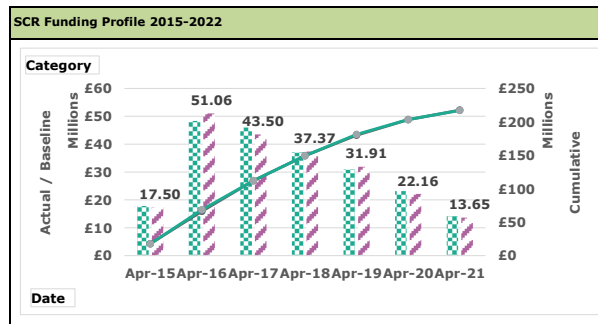
£855,723,455	£206,251,000	12,980	13,080
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Actual to (Q1 16-17)

£ 34,453,000	£ 47,620,000	20	62
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Forecast remaining

£821,270,455	£158,631,000	12,960	13,018
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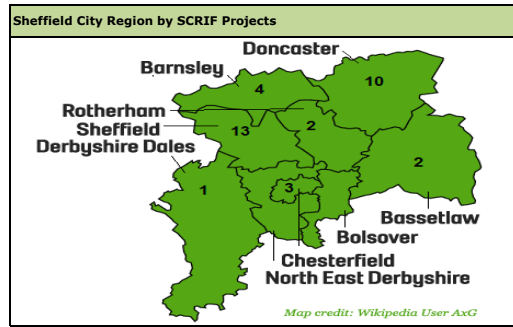
Local authority

Programme

Project

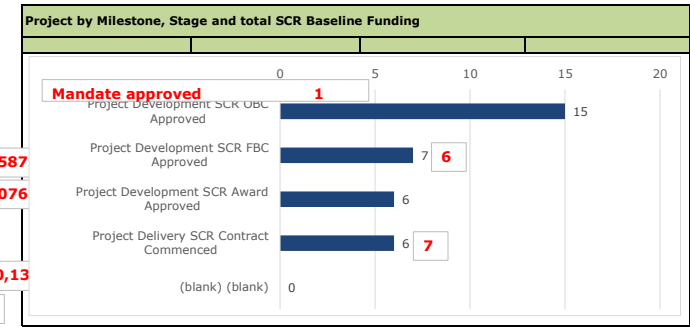
Milestone

Stage



Cost & Funding Summary

Cost Summary		
Cumulative Baseline (15-22)	£	634,826,860
Cumulative Actual (15-22)	£	635,630,133
Cumulative Difference (15-22)	-£	803,273
Actual Spend (15/16)	£	60,011,308 18,034,587
Actual Spend (Q1 16-17)	£	8,323,649 12,531,076
Funding Summary		
SCR Funding (15-22)	£	217,501,257
Total Funding (15-22)	£	302,098,077 635,630,133
% SCR Funding (15-22)		72% 34.2%



R A G Nil

Project overall status

0	11	25	0
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Change requests summary

Pending	6
---------	---

Risk overall status

3	18	4	11
---	----	---	----

Approved

1

Issue overall status

5	9	6	16
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Rejected

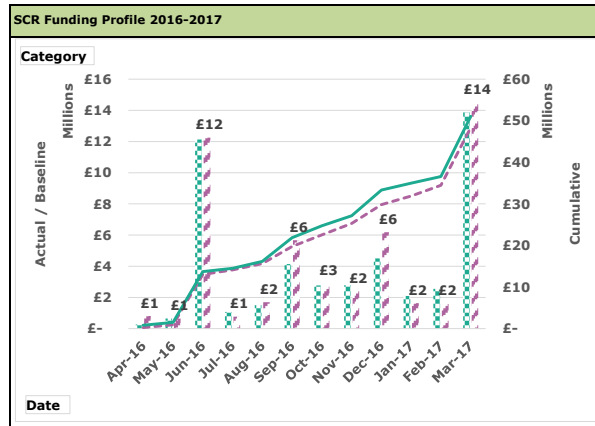
0

Change requests overall status

0	2	3	31
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Total

7



Outcomes

GVA (£)	Private Sector Leverage (£)	Jobs Created (Gross) Number	Jobs Created (Net) Number
---------	-----------------------------	-----------------------------	---------------------------

Baseline (15-22)

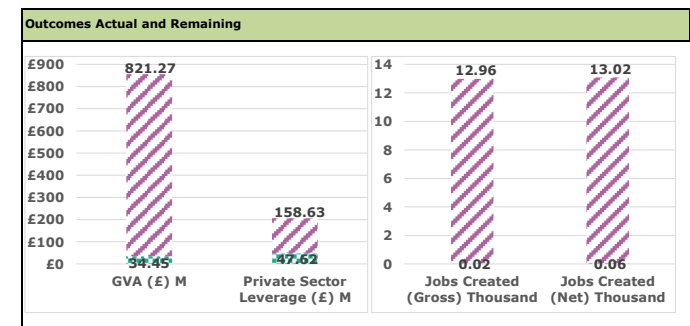
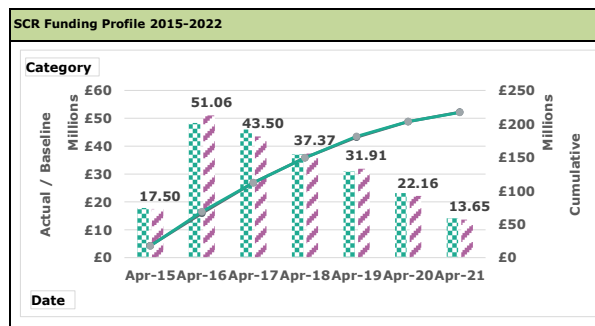
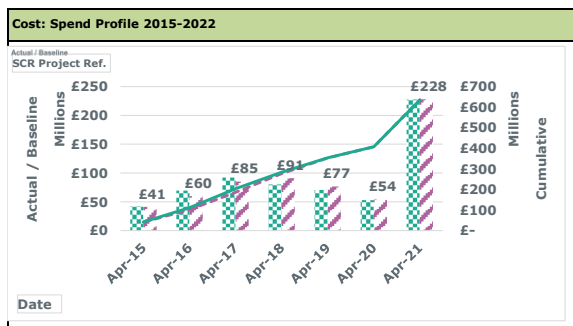
£855,723,455	£206,251,000	12,980	13,080
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Actual to (Q1 16-17)

£ 34,453,000	£ 47,620,000	20	62
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Forecast remaining

£821,270,455	£158,631,000	12,960	13,018
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Appendix 2

Project in the Programme												
Promoter	Project	Milestone	Time	Cost	Quality	Risks	Issues	Changes	Status	Trend	Progress	Total SCR Funding (000s)
Nottinghamshire County Council / Bassetlaw District Council	Harworth and Bircotes Step Change Programme Road Improvements	SCR OBC Approved	Green	No Data	Green	Amber	No Data	Green	Green	↔	13%	945
Bassetlaw District Council / Nottinghamshire County Council	Workshop site delivery and Vesuvius scheme A60/ A57/B6024 junction	SCR Award Approved	Red	No Data	Green	Amber	Green	Amber	Green	↔	20%	500
Nottinghamshire County Council / Bassetlaw District Council	Workshop Phase 2	SCR OBC Approved	Green	No Data	Green	No Data	No Data	No Data	Green	↔	13%	2,397
Barnsley MBC	M1 Junction 37 – Economic Growth Corridor (Claycliffe)	SCR FBC Approved	Green	Green	Green	Amber	Amber	No Data	Amber	↔	11%	11,808
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe)	SCR OBC Approved	Green	No Data	No Data	Amber	Amber	No Data	Amber	↔	11%	7,324
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)	SCR Contract Commenced	Green	Green	Green	Amber	Amber	Amber	Green	↔	25%	15,708
Chesterfield Borough Council	Chesterfield Waterside	SCR Award Approved	Red	Amber	Green	Amber	Amber	Green	Green	↔	51%	2,700
CBC	Northern Gateway	SCR OBC Approved	Red	Amber	Amber	Amber	Red	No Data	Amber	↔	14%	5,830
Birchall Properties Ltd	Peak Resort	SCR Award Approved	Red	Amber	Amber	Amber	Red	No Data	Green	↑	36%	2,850
Derbyshire County Council	Seymour Link Road	SCR Contract Commenced	Green	Green	No Data	No Data	No Data	No Data	Green	↔	11%	3,780
Doncaster MBC	A630 Westmoor Link Dualling	SCR Mandate Approved	Green	No Data	No Data	Green	No Data	No Data	Green	↔	25%	9,250
Doncaster MBC	Doncaster Urban Centre - Colonnades	SCR Award Approved	Red	Green	No Data	Amber	No Data	No Data	Green	↔	38%	2,280
Doncaster MBC	DN7 Unity - Hatfield Link Road	SCR FBC Approved	Red	Green	Green	Red	Red	No Data	Green	↔	19%	11,155
Doncaster MBC	Pinningley and Rossington Regeneration Route Scheme - Phase 2 (FAPPS)	SCR FBC Approved	Red	Amber	Green	Green	Amber	No Data	Green	↔	21%	9,100

Project in the Programme												
Promoter	Project	Milestone	Time	Cost	Quality	Risks	Issues	Changes	Status	Trend	Progress	Total SCR Funding (000s)
Doncaster MBC	Doncaster Urban Centre - Lakeside Power	SCR OBC Approved	Green	Green	No Data	No Data	No Data	No Data	Green	↔	25%	1,275
Doncaster MBC	Doncaster Urban Centre - Markets	SCR OBC Approved	Green	Green	No Data	Green	No Data	No Data	Green	↔	25%	2,000
Doncaster MBC	Doncaster Urban Centre - Quality Streets	SCR OBC Approved	Green	No Data	No Data	No Data	No Data	No Data	Green	↔	25%	1,350
Doncaster MBC	Doncaster Urban Centre - St Sepulchre West / Station Forecourt	SCR OBC Approved	Green	Green	No Data	Green	No Data	No Data	Green	↔	25%	8,100
Doncaster MBC	Doncaster Urban Centre - The Civic & Cultural Quarter (CCQ)	SCR Award Approved	Red	Green	No Data	Amber	No Data	No Data	Green	↔	38%	635
Doncaster MBC	Doncaster Urban Centre - Waterfront	SCR FBC Approved	Green	Green	No Data	No Data	No Data	No Data	Green	↔	38%	8,250
Rotherham Borough Council	A630 Parkway Widening	SCR OBC Approved	Red	Red	Red	Amber	Amber	No Data	Amber	↔	13%	42,457
Rotherham Borough Council	Waverley Link Road	SCR OBC Approved	Red	Amber	Amber	Red	Red	No Data	Amber	↔	8%	8,800
Sheffield City Council	Grey to Green Phase 2 (Castlegate)	SCR OBC Approved	Green	Amber	No Data	No Data	No Data	No Data	Amber	↔	13%	2,870
Sheffield City Council	Brookhill and IRR Junctions	SCR OBC Approved	Green	Amber	No Data	Red	Red	No Data	Amber	↔	13%	3,400
SHEFFIELD CITY COUNCIL	CLAYWHEELS LA SUSTAINABLE INDUSTRIES PARK	SCR FBC Approved	Green	Green	No Data	No Data	Green	No Data	Amber	↔	17%	4,789
Sheffield City Council	Grey to Green Phase 1 - Sheffield Riverside Business District	SCR Contract Commenced	Red	Green	Amber	No Data	Green	No Data	Green	↑	13%	2,464
Yunus Ahmed	Knowledge Gateway	SCR FBC Approved	Green	Green	No Data	Amber	Green	No Data	Green	↔	13%	3,815
Legacy Park Ltd	Olympic Legacy Park Park Infrastructure Works	SCR Award Approved	Red	Green	Green	Amber	Amber	No Data	Green	↔	38%	4,899
Sheffield City Council	Parkwood Springs	SCR OBC Approved	Green	No Data	No Data	No Data	No Data	No Data	Amber	↔	25%	7,373
Sheffield City Council	SRQ	SCR OBC Approved	Green	No Data	No Data	No Data	No Data	No Data	Amber	↔	25%	2,514

Narrative against RED RAG Status						
Promotor	Project	Time	Cost	Quality	Risks	Board Escalation Items
Bassetlaw District Council / Nottinghamshire County Council	Worksop site delivery and Vesuvius scheme - A60/A57/B6024 junction	The signalisation of the A60 / A57 roundabout junction in worksop is currently under construction and on schedule to be completed by October 2016. The site access and associated junction improvements with the A57 are expected to follow in 2017/18 onwards and the programme is subject to further agreement with the SCRIF Board.				Nothing needs to be escalated to the SCRIF Board for a decision regarding the A60 / A57 junction improvement scheme. Clarification is sought from the Board as to the project revision request and the process for taking this forward for subsequent Board approval?
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)					Change Requests - Revised Spend profile to reflect works contractor programme and anticipated expenditure
Chesterfield Borough Council	Chesterfield Waterside	Negotiation on funding agreement between CBC and SCR and CBC and Chesterfield Waterside Ltd has delayed delivery of the scheme - the expenditure and outputs schedules included within this report reflect those that will be attached to the funding agreement.				
CBC	Northern Gateway	Overall timescales remain unchanged since reporting for quarter 4 where slippage was reported around the timescale of cabinet submission. As reported in quarter 3 approval for CBC funding contribution will be sought on 26th July 2016 at cabinet and at Full Council on 27th July. Subject to cabinet and council approvals and subsequent full business case approval we expect the project to commence as previously reported in November 2016, starting with the refurbishment works to the MSCP. Jomast have confirmed that they will not be in a position to start on site until 60% of pre-lets have been achieved and therefore it is expected that their original anticipated start date of Autumn 2016 will be delayed until Quarter 4. CBC are exploring options including headlease arrangements which should expedite this process. We are also working with the SCR Invest Team to support the proactive marketing of the Scheme. Whilst this will affect the timescales of the private sector leverage, it is not expected to affect the over all timescales and out puts of the project.				
Birchall Properties Ltd	Peak Resort	The Scheme secured progression to Full Approval and award of Contract at the IEB meeting on 3rd June 2016				

Narrative against RED RAG Status						
Promotor	Project	Time	Cost	Quality	Risks	Board Escalation Items
Doncaster MBC	DN7 Unity - Hatfield Link Road	The project is currently on track with regard to time, however NPG outage/diversion issues and/or the land acquisition process could still serve to impact on delivery timescales.			<ul style="list-style-type: none"> Northern Power Grids stance remains firm on the £1.3M estimate for the diversion work and 18 month timescales for an outage to carry out the diversion. No response from the remaining two landowners who haven't agreed options with the developer. 	
Doncaster MBC	Finningley and Rossington Regeneration Route Scheme - Phase 2 (FARRRS)	No change.				
Rotherham Borough Council	A630 Parkway Widening	Project is at procurement of Stage 1b business case.	Costs on profile.			
Rotherham Borough Council	Waverley Link Road	Data collection complete, but the exact requirements of strategic modelling being discussed with DfT remains critical. Although WLR is to be locally determined one strategic model is being developed for this and the Parkway widening schemes and work cannot progress until the DfT are satisfied with the ASR for Parkway widening.			Sheffield CC's position as to the agreement to the use of Woodhouse Mill playing fields for WLR is essential to determining whether the project progresses in its current form or alternatives are developed. This is in the context of recent announcements regarding HS2. However, it is understood that objections to the alignment through Woodhouse Mill playing fields would be likely remain in any circumstance. The potential realignment of HS2 now gives the opportunity for an improved route for WLR to be investigated, and this being the case, RMBC have commissioned a study to provide a potential Benefit Cost ratio for a revised route for WLR. This work will feed into any wider scale assessment of scheme benefit to the SCR economy. Nevertheless, given the potential sensitivities around this issue, from the SCC and DfT perspectives, it should be discussed at Executive Board.	

Narrative against RED RAG Status						
Promotor	Project	Time	Cost	Quality	Risks	Board Escalation Items
Sheffield City Council	Grey to Green Phase 1 - Sheffield Riverside Business District	Despite the accelerated level of activity in December and January, significant completion of the scheme has been delayed to February 2016. After a snagging period, we expect to provide the formal 'completion certificate' in early May 2016.				To note various issues and risks raised. However, no decision from the Board are required at this time
Sheffield City Council	Upper Don Valley Flood Alleviation Scheme	Feasibility study showing approx. 6 month slippage due to delays in stakeholder engagement and consultation, following instruction from councillors. However, this is not considered to be a risk to overall delivery of the project, as there is potential to recover this time later in the programme - when project scope has greater certainty and delivery options and implementation programmes can be better considered.	Costs and benefits currently being reappraised as part of the feasibility stage options appraisal			

Appendix 4 - Change Requests

Board	Promoter	Project	Change	Impact
Infrastructure	BMBC	M1 Junction 36 – (Phase 1 Hoyland)	Spend Profile and completion date	Completion of the works anticipated months later than originally forecast but no impact on the overall delivery of HA of remediated employment
			completion date	Reduce SCR funding in 15/16 by £1,000,000 in 16/17 by £4,133,276 and in 20/21 by £464,467 Increase SCR funding in 17/18 by £5,045,966, in 18/19 by £87,310 and in 21+ by £464,467
	BDC	Worksop and Vesuvius	Pavement design amended	Additional time & cost absorbed within overall scheme budget. No impact on programme. IEB to Note
			Existing highway drain amended due to poor connection.	
			Extents of the surfacing course tie ins amended due to poor condition.	
Contaminated land discovered				

Appendix 5 – Spend Profile Changes

Change from Budget approval to Q1								
Scheme	15/16	16/17	17/18	18/19	19/20	20/21	21+	Total
Change agreed as part of scheme refinement process								
Sheff City Centre - UoS Campus/Inner Ring Road - Phase 2 (Brook Hill)	£-	-£200,000	-£1,169,000	-£750,000	£-	£-	£-	-£2,119,000
Sheff City Centre - G2G 2 - Castlegate	£-	£-	-£1,050,000	£1,241,000	-£128,491	£-	£-	£62,509
Sheff City Centre - Central Retail - SRQ								
Urban Development fund loan	£-	£5,000,000	£-	£-	-£5,000,000	£-	£-	£-
Change request submitted to August IEB for approval								
M1 Junction 36 - Hoyland Phase 1	-£1,000,000	-£4,133,276	£5,045,966	£87,310	£-	-£464,467	£464,467	£0
Profile updated at Q4 to reflect 15/16 outturn position								
Sheff City Centre - Riverside Business District - Grey to Green Phase 1	-£96,232	£47,714	£56,415	£17,402	£8,701	£-	£-	£34,000
Sheff City Centre - UoS Campus/Inner Ring Road - Phase 1	£379,164	-£377,164	£-	£-	£-	£-	£-	£2,000
Superfast Broadband	£411,386	-£50,016	£-	£-	£-	£-	£-	£361,371
BRT North	-£4,015,000	£4,015,087	£-	£-	£-	£-	£-	£87
Doncaster Urban Centre - Waterfront	-£750,000	£750,000	£-	£-	£-	£-	£-	£-

Appendix 5 – Spend Profile Changes

Change from Budget approval to Q1								
Scheme	15/16	16/17	17/18	18/19	19/20	20/21	21+	Total
Doncaster Urban Centre - Colonnades	-£80,000	£80,000	£-	£-	£-	£-	£-	£-
Worksop Vesuvius (phase 1)	-£117,000	£117,000	£-	£-	£-	£-	£-	£-
Profiles updated but no specific change approval requested								
Olympic Legacy Park	£-	-£1,000	£-	£-	£-	£-	£-	-£1,000
Claywheels Lane	£-	-£2,147,542	-£127,188	£195,750	£1,603,650	£636,710	£-	£161,380
Upper Don Valley Flood Elevation	£-	£-	£300,000	£3,200,000	-£2,000,000	-£1,500,000	£-	£-
M1 Junction 37 Claycliffe Link	£-	-£19,970	£32,800	£4,494,569	£6,580,631	£-	-£11,088,030	£-
Upper Don Valley - Parkwood Springs	£-	£-	-£3,257,000	£3,654,394	£-	£-	£-	£397,394
Peak Resorts	£-	-£444,550	£444,550	£-	£-	£-	£-	£-
DN7 (Hatfield Link)	£-	£-	£-	£-	£1,390,000	£-	-£1,390,000	£-
FARRRS Phase 2	£120,459	-£2,325,824	£1,930,000	£275,365	£-	£-	£-	£-
Chesterfield Northern Gateway	£-	-£2	-£75	£563	-£106	£-	£-	£380
Harworth Bircotes	£-	-£80,000	£75,000	£-	£-	£-	£-	-£5,000

Appendix 5 – Spend Profile Changes

Change from Budget approval to Q1								
Scheme	15/16	16/17	17/18	18/19	19/20	20/21	21+	Total
Waverley Lower Don Valley A630	£-	£-	£-	£-	-£4,953,000	£-	£5,181,000	£-
Waverley Lower Don Valley Link Road	£-	£-	£-	-£1,069,000	-£1,311,000	£1,835,000	£545,000	£-
	-£5,147,223	£230,457	£2,281,468	£11,347,353	-£3,809,615	£507,243	-£6,287,563	-£1,105,879

Appendix 6

Promoter	Project	Status	Time									Comments	
			SCR Mandate Approved	SCR OBC Approved	SCR FBC Approved	SCR Award Approved	SCR Contract Award Signed	SCR Contract Commenced	SCR Contract Complete	SCR Evaluation Complete	SCR Project Closed		
Nottinghamshire County Council / Bassetlaw District Council	Harworth and Bircotes Step Change Programme Road Improvements	Baseline Date	22/11/2013	30/06/2016	31/05/2016	31/07/2016	30/09/2016	31/10/2016	30/04/2017	30/04/2022	30/04/2022	The Full Business Case is nearing completion and should be submitted in July 2016. SCR approvals to be secured asap to allow a start on site in autumn 2016. The scheme is part funded by D2N2 LEP and the full business case was submitted to the D2N2 Infrastructure Investment Board on 29th June 2016.	
		Forecast / Actual (Date)	22/11/2013	30/06/2016	31/05/2016	31/07/2016	30/09/2016	31/10/2016	30/04/2017	30/04/2022	30/04/2022		
		Variance											
Bassetlaw District Council / Nottinghamshire County Council	Worksop site delivery and Vesuvius scheme - A60/ A57/B6024 junction	Baseline Date	22/11/2013					15/02/2016	01/12/2016	01/10/2021	01/10/2021	The signalisation of the A60 / A57 roundabout junction in worksop is currently under construction and on schedule to be completed by October 2016. The site access and associated junction improvements with the A57 are expected to follow in 2017/18 onwards and the programme is subject to further agreement with the SCRIF Board.	
		Forecast / Actual (Date)	22/11/2013					15/02/2016	01/12/2016	01/10/2021	01/10/2021		
		Variance											
Barnsley MBC	M1 Junction 37 –Economic Growth Corridor (Claycliffe)	Baseline Date	27/06/2013	20/06/2016	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033	The anticipated start on site date for onsite works is 2019/2020 but this is subject to Local Plan timescales. The Off-site works will be undertaken in parallel to the site development works and assumes land acquisitions by negotiations and no CPO / SRO inquiry.	
		Forecast / Actual (Date)	27/06/2013	20/06/2016	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033		
		Variance											
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe)	Baseline Date	27/06/2013	13/05/2014	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033	The anticipated start on site date for onsite works is 2019/2020 but this is subject to Local Plan timescales. The off-site works will be undertaken to a timescale linked to the on site development timescales and assumes land acquisitions by negotiations and no CPO /SRO inquiry	
		Forecast / Actual (Date)	27/06/2013	13/05/2014	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033		
		Variance											
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)	Baseline Date	20/11/2013	01/06/2015				31/12/2015	31/03/2026	31/03/2033	31/03/2033	The project start on site date for workpackage 1 (off site road infrastructure works) was been delayed due to the ongoing negotiations that have taken place with the third party developers in relation to the back to back developer agreements and also the funding agreement with SCR. The contract has now been awarded, with a start on site date of 31st May 2016, with an expected 72 week programme. We will use this date as the base programme going forward.	
		Forecast / Actual (Date)	20/11/2013	01/06/2015				22/03/2016	31/03/2026	31/03/2033	31/03/2033		
		Variance						-82					
Chesterfield Borough Council	Chesterfield Waterside	Baseline Date	31/03/2014	30/09/2014	31/10/2015	31/10/2015	31/10/2015	01/11/2015	30/09/2018	31/03/2020	31/03/2020	Negotiation on funding agreement between CBC and SCR and CBC and Chesterfield Waterside Ltd has delayed delivery of the scheme - the expenditure and outputs schedules included within this report reflect those that will be attached to the funding agreement.	
		Forecast / Actual (Date)	31/03/2014	30/09/2014	30/11/2015	30/11/2015	30/07/2016	31/05/2016	31/12/2018	31/03/2020	31/03/2020		
		Variance			-30	-30	-273	-212	-82				
CBC	Northern Gateway	Baseline Date	20/11/2013	01/02/2016	01/01/2016	01/06/2016	01/06/2016	01/06/2016	01/06/2016	01/03/2020	01/07/2020	01/07/2020	Overall timescales remain unchanged since reporting for quarter 4 where slippage was reported around the timescale of cabinet submission. As reported in quarter 3 approval for CBC funding contribution will be sought on 26th July 2016 at cabinet and at Full Council on 27th July. Subject to cabinet and council approvals and subsequent full business case approval we expect the project to commence as previously reported in November 2016, starting with the refurbishment works to the MSCP. Jomast have confirmed that they will not be in a position to start on site until 60% of pre-lets have been achieved and therefore it is expected that their original anticipated start date of Autumn 2016 will be delayed until Quarter 4. CBC are exploring options including headlease arrangements which should expedite this process. We are also working with the SCR Invest Team to support the proactive marketing of the Scheme. Whilst this will affect the timescales of the private sector leverage, it is not expected to affect the over all timescales and out puts of the project.
		Forecast / Actual (Date)	20/11/2013	01/02/2016	01/09/2016	01/10/2016	01/10/2016	01/10/2016	01/10/2016	01/03/2020	01/07/2020	01/07/2020	
		Variance			-244	-122	-122	-122					
Birchall Properties Ltd	Peak Resort	Baseline Date	20/11/2013		31/01/2016	01/03/2016	01/03/2016	01/09/2016	28/02/2017	01/09/2021	01/09/2021	The Scheme secured progression to Full Approval and award of Contract at the IEB meeting on 3rd June 2016	
		Forecast / Actual (Date)	20/11/2013		03/06/2016	10/06/2016	02/08/2016	13/06/2016	31/05/2017	01/09/2021	01/09/2021		
		Variance			-124	-101	-154	80	-82				
Derbyshire County Council	Seymour Link Road	Baseline Date	20/11/2013									The main construction contract started in November 2015 when the works order was placed with Eurovia. A number of Orders have been placed with Utility Companies to provide electricity, water, foul sewer, gas and telecommunications. A range of specialist works have been procured through an existing Contractor (Fitzwise Ltd) including earthworks compaction along the road corridor, deep drainage and reinforced earthwork retaining walls. The intention is to complete the bulk of the works by end of October 2016 enabling the road to be brought into use; some works will continue beyond this period. The latest Progress Report (25th April) summarised that the works were approximately 50% complete.	
		Forecast / Actual (Date)	20/11/2013										
		Variance											
Doncaster MBC	A630 Westmoor Link Dualling	Baseline Date	20/11/2013	01/04/2016	01/09/2016	01/04/2019		01/07/2019	01/07/2021			No Change.	
		Forecast / Actual (Date)	20/11/2013	01/04/2016	01/09/2016	01/04/2019		01/07/2019	01/07/2021				

Promoter	Project	Status	Funding																			Total				
			15 / 16	01/04/2016	01/05/2016	01/06/2016	01/07/2016	01/08/2016	01/09/2016	01/10/2016	01/11/2016	01/12/2016	01/01/2017	01/02/2017	01/03/2017	16 / 17	17 / 18	18 / 19	19 / 20	20 / 21	21 / 22					
Legacy Park Ltd	Olympic Legacy Park Park Infrastructure Works	Baseline	-	-	-	-	-	80,000	295,000	1,030,000	1,085,000	795,000	640,000	640,000	505,000	350,000	119,000	4,899,000	-	-	-	-	-	-	4,899,000	
		Actual / Forecast	-	-	-	-	-	80,000	295,000	1,030,000	1,085,000	795,000	640,000	640,000	505,000	350,000	119,000	4,899,000	-	-	-	-	-	-	4,899,000	
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sheffield City Council	Parkwood Springs	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	6,873,000	-	-	-	-	-	7,373,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	6,873,000	-	-	-	-	-	7,373,000
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield City Council	SRQ	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56,000	56,000	1,521,000	937,000	-	-	-	-	2,514,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56,000	56,000	1,521,000	937,000	-	-	-	-	2,514,000	
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield City Council	Upper Don Valley Flood Alleviation Scheme	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000	3,700,000	-	-	-	-	-	4,000,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000	3,700,000	-	-	-	-	-	4,000,000	
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield City Council	University of Sheffield Campus - Phase 1	Baseline	669,164	814,470	620,167	788,199	-	-	-	-	-	-	-	-	-	-	2,222,836	-	-	-	-	-	-	-	2,892,000	
		Actual / Forecast	485,365	154,110	566,625	1,407,729	65,450	212,721	-	-	-	-	-	-	-	-	-	2,406,635	-	-	-	-	-	-	-	2,892,000
		Variance	-183,799	-660,360	-53,542	619,529.54	65,450	212,721	0	0	0	0	0	0	0	0	0	183,799.34	0	0	0	0	0	0	0	0.14
SCRIF	Enterprise Zones	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500,000	2,500,000	2,500,000	-	-	-	-	-	-	5,000,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500,000	2,500,000	2,500,000	-	-	-	-	-	-	5,000,000	
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SCR Urban Development Fund (SCR JESSICA)	SCR JESSICA Loan	Baseline	10,000,000	-	-	5,000,000	-	-	-	-	-	-	-	-	-	-	5,000,000	-	-	-	10,000,000	-	5,000,000	-	-	
		Actual / Forecast	10,000,000	-	-	5,000,000	-	-	-	-	-	-	-	-	-	-	-	5,000,000	-	-	-	10,000,000	-	5,000,000	-	-
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BMC	Superfast South Yorkshire	Baseline	714,570	-	-	1,002,354	-	-	1,002,354	-	-	1,002,354	-	-	1,002,355	4,009,417	3,490,583	2,400,000	-	-	-	-	-	-	10,614,570	
		Actual / Forecast	1,125,956	-	-	952,339	-	-	1,002,354	-	-	1,002,354	-	-	1,002,355	3,959,402	3,490,583	2,400,000	-	-	-	-	-	-	-	10,975,941
		Variance	411,386	0	0	-50,015	0	0	0	0	0	0	0	0	0	-50,015	-50,015	0	0	0	0	0	0	0	0	361,371
SYPT	BRT(N)	Baseline	-	-	-	4,015,087	-	-	-	-	-	-	-	-	-	-	4,015,087	-	-	-	-	-	-	-	4,015,087	
		Actual / Forecast	-	-	-	4,015,087	-	-	-	-	-	-	-	-	-	-	4,015,087	-	-	-	-	-	-	-	-	4,015,087
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		Baseline	17,497,502	814,470	659,180	12,246,625	770,500	1,691,369	5,664,433	2,902,115	2,404,785	6,182,948	1,637,849	1,585,385	14,495,851	51,055,510	43,498,150	37,366,206	31,910,840	22,163,210	13,648,467	217,139,885				
		Actual / Forecast	17,845,548	261,701	651,224	12,133,138	1,068,370	1,505,410	4,139,883	2,775,685	2,778,735	4,503,398	2,092,489	2,551,405	13,882,481	48,943,921	45,947,700	37,072,571	30,934,840	23,163,210	14,193,467	217,501,257				
		Variance	348,046	-552,769	-7,956	-113,486	-297,870	-185,959	-1,524,550	-126,430	-373,950	-1,679,560	-454,640	-965,020	-613,370	-2,711,569	-2,448,550	-293,635	-976,000	-1,000,000	-545,000	-361,371				

Quality - Outcomes							
Promoter	Project	Status	GVA (£)	Private Sector Leverage (£)	Jobs Created (Gross) Number	Jobs Created (Net) Number	Comments
Nottinghamshire County Council / Bassetlaw District Council	Harworth and Bircotes Step Change Programme Road Improvements	Baseline	£ 27,300,000	£ -	1,138	-	The scheme is being project managed by NCC who have the relevant professional; expertise and resources to deliver a quality scheme.
		Actual / Forecast	£ 27,300,000	£ -	1,138	-	
		Variance	0	0	0	0	
Bassetlaw District Council / Nottinghamshire County Council	Worksop site delivery and Vesuvius scheme - A60/A57/B6024 junction	Baseline	£ -	£ -	6,000	-	There are no known issues with respect to the quality of the workmanship currently in hand for the A60 /A57 signalisation project .
		Actual / Forecast	£ -	£ -	6,000	-	
		Variance	0	0	0	0	
Barnsley MBC	M1 Junction 37 –Economic Growth Corridor (Claycliffe)	Baseline	£ -	£ -	-	3,851	The project outcomes are dependent upon the project outputs being delivered by third party developers who will be signed up to back to back development agreements at the appropriate time
		Actual / Forecast	£ -	£ -	-	3,851	
		Variance	0	0	0	0	
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe)	Baseline	£ -	£ -	-	-	The anticipated start on site date for onsite works is 2019/2020 but this is subject to Local Plan timescales. The off-site works will be undertaken to a timescale linked to the on site development timescales and assumes land acquisitions by negotiations and no CPO /SRO inquiry
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)	Baseline	£ -	£ -	-	4,555	The project outcomes are dependent upon the project outputs being delivered by third party developers who are signed up to back to back development agreements. These are all concluded and development agreements signed.
		Actual / Forecast	£ -	£ -	-	4,555	
		Variance	0	0	0	0	
Chesterfield Borough Council	Chesterfield Waterside	Baseline	£ 41,000,000	£ 57,000,000	330	141	Overall outputs and outcomes remain as stated in the business case
		Actual / Forecast	£ 41,000,000	£ 57,000,000	330	141	
		Variance	0	0	0	0	
CBC	Northern Gateway	Baseline	£ 15,800,000	£ 10,550,000	489	237	Overall confidence in the outputs remains high but has been rated as amber as the developer has reported some challenges in securing occupiers for the remaining restaurant units. and the gym. The developer has reported strong interest in the units and is advancing talks with a number of operators but has yet secure them. It is anticipated that the anchoring of the Premier Inn and Beefeater will bring added confidence to the market when attracting additional occupiers, however, Jomast have confirmed that they will not be in a position to start on site until 60% of pre-lets have been achieved and therefore it is expected that their original anticipated start date of Autum 2016 will be delayed until Quarter 4. CBC are exploring options including headlease arrangements which should expedite this process. Whilst this will affect the timescales of the private sector leverage, it is not expected to affect the over all timescales and out puts of the project.
		Actual / Forecast	£ 15,800,000	£ 10,550,000	489	237	
		Variance	0	0	0	0	
Birchall Properties Ltd	Peak Resort	Baseline	£ 14,000,000	£ 81,000,000	400	323	The Phase One scheme will deliver 400 jobs and this remains unchanged from the previous reporting period.
		Actual / Forecast	£ 13,000,000	£ 81,000,000	400	323	
		Variance	-£ 1,000,000	0	0	0	
Derbyshire County Council	Seymour Link Road	Baseline	£ -	£ -	-	-	The works have been designed to meet Highway Adoption standards and are therefore being constructed accordingly.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	A630 Westmoor Link Dualling	Baseline	£ -	£ -	-	-	No Change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Colonnades	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	DN7 Unity - Hatfield Link Road	Baseline	£ -	£ -	-	-	No change. There are no issues with quality at this stage.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Finningley and Rossington Regeneration Route Scheme - Phase 2 (FARRRS)	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Lakeside Power	Baseline	£ -	£ -	-	-	No Change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Markets	Baseline	£ -	£ -	-	-	No Change at this stage.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Quality Streets	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - St Sepulchre West / Station Forecourt	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - The Civic & Cultural Quarter (CCQ)	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Waterfront	Baseline	£ -	£ -	-	-	No Change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	

Quality - Outcomes							
Promoter	Project	Status	GVA (£)	Private Sector Leverage (£)	Jobs Created (Gross) Number	Jobs Created (Net) Number	Comments
SCRIF	Enterprise Zones	Baseline	£ -	£ -	-	-	0
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Rotherham Borough Council	A630 Parkway Widening	Baseline	£ -	£ -	-	-	Not applicable at this stage
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Rotherham Borough Council	Waverley Link Road	Baseline	£ -	£ 831,000	-	-	Not applicable at this stage
		Actual / Forecast	£ -	£ 831,000	-	-	-
		Variance	0	0	0	0	0
Sheffield City Council	Grey to Green Phase 2 (Castlegate)	Baseline	£ -	£ -	-	-	Very early development stage
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Sheffield City Council	Brookhill and IRR Junctions	Baseline	£ -	£ -	-	-	Early development stage
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
SHEFFIELD CITY COUNCIL	CLAYWHEELS LA SUSTAINABLE INDUSTRIES PARK	Baseline	£ -	£ -	-	-	Too early in process
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Sheffield City Council	Grey to Green Phase 1 - Sheffield Riverside Business District	Baseline	£ -	£ -	1,890	-	Overall, the quality of construction from the contractor, North Midland is good
		Actual / Forecast	£ -	£ -	1,890	-	
		Variance	0	0	0	0	
Yunus Ahmed	Knowledge Gateway	Baseline	£ -	£ -	-	-	Awaiting SCRIF 1B approval
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Legacy Park Ltd	Olympic Legacy Park Park Infrastructure Works	Baseline	£ 94,253,000	£ 47,620,000	938	767	Not applicable
		Actual / Forecast	£ 94,253,000	£ 47,620,000	938	767	
		Variance	0	0	0	0	
Sheffield City Council	Parkwood Springs	Baseline	£ -	£ -	-	-	Early development stage
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Sheffield City Council	SRQ	Baseline	£ -	£ -	-	-	Early development stage
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Sheffield City Council	Upper Don Valley Flood Alleviation Scheme	Baseline	£ 370,424	£ -	1,795	1,751	Quality of work to date is considered good, as evidenced by a recent project review by the Environment Agency's Large Projects Review Group
		Actual / Forecast	£ 370,424	£ -	1,795	1,751	
		Variance	0	0	0	0	
Sheffield City Council	University of Sheffield Campus - Phase 1	Baseline	£663,000,000	£ 5,400,000	-	955	SCC clerk of works reports quality of hardworks contracted to date high
		Actual / Forecast	£663,000,000	£ 5,400,000	-	955	
		Variance	0	0	0	0	
BMBC	Superfast South Yorkshire	Baseline	£ -	£ -	-	-	As expected
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
SYLTE	BRT(N)	Baseline	£ -	£ 3,850,000	-	500	Work in line to be completed in accordance with the benefits realisation and quality plans.
		Actual / Forecast	£ -	£ 3,850,000	-	500	
		Variance	0	0	0	0	
SYLTE	Supertram Renewals	Baseline	£ 31	£ -	-	-	Works completed to satisfaction of client. 12 months defect period awaited September 2016.
		Actual / Forecast	£ 31	£ -	-	-	
		Variance	0	0	0	0	

Total	Baseline	£855,723,455	£206,251,000	12,980	13,080
	Actual	£854,723,455	£206,251,000	12,980	13,080
	Variance	-£ 1,000,000	0	0	0

Project in the Programme												
Promoter	Project	Milestone	Time	Cost	Quality	Risks	Issues	Changes	Status	Trend	Progress	Total SCR Funding (000s)
Nottinghamshire County Council / Bassetlaw District Council	Harworth and Bircotes Step Change Programme Road Improvements	SCR OBC Approved	Green	No Data	Green	Amber	No Data	Green	Green	↔	13%	945
Bassetlaw District Council / Nottinghamshire County Council	Workshop site delivery and Vesuvius scheme A60/ A57/B6024 junction	SCR Award Approved	Red	No Data	Green	Amber	Green	Amber	Green	↔	20%	500
Nottinghamshire County Council / Bassetlaw District Council	Workshop Phase 2	SCR OBC Approved	Green	No Data	Green	No Data	No Data	No Data	Green	↔	13%	2,397
Barnsley MBC	M1 Junction 37 – Economic Growth Corridor (Claycliffe)	SCR FBC Approved	Green	Green	Green	Amber	Amber	No Data	Amber	↔	11%	11,808
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe)	SCR OBC Approved	Green	No Data	No Data	Amber	Amber	No Data	Amber	↔	11%	7,324
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)	SCR Contract Commenced	Green	Green	Green	Amber	Amber	Amber	Green	↔	25%	15,708
Chesterfield Borough Council	Chesterfield Waterside	SCR Award Approved	Red	Amber	Green	Amber	Amber	Green	Green	↔	51%	2,700
CBC	Northern Gateway	SCR OBC Approved	Red	Amber	Amber	Amber	Red	No Data	Amber	↔	14%	5,830
Birchall Properties Ltd	Peak Resort	SCR Award Approved	Red	Amber	Amber	Amber	Red	No Data	Green	↑	36%	2,850
Derbyshire County Council	Seymour Link Road	SCR Contract Commenced	Green	Green	No Data	No Data	No Data	No Data	Green	↔	11%	3,780
Doncaster MBC	A630 Westmoor Link Dualling	SCR Mandate Approved	Green	No Data	No Data	Green	No Data	No Data	Green	↔	25%	9,250
Doncaster MBC	Doncaster Urban Centre - Colonnades	SCR Award Approved	Red	Green	No Data	Amber	No Data	No Data	Green	↔	38%	2,280
Doncaster MBC	DN7 Unity - Hatfield Link Road	SCR FBC Approved	Red	Green	Green	Red	Red	No Data	Green	↔	19%	11,155
Doncaster MBC	Pinningley and Rossington Regeneration Route Scheme - Phase 2 (FARPC)	SCR FBC Approved	Red	Amber	Green	Green	Amber	No Data	Green	↔	21%	9,100

Project in the Programme												
Promoter	Project	Milestone	Time	Cost	Quality	Risks	Issues	Changes	Status	Trend	Progress	Total SCR Funding (000s)
Doncaster MBC	Doncaster Urban Centre - Lakeside Power	SCR OBC Approved	Green	Green	No Data	No Data	No Data	No Data	Green	↔	25%	1,275
Doncaster MBC	Doncaster Urban Centre - Markets	SCR OBC Approved	Green	Green	No Data	Green	No Data	No Data	Green	↔	25%	2,000
Doncaster MBC	Doncaster Urban Centre - Quality Streets	SCR OBC Approved	Green	No Data	No Data	No Data	No Data	No Data	Green	↔	25%	1,350
Doncaster MBC	Doncaster Urban Centre - St Sepulchre West / Station Forecourt	SCR OBC Approved	Green	Green	No Data	Green	No Data	No Data	Green	↔	25%	8,100
Doncaster MBC	Doncaster Urban Centre - The Civic & Cultural Quarter (CCQ)	SCR Award Approved	Red	Green	No Data	Amber	No Data	No Data	Green	↔	38%	635
Doncaster MBC	Doncaster Urban Centre - Waterfront	SCR FBC Approved	Green	Green	No Data	No Data	No Data	No Data	Green	↔	38%	8,250
Rotherham Borough Council	A630 Parkway Widening	SCR OBC Approved	Red	Red	Red	Amber	Amber	No Data	Amber	↔	13%	42,457
Rotherham Borough Council	Waverley Link Road	SCR OBC Approved	Red	Amber	Amber	Red	Red	No Data	Amber	↔	8%	8,800
Sheffield City Council	Grey to Green Phase 2 (Castlegate)	SCR OBC Approved	Green	Amber	No Data	No Data	No Data	No Data	Amber	↔	13%	2,870
Sheffield City Council	Brookhill and IRR Junctions	SCR OBC Approved	Green	Amber	No Data	Red	Red	No Data	Amber	↔	13%	3,400
SHEFFIELD CITY COUNCIL	CLAYWHEELS LA SUSTAINABLE INDUSTRIES PARK	SCR FBC Approved	Green	Green	No Data	No Data	Green	No Data	Amber	↔	17%	4,789
Sheffield City Council	Grey to Green Phase 1 - Sheffield Riverside Business District	SCR Contract Commenced	Red	Green	Amber	No Data	Green	No Data	Green	↑	13%	2,464
Yunus Ahmed	Knowledge Gateway	SCR FBC Approved	Green	Green	No Data	Amber	Green	No Data	Green	↔	13%	3,815
Legacy Park Ltd	Olympic Legacy Park Park Infrastructure Works	SCR Award Approved	Red	Green	Green	Amber	Amber	No Data	Green	↔	38%	4,899
Sheffield City Council	Parkwood Springs	SCR OBC Approved	Green	No Data	No Data	No Data	No Data	No Data	Amber	↔	25%	7,373
Sheffield City Council	SRQ	SCR OBC Approved	Green	No Data	No Data	No Data	No Data	No Data	Amber	↔	25%	2,514

Narrative against RED RAG Status						
Promotor	Project	Time	Cost	Quality	Risks	Board Escalation Items
Bassetlaw District Council / Nottinghamshire County Council	Worksop site delivery and Vesuvius scheme - A60/A57/B6024 junction	The signalisation of the A60 / A57 roundabout junction in worksop is currently under construction and on schedule to be completed by October 2016. The site access and associated junction improvements with the A57 are expected to follow in 2017/18 onwards and the programme is subject to further agreement with the SCRIF Board.				Nothing needs to be escalated to the SCRIF Board for a decision regarding the A60 / A57 junction improvement scheme. Clarification is sought from the Board as to the project revision request and the process for taking this forward for subsequent Board approval?
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)					Change Requests - Revised Spend profile to reflect works contractor programme and anticipated expenditure
Chesterfield Borough Council	Chesterfield Waterside	Negotiation on funding agreement between CBC and SCR and CBC and Chesterfield Waterside Ltd has delayed delivery of the scheme - the expenditure and outputs schedules included within this report reflect those that will be attached to the funding agreement.				
CBC	Northern Gateway	Overall timescales remain unchanged since reporting for quarter 4 where slippage was reported around the timescale of cabinet submission. As reported in quarter 3 approval for CBC funding contribution will be sought on 26th July 2016 at cabinet and at Full Council on 27th July. Subject to cabinet and council approvals and subsequent full business case approval we expect the project to commence as previously reported in November 2016, starting with the refurbishment works to the MSCP. Jomast have confirmed that they will not be in a position to start on site until 60% of pre-lets have been achieved and therefore it is expected that their original anticipated start date of Autumn 2016 will be delayed until Quarter 4. CBC are exploring options including headlease arrangements which should expedite this process. We are also working with the SCR Invest Team to support the proactive marketing of the Scheme. Whilst this will affect the timescales of the private sector leverage, it is not expected to affect the over all timescales and out puts of the project.				
Birchall Properties Ltd	Peak Resort	The Scheme secured progression to Full Approval and award of Contract at the IEB meeting on 3rd June 2016				

Narrative against RED RAG Status						
Promotor	Project	Time	Cost	Quality	Risks	Board Escalation Items
Doncaster MBC	DN7 Unity - Hatfield Link Road	The project is currently on track with regard to time, however NPG outage/diversion issues and/or the land acquisition process could still serve to impact on delivery timescales.			<ul style="list-style-type: none"> Northern Power Grids stance remains firm on the £1.3M estimate for the diversion work and 18 month timescales for an outage to carry out the diversion. No response from the remaining two landowners who haven't agreed options with the developer. 	
Doncaster MBC	Finningley and Rossington Regeneration Route Scheme - Phase 2 (FARRRS)	No change.				
Rotherham Borough Council	A630 Parkway Widening	Project is at procurement of Stage 1b business case.	Costs on profile.			
Rotherham Borough Council	Waverley Link Road	Data collection complete, but the exact requirements of strategic modelling being discussed with DfT remains critical. Although WLR is to be locally determined one strategic model is being developed for this and the Parkway widening schemes and work cannot progress until the DfT are satisfied with the ASR for Parkway widening.			Sheffield CC's position as to the agreement to the use of Woodhouse Mill playing fields for WLR is essential to determining whether the project progresses in its current form or alternatives are developed. This is in the context of recent announcements regarding HS2. However, it is understood that objections to the alignment through Woodhouse Mill playing fields would be likely remain in any circumstance. The potential realignment of HS2 now gives the opportunity for an improved route for WLR to be investigated, and this being the case, RMBC have commissioned a study to provide a potential Benefit Cost ratio for a revised route for WLR. This work will feed into any wider scale assessment of scheme benefit to the SCR economy. Nevertheless, given the potential sensitivities around this issue, from the SCC and DfT perspectives, it should be discussed at Executive Board.	

Narrative against RED RAG Status						
Promotor	Project	Time	Cost	Quality	Risks	Board Escalation Items
Sheffield City Council	Grey to Green Phase 1 - Sheffield Riverside Business District	Despite the accelerated level of activity in December and January, significant completion of the scheme has been delayed to February 2016. After a snagging period, we expect to provide the formal 'completion certificate' in early May 2016.				To note various issues and risks raised. However, no decision from the Board are required at this time
Sheffield City Council	Upper Don Valley Flood Alleviation Scheme	Feasibility study showing approx. 6 month slippage due to delays in stakeholder engagement and consultation, following instruction from councillors. However, this is not considered to be a risk to overall delivery of the project, as there is potential to recover this time later in the programme - when project scope has greater certainty and delivery options and implementation programmes can be better considered.	Costs and benefits currently being reappraised as part of the feasibility stage options appraisal			

Appendix 4 - Change Requests

Board	Promoter	Project	Change	Impact
Infrastructure	BMBC	M1 Junction 36 – (Phase 1 Hoyland)	Spend Profile and completion date	Completion of the works anticipated months later than originally forecast but no impact on the overall delivery of HA of remediated employment
			completion date	Reduce SCR funding in 15/16 by £1,000,000 in 16/17 by £4,133,276 and in 20/21 by £464,467 Increase SCR funding in 17/18 by £5,045,966, in 18/19 by £87,310 and in 21+ by £464,467
	BDC	Worksop and Vesuvius	Pavement design amended	Additional time & cost absorbed within overall scheme budget. No impact on programme. IEB to Note
			Existing highway drain amended due to poor connection.	
			Extents of the surfacing course tie ins amended due to poor condition.	
			Contaminated land discovered	

Appendix 5 – Spend Profile Changes

Change from Budget approval to Q1								
Scheme	15/16	16/17	17/18	18/19	19/20	20/21	21+	Total
Change agreed as part of scheme refinement process								
Sheff City Centre - UoS Campus/Inner Ring Road - Phase 2 (Brook Hill)	£-	-£200,000	-£1,169,000	-£750,000	£-	£-	£-	-£2,119,000
Sheff City Centre - G2G 2 - Castlegate	£-	£-	-£1,050,000	£1,241,000	-£128,491	£-	£-	£62,509
Sheff City Centre - Central Retail - SRQ								
Urban Development fund loan	£-	£5,000,000	£-	£-	-£5,000,000	£-	£-	£-
Change request submitted to August IEB for approval								
M1 Junction 36 - Hoyland Phase 1	-£1,000,000	-£4,133,276	£5,045,966	£87,310	£-	-£464,467	£464,467	£0
Profile updated at Q4 to reflect 15/16 outturn position								
Sheff City Centre - Riverside Business District - Grey to Green Phase 1	-£96,232	£47,714	£56,415	£17,402	£8,701	£-	£-	£34,000
Sheff City Centre - UoS Campus/Inner Ring Road - Phase 1	£379,164	-£377,164	£-	£-	£-	£-	£-	£2,000
Superfast Broadband	£411,386	-£50,016	£-	£-	£-	£-	£-	£361,371
BRT North	-£4,015,000	£4,015,087	£-	£-	£-	£-	£-	£87
Doncaster Urban Centre - Waterfront	-£750,000	£750,000	£-	£-	£-	£-	£-	£-

Appendix 5 – Spend Profile Changes

Change from Budget approval to Q1								
Scheme	15/16	16/17	17/18	18/19	19/20	20/21	21+	Total
Doncaster Urban Centre - Colonnades	-£80,000	£80,000	£-	£-	£-	£-	£-	£-
Worksop Vesuvius (phase 1)	-£117,000	£117,000	£-	£-	£-	£-	£-	£-
Profiles updated but no specific change approval requested								
Olympic Legacy Park	£-	-£1,000	£-	£-	£-	£-	£-	-£1,000
Claywheels Lane	£-	-£2,147,542	-£127,188	£195,750	£1,603,650	£636,710	£-	£161,380
Upper Don Valley Flood Elevation	£-	£-	£300,000	£3,200,000	-£2,000,000	-£1,500,000	£-	£-
M1 Junction 37 Claycliffe Link	£-	-£19,970	£32,800	£4,494,569	£6,580,631	£-	-£11,088,030	£-
Upper Don Valley - Parkwood Springs	£-	£-	-£3,257,000	£3,654,394	£-	£-	£-	£397,394
Peak Resorts	£-	-£444,550	£444,550	£-	£-	£-	£-	£-
DN7 (Hatfield Link)	£-	£-	£-	£-	£1,390,000	£-	-£1,390,000	£-
FARRRS Phase 2	£120,459	-£2,325,824	£1,930,000	£275,365	£-	£-	£-	£-
Chesterfield Northern Gateway	£-	-£2	-£75	£563	-£106	£-	£-	£380
Harworth Bircotes	£-	-£80,000	£75,000	£-	£-	£-	£-	-£5,000

Appendix 5 – Spend Profile Changes

Change from Budget approval to Q1								
Scheme	15/16	16/17	17/18	18/19	19/20	20/21	21+	Total
Waverley Lower Don Valley A630	£-	£-	£-	£-	-£4,953,000	£-	£5,181,000	£-
Waverley Lower Don Valley Link Road	£-	£-	£-	-£1,069,000	-£1,311,000	£1,835,000	£545,000	£-
	-£5,147,223	£230,457	£2,281,468	£11,347,353	-£3,809,615	£507,243	-£6,287,563	-£1,105,879

Promoter	Project	Status	Time									Comments
			SCR Mandate Approved	SCR OBC Approved	SCR FBC Approved	SCR Award Approved	SCR Contract Award Signed	SCR Contract Commenced	SCR Contract Complete	SCR Evaluation Complete	SCR Project Closed	
Nottinghamshire County Council / Bassetlaw District Council	Harworth and Bircotes Step Change Programme Road Improvements	Baseline Date	22/11/2013	30/06/2016	31/05/2016	31/07/2016	30/09/2016	31/10/2016	30/04/2017	30/04/2022	30/04/2022	The Full Business Case is nearing completion and should be submitted in July 2016. SCR approvals to be secured asap to allow a start on site in autumn 2016. The scheme is part funded by D2N2 LEP and the full business case was submitted to the D2N2 Infrastructure Investment Board on 29th June 2016.
		Forecast / Actual (Date)	22/11/2013	30/06/2016	31/05/2016	31/07/2016	30/09/2016	31/10/2016	30/04/2017	30/04/2022	30/04/2022	
		Variance										
Bassetlaw District Council / Nottinghamshire County Council	Worksop site delivery and Vesuvius scheme - A60/ A57/B6024 junction	Baseline Date	22/11/2013					15/02/2016	01/12/2016	01/10/2021	01/10/2021	The signalisation of the A60 / A57 roundabout junction in worksop is currently under construction and on schedule to be completed by October 2016. The site access and associated junction improvements with the A57 are expected to follow in 2017/18 onwards and the programme is subject to further agreement with the SCRIF Board.
		Forecast / Actual (Date)	22/11/2013					15/02/2016	01/12/2016	01/10/2021	01/10/2021	
		Variance										
Barnsley MBC	M1 Junction 37 –Economic Growth Corridor (Claycliffe)	Baseline Date	27/06/2013	20/06/2016	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033	The anticipated start on site date for onsite works is 2019/2020 but this is subject to Local Plan timescales. The Off-site works will be undertaken in parallel to the site development works and assumes land acquisitions by negotiations and no CPO / SRO inquiry.
		Forecast / Actual (Date)	27/06/2013	20/06/2016	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033	
		Variance										
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe)	Baseline Date	27/06/2013	13/05/2014	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033	The anticipated start on site date for onsite works is 2019/2020 but this is subject to Local Plan timescales. The off-site works will be undertaken to a timescale linked to the on site development timescales and assumes land acquisitions by negotiations and no CPO /SRO inquiry
		Forecast / Actual (Date)	27/06/2013	13/05/2014	30/11/2017	28/02/2018	30/05/2018	31/03/2019	31/03/2021	31/03/2033	31/03/2033	
		Variance										
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)	Baseline Date	20/11/2013	01/06/2015				31/12/2015	31/03/2026	31/03/2033	31/03/2033	The project start on site date for workpackage 1 (off site road infrastructure works) was been delayed due to the ongoing negotiations that have taken place with the third party developers in relation to the back to back developer agreements and also the funding agreement with SCR. The contract has now been awarded, with a start on site date of 31st May 2016, with an expected 72 week programme. We will use this date as the base programme going forward.
		Forecast / Actual (Date)	20/11/2013	01/06/2015				22/03/2016	31/03/2026	31/03/2033	31/03/2033	
		Variance						-82				
Chesterfield Borough Council	Chesterfield Waterside	Baseline Date	31/03/2014	30/09/2014	31/10/2015	31/10/2015	31/10/2015	31/10/2015	30/09/2018	31/03/2020	31/03/2020	Negotiation on funding agreement between CBC and SCR and CBC and Chesterfield Waterside Ltd has delayed delivery of the scheme - the expenditure and outputs schedules included within this report reflect those that will be attached to the funding agreement.
		Forecast / Actual (Date)	31/03/2014	30/09/2014	30/11/2015	30/11/2015	30/07/2016	31/05/2016	31/12/2018	31/03/2020	31/03/2020	
		Variance			-30	-30	-273	-212	-92			
CBC	Northern Gateway	Baseline Date	20/11/2013	01/02/2016	01/01/2016	01/06/2016	01/06/2016	01/06/2016	01/06/2016	01/03/2020	01/07/2020	Overall timescales remain unchanged since reporting for quarter 4 where slippage was reported around the timescale of cabinet submission. As reported in quarter 3 approval for CBC funding contribution will be sought on 26th July 2016 at cabinet and at Full Council on 27th July. Subject to cabinet and council approvals and subsequent full business case approval we expect the project to commence as previously reported in November 2016, starting with the refurbishment works to the MSCP. Jomast have confirmed that they will not be in a position to start on site until 60% of pre-lets have been achieved and therefore it is expected that their original anticipated start date of Autumn 2016 will be delayed until Quarter 4. CBC are exploring options including headlease arrangements which should expedite this process. We are also working with the SCR Invest Team to support the proactive marketing of the Scheme. Whilst this will affect the timescales of the private sector leverage, it is not expected to affect the over all timescales and out puts of the project.
		Forecast / Actual (Date)	20/11/2013	01/02/2016	01/09/2016	01/10/2016	01/10/2016	01/10/2016	01/10/2016	01/03/2020	01/07/2020	
		Variance			-244	-122	-122	-122	-122			
Birchall Properties Ltd	Peak Resort	Baseline Date	20/11/2013		31/01/2016	01/03/2016	01/03/2016	01/09/2016	28/02/2017	01/09/2021	01/09/2021	The Scheme secured progression to Full Approval and award of Contract at the IEB meeting on 3rd June 2016
		Forecast / Actual (Date)	20/11/2013		03/06/2016	10/06/2016	02/08/2016	13/06/2016	31/05/2017	01/09/2021	01/09/2021	
		Variance			-124	-101	-154	80	-92			
Derbyshire County Council	Seymour Link Road	Baseline Date	20/11/2013									The main construction contract started in November 2015 when the works order was placed with Eurovia. A number of Orders have been placed with Utility Companies to provide electricity, water, foul sewer, gas and telecommunications. A range of specialist works have been procured through an existing Contractor (Fitzwise Ltd) including earthworks compaction along the road corridor, deep drainage and reinforced earthwork retaining walls. The intention is to complete the bulk of the works by end of October 2016 enabling the road to be brought into use; some works will continue beyond this period. The latest Progress Report (25th April) summarised that the works were approximately 50% complete.
		Forecast / Actual (Date)	20/11/2013									
		Variance										
Doncaster MBC	A630 Westmoor Link Dualling	Baseline Date	20/11/2013	01/04/2016	01/09/2016	01/04/2019		01/07/2019	01/07/2021			No Change.
		Forecast / Actual (Date)	20/11/2013	01/04/2016	01/09/2016	01/04/2019		01/07/2019	01/07/2021			

Promoter	Project	Status	Funding																						
			15 / 16	01/04/2016	01/05/2016	01/06/2016	01/07/2016	01/08/2016	01/09/2016	01/10/2016	01/11/2016	01/12/2016	01/01/2017	01/02/2017	01/03/2017	16 / 17	17 / 18	18 / 19	19 / 20	20 / 21	21 / 22	Total			
Legacy Park Ltd	Olympic Legacy Park Park Infrastructure Works	Baseline	-	-	-	-	-	80,000	295,000	1,030,000	1,085,000	795,000	640,000	640,000	505,000	350,000	119,000	4,899,000	-	-	-	-	-	-	4,899,000
		Actual / Forecast	-	-	-	-	-	80,000	295,000	1,030,000	1,085,000	795,000	640,000	640,000	505,000	350,000	119,000	4,899,000	-	-	-	-	-	-	4,899,000
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield City Council	Parkwood Springs	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	6,873,000	-	-	-	-	-	7,373,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	6,873,000	-	-	-	-	-	7,373,000	
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield City Council	SRQ	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	56,000	56,000	1,521,000	937,000	-	-	-	-	2,514,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	56,000	56,000	1,521,000	937,000	-	-	-	-	2,514,000	
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield City Council	Upper Don Valley Flood Alleviation Scheme	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000	3,700,000	-	-	-	-	-	4,000,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300,000	3,700,000	-	-	-	-	-	4,000,000	
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sheffield City Council	University of Sheffield Campus - Phase 1	Baseline	669,164	814,470	620,167	788,199	-	-	-	-	-	-	-	-	-	2,222,836	-	-	-	-	-	-	-	2,892,000	
		Actual / Forecast	485,365	154,110	566,625	1,407,729	65,450	212,721	-	-	-	-	-	-	-	-	2,406,635	-	-	-	-	-	-	-	2,892,000
		Variance	-183,799	-660,360	-53,542	619,529.54	65,450	212,721	0	0	0	0	0	0	0	0	183,799.34	0	0	0	0	0	0	0	0.14
SCRIF	Enterprise Zones	Baseline	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500,000	2,500,000	2,500,000	-	-	-	-	-	5,000,000	
		Actual / Forecast	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500,000	2,500,000	2,500,000	-	-	-	-	-	5,000,000	
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SCR Urban Development Fund (SCR JESSICA)	SCR JESSICA Loan	Baseline	10,000,000	-	-	5,000,000	-	-	-	-	-	-	-	-	-	5,000,000	-	-	-	10,000,000	-	5,000,000	-	-	
		Actual / Forecast	10,000,000	-	-	5,000,000	-	-	-	-	-	-	-	-	-	-	5,000,000	-	-	-	10,000,000	-	5,000,000	-	-
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BMB	Superfast South Yorkshire	Baseline	714,570	-	-	1,002,354	-	-	1,002,354	-	-	1,002,354	-	-	1,002,355	4,009,417	3,490,583	2,400,000	-	-	-	-	-	10,614,570	
		Actual / Forecast	1,125,956	-	-	952,339	-	-	1,002,354	-	-	1,002,354	-	-	1,002,355	3,959,402	3,490,583	2,400,000	-	-	-	-	-	-	10,975,941
		Variance	411,386	0	0	-50,015	0	0	0	0	0	0	0	0	0	-50,015	0	0	0	0	0	0	0	0	361,371
SYPT	BRT(N)	Baseline	-	-	-	4,015,087	-	-	-	-	-	-	-	-	-	4,015,087	-	-	-	-	-	-	-	4,015,087	
		Actual / Forecast	-	-	-	4,015,087	-	-	-	-	-	-	-	-	-	-	4,015,087	-	-	-	-	-	-	-	4,015,087
		Variance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		Baseline	17,497,502	814,470	659,180	12,246,625	770,500	1,691,369	5,664,433	2,902,115	2,404,785	6,182,948	1,637,849	1,585,385	14,495,851	51,055,510	43,498,150	37,366,206	31,910,840	22,163,210	13,648,467	217,139,885			
		Actual / Forecast	17,845,548	261,701	651,224	12,133,138	1,068,370	1,505,410	4,139,883	2,775,685	2,778,735	4,503,398	2,092,489	2,551,405	13,882,481	48,943,921	45,947,700	37,072,571	30,934,840	23,163,210	14,193,467	217,501,257			
		Variance	348,046	-552,769	-7,956	-113,486	-297,870	-185,959	-1,524,550	-126,430	-373,950	-1,679,550	-454,640	-965,020	-613,370	-2,711,569	-2,448,550	-293,635	-976,000	-1,000,000	-545,000	-361,371			

Quality - Outcomes							
Promoter	Project	Status	GVA (£)	Private Sector Leverage (£)	Jobs Created (Gross) Number	Jobs Created (Net) Number	Comments
Nottinghamshire County Council / Bassetlaw District Council	Harworth and Bircotes Step Change Programme Road Improvements	Baseline	£ 27,300,000	£ -	1,138	-	The scheme is being project managed by NCC who have the relevant professional; expertise and resources to deliver a quality scheme.
		Actual / Forecast	£ 27,300,000	£ -	1,138	-	
		Variance	0	0	0	0	
Bassetlaw District Council / Nottinghamshire County Council	Worksop site delivery and Vesuvius scheme - A60/A57/B6024 junction	Baseline	£ -	£ -	6,000	-	There are no known issues with respect to the quality of the workmanship currently in hand for the A60 /A57 signalisation project .
		Actual / Forecast	£ -	£ -	6,000	-	
		Variance	0	0	0	0	
Barnsley MBC	M1 Junction 37 –Economic Growth Corridor (Claycliffe)	Baseline	£ -	£ -	-	3,851	The project outcomes are dependent upon the project outputs being delivered by third party developers who will be signed up to back to back development agreements at the appropriate time
		Actual / Forecast	£ -	£ -	-	3,851	
		Variance	0	0	0	0	
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 2 Goldthorpe)	Baseline	£ -	£ -	-	-	The anticipated start on site date for onsite works is 2019/2020 but this is subject to Local Plan timescales. The off-site works will be undertaken to a timescale linked to the on site development timescales and assumes land acquisitions by negotiations and no CPO /SRO inquiry
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Barnsley MBC	M1 Junction 36 – A6195 Dearne Valley Economic Growth Corridor (Phase 1 Hoyland)	Baseline	£ -	£ -	-	4,555	The project outcomes are dependent upon the project outputs being delivered by third party developers who are signed up to back to back development agreements. These are all concluded and development agreements signed.
		Actual / Forecast	£ -	£ -	-	4,555	
		Variance	0	0	0	0	
Chesterfield Borough Council	Chesterfield Waterside	Baseline	£ 41,000,000	£ 57,000,000	330	141	Overall outputs and outcomes remain as stated in the business case
		Actual / Forecast	£ 41,000,000	£ 57,000,000	330	141	
		Variance	0	0	0	0	
CBC	Northern Gateway	Baseline	£ 15,800,000	£ 10,550,000	489	237	Overall confidence in the outputs remains high but has been rated as amber as the developer has reported some challenges in securing occupiers for the remaining restaurant units. and the gym. The developer has reported strong interest in the units and is advancing talks with a number of operators but has yet secure them. It is anticipated that the anchoring of the Premier Inn and Beefeater will bring added confidence to the market when attracting additional occupiers, however, Jomast have confirmed that they will not be in a position to start on site until 60% of pre-lets have been achieved and therefore it is expected that their original anticipated start date of Autum 2016 will be delayed until Quarter 4. CBC are exploring options including headlease arrangements which should expedite this process. Whilst this will affect the timescales of the private sector leverage, it is not expected to affect the over all timescales and out puts of the project.
		Actual / Forecast	£ 15,800,000	£ 10,550,000	489	237	
		Variance	0	0	0	0	
Birchall Properties Ltd	Peak Resort	Baseline	£ 14,000,000	£ 81,000,000	400	323	The Phase One scheme will deliver 400 jobs and this remains unchanged from the previous reporting period.
		Actual / Forecast	£ 13,000,000	£ 81,000,000	400	323	
		Variance	-£ 1,000,000	0	0	0	
Derbyshire County Council	Seymour Link Road	Baseline	£ -	£ -	-	-	The works have been designed to meet Highway Adoption standards and are therefore being constructed accordingly.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	A630 Westmoor Link Dualling	Baseline	£ -	£ -	-	-	No Change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Colonnades	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	DN7 Unity - Hatfield Link Road	Baseline	£ -	£ -	-	-	No change. There are no issues with quality at this stage.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Finningley and Rossington Regeneration Route Scheme - Phase 2 (FARRRS)	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Lakeside Power	Baseline	£ -	£ -	-	-	No Change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Markets	Baseline	£ -	£ -	-	-	No Change at this stage.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Quality Streets	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - St Sepulchre West / Station Forecourt	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - The Civic & Cultural Quarter (CCQ)	Baseline	£ -	£ -	-	-	No change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Doncaster MBC	Doncaster Urban Centre - Waterfront	Baseline	£ -	£ -	-	-	No Change.
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	

Quality - Outcomes							
Promoter	Project	Status	GVA (£)	Private Sector Leverage (£)	Jobs Created (Gross) Number	Jobs Created (Net) Number	Comments
SCRIF	Enterprise Zones	Baseline	£ -	£ -	-	-	0
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Rotherham Borough Council	A630 Parkway Widening	Baseline	£ -	£ -	-	-	Not applicable at this stage
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Rotherham Borough Council	Waverley Link Road	Baseline	£ -	£ 831,000	-	-	Not applicable at this stage
		Actual / Forecast	£ -	£ 831,000	-	-	-
		Variance	0	0	0	0	0
Sheffield City Council	Grey to Green Phase 2 (Castlegate)	Baseline	£ -	£ -	-	-	Very early development stage
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Sheffield City Council	Brookhill and IRR Junctions	Baseline	£ -	£ -	-	-	Early development stage
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
SHEFFIELD CITY COUNCIL	CLAYWHEELS LA SUSTAINABLE INDUSTRIES PARK	Baseline	£ -	£ -	-	-	Too early in process
		Actual / Forecast	£ -	£ -	-	-	-
		Variance	0	0	0	0	0
Sheffield City Council	Grey to Green Phase 1 - Sheffield Riverside Business District	Baseline	£ -	£ -	1,890	-	Overall, the quality of construction from the contractor, North Midland is good
		Actual / Forecast	£ -	£ -	1,890	-	
		Variance	0	0	0	0	
Yunus Ahmed	Knowledge Gateway	Baseline	£ -	£ -	-	-	Awaiting SCRIF 1B approval
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Legacy Park Ltd	Olympic Legacy Park Park Infrastructure Works	Baseline	£ 94,253,000	£ 47,620,000	938	767	Not applicable
		Actual / Forecast	£ 94,253,000	£ 47,620,000	938	767	
		Variance	0	0	0	0	
Sheffield City Council	Parkwood Springs	Baseline	£ -	£ -	-	-	Early development stage
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Sheffield City Council	SRQ	Baseline	£ -	£ -	-	-	Early development stage
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
Sheffield City Council	Upper Don Valley Flood Alleviation Scheme	Baseline	£ 370,424	£ -	1,795	1,751	Quality of work to date is considered good, as evidenced by a recent project review by the Environment Agency's Large Projects Review Group
		Actual / Forecast	£ 370,424	£ -	1,795	1,751	
		Variance	0	0	0	0	
Sheffield City Council	University of Sheffield Campus - Phase 1	Baseline	£663,000,000	£ 5,400,000	-	955	SCC clerk of works reports quality of hardworks contracted to date high
		Actual / Forecast	£663,000,000	£ 5,400,000	-	955	
		Variance	0	0	0	0	
BMBC	Superfast South Yorkshire	Baseline	£ -	£ -	-	-	As expected
		Actual / Forecast	£ -	£ -	-	-	
		Variance	0	0	0	0	
SYLTE	BRT(N)	Baseline	£ -	£ 3,850,000	-	500	Work in line to be completed in accordance with the benefits realisation and quality plans.
		Actual / Forecast	£ -	£ 3,850,000	-	500	
		Variance	0	0	0	0	
SYLTE	Supertram Renewals	Baseline	£ 31	£ -	-	-	Works completed to satisfaction of client. 12 months defect period awaited September 2016.
		Actual / Forecast	£ 31	£ -	-	-	
		Variance	0	0	0	0	

Total	Baseline	£855,723,455	£206,251,000	12,980	13,080
	Actual	£854,723,455	£206,251,000	12,980	13,080
	Variance	-£ 1,000,000	0	0	0

INFRASTRUCTURE EXECUTIVE BOARD

26th August 2016

Local Growth Fund 2015/16 Lessons Learnt Report

Purpose

The Board is asked to:

- **Note the headline issues highlighted by the lessons learnt exercise.**
- **Note and endorse the recommended actions proposed to address these issues.**

1. Issue

- 1.1. A lessons learnt exercise has been undertaken for the 2015/16 Local Growth Fund (LGF) programme.
- 1.2. This exercise identified a number of issues that require addressing during the ongoing delivery of the programme.
- 1.3. Recommended actions have been identified to address these issues.

2. Recommendations

- 2.1. Note the headline issues highlighted by the lessons learnt exercise.
- 2.2. Note and endorse the recommended actions proposed to address these issues.

3. Background Information

- 3.1. A lessons learnt exercise has been undertaken for the 2015/16 Local Growth Fund (LGF) programme to collect feedback from promoters regarding delivery during the year.
- 3.2. The lessons learnt process is an essential part of effective programme management, and provides the opportunity to both identify issues and develop best practice, thus contributing to continuing improvement of delivery.
- 3.3. As is inherent to lessons learnt exercises, there was a tendency for the feedback received to focus on issues that need to be addressed, rather than the positives that the programme has already been able to achieve.
- 3.4. Due to the early stage many schemes are currently at in the LGF programme, and the structure of the lessons learnt questionnaire, included as Appendix B, the majority of feedback received was regarding the assurance process, rather than lessons from practical delivery. As such, this placed a greater emphasis on SCR processes, rather than individual project performance.

3.5. As detailed in Appendix A, as a result of this exercise 42 actions have been identified against 29 issues, which have been further distilled into 9 categories:

- Commissioning
- Prioritisation
- Funding
- Engagement
- Funding Agreements
- Single Assurance Framework
- Programme Management
- Governance
- Lessons Learnt

3.6. Details of these issues and recommended actions can be found in Appendix A.

3.7. The outcome of this process was presented to the Audit Committee on 21st July 2016.

3.8. Lessons learnt and best practice identified via this process will be prioritised and an action plan produced, which will then facilitate rollout to the wider programme and performance management functions of SCR.

4. **Implications**

i. Financial

Q1 finance Paper to CA secured approval to the introduction of early access to development funds subject to scheme promoters transitioning to a series of managed gateways

ii. Legal

-Standard funding agreements to be included in scheme prospectus for future commissioning calls

iii. Diversity

None as a result of this report.

iv. Equality

None as a result of this report.

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Background papers used in the preparation of this report are available for inspection at:

Other sources and references:

Sheffield City Region

Local Growth Fund 2015/16 - Lessons Learnt Report

Appendix A - Issues and Recommended Actions

OVERVIEW

- 15/16 first year of delivery
- Year end outturn significantly lower than forecast
- Review of projects progression through Appraisal Framework
- Excellent response
- Headline lessons and proposed actions / responses



ANALYSIS

- Full review of comments received
- Distilled into 42 recommended actions identified in response to 29 identified issues
- High level of commonality of issues and actions
- Further distilled into 9 action categories



ACTION CATEGORIES



Commissioning

Clear understanding of approval deadlines and timescales needed.

SCR ET to include **forward plan** of dates / meetings in commissioning calls.

Promoters to ensure that project programmes are developed to meet the needs of the project rather than trying to fit to the SCR approval dates, which operate on a 6 weekly cycle.

Increased clarity required about how schemes contribute to SEP and SCR priorities.

SCR ET to clearly set out the specific **objectives to be met**, the **conditional outputs** required from schemes and sign-post promoters to key documents in future commissioning calls.

Prioritisation

Clarity required on prioritisation and the appraisal process, including testing tools / process used (e.g. FLUTE).

SCR ET to make **clear how prioritisation will be undertaken** and the processes used for yearly and multi-year funding allocations in future commissioning calls.

Funding

Clarity required on point in assurance process when funding allocations are “ring-fenced” for a scheme.

SCR ET to reserve **notional allocations** when **outline business** case is approved, this will be subject to review based on suitable progression through the Assurance Framework through to Full Business Case, Full Approval and Award of Contract.
Funds are only confirmed at Award of Contract stage.

Promoters seeking earlier access to project funds to help cover development costs.

SCR ET to seek to introduce an opportunity for **early access to development funds** linked to a series of managed gateways through the application of the assurance framework. This is likely to be an increasing % contribution as the scheme progresses.

Engagement

A dedicated SCR contract manager for individual schemes requested.

SCR ET to explore possibility of **dedicated contract manager** for schemes, within wider context of resource requirements.

Increased clarity required about how schemes contribute to SEP and SCR priorities.

SCR ET to facilitate **early engagement with promoters** (via inception meetings) to discuss schemes and potential fit to Strategic Economic Plan and Assurance Framework.

Communications and guidance from SCR could be improved throughout all stages of a scheme.

SCR ET to seek to **increase support** available to promoters to successfully complete the assurance processes.
SCR ET to produce a **road map for scheme development**, from pipeline prioritisation, through development, delivery, evaluation and close.
SCR ET to **improve guidance** regarding process of prioritisation and assurance for schemes.

SCR may require additional resources to meet expectations of promoters.

SCR ET to **explore additional resource requirements** in order to meet expectations of promoters.

Additional support re State Aid requirements needed.

SCR ET to explore possibility of providing specific **guidance or training on State Aid**.
Promoters required to meet their own internal legal expectations in relation to State Aid.

Funding Agreements

Earlier discussions regarding Funding Agreements required.

SCR ET to include **draft Funding Agreement** in prospectus / commissioning calls.

SCR ET to engage in **ongoing discussions** with promoters regarding Funding Agreements as the scheme progresses through the Assurance Framework.

Concerns about use of clawback raised, particularly when tied to outcomes delivery.

Clawback is used as a mechanism to allow good but potentially risky projects to progress, which may otherwise not be approved for funding and is to ensure that scheme outcomes are achieved. CA funding is prioritised on the outcomes a scheme delivers rather than the assets created and Clawback is the link to ensure this is achieved.

SCR ET to **improve reference to clawback conditions** and the likely scenarios which could result in clawback in assurance documents and guidance.

Concerns raised that limited SCR resource could potentially delay Funding Agreements being signed.

SCR ET to **review** this issue going forward, although to date resource has not caused any notable delay in Funding Agreement sign-off.

Single Assurance Framework

Role, purpose and importance of the assurance framework to be recognised as a key factor in securing and maintaining grant funding for SCR in current and future deals.

SCR ET to continue to **implement the rigorous approach** to application of the assurance framework, to maintain viability of SCR project portfolio through demonstrable robust governance and to continue to make the case for future devolution of funds to SCR.

Standardised approach to long term asset management implications requested (i.e. highway maintenance).

SCR ET to ensure this is clear in the business case process, in that all ongoing costs associated with maintaining and operating assets created are the **responsibility of the asset owner**.
Promoters to confirm that such obligations can and will be met.

Concerns about managing cost over runs and SCR's approach to financial change, both during project development and after Full Approval granted raised.

SCR Assurance Framework acknowledges the increasing certainty of cost estimates in the business case process.
SCR ET to maintain **standardised approach to cost reporting and optimism bias**, reviewing periodically.
Promoters to include optimism bias and accuracy estimates in early stage applications and make clear the assumptions used in the cost estimates provided in the business case.

Single Assurance Framework

Greater clarity on SCR requirements for modelling, specifically in relation to FLUTE and WebTAG requested.

WebTAG is a national appraisal framework with detailed guidance on its use.

SCR ET to revise SCR Assurance Framework to recognise the specific requirements for WebTAG appraisal for schemes >£5m with a significant impact on the transport network.

SCR requested to increase the amount of evidence available for use by partners in developing the strategic case? (e.g. industry demand for schemes in SCR area).

Promoters to make evidence gathered available to SCR ET in support of business cases on a per scheme basis.

SCR ET to make available evidence it receives for use in development of business cases.

Confirmation of SCR procurement requirements requested.

SCR procurement requirements follow the same principles as all Local Authority partners.

Promoters must ensure they meet procurement expectations of their own organisation and those of any other external funders, including ensuring Sate Aid requirements are adequately addressed.

Some discrepancies between information in assurance documents and quarterly reporting forms identified.

SCR ET to review and improve continuity between assurance, monitoring and evaluation processes.

Programme Management

Reporting obligations of SCR to CA / Executive Boards / funders / wider stakeholders to be better understood.

SCR ET to make wider **reporting obligations** and requirements clearer in future commissioning calls.
Executive Boards to **reinforce** these requirements.

All partners to appreciate time required to complete project development phases and the associated assurance processes.

Promoters to make Project **programmes less optimistic** (more realistic) when determining time to complete and SCR funding profiles.

Absolute clarity regarding schemes, during development and delivery needed to ensure projects and programmes are deliverable.

Promoters to provide information **in line with SCR ET requirements** regarding schemes and any deviation from agreed business cases.

Scheme Promoters to recognise that (some) schemes will no longer be able to deliver, and therefore should be removed from the programme.

SCR ET to work with Promoters to identify schemes not progressing through the Assurance framework, to provide **support as necessary to address this** and if required commence discussions regarding potential project closure / withdrawal of SCR funding allocations.

Programme Management

Management of the Sustainable Transport Exemplar Programme (STEP) to be considered within the wider context of SCR Programmes.

SCR ET to consider the different nature of STEP (as a programme of smaller projects) to ensure it continues to meet the needs of the Assurance Framework.

Information requested as part of the quarterly project details reporting to be proportionate to schemes size.

SCR ET to ensure information requested is appropriate to the needs of the programme.

Greater clarity of the request for change process required, both its use and application.

SCR ET to include change process in prospectus for future commissioning and **make clear how the change section** in the Project Data Sheets completed each period is to be used.

Governance

Executive Boards to be consistent in their scrutiny of schemes.

SCR ET to make clear role and function of Central Independent Appraisal Team and Appraisal Panel in the new Assurance Framework

Executive Boards to maintain **consistent approach** to assessing and approving schemes, recognising that is not a competition between promoters, but a way to get the best schemes for SCR.

SCR ET to continue to provide Executive Boards with appropriate levels of detail in order to make these decisions.

Lessons Learnt

Lessons learnt process should continue to be undertaken to improve all aspects of programme development, management and delivery.

SCR ET to continue to **periodically complete lessons learnt** exercises, engaging all promoters.

SCR ET to continue to review lessons learnt process to ensure it captures feedback regarding all elements of scheme delivery

Promoters to be more inward looking with future lessons learnt exercises, to provide feedback about issues project have encountered as well as process related lessons

Appendix B - Local Growth Fund 2015/16 Lessons Learnt Questionnaire

Sheffield City Region - Lessons Learnt from 15/16

The first year of operation of the Local Growth Fund has now concluded and in parallel to updating the Q4 project highlight reports a review of lessons learnt is also being undertaken to help inform future years.

The review will look primarily at the project development stages (how schemes have progressed through the evaluation phases) and the delivery stages.

To provide a basis of like for like review across all projects a standard set of questions are set out below under the 5 headings used in Green Book appraisal. If you would like to add any additional points / lessons, please add to the end of the table.

If you are promoting multiple schemes a single composite or multiple separate returns will be equally acceptable.

Projects covered by this return	
Project Development Stages – This covers all stages of projects progressing through the Assurance Framework and completion of the various forms of business cases including modelling.	
Strategic Case – The Strategic Case needs to ensure that the scheme has a clear strategic rationale which is aligned to SCR Growth Plan objectives, has SMART objectives which are clear and consistent with the nature of the scheme, sets out any adverse consequences if the scheme does / does not go ahead and demonstrates that a robust assessment of the alternative options has been considered.	
1. In meeting the needs of the Strategic Case did you encounter any barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?	
Financial Case – The Financial Case needs to ensure that scheme finances have been assessed appropriately, financial risks managed appropriately and the status of other funding detailed.	
2. In meeting the needs of the Financial Case did you encounter any barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?	

3. Did the Scheme costs change significantly during 15/16? If so what was the reason for these changes?

Management / Delivery Case – The Management Case needs to ensure that there is a clear project management and delivery plan, monitoring and evaluation procedures are in place and the levels of risk are acceptable and capable of being managed.

4. In meeting the needs of the Management Case did you encounter any barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?

5. In meeting the needs of this case, both for project development, delivery and evaluation, have you used internal or contracted resource? If contracted resource, please indicate the main reasons (i.e. resource availability / specialist skills / workload management). Has limited resource availability resulted in a slower than possible scheme development? If so how have you sought to resolve this?

Economic Case – The Economic Case needs to ensure that gross and net economic impacts have been assessed appropriately, and the project offers reasonable value for money (making reference to benchmarks and the reference case) with an acceptable Value for Money category. The wider contribution of the scheme, including any dis benefits and any significant social and distributional impacts and appropriate sensitivity scenarios should have also been assessed. Depending on project type WEBTag appraisal may also be necessary in-line with prevailing Government guidance on such schemes.

6. In meeting the needs of the Economic Case did you encounter any barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?

7. Did the project undertake any modelling in support of the case? If so did you use established models to test the scheme or develop bespoke models? Were additional iterations of the model necessary? How was such modelling undertaken (i.e. internal resource / use of regional framework / bespoke use of specialist consultancy)?

Commercial Case – The Commercial Case needs to ensure that Schemes are feasible and market potential / demand been adequately assessed and evidenced to ensure that outputs and outcomes will be achieved; and that there is a clear procurement strategy with defined milestones.

8. In meeting the needs of the Commercial Case did you encounter any barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?

Contract Award / Funding Agreement

A number of Schemes have taken longer than expected to complete the Contract Award / Funding Agreement stages, a lessons learnt review of these schemes has been undertaken and a number of changes relating to this stage have been identified, these are:

- Sharing of Project Agreements with scheme Promoters at an early stage of development,
- Early commencement of discussions to agree the phrasing of project specific conditions,
- Agree, where possible, Project Specific conditions prior to approval of Award,
- Include reference to the Contracting Party in the Assurance Framework documents / guidelines.

9. In completing the Contract Award stage did you encounter any further barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?

Communications / Highlight Reports

All Schemes are required to provide regular progress reports which SCR use for onward performance reporting of LGF. During 2015/16 these have been in the format of a written highlight report which is being moved to an Excel form for Q4 which will be used to develop a programme performance dashboard to allow timely monitoring of Project and Programme performance.

10. To aid development of a Project / Programme dashboard are there any items not included in the highlight report that you think should be included? Are there any items included in the highlight report which you feel could be improved, please include reasons and suggestion for any changes?

Project Delivery Stages – Claims Process

Once a project commences delivery regular claims need to be made to SCR and a standard claim form is in use.

11. If you have completed a claim during 15/16 are the forms overly onerous – if so what could be simplified and how?

Other

12. Are there any other lessons learnt during 15/16 which should be included in this review? Please include below both the issues and any recommended changes you would like to see changed. Please also use this section to share any positive best practice that you feel has been learnt during 2015/16.

INFRASTRUCTURE EXECUTIVE BOARD

26th August 2016

Local Growth Fund 2015/16 Lessons Learnt Report

Purpose

The Board is asked to:

- **Note the headline issues highlighted by the lessons learnt exercise.**
- **Note and endorse the recommended actions proposed to address these issues.**

1. Issue

- 1.1. A lessons learnt exercise has been undertaken for the 2015/16 Local Growth Fund (LGF) programme.
- 1.2. This exercise identified a number of issues that require addressing during the ongoing delivery of the programme.
- 1.3. Recommended actions have been identified to address these issues.

2. Recommendations

- 2.1. Note the headline issues highlighted by the lessons learnt exercise.
- 2.2. Note and endorse the recommended actions proposed to address these issues.

3. Background Information

- 3.1. A lessons learnt exercise has been undertaken for the 2015/16 Local Growth Fund (LGF) programme to collect feedback from promoters regarding delivery during the year.
- 3.2. The lessons learnt process is an essential part of effective programme management, and provides the opportunity to both identify issues and develop best practice, thus contributing to continuing improvement of delivery.
- 3.3. As is inherent to lessons learnt exercises, there was a tendency for the feedback received to focus on issues that need to be addressed, rather than the positives that the programme has already been able to achieve.
- 3.4. Due to the early stage many schemes are currently at in the LGF programme, and the structure of the lessons learnt questionnaire, included as Appendix B, the majority of feedback received was regarding the assurance process, rather than lessons from practical delivery. As such, this placed a greater emphasis on SCR processes, rather than individual project performance.

3.5. As detailed in Appendix A, as a result of this exercise 42 actions have been identified against 29 issues, which have been further distilled into 9 categories:

- Commissioning
- Prioritisation
- Funding
- Engagement
- Funding Agreements
- Single Assurance Framework
- Programme Management
- Governance
- Lessons Learnt

3.6. Details of these issues and recommended actions can be found in Appendix A.

3.7. The outcome of this process was presented to the Audit Committee on 21st July 2016.

3.8. Lessons learnt and best practice identified via this process will be prioritised and an action plan produced, which will then facilitate rollout to the wider programme and performance management functions of SCR.

4. **Implications**

i. Financial

Q1 finance Paper to CA secured approval to the introduction of early access to development funds subject to scheme promoters transitioning to a series of managed gateways

ii. Legal

-Standard funding agreements to be included in scheme prospectus for future commissioning calls

iii. Diversity

None as a result of this report.

iv. Equality

None as a result of this report.

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Background papers used in the preparation of this report are available for inspection at:

Other sources and references:

Sheffield City Region

Local Growth Fund 2015/16 - Lessons Learnt Report

Appendix A - Issues and Recommended Actions

OVERVIEW

- 15/16 first year of delivery
- Year end outturn significantly lower than forecast
- Review of projects progression through Appraisal Framework
- Excellent response
- Headline lessons and proposed actions / responses

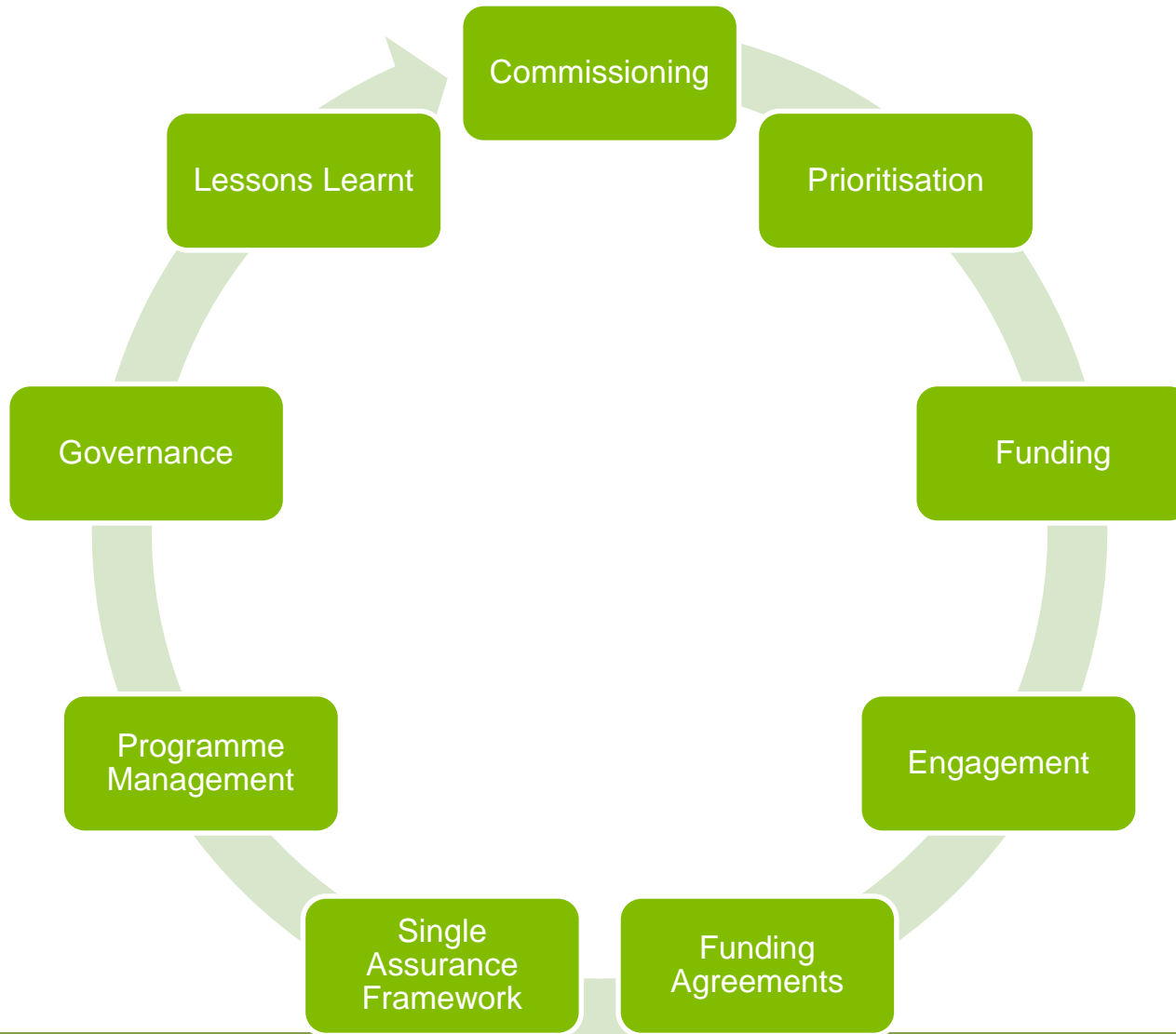


ANALYSIS

- Full review of comments received
- Distilled into 42 recommended actions identified in response to 29 identified issues
- High level of commonality of issues and actions
- Further distilled into 9 action categories



ACTION CATEGORIES



Commissioning

Clear understanding of approval deadlines and timescales needed.

SCR ET to include **forward plan** of dates / meetings in commissioning calls.

Promoters to ensure that project programmes are developed to meet the needs of the project rather than trying to fit to the SCR approval dates, which operate on a 6 weekly cycle.

Increased clarity required about how schemes contribute to SEP and SCR priorities.

SCR ET to clearly set out the specific **objectives to be met**, the **conditional outputs** required from schemes and sign-post promoters to key documents in future commissioning calls.

Prioritisation

Clarity required on prioritisation and the appraisal process, including testing tools / process used (e.g. FLUTE).

SCR ET to make **clear how prioritisation will be undertaken** and the processes used for yearly and multi-year funding allocations in future commissioning calls.

Funding

Clarity required on point in assurance process when funding allocations are “ring-fenced” for a scheme.

SCR ET to reserve **notional allocations** when **outline business** case is approved, this will be subject to review based on suitable progression through the Assurance Framework through to Full Business Case, Full Approval and Award of Contract.
Funds are only confirmed at Award of Contract stage.

Promoters seeking earlier access to project funds to help cover development costs.

SCR ET to seek to introduce an opportunity for **early access to development funds** linked to a series of managed gateways through the application of the assurance framework. This is likely to be an increasing % contribution as the scheme progresses.

Engagement

A dedicated SCR contract manager for individual schemes requested.

SCR ET to explore possibility of **dedicated contract manager** for schemes, within wider context of resource requirements.

Increased clarity required about how schemes contribute to SEP and SCR priorities.

SCR ET to facilitate **early engagement with promoters** (via inception meetings) to discuss schemes and potential fit to Strategic Economic Plan and Assurance Framework.

Communications and guidance from SCR could be improved throughout all stages of a scheme.

SCR ET to seek to **increase support** available to promoters to successfully complete the assurance processes.
SCR ET to produce a **road map for scheme development**, from pipeline prioritisation, through development, delivery, evaluation and close.
SCR ET to **improve guidance** regarding process of prioritisation and assurance for schemes.

SCR may require additional resources to meet expectations of promoters.

SCR ET to **explore additional resource requirements** in order to meet expectations of promoters.

Additional support re State Aid requirements needed.

SCR ET to explore possibility of providing specific **guidance or training on State Aid**.
Promoters required to meet their own internal legal expectations in relation to State Aid.

Funding Agreements

Earlier discussions regarding Funding Agreements required.

SCR ET to include **draft Funding Agreement** in prospectus / commissioning calls.

SCR ET to engage in **ongoing discussions** with promoters regarding Funding Agreements as the scheme progresses through the Assurance Framework.

Concerns about use of clawback raised, particularly when tied to outcomes delivery.

Clawback is used as a mechanism to allow good but potentially risky projects to progress, which may otherwise not be approved for funding and is to ensure that scheme outcomes are achieved. CA funding is prioritised on the outcomes a scheme delivers rather than the assets created and Clawback is the link to ensure this is achieved.

SCR ET to **improve reference to clawback conditions** and the likely scenarios which could result in clawback in assurance documents and guidance.

Concerns raised that limited SCR resource could potentially delay Funding Agreements being signed.

SCR ET to **review** this issue going forward, although to date resource has not caused any notable delay in Funding Agreement sign-off.

Single Assurance Framework

Role, purpose and importance of the assurance framework to be recognised as a key factor in securing and maintaining grant funding for SCR in current and future deals.

SCR ET to continue to **implement the rigorous approach** to application of the assurance framework, to maintain viability of SCR project portfolio through demonstrable robust governance and to continue to make the case for future devolution of funds to SCR.

Standardised approach to long term asset management implications requested (i.e. highway maintenance).

SCR ET to ensure this is clear in the business case process, in that all ongoing costs associated with maintaining and operating assets created are the **responsibility of the asset owner**.
Promoters to confirm that such obligations can and will be met.

Concerns about managing cost over runs and SCR's approach to financial change, both during project development and after Full Approval granted raised.

SCR Assurance Framework acknowledges the increasing certainty of cost estimates in the business case process.
SCR ET to maintain **standardised approach to cost reporting and optimism bias**, reviewing periodically.
Promoters to include optimism bias and accuracy estimates in early stage applications and make clear the assumptions used in the cost estimates provided in the business case.

Single Assurance Framework

Greater clarity on SCR requirements for modelling, specifically in relation to FLUTE and WebTAG requested.

WebTAG is a national appraisal framework with detailed guidance on its use.

SCR ET to revise SCR Assurance Framework to recognise the specific requirements for WebTAG appraisal for schemes >£5m with a significant impact on the transport network.

SCR requested to increase the amount of evidence available for use by partners in developing the strategic case? (e.g. industry demand for schemes in SCR area).

Promoters to make evidence gathered available to SCR ET in support of business cases on a per scheme basis.

SCR ET to make available evidence it receives for use in development of business cases.

Confirmation of SCR procurement requirements requested.

SCR procurement requirements follow the same principles as all Local Authority partners.

Promoters must ensure they meet procurement expectations of their own organisation and those of any other external funders, including ensuring Sate Aid requirements are adequately addressed.

Some discrepancies between information in assurance documents and quarterly reporting forms identified.

SCR ET to review and improve continuity between assurance, monitoring and evaluation processes.

Programme Management

Reporting obligations of SCR to CA / Executive Boards / funders / wider stakeholders to be better understood.

SCR ET to make wider **reporting obligations** and requirements clearer in future commissioning calls.
Executive Boards to **reinforce** these requirements.

All partners to appreciate time required to complete project development phases and the associated assurance processes.

Promoters to make Project **programmes less optimistic** (more realistic) when determining time to complete and SCR funding profiles.

Absolute clarity regarding schemes, during development and delivery needed to ensure projects and programmes are deliverable.

Promoters to provide information **in line with SCR ET requirements** regarding schemes and any deviation from agreed business cases.

Scheme Promoters to recognise that (some) schemes will no longer be able to deliver, and therefore should be removed from the programme.

SCR ET to work with Promoters to identify schemes not progressing through the Assurance framework, to provide **support as necessary to address this** and if required commence discussions regarding potential project closure / withdrawal of SCR funding allocations.

Programme Management

Management of the Sustainable Transport Exemplar Programme (STEP) to be considered within the wider context of SCR Programmes.

SCR ET to consider the different nature of STEP (as a programme of smaller projects) to ensure it continues to meet the needs of the Assurance Framework.

Information requested as part of the quarterly project details reporting to be proportionate to schemes size.

SCR ET to ensure information requested is appropriate to the needs of the programme.

Greater clarity of the request for change process required, both its use and application.

SCR ET to include change process in prospectus for future commissioning and **make clear how the change section** in the Project Data Sheets completed each period is to be used.

Governance

Executive Boards to be consistent in their scrutiny of schemes.

SCR ET to make clear role and function of Central Independent Appraisal Team and Appraisal Panel in the new Assurance Framework

Executive Boards to maintain **consistent approach** to assessing and approving schemes, recognising that is not a competition between promoters, but a way to get the best schemes for SCR.

SCR ET to continue to provide Executive Boards with appropriate levels of detail in order to make these decisions.

Lessons Learnt

Lessons learnt process should continue to be undertaken to improve all aspects of programme development, management and delivery.

SCR ET to continue to **periodically complete lessons learnt** exercises, engaging all promoters.

SCR ET to continue to review lessons learnt process to ensure it captures feedback regarding all elements of scheme delivery

Promoters to be more inward looking with future lessons learnt exercises, to provide feedback about issues project have encountered as well as process related lessons

Appendix B - Local Growth Fund 2015/16 Lessons Learnt Questionnaire

Sheffield City Region - Lessons Learnt from 15/16

The first year of operation of the Local Growth Fund has now concluded and in parallel to updating the Q4 project highlight reports a review of lessons learnt is also being undertaken to help inform future years.

The review will look primarily at the project development stages (how schemes have progressed through the evaluation phases) and the delivery stages.

To provide a basis of like for like review across all projects a standard set of questions are set out below under the 5 headings used in Green Book appraisal. If you would like to add any additional points / lessons, please add to the end of the table.

If you are promoting multiple schemes a single composite or multiple separate returns will be equally acceptable.

Projects covered by this return	
Project Development Stages – This covers all stages of projects progressing through the Assurance Framework and completion of the various forms of business cases including modelling.	
Strategic Case – The Strategic Case needs to ensure that the scheme has a clear strategic rationale which is aligned to SCR Growth Plan objectives, has SMART objectives which are clear and consistent with the nature of the scheme, sets out any adverse consequences if the scheme does / does not go ahead and demonstrates that a robust assessment of the alternative options has been considered.	
1. In meeting the needs of the Strategic Case did you encounter any barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?	
Financial Case – The Financial Case needs to ensure that scheme finances have been assessed appropriately, financial risks managed appropriately and the status of other funding detailed.	
2. In meeting the needs of the Financial Case did you encounter any barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?	

3. Did the Scheme costs change significantly during 15/16? If so what was the reason for these changes?

Management / Delivery Case – The Management Case needs to ensure that there is a clear project management and delivery plan, monitoring and evaluation procedures are in place and the levels of risk are acceptable and capable of being managed.

4. In meeting the needs of the Management Case did you encounter any barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?

5. In meeting the needs of this case, both for project development, delivery and evaluation, have you used internal or contracted resource? If contracted resource, please indicate the main reasons (i.e. resource availability / specialist skills / workload management). Has limited resource availability resulted in a slower than possible scheme development? If so how have you sought to resolve this?

Economic Case – The Economic Case needs to ensure that gross and net economic impacts have been assessed appropriately, and the project offers reasonable value for money (making reference to benchmarks and the reference case) with an acceptable Value for Money category. The wider contribution of the scheme, including any dis benefits and any significant social and distributional impacts and appropriate sensitivity scenarios should have also been assessed. Depending on project type WEBTag appraisal may also be necessary in-line with prevailing Government guidance on such schemes.

6. In meeting the needs of the Economic Case did you encounter any barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?

7. Did the project undertake any modelling in support of the case? If so did you use established models to test the scheme or develop bespoke models? Were additional iterations of the model necessary? How was such modelling undertaken (i.e. internal resource / use of regional framework / bespoke use of specialist consultancy)?

Commercial Case – The Commercial Case needs to ensure that Schemes are feasible and market potential / demand been adequately assessed and evidenced to ensure that outputs and outcomes will be achieved; and that there is a clear procurement strategy with defined milestones.

8. In meeting the needs of the Commercial Case did you encounter any barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?

Contract Award / Funding Agreement

A number of Schemes have taken longer than expected to complete the Contract Award / Funding Agreement stages, a lessons learnt review of these schemes has been undertaken and a number of changes relating to this stage have been identified, these are:

- Sharing of Project Agreements with scheme Promoters at an early stage of development,
- Early commencement of discussions to agree the phrasing of project specific conditions,
- Agree, where possible, Project Specific conditions prior to approval of Award,
- Include reference to the Contracting Party in the Assurance Framework documents / guidelines.

9. In completing the Contract Award stage did you encounter any further barriers that slowed the project(s) development or prevented the scheme(s) progressing? – If so what were these and what could have been done differently (by the Project Promoter or SCR) to help overcome the barriers?

Communications / Highlight Reports

All Schemes are required to provide regular progress reports which SCR use for onward performance reporting of LGF. During 2015/16 these have been in the format of a written highlight report which is being moved to an Excel form for Q4 which will be used to develop a programme performance dashboard to allow timely monitoring of Project and Programme performance.

10. To aid development of a Project / Programme dashboard are there any items not included in the highlight report that you think should be included? Are there any items included in the highlight report which you feel could be improved, please include reasons and suggestion for any changes?

Project Delivery Stages – Claims Process

Once a project commences delivery regular claims need to be made to SCR and a standard claim form is in use.

11. If you have completed a claim during 15/16 are the forms overly onerous – if so what could be simplified and how?

Other

12. Are there any other lessons learnt during 15/16 which should be included in this review? Please include below both the issues and any recommended changes you would like to see changed. Please also use this section to share any positive best practice that you feel has been learnt during 2015/16.

INFRASTRUCTURE EXECUTIVE BOARD

26 AUGUST 2016

INFRASTRUCTURE PIPELINE PRIORITISATION UPDATE

Purpose

The paper provides an update following the Combined Authority meeting of 1 August, 2016. Specifically the recommendations that:

- The SCR Integrated Infrastructure Plan (SCR IIP) is signed off
- Early commissioning calls will be issued with a focus on (1) SCR's strategic priority areas and a separate call for schemes to accelerating housing.

1. Issue

- 1.1 This paper provides an update on Sheffield City Region's approach to prioritisation.
- 1.2 The paper highlights that the SCR will bring forward an early commissioning call for schemes that are part of the SCR Local Enterprise Partnership strategic priorities.

2. Recommendations

- 2.1 The IEB notes that the SCR Integrated Infrastructure Plan (IIP) has been signed off and will now be formatted for publication.
- 2.2 Note that SCR will bring forward an early commissioning call for schemes that are part of the SCR Local Enterprise Partnership strategic prioritised schemes.

3. Background Information

3.1 SCR Integrated Infrastructure Plan

As recommended by the IEB, the SCR IIP was approved for sign off by the SCR CA and LEP. The SCR IIP provides the strategic context upon which to develop the next infrastructure pipeline.

- 3.2 The SCR IIP will now be finalised and formatted with a view to publishing in early September 2016. SCR is considering the most appropriate way to promote the SCR IIP to its key audience: the government and the public and private sector, locally, nationally and internationally.

The indicative timescales for the SCR IIP call for schemes are set out below:

- SCR launch call for Expressions of Interest: Autumn 2016
- EOI's sifted and shortlisted for testing by SCR: Winter 2016

Subsequent timescales will be subject to the level of response and complexity of schemes submitted.

Early Commissioning Call

- 3.3 The CA has run a series of commissioning calls for its SCR Investment Fund (SCRIF). Whilst broader than the transport funds in some other city regions these calls have invested in a relatively narrow focus of schemes. There is considerable potential to broaden the SCR programme of activity, for example to include direct investment in housing schemes and research and development focused capital projects.
- 3.4 The SCRIF programme is over-subscribed – and as such new schemes have not been promoted or brought into the programme. However, there is projected slippage in the 16/17 programme that presents an opportunity for schemes that can deliver quickly to be brought forward into the programme.
- 3.5 The SCR LEP has completed two workshops to develop their priorities for the new SCR Single Pot. Emerging strategic priorities include the Advanced Manufacturing Innovation District, Doncaster Sheffield Airport and maximising the opportunities from HS2.
- 3.6 SCR has been pragmatic about the use of mechanisms to allocate funds allocated to schemes where delivery timetables have slipped, for example shifting resources into the JESSICA loan fund. There is also a programme of work underway to ensure that performance of projects committed / notionally committed to the programme is improved.
- 3.7 The SCR CA has approved a recommendation for the SCR Executive Team to develop an early commissioning round for schemes. These schemes would have an explicit fit with the strategic projects (Advanced Manufacturing Innovation District and Doncaster Sheffield Airport) identified by the LEP prioritisation process – and where these have an infrastructure focus a subsequent fit with the aforementioned Integrated Infrastructure Plan.
- In addition, the SCR CA approved an early call for housing schemes, particularly focused on sites which are stalled and need serious intervention of an up-front loan or potentially a grant.
- 3.8 This early commissioning call will focus on those schemes that can start delivery and spend in 16/17. All programmes / schemes will be taken through the Assurance Framework process as per current procedures, including formal approval by the Combined Authority.
- 3.9 This early call for schemes will be launched on 1 September 2016 and will be a cross-themed call. The timescales for the IEB are set out in Appendix A.
- 3.10 Work is on-going to define the SCR commissioning approach and to develop / iterate the required prioritisation and / or modelling tools.

4. Implications

i. Financial

The early calls detailed in this paper were necessary to mitigate the potential of clawback on the 16/17 Programme. All schemes will be further scrutinised by the assurance and

appraisal process.

ii. Legal

Legal implications of schemes will be reviewed during the assurance and appraisal process.

iii. Diversity

None as a result of this paper.

iv. Equality

None as a result of this paper.

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Background papers used in the preparation of this report are available for inspection at:

Other sources and references:

Appendix A

Activity	Key Date
IEB to note the approach to the early commission	26 th August
CA approval of the approach to the early commission (via written procedures with the CA Chair)	w/c 29 th August
Formal launch of the commission (via a prospectus and Eol documentation)	1 st September
Deadline for Eol's from Scheme Promoters	15 th September
Early prioritisation of schemes based on Eol information	w/c 19 th September
Endorsement of prioritised schemes by the IEB	7 th October
CA approval for prioritised schemes to proceed through the agreed stages of the SCR Single Assurance Framework	24 th October
Schemes to progress through the SCR Single Assurance Framework in line with the information provided by Scheme Promoters	Beyond 24 th October

INFRASTRUCTURE EXECUTIVE BOARD

26TH AUGUST 2016

**THE SCR SINGLE ASSURANCE FRAMEWORK:
STRATEGIC TOOLS FOR PRIORITISATION AND APPRAISAL**

The relevant SCR Executive Boards (Transport, Infrastructure & Housing) are asked to endorse the development of a Business Case for an update to their strategic testing tools and associated datasets. The strategic testing tools are required across multiple themes in order to ensure the effective prioritisation and appraisal of schemes which are funded via the SCR single pot.

It is proposed that this work will be delivered in phases, with clear opportunities to use common tools and datasets across the three areas of activity detailed below.

- **Transport:** There is a pressing need to upgrade the transport component to harness the potential of the SCR Large Local Majors bid. A compliant model is required to allow progression of major transport schemes through the SCR Assurance Framework as well as the Department for Transport's Large Majors Competition.
- **Infrastructure:** More sophisticated testing tools are required to develop the next SCR infrastructure pipeline, informed by the SCR Integrated Infrastructure Plan.
- **Housing:** The development of the next SCR infrastructure pipeline needs to ensure that at a SCR-level we have effective tools in place to prioritise and appraise a range of housing projects/ interventions. Ahead of this, early work needs to be undertaken to support the SCR 'early commission for housing growth'.

The Executive Boards are asked to endorse the development of a Business Case following the SCR Single Assurance Framework procedures, for an updated suite of testing tools/ associated data. The Business Case to be submitted will set out the need to bring this work forward in phases, as opportunities arise and in line with changes to national guidance/ best practice.

1. Issue

- 1.1 This paper seeks endorsement for SCR to develop a Business Case to update its strategic modelling tools for prioritisation and appraisal. A need has been identified across multiple themes and the work is key to progressing schemes through the SCR Assurance Framework. This is an essential part of the process required to test the Value for Money of schemes at the development stage.
- 1.2 Following agreement to this approach by the SCR Combined Authority, the Business Case

will be subject to SCR prioritisation in line with the SCR Single Assurance Framework.

2. Recommendations

It is recommended that the Sheffield City Region Infrastructure Executive Board:

- 2.1 Note the importance of developing robust tools/ datasets to prioritise and appraise a range of infrastructure investments and interventions.
- 2.2 To endorse the development of a Business Case for the development of strategic testing tools in support of the Sheffield City Region's infrastructure ambitions.

3. Background Information

- 3.1 Project testing tools are part of the SCR Single Assurance Framework. This Framework was developed in accordance with central Government guidelines¹ and is an essential part of the process required to test the Value for Money of schemes at the development stage.
- 3.2 During the development of the SCR Integrated Infrastructure Plan; the SCR Executive Team has previously communicated (to both the SCR Combined Authority and the Infrastructure Executive Board) the need to invest in more sophisticated tools and updated data, in light of the need for forecast demand, impact and benefit to be robust.
- 3.3 The investment in technical tools to support and inform decision-making is the responsibility of the SCR. It is essential in order to ensure that devolved funds are managed in line with Government Guidance, as well as to ensure the compliance of bids for future Government support. There is also considerable benefit in developing these technical tools at a SCR-level, ensuring that schemes from across all nine Local Authority areas are tested in a consistent way in line with an approach endorsed by the SCR Combined Authority.

3.4 Transport

In the case of transport, the SCR Combined Authority has recently approved the submission of the Large Local Majors bid to DfT for the development of Outline Business Cases (OBCs) for three large transport schemes that the DfT may directly fund in the next few years, provided a compliant OBC is produced for each. Conditions for direct DfT support for the construction of these schemes are that:

- the OBC's must employ updated tools and models and
- the work involved be part locally funded.

Therefore, in June 2016, the CA "[agreed] to the principle of SCR making an appropriate contribution to building a 'do nothing' model baseline to allow Outline Business Case development for the [DfT Large Majors] competition". This will also support the ongoing

¹ General guidance on these is provided by DCLG in https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/516215/Single_Pot_Assurance_Framework.pdf

testing of other large schemes and options linked to SCR's Assurance Framework

Clearly, without the right tools in place, SCR will be unable to bid, later, for the construction costs of these Large Local Major transport schemes (or indeed any other major transport schemes under the SCR's Single Assurance Framework, which requires Government standards to be followed).

3.5 Infrastructure

The SCR Integrated Infrastructure Plan (IIP) sets out that testing tools will have a role to play in the development of an infrastructure pipeline. It is accepted that our tools need to be more sophisticated to be able to test schemes and options in more detail than previously (for example, to better understand the housing impacts of infrastructure investment).

3.6 Housing

As the SCR moves towards the development of city region level funding programmes and products, there needs to be robust tools in place to prioritise and appraise a range of housing investments/ interventions.

This will in part be achieved through the planned development work in support of the SCR infrastructure pipeline, however, it is acknowledged that future housing investments are likely to wider in scope than purely infrastructure schemes.

3.7 At the SCR CA meeting on 1st August a report it was agreed that 'an early commissioning process should commence as soon as possible to increase housing growth in the SCR for schemes that can start delivery and spend in the 16/17 FY'.

In view of this recommendation, the SCR Executive Team will need to commission consultancy/ technical support in order to assist with elements of process design and independent assessment/ appraisal in order to ensure compliance with the Governments national guidance on Single Pot Assurance Frameworks².

3.8 Business Case Development

In light of the above, the relevant Executive Boards are asked to endorse the development of a Business Case following the SCR Single Assurance Framework procedures, for an updated suite of testing tools/ associated data.

3.9 The updates are relevant to all themes and are estimated to cost in the region of £2m – £2.5m (cost certainty will be provided at Business Case stage) depending on coverage and detail required. Of this, the transport modelling work will cost about £1.6m over the next 2 years. The capital cost of the three transport schemes to be modelled and appraised exceeds £700m. The opportunity cost of not making the necessary upgrades is therefore significant, as SCR would be unable to deliver major infrastructure investment and therefore be unable to secure the benefits of transformational investment.

² DCLG will soon be publishing its DCLG Appraisal Guide which provides guidance on how the Department appraises residential and non-residential development which local partners may wish to follow, particularly if seeking central government funding

3.10 The Business Case to be submitted will set out the need to bring this work forward in phases, as opportunities arise and as guidance changes. The initial focus is on transport due to the relative complexity of transport modelling and the opportunity recently presented. In addition, early work will be required in order to support the 'early commission for housing growth'.

3.11 Land Use Data

SCR has not updated the land use component of its testing tools for approximately 18 months, and this data was based on relatively early Local Plan indications. SCR will therefore approach SCR Local Authorities for updated Land Use data to facilitate the update. Once received, this data will be provided to modellers as required to ensure the testing tools are up to date.

4. Implications

i. Financial

This activity is highlighted in the TEB business plan and subject to successful progression through the SCR Assurance Framework is expected to be capitalised against LGF funds.

The Business Case would be subject to full financial analysis as part of the Assurance Framework.

ii. Legal

None at this stage – The Business Case would be subject to full financial analysis as part of the Assurance Framework. Procurement of the work will be subject to a mini competition under the SCR framework agreement for SCR modelling services.

iii. Diversity

None

iv. Equality

None

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SCR COMBINED AUTHORITY INFRASTRUCTURE EXECUTIVE BOARD

26th AUGUST 2016

ENTERPRISE ZONE DEVELOPMENT FUND

Summary

The November 2015 Infrastructure Executive Board endorsed a recommendation to launch a £5m Enterprise Zone (EZ) Development Fund. This paper recommends a small change to a technical component of that approval, namely that the fund is made accessible to non-designated ('associated sites') Enterprise Zones sites (totalling 70 hectares) as well as the formally designated SCR EZ sites (totalling 145 hectares). This would enable all of SCR's EZ sites (215 hectares) the potential to access this funding.

Note the Enterprise Zone (EZ) Development Fund is subject to successful progression through the SCR Single Assurance Framework.

1. Issue

- 1.1. The paper seeks approval for an amendment to be made to the original scope of the Enterprise Zone Development Fund to ensure that delays in confirming formal designation of 70 ha of SCR Enterprise Zone do not holdback commercial development and applications for the EZ Development Fund.

2. Recommendations

It is recommended that the Sheffield City Region Infrastructure Executive Board:

- 2.1. Endorse the proposal that the EZ Development Fund be available to the existing EZ and associated sites, namely the 8 sites granted temporary EZ status currently subject to formal approval of the business case by all local partners and successful progression of the scheme through the approved SCR SAF.

3. Background Information

- 3.1. The SCR was given a temporary extension (60 hectares) to the EZ to compensate for the blight caused by the original proposed HS2 route. Through this process there was also an additional 10 hectares granted at Doncaster Airport (all of these sites are included in the 'associated sites' detailed below).

- 3.2. In 2014 the SCR was awarded £5m (from Round 2 of the Local Growth Fund) to develop an accelerator fund for the Enterprise Zone (EZ), this was focussed on stimulating and accelerating activity, in particular speculative development.
- 3.3. However development and launch of the fund has been delayed by the need to resolve the temporary status which was given to some EZ sites (referred to as 'associated sites' throughout the report).
- 3.4. In 2015 the SCR was given the opportunity to formalise the designation of the associated sites, thereby removing their temporary status. At the request of Government, a Business Plan was produced and subsequently approved at the April 2016 Budget (subject to obtaining all partner signatures). Work is still underway to secure local sign-off of the business case (this requires Derbyshire County Council approval).
- 3.5. Without a signed business case between SCR and Government the associated sites currently have no formal EZ designation and therefore do not automatically qualify for support from the EZ development fund (with the current criteria in place).
- 3.6. To enable the fund to be fully developed and launched it is proposed that the criteria for how the funds can be used is amended to include 'the EZ and **associated sites**'. The associated sites are listed below.

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Capital Park (M1 Junc 37)	Enhance Capital Allowances	5
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Vantage Park	Enhanced Capital Allowances	5
Dinnington (M1 Junc 31)	Enhanced Capital Allowances	15
Doncaster Sheffield Airport	Enhanced Capital Allowances	10
Markham Vale (North 2 & West)	Enhanced Capital Allowances	17.9

- 3.7. There is a pipeline of enquires from the sites above to utilise the funding which would see speculative development begin on sites which have been difficult to develop and making them more attractive to potential occupiers.
- 3.8. A report was taken to Infrastructure Board in November 2015 (attached Annex 1) outlining the fund and how the fund would operate and together with the other products available in the SCR, developers are likely to have a range of options available to assist them to increase commercial development across the SCR.
- 3.9. The Chair of the SCR Enterprise Zone Board has endorsed this amendment.

4. Next steps

- 4.1. Local Authorities with EZ areas will be asked to engage with their EZ landowners to identify whether there are any proposals that could take advantage of the £5m and to submit an EOI.
- 4.2. Whilst this process is underway the SCR Executive Team will develop and put in place the necessary governance arrangements, including ensuring that the Single Assurance Framework protocols are appropriately embedded.

5. Implications

i. Financial

It is expected that any sites benefiting from the Enterprise Zone Accelerator Fund will be included in the locally retained rates provision for designated EZ sites. This will be finalised once the Business Case between the SCR and CLG is finalised.

ii. Legal

There are no legal implications arising directly from this report. Any individual funding arrangements will be subject to legal advice as they arise.

iii. Diversity

iv. Equality

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Officer responsible: Julie Hurley,
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Other sources and references:

Annex 1

INFRASTRUCTURE EXECUTIVE BOARD

20th NOVEMBER 2015

SCR PROPERTY FUND

Summary

This paper outlines proposals for the investment of £5m Local Growth Funding 2 within the SCR Enterprise Zone to stimulate property development.

1. Issue

The SCR has been allocated £5m from the Local Growth Fund 2 (LGF2) to invest in the Enterprise Zone (EZ) sites across the region in order to stimulate property development. This paper considers the options for the use of the funding in terms of the form of investment and an associated governance regime. Given the relationship to other funding available to support property development this paper should be considered alongside the SCRIF Loan to SCR JESSICA paper.

2. Recommendations

It is recommended that the Infrastructure Executive Board:

2.1 Considers the options for the use of the EZ Funding and agrees to the preferred option and the SCR Executive progressing this in discussion with the JESSICA Investment Board, the JESSICA Fund Manager and the EZ Board.

3. Background information

3.1 SCR Directors of Finance (DoF)

The proposals for the implementation of the £5m EZ Funding were considered by the DoF's on 19th November 2015. Due to timescales the comments of the DoF will be through a verbal report at the SCRIEB meeting.

3.2 Enterprise Zone Funding

The £5m was awarded from LGF2 following a statement by HMG in the Budget Statement, is available from 1 April 2016 and is subject to an internal business plan prior to being made available for investment. Given the funding is part of the wider LGF2 award it is understood that it will be made available to the SCR CA in the form of a S.31 grant with the only condition that it be used for capital use only and with no specific output targets.

3.3 Need for Funding

The purpose of the EZ funding builds on the back of work undertaken by DTZ as land and property advisors (to DCLG) in respect to EZs in Yorkshire and Humber. Their work identified a number of ways to stimulating development in EZs to encourage inward

investment and growth. Their overall recommendation was that in order to overcome a number of market failures in the region the public sector could put together a range of interventions to stimulate development including taking head leases, direct development and provision of funding.

The analysis by DTZ closely aligns with the views of the members of the SCR EZ Board and both refer to a range of supply and demand factors that are stifling development, including:

- Occupiers require flexible arrangements and are often not prepared to sign up to a pre-let.
- Increasingly occupiers are seeking short term leases which impact on capital values and prevent long term planning.
- Access to finance remains an issue for property development, particularly for speculative proposals.
- Some target companies for the SCR EZ are likely to be SMEs with relatively weak covenant strength.
- Whilst rents are slowly increasing they remain depressed due to an abundance of poor quality industrial stock across the SCR.

3.4 Use of EZ Funding

In order to overcome some of the market failures identified above it is proposed to utilise the £5m EZ funding in a flexible manner. As such it is recommended that the funding is made available in a variety of forms including:

- Loan or equity finance (on commercial or 'soft' terms).
- Rental guarantee
- Acquisition
- Grant

The preference of the use of the £5m is on the basis of a revolving fund, similar to that of the SCR JESSICA however if speculative development, in particular, is to be progressed then alternative interventions may be required with grant being an investment choice of 'last resort'.

In light of this flexible approach it is proposed that the £5m remains with the SCR Combined Authority and is called upon on a case by case basis. This is particularly important if the funding is to be provided on a non-commercial basis given the SCR JESSICA is not in a position to provide State Aid through its investments.

3.5 Governance

It is proposed that the investment decisions for the use of the SCR EZ funding falls within the remit of the SCR JESSICA Board (JIB) with reference to the SCR IEB for Executive approval. With the funding sitting alongside by the SCR JESSICA and Growing Places Fund it is considered that decisions across the SCR can be taken strategically with the possibility of 'blending' funds where eligibility rules allow. For example a development in the EZ may benefit from a SCR JESSICA loan on a commercial basis but also secure a rental guarantee from the EZ funding.

It is anticipated that the SCR JESSICA Fund Manager, CBRE, will work with the JIB to help shape and develop proposals and can be used on a consultancy basis where required through an existing framework.

4. Options

A number of alternative options for the delivery of the £5m EZ funding have been considered and discounted:

- Option 1 – Establish a new fund specifically for the EZ. This has been discounted on the basis that a £5m investment funding would not be of sufficient scale to be sustainable. There would also be significant set up costs and potentially operate in competition with other SCR funds.
- Option 2 – Invest the funding to the SCR JESSICA. Whilst this option will always remain an option it removes flexibility for the use of the EZ funding in that it will only be available on a commercial basis.
- Option 3 – Retain the funding within the Combined Authority under the governance of the JIB. This is the preferred option that retains a flexible approach but utilises the knowledge and experience of the JESSICA Board and its advisors, CBRE.

5. Preferred Option

Option 3 is considered the preferred option and is most cost effective for the SCR. In order to progress this option through to delivery the following elements will need to be developed:

- Internal SCR approval secured to access the LGF2 funding.
- Liaise with the EZ Board, the JIB and SCR JESSICA Fund Manager to clarify appropriate forms of intervention.
- Development of a 'Principles of Investment' (a form of Investment Strategy) which will outline the basis for investment decisions by the JIB.
- Formalise governance arrangements.
- Determine the route for proposals to the JIB – through open calls, proposals via Local Authorities or via the SCR JESSICA Fund Manager.
- Consider resourcing costs including the cost of due diligence and entering into legal agreements.
- Determine whether the Combined Authority will be the contracting party for the funding to developers.

6. Business Rates

The development of property in the Enterprise Zone will result in a net uplift in Business Rates across the SCR. The Board is asked to consider the proposition of whether Business Rates generated through the use of the EZ Funding is ring-fenced towards supporting further property development either in the EZ or other strategic growth areas in the SCR.

7. Implications

Financial

7.1 The £5m EZ funding has already been awarded to the SCR CA. Consideration will need to be given to the associated revenue costs for the delivery of the capital investments.

7.2 Development in the EZ will generate Business Rates for the SCR.

Legal

7.3 The Combined Authority will need to enter into Funding Agreements either directly with developers or via Local Authorities. All investments will need to consider compliance with State Aid regulations.

Diversity

7.4 There are no direct diversity implications raised through this paper.

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