

## Levelling Up Fund Application Form

This form is for bidding entities, applying for funding from the Levelling Up Fund (LUF) across the UK. Prior to completing the application form, applicants should read the [LUF Technical Note](#).

The Levelling Up Fund Prospectus is available [here](#).

The level of detail you provide in the Application Form should be in proportion to the amount of funding that you are requesting. For example, bids for more than £10m should provide considerably more information than bids for less than £10m.

Specifically, for larger transport projects requesting between £20m and £50m, bidding entities may submit the Application Form or if available an Outline Business Case (OBC) or Full Business Case (FBC). Further detail on requirements for larger transport projects is provided in the [Technical Note](#).

One application form should be completed per bid.

### **Applicant & Bid Information**

**Local authority name / Applicant name(s)\*:** [Sheffield City Council](#)

*\*If the bid is a joint bid, please enter the names of all participating local authorities / organisations and specify the lead authority*

**Bid Manager Name and position:** [Tammy Whitaker \(Head of Regeneration and Property Services\)](#)

*Name and position of officer with day-to-day responsibility for delivering the proposed scheme.*

**Contact telephone number:** [07342 071141](#)

**Email address:** [tammy.whitaker@sheffield.gov.uk](mailto:tammy.whitaker@sheffield.gov.uk)

**Postal address:** [Sheffield City Council, Level 3, Moorfoot Building, Sheffield S1 4PL](#)

**Nominated Local Authority Single Point of Contact:** [Jo Calcutt](#)

**Senior Responsible Officer contact details:** [Edward Highfield](#)

**Chief Finance Officer contact details:** [Eugene Walker](#)

**Country:**

England

- Scotland**
- Wales**
- Northern Ireland**

Please provide the name of any consultancy companies involved in the preparation of the bid:

Fourth Street

Amion

Urban Pollinators

For bids from **Northern Ireland applicants** please confirm type of organisation

- |   |   |
|---|---|
| <input type="checkbox"/> Northern Ireland Executive | <input type="checkbox"/> Third Sector   |
| <input type="checkbox"/> Public Sector Body         | <input type="checkbox"/> Private Sector |
| <input type="checkbox"/> District Council           | <b>Other (please state)</b>             |

## PART 1 GATEWAY CRITERIA

Failure to meet the criteria below will result in an application not being taken forward in this funding round

### 1a Gateway Criteria for **all bids**

Please tick the box to confirm that your bid includes plans for some LUF expenditure in 2021-22

*Please ensure that you evidenced this in the financial case / profile.*

Yes

No

### 1b Gateway Criteria for private and third sector organisations in **Northern Ireland bids only**

(i) Please confirm that you have attached last two years of audited accounts.

Yes

No

(ii) **Northern Ireland bids only** Please provide evidence of the delivery team having experience of delivering two capital projects of similar size and scale in the last five years. (Limit 250 words)

## PART 2 EQUALITY AND DIVERSITY ANALYSIS

2a Please describe how equalities impacts of your proposal have been considered, the relevant affected groups based on protected characteristics, and any measures you propose to implement in response to these impacts. (500 words)

The commitment to fairness and social justice is at the heart of the Council and partnering organisations' values. We believe that everyone must get a fair and equal chance to succeed in Sheffield. Promoting equality of opportunity, means creating an environment where people can achieve their potential, free from barriers, prejudice and discrimination. Inclusion and equality recognises that in a diverse society, people's needs are met in different ways – as a citizen, customer or employee. Diversity is about understanding that each individual is unique, recognising, respecting and celebrating the added value that differences bring.

We are committed to meeting responsibilities outlined in the **Public Sector Equality Duty** and have developed this proposal to ensure that it would not adversely impact individuals / groups with the protected characteristics in the **Equality Act 2010**:

- **Age**
- **Disability**
- **Gender Reassignment**
- **Marriage and Civil Partnership**
- **Pregnancy and Maternity**
- **Race**
- **Religion or Belief**
- **Sex (gender)**
- **Sexual Orientation**

We promote fairness, equality, diversity and inclusion, with the following for instance by providing:

- Safe and inclusive environments that are physically accessible to all
- Information about all projects is accessible to those with impairments, in physical and digital form
- Community access to heritage and culture in some of the country's most deprived wards
- Staff remuneration at Living Wage level or above and measures to challenge barriers to entry in arts administration

A detailed Equality Impact Assessment (EIA) will be undertaken for every project within this bid as part of the project development process. This is something that is done for all Capital projects delivered by SCC. Undertaking the full assessment

early in a project allows any mitigations to be identified and included in the design to ensure the project is as inclusive as possible.

Equality Impacts will be considered as part of the consultation undertaken at both programme and project level and the outcome of this will feed into the EIA's.

As part of the EIA's an action plan will be developed for each project to ensure that the changes proposed have as little negative impact as possible, any potential impacts will be monitored to ensure they are mitigated as much as possible. Previous EIA's for similar schemes will also be reviewed to take on board any lessons learned so that they can be considered in the projects.

Please specify the weblink where this bid will be published: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

## PART 3 BID SUMMARY

3a Please specify the type of bid you are submitting

Single Bid (one project)

Package Bid (up to 3 multiple complimentary projects)

3b Please provide an overview of the bid proposal. Where bids have multiple components (package bids) you should clearly explain how the component elements are aligned with each other and represent a coherent set of interventions (Limit 500 words).

Attercliffe has suffered long-term decline over more than 40 years. Once a major retail and commercial hub serving nearby industry, it has an opportunity to forge a new identity as a neighbourhood centre hosting employers of the future. The heart of this proposal is a Centre for Child Health Technology to maximise the potential of the Sheffield Olympic Legacy Park; connectivity improvements to ensure the benefits of this investment reach local residents and employees; restoration of heritage buildings to provide a supporting cultural offer.

By joining up investment in leading-edge employment, active travel and quality of life, this proposal seeks to create a refreshed sense of place and change perceptions of Attercliffe as left-behind and run-down, in the 'shadow' rather than the 'halo' of new investments. In the absence of these interventions, Attercliffe runs the real risk of once again being 'left behind' by regeneration.

The package combines three projects:

### **1. Centre for Child Health Technology (CCHT)**

Delivery of the long-planned CCHT, the world's most advanced and integrated healthcare system for children. An on-site healthcare ecosystem will bring together industry, academia, clinicians, patients and families to create high value child healthcare products at pace. It will accelerate development of the SOLP, attracting national and international investment, creating high value jobs, developing new companies and generating upwards of £2 billion of GVA. The CCHT directly supports the NHS Long-Term Plan, addressing regional health inequalities. A detailed Strategic Economic Case is available for this project (Appendix 1).



## 2. Connectivity and Movement

Our proposal complements investment through the **Transforming Cities Fund** (TCF) to enhance connections between Attercliffe High Street and SOLP. This project will:

- Create a cycle hub at SOLP to enable and encourage active travel and improve connectivity to and from the high street.
- Add streetscaping and targeted upgrades of tram stops to create a more welcoming environment and prepare the site for a new Enterprise Centre – a proposed incubator and co-working facility at SOLP.



## 3. Adelphi Square

To provide space for cultural and leisure services to support the vibrant employment hub at SOLP, we will acquire and refurbish two neglected heritage assets.

This project is central to the Attercliffe Action Plan, adding a cultural anchor on the High Street, including event spaces, shared studios and a multipurpose auditorium. It will drive footfall and extend dwell time in the high street, shifting perceptions that Attercliffe is run-down, strengthen a sense of community and pride of place.



In combination, these projects will:

- Stimulate investment and employment at SOLP
- Add a new SOLP anchor and economic driver
- Improve health, wellbeing and the environment
- Improve social integration, accessibility and inclusion
- Make Attercliffe a better place to live, work and visit
- Drive footfall on the High Street to support local businesses
- Celebrate the area's heritage
- Crystallise the value of ongoing investment in transport infrastructure
- Promote active travel
- Link Attercliffe with adjacent neighbourhoods to ensure it is not 'left behind'

3c Please set out the value of capital grant being requested from UK Government (UKG) (£). This should align with the financial case:		£17,041,850
3d Please specify the proportion of funding requested for each of the Fund's three investment themes	Regeneration and town centre	100%
	Cultural	%
	Transport	%



## PART 4 STRATEGIC FIT

### 4.1 Member of Parliament Endorsement (GB Only)

See technical note section 5 for Role of MP in bidding and Table 1 for further guidance.

4.1a Have any MPs formally endorsed this bid? If so confirm name and constituency. Please ensure you have attached the MP's endorsement letter.

Yes

No

Mr Clive Betts MP Sheffield South East (see Appendix 10)

### 4.2 Stakeholder Engagement and Support

See technical note Table 1 for further guidance.

4.2a Describe what engagement you have undertaken with local stakeholders and the community (communities, civic society, private sector and local businesses) to inform your bid and what support you have from them. (Limit 500 words)

The proposal builds on more than a decade of community consultation and engagement with local stakeholders. The Attercliffe Action Plan 2011-21 set out a clear vision based on this engagement, and while some of its objectives have been achieved, deep-lying economic problems coupled with new structural challenges such as the decline of traditional retail mean that community aspirations remain unfulfilled. This proposal seeks to address the continuing needs and hopes of the local community while fitting into a wider city and regional context.

In this and previous proposals and visioning processes, we have used physical and online engagement methods, enabling us to proceed with consultations throughout the COVID-19 pandemic. Stakeholder mapping has been completed and our approach has continuously evolved to engage with a broad range of individuals and groups.

The proposal takes forward the vision developed for the Attercliffe Action Plan, which was based on extensive consultation. A series of stakeholder meetings were followed by an invitation to key businesses, community representatives, Council officers and Councillors to share their views. Public consultation events followed, including a staffed exhibition with the opportunity to comment via feedback forms. This consultation pointed to seven core 'needs':

1. Revitalised High Street
2. Waterside development
3. Provision for sport and leisure

4. Commercial development
5. Support for creative industries and businesses
6. Heritage preservation
7. More and better housing

These connections with local stakeholders have been retained and strengthened. The Attercliffe Action Group and a multi-agency Town Team are standing groups that meet regularly, bringing multiple perspectives to bear on all major projects and programmes.

These groups include local landowners, businesses, cultural organisations, residents' associations, faith groups, Sheffield Hallam University and different city council departments. With a relatively small resident population, local business interests have a high profile, but efforts are underway to widen and deepen resident participation.

Importantly, the proposals in this bid were supported at the latest meeting of the Attercliffe Action Group, whose representatives appreciate the significant positive impact these interventions will bring to the area.

The pandemic has highlighted the importance of partnerships across local government, business and the wider community. Sheffield City Region's Renewal Action Plan highlights the fact that interventions need to be supported locally and championed by the organisations that provide direct support to people and organisations. Each intervention has its own constituency, meaning that a nuanced, tailored approach to engagement is required. The ongoing dedication and support of the Attercliffe community gives us the ability to react and adapt to change and unforeseen circumstances. Indeed, the projects included in this bid have been updated and adapted specifically to provide added resilience and opportunity in a post-Covid environment.

Ongoing consultation provides confidence that this proposal will make a tangible, material impact on the community. The opportunity provided by CCHT, coupled with improved connectivity with the City Centre, and a richer and more resilient centre, will create a vibrant, thriving neighbourhood that is better stitched into the rest of the city.

4.2b Are any aspects of your proposal controversial or not supported by the whole community? Please provide a brief summary, including any campaigns or particular groups in support or opposition? (Limit 250 words)

There is no controversy around these projects. They are squarely aligned to economic, infrastructure and community needs that were previously identified and have become more pressing in light of the pandemic. When put to standing groups of stakeholders and consultees, the reaction has been uniformly positive.

The current proposals build on earlier investments and harness key infrastructure developments as part of the 'Connecting Sheffield' scheme. The Darnall-Attercliffe-City Centre plan also received 238 comments during public consultation, the majority of which supported its proposals.

CCHT represents a step-change in the capabilities and critical mass of SOLP – one of Sheffield’s most important economic drivers. The Connectivity and Movement plans to improve transport infrastructure projects have been warmly welcomed and enthusiastically received. Both these interventions build on projects that have strong momentum and broad support.

The Adelphi Square project will bring redundant assets back into public and commercial use. They are currently vacant, dilapidated and in disrepair, blighting the High Street, cementing negative perceptions of the place, and suppressing economic activity in surrounding areas. Inasmuch as the heritage will be preserved and interpreted and put to publicly accessible, cultural use, we expect overwhelming community support for this project.

Given the close relationships built with key stakeholders over the years – as well as the fact that these projects are so neatly aligned to existing plans and policies – it is not anticipated that any material objections will be raised in the future.

4.2c Where the bidding local authority does not have the statutory responsibility for the delivery of projects, have you appended a letter from the responsible authority or body confirming their support?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
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For Northern Ireland transport bids, have you appended a letter of support from the relevant district council	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
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### 4.3 The Case for Investment

See technical note Table 1 for further guidance.

4.3a Please provide evidence of the local challenges/barriers to growth and context that the bid is seeking to respond to. (Limit 500 words)

Once part of the city’s industrial heartland – playing a key role in the steel industry – Attercliffe has experienced structural economic decline since the 1970s. This package responds to a set of local challenges and barriers to growth (See **Error! Reference source not found.**) which combine to create a negative perception of the area.

A prolonged period of decline and economic inactivity has reduced the attractiveness of Attercliffe as a place to live, visit, work or invest. The projects assembled as part of this package are specifically intended to erode these barriers, making targeted interventions that are needed to crystallise the opportunity created by earlier investments in nearby areas.

These challenges are discussed further below:

### **Health, Safety & Environment**

- Local quality of life is challenged by poor physical / mental health. The Access to Health Assets and Hazards Index (2019) places Attercliffe in the country's lowest decile.
- The unhealthy environment is exacerbated by high volumes of HGV through-traffic, with Attercliffe Road carrying a heavy traffic load between the M1 and the City Centre (c.17,000 vehicles per day). Environmental quality is poor, with residents exposed to harmful levels of noise and air pollution.
- The public realm is uninviting and does not currently encourage active travel and other healthy lifestyle choices.

### **Skills, Employment and Economy**

- The Consumer Data Research Centre (CDRC) places Attercliffe among the 'most deprived' neighbourhoods in the country, notably in terms of income, employment, education and skills. Residents experience low incomes, involuntary exclusion from the labour market, and low levels of educational attainment.
- Building on investment at SOLP, this bid will re-establish Attercliffe as an economic driver for the city and stimulate further investment. By showcasing leading-edge opportunities in healthcare technologies, it will help to raise aspirations and improve local residents' employment prospects. It will contribute to 'levelling up' on both a national and urban scale, reconnecting parts of Sheffield that have become disconnected and marginalised.
- The CCHT will become a major new employer, knitting the Attercliffe area more seamlessly into the developing SOLP.

### **Connectivity**

- While progress has been made in regenerating adjacent areas (e.g. Sheffield Olympic Legacy Park, Advanced Manufacturing Innovation District, National Centre of Excellence for Food, and the constellation of retail and leisure facilities around Meadowhall) poor connectivity has prevented the benefits from filtering into Attercliffe itself.
- This package will build on transport investment through TCF to facilitate healthier, safer and more effective forms of travel, enabling residents and visitors to easily access nearby education and employment hubs.

### **Public Realm**

- The neighbourhood is characterised by widespread vacancies (nearly 20% of all retail and industrial units are empty), poorly maintained properties, and some low grade and unsociable uses, contributing to a sense of decline and under-investment.
- This bid will restore and showcase prominent heritage assets, activating them through cultural uses and helping to create a safe, vibrant centre and High Street.

4.3b Explain why Government investment is needed (what is the market failure)?  
(Limit 250 words)

Despite its location, heritage and proximity to nearby assets, Attercliffe has always had significant potential that has not been realised, due to poor connectivity, negative perceptions, and the consequence of being a through-route from the M1 to the City Centre. These are long-term problems resulting from severe industrial decline over 40 years, which will not be reversed through short-term or piecemeal investment. Attercliffe needs to become a high-quality, desirable neighbourhood with homes, education and leisure facilities to attract long-term residents and investors.

Targeted investment in a flagship innovative healthcare centre, transport nodes, and improved public realm would address key barriers and open a rich well of opportunity for downstream entrepreneurial investment. A revitalised Attercliffe can encourage more people to live in the city by attracting developers to unlock housing sites. Improved public realm and transport connectivity would boost active travel by encouraging walking or cycle to work. A more vibrant neighbourhood centre supported by exciting employment opportunities would boost the local retail economy and encourage community involvement.

These improvements are all 'public good' investments that require City investment and leadership. Failure to invest at this critical juncture could lead to:

- Continued isolation from the benefits of nearby regeneration activities including the Advanced Manufacturing Innovation District and SOLP.
- A deteriorating living environment with constrained access to education and employment.
- Continued harmful congestion of Attercliffe Road, with resulting environmental and health impacts.
- Further deterioration of the High Street and its heritage.

4.3c Please set out a clear explanation on what you are proposing to invest in and why the proposed interventions in the bid will address those challenges and barriers with evidence to support that explanation. As part of this, we would expect to understand the rationale for the location. (Limit 500 words)

Attercliffe presents a scale of opportunity that is not offered in other parts of the city. Attercliffe High Street is a historic neighbourhood with links to major developments at SOLP, an evolving life sciences park of global renown. Its facilities will include:

- **Innovation:** Facilities already built or proposed include the Advanced Wellbeing Research Centre; proposed Centre for Child Health Technology; and National Centre of Excellence for Food Engineering.
- **Education:** New school and University Technical College.
- **Sport:** English Institute of Sport; Ice Sheffield and Sheffield Arena; community stadium.

The Advanced Manufacturing Innovation District is nearby – an employment centre anchored by Boeing, Rolls Royce and McLaren, as well as research centres for the two universities.

While Attercliffe is physically near to these developments, it is economically disconnected. Poor connectivity, negative perceptions, and an underperforming High

Street limit the opportunities for Attercliffe residents and businesses to share the benefits of this economic stimulus. In the absence of city leadership and intervention, Attercliffe will fall into the 'shadow' rather than the 'halo' of SOLP.

This package will improve and extend the connections between clusters of activity to create a coherent sense of place, stimulate further investment and knit Attercliffe into the rest of the city. These projects will shape the perception of Attercliffe as *the place at the centre* of Sheffield's most exciting developments, rather than *the space in between* them.

### **1. Centre for Child Health Technology**

CCHT is a chance for Attercliffe to participate in the development of SOLP as a centre for healthcare research and technology.

- Cornerstone funding will accelerate delivery of the CCHT, bringing benefits to local residents at an earlier stage
- The project will deliver ~4,100 sqm of new research innovation capacity and 104 higher value full time equivalent (FTE) jobs

### **2. Connectivity and Movement**

Improved connectivity and enhanced pedestrian and cycling experience will create a safer, healthier and more attractive environment. This will include:

- Physical improvements, better access, lighting and streetscaping around transport nodes and tram stops
- A cycle hub at SOLP
- Enhancement of pedestrian routes
- Site preparation for an Enterprise Centre at SOLP

### **3. Adelphi Square**

The project involves the preservation, celebration and cultural re-use of important built heritage assets, that would otherwise blight the High Street, in which keen interest has been shown.

Engagement has commenced with *Greentop Community Circus* – a charity providing courses and classes, especially catering to disaffected young people and those with learning needs. The Adelphi's configuration and size caters to their growing demand and the strategic location would facilitate further health and innovation research with the Advanced Wellbeing Research Centre.

Interventions like this will be the difference between 'property' full of unrealised potential, and a desirable 'place' where people choose to raise their family, base their business, go to school and visit for fun and fulfilment.

- Acquisition of heritage buildings
- Marriage value that comes from combining these opportunities

- Arrest further deterioration of shell-and-core and make both buildings 'development ready'

4.3d For Transport Bids: Have you provided an Option Assessment Report (OAR)

Yes

No

4.3e Please explain how you will deliver the outputs and confirm how results are likely to flow from the interventions. This should be demonstrated through a well-evidenced *Theory of Change*. Further guidance on producing a Theory of Change can be found within [HM Treasury's Magenta Book](#) (page 24, section 2.2.1) and [MHCLG's appraisal guidance](#). (Limit 500 words)

This bid aligns to four impact areas, which will enable considerable regeneration benefits to Attercliffe - discussed further in the Theory of Change model below:

<b>INPUTS</b>	£17m LUF Funding	Staff time to deliver projects / manage operations
	Leverage from private investment (Scarborough International Properties)	Community engagement
<b>ACTIVITIES</b>	Attercliffe Action Plan	Stakeholders / partners resource and expertise
	SCC vision and concept	Specialist resources and expertise
<b>OUTPUTS</b>	Strategic planning	Tram stops improvements incl. site preparation for Enterprise Centre
	Operational planning	Acquisition and restoration of heritage buildings
<b>OUTPUTS</b>	Creation of cycle hub	
	Enhancements to streetscape	
	<b>CCHT</b>	~4,100 sqm of innovation space combining industry, academia, clinicians and patients
<b>MOVEMENT &amp; CONNECTIVITY</b>	Secure storage for 100 bikes	2 tram stops improved
	Enhanced streetscape and pedestrian routes	Enterprise Centre site prepared for development
<b>ADELPHI SQUARE</b>	Refurbished Buildings	Made ready for operators to fit-out and occupy

<b>OUTCOMES</b>	<b>CONNECTIVITY</b>	Improved connectivity, linking marginalised areas to neighbouring employment centres Creation of '15-minute' neighbourhood Reduced reliance on cars Increased High Street footfall and expenditure Becomes more of a destination; less of a transit route	<b>HEALTHY, SAFE &amp; SUSTAINABLE ENVIRONMENTS</b>	Reduced reliance on cars Reduced carbon emissions Better air quality Reduced traffic incidents CCHT accelerates development and commercialisation of health technologies Reduced need for child medication Improved wellbeing through cultural engagement
	<b>PUBLIC REALM &amp; BUILT HERITAGE</b>	Heritage is refurbished and occupied Enhanced access to culture Increased investor confidence Higher footfall More commercial activity Improved perception of Attercliffe	<b>SKILLS, EMPLOYMENT &amp; ECONOMY</b>	CCHT delivers 5,600 jobs at SOLP and 121,000sqm of employment space Raised local skills and aspirations Inward investment Improved national and international profile More attractive area to visitors, residents, businesses and investors
<b>IMPACT</b>	<b>CONNECTIVITY</b>	Encourage active and greener forms of travel, whilst increasing connectivity across Sheffield, especially to exciting innovation centres	<b>HEALTHY, SAFE &amp; SUSTAINABLE ENVIRONMENTS</b>	Create a world leading children's healthcare centre, ensuring Attercliffe is synonymous with healthy lifestyles, advanced innovation, research and technology
	<b>PUBLIC REALM / BUILT HERITAGE</b>	Contribute positively to the promotion and perception of Attercliffe	<b>SKILLS, EMPLOYMENT &amp; ECONOMY</b>	Re-establish Attercliffe as an economic driver for Sheffield, stimulating investment and enhancing employment prospects of residents

This Theory of Change is underpinned by the following **assumptions**:

- Improved access and visibility of innovation hubs will raise aspirations of local residents and erode socio-economic barriers to employment.
- Better connectivity encourages walking, cycling, and sociability and promotes wider health and wellbeing benefits.
- The CCHT will result in further investment and will strengthen the SOLP
- Improved public realm brings economic and social benefits to the area by creating a more welcoming and safer environment.
- Cultural engagement is important for civic pride, sense of place and community cohesion.

#### 4.4 Alignment with the local and national context

See technical note Table 1 for further guidance.



4.4a Explain how your bid aligns to and supports relevant local strategies (such as Local Plans, local economic strategies or Local Transport Plans) and local objectives for investment, improving infrastructure and levelling up. (Limit 500 words)

This bid builds on the **Attercliffe Action Plan**, which set out a long-term framework for promoting economic regeneration and the renewal of Attercliffe Centre. The Action Plan also formed part of the City Council's **Thriving District and Local Centres Strategy** and sits within the context of the **Sheffield Development Framework Core Strategy**.

At the heart of these strategies is the Sheffield Local Plan and its Vision to make Sheffield:

*"... a fair, inclusive and environmentally sustainable city. It will be playing a nationally significant economic role at the heart of its region, with thriving neighbourhoods and communities, and have a distinct urban and rural identity"*

This bid is squarely aligned to the Vision. We are especially guided by the following principles that underpin the full body of Sheffield's key policies, plans and strategies.

#### **Skills, Employment & Economy**

- Ensure Sheffield is a net contributor to the national economy, retaining talent and attracting new investors to locate to the region.
- A more sustainable, resilient and diverse centre that serves and attracts surrounding workers, passing trade, and a growing population.
- Make Sheffield an attractive location to start a business by keeping up with new technologies and ensuring that local people and businesses have the requisite skills, training and education.

#### **Connectivity**

- Provide for modern, reliable and clean journeys for everyone.
- Improve the existing transport network to improve access to jobs, markets, skills and supply chains.
- Encourage cycling, walking and use of public transport through better infrastructure.

#### **Healthy, Safe and Sustainable Environments**

- Improve air quality.
- Support healthy lifestyle choices and physical activity.
- Make homes and land available for families and businesses to locate and prosper, maximising their access to the natural environment and a good quality of life.
- Implement Healthy Streets Framework which will allow people feel safe on the streets and keen to enjoy the outdoors.

### **Public Realm and Built Heritage**

- Improve the built environment to incentivise graduate retention and make a better life for residents
- Buildings, public realm and amenities will be welcoming and accessible
- Boost investor confidence and improve the image of Attercliffe
- Give greater priority to pedestrians
- Maximise access and enjoyment of green spaces and waterfront
- Support educational and cultural activities at prominent heritage sites

The proposals align with aspirations and objectives in the following City Council and Sheffield City Region Combined Authority plans:

- Green City Strategy (2018)
- Transport Strategy (2019)
- City Centre Plan (2018-28)
- Sheffield Education and Skills Strategy: A Vision for 2030 (2020 draft)
- Sheffield City Region: Transport Strategy (2018-40)
- Sheffield City Region: Sheffield's Economic Plan (2020-40)
- Sheffield City Region: Renewal Action Plan
- Sheffield City Region: Active Travel Implementation Plan
- Sheffield Corporate Plan (2015-18)
- Sheffield Housing Strategy (2013-23)

4.4b Explain how the bid aligns to and supports the UK Government policy objectives, legal and statutory commitments, such as delivering Net Zero carbon emissions and improving air quality. Bids for transport projects in particular should clearly explain their carbon benefits. (Limit 250 words)

All elements of this bid align closely with the **National Infrastructure Strategy 2020** which seeks to boost growth and productivity while meeting the net zero emissions target by 2050. The Centre for Child Health Technology is an important investment in healthcare skills that supports both the levelling-up agenda and the aspirations of the **NHS Long Term Plan (2019)** to reduce health inequalities, advance digital care and improve health outcomes.

Together, the proposals meet the Levelling Up Fund's priorities of better connected places, regenerated town centres and restored heritage. By improving connectivity, enhancing the public realm and encouraging active travel they will help Sheffield achieve net zero carbon emissions. A safer, more accessible environment around tram stops will increase use of public transport, reducing reliance on cars and the resulting impact on air quality.

The plans for safer, greener spaces and improved public realm advance the **Future of Mobility Strategy 2019** by encouraging walking, cycling and active travel. The cycle hub will follow standards set in Department for Transport's **Cycle Infrastructure Design Local Transport Note (2020)**. The location has been considered in relation to trip origins, destinations and interchanges with other modes. It builds on improvements through the **Transforming Cities Fund**.

The bid supports the **Build Back Better** growth plan, which promotes places that drive social, economic and cultural regeneration. High Street improvements will also align with MHCLG's '**By deeds and their results**' framework, which seeks integrated and socially cohesive communities by providing shared spaces.

4.4c Where applicable explain how the bid complements / or aligns to and supports other investments from different funding streams. (Limit 250 words)

The Attercliffe bid complements investments from different funding streams, as summarised below:

- Transforming Cities Fund will improve connectivity between Attercliffe High Street, SOLP, and the city centre. This bid will complement the project through the provision of cycle hubs, streetscape and lighting improvements.
- The Adelphi Square project will enable a more dynamic cultural offer and will activate the High Street, adding to improvements planned by local developers on nearby sites, including Sheffield's oldest library building. Plans include flexible workspaces, retail and F&B.
- Investment in the Centre for Child Health Technology (CCHT) will maximise the benefits of other public and private sector funding, including some £50 million from private sector research partners. The aspiration for the Centre is to channel research and innovation into improved children's health and wellbeing and to also accelerate growth and inward investment at SOLP.

This package will complement the following developments at SOLP, in which the public sector has invested over £50 million since 2014:

<b>Development</b>	<b>Public Sector Investment</b>
Site Reclamation	£4m
Public Realm	£5m
Oasis Academy (opened 2015)	£16m
University Technical College (opened 2016)	£10m
Sports Pitch (opened 2018)	£1m
Advanced Wellbeing Research Centre (Opened 2020)	£15m
<b>Total</b>	<b>£51m</b>

4.4d Please explain how the bid aligns to and supports the Government's expectation that all local road projects will deliver or improve cycling and walking infrastructure and include bus priority measures (unless it can be shown that there is little or no need to do so). Cycling elements of proposals should follow the Government's cycling design guidance which sets out the standards required. (Limit 250 words)

Enabling, encouraging and incentivising active travel is a central tenet of this package.

This is reflected in the inclusion of new cycling infrastructure and streetscape improvements around major transport nodes to make cycling, walking and public transport more attractive mobility options than the automobile.

This complements the projects advanced by the Transforming Cities Fund, which aim to:

- Create high-quality, segregated cycling routes to and from the City Centre.
- Provide new paving and improved footpaths along the route.
- Create crossing facilities in Attercliffe and at the Arena Square roundabout.
- Develop continuous cycle tracks along all side streets off Attercliffe Road
- Improve maintenance of the existing off-street cycling route, parallel to Attercliffe Road, linking Attercliffe to Meadowhall and the City Centre.
- Enhance the previous Bus Rapid Transport scheme and 52 route.
- Improve accessibility with better quality, more reliable and speedy bus and tram services between Attercliffe, Sheffield and Rotherham (e.g. the proposed Bus Rapid Transport, North) and provide a tram / train link

The Movement and Connectivity project is designed to supplement these steps with measures to encourage residents, workers and visitors to substitute trips by car with walking, cycling and public transport options. In parallel, the Adelphi Square and CCHT projects will integrate measures to discourage car use in favour of more sustainable and healthy alternatives.

## PART 5 VALUE FOR MONEY

### 5.1 Appropriateness of data sources and evidence

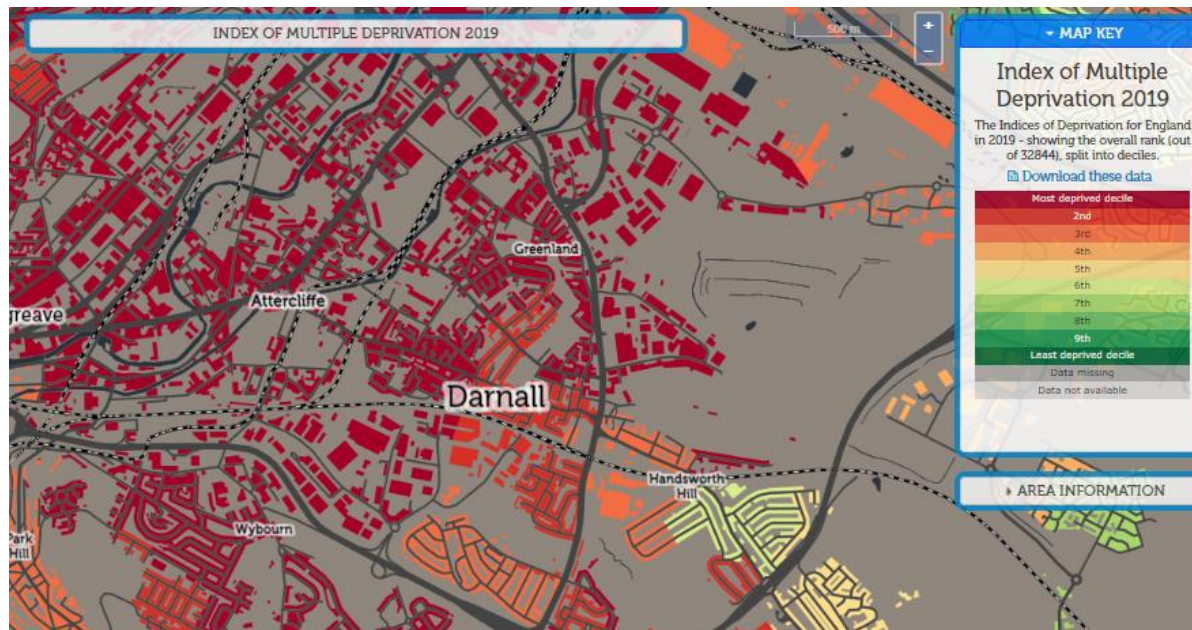
See technical note Annex B and Table 1 for further guidance.

All costs and benefits must be compliant or in line with [HMT's Green Book](#), [DfT Transport Analysis Guidance](#) and [MHCLG Appraisal Guidance](#).

5.1a Please use up to date evidence to demonstrate the scale and significance of local problems and issues. (Limit 250 words)

Sheffield is in priority category 2, with productivity only 86% of the UK average<sup>1</sup> and median weekly pay below the England level (91% for full-time workers and 90% for part-time, 2020)<sup>2</sup>. Nearly 1 in 20 people are unemployed (Jan-Dec 2020)<sup>3</sup> and the city is the 57<sup>th</sup> most deprived local authority in England (out of 317)<sup>4</sup>.

Within Attercliffe, the decline of manufacturing has resulted in communities experiencing multiple forms of deprivation - Darnall ward is amongst the 10% most deprived neighbourhoods nationally. Income, employment and education, skills and training deprivation are all severe.



Attercliffe has the highest proportion of vacancies outside the city centre at 19% of total units (26% for retail), above the national average of 12.1%, and lacks a core service offer, with a fragmented appearance overall. Traffic in Attercliffe increased

<sup>1</sup> ONS, Sub-Regional Productivity data, Nominal (smoothed) GVA (B) per hour worked (£); Local Authority District, 2004 - 2018

<sup>2</sup> Annual Survey of Hours and Earnings, 2020

<sup>3</sup> NOMIS, Model-based estimates of unemployment for local authorities

<sup>4</sup> English Indices of Deprivation, 2019

between 2001 and 2016, notably among light goods and HGVs, whilst bus services have significantly decreased, creating a low quality environment (DfT traffic counts).

Furthermore, over 40% of children are within low income households and 30% live in relative poverty (HMRC data). There is high prevalence of common mental health disorders (23% versus 20% – Adult Psychiatric Morbidity Survey 2007) and mortality of people under the age of 75 (300 in 100,000 people– Population Health Register 2010-12).

5.1b Bids should demonstrate the quality assurance of data analysis and evidence for explaining the scale and significance of local problems and issues. Please demonstrate how any data, surveys and evidence is robust, up to date and unbiased. (Limit 500 words)

Evidence from a range of sources provides an understanding of the local context for Attercliffe, ensuring that the wide range of issues affecting the area are identified, allowing appropriate interventions to be developed and prioritised effectively.

Publicly available datasets have informed the analysis of need, including:

- ONS Annual Population Survey (2020),
- ONS Annual Survey of Hours and Earnings (2020),
- ONS Index of Multiple Deprivation (2019),
- Levelling Up Fund: Prioritisation of places methodology note (2021),
- ONS Sub-regional Productivity (2020),
- ONS Claimant Count (2021),
- DfT traffic counts – Attercliffe Road,
- HMRC data (2011, 2014),
- Experian Mosaic (2012),
- Public Health data (Adult Psychiatric Morbidity Survey 2007 and Population Health Register 2010-12)

Specific research has been completed as part of the development of the Attercliffe Action Plan published by Sheffield City Council.

#### Robustness and unbiasedness of public datasets

To ensure robustness, multiple sources of information have been reviewed to triangulate data and ensure it supports shared conclusions. The ONS data sources provide a robust picture of the main issues facing Attercliffe and Sheffield more widely, with the IMD evidencing the need for levelling up in opportunities and prosperity. LSOA and ward level data for Darnall and Attercliffe provide an indication of the high deprivation in Attercliffe, which is to some degree masked by

local authority level data. Analysis of other wards within Sheffield gives an understanding of the extent of need compared to other areas.

#### Robustness and unbiasedness of bespoke data and research

The robustness and unbiasedness of the bespoke data and research which has informed the analysis of local issues is ensured by research being undertaken by specialist organisations for example when the Attercliffe Action Plan was completed.

In addition, thorough and extensive engagement has been undertaken over a number of years to gather feedback on the proposed projects and ensure they respond to need.

5.1c Please demonstrate that data and evidence chosen is appropriate to the area of influence of the interventions. (Limit 250 words)

The Attercliffe projects will have impacts both in the immediate local area and across a wider geography. A key aim of the package of projects is to improve the local environment and the image of Attercliffe, both for local people and businesses and also amongst the many people who pass through the area each day for business and leisure. The connectivity and Adelphi projects will transform the appearance of the local area. Conversely, the impacts of the CCHT will be felt over a much wider geography, with the benefits of the R&D undertaken at the Centre extending across the UK and internationally. The data used in assessing the impacts of the interventions therefore include both local level information on opportunities for local residents, plus R&D benefits which are not limited to a specific geography.

Of key importance in assessing the employment and economic impact of the proposals on the local economy and assessing benefits at national level in the value for money assessment, is understanding the extent to which new activity is truly additional, and does not simply displace existing activity. It is important to understand who is likely to benefit from the impacts generated and the degree to which further demand and investment is stimulated.

One of the key elements to understand is leakage: the proportion of outputs that benefit those outside the project's target area or group. Travel to work data for Sheffield has informed the assessment of leakage, although this is now rather dated. This additionality assessment informed the area of influence and thus the geographical level of data and evidence within this bid.

## **5.2 Effectiveness of proposal in addressing problems**

5.2a Please provide analysis and evidence to demonstrate how the proposal will address existing or anticipated future problems. Quantifiable impacts should usually be forecasted using a suitable model. (Limit 500 words)

The LUF proposals are expected to contribute significantly to addressing existing and anticipated problems, as set out in the table below:

Project	Existing / anticipated problem	Outputs	Outcomes / impacts	Modelling approach / evidence
Movement and Connectivity	<ul style="list-style-type: none"> <li>· Poor quality linkages between Attercliffe High Street and key public transport nodes</li> <li>· Lack of facilities to encourage active travel amongst new workforce at OLP</li> <li>· Environment not conducive to securing private investment</li> </ul>	<ul style="list-style-type: none"> <li>· 2 tram stops improved and better integrated with High Street, providing</li> <li>· 250 space bike hub providing secure storage facilities</li> <li>· Site prepared to be brought forward for Enterprise Centre</li> <li>· Enhancements to proposed TCF streetscape</li> </ul>	<ul style="list-style-type: none"> <li>· Improved image and perceptions of Attercliffe</li> <li>· Increased use of active travel modes</li> <li>· Future private sector investment secured</li> </ul>	<ul style="list-style-type: none"> <li>· Cost based developed by Turner and Townsend / council officers informed by similar projects</li> <li>· Fore Consulting modelling of increased active travel</li> <li>· AMION CBA model includes LVU and wider LVU benefit estimates as well as active mode, heritage benefits and wellbeing benefits</li> </ul>
CCHT	<ul style="list-style-type: none"> <li>· Opportunity to develop high profile, high value, advanced R&amp;D facility to tackle child health priorities</li> <li>· Considerable up-front funding required</li> </ul>	<ul style="list-style-type: none"> <li>· 4,100m2 research and innovation facilities</li> </ul>	<ul style="list-style-type: none"> <li>· New community of researchers established at OLP</li> <li>· Accelerated development of other OLP plots</li> </ul>	<ul style="list-style-type: none"> <li>· Cost estimate produced by Pennington Choices</li> <li>· Economic impact model produced by Genecon to estimate jobs, GVA and R&amp;D benefits</li> <li>· AMION CBA model informed by impact assessment</li> </ul>
Adelphi Square	<ul style="list-style-type: none"> <li>· Heritage buildings occupy prominent position and</li> <li>· In current state has a negative impact on surrounding area</li> </ul>	<ul style="list-style-type: none"> <li>· 1 heritage building preserved and brought back into use</li> <li>· Community facility developed</li> <li>· Opportunities for training and physical activity</li> </ul>	<ul style="list-style-type: none"> <li>· Increased number of young people benefiting from cultural and physical activities</li> <li>· Increased audience for events and concerts</li> <li>· Wellbeing benefits linked to preservation of important heritage asset</li> <li>· Wellbeing benefits of young people and volunteers</li> </ul>	<ul style="list-style-type: none"> <li>· High level cost estimates based on other similar schemes</li> <li>· AMION CBA model includes wellbeing benefits from attending arts and cultural events, wellbeing benefits experienced by young people and volunteers and wider place-making effects arising from improvement of the site</li> </ul>



5.2b Please describe the robustness of the forecast assumptions, methodology and model outputs. Key factors to be covered include the quality of the analysis or model (in terms of its accuracy and functionality) (Limit 500 words)

The assumptions are based on a range of forecasts, baseline evidence, expert advice and consultations, which have informed quality assured modelling by independent specialists, as follows:

- The connectivity project costs come from a range of sources: SYPTE for the tram stop improvements, a commercial provider of a bike hub facility, Turner and Townsend estimates for the streetscape / public realm elements and benchmarks from previous similar schemes for the site preparation works for the Enterprise Centre site.
- The CCHT costs have been provided by cost consultants Pennington Choices and take into account inflation and contingency. The economic costs used to estimate the BCR also include the revenue cost of delivering R&D activity at the Centre. Genecon have undertaken an economic impact assessment of the jobs, GVA and R&D benefits which will arise, which feeds into the BCR.
- Costs for the heritage building project are based on other similar schemes underway in the city. The assumptions about jobs, training, community use are informed by floorspace estimates, standard employment densities and information from potential operators about the nature of the proposed operations.

AMION Consulting have developed a comprehensive Cost Benefit Assessment model for the projects, which is linked to the Impact Model, based on assumptions and best practice outlined in the HM Treasury Green Book – for example, there is a consideration of optimism bias and a discount factor of 3.5% is applied. Costs and benefits have been profiled over an appropriate period (which varies according to the specific benefits being assessed – see Technical Note), and an additionality factor is applied to each benefit category. A detailed explanation of the benefits assessed is contained within 5.4a. The modelling framework has recently been reviewed by Homes England analysts on behalf of MHCLG.

### 5.3 Economic costs of proposal

5.3a Please explain the economic costs of the bid. Costs should be consistent with the costs in the financial case but adjusted for the economic case. This should include but not be limited to providing evidence of costs having been adjusted to an appropriate base year and that inflation has been included or taken into account. In addition, please provide detail that cost risks and uncertainty have

been considered and adequately quantified. Optimism bias must also be included in the cost estimates in the economic case. (Limit 500 words)

### Converting Financial to Economic Costs

The nominal financial costs in the Financial Case (Deliverability section) have been converted to economic costs in line with the Green Book approach applying an assumed inflation rate of 2% per annum to convert estimates of future costs to constant (2021) prices.

The constant price costs have been adjusted to present values by applying the Treasury's Social Time Preference discount rate of 3.5% per annum. LUF funding within the programme is expected to run until March 2024, in line with the published guidance.

Please note that the economic costs include an assumed level of public sector spending on R&D at the CCHT (£3.5m per annum) which is not included in the LUF programme financial costs. This reflects CCHT expectations about the level of investment which will be made in the facility.

### Optimism Bias

The economic costs include an allowance for optimism bias. This has been estimated using an Optimism Bias Mitigation Model based on the Supplementary Green Book Guidance produced by Mott MacDonald. Different levels of optimism bias apply to the transport / streetscape works ('standard civil engineering'), CCHT ('standard building') and heritage building ('non-standard building') projects. The mitigations made to each element of optimism bias for each intervention are summarised below.

Optimism Bias Mitigation, by Intervention				
Intervention	Type	Upper Bound OB	Mitigated OB	Comments
Transport and public realm	Standard Civil Engineering	44%	25%	Key mitigations include reducing the impact of an inadequate business case, as Sheffield City Council has developed a good understanding of the issues involved in similar work through the Grey to Green programmes and previous de-culverting e.g. at Matilda Street / Porter Brook / Nursery Street. The Council's procurement processes will also mitigate against potential disputes. Environmental risks will be reduced due to the experience of the Council in similar projects.
CCHT	Standard building	24%	10%	Key mitigations include ensuring an adequate business case by drawing on expert advisors to ensure the works are appropriately scoped, costed and programmed; and reducing the impact of procurement issues through a closely managed procurement process which will ensure disputes are avoided. To reduce the risk of environmental issues impacting on the costs, the local community will be consulted about environmental priorities.
Adelphi building	Non-standard building	51%	30%	Key mitigations include ensuring an adequate business case by using resources to ensure the works are appropriately scoped, costed and programmed; careful procurement of contractors to avoid disputes and delays; and having cognisance of external factors which could impact on the delivery of the project

The impact of higher levels of optimism bias is tested in the sensitivity analyses.

### Capital costs

The estimated discounted public sector costs of the overall programme in constant 2021 prices are set out in below. These costings are based on cost appraisals and financial modelling undertaken for each project.

Public sector economic costs (£m), discounted, excluding Optimism Bias					
	2021/22	2022 / 23	2023 / 24	2024 / 25	Total
Intervention	£2.250	£6.525	£7.091	£0.000	£15.866

Optimism bias has been applied to the economic costs of the each project, as set out above. There is not expected to be any income to the public sector as a result

of the LUF investments, and there would be no spend in the reference ('no LUF') case, so the marginal cost is the same as the net cost. The net present public sector cost including optimism bias for the proposed programme is set out below.

Net present public sector capital costs including Optimism Bias (£m)	
	Preferred Option
Gross public sector cost	£15.866
Optimism Bias	£3.861
Gross public sector cost including OB	£19.727
Income and residual value (minus opportunity cost)	
Net public sector cost including OB	£19.727
Marginal net public sector cost including OB	£19.727

As stated above, the BCR estimate also includes the net present cost of £3.5m per annum publicly-funded R&D activity at CCHT. With this added onto the capital costs, the overall net public sector cost including OB used in the BCR calculation is £44.6m.

## 5.4 Analysis of monetised costs and benefits

5.4a Please describe how the economic benefits have been estimated. These must be categorised according to different impact. Depending on the nature of intervention, there could be land value uplift, air quality benefits, reduce journey times, support economic growth, support employment, or reduce carbon emissions. (Limit 750 words)

### Economic Benefits

The framework for assessing the economic benefits of the proposals has been developed having regard to the HM Treasury Green Book, and guidance published by MHCLG, DCMS and DfT. The economic benefits reflect the net marginal position over and above the reference case in which no Levelling Up Fund monies are received, in which none of the projects can be taken forward.

The full range of benefits has been assessed. Following published guidance, this has included the consideration of the following:

- **Land value uplift and wider LVU** – Land value uplift reflects the economic efficiency benefits of converting land into a more productive use. Given the non-commercial nature of the proposed developments (R&D, community uses etc) no land value uplift is expected to arise from the Attercliffe proposals. The proposals will however address some of the rundown and semi-vacant land in Attercliffe which depresses values and impacts on image and confidence. Improvements to the heritage buildings will benefit a wider surrounding area given its prominent location. The impacts on

wider property values have been estimated using Valuation Office Agency (VOA) data for commercial analysis and Council Tax band data for the residential value assessment. Given the existing low values in the area, the amount of uplift expected will be relatively small.

- **GVA benefits**, arising from a number of sources:
  - The business efficiency benefits from the R&D activity undertaken at the CCHT. These have been estimated by Genecon, informed by research on the benefits of public sector investment in medical research.
  - Increases in the labour supply as the significant number of jobs created through the programme will lead to labour supply benefits as new entrants / re-entrants are attracted into the workforce. The GVA benefits which arise from an increased labour supply are assessed over a ten year period.
  - Productivity benefits arising from the transfer of labour into more productive roles, e.g. in the R&D sector at CCHT, and in the managed workspace proposed for the heritage buildings, and through the enhanced skills which will be delivered through the project.
  
- **Active mode transport benefits** – the Transforming Cities investment will transform the cycling infrastructure between Sheffield city centre and AMID, including through Attercliffe. A 70% increase in cycling is expected as a result. LUF funding will be used to provide secure cycle storage and shower facilities, targeted particularly at the growing number of workers at Olympic Legacy Park. No further increase in cycling has been assumed, but there are significant benefits from improved journey ambience as a result of the new facilities. These have been estimated using DfT's AMAT Toolkit.
  
- **Wellbeing benefits:**
  - Linked to the re-purposing of the heritage buildings for arts and community use. Estimated based on audience numbers, and with a wellbeing value taken from DCMS's Culture and Heritage Capital Evidence Bank (Fujiwara 2014).
  - From volunteering, applied to the number of additional volunteers in the LUF funding scenario, using a wellbeing value from the HACT research<sup>5</sup>.
  - Experience by young people who have the opportunity to participate in youth groups and activities
  
- **Amenity benefits** – Consistent with the MHCLG Appraisal Guide, amenity benefits are assumed to arise from the investment in streetscape and public realm.

Further detail in relation to the calculation of benefit is included within the technical cost benefit paper which is appended.

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<sup>5</sup> HACT(2014), Measuring the Social Impact of Community Investment: A Guide to using the Wellbeing Valuation Approach

5.4b Please complete Tab A and B on the **appended excel spreadsheet** to demonstrate your:

Tab A - Discounted total costs by funding source (£m)

Tab B – Discounted benefits by category (£m)

## 5.5 Value for money of proposal

5.5a Please provide a summary of the overall Value for Money of the proposal. This should include reporting of Benefit Cost Ratios. If a Benefit Cost Ratio (BCR) has been estimated there should be a clear explanation of how this is estimated in a methodology note. Benefit Cost Ratios should be calculated in a way that is consistent with [HMT's Green Book](#). For non-transport bids it should be consistent with [MHCLG's appraisal guidance](#). For bids requesting funding for transport projects this should be consistent with [DfT Transport Analysis Guidance](#). (Limit 500 words)

The appraisal summary table below sets out the estimated costs and benefits of the Attercliffe LUF package, over and above the reference case in which no LUF is provided. It is estimated that the scheme will generate direct monetised benefits of more than £205.6million across the three projects.

The CCHT and heritage building projects have contributions from the private sector, which have been converted to constant prices and discounted, and had optimism bias applied, in order to arrive at a private sector economic cost.

The private sector contributions are taken into account in the assessment of value for money. The private sector contributions are subtracted from the total economic benefits for each project before the BCR is calculated, resulting in a net economic benefits figure of £189.9m.

The net marginal economic costs (including Optimism Bias and the R&D costs) are £44.6 million, resulting in an overall package BCR of 4.3:1

Net marginal economic costs and benefits (NPV, £m)	Intervention
<b>Costs</b>	
<b>Net marginal public sector costs (including OB and R&amp;D costs)</b>	£44.558m
<b>Benefits</b>	
Land Value Uplift	£0.0
Wider Land Value Uplift	£3.858
Wellbeing benefits – arts and cultural events	£6.156
R&D benefits	£37.200
Productivity benefits – acceleration of Olympic Legacy Park	£134.200

Productivity benefits – skills uplift	£2.109
Active Mode benefits	£10.812
Labour supply benefits	£1.827
Residents into employment	£0.876
Wellbeing benefits for young people	£2.198
Wellbeing benefits from sports participation	£5.376
Wellbeing benefits from volunteering	£0.225
Public realm amenity benefits	£0.611
<b>Total Benefits</b>	<b>£205.605</b>
Total Benefits less private sector contribution	£189.851
<b>Total BCR</b>	<b>4.3</b>

5.5b Please describe what other non-monetised impacts the bid will have, and provide a summary of how these have been assessed. (Limit 250 words)

The proposed investments will result in a range of important wider impacts, which cannot be monetised and therefore are not included in the BCR. However, they should be given equal weight in the assessment process:

- **Improving the image of Attercliffe** – the projects are strategically located within Attercliffe and will help to improve the image of this area within Sheffield and across wider geographies;
- **Attracting future investment** – by helping Attercliffe develop sectoral strengths and bringing new uses into the City Centre;
- **Sustainable development (active travel)** – the projects will strengthen local transport facilities and will see the location of new buildings (e.g. the CCHT) in an area adjacent to the transport network, promoting public transport use; and
- **Supporting higher value activity** – the programme will provide space for new innovative businesses and support research/innovation impacts.

A weighting and scoring system has been used to assess these impacts – the figure below demonstrates the most important wider benefits relate to supporting high value activity. Overall, substantial wider benefits are expected with a score of 8.4/10.

Weighting and scoring of the qualitative benefits			
Wider benefit	Weight	Attercliffe LUF programme	
		Score	Weighted score
Improving the image of Attercliffe	20%	8	1.6
Attracting future investment	25%	8	2
Sustainable development (active travel)	20%	8	1.6
Supporting higher value activity	35%	9	3.15
<b>Total</b>	<b>100%</b>		<b>8.4</b>

5.5c Please provide a summary assessment of risks and uncertainties that could affect the overall Value for Money of the bid. (Limit 250 words)

A comprehensive Risk Register has been prepared for the Attercliffe package. The key risks and uncertainties that could affect Value for Money (VfM) are those that could potentially impact on costs and/or benefits. Appropriate mitigation measures are being put in place. The main risks for VfM are in the following areas:

- Issues relating to cost – including capital costs exceeding budget; higher than expected inflation; inadequate contingency allowances.
- Issues relating to the stage of development of the Attercliffe projects – with projects still in the development stage, there is greater uncertainty and a possibility that the projects will not meet the needs of the area / local community. On-going consultation with stakeholders and refinement of the proposals will occur in the coming months.
- There are also dependencies with other projects / investment, e.g. the improvements being made to the area through Transforming Cities funding are crucial to the delivery of the improved streetscape / links to tram stops and the cycle hub.

To test the sensitivity of the value for money results to changes in key variables, an analysis of 'switching values' has been carried out. This calculates how much public sector costs or benefits would have to change in order for the preferred option programme's BCR to be less than 1.0

Switching values	
	% Change
Percent change in net additional benefits	-77%
Percent change in net costs	326%

Alternative scenarios have also been modelled to test the sensitivity of the BCR results to a change in a key variable. The key variables adjusted were as follows:



- Scenario 1 – Benefits are 10% lower than anticipated
- Scenario 2 – Costs are 10% higher than anticipated
- Scenario 3 – Standard upper bound optimism bias levels are applied (24% for standard buildings, 44% for civil engineering)

The results of the scenario testing are set out below. Under each of the scenario tests, the bid package continues to provide high value for money, with a BCR of at least 3.8:1.

<b>Scenario testing</b>			
Scenario	Net public sector – incl OB	Total benefits	BCR
Central case	£44.558	£189.851	4.3
Scenario 1 – 10% lower benefits	£44.558	£170.866	3.8
Scenario 2 – Costs are 10% higher than anticipated	£47.006	£189.851	4.0
Scenario 3 – Standard upper bound optimism bias levels apply	£47.576	£189,851	4.0

5.5d For transport bids, we would expect the [Appraisal Summary Table](#), to be completed to enable a full range of transport impacts to be considered. Other material supporting the assessment of the scheme described in this section should be appended to your bid.

## PART 6 DELIVERABILITY

### 6.1 Financial

See technical note Table 1 for further guidance.

6.1a Please summarise below your financial ask of the LUF, and what if any local and third party contributions have been secured (please note that a minimum local (public or private sector) contribution of 10% of the bid costs is encouraged). Please also note that a contribution will be expected from private sector stakeholders, such as developers, if they stand to benefit from a specific bid (Limit 250 words)

£17.041m is requested from the LUF.

This is distributed across the three projects as shown below.

Project	LUF	Match Funding	Total
Attercliffe Transport Connectivity Improvements	£4,000,000		£4,000,000
Centre for Child Health Technology	£8,848,100	£13,000,000	£21,848,100
Adelphi Square	£4,193,750	£1,500,000	£5,693,750
<b>Total</b>	<b>£17,041,850</b>	<b>£14,500,000</b>	<b>£31,541,850</b>

The overall investment being proposed in the Attercliffe area is over £31.5m.

The LUF proportion represents 54%.

The remaining 46% has been secured from Scarborough International to front fund construction of the Centre for Child Health Technology. Some £13m will be recouped by lease to Sheffield Children's Hospital.

A further £1.5m will be contributed by the incoming tenants of Adelphi Square to complete fit out to required standards.

6.1b Please also complete Tabs C and D in the **appended excel spreadsheet**, setting out details of the costs and spend profile at the project and bid level in the format requested within the excel sheet. The funding detail should be as accurate as possible as it will form the basis for funding agreements. Please note that we would expect all funding provided from the Fund to be spent by 31 March 2024, and, exceptionally, into 2024-25 for larger schemes.

**See Appendices**

6.1c Please confirm if the bid will be part funded through other third-party funding (public or private sector). If so, please include evidence (i.e. letters, contractual commitments) to show how any third-party contributions are being secured, the level of commitment and when they will become available. The UKG may accept the provision of land from third parties as part of the local contribution towards scheme costs. Where relevant, bidders should provide evidence in the form of an attached letter from an independent valuer to verify the true market value of the land.

Yes

No

6.1d Please explain what if any funding gaps there are, or what further work needs to be done to secure third party funding contributions. (Limit 250 words)

The LUF grant represents the ‘first hurdle’ cornerstone funding for the **CCHT**. It is vital to unlocking other sources of funding, notably through forward funding by a private sector development partner (i.e. Scarborough Group).

**Connectivity and Movement** projects (tram stop upgrades, cycle hub, streetscaping, etc.) are an uplift on works already programmed through the Transforming Cities Fund. Subject to a successful LUF grant application, these works will be fully funded.

Outstanding investment to complete the **Adelphi Square** project is limited to specialist interior fit-out and is expected to come from any incoming tenants. After acquisition of the buildings and their refurbishment to a good ‘warm shell’ standard we expect strong demand for these spaces – multiple parties have already expressed interest – which provides comfort that a tenant with the financial wherewithal to complete the works and take occupation will be found.

6.1e Please list any other funding applications you have made for this scheme or variants thereof and the outcome of these applications, including any reasons for rejection. (Limit 250 words)

While the **CCHT** project has been in gestation for some time, this is the first official funding application made for its delivery. The LUF is essential to provide the initial investment that gives private investors the confidence and comfort to participate in the project.

No previous applications have been made for the **Movement and Connectivity** projects that are the subject of this bid. They have been conceived to complement and

optimise a wider programme of transport infrastructure investment that secured investment through a successful application to the Transforming Cities Fund.

No previous applications have been made in connection with the **Adelphi Square** project. As buildings of heritage significance and strong placemaking value, which will be proactively marketed to arts and cultural users, the buildings could – in future – be the subject of applications to appropriate funding bodies like Arts Council England or the National Lottery Heritage Fund. This would be at the discretion and the ultimate responsibility of the tenant.

6.1f Please provide information on margins and contingencies that have been allowed for and the rationale behind them. (Limit 250 words)

The cost plan provided for the construction of the Centre for Child Health Technology has allowed for a 14% contingency and 4% optimism bias their professional judgement of the complexity of the project and time for the project to commence. A summary of the Cost Plan is provided at Appendix 1.

The costs for the Adelphi development and the Enterprise centre are based on equivalent projects completed by the council where we have the benefit of comparisons with current tender prices and incorporate a 10% contingency level as standard.

6.1g Please set out below, what the main financial risks are and how they will be mitigated, including how cost overruns will be dealt with and shared between non-UKG funding partners. (you should cross refer to the Risk Register). (Limit 500 words)

Overall the level of programme risk is relatively low. The majority of financial risks relate to market conditions, with several relating to budget, procurement and funding. below captures how the identified risks will be mitigated, with further detail found in Appendix 6, as can the risk management process.

Financial instability of the suppliers may affect the deliverability of the programme – this will be mitigated by conducting a financial evaluation of the proposed suppliers as part of the tender evaluation process. This is in line with government guidance on assessing and monitoring of the economic and financial standing of suppliers and will include an annual review of the supplier financials if they are deemed medium risk.

Inability to secure suitable delivery partner within pre-determined timescale will impact on the programme timescales and ability to expend monies before the end of financial year 2024 – this will be mitigated by timely notification for tender on the procurement forward plan and the inclusion of two months within the construction programme to allow for the timely selection and evaluation of appropriate suppliers.

Acquisition costs exceed budget – Asking prices are not confirmed but estimates are based on market value. The desirability of the individual buildings to private investors is reduced, as such the package offer should put SCC in a strong position to enable negotiations on price in our favour.

Unable to find occupiers for buildings resulting in revenue liability for Council – Early engagement with potential occupiers has started and interest has already been expressed

Inflation exceeds expectations – Early engagement of QS to monitor market conditions, inflationary allowances made in cost plans, early engagement of contractors to fix costs

Capital costs exceed budget leading to reduced contingency/ project overspend - This will be mitigated by clearly communicating the project budget and integrating cost and design disciplines - active cost management. Robust change control procedures will be adopted with savings obtained through value engineering exercises as required.

Cost of maintenance impacts long term quality - Consideration will be made during design stages on the impact of design on future running and operational costs.

## 6.2 Commercial

See technical note Section 4 and Table 1 for further guidance.

6.2a Please summarise your commercial structure, risk allocation and procurement strategy which sets out the rationale for the strategy selected and other options considered and discounted. The procurement route should also be set out with an explanation as to why it is appropriate for a bid of the scale and nature submitted.

Please note - all procurements must be made in accordance with all relevant legal requirements. Applicants must describe their approach to ensuring full compliance in order to discharge their legal duties. (Limit 500 words)

Procurement strategies have been developed to reflect the nature of the projects and provide assurance that they will be delivered successfully. Whilst there are individual strategies for each project, we will continuously assess if projects can be delivered more efficiently by combining the procurement of contractors.

All SCC projects will be required to submit a Commercial Strategy Form and Contract Award, Appendix 4, for scrutiny and approval by commercial services, prior to progressing through the gateway process.

### **Project 1 – CCHT**

This will be delivered by the Children’s Hospital in partnership with Sheffield Olympic Legacy Park. SCC will contribute through a grant agreement, developed by SCC Legal Services. The Children’s Hospital will use existing NHS frameworks to procure a contractor. This will ensure that bidding contractors have the relevant experience to deliver a specialist building of this nature, minimising risk and maintaining a competitive process.

## Project 2 – Movement and Connectivity

Delivered in three phases:

**Tram Stop Improvements:** To be carried out by the PTE who are responsible for the stops and their maintenance. This is the most efficient route to market and minimises delivery risk. The PTE are currently working at risk on developing the projects and requesting quotes for the works through their framework. This approach alleviates resource pressures within SCC and enables 2021/22 spend.

**Attercliffe Road Improvements:** To be delivered as part of the TCF project improving this road. Additional LUF funds enables a higher standard of materials - further enhancing the public realm and delivering additional improvements through economies of scale. This provides a ~£500k saving versus delivering it as a stand-alone project. The TCF project is being procured through the YorCivils framework as a 2 stage D&B under NEC contract. An early engagement exercise has been undertaken with contractors on the framework with firm interest shown.

**Cycle Hub:** To create the cycle hub a prefab structure will be purchased through competitive quotes, in line with Council standing orders for small schemes. This method of delivery and route to market is the most efficient and will maintain a good value for money approach and should enable spend to start in 2021/22.

## Project 3 – Adelphi Square

**Acquisitions:** Will be undertaken by SCC property team in line with Council processes. The property team, including qualified Chartered Surveyors, have extensive experience in achieving best value from building purchases of this nature.

**Refurbishment:** Building works will be via the YorBuild Framework as the most direct route to market. The framework is supported through the Capital Delivery Service at SCC and is OJEU compliant, should the bid be successful an early engagement exercise will take place to engage the market and discuss the most preferable contract options. This will enable competitive procurement process and value for money solution. Should the level of interest through the framework be deemed insufficient a full competitive tender process will be carried out including the use of Pre-Qualification.

## 6.3 Management

See technical note Section 4 and Table 1 for further guidance

Delivery Plan: Places are asked to submit a delivery plan which demonstrates:

- Clear milestones, key dependencies and interfaces, resource requirements, task durations and contingency.
- An understanding of the roles and responsibilities, skills, capability, or capacity needed.
- Arrangements for managing any delivery partners and the plan for benefits realisation.
- Engagement of developers/ occupiers (where needed)

- The strategy for managing stakeholders and considering their interests and influences.
- Confirmation of any powers or consents needed, and statutory approvals e.g. Planning permission and details of information of ownership or agreements of land/ assets needed to deliver the bid with evidence
- Please also list any powers / consents etc needed/ obtained, details of date acquired, challenge period (if applicable) and date of expiry of powers and conditions attached to them.

6.3a Please summarise the delivery plan, with reference to the above (Limit 500 words)

### **Programmes**

The programmes in Appendix 5 include milestones and dependencies. They recognise the unique nature of each project, consider identified risks and build in prudent delivery timescales.

Each project can be delivered independently, but together they have the greatest impact. Public realm works will be included within delivery of the Attercliffe TCF project (reflected in the programme).

### **Programme and Project Management**

The Capital Delivery Service (CDS) is SCC's centre of excellence for programme and project delivery. It comprises qualified, multi-disciplinary staff and delivers all capital construction projects for SCC.

CDS lead on Programme and Project Management across the Council and operate an ISO9001 accredited Service Management System (SMS). In the interest of brevity, our full Service Manual and Project Delivery Manual have not been appended, but are available for review at the Fund's request. For information, we have appended their tables of contents and a summary diagram (Appendix 5).

CDS's established Programme Management Office (PMO) has ownership of SMS, best practise and assurance. The PMO also administer the flow of projects to Programme Groups for approval as part of the Council's Gateway process. They own and manage the monthly reporting process including the production of programme dashboards.

An organigram of programme governance and resource requirements is in Appendix 5.

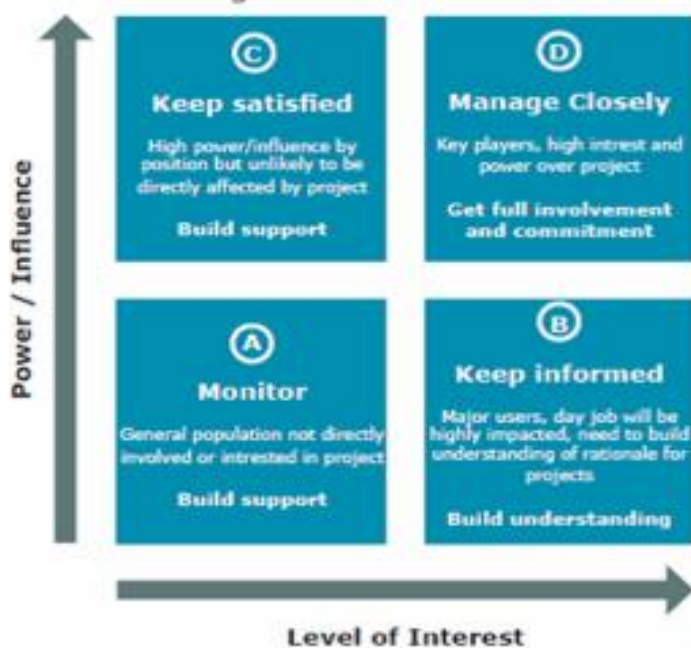
### **Managing Stakeholders**

An overarching Stakeholder Management Plan will be developed for the programme with supplementary targeted plans for each project. These will clearly identify key groups/individuals and the best method of engagement. Project teams will be

responsible for implementing, monitoring and updating the plans, working with the communications team to ensure effective delivery.

Our Stakeholder Management Plans will be based on the following principles:

- We will actively monitor concerns of all legitimate stakeholders, and will take their interests appropriately into account in decision-making and operations
- We will listen to and openly communicate with stakeholders about their respective concerns and contributions, and about risks that they assume because of their involvement with the project
- We will provide the opportunities for active involvement of all who can affect and be affected by the project in the definition and planning stages.



### Benefits Realisation Strategy

Impacts will be monitored throughout the delivery of the programme. As the projects are developed through the SCC gateway process, scope will be tracked to ensure that they deliver the benefits outlined in this bid. Following delivery at Gateway 4 the project team will submit a closure report - including lessons learned, benefits realised and a monitoring plan for benefits not yet realised. Further reporting to the programme group will be carried out based on the dates set out in the plan. See Appendix 5 for further Gateway processes information.

### Consents and Statutory Approvals

- **CCHT**: Planning permission is required, pre-planning discussions have been held with the local planning authority and the principle of the development agreed.
- **Cycle Hub**: Planning permission may be required dependent upon the final solution



- **Adelphi Square:** Planning permission and listed building consent are required

6.3b Has a delivery plan been appended to your bid?  Yes

No

6.3c Can you demonstrate ability to begin delivery on the ground in 2021-22?

Yes

No

6.3e Risk Management: Places are asked to set out a detailed risk assessment which sets out (word limit 500 words not including the risk register):

- the barriers and level of risk to the delivery of your bid
- appropriate and effective arrangements for managing and mitigating these risk
- a clear understanding on roles / responsibilities for risk

An initial risk workshop has been undertaken and several project and programme level risks have been identified, see Appendix 6 for details.

The overall level of risk is deemed to be relatively low across the programme with the most significant risk being the current market fluctuations that have led to increasing costs in the construction sector. Whilst this is largely beyond our control, we would seek to mitigate the impact by closely monitoring the market and fixing prices as early as possible, to achieve cost certainty.

Risk and issue management will be in line with SCC's established process designed to ensure that;

- Risks and issues are identified
- Managers of each risk and issue are identified
- Risks and issues are prioritised
- Impact is understood
- Mitigation and action measures are agreed and implemented
- Mitigation and action measures are reviewed and managed
- Risks and issues are escalated at the appropriate time

The Programme Manager is responsible for ensuring the programme wide risk register is kept updated and communicated appropriately.

Each Project Manager will be responsible for developing and maintaining a risk register for their allocated projects, with input from all members of the project team. Each risk will have a clearly identified owner who is responsible for actioning risk mitigation. The risk register will be costed to allow an appropriate contingency to be allocated within the project budget. The risk management process is clearly defined within the Capital Delivery Services' SMS, see Appendix 6 for further details.

As part of the procurement strategy for all projects, an assessment of the risk profile will be undertaken to assess which risks are best managed by the building contractor and which should remain with the client. This will inform the most appropriate procurement and contract strategy and the on-going management of residual risks.

6.3f Has a risk register been appended to your bid?

Yes

No

6.3g Please evidence your track record and past experience of delivering schemes of a similar scale and type (Limit 250 words)

SCC have a strong track record of project delivery and have delivered a significant number of building and infrastructure projects using the capital Delivery Service and the outlined programme and project management methodology. The below list provides some examples of successfully delivered projects and Appendix 7 provides some further details of specific projects.

- Grey to Green 1 and 2, £9m public realm and infrastructure improvement including installation of SUDs
- Knowledge Gateway, £4m public realm and infrastructure improvements
- Totley School, £3.5m refurbishment and new build school
- Broadstreet West, £400k refurbishment of office space
- Mercia School, £25m new build secondary school
- Astrea Academy, £26m refurbishment and new build primary and secondary school
- Heart of the City Block D, £85m new build office block and public realm
- Charter Square, £6m infrastructure project, changing road layout and introducing cycle facilities and public realm
- Building Schools for the Future Programme, £200m+ delivery of new schools, expansions and refurbishments
- Housing Growth Programme, £100m+ delivery of new council housing across various sites in Sheffield

6.3h Assurance: We will require Chief Financial Officer confirmation that adequate assurance systems are in place.

For larger transport projects (between £20m - £50m) please provide evidence of an integrated assurance and approval plan. This should include details around planned health checks or gateway reviews. (Limit 250 words)

All capital projects delivered by SCC follow the Gateway Process which sees the delivery of a business case from initial through to final with approval from dedicated Programme Groups, Corporate Programme Group and Cabinet at key stages of project development – see *Appendix 5* for further detail.

Throughout the delivery phase each project will be monitored through the gateways and monthly reporting process. Each project manager will be required to complete a monthly report, in line with SCC's monthly reporting process, *Appendix 8*.

Reports provide updates on the programme, financial position and progress to date and are reviewed and approved by the Programme Manager. The reports are then compiled to produce a programme report which the Programme Manager shares with relevant parties and presents at Steering Group and Programme Board highlighting any risks or issues that require escalation and any outstanding decisions.

Project Managers must also complete a monthly forecast in the council's financial system, Qtier. The forecast profiles expenditure and allows any variances to be highlighted and scrutinized by the capital finance team. This process ensures project finances are managed effectively and transparently.

## 6.4 Monitoring and Evaluation

*See technical note Section 4 and Table 1 for further guidance.*

6.4a Monitoring and Evaluation Plan: Please set out proportionate plans for M&E which should include (1000 word limit):

- Bid level M&E objectives and research questions
- Outline of bid level M&E approach
- Overview of key metrics for M&E (covering inputs, outputs, outcomes and impacts), informed by bid objectives and Theory of Change. Please complete Tabs E and F on the **appended excel spreadsheet**
- Resourcing and governance arrangements for bid level M&E

An M&E plan has been developed to enable us to effectively assess the progress of our bid against the expected impacts. This is crucial in measuring the successful delivery of the Attercliffe projects. SCC are committed to a robust evaluation, drawing on both internal expertise and external support where an objective view will add value.

Key questions have been identified and linked to the Programme Objectives including:

### **1. Stimulate investment and employment at SOLP through a new anchor institution and economic driver**

- Is the project creating more job opportunities in Attercliffe / SOLP - notably high skilled jobs?
- Is there increased investment at SOLP to create a more prosperous economy in Attercliffe and Sheffield City Region?
- Has the project created opportunities for business to locate and grow in the area?

### **2. Improve health and wellbeing and the local environment and promote social integration, accessibility and inclusion**

- Is there an improvement in relevant health and wellbeing indicators?

- Are mental and physical healthcare admissions reducing (e.g. GP and emergency)?
- Have crime rates reduced - e.g. anti-social behaviour?

### **3. Make Attercliffe a better place to live, work and visit**

- Is there a greater demand for housing in Attercliffe, due to new residents moving into the area?
- Is there an increase in residential developments?
- Is Sheffield more attractive to visitors?
- Is the project creating a better environment for daytime and evening visitors?

### **4. Drive footfall on the High Street to support local businesses**

- Is there an increase footfall and expenditure in Attercliffe?
- Do visitors dwell in Attercliffe for longer?

### **5. Celebrate the area's heritage whilst offering a distinct and modern employment, leisure and residential offer**

- Have the number of jobs increased in Attercliffe?
- Are more people moving to Attercliffe for employment opportunities?
- Has the bid resulted in further heritage assets being brought back into public use?

### **6. Crystallise the value of ongoing investment in transport infrastructure and promote active travel**

- Has the promotion of healthier and more sustainable forms of travel led to increased cycling and tram use?
- Has air and noise pollution associated with car use reduced?
- Has the bid helped further Net Zero carbon goals?

### **7. Link Attercliffe with adjacent neighbourhoods to ensure it is not 'left behind'**

- Has there been an increase in the number of young people in education, employment or training?
- Has the number of working age people on out-of-work benefits reduced?

Regular feedback will be given to partners and stakeholders on the progress and performance of the project. This may include:

- Distribution of high-level monitoring results every six months with a short progress report;
- Focus groups or meetings to discuss any issues identified during the monitoring of the project and arising from the interim and impact evaluations; and
- Publication of the impact evaluation on the Council's website

It should be noted that monitoring and evaluation will be conducted by SCC to incorporate all bid elements and ensure consistency in measuring and reporting. Sheffield City Council has experience delivering robust M&E programmes for example in relation to the successful Future High Streets Fund bid. It is envisaged that the monitoring and evaluation of this bid, if successful, would follow the same proven model.

An allocation of M&E funding will be used for:

- SCC officer time to gather, verify and report the required monitoring information
- Purchase of data / commissioning of surveys and data gathering by market research or other specialist companies (e.g. on vacancies, rental levels etc)
- Independent set-piece evaluation studies at the interim and impact evaluation stages, ensuring an objective and robust assessment of progress and enabling all stakeholders to provide their views.

The interim and impact evaluations will involve surveys of businesses in the area to identify, for example, any changes to spend in the local economy and the extent to which businesses are locating in the area as a result of the project. Separate surveys of visitors to the area (both local people and visitors from elsewhere) will be undertaken to identify any social impacts resulting from the project, such as improved perceptions of safety and changes in likelihood of visiting the area for social reasons. These surveys will be conducted both physically and virtually.

A consultation exercise will also be undertaken with various stakeholders. These may include, for example, the police (in relation to, for example, crime and anti-social behaviour levels), plus landlords, key stakeholders and other public sector bodies based in the locality (e.g. healthcare and environmental organisations).

The key metrics for each of the core areas are set out below, with further detail in Tables E and F of the appended spreadsheet:

#### **Public Realm and Built Heritage**

- Ongoing heritage maintenance, management and conservation budgets
- Public perception surveys
- Data on overnight stays in Sheffield
- Coverage in local and national media

#### **Connectivity**

- Surveys of public transport use (especially tram network) and pedestrian/cycling to access SOLP and Attercliffe High Street
- Footfall/ cycle counts
- Transport metrics including connectivity measures e.g. National Infrastructure Commission's Connectivity dataset

#### **Healthy, Safe and Sustainable Environments**

- Footfall/ cycle counts
- Emergency and healthcare data
- Multiple Index of Deprivation Ranking
- Access to Health Assets and Hazards Index

#### **Skills, Employment and Economy**

- Socio-economic metrics and market data e.g. gross weekly earnings, unemployment rate, Multiple Index of Deprivation Ranking

- Surveys of local businesses including accommodation providers to monitor increases in overnight stays
- Surveys of local businesses and investors
- Employment data
- Participation in training and education workshops and other events
- Business start-up and survival rates
- Inward investment

A key challenge for the Sheffield LUF bid evaluation will be the attribution of impact to the LUF investments, and the consideration of the counterfactual, given the many different factors which will influence development in Sheffield and Attercliffe in the coming years.

## PART 7 DECLARATIONS

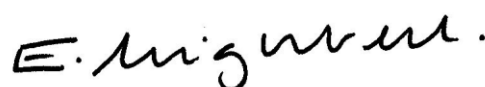
### 7.1 Senior Responsible Owner Declaration

As Senior Responsible Owner for ATTERCLIFFE CENTRAL I hereby submit this request for approval to UKG on behalf of SHEFFIELD CITY COUNCIL and confirm that I have the necessary authority to do so.

I confirm that SHEFFIELD CITY COUNCIL will have all the necessary statutory powers and other relevant consents in place to ensure the planned timescales in the application can be realised.

Name: Edward Highfield

Signed:



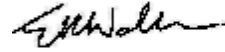
### 7.2 Chief Finance Officer Declaration

As Chief Finance Officer for Sheffield City Council I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that Sheffield City Council

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the UKG contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties
- accepts responsibility for meeting any ongoing revenue requirements in relation to the scheme
- accepts that no further increase in UKG funding will be considered beyond the maximum contribution requested and that no UKG funding will be provided after 2024-25

- confirm that the authority commits to ensure successful bids will deliver value for money or best value.
- confirms that the authority has the necessary governance / assurance arrangements in place and that all legal and other statutory obligations and consents will be adhered to.

Name: Eugene Walker



Signed:

### 7.3 Data Protection

Please note that The Ministry of Housing, Communities and Local Government (MHCLG) is a data controller for all Levelling Up Fund related personal data collected with the relevant forms submitted to MHCLG, and the control and processing of Personal Data.

The Department, and its contractors where relevant, may process the Personal Data that it collects from you, and use the information provided as part of the application to the Department for funding from the Levelling Up Fund, as well as in accordance with its privacy policies. For the purposes of assessing your bid the Department may need to share your Personal Data with other Government departments and departments in the Devolved Administrations and by submitting this form you are agreeing to your Personal Data being used in this way.

Any information you provide will be kept securely and destroyed within 7 years of the application process completing.

**You can find more information about how the Department deals with your data [here](#).**

