

Confidential

Report No. 360

Project No. 922

GENERAL IMPROVEMENT AREA AT  
WALKLEY, SHEFFIELD

Environmental Improvement Scheme for  
General Improvement Area No. 1  
by the National Building Agency for the  
County Borough of Sheffield

INTERIM REPORT FOR DISCUSSION  
PRIOR TO SUBMISSION TO THE  
SHEFFIELD CITY COUNCIL

Revised after discussions with Council  
Officers, Statutory Authorities and DOE.

June 1973

The National Building Agency  
NBA House Arundel Street London WC2R 3DZ

## CONTENTS

		<u>Page</u>
SECTION 1	INTRODUCTION	
1.00	Purpose of the report	4
2.00	Summary of events to date	4
SECTION 2	DESIGN BRIEF	
3.00	General	7
4.00	The Indicative Proposals	8
5.00	Land and Costs	10
6.00	District Plan	12
7.00	Services	14
SECTION 3	POSSIBILITIES FOR IMPROVEMENT	15
8.00	Childrens Play, Recreation and Pedestrians	18
9.00	The Road System	26
10.00	Road Closures	31
11.00	Parking	33
12.00	Building Frontages	37
13.00	Commercial Sites (Non-conforming users)	38
SECTION 4	COSTS, PROGRAMME & RECOMMENDATIONS	
14.00	Estimated Costs and Selection	40
15.00	Programme	43
16.00	Recommendation	45
	APPENDIX	46
	Recreation Space Standards	47
	Parking Standards	48

SECTION 1

INTRODUCTION

Page

1.00	Purpose of the report	4
2.00	Summary of events to date	5

## 1.00 PURPOSE OF THE REPORT

1.01 This report sets out in draft form the NBA's proposals for an environmental improvements scheme at Walkley GIA No. 1. The purpose of presenting this report in draft form is to enable the proposals to be discussed informally with all concerned before reporting finally to the Council. It is anticipated that discussions will take place with Officers of the Council, Residents Organisations, Statutory Authorities and the Department of the Environment's Regional Office. The results of these discussions will be referred to in the final report to Council.

## 2.00 SUMMARY OF EVENTS TO DATE

2.01 In April 1971 the National Building Agency submitted to the Sheffield County Borough Council a Stage 1 Report concerning the feasibility of General Improvement Action in the Walkley Area.

2.02 In October 1971 a Stage 2 Report was submitted by the NBA in order to report the findings from the opinion survey and publicity, and to up-date the conclusions and complete the feasibility study given in the first report.

2.03 On 1st March 1972 the City Council declared the First Action Area to be a General Improvement Area, the first in Sheffield.

2.04 The Housing Committee subsequently resolved on 24th April 1972 to appoint the NBA to carry out the preparation of an Environmental Improvement Scheme for Area number one.

SECTION 2

DESIGN BRIEF

Page

3.00	General	7
4.00	The Indicative Proposals	8
5.00	Land and Costs	10
	Diagram 1	11
6.00	District Plan	12
	Diagram 2	13
7.00	Services	14

### 3.00 GENERAL

3.01 During the earlier stages of this study a 'design brief' has evolved to guide the detailed design of the environmental improvements. The greater part of this 'brief' arose out of discussions of the NBA's first indicative proposals and includes the initial views of the residents. In addition, the land available for improvement works has been identified and a cost limit indicated. The proposals must also take account of the Council's strategic plan for the district as a whole. Finally, the Statutory Authorities have been consulted as to their future plans and their existing service positions ascertained. Each of these factors is summarised in the remainder of this section.

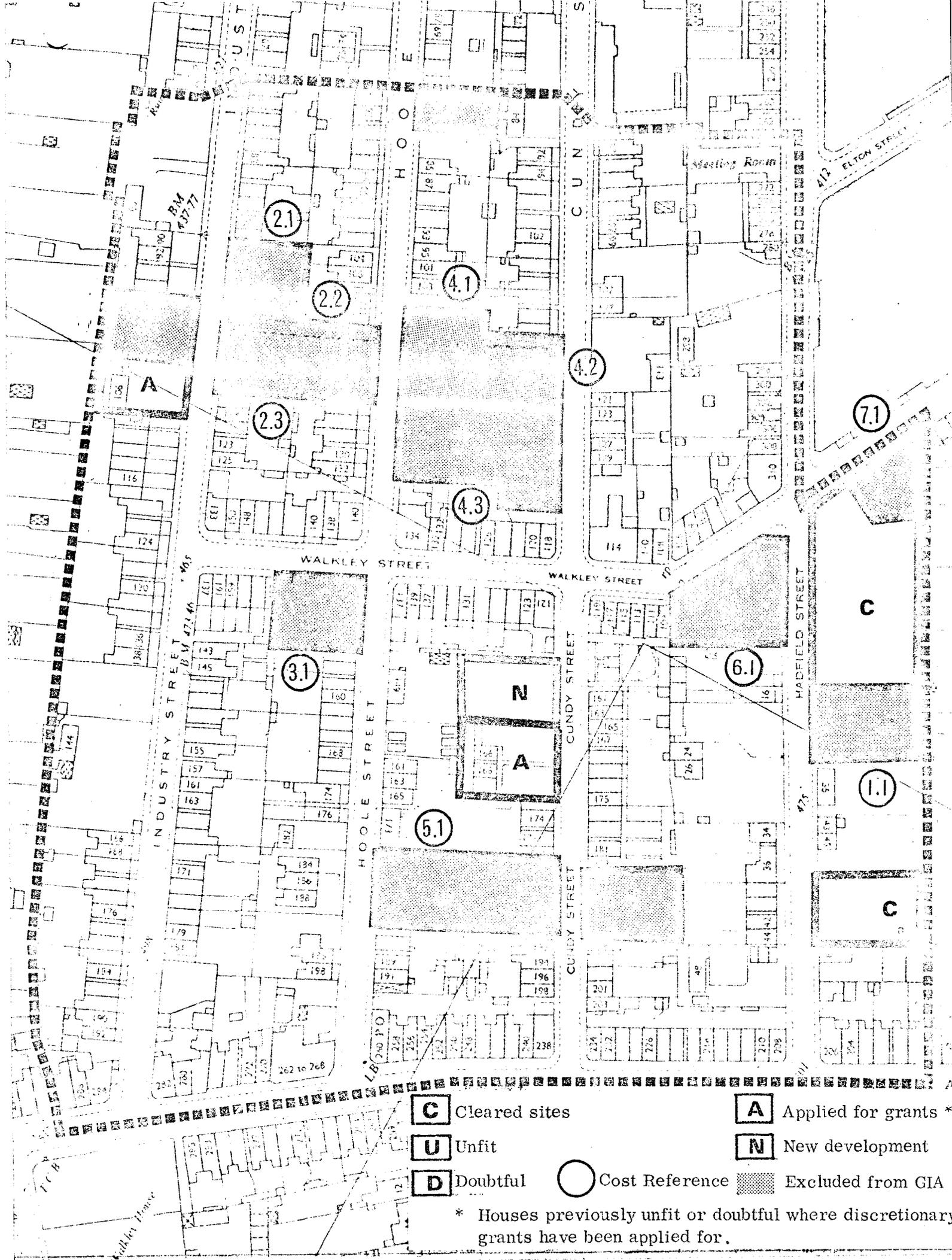
### 4.00 INDICATIVE PROPOSALS

4.01 The First and Second Stage Reports included indicative environmental design studies. These were intended to provide for discussion, a guide to the kind and scale of action necessary to improve the area for at least another 30 years existence as a desirable place in which to live.

4.02 The principles embodied in the indicative proposals were as follows:-

- i. Removal of through traffic.
- ii. Elimination of all major cross roads.
- iii. A reduction in the number of vehicles access points to the area.
- iv. The long steep streets to be divided into more reasonable lengths by the introduction of pedestrian sections, creating space for landscaping and tree planting, as well as providing safe play facilities for small children.
- v. A maximum carry distance of 150 feet between any dwelling and its vehicle access point was adopted, although final detailing has included pedestrian areas able to accept the occasional essential vehicle.
- vi. The existing streets re-organised to service small sections of housing reducing traffic intensity, and its inherent side effects.
- vii. Provision of more off street parking facilities.
- viii. Provision of safer pedestrian routes between such amenities as the local shops, primary schools and recreation areas.
- ix. Proposed uses for existing and future cleared sites such as public gardens, play areas, car parking or new dwellings.

- 4.03 From the discussions other factors emerged as follows. The community now comprises a fairly large proportion of elderly residents and a relatively low proportion of younger families with children. Consideration of their immediate needs should not preclude adequate examination of the requirements of a changing society in the future. The current proposals to expand local parks and schools together with effective upgrading of the environment and houses, are likely to make the area more attractive for investment. An allowance has been made for such factors as an expected increase in the number of children, and the scale of car ownership, etc. In this respect modern standards of provision for children's play and the car have been referred to for guidance, though it is not usually possible to meet such standards in improving existing areas of older housing within the cost limit.
- 4.04 The views of the residents in the GIA were obtained as follows:-
- a. In written comment and discussion at the Exhibition from 21st August 1971.
  - b. In question, answer and discussion at the Public Meeting on 20th August 1971.
  - c. From the questionnaire.
  - d. In discussion with the Walkley Action Group.
- 4.05 These views were reported on fully in the 2nd Stage Report. The residents priorities indicated that 'More play space for young children' was clearly first, followed by 'make the streets more attractive', and 'close parts of some streets to vehicles'. The lowest priority was given to 'better play facilities for older children'.
- 4.06 These views have provided a valuable guide to our detailed design both for the area as a whole and street by street. However, the views were based on an outline of ideas and indications of how the area might be improved. Now that a more detailed proposal is available residents will wish to have the opportunity of further comment and this we hope can be organised in co-operation with the residents' organisation.
- 4.07 It is unlikely that any final plan could be devised which has universal support, and which would not involve some objections from individual residents. Whilst it is essential that the plan should not conflict with the fundamental interests of resident groups, it would be equally essential to ensure that the proposals are not so diluted as to have no real affect in improving the character of the neighbourhood.
- 5.00 LAND AND COSTS
- 5.01 The land available now for improvement works is confined to the streets themselves plus two cleared sites in Hadfield Street owned by the Council. There is also an undeveloped site in Industry Street between Nos. 138 and 144, but this is privately owned.
- 5.02 The number of dwellings in the GIA, as declared, is 282. This number is used to calculate the maximum cost that would attract a contribution from the Government under the Housing Act 1969. This cost is currently £200 per dwelling which when



- C** Cleared sites
  - A** Applied for grants \*
  - U** Unfit
  - N** New development
  - D** Doubtful
  - Cost Reference
  - ▨ Excluded from GIA
- \* Houses previously unfit or doubtful where discretionary grants have been applied for.

The General Improvement Area

Diagram 1

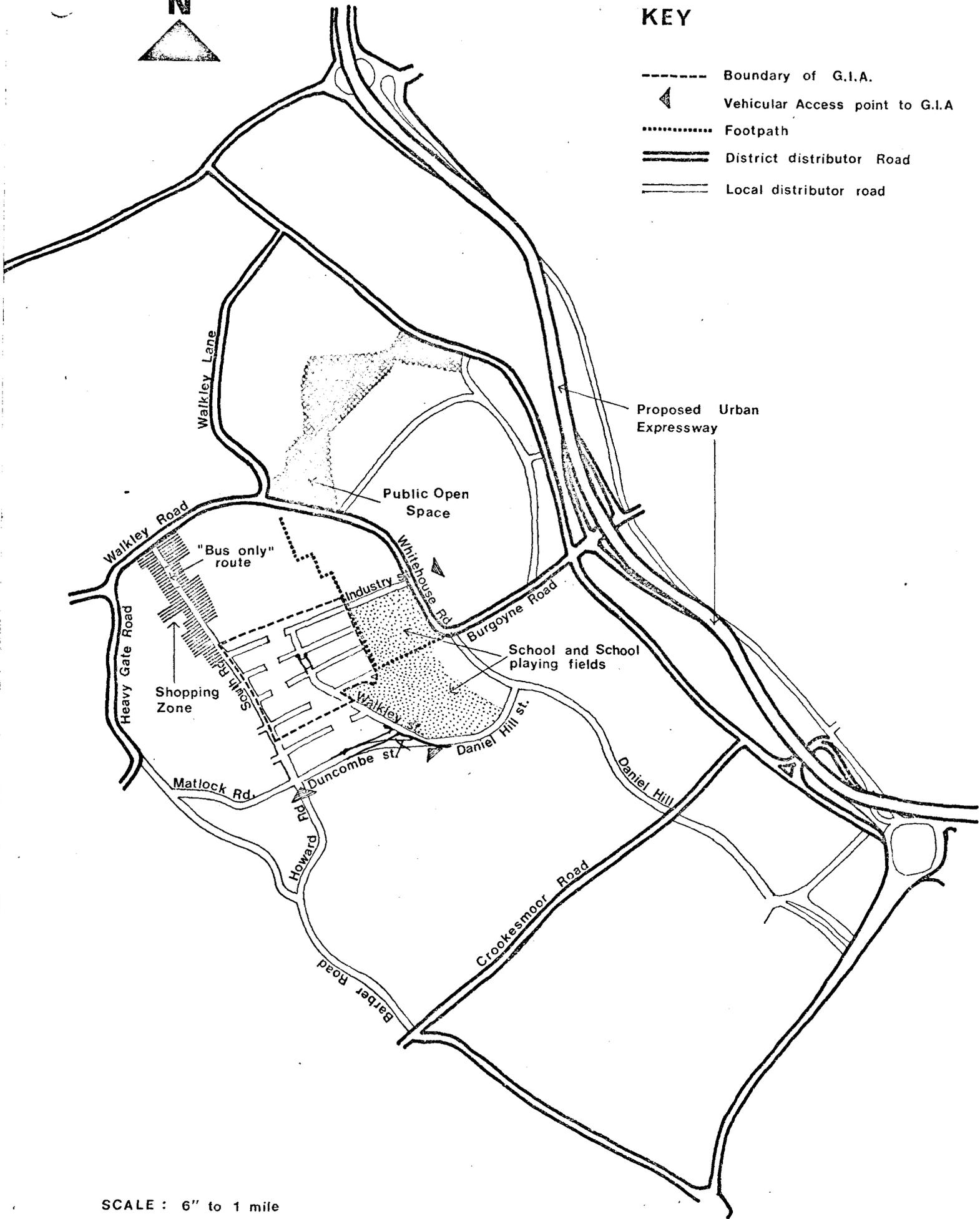
multiplied by the number of dwellings (282) gives a total of £56,400. This is the figure that has been regarded in this report as a cost target for the improvement works in the GIA.

- 5.03 85 other dwellings, in 10 separate groups as shown in Diagram 1, were specifically excluded from the GIA at declaration. The Town Clerk's Report stated that the excluded dwellings were 'considered to be unfit or in such a poor condition that they should not be included in the area'. In consequence of the exclusion these dwellings attract no financial contribution from the Government towards the environmental works of the area. The Town Clerk's report goes on to say that 'the land will be added to the area when the sites are cleared and if necessary could be re-developed with small scale infill housing, having special regard to the needs of older people, or alternatively for the provision of car parking facilities, children's play areas, etc.'.
- 5.04 The shopping frontage on South and Howard Road is included within the GIA. About 50% of these premises have no living accommodation in use as such. They are, therefore, not eligible to be included in the total number of dwellings for grant purposes.
- 5.05 In preparing this report the detailed proposals have not been confined to land available within the GIA itself. Suggestions have also been made for the future use of the excluded sites and other potential clearance land along the boundary of the GIA.
- 5.06 The estimated cost of environmental improvement was given in the NBA's First Report (April 1971) at approximately £100 per dwelling not including normal 'neighbourhood' maintenance. The standard of environmental improvement on which that estimate was based has guided the detailing of the proposals in this report and is referred to later, in the section on costs.
- 6.00 THE DISTRICT PLAN
- 6.01 The Council's plan for the Walkley-Netherthorpe District of Sheffield outlines the wider planning strategy for the district of which the GIA is a part. The district plan has been under review during the period of study for this report though the proposed revisions have been taken into account. Diagram 2 shows those proposals in the revised district plan that have the most effect on the GIA. It also shows how the proposed environmental improvements link with the district proposals.
- 6.02 The proposed district road pattern shows the GIA 'encircled' by a distributor road, part district and part local. South and Howard Road crosses this 'circle' but is closed to through traffic by a 'bus only' route within the shopping zone. Land for a School and Playing Fields lies within the 'circle' to the east of the GIA. Land for Public Open Space, possibly including an Adventure Playground, lies outside the circle, north of Walkley Road. This is the context within which the circulation (roads and footpaths) and recreation proposals for the GIA are made in this report.
- 6.03 In addition, account has been taken of the recommendation to further reduce the vehicular use of South and Howard Road made by NBA in the Third Stage Report as follows:-



# KEY

- Boundary of G.I.A.
- ◀ Vehicular Access point to G.I.A.
- ..... Footpath
- ==== District distributor Road
- == Local distributor road



SCALE : 6" to 1 mile

"That the use of the road as a vehicular route to the residential areas to east and west be reduced as much as possible. This could be achieved by closing the side streets as near to their junction with South and Howard Roads as is practical and serving them by vehicle from another direction. The short remnants of these side streets that remain open to vehicles from South and Howard Roads could lead, among other things to parking areas for visitors and nearby residents".

## 7.00 SERVICES

- 7.01 All the Authorities and Companies with services in the area have furnished the NBA with plans showing the approximate positions of underground mains, cables and sewers and overhead wires and cables. None of them show underground branch services to individual houses or groups of houses. The position of these will have to be established on site. Site surveys have produced an indication of the position of some of these. Special attention has been drawn to the 24" diameter high pressure southern ring gas main below Hoole Street and to the Hadfield Street sewer that forms an outfall to a greater area.
- 7.02 Tree planting in the existing public roads is the improvement work likely to be of most concern to those responsible for services. Proposed tree locations have been kept well away from service mains and branches where these are known. Care will be necessary in excavating for tree pits to avoid unnecessary disturbance. Some small relocation of trees may be necessary as pit digging progresses, in order to avoid services uncovered in the process.
- 7.03 In the proposed pedestrian streets, fixed items of equipment may also restrict access to a service in the ground below and such restrictions would be kept to a minimum or avoided entirely if possible. In addition to aesthetic and other considerations, the choice of a finish to the pedestrian streets will take into account the possibility of future disturbance and reinstatement when gaining access to underground services.
- 7.04 The following authorities are considering plans for the replacement etc. of their services and apparatus.

### Gas.

The Gas Board are considering the renewal of most of the mains in the area. These occur under almost every footway, though the Board would wish to re-site them further from house boundaries, possibly in the carriageway. The work would take approximately six months to complete and should be done before improvements start. A financial saving could be effected if the reinstatement of surface finishes were made once only by the contractor for the improvement works.

### Drainage.

The City Engineer is considering the renewal of the existing road drainage gullies many of which are of an obsolete pattern.

### Electricity.

The Electricity Board propose to lay duct and cable in South Road in late 1973.

SECTION 3	POSSIBILITIES FOR IMPROVEMENT	<u>Page</u>
	Diagram 3	17
8.00	Childrens Play, Recreation and Pedestrians	18
	Diagrams 5 - 8	20
9.00	The Road System	26
	Diagrams 10 - 13	28
10.00	Road Closures	31
11.00	Parking	33
12.00	Building Frontages	37
13.00	Commercial Sites (Non-conforming users)	38

Please see attached NBA drawage no. 922/101/B (costs)

This drawing will be reduced and inserted here as a 'fold out' page in the final submission of report to Council.

## 8.00 CHILDRENS PLAY, RECREATION AND PEDESTRIANS

- 8.01 The questionnaire results show that the provision of more play space for young children is clearly the residents top priority improvement for the area. At the same time there is an understandable apprehension about disturbance from play areas. Outdoor play tends to be less active and quieter than is usually feared. It should be possible to ensure by design that the noisy play activities are either accommodated or discouraged as the location requires.
- 8.02 The standards of play provision and recreational space for new housing areas contained in the Mosborough Master Plan (proposed revisions) have been referred to as a general guide to provision within the GIA. No rigid segregation of facilities for different age groups is proposed. The youngest will tend to play near home under supervision whilst the older children of 11 and over will be able to go outside the area for their active play facilities. In this respect it is hoped that the 'dual use' of school playing fields suggested in the Strategy Report of the District Plan will be possible on the future school playing fields bounding Burgoyne Road and Walkley Street.
- 8.03 The proposals show play areas both on cleared sites and on parts of streets closed to traffic. They are distributed as evenly over the area as available space allows. The location of the main playground was imposed by the availability of land. Its position to one side of the area is not so unbalanced when considered in relation to the adjoining future GIA which it can also serve. It is customary in areas of older housing for children to play on the streets and this will no doubt continue after improvement. The proposal to close some streets to through traffic should make them safer for the children and for all pedestrians.
- 8.04 The sections of streets closed to vehicles will be suitable for the incidental type of play that arises spontaneously using everyday items that children come across near their home; also for inactive play where children cluster together on steps, seats or low walls. It is also possible to introduce some features into these closed sections to interest young children, such as a small mound or wall or paved area for wheeled toys.
- 8.05 In addition to childrens play some provision is proposed in recreational areas for the use of adults other than those in charge of children. This is mainly in the form of suitably located seating for older people.
- 8.06 Apart from the roadside footways there are no pedestrian areas as such in the GIA at present. The existing streets will remain the major pedestrian routes in the area leading to the shops, buses and other community uses on South and Howard Road and to the shops in Walkley Street. The closed sections will provide a pleasant break along the steep slopes with seats and trees and more room for pedestrians to move safely about and small children to play.

- 8.07 A proposal for each closed section of street is shown in Diagrams 5 - 8. Each one is different from the others though they have many of the following features in common. The old carriageway is to be paved in concrete slabs. Vehicular access is restricted by bollards or other device placed across the old carriageway at each end. There is space in the centre of the carriageway for vehicles to enter in an emergency. This 'entrance' is gated at one end only, to discourage abuse of the scheme by unauthorised through traffic. Within the area there are seats, trees and possibly a 'play shape'. Concrete lamp posts are replaced by shorter metal lamp posts and their numbers increased. All these items are located in positions that do not unduly restrict access to the front doors, 'entries' or gates, nor to emergency vehicles passing through. Concrete flower tubs could be provided by the Council outside houses where the occupant agrees to maintain the planting in the tub, The rainwater is drained on the same principle as the present road drainage, but with the open roadgutter covered over. Alternative arrangements will be needed for the rainwater drainage of houses fronting the pedestrian street where it is at present into a road gutter.
- 8.08 In applying the principle of street closures there is usually some flexibility in final choice of actual site. An attempt has been made to close the streets where they inconvenience the nearby residents the least. Their inconvenience to motorists is admitted. Alternative routes are available to those who customarily drive through the portions it is proposed to close. The longer journey for vehicles is no great sacrifice to make in exchange for an area made safer for the pedestrian especially the children and the elderly.
- 8.09 It may become necessary from time to time for certain vehicles to enter or pass through the pedestrian street. A closure order made by the Secretary of State can specify exemptions framed by reference to particular descriptions of vehicles, or to particular persons by whom, or on whose authority, vehicles may be used, or to the circumstances in which, or the time at which, vehicles may be used for particular purposes.
- 8.10 In a predominantly pedestrian area it could be dangerous to permit too many exemptions. Also, in order to avoid abuse of the arrangement exempted vehicles should be confined to those whose special or emergency function is immediately apparent to others. The success of the scheme depends to a large extent on the goodwill and vigilance of local residents. It is both impractical and undesirable to constantly police each of the pedestrian streets. It must be possible to convey to all road users what is exempted and when.
- 8.11 Exemptions will include the Fire, Police and Ambulance services, the Local Authority the Statutory Authorities and the Post Office. These could have a standard key to the gatelock and so be able to pass through in an emergency if necessary. Removal vans, builders lorries, hearses and small service vehicles such as milk floats could be exempted. It should also be permissible for any stranded vehicle, unable to negotiate an uphill exit from a cul-de-sac in icy weather, to make a downhill exit through a pedestrian street on application to the police for the key of the gate. The vehicle of a disabled driver resident in the pedestrian street should be exempted. Where parking places are provided nearby it may also be possible to make a reservation for a disabled driver.

REAR GARDEN TO DWELLINGS

ASPHALT UNLESS NOTED OTHERWISE



POSSIBLE FUTURE FOOTPATH EXTENSION.

FOOTPATH

POSSIBLE LAYOUT TO FUTURE CAR PARK EXTENSION. ON CLEARANCE OF EXISTING HOUSING

WALKLEY STREET

KICKPITCH

AREA TO BE ENCLOSED BY 12FT HIGH ZINC PLATE LINK FENCE

.464

EXIST WALL

CONCRETE BOLLARDS

CAR PARK FOR

451

NEW CROSSOVER

"CROSSOVER" TYPE BAY WITH 20FT RADIUS

92

BURGOYNE ROAD

HADFIELD ST.

PERMANENT CONCRETE BOLLARDS MONO CONCRETE 9/54 OR SIMILAR SPACED WITH AN 8FT GAP AT END TO AFFORD EMERGENCY VEHICULAR THROUGH ROUTE WITH LOWERED KERB

NEW

3x2" CONCRETE PAVING WITH ASPHALT STRIP BEHIND

308

310

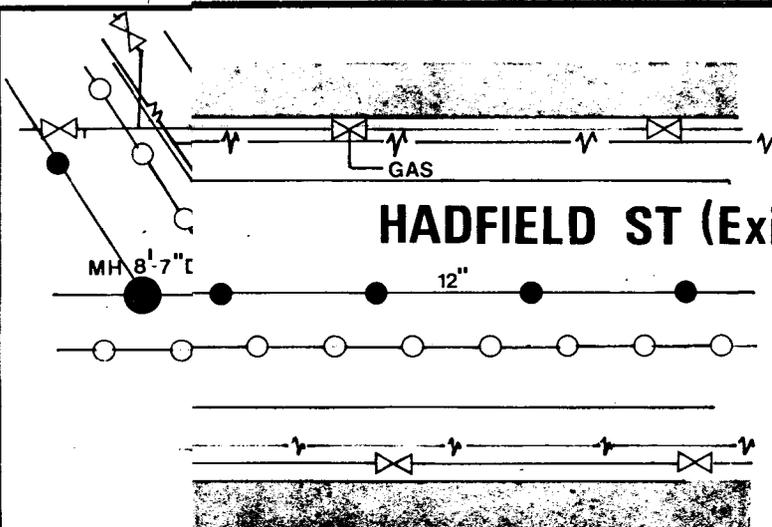
16

NOTE The services information has been transferred from drawings supplied by each authority to the N.B.A. who do not guarantee its accuracy

DIAGRAM 5

PROPOSED PEDESTRIAN STREET IN HADFIELD STREET, MAIN CHILDRENS PLAYGROUND & CAR PARK.

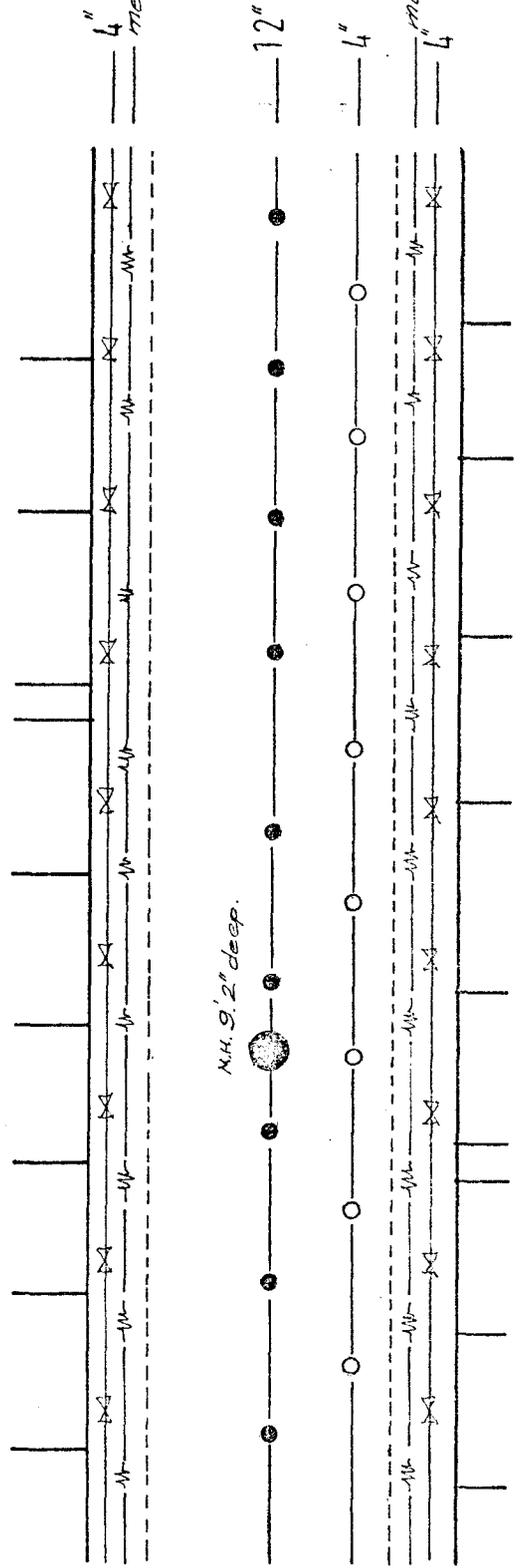
SCALE 1:200



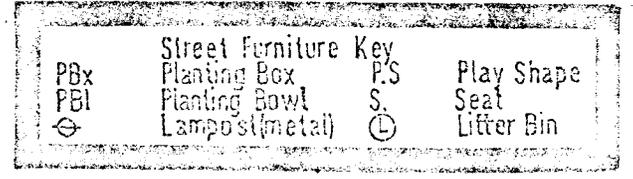
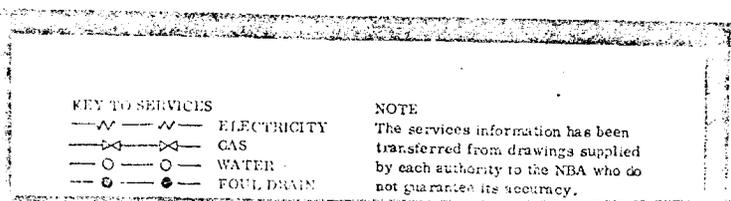
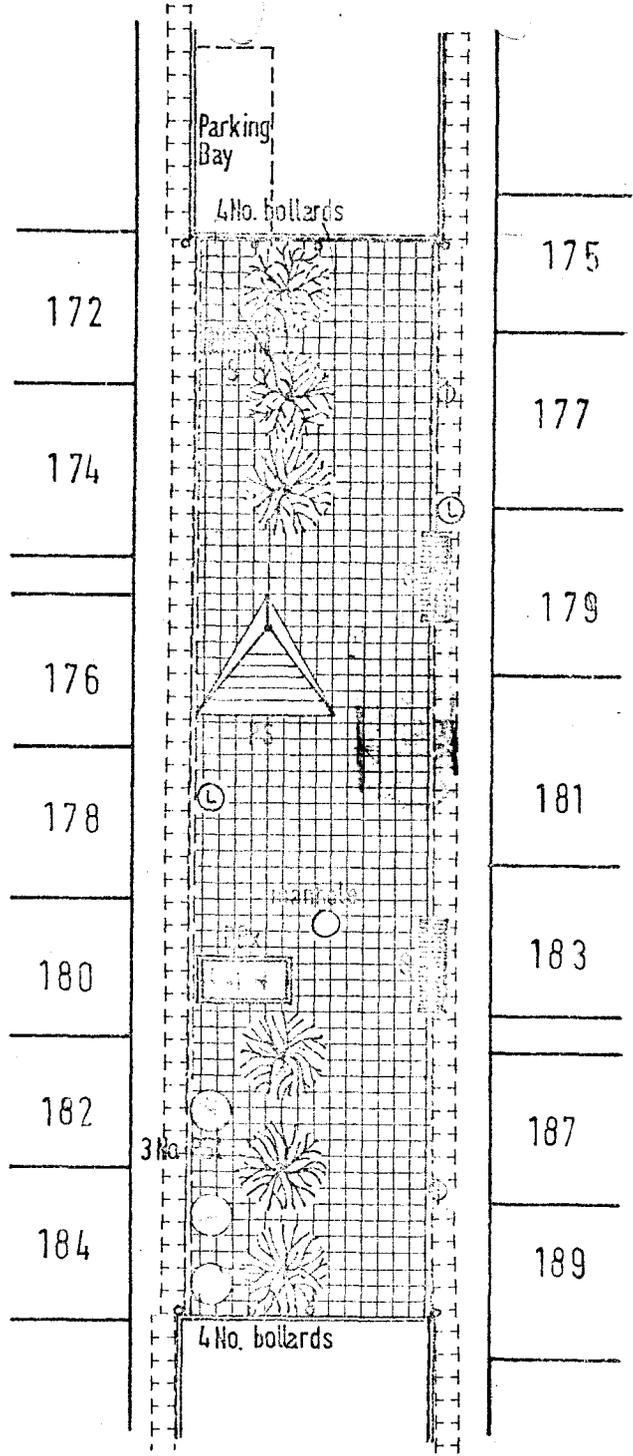
HADFIELD ST (Existing)

DIAGRAM 5

Jim Ford  
 Road narrowing  
 ...



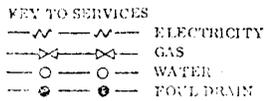
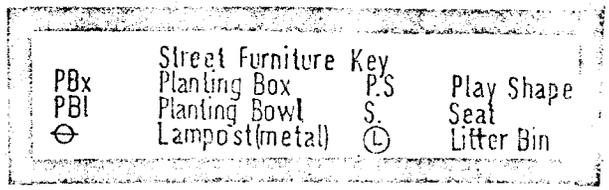
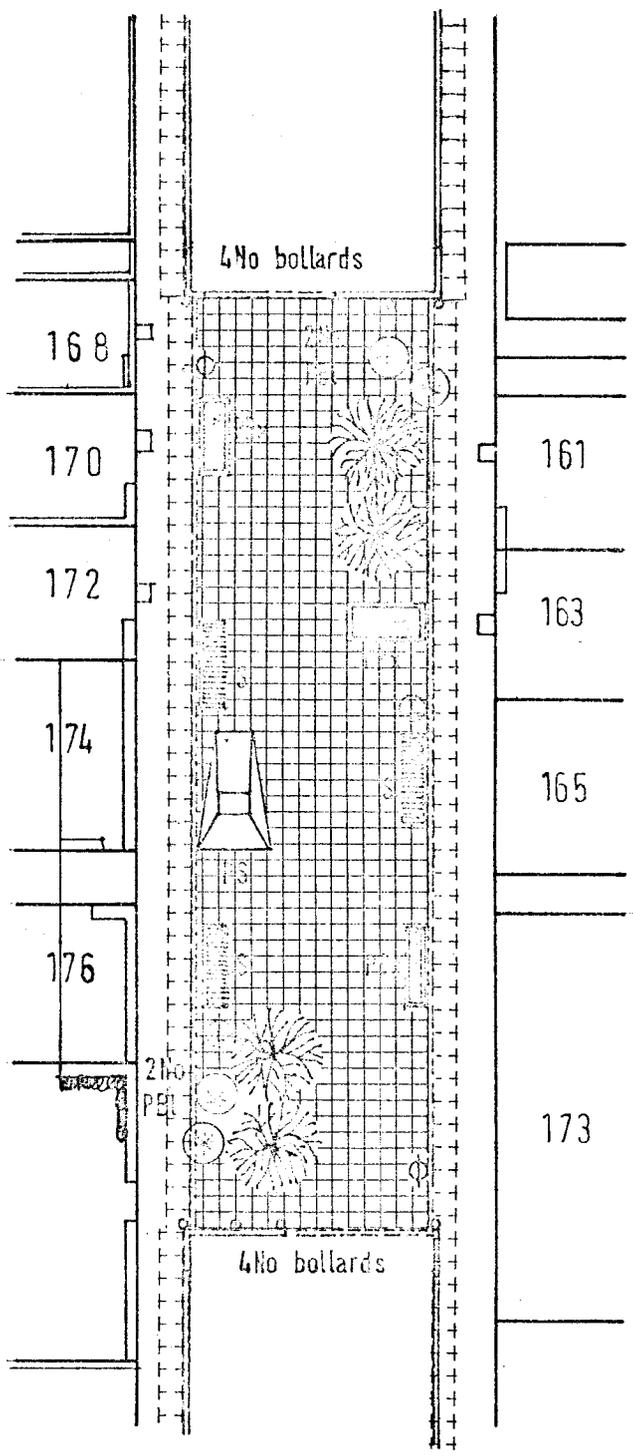
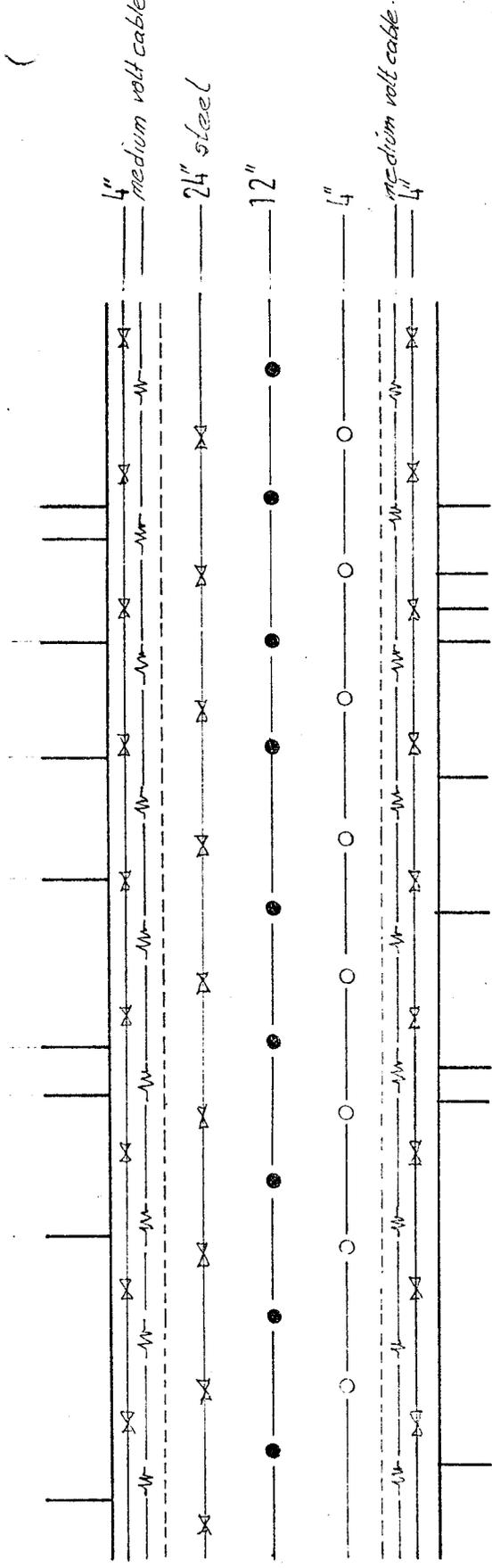
M.H. 9' 2" deep.



CUNDY STREET

Proposed pedestrian street in Cundy Street

Diagram 6



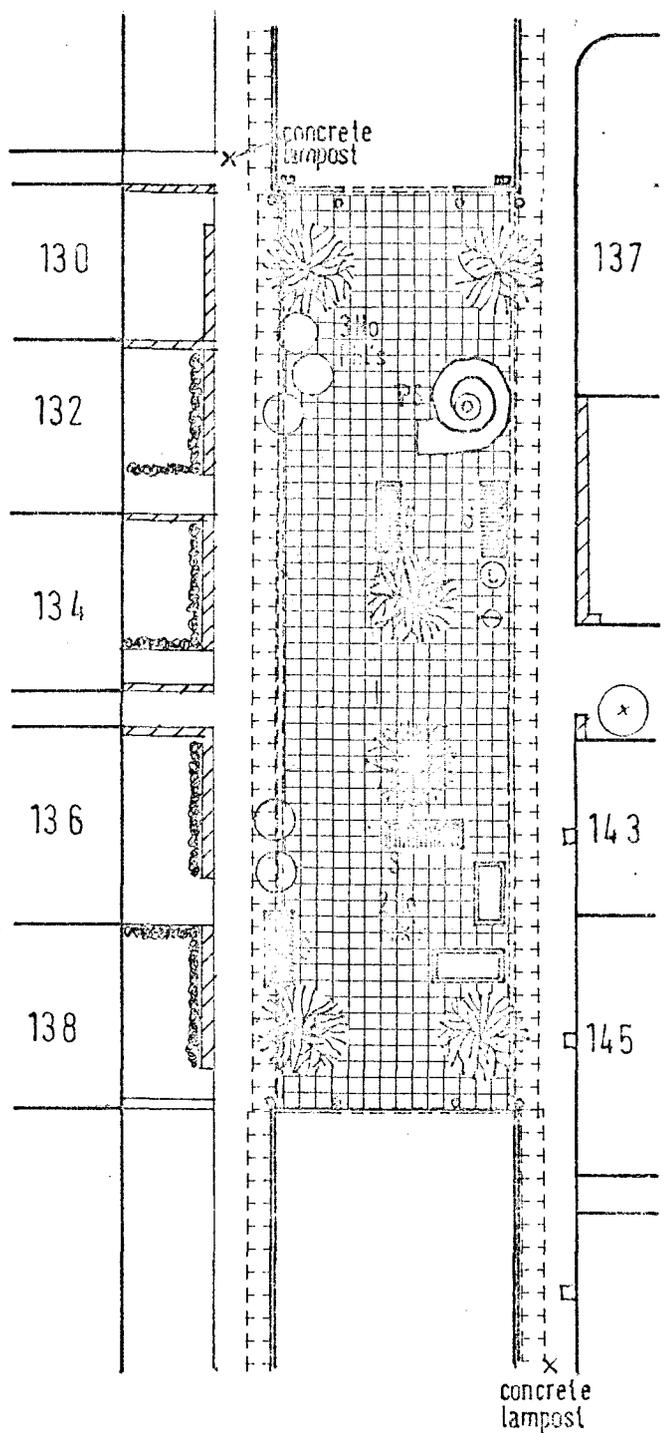
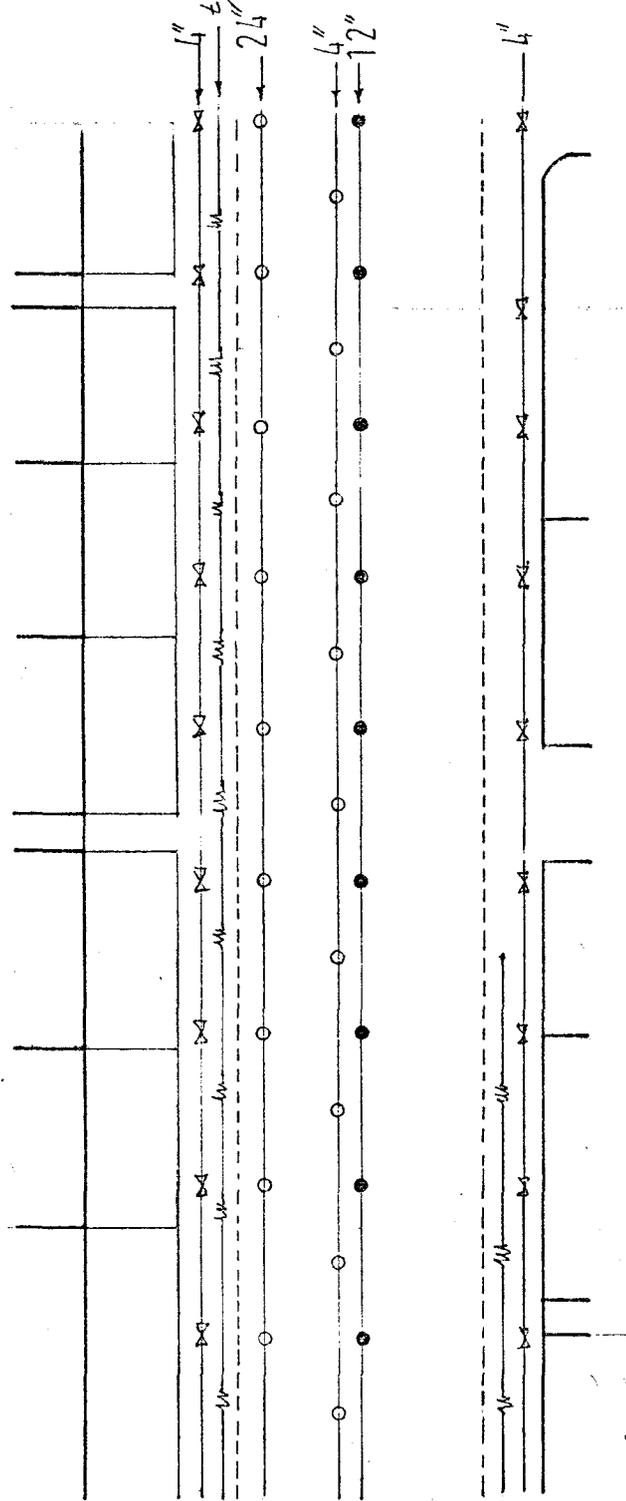
**NOTE**  
The services information has been transferred from drawings supplied by each authority to the NBA who do not guarantee its accuracy.

HOOLE STREET

Proposed pedestrian street in Hoole Street

Diagram 7

two cables, 11,000 & Medium Volt.



**KEY TO SERVICES**  
 ~~~~~ ELECTRICITY  
 ~~~~~ GAS  
 ~~~~~ WATER  
 ~~~~~ FOUL DRAIN

**NOTE**  
 The services information has been transferred from drawing supplied by each authority to the NEA who do not guarantee its accuracy.

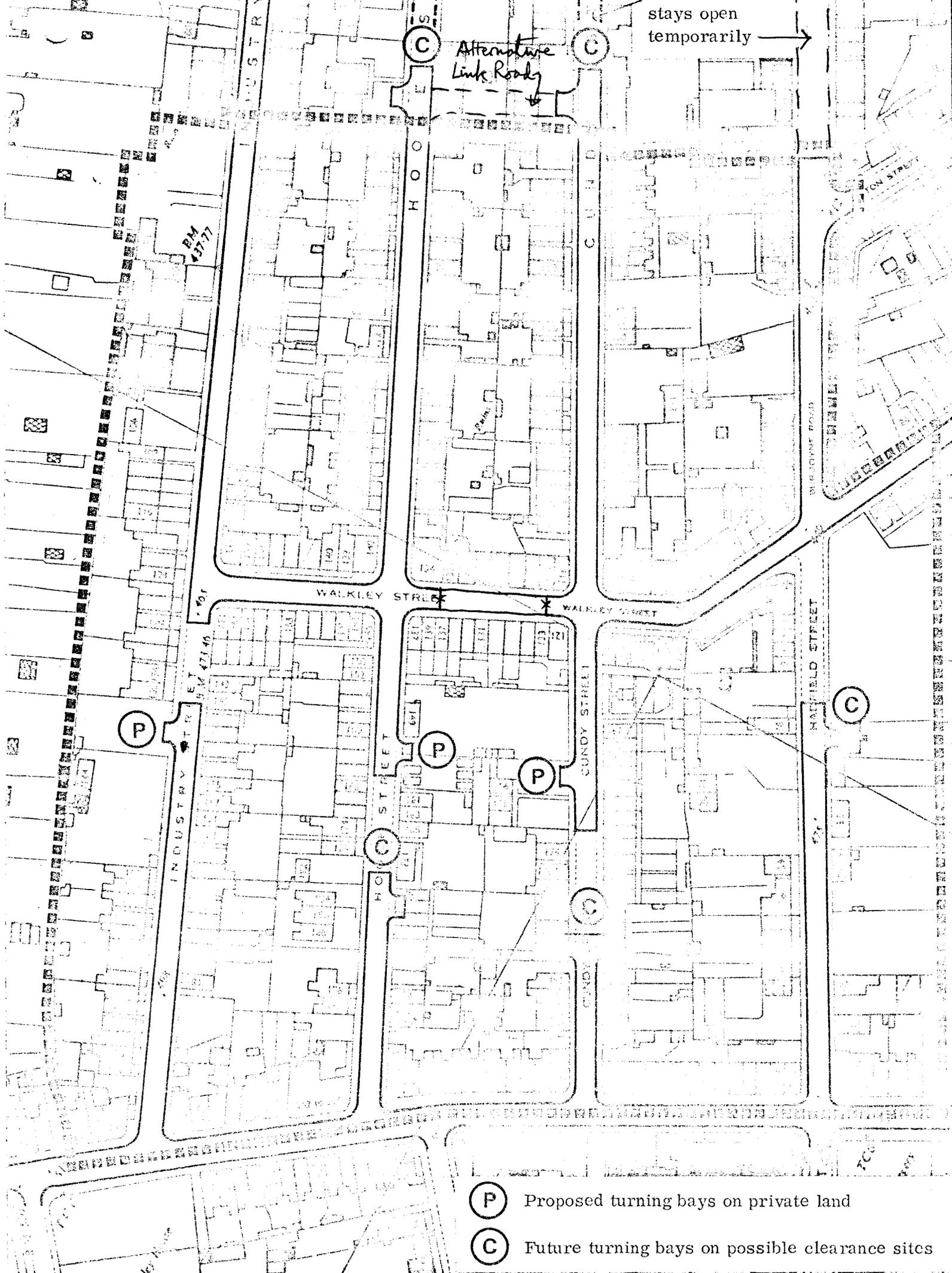
**Street Furniture Key**  
 PBx Planting Box P.S Play Shape  
 PBl Planting Bowl S. Seat  
 ⊕ Lampost (metal) ⊙ Litter Bin

INDUSTRY STREET

Proposed pedestrian street in Industry Street

Diagram 8

- 8.12 A new public footpath along the eastern boundary and within the future school site was proposed in the NBA's First Stage Report and is now shown in the Council's Revised District Plan. The footpath continues beyond the School Site across the street pattern forming a link between streets and providing a more direct and safer route to the school. Now that the eastern part of Industry Street is likely to be retained and improved, the route of the footpath is more difficult to secure at this point. It will need careful consideration and negotiation with private owners.
- 8.13 There are also difficulties at the point where the footpath passes alongside the existing school playground. The houses bounding the playground will be retained in the GIA. The footpath will therefore need to be routed on the playground side of the boundary. At this point the playground is many feet below street level and is covered along its length by an open timber shelter with a slate covered roof. Possibly the shelter could be re-built with a flat roof as a footpath over. The cost of this is included in the indicative cost of the footpath given in Section 4 of this report.
- 9.00 THE ROAD SYSTEM
- 9.01 In formulating road proposals for the GIA the aim has been to plan a system capable of absorbing the expected increase in the use of vehicles over the next 30 years, without detriment to the improved environment. In addition the proposals aim to stop through traffic, eliminate major crossroads and reduce the vehicular traffic on South and Howard Road. The proposals are shown in relation to the proposed district road pattern in Diagram 2 and in more detail in Diagram 10.
- 9.02 By closing a short section of some streets the GIA divides into two main areas for vehicular circulation. Each vehicular area has access from a local distributor road leading into its main access road and thence to subsidiary cul-de-sac spurs. The closed sections of streets will be mainly for pedestrian use. Vehicles will be able to enter or pass through for essential services and in emergencies.
- 9.03 A higher degree of filtration from one vehicular area to another would probably be acceptable at present vehicle usage levels and could be achieved by omitting one or more of the proposed pedestrian streets. However, it is recommended that the complete system be implemented during the initial improvement works, whilst the opportunity exists and finance is available.
- 9.04 In addition to the above road closures, the boundary between the GIA and the proposed school and school playing fields site crosses four streets. All of these will be closed at the point where the boundary crosses them. All the proposed road closures are described in detail in the following part of this section. None of them will block the existing vehicular access to a private plot. Neither will they block a future vehicular access where such access appears at present to be both physically possible and environmentally acceptable.
- 9.05 The re-arrangement of the roads results in the formation of many culs-de-sac which present problems for vehicles especially on turning round and in icy road conditions on a hill. It is not always possible to ensure an adequate turning bay until additional space becomes available on adjoining land. Vehicles



Alternative Link Road

stays open temporarily

P

P

P

C

C

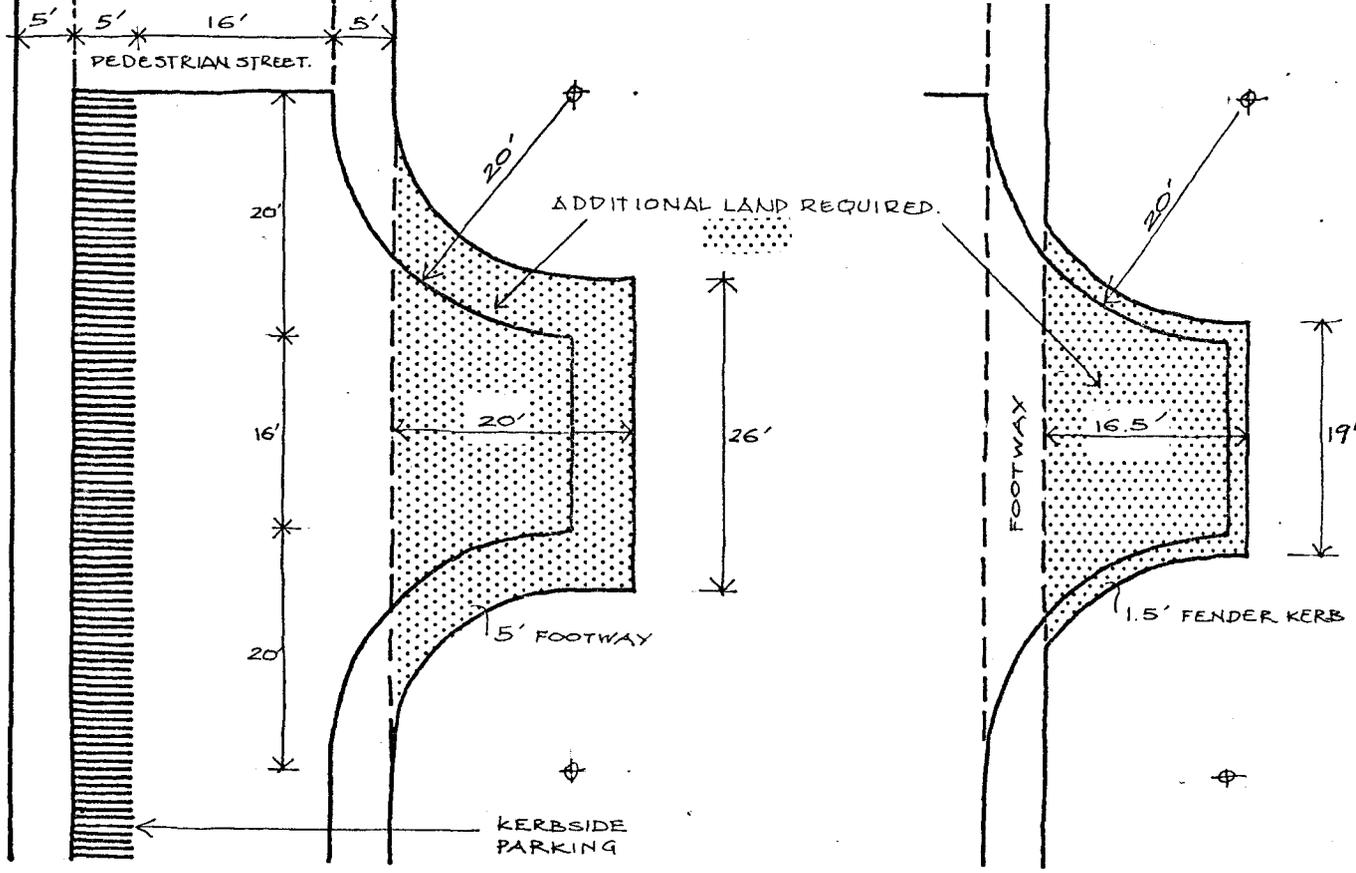
C

P

C

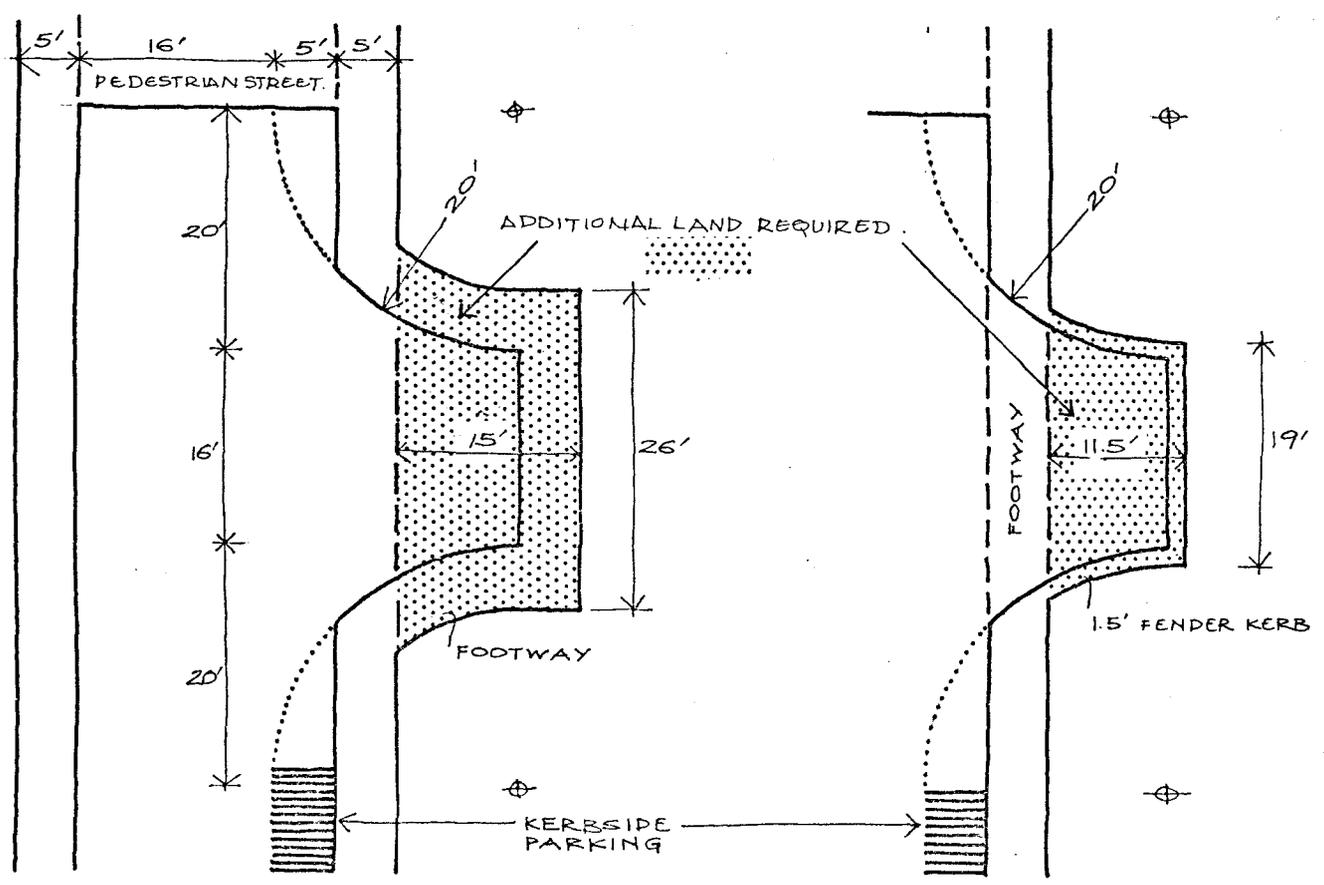
Proposed turning bays on private land

Future turning bays on possible clearance sites



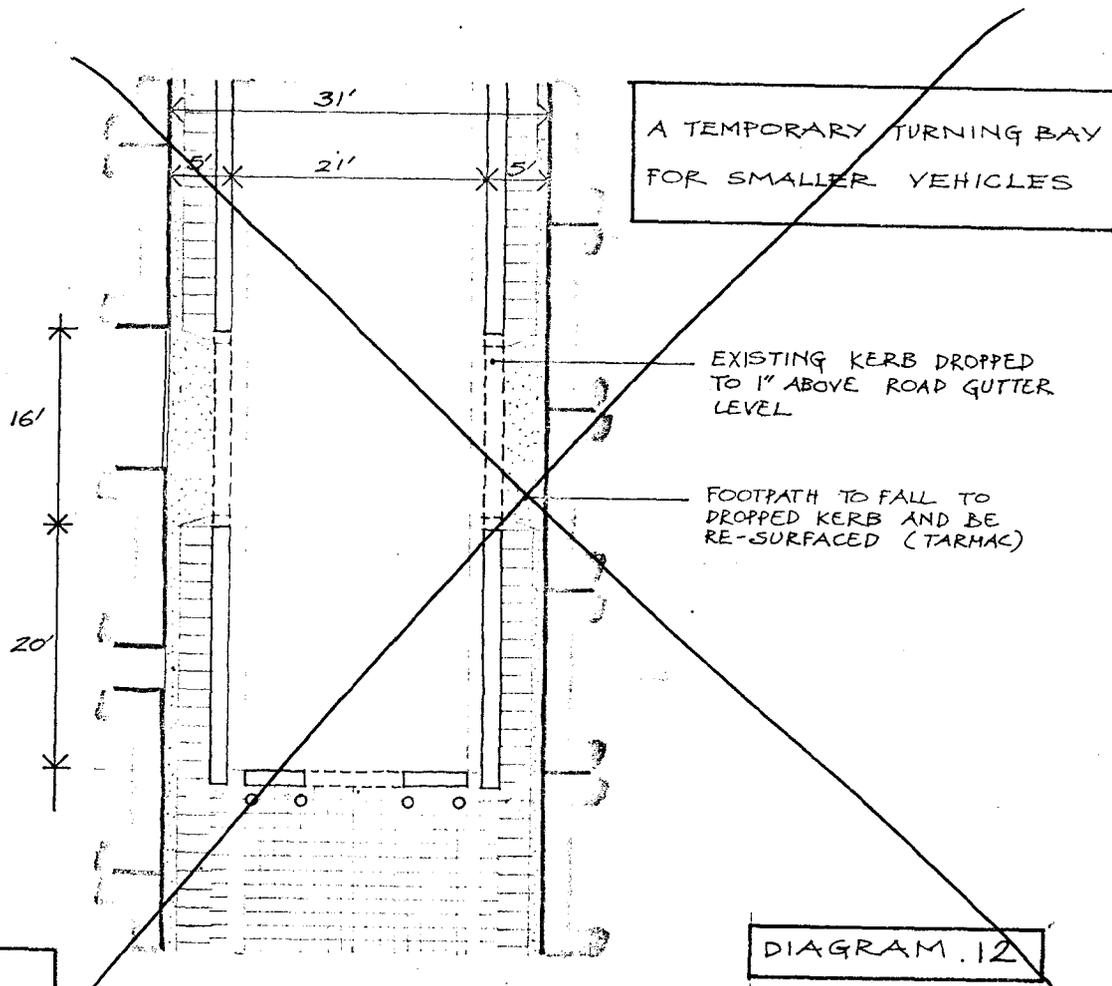
A FULL BAY OPPOSITE KERBSIDE PARKING

ALTERNATIVE "CROSSOVER" TYPE BAY USING LESS LAND



A FULL BAY ON SAME SIDE AS KERBSIDE PARKING

ALTERNATIVE "CROSSOVER" TYPE BAY USING LESS LAND



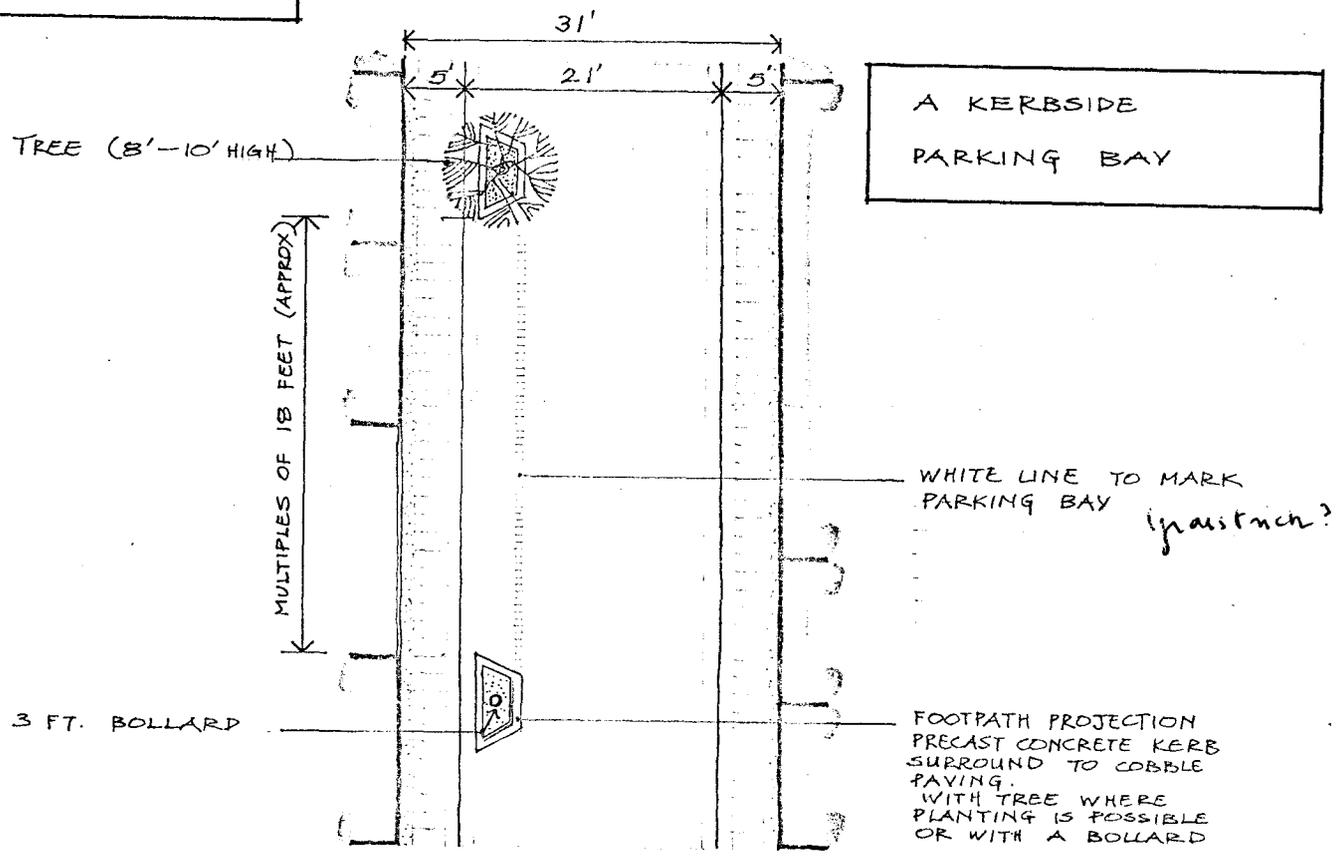
A TEMPORARY TURNING BAY FOR SMALLER VEHICLES

EXISTING KERB DROPPED TO 1" ABOVE ROAD GUTTER LEVEL

FOOTPATH TO FALL TO DROPPED KERB AND BE RE-SURFACED (TARMAC)

DIAGRAM 12

NOTE: FINISHES MAY BE RECONSIDERED AT FINAL COST ESTIMATE STAGE.



A KERBSIDE PARKING BAY

WHITE LINE TO MARK PARKING BAY *pavement?*

FOOTPATH PROJECTION PRECAST CONCRETE KERB SURROUND TO COBBLE PAVING WITH TREE WHERE PLANTING IS POSSIBLE OR WITH A BOLLARD

DIAGRAM 13

unable to negotiate an uphill exit from a cul-de-sac in icy road conditions should in most cases, be able to make an emergency downhill exit through a pedestrianised section of street.

- 9.06 Diagram 11 shows possible alternative arrangements for vehicle turning bays in existing streets. The crossover type bay is recommended where circumstances are particularly restricting since less adjoining land is required. It also provides a more direct footway route for the pedestrian.
- 9.07 It has been found impracticable to eliminate the crossroads between Howard Road and Hadfield Street as part of these proposals. This may be possible in the future GIA to the east of Howard Road by closing the eastern part of Hadfield Street at or near the junction with Howard Road.
- 10.00 ROAD CLOSURES
- 10.01 Industry, Hoole, Cundy and Hadfield Street (between Walkley Street and Howard Road) : In pursuing the aim of reducing the vehicular use of South and Howard Road consideration was given to the possibility of closing a section of each of the above streets between Walkley Street and Howard Road in the initial improvements. This has proved possible by the introduction of pedestrian sections into these streets as previously described.
- 10.02 The proposed School site: Hoole and Cundy Streets and Burgoyne Road will be closed on the boundary with the proposed school site when it is cleared in the early 1980's. In the meantime the occupied premises in those parts due to be cleared will need to be served by vehicles. Care must be taken to ensure that the progress of clearance operations at one end of these streets does not prejudice the impetus for improvements at the other. In the interest of ensuring the early success of its first GIA the Council may wish to consider bringing forward the clearance programme for the School Site.
- 10.03 Hoole and Cundy Streets and Burgoyne Road: To close these streets in the initial improvements on the future School site boundary line would require a turning bay for vehicles on each side of that line in each street. The circumstances at this boundary make it difficult to provide adequate turning bays, both now and later. It is therefore proposed that the eastern ends of these three streets remain open to the GIA from Whitehouse Road until clearance is sufficiently advanced to enable other arrangements to be made. It is further proposed that as soon as possible land should be made available from the proposed School site to provide an adequate turning bay in each street and also for the footpath along the School site boundary shown in the District Plan.
- 10.04 Elton Street: When Elton Street is permanently closed during the current clearance programme, sufficient length should be allowed to remain open at its junction with Burgoyne Road to use as a turning bay. It is proposed that this turning bay be a permanent part of the GIA.
- 10.05 The Proposed School Playing Fields: The clearance and redevelopment of the proposed school playing fields site to the south of Burgoyne Road and to the east of Walkley Street is programmed to take place over the next few years, being completed during 1975 or 76. Care must be taken to ensure that the derelict

condition of this site during clearance does not unduly prejudice the impetus for improvement nearby. The clearance work along the boundary should be confined to as short a period of time as possible, preferably in one operation. It is to be hoped that redevelopment of the site as playing fields will follow immediately after clearance and that it will include trees and other planting within the boundary fence. If there is to be an appreciable delay between clearance and redevelopment then consideration should be given to screening the site from view along its boundary with the GIA with, for instance, a suitable, temporary, high fence.

11.00 PARKING

11.01 The questionnaire of July 1971 showed that 34% of the householders owned a car and further 17% expected to acquire one by 1976 (51% in total). This indicates a need to bring parking/garaging provision for residents up to approximately one place for 51% of the households in the initial improvement works.

11.02 Account has been taken of National and Local standards in forecasting the future car parking needs of the area. (see the Appendix for details of these standards). The following table shows the forecast of requirements and the possible provision, alongside each other for comparison.

11.03 PARKING TABLE

| <u>Parking requirements by 1976</u>  |            | <u>Proposed provision by 1976</u>   |            |
|--------------------------------------|------------|-------------------------------------|------------|
| For residents (50%)                  | 141        | Existing provision off the street   | 37         |
| For visitors (25%)                   | 71         | Proposed provision off the street   | 28         |
|                                      |            | Proposed provision on the street    | 123        |
| <b>TOTAL</b>                         | <b>212</b> | <b>TOTAL</b>                        | <b>188</b> |
| <u>Guide to future requirements</u>  |            | <u>Suggested future provision</u>   |            |
| 75% provision: Add 25% for residents | 70         | For residents                       | 94         |
| <b>TOTAL</b>                         | <b>282</b> | <b>TOTAL</b>                        | <b>282</b> |
| For visitors to South & Howard Road  | 21         | For visitors to South & Howard Road | 21         |
| <b>TOTAL</b>                         | <b>303</b> | <b>TOTAL</b>                        | <b>303</b> |

Note: Number of dwellings in GIA: 282

Shops with living accommodation in use as such are counted as dwellings

Those without are taken into account in the provision for visitors. It is

understood that future new infill housing will include a parking provision on the house plot.

11.04 It will be seen from the table that the '1976 proposals' fall short of the '1976 requirement'. It is possible that additional sites may become available for parking before 1976 and so improve the situation. In particular the following two sites could become available early:-

- i. Corner of Walkley and Hoole Streets - 18 Cars.

ii. Between 138 and 144 Industry Street - 14 Cars.

- 11.05 The suggested future provision for residents was guided by the 75% figure (see Appendix : Parking Standards). The initial provision suggested for visitors is considered adequate except for visitors to shops in South and Howard Road. A heavier future demand than in other parts of the GIA could arise here. To meet this possibility it is suggested that an 'excluded site' between Cundy and Hoole streets be used wholly for parking when it becomes available. This would provide 30 places which is 21 places extra over the 9 required to meet the 75% provision in the area.
- 11.06 Immediate 'off street' parking is possible on two cleared sites in Hadfield Street both owned by the Council and accommodating 22 and 6 cars respectively. In addition a privately owned and undeveloped site between Nos. 138 and 144 Industry Street would be of significant benefit to that street if developed for parking fairly soon. An allowance has been included in the cost estimates (Section 4) for its purchase (by agreement) and development by the Council. It would accommodate about 14 cars.
- 11.07 Sites suggested for future parking may become available before a demand for the parking spaces exists. In these circumstances the site should be treated in a way that does not preclude its future use for parking nor prejudice the improvement of the surrounding area by its appearance.

It is proposed that the 'off street' provision be developed initially as parking space but planned so as to accommodate future multiple garages, to be provided as demand arises.

In order to encourage the use of these grouped parking sites, and help reduce indiscriminate kerbside parking, it is proposed that they be available initially for general public use at no charge, rather than be let to individuals.

The responsibility for the cleaning and general maintenance of these sites needs to be allocated.

- 11.08 The initial shortage of cleared sites makes it necessary to meet the '1976 parking requirement', in the main, by controlled parking on the streets. With a few exceptions the <sup>to kerb</sup>kerb/road widths in the GIA are fairly uniform at between 20ft. and 21ft. 'On street' Parking is proposed at the kerbside in 5ft. wide bays. These are approximately in multiples of 18 feet but in the interests of flexibility of use they are not divided into individual bays. The carriageway that remains should be sufficient for two way traffic with room to pass the occasional stationary vehicle loading or unloading at the opposite kerb. (See Diagram 13).
- 11.09 There is, of course, a limit beyond which additional 'on street' parking is unacceptable within the context of an improved environment. It is considered that this limit will have been reached in the initial improvement works. Any later additional provision would therefore only be acceptable off the street on cleared sites, as they become available.
- 11.10 The operation of the 'on-street' parking arrangements need careful consideration. The parking bays should be formed in a way that invites parking without the need for signs.

The use of projections from the footpath at each end, containing a tree or a bollard, should help achieve this. It would be preferable to avoid control signs and control markings at the outset and only introduce them if they prove necessary later.

- 11.11 The parking provision has been located as near as possible to the dwellings it serves. Each vehicular division of the area has been considered separately to try to ensure that a resident's parking place is accessible from the same road that serves his dwelling. ~~For a breakdown of parking provision by vehicular areas see the Appendix to this report.~~
- 11.12 A car park for residents of Cromwell Street in the adjoining GIA is suggested for consideration on an 'excluded site' in Hadfield Street when it becomes available.
- 12.00 BUILDING FRONTAGES
- 12.01 Building frontages from a major element in the street scene at Walkley but their improvement is generally the responsibility of the owner possibly with the aid of an house improvement grant. A case can be made, however, for describing certain works done simultaneously to groups of frontages as 'works of environmental improvement'. It is therefore proposed that occupiers and/or owners be approached in respect of works of the type described below and that they should receive from the Council the financial assistance proposed.
- 12.02 The cleaning of building facades and boundary walls (brickwork, stonework and rendering on walls) :  
In terms of environmental improvement this work is good value for money, for it produces an immediate visual effect at comparatively low cost. All buildings with frontages that require cleaning are included in this proposal whether they are dwellings or not.
- 12.03 In the case of dwellings it is possible for the Council to make a contribution from Area Improvement <sup>expenditure</sup> to-wards cost of cleaning the fronts of these buildings. It is proposed that this should be £7 per dwelling to-wards the cost of cleaning the facade and £3 per dwelling to-wards the cost of any minor repointing that may be required, where the occupiers and/or the owners are prepared to pay the remaining amount.
- 12.04 The cost of cleaning the frontages of buildings other than dwellings is not eligible for GIA aid. It would be unfortunate if this led to a mixture a cleaned and uncleaned buildings along South and Howard Road where some shops with living accommodations are thought to be eligible for grant aid. Further consideration should be given to financial arrangements for this work in discussion<sup>n</sup> with the occupiers and/or owners.
- 12.05 Gable end walls:  
It is proposed that the full cost of renovating prominent end gables should be met from Area Improvement expenditure.
- 12.06 Dilapidated front areas  
The proposal contains a small amount of repair and reinstatement work to certain prominent and dilapidated front areas. It is proposed that the full cost of this work should be met from Area Improvement expenditure.

13.00 COMMERCIAL SITES (NON-CONFORMING USERS)

- 13.01 There are two small and long established commercial premises that do not conform to the overall residential use of the area and give rise to problems of noise and parking. Consideration should be given to the possibility of their voluntary re-siting in a more suitable location in the City. The firms are Messrs. J. Wilson, Haulage Contractors of 59 Hadfield Street (Freeholder), and Messrs. George Hogg and Son, Vehicle Repairs and Garage of 185 Industry Street (Leaseholder).
- 13.02 An allowance has been made in the estimated costs for their purchase by agreement. Their proximity to the rear of premises in South and Howard Road suggests that car parks would be appropriate use for their sites should they become available. It may be possible for the Hadfield Street site to revert to residential use.

SECTION 4 COSTS, PROGRAMME & RECOMMENDATIONS

Page

- 14.00 Estimated Costs and Selection  
Diagram 14 (Table)
- 15.00 Programme
- 16.00 Recommendation

Table of Improvement Costs and Selection (Diagram 14)

Please see attached NBA drawing No. 922/104

This Table will be printed and inserted here as a page in the final submission of report to Council.

## 14.00 ESTIMATED COSTS AND SELECTION

14.01 Many possibilities for improvement have been considered in the previous section. The cost of each of these has been estimated to see if the total cost falls close to the budget target. If it is too far above the target then a viable selection must be made from amongst the many possibilities available.

14.02 A summary of the estimated costs are shown in the table (Diagram 14) together with a summary of other factors. The total cost of all the possible improvements considered is greatly in excess of the budget target of £56,400 referred to on page . A viable selection has therefore been made and this is also shown in the table.

14.03 The recommended improvement works:

The following are the main influences that guided the choice of improvements shown in the recommended selection.

A. The residents preferences (See page )

B. The likely speed of completion so as:

i) to attract the higher grant and

ii) to achieve an early visual impact for the success of this scheme and of other GIA's

C. The land available now

D. The cost limit of £200 per house

14.04 Cost Control

It has been estimated that the general level of work outlined in the recommended selection should be achieved near the maximum cost target of £200 per dwelling (total £56,400) To keep close to this limit and at the same time achieve a reasonable standard of improvement will require the most stringent control of costs during the next stages of the work, especially during this period of rapidly rising costs. This control would include the re-consideration of details and finishing materials at time of final pricing.

14.05 Standards

The number of potential clearance sites within the GIA area (but excluded from it) is sufficient to consider providing recreation space to the standards expected in new development in the City. Such new development would, of course, have an expected life of at least 60 years compared with the minimum 30 years additional life for the GIA. The cost of providing to these standards has been estimated to be too high above the cost limit suggested by the available grant. The acceptance of a lower standard of provision has therefore been necessary. Compared with existing provision, however, this lower standard is a great improvement.

14.06 Similarly, it was possible to consider a standard of parking to cope with the projected demands of 30 years ahead. This also proved too costly and the acceptance of provision to a reduced standard has been necessary.

14.07 Previous estimates

The following is an extract on estimated costs from the First Report of the NBA in April 1971.

"The cost of external environmental works has been estimated using suitable types of treatment related to the proposed use of the areas and the total cost is approximately

£100 per dwelling. The Treasury makes a contribution equal to £50 per dwelling in the area towards this work. Generally no allowance has been included for resurfacing existing roads in the area for which no treatment is planned within the scheme. Similarly the provision of street lighting and other works normally undertaken by statutory undertakings has not been included. It is hoped that these works will proceed at the same time as improvement action to assist the general up-grading of the area".

14.08 Since the First Report the maximum expenditure in respect of environmental works that would attract a contribution from the Government has risen from £100 to £200 per dwelling. In addition the maximum amount of the Government's contribution has risen from one half to three quarters of the cost provided the work is completed by June 1974. This is the equivalent of a rise from £50 to £150 per dwelling. The balance that represents the Council's cost has remained unaltered at £50 per dwelling.

14.09 The estimated cost of the recommended works has risen since April 1971 from £100 per dwelling to £200. The main reasons for this are as follows:-

- i. A rise in building costs of up to 30 per cent.
- ii. The unit cost per house has been increased by the exclusion of 85 (23 per cent) houses at declaration.
- iii. The cost of cleaning building facades and boundary walls was not included in the First Report.
- iv. The costs in the First Report were for all three areas. The greater amount of improvement work proposed for the First Action Area was absorbed into a lower average unit cost for all three.

15.00 PROGRAMME

15.01 The final cost of the work to the Council will vary depending on the size of the Governments contribution. Currently this will be greater for work completed before June 1974 than for that completed after this date. It was therefore necessary to make a rough assessment of the possible starting and finishing dates for each improvement so as to estimate the size of grant likely to be contributed by the Government. To do this certain programme factors were taken into account as follows.

15.02 Road Closures: The procedures under the Town Planning Acts can take from four to eight months depending on objections and it would be unwise to assume that there will be no objections. The application for grant aid for the improvements works to sections of closed road cannot be considered by the Department of the Environment until that Department has confirmed the road closure orders. It is therefore important that the road closure procedure be initiated by the Council at the earliest possible opportunity. The NBA recommend that these procedures be prepared immediately and initiated as soon as the principle of the closures has been established.

The Department can deal immediately with a grant application for other parts of the scheme not requiring their 'judicial approval'.

15.03 Private Land: Time required to purchase private land for car park, turning bays and footpath.

15.04 Commercial Sites (Non-conforming): Approximately 6 to 9 months required from agreement with the firm and/or owner. The time required to reach agreement varies considerably depending on the circumstances of each case.

15.05 Clearance programmes and procedures.

The proposed school site: This is due for clearance in the early 1980's but the Council may wish to consider bringing this forward.

The proposed playing field: Clearance and re-development is programmed to take place over the next few years being completed during 1975 or 1976.

The excluded sites: The houses on the sites excluded from the GIA are scheduled for inspection during 1973 under the Council's Clearance Programme. Those confirmed as unfit will be condemned and compulsory purchase proceedings initiated. There is an exception made where an owner is showing an interest in improving a property and has applied for a grant. In this case the property is excluded from the programme and is only included later if the grant is not taken up. The compulsory purchase process of unfit houses could take up to two years. It would be unwise to assume that any of the excluded sites will become available for re-development before 1975.

15.06 Renewal of services: Account should be taken of the possible renewal of services before improvement work starts as outlined in paragraph 7.04 above. Of these, the renewal of gas mains could have the most delaying effect on the commencement of improvement works.

15.07 The next stage

This involves the preparation of working documents the receipt of all necessary approvals and arranging for the execution of the work. In discussion, certain Officers of the Council expressed an interest in carrying out works on Council Land as follows:-

The City Engineer and Surveyor (Construction and Maintenance)  
In the highway : All works except planting  
Off the highway : Work to turning bays and car parks except planting  
part of works to childrens playground as appropriate.

The Chief Officer, Recreation Department  
The Childrens Playground  
Planting works elsewhere

The remaining work is confined to buildings frontages and could be carried out by private contractors.

#### 16.00 RECOMMENDATIONS

16.01 Subject to the acceptance by the Council of the proposals made in this report the NBA recommend that:

16.02 The council authorise the seeking of all necessary formal approvals, the preparation of working documents and the making of all necessary arrangements for the carrying out of the work.

16.03 The Council keep the residents informed of their intentions including a broad programme of events.

16.04 The Council authorise the following in respect of work to dwelling frontages

The occupiers and/or the owners be approached in respect of these works.

An application be made to the Department of the Environment in respect of each property for approval to these works as Area Improvements.

If approved by the Department then a contribution be made from Area Improvement expenditure of £7 per dwelling towards the cost of cleaning the dwelling facade and an additional £3 per dwellings towards the cost of any minor re-pointing that may be required, where the occupiers and/or owners are prepared to pay the remaining amounts.

Also, if approved by the Department, the full cost be met from Area Improvement expenditure of renovating certain prominent end gables and of repairs to and reinstatement of certain prominent and dilapidated front areas.

16.05 The Council authorise the following in respect of work to the frontages of buildings other than dwellings.

The occupiers and/or owners be approached in respect of these works and the financing of them.

16.06 The Council's reconsider their clearance programme for the School site (early 1980's) with a view to bringing it forward nearer to the dates of the improvement work.

16.07 The Council reserve land out of the future School and School Playing Field sites for vehicle turning bays (link road/footpath).

- 16.08 The Council pursue the possibility of 'dual use' of the future School Playing Fields bounding Burgoyne Road and Walkley Street.
- 16.09 The Council proceed with works of 'neighbourhood maintenance' as described in the report, concurrently with the improvement works.

APPENDIX

Page

Recreational Space Standards  
Parking Standards

## RECREATIONAL SPACE STANDARDS

Mosborough Minimum Standards (as revised) applied to the GIA

|                                                   |     |      |
|---------------------------------------------------|-----|------|
| Walkley: No. of dwellings including future infill | Say | 300  |
| Population @ 4 per dwelling                       | *   | 1200 |
| Potential child population @ 2 per dwelling       | *   | 600  |

- a. Gardens  
(Private) Each dwelling, with a few exceptions, has a garden space. Within a wide variety of sizes, they compare on average very favourably with the Mosborough standard of 600 square feet per family dwelling (56 square meters)
- b. Small Communal Areas 150 square feet (14 square meter) per dwelling X 300 dwellings = 4,200 square meters.
- c. Passive Open Space - this is outside the housing area in a local park
- d. Active Open Space 10 acres (4.05 hectares) per 5000 population of which:
- i. Childrens play spaces ) 1.3 acres (0.52h)
  - ii. Kickabout areas ) In the housing area
  - iii. Local playing fields 8.7 acres (3.524h)  
Outside the housing area
- i. & ii. need only be provided within Walkley GIA  
@ 0.312 acres (0.13h) for 1200 population = 1,300 Square meters.

Total space required in Walkley GIA  
for Small communal areas  
Childrens play spaces  
and Kickabout areas

5,500 square meters

Total possible space considered  
Total space selected  
(both include pedestrian streets)

4,969 square meters at a cost of £78,490  
2,278 square meters at a cost of £28,330

## PARKING STANDARDS

The latest national forecast of car ownership and usage to be published by the Road Research Laboratory <sup>suggests</sup> a national increase by A.D. 2000 of from 120 per cent to 140 per cent over the 1970 figures. No regional figures are available. The 30 year period (1970 - 2000) approximates to the minimum extended life for the improved area. The actual increase in a particular locality could vary considerably from the national forecast depending on the local circumstances but it does provide a rough guide. Applied to Walkley it indicates an increase of from 34 per cent in 1971 to around 75 per cent in A.D. 2000.

Account has also been taken of the Council's guiding policy for parking/garaging provision for new family dwellings. Briefly this policy is as follows:-

Initial Provision : 1 space each for 50 per cent of family dwellings of which, 20 per cent garages

Ultimate Provision: 1 space each for a further 50 per cent of family dwellings.

In addition the following is required initially for casual visitors parking:-

1 space each for 25 per cent of dwellings.

In considering the future provision for residents both the 100 per cent and the 75 per cent guiding figures were examined. The higher figure was rejected because of:-

- i. The amount of land required in relation to that which is likely to be available.
- ii. The length of time such land would be held in reserve awaiting demand.
- iii. The uncertainty of it ever being required for parking.

The suggested future provision was therefore guided by the 75 per cent figure.