

POSSIBLE IMPROVEMENTS

ESTIMATED COSTS

OTHER FACTORS

N.B.A. SELECTION *

1. PEDESTRIAN STREETS & TURNING BAYS

	Size m ²
* A Hadfield Street	380
* B Condy Street	275
* C Hoole Street	237
* D Industry Street	239

1	2	3	4	5	6	7	8	9
TOTAL COST	COST PER DWELLING	m ² OR CAR PARKED	EARLIEST START	POSSIBLE GRANT	COST PER DWELLING	TOTAL COST	POSSIBLE GRANT	BALANCE (COUNCIL)
£	£	£			£	£	£	£
3510	12.5	9.2	1973-4	75%	12.5	3510	2630	880
3730	13.2	13.6	1975-6	50%	13.2	3730	1865	1865
3290	11.7	13.9	1975-6	50%	11.7	3290	1645	1645
3000	10.6	11.3	1973-4	75%	10.6	3000	2250	750

2. RECREATION SPACES

	Size m ²
* A Children's Playground, Hadfield St	1147
* B Site, Reference 2.1 & 2.2 (2nd St)	654
* C " " 4.1 Hoole	542
* D " " 4.3 Hoole/Condy	960
* E " " 6.1 Walkley/Hadfield	535

14800	52.5	12.9	1973-4	75%	52.5	14800	11100	3700
12120	43.0	18.5	1975-6	50%				
11520	40.9	21.3	1975-6	50%				
15720	55.7	16.4	1975-6	50%				
10800	38.3	20.2	1975-6	50%				

3. VEHICLE TURNING (EAST BOUNDARY OF G.I.A.)

Alternative methods in Hoole and Condy Streets

* A/1 Two Turning Bays or	1220	4.3	1980+	50%	4.3	1220	610	610
A/2 New Link Road (City Engineer's preference)	7320	26.0	1980+	50%				

4. WORK TO KERBSIDE PARKING BAYS

	No. Cars
* A Kerbside islands and extensions	123
* B Bay markings	130

4410	16.1	36.9	1973-4	75%	16.1	4540	3405	1135
130								

5. CAR PARKS

	No. Cars
* A Hadfield St. (Opposite Nos. 38-44)	22
* B Walkley St. (Corner of Hadfield St.)	6
* C Industry St. (Between 138 & 144)	14
D Site, Reference 2.3 2nd/Hoole	30
E " " 3.1 Walkley/Hoole	18
F " " 4.2 Condy	15
G " " 5.1 Hoole/Condy	30
H " " 7.1 Walkley	9

3890	13.8	176.8	1973-4	75%	13.8	3890	2920	970
2270	8.1	378.3	1973-4	75%	8.1	2270	1700	570
4220	15.0	286.0	1973-4	75%	15.0	4220	3165	1055
13570	48.1	452.3	1975-6	50%				
11360	40.3	631.1	1973-4	75%				
8610	30.5	574.0	1975-6	50%				
15020	53.3	500.7	1975-6	50%				
8160	29.9	906.7	1975-6	50%				

6. WORK TO BUILDING FRONTAGES

* A Contribution to cleaning of facades		3 050	10.9						
* B Full cost of cleaning/re-decorating gable ends		860	3.1						
* * C Repairs to and reinstatement of certain front areas.		920	3.3						
Check on these.									
7 PURCHASE OF COMMERCIAL SITES (NON-CONFORMING) (and re-development as car parks)	No. Cars								
* A 185 Industry Street	6	7580	26.9	1974+	75%?	26.9	7580	5685	1895
B 59 Hadfield Street	11	9700	34.4	1974+	75%?				
8 NEW PUBLIC FOOTPATH (EAST BOUNDARY OF G.I.A.)		11660	41.4	1980+	50%				
* 9 NEW SIGNS (Traffic, parking, street names)		650	2.3	1973-4	75%	2.3	650	490	160
TOTALS		193,030	[£684.7 per dwelling]			204.3	57530	41085	16445

BUDGET	[The number of dwellings: $282 \times \pounds 200$ per dwelling]	200	56 400	
ANNUAL REPAYMENT (over 20 years at current charges)				1,801

* 10 NORMAL NEIGHBOURHOOD MAINTENANCE WORKS

A. Re-surface carriageways	1000	3.6		1973-4	NIL				
B Reconstruct / re-surface footways	4600	16.3		1973-4	NIL	20.3	5700	NIL	5700
C Re-decorate street furniture (lamps, bus stops)	100	0.4		1973-4	NIL				
TOTALS INCLUDING NORMAL MAINTENANCE						224.6	63230	41085	22145

↑ NBA SELECTION	NOTES	
	TOTAL COST	An estimate including cost of the work (Dec. 1972 rates and prices), land (where appropriate) and all fees and administrative charges.
	COST PER DWELLING	The total cost divided by the number of dwellings in the G.I.A. at declaration (282).
	* COST PER M ²	For comparing the cost of one Recreation Space with another.
	COST PER CAR PARKED	For comparing the cost of one Car Park with another.
	EARLIEST START	The period in which work might commence, taking account of all the programme factors.
	POSSIBLE GRANT BALANCE (COUNCIL)	The proportion of the cost considered likely to be contributed by the Government on completion of the work (for a total expenditure not exceeding £200 per dwelling)
	ANNUAL REPAYMENT	The proportion of the cost borne by the Sheffield Corporation (before conversion to annual repayments) <small>shown as a lump sum</small> There is not necessarily reached immediately but would relate to the possible phasing of the works. <small>sum shown</small>

THE GRID LINES ON THIS DWG ARE DRAWN AT INTERVALS IN BOTH DIRECTIONS. EXCEPT WHERE OTHERWISE STATED ALL NOMINAL DIMENSIONS ARE MULTIPLES OF 4" SUBDIVISIONS OF THE GRID.

rev.
drawing no.
422/104
element ref.



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project
WALKLEY G.I.A. N°1 SHEFFIELD

drawing
TABLE OF IMPROVEMENT COSTS & SELECTION [A]

scale
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drawn
ACP
date
MAY 1973