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Report No 361  
Project No 922

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Council and  
D.O. Environment *AP*

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

*Robert Purdew*

RC Purdew, RIBA, AMBIM  
Chief Executive,  
Architectural Division

October 1973

The National Building Agency  
NBA House 7 Arundel Street London WC2R 3DZ

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SECTION 1

INTRODUCTION

Page

1.00 Purpose of the report

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2.00 Summary of events to date

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1.00 PURPOSE OF THE REPORT

- 1.01 This report sets out the NBA's proposals for an environmental improvement scheme at Walkley General Improvement Area No 1. The proposals have been discussed and generally agreed with the residents and their organisation, the Walkley Action Group, Officers of the Council, Statutory Authorities, the Emergency Services and the Department of the Environment's Regional Office.

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 bring up to date the conclusions and complete the feasibility study given in the first report.
- 2.03 On 1 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 24 April 1972 to appoint the NBA to carry out the preparation of an environmental improvement scheme for Area No 1.

SECTION 2

DESIGN BRIEF

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### 3.00 GENERAL

3.01 During the earlier stages of this study a 'design brief' 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 included the initial views of the residents. In addition, the land available for improvement works was identified and a cost limit indicated. The proposals take account of the Council's strategic plan for the district as a whole. 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:

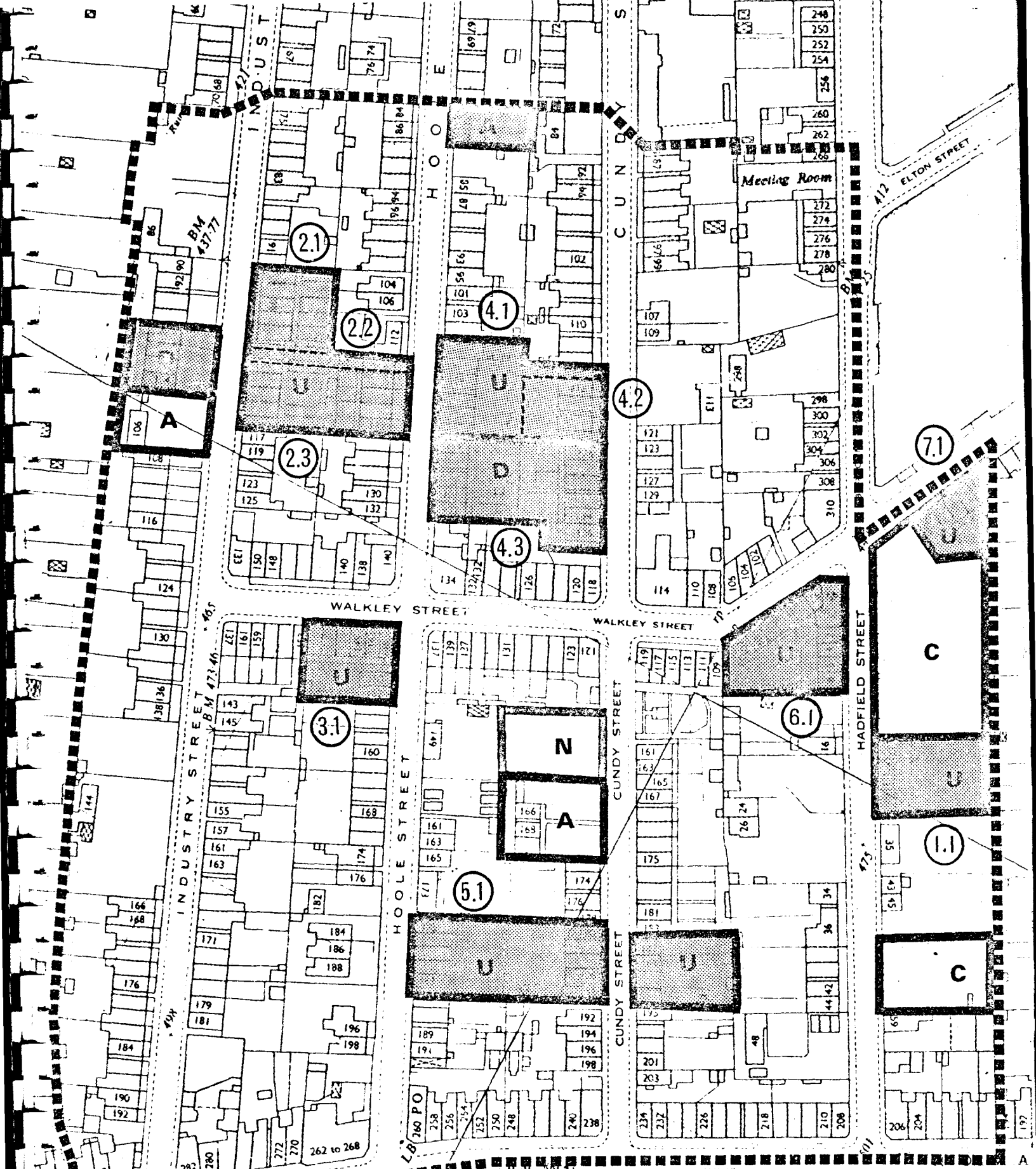
- (i) Removal of through-traffic.
- (ii) Elimination of major cross roads.
- (iii) A reduction in the number of vehicle entry points into the area.
- (iv) The long steep streets to be divided into more reasonable lengths by the introduction of pedestrian sections, creating space for landscaping and tree 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 to be re-organised to serve small sections of housing, thus 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 parts 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 General Improvement Area were obtained as follows:
- (a) In written comment and discussion at the Exhibition from 21 August 1971.
  - (b) In question, answer and discussion at the Public Meeting on 20 August 1971.
  - (c) From the questionnaire.
  - (d) In discussion with the Walkley Action Group.
- 4.05 These views were reported on fully in the Second 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'. These views have provided a valuable guide to our detailed design both for the area as a whole and street by street.
- 5.00 LAND AND COSTS
- 5.01 The land available now for improvement works is confined to the public highway and to two cleared sites in Hadfield Street owned by the Council. There is also an undeveloped site in Industry Street between numbers 138 and 144, but this is privately owned.
- 5.02 The number of dwellings in the General Improvement Area at Declaration 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 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 General Improvement Area.
- 5.03 Eighty-five other dwellings, in 10 separate groups as shown in Diagram 1, were specifically excluded from the General Improvement Area 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'.





- 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.

5.04 The shopping frontage on South and Howard Road is included within the General Improvement Area. About 50 per cent of these premises have no living accommodation that is at present used 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 General Improvement Area itself. Suggestions have also been made for the future use of the excluded sites and other potential clearance land along the boundary of the General Improvement Area.

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 General Improvement Area 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 General Improvement Area. It also shows how the proposed environmental improvements link with the district proposals.

6.02 The proposed district road pattern shows the General Improvement Area '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 General Improvement Area. 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 General Improvement Area are made in this report.

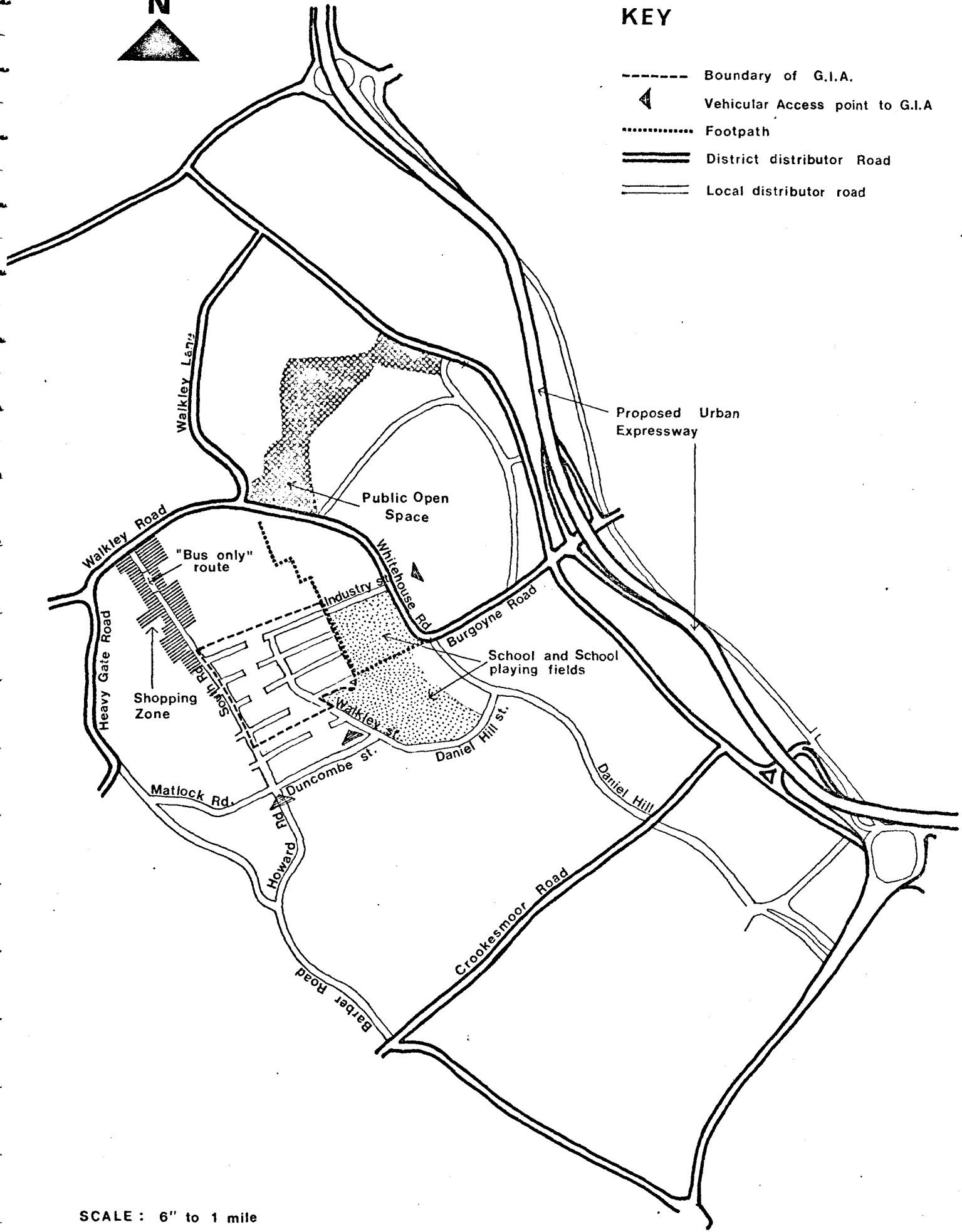
6.03 In addition, account has been taken of the recommendation to further reduce the vehicular use of South and Howard Road made by NBA in the Third Stage Report as follows:

'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'.



# 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

## 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 inch 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 The location of trees and large planting boxes in the existing public roads are of most concern to those responsible for underground services. Proposed tree and box locations have been kept well away from mains and service pipes where these are known. Care will be necessary in excavating for tree pits to avoid unnecessary disturbance. Some small adjustment of tree positions 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 considerations, the choice of paved finish to the pedestrian streets has taken 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.

### 7.05 Gas

7.06 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 made if the reinstatement of paving were completed as part of the contract.

### 7.07 Drainage

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

### 7.09 Electricity

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

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SECTION 3

POSSIBILITIES FOR IMPROVEMENT

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## 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 careful design that the noisy play activities are either properly accommodated or alternatively discouraged according to the particular location.
- 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 General Improvement Area. No rigid segregation of facilities for different age groups is proposed. The youngest will tend to play near home under supervision whilst 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 alongside 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 determined by the availability of land. Its position to one side of the area is not unbalanced when considered in relation to the adjoining General Improvement Area which it will 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 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 proposed to introduce a specially designed play shape into each of these closed sections for children to climb over.
- 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, such as suitably located seating for older people.
- 8.06 Apart from the roadside footways there are no special pedestrian areas in the General Improvement Area at present. The existing streets will remain the major pedestrian routes which lead to the shops, buses and other community facilities on South and Howard Road and to the shops in Walkley Street. The closed sections (with their seats and trees) will provide a pleasant break along the steep slopes and provide more room for pedestrians to walk safely and small children to play.
- 8.07 A proposal for each closed section of street is shown in Diagrams 4 to 7. Each one is different though many of the following features are common. The old carriageway is to be paved in concrete slabs. Vehicular access is restricted by bollards or a similar



device placed across the old carriageway at each end. There is space in the centre of the carriageway for vehicles to enter or pass through the pedestrian area in an emergency. This 'entrance' can be gated at one end, 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 prevent emergency vehicles passing through. Concrete tubs for plants could be provided by the Council outside houses where the occupant agrees to maintain the plants. The rainwater is drained on the same principle as the present road drainage, but with the open road gutter 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 and remain for a time or to pass through the pedestrian street. A closure order made by the Secretary of State can specify these exemptions in detail 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 exceptions. Also, in order to avoid abuse of the arrangement, exempted vehicles should be confined to those whose special or emergency function is apparent to the public. 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 the nature of the exemptions.
- 8.11 Exemptions will include the Fire, Police and Ambulance Services, the Local Authority, the Statutory Authorities and the Post Office. If it proves necessary to gate one end then these services could have a standard key to the gatelock and so be able to pass through in an emergency. 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. If gated, it could be left unlocked for the duration of such weather. 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.

POSSIBLE FUTURE FOOTPATH EXTENSION FOOTPATH

POSSIBLE LAYOUT TO FUTURE  
CAR PARK EXTENSION ON  
CLEARANCE OF EXISTING HOUSES

WALKLEY ST.

EXISTING  
WALL

KICKPITCH

AREA TO BE ENCLOSED BY 12 FT HIGH  
CHAIN LINK FENCE

CONCRETE  
BOLLARDS

CAR PARK PG

481  
CE

NEW CONCRETE

"CROSSOVER" TYPE  
BUT WITH 20 FT  
RADIUS

20'

92

PERMANENT CONCRETE BOLLARDS  
MINIMUM CONCRETE 3/4 OR SIMILAR  
SPACED WITH AN 10 FT GAP AT END  
TO AFFORD EMERGENCY VEHICULAR  
THROUGH ROUTE WITH EDWARD KERS

BURGOYNE RD.

HADFIELD ST.

NEW C

SHIT  
POST  
TELEGRAPH POLE

308

310

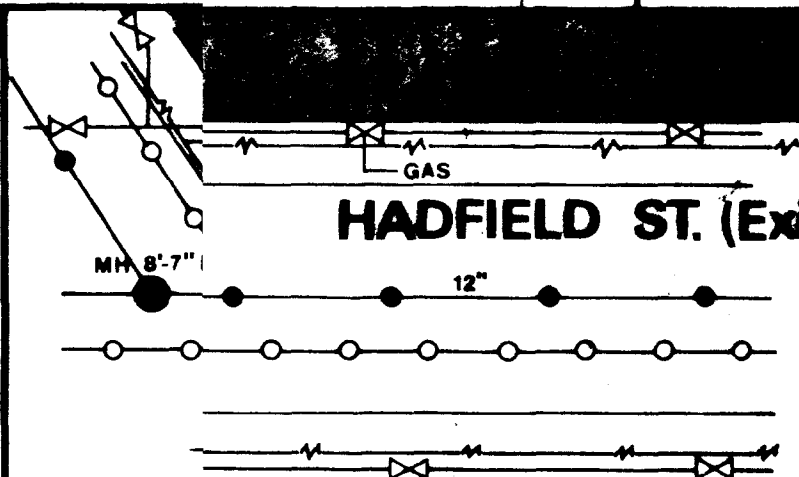
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NOTE The services information has been  
transferred from drawings supplied  
by each authority to the N.B.A. who  
do not guarantee its accuracy

DIAGRAM 4

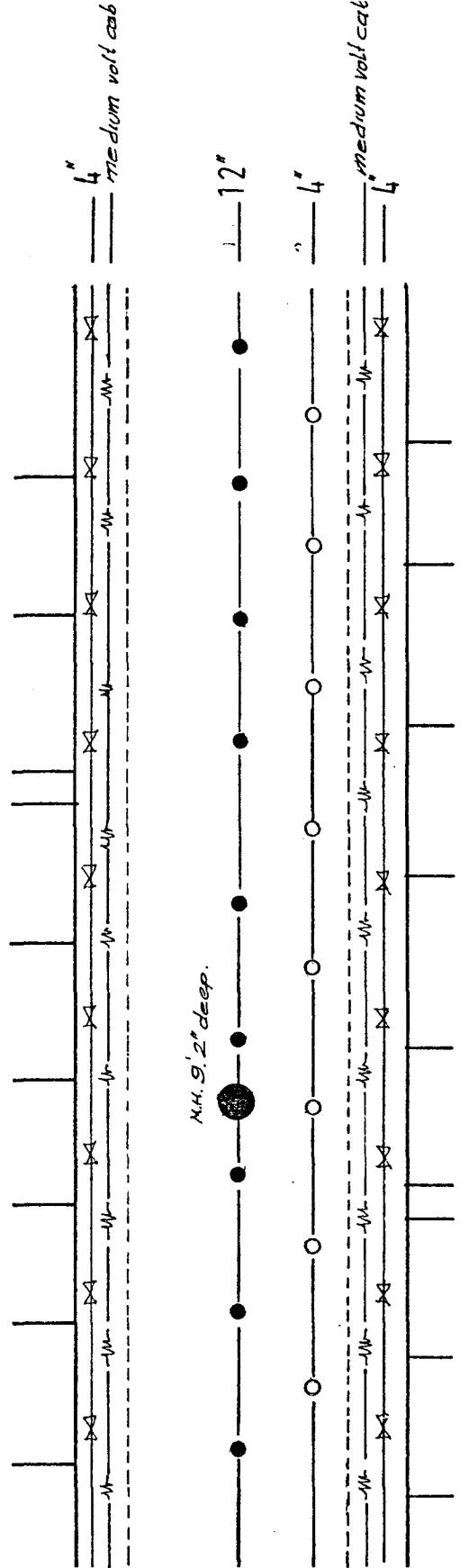
PROPOSED PEDESTRIAN STREET IN  
HADFIELD STREET, MAIN CHILDRENS  
PLAYGROUND & CAR PARK.

SCALE 1:200

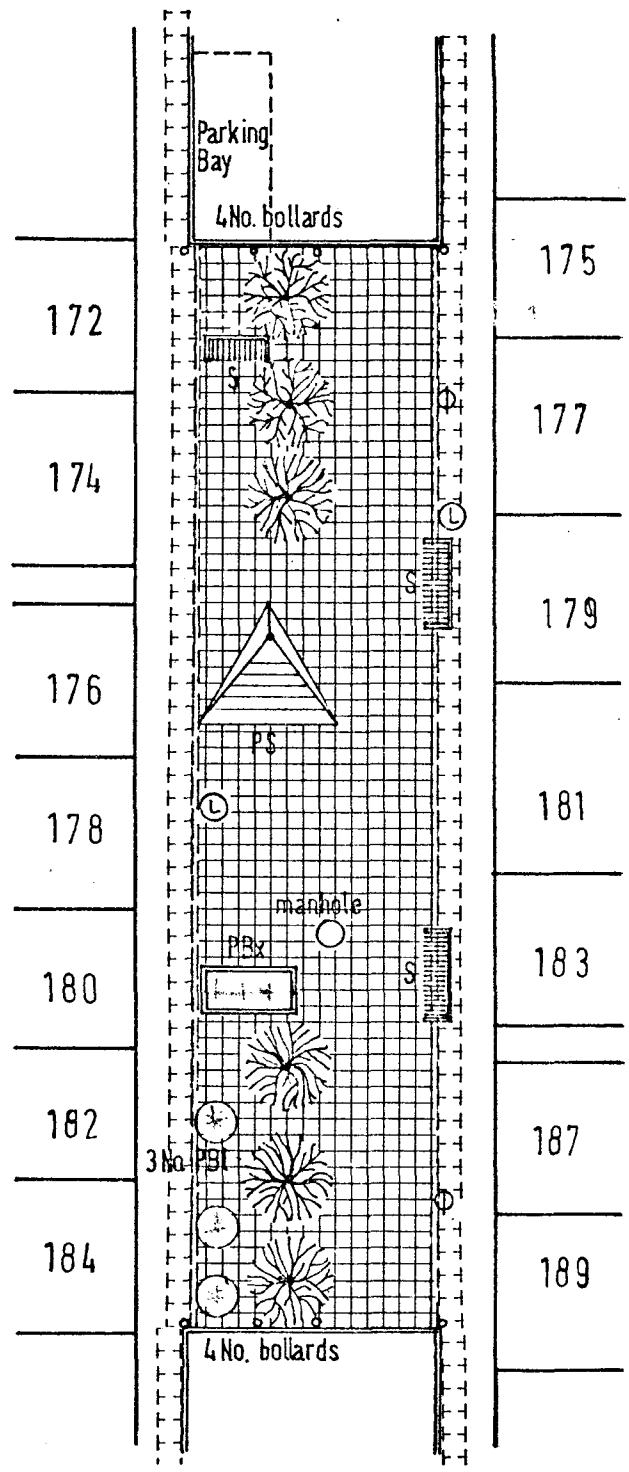


HADFIELD ST. (Existing)

DIAGRAM 4

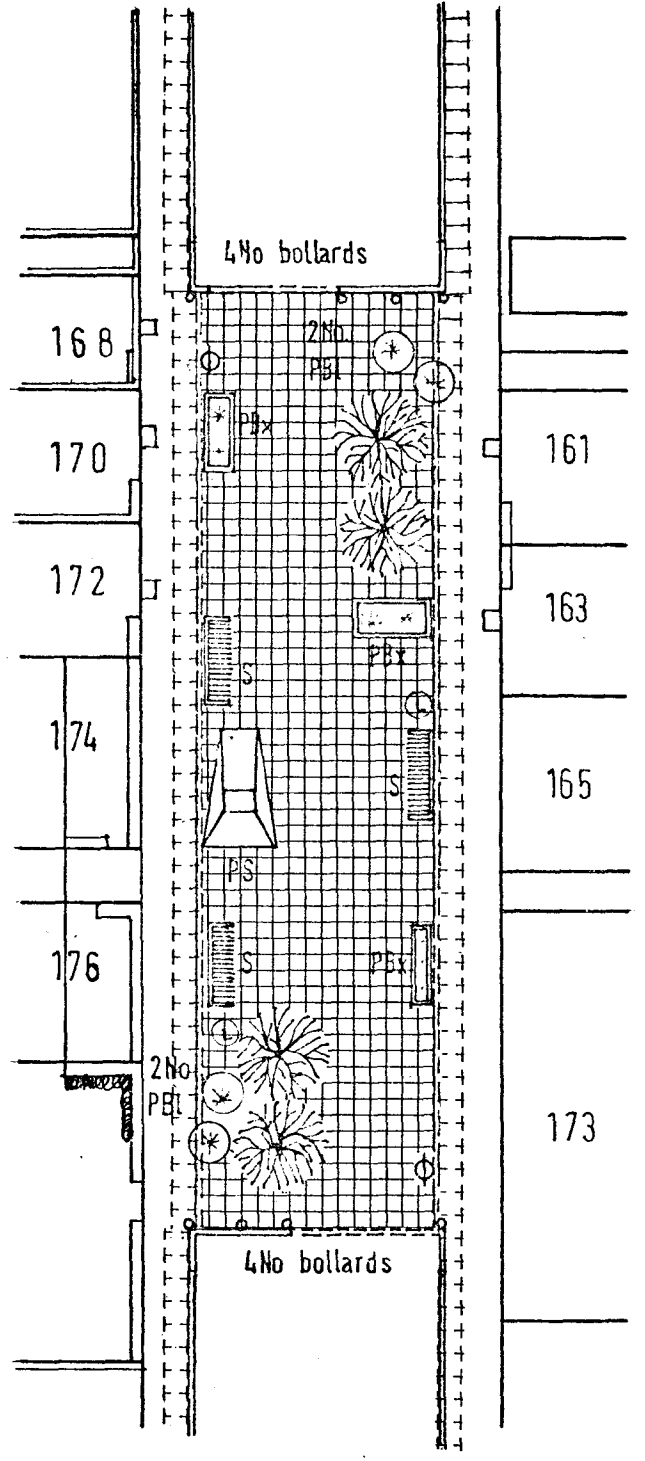
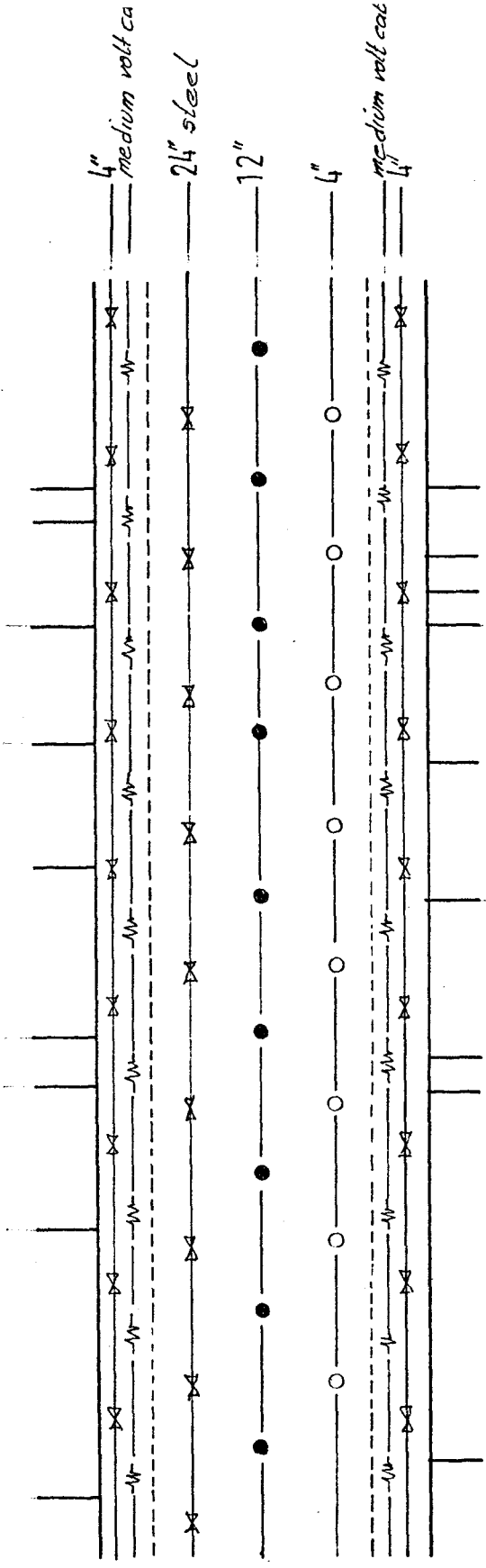


N.H. 9' 2\"/>



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

KEY TO SERVICES		NOTE	
⚡	ELECTRICITY	The services information has been transferred from drawings supplied by each authority to the NBA who do not guarantee its accuracy.	
⛶	GAS		
○	WATER		
●	FOUL DRAIN		

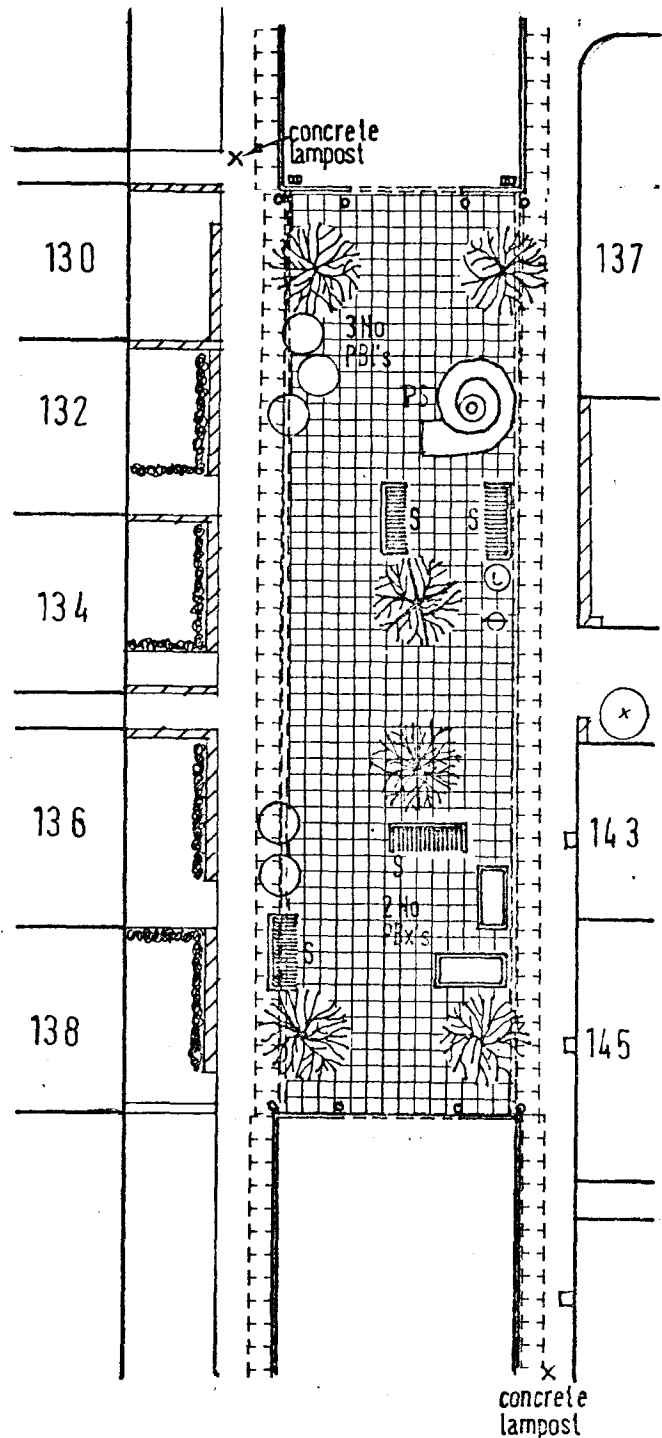
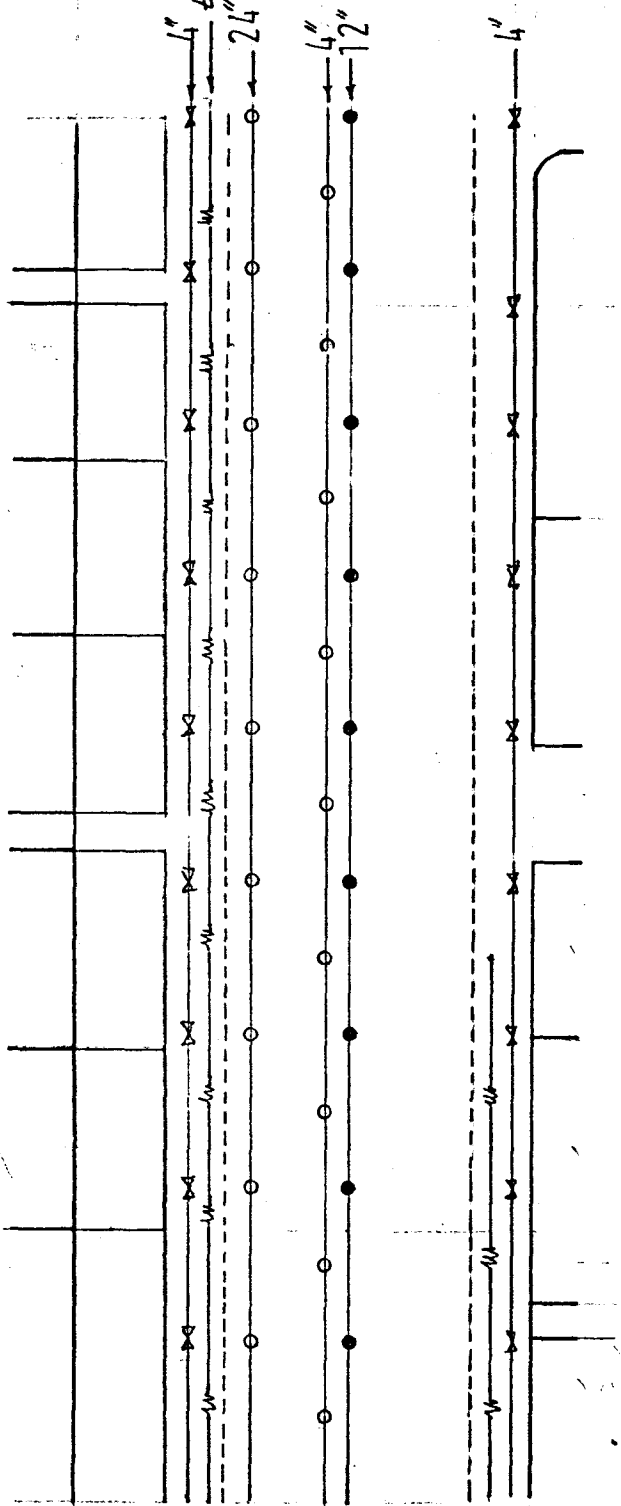


Street Furniture Key			
PBx	Planting Box	PS	Play Shape
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⊕	GAS	
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●	FOUL DRAIN	

HOOLE STREET

two cables, 11,000 & 11,000 Mcob. No. 1.



- KEY TO SERVICES**
- ⚡—⚡— ELECTRICITY
  - △—△— GAS
  - WATER
  - FOUL DRAIN

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

INDUSTRY STREET

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 General Improvement Area. 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 estimated cost of the footpath given in section 4 of this report.

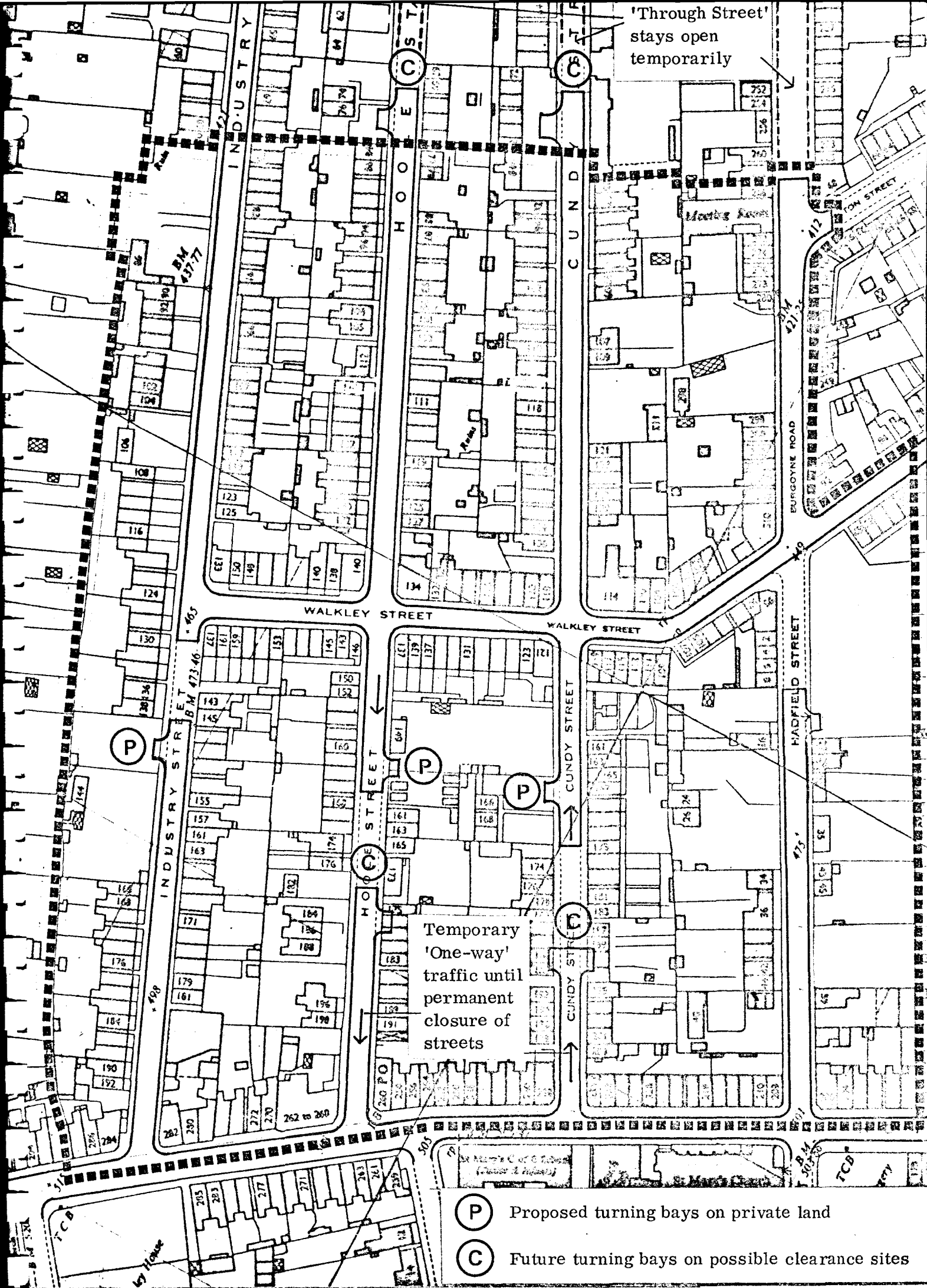
8.14 Some residents whose homes and gardens would be alongside the route of the new path are concerned that a nuisance may arise, particularly from children using the path. Care must be taken in design to reduce this possibility and to preserve the privacy of back gardens.

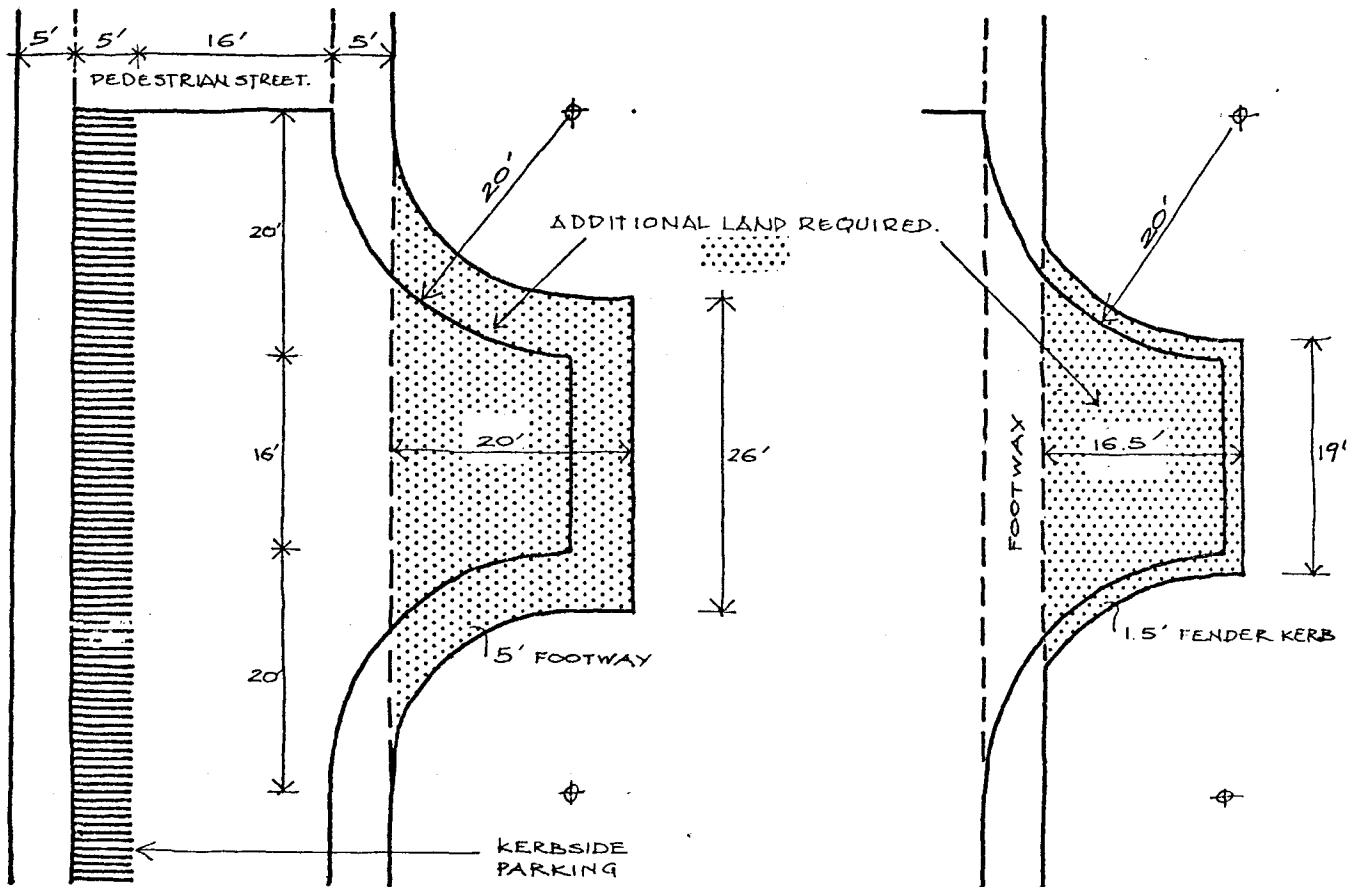
#### 9.00 THE ROAD SYSTEM

9.01 In formulating road proposals for the General Improvement Area 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 General Improvement Area 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 and remain or pass through them for essential services and in emergencies. None of the closed streets will block the existing vehicular access to a private garden; neither will they block any future vehicular access which appears at present to be both physically possible and environmentally acceptable.

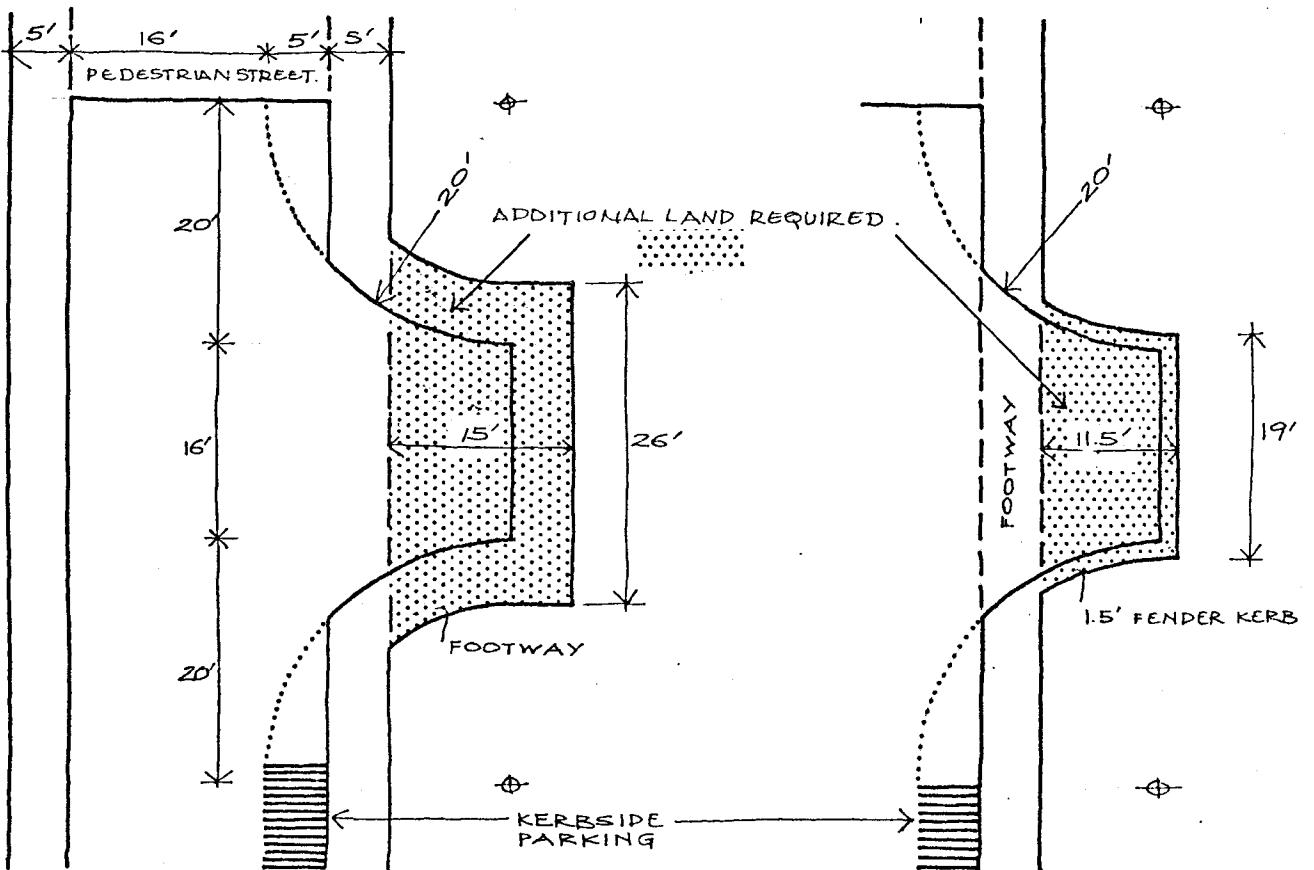
9.03 A higher degree of filtration from one vehicular area to another would probably be acceptable with the present volume of traffic and could be achieved by delaying for some years one or more of the proposed pedestrian streets. However, it is recommended that the complete system be implemented now whilst the opportunity exists and area improvement finance is available.





A FULL BAY OPPOSITE KERBSIDE PARKING

ALTERNATIVE "CROSSOVER" TYPE BAY USING LESS LAND

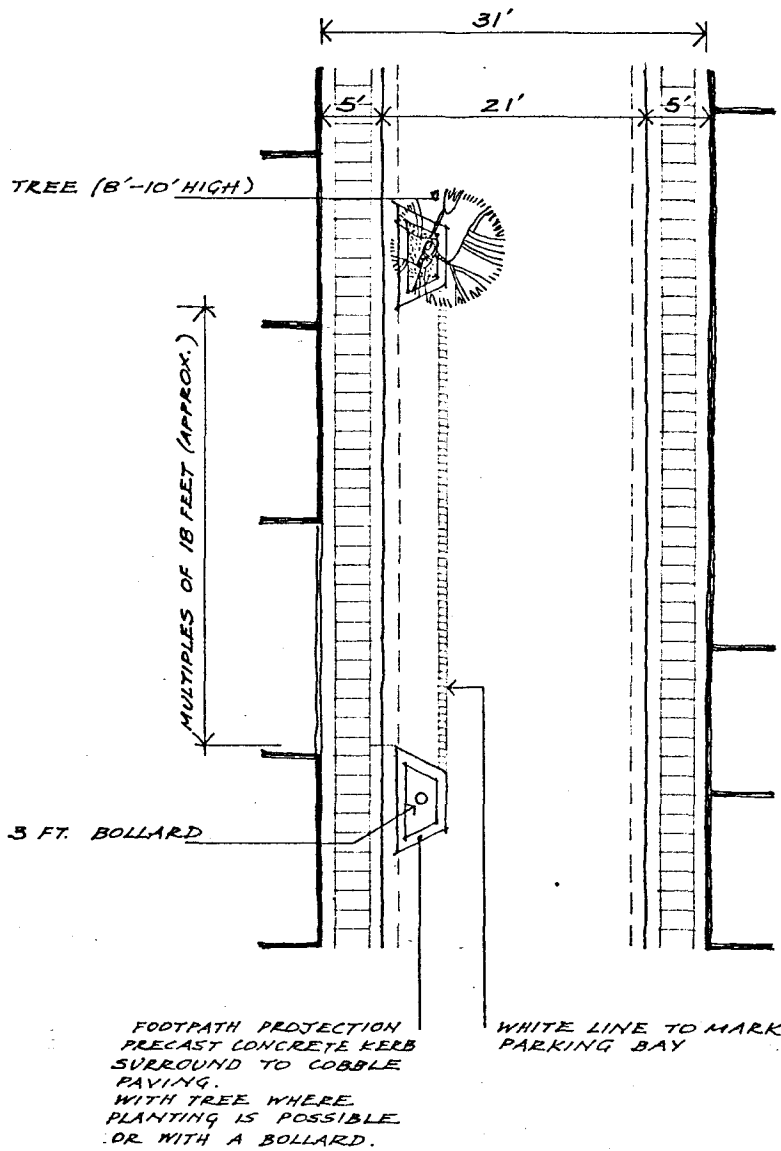


A FULL BAY ON SAME SIDE AS KERBSIDE PARKING

ALTERNATIVE "CROSSOVER" TYPE BAY USING LESS LAND



# A KERBSIDE PARKING BAY



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

- 9.04 The programme for the closing of Hoole and Cundy Streets is more dependant on the acquisition and clearance of private land for turning bays than is the case in Industry and Hadfield Streets. It is therefore proposed that a temporary one-way traffic arrangement be introduced in Hoole and Cundy Streets (between South Road and Walkley Street) by a traffic order until land becomes available for turning bays (see Diagram 8).
- 9.05 In addition to the above road closures, the boundary between the General Improvement Area 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.
- 9.06 The re-arrangement of the roads results in the formation of many culs-de-sac. They might, however, present problems for vehicles turning round especially 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 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 closed section of street. If the street were gated then the gate could be left unlocked for the duration of such conditions.
- 9.07 Diagram 9 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 retains the direct route of the existing footway for the pedestrian.
- 9.08 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 General Improvement Area 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 Streets (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. 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 in these streets 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 the General Improvement Area 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 General Improvement Area 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 for it to remain open as a turning bay at its junction with Burgoyne Road. It is proposed that this turning bay be a permanent part of the General Improvement Area.

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 1976. 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 and preferably completed in one operation. It is 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 temporarily along its boundary with the General Improvement Area with, for instance, a high fence.

11.00 PARKING

11.01 The results of the questionnaire of July 1971 showed that 34 per cent of the householders that replied owned a car and a further 17 per cent expected to acquire one by 1976 (51 per cent in total). This indicates a need to bring parking/garaging provision for residents up to approximately one place for 51 per cent 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). The following table shows a comparison between the forecast of requirements and the possible provision.

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	31
		Proposed provision on the street	123
<u>Total</u>	<u>213</u>	<u>Total</u>	<u>191</u>
<u>Guide to future requirements</u>		<u>Suggested future provision</u>	
75% provision: add 25% for residents	70	For residents	91
<u>Total</u>	<u>282</u>	<u>Total</u>	<u>282</u>
For visitors to South and Howard Road	21	For visitors to South and Howard Road	21
<u>Total</u>	<u>303</u>	<u>Total</u>	<u>303</u>

Note

Number of dwellings in General Improvement Area: 282

Shops with living accommodation in use are counted as dwellings. Parking spaces for the remainder 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 which may become available for parking before 1976 can be used to improve the situation, in particular the site on the corner of Walkley and Hoole Streets (18 spaces).
- 11.05 The suggested future provision for residents was guided by the 75 per cent figure (see Appendix: Parking standards). The initial provision suggested for visitors is considered adequate except for visitors to shops in South and Howard Road, where a heavier future demand than in other parts of the General Improvement Area could arise. 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. The 30 places that this would provide is 21 places more than the 9 required to meet the 75 per cent provision in the area.

11.06 Immediate 'off-street' parking accommodating 22 and 6 cars is possible on two cleared sites in Hadfield Street both owned by the Council. It is proposed that the larger of these also serves the adjoining General Improvement Area (No 8, Walkley - South) and for this reason only half the spaces (11) has been counted in the parking total. In addition a privately owned and undeveloped site between numbers 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 or prejudice the improvement of the surrounding area by its appearance.

It is proposed that the 'parking' provision off the streets be developed initially as parking space but planned so that future multiple garages can be provided as demand arises. As General Improvement Area monies are used up, it may be possible to finance further car parking by building multiple garages to let on cleared sites as they become available.

In order to encourage the use of grouped parking sites, help reduce indiscriminate kerb-side parking and attract grant aid, 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 by the Council.

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 kerb to kerb road widths in the General Improvement Area are fairly uniform at between 20 feet and 21 feet. Parking on the streets is proposed at the kerbside in five feet wide zones. This zone is divided nominally into multiples of 18 feet but in the interests of flexibility individual bays are not marked. The carriageway that remains should be sufficient for two-way traffic 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 kerbside parking is unacceptable within the concept of an improved environment. It is considered that this limit will have been reached with the parking provided 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 parking arrangements on the streets 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 and in the same vehicular circulation area as the dwellings served. A car park for residents of Cromwell Street in the adjoining General Improvement Area is suggested for consideration on an 'excluded site' in Hadfield Street when it becomes available.

## 12.00 BUILDING FRONTAGES, FURNITURE AND MAINTENANCE

12.01 Building frontages form 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 so that they might receive financial assistance from the Council for this work.

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 expenditure towards the cost of cleaning the fronts of these buildings. It is proposed that this should be one third the cost of cleaning the facade up to a maximum of £7.00 and £3.00 per dwelling towards the cost of any minor repointing around openings that may be required, where the occupiers and/or the owners are prepared to pay the balance.

12.04 The cost of cleaning the frontages of buildings other than dwellings is not eligible for General Improvement Area aid. It would be unfortunate if this led to a mixture of cleaned and uncleaned buildings along South and Howard Road where some shops with living accommodation are thought to be eligible for grant aid. Further consideration should be given to financial arrangements for this work in discussion with the occupiers and/or owners.

12.05 Gable end walls  
It is proposed that the full cost of renovating certain prominent end gables should be met from Area Improvement expenditure.

12.06 Dilapidated front areas  
The proposals contain a small amount of repair and re-instatement 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.

12.07 Street furniture

New street furniture within the proposed pedestrian streets has been described elsewhere. In the remainder of the General Improvement Area it will be necessary to erect some new traffic signs, street names and direction signs. It is also proposed that litter bins be provided at frequent intervals along all the streets.

12.08 Normal neighbourhood maintenance works

Many of the carriageways and footways need re-surfacing and some of the footways need re-constructing. The metal lamp columns and bus stops on South Road and Howard Road need re-decorating. These works are regarded by the Department of the Environment as normal neighbourhood maintenance and are not eligible for grant aid. In the interest of the success of the General Improvement Area it is recommended that these works be carried out concurrently with the main improvement works.

13.00 COMMERCIAL SITES

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 encouraging them to move to 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 estimate has been made of the costs of their purchase by agreement. Their proximity to the rear of premises in South and Howard Road suggests that these sites would be appropriate as car parks should they become available. It may be possible for the Hadfield Street site to revert to residential use.

SECTION 4

COSTS, PROGRAMME AND  
RECOMMENDATIONS

Page

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#### 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 compare their total with the budget target. If it is too far above the target then a selection must be made which will still produce a viable scheme.

14.02 A summary of the estimated costs are shown in the table (Diagram 11) together with a summary of other factors. It will be seen that the total cost of all the possible improvements considered is greatly in excess of the budget target of £56,400 referred to on page 7. A selection has therefore been recommended 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 7).
- (b) The likely speed of completion so as to attract the higher grant and to achieve an early visual impact (for the success of this scheme and of other General Improvement Areas).
- (c) The land available immediately.
- (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) at September 1973 prices.

This is possible if half the cost of the children's playground (item 2A) and the car park (item 5A), both in Hadfield Street, is included within the cost of improvement works to the adjoining General Improvement Area (No 8, Walkley-South) which they also serve. The Department of the Environment will accept this arrangement, for where two General Improvement Areas abut in this manner the Department is prepared to treat them as one for grant purposes. It should also be noted that the estimate includes over £8,000 for the acquisition of land.

To keep close to the cost 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 prices. This control should include the re-consideration of details and finishing materials at the time of final pricing.

14.05 Standards

The number of potential clearance sites within the General Improvement Area 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 General Improvement Area. 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. However, compared with the existing provision 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 for 30 years ahead. This also proved too costly and the acceptance of a reduced provision 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 re-surfacing 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 upgrading of the area'.

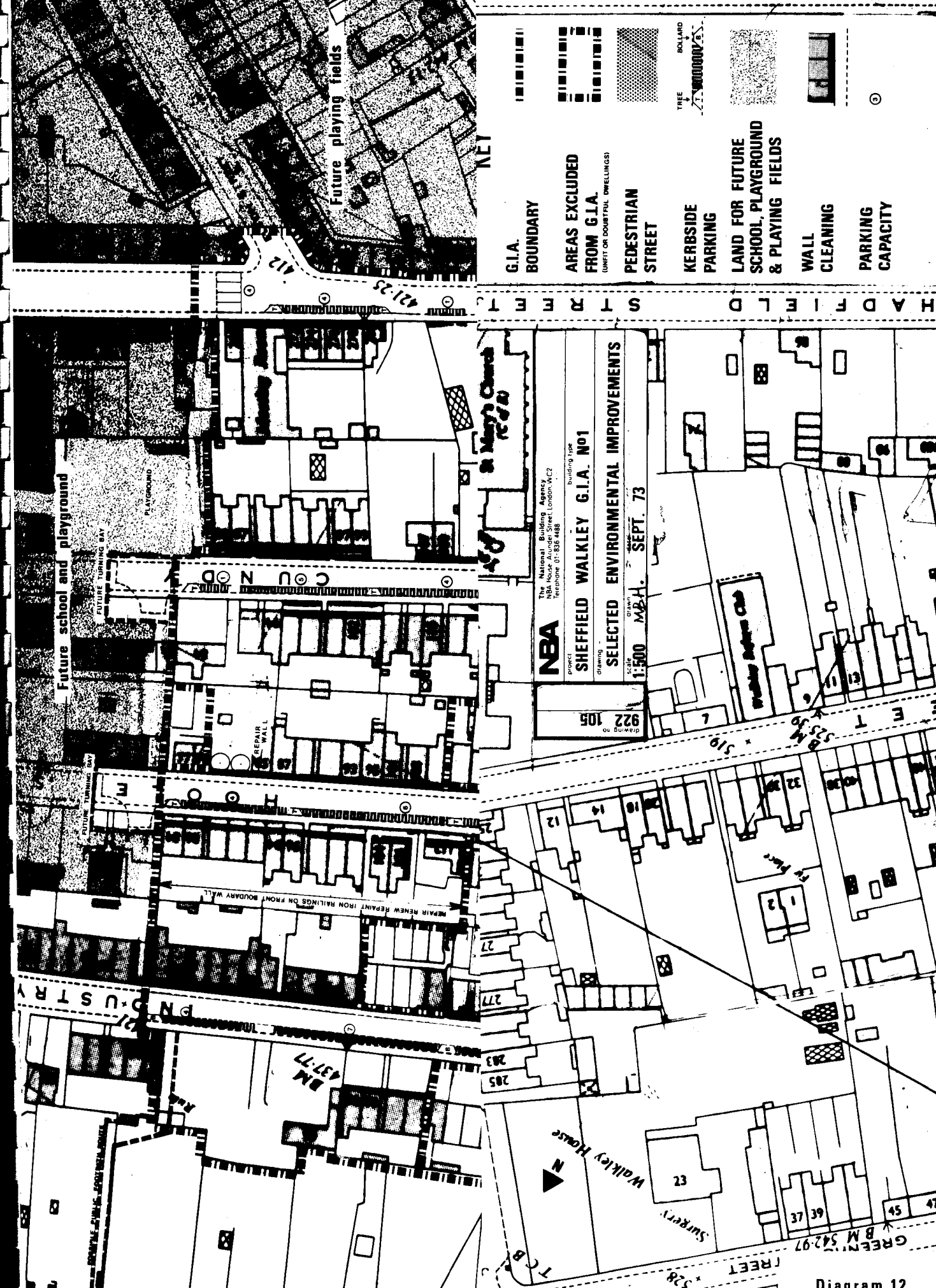
14.08 Since the First Report the maximum expenditure in respect of environmental works that would attract a contribution from the Government has risen from £100 to £200 per dwelling. In addition the maximum amount of the Government's contribution has risen from one half to three-quarters of the cost 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 estimate 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 50 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.

TABLE OF IMPROVEMENT COSTS (Diagram 11)

CONSIDERED IMPROVEMENTS	ESTIMATED COSTS			OTHER FACTORS		PROPOSED SELECTION				
	1	2	3	4	5	6	7	8	9	
	Total cost £	Cost per dwelling £	M <sup>2</sup> or car parked £	Earliest start	Possible grant %	Cost per dwelling £	Total cost £	Possible grant £	Balance (Council) £	
<b>1 PEDESTRIAN STREETS AND TURNING BAYS</b>										
	<u>Size m<sup>2</sup></u>									
A Hadfield Street	380	4,210	14.9	11.1	1973-4	75	14.9	4,210	3,160	1,050
B Cundy Street	275	4,470	15.9	16.3	1975-6	50	15.9	4,470	2,235	2,235
C Hoole Street	237	3,950	14.0	16.7	1975-6	50	14.0	3,950	1,975	1,975
D Industry Street	239	3,540	12.6	14.8	1973-4	75	12.6	3,540	2,655	885
<b>2 RECREATION SPACES</b>										
	<u>Size m<sup>2</sup></u>									
A Children's playground, Hadfield Street	1147	17,760	63.0	15.5	1973-4	75	63.0	17,760	13,320	4,440
B Site, Reference 2.1 and 2.2	654	13,480	47.8	20.6	1975-6	50				
C Site, Reference 4.1	542	12,920	45.8	23.8	1975-6	50				
D Site, Reference 4.3	960	17,300	61.4	18.0	1975-6	50				
E Site, Reference 6.1	535	12,060	42.8	22.5	1975-6	50				
<b>3 VEHICLE TURNING (east boundary of GIA)</b>										
Alternative methods in Hoole and Cundy Streets										
A/1 Two turning bays or		1,350	4.8		1980+	50	4.8	1,350	675	675
A/2 New Link Road (City Engineer's preference)		8,180	29.0		1980+	50				
<b>4 WORK TO KERBSIDE PARKING BAYS</b>										
	<u>No cars</u>									
A Kerbside islands and extensions	123	5,290	19.3	44.2	1973	75	19.3	5,440	4,080	1,360
B Bay markings		150								
<b>5 CAR PARKS</b>										
	<u>No cars</u>									
A Hadfield Street (opposite Nos 38-44)	22	4,670	16.6	212.3	1973-4	75	16.6	4,670	3,500	1,170
B Walkley Street (corner of Hadfield Street)	6	2,720	9.6	453.3	1973-4	75	9.6	2,720	2,040	680
C Industry Street (between 138 and 144)	14	4,830	17.1	345.0	1973-4	75	17.1	4,830	3,620	1,210
D Site, Reference 2.3	30	15,420	54.7	514.0	1975-6	50				
E Site, Reference 3.1	18	12,910	45.8	717.2	1973-4	75				
F Site, Reference 4.2	15	9,610	34.1	640.7	1975-6	50				
G Site, Reference 5.1	30	16,820	59.6	560.7	1975-6	50				
H Site, Reference 7.1	9	9,080	32.2	1008.9	1975-6	50				
<b>6 WORK TO BUILDING FRONTAGES</b>										
A Contribution to cleaning of facades		3,650	12.9							
B Full cost of cleaning/re-decorating gable ends		1,040	3.7		1973-4	75	20.5	5,790	4,340	1,450
C Repairs to and reinstatement of certain front areas		1,100	3.9							
<b>7 PURCHASE OF COMMERCIAL SITES (non-conforming) (and re-development as car parks)</b>										
	<u>No cars</u>									
A 185 Industry Street	6	7,880	27.9		1974+	75	27.9	7,880	5,810	1,970
B 59 Hadfield Street	11	10,360	36.7		1974+	75				
<b>8 NEW PUBLIC FOOTPATH (east boundary of GIA)</b>										
		13,640	48.4		1980+	50				
<b>9 NEW SIGNS (traffic, parking, street names)</b>										
		780	2.8		1973-4	75	2.8	780	585	195
<b>TOTALS</b>		219,170	777.3 per dwelling				239.0	67,390	48,095	19,295
<b>TOTALS (Excluding half the cost of Items 2A and 5A - see text)</b>							199.2	56,175		
<b>BUDGET (The number of dwellings : 282 x £200 per dwelling)</b>							200	56,400		
<b>ANNUAL REPAYMENT (Over 20 years at current charges)</b>										
2,114										
<b>10 NORMAL NEIGHBOURHOOD MAINTENANCE WORKS</b>										
A Re-surface carriageways		1,200	4.3		1973-4	NIL				
B Re-construct/re-surface footways		5,520	19.6		1973.4	NIL	24.3	6,840	NIL	6,840
C Re-decorate street furniture (lamps, bus stops)		120	0.4		1973-4	NIL				
<b>TOTALS INCLUDING NORMAL MAINTENANCE</b>		263.3	74,230	48,095	26,135					



- G.I.A. BOUNDARY
- AREAS EXCLUDED FROM G.I.A. (UNFIT OR DOUBTFUL DWELLINGS)
- PEDESTRIAN STREET
- KERBSIDE PARKING
- LAND FOR FUTURE SCHOOL, PLAYGROUND & PLAYING FIELDS
- WALL CLEANING
- PARKING CAPACITY

Diagram 12

14.10

## NOTES ON TABLE OF IMPROVEMENT COSTS

Total cost	An estimate including cost of the work at September 1973 rates and prices; also, where appropriate, the cost of the land and its clearance; also all fees and administrative charges.
Cost per dwelling	The total cost divided by the number of dwellings in the General Improvement Area at Declaration (282).
Cost per m <sup>2</sup>	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	The proportion of the cost likely to be contributed by the Government on completion of the work (for a total expenditure not exceeding £200 per dwelling).
Balance (Council)	The proportion of the cost likely to be borne by the Sheffield Corporation (shown as a lump sum before conversion to annual repayments).
Annual repayment	The sum shown is not necessarily reached immediately but would relate to the possible phasing of the works.

## 15.00 PROGRAMME

15.01 The final cost of the work to the Council will vary depending on the size of the Government's 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 is required to purchase private land for a car park and turning bays.

15.04 Commercial sites

Approximately six to nine 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 General Improvement Area 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. 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:
- (i) The occupiers and/or the owners be approached in respect of these works.
  - (ii) An application be made to the Department of the Environment for approval to these works as Area Improvements.
  - (iii) If approved by the Department, a contribution should be made from Area Improvement expenditure of one third of the cost of cleaning the dwelling facade up to a maximum of £7.00 and an additional £3.00 per dwelling towards the cost of any minor re-pointing to openings that may be required, where the occupiers and/or owners are prepared to pay the remaining amounts.
  - (iv) Also, if approved by the Department, the full cost of renovating certain prominent end gables and of repairs to and re-instatement of certain prominent and dilapidated front areas, be met from Area Improvement expenditure.
- 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 reconsider its 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 reserves land out of the future school and school playing field sites for vehicle turning bays.
- 16.08 The Council pursue the possibility of 'dual use' of the future school playing fields adjoining 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.

16.10 The Council allocate responsibility for the cleaning and general maintenance of grouped car parking sites.

16.11 The Council negotiate with the two commercial users with a view to them moving out of the General Improvement Area.



APPENDICES

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## RECREATIONAL SPACE STANDARDS

Mosborough (Sheffield) Minimum Standards (as revised) applied to the General Improvement Area.

Walkley: Number of dwellings including future infill	Say 300
Population at four per dwelling	Say 1200
Potential child population at two per dwelling	Say 600

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 metres).

Small communal areas

150 square feet (14 square metres) per dwelling x 300 dwellings = 4200 square metres.

Passive open space

This is outside the housing area in a local park.

Active open space

Ten acres (4.05 hectares) per 5000 population of which:

- |                            |                          |
|----------------------------|--------------------------|
| (i) Childrens play spaces  | ) 1.3 acres (0.52 ha)    |
| (ii) Kickabout areas       | ) In the housing area    |
| (iii) Local playing fields | 8.7 acres (3.524 ha)     |
|                            | Outside the housing area |

(i) and (ii) need only be provided within Walkley General Improvement Area at 0.312 acres (0.13 ha) for 1200 population = 1300 square metres

Total space required in Walkley General Improvement Area for small communal areas:

Childrens play spaces and kickabout areas 5500 square metres

Total possible space considered	4969 square metres at a cost of £89,690
Total space selected	2278 square metres at a cost of £33,930
(both include pedestrian streets)	

## PARKING STANDARDS

The latest national forecast of car ownership and usage to be published by the Road Research Laboratory suggests a national increase by AD 2000 of from 120 to 140 per cent above the 1970 figures. No regional figures are available. The 30 year period (1970 to 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 from 34 per cent in 1971 to around 75 per cent in AD 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: One space each for 50 per cent of family dwellings of which, 20 per cent garages.

Ultimate provision: One space each for a further 50 per cent of family dwellings.

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

One space each for 25 per cent of dwellings.

In considering the future provision for residents both the 100 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.