RIVELIN VALLEY AND WYMING BROOK, SHEFFIELD

FEATURES OF ENGLISH TOWNS. No. 2

Rivelin Valley Road

On October 11th, 1905, the Sheffield City Council fully considered and approved a scheme, recommended by the Water Committee, for the construction of a road up the Rivelin Valley, from Malin Bridge to Rivelin Bridge Post Office, a distance of $3\frac{1}{2}$ miles.

The work of construction was commenced on November 13th, 1905, during a period of exceptional distress, the object being to comply with a request of the Local Government Board, and to assist the Distress Committee in providing suitable work of a useful and remunerative character for the unemployed, as well as to develop the land and property of the Water Committee by opening a convenient means of communication between the north-west of the city and Hollow Meadows.

The Corporation owned about 96 acres of land, extending nearly the whole length of the valley, including 12 acres of dams. The mills and property were acquired by the late Water Company for waterworks purposes, and transferred to the Corporation on the acquisition of the water undertaking in 1887.

In connection with the scheme the Water Committee purchased 131 acres of adjoining land from various owners, and the Duke of Norfolk contributed by giving 11 acres.

The Water Committee thus became possessed of practically the whole of the land fronting the new road, and therefore any financial advantage which may accrue from subsequent development will be secured for the benefit of the city.

The completed road is a new one throughout, 50 feet wide, curbed and channelled, with double footpaths, asphalted for half the length, and with two stone bridges over the River Rivelin. Within the city the surface is of tar macadam, and outside the city of limestone and slag macadam and granite. Lime trees have been planted along the whole length, and a number of seats have been placed at convenient points.

The road has been open to the public since September 1st, 1907.

The best means of developing the land has been under the consideration of the Water Committee for the last two years, and has been submitted to, and reported upon, by the Sheffield Society of Architects and Surveyors, and premiums were awarded for the best designs for laying out the estate.

It is calculated that within the next 15 to 20 years about 25 acres of land will be disposed of at frontage prices, and that the remaining land will have considerably increased in value, and that the whole of the expenditure will be recouped with a substantial percentage of profit besides.

The development of the land for building purposes will be considerably expedited when the Tramways Committee extend their system along the road. Application is being made to Parliament for this purpose this Session.

The land is being developed, and open spaces provided on the lines of schemes laid out under the Housing and Town Planning Act.

The cost of construction has been borne by the Water Committee out of their accumulated profits, without trenching on the rates for a single penny.

The total cost of the entire scheme for land and road construction (exclusive of the land previously owned by the Corporation) is £60,254. 7s. 6d.

Wyming Brook

In June, 1906, the Corporation acquired the woodlands known as the Wyming Brook Ravine, comprising 210 acres. This estate is in the same neighbourhood as the Rivelin Valley Road, and forms a natural part of the waterworks system of the Sheffield Corporation, and connects the Redmires reservoirs with the Rivelin reservoirs.

In continuation of the same policy as in the case of the Rivelin Valley Road, the Water Committee proposed that two roads, or drives, of comparatively light construction, and for the most part without fencing, should be made through the ravine, and so open out new views of great beauty without interfering with the many beautiful views already existing in the neighbourhood. In Germany it is a common and very happy feature to find wooded hills and valleys opened for public recreation and pleasure by roads of this character.

The roads commence at the eastern end of the Derwent Water Tunnel, one of which, after following the curves of the hillsides, high above the Wyming Brook on the west side of that ravine, joins the existing Redmires Road just beyond where it crosses over the Wyming Brook

VIEWS ON THE WYMING BROOK VALLEY ROAD
SHEFFIELD (*within the Municipal Boundary*)

near the Redmires lower reservoir, and the other branches out of the former road, following the sides of the wooded ravine round the Rivelin upper reservoir, ultimately joining the Moscar Road at a considerable distance above the reservoirs.

They are of permanent public utility and advantage, and shorten and improve the means of communication between Manchester Road and Redmires, and between the high-level reservoirs and the reservoirs in the Rivelin Valley. The length is about $2\frac{1}{2}$ miles, and they were made practically with entirely unskilled labour.

The total expenditure on the construction of the drives to January 27th, 1912, amounted to £9,539. 13s. 7d.

The sylvan beauty of the drives is incomparable in this part of England, and the estate is a magnificent acquisition to Sheffield, and amply justifies the labour and expense incurred.

The use of the drives is prohibited to heavy traffic, but otherwise they are open without restriction for the use of the public.

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