

Area and Key Idea	Level of Support from York Civic Trust	Comments	Priority
<b>King's Staith area</b>			
Pedestrianisation of Castlegate	Strongly in favour	York Civic Trust has long been in favour of well-designed pedestrianisation and the creation of footstreets. This is also in line with long term strategic plans for Fairfax House, our museum and cultural attraction. Well-managed access for servicing of existing uses will be needed. Blue badge parking will need to be relocated.	Very High
Character of King's Staith	In favour	The historic character as a riverside staith must be maintained. The need to raise the level of flood- barriers is a challenge	High
Transport	In favour	Ouse Bridge should be closed to traffic other than buses, taxis and cycles, with a turning point provided for general traffic.	High
<b>Piccadilly area</b>			
P1 Idea A— long term expansion of SPARK:YORK	Against	SPARK may be a suitable short-term use, but must not become permanently located in one place. The Council should not renew the SPARK lease beyond an agreed short timescale	
P1 Idea B -- new workplaces and apartments	Neutral	The site at 17-21 Piccadilly must find an economically sustainable use to allow the construction of high quality permanent buildings. This may or may not be workplaces and apartments. The Council as free-holder is in a strong position to influence future development	
P2 Idea A – encourage current developer-led plans	Neutral	The sites at 36-50 Piccadilly must find an economically sustainable use to allow the construction of high quality permanent buildings. This may or may not be the current developer-led plans.	
P2 Idea B – influence developer's plans	In favour	The quality of the final development, particularly the character of the design and architecture; and the physical connectivity links for pedestrians; will all be improved with greater influence	High
P2 Idea C – become a partner in developments	Strongly in favour	This would be the best way forward—a development partnership covering these sites and beyond would stand the greatest chance of implementing a coherent masterplan and maximising the heritage asset.	Very high
P3 Idea A – Castle Mills Car Park site -- new apartments	Neutral	The site is in poor condition and requires redevelopment. New residential development is one option.	

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P3 Idea B – Castle Mills Car Park site multi-storey car park	Against	We are Strongly in favour of removing the car park from Clifford’s Tower. Our preferred option is relocation, without loss of car park spaces, to St George’s Fields. The Council’s Local Transport Plan says that parking should not be encouraged within the Inner Ring Road. A multi-storey car park here would be an anomaly.	High
T1 – one-way bus etc	In favour	We support Coppergate becoming one way south-west bound and, as now, for buses, taxis and bicycles only, apart from limited servicing access times. This would be consistent with the closure of Ouse Bridge, and would make Coppergate a more appealing street for pedestrians to move along and to cross.	
T2 -- improved public realm etc	In favour	Piccadilly should serve solely as the access to this quarter and the Merchants’ Quarter in Walmgate. These two roads and the roads which link them should be managed to discourage through traffic. In particular, Lead Mill Lane should run one way from Piccadilly. Once this is done, Piccadilly should be dramatically reduced in width, giving extensive public space on both sides. Any crossings should be provided using zebra crossings. Alternatively it would be possible to consider a shared space scheme.	
T3 – new all movements junction	In favour	We agree that the Piccadilly junction with Tower St/Fishergate should be opened up to all traffic movements to enable it to serve as the principal access to this important development area. At the same time safe pedestrian crossing facilities should be provided across Piccadilly and across Tower St, ideally with an all red stage. We have demonstrated that this is feasible.	
T4 – new Piccadilly-Castle bridge	Strongly in favour	A new pedestrian bridge should be provided across the Foss to link these two areas and to enhance public realm.	Very high
Other transport issues Piccadilly/Parliament	In favour	We think the junction of Piccadilly/Parliament St should be redesigned so that it no longer acts as a barrier to pedestrian movement and a constraint on the expansion of the central retail area. We presented proposals for	High

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		achieving this over two years ago. These proposals could and should be acted on now to demonstrate the Council's commitment to the area.	
Other transport issues – bus interchange	In favour	Piccadilly and Merchantgate act as an important bus terminal and interchange point. This facility needs to be substantially upgraded to provide covered waiting areas and simple at grade interchange.	High
Other transport issues – Piccadilly Car Park	Against	The Council's Local Transport Plan says that parking should not be encouraged within the Inner Ring Road. This car park is an anomaly, and it should be managed to discourage its use for car journeys for which other modes offer an effective alternative.	
<b>Castle and the Eye of York(shire) area</b>			
C1 Idea A – the Castle Car Park site – event space and car parking	Against	This is the most prominent public space in the city which was England's second city for many centuries. Car parking, a use introduced as temporary three generations ago, is a blight and should be ended. There is no justification for retaining a car park on this site, with the exception of a limited facility for blue badge holders to replace provision currently in Castlegate. It is wholly inconsistent with the commitment in the Local Transport Plan to have no parking inside the Inner Ring Road.	
C1 Idea B – the Castle Car Park site – public realm and event space	Strongly in favour	This is a very sensible new use for the area, and would provide a needed public space on this side of the city. It has the potential to act as a cultural and recreational magnet for this part of the city, with a constantly changing series of events and attractions.	Very high
C1 Idea C – the Castle Car Park site – new high quality building	In favour	This is the idea that has been mooted since the 1930s and, if designed and implemented well, has the potential to enhance the historic space. It could contain a new visitor centre for Clifford's Tower, and perhaps joint ticketing with the other cultural attractions in the area.	High
C1 Idea D – the Castle Car Park site – underground car park	Against	As with our response on C1 Idea A, there is no justification for retaining a car park on this site, with the exception of a limited facility for blue badge	

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		holders to replace provision currently in Castlegate. It is wholly inconsistent with the commitment in the Local Transport Plan not to have parking inside the Inner Ring Road.	
C2 Idea A – the Castle Museum site – replace existing entrance hall	In favour	The existing link building is functional but not in keeping with its high quality architectural context. A new building, either in classical style or in a twenty-first century idiom, would enhance the character and quality of the area. It would also allow new and better functions and facilities to serve Castle Museum. Joint ticketing and sharing of facilities with English Heritage would remove the need for the proposed new visitor centre at the base of Clifford’s Tower.	
C2 Idea B – the Castle Museum site – new entrance building facing onto Castle Car Park	In favour	As we observed on C1 Idea C, this has the potential to enhance the historic space if designed and implemented well. It could contain a new visitor centre for Clifford’s Tower, and perhaps joint ticketing with the other cultural attractions in the area.	
C3 Idea A – Rear of Coppergate Shopping Centre site – new building	In favour	A modest building of high quality here, stepped in height to respect the neighbouring the neighbouring historic buildings, and keeping behind the sight line from Castlegate to the Womens’ Prison, could be an enhancement of the public realm by closing off an untidy corner of the current public space; clearly signalling the entrance to the Coppergate shopping centre; and hiding the underground service space.	
T5 – celebrating the Eye of York(shire)	In favour	Improvements in the public realm are desirable and very feasible, but should start from an understanding of the historical significance of the Eye of York(shire) and York Castle itself.	
T6 – Changing Tower Street	In favour	Communication for pedestrians is key to understanding and appreciating the public realm around York Castle. Tower St north of Skeldergate Bridge should be dramatically reduced in width. Apart from bus bays, it only needs one lane in each direction. The remaining space should be reallocated to public realm. All crossings of this section of Tower St, and Clifford St, should be by zebra rather than pelican; traffic flows should be	High

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		low enough to allow pedestrians to have priority. Alternatively it would be possible to consider a shared space scheme.	
T7 – new walkways and bridges	Strongly in favour	A new access route into the area using the neglected River Foss will transform the area. New walking routes should be provided along the Foss, and it should be possible to cross the Foss on foot or bicycle.	Very high
T8 – removing service ramp	In favour	The Coppergate ramp should be removed and improved pedestrian access should be provided here between Castlegate and the Foss walkway.	
T9 -- Working with artists	In favour	We recognise that public art has an important role in place-making and cultural well-being.	
T10 – Using lighting	In favour	Well designed and technologically modern lighting schemes (both all-year round, and transitory for festivals and events) have the ability to transform places and spaces at relatively low cost and should be utilised.	
Other Transport issues – junction of Tower Street and Skeldergate	In favour	This needs to be redesigned as a signalised junction providing for all traffic movements and, at the same time, allowing all movements into and out of St George’s Field car park. Protected pedestrian crossings need to be provided across all arms of these junctions. We have already demonstrated that this is feasible. Moreover, it is essential for the closure of Ouse Bridge.	Very high
Other transport issues—the Walls Walk	In favour	There is no mention here or in the section on Piccadilly of the route of the Walls Walk in the link between Baile Hill and Fishergate Postern. At present this route is circuitous and unsafe, and wholly inappropriate for the large number of tourists who use it. Our proposals above and at T3 would make this a safe and easily signed route.	High
<b>St George’s Field</b>		This is introduced by a statement that the car and coach park is on the wrong side of the Inner Ring Road. It is not; it is precisely where the Local Transport Plan indicates that parking should be provided. Its main problems are poor access by vehicle and onward access on foot.	
SGF1 Idea A – remain as now	Against	This site has greater potential than its current layout and should be developed as a key part of the Castle Gateway area.	

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SGF1 Idea B – new multi-story car park etc	Strongly in favour	<p>This site should provide the integrated car and coach park to serve the whole of the development area. The Trust vision for it is of a structure on three levels plus a roof. The lowest level would flood, but all three levels would be available in normal circumstances, and would provide more than sufficient space to meet anticipated needs. The roof, which would be at about the level of the railings on Skeldergate Bridge, could then become a public open space for events and perhaps cafés. The car park could also include an information point for visitors.</p> <p>The Council should make a careful assessment of the parking needs of the whole Castle Gateway area, on the understanding that journeys should be made by sustainable modes where possible. The new car park should then be designed to meet these needs, while avoiding providing excessive space.</p>	Very high
T15 – parkland setting	In favour	The top level of the proposed car park should be designed as a green space; the overall design and massing of the multi-storey car park should respect the green walkway along the river Ouse.	
T16 – better crossings	Strongly in favour	It is essential that a high quality surface crossing of Tower St is provided from the car park towards the Castle Museum. The precise location should be determined once the options for access along the Foss past the Castle Museum have been decided. We endorse the suggestion that Sheaf Square outside Sheffield Station should be the model.	Very high
T17 – screening	In favour	The design of the multi-storey car park should enhance the public realm with well thought-out and easily managed green screening.	
T18 – Knights Templar	In favour	This could be provided with historic interpretation at any location within the new public realm.	
T19 – viewing platform	In favour	We recognise that public art has an important role in place-making and cultural well-being. This is an obvious location for a striking piece of art incorporating a viewing platform looking south along the River Ouse.	
<b>River Corridors</b>			

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A new walkway	Strongly in favour	We think that this proposal to create an additional access route into the city along the line of the neglected Foss is an excellent idea. We support the four interventions. Of these the improved pedestrian crossing over the inner ring road is the highest priority, and the new bridge over the Foss in the position shown is of lower priority, but the unified concept is all of high priority	Very high
RC1 Idea A – The Foss Basin site – floating businesses and houseboats	In favour	The silt, and in particular contaminated silt, should be removed. Public access to both banks of the basin should be maintained. This would ensure that the area was under public surveillance and thus more secure. At the same time, consideration should be given to the island between the sluice and the lock, which is currently distinctly forlorn, and could become a public amenity.	High
RC1 Idea B – The Foss Basin site – new apartments and water activities	In favour	(As RC1 Idea A) The silt, and in particular contaminated silt, should be removed. Public access to both banks of the basin should be maintained. This would ensure that the area was under public surveillance and thus more secure. At the same time, consideration should be given to the island between the sluice and the lock, which is currently distinctly forlorn, and could become a public amenity.	High
RC2 Idea A – Tower Gardens site improved landscaping	Strongly in favour	Tower Gardens is in need of landscape management and positive activity management in order to maximise its significant potential as a green space on the river bank which might be a centre of cultural and temporary activities. This would complement the arrival of the Arts Barge.	High
RC2 Idea B – Tower Gardens site new pavilion building	Neutral	We have no strong view on this proposal except to note that it might not be necessary if the alternative proposal of a green-roofed multi-storey car park in St George’s Fields is implemented.	
RC3 Idea A – public art at Blue Bridge/Confluence	In favour	We recognise that public art has an important role in place-making and cultural well-being. This is an obvious location for a striking piece of art incorporating a viewing platform looking south along the River Ouse.	
T10 (bis) – Relocating pontoon	In favour	If the pontoon referred to is the one on King’s Staith, then we are in favour to increase the vitality of Tower Gardens. If the river cruise pontoon and	

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		embarkation point referred to are that below Lendal Bridge, then this proposal would have the dual result of freeing up an opportunity for the construction of a river walkway between Lendal Bridge and the Guildhall; and giving added vitality to Tower Gardens. We support this proposal as well and encourage the Council to implement it.	
T11 – Pedestrian bridges	Strongly in favour	We think that this proposal to create an additional access route into the city along the line of the neglected Foss is an excellent idea. We support the four interventions. Of these the improved pedestrian crossing over the inner ring road is the highest priority, and the new bridge over the Foss in the position shown is of lower priority, but the unified concept is all of high priority. The key here will be to ensure that the pedestrian and cycle links between New Walk, Blue Bridge and Piccadilly via the Foss are designed to be as direct and undisrupted as possible.	Very high
T12 – Resilient landscaping	Strongly in favour	Tower Gardens will continue to flood; and resilient landscaping will be essential.	High
T13 – water-based activity	Strongly in favour	We support the introduction of water-based economic activity to the Ouse and the Foss, bringing the rivers back into their former use as busy thoroughfares and market places. One idea here is use of the Foss above the lock for navigation and mooring. At present the lock is only operated occasionally by volunteers, and boats are not able to stay overnight above it. The section of the Foss up to Wormald’s Cut and Foss Islands Road is potentially navigable, and thus offers a safer destination for those coming to York by boat than do the moorings alongside Museum Gardens, which are hazardous when water levels vary. It also provides better access to the city centre. Moreover, the existence of boats would add to the interest and attraction of the Foss itself. This is the type of facility which other cities with inland navigations have taken active steps to promote. It would require some careful planning, particularly related to frontage access, mooring and turning points, to lock operation and to dredging, but there are no insurmountable barriers to achieving a facility of this kind.	



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T14 – relocating war memorial	Neutral	We are not, on the whole, in favour of relocating the regimental South African War Memorial because we respect the original movement which led to its construction, but we recognise that a relocation within a reformed traffic island might be necessary and will certainly improve access to the memorial. Relocation to Tower Gardens will reduce its impact and is not supported.	

**David Fraser and Duncan Marks**  
**On behalf of York Civic Trust**

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