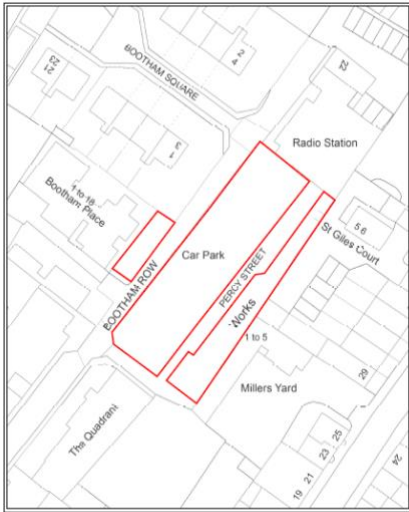


Annex 1 to the Strategic Review of Council Car Parking



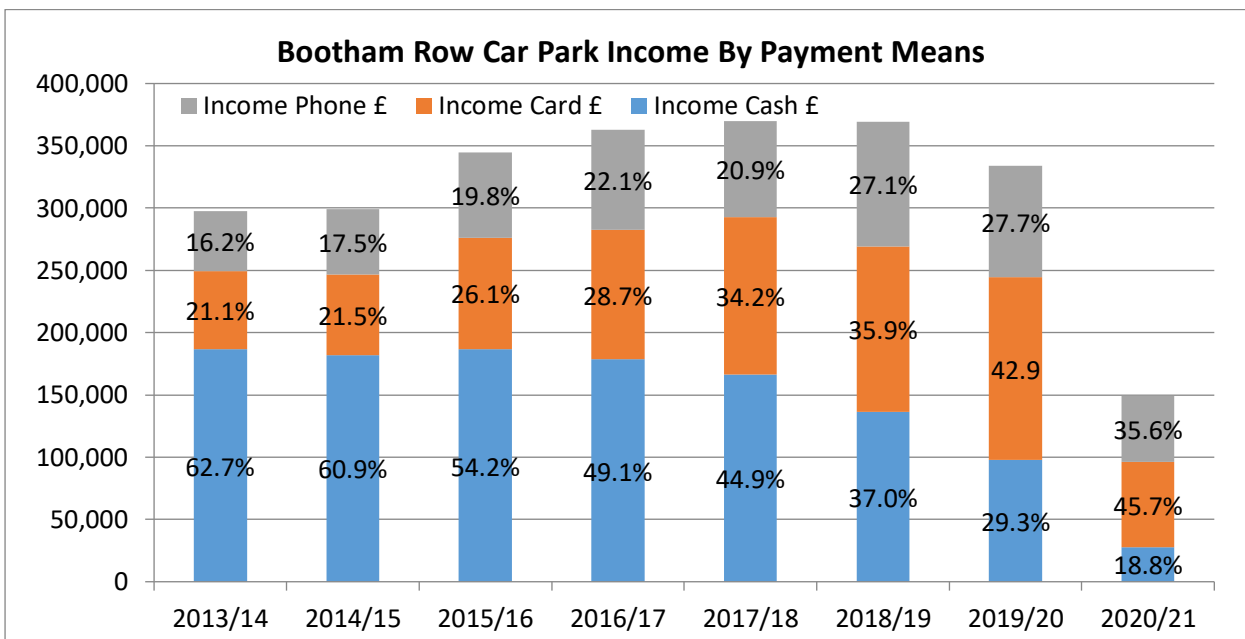
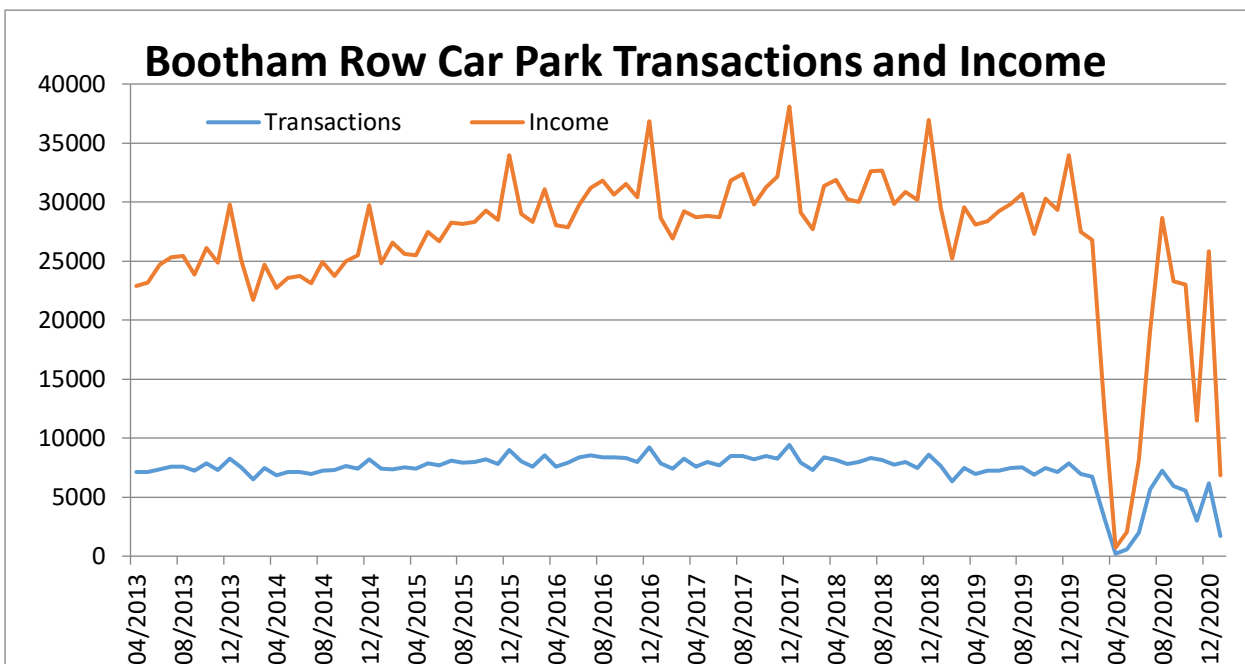
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Car Park Profile:	Bootham Row	
Postcode	YO30 7BP	
Location	<p><i>On Bootham Row, off Bootham, close to its junction with Gillygate, half a mile from the city centre.</i></p> <p><i>Marygate car park and Union Terrace car park in close proximity.</i></p>	
Site Area (acres)	0.4	

General Information:	
Total Number of Spaces	72
Standard Spaces	58
Disabled Bays	8
EV charging spaces	6
Car Club Spaces	0
Coach Spaces	0
Tier Bays	2
Motorcycle Spaces	1
Toilets	None
Season Tickets Available	yes
Resident Contract Permit	no
Accreditation	yes
Operational Hours	24 hours
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card, and RinGo
Evening Parking?	yes - 6.00pm to 8.00pm £3.00 (or free with a minster badge)
Overnight parking	yes
Maximum Stay	no
Height restrictions	no

Parking Data:	
Annual revenue generated per car park	£339,000 per annum (2019/20)
Annual revenue per space	£4,400 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	Yes - an area of the car park is separated off on a long term lease to BBC Radio York
What investment or improvements would be need to provide a high quality car park?	Pay and Exit, increased LED lighting



Transport Information:

Is this car park outside of, or accessed from the inner ring road?

Yes

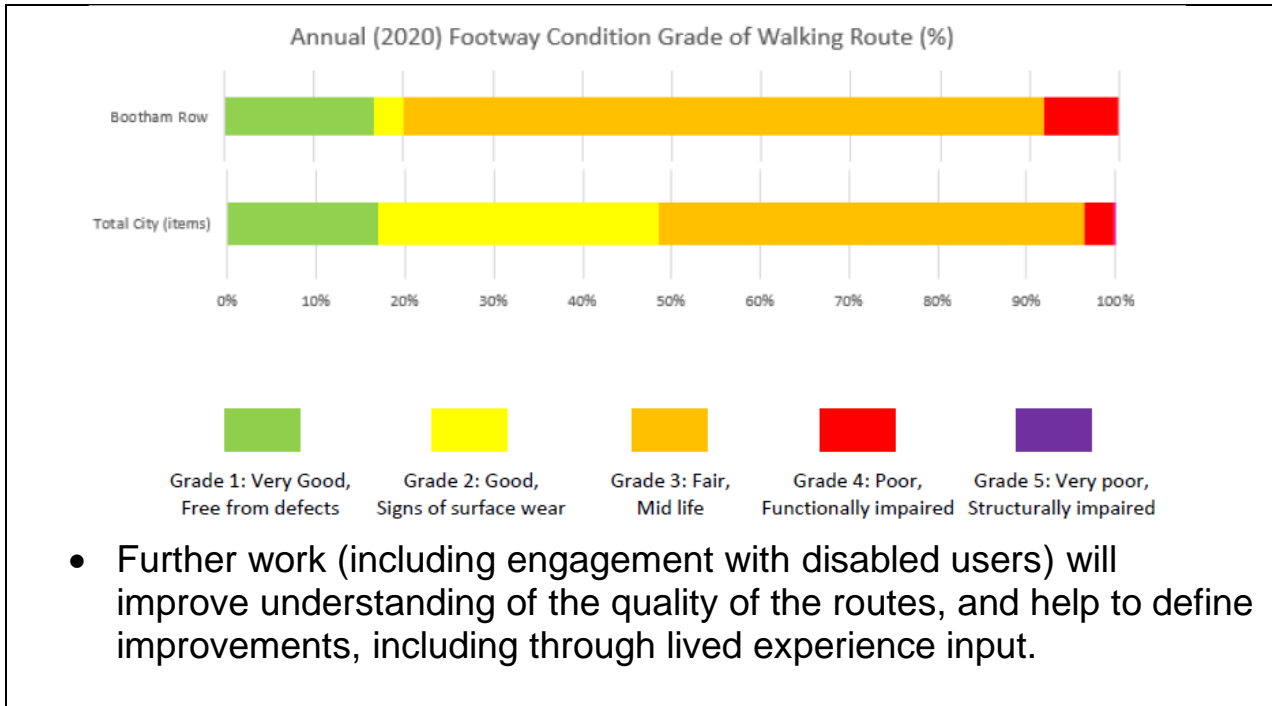
Bootham Row car park is surrounded by mainly residential development. It is accessed of Bootham via a narrow access route.

The car park is well located for access to Gillygate shops, Exhibition Square, the theatre, and entry to the footstreets via High Peter gate.

Current access for disabled users could be improved both on to Bootham and Gillygate. Additional seating on the route in to the city centre is also required to provide rest points. Although the car park does not have toilets, there are public toilets on St Leonard's Place on the route in to the footstreets.

City Centre Access Route Assessment

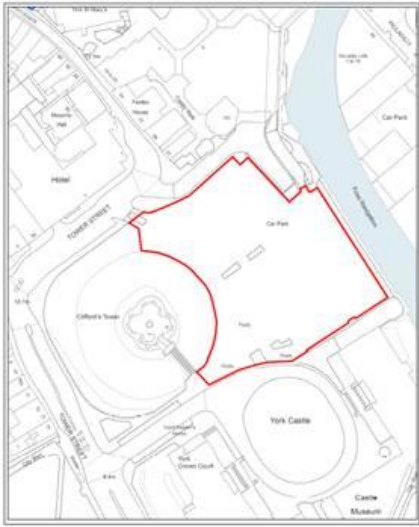
- The carpark is located some 340 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the third closest car park to the PSA in the assessment.
- 6 existing seating facilities are provided, averaging 1 per 57 linear metres, and representing the best level of provision of the assessed car parks.
- The assessed route to the PSA is considered to be **reasonably** safe at night, being largely well lit and populated, with the exception of the immediate routes from the car park.
- Convenient and safe accessible crossings are provided to highway crossings on the assessed route
- Existing footway condition on the assessed walking route is **fair**, with grade 1 commensurate with the wider city, but a higher proportion at grades 3 and 4, none is grade 5 (very poor):



Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>There is potential for residential development on the site, although this would be subject to the rights of access detailed below. There have been neighbouring residential schemes in recent years. There could also be potential to retain the ground floor car park, and develop apartments above.</p>
<p>What known site constraints are there?</p>	<p>The site is surrounded by a mixture of commercial premises (shops on Bootham) and residential property. Council properties and BBC have rights of access (part leased to BBC on a short term lease) through part of the car park which is adopted highway (runs through the middle of the site). Within a conservation area.</p>
<p>Could the site facilitate a smaller footprint multi storey?</p>	<p>No - The site is considered to be too constrained to facilitate a multi-storey car park.</p>
<p>What is the potential value of the site?</p>	<p>Between £1.5m and £2m (indicative value)</p>

Is there or has there been market interest in the site?	Not for the whole site. There has been interest from neighbouring developers for peripheral areas.
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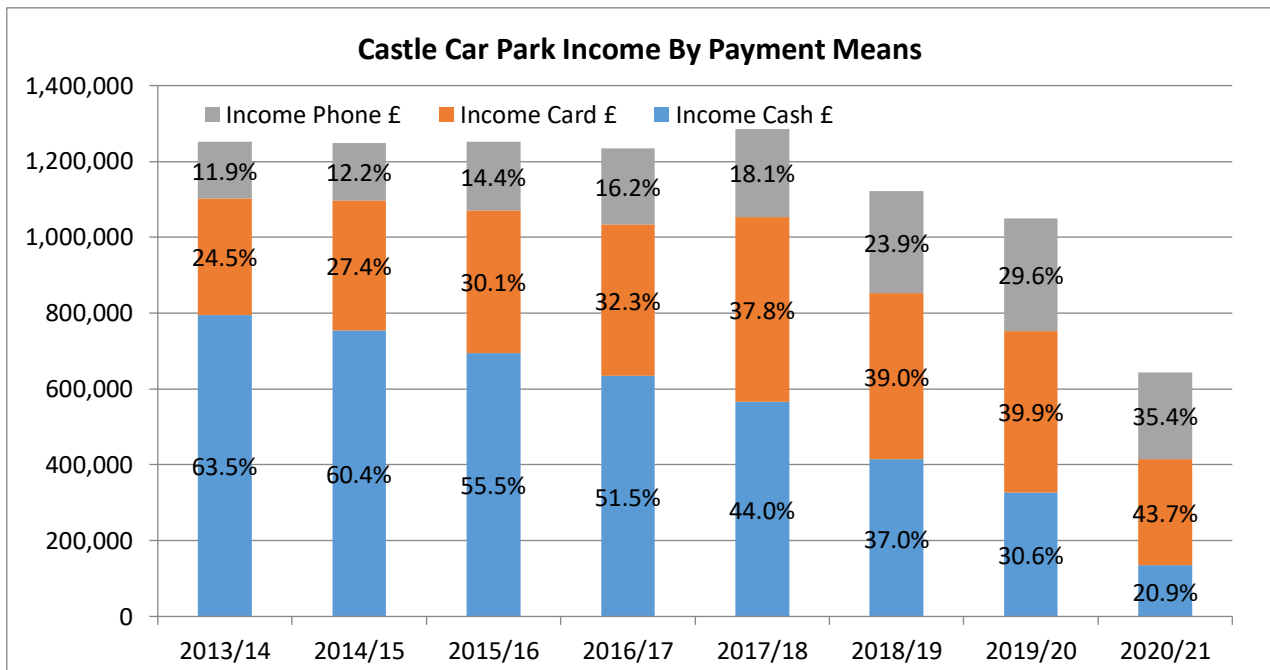
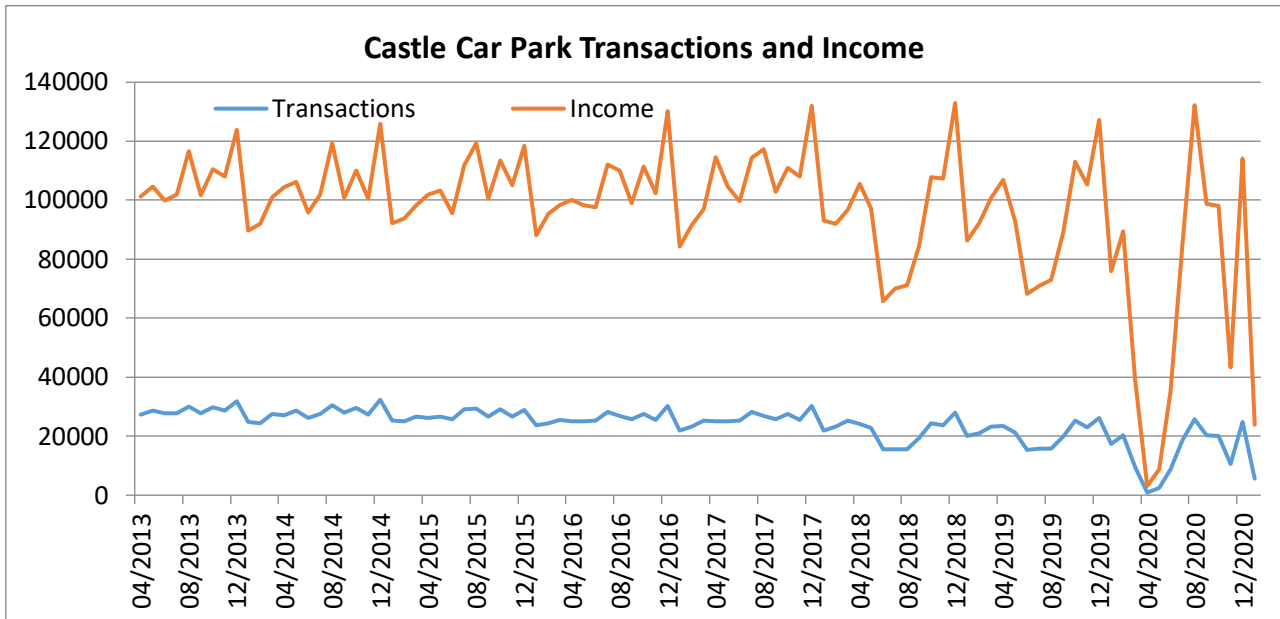
EV Charging:	
Number and type of EV charging spaces	6 fast charge
Date of installation or upgrade	Apr-21
Any planned future upgrades installation, including and timescales	Bootham Row has recently been upgraded - any further upgrades will be based on future demand
Usage	30 charging events per space per month
Revenue generation per space?	Gross £92 per space per month + standard parking revenue. Site Gross £6,624 per year. Forecast 20% increase per year.
<p>Bootham Row car park is on the network of city centre car parks providing overnight charging for residents without off street parking. The areas served are dense terraced streets. No on street charge points can be provided in these areas so provision for these residents is in long stay car parks. This car park serves Guildhall and Clifton wards - https://www.york.gov.uk/EVChargingStrategy</p>	

Car Park Profile:	Castle	
Postcode	YO1 9SA	
Location	<i>Off Tower Street, to the rear of Clifford's Tower in the city centre</i>	
Site Area (acres)	1.6	

General Information:

Total Number of Spaces	302
Standard Spaces	280
Disabled Bays	20
EV charging spaces	2
Car Club Spaces	0
Coach Spaces	0
Tier Bays	0
Motorcycle Spaces	0
Toilets	There are no toilets in Castle car park, but there are public toilets adjacent on Castle Walk, including an accessible toilet
Season Tickets Available	yes
Resident Contract Permit	no
Accreditation	yes
Operational Hours	24 hour
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card, RingGo
Evening Parking?	Yes – 6.00pm - 8.00pm £3.00 charge (or free with a minster badge)
Overnight parking	yes
Maximum Stay	no
Height restrictions	no

Parking Data:	
Annual revenue generated per car park	£1,624,000 per annum (2019/20)
Annual revenue per space	£5,100 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	No



Transport Information:

Is this car park outside of, or accessed from the inner ring road?

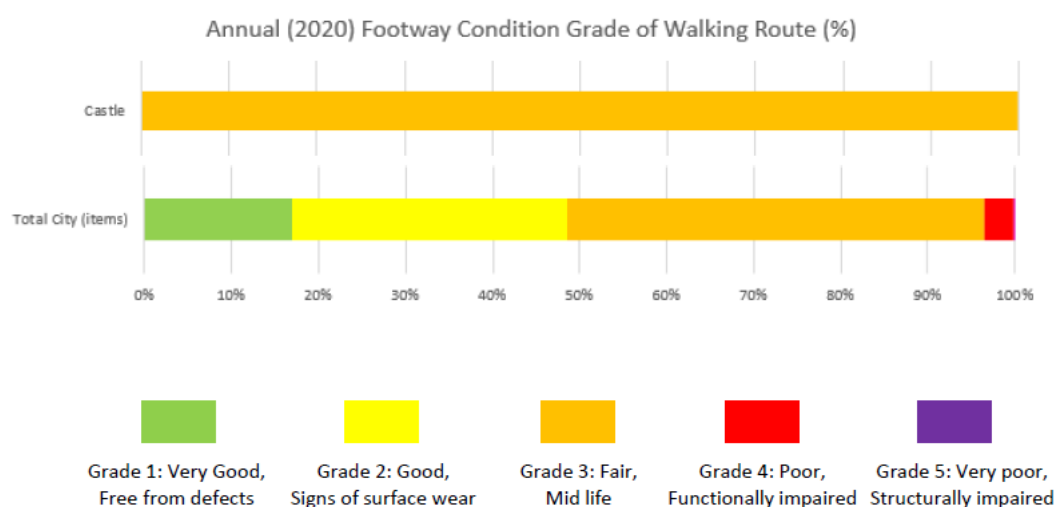
Yes

Castle car park is accessed off Tower Street to the rear of Cliffords Tower and gives good local access to the footstreets area and city centre amenities.

Current access for disabled users could be improved through surface conditions improvement and additional dropped kerb provision at key locations, improved accessible parking bay layout, and enhanced signage provision. All of the above noting that in the longer term the plans are to repurpose this space.

City Centre Access Route Assessment

- The carpark is located some 50 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the second closest car park to the PSA in the assessment.
- No existing seating facilities are provided to the assessed route.
- The assessed route to the PSA is considered to be **slightly unsafe** at night, an initial component being on the less well lit and populated Castlegate.
- Convenient and safe accessible crossings are provided to highway crossings on the assessed route
- Existing footway condition on the assessed walking route is **fair**, due to it being a very short route, all of the footway is graded as 3: Fair. None is grade 5 (very poor):



- Further work (including engagement with disabled users) could improve understanding of the quality of the routes, and help to define improvements in the short term, including through lived experience input.

Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>No, due to the heritage significance of the area, this site is unlikely to be developed out in its entirety. The Castle Gateway masterplan, approved by the Executive in 2018 identifies the site as an area of world class public realm and event space.</p>
<p>What known site constraints are there?</p>	<p>Bounded by Clifford's Tower, Castle Museum, Coppergate Shopping Centre and River Foss. In close proximity to flood zones from River Foss and Ouse.</p>
<p>Could the site facilitate a smaller footprint multi storey?</p>	<p>Unlikely to secure planning for a multi-storey car park due to the historical significance of the site.</p>
<p>What is the potential value of the site?</p>	<p>Less than £1.5m per acre</p>
<p>Is there or has there been market interest in the site?</p>	<p>No</p>

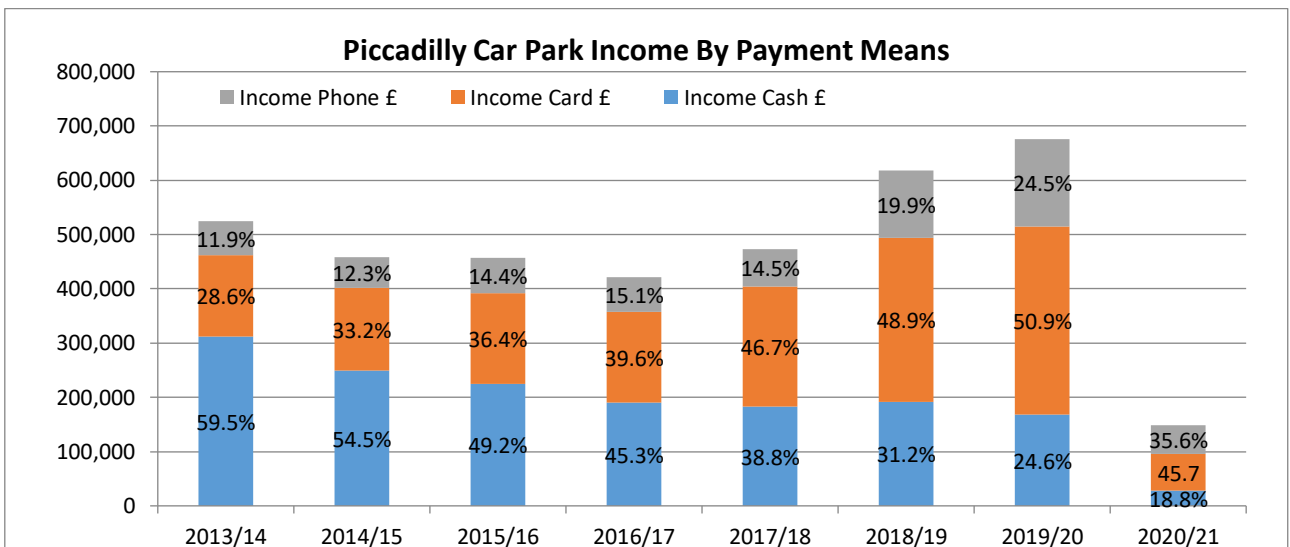
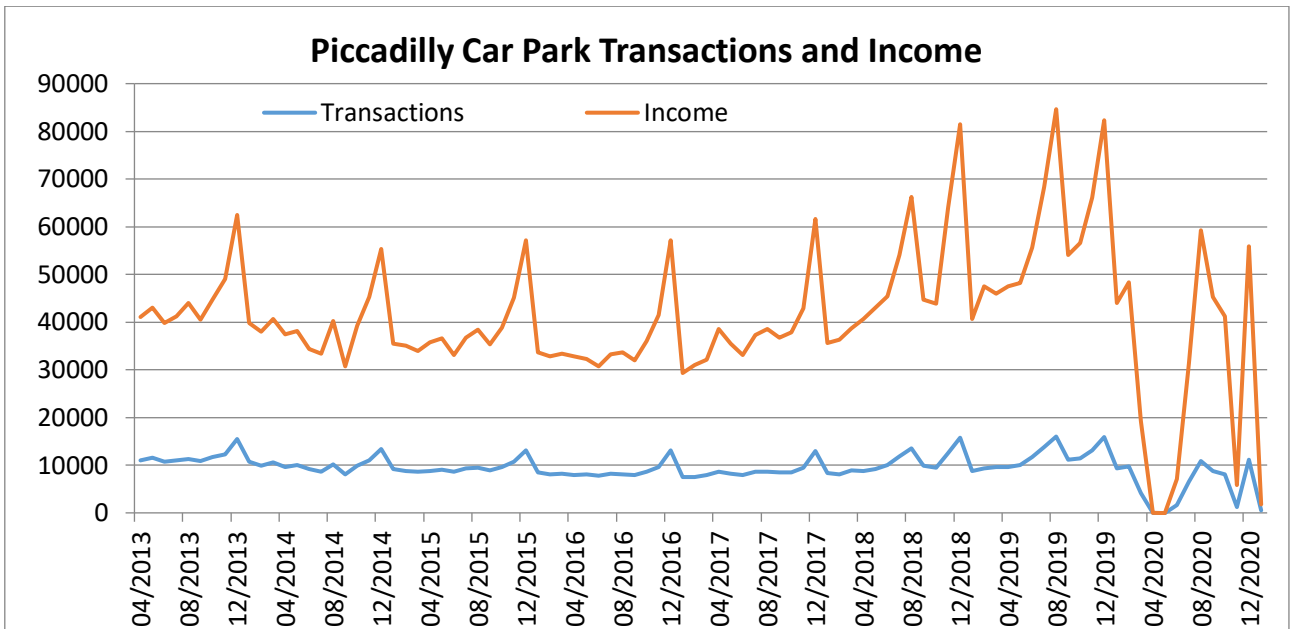
EV Charging:	
<p>Number and type of EV charging spaces</p>	<p>2 fast chargers</p>
<p>Date of installation or upgrade</p>	<p>2013</p>
<p>Any planned future upgrades installation, including and timescales</p>	<p>Due to the car park being identified for closure to facilitate the creation of new event space and public realm, there are no planned upgrades to the EV provision.</p>
<p>Usage</p>	<p>n/a</p>
<p>Revenue generation per space?</p>	<p>n/a</p>

Car Park Profile:	Coppergate Multi-Storey	
Postcode	YO1 9NX	
Location	<p><i>On Piccadilly in the city centre.</i></p> <p><i>Castle and St George's Field pars are in close proximity.</i></p>	
Site Area (acres)	1.1	

General Information:

Total Number of Spaces	276
Standard Spaces	248
Disabled Bays	18
EV charging spaces	10
Car Club Spaces	0
Coach Spaces	0
Tier Bays	0
Motorcycle Spaces	0
Toilets	Toilets are provided in the shopping centre
Season Tickets Available	yes
Resident Contract Permit	no
Accreditation	yes
Operational Hours	8.00am – 9.00pm
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Exit Cash, card and RingGo
Evening Parking	Up to 8.30pm as car park closes at 9pm 6.00pm to 8.00pm £3.00 (of free with a minster badge)
Overnight parking	Yes – but cars will be locked in

Maximum Stay	no
Height restrictions	yes
Parking Data:	
Annual revenue generated per car park	£682,000 per annum (2019/20)
Annual revenue per space	£2,900 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	Shopmobility have their own spaces leased from City of York Council
What investment or improvements would be needed to provide a high quality car park?	Cosmetic improvements required to improve quality of the car park. Improved LED lighting and CCTV also required. Increased LED lighting



Transport Information:

Is this car park outside of, or accessed from the inner ring road?

No

Coppergate multi-storey car park is built in to the Coppergate Shopping centre, accessed from Piccadilly. It is surrounded by predominantly commercial uses with some residential in the area.

The car park is in the city centre in close proximity to the main footstreet area, as well as a number of cultural attractions including Castle Museum, Clifford's Tower, the Jorvik Viking Centre and Fairfax House.

Due to its location in the city centre and close proximity to a range of destinations, the Coppergate carpark is well placed to provide disabled access in to the city centre. However, current access routes from the car park do require improvement to enable more people to use this car park, particularly those with mobility issues. The improvements identified include increasing the provision of dropped kerbs, additional seating on the routes in to the city centre (Piccadilly and Coppergate). As the car park is a multi-storey, without ground floor parking, those with mobility issues are reliant on the lift for access.

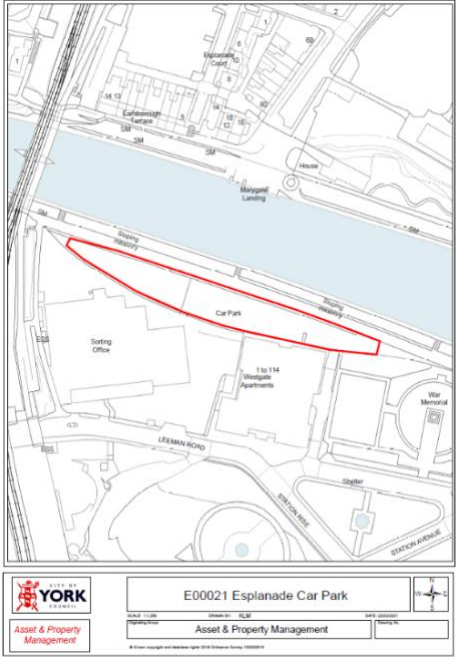
City Centre Access Route Assessment

- The carpark is located within the Primary Shopping Area - the closest to the PSA across the assessed car parks.
- Existing seating facilities were not assessed, since the car park is within the PSA.
- The safety of the location was not assessed, since the car park is within the PSA.
- Highway crossings were not assessed, since the car park is within the PSA.
- Existing footway condition was not assessed, since the car park is within the PSA
- Further work (including engagement with disabled users) will improve understanding of the quality of the location, and help to define improvements, including through lived experience input.

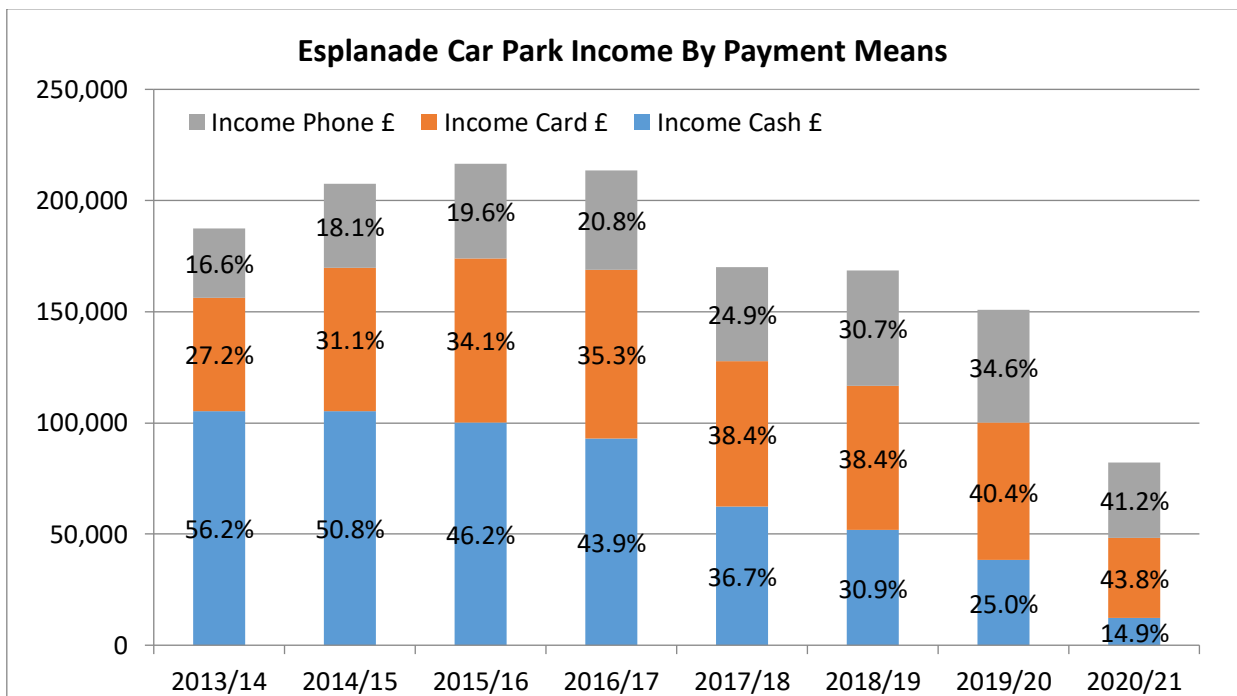
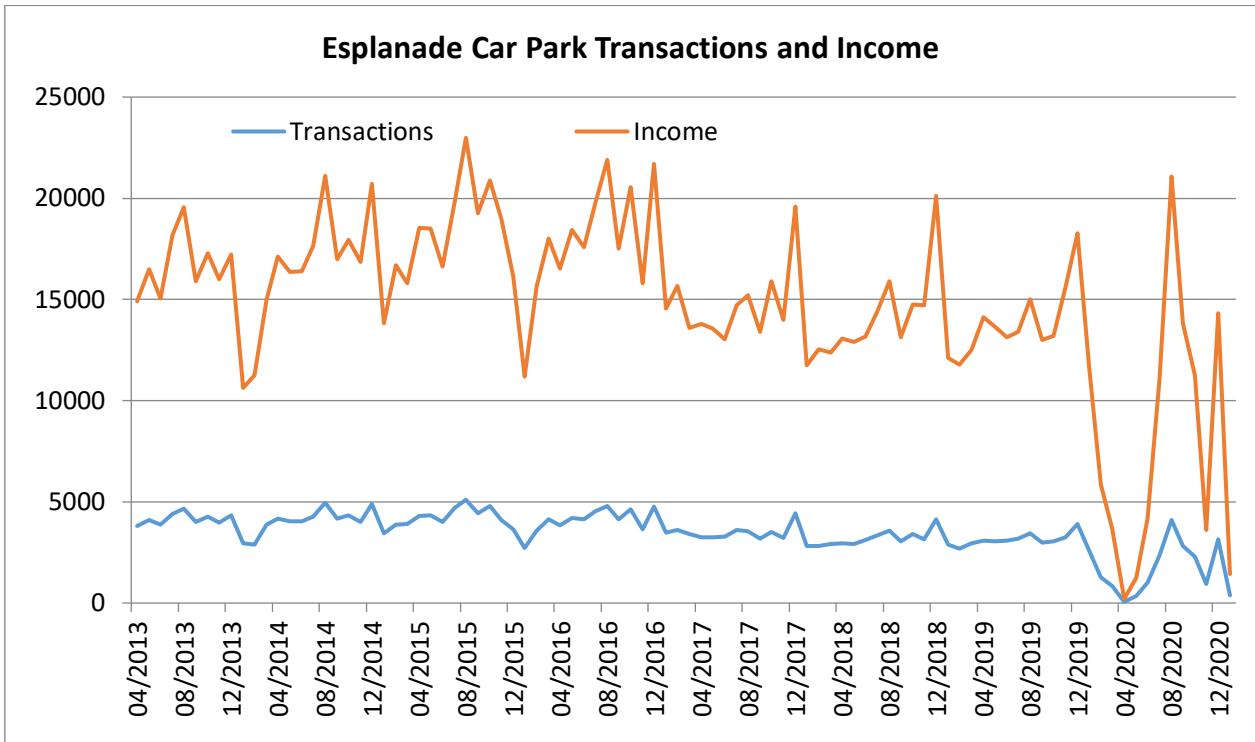
Property Information:

<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>This car park does have the potential for development, however due to it being physically located within the Coppergate Centre, incorporating both built forms would need to be considered, requiring a holistic scheme.</p>
<p>What known site constraints are there?</p>	<p>This car park is integral to the Coppergate Centre. The Council's lease is limited to that of the car park, so future development would be tied to the commercial lease arrangements of the Coppergate Centre. The car park is located on the edge of the River Foss.</p>
<p>Could the site facilitate a smaller footprint multi storey?</p>	<p>Yes - The site could facilitate a smaller footprint multi storey, subject to the development of a wider scheme that incorporated the Coppergate Centre. This would be subject to planning approval.</p>
<p>What is the potential value of the site?</p>	<p>As the council is a leaseholder for the property, there is no land value to the council.</p>
<p>Is there or has there been market interest in the site?</p>	<p>There has been interest in people looking to invest in the Coppergate Centre.</p>

EV Charging:	
Number and type of EV charging spaces	None - Coppergate car park is not currently part of the city's strategy for the provision of EV charging.
Date of installation or upgrade	n/a
Any planned future upgrades installation, including and timescales	No
Usage	n/a
Revenue generation per space?	n/a

Car Park Profile:	Esplanade	
Postcode	YO26 4ZP	
Location	<i>West Esplanade, within 10 mins walking distance of city centre</i>	
Site Area (acres)	0.7	
General Information:		
Total Number of Spaces	80	
Standard Spaces	75	
Disabled Bays	5	
EV charging spaces	0	
Car Club Spaces	0	
Coach Spaces	0	
Tier Bays	0	
Motorcycle Spaces	0	
Toilets	There are no toilets in Esplanade car park	
Season Tickets Available	yes	
Resident Contract Permit	no	
Accreditation	yes	
Operational Hours	24 hours	
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card, RingGo	
Evening Parking?	yes - after 6.00pm £3.00 charge (or free with a minster badge)	
Overnight parking	yes	
Maximum Stay	no	
Height restrictions	yes	

Parking Data:	
Annual revenue generated per car park	£153,000 per annum (2019/20)
Annual revenue per space	£2,200 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	Yes – Some used by City of York Council



Transport Information:

Is this car park outside of, or accessed from the inner ring road?

Yes

Esplanade car park is accessed from Station Rise/ Leeman Road via a short unadopted stretch of highway adjacent to Westgate Apartments and the riverside War Memorial Garden.

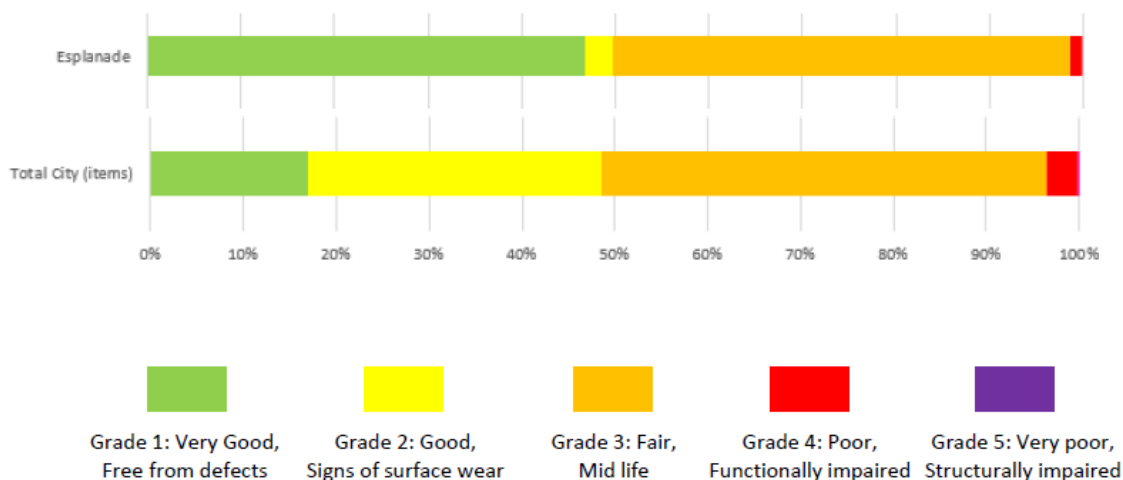
The car park is well located for access to the riverside, memorial gardens and Scarborough Bridge, though is a little distant from the core city centre and its facilities and amenities.

Current access for disabled users could be improved by improving access to the car park by removing steps, creating access routes to surrounding footway network, and providing seating to routes to the city centre. Although the car park does not have toilets, there are accessible public facilities at the rail station (accepting this requires travelling away from the city centre), and Rougier Street.

City Centre Access Route Assessment

- The carpark is located some 450 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – middling in terms of proximity to the PSA across the assessed car parks.
- 4 existing seating facilities are provided to the assessed route, representing a theoretical 112m on average per seating facility – toward the middle of the assessed suite of car parks
- The assessed route to the PSA is considered to be **reasonably safe** at night, the majority of the route being well lit and populated beyond the initial link to Station Rise.
- Convenient and safe accessible crossings are provided to highway crossings on the assessed route
- Existing footway condition on the assessed walking route is **good**, with almost half being grade 1: Very Good, and half Grade 3: Fair. None is grade 5 (very poor):

Annual (2020) Footway Condition Grade of Walking Route (%)



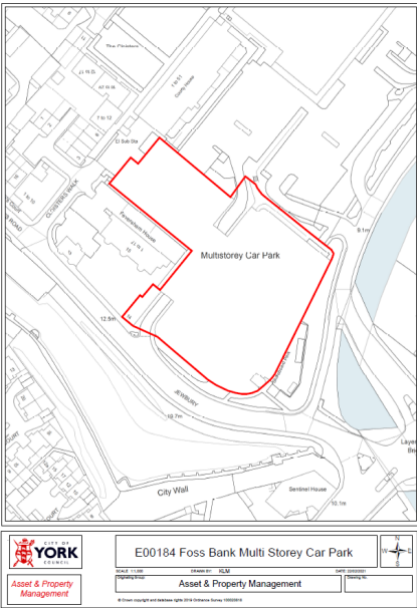
- Further work (including engagement with disabled users) will improve understanding of the quality of the routes, and help to define improvements, including through lived experience input.

Property Information:

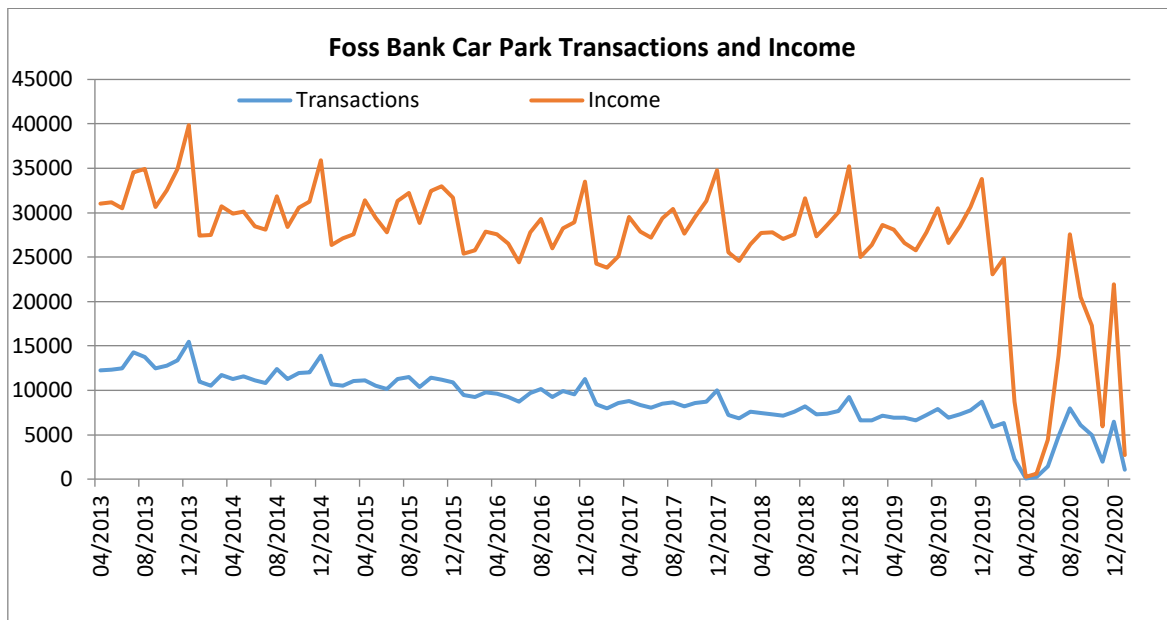
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>This site does have development potential if it formed part of a wider proposal with any future plans for the Royal Mail site.</p> <p>However, this site has a number of site constraints as identified below.</p>
<p>What known site constraints are there?</p>	<p>Car park is within the active flood plain and not protected by flood defences. Positioned between river and Royal Mail buildings. Royal Mail have a right of way across the site. Long and narrow site. Within Conservation Area. Presence of Westgate apartments would necessitate in rights of light being reserved in any development on this site prohibiting comprehensive development of such. However, if the neighbouring Royal Mail site was redeveloped, this could form part of a wider scheme.</p>

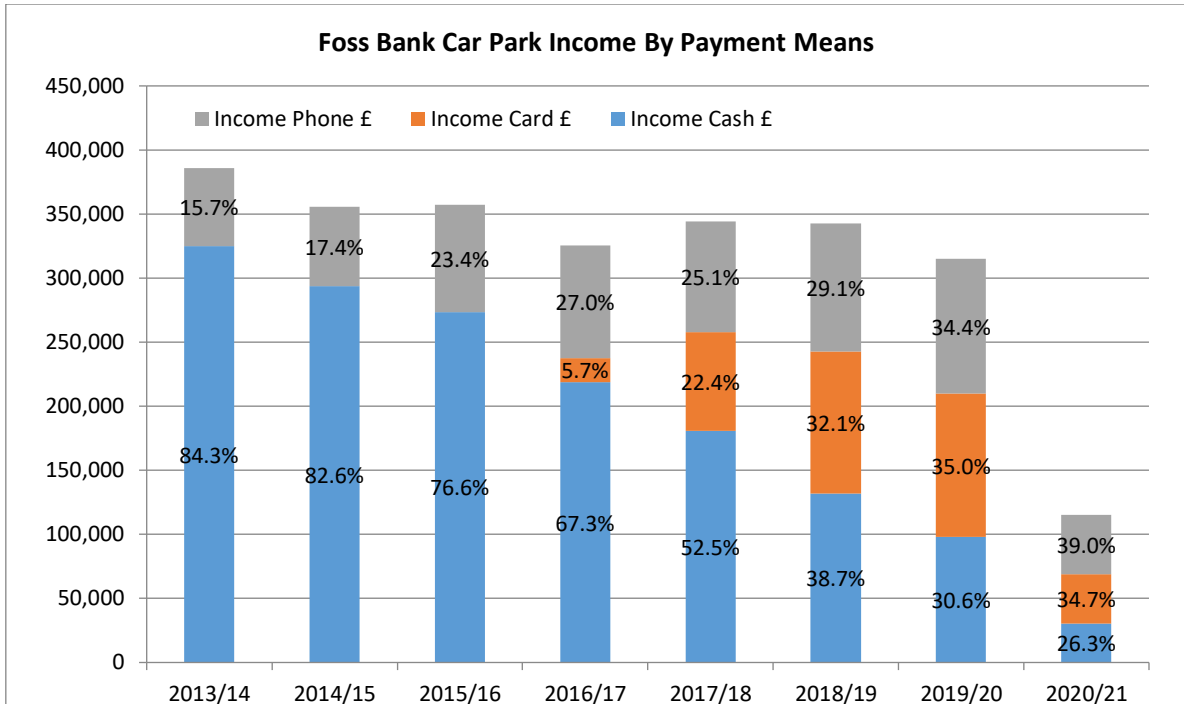
Could the site facilitate a smaller footprint multi storey?	No – given the site constraints above
What is the potential value of the site?	Less than £1.5m per acre (indicative value)
Is there or has there been market interest in the site?	No

EV Charging:	
Number and type of EV charging spaces	There are no EV charge points located in Esplanade car park.
Date of installation or upgrade	n/a
Any planned future upgrades installation, including and timescales	n/a
Usage	n/a
Revenue generation per space?	n/a

Car Park Profile:	Fossbank Multi-Storey	
Postcode	YO31 7PL	
Location	<i>At the junction of Foss Bank and Jewbury, within 10 mins walking distance of the city centre</i>	
Site Area (acres)	1.7	
General Information:		
Total Number of Spaces	320	
Standard Spaces	316	
Disabled Bays	4	
EV charging spaces	0	
Car Club Spaces	0	
Coach Spaces	0	
Tier Bays	0	
Motorcycle Spaces	1	
Toilets	There are no toilets in Foss Bank car park	
Season Tickets Available	yes	
Resident Contract Permit	no	
Accreditation	yes	
Operational Hours	8.00am - 8.00pm	
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card, RingGo	
Evening Parking?	Until 8.00pm £3.00 charge (or free with a minster badge)	
Overnight parking	Yes – but key fob required to access after 8pm	
Maximum Stay	yes	
Height restrictions	yes	

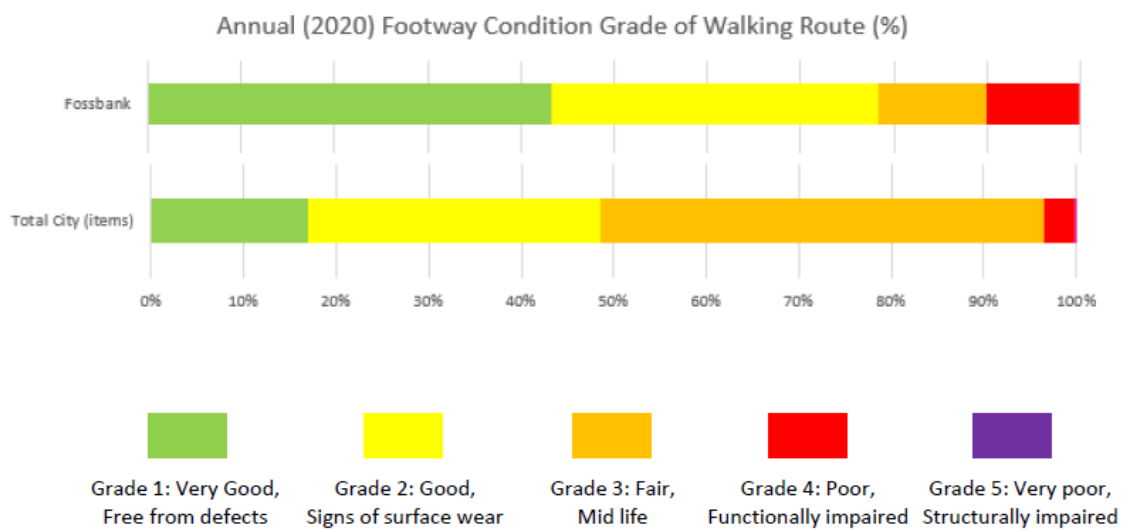
Parking Data:	
Annual revenue generated per car park	£320,000 per annum (2019/20)
Annual revenue per space	£1,100 per space (Q2 2019/20)
% revenue generation per payment method: Cash, card, ringo	See graphs below (2013-2021)
Are any of the spaces long term let to businesses?	Yes
What investment or improvements would be need to provide a high quality car park?	Pay & Exit, cosmetic improvements to improve quality of setting, improved LED lighting and provision of more extensive CCTV.





Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p>Foss Bank Multi-Storey car park is accessed directly from the Inner Ring Road at the junction of Foss Bank & Jewbury.</p> <p>The car park is quite peripheral, and severed from the footstreets core, but provides access into the minster quarter and independent retail via Goodramgate.</p> <p>Access for disabled users from Fossbank is extremely challenging. Provision of benches on the route into the city centre would have some beneficial impact.</p> <p>City Centre Access Route Assessment</p> <ul style="list-style-type: none"> The carpark is located some 380 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – middling in terms of accessing the PSA across the assessed car parks. 	

- No existing seating facilities are currently provided to the assessed route.
- The assessed route to the PSA is considered to be **reasonably safe** at night, the route being well lit but initial elements to the Inner Ring Road less well populated by pedestrians than other parts of the City.
- Convenient and safe accessible crossings are provided to highway crossings on the assessed route
- Existing footway condition on the assessed walking route is **good**, with a significant proportion being grade 1: Very Good or 2: Good, and less than average at grades 3 or 4. None is grade 5 (very poor):




- Further work (including engagement with disabled users) could improve understanding of the quality of the routes, and help to define improvements, including through lived experience input.

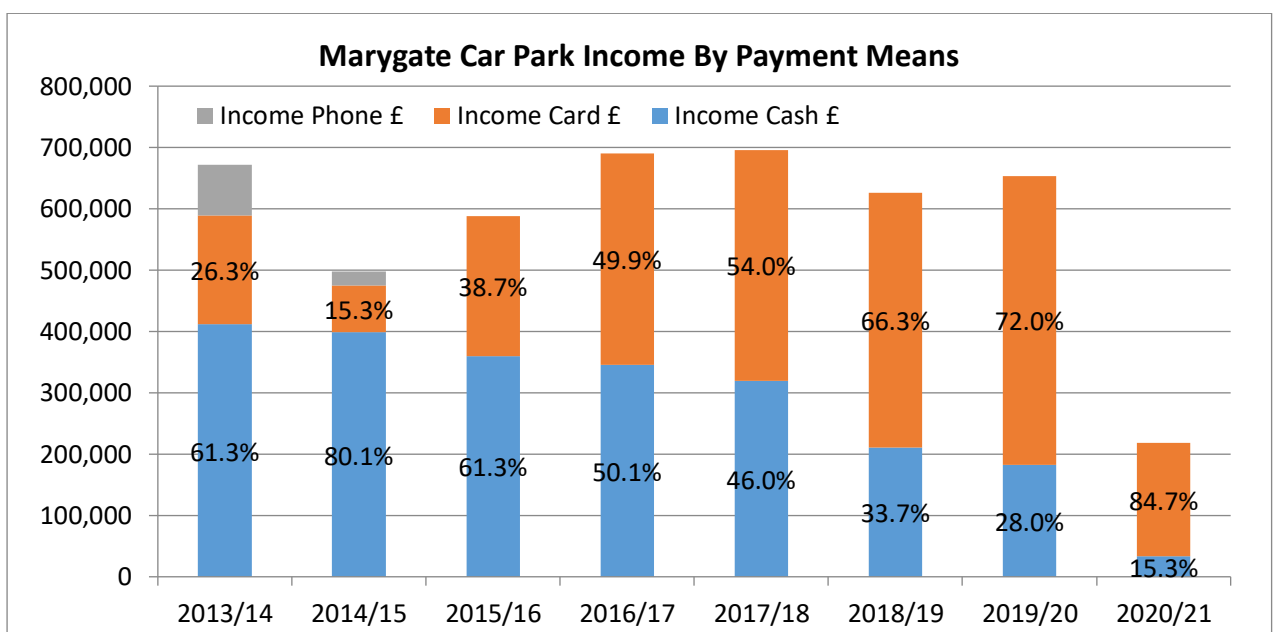
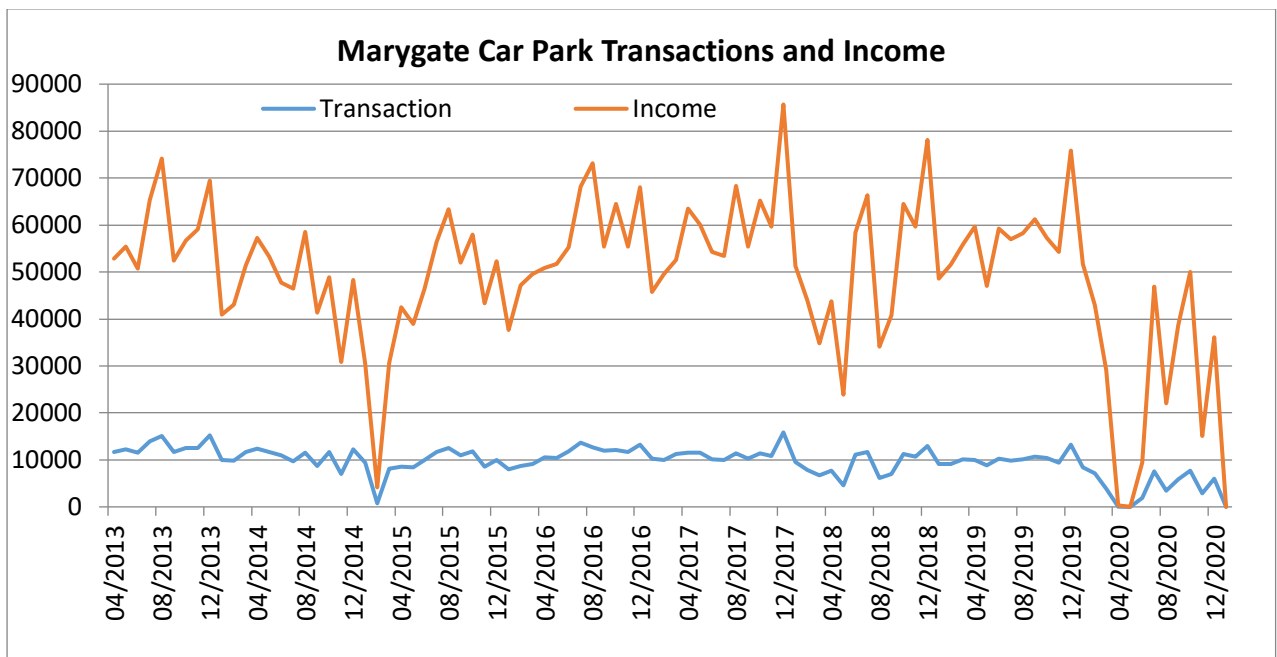
Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Yes – this site has development potential. The site would be suitable for residential or commercial. The scale of scheme could depend on the neighbouring sites and any proposals coming forward.</p>

What known site constraints are there?	CYC has a long leasehold interest only limited to the use of the car park so we ourselves cannot redevelop. Adjoins Sainsbury's site. Built on a Jewish burial ground.
Could the site facilitate a smaller footprint multi storey?	This car park is already a multi storey.
What is the potential value of the site?	As noted above, we do not have an unencumbered freehold to the site which would allow the Council to dispose.
Is there or has there been market interest in the site?	Yes

EV Charging:	
Number and type of EV charging spaces	There are no public use EV charge points located in Fossbank car park. There are 4 fast chargers for City of York Council Fleet only.
Date of installation or upgrade	n/a
Any planned future upgrades installation, including and timescales	n/a
Usage	n/a
Revenue generation per space?	n/a

Car Park Profile:	Marygate	 <p>The map shows the car park area outlined in red, situated between Frederic Street to the west and Bootham Row to the east. It is located in the Marygate area of York, near the city centre.</p>
Postcode	YO30 7DT	
Location	Frederic Street, off Marygate, within 10 mins walking distance of the city centre. Bootham Row car park is in close proximity.	
Site Area (acres)	2.3	
General Information:		
Total Number of Spaces	339	
Standard Spaces	312	
Disabled Bays	11	
EV charging spaces	16	
Car Club Spaces	0	
Coach Spaces	0	
Tier Bays	1	
Motorcycle Spaces	0	
Toilets	None	
Season Tickets Available	yes	
Resident Contract Permit	yes	
Accreditation	yes	
Operational Hours	24 hours	
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Exit Cash, card, RinGo	
Evening Parking	yes - 6.00pm to 8.00pm £3.00 (or free with a minster badge)	
Overnight parking	yes	
Maximum Stay	no	
Height restrictions	yes	

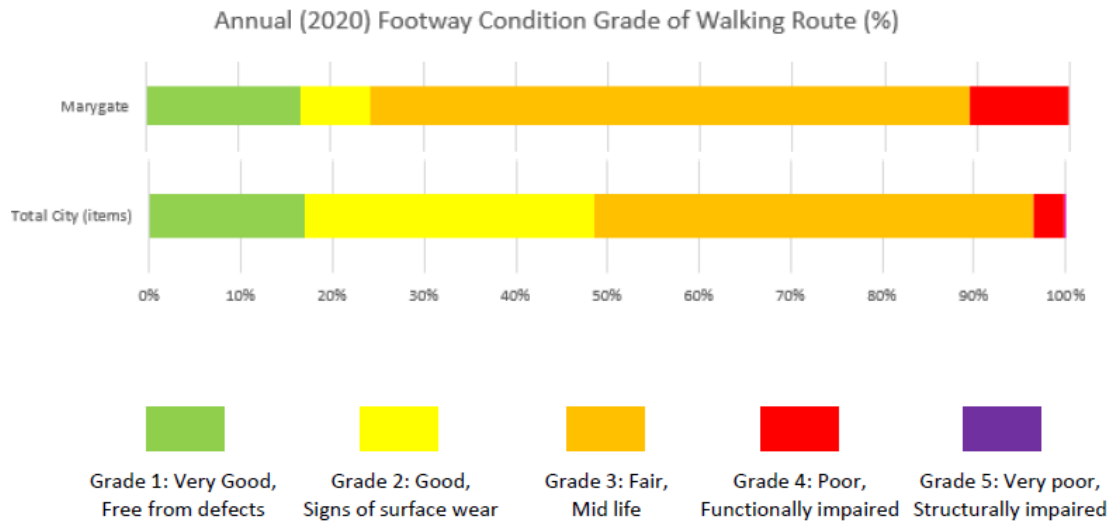
Parking Data:	
Annual revenue generated per car park	£654,000 per annum (2019/20)
Annual revenue per space	£2,000 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	No
What investment or improvements would be needed to provide a high quality car park?	Increased LED lighting and pedestrian permeability



Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p>Marygate car park is surrounded by mainly residential development, with access to the car park being via a narrow residential street.</p> <p>The car park is well located for access to Museum Gardens, the riverside and on to the city centre. The car park is also well located to access Scarborough bridge, the Railway Station beyond, and the forthcoming York Central development.</p> <p>Marygate car park is too remote from the city centre to be a primary car park for disabled access to the city centre. However, recent improvements to the car park layout and surfacing provide a good quality accessible parking for those for whom distance is less of an issue.</p> <p>Current access from the car park does require improvement to enable more people to use this car park, particularly those with mobility issues. The improvements identified include increasing the provision of dropped kerbs, additional seating on the route in to the city centre, and better pedestrian permeability out of the car park.</p> <p>Marygate car park does not have toilets. The nearest toilets would be the train station, or the public toilets on St Leonard's Place.</p> <p>City Centre Access Assessment</p> <ul style="list-style-type: none"> • The carpark is located some 750 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the most distant car park to the PSA in the assessment. More direct routes along the riverside and through Museum Gardens would reduce this to 463m, making it one of the more proximate car parks in the assessment, though these routes are not accessible to all users and at all times of the day and year. • 7 existing seating facilities are provided to the assessed route, averaging 1 per 107 linear metres, and representing a reasonable level of theoretical provision when assessed relatively across the suite of car parks. • The assessed route to the PSA is considered to be slightly unsafe at night, a large portion being on the less well lit and 	

populated Marygate, though the rest is largely well lit and populated.

- Convenient and safe accessible crossings are provided to highway crossings on the assessed route
- Existing footway condition on the assessed walking route is **fair**, with the proportion at grade 1 commensurate with the wider city, but a higher proportion at grades 3 and 4. None is grade 5 (very poor):



- Further work (including engagement with disabled users) will improve understanding of the quality of the routes, and help to define improvements, including through lived experience input.

Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Prime residential development site. Given the size of the site a scheme could incorporate part green space, shop mobility and facilities. Given proximity of York St Johns, would likely appeal to developers of student accommodation. Other commercial uses could be accommodated but unlikely to attain the values of residential development.</p>

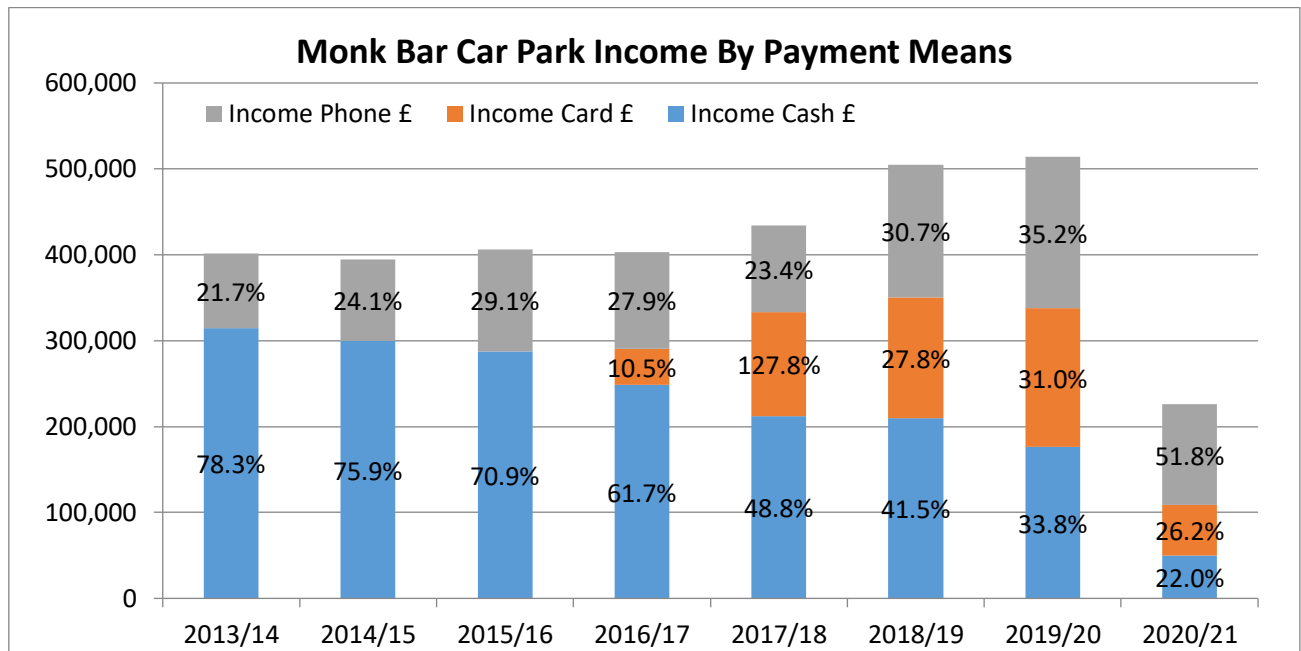
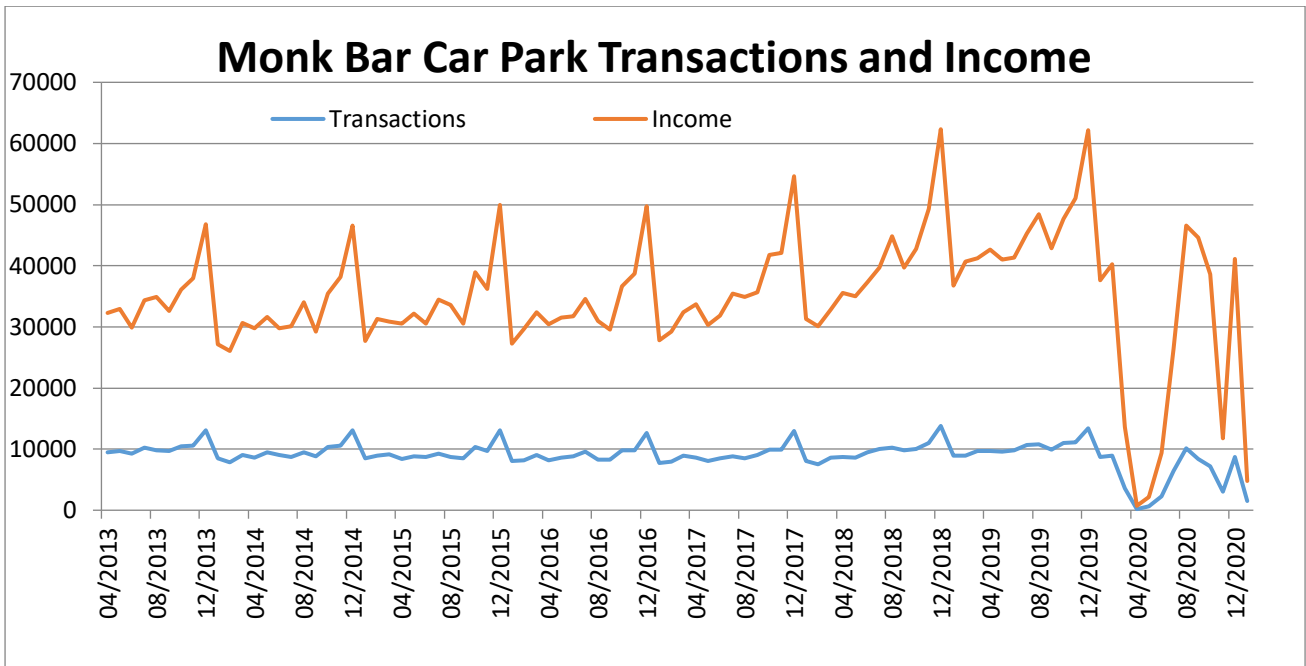
What known site constraints are there?	Car park is within flood zone 2/3. In close proximity to the train line which runs along the back of the site. Within a residential area - buildings to three sides, differing heights/scale of property. Other nearby streets are restricted residents permit parking. Used by Shoppers, tourists (day and night) - theatre goers. The largest CYC city centre car park. High value residential area. The site is in a Conservation area.
Could the site facilitate a smaller footprint multi storey?	Yes - The site could facilitate a smaller footprint multi storey. This would be subject to planning approval.
What is the potential value of the site?	Between £1.5m and £2.5m (indicative value)
Is there or has there been market interest in the site?	Not in recent times.

EV Charging:	
Number and type of EV charging spaces	18 fast charge
Date of installation or upgrade	Summer-21
Any planned future upgrades installation, including and timescales	Marygate has recently been upgraded - any further upgrades will be based on future demand
Usage	This is a new site - usage information is not yet available.
Revenue generation per space?	Forecast revenue is Gross £92 per Fast space per month + standard parking revenue. Site Gross £19,872 per year. Forecast 20% increase per year.
<p>Marygate car park is one of the network of city centre car parks providing overnight charging for residents without off street parking. The areas served are dense terraced streets. No on street charge points can be provided in these areas so provision for these residents is in long stay car parks. This car park serves Guildhall, Clifton, Holgate and Micklegate wards - https://www.york.gov.uk/EVChargingStrategy</p>	

Car Park Profile:	Monk Bar	
Postcode	YO31 7QR	
Location	<p><i>St John's Street, off Lord Mayor's Walk, close to Monk Bar</i></p> <p><i>Foss Bank and Union Terrace car parks are in close proximity..</i></p>	
Site Area (acres)	1.5	

General Information:	
Total Number of Spaces	214
Standard Spaces	194
Disabled Bays	8
EV charging spaces	12
Car Club Spaces	0
Coach Spaces	0
Tier Bays	0
Motorcycle Spaces	1
Toilets	There are no toilets Monk Bar car park.
Season Tickets Available	yes
Resident Contract Permit	yes
Accreditation	yes
Operational Hours	24 hours
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card & RingGo
Evening Parking?	yes - after 6.00pm £3.00 charge (or free with a minster badge)
Overnight parking	yes
Maximum Stay	no
Height restrictions	yes

Parking Data:	
Annual revenue generated per car park	£522,000 per annum (2019/20)
Annual revenue per space	£2,200 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	No
What investment or improvements would be needed to provide a high quality car park?	Pay & Exit, resurfacing and re-lining of bays, Increased LED lighting



Transport Information:

Is this car park outside of, or accessed from the inner ring road?

Yes

Monk Bar car park is located off Lord Mayor's Walk, with vehicular access via a narrow route through a residential area.

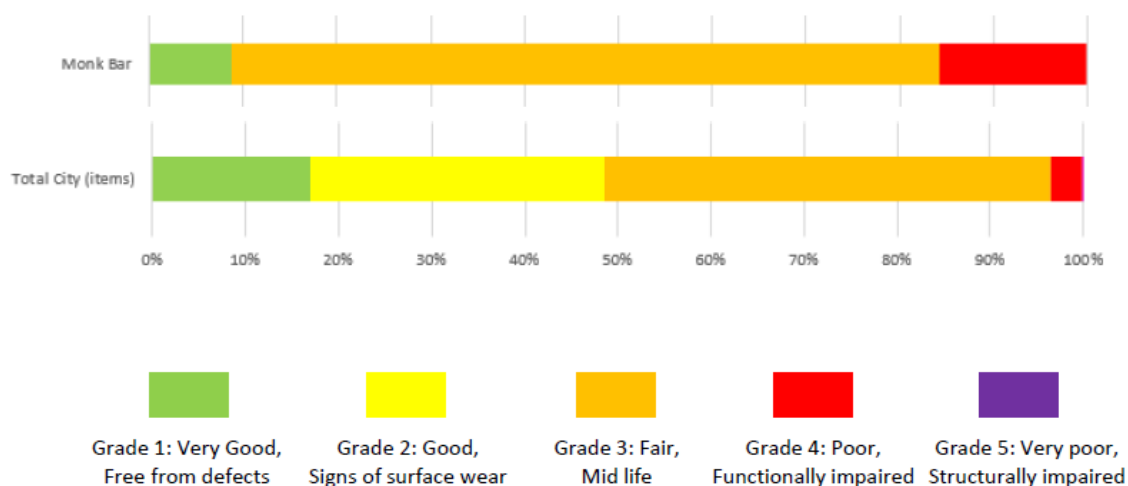
Monk bar car park is located just outside the inner ring road to the north of the city centre. The car park is a short distance from the edge of the footstreets.

The pedestrian route from the car park requires improvement to be more accessible. This includes seating for rest points, widening of pedestrian access and the route, removing barriers in the route and providing additional drop kerbs. Improvements along Monkgate and Goodramgate would also be required to ensure a fully accessible route through to the footstreets.

City Centre Access Route Assessment

- The carpark is located some 300 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the third closest to the PSA across the assessed car parks.
- No existing seating facilities are currently provided to the assessed route.
- The assessed route to the PSA is considered to be **reasonably safe** at night, the majority of the route being well lit and populated, with the exception of very initial links to the inner ring road.
- Convenient and safe accessible crossings are provided to highway crossings on the assessed route
- Existing footway condition on the assessed walking route is **reasonably fair**, with the majority rated at grade 3: Fair, and a higher proportion than average (around 16%) at grade 4: Poor. None is grade 5 (very poor):

Annual (2020) Footway Condition Grade of Walking Route (%)

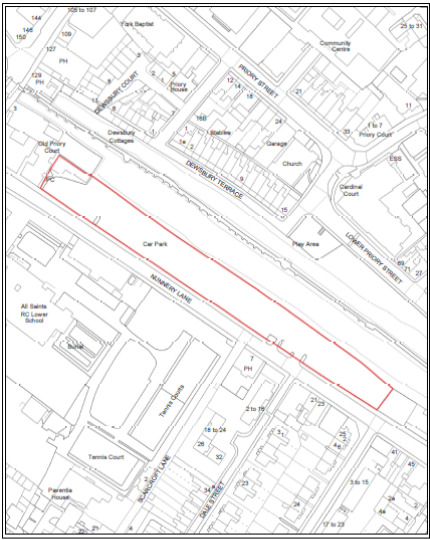
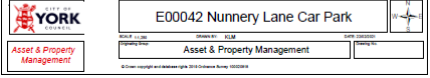


- Further work (including engagement with disabled users) will improve understanding of the quality of the routes, and help to define improvements, including through lived experience input.

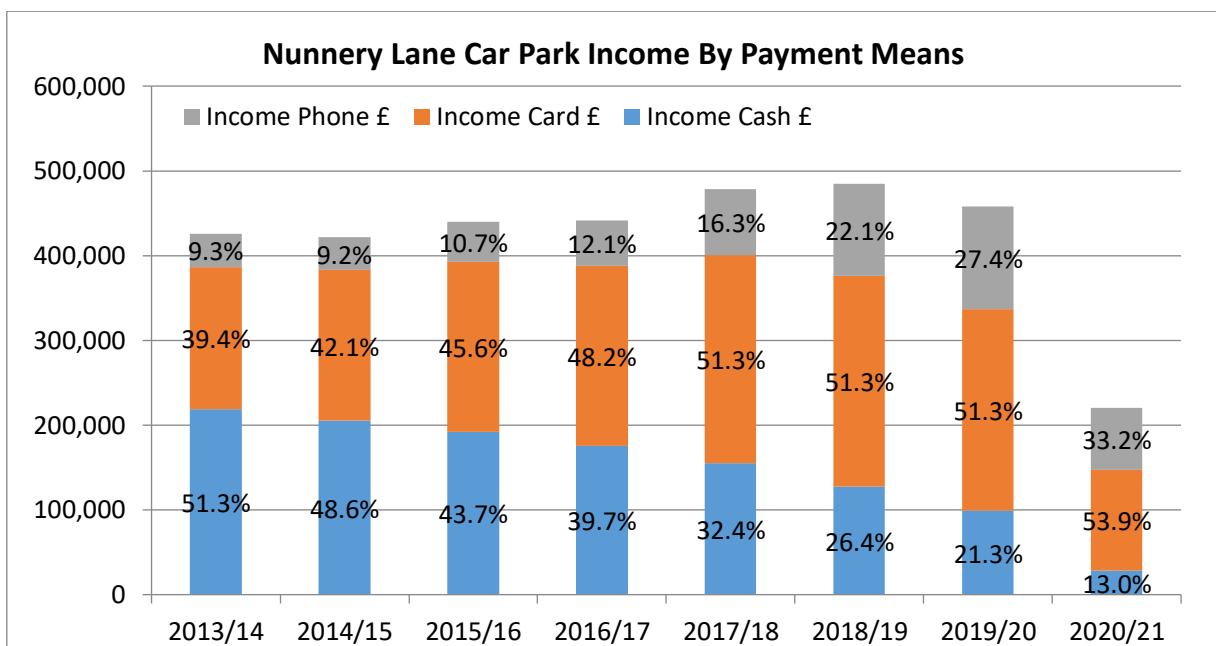
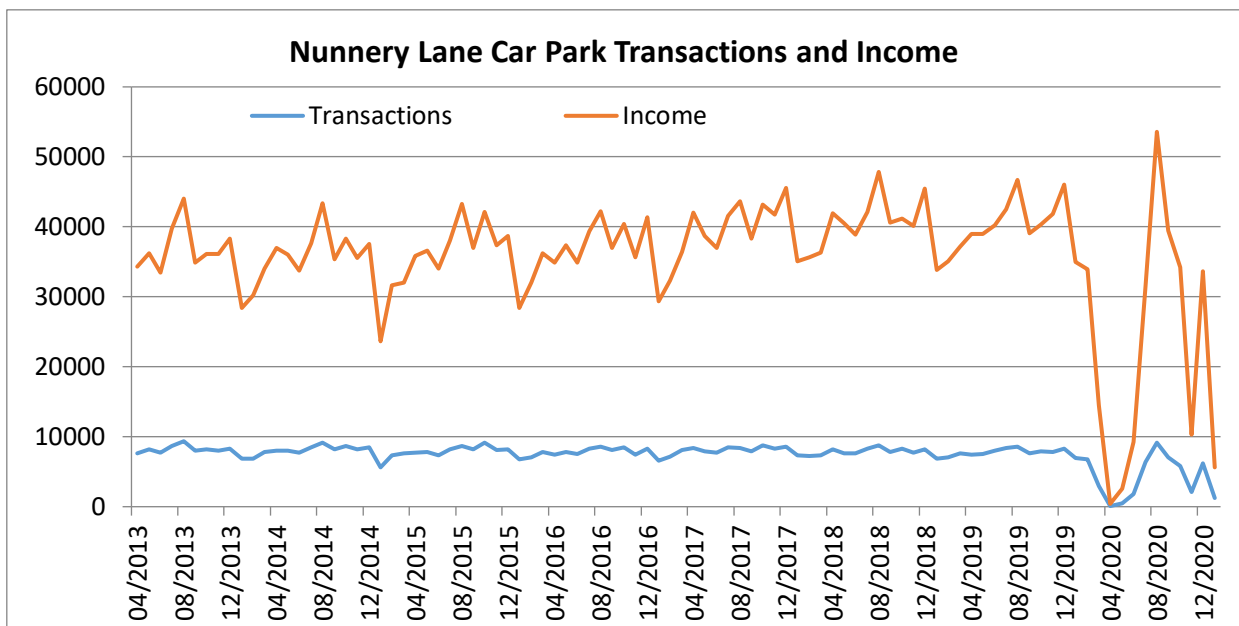
Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Yes, this site has development potential, particularly residential as it is mostly surrounded by residential uses currently.</p> <p>Given close proximity of York St Johns, this site would also likely appeal to developers of student accommodation.</p> <p>Adjacent Government uses could potentially be brought into a larger scheme but the presence of St Wilfrid's primary school would possibly limit this and have to be taken into account. The area was formerly residential but was cleared as part of slum clearance.</p>
<p>What known site constraints are there?</p>	<p>Accessed via John Street, a narrow residential road. Residential property to two sides. Former slum clearance site. Primary School, DWP building and NHS health centre adjacent. Edge of Conservation Area.</p>
<p>Could the site facilitate a smaller footprint multi storey?</p>	<p>Potentially – although would require further investigation given tight access constraints and</p>

	proximity of other buildings. This would also be subject to planning approval.
What is the potential value of the site?	Between £1.5m and £1.5m per acre (indicative value)
Is there or has there been market interest in the site?	No

EV Charging:	
Number and type of EV charging spaces	12 fast charge
Date of installation or upgrade	Installed Autumn 2021
Any planned future upgrades installation, including and timescales	Installation currently in process, any future upgrades based on demand
Usage	Information is not yet available.
Revenue generation per space?	Forecast revenue is Gross £92 per Fast space per month + standard parking revenue. Site Gross £13,248 per year. Forecast 20% increase per year.
<p>This car park is one of the network of City centre car parks providing overnight charging for residents without off street parking. The areas served are dense terraced streets. No on-street charge points can be provided in these areas so provision for these residents is in long stay car parks. This car park serves Guildhall, Heworth and Clifton wards - https://www.york.gov.uk/EVChargingStrategy</p>	

Car Park Profile:	Nunnery Lane		
Postcode	YO23 1AA		
Location	<i>On Nunnery Lane, close to its junction with Blossom Street and Micklegate Bar.</i>		
Site Area (acres)	1.2		
General Information:			
Total Number of Spaces	171		
Standard Spaces	139		
Disabled Bays	12		
EV charging spaces	20		
Car Club Spaces	12		
Coach Spaces	0		
Tier Bays	1		
Motorcycle Spaces	3		
Toilets	There are toilets in Nunnery Lane car park, including an accessible toilet		
Season Tickets Available	yes		
Resident Contract Permit	yes		
Accreditation	yes		
Operational Hours	24 hours		
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card & RingGo		
Evening Parking?	yes - after 6.00pm £3.00 charge (or free with a minster badge)		
Overnight parking	yes		
Maximum Stay	no		
Height restrictions	yes		

Parking Data:	
Annual revenue generated per car park	£464,000 per annum (2019/20)
Annual revenue per space	£2,700 per space (Q2 2019/20)
Are any of the spaces long term let to businesses?	Yes – to City Car Club
What investment or improvements would be needed to provide a high quality car park?	Pay & Exit, re-lining and re-configuration of bays e.g. herringbone design to improve vehicle access, Increased LED lighting



Transport Information:

Is this car park outside of, or accessed from the inner ring road?

Yes

Nunnery Lane car park just inside the inner ring road, accessed of Nunnery Lane.

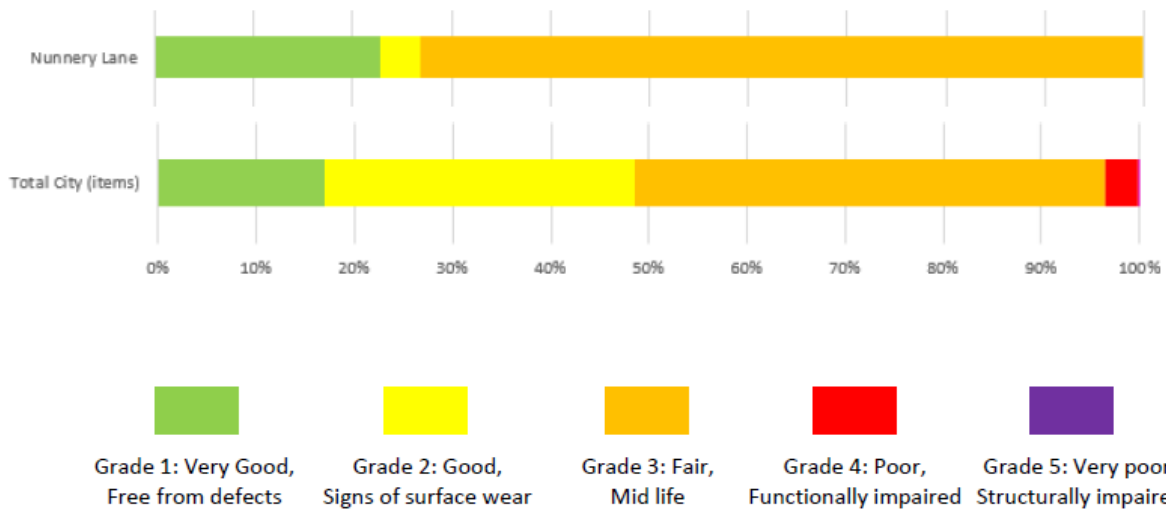
The car park is well located for access to commercial uses and services on Micklegate and Blossom Street, but is some distance from the core city centre, and the Micklegate route has a significant incline.

The topography of Micklegate will render the car park less useful as a hub for accessing the city centre for some disabled users. Additional seating on the route to the city could provide rest points. The car park has toilets, including an accessible toilet, but provision could be improved further.

City Centre Access Route Assessment

- The carpark is located some 650 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the second most distant from the PSA across the assessed car parks.
- 1 existing seating facility is currently provided to the assessed route - a low level of provision.
- The assessed route to the PSA is considered to be **reasonably safe** at night, the majority of the route being well lit and populated. The topography of the route is adverse to some user groups.
- Convenient and safe accessible crossings are provided to highway crossings on the assessed route
- Existing footway condition on the assessed walking route is **fair**, with the majority rated at grade 3: Fair, and a higher proportion than average at grade 1: Very Good. None is grade 5 (very poor):

Annual (2020) Footway Condition Grade of Walking Route (%)



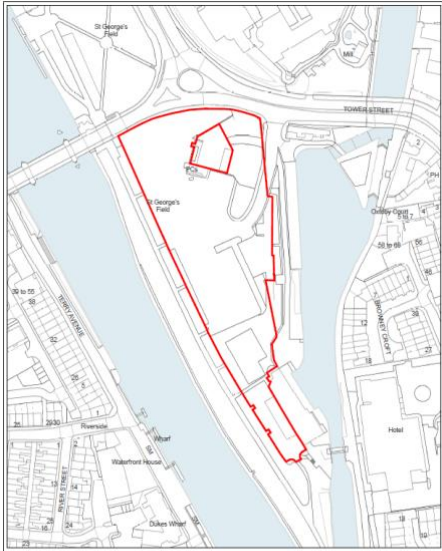
- Further work (including engagement with disabled users) will improve understanding of the quality of the routes, and help to define improvements, including through lived experience input.

Property Information:

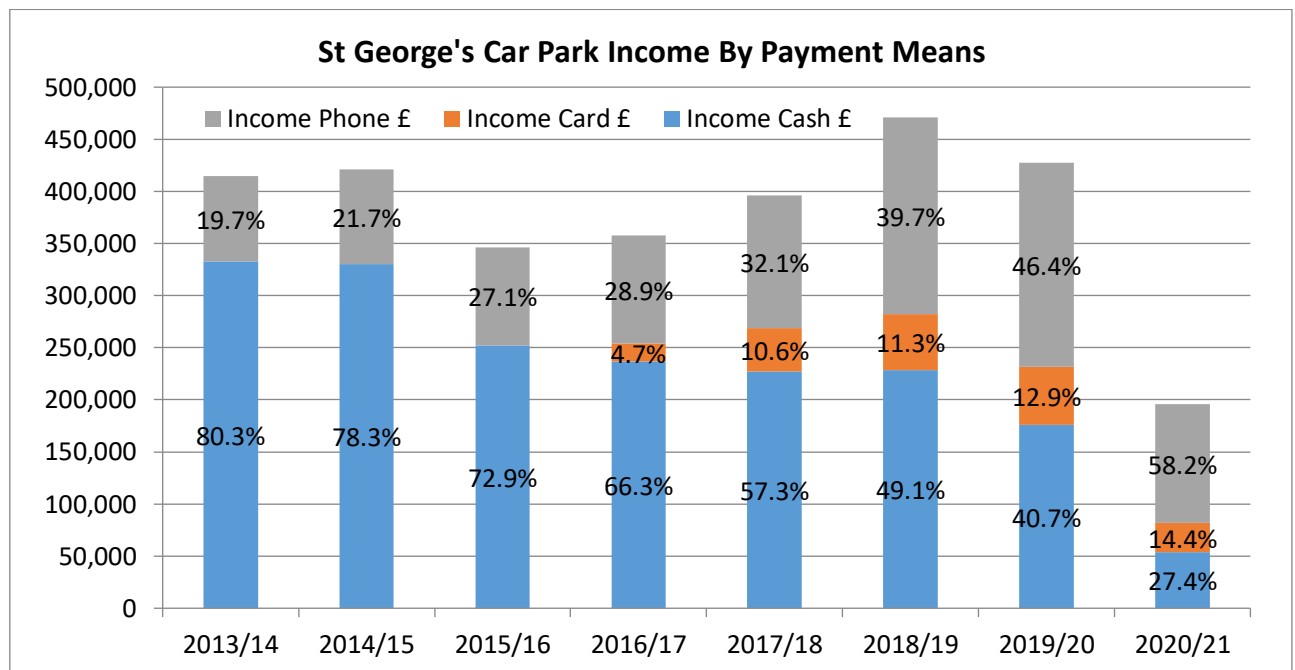
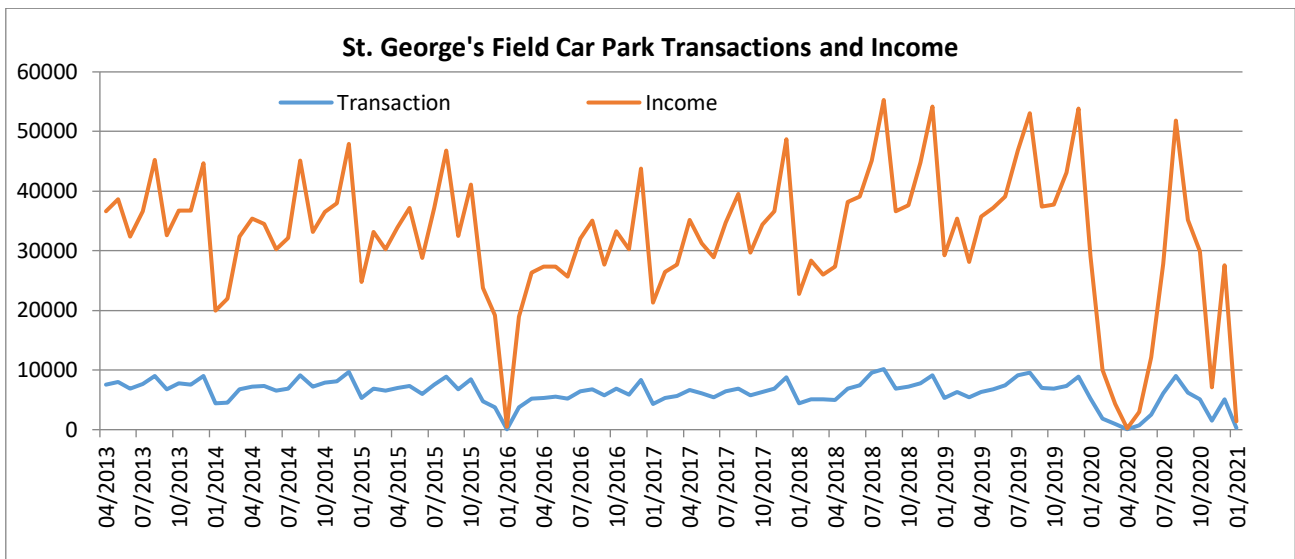
Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i>	No, this site is unlikely to be developed as the car park currently provides an open vista of the City Walls. A scheme is unlikely to secure planning due to the heritage impact.
What known site constraints are there?	Only CYC car park to the west of the city centre within Inner Ring Road. On a long, thin and sloping site. Directly adjoins Scheduled Ancient Monument. Within a conservation area in a very prominent location.
Could the site facilitate a smaller footprint multi storey?	No – given the proximity to the City Walls
What is the potential value of the site?	Less than £1.5m per acre (indicative value)
Is there or has there been market interest in the site?	No

EV Charging:

Number and type of EV charging spaces	For public use - 4 Fast and 1 Rapid chargers For use by the Car Club - 6 fast charge
Date of installation or upgrade	Installed Autumn 2021
Any planned future upgrades installation, including and timescales	Installation currently in process, any future upgrades based on demand
Usage	Well used and provides City Centre Rapid which is strategically important
Revenue generation per space?	Forecast revenue is Gross £92 per Fast space per month + standard parking revenue. Site Gross £13,140 per year inc Rapid. Forecast 20% increase per year.
<p>This car park is one of the network of City centre car parks providing overnight charging for residents without off street parking. The areas served are dense terraced streets. No on-street charge points can be provided in these areas so provision for these residents is in long stay car parks. This car park serves Micklegate, Fishergate, Holgate, Guildhall and Clifton wards. The Rapid charger is strategically important providing Rapid charging for residents in the City Centre area - https://www.york.gov.uk/EVChargingStrategy</p>	

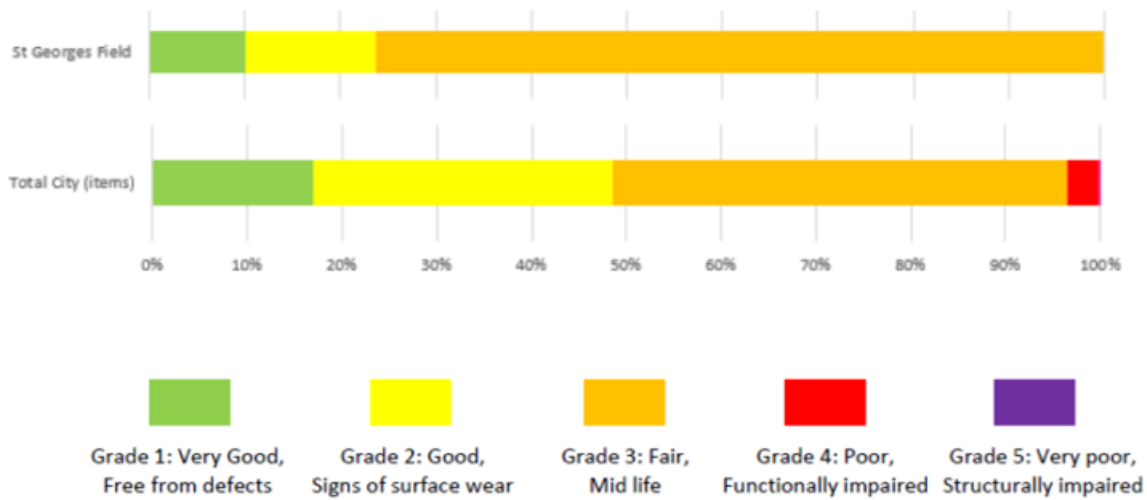
Car Park Profile:	St George's Field		
Postcode	YO10 4AB		
Location	<i>St George's Field car park and coach park, between the Foss and the Ouse, off Tower Street</i>		
Site Area (acres)	1.6		
General Information:			
Total Number of Spaces	157		
Standard Spaces	150		
Disabled Bays	7		
EV charging spaces	0		
Car Club Spaces	0		
Coach Spaces	27		
Tier Bays	0		
Motorcycle Spaces	0		
Toilets	There are toilets in St George's Field car park, including an accessible toilet		
Season Tickets Available	yes		
Resident Contract Permit	yes		
Accreditation	yes		
Operational Hours	24 hour		
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Display Cash, card, RingGo		
Evening Parking?	Yes – 6.00pm - 8.00pm £3.00 charge (or free with a minster badge)		
Overnight parking	yes		
Maximum Stay	no		
Height restrictions	no		

Parking Data:	
Annual revenue generated per car park	£432,000 per annum (2019/20)
Annual revenue per space	£3,800 per space (Q2 2019/20)
% revenue generation per payment method: Cash, card, ringo	See graphs below (2013-2021)
Are any of the spaces long term let to businesses?	No



Transport Information:	
Is this car park outside of, or accessed from the inner ring road?	Yes
<p>St George’s Field car park is accessed by vehicle via a left turn only from the inner ring road, just before the junction with Bishopgate Street.</p> <p>The main pedestrian access in to the city centre from the car park is under Skeldergate Bridge and either through Tower Gardens or along the riverside. Pedestrian access is also facilitated via a crossing point on the inner ring road, although this is slightly further round and does not provide a direct route.</p> <p>City Centre Access Route Assessment</p> <ul style="list-style-type: none"> • The carpark is located some 490 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the sixth most distant from the PSA across the assessed car parks. • No existing seating facilities are currently provided to the assessed route. • The assessed route to the PSA is considered to be reasonably safe at night, the majority of the route being well lit though perhaps less well populated by pedestrians than other routes initially. • Convenient and safe accessible crossings are largely provided to highway crossings on the assessed route. Tower Street is less well provided for. • Existing footway condition on the assessed walking route is fair, with the majority rated at grade 3: Fair, and a lower proportion than average at grades 1 & 2. None is grades 4 (poor) or 5 (very poor): 	


Annual (2020) Footway Condition Grade of Walking Route (%)



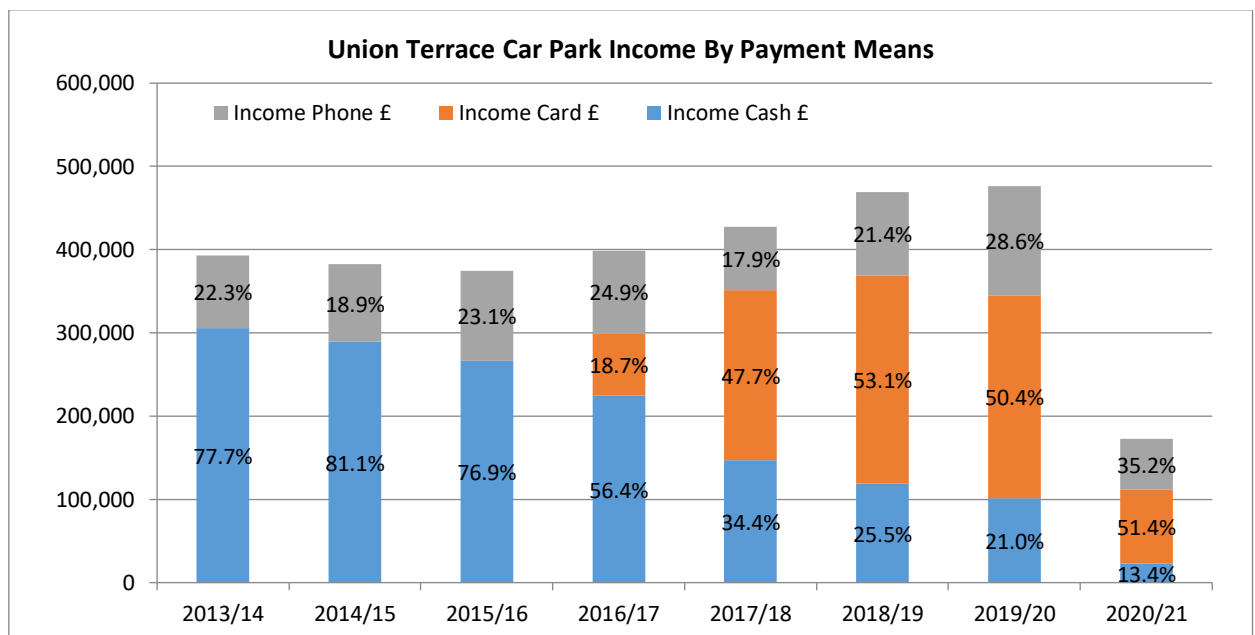
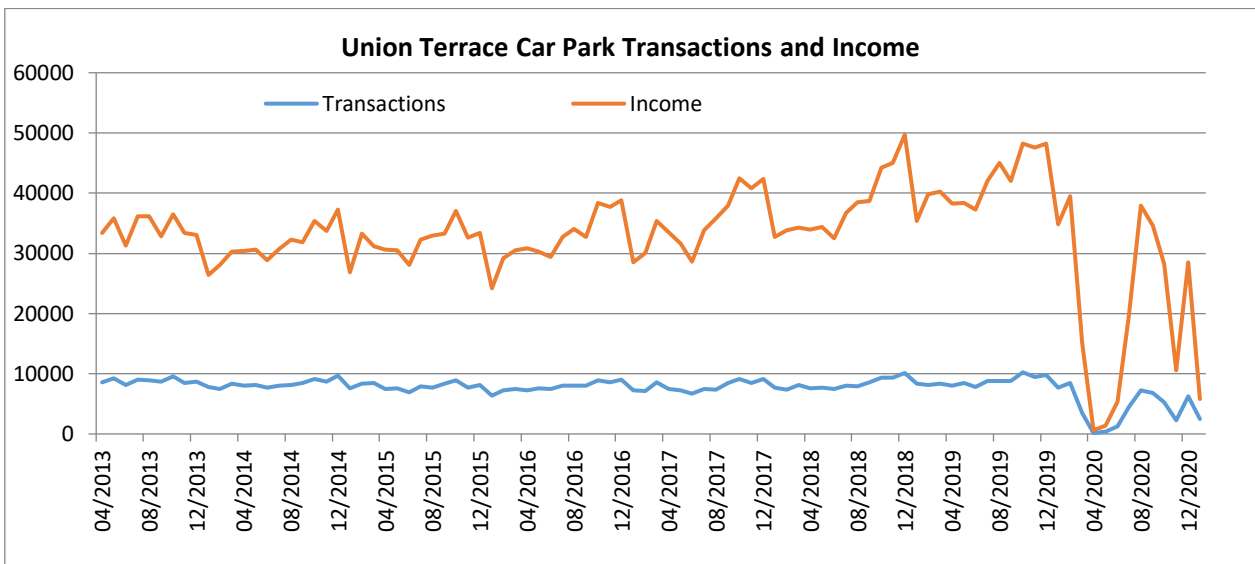
- Further work (including engagement with disabled users) will improve understanding of the quality of the routes, and help to define improvements, including through lived experience input.

Property Information:	
<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>No, due this site being a functional floodplain, there is no commercial or residential potential on the site.</p> <p>The Castle Gateway masterplan, approved by the Executive in 2018 identifies the site as the most appropriate location in the area for replacement of some of the lost car parking spaces from the closure of Castle car park.</p>
<p>What known site constraints are there?</p>	<p>Functional floodplain – and regularly floods.</p>
<p>Could the site facilitate a smaller footprint multi storey?</p>	<p>Yes – This is what is proposed, and has a planning permission in place, as part of the Castle Gateway Masterplan.</p>
<p>What is the potential value of the site?</p>	<p>Less than £1.5m per acre</p>
<p>Is there or has there been market interest in the site?</p>	<p>No</p>

EV Charging:	
Number and type of EV charging spaces	None
Date of installation or upgrade	n/a
Any planned future upgrades installation, including and timescales	Due to the car park regularly flooding, there are no EV chargers planned for this car park. The proposed multi-storey car park, which forms part of the longer term EV strategy for the city, includes EV charges above the ground floor level.
Usage	n/a
Revenue generation per space?	n/a

Car Park Profile:	Union Terrace	
Postcode	YO31 7ES	
Location	Off Clarence Street, within 15 minutes walk of the city centre. Bootham Row and Monk Bar car parks are in close proximity.	
Site Area (acres)	2.2	
General Information:		
Total Number of Spaces	160	
Standard Spaces	145	
Disabled Bays	13	
EV charging spaces	2	
Car Club Spaces	2	
Coach Spaces	35	
Tier Bays	1	
Motorcycle Spaces	1	
Toilets	There are toilets at Union Terrace, including accessible toilets.	
Season Tickets Available	yes	
Resident Contract Permit	yes	
Accreditation	yes	
Operational Hours	24 hours	
Type of Parking System (Pay and Display or Pay on Exit)	Pay & Exit Cash, card only, RingGo	
Evening Parking?	yes - after 6.00pm £3.00 charge (or free with a minster badge)	
Overnight parking	yes	
Maximum Stay	no	
Height restrictions	yes	
Parking Data:		

Annual revenue generated per car park	£484,000 per annum (2019/20)
Annual revenue per space	£3,600 per space (Q2 2019/20)
% revenue generation per payment method: Cash, card, ringo	<i>See graphs below (2013-2021)</i>
Are any of the spaces long term let to businesses?	No
What investment or improvements would be needed to provide a high quality car park?	Pay & Exit, re-lining of bays, Increased LED lighting



Transport Information:

Is this car park outside of, or accessed from the inner ring road?

Yes

Union Terrace is located on Clarence Street, a main route linking Haxby Road and Wigginton Road to the inner ring road.

The car park is surrounded by a mix of residential and commercial development, with York St John's university in close proximity.

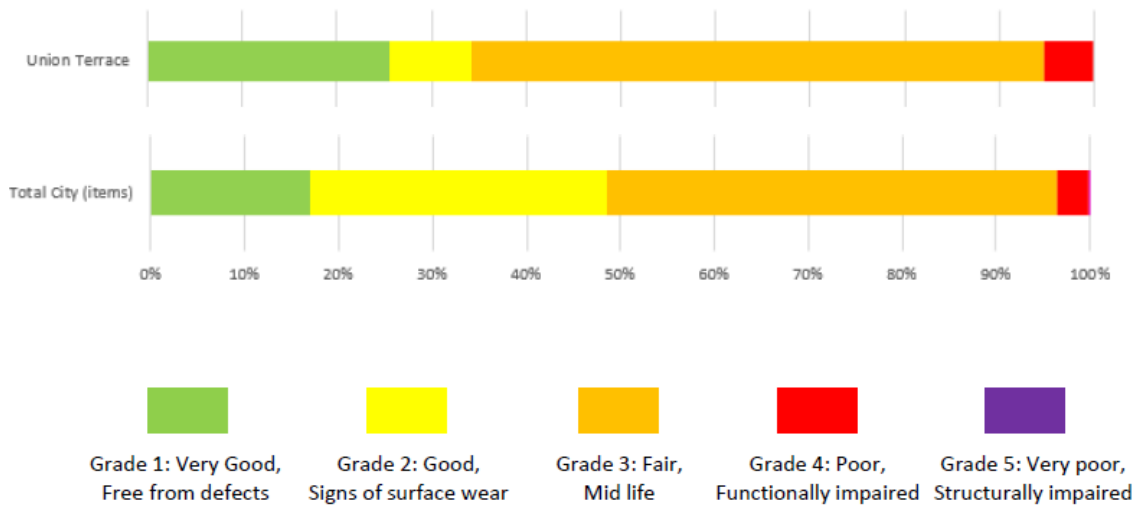
Vehicular access to the car park is directly off Clarence street.

The car park is well located for access to the University, Gillygate and on the city centre. The city centre can be accessed via either Gillygate or Lord Mayors Walk. It has been identified that improved signage from the car park would be useful for visitors to orientate themselves

City Centre Access Route Assessment

- The carpark is located some 610 metres from the nearest point of the Primary Shopping Area (by GIS assessed optimal walking route) – the third most distant from the PSA across the assessed car parks.
- 9 existing seating facilities are currently provided to the assessed route – the second best level of provision across the suite of assessed car parks, and equating to a theoretical 67m per seat.
- The assessed route to the PSA is considered to be **reasonably safe** at night, the majority of the route being well lit though perhaps less well populated by pedestrians than other routes in its initial stretches.
- Convenient and safe accessible crossings are provided to highway crossings on the assessed route.
- Existing footway condition on the assessed walking route is **fair**, with the majority rated at grade 3: Fair, and a higher proportion than average at grades 1: Very Good, and 4: Poor. None is grade 5 (very poor):

Annual (2020) Footway Condition Grade of Walking Route (%)



- Further work (including engagement with disabled users) will improve understanding of the quality of the routes, and help to define improvements, including through lived experience input.

Property Information:

<p>Does the site have development potential? <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Yes, this site is a prime location for a residential or education development scheme. Given the size of the site there could be opportunity for a mix of uses on the site including potentially incorporating part green space, shop mobility and facilities.</p> <p>Given proximity of York St John University, this site would likely appeal to developers of student accommodation as well as to York St John themselves for academic space.</p> <p>Other commercial uses could be accommodated but unlikely to attain the values of residential development.</p>
<p>What known site constraints are there?</p>	<p>In close proximity to York St John University, Bootham School and York District Hospital. Coach park and drop off for tourists which also provides trade for the nearby shops. Demand for car parking in that location is high. Surrounding built form to moderate height and scale.</p>

Could the site facilitate a smaller footprint multi storey?	Yes - The site could facilitate a smaller footprint multi storey. This would be subject to planning approval.
What is the potential value of the site?	More than £2.5m per acre (indicative value)
Is there or has there been market interest in the site?	Yes

EV Charging:	
Number and type of EV charging spaces	2 fast charge
Date of installation or upgrade	Installed in 2013
Any planned future upgrades installation, including and timescales	Site will be upgraded in 2022 with 8 Fast spaces and (subject to planning) a HyperHub - which provides 4 Rapid and 4 Ultra Rapid chargers
Usage	Information is not available.
Revenue generation per space?	Forecast revenue is Gross £92 per Fast space per month + standard parking revenue. Site Gross £8,832 per year + HyperHub estimated at £15,000 per year. Forecast 20% increase per year.
<p>This car park is one of the network of City centre car parks providing overnight charging for residents without off street parking. The areas served are dense terraced streets. No on-street charge points can be provided in these areas so provision for these residents is in long stay car parks. This car park serves Guildhall, Clifton, Heworth, Micklegate and Holgate wards. In addition this site is delivering a strategically important HyperHub - of the three HyperHub sites, this is the only City Centre one. HyperHubs are a critical part of the Public Charging Strategy and a City Centre HyperHub is a critical part of the HyperHub plan. - https://www.york.gov.uk/EVChargingStrategy</p>	