

# HULL CIVIC SOCIETY

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## NEWSLETTER

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March 2017



### **Castle Street Chambers in 1973**

Photo: John Scotney

*In this issue:* Civic Society Programme; Other events; A63 Castle Street Improvement Scheme; The Earl De Grey; A higher highway: raising Castle Street and our aspirations; 250 years of Jewish life in Hull 1766 – 2016; Edward Booth Headstone Restored; Cottingham Civic Hall and Council Offices; Planning & Buildings; The Haughton Building: a link between Workhouse and Infirmary; Committee; May Newsletter; Website; Newsletters by Email; Membership form.

## **PLEASE NOTE: Parking for Civic Society Meetings**

Pay & display parking charges now apply 24 hours, 7 days a week in the Mercure Royal Hotel and station car parks: £2.50 for up to 2 hours, £4 for over 2 hours. Alternative parking is available in the St Stephen's multi-storey car park (NOT Tesco car park) for £1 after 6 pm with no time restriction.

### **Winter Programme 2017**

*All meetings are at the Mercure Royal Hotel, Ferensway, on Mondays.*

**13<sup>th</sup> March - 7.30** “*Surviving Dresden*” Sonja Christiansen

**10<sup>th</sup> April –7.00 pm** **AGM** followed by “*Hornsea Pottery*” a talk by Carol Harker, Curator of the Hornsea Pottery Collection at Hornsea Museum..

### **Summer Visits 2017**

**Booking essential** by form (enclosed) or email [john.scotney@talk21.com](mailto:john.scotney@talk21.com)  
(Tel 01482 492822)

**Mon 22nd May – 7.30 p.m. Holy Trinity** guided tour. Meet in Trinity Square N.B. There is a charge of £3.50 per person (towards restoration funds), which we will collect on the day.

**June (date to be confirmed) – Siemens Wind turbine factory tour..**

**Sat 1<sup>st</sup> July: Tile Walk** – joint event with the Tiles & Architectural Ceramics Society, who are holding their AGM at Wilberforce House in the morning. *Meet 2 pm at Wilberforce House.*

### **Other Events**

**Saturday 18th March** - An old fashioned afternoon at the pictures, At Kardomah 94 - a cartoon, two short war-time films, a newsreel, and the main film – Fred Astaire and Eleanor Powell star in “Broadway Melody of 1940” Doors open at 12.00 for 12.30 pm start. Finish 4.30 pm. Tickets £5 in advance (£6 on the door), from K94 and [www.HullBoxOffice.com](http://www.HullBoxOffice.com). Further details from Hilary Byers on 01482 445747 Profits to the National Civilian WW2 Memorial Trust, to develop the National Picture Theatre site as a tribute to those that served on the Home Front during WW2.

## **A63 Castle Street Improvement Scheme 2017**

Following the public consultation in 2013, Highways England held a further public consultation from 16th January to 13th February 2017, including a 2-day exhibition at the Mercure Royal Hotel, about the latest version of the scheme. The deadline for comments was 13<sup>th</sup> February. Our comments concentrated on three themes: pedestrian movement, two listed buildings and one of the proposed works compounds.

### **Part One: North-South Pedestrian Movement**

After much consideration of the proposals for improving traffic flow on the A63 and its implications for Hull's citizens, especially those who visit, live, work or have businesses in the Fruit Market and Marina district south of Castle Street, we are convinced that some of the proposals set out in the January 2017 consultation will impose more inconvenience and more extreme severance of the Fruit Market and Marina from the rest of Hull than the does the present situation, unsatisfactory as it is.

Although pedestrian safety will be increased by the pedestrian bridge linking Princes Dock Street with the Marina, which was approved in 2015, it replaces two crossings and will still mean the inconvenience of a long walk and a climb (by stairs or ramp) for pedestrians who at present can press the traffic light control button at one of the two ground-level crossings and wait for traffic to stop then cross on the level from Humber Dock Street straight to the end of Dagger Lane or from the Holiday Inn to the north side of the street at the end of Princes Dock.

### **Pedestrians: Market Place to Queen Street**

Whilst the pedestrian route from Princes Dock Street to the Marina will be catered for by a bridge, we are very concerned about pedestrian route from Market Place to Queen Street. The area south of Castle Street has increased in economic importance with the opening of the Centre for Digital Innovation (C4DI) in Queen Street, the footbridge across the River Hull to The Deep and the new leisure attractions in Humber Street already attract many visitors, especially at weekends, and this pedestrian flow will increase, especially when the recently-approved 109 dwellings in Blanket Row are finished.

In the latest proposals the only provision for pedestrians who need to cross from Market Place to Queen Street would be the existing pathway under the Myton Bridge approach but nothing in the 2017 proposals shows how this route is to be made acceptable to pedestrians.

**The following series of photographs shows the shortcomings of this pedestrian route and why most pedestrians prefer the pedestrian-controlled crossing to the underpass.**



Above: Myton Bridge underpass pedestrian ramp. Left: blind corner. Right and below: shade at the bottom of the ramp, even in daylight (Photos: JDS)



Left: the underpass seen from Blackfriargate. Right Market Place to Queen Street - a user-friendly open crossing. (Photos: JDS.)

## **Essential improvements to the underpass**

At the very least, this pedestrian route requires:

- removal of the blind corner onto the ramp from Myton Bridge itself,
- prominent CCTV,
- very strong lighting, even during daytime, and
- regular cleaning of the area under the bridge.

We are firmly of the opinion that the capital and maintenance costs of upgrading the Myton Bridge pedestrian underpass should be met by Highways England, since the closure of the ground-level pedestrian crossing from Market Place to Queen Street only benefits vehicular traffic on the A63 and is a great inconvenience to pedestrians.

Although most of the ramp and the area under Myton Bridge are visible from High Street and Blackfriargate in daylight, an incident in the dark shade under the bridge could easily go unnoticed, even in daytime. By contrast, pedestrians using the present crossing are in the open and visible even at night.

## **Pedestrian Movement - Conclusions:**

We acknowledge the economic benefits of improving east-west traffic flow between the Port of Hull and its hinterland and the probable reduction of air pollution resulting from vehicles not having to stop at and accelerate from pedestrian crossings.

It must be recognised that the current proposals for the A63 Castle Street route will increase the inconvenience and raise personal security problems for pedestrians wishing to cross from Market Place to Queen Street. The southern part of the Old Town is developing as a district of mixed leisure, commercial and residential use, with an increasing amount of north - south pedestrian movement. The existing underpass beneath Myton Bridge is not an acceptable alternative to the present pedestrian crossings from Market Place to Queen Street.

While the needs of road traffic are being catered for by the upgrade of the east-west highway at ground level to minimise construction cost, the inconvenience and personal security issues of pedestrians who need to go from Market Place to Queen Street must also be recognised and addressed.

- **We believe that even if some pedestrians would use the present underpass beneath Myton Bridge during daylight, it is still imperative, for personal safety, that a pedestrian bridge be provided as well, direct from Market Place to Queen Street.**

## Part 2: Listed Buildings Earl De Grey Public House and Castle Street Chambers

We oppose strongly the proposed demolition of the Grade II listed Castle Street Chambers and Adjoining Shop and the Earl De Grey Public House.

The Earl De Grey public house dates from the early 19th century, with moulded window-surrounds and typical of the 1840s. Later additions, marking its development, include fine late 19th or early 20th century Burmantofts ceramic tiling at ground floor, incorporating the pub's name and decorative details above the main entrance. The

interior also has an elaborate back-bar fitting. This is the last of many dockland pubs that once abounded in Castle Street and Mytongate and a tangible link with a long period of Hull's maritime and commercial history.

Castle Street Chambers dates from c1890 and was carefully designed for a shipping company in an attractive and interesting Renaissance Revival style to fit and enhance the junction of Waterhouse Lane and Castle Street. It is built in brick with ashlar dressings and reflects the



Earl De Grey, below: Castle St Chambers with Castle St to the right. (Photos: JDs, 1973) Scotney)



importance of Hull's commerce at the end of the 19th Century. Restored, it would act as a visual indicator that drivers are entering Hull's Old Town and Marina area. The adjoining shop, also listed, has three storeys, plain sash windows and a full-width wooden shop front with cornice and pilasters, an unaltered surviving example of a mid-19th century shop.

### Listed Buildings - Conclusions

- Castle Street may be a through trunk route, but it also runs along the line of two historic streets in an urban setting. The surviving historic buildings must be protected for future generations to enjoy.
- These buildings are valuable survivors of what was once a thriving dockland street. In the long term, we would hope to see the two buildings linked by infilling of new buildings of a similar scale
- We appreciate that it may be necessary to close the pavement in front of these buildings during the construction phase of this project and perhaps even to shore them up, **but this must not be made an excuse to demolish three listed buildings which are part of the city's history, even though they are currently awaiting new uses.**

### Part 3: Site Compounds - AMI Cold Store, Neptune Street

We are very concerned about the designation of the AMI Cold Store at the corner of Neptune Street and English Street as a possible site compound.

Although it is not listed, the building is of historic interest as the former Neptune Street Goods Depot of the Hull & Barnsley Railway and a rare surviving example of an urban railway goods depot.

As a cold store it has an ongoing use, but as a site compound, even if the buildings themselves were used by Highways England, it would become redundant once the A63 project had finished and therefore at risk.



## **Castle Street - Overall Conclusions**

- Free and convenient north-south movement of pedestrians is incompatible with free-moving east-west traffic between the Port of Hull and its hinterland, but both are economically important to different sections of the population, including the businesses associated with the Marina and the developing commercial activities in the Fruit Market quarter and the Centre for Digital Innovation (C4DI), and the residents of existing and planned housing south of Castle Street.
- The present proposals favour the road traffic at the expense of the pedestrian.
- The only acceptable long-term remedies to the severance of the southern part of Hull's Old Town from the northern part and the main city centre would be:

### **a) Separation of A63 traffic by elevation**

Whilst we appreciate that a great deal of work has gone into drawing up and refining the current proposals, we come, with some reluctance, to the conclusion that, since ground conditions preclude the option of putting the A63 into a tunnel where it traverses Hull's Old Town, the only long-term solution that would allow both safe and free north-south movement within the Old Town and uninterrupted east-west traffic flow on the A63 would be an elevated section of road from Myton Bridge to a point west of the junction with Ferensway. Despite the visual intrusion and increased construction cost, we believe this is a better long-term solution for this route.

### **b) Construction of a replacement trunk route around the northern perimeter of the city**

Our other preferred option for removing heavy goods vehicles and other docks traffic from Hull's historic Old Town would be construction of a new major trunk road to take traffic around the northern perimeter of the city.

**While both of these solutions would be more expensive than the 2017 scheme, the continued presence of a major highway dividing the centre of “the second most historic city in Yorkshire” at ground level would not be considered acceptable in any other historic city.**



## THE EARL DE GREY

A Grade II listed building stands on Castle Street.  
Its name is the Earl de Grey.  
It stood twixt two docks; part of the City's heartbeat,  
For many a livelong day.  
Its fate hangs suspended. What future lies ahead?  
Will it receive the green light?  
Or will those lights be forced to remain at red?  
The Earl de Grey thrived at night,  
With some extremely dubious carryings on.  
It has its place in our tale;  
Hull will be a greyer place once the Earl has gone.  
Use caution. Let us not fail  
To weigh our City's future against its past.  
Will it be green light or red?  
Be careful when the die is about to be cast,  
And let's put the Earl to bed.

By David Osgerby 2017

### **A higher highway: raising Castle Street and our aspirations**

Dear Sirs

I am writing further to the submission of the Hull Civic Society's comments given in Chairman, John Scotney's carefully worded and illustrated report of 8<sup>th</sup> February 2017.

First of all I would like to add my support for the points made in that report but I am writing now in a personal capacity to add to and complement the arguments for re-looking at the whole design concept and the factors influencing the optimisation of the scheme.

At this late stage and after many iterations of the design and public consultations, I must reluctantly conclude that the current proposition falls very far short of addressing both the present economic and amenity

benefits which could and should be achieved with a more appropriate solution.

I have met with and discussed this project over many years with members of the Highways Agency and their consultants as the options evolved and I'm reminded of the consultation which took place in Willerby about six years ago with respect to the several potentially viable options, which were apparent at that time.

These included inter-alia:

- A full tunnel
- A cut and cover tunnel
- A fully elevated roadway
- A scheme similar to that currently being examined.

My recollection is that the costs of the current scheme and the fully elevated scheme were approximately the same.

I am of the opinion, after much thought, that the option to build an elevated roadway right along Castle Street and over the River Hull looks to have many advantages to the city as well as road users, over the current proposals and would mitigate many of the problems associated with it or left unresolved.

When the scheme was first mooted, the key objectives included:

- Improve the traffic flow to the docks
- Improve pedestrian safety
- Reduce the separation of the two halves of the city centre

An economic model was constructed (based on a DfT system I recall) which examined the cost benefit analysis of the various approaches.

My understanding from discussion with the Highways Agency and their consultants at the time was that this modelling did not take into account the area to the south of Castle Street known as the Fruit Market, as at this time, the area was largely derelict with no significant development plans in place and that, therefore, the positive and negative aspects of this important area of the city could not be taken into account in the economic equation being examined.

I would therefore like to request that the model is re-run taking into account the current situation and approved plans and that the detailed results are made public. This would have the effect of enabling a more informed public debate to take place where many millions of pounds of public money is about to be spent.

My detailed comments are as follows:

1. Addressing the original key objectives, the current proposal satisfies the need for improved traffic flow and road safety but significantly works against the objective of re-uniting the two halves of the city centre/Old Town.
2. The Hull City Plan gives, as one of five key objectives, the 'exploitation of the city's heritage offering as a major economic driver'. The whole aspect of the tourism industry is regarded as an important world-wide opportunity for economic and employment growth. This needs to be taken into account in the cost benefit analysis.
3. The current scheme would seem to make a largely negative contribution to improving the visual amenity or attractiveness to visitors, local and from outside the city, and this is well illustrated in Mr. Scotney's report.
4. The proposed crossings at Market place and close to Daltry Street are far from adequate. In particular, the underpass proposal for the crossing at Market Place/Queen Street mandates a walk of about 200 yds. compared with about 40yds. for the current direct crossing. Equally, people universally dislike underpass crossings and see them as unattractive with inherent safety concerns. Not only this, but the slopes of the road down one side and up the other are not good in respect of disabled people or people with push chairs.
5. The design of the bridge proposed for the crossing at Princes Dock side/Humber Dock Street is visually very attractive but relies on stairs/ramps to enable people to cross – if this was Las Vegas, for instance, there would be a full set of escalators.
6. The proposed bridge at close to Daltry St is very ugly and would be a disincentive for people to cross.
7. The subject of air pollution and, in particular, particulate pollution from diesel engines, has become a much more prominent aspect of public health consideration in the past two years as the damaging effects have become better understood.

Whilst the steady flow of traffic, rather than stop-start will have some mitigating effects, the dispersion of pollution from a high level roadway would be more effective.

8. The whole emphasis of the current proposal seems to be aimed at optimising the experience and convenience of people and goods wishing to pass through the city and this is achieved at the considerable expense and disadvantaged of people working, living and visiting the Fruit Market area or who want to pass

from one side of the town to the other. The Fruit market is now seen to be at the core of the City's cultural destinations.

9. One of the ambitions of the City Plan is to be able to build a terminal for cruise liners to the South side of the A63 and it needs to be possible for people to be attracted to visiting the city centre on foot if we are to gain economic benefits from the idea when it is achieved.

10. Elevating the road would free a considerable area of land for unimpeded local traffic flow, economic activity and the provision of improved public space.

11. Noise pollution is another aspect where continual exposure is increasingly seen as a public health hazard and the adoption of the high-level option would help to mitigate this.

12. Much is made locally by the general public, about the perceived problems of flooding in any lowered-level areas, such as the proposed trench. Whilst it is clear that the design measures being advocated should adequately deal with the rare and predictable flooding events, the elevation of the road would effectively eliminate the issue and save the expense of the associated engineering works.

13. In terms of construction time and the associated disruption during the process, the elevated road option would enable all the major components to be made off site and probably lead to a shorter construction cycle than the current proposal.

14. It is worth noting that the A63 though Hull already has a number of elevated sections of road, namely at St. Andrews Quay, Daltry Street and the River Hull Crossing.

It could be argued that each of the above items individually could be made out to be minor in relation to the scope of the overall scheme, but, taken in aggregate, they represent a formidable collection of reasons why the whole proposal should be re-examined and the results made public.

This project is a once in several life-times opportunity to improve the city of Hull and it is worth some delay to achieve a result that everyone can feel proud of.

I would be grateful to receive your comments in due course.

John Netherwood BSc. C.Eng  
Projects Director, Hull Civic Society

## 250 years of Jewish life in Hull 1766 - 2016

At the end of a year of celebrations it's a good chance to look back and reflect on both past and future. "A laugh, a tear, and a song" - that's the traditional recipe for Yiddish entertainment, which was accidentally but delightfully followed at the 6 June Hull History Centre conference. Then came 26 June's thanksgiving service held at Pryme Street Orthodox Synagogue, and last, the scholarly and sombre talk given by Dr David Lewis on 10 October to Hull Civic Society at the Royal Station Hotel where, he noted, Queen Victoria came at the invitation of Bethel Jacobs for the 1853 annual meeting of the British Association for the Advancement of Science, which he brought to Hull.



Former Central Synagogue, Osborne St (Photo: JDS)

Apparently 250 years of continuous Jewish settlement here is a unique achievement in the free world. Medieval Spanish communities lasted longer but were not free. How has it come about?

There was a clue in Dr Nick Evans' 6 June talk about migration and transmigration, refugees arriving at Hull docks with some staying and some moving on when they found it wasn't New York. Nick launched what proved to be a recurring theme song. He described how the Jews staying in Hull were tremendously active in raising charitable funds for their co-religionists, the waves of penniless immigrants landing 'wretched, homeless, tempest-tossed' from the Baltic. They'd be given a loan to buy a Singer sewing machine and start a business or to start whatever shop or trade they could, or to move on, so they wouldn't be a burden on the community. Nick said this philanthropy wasn't entirely selfless: it was self-interested to make them self-supporting as fast as possible, so they wouldn't come back asking for more.

David Lewis vividly described how these poor and needy migrants would be given a few trinkets by settled Jews, to sell as hawkers. The old pictures he showed were of ragged Jewish peddlers and hawkers raising fingers to show a price as they didn't speak English. David's sources included Victorian magistrate court and police records as these immigrants kept breaking the law, selling without a hawker's licence or fighting with each other over turf, territory, with some transmigrated to Australia as convicts or to Workhouse treadmills here. Jewish pawnbrokers and uncles giving new arrivals a loan for a start included Duveen's in-laws in Hull. Silversmiths and jewellers in Hull's 19th century census occupations, David added, were not craftsmen but hawkers and later retailers selling trinkets.

We heard how many of these start-ups became flourishing Hull shops over time, and how their following generations became professionals. The philanthropy continued and expanded to embrace the city, with Jewish councillors and mayors serving as Guardians of the Poor, on School Boards, opening orphans and widows homes and ones for the elderly, starting schools, classes, Dispensaries for the Sick and a Prisoners' Aid Society, as well as the city's Mechanics Institute for the Study of Science

and Arts, and its School of Art and Design. The non-Jewish community set up numerous charities too, like Newland Homes for Hull Seamen's Orphans, and still does, like Emmaus for the city's homeless rough sleepers. Not just Hull's Jewish world but its context, unusually stable, close-knit and caring, was illuminated.

What about the laughs, tears and songs at the 6 June 2016 event? Melodies of song came from the oohs and aahs greeting the mention of long-gone but fondly remembered butchers bakers fish shops tailors, Calmen Rosen's shoe factory, Segal's fabric emporium, Goldstone's department store; and even more, from the sighs and cries greeting



Statue to Sir Leo Schultz, Quay St (on the western end of the Guildhall) (Photo: JDS)

nostalgic old photos of familiar faces and families. There's aunty, grandad, us at school, me at a dance, our cheder class!

A tear was shed in Ian Vellins' talk about the Kindertransport of 10,000 refugee children from Hitler's Germany. As the government would not pay a penny, he said, the money to bring them and sponsor each child with a Hull family was raised by us. Saddest were the faded photos of these children saying goodbye at the station to their parents, never seen again. A



Western Synagogue, Linnaeus St (Photo: JDS)

faded sepia childhood photo of Bob Rosner, who was taken in by Leo Schultz's family and became an architect, was touching. Pride and pain came with the photos.

Prof Howard Cuckle gave a much-anticipated talk on "Notable Hull Jews". Laughter was uncontainable when, having combed the internet for every possible link with Hull, he

mentioned famous people who might have gone through Hull but did not (or even come near it, his "intuitionist logic" letting him down) crowning his research with Pat Albeck "Queen of the Tea Towels". But the best laugh of the day was when one of the History Centre archivists asked: is there anyone still alive who remembers anyone in this photo? showing the Hull Judeans. There was a chorus of "Audrey, stand up!" and there she was, in the audience and on the screen.

That occasion was a mirror of the community. The final event, David Lewis's October talk, provoked reflections of another sort. At the end someone asked him: why isn't there still a Hebrew School, the last one, for girls, having closed in 1945? "Because there are no children", he replied. "It's an ageing community". Then he added: "there are some children at the Reform Synagogue." 250 years of survival were celebrated by a community which has almost vanished.

Jackie Lukes

## The Edward Booth Headstone Restored

At 11.30 on Saturday 11th February 2017, a damp and dismal day, a small group of members of Hull Civic Society's Friends of Hull General Cemetery group and one representative of the North Eastern Railway Association gathered in the Western Cemetery for the unveiling of a restored headstone, erected to the memory of Edward Booth.

The unveiling was performed by Neal Everingham, of W.P. Everingham & Sons Ltd, a firm of monumental masons in Hedon, who had undertaken the challenging specialist restoration work after another firm had found the job beyond their expertise. This restoration was funded by contributions from the North Eastern Railway Association, the Ken Hoole Trust (both charities which promote interest in railway history), Sonja Christiansen and Hull Civic Society and made affordable by a generous discount from WP Everingham & Sons Ltd.



Above: Sonja Christiansen, Stephen Hackett, Neal Everingham, Alan Deighton, Gavin Watson and Lisa Hewson. (Photo: JDS)

Why such interest in one of many fallen gravestones? Two years ago, Sonja Christiansen, one of our Civic Society members, had taken a visiting friend, Gavin Watson, to see this interesting headstone with its carving of



a railway locomotive. Gavin Watson is an advisor to the Railway Heritage Trust and identified the carving as a very accurate depiction of a North Eastern Railway locomotive number 85, of Class D22, a type once based at Hull's Botanic Gardens engine shed, and he noted its connection with a railway accident that led to new safety measures being introduced.

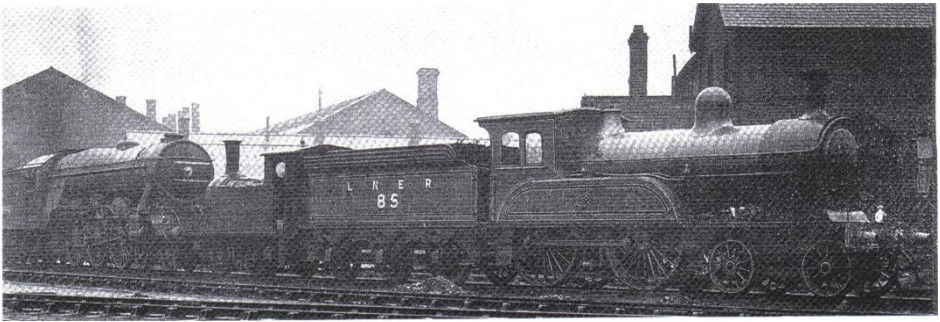


Neal Everingham unveiling the headstone, watched by Sonja Christiansen,  
(Photo: JDS, Sat. 11.2.17)

The gravestone was erected to the memory of Edward Booth, a 25-year old railway locomotive fireman, who was killed, together with the driver, John Dunham (aged 53), on the evening of 24th November 1906 when their express passenger train ran into the rear of a mineral train at Ulleskelf, about 9 miles south of York.

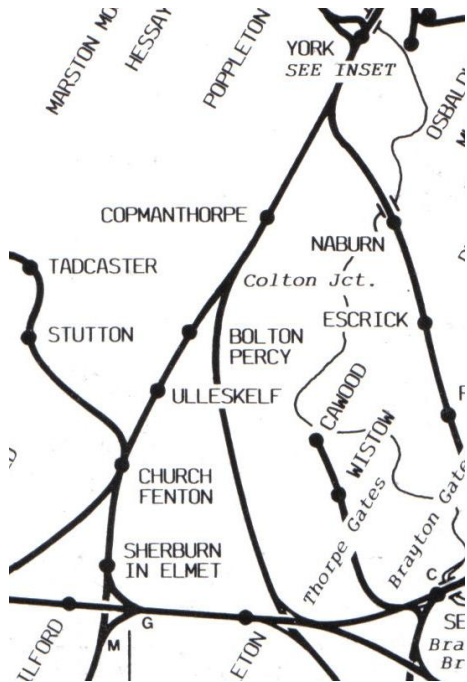
Both men were based at Hull Botanic Gardens shed and would have worked together on a permanent basis. Jackson's bakery now occupies the site of Botanic Gardens Locomotive Depot.

The events of that evening, which are recorded in the official enquiry report, unfolded on the four-track railway line south of York.



North Eastern Railway Class D22 locomotive number 85 in LNER days (after 1923) (Photo supplied with details of the accident enquiry report).

Part of the Signalmen's duty is to "regulate" trains so that slow-moving freight trains do not delay passenger trains. On this occasion two passenger trains had left York shortly after 7 p.m. The first was a Lancashire & Yorkshire Railway train to Manchester, on the "Up Normanton" line and the second was the North Eastern Railway (NER) 7.00 p.m. York to Leeds express running on the "Up Leeds" line. These trains would normally have stayed on their respective lines, but there were two freight trains on the same line ahead of the Leeds express. After conferring, the signalmen decided to stop the Leeds express at Bolton



The railway line between York and Church Fenton (Railways in East Yorkshire, by Martin Bairstow)

Percy, then divert it onto the "Up Normanton" line behind the Manchester train to by-pass the freight trains. The slight fog was not enough to prevent drivers of the first three trains from seeing the

signal lamps, but the combination of fog with smoke from the two passenger trains obscured the red signals at Bolton Percy from the driver and fireman of the Leeds express and it thundered past at 60 m.p.h. towards the stationary empty coal train. The Bolton Percy signalman rang the signalman at Ulleskelf who in turn warned the guard of the coal train. This guard hurried along the line on foot with a red lamp to warn the driver of the oncoming Leeds express whose driver managed to reduce his speed from 60 to 30 m.p.h., which probably saved the lives of his passengers but not those of himself and his fireman. The Leeds train struck the rear of the empty coal train and the passenger train driver and fireman were killed when their engine overturned. The first two carriages of the Leeds train were derailed and the guard and seven passengers slightly injured, but the rear two coaches stayed on the track. It was fortunate that the guard of the coal train had left his guards van. The deaths of driver John Dunham and fireman Edward Booth were registered at Tadcaster.

As with all railway accidents it was followed by an enquiry, at which all the staff concerned gave evidence. Born at Saltfleetby, Lincolnshire, Driver Dunham was listed in the 1901 census as living in Hawthorn Avenue, Hull with his wife and mother-in-law. He had been on the North Eastern Railway since 1867 and had been an engine driver since 1874. E.P. Thompson, the Locomotive Shed Foreman at Botanic Gardens described him as "a temperate man and a teetotaler. I regarded him as a thoroughly trustworthy driver." Edward Booth, born in 1881, lived in Smeaton Street, Hull, with his widowed mother Ann (whose death on July 29th 1912, aged 72, is also recorded on the headstone) and an elder brother and elder sister. By 1906, he had worked for the NER for 9¾ years and had been a fireman for 8 years, quite an achievement for a 25 year-old. Thompson said of him, "I consider that he was well up to his work and I can give him quite a good character". In other words, neither driver nor firemen were likely to be reckless and both knew the line well, but were victims of a fatal combination of events.

This accident showed that on even a slightly foggy night, the combined smoke and steam from two trains running close together could prevent train crews from seeing the oil lamps of more than one set of signals. In

this case, there was also human error based on the expectation that the signal would be at green, as it usually was. The most important

consequence for railway safety was that the enquiry concluded that the accident "points to the desirability of the provision of some reliable mechanical contrivance to notify to a driver that he is running past a signal." Various ideas were already being tried out on the NER and other railways. The first audible warning device was a "detonator" which the signalman could move onto the track mechanically to



The restored Edward Booth headstone in Hull Western Cemetery (Photo: JDS)

give an explosive sound if the engine passed over it. This was the first step towards modern audible warnings, which sound inside the cab and automatic brake application if the driver does not respond by applying the brakes. Visibility is also much better, with electric colour-light signals on most lines, the large windscreens replacing the limited forward view on steam locomotives and the absence of smoke and steam.

Driver John Dunham and Fireman Edward Booth died tragically in the Ulleskelf railway accident, but their deaths proved a spur to new safety measures that benefit us all, whenever we travel by train.

John Scotney

## Cottingham Civic Hall and Council Offices

During the autumn of 2016, the people of Cottingham were shocked to hear that, because the buildings were now “surplus to their requirements”, the East Riding Council was planning to sell Cottingham’s Civic Hall and Council Offices on the open market in 2017. The buildings form the entire western side of the Market Green and were built out of public funds for the benefit of Cottingham and the surrounding area in perpetuity. The older part, the Council Offices, was opened in 1910 by the Cottingham Urban District Council. It was designed by the Hull architects Gelder and Kitchen, with a beautifully proportioned panelled Council chamber with a curved ornamental plaster ceiling. It also contained the local Fire Station.



Opening of the Council Offices 1910 (photo supplied by K McClure)

From 1955 the chamber was used as the Cottingham public library, until the new library, built behind the Council Offices, was opened in 1998.



The Council Offices 2017 (photo supplied by K McClure)

The Civic Hall was opened in 1965 by Haltemprice Urban District Council. The Frank Cleveland Band played at the opening ceremony, as it still does regularly today on ballroom dancing evenings. The leaflet produced for the opening ceremony says,

‘The Hall is intended to fulfil two purposes. It will provide a venue for private functions such as dances, parties and dinners organised by local people. It will also provide accommodation in which local amateur entertainments can be performed. In short, it is confidently expected that the Hall will play a very large part in local community life.’

And so it still does, with an increasing variety of users, such as fitness classes, dance classes, blood donors, weight watchers, the National Trust, public meetings and consultations, private events and celebrations. As the residents of Cottingham say, the buildings may be surplus to East Ridings requirements, but they are not surplus to ours.

The residents have set up a charitable trust, Cottingham Village Trust, with the aim of arranging a Community Asset Transfer of the buildings from the East Riding to the Trust. The Trust would then own and run the buildings for the community of Cottingham and the surrounding area. The Trust is now negotiating with the Council and has to present its business plan before June 2017, when, if no agreement has been reached with the Trust, the buildings will be sold on the open market.



Cottingham Civic Hall 2017 (photo supplied by K McClure)

On January 30<sup>th</sup>, the Trust held a public meeting in the Civic Hall. Over 300 people attended and gave their ideas as to how they would like to see the buildings developed and used in the future. A petition was also started and will be presented to the East Riding at the appropriate time. It can be signed in shops in Cottingham. An online version, Save Cottingham Civic Hall, is on [change.org](http://change.org). By the middle of February, the petitions had about 1200 signatures.

On the day of the public meeting, the Trust received a letter from the Council giving terms for a possible transfer of the buildings, including a very short term leasing arrangement, which were totally unacceptable to the Trust. The Trust has written back to the Council repeating their desire for a Community Asset Transfer, to ensure that the buildings can be successfully developed and retained for the community for the long term.

The Trust has been overwhelmed by the offers of help and donations from the public. The importance of these buildings to the growing population of Cottingham cannot be overestimated.

Katrin McClure  
Cottingham Village Trust

## Planning and Buildings

### Old Town

External work to the new block of flats on Wellington St (just west of the Smoke House) is finished.

Conversion of 64 Humber St, the former warehouse just west of Fruit, for mixed uses including an art gallery, shop, restaurant and bar was approved in w/c 27.11 and this is now open, including a roof terrace. Construction of 109 dwellings on land at both sides of Blanket Row was approved in w/c 22.1.17. Between October and February five other residential conversions were approved in the Old Town.

On North Church Side, the new Hideout boutique hotel is due to open.

At the Guildhall, conversion of the boiler house in Hanover Square into a printing workshop was approved in w/c 4.12.16.

### City Centre

There was an application in w/c 18.12.16, to convert Queen's Gardens Police Station into 89 apartments, 21 of them in a new 2-storey roof extension. We wrote in support. An application for demolition of the custody suite and cell block was submitted in w/c 12.2.17.

We were pleased to hear on 15th February that the splendid, but currently closed, Dram Shop public house at the corner of George St and Savile St has been bought by the Hull-based Soper Group, to be refurbished and re-opened as a pub. It was designed by Smith & Brodrick for a wine and spirits merchant in 1894.



The Dram Shop, George St (Photos: JDS)

By the end of November, the Central fire Station on Worship St was closed in preparation for being incorporated into the New Theatre complex. The bulk of the new, much taller fly tower (housing scenery mechanism) is softened by panelling of different shades. This work was finished by late February. The brickwork on the facade of the new entrance extension on Kingston Square appears to



be complete. Next door, insulation and brickwork was being applied to the steelwork for the Ron Dearing University Technical College by late February.



Ron Dearing UTC & New Theatre extension  
Kingston Square 8.12.16 (Photos: JDS)

Permission was granted in w/c 25.9 for internal and external alterations to the listed Jubilee Church (formerly Methodist Central Hall) at 62-64 King Edward St.

In January, the Civic Society's plaque on the site of the Prudential Tower, commemorating the victims of the May 1941 air raids was re-installed in the pavement in

front of Barclay's Bank by Eurovia staff, who had stored it during re-paving work. Permission was given in w/c 2.10.16 for the "People's Memorial" to be erected on Paragon St, adjacent to no.36. Nearby, conversion of the upper floors of the Hull Cheese into bed & breakfast accommodation was approved in w/c 18.12.16. There have been six residential conversions approved in the city centre since October, the largest being Ferens Court, 16-20 Anlaby Rd, where change of use from offices into 42 flats was proposed in w/c 12.2.17.

A rear extension was approved in w/c 15.1.17 at 2nd & 3rd floor level at 119-121 Ferensway, formerly C&A / T.J. Hughes / Poundland. On Ferensway, construction of the new Hilton Hotel has started and by the last week of February two concrete structures (which I take to be lift and staircase shafts) and some steelwork had been erected.

St Patrick's RC Church in Spring St is back in use for worship on the second Sunday and last Friday of each month. The new fire station, next door, is nearly finished.

## East

Construction of the Energy Works is adding a large new building to the townscape of Cleveland St on the site of the former Spiller's flour mill and the ADM cocoa works. The bulk of the building is broken up visually by

panelling in lighter and darker shades of grey. The site is bounded by the River Hull, Chapman St and Glasshouse Row.

In w/c 12.2.17, permission was granted to extend North Point shopping centre on Bransholme and create a new western entrance facing Holwell Rd. North Point is a very successful district shopping centre, offering many useful down-to-earth shops, such as Wilko, Boyes and Iceland, an indoor market, a supermarket and many smaller shops, with excellent bus services from all directions and ample car parking. There is also a church and a large health centre and other services nearby. There is a real buzz about this shopping centre, unlike those on most of the post-war housing estates which offer little choice of shops.

While North Point is a district shopping centre, Kingswood Retail Park is more of a threat to the city centre because of the number of stores such as TK-Max, Boots, and now Next, that would normally only trade in the city centre, plus a very large Asda superstore. It could be argued that this relieves city centre traffic, while keeping the businesses within the city boundary (unlike the city centre type businesses in Springfield Way, Anlaby) and this retail park is better served by bus routes from both north and east Hull. However, in w/c 30.10.16, an application to extend the Kingswood retail park with a further 11,148 square metres to the north of Ashcombe Rd and Barnes Way and west of the Next store, was refused for two reasons: ” (1).The proposal had not demonstrated that the development could not be located within the city centre and (2) that by virtue of its scale and location, it would have an unacceptable impact on existing, committed and planned public and private investment in the city centre and existing district centres, such as North Point and Kingswood and other district centres.” However, permission was granted in w/c 20.11.16 to divide the new Next block (Unit 10) on Althorp Rd into 5 smaller units, with alterations to the original interior and exterior design.

Permission was granted in w/c 20.11.16 to built 68 new houses on land off Saltshouse Rd, Middlesex Rd and Finchley Close.

On Holderness Rd, work is progressing on the James Reckitt Library conversion into flats. Nearby, the renovation of the Cornmill Hotel at the corner of Mount Pleasant has been slowed down by occupation by squatters, but is progressing slowly. At the southern end of Mount Pleasant, a large new Lidl store has opened on vacant land that was once covered by railway sidings and Drypool Goods Depot.

Conversion of East Park Baptist Church into flats and construction of three houses on the site of the church hall was almost complete when last seen in early February.

In w/c 22.1.17, approval was given for 82 houses on the site of David Lister School, Rustenburg St, off Newbridge Rd. 162 dwellings on the site of the Greif packaging (formerly Metal Box) on Southcoates Lane. were approved in w/c 4.12.16. Prior Approval for demolition application for 27 pairs of houses in Preston Rd estate was approved in w/c 5.2.17.

The Siemens Wind Turbine factory at Alexandra Dock opened for business on 1.12.16.

## West

In w/c 13.11.16, permission was granted to place a steel cut-out memorial to Trawlermen on land overlooking the river next to the Sailmaker's public house. On 12th February, the memorial was installed and blessed by Dr John Sentamu, Archbishop of York.

An application for a Lawful Development Certificate to class the minimal work done at St Andrews Dock and the Lord Line Building as" implementation of Planning Approval 12/00977/full" was refused in w/c 19.2.17 on the following grounds that the drainpipe laid on May 21st 2015 did not constitute genuine commencement of work.

Smith and Nephew (101 Hessle Rd) were given permission in w/c 23.10.16 to erect a new store building to the north of Jackson St.

Listed Building Consent was approved in w/c 25.9.16 for the Criterion Hotel (222 Hessle Rd - corner of Marmaduke St) to be converted into 12 flats and there was an application in w/c 15.1.17, to convert the HSBC bank at 329 Hessle Rd into 2 shops and 6 flats.

Further down Hessle Rd, near the flyover, permission was granted in w/c 30.10.16, for a new Lidl store on the west side of Brighton St. This will replace the present Lidl nearby on the north side of Hessle Rd near the end of Hawthorn Avenue, built on the site of the Eureka cinema.

On Hessle High Rd, permission was given in w/c 16.10.16 for the former Bird's Eye factory site to be used for storage of leisure homes. Some residents had pressed for the site to become residential, but the city council's policy is that it should remain an industrial site. Nearby, on Henry Boot Way, Arco received permission in w/c 23.10.16 to expand with a new warehouse and distribution building.

Prior Approval to demolish The Cottage residential care home (2050-2052 Hessle [High] Rd) was granted in w/c 12.2.17.

In w/c 29.1.17 an application to use the cleared New York Hotel site (51-59 Anlaby Rd) and the site of the Albert Hall music hall on Midland St as a car park was refused on the grounds that the proposals failed to demonstrate the need for more long-stay car parking in the city centre and failed to improve the appearance and security of the site - it would only be lit from the street lights on Anlaby Rd.

There was an application in w/c 29.1.17 to demolish the Goodwin Resource Centre on Icehouse Rd and build 40 dwellings on the site.

At the de-consecrated Holy Apostles C of E church in Walker St, an application to add containers to extend the work space for performing arts was refused in w/c 13.11.16.

An application to build 83 houses on disused railway land to the east of Calvert Lane was refused in w/c 30.10.16 on the grounds of loss of irreplaceable urban greenspace and that the design, materials, fenestration, scale and layout would not relate well either to the natural features within the site or to the local street scene.

## North

The steelwork for the extension of the Sanctuary Housing offices in Francis St (overlooking the car park to the north of Freetown Way) was complete by 29.11.17 and brickwork is currently being added.

An application to extend the Albion pub, 19-20 Caroline St, was refused on the grounds that the siting, scale, design and materials of the first floor mezzanine deck and second floor balcony would be “over-dominant, discordant and incongruous” additions which would detract from the character of this locally-listed building and the street scene.

In w/c 15.1.17, there was an application to convert the warehouse & loading bay section of the Hull Daily Mail building at Blundell's Corner into a gym.

61&63 Beverley Rd, between Bed World and Anderson's Garage, are two distinct houses, formerly used by Securicor, and then for youth training but disused for some time. They are now being restored.

Work on the new flats at 102 Beverley Rd (corner of Providence Row) is at last moving forward with new brickwork having appeared recently.

Plans were approved in w/c 29.1.17 to convert the Ringside pub, 1950s building at the corner of Beverley Rd and Margaret St, into 6 flats.

Stepney Primary School submitted an application in w/c 8.1.17 to place 10 steel statues depicting passengers and station staff on the north side platform of the former Stepney station, following a season of studying the history of the line.

In w/c 15.1.17, applications were approved to restore Pearson Park, including the East Gate, the currently derelict listed East Lodge, the bowling pavilion, the ice cream kiosk, with re-instatement of the bandstand and the bridge over the lake, both missing for many decades, felling of 15 trees and various landscaping improvements.

In w/c 13.11.16 permission was granted to turn the two main blocks of Newland Ave Primary School into 24 flats, the single storey block on Reynoldson St into 2 dwellings and build two 4-house terraces on the site of the playground, despite objections.

Plans were submitted in w/c 8.1.17 to build a forward extension to the Piper Club, Newland Ave. This club opened in 1965 in the former Monica Cinema (1914-1961).



There have been several building projects at the University of Hull recently. The re-furbished Middleton Hall re-opened on 31st October, “The Courtyard”, the new student accommodation blocks at the eastern end of the sports field are now occupied and the structure of the new Allam Medical Building was complete by the beginning of December.

The next project, for which an application was submitted in w/c 11.12.16, is a development of 1,462 student bedrooms in 9 blocks ranging from 4 to 9 storeys, which will require some demolition on the West Campus, and erection of a decked car park for 522 vehicles on the site of the Wilberforce car park in the East Campus. Plans for a new Sports & Fitness Centre were submitted in w/c 22.1.17. This will involve part of the 1950s sports pavilion being demolished. The listed 1960s sports hall is not affected.

# The Haughton Building: a link between Workhouse and Infirmary

Permission was granted in early December to demolish the Haughton Building, and two others at Hull Royal Infirmary to construct a new helicopter landing site.

The Haughton Building was opened in 1912 as the new hospital extension to the Kingston upon Hull Incorporation for the Poor (workhouse), which later became the Western General Hospital. We have since learned of the existence of two marble plaques in the entrance of the Haughton Building which record the names of the Guardians of the Poor and the members of the Hospital Extension Committee.



Above: the Haughton Building.  
Below: the two plaques (Photo JDS).



While the helicopter landing site is essential, we believe the plaques record an important piece of Hull's social history as well as the names of people who helped to promote medicine for everyone, rich or poor. Hospital management have other, important priorities, but we believe these plaques really should be salvaged.

John Scotney.

## Civic Society Officers and Committee March 2016

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### **May Newsletter**

Many thanks to all our contributors. Please submit all items to the Editor, John Scotney, by post to 126 Cottingham Rd, Hull, HU6 7RZ, or preferably, by e-mail to [john.scotney@talk21.com](mailto:john.scotney@talk21.com) by 10<sup>th</sup> April.

Please note: items may sometimes be held over for lack of space.

### **Hull Civic Society Website**

Our new website <http://www.hullcivicsoc.info> will shortly go online, (possibly by the time you read this Newsletter) thanks to Mr Graham Latter, who has several local village websites to his credit and has already made excellent progress in building Hull Civic Society's website.

Editor.

### Would you prefer to receive your Newsletter by Post or Email?

At present, we post about 350 Newsletters to Civic Society members, but it may be that some of our readers would prefer to receive it by email (in full colour!). If you are on our mailing list, you will continue to receive it by post, but please email the editor if you wish to have your Newsletter by email instead.

If you want to continue receiving your Newsletter by post, but would like to receive notice of additional events by email, please let us know about that, as well.

Your email address will not be passed on to anyone else without your permission and notices are sent our "blind" so that recipients' email addresses remain confidential.

Editor [john.scotney@talk21.com](mailto:john.scotney@talk21.com)

### Application for membership of HULL CIVIC SOCIETY

Annual Membership subscription: £15.00 individual, £24.00 for two people living at the same address.

*If you are a tax payer, a Gift Aid declaration can make this subscription worth more to Hull Civic Society at no extra cost to yourself. If you would like a Gift Aid form, please tick the box  (Charity No 236485)*

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