

Yarmouth Local Joint Pitch Council
Minutes of the Meeting of the Yarmouth LJPC
Held on 3rd November 2005

PRESENT: Neil Pateman, NJPC
Glenn Tubby, Yarmouth Racecourse
Lisa Cutter, Yarmouth Racecourse
Colin Armes, NAB
John Christie, RBA

1. Previous Minutes

No minutes were available from the previous meeting.

2. Minutes on the NJPC Website

NP informed the Council that the minutes of the LJPC would be posted on the NJPC website.

3. Designated Numbers

Although numbers are not to decrease, JC had serious concerns about the number of rails bookmakers allowed to bet at the September meeting. JC explained to the Council that after looking through previous minutes, they were unable to offer an explanation as to why the number was ever made 12 and thought this was a mistake. JC is going to get advice at the RBA meeting later in the year to see if the number could be reduced to 8, with compensation paid to those that would be out of the numbers paid by the RBA.

After looking at the relevant data, the Council unanimously agreed to keep numbers in tatts the same as 2005 and use projected crowd attendance's for new fixtures.

There will be no Banded Meetings at Yarmouth in 2006.

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| Tatts | - | 42 | 9 th August, 27 th August, 12 th September, 13 th September, 14 th September |
| | - | 36 | 31 st May, 18 th July, 31 st July, 16 th August, 21 st August |
| | - | 30 | 17 th April, 11 th May, 1 st June, 15 th June, 6 th July, 24 th July, 25 th July, 10 th August |
| | - | 28 | 24 th October |
| | - | 24 | 29 th March, 27 th April, 18 th October |
| Rails | - | 12 | 12 th September, 13 th September, 14 th September |
| | - | 8 | All other meetings |

4. Members Development

GT explained that he had a verbal agreement with Northern Racings' Chairman that he would be able to develop members but as yet has not got financial agreement. GT explained that the project officer was coming week commencing 7th November 2005. GT explained they plan to move the rails bookmakers to the other side of the main steps into tatts upto the tatts bar entrance, therefore incorporating the winning line into members. The old walkthrough near the running rail would be reintroduced. JC asked if this redevelopment did not happen, could the rails bookmakers help pay for some steps at the front of the members stand. GT replied no due to the fact that this was a rolling project and if it does not happen this year, it might happen next year.

CA informed the Council that the projected redevelopment would be seriously detrimental to the tatts bookmakers and listed several reasons why (see attachment at the end of the minutes).

GT replied that he thought that people who pay the most should have the best facilities which at present, they do not. CA put a proposal forward that the stairway could be shared so half lead up to members and half to tatts. GT thought this was an idea that needed exploring and said he would get plans drawn up for both ideas. JC thought this was a fair compromise and he would be in favour.

NP asked GT to keep him informed so he could send letters out to all tatts/rails bookmakers for their ideas on new ring layout etc if they get approval.

5. Any Other Business

JC asked if the drink tent on the 3 day festival could be further away from the rails entrance to assist crowd flow. GT agreed.

Cars entering the track before racing must be there 2 ¼ hours prior to the first race to guarantee entering. Any cars arriving later than this will be at the management's discretion.

- 1) Plans shown are similar to those we observed prior to the building of the new Grandstand.
- 2) These ideas were discussed in detail, with the then incumbent, and agreed for a number of reasons to be unsatisfactory and resulted in a number of complaints from members of the public and bookmakers.
- 3) I would note some of the problems, but not a complete list, as follows:-
 - a) It was very concerning that taking the main access point into and out of the Tatts. ring could cause a safety hazard, should the ring for any reason have to be evacuated. Trying to get 4000 – 6000 people down the small steps between the old silver ring and the Tatts. stand could be extremely dangerous.
 - b) Removing the steps access, changes the whole betting aspect of the ring, in that the pitches closes to members would have no flow of general public. This would make the pitch positions particularly in the 2nd and 3rd lines hopeless. The best positions would therefore move towards the bottom steps – the only area with people flow.
 - c) The main bookmaker numbers 1 – 6 and those providing the SP would therefore be likely to move to the bottom of the ring. We would therefore have the ludicrous situation of Hills and Ladbrokes having to run 50 yds to get the office money on to shorten the price with the bookmakers who provide the SP under the new computerised system. This is unknown elsewhere and really is unworkable.
 - d) Yarmouth is a summer course and in high summer because of the stand positioning, the whole area around and at the bottom of the steps, is bathed in sunshine and the punters have a feelgood factor as they climb the steps into the ring. The bottom end of the ring is in contrast in shadow. I do not think this will go down well with the paying public.
 - e) I am very concerned that Yarmouth will loose its attractiveness as a racecourse which will affect the crowds and ultimately the bookmaker attendance. It is hard enough already for bookmakers in poor picking positions. Making the flow from one end only will make many spots unworkable, as there will be a big dead area in lines 2 and 3 from the rails upto the centre of the ring.
 - f) At the time of discussion with the previous manager, other ideas were considered for the future, not involving taking away the access of the steps. The bookmakers NAB representative will support Yarmouth Racecourse in any plans it may have leaving the steps access in position. We do, however, realise that it is your Racecourse and that you can, subject to safety and other requirements do what you think is best in the interests of Northern Racing.