

National Joint Pitch Council

Minutes of the York Local Joint Council held on Monday 13 November 2006 at York Racecourse

Present:

Mr M. Ryan Chairman – NJPC (MR)
Mr T. Lee York Racecourse (TL)
Mr J. Ridley National Association of Bookmakers (JR)
Mr J. Christie Rails Bookmakers Association (JC)

1.	MINUTES OF THE PREVIOUS MEETING JR stated that before the minutes were approved he wished that his name be removed from Item 1 of the Open Meeting Report that stated, ‘that with the increase in women customers the rowdy element was disappearing ‘ as he can’t recollect having stated this fact. J R also stated, that on Any Other Business Item 3, that he wished to re-emphasise, ‘ that bookmakers selecting pitches in the grass area will not be able to return to the main body of the ring unless under certain circumstances and under the direction on the Betting Ring Manager’ having noted these comments the minutes dated, 28 November 2005, were read and approved as a true record.
2.	MINUTES ARISING There were no matters arising.

3. OPEN MEETING REPORT

MR reported on the Open Meeting held at York Racecourse on Friday 6 October 2006. Issues raised ;

- a. Facilities for disabled staff working for or around bookmakers. JC commented that all joints were constructed to a standard space/size and that it was a difficult situation to resolve. Suggestions for resolving the problem included, a mobile table or seat for the joint that a disabled person was working from. Members also stated that responsibility would also lie with the employer of the disabled person in achieving a satisfactory working practice. TL stated that he would do all he could from a racecourse point of view in helping find a solution. Members agreed, that because this issue covered a wide expanse there was no easy answer to resolve the matter.

- b. Fittings of uprights on rails joints lift out of the base when lowering of the boards takes place. TL and JC commented that the answer could be the fitting of a pin through the centre of the upright. MR informed members that he would contact Tony Malone from Securit in the close season to try and resolve this problem. MR to liaise with TL and Tim Moore Chief Executive NJPC.

- c. Would York Racecourse consider a new betting area behind the Knavesmire stand, for bookmakers to serve the large number of customers that stay in this area?
TL said that the policy of the Racecourse was to have the main betting areas in front of the Grandstands. JC stated that he was not in favour of new betting areas.

- d. Would York Racecourse consider allowing customers to bring drinks into the Tattersalls betting ring?
TL stated that the Racecourse wanted to keep the Tattersalls area as a main focal point for viewing racing and to retain the main facilities for drinking inside and behind the Grandstand. JC stated he was not in favour of allowing drinking in betting rings.

e.

JR raised the question of bookmakers and their staff being allowed food and drink in the betting areas during the racing day. TL acknowledged that bookmakers and their staff need refreshments during this period and that that he was considering a policy to this effect to present to the York committee.

f.

MR asked TL about the car parking arrangements for bookmakers and their staff for 2007, with reference to York introducing parking fees. TL stated charges will be waived for anyone working at the Racecourse and that bookmakers and staff on production of their NJPC badge would park for free. TL added that York racecourse would be looking to charge customers on John Smith's July Saturday and the three day Ebor festival.

g.

A question was raised from the open meeting about the bookmakers parking in the Member's car park where the shoot leads down to the front of Members and the Grandstand entrance. TL stated that he wanted to keep this area free particularly for the disabled, as this was the nearest access point for entrances to the course. JC commented that getting out of the members car park was becoming increasingly difficult due to the increase use of the shuttle bus, taxis and limousines out side of the car park. TL stated he was working with the City Council and Police to resolve this problem by having a pick up point to lessen the congestion.

h.

MR asked TL about the arrangements for bookmakers and their staff for unloading their equipment on the 'Course side', TL stated that bookmakers and their staff would have enter through the Northern entrance where they purchase their badges. Bookmakers will be allowed onto the course for unloading before the opening of the gates on race days, otherwise, drop offs will be outside the Entrance. Bookmakers will not be able to access the Course with their vehicles until 1 hour after racing because of health and safety issues.

i.

JR commented on the effects of the Tote units encroaching further into the bookmakers area to the right of the Clock Tower on the Course side. Over the years this has caused the more prominent pitches to become less viable. JR stated that in consultation with John Stevenson (NAB) that, a consensus of bookmakers from the Course Side, was in favour of re-aligning the gap from the front of the clock tower to the areas where the Tote units are situated. After consultation members agreed to re-align the bookmakers. This would include adding further anchorage points in front of the Clock Tower so that the corner pitches would be either side of where the Tote units are situated therefore leaving a gap between the units. MR to liaise with TL and John Stevenson regarding re-aligning.

j.

JR raised the question, if a bookmaker paid his betting badge fee for the season in advance, could he take his 'pick' if he was late for pitching up because of unforeseen traffic delays, at the discretion of the Betting Ring Manager. MR stated that the NJPC rules dictated that bookmakers, their reps. or nominated officers must be in attendance 1 hour or 45 minutes before racing and this was a standardised procedure that is fair for all. JR commented that he thought it was against Northern BPA rules for bookmakers to pay any more than their five times admission on the day. However JR and JC commented that this was an issue that may need to be discussed at an NJPC meeting in the future, but at present accepted the procedure for pitching up was fairest for the time being.

4. **DESIGNATED NUMBERS FOR 2007**

Members agreed the numbers as per the attached sheet.

PITCHING UP TIMES

RAILS 1Hour at all meetings.

TATTS 1 1/2 Hours for 16 June 14 July and 28July
21, 22, 23 August.
1 Hour all other meetings.

COURSE 1 1/2 Hours for 16 June 14 July and 28 July
21, 22, 23 August 9 September
1Hour all other meetings.

5. **ANY OTHER BUSINESS**

MR asked members for their comments on bookmaker lay out when the Course enclosure had numbers of 20, 25 and 30 bookmakers. MR stated the need to decide a lay out on either side of the gaps for the different numbers above, i.e. 15 and 5 10 and 10 etc. So bookmakers know where to bet last man out. JR stated that he would consult with John Stevenson regarding this matter and report back to MR on a possible solution.

Members agreed to eighteen pitches for all meetings in front of the old Silver Ring Stand.

JC commented on the grass area in front of the Rails bookmakers had become very muddy on certain race days for customers and asked if the Racecourse would consider tarmacking it. TL acknowledged the problem and stated that the racecourse had employed a new Grounds man. TL added that he would consult with the Grounds man to see if astro-turf would be a solution.

MR wished to thank TL for accommodating bookmakers on the Course Side on the hard-standing underneath the Clock Tower during the October meeting. The ground on the Course was totally unsuitable for the bookmakers to work on and customers to walk on. TL agreed a similar measure for next season if the need arises.

MR asked TL if Starting Price facilities had been applied for in the Course Enclosure in 2007. TL said that no application had been received.

MR asked TL if the Musical Extravaganza planned for the evening of the 26 July 2007 would commence after racing. TL confirmed that the music was planned not to start until after the last race had been run.

**NO OTHER BUSINESS
MEETING CLOSED**

DESIGNATED NUMBERS FOR YORK 2007

DATE	RAILS	TATTERSALLS	COURSE
16 May	21	56	20
17 May	21	62	25
18 May	21	56	25
15 June	21	46	20
16 June	21	83	55
13 July	21	46	20
14 July	21	83	55
26 July Evening	19	46	25
28 July	21	75	50
21 August	21	83	55
22 August	21	83	55
23 August	21	83	55
5 September	21	46	20
9 September	21	56	55
12 October	21	46	20
12 October	21	62	30

