



# Ryedale District Council

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**REPORT TO:** Community Services and Licensing Committee

**DATE:** 29 November 2007

**REPORTING OFFICER:** Environmental Health Manager,  
Steven Richmond

**SUBJECT:** Reorganisation of Helmsley Market

**WARDS AFFECTED:** All

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## 1.0 PURPOSE OF REPORT

To seek approval for the reorganisation of Helmsley Market to require traders to provide and erect their own stalls.

## 2.0 RECOMMENDATIONS

1. Traders be advised that from 1 April 2008, they will be required to provide and erect their own market stalls
2. Rents to traders be reduced to the same fees as charged at Pickering Market.

## 3.0 REASONS SUPPORTING DECISION

The costs of supplying and erecting stalls on Helmsley Market no longer make it economically viable to continue with the present arrangement.

## 4.0 INTRODUCTION

The report outlines the reasons for the proposal to require traders to provide and erect their own stalls.

## 5.0 POLICY CONTEXT

A Corporate objective is to have diverse and vibrant communities. In order to achieve this it is necessary to establish and maintain an environment in which a strong, diverse and expanding local economy can flourish. A thriving market in a market town acts as an attraction for customers and for other traders to benefit.

## 6.0 REPORT

- 6.1 Helmsley Market is managed by Ryedale District Council and operates every Friday on the Market Square, Helmsley. The stalls that belong to the Council are erected each morning of the market and dismantled after the market has finished. There are approximately 21 permanent traders who pay a fixed rent.
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This rent is more than that charged on Pickering Market, where traders erect and dismantle their own stalls.

6.2 A number of factors have occurred which have led to the recommendation for traders to erect their own stalls:

- The stalls previously were stored in the Helmsley depot. Since the disposal of the depot, the stalls have been stored on a trailer in Cleveland Way Car Park, where they are prone to vandalism.
- The stalls are old and are in general need of repair /renewal.
- The trailer on which the stalls are stored is in poor repair and in need of renewal.
- The tractor used for the transport of the stalls is near the end of its useful life and has recently had to undergo some significant repairs.
- The tractor is at present stored at the North York Moors depot for which storage has to be paid and no security of tenure exists.
- Commercial Services, who erect and dismantle the stalls, have reviewed the recharges for this service to reflect their true costs. This would increase the costs 29% above the budget (to £32,400) for this particular service.

6.3 All the above factors have combined to make it unviable to continue to supply and erect stalls. In anticipation of these difficulties all the traders were written to in June to solicit their views on the proposal to require them to provide and erect and dismantle their own stalls. As a result of the consultation two letters of objection were received from traders, one advising they would cease trading if this proposal was brought into effect and the other stating they would have to give serious consideration whether to continue trading due to both the expense of the stalls for one days trading and the adaptation of their van to carry the stalls. An additional letter was received from a concerned resident. Canvassing of the stallholders indicated the following views:

- 2 –not a problem as work from vans
- 4 – not a problem as erect own stalls anyway
- 6 – prefer stalls erected but would erect themselves at a substantially reduced rent
- 4 – Includes the two traders above. Not happy. Don't have stalls and one physically could not manage it.

6.4 From the feedback it is the preferred option of the traders to maintain the status quo, however the majority would erect their own stalls at a reduced rent if required.

## **7.0 OPTIONS**

The options are:

- (a) Continue with the erection and dismantling of the stalls
- (b) Require traders to supply, erect and dismantle their own stalls

## **8.0 RESULT OF OPTION APPRAISAL**

Option a - It is as a result of the conditions of the stalls, trailer, transport, storage arrangements and proposed significant increases in recharges associated with the erection and dismantling of the stalls that this issue has been raised. The projected increases in costs would barely make the market break even.

Option b – By requiring traders to supply, erect and dismantle their own stalls this will save the cost of repair/replacement of the stalls and trailer, overcome the problems of storage of the stalls, save the cost of storage and repairs/replacement of the tractor and the costs of the erection and dismantling of the stalls. These savings will be offset by some initial supervision costs and the reduction in the charge for having to supply and erect their own stalls. It is recommended that the charges be reduced to those of Pickering, where traders have to provide and erect their own stalls. Unfortunately some traders may due to the new requirement cease trading, which would reduce income but from the consultation this may be 3 or 4 traders but we would try to attract new traders to replace them. There would be no charity stall erected, however space would still be allocated for charities to bring their own tables. The savings from this option would far outweigh the costs and is the preferred option to maintain the long-term viability of the market.

## **9.0 FINANCIAL IMPLICATIONS**

Option b will bring significant savings over Option a.

## **10.0 LEGAL IMPLICATIONS**

By implementing the changes at the start of the new financial year it will give the traders the opportunity to make the necessary arrangements

## **11.0 ENVIRONMENTAL IMPLICATIONS**

The requirement for traders to bring their own stalls will preclude the requirement for Commercial services to travel from Malton to Helmsley twice in one day to erect and dismantle the stalls.

## **12.0 RISK ASSESSMENT**

The traders are used to having the stalls erected and dismantled and it is far more convenient for them. If Option b is chosen there are certain traders due to their health, size of vehicle or inconvenience will choose to no longer trade. However due to the significant increase in costs it has become (economically) unviable to continue with this arrangement and it is anticipated that the vast majority of traders will continue to attend the market.

## **13.0 CONCLUSION**

Due to the increase in costs it is propose to require the traders to supply erect and dismantle their own stalls, which should help ensure the long-term viability of Helmsley Market.

### **Background Papers:**

Nil

**OFFICER CONTACT:** Please contact Steven Richmond, Environmental Health Manager or Paul Crossley, Principal Environmental Health Officer if you require any further information on the contents of this report. The respective officers can be contacted on 01653 600666 ext 247/300 or by e mail: [steve.richmond@ryedale.gov.uk](mailto:steve.richmond@ryedale.gov.uk) or [paul.crossley@ryedale.gov.uk](mailto:paul.crossley@ryedale.gov.uk)