



Central CEF Partnership Board

Venue: Committee Room - Civic Centre, Doncaster Road, Selby, YO8 9FT

Date: Wednesday, 31 July 2019

Time: 6.30 pm

To: District and County Councillors
Councillors I Chilvers (Chair), Shaw-Wright (Vice-Chair),
K Arthur, J Chilvers, M Crane, S Duckett, C Lunn, W Nichols,
J Shaw-Wright, P Welch

Co-opted members
Michael Dyson, Margaret Bontoft, Patricia Chambers, Melanie
Davis, Fred Matthews, Keith Watkins and Anthony Wray

- 1. APOLOGIES FOR ABSENCE**
- 2. DISCLOSURES OF INTEREST**

A copy of the Register of Interest for each Selby District Councillor is available for inspection at www.selby.gov.uk.

Board members should declare to the meeting any disclosable pecuniary interest in any item of business on this agenda which is not (in the case of Selby District Councillors) already entered in their Register of Interests.

Board members should leave the meeting and take no part in the consideration, discussion or vote on any matter in which they have a disclosable pecuniary interest.

Board members should also declare any other interests. Having made the declaration, provided the other interest is not a disclosable pecuniary interest, the member may stay in the meeting, speak and vote on that item of business.

If in doubt, Board members are advised to seek advice from the Monitoring

Officer.

3. MINUTES (Pages 1 - 8)

To confirm as a correct record the minutes of the Central CEF Partnership Board held on 27 March 2019.

4. CONFIRMATION OF CHAIR 2019-20

To note the appointment of the Chair, Councillor Ian Chilvers, by Selby District Council for the municipal year 2019-20.

5. APPOINTMENT OF VICE CHAIR

To appoint the Vice-Chair for the 2019-20 municipal year.

6. MEETING START TIMES

To agree the start time for Partnership Board meetings, Funding Sub-Committee meetings and Forums for the municipal year 2018/19.

Current arrangements:

Partnership Boards – 6.30pm

Forums – 6.30pm

Funding Sub-Committees – 5.30pm

7. BOARD MEMBER VACANCY - CO-OPTED MEMBER

In addition to District and County Councillors, there will be up to 8 admitted co-opted Members on the Partnership Board. Normally the 8 would comprise up to 4 town or parish council representatives and up to 4 other community representatives co-opted by the Partnership Board, but the Partnership Board shall be free to determine a different proportion if it sees fit.

Co-opted members must be formally approved by the Partnership Board and will have voting rights in respect of any decisions or recommendations made by the Board.

The Board are asked to consider any proposals to fill the vacancy for a co-opted Member. This vacancy has arisen as Councillor Steve Shaw-Wright is now a District Councillor, and therefore automatically has a place on the Central CEF Board in this respect.

8. APPOINTMENT OF FUNDING SUB-COMMITTEE

To appoint members to the Central CEF Funding Sub-Committee for the municipal year 2019-20.

The Funding Sub-Committee Members for 2018-19 were Councillors P Welch

(Sub-Committee Chair) and J Chilvers, and M Davis, M Dyson and T Wray.

9. CHAIR'S REPORT

To receive any reports and updates from the Chair (oral report).

10. BUDGET UPDATE (Pages 9 - 10)

To consider the Central CEF budget.

11. FEEDBACK FROM THE RECENT COMMUNITY ENGAGEMENT FORUM

To receive feedback from the Forum meeting held on 26 June 2019 at Barlow Village Club; the theme was Transport and Highways.

12. COMMUNITY DEVELOPMENT PLAN (Pages 11 - 18)

To consider progress and developments related to the Central CEF Community Development Plan.

13. MARKETING AND PUBLICITY

To discuss ideas to promote the Central CEF.

14. COMMUNICATIONS

To discuss any points of interest relating to the Central CEF that should be forwarded to Selby District Council's Communications Team to undertake publicity work.

15. IMPACT REPORTS (Pages 19 - 22)

To consider the following completed impact report:

Selby RUFC Under 15 Boys, 'Tour Funding', £500, awarded March 2019

16. NEXT MEETINGS

To confirm the date and location of the next Central CEF meetings:

Dates of next meetings	
Forum	Wednesday 18 September 2019, 6.30pm – <i>Venue and theme of meeting to be agreed</i>
Board	Wednesday 2 October 2019, 6.30pm, Committee Room

17. STEAM CRANE FEASIBILITY STUDY (Pages 23 - 38)

At its meeting in March 2019, the Central CEF Board enquired as to the progress on the feasibility study of the steam crane in Selby. The Operations Director from Groundwork updated the Board and explained that the feasibility report commissioned by the CEF/Groundwork had been received and contained a number of options.

It was agreed that the report should be formally discussed at the next meeting of the Board in July 2019.

The Board are asked to consider the report as attached.



Janet Waggott
Chief Executive

For enquires relating to this agenda, please contact Victoria Foreman on 01757 292046 or vforeman@selby.gov.uk.



Minutes

Central CEF Partnership Board

Venue: Committee Room - Civic Centre, Doncaster Road, Selby, YO8 9FT

Date: Wednesday, 27 March 2019

Time: 6.30 pm

Present: District and County Councillors
Councillors I Chilvers (Chair), J Chilvers, M Crane, C Lunn, P Welch

Co-opted Members
Michael Dyson, Margaret Bontoft, Patricia Chambers, Melanie Davis, Steve Shaw-Wright (Vice Chair), Keith Watkins and Anthony Wray

Officers present: Peter Murphy, Operations Director, Groundwork North Yorkshire and Victoria Foreman, Democratic Services Officer

Others present: 0

Public: 0

46 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors K Arthur, S Duckett and J Thurlow.

47 DISCLOSURES OF INTEREST

Councillors J Chilvers declared a non-pecuniary interest in agenda item 6.3 – Flaxley Road Tenants and Residents Association, 'Funding for a Community Defibrillator and Cabinet', £1,000, as she attended Flaxley Road TARA meetings.

Steve Shaw-Wright declared a non-pecuniary interest in agenda item 6.3 – Flaxley Road Tenants and Residents Association, 'Funding for a Community Defibrillator and Cabinet', £1,000, as he attended Flaxley Road TARA meetings.

Councillor I Chilvers declared a non-pecuniary interest in agenda item 6.1 – Selby RUFC Under 15 Boys, 'Selby Under 15 Boys Tour Funding', £500, as he was a former member of Selby RUFC.

48 MINUTES

The Partnership Board considered the minutes of the meeting held on 22 January 2019.

RESOLVED:

To confirm as a correct record the minutes of the Partnership Board meeting held on 22 January 2019.

49 CHAIR'S REPORT

The Chair had no report for the Board.

50 BUDGET UPDATE

The Board noted that the remaining balance for 2018-19 was £6,818.51.

RESOLVED:

To note the budget update.

51 FUNDING APPLICATIONS

The Board noted the Funding Framework.

51.1 NLY COMMUNITY SPORTS LTD, ' SELBY DISABILITY FOOTBALL CLUB', £1,000

The application was for £1,000 for the Selby Disability Football Club.

The Board received the recommendations of the Funding Sub-Committee which had met prior to the Board to consider the application. The Funding Sub-Committee recommended to the Board that the application for funding be refused.

The Board acknowledged the view of the Sub-Committee that there were other funding avenues and support that would be more appropriate for this particular project which could be explored by the applicants, and that it could be explored with IHL about assisting the applicants with the cost of pitch hire.

RESOLVED:

i. To recommend that the application

- for a grant of £1,000 be refused.
- ii. To suggest that NLY Community Sport Ltd. work with IHL at Selby Leisure Centre to investigate how IHL can assist further with the funding and development of disability football in Selby.
 - iii. To encourage NLY Community Sport Ltd to explore alternative funding avenues for the disability football project, such as Sport England.

51.2 SELBY RUFC UNDER 15 BOYS, 'SELBY UNDER 15 BOYS TOUR FUNDING', £500

The application was for £500 for the Selby RUFC Under 15 Boys.

The Board received the recommendations of the Funding Sub-Committee which had met prior to the Board to consider the application. The Funding Sub-Committee recommended to the Board that the application for funding be approved.

The Board, like the Sub-Committee, were pleased to note that the applicants had already raised the majority of the funds themselves through various fundraising activities, and as such, felt that the CEF should support the application for the Under 15 Boys Tour Funding.

The Board agreed that the application met the requirements of the funding framework.

RESOLVED:

To recommend that a grant of £500 to Selby RUFC Under 15 Boys be approved, as outlined in the application.

51.3 FLAXLEY ROAD TENANTS AND RESIDENTS ASSOCIATION, 'FUNDING FOR A COMMUNITY DEFIBRILLATOR AND CABINET', £1,000

The application was for £1,000 for the Flaxley Road Tenants and Residents Association.

The Board received the recommendations of the Funding Sub-Committee which had met prior to the Board to consider the application. The Funding Sub-Committee recommended to the Board that the application for funding be approved.

The Board concurred with the view of the Sub Committee that the application deserved the backing of the CEF due to the importance of having a lifesaving device available in the local community.

The Board agreed that the application met the requirements of the funding framework.

RESOLVED:

To recommend that a grant of £1,000 to Flaxley Road Tenants and Residents Association be approved, as outlined in the application.

52 FEEDBACK FROM THE RECENT COMMUNITY ENGAGEMENT FORUM

The Development Officer gave feedback to the Board from the recent forum held at Selby Community Centre in Selby. Informative presentations from Julian Rudd, the Council's Head of Economic Development and Regeneration, Angela Crossland, Head of Community, Partnerships and Customers and Chris Wade, Director of People and Places. The theme of the meeting was Economic Development in Selby.

The general consensus was that attendance had improved, which some Board members felt had been helped by the distribution of flyers in the local area, and the offer of refreshments at the meeting.

53 COMMUNITY DEVELOPMENT PLAN

The Operations Director for Groundwork, presented the Community Development Plan (CDP) which had been published with the agenda.

The Board discussed the CDP and noted the following updates:

- 1.1 – Team Up to Clean Up – Works to the path between Brayton Lane and Wishing Well had been completed, work at Marsh Lane had progressed and a meeting to discuss the work at Riverside Gardens had been arranged.

The Board expressed some concern as to the use of weed killer near to the pond at Marsh Lane, and indicated that strimming and grass seeding the area would be sufficient.

Board Members asked the Operations Manager (Groundwork) to find out why the litter bin that had been funded by the CEF for outside Selby Community Primary School had not been provided. The Operations Manager agreed to chase this up with Amey via the Contracts Team.

- 1.4 – Reduce Fly Tipping/Targeted Community Tidy Up Days – It was

agreed that this should be chased up.

- 1.5 – Window on the Past Heritage Project – Councillor Steve Shaw-Wright agreed to follow this up.
- 2.1 – Flood and Community Resilience – The Operations Director (Groundwork) informed the Board that Groundwork would be involved in an upcoming ‘Communities Prepared’ initiative with the Environment Agency to help local communities become more resilient during emergencies by supporting new emergency volunteer groups, or offering further training and advice to existing ones.
- 2.2 – ASB Youth Provision – It was noted that Big Local were now providing support to the Youth Group with a CEF grant via Groundwork to cover capital costs. The Friendship Cafe project would still go ahead.
- 3.2 - Reinvigorating and increasing the use of Selby park – All the bands for the Picnic Brass events were now booked, and there had been some publicity in the press in the last month mentioning the funding from the CEF.
- 3.3 – Veteran Wood Working Project – The Operations Director confirmed that if there was further tree work later in the year, this project could be invigorated if wood was supplied.
- 3.4 – Men in Sheds – There was no progress to report on this project.
- 3.5 – Barlow Football Field and Drainage – The Board were informed that a Barlow Parish Councillor’s husband had previous experience with playing field works and would be assisting with this project.
- 4.1 – Community Speed Watch – Site proposals for speed watch activity had been submitted to the Police for agreement, and a walk round had been undertaken with the speed watch officer. The next step was to acquire some equipment for the group, but there could be a delay as there was no equipment none currently available from the Police as it was all being used by other groups at present. Training would also be required once the equipment was available.
- 4.2 – East Common Lane, Barlow – A planning application to be considered at Planning Committee on 3 April 2019 could have some impact on this project, and as such, it was agreed that it would be sensible to await the outcome of the application before meeting with North Yorkshire Highways.

54 MARKETING AND PUBLICITY

The Board noted that there had been press coverage of the upcoming brass band events in Selby Park, as requested by the Board at their meeting in January, and that the Council’s Communications Team was producing some

stories on Team Up to Clean Up projects.

In relation to the production of the Central CEF videos, Democratic Services had chased up Selby Parkrun and Abbey Belles to encourage them to be involved with the filming. The Waterfall of Poppies project had already been filmed.

It was suggested by the Board that the funding application form for CEF grants be amended to include a stipulation that applicants, if successful, may be required to undertake some publicity work with the Council's Communications Team for promotion of the CEF. It was agreed that this suggestion be forwarded to the CEF Chairs Group for discussion.

RESOLVED:

To ask the Democratic Services Officer to forward to CEF Chairs the Board's suggestion to amend the CEF application forms to include a stipulation that applicants, if successful, may be required to undertake publicity work with the Council's Communications Team for promotion of the CEF.

55 COMMUNICATIONS

The Board enquired as to the progress on the feasibility study of the steam crane in Selby. The Operations Director from Groundwork updated the Board and explained that the feasibility report commissioned by the CEF/Groundwork had now been received and it contained a number of options.

It was agreed that the report should be circulated to the Board after the meeting for consideration, and that it should be formally discussed at the next meeting of the Board in July 2019.

RESOLVED:

To ask the Democratic Services Officer to circulate the steam crane feasibility study to the Partnership Board after the meeting.

56 IMPACT REPORTS

The Board received the impact reports set out in the agenda.

Selby Health Walks, 'Walk Programme Printing and Public Liability Insurance Cover', £360

The Board considered the impact report from Selby Health Walks, and were pleased that it was a comprehensive assessment of the use of the funding awarded to the group.

The Board queried what Central CEF funding had been awarded to Abbots Staith in the past. The Democratic Services Officer confirmed that an

application for £8,150 had been refused in October 2016, and that no other funding from the Central CEF had been awarded since.

The Board noted that if funding had been awarded prior to October 2015, it was likely that Democratic Services at Selby District Council would not have records of this funding, as governance of the CEFs was taken over by Selby District Council in October 2015.

The Board suggested that it would be useful if they were able to see the Grant Register, as maintained by Democratic Services, on an annual basis, in order to monitor the responsiveness of funding applicants to requests for impact reports. The Democratic Services Officer suggested that this matter also be referred to CEF Chairs for discussion.

RESOLVED:

To ask the Democratic Services Officer to forward to CEF Chairs the Board's suggestion that the CEF Grant Register be considered by the Board on an annual basis, in order for the Board to monitor the responsiveness of funding applicants to requests for impact reports.

57 NEXT MEETINGS

The Board discussed the venue for the next Central Forum on 26 June 2019, and asked the Democratic Services Officer to book Barlow Village Club as the venue.

The theme of the forum was identified as Highways and Transport. The Democratic Services Officer was asked to invite attendees from North Yorkshire Police Community Speed Watch and North Yorkshire County Council Highways to the meeting.

RESOLVED:

- i) To ask the Democratic Services Officer to book Barlow Village Club for the Central CEF meeting on 26 June 2019.**
- ii) To note that the theme of the meeting would be Highways and Transport.**
- iii) To ask the Democratic Services Officer to invite representatives from North Yorkshire Police's Community Speed Watch Team and North Yorkshire County Council Highways Team to the meeting.**

The meeting closed at 7.03 pm.

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Agenda Item 10

Central Community Engagement Forum
Financial Report. 1 April 2019 to 31 March 2020

Balance carried forward from 2018/19 £11,741.51
Grant from SDC for 2019/20 £20,000.00

This is the total budget available at the start of the financial year.

Total budget for 2019/20 £31,741.51

Ref.	Date Agreed	Date Paid	Paid to	Details	Amount (£)	
					Actual	Committed
	03-Oct-18		Wild Studios	CEF Promotional Videos		£595.00
	03-Oct-18		N/A	Budget agreed by Board to trial leaflets and refreshments for forthcoming forums		£400.00
	03-Oct-18		Inspiring Healthy Lifestyles	Selby Park: Picnic Brass Events Programme 2019		£2,000.00
	14-Mar-18	11.4.19	Groundwork / Central CEF	Steam Crane Feasibility Study (awaiting invoice from Groundwork)	£2,000.00	
	27.3.19	11.4.19	Flaxley Road Tenants	Difibrillator	£1,000.00	
	27.3.19	4.4.19	Selby RUFC	U15 Boys Tour	£500.00	
		4.4.19	Petty Cash	Refreshments	£14.04	
		23.5.19	Petty Cash	Refreshments	£11.00	
		10.5.19	REFUND	REFUND	-£187.03	
		13.6.19	Reach Studios	Flyer 26.6.19	£65.00	
		13.6.19	CreateTVT	Flyer 26.6.19	£150.00	
		4.7.19	Petty Cash	Refreshments	£11.00	
		4.7.19	Barlow Amenity Centre	Hire of Hall	£45.00	

Total Actual Spend to date £3,609.01

Remaining Commitments not paid £2,995.00

This figure is the remaining budget available to spend (the total budget minus actual spend and commitments yet to pay).

Total budget remaining £25,137.50

This figure is the total budget available minus actual spend.

Total balance remaining £28,132.50

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Central CEF Community Development Plan – Updated 22 July 2019

Key objective one: TIDY ENVIRONMENT

What are we going to do?

To provide a tidy environment by working in partnership with local communities and town centre stakeholders to improve neglected areas within the public realm.

Ref	Location	Project description	How will we achieve success?	When	Partners	Update	Priority	CEF Lead
1.1	CENTRAL AREA CEF	<p>Team Up to Clean Up Campaign</p> <p>The ambitious participation campaign to engage local people to take action to improve their community. £9000 to be made available for the delivery of the campaign.</p>	<p>Applicants will nominate a site via the on-line nominations form on the Selby District Council's website</p> <p>Eligible projects will be shortlisted independently by Groundwork, and then they will go forward to the Central Area CEF's Partnership Board to determine the three winning projects.</p> <p>Three community engagement projects, will be awarded of £3,000 each. The funding will contribute to the capital and/or revenue costs of each project.</p>	2018	Selby DC Selby TC Brayton PC Barlow PC	<p>Works to path between Brayton Lane and Wishing Well have been completed. Further monthly maintenance visits scheduled for 2019.</p> <p>Work at Marsh Lane has progressed, with site cleared and fence erected. Further works to improve the fencing will follow.</p> <p>Initial works at Riverside Garden undertaken. Further works involving staff</p>	Progressing	Steve Shaw-Wright

						from Sainsbury's are now planned.		
1.2	SELBY Ousegate	To install handrail alongside of the footpath under the railway bridge.	Liaise with NYCC Highways and Network Rail regarding the options and costs.	2018	Cllr Dyson Selby DC NYCC Network Rail	Site visit undertaken – Network Rail discussions need to take place.	Progressing	Michael Dyson
1.4	SELBY TARA (Flaxley Road)	To help reduce fly tipping and tidy up the area Targeted Community Tidy up days	To liaise with SCD Housing – Dominic Richardson	2018	Groundw ork SDC Central CEF	Meeting to be agreed with Dominic Richardson to establish what has happened previously and to establish how to move forward on this.	Progressing	Clifford Lunn
1.5	CENTRAL AREA CEF	Window on the Past - Heritage Project	To develop a new visual interpretation of Selby's hidden heritage. To create 2 pictorial windows to illustrate buildings and townscapes of the past.	2018	Groundw ork STEP SDC	Steve Shaw-Wright met with David Lewis to explore opportunities/options	Progressing	Steve Shaw- Wright

Key objective three: COMMUNITY SAFETY

What are we going to do?

To work in partnership with the Police, Statutory bodies and Town and Parish Councils to identify potential hotspots for crime and anti-social behaviour and develop practical solutions for reducing incidents.

Ref	Location	Project description	How will we achieve success?	When	Who	Update	Priority	CEF Lead
2.1	CENTRAL AREA CEF	Flood & Community Resilience	<p>Awareness raising to help communities understand the risks of flooding.</p> <p>Assistance for communities to develop a flood resilience plan.</p> <p>Mini Conference to outline risks of flooding and practical advise on how to minimise impact of flooding – 2 session – one to support PC's to update their community Plans</p> <ul style="list-style-type: none"> - Second to open up to the public to discuss practical advice <p>Recruitment of Volunteer Wardens – street/area specific</p> <p>Development and roll out of</p>	2017	Selby DC & TC Brayton PC Barlow PC NYCC EA Emergency Services	<p>Central CEF to start moving this forward. Working group to be form</p> <p>UPDATE: Flooding and Community Resilience themed Forum event held.</p> <p>NYCC working with Parish Councils to help update Plans</p> <p>Action ongoing to develop this theme further</p> <p>Communities Prepared information circulated to Partnership Board</p>	Progressing	Stephanie Duckett

			Emergency boxes to the most vulnerable.					
2.2	CENTRAL AREA CEF	ASB – Youth Provision	<p>To work closely with IHL and other youth support groups to establish gaps in provision</p> <p>Engagement with local Primary Schools establish gaps in provision</p> <p>Work in Partnership to ensure that the provision that is on offer is easily accessible and known about.</p>		<p>NY Police IHL Central CEF Groundwork SDC Sue Shooter</p>	<p>Central CEF to form a working group, meetings to be held with partners to establish delivery model and ensure there is no duplication</p> <p>Big Local are now providing support to the Youth group with CEF grant via Groundwork to cover capital costs. Young people are meeting regularly and have fed into a recent funding round by Big Local to develop activities for young people from July onwards.</p>	Progressing	Karl Arthur

Key objective four: HEALTH AND WELL-BEING

What are we going to do?

To raise awareness and break down barriers around community health and well-being and encourage practical support activities.

Ref	Location	Project description	How will we achieve success?	When	Who	Update	Priority	CEF Lead
3.2	Central Area	Reinvigorating and increasing use of Selby Park Decrease Social Isolation, Increase Time spent outdoors. Getting Selby Active.	Working in Partnership with IHL, SDC and Central CEF to establish a calendar of events to be carried out in the Park. Possibly CEF to fund a Weekly Brass Band throughout the Summer? Events to be scheduled in the Amphitheatre	2018	IHL SDC Central CEF	Groundwork and Central CEF to facilitate initial meeting with key partners Monthly brass band performances managed by IHL with CEF grant support now happening, forming part of the wider Selby 950 celebrations	Progressing	Judith Chilvers
3.3	Central Area	Veteran Wood working project - Building confidence, increasing	Working in partnership with SDC, Community First Yorkshire, Veterans Wood Work, to undertake a number of sessions that will engage with Selby	2018	Community First Veterans Woodwork	Groundwork to develop project plan and submit funding applications to enable		TBC

		community involvement, promoting empowerment, decreasing social isolation	Districts veteran community, to undertake practical working sessions using Selby's natural resources to make pieces of art/ wood craft pieces that can be displayed through the town and in key woodland places Establishing a sustainable group of veterans that will continue to meet and support each other.		k Groundw ork SDC Central CEF	this progress UPDATE: Community First have decided not to support this project due to concerns around the finances		
3.4	Central Area	Increase sustainability of upkeep of Selby Park by integrating projects like "Men in Garden Sheds" and "She Sheds"	Working in partnership with SDC, IHL, Selby College and Central CEF to get a Shed/Workshop in Selby Park where banks of Volunteers can come together to ensure the upkeep and development of Selby Park	2018 - 19	SDC IHL Groundw ork Central CEF	Initial Partnership meetings with SDC and IHL have been held. IHL bringing forward Friends of Selby Park proposal	Progressing	TBC
3.5	Barlow / Central	To Help to inform the SDC Strategic Asset Management Report– Starting with looking at options for Barlow's Football Field and Drainage Increase sporting activities within the Central CEF area	Barlow PC to gain quotes to establish the work required and the cost to bring the pitch back to a useable state of repair Funding to be secured to carry out the work required Groundwork to get an update form SDC with regards to their Open Green Space Strategy	2018	Barlow PC Central CEF Groundw ork	All sporting facilities managed by IHL Caroline Skelly at SDC to follow up.	Progressing	TBC

Key objective five: PUBLIC TRANSPORT, TRAFFIC AND SPEED

What are we going to do?

Public Transport is an issue for many villages and towns. As this issue spans all the CEF areas then Central Area will work in partnership with other CEF areas to establish solutions

Ref	Location	Project description	How will we achieve success?	When	Who	Update	Priority	CEF Lead
4.1	Barlow – Brayton, Barlby Bridge and Selby Central	Community Speed Watch	<p>Barlow tried to get this initiative off the ground to help reduce speeding in the village, they are unable to generate enough Volunteers,</p> <p>Central CEF would like to showcase this initiative and undertake the required training and become the volunteers, moving around the central CEF area, generating interest and showcasing the impact and hopefully start to generate sustainable volunteer groups in each of our areas.</p>	2018	Central CEF	<p>Tony Wray working with the Police to identify suitable sites in Barlow.</p> <p>Criteria for what is required has been clarified.</p> <p>Site proposals for Barlow have gone to NY Police for their agreement and the scheme is being rolled out.</p> <p>Presentation given at June CEF Forum</p>	Progressing	Tony Wray

4.2	East Common Lane Barlow	Increase number of passing places along an ever increasingly busy Rural lane.	Liaise with Highways NY and SDC	2018	Central CEF	Tony is progressing this with NYCC Highways. Proposals have been sent to the County Council		Tony Wray
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*** We are missing promoting the Economy

DRAFT

End of project impact report

Grant Awarded: £500

Date Awarded: March 2019

Organisation Details

Name: Selby RUFC Under 15 Boys

Address: Sandhill Lane Selby

Postcode: __YO8 4JP_____

Project Details

Project Title / Description: Tour Funding

Contact Name: Jane Perkins Tel: 07757806645

IMPACT REPORT FOR PERIOD _____ TO _____

Q1 In no more than 500 words please outline the key outcomes of your project.

The aim of the tour was to encourage team comradery, develop their rugby skills and to play tournaments with other players of similar ages at KirKby Lonsdale.

During the tour all the boys bonded through playing rugby, watching older teams play, playing parent versus boys activities, eating together and sleeping together in the tents – it was so cold that they slept closer together to gain some heat.

Q2 In no more than 500 words please demonstrate how the project has met the Community Development Plan objectives that were identified in the original application for funding.

Getting Selby Active - The whole team played rugby games against Kirkby Lonsdale and Stafford, these games were on Saturday and Sunday. Parents were supporting the teams from the sidelines. We also played parents versus boys at Rugby Rounders and touch rugby. Everyone played Rugby Golf. We all ate together in a marquee set up by the club so it was great to see everyone bonding.

Decrease Social Isolation, Increase Time Spent Outdoors – All the activities during the tour gave everyone the chance to socialise with their team mates and parents could get to know each other in an environment where everyone was relaxed and away from the family homes so those of us who do not get to go out much really enjoyed the opportunity to be in the beautiful outdoors for the whole weekend. Quieter boys got a chance to social with boys that are more confident and that will add to confidence in the next year of Rugby as Under 16's.

Q3 In no more than 250 words please give details of any additional benefits or objectives that the project has met that were not anticipated/ outlined in the original application for funding.

Unfortunately there was a death of one of the boy's grandparents on the Friday morning, but it was amazing how the team rallied together to ensure the boy affected was able to attend on Saturday – as he could not go on the coach one of the other parents brought him. He was looked after by “Our Rugby Family” to ensure he was able to enjoy the weekend. That was so special to see !!!

1 boy was injured before the tour, but everyone made sure he was able to attend and be involved as much as possible, which again, was fabulous to see.

Any other comments on the project and its success:

We are now looking forward to the next Rugby Season where our team will become the Under 16 boys team. The coaches are gathering feedback from the boys to ensure we are successful in the next year as a team, both in fitness and tactics. Watching how Kirkby Lonsdale older boys played gave “our team” some areas of improvement during the tournament they played on Sunday and they won Stafford (a team that had not been beaten all season)

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Selby Steam Crane

Feasibility Report

Groundwork

March 2019

Contains *Sensitive* information



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Document history

Job No.:	11598		Doc. Ref.:	11598_BCL_CIV_REP_001	
Revision	Purpose	Originated	Checked	Approved	Date
01	DRAFT	D Bottomley	D Gent	D Gent	20/12/18
02	APPROVAL	D Bottomley	D Gent	D Gent	04/01/19
03	APPROVAL	D Gent	N Stockdale	D Gent	01/03/19

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1. Executive Summary

This feasibility study has been prepared by Bridgeway Consulting Limited (BCL) on behalf of Groundwork and discusses five options in regard to the conservation of the 'Selby Steam Crane'.

Of the five, one of these the 'do nothing' is clearly the most cost effective but this ignores the social benefits of preserving the crane, which is the main aim of the Client's Heritage Lottery Funding bid and is therefore included for academic purposes only. With that in mind, we have determined that Option 3B is the most desirable option, restoring the crane close to its existing location.

The other options discussed cover the various methods available to the Client with a view to the restoration, preservation and conservation of the crane.

2. Introduction

Background

The Client, Groundwork on behalf of Selby Council, are seeking Heritage Lottery Funding to relocate a rare example of Industrial Revolution-era mechanical engineering in the form of a former steam crane, viewing it as an example not only of not only of Selby's industrial commercial history but of Selby's past communities.

Due to the condition of the jetty that the crane is sitting upon, the crane needs to be removed and stored and preserved away from its current location. The client would ideally like it to be placed in a prominent position of the town for all to enjoy and to reaffirm Selby's industrial past.

The Client is looking to complete in 2020 which ties in with the 'Selebrians' 100 birthday.

Structure Information

The steam crane itself is a Taylor & Hubbard Steam Crane. Taylor & Hubbard were in the business of supplying industrial machinery, particularly cranes, throughout the late industrial revolution, operating as an independent entity between 1896 and 1956 before being subsumed by N Hingley and Sons.



Figure 1 - Extract from the Taylor & Hubbard 1911 product catalogue

This particular crane looks similar to the type pictured in Taylor & Hubbard's 1911 catalogue (Figure 1), and it is believed that the crane itself was converted from a steam to diesel powered engine in the 1950's.

Cranes of this nature are now rare due to their age and the changes in technology. Cranes merely being considered as tools are typically changed when newer, better versions are available with no thought of preserving them for posterity.

During the course of this research we approached all 157 heritage railways in the UK as well as the Transport Heritage Centre (Nottingham) and National Railway Museum (York), to determine whether there was a suitable alternative home for the crane. We found that there are 5 or 6 other similar cranes around the country but currently all are in a state of disrepair. Both Peak Rail (Derbyshire) and the Gloucestershire Warwickshire Steam Railway are currently in the process of seeking funding to repair their own cranes.

The Selby steam crane is currently in a similarly poor condition and sits on a timber jetty of equally poor condition.

Considering site observations and from consulting a crane company, we believe that the the crane can be moved in one piece. However, due to condition, there is the possibility of damage to the crane and/or the jetty. We would propose that a more detailed examination of the crane and jetty is undertaken once the conservation option is selected and prior to any site works.

Site Location

The crane is located at the former BOCM site in Selby District Council, Selby YO8 5AF.

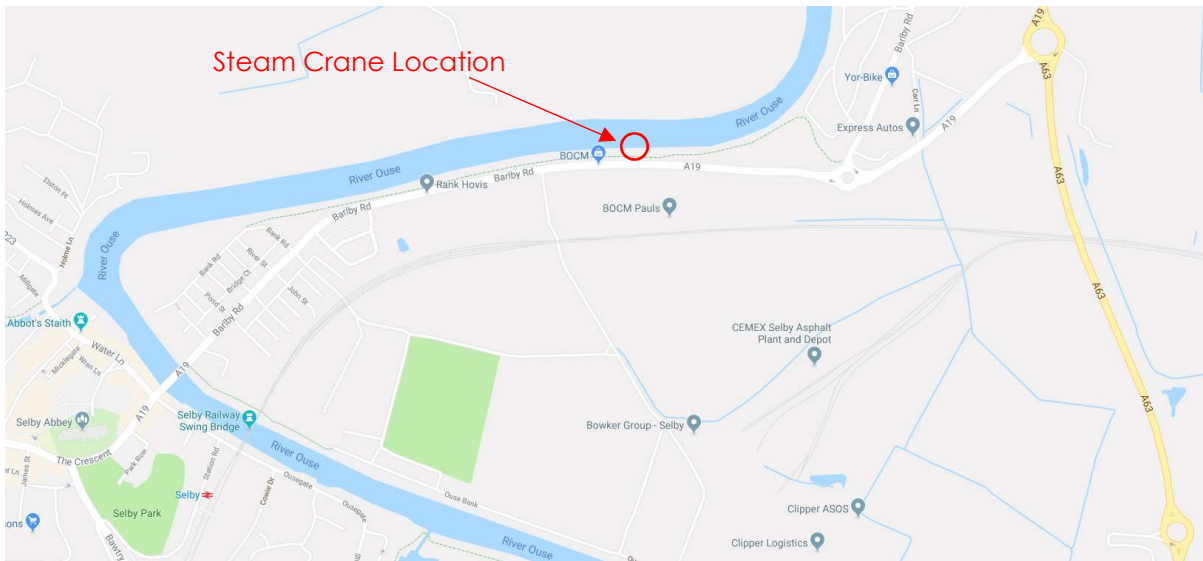


Figure 2 - Site location plan

Google map link: <https://goo.gl/maps/hbb6slAyyZw>

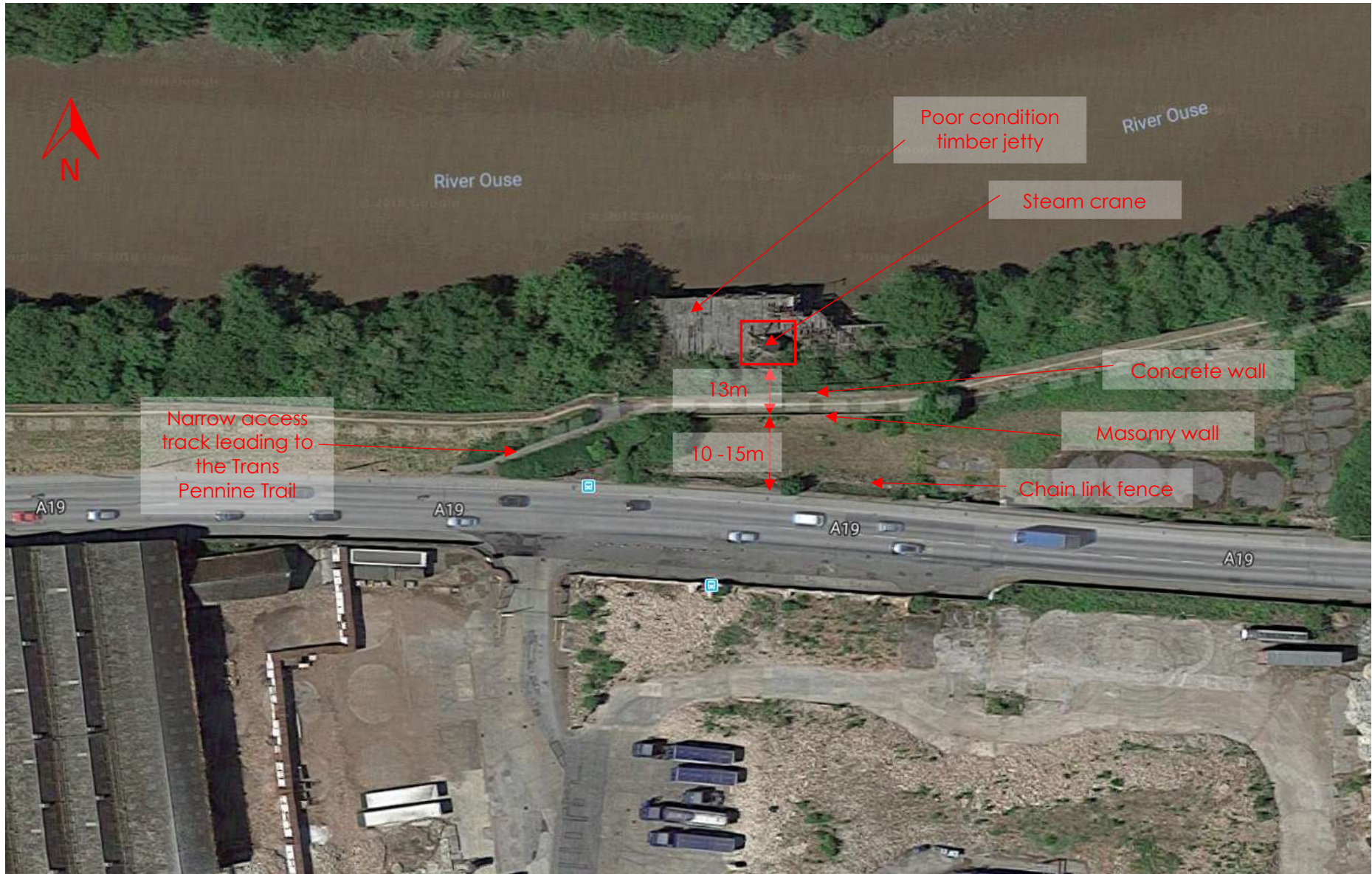


Figure 3 - Site layout plan

3. Option 1 – Do Nothing

Option 1 is to do nothing and let the crane and jetty continue to deteriorate in their current location.

Reputational Impact

We would anticipate that reputationally, this option would be the least desirable outcome, both from a reputational and conservation perspective.

Having said that, it is anticipated that any negative reputational impact would be relatively short lived and low key. Whilst the steam crane is known within the historical engineering community, it is currently located in a location that is not readily accessible or visible approximately 1 mile out of town.

Due to the 'steam' crane having been converted, the conservation value has been reduced, the structure is not listed, it is poor condition and (as noted later) there are no heritage venues known to be interested in conserving it.

The main reputational risk is related to the condition of the crane and jetty continuing to deteriorate and eventually falling into the River Ouse, however there are no clear ecological or environmental designations attached to this section of the river.

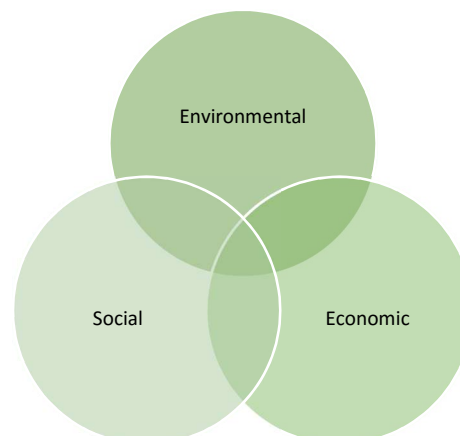
Anticipated Costs

Costs associated with this option are likely limited to the cost of removing the crane and jetty at some point in the future once the structural integrity of the jetty has failed, and then cleaning up any debris or contamination from the river.

Costs to consider would include the removal of the crane and jetty debris and dredging the river of debris. There is likely to be fine to pay to the Environment Agency also. When seeking quotes, we could only be provided with a ball park figure; £7-11,000 for removing the crane and jetty and £20-30,000 for returning the river to its original contamination level and EA fine. This is due to the unknowns such as the level of contamination, size of debris and magnitude of the fine which the EA may impose (which could change depending upon changes in legislation).

It is suggested that whatever the option selected, a permit for working on the waterways is applied for to help mitigate any future fine should debris enter the water during the life of the project).

When reviewing the suitability credentials of a project, we need to consider all three elements of the sustainability triangle: Social, Environmental and Economic. Whilst this option scores highly in the economic field, it does not consider the social value of preserving the crane for the benefit of the community.



4. Option 2 – Donation to a Suitable Recipient

Whilst undertaking this study, BCL contacted a number of heritage centres and museums that may be a suitable candidate for housing and preserving the steam crane. The two main candidates being:

- the Great Central Railway, as the closest significant heritage railway to Leicester, which has strong ties to Taylor & Hubbard;
- the National Railway Museum in York, being the closest heritage railway-related organisation to Selby.

Coincidentally these venues will be linked once again by a railway line in the near future and the Great Central is also home to the National Transport Museum.

Unfortunately, neither of these organisations were interested in preserving the steam crane or supporting the HLF bid.



Figure 4 - View from the A19 showing site constraints in the form of 2No. flood defence walls

After ruling out the main candidates we contacted the remaining heritage railway centres in the UK (circa 156). Only the Lancashire Mining Museum is interested in re-homing the steam crane, but this may be too far from Selby to be suitable.

As stated in the introduction, by contacting these organisations we did determine that there are several other steam cranes around the country, but all appear to be in various states of disrepair.

5. Option 3 – Restoration In-situ

Option 3a is to restore the crane in-situ, this would also involve the repair and restoration of the timber jetty, or a section of, to provide a long-term stable platform on which the crane can be repaired and ultimately rest upon. The presence of the adjacent Trans Pennine Trail means that the local community can already visit the crane, but there is no safe way for them to interact with it due to the condition of the jetty.

An alternate methodology which may be more preferable, Option 3b, would be to remove the crane from the jetty and restore it in-situ on the 10-15m wide open area of land between the flood defence walls and A19, shown in Figure 3. The A19 is a key gateway into Selby Town and is currently in need of a major landscape overhaul, and the former BOCM site on the opposite side of the road is expected to be a major new housing development (Olympia Park) which means that footfall will increase and there is potential for additional funding from these developments.

Reputational Impact

The Trans Pennine Trail runs adjacent to the current location and the area is due for re-development, so in fact this could be the best location for a restored steam crane and have a positive social impact by tying the redeveloped area to the industrial heritage of the town and providing a 'gateway' feature.

Anticipated Methodology

To restore the crane whilst on the timber jetty would require considerable enabling works prior to any restoration. One of the major concerns with this option is the stabilisation of the jetty, which is in poor condition and would require full or partial replacement prior to works starting.

Access to the site for the duration of the restoration works also presents its own particular problems. The river at the crane's location is contained by a continuous flood defence wall preventing vehicular access from the road for site works. Thus, access to the site would likely have to be from the opposite side of the river. The opposite side of the river is working farm land, not suitable for a site depot and can only be accessed via farm tracks. Access across the river would have to be temporary to allow for river traffic to pass, further adding to the cost.

Having stabilised the jetty, the crane could then be restored.

Alternately the crane could be lifted off the jetty and laid down on the opposite side of the flood defence wall and restored in that location. This would require the permission of the land owner, unknown at this time, but is far more accessible than the jetty location.

Anticipated Costs

Option 3a cost breakdown:

Enabling works	£17,500
Repairing the jetty	£10,000
Conservation of non-mechanical parts (parts and labour)	£20,000
Conservation of mechanical parts (parts and labour)	£15,000

Option 3b cost breakdown:

Design and construction of an RC foundation/Plinth	£3,000
Plaque with description and historical information	£300
Planning and consents for craning	£7,500
Moving the Crane	£7,000
Conservation of non-mechanical parts (parts and labour)	£20,000
Conservation of mechanical parts (parts and labour)	£15,000

6. Option 4 – Restoration in a New Location

Option 4 involves the removal of steam crane from its current location and moving it to the location specified by the client. It should be noted that this option assumes the restoration of the crane will occur at the new location, off site restoration would incur further transport and haulage costs.

Reputational Impact

This option offers significant positive impact for the client and the council, a prestige project for all involved. The display of the steam crane would improve the environment and its surround and could be used as a springboard for further works to improve the area.

By conserving the crane and displaying it prominently the project may serve to increase interest in the local history, thus further increasing the social benefits of this option.

However, whilst Selby Park is a much higher profile location, the park is currently undergoing restoration. Also, the park's proximity to Selby Abbey and the associated sensitivities would almost certainly have a negative socio-environmental impact. The crane would also be removed from the industrial areas of the Town, so would not work as well contextually as keeping it near its current location.

Anticipated Methodology

The restoration of the crane at its new location would require the construction of a RC foundation/plinth to lay the crane on and the creation of a work area with sufficient space for materials and equipment.

The removal of the steam crane requires the use of specialist lifting equipment and at this point it is unknown whether the crane is in sufficiently good condition to allow for it to be lifted as one. If this is not the case, the crane will be partially disassembled in situ and lifted out in sections.

The crane will either be transported in one or in several sections to the site and then restored there

Suitable Locations

As per the Client's request to consider relocating the steam crane somewhere in Selby town centre, a location within Selby Park adjacent to the railway station would be ideal in maintaining the crane's link to the railway whilst positioning it in a prominent, accessible

location in accordance with the Client's wishes. Somewhere along the walking route between the Bus Station and Railway Station would be perfect for maximising community visibility.

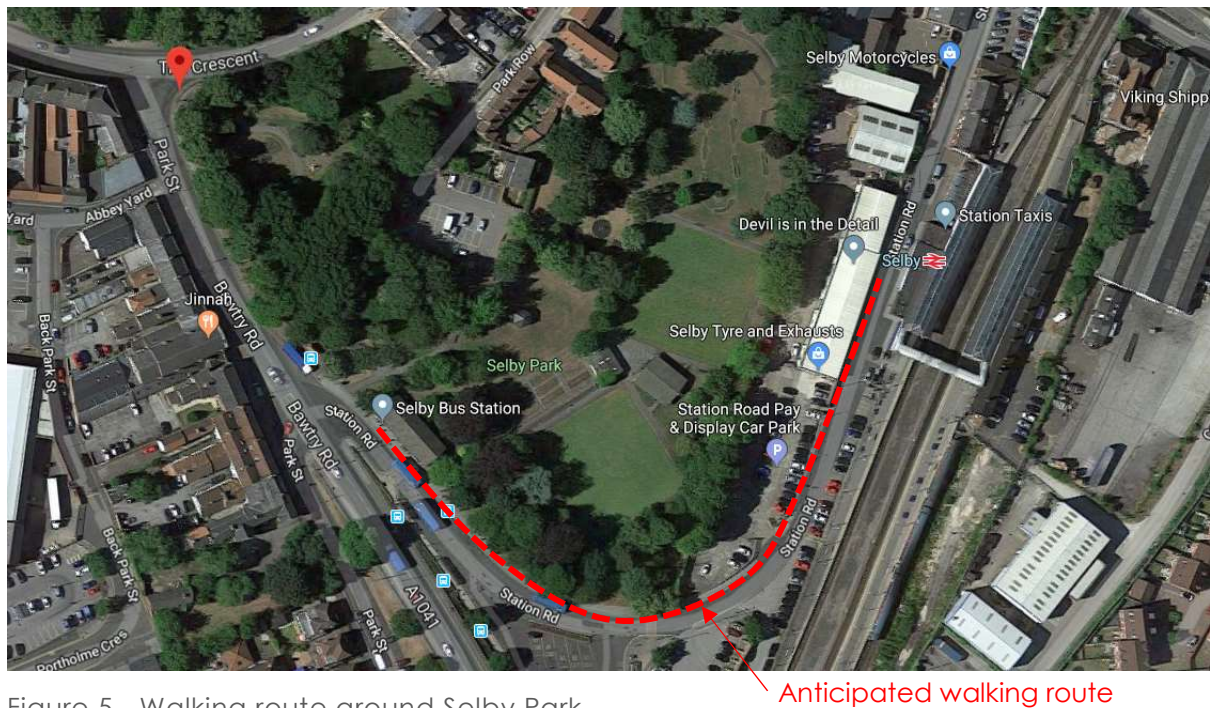


Figure 5 - Walking route around Selby Park

Anticipated Costs

The anticipated costs will depend upon the level of conservation work required. Moving the crane itself is a relatively fixed price. Below is a list of potential costs:

Design and construction of an RC foundation/Plinth	£3,000
Plaque with description and historical information	£300
Planning and consents for craning and haulage	£7,500
Moving the crane to Selby Park (inc. crane and haulage)	£11,000
Conservation of non-mechanical parts (parts and labour)	£20,000
Conservation of mechanical parts (parts and labour)	£15,000

7. Option 5 – In Situ Restoration and Transportation to New Location

Option 5 is effectively a hybrid of the previous options. The crane will be lifted off the jetty in sections and restored at the roadside location as per Option 3. Once restored the crane can be transported in sections to a central location, as per Option 4, where it can be reassembled.

Reputational Impact

The preferential option, the impact of locating the crane in the town centre is unchanged from Option 4, however there is significant benefit to conducting the restoration away from the park area. The park area is a local hub, and the only park of its size in the area, and therefore it is expected that the disruption due to noise or otherwise during construction would have a negative impact on the area and thus may affect the public perception of the completed project.

The restoration of the project away from a busy public area has the added benefit of reducing the site works risks over that period.

Anticipated Methodology

As per Option 3 the crane would be removed in sections from the jetty and laid to rest at the roadside location and a worksite would be created there. The crane would be restored to the chosen level in such a way that it could be transported in sections to the town centre location and rebuilt there.

It is assumed that once the crane has been removed from the jetty that a specialist lifting firm would no longer be required, assuming a crane weight of 10 tonnes if moved in sections then the crane could be lifted and transported using a telehandler/flatbed or similar, thus significantly reducing transport costs.

Anticipated Costs

Design and construction of an RC foundation/Plinth	£3,000
Plaque with description and historical information	£300
Planning and consents for craning	£7,500
Moving the crane to Selby Park (inc. crane and haulage)	£11,000
Conservation of non-mechanical parts (parts and labour)	£20,000
Conservation of mechanical parts (parts and labour)	£15,000

8. Degree of restoration

As can be seen from the anticipated costs of each of the above options there is significant financial outlay in restoring the mechanical components of the crane. It is suggested that given the future use of the crane this is unnecessary and there are a number of fully functioning steam cranes already operating on heritage rail lines around the country. Repairing the mechanical elements will also increase ongoing maintenance costs.

Additionally, were the crane to be placed in a publicly prominent location then working mechanical components would be detrimental to the function of the structure. Large mechanical devices often attract the attention of young children who, if the structure was fully functional, would have to be deterred from interacting with it. By restoring the crane to a visually functional condition only, to a point where it is robust enough to withstand interaction, this would not be the case, the mechanical components could be welded/otherwise sealed allowing for access to all parts of the structure. In this condition, the children can then be encouraged to interact with the structure (i.e. leaving the disconnected controls to move freely), which would further increase the social value of the project and likely have a positive impact on the public reception to it.

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