

## Policy Committee – 9<sup>th</sup> June 2015

# SKIPTON BUS STATION MANAGEMENT AGREEMENT



### Report of the Director of Services

Ward(s) affected: Skipton

1. **Purpose of Report** – To seek members approval to enter into a Management Agreement with North Yorkshire County Council for the long term management of Skipton Bus Station
2. **Recommendations** – Members are recommended to:
  - 2.1 To authorise the Director of Services to enter into the Management Agreement appended to this report.
  - 2.2 To give delegated authority to the Director of Services to amend the tasks and responsibilities outlined in the Management Agreement at Appendix A (Tasks and Responsibilities) from time to time, as necessary.
3. **Report**
  - 3.1 In 2007 the Council's Policy Committee approved the joint plans between the Council and North Yorkshire County Council to improve Skipton Bus Station (Minute POL.70). The works were completed in the early part of 2009.
  - 3.2 The bus station underwent a full refurbishment at this time, altering the layout and providing a new shelter running the length of the bus stands. In addition the Waller Hill Car Park and the taxi rank were refurbished. The development of Skipton Bus Station was funded with £1.2 million of Local Transport Plan (LTP) funding provided by North Yorkshire County Council.
  - 3.3 Management arrangements for the bus station have been informally operating since the completion of the bus station redevelopment. Following recent additional works to ensure the shelter and doors are compliant with British Standards, North Yorkshire County Council have asked arrangements for the bus station management are formalised. Once formalised the County Council will make a contribution of 50% (£7,500) towards the cost of the shelter improvements.

Legal representatives from both Councils agree the best way to ensure the protection of the significant public funding invested through the LTP for the re-development of the site is through formalising the management agreement.

- 3.4 The Management Agreement as drafted, seeks to ensure that the site will continue to be used as a bus station for a period of at least 20 years from the 20<sup>th</sup> December 2008. If the Council were to sell the site (which is not proposed) the sale would be subject to a restrictive covenant to ensure that this commitment was honoured.
- 3.5 The minute POL.70(2) provided officers with the authority to “*implement improved management arrangements and to ensure that the facility is managed and maintained to a high quality standard*”. The ‘tasks and responsibilities’ section of the agreement sets out the agreed management arrangements between the district and county councils. Should members be minded to approve the recommendations contained within this report, task and responsibility amendments can be made through the Director of Services and North Yorkshire County Council in consultation with Members as appropriate.
- 3.6 Prior to presenting this report to Policy Committee, officers invited all Skipton members to meet and discuss the proposed Management Agreement as drafted. Those members that attended or discussed separately were broadly in favour of the Agreement and made some suggestions in terms of minor amendments which have been fed back to NYCC colleagues and the wording now agreed by both parties is represented in the Agreement being presented to members through this report.
4. **Implications**
- 4.1 **Financial and Value for Money (vfm) Implications –**
- 4.1.1 The Management Agreement as drafted provides protection for the £1.2m funding that NYCC invested in to Skipton Bus Station through the Local Transport Plan fund for a period of 20 years from the completion of the refurbishment works.
- 4.1.2 In the unlikely event that Craven District Council makes a decision to sell the bus station site prior to December 2028, the restrictive covenant would protect the LTP funding, but would reduce the value of the site for sale. The reduction in value would be determined, not only by the usual market forces, but also by the amount of time left on the restrictive covenant.
- 4.2 **Legal Implications –**
- 4.2.1 The Craven District Council would be bound by the terms of the Management Agreement, in that the bus station site would be required to remain as a bus station until the end of December 2028.
- 4.2.2 In the unlikely event that the Council made a decision to sell the bus station site, the sale would be subject to the restrictive covenant i.e. that it remains a bus station until the end of December 2028.

**4.3 Contribution to Council Priorities –**

A contribution to Financial Resilience will be achieved through the approval to enter into the Management Agreement as formalised arrangements provide clear areas of responsibility and financial expectation for the Council's.

- 4.4 **Risk Management** – Signing the agreement could restrict CDC's ability to dispose of the site at full market value during the period covered by the agreement although there are no plans for the Council to review the medium or long term future of the bus station. If the agreement is not signed there are no significant risks arising other than a possible reputational risk associated with the protection of £1.2M of public funding.

**4.5 Equality Analysis – N/A****5. Consultations with Others –**

Skipton Ward Members

**6 Access to Information : Background Documents – None**

7. **Author of the Report** – Hazel Smith, Asset and Project Manager, telephone: 01756 706310, email: [hsmith@cravenc.gov.uk](mailto:hsmith@cravenc.gov.uk)

Note : Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

**8. Appendices –**

Appendix A – Draft Management Agreement

Appendix B – Site plan showing curtilage of the bus station i.e. the area subject to the management agreement