

BOROUGH COUNCIL MEETINGS – MOTIONS/ACTION TRACKER

Date Of Meeting	Motion / action	Lead Officer	Decision	Action Update
14.11.24	<p>RESOLVED that on the successful motion of Councillor Thomson and duly seconded by Councillor Smith that:</p> <p>“In 2022 an independent study of traffic and parking in Saltburn was conducted by WSP/Capita on behalf of Redcar & Cleveland Borough Council at the cost of £50,000.</p> <p>This was entitled The Saltburn Transportation Masterplan.</p> <p>The Council published the study and invited comment from Saltburn residents.</p> <p>This Council resolves that</p> <ul style="list-style-type: none"> The proposals in the Capita Report and the response from Saltburn residents now be given due attention and a report detailing the relevant considerations along with detailed proposals and recommendations for implementation be brought to Cabinet for discussion and decision making and that this be done at the earliest date, but within three months.” 	BA	The motion was agreed	Action update requested from Directorate

BOROUGH COUNCIL MEETINGS – MOTIONS/ACTION TRACKER

<p>14.11.24</p>	<p>RESOLVED that on the successful motion of Councillor Thomson and duly seconded by Councillor Hannaway that:</p> <p>In response to a Full Council motion in 2022 the Council has issued the following;</p> <p>“MARSKE, NEW MARSKE AND SALTBURN (WAITING AND LOADING AND PARKING PLACES) CONSOLIDATION ORDER 2003 (AMENDMENT) ORDER NO 1 2024.”</p> <p>The order would prevent the parking of motor caravans in sections of Glenside and along Marine Parade between 8pm and 8am daily (Appendix 2a & 2b).</p> <p>A motor caravan would be defined as means a motor vehicle which is constructed or adapted for the carriage of passengers and their effects, and which contains, as permanently installed equipment, the facilities which are reasonably necessary for enabling the vehicle to provide mobile living accommodation for its users “(Motorhome Definition from Motor Vehicles (Type Approval) (Great Britain) Regulations 1984)”.</p> <p>In accordance with standard practice residents were invited to register objections and a decision based on responses was made under delegated powers based on the response of a ‘significant majority’ of Saltburn residents objecting and a petition received.</p>	<p>The motion was agreed</p>	<p>Action update requested from Directorate</p>
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BOROUGH COUNCIL MEETINGS – MOTIONS/ACTION TRACKER

	<p>A press release advising of the Council’s decision not to implement the proposed Order advised the decision was based on resident response and the submission of a petition.</p> <p>The Council resolves that:</p> <ul style="list-style-type: none"> Given that the advertising of the Order only invited objections, and the petition did not qualify as a relevant document in accordance with the Council Constitution, it is requested that given the protocol for advertising and requesting response to TRO responses and guidance for evaluating responses is not at all clear, it is requested that Council agrees to review the protocol for TRO promotion and response evaluation, and to do so within six months.” 			
<p>3.10.24</p>	<p>RESOLVED that on the successful motion of Councillor Morgan and duly seconded by Councillor Curr that:</p> <p>“The Council notes the recent announcement by the Labour Government to end universal winter fuel payments and restrict eligibility to only those in receipt of Pension Credits and other benefits.</p> <p>Though many feel that universal Winter Fuel Payments are not necessary, this council is deeply concerned that</p>	<p>JS/PW</p>	<p>The motion was agreed</p>	<p>Managing Director sent letters to Chancellor and local MPs. Response received from Minister for Pensions (attached)</p> <p>Communications campaign includes:</p> <ul style="list-style-type: none"> Press release issued Information on Council website: <u>Council encourages eligible</u>

BOROUGH COUNCIL MEETINGS – MOTIONS/ACTION TRACKER

<p>many pensioners on lower and middle incomes will now not receive the payments. Across England and Wales the number of people eligible for winter fuel payments will fall by 10 million (from 11.4 million to only 1.5 million).</p> <p>In Redcar & Cleveland, the number of pensioners affected by the change in eligibility criteria is 25,297. That means 85.5% of pensioners currently eligible for winter fuel payments will no longer be able to claim the payment from this winter onwards.</p> <p>Council believes that the Labour Government has set the threshold at which pensioners do not qualify for Winter Fuel Payments far too low. Only those receiving a pension of less than £218.15 a week (or £332.95 a week for couples) are eligible for pension credits. This is significantly lower than the living wage rate.</p> <p>Council is also concerned by the low take up of pension credit with only 63% of those eligible nationwide receiving them - and over 880,000 pensioners not doing so. Council recognises the role we have to play to increase awareness of benefits such as Pension Credit to ensure people are aware of the support they are entitled to.</p> <p>Council further notes that the Energy Price Cap is due to rise by 10% in October, which combined by the removal of Winter Fuel Payments will push thousands of local pensioners into fuel poverty.</p> <p>Council resolves to:</p>		<p><u>residents to claim Pension Credit Redcar and Cleveland</u> and shared through social media channels</p> <ul style="list-style-type: none">• Paid-for posts on Facebook• Article in Council magazine• It is on page two of the magazine• Poster shared with community groups put up in our public buildings
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BOROUGH COUNCIL MEETINGS – MOTIONS/ACTION TRACKER

	<p>Instruct the Managing Director to write to the Chancellor of the Exchequer calling for the policy on linking Winter Fuel Payments to Pension Credit receipt to be immediately paused and introduce a new threshold to determine eligibility for Winter Fuel Payments. Council further requests the Managing Director write to all MPs covering Redcar & Cleveland asking them to give their formal support to halting the changes to the Winter Fuel Payment eligibility.</p> <ul style="list-style-type: none"> •Request all group leaders within Redcar & Cleveland sign a joint letter to the Chancellor of the Exchequer calling for the new Winter Fuel Payment policy to be suspended and reviewed. •Redcar & Cleveland Council to urgently commence a significant awareness campaign to maximise uptake of pension credits. This will include use of council noticeboards, social media, promotion in local press and also targeted letters to those who may be eligible.” 			
<p>30.3.23</p>	<p>RESOLVED that on the successful motion of Councillor Brown and duly seconded by Councillor Richardson that:</p> <p>“Get Me Home Safely” Campaign</p> <p>Unite the Union is running the ‘Get Me Home Safely’ campaign to ensure safe home transport is widely available for night-time economy and shift workers who</p>	<p>BA</p>	<p>The motion was agreed</p>	<p>“The Licensing Act 2003 prescribes the process for approving premises licences and does not allow the authority to impose blanket requirements. If there are no representations during the consultation phase of an application, the licensing authority is required to grant the</p>

BOROUGH COUNCIL MEETINGS – MOTIONS/ACTION TRACKER

	<p>often struggle to find and pay for transport home after midnight.</p> <p>In support of such workers within our Borough:</p> <p>This Council notes that:</p> <ul style="list-style-type: none"> • Shift work is widespread in many industries, particularly hospitality, as well as health and care workers, retail, cleaning, security, and porter staff and can often entail late-night working. • Many workers, especially women, are increasingly worried about their safety travelling to and from work at night. <p>This Council believes that:</p> <ul style="list-style-type: none"> • While employers may feel their duty of care to staff ends when an employee finishes a shift, they also need to take into consideration journeys home, especially during unsocial hours. • The weakness of enforcement of the law against sexual assault, including up-skirting, on public transport is appalling and only 2% of victims go on to report sexual harassment on public transport. 			<p>licence as applied for. Where representations are received, applications are referred to licensing committee for consideration where the committee has discretion when it comes to licence conditions. However, during the next policy revision, the team will look to include advice to applicants on the provision of late-night transportation (or information on late-night transportation) which the applicant may put forward as a step they intend to take to promote the public safety licensing objective.”</p> <p>11.9.24 update: The Review of the policy is due in 2025.</p> <p>4.12.24 update: At meeting on 23.10.24 - Members requested an update on the timeframe for the revision of the “Get me Home Safely” campaign and asked specifically if it was possible to make it a condition of licencing that businesses have to provide female staff with taxis home late at night?</p> <p>The service area has advised that it is not possible to mandate but applicants</p>
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BOROUGH COUNCIL MEETINGS – MOTIONS/ACTION TRACKER

	<ul style="list-style-type: none">• Unite the union’s ‘Get Me Home Safely’ campaign, which calls on employers to take all reasonable steps to ensure workers are able to get home safely for work at night, is greatly needed and should be supported.• Greater numbers of trained staff and stronger enforcement of the law against sexual assault and harassment on public transport are urgently needed. <p>This Council resolves that it will:</p> <ul style="list-style-type: none">• investigate and consider adopting, as part of its licensing procedures, arrangements which will ensure the process for approving late licenses will encourage or require the provision of free transport home for night shift employees after public transport services have stopped. This would significantly benefit the safety and wellbeing of hospitality workers particularly women who often cannot afford, or access safe transport options late at night and benefit our community.• Publicly call for improvement to late night and off-peak transport service provision and investigate the potential to bid for and use the Government’s			<p>could be asked to voluntarily make a commitment to ensure staff are able to get home safely. A specific date for the policy revision cannot be provided at this stage.</p>
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BOROUGH COUNCIL MEETINGS – MOTIONS/ACTION TRACKER

	Safety of Women at Night Fund to provide extra night services, as well as work with employers to use the fund for supplementary taxi travel.			
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