



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

Chief Executive's Directorate  
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## Ordinary Committee

# AGENDA

### **LICENSING, ENVIRONMENT AND SAFETY COMMITTEE**

Committee Room 2  
Town Hall  
Stockport

Meeting: Wednesday, 9 June 2010  
Tea: 5.00 pm (Stopford House Restaurant)  
Business: 6.00 pm

#### **1. MINUTES**

To approve as a correct record and sign the minutes of the meeting held on 14 April 2010.  
(Enclosed)

#### **2. EXCLUSION OF THE PUBLIC AND PUBLIC INTEREST TEST**

To consider whether it is in the public interest to exclude the public during the consideration of items (if any) on the agenda which are marked "not for publication" by virtue of the categories set out in the Local Government Act 1972 (as amended).

#### **3. DECLARATIONS OF INTEREST**

Councillors and officers to declare any interest which they may have in any of the items on the agenda for this meeting.

#### **4. URGENT DECISIONS**

To report any urgent action taken under the Constitution since the last meeting of the Committee.

#### **5. PUBLIC QUESTION TIME**

Members of the public are invited to put questions to the Chair and members of the Committee on any matters within the powers and duties of the Committee, subject to the exclusions set out in the Code of Practice. (Questions must be submitted prior to the commencement of the meeting on the cards provided. These are available at the meeting and at local libraries and information centres)

#### **6. REPORT FOR MEMBERS TO CONSIDER THE CRITERIA FOR THE ALLOCATION OF NEW HACKNEY CARRIAGE LICENCES.**

To consider a report of the Service Director (Environment). (Enclosed)

The report details proposals for a criteria for the allocation of new 'taxi' licences.

**The Committee is recommended to:-**

**(1) Adopt the criteria detailed in 2.6 for the allocation of the new issue of 'taxi' plates subject to the consideration of views received during the subsequent consultation on the policy. Consultation to consist of writing to all licensed drivers in Stockport. To advertise the allocation in a local newspaper and to advertise the policy on the Council Website.**

**(2) To receive details of any interested persons who are able to meet the set criteria for consideration of allocation of a 'taxi' plate.**

Officer contact: Norman Elthorpe, 0161 474 4244, [norman.elthorpe@stockport.gov.uk](mailto:norman.elthorpe@stockport.gov.uk)

**7. DISTRICT CENTRES – STREET TRADING CONSENT**

To consider a report of the Service Director (Regeneration).

(Enclosed)

The report details the responses to the Council's intention to change the status of District Centres in Stockport from the current status as Prohibited Streets to Consent Streets for Street Trading.

**The Committee is recommended to:-**

**(1) Note the response to the initial notice of the intention to change the status of the District Centres.**

**(2) To pass the following resolution:-**

**“That this Committee resolves to change, effective from the 19th day of July 2010, the status of the streets and areas comprising Cheadle, Edgeley, Hazel Grove, Reddish and Romiley District Centres Stockport from their current status as Prohibited Streets to Consent Streets for street trading under Schedule 4 of The Local Government (Miscellaneous Provisions) Act 1982, including all roads, footways and other areas adjacent to the streets identified in the plans and descriptions at Appendix A.”**

**(3) To authorise the Corporate Director, Communities, Regeneration and Environment to issue the necessary notice required under the Local Government (Miscellaneous Provisions) Act 1982.**

Officer contact: Brian Nash, 0161 474 4519, [brian.nash@stockport.gov.uk](mailto:brian.nash@stockport.gov.uk)

Items not for publication

**8. CASE NO. P1372**

To consider a report of the Service Director (Environment).

(To be tabled)

Officer contact: Norman Elthorpe, 0161 474 4244, [norman.elthorpe@stockport.gov.uk](mailto:norman.elthorpe@stockport.gov.uk)

**9. CASE NO. P1373**

3

To consider a report of the Service Director (Environment). (To be tabled)

Officer contact: Norman Elthorpe, 0161 474 4244, [norman.elthorpe@stockport.gov.uk](mailto:norman.elthorpe@stockport.gov.uk)

**10. CASE NO. P1374**

To consider a report of the Service Director (Environment). (To be tabled)

Officer contact: Norman Elthorpe, 0161 474 4244, [norman.elthorpe@stockport.gov.uk](mailto:norman.elthorpe@stockport.gov.uk)

**11. CASE NO. P1375**

To consider a report of the Service Director (Environment). (To be tabled)

Officer contact: Norman Elthorpe, 0161 474 4244, [norman.elthorpe@stockport.gov.uk](mailto:norman.elthorpe@stockport.gov.uk)

**12. CASE NO. P1376**

To consider a report of the Service Director (Environment). (To be tabled)

Officer contact: Norman Elthorpe, 0161 474 4244, [norman.elthorpe@stockport.gov.uk](mailto:norman.elthorpe@stockport.gov.uk)

**13. CASE NO. P1377**

To consider a report of the Service Director (Environment). (To be tabled)

Officer contact: Norman Elthorpe, 0161 474 4244, [norman.elthorpe@stockport.gov.uk](mailto:norman.elthorpe@stockport.gov.uk)

**14. CASE NO. P1378**

To consider a report of the Service Director (Environment). (To be tabled)

Officer contact: Norman Elthorpe, 0161 474 4244, [norman.elthorpe@stockport.gov.uk](mailto:norman.elthorpe@stockport.gov.uk)

Agenda contact: Damian Eaton on 474 3209, e-mail [damian.eaton@stockport.gov.uk](mailto:damian.eaton@stockport.gov.uk) or fax 0161 474 3240

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Please telephone Stockport Interpreting Unit on 0161 477 9000.  
Email:eds.admin@stockport.gov.uk

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W przypadku gdybyś potrzebował pomocy odnośnie tej informacji, dostępne są usługi tłumaczeniowe. Prosimy dzwonić do Interpreting Unit pod numer 0161 477 9000.

যদি এই খবরগুলি সম্পর্কে আপনার কোন সাহায্য দরকার হয় তবে বিনা খরচে আপনার জন্য দোভাষীর ব্যবস্থা করা হতে পারে। মেহেরবানী করে স্টকপোর্ট ইন্টারপ্রিটিং ইউনিটে ফোন করুন টেলিফোন নম্বর, 0161 477 9000.

اگر آپ کو ان معلومات کے بارے میں مدد کی ضرورت ہے تو مفت ترجمانی کی سروس دستیاب ہے۔ براہ مہربانی انٹرپرائٹنگ یونٹ کو 0161 477 9000 پر فون کریں۔

خدمات ترجمہ رایگان این اطلاعات در صورت نیاز موجود میباشد. لطفاً با شماره تلفن 0161 477 9000 یا واحد ترجمہ (اینترپرائٹنگ یونٹ) ما تماس بگیرید.

تنوفر خدمت ترجمت شفوية اذا تطلبت مساعدة في فهم هذا المعلومات. نرجو الاتصال اربن رينيول على رقم الهاتف: 0161 477 9000

## **LICENSING, ENVIRONMENT AND SAFETY COMMITTEE**

5

Meeting: 14 April 2010  
At: 6.00 pm

### PRESENT

Councillor Chris Gordon (Chair); Councillor Stuart Corris (Vice-Chair); Councillors Sheila Bailey, Christine Corris, Tom Grundy, Sylvia Humphreys, Jackie Jones, Wendy Meikle and Mark Weldon.

### **1. MINUTES**

The minutes (copies of which had been circulated) of the meeting held on 17 March 2010 were approved as a correct record and signed by the Chair.

### **2. EXCLUSION OF THE PUBLIC AND THE PUBLIC INTEREST TEST**

RESOLVED – That the public be excluded from the meeting during consideration of items 7, 8, 9 and 10 and to prevent the disclosure of information relating to an individual. It would not, on balance, be in the public interest to disclose this information because disclosure of the personal information would not be fair to the applicants and would breach their Data Protection rights.

### **3. DECLARATIONS OF INTEREST**

Councillors and officers were invited to declare any interests that they had in any of the items on the agenda for this meeting.

The following interest was declared:-

#### Personal interest

<u>Councillor</u>	<u>Interest</u>
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Mark Weldon	Agenda Item 6 'Determination of an Application to Register Land off Mill Lane, North Reddish, Stockport as a Town or Village Green' as the Executive Councillor (Children & Young People) (see Minute 5 below).
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### **4. PUBLIC QUESTION TIME**

No public questions were submitted.

### **5. DETERMINATION OF AN APPLICATION TO REGISTER LAND OFF MILL LANE, NORTH REDDISH, STOCKPORT AS A TOWN OR VILLAGE GREEN**

A representative of the Service Director (Legal and Property) submitted a report (copies of which had been circulated) detailing an Application dated the 24<sup>th</sup> October 2008 submitted by Mrs Sheila Joyce Oliver of No 8 Howard Close, Romiley, Stockport SK6 3BH (the "Applicant") pursuant to Section 15 (1) and Section 15(2) of

the Commons Act 2006 for the registration of land situate off Mill Lane, North Reddish, Stockport (the “Application Land” in the Register of town and village greens maintained by the Metropolitan Borough Council of Stockport in its separate capacity as Registration Authority).

An opportunity was given for the applicant to make a statement in support of the Application.

RESOLVED – That the Application be rejected on the ground that the Applicant had not established that the Application Land or any part of it should be registered as a town or village green within the meaning of Section 15(2) of the Commons Act 2006 in that no locality or neighbourhood within a locality had been established from which a significant number of the inhabitants had indulged in lawful sports and pastimes on the Application Land.

#### **6. REPORT TO UPDATE MEMBERS ON THE EVALUATION OF THE CRITERIA FOR THE ALLOCATION OF NEW HACKNEY CARRIAGE LICENCES**

A representative of the Service Director (Environment) reported that meetings were ongoing with representatives from the Trade and the Council’s diversity officers to develop a set of criteria that would comply with the provisions of the Equality Act 2006. It was anticipated that a report would be submitted to a meeting of the Committee early in the next municipal year detailing proposals for the establishment of a revised criteria for the allocation of new Hackney Carriage licences.

RESOLVED – That the report be noted.

#### Items not for publication

#### **7. URGENT DECISIONS**

A representative of the Service Director (Environment) reported that the Corporate Director, Communities, Regeneration and Environment had, in consultation with the Chair, suspended a driver’s licence under the Road Safety Act 2006 in the interests of public safety on the basis that the driver was involved in a police investigation in respect of a serious criminal offence.

It was further reported that the continuation of this suspension would be considered by the Committee as urgent business later in the agenda (see Minute 8 below).

RESOLVED – That the action be noted.

#### **8. CASE NO. P1372**

(NOTE: The Chair was of the opinion that this item, although not included on the agenda, should be considered as a matter of urgency in accordance with Section 100B(4)(b) of the Local Government Act 1972 to enable the Committee to consider what action should be taken in respect of a licensed hire car driver whose licence had been suspended by the Corporate Director, Communities, Regeneration & Environment in consultation with the Chair under the Road Safety Act 2006 on the

ground that the driver was being investigated by police following the allegation of a serious criminal offence)

A representative of the Service Director (Public Protection) submitted a report (copies of which were circulated) requesting the Committee to consider what action should be taken in respect of a licensed hire car driver whose licence had been suspended by the Corporate Director, Communities, Regeneration & Environment in consultation with the Chair under the Road Safety Act 2006 on the ground that the driver was being investigated by the police following the allegation of a serious criminal offence.

The Committee interviewed the driver in relation to this matter.

RESOLVED – (1) That the Committee notes the urgent action taken by the Corporate Director, Communities, Regeneration & Environment in consultation with the Chair to suspend the driver's hire car licence.

(2) That the suspension of the driver's hire car licence under the Road Safety Act 2006 be continued on the ground of public safety until such a time that the outcome of the police investigations was known, and that the Corporate Director, Communities, Regeneration & Environment in consultation with the Chair be authorised to further determine the application upon receipt of notification of that outcome.

#### **9. CASE NO. P1368**

A representative of the Service Director (Public Protection) submitted a report (copies of which were circulated) requesting the Committee to consider the suitability of the applicant to be licensed as a private hire car driver following a conviction for a number of offences being disclosed on a CRB check.

The Committee interviewed the applicant in relation to these matters.

RESOLVED – That the application be refused.

#### **10. CASE NO. P1371**

A representative of the Service Director (Public Protection) submitted a report (copies of which were circulated) requesting the Committee to consider the suitability of the applicant to be licensed as a private hire car driver following a conviction for an offence being disclosed on a CRB check.

The Committee interviewed the applicant in relation to this matter.

RESOLVED – That the application be refused.

The meeting closed at 7.45 pm



Agenda Item No:

LICENSING ENVIRONMENT AND SAFETY COMMITTEE

Date: 9th June 2010

**REPORT FOR MEMBERS TO CONSIDER THE CRITERIA FOR THE  
ALLOCATION OF NEW HACKNEY CARRIAGE LICENCES**

Report of the Service Director Communities, Regeneration and Environment

1. PURPOSE OF REPORT

- 1.1 For members to consider the criteria for the allocation of new 'taxi' licences

2. BACKGROUND

- 2.1 Members will recall the various reports which have been considered in connection with the provision of taxi and private hire services in the Borough and in particular looking at the matter of limits on Hackney Carriages licences.
- 2.2 At the August meeting of the committee the resolution was to maintain a limit on Hackney licences but to increase that limit by five licences per year for the next three years and to monitor the effect. Further that the recommendations in the TPI report relating to creating more ranks and access for taxis be actioned where possible.
- 2.3 It was recognised that a significant number of existing drivers have been working for Stockport for many years without the opportunity to own their own vehicle, renting vehicles from other licence holders. There had also been a considerable amount of interest expressed in obtaining a hackney licence in the last twelve months.
- 2.4 In October 2009 a set of criteria was agreed by members which was weighted toward years service in as a Stockport hackney driver who has not previously owned a plate. This however, when the resultant scorings were subject to an Equality Impact Assessment (EIA), indicated that the criteria discriminated against minority groups on age in particular.
- 2.5 Further consideration has been given to the fairest way in which criteria can be applied. On the basis that members still wish to recognise the commitment made by existing hackney drivers who have not owned a plate previously and following discussions with the Stockport Owner Driver Association (SODA) it is proposed that members consider a simplified system replacing the previously agreed points system and the resultant list of interested parties be subject to a straight lottery.

- 2.6 The qualification to be entered into the lottery therefore would consist of three elements.
- a) A current Stockport Hackney driver of a minimum of three years experience.
  - b) Never having owned a plate previously in Stockport.
  - c) Prepared to provide a vehicle which meets Euro4 emission standards.

The rationale behind the above is to keep recognition of commitment to Stockport without over reliance on length of service. This would mean that the allocation is not a forgone conclusion.

The exclusion of previous plate holders will address the fear expressed by members on the issue of profiteering.

The last criteria introduces an element of environment protection without specifying an age of vehicle which could disadvantage less wealthy applicants.

- 2.7 A further suggestion discussed with (SODA) was in regard to the way in which the licences may be allocated given the passage of time since the original decision. It is recommended that members consider issuing the licences one at a time, on the basis of sequence draw drawn out of the lottery, to the end of the allocation period avoiding swamping the market but rather make it easier to assimilate the increase in a controlled manner.

### 3.0 RECOMMENDATIONS

- 3.1 That members adopt the criteria detailed in 2.6 for the allocation of the new issue of 'taxi' plates subject to the consideration of views received during the subsequent consultation on the policy. Consultation to consist of writing to all licensed drivers in Stockport. To advertise the allocation in a local newspaper and to advertise the policy on the Council Website.
- 3.2 To receive details of any interested persons who are able to meet the set criteria for consideration of allocation of a 'taxi' plate.

#### Background Papers

There are no background papers to this report.

Anyone wishing further information, please contact Norman Elthorpe on 474-4244

**DISTRICT CENTRES STREET TRADING CONSENT**

Report of the Service Director (Regeneration)

**1. MATTER FOR CONSIDERATION**

This report has been prepared to enable Members to consider the responses to the Council's intention to change the status of District Centres in Stockport from the current status as Prohibited Streets to Consent Streets for Street Trading.

**2. INFORMATION**

- 2.1 The Licensing Environment and Safety Committee on the 17<sup>th</sup> March 2010 considered a report on how Consent Street status could be used, with appropriate safeguards, to promote public spaces for events which may involve some aspects of trading, such as food and drink festivals and fun days. The Committee agreed in principle to change the status of the areas identified in the location maps and described at Appendix A.
- 2.2 The Committee also authorised the Corporate Director, Environment and Economy to issue the necessary notices required under the Local Government (Miscellaneous Provisions) Act 1982, including the Highway Authority, the Police and also to advertise to the general public.
- 2.3 No objections have been received from the Highway Authority, GM Police, the business communities of Cheadle, Edgeley, Reddish, Romiley and Hazel Grove or the general public. The West Cheadle Residents Association commented on the impact on vacant premises, pedestrian safety and litter. The Central Area Committee resolved that any approval be subject to consultation with the Edgeley District Centre Partnership.
- 2.4 If a resolution to establish the Consent Streets is agreed, the notice of commencement (attached at Appendix B) will be advertised in the local press for two consecutive weeks and on the stated date (19th July 2010) the streets within Cheadle, Edgeley, Hazel Grove, Reddish and Romiley District Centres will become consent streets.

**3. RECOMMENDATIONS**

- 3.1 This Committee is asked to:
  - (i) Note the response to the initial notice of the intention to change the status of the District Centres.
  - (ii) To pass the following resolution:

That this Committee resolves to change, effective from the 19th day of July 2010, the status of the streets and areas comprising Cheadle, Edgeley, Hazel Grove, Reddish and Romiley District Centres Stockport from their current status as Prohibited Streets to Consent Streets for street trading under Schedule 4 of The Local Government (Miscellaneous Provisions) Act 1982, including all roads, footways and other areas adjacent to the streets identified in the plans and descriptions at Appendix A.

- (iii) To authorise the Corporate Director, Communities, Regeneration and Environment to issue the necessary notice required under the Local Government (Miscellaneous Provisions) Act 1982.

### **BACKGROUND PAPERS**

Report to LEAS Committee 17<sup>th</sup> March 2010.

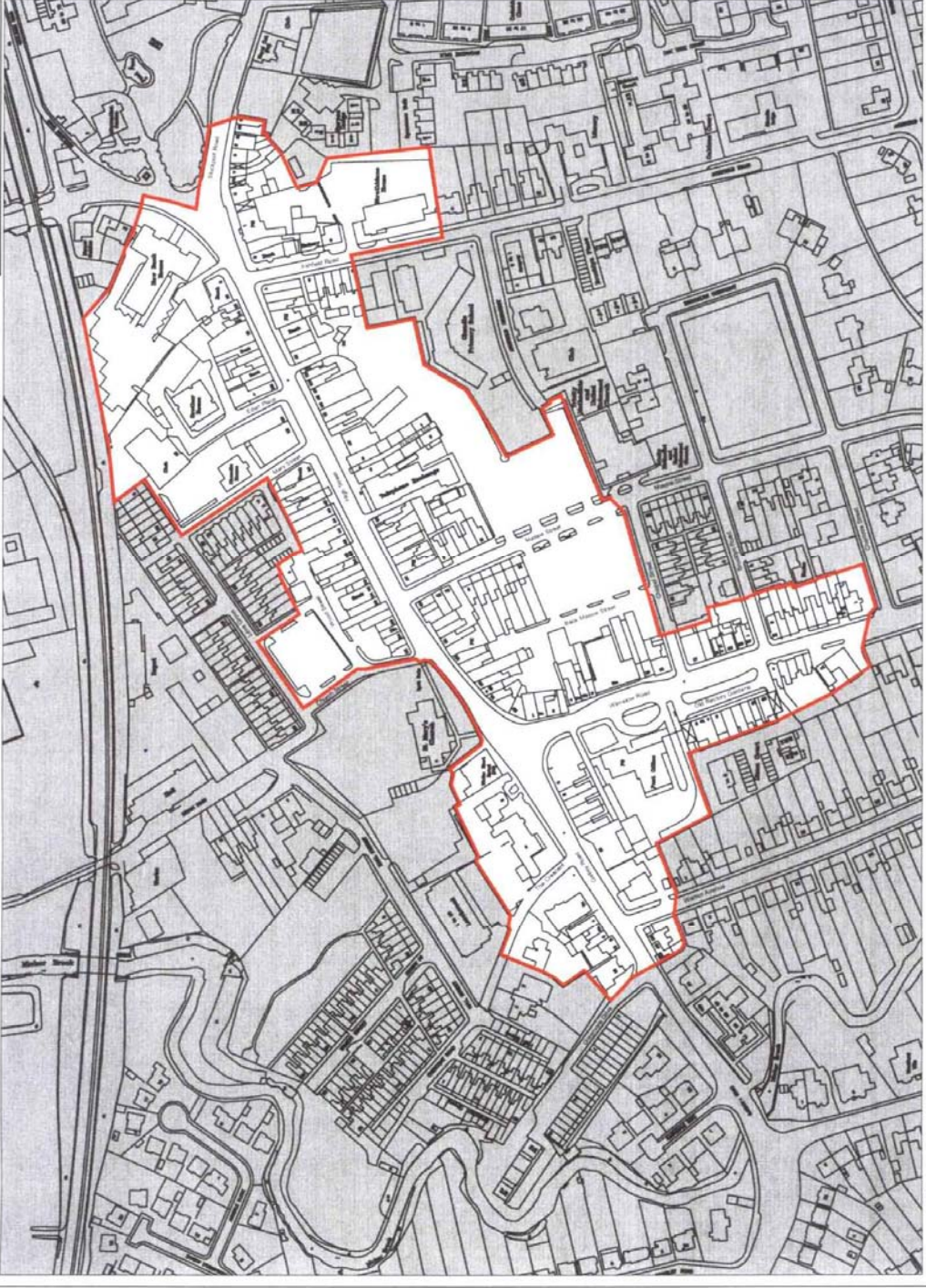
Anyone requiring further information, please contact Brian Nash on 474 4519

### **Cheadle District Centre - Boundary of Consent Street Area**

The Council intends to resolve to change the status of the streets and areas comprising Cheadle District Centre Stockport from their current status as Prohibited Streets to Consent Streets for street trading under Schedule 4 of The Local Government (Miscellaneous Provisions) Act 1982, including all roads, footways and other areas adjacent to the streets identified in the plan and described below.

From Wilmslow Road east along Charlotte Street and then north following the rear of 1 Charlotte Street and 43a -17 Wilmslow Road. East along Chapel Street to Massie Street. North and then east following the boundary of the Massie Street car park to the southern boundary of 12 Ashfield Road. East along the southern boundary of 5 Ashfield Road and the rear of 1 High Street and 2-14 Stockport Road and north along the eastern boundary of the latter. West along Stockport Road, north along Manchester Road and west along the northern boundary of Manor Gables. South and west following the rear of Manor Gables, 1 and 1a Manchester Road, Haw Bank House and Vienna House to Eden Place. South on Eden Place, west following the rear of 30-70 High Street, north along Chandley Street, west along Lime Street and south along Church street to High Street. West and then north along the eastern boundary of the White Hart Hotel. West following the rear of 2 Gatley Road, 2 The Crescent, the northern boundary of 3 The Crescent and south following the rear of the latter and the western boundary of 10 Gatley Road. West and then south along the western boundary of 29 Gatley Road. East following the rear of 29-17 Gatley Road, south and east following the rear of 2 Wilmslow Road and south following the rear of Old Rectory Gardens and 4-14b Wilmslow Road to Abney Place. East to Wilmslow Road and south to the junction with Charlotte Street.

# Cheadle



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District Centre  
 Boundary

April 2007 (Boundary Amendment)  
 Stockport Metropolitan Council  
 Council Administration and  
 Communications, Regeneration and  
 Environment Directorate  
 Planning and  
 Regeneration  
 Economic Regeneration Section  
 Regeneration House  
 Stockport  
 SK1 3XE  
 Cheshire

Project  
 Cheadle  
 District Centre

Scale 1:2000 @ A3  
 Date April 2007  
 Drawn  
 Authorised

Drawing/Revision Number  
 DC/CC/20/0501

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The Council intends to resolve to change the status of the streets and areas comprising Edgeley District Centre Stockport from their current status as Prohibited Streets to Consent Streets for street trading under Schedule 4 of The Local Government (Miscellaneous Provisions) Act 1982, including all roads, footways and other areas adjacent to the streets identified in the plan and described below.

From a point on the northern corner of the boundary of 2 Castle St a line southwest along the northern boundary of 2-12 Castle St. Crossing Moseley St along Northern boundary of 18 – 24 Castle St. Along eastern, northern and western boundary of 32-4 Castle St. Along northern boundary of 36 – 42 Castle St. Crossing York St to a point at the north eastern corner of 44 – 46 Castle St. North along the western perimeter of York St to a point at the junction with Old Chapel St. West along the southern perimeter of Old Chapel St crossing Bulkeley St to a point on the north eastern corner of 105 Old Chapel St. South along said boundary and continuing south along eastern boundary of 25 – 31 St Matthews Rd. West along southern boundary of 31 St Matthews Rd to a point on the centreline of St Matthews Rd. South along said line to a point in line with southern boundary of 36 St Matthews Rd. West along said boundary. North along western boundary of 20 – 36 St Matthews Rd. Continuing North along western boundary of 119 Old Chapel St . West along Southern perimeter of Old Chapel St, crossing Bakewell St and Heron st to a point on the south eastern corner of 117 Grenville St. North along eastern boundary of 103 – 117 Grenville St. West along southern boundary of St Matthews Church, crossing Grenville st to a point on the Eastern boundary of 138a - 146 Grenville St . South along said boundary to a point on the centreline of Old Chapel St. West along said Boundary to a point in line with rear boundary of 146 – 160 Grenville St. South along said boundary to a point on northern boundary of 136 Castle St . West along said boundary. South along western boundary of said property to a point on northern perimeter of Mercian Way. East along said perimeter crossing Grenville St to a point on western boundary of 1 – 31 Trent Court. North along said boundary. East along Northern boundary of 1 – 31 Trent Court,. Along Northern boundary of 1 – 10 Heron Court. Crossing Worrall St and continuing along southern perimeter of James St. Crossing Harper St and continuing along northern boundary of 1 – 31 Kinder Court and 1 – 10 Disley House. South along eastern boundary of 1 – 10 Disley House to a point on Northern perimeter of Mercian Way. North along said perimeter to a point at northern corner of 2 Castle St .

Also

From a point on the north eastern corner of the boundary of 114 – 128 Grenville St. A line south along said boundary to a point in line with boundary of 128/130 Grenville. West along said boundary. North along western boundary of 114 – 128 Grenville St. East along northern boundary of 114 – 128 Grenville St.



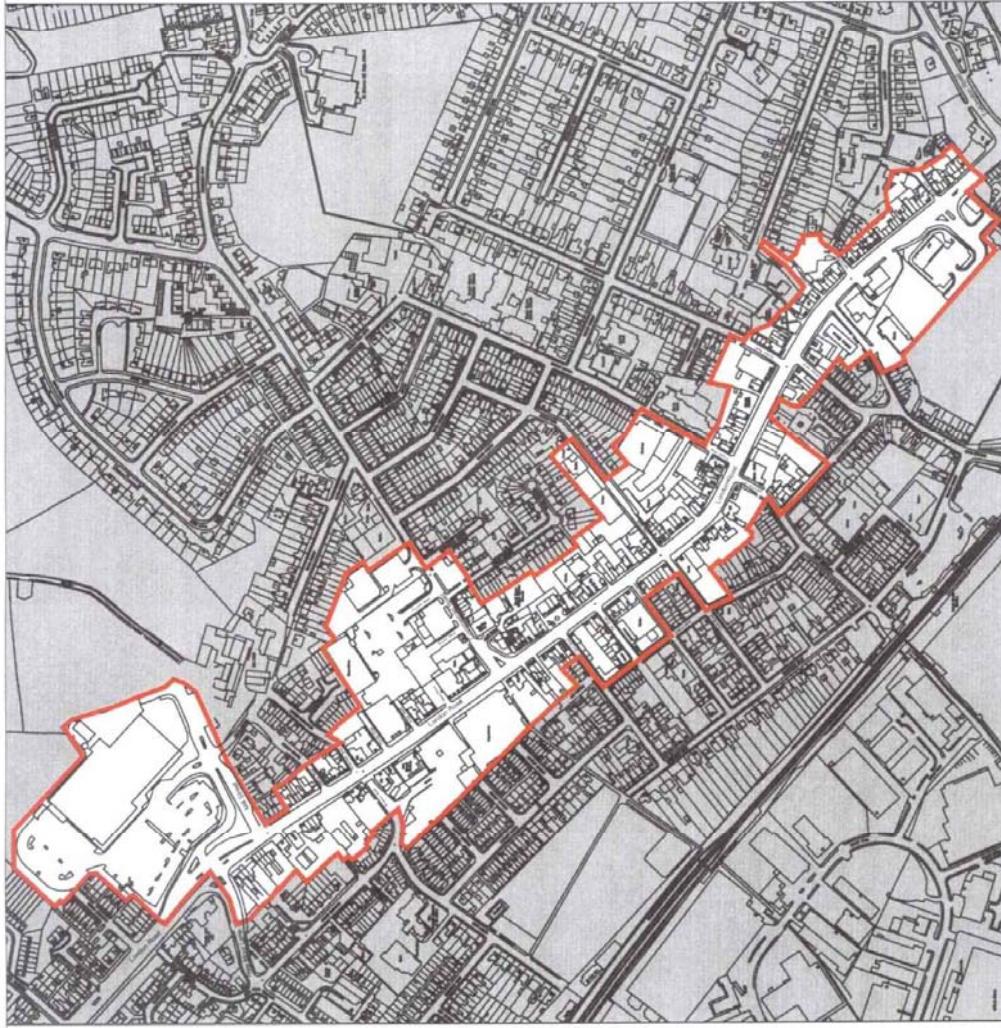
## Hazel Grove District Centre - Boundary of Consent Street Area

The Council intends to resolve to change the status of the streets and areas comprising Hazel Grove District Centre Stockport from their current status as Prohibited Streets to Consent Streets for street trading under Schedule 4 of The Local Government (Miscellaneous Provisions) Act 1982, including all roads, footways and other areas adjacent to the streets identified in the plan and described below.

from east boundary of 545 Buxton Road, following the boundary of retail store to east side of Mill Street to London Road, along front boundary 15-23 London Road, the side boundary 25 London Road, rear of 25 to 55 London road, the perimeter boundary of the retail stores to the frontage of 21 Commercial Road, along Commercial Road to Springfield Avenue south along Springfield Avenue, side boundary of 2 Springfield Avenue and 11 Spring Gardens, across Spring Gardens, along boundary of 4 Spring Gardens to the rear of 8 Spring Gardens, follow rear boundary of 8- 62 Spring Gardens, boundary between 17 and 19 Vine Street, along centreline Vine Street, side boundary 8 Vine Street, rear boundary 8-12 Vine Street, side boundary 14 Vine Street and 17 Chapel Street, along centreline Chapel Street, rear boundary 209-245 London Road, along Queen Street, side boundary 6 Queen Street, rear boundary 249-263 London Road, around Daniel Street, boundary 2-6 Beech Avenue, boundary of Spring Vale car park, rear of 277- 341 London Road, across to 266 London Road, north along the rear boundaries of 260 – 206 London Road, along front and side boundary of Memorial Garden, along centreline Argyle Street, along Hatherlow Lane, rear boundary 2, along Lever Street, rear 176-166 London Road, along Hope Street, along Napier Street, along Cooke Street, rear 136-116 London Road, boundary of the superstore and car park land to 1 Green Lane. Along Brewers Green, rear boundary 60-16 London Road, along New Moor Lane to London Road and to 545 Buxton Road.

# Hazel Grove

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- 1 The boundaries set to be made
- 2 The area to be made
- 3 The area to be made



District Centre  
Boundary

April 2007 Secondary Amendment  
 02.1 area local amendment code

**STOCKPORT**  
 Metropolitan Borough Council

Geoff Lucas  
 Corporate Director  
 Communities and  
 Environment Directorate

Paul Robinson  
 Service Director  
 Regeneration

Economic Regeneration Section  
 Economic Regeneration  
 Procurement  
 Stockport SW1 DE

Committee

Project  
 Hazel Grove  
 District Centre

Title  
 Street Trading  
 Consent Area

Scale 1:2000 @ A3  
 Date April 2007  
 Author  
 Date  
 Drawing No. 21.01-05/01/003

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## Reddish District Centre - Boundary of Consent Street Area

The Council intends to resolve to change the status of the streets and areas comprising Reddish District Centre Stockport from their current status as Prohibited Streets to Consent Streets for street trading under Schedule 4 of The Local Government (Miscellaneous Provisions) Act 1982, including all roads, footways and other areas adjacent to the streets identified in the plan and described below.

A line from a point at the south western corner of the boundary of the New Bairstow Club, north along the western boundary of said property. North along the eastern boundary 1-21 Stanhope Street to the southern boundary of 5-9 Broadstone Road. West along said boundary then west across Stanhope Street to a point at the junction of the western side of Stanhope St and Broadstone Road. South along the eastern boundary of 11-13 Broadstone Road. West along southern boundary of 11-17 Broadstone Road. North along west boundary of 17 Broadstone Road to a point on the centreline of Broadstone Road opposite boundary of 20 – 22 Broadstone Road Southwest along said boundary to a point opposite the centreline of Arthur St. Crossing Broadstone Road following the centreline of Arthur St. Northeast along rear boundary of 24-4 Broadstone Road. West along rear of 5-15 Leamington Rd. North along the boundary of 13/15 Leamington Road to a point on the centreline of said road. East along said centreline to a point in line with the centre of Lichfield Avenue. North along said centreline to a point in line with rear boundary of 2-14 Leamington Road. East along said boundary across Bolton St and along junction of 2-6 and 8 Bolton Street. North along eastern boundary of 8-22 Bolton St to a point on the centre line of Dover Street. West along centreline of Dover Street to centreline of Bolton St. North along said centreline to centreline of Higginson Rd. East along centreline of Higginson Road to a point in line with western boundary of 53/55 Gorton Road. North along said boundary to northern boundary of 53/55 Gorton Road. East along said boundary to a point on centreline of Gorton Rd. North along said centreline to a point in line with northern boundary of 56-60 Gorton Road. East along said boundary .South along eastern boundary of 46 - 56 Gorton Road. bisecting Luton Road. South along Eastern boundary of 36 - 44 Gorton Road. Across Lingard Street to eastern boundary of 2 – 34 Gorton Road south along said boundary. Across Williamson St to eastern boundary of 410 – 426 Reddish Road, south along said boundary to northern boundary of Superstore site. Following boundary of superstore site to a point on Reddish Road opposite the northern boundary of Rupert st . Crossing Reddish Road following line of said boundary to a point at the south western corner of the New Bairstow Club.

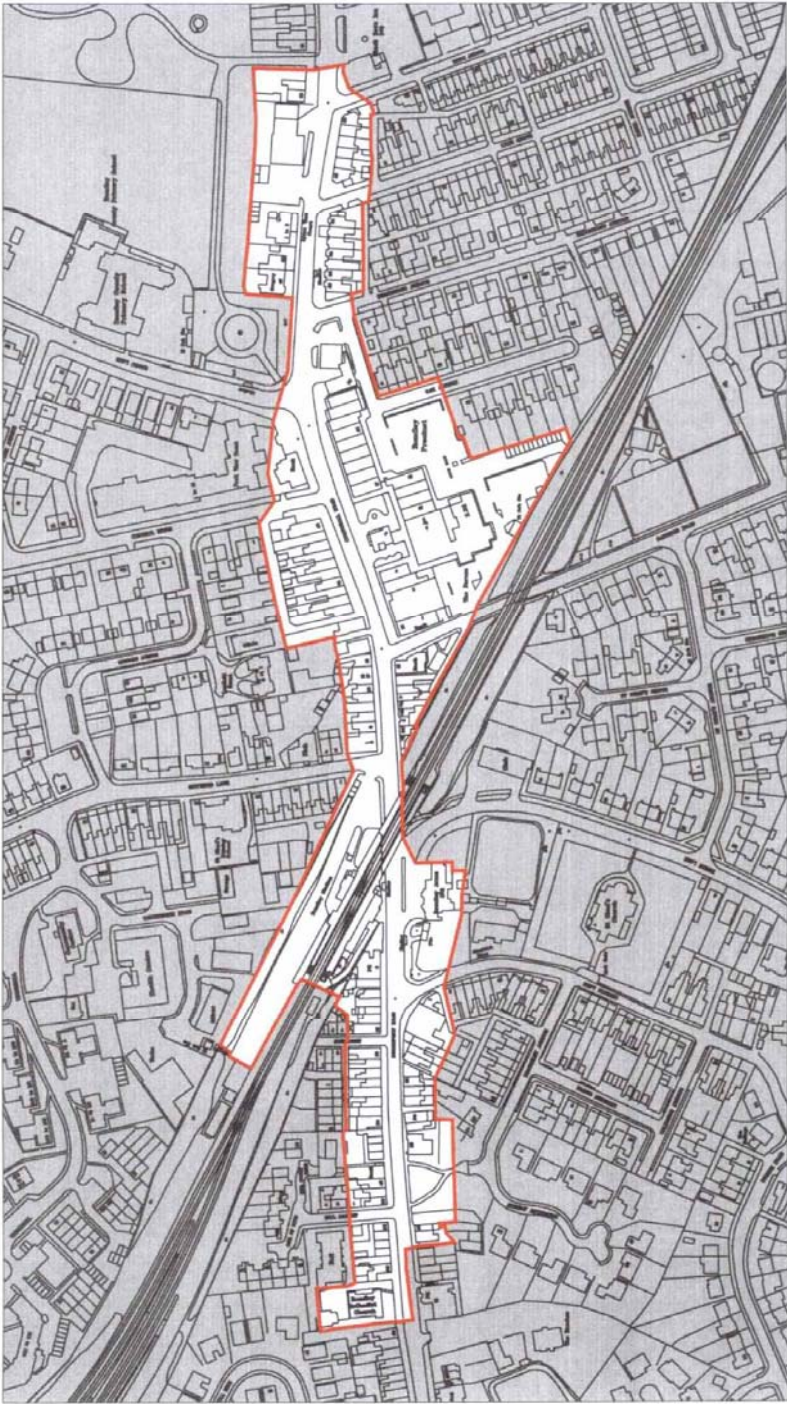


The Council intends to resolve to change the status of the streets and areas comprising Romiley District Centre Stockport from their current status as Prohibited Streets to Consent Streets for street trading under Schedule 4 of The Local Government (Miscellaneous Provisions) Act 1982, including all roads, footways and other areas adjacent to the streets identified in the plan and described below.

From the west of Stockport Road at Romiley Methodist Church following the perimeter of Romiley Methodist Church to the rear of 62 Stockport Road, east following the rear/northern perimeter of 62 - 52 Stockport Road across to and including the northern boundary of 1 Hill Street, east following the rear of 46 – 34 Stockport Road, east following the centre line of John’s Place continuing along the northern perimeter boundary of 34 – 20 Stockport Road, continuing east bisecting John Street following northern perimeter of 18 – 16 Stockport Road, following the perimeter of Romiley Railway Station and car park, continuing east across Guywood Lane following the rear boundary of 1 – 21 Compstall Road, the boundary of 23 Compstall Road, east following the northern boundary of the alleyway to the rear of 23 – 43 Compstall Road, across Central Drive, following the northern boundary of 45 Compstall Road, across Sandy Lane to the southern boundary of Romiley Park, to 47 Compstall Road, the boundary of 47 Compstall Road, east following the northern boundary of 47–61 Compstall Road, the eastern boundary of 61 Compstall Road, across Compstall Road to the northern boundary of Stock Dove Inn Public House (92 – 94 Compstall Road), west following the northern boundary of 92–94 Compstall Road across Birch Avenue, the southern boundary of 90–66 Compstall Road, across Beechwood Avenue and following the southern boundary of access road to Romiley Precinct car park, the western boundary of 5 – 13 Oak Avenue and then across Oak Avenue, following the southern boundary of Romiley Precinct car park; rear boundary of 18 – 28 Oak Avenue, boundary between Romiley Precinct car park and the railway embankment to Stockport Road, west from 2a Compstall Road following the southern boundary of Romiley Arms Public House, west following the southern boundary of 1 – 41 Stockport Road, north following the western boundary of 41 Compstall Road to the central line of Stockport Road and along frontage of Romiley Methodist Church.

# Romiley

All the information on this drawing is the property of the Stockport M.B.C. and is to be used for the purposes of the project only. It is not to be used for any other purpose without the written consent of the Stockport M.B.C.



Note:  
 1. The boundaries are to be marked  
 2. The red outline shows the 'District Centre Boundary'  
 3. The red outline shows the 'Street Trading Consent Area'



District Centre Boundary

April 2007 Boundary Amendment  
[www.stockport.mbc.northants.nhs.uk](http://www.stockport.mbc.northants.nhs.uk)

**STOCKPORT**  
 Metropolitan Borough Council

Col Lucas  
 Corporate Director  
 Communities, Regeneration and  
 Environment Services

Paul Mulvihill  
 Services Director  
 Regeneration

Economic Regeneration Section  
 Planning  
 Stockport  
 M31 3AG  
 Cheshire

Project  
 Romiley  
 District Centre

The  
 Street Trading  
 Consent Area

Scale 1:2500 @ A3  
 Date April 2007  
 Drawn  
 Authorised

Drawing/Revision Number  
 DC/REG/20/006

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## Appendix B – Draft Notice 2

### Stockport Metropolitan Borough Council

#### Street Trading

#### Schedule 4 Local Government (Miscellaneous Provisions) Act 1982,

**NOTICE** is hereby given that, at the Licensing Environment and Safety Committee on the 9<sup>th</sup> June 2010, Stockport Metropolitan Borough Council, has passed the following resolution:

To change, effective from the 19th day of July 2010, the status of the streets and areas comprising Cheadle, Edgeley, Hazel Grove, Reddish and Romiley District Centres Stockport from their current status as Prohibited Streets to Consent Streets for street trading under Schedule 4 of The Local Government (Miscellaneous Provisions) Act 1982, including all roads, footways and other areas adjacent to the streets identified in the plans and within the areas described below.

#### **Cheadle District Centre**

is defined as the area within a line running:

From Wilmslow Road east along Charlotte Street and then north following the rear of 1 Charlotte Street and 43a -17 Wilmslow Road. East along Chapel Street to Massie Street. North and then east following the boundary of the Massie Street car park to the southern boundary of 12 Ashfield Road. East along the southern boundary of 5 Ashfield Road and the rear of 1 High Street and 2-14 Stockport Road and north along the eastern boundary of the latter. West along Stockport Road, north along Manchester Road and west along the northern boundary of Manor Gables. South and west following the rear of Manor Gables, 1 and 1a Manchester Road, Haw Bank House and Vienna House to Eden Place. South on Eden Place, west following the rear of 30-70 High Street, north along Chandley Street, west along Lime Street and south along Church street to High Street. West and then north along the eastern boundary of the White Hart Hotel. West following the rear of 2 Gatley Road, 2 The Crescent, the northern boundary of 3 The Crescent and south following the rear of the latter and the western boundary of 10 Gatley Road. West and then south along the western boundary of 29 Gatley Road. East following the rear of 29-17 Gatley Road, south and east following the rear of 2 Wilmslow Road and south following the rear of Old Rectory Gardens and 4-14b Wilmslow Road to Abney Place. East to Wilmslow Road and south to the junction with Charlotte Street.

#### **Edgeley District Centre**

is defined as the area within a line running:

From a point on the northern corner of the boundary of 2 Castle St a line southwest along the northern boundary of 2-12 Castle St. Crossing Moseley St along Northern boundary of 18 – 24 Castle St. Along eastern, northern and western boundary of 32-4 Castle St. Along northern boundary of 36 – 42 Castle St. Crossing York St to a point at the north eastern corner of 44 – 46 Castle St. North along the western perimeter of York St to a point at the junction with Old Chapel St. West along the southern perimeter of Old Chapel St crossing Bulkeley St to a point on the north eastern corner of 105 Old Chapel St. South along said boundary and continuing south along eastern boundary of 25 – 31 St Matthews Rd. West along southern boundary of 31 St Matthews Rd to a point on the centreline of St Matthews Rd. South along said line to a point in line with southern boundary of 36 St Matthews Rd. West along said boundary. North along western boundary of 20 – 36 St Matthews Rd. Continuing North along western boundary of 119 Old Chapel St . West along Southern perimeter of Old Chapel St, crossing Bakewell St and Heron st to a point on the south eastern corner of 117 Grenville St. North along eastern boundary of 103 – 117 Grenville St. West along southern boundary of St Matthews Church, crossing Grenville st to a point on the Eastern boundary of 138a - 146 Grenville St . South along said boundary to a point on the centreline of Old Chapel St. West along said Boundary to a point in line with rear boundary of 146 – 160 Grenville St. South along said boundary to a point on northern boundary of 136 Castle St . West along said boundary. South along western boundary of said property to a point on northern perimeter of Mercian Way. East along said perimeter crossing Grenville St to a point on western boundary of 1 – 31 Trent Court. North along said boundary. East along Northern boundary of 1 – 31 Trent Court,. Along Northern boundary of 1 – 10 Heron Court. Crossing Worrall St and continuing along southern perimeter of James St. Crossing Harper St and continuing along northern boundary of 1 – 31 Kinder Court and 1 – 10 Disley House. South along eastern boundary of 1 – 10 Disley House to a point on Northern perimeter of Mercian Way. North along said perimeter to a point at northern corner of 2 Castle St .

Also

From a point on the north eastern corner of the boundary of 114 – 128 Grenville St. A line south along said boundary to a point in line with boundary of 128/130 Grenville. West along said boundary. North along western boundary of 114 – 128 Grenville St. East along northern boundary of 114 – 128 Grenville St.

### **Hazel Grove District Centre**

is defined as the area within a line running:

from east boundary of 545 Buxton Road, following the boundary of retail store to east side of Mill Street to London Road, along front boundary 15-23 London Road, the side boundary 25 London Road, rear of 25 to 55 London road, the perimeter boundary of the retail stores to the frontage of 21 Commercial Road, along Commercial Road to Springfield Avenue south along Springfield Avenue, side boundary of 2 Springfield Avenue and 11 Spring Gardens, across Spring Gardens, along boundary of 4 Spring Gardens to the rear of 8 Spring Gardens, follow rear boundary of 8- 62 Spring Gardens,

boundary between 17 and 19 Vine Street, along centreline Vine Street, side boundary 8 Vine Street, rear boundary 8-12 Vine Street, side boundary 14 Vine Street and 17 Chapel Street, along centreline Chapel Street, rear boundary 209-245 London Road, along Queen Street, side boundary 6 Queen Street, rear boundary 249-263 London Road, around Daniel Street, boundary 2-6 Beech Avenue, boundary of Spring Vale car park, rear of 277- 341 London Road, across to 266 London Road, north along the rear boundaries of 260 – 206 London Road, along front and side boundary of Memorial Garden, along centreline Argyle Street, along Hatherlow Lane, rear boundary 2, along Lever Street, rear 176-166 London Road, along Hope Street, along Napier Street, along Cooke Street, rear 136-116 London Road, boundary of the superstore and car park land to 1 Green Lane. Along Brewers Green, rear boundary 60-16 London Road, along New Moor Lane to London Road and to 545 Buxton Road.

### **Reddish District Centre**

is defined as the area within a line running:

from a point at the south western corner of the boundary of the New Bairstow Club, north along the western boundary of said property. North along the eastern boundary 1-21 Stanhope Street to the southern boundary of 5-9 Broadstone Road. West along said boundary then west across Stanhope Street to a point at the junction of the western side of Stanhope St and Broadstone Road. South along the eastern boundary of 11-13 Broadstone Road. West along southern boundary of 11-17 Broadstone Road. North along west boundary of 17 Broadstone Road to a point on the centreline of Broadstone Road opposite boundary of 20 – 22 Broadstone Road Southwest along said boundary to a point opposite the centreline of Arthur St. Crossing Broadstone Road following the centreline of Arthur St. Northeast along rear boundary of 24-4 Broadstone Road. West along rear of 5-15 Leamington Rd. North along the boundary of 13/15 Leamington Road to a point on the centreline of said road. East along said centreline to a point in line with the centre of Lichfield Avenue. North along said centreline to a point in line with rear boundary of 2-14 Leamington Road. East along said boundary across Bolton St and along junction of 2-6 and 8 Bolton Street. North along eastern boundary of 8-22 Bolton St to a point on the centre line of Dover Street. West along centreline of Dover Street to centreline of Bolton St. North along said centreline to centreline of Higginson Rd. East along centreline of Higginson Road to a point in line with western boundary of 53/55 Gorton Road. North along said boundary to northern boundary of 53/55 Gorton Road. East along said boundary to a point on centreline of Gorton Rd. North along said centreline to a point in line with northern boundary of 56-60 Gorton Road. East along said boundary. South along eastern boundary of 46 - 56 Gorton Road. bisecting Luton Road. South along Eastern boundary of 36 - 44 Gorton Road. Across Lingard Street to eastern boundary of 2 – 34 Gorton Road south along said boundary. Across Williamson St to eastern boundary of 410 – 426 Reddish Road, south along said boundary to northern boundary of Superstore site. Following boundary of superstore site to a point on Reddish Road opposite the northern boundary of Rupert st. Crossing Reddish Road

following line of said boundary to a point at the south western corner of the New Bairstow Club.

### **Romiley District Centre**

is defined as the area within a line running:

From the west of Stockport Road at Romiley Methodist Church following the perimeter of Romiley Methodist Church to the rear of 62 Stockport Road, east following the rear/northern perimeter of 62 - 52 Stockport Road across to and including the northern boundary of 1 Hill Street, east following the rear of 46 – 34 Stockport Road, east following the centre line of John’s Place continuing along the northern perimeter boundary of 34 – 20 Stockport Road, continuing east bisecting John Street following northern perimeter of 18 – 16 Stockport Road, following the perimeter of Romiley Railway Station and car park, continuing east across Guywood Lane following the rear boundary of 1 – 21 Compstall Road, the boundary of 23 Compstall Road, east following the northern boundary of the alleyway to the rear of 23 – 43 Compstall Road, across Central Drive, following the northern boundary of 45 Compstall Road, across Sandy Lane to the southern boundary of Romiley Park, to 47 Compstall Road, the boundary of 47 Compstall Road, east following the northern boundary of 47–61 Compstall Road, the eastern boundary of 61 Compstall Road, across Compstall Road to the northern boundary of Stock Dove Inn Public House (92 – 94 Compstall Road), west following the northern boundary of 92–94 Compstall Road across Birch Avenue, the southern boundary of 90–66 Compstall Road, across Beechwood Avenue and following the southern boundary of access road to Romiley Precinct car park, the western boundary of 5 – 13 Oak Avenue and then across Oak Avenue, following the southern boundary of Romiley Precinct car park; rear boundary of 18 – 28 Oak Avenue, boundary between Romiley Precinct car park and the railway embankment to Stockport Road, west from 2a Compstall Road following the southern boundary of Romiley Arms Public House, west following the southern boundary of 1 – 41 Stockport Road, north following the western boundary of 41 Compstall Road to the central line of Stockport Road and along frontage of Romiley Methodist Church.

Plans showing and describing the areas to be designated as consent streets can be inspected until the 14<sup>th</sup> July, 2010 at the following locations.

For Cheadle;

Cheadle Library, Ashfield Road, Cheadle between the hours of 10am-5pm Mondays, 9am-8pm Tuesdays and Thursdays, 9am-5pm Fridays and 9am-4pm Saturdays.

For Edgeley

Edgeley Library, Edgeley Road, Edgeley, between the hours of Monday 10am - 8pm, Tuesday 9am - 5pm, Wednesday 9am - 8pm, Thursday Closed, Friday 9am - 5pm, Saturday 9am - 4pm

For Hazel Grove

Hazel Grove Library, Beech Avenue, Hazel Grove, between the hours of

Monday 10am - 8pm, Tuesday 9am - 8pm, Wednesday 9am - 1pm,  
Thursday 9am - 8pm, Friday 9am - 5pm, Saturday 9am - 4pm  
For Reddish

Reddish Library, Gorton Road, Reddish, between the hours of Monday 10am  
- 8pm, Tuesday 9am - 5pm, Wednesday 9am - 8pm, Thursday Closed,  
Friday 9am - 5pm, Saturday 9am - 4pm

For Romiley;

Notice Board., Romiley Precinct

The plans can also be inspected at the Council Offices Reception, Stopford  
House, Piccadilly, Stockport between the hours of 8:30 and 5:00 Monday to  
Friday.

Any objection to the proposed resolution should be made in writing to the  
Team Manager, District and Local Centres Regeneration, Lower Ground Floor  
Stopford House, Piccadilly, Stockport SK1 3XE by no later than 12 noon on  
the 14<sup>th</sup> day of July 2010.

The effect of the Council resolution to designate streets as Consent Streets  
will be that street trading will only be allowed with the consent of the Council  
on such days and times and such other conditions as the Council shall  
determine.

Dated this 16th day of June 2010

Ged Lucas  
Corporate Director  
Communities, Environment and Regeneration  
Stockport Metropolitan Borough Council  
103 Wellington Road South  
Stockport  
SK1 3XE



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

## Pro-forma for the Initial Equality Impact Assessment (EIA)

Before completing this pro-forma please ensure that you have read the guidance on [Relevance Screening](#) and have completed the [Relevance Screening Document](#) to identify whether you need to undertake an EIA for the policy.

### Process for completed forms:-

**Step 1** – Completed draft EIA to be sent to Diversity and Equality team along with the draft policy for quality checking and possible recommendation.

Please note – It is the author's responsibility to ensure the EIA is well evidenced and of a good quality.

### Once the Policy/EIA has been signed off:-

**Step 2** – An electronic copy of the **approved** policy and EIA to be sent to [Gin Williams](#) in the Policy Unit .

The documents will be uploaded to the [Policy Register](#) on the Council website - A legal requirement. A confirmation email will then be sent to the author.

Please note – Only word documents (policy and EIA) to be sent to Gin Williams

### Policy Revision:-

When a policy is revised the associated EIA must also be revised – this revision should be proportionate to changes made to the policy. If no changes are made to the policy no changes need to be made to the EIA.

When a policy nears its review date an email reminder will be sent to the author to remind them of the need to consider revising the EIA.

If a policy and EIA are revised the "Process for Completed Forms" as outlined on the front page of this document must be followed as the online policy register will need to be updated with the latest version of the policy/EIA.

**Name of the policy to be assessed:**

Allocation of new 'Hackney Cab Taxi' licences

**Directorate:**

Communities Regeneration & Environment

**Business Unit and Area:**

Environmental Health

**Completed By:****Name:**

N A Elthorpe

**Position:**

Team Manager

**Email:**

norman.elthorpe@stockport.gov.uk

**Date Completed:**

10/05/2010

**Signed off by:****Name:**

I O Donnell

**Position:**

Head of Service

**Date signed off:  
(approved)**

10/05/2010

**Date on which the Policy and EIA is to be reviewed**

01/12/2011

**Briefly describe the aims, objectives and purpose of the policy?**

To determine the fair and equitable allocation of a limited issue of taxi licences

**Who defined the terms/scope of the policy? (e.g. Stockport Council, central or regional government)**

Licensing Environment and Safety Committee. In recent years we have restricted the number of hackney Carriage licences issued in the Borough. One effect of this policy is that existing drivers who want to purchase a vehicle are prevented from doing so. A further effect is that there is a premium for which these licences change hands. The committee decided to increase the number of licences by 5 licences per year over the next 3 years and measure the impact on the trade. Also to consider increasing the number of ranks and taxi access to certain points. Clearly the allocation of new licences will have an effect on the trade in general but more specifically on the recipients.

**Is the policy directed or influenced by another policy controlled by the Council?**

The policy is obviously linked to the restriction of the overall issue of licences because there will be a limit remaining.

**Are there any other Council services or external agencies who share responsibility for the policy?****Who implements the policy and who is responsible for it?**

- (i) the responsibilities which the Council holds and
- (ii) the responsibilities held by other bodies (public, private or 'other')

None

**What outcomes are expected from the policy and who is intended to benefit and in what way?**

An increase in the overall provision of taxi services and an increase in consumer choice.  
The benefactors will be the travelling public and the recipients of the new issue licences.

**What factors could contribute / detract from the outcomes?**

Legal challenge to the criteria applied by the committee. Committee wished to acknowledge persons committed to 'taxi' driving and yet not had the opportunity to own their own vehicle.

## Guidance notes

### **Identifying Differential / Adverse Impacts**

Remember – a policy can aim to treat all people fairly but unless you speak to the people it is going to affect how do you really know?

You need to ensure that the policy is written in such a way that when it comes to be implemented, none of the listed groups are unintentionally disadvantaged

### **Consultation**

Are there any experts/relevant groups who you can approach to explore their views on the policy's actual or potential impacts?

Such consultation exercises should be appropriate and proportionate and may range from assembling focus groups to a one to one meeting.

Please note-all consultation must be evidenced.

Please see Information on [Consulting](#) and Stockport Community Organisations on the [Diversity and Equality Intranet Pages](#)

**Please note – This is not a tick box exercise and is about ensuring that we are meeting the needs of all groups and individuals through our service delivery.**

**It is crucial that you provide as much evidence and/or, consultation as possible to justify your answers around differential / negative impacts – Whether 'YES' or 'NO'**

Equality Strand	Differential Impact - Please justify and explain your answer 'YES' or 'NO'	Negative Impact - Please justify and explain your answer 'YES' or 'NO'	Can the negative impact be reduced on the grounds of promoting equality of opportunity for another group or for any other reason?
	<p>Due to the nature of the limited release of plates any person wishing to obtain a plate who does not meet the criteria will be disadvantaged. However, the Licensing committee when deciding on the criteria have expressed the wish to recognise service as a black cab driver yet not having the opportunity to licence their own vehicle.</p> <p>The restriction on allocation does not disadvantage any specific minority group.</p> <p>Having two criteria of never previously owned a plate and 3 years driving experience as a black cab driver in Stockport will potentially produce a list of applicants in excess of 15, therefore members will be asked to consider a straight lottery of those applicants.</p>	<p>Consultation with the trade organisation indicated that the fairness of currently a black cab driver and 3 years experience presents the fairest way to determine entitlement.. A lottery of the names then would be the fairest way to limit to 15.</p> <p>Private hire drivers have less entitlement than taxi drivers but they are not bound to rent a vehicle. A private hire driver is free to purchase and licence a vehicle.</p> <p>The question arises what prevented any person applying for a licence in the past? The answer is nothing in the application process presented barriers to applicants. Removing the heavy weighting on service removes the potential for adverse affects on age and ethnicity.</p>	<p>No negative impact on any recognised minority group.</p>
<b>Race</b>	NO – there is nothing in the weighting criteria that would create a differential outcome in the scoring results for one racial group over another.	No – as there is no anticipated differential impact.	N/A
<b>Disability</b>	NO – there is nothing in the weighting criteria that would create a differential outcome in the scoring results for one disability group over another.	No – as there is no anticipated differential impact.	N/A

<b>Gender including trans</b>	NO – there is nothing in the weighting criteria that would create a differential outcome in the scoring results for one gender group over another.	No – as there is no anticipated differential impact.	N/A
<b>Sexual Orientation</b>	NO – there is nothing in the weighting criteria that would create a differential outcome in the scoring results for one sexual group over another.	No – as there is no anticipated differential impact.	N/A
<b>Religion and Belief</b>	NO – there is nothing in the weighting criteria that would create a differential outcome in the scoring results for one religious group over another.	No – as there is no anticipated differential impact.	N/A
<b>Age</b>	NO – there is nothing in the weighting criteria that would create a differential outcome in the scoring results for one age group over another.  Whilst the criteria requires a minimum of 3 years Hackney Cab driving experience before a driver is eligible – this is not expected to have an adverse differential impact on different age or ethnic groups	No – as there is no anticipated differential impact.	N/A

<b>Socio-economic</b>	NO – there is nothing in the weighting criteria that would create a differential outcome in the scoring results for one socio-economic group over another.  It is felt that the emission standards required of Hackney Cabs would not prohibit persons from different socio-economic groups from being able to take up the offer of a licence should they be successful in the draw.	No – as there is no differential impact.	N/A
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Deleted: anticipated

**Taking into account the views of the groups/experts, and the available evidence or any consultation undertaken - Please clearly evidence how the EIA has influenced any changes to the Policy**

This EIA was completed after a number of meetings and discussions with the:

- The Council's Corporate Policy Manager (Diversity & Equality)
- A Council Legal Advisor; and
- Representatives of the taxi industry.

During discussions it became clear that:

- a) That a completed EIA should have accompanied the original policy decision made by the licensing committee; and
- b) The original policy decision made by the committee to approve a weighting criteria for each year of service an applicant had could have a potential for an adverse effect on the grounds of age and ethnic origin.

As such, completing the EIA has enabled the new policy and scoring criteria to be screened and therefore free of any discriminatory criteria.

**As a result of these conclusions what actions (if any) will be included in your business planning and wider review processes?**

The original policy was agreed by the licensing committee understanding that length of service would be weighted in relation to other criteria. Following consultation with industry representatives and colleagues specialising in equality legislation it became clear that such weighting, when applied for every year of service, could have an adverse effect on the grounds of age and ethnicity. However, limiting the experience to 3 years recognises service without over emphasising a single issue and therefore avoiding the potential for adverse effect on the grounds of age and ethnicity.

**What performance indicators (if any) will be used to monitor the impact of the policy on relevant groups?**

None

**Equality Monitoring**

Legal duties require the Council to monitor its policies for any adverse impacts on promoting race, gender and disability equality and to **publish the results of this monitoring**. In anticipation of emerging legal duties Stockport Council is extending this monitoring requirement in order to examine differential impacts in the areas of: age, sexual orientation, religion and belief and carers.

**Please state clearly what monitoring systems have been used to date and/or will be used to measure the impact of the policy on relevant groups.**

Given that there does not appear to be any minority groups discriminated against the only monitoring will be undertaken to ensure that applicants are eligible to an allocated plate.

**Please clearly state how often and where you will publish the results of monitoring.**

**Do the conclusions and evidence in the initial EIA suggest a more detailed, i.e. Full EIA is required?**

**Please explain:**