

AGENDA FOR
LICENSING AND SAFETY COMMITTEE



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To: All Members of Licensing and Safety Committee

Councillors : B Ibrahim (Chair), D Green, M Hayes, D Hill, J Hook, A Quinn, D Quinn, I Rizvi, J Rydeheard, K Simpson and M Walsh

Dear Member/Colleague

Licensing and Safety Committee

You are invited to attend a meeting of the Licensing and Safety Committee which will be held as follows:-

| | |
|-----------------------------|---|
| Date: | Thursday, 9 th July 2026 |
| Place: | Council Chamber, Bury Town Hall |
| Time: | 7.00 pm |
| Briefing Facilities: | If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted. |
| Notes: | A drop in briefing for Members will take place from 6.30pm in the Council Chamber. |

AGENDA

1 APOLOGIES FOR ABSENCE

2 DECLARATIONS OF INTEREST

Members of the Licensing and Safety Committee are asked to consider whether they have an interest in any of the matters on the agenda, and if so, to formally declare that interest.

3 MINUTES OF THE PREVIOUS MEETING (*Pages 5 - 8*)

The minutes of the meeting held on the 11th June 2026 are attached. Members of the Licensing and Safety Committee are asked to consider whether these are a correct record of the meeting, and if so, to formally approve them.

4 PUBLIC QUESTION TIME

Questions are invited from members of the public present at the meeting on any matters for which this Committee is responsible. Questions from members of the public may only be asked if notice has been given no later than midday two days before the day of the meeting.

A questioner who is present at the meeting and who has submitted a written question may, at the discretion of the Chair, ask one supplementary question. A supplementary question must arise directly out of the original question or the reply. A question must relate to an item included on the agenda, referenced in the Minutes or an area to which the committee has responsibility.

5 OPERATIONAL REPORT (*Pages 9 - 12*)

A report from the Executive Director (Corporate Core) is attached.

6 UPDATE REPORT (*Pages 13 - 22*)

A report from the Executive Director (Corporate Core) is attached.

7 URGENT BUSINESS

Any other business, which by reason of special circumstances, the Chair agrees may be considered as a matter of urgency.

8 EXCLUSION OF PRESS AND PUBLIC

To consider passing the appropriate resolution under section 100 (A)(4) of the Local Government Act 1972 that the press and public be excluded from the meeting during consideration of the following item of business since it involves the likely disclosure of the exempt information stated.

9 **SUSPENSION / REVOCATION OF PUBLIC / PRIVATE HIRE DRIVER LICENCES** *(Pages 23 - 32)*

A report from the Executive Director (Corporate Core) is attached.

10 **APPLICATION FOR PUBLIC / PRIVATE HIRE DRIVER LICENCE** *(Pages 33 - 44)*

A report from the Executive Director (Corporate Core) is attached.

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|----------------------------|--|
| Minutes of: | LICENSING AND SAFETY COMMITTEE |
| Date of Meeting: | 11 th June 2026 |
| Present: | Councillor B Ibrahim (in the Chair) Councillors D Green, M Hayes, D Hill, J Hook, M Rahimov, I Rizvi, J Rydeheard, K Simpson, G Staples-Jones and M Walsh |
| Also in attendance: | L Bell- Deputy Licensing Unit Officer M Bridge- Licensing Unit Manager A Bucior- Head of Public Protection M Cunliffe – Democratic Services Shelagh Lyth – Legal Advisor B Thomson- Assistant Director Public Protection & Resilience |
| Public Attendance: | No members of the public or press were present at the meeting. |

LSP.1 APOLOGIES FOR ABSENCE

Apologies for absence were submitted by Councillor A Quinn and D Quinn.
Councillors G Staples-Jones and M Rahimov acted as substitute representatives for
Councillors A Quinn and D Quinn.

LSP.2 DECLARATIONS OF INTEREST

There were no declarations of interest.

LSP.3 MINUTES OF THE PREVIOUS MEETING

Delegated decision:

That the Minutes of the last meeting held on the 16th April 2026 be approved as a correct record and signed by the Chair.

LSP.4 PUBLIC QUESTION TIME

No questions had been pre submitted to the meeting and no members of the public were in attendance at the meeting.

LSP.5 OPERATIONAL REPORT

The Executive Director (Corporate Core) submitted a report advising Members on operational issues within the Licensing Service.

The report set out updates in respect of the following issues:

The Licensing Service had dealt with a number of compliance and enforcement matters between the 6th April to the 24th May 2026.

LICENSING HEARINGS SUB-COMMITTEES

On the 12th March 2026, a Licensing Hearings Sub-Committee considered a review application in respect of the Overdraft, 28/30 Blackburn Street, Radcliffe, M26 1NQ.

The sub-committee carefully considered all the representations and evidence provided. It was therefore unanimously resolved to take no further action in order to promote the licensing objectives.

The Sub-Committee was therefore satisfied that with the change in management there were no grounds of concern to administer any modifications or amendments to the current premises licence with all current conditions remaining in place.

On the 16th March 2026, a Licensing Hearings Sub-Committee considered a variation application in respect of the Hideout Gastro Bar, 2 Sherbourne Street, Prestwich, M25 3BB. The sub-committee carefully considered all the representations and evidence provided.

It was therefore agreed that the Sub-Committee unanimously grant the variation in the terms requested subject to an additional condition 13A on the operating schedule to state that no speakers or sound system should be fixed or placed adjacent to the party wall to the neighbouring property.

Also on the 16th March 2026, a Licensing Hearings Sub-Committee considered a grant application for a premises licence in respect of Touch of Spice, 32 Church Street West, Radcliffe, M26 2SQ.

All of the evidence was considered with care, and it was established that having understood the application and equally noting and understanding the representations, the Sub-Committee found there were no causes for concern so far as the promotion of the licensing objectives were concerned.

The application was similar to the previous licence held at the premises until recently and there had been no formal complaints made in the past about noise nuisance. To address any concerns for the representor, an adjustment was made to shorten the opening times and the hours for late night refreshment from those requested in the application. It was therefore agreed that the Sub-Committee unanimously grant the application subject to amending the conditions as detailed above.

On the 20th March 2026, a Licensing Hearings Sub-Committee considered a grant application a premises licence in respect of the Daily Connects, 480a Bury Old Road, Prestwich, M25 1NL. The sub-committee carefully considered all the representations, evidence provided and it was established that having understood the application and equally noting and understanding the representations, the Sub-Committee found there were causes for concern so far as the promotion of the licensing objectives were concerned in relation to:-

- Prevention of crime and disorder
- Public safety
- The protection of children from harm

It was therefore agreed unanimously that the Sub-Committee refuse the application.

TRADE LIAISON MEETING

The Licensing Service held a Trade Liaison Meeting on the 1st June 2026, with the representatives of the Taxi Trade. No items for the agenda were put forward by the trade for discussion and the Licensing Service updated the representatives on the following matters:-

- Hackney Support Funding
- Private Hire Funding

- Government announce taxi review following Kings Speech
- DBS Update service
- Website Changes – Reporting Convictions
- Review of Convictions Guidelines – last updated December 2014
- Private Hire Wheelchair accessible vehicles
- Hackney Carriages Update

Minutes would be circulated once they have been produced and will be placed on the Council's website.

PURPLE FLAG

Officers from the Licensing Service took part in the internal assessment for the Purple Flag Assessment with other colleagues within the Council. The internal assessment would be sent to the ATCM (Association of Town and City Management) for review and approval. The Licensing Service would update members in due course.

A Member asked if the contribution by the street pastor team would be included in the internal assessment of the purple flag scheme.

A Member commented if there was an update on the funding for private hire vehicles as discussed in previous meetings whilst another Member asked about locked in timescales. The Licensing Unit Manager provided an explanation and advised TFGM were still working on this and there may be an update available later in the summer.

A Member commented on condition 14 listed for a Licensing Hearing Sub Committee which took place on the 16th March and queried the HM Forces Warrant card as identification.

Delegated decision:

It was agreed that the report be noted.

LSP.6 URGENT BUSINESS

No urgent business was reported at the meeting.

LSP.7 EXCLUSION OF PRESS AND PUBLIC

Delegated decision:

That in accordance with Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following items of business since it involved the likely disclosure of information relating to individuals who hold Licences granted by the Authority or Applicants for Licences provided by the Authority.

LSP.8 CONSIDERATION OF DRIVER SUITABILITY TO WORK ON THE HOME TO SCHOOL & COLLEGE TRANSPORT CONTRACT

Nicola Hudson, the Council's Transport & Contracts Manager, submitted a report relating to the suitability of an individual PSV Driver to authorise them to work on a home-to-school contract.

The Chair informed the meeting that the individual had been in contact to advise that they no longer wished to be considered as a PSV driver on the Home to School Transport contract.

Therefore, the item would be withdrawn from the agenda.

LSP.9 SUSPENSION / REVOCATION OF PUBLIC / PRIVATE HIRE DRIVER LICENCES

Licence Holder 01/2026

The Executive Director (Corporate Core) submitted a report relating to client number 01/2026, who was in attendance at the meeting alongside their legal representative.

The Chair made introductions and alongside the legal advisor outlined the procedure to be followed and clarified that all those present had read the report. The report, which was accepted by the Licence Holder was presented by the Licensing Unit Manager and set out the reasons for him being before the Committee.

The Licensing Unit Manager reported and presented background information to the Committee on this case.

Members of the Committee asked a number of questions in relation to the case.

The driver was before members for consideration to be given as to his suitability to be a private hire driver in Bury.

Delegated decision:

The Committee carefully considered the report and oral representations by the Licence Holder and their legal representative.

Taking into account the Council's Conviction Policy and Guidelines and in accordance with the powers granted under Section 61(1)(b) and (2A) of the Local Government (Miscellaneous Provisions) Act 1976, the Committee resolved **to immediately suspend the licence for a period of 3 months.**

The Committee had given careful consideration to the evidence provided in relation to the case and previous background information.

The Committee concluded a period of suspension was necessary and proportionate.

The Committee were also satisfied that immediate suspension was required in the interests of public safety.

The driver was informed of their right to appeal this decision to the Magistrates' Court within 21 days of receiving written notification.

COUNCILLOR B IBRAHIM
Chair

(Note: The meeting started at 7.00pm and ended at 8.40pm)



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|-----------------------|-----------------|
| Classification | Item No. |
| Open / Closed | 5 |

| | |
|--|-------------------------------------|
| Meeting: | Licensing and Safety Committee |
| Meeting date: | 9 th July 2026 |
| Title of report: | Operational Report |
| Report by: | Executive Director (Corporate Core) |
| Decision Type: | N/A Report for information only |
| Ward(s) to which report relates | All |

Executive Summary:

A report to advise members on operational issues within the Licensing service.

Recommendation(s)

That the report be noted.

Key considerations

Not applicable

1.0 BACKGROUND

1.1 The report advises Members on operational issues within the Licensing service.

2.0 COMPLIANCE/ENFORCEMENT

| Period | Category | Type | Count |
|-----------------------|-----------------|-------------|--------------|
| 25–31 May 2026 | Client | Enforcement | 1 |
| | Client | Complaint | 1 |

| | | | |
|-----------------------|---------------------|--------------|-----------|
| | Vehicle | Enforcement | 2 |
| | Premise | Complaint | 2 |
| | Weekly Total | | 6 |
| 1–7 June 2026 | Client | Complaint | 5 |
| | Client | Enforcement | 3 |
| | Premises | Complaint | 2 |
| | Premises | Intelligence | 2 |
| | Multi Agency | Activity | 34 |
| | Other | Activity | 2 |
| | Vehicles | Enforcement | 4 |
| | Weekly Total | | 52 |
| 8–14 June 2026 | Client | Complaint | 2 |
| | Client | Enforcement | 4 |
| | Client | Intelligence | 2 |
| | Premises | Enforcement | 36 |
| | Premises | Update | 1 |
| | Vehicle | Enforcement | 3 |
| | Weekly Total | | 48 |

Community impact / links with Community Strategy

Not applicable

Equality Impact and considerations:

24. Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) *eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) *advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

25. The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.

| | |
|---|---|
| Equality Analysis | <i>Please provide a written explanation of the outcome(s) of either conducting an initial or full EA.</i> |
| <i>The Licensing Service have considered the Equality Act 2010 and due to each application being dealt with on its own merits there is no positive or negative on any of the protected characteristics.</i> | |

Assessment of Risk:

The following risks apply to the decision:

| Risk / opportunity | Mitigation |
|---------------------------|-------------------|
| None | . |

Consultation:

Not applicable

Legal Implications:

Not applicable

Financial Implications:

Not Applicable

Report Author and Contact Details:

Mr M Bridge

Licensing Unit Manager
3 Knowsley Place
Duke Street
Bury
BL9 0EJ Tel: 0161 253 5208 Email: m.bridge@bury.gov.uk

Please include a glossary of terms, abbreviations and acronyms used in this report.

| Term | Meaning |
|------|---------|
| None | |



| | |
|-----------------------|-----------------|
| Classification | Item No. |
| Open / Closed | 6 |

| | |
|--|-------------------------------------|
| Meeting: | Licensing and Safety Committee |
| Meeting date: | 9 th July 2026 |
| Title of report: | Update Report |
| Report by: | Executive Director (Corporate Core) |
| Decision Type: | N/A Report for information only |
| Ward(s) to which report relates | All |

Executive Summary:

A report to advise members on operational issues within the Licensing service.

Recommendation(s)

That the report be noted.

Key considerations

Not applicable

1.0 BACKGROUND

1.1 The report updates Members on matters that the Licensing service are or have been involved with:

2.0 PURPLE FLAG

Purple Flag is an accreditation process similar to the Green Flag award for parks and the Blue Flag for beaches. It leads to Purple Flag status for town & city centres that meet or surpass the standards of excellence in managing the evening and night time economy (ENTE).

Bury has held Purple Flag for over 10 years now and the town centres achieve a Purple Flag will be those that are safe, diverse, vibrant, appealing, well-managed and offer a positive experience to consumers.

Stakeholders believe a Purple Flag can bring the following benefits:

- Strong Partnership working relationships
- A raised profile and an improved public image
- Wider patronage
- Increased expenditure
- Increased footfall
- Lower crime and anti-social behaviour
- A more successful mixed-use economy
- Stronger Diversification (enticing a wide and varied consumer offering)
- Regeneration and Development to an area
- Positive perceptions

There are five core standards which are as follows:

1. THE POLICY ENVELOPE

An after-hours policy that shows a clear strategy based on sound research, integrated public policy and a successful multi-sector partnership

2. WELLBEING

Successful destinations are all safe and welcoming with all sectors playing their part in delivering high standards of customer care.

3. MOVEMENT

Getting home safely after an evening out is crucial, as is the ability to move around the centre on foot with ease.

4. APPEAL

Successful destinations offer a vibrant choice of leisure and entertainment for a diversity of ages, groups, lifestyles and cultures.

5. PLACE

Successful areas are alive during the day, as well as in the evening. They contain a blend of overlapping activities that encourage people to mingle and enjoy the place. They reinforce the character and identity of the area as well as flair and imagination in urban design for the night.

Officers from the Licensing Service took part in the internal assessment for the Purple Flag Assessment with other colleagues within the Council. The internal assessment will be sent to the ATCM (Association of Town and City Management) for review and approval.

Whilst undertaking the internal assessment, the officers visited the Street Pastors who work in the Town Centre providing support to patrons in the town and have a good links

with the Council, Greater Manchester Police and other partners to ensure that core standards are upheld.

3.0 **DRAFT TAXI AND PRIVATE HIRE VEHICLE (PHV) BILL – KEY REFORMS AND LOCAL IMPLICATIONS**

The Government has announced a draft Bill representing the most significant overhaul of taxi and private hire legislation in more than a century. The reforms aim to modernise an outdated system, strengthen public safety, and introduce a consistent national framework across England.

The Bill responds to longstanding concerns about safeguarding, inconsistent enforcement, and cross-border working, including recommendations from Baroness Casey's review into child sexual exploitation.

3.1 **Key Proposals**

The draft legislation will:

- Introduce a single, consistent national framework replacing outdated and fragmented laws.
- Strengthen public safety and safeguarding, including clearer licensing requirements.
- Provide enhanced enforcement powers for licensing authorities.
- Mandate a national database of licensed drivers, vehicles, and operators.
- Improve information sharing between authorities.
- Strengthen accessibility protections for disabled passengers.
- Ensure a consistent passenger experience nationwide.
- Support a fair and sustainable licensing environment for the sector.

3.2 **Local Context – Bury**

Figures as of 15 June 2026 Bury's licensed taxi and private hire sector is characterised by:

- Hackney carriage drivers: 43
- Private hire drivers: 834
- Hackney carriage vehicles: 29
- Private hire vehicles: 717

This reflects a predominantly private hire-led market, consistent with national trends driven by app-based bookings and cross-border activity.

3.3 **Implications for Bury Council**

Operational

- Increased expectations for proactive enforcement activity.
- Requirement to integrate with a mandatory national licensing database.

- Potential changes to licensing processes, policies, and conditions.

Regulatory

- Greater consistency may reduce current challenges linked to cross-border licensing.
- Increased accountability and scrutiny of licensing decisions.

Resourcing

- Potential pressure on enforcement and compliance teams.
- Possible new burdens funding, though detail is yet to be confirmed.
- Opportunities for efficiency through improved data sharing and reduced duplication.

Safeguarding

- Strengthened statutory expectations around public protection.
- Focus on closing gaps identified in previous safeguarding reviews, particularly in cross-authority working.

Risks and Considerations

- Capacity constraints if enforcement responsibilities increase without sufficient funding.
- Implementation challenges transitioning to a new national system.
- Continued complexity where journeys cross into Wales, as reforms apply to England only.

Strategic Significance

The reforms represent a major shift toward:

- A nationally aligned licensing system
- Stronger public protection and safeguarding frameworks
- Improved passenger confidence and service standards

They also provide an opportunity to address longstanding concerns in Bury around cross-border working and regulatory consistency.

3.4 NEXT STEPS

- Monitor the publication of the full draft Bill and consultation.
- Review current licensing policies and enforcement capacity.
- Engage with regional partners and professional bodies (e.g. Institute of Licensing).
- Prepare for implementation planning and resource assessment.

3.5 Key notes for Members

The Licensing Service request members to note the following points:

- Note the proposed reforms and their potential impact on Bury.
- Support early engagement with the legislative process.
- Request a further detailed report once the draft Bill and consultation are published

4.0 CCTV

Bury Council does not currently have an adopted policy mandating CCTV or covering the installation or standard/requirement(s) of CCTV systems within licensed Hackney Carriage and Private Hire Vehicles.

The Council has previously explored the introduction of a CCTV trial which requires funding. Application for ARIS funding to support a pilot scheme, working in partnership with Greater Manchester Police was unfortunately unsuccessful and consequently there are no opportunities to run a pilot scheme.

During the implementation of the Greater Manchester Common Minimum Licensing Standards (CMLS), the issue of mandating CCTV was considered. Views within the licensed trade were polarising. A proportion of drivers and proprietors recognise the potential benefits of CCTV, particularly in relation to driver and passenger safety, crime prevention and evidential value. However, others within the trade expressed strong concerns regarding necessity, cost, and privacy. It was also indicated that introducing a mandatory requirement could result in significant opposition, including the potential for industrial action.

The issue has been discussed at length at Trade Liaison Meetings with membership indicating equally strong polarising views on either side of the argument to mandate/not mandate CCTV.

4.1 Current Position

The Greater Manchester Licensing Network has identified that, following the adoption of CMLS, a specific CCTV policy has not yet been developed across authorities. However, there is an awareness that national standards for taxi and private hire licensing are currently under review.

Given the potential for forthcoming national guidance or statutory standards, it is considered prudent not to introduce a local CCTV policy at this stage which could risk being unaligned and inconsistent with potential future national requirements/standards.

The Licensing Service will continue to monitor developments and await the outcome of the national review and liaison with Greater Manchester Licensing Network before progressing any formal policy proposals.

4.2 Cost Implications

The installation of CCTV systems within licensed vehicles would represent a significant financial commitment for the trade.

Based on current market estimates:

- The cost of a compliant taxi CCTV system typically ranges between £500 and £900 per vehicle
 - Hardware: approximately £350 – £600

- Professional installation: approximately £120 – £200

The current number of licensed vehicles within Bury is:

- Hackney Carriages: 30
- Private Hire Vehicles: 720
- Total: 750 vehicles

Based on the upper estimated cost (£900 per vehicle), the total potential cost to the trade in Bury collectively could be in the region of £675,000. This cost would fall primarily on vehicle proprietors unless an external funding source or subsidy were identified. The licensing service and Council is unable to cover any costs associated with CCTV implementation or management.

4.3 Key Considerations

In determining any future approach to CCTV, a policy would need to consider:

- Public and driver safety benefits, including deterrence and evidential support
- Financial impact on the licensed trade, particularly smaller operators
- Data protection and privacy obligations, including compliance with ICO guidance
- Consistency with Greater Manchester Authorities/Region and future National Standards
- Explore any potential funding opportunities or phased implementation options

4.4 Next Steps

The Licensing Service will:

- Monitor the outcome of the national review of taxi and private hire standards
- Engage with the Greater Manchester Licensing Network to ensure a coordinated approach
- Report back to Members with further recommendations once national guidance is clarified

5.0 Trade Liaison Meeting

5.1 Purpose of Report

To provide Members with an update on the key matters discussed at the Trade Liaison Meeting held on 1 June 2026 and outline relevant operational, policy and strategic issues impacting the licensed trade.

5.2 Background

The Trade Liaison meeting forms part of ongoing engagement between the Licensing Service, elected Members, Greater Manchester Police and representatives of the hackney carriage and private hire trade. The meeting considers operational issues, policy development and emerging risks affecting the sector.

5.3 Key Issues and Updates

- EV Charging Infrastructure: Progress remains dependent on GMCA procurement timelines, which are currently delayed. A Cabinet report is not expected before September 2026. Approximately 300 potential sites have been identified for feasibility assessment.
- National Taxi Review: Government consultation is ongoing following the King's Speech. Potential national standards may include vehicle specifications, CCTV, accessibility and enforcement. Work is being aligned with Greater Manchester policy development.
- GMP Update: 14 taxi-related incidents have been recorded, largely linked to fare disputes. One assault on a driver was reported. Increased risks are anticipated during major events. Reporting remains essential to support enforcement activity.
- DBS Compliance: Significant improvements have been achieved with only minimal non-compliance cases remaining.
- Enforcement and Taxi Rank Issues: Continued concerns regarding misuse of taxi ranks. Intelligence-led reporting is critical to support enforcement.
- CCTV Policy: Work is progressing on a Greater Manchester-wide approach, which will not mandate CCTV but provide consistency but need to be mindful of the proposed national standards
- Convictions Policy: The GM Licensing Network will be reviewing current policies across to align with Institute of Licensing guidance.
- Website Improvements: following a request from a member of the Licensing and Safety Committee, the Licensing Service have updated the Council's Website to assist licence holders to report convictions to the Licensing Service.
- Accessibility: All hackney carriage vehicles are wheelchair accessible. Only two private hire WAVs are currently licensed. Barriers include cost and viability.
- Clean Air Funding: All eligible hackney carriage licence holders have applied for funding. Private hire funding options continue to be explored. Funding remains ringfenced.

5.4 Governance and Engagement

The Terms of Reference for Trade Liaison meetings are under review to formalise quarterly meetings and reflect the current officer-led model. Updated Terms will be circulated for comment prior to adoption. An update was also provided regarding member training arrangements.

5.6 Next Steps

A further update will be provided following the next Trade Liaison meeting scheduled for 7 September 2026.

Community impact / links with Community Strategy

Not applicable

Equality Impact and considerations:

24. Under section 149 of the Equality Act 2010, the ‘general duty’ on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

25. The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying ‘due regard’ in our decision making in the design of policies and in the delivery of services.

| | |
|---|---|
| Equality Analysis | <i>Please provide a written explanation of the outcome(s) of either conducting an initial or full EA.</i> |
| <i>The Licensing Service have considered the Equality Act 2010 and due to each application being dealt with on its own merits there is no positive or negative on any of the protected characteristics.</i> | |

Assessment of Risk:

The following risks apply to the decision:

| Risk / opportunity | Mitigation |
|---------------------------|-------------------|
| None | . |

Consultation:

Not applicable

Legal Implications:

Not applicable

Financial Implications:

Not Applicable

Report Author and Contact Details:

Mr M Bridge
Licensing Unit Manager
3 Knowsley Place
Duke Street
Bury
BL9 0EJ Tel: 0161 253 5208 Email: m.bridge@bury.gov.uk

Please include a glossary of terms, abbreviations and acronyms used in this report.

| Term | Meaning |
|------|---------|
| None | |

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of the Local Government Act 1972.

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