

AGENDA FOR
LICENSING AND SAFETY COMMITTEE



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To: All Members of Licensing and Safety Committee

Councillors : G McGill (Chair), N Bayley, J Grimshaw,
K Hussain, B Ibrahim, G Marsden, D Quinn, I Rizvi, J Rydeheard
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, 1 February 2024
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.

AGENDA

1 APOLOGIES FOR ABSENCE

2 DECLARATIONS OF INTEREST

Members of the Licensing and Safety Panel 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 PREVIOUS MEETING *(Pages 5 - 12)*

The minutes of the meeting held on the 19th October 2023 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 Panel is responsible.

Approximately 30 minutes will be set aside for Public Question Time if required.

5 OPERATIONAL REPORT *(Pages 13 - 24)*

A report from the Executive Director (Operations) is attached.

6 REVIEW OF EMISSIONS STANDARD TRANSITIONAL IMPLEMENTATION DATE FOR EXISTING HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES TO COMPLIANT VEHICLE IN RESPECT OF PROPOSED GM CLEAN AIR PLAN *(Pages 25 - 36)*

A report from the Executive Director (Operations) 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 APPLICATION FOR PUBLIC / PRIVATE HIRE DRIVER LICENCE *(Pages 37 - 42)*

A report from the Executive Director (Operations) is attached.

10 SUSPENSION / REVOCATION OF PUBLIC / PRIVATE HIRE DRIVER LICENCES *(Pages 43 - 70)*

A report from the Executive Director (Operations) is attached.

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Minutes of: LICENSING AND SAFETY COMMITTEE

Date of Meeting: 19 October 2023

Present: Councillor G McGill (in the Chair)
Councillors N Boroda, N Bayley, J Grimshaw, B Ibrahim,
G Marsden, D Quinn, I Rizvi, J Rydeheard and M Walsh

Also in attendance: M Bridge- Licensing Unit Manager
M Cunliffe – Democratic Services
L Swann- Assistant Director of Operations Strategy
R Thorpe – Legal Advisor
B Thomson- Head of Public Protection

Public Attendance: 1 member of the public was present at the meeting.

LSP.1 APOLOGIES FOR ABSENCE

Apologies for absence were submitted by Councillor K Hussain.

LSP.2 DECLARATIONS OF INTEREST

Councillor Rydeheard declared an interest that in his employment he had worked on a number of cases involving both Private Hire and Hackney Carriage drivers.

LSP.3 MINUTES OF PREVIOUS MEETING

Delegated decision:

That the Minutes of the last meeting held on the 14th September 2023 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 one member of the public was in attendance at the meeting.

The Chair allowed Mr Ahmed who was in attendance at the meeting to comment on agenda item 6 and he was disappointed with the language used on the consultation report making it difficult to understand and questioned the huge response by drivers stating no to window stickers. The Head of Public Protection reported that the Licensing Service did not receive any reports that the consultation was hard to understand or requests for help with interpretation from the Engagement Officer.

The Licensing Unit Manager reported that all replies which were redacted had been included in the report contained in the embedded documents. The trade liaison meetings had consulted on removal of operator door signs and the window stickers would be on the inside of all passenger windows.

The Head of Public Protection mentioned window wallets which would allow for removal and display of operating details and he would run through the report in full when the meeting reached that agenda item later in the evening.

LSP.5 OPERATIONAL REPORT

The Executive Director (Operations) 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 4th September and the 8th October 2023.

LICENSING HEARINGS SUB-COMMITTEE

Following a request from Greater Manchester Police on the 6th September 2023 for a summary review in respect of Hub Bar, 1 Haslam Street, Bury. The legislation required the Licensing Authority to hold a hearing within 48 hours of receipt of the application from Greater Manchester police. A Licensing Hearings Sub-Committee took place on the 8th September 2023 and Members resolved to suspend the premises licence and to remove the designated premises supervisor from the licence.

Following the interim steps hearing, the Licensing Authority must hold a summary review hearing within 28 days of the application from Greater Manchester Police. The hearing took place on the 28th September 2023 and Members resolved to revoke the premises licence and remove the designated premises supervisor. Following this decision members were required to consider whether the interim steps remain in place, or if they should be modified or withdrawn. Members decided that the interim steps should be kept in place.

PARTNERSHIP WORKING

Officers from the Public Protection Service (Licensing and Trading Standards) conducted two operations over two nights (29th September and 5th October 2023) respectively with Greater Manchester Police and the Immigration Service. Eight premises were visited, and one venue was found to have no designated premises supervisor and the name of the restaurant required changing and another premises also had changed its name. Advice was given at the time of the visits.

APPOINTMENT OF NEW OFFICERS

The Head of Public Protection advised the Committee of new appointments within the Service, these were as follows: -

- Joe Naylor – Regulatory Compliance Apprentice
- Laura Henry – Enforcement Officer Animal Health and Welfare
- Luke Solczak - Licensing Enforcement Officer

Delegated decision:

It was agreed that the report be noted.

LSP.6 PROPOSED HACKNEY CARRIAGE & PRIVATE HIRE POLICY REVISIONS FOLLOWING PUBLIC CONSULTATION

The Executive Director (Operations) submitted a report advising Members on the outcome of the Public Consultation relating to Hackney Carriage and Private Hire Policy revisions.

The Committee was asked to consider the following options:-

- To adopt the proposals outlined within the report.
- To refuse to adopt the proposals outlined within the report.
- To modify any of the proposals as determined by the committee.

In addition, the Committee was asked to provide delegated authority to amend the implementation date of any of these standards to the Head of Public Protection in conjunction with the Chair of Licensing and Safety Committee. Any changes to the amendment date would be reported at a subsequent Licensing and Safety Committee meeting.

The Head of Public Protection presented the report and reminded Members of the report that was considered by this Committee on the 20th July 2023, where members gave their approval for the Licensing Service to carry out a public consultation in relation to the review of Council Policy in relation to Hackney carriage and Private Hire.

The consultation took place between the 7 August 2023 and the 15 September 2023. The questionnaire was developed and hosted on-line on 'One Community', the council's engagement and consultation portal. Hard copies of the questionnaire were made available on request (none were requested). Emails were also accepted as a response. The survey was promoted on the council's social media platforms, via the one community newsletter and through direct emails to stakeholders.

The Licensing Service discussed the public consultation with trade representatives at the Trade Liaison meeting on the 3 August 2023 to enable them to advise their members of the proposed consultation. It was requested that a dedicated email address was set up for any issues/concerns/difficulties to be communicated to the Licensing Service.

A public consultation took place between the 7th August 2023 and the 15th September 2023. The consultation was accessed by 1,195 people, with 436 informed participants leading to 405 who were actively engaged with the consultation. The breakdown in participants included licensed drivers from the private hire and hackney carriage trade, licensed private hire operators, licensed vehicle proprietors, members of the public and trade representatives.

Table 3.1 in the report attached to the agenda pack showed the general response to the published proposals showing whether responders agreed or disagreed.

An overview was provided on the Current Standards alongside new proposed standards contained within different sections of the report along with the evaluation and consideration of responses which included the trade views.

Bury Council needed to strike the right balance between fulfilling its duty to ensure greater public safety whilst responding to the changing nature of the hackney carriage and private hire industry. The reality was that where any local authorities take a more stringent line on any of these policy areas, it was likely to result in continued reductions in drivers and vehicles licensed by that authority, and in Bury that meant having even less control and influence over the safety standards of the fleet working within our Authority area.

Current existing vehicle licence conditions were included in the report for reference in Appendix 5 (Hackney Carriage) & Appendix 6 (Private Hire). These conditions required amendment to reflect some of the changes as outlined in the report and approved by this Committee.

The new modified hackney carriage vehicle licence conditions were listed in Appendix 7, and the new modified private hire vehicle licence conditions listed in Appendix 8 would be applied to all new and renewal vehicle applications from a date of implementation which was to be delegated to the Head of Public Protection in consultation with the Chair of Licensing and Safety Committee. This was to enable the procurement of new vehicle signage for the supply to the trade.

Following legal advice, the proposed changes to vehicle licence conditions including livery as outlined in the report would be applied to all new applications and on renewal for all existing vehicle licences.

A member asked about the new fire extinguisher and first aid kit standard and the encouragement involved to have one. The Head of Public Protection reported this was discussed at a trade meeting and there was no requirement to undertake first aid training and it would be encouraged but not required, adding any changes would not impact upon public safety.

Members clarified the operational signage element and the Head of Public Protection explained how a driver could change his operator details in the plastic pocket rather than having to peel stickers off and then reapply new which would be costly. Driver safety had also been taken into account with the removal of the front plate which identified the car as a taxi and led to some incidents of anti-social behaviour towards the vehicles.

The Licensing Unit Manager added that there would be further work across Greater Manchester on CCTV in vehicles as some at the moment do have it installed along with dash cameras.

A Member felt the knowledge test should not be taken out but updated and a discussion took place on the data technology used for taxi vehicles on their journeys.

Delegated decision:

It was agreed by the Licensing and Safety Committee:-

- (1) - That the new Hackney Carriage vehicle licence conditions be approved and adopted subject to the below modifications for new and renewal applications.
- (2) -That the new Private Hire vehicle licence conditions be approved and adopted subject to the below modifications for new and renewal applications.
- (3) - That delegated authority was granted to amend the implementation date of any of these standards to the Head of Public Protection in conjunction with the Chair of Licensing and Safety Committee. Any changes to the amendment date would be reported at a subsequent Licensing and Safety Committee meeting.
- (4) -That the new standards be approved and replace the current standards in relation to plates and livery:-

Bury Council requires all Hackney Carriage and Private Hire vehicles to display a rear plate and a front vehicle windscreen vehicle identification sign.

In respect of Private hire vehicles, they must display the following as well as the plate:

- *An operator window sign, in a council issued window mounted wallet (which can be changed by the licensed driver to advise passengers of the operator currently being used to fulfil the booking). The window mounted wallet is to be displayed in the bottom passenger side of the vehicle windscreen alongside the (new) vehicle identification sign. A window wallet, issued by the Council, must be displayed at all times. The operators name must be clearly legible, printed in a digital format (not handwritten) with operators logo if applicable, and must fill the corresponding wallet/holder space.*
- *A rear passenger door sticker (on each rear door), issued by the Council, stating "Private hire vehicle not insured unless pre booked with operator"*
- *Passenger window signs, issued by the Council, shall be affixed permanently to all passenger windows of the vehicle and are not removed whilst the vehicle is licensed. The window signs must contain plate number, registration number, expiry date and the number of passengers the vehicle is licensed to carry.*
- *We do not allow any signage to be mounted on magnets.*
- *The operator signage in use must be approved by the Council and issued by the Operator.*

- (5) -That the current standard remain in place and the new standard be rejected for the condition:-

All applicants will need to provide proof that they have passed the practical driving assessment for taxi drivers, issued by either of our approved driver training companies

- (6) -That the current standard remain in place and the new standard be rejected for the conditions:-

Ensure that any fire extinguisher is in a serviceable condition (where applicable).

Ensure that the vehicle has a full and complete first aid kit (check that contents are not out of date)

(7) -That the current standards would see the removal of the geographical elements only (paper A, B and D) and replaced with the new standard conditions, retaining current condition paper C:-

*Paper a) Three locations to be located by the use of a physical map
Paper b) Road names of where premises are located (15 questions)
Paper c) Conditions (10 questions)
Paper d) Journeys by the shortest route between two specific locations (from memory)*

The knowledge test will remain a mandatory requirement and be revised and enhanced to cover other topics in greater depth which are relevant to public safety i.e., licence conditions, safeguarding, road signs etc. This would also include elements relating to the use of modern journey technology, such as route finding planning and directional technology.

(8) -That the new standard be approved in relation to re-application conditions (Currently there is no standard):-

Driver (applicants) will be able to be relicensed following a break in their licence of no longer than six months (of their hackney carriage/private hire driver licence) where applicants can demonstrate ALL of the following criteria:-

- The driver/applicant has previously sat the written Knowledge test and passed there is no requirement to resit, however if the driver has not sat the written knowledge test they will be expected to complete the knowledge test before the licence is granted;*
- The driver/applicant has completed all the pre-requisites required by the Council i.e., Safeguarding training, driving assessment (subject to removal under this consultation) and the communication and numeracy skills assessment (If applicable);*
- The driver/applicant has undertaken a group 2 Medical within the last 4 months;*
- The driver/applicant has previously undertaken an enhanced DBS which was within 6 months of the date of issue of the certificate or if the driver has an Enhanced DBS Certificate registered with the DBS update service;*
- The Licensing Service are provided the right to place an application for a Hackney Carriage/Private Hire Drivers licence before the Licensing and Safety Committee if they deem it appropriate.*

LSP.7 URGENT BUSINESS

No urgent business was reported at the meeting.

LSP.8 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.9 APPLICATION FOR PUBLIC / PRIVATE HIRE DRIVER LICENCE

The Executive Director (Operations) submitted a report relating to applicant 5/2023 who was in attendance at the meeting alongside a family Member and their 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 Applicant and their representative was presented by the Licensing Unit Manager and set out the reasons for the Applicant being before the Committee.

The applicant made an online application for a Private Hire Drivers licence on the 12th April 2023 and had completed all the prerequisites required for the application.

As part of the process the applicant had produced an Enhanced DBS Certificate on which a conviction was disclosed.

The applicant did not declare this caution on the application form attached in Appendix 1 in the private agenda pack. The applicant had been questioned as to the circumstances surrounding the offence and as to why it was not declared on the application and this was attached at Appendix 2 in the private agenda pack.

The applicant and their representative both addressed the Committee.

Delegated decision:

The Committee carefully considered the report and oral representations made by the applicant and their representative at the meeting.

The Committee accepted that the applicant was a fit and proper person and had explained genuine reasons and shown remorse for the error of not disclosing the caution and declaring it on the application form.

Taking into account the Council's Conviction Policy and Guidelines and in accordance with the Local Government (Miscellaneous Provisions) Act 1976, and the statutory guidance issued by the Secretary of State under section 177 of the Policing and Crime Act 2017, the Committee resolved **to grant the application for a period of one year**. Should there be no further offences/matters within the period of the licence the Committee were in agreement that the licence be extended for a further two years.

COUNCILLOR G MCGILL

Chair

(Note: The meeting started at 7.05pm and ended at 9.25pm)

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Classification	Item No.
Open / Closed	

Meeting:	Licensing and Safety Committee
Meeting date:	1 February 2024
Title of report:	Operational Report
Report by:	Executive Director (Operations)
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

2.1 The Licensing Service have dealt with the following compliance and enforcement matters for the following periods:-

2.2 **13 to 19 November**

Client

Complaint 1

Enforcement 4

Update 1

Premises

Enforcement 1

Multi Agency Visits 1

Updates 1

Risk Assessments 5

Vehicles

Enforcement 5

Updates 1

2.3 **20 to 26 November**

Client

Complaint 3

Enforcement 6

Premises

Risk assessment 11

Vehicles

Enforcement 10

2.4 **27 November to 3 December**

Client

Enforcement 4

Premises

Enforcement 5

Multi Agency 8

Risk assessment 1

Vehicle

Enforcement 10

2.5 **4 December to 10 December**

Client

Complaint 2

Premises

Multi Agency 16

Risk assessment 4

Vehicle

Complaint 2

Enforcement 8

2.6 **11 December to 17 December**

Premises

Complaint 1

Updates 2

Multi Agency 16

Enforcement 2

Vehicle

Enforcement 8

Update 1

Client

Complaint 1

Enforcement 5

2.7 **18 December to 22 December**

Client

Complaint 8

Enforcement 3

Premises

Enforcement 5

Multi Agency 11

Vehicle

Enforcement 3

2.8 **3 January to 7 January 2024**

Client

Complaint 6

Premises

Complaint 1

Enforcement 1

Intel 1

Vehicle

Enforcement 4

Intel 1

2.9 **8 January to 14 January**

Client

Complaint 3

Enforcement 11

Intel 1

Premises

Compliance 2

Enforcement 11

Vehicle

Enforcement 8

2.10 **15 January to 21 January**

Client

Complaint 3

Enforcement 4

Premises

Enforcement 2

Multi Agency 10

Operator

Compliance 2

Vehicle

Enforcement 18

3.0 LICENSING HEARINGS SUB-COMMITTEE

3.1 On the 15th November 2023, an application to review the Premises Licence at Killon Street Off Licence, 26 Price Street, Bury was considered by members, following a review

application made by the Licensing Authority and a representation from Trading Standards. Members resolved to revoke the licence and remove the Designated Premises Supervisor.

4.0 PARTNERSHIP WORKING

- 4.1 The Licensing Service alongside GMP carried out compliance visits on 1st December 2023 to 17 licensed premises. In addition 1 unlicensed premise was visited and issued a warning letter under section 136 offences in relation to unauthorised licensable activities for late night refreshment.
- 4.2 The Licensing Service carried out visits to 3 shops across the Borough on 3 November 2023 alongside GMP and Trading Standards, seized 37 vapes and a large amount of Alcohol (due to the premises being unlicensed) was also seized.
- 4.3 The Licensing Service carried out visits to 8 shops across the Borough on 6 December, alongside GMP and Trading Standards with a tobacco dog. 13000 illegal cigarettes, 6 kilos of illegal hand rolling tobacco and 700 vapes were seized with further enforcement action to be taken by Trading Standards.
- 4.4 The Licensing Service carried out visits on 8 December 2023 to 14 licensed premises on the evening of 8 December alongside GMP and a drugs dog. A number of stop and searches were conducted by GMP. No large amounts of drugs were found.
- 4.5 The Licensing Service alongside GMP carried out compliance visits on the 15th of December 2023 to 16 Licenced premises. 2 of these premises received warnings for section 136 offences in relation to operating outside their authorised licenced hours.
- 4.6 The Licensing Service worked alongside GMP on the evening of 22 December also known as Mad Friday. 13 Compliance checks were carried out at licensed premises across the borough as well as in the Town Centre. Only one issue was found with a premises that was asked to voluntarily close which it did.

5.0 TAXI DRIVER SAFETY INITIATIVE

- 5.1 The Licensing Service have been working in partnership with Greater Manchester Police and the Taxi Trade to develop a taxi driver safety initiative. The guide includes tips, practices and precautions to give the drivers the skills needed to navigate the roads safely, handle various situations, and help to minimise the risk of violence and aggression. The initiative was launched on the 23 December 2023.

Information can be found at the following link: -

<https://www.bury.gov.uk/business/licensing/taxi-licensing/driver-safety-guide-for-hackney-carriage-and-private-hire-drivers>

6.0 THANKS RECEIVED FROM THE HACKNEY CARRIAGE AND PRIVATE HIRE TRADES.

- 6.1 The Licensing Service have received an email from Bury Hackney Association stating the following:-

I like to say thanks to you, and your team taking positive steps towards driver's safety.

On behalf of Bury Hackney Association and our members I much appreciated, and like to say thanks to all members of your team.

- 6.2 The Licensing Service have received an email from the Private Hire Drivers Association (PHDA) which stated:-

Private hire drivers association bury Thanks Bury Taxi Licensing for Policy Reviews for the Best Interest of Local Taxi Trade

Phda wishes to express its gratitude to Bury Taxi Licensing for their commitment to policy reviews that support and promote the best interests of the local taxi trade.

The taxi industry is a crucial and essential service that ensures the community's safe and reliable transportation. Bury Taxi Licensing's dedication to reviewing policies demonstrates their understanding of the ever-evolving landscape of the taxi trade and their commitment to meeting the needs of both drivers and passengers.

Phda recognizes the efforts of Bury Taxi Licensing in actively seeking inputs from industry stakeholders, including drivers and passengers. This inclusive approach ensures that policy updates reflect the diverse needs and perspectives of those directly involved in the taxi trade.

Throughout these policy reviews, Bury Taxi Licensing has consistently demonstrated their commitment to transparency, fairness, and accountability. They have provided a platform for industry representatives to voice their opinions and contribute to the development of policies that not only safeguard the interests of the trade but also address the evolving needs and expectations of passengers.

In conclusion phda expresses its sincere appreciation to Bury Taxi Licensing for their ongoing commitment to policy reviews for the best interest of the local taxi trade. We look forward to continuing our collaboration with Bury Taxi Licensing and other stakeholders to create an environment that fosters growth, innovation, and the highest standard of service within the taxi industry.

7.0 IMPLEMENTATION OF POLICY CHANGES

- 7.1 Following the decision of the Licensing and Safety Committee and Full Council, the Licensing Service have commenced to implement the changes in Policy from the 12 January 2024. Emails have been sent on the 15 January 2024 to all licensed drivers, trade representatives and all private hire operators. The content of the email stated: -

Good afternoon,

Please find below a summary of key information. More detailed information is outlined below the summary.

Summary of Key Information

You are receiving this email as a licence holder in Bury, the Council has recently changed vehicle standards which will over a twelve month period apply to existing vehicle licence holders from the date of their vehicle licence renewal.

The new vehicle standards apply to all new vehicle applications from 12 January 2024.

- *If you are a private hire vehicle proprietor, you must maintain your existing plates and signage requirements including displaying private hire operator signage until your vehicle licence is renewed.*
- *When a private hire vehicle licence is renewed you will be issued with new vehicle conditions and appropriate new signage and will be required to remove the private hire operator signage and removal of front plate.*
- *If you are a Hackney Carriage vehicle proprietor, you must maintain your existing plates and signage requirements until your vehicle licence is renewed.*
- *When a Hackney Carriage vehicle licence is renewed you will be issued with new vehicle conditions and appropriate new signage and removal of front plate.*

The Licensing Service took legal advice on this matter which was to transition over a twelve month period. The Council is aware this is a different approach to other Licensing Authorities but the Council must follow all legal advice and must implement the decisions of Full Council.

There have been no changes to Council Policy regarding Fire extinguishers and First Aid Kits. First Aid kits are mandatory. Fire Extinguishers, if present in the vehicle must be regularly serviced. Your vehicle will not fail a compliance test if you do not have a fire extinguisher present.

Detailed outline of Policy Changes

Following a recent change in Council Policy in relation to Hackney Carriage and Private hire vehicles.

I would like to make you aware of the decision of the Council's Licensing and Safety Committee is outlined below in italics:-

- (1) *- That the new Hackney Carriage vehicle licence conditions be approved and adopted subject to the below modifications for new and renewal applications.*
- (2) *-That the new Private Hire vehicle licence conditions be approved and adopted subject to the below modifications for new and renewal applications.*
- (3) *- That delegated authority was granted to amend the implementation date of any of these standards to the Head of Public Protection in conjunction with the Chair of Licensing and Safety Committee. Any changes to the amendment date would be reported at a subsequent Licensing and Safety Committee meeting.*
- (4) *-That the new standards be approved and replace the current standards in relation to plates and livery:-*

Bury Council requires all Hackney Carriage and Private Hire vehicles to display a rear plate and a front vehicle windscreen vehicle identification sign.

In respect of Private hire vehicles, they must display the following as well as the plate:

- *An operator window sign, in a council issued window mounted wallet (which can be changed by the licensed driver to advise passengers of the operator currently being used to fulfil the booking). The window mounted wallet is to be displayed in the bottom passenger side of the vehicle windscreen alongside the (new) vehicle identification sign. A window wallet, issued by the Council, must be displayed at all times. The operators name must be clearly legible, printed in a digital format (not handwritten) with operators logo if applicable, and must fill the corresponding wallet/holder space.*
- *A rear passenger door sticker (on each rear door), issued by the Council, stating "Private hire vehicle not insured unless pre booked with operator"*
- *Passenger window signs, issued by the Council, shall be affixed permanently to all passenger windows of the vehicle and are not removed whilst the vehicle is licensed. The window signs must contain plate number, registration number, expiry date and the number of passengers the vehicle is licensed to carry.*
- *We do not allow any signage to be mounted on magnets.*
- *The operator signage in use must be approved by the Council and issued by the Operator.*

(5) -That the current standard remain in place and the new standard be rejected for the condition:-

All applicants will need to provide proof that they have passed the practical driving assessment for taxi drivers, issued by either of our approved driver training companies

(6) -That the current standard remain in place and the new standard be rejected for the conditions:-

Ensure that any fire extinguisher is in a serviceable condition (where applicable).

Ensure that the vehicle has a full and complete first aid kit (check that contents are not out of date)

(7) -That the current standards would see the removal of the geographical elements only (paper A, B and D) and replaced with the new standard conditions, retaining current condition paper C:-

Paper a) Three locations to be located by the use of a physical map

Paper b) Road names of where premises are located (15 questions)

Paper c) Conditions (10 questions)

Paper d) Journeys by the shortest route between two specific locations (from memory)

The knowledge test will remain a mandatory requirement and be revised and enhanced to cover other topics in greater depth which are relevant to public safety i.e., licence conditions, safeguarding, road signs etc. This would also

include elements relating to the use of modern journey technology, such as route finding planning and directional technology.

(8) -That the new standard be approved in relation to re-application conditions (Currently there is no standard):-

Driver (applicants) will be able to be relicensed following a break in their licence of no longer than six months (of their hackney carriage/private hire driver licence) where applicants can demonstrate ALL of the following criteria:-

- The driver/applicant has previously sat the written Knowledge test and passed there is no requirement to resit, however if the driver has not sat the written knowledge test they will be expected to complete the knowledge test before the licence is granted;*
- The driver/applicant has completed all the pre-requisites required by the Council i.e., Safeguarding training, driving assessment (subject to removal under this consultation) and the communication and numeracy skills assessment (If applicable);*
- The driver/applicant has undertaken a group 2 Medical within the last 4 months;*
- The driver/applicant has previously undertaken an enhanced DBS which was within 6 months of the date of issue of the certificate or if the driver has an Enhanced DBS Certificate registered with the DBS update service;*
- The Licensing Service are provided the right to place an application for a Hackney Carriage/Private Hire Drivers licence before the Licensing and Safety Committee if they deem it appropriate.*

Conclusion

The decision of the Licensing and Safety Committee was approved at Full Council on the 22 November 2023 who also confirmed the delegated authority to amend the implementation date of any of these standards to the Head of Public Protection in conjunction with the Chair of Licensing & Safety Committee. Any changes to the amendment dates would be reported to the Licensing & Safety Committee.

Following the decision of Full Council, the Licensing Service have been actively working to implement the changes as soon as practicable which has included the design and approval of new artwork for new yellow door signs to be placed on the rear passenger doors of all private hire vehicles.

New knowledge tests have been produced and are currently being finalised following the removal of the topographical element because of the policy changes.

The Licensing Service has been working with the trade and representatives throughout this process to ensure they are informed in respect of the implementation of the above new policy standards.

The new Hackney Carriage and new Private Hire vehicle licence conditions were approved by Licensing and Safety Committee and Full Council and will be

implemented on all new and renewal vehicle applications. Therefore, the Licensing Service must ensure the new vehicle standards are applied to all new vehicles coming on to fleet and all existing licensed vehicles on renewal of their hackney carriage/private hire vehicle licences. Therefore, the changes to livery (vehicle signage) and the removal of the front plate will take twelve months to be fully implemented.

I am pleased to confirm that the Licensing Service began the implementation of the new livery signage standards on Friday 12/1/2024. You will start to see vehicles displaying the new yellow door sticker and new front window identification over the coming week and months.

I hope this clarifies the position for you.

- 7.2 The Licensing Service sent a further email have been sent on the 23 January 2024 to all licensed drivers, trade representatives and all private hire operators, which stated:-

Good afternoon,

I write to you further to my previous email regarding the recent decision of the Licensing and Safety Committee and Full Council. Following revised legal advice, the implementation date for the application of the new standards relating to vehicle livery will now be in effect from the 1 January 2024 as outlined reports.

To clarify further, the revised livery standards will apply to all new applications and all licence renewals after the 1 January 2024.

Please see below some examples:-

Vehicle A – Licence was renewed on the 31 December 2023: This vehicle will be required to meet the old vehicle licence conditions.

Vehicle B - Licence was renewed on the 1 January 2024: This vehicle will be required to meet the new vehicle licence conditions.

Vehicle C – Licence due for renewal on 1 April 2024: this vehicle will need to continue to display the old vehicle signage/livery until the licence is renewed. An application submitted 8 weeks in advance of the vehicle licence expiry and processed. The renewed vehicle licence will be subject to the new conditions from the date on which the licence is valid from e.g. Rear plate, front identification badge and removal of operator door signage.

Vehicle proprietors must comply with the conditions of their vehicle licence which can be found on the reverse of the private hire vehicle licence. Vehicle proprietors must ensure that they are complying with the conditions attached to their vehicle licence, failure to do so may result in enforcement action being taken against you.

If you are unsure about the content of this email, please contact the licensing Service by email: taxilicensing@bury.gov.uk

- 7.3 The Licensing Service have received an email from the Hackney Drivers Association stating that he does not have any issues with the Policy Changes and a private hire operator stating that removing the topographical element helps the recruitment of new drivers.
- 7.4 Following the ratification of the proposed changes of Policy, the Licensing Service are actively updating the Council’s Website and the amendment of the Vehicle Testing Manual due to the recent policy changes relating to the signage on the vehicle.

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:

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

Term	Meaning
None	

Classification	Item No.
Open / Closed	

Meeting:	Licensing and Safety Committee
Meeting date:	1 February 2024 - Licensing and Safety Committee 20 March 2024 - Full Council
Title of report:	Review of emissions standard transitional implementation date for existing Hackney Carriage and Private Hire vehicles to compliant vehicle in respect of proposed GM Clean Air Plan.
Report by:	Executive Director (Operations)
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

This report outlines the proposal to bring forward the implementation of existing standards related to emissions from 1 April 2026 to 1 January 2026 for licensed vehicles eligible for current transitional arrangements. The rationale for this relates to the recent submissions to Government with revised proposals around the GM Clean Air Plan and requirement from Government to ensure a GM agreed emissions standard for all Taxi and Private Hire vehicles by 31 December 2025.

Recommended Option

It is recommended that the Licensing and Safety Committee considers and adopts the following amendment (1) to the existing emission standard and recommends to Full Council that amendment (1) be approved:

For existing vehicle licence proprietors:

1. That the transitional arrangements agreed by Full Council on 22 March 2023, in relation to age and emissions standards that were previously extended from 1 April 2024 to 1 April 2026 are brought forward by three months to 1 January 2026. This will enable hackney carriage and private hire vehicle owners to meet the agreed GM emissions standard outlined in the revised GM Clean Air Plan. The amended policy will state that from 31 December 2024 a

vehicle licence will not be renewed if the vehicle does not meet the current emission standard.

Key considerations

This is a Council Function that is delegated to the Licensing and Safety Committee by the Council's Constitution.

This paper is in the public domain.

Community impact / Contribution to the Bury 2030 Strategy

The changes put forward in this report will facilitate more rapid improvement with clean air through facilitating the replacement of non-compliant (emission) vehicles for both hackney carriage and private hire/private hire vehicles. This could potentially help reduce the time it takes for these vehicles to be upgraded and become compliant with existing emissions standard leading to less carbon emissions and less tailpipe emissions. It will also enable access to the linked funding related to the revised GM Clean Air Plan submissions to Government which will assist with vehicle upgrade costs.

Equality Impact and considerations:

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.*

The public sector equality 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.

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.

An Equality Impact Assessment (EIA) was undertaken when the existing standards were implemented through a full governance process. This report seeks to bring forward the implementation date for emissions compliance by 3 months to enable access to the GM Clean Taxi Fund support package when it is made available which will provide financial assistance to affected vehicle proprietors. Conversely, if no change is made to the existing transitional arrangements this could be detrimental and financially disadvantage affected vehicle proprietors.

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
Opportunity: The adoption of the recommended amendments to existing transitional arrangements will enable the hackney carriage and private hire trade in Bury access any future GM funding linked to the revised submissions to Government regarding the GM Clean Air Plan. Risk: Maintaining existing transitional arrangements may jeopardise the revised submissions to Government regarding the GM Clean Air Plan and may prevent the hackney carriage and private hire trade in Bury accessing any future GM funding.	None

Consultation:

Not applicable

Legal Implications:

Under the legislation the Council is required to determine representations. The report is in accordance with the appropriate legislation.

The costs of the licensing function are funded through the fees and charges levied by the Council. There may be additional costs if appeals are lodged with the Magistrates and Crown Courts.

Members are advised that Licences are regarded as possessions within the terms of the Human Rights Act 1998. Under the Act everyone is entitled to the peaceful enjoyment of one's possessions and so actions interfering with those possessions must be lawful, reasonable and proportionate. It is lawful to impose reasonable conditions as a way of protecting the safety of the travelling public, so long as it is not out of proportion. It is a balancing act between the public interest and the individual's rights.

The policy changes recommended, if agreed by the Council, will be implemented and form the basis on which decisions are made on applications for vehicle licences received by the Council.

Financial Implications:

Revenue and Capital: The Licensing Regime is a self-funded service through the licensing fees. There are no financial implications as a result of this report as the changes do not have any cost implications to the Council.

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Report Author and Contact Details:

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Background papers:

Licensing and Safety Committee report and minutes – 16 March 2023

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

Term	Meaning
CAZ	Clean Air Zone
CTF	Clean Taxi Fund
EIA	Equality Impact Assessment
GM	Greater Manchester

GM CAP	Greater Manchester Clean Air Plan
GMCA	Greater Manchester Combined Authority
HCV	Hackney Carriage
ICE	Internal Combustion Engine
JAQU	Joint Air Quality Unit
NO ₂	Nitrogen Dioxide
PHV	Private Hire Vehicle
SoS	Secretary of State
TFGM	Transport for Greater Manchester
WAV	Wheelchair Accessible Vehicle
ZEB	Zero Emission Bus

1.0 Background

- 1.1 The Government has instructed many local authorities across the UK to take quick action to reduce harmful roadside levels of Nitrogen Dioxide (NO₂) with the Secretary of State (SoS) for Environment, Food and Rural Affairs issuing Directions under the Environment Act 1995 in 2017 requiring them to undertake feasibility studies to identify measures for reducing NO₂ concentrations to within legal limit values in the “shortest possible time”. In Greater Manchester, the 10 local authorities, the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM) are working together to develop a Clean Air Plan to tackle NO₂ exceedances at the roadside, herein known as Greater Manchester Clean Air Plan (GM CAP).
- 1.2 The GMCA – Clean Air Final Plan report on 25 June 2021¹ endorsed Greater Manchester’s Final CAP and policy following a review of all of the information gathered through the GM CAP consultation and wider data, evidence and modelling work. Throughout the development of the previous Plan, JAQU reviewed and approved all technical and delivery submissions. The Plan was agreed by the ten Greater Manchester local authorities. Within this document, this is referred to as the Previous GM CAP.
- 1.3 On the 8 February 2022, a new direction (the Direction) was issued by the SoS² which confirmed that the March 2020 Direction to implement a Class C charging Clean Air Zone (CAZ) had been revoked and required that a new plan be submitted to the SoS by 1st July 2022 the GM authorities should:

¹ [GMCA 210621 Report Clean Air Plan - FINAL FINAL.pdf \(greatermanchester-ca.gov.uk\)](#)

² [The Environment Act 1995 \(Greater Manchester\) Air Quality Direction 2022 \(publishing.service.gov.uk\)](#)

- review the measures specified in the local plan for NO₂ compliance and associated mitigation measures; and
 - determine whether to propose any changes to the detailed design of those measures, or any additional measures.
- 1.4 The Direction also states that the local plan for NO₂ compliance, with any proposed changes, must ensure the achievement of NO₂ compliance in the shortest possible time and by 2026 at the latest. It should also ensure that human exposure to concentrations of NO₂ above the legal limit is reduced as quickly as possible.
- 1.5 In July 2022, the 'Case for a new Greater Manchester Clean Air Plan'³ was submitted to the Secretary of State. It set out that challenging economic conditions, rising vehicle prices and ongoing pandemic impacts meant that the original plan of a city-region charging CAZ was no longer the right solution to achieve compliance, instead proposing an investment-led, non-charging GM CAP.
- 1.6 The primary focus of the 'Case for a new Greater Manchester Clean Air Plan' was to identify a plan to achieve compliance with the legal limit value for NO₂ in a way that considered the cost-of-living crisis and associated economic challenge faced by businesses and residents. This would be achieved through an investment-led approach combined with all the wider measures that GM is implementing with the aim of reducing NO₂ emissions to within legal limits, in the shortest possible time, and at the latest by 2026.
- 1.7 The 'Case for a new Greater Manchester Clean Air Plan' proposed using the £123m of Clean Air funding that the Government has awarded to the GM authorities to deliver an investment-led approach to invest in vehicle upgrades, rather than imposing daily charges, and deliver new Zero Emission Buses (ZEBs) as part of the Bee Network (a London-style integrated transport network for Greater Manchester). The new plan would ensure that the reduction of harmful emissions would be at the centre of GM's wider objectives. Within this document, this plan is referred to as the 'New GM CAP'.
- 1.8 Having submitted the Case for a New Clean Air Plan in July 2022 GM was asked by Government in January 2023 to:
- (i) provide modelling results for a benchmark CAZ to address the persistent exceedances identified in central Manchester and Salford, in order for these to be compared against your proposals.*
- (ii) Identify a suitable approach to address persistent exceedances identified in your data on the A58 Bolton Road in Bury in 2025, and to propose a suitable benchmark.*

3

https://assets.ctfassets.net/tlpgbv1k6h2/7jtkDc5AODypDQlw0cYwsl/67091a85f26e7c503a19ec7aeb2e8137/Appendix_1_-_Case_for_a_new_Greater_Manchester_Clean_Air_Plan.pdf

(iii) Set out how the measures you have proposed will be modelled and evidenced overall, and to ensure that they are modelled without any unnecessary delay.

- 1.9 Greater Manchester Authorities have been undertaking the work required to supply this further evidence and on 8 March 2023 submitted the first element, 'Approach to Address Persistent Exceedances Identified on the A58 Bolton Road, Bury'⁴.
- 1.10 In April 2023, Government advised TfGM that it was to pause any new spending on bus retrofit as it had evidence that retrofitted buses have poor and highly variable performance in real-world conditions.
- 1.11 In the light of the Government's new evidence, JAQU issued revised general guidance to authorities producing Clean Air Plans nationwide requiring that air quality modelling should no longer assume any air quality benefits from a retrofitted bus. The Government also advised that it anticipated a six-month focused research programme to quickly investigate the causes of poor bus retrofit performance and how it could be improved would be reported in Autumn 2023.
- 1.12 To date the outputs of this study have not been made available to GM and in the absence of the government's bus retrofit study and GM has incorporated the revised guidance from JAQU, requiring that air quality modelling should no longer assume any air quality benefits from a retrofitted bus into the modelling which underpins the development of its Clean Air Plan to produce an report that appraises the ability of the Investment-led Plan and a benchmark CAZ to deliver compliance with the legal limit value in the shortest possible time and by no later than 2026.

Information

- 1.13 The report "GM Clean Air the GM Air Quality Administration Committee on 20 December 2023. The report was agreed by the Committee provides an update on the Case for a new Greater Manchester Clean Air Plan and confirms that an appraisal of GM's proposed investment-led plan has been undertaken against a benchmark charging Clean Air Zone (CAZ) in the centre of Manchester and Salford.
- 1.14 Using the government's updated technical guidance, that 'no air quality benefit' should be assumed from bus retrofit, GM now has evidence to show that its investment-led, non-charging Clean Air Plan can deliver compliance with the government direction to bring nitrogen dioxide levels within legal limits in 2025.
- 1.15 Modelling predicts if GM did nothing there would be twelve exceedances of nitrogen dioxide in 2025. The majority of these would be in the regional centre – Manchester and Salford.

⁴ <https://democracy.greatermanchester-ca.gov.uk/documents/s24939/Appendix%203.%20GM%20CAP%20A58%20Bury%20Measure%20Report%20DRAFT%20for%20AQAC%20Approval%20Feb%2023.pdf>

- 1.16 GM's investment-led plan proposes using £86.7 Clean Air funding already awarded, for investment in zero-emission buses, taxi and private hire vehicle upgrades (through a Clean Taxi Fund) and measures to manage traffic flows on some roads in the centre of Manchester and Salford.
- 1.17 Modelling shows GM's investment-led plan can achieve compliance in 2025 and that compliance is not achieved in 2025 or 2026 by a benchmarked category C charging CAZ.
- 1.18 The GM's evidence shows that the investment-led, non-charging plan can achieve compliance in 2025. However, it is for government to determine what measures GM is to implement – only the Investment-led Plan complies with the requirement placed on the 10 GM local authorities to deliver compliance in the shortest possible time and by 2026 at the latest.

Taxi and Private Hire Vehicle (PHV) Measures

- 1.19 Taxi and PHV measures represent an important mechanism for reducing exceedances under the Investment-led Plan and are grounded in the ability of the GM authorities to reduce emissions through licensing conditions.
- 1.20 The appraisal of the Investment-led Plan has been developed on the basis that an emissions standard, requiring licensed hackneys and PHVs to be a minimum of Euro 6 (diesel) or Euro 4 (petrol) by 31 December 2025, will have been adopted by all GM Authorities.
- 1.21 This means that licences issued by Bury will have to have a compliant vehicle attached to the licence by 31 December 2025 at the latest. Licensees can apply at any time during the currency of their licence to replace the vehicle attached to that licence, and therefore must ensure that they have sourced and purchased an emissions compliant vehicle in good time to ensure they have a compliant vehicle licensed by 31 December 2025. Officers will advise the trade further with regards to application deadlines to ensure sufficient time for processing and vehicle testing prior to the licence being issued.
- 1.22 The Council's current licensed vehicle emissions policy is a petrol vehicle must be Euro 4 and a diesel vehicle must be a Euro 6.
- 1.23 In the investment led plan, it is therefore assumed that by 2026 100% of the GM taxi fleet will be compliant with the emission standards with all GM Authorities working to achieve this. It is intended that the Clean Taxi Fund will support this providing sufficient funds for every current non-emissions compliant vehicle licensed to a GM authority to receive grant support (if applicable). Further the is to be opened Fund before 2025 enabling earlier upgrades, and helping to mitigate against the risk of taxis re-licensing with another authority that does not have the same emission standard requirement.
- 1.24 A Clean Taxi Fund (CTF) of £30.5m is proposed to offer funding to support upgrades of taxis to cleaner vehicles through two routes. These are:

- Core Taxi Fund of £22.5m – based on the 2021 GM CAP Policy, the funding is eligible to non-compliant, GM-licensed hackneys and PHVs. The financial support has been uplifted with inflation, with an associated air quality benefit derived from minimum emission standards across the 10 GM Authorities.
- Electric Hackney Upgrade Fund of £7.9m – based on the Bradford scheme⁵ and feedback received during GM’s Participatory Policy Development⁶, the funding is available to compliant Internal Combustion Engine (ICE) hackneys and seeks to support upgrades to the cleanest vehicle type whilst taking into account feedback.

- 1.25 The Air Quality Administration Committee recommended that each GM Authority puts appropriate arrangements in place to facilitate a transitional start date for the implementation of emission standards by the 1 January 2025 with the end transition date being the 31 December 2025. Ultimately it is for the government to determine what measures GM is to implement, the appraisal shows that only the Investment-led Plan complies with the requirement placed on the 10 GM Authorities to deliver compliance in the shortest possible time and by 2026 at the latest.
- 1.26 The report has been submitted to the Secretary of State for Environment, Food and Rural Affairs setting out that whilst we await their response the GM Authorities will, on the anticipation of the Clean Taxi Fund being agreed, make preparations to ensure a minimum taxi emissions standard will have been adopted by all GM Authorities.

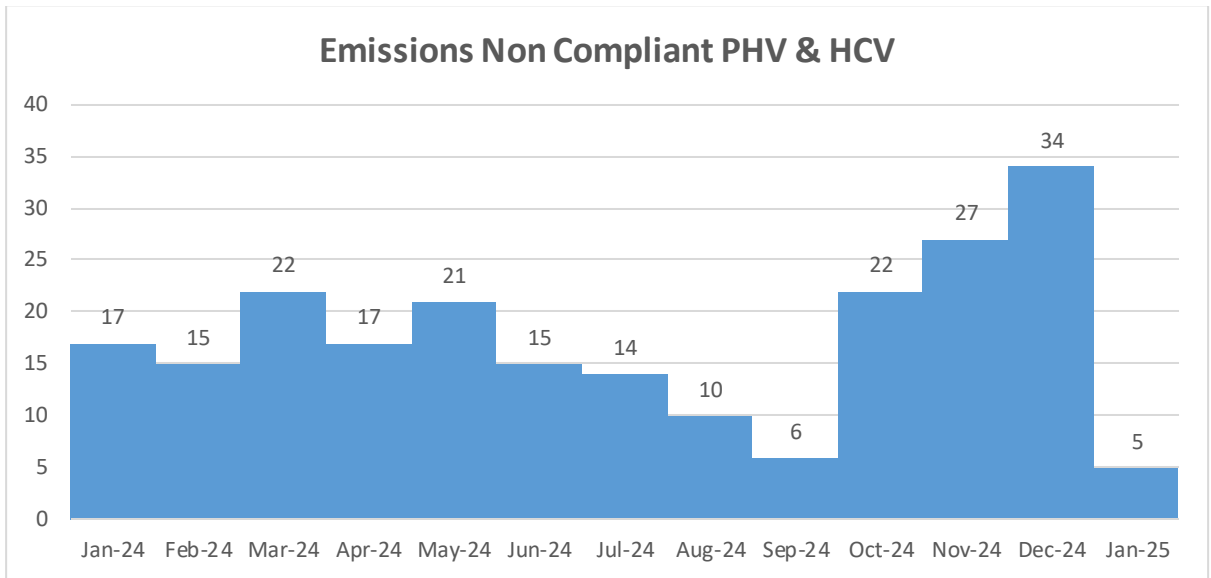
2.0 Bury Council’s position

- 2.1 The transitional arrangements agreed by Full Council on 22 March 2023, in relation to age and emissions standards were previously extended from 1 April 2024 to 1 April 2026. This report seeks approval to amend and bring forward the implementation date by three months to 1 January 2026. This will enable hackney carriage and private hire vehicle owners to meet the agreed GM emissions standard outlined in the revised GM Clean Air Plan submission to Government. If agreed the amended policy will state that from 31 December 2024 a vehicle licence will not be renewed if the vehicle does not meet the current emission standard to ensure that on the 1 January 2026 all licensed vehicles in Bury will comply with the GM emissions standard.
- 2.2 The Licensing Service have reviewed the fleet data on the 11 January 2024 and have identified following the assessment of all 760 licensed vehicles we currently have 225 (29.6%) non complaint vehicles which consist of 193 (25.4%) Private hire vehicle and 32 (4.2%) Hackney Carriages.

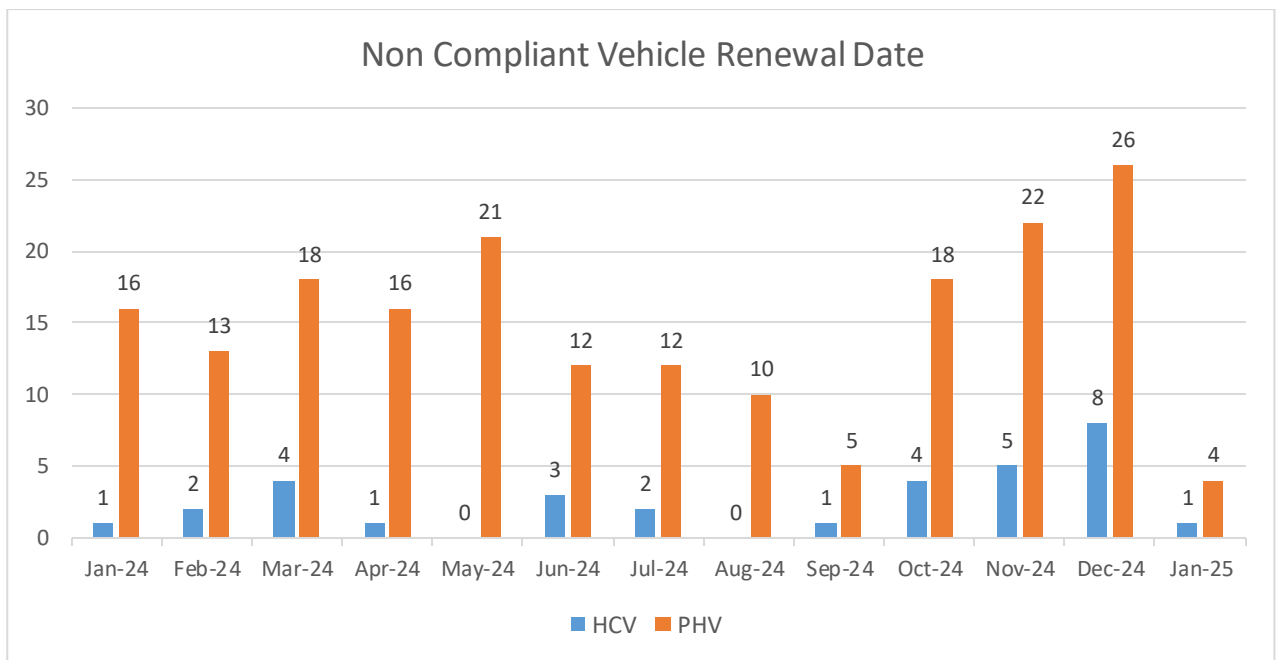
⁵ Bradford Council, who operate a Category C charging Clean Air Zone, have launched an additional fund to support Bradford-licensed Hackneys to upgrade to fully electric. The fund is open to owners of Bradford which are already classed as compliant with minimum emissions standards.

⁶ [Participatory Policy Development - Summary of Stakeholder Engagement Report](#) Page 14, point 8

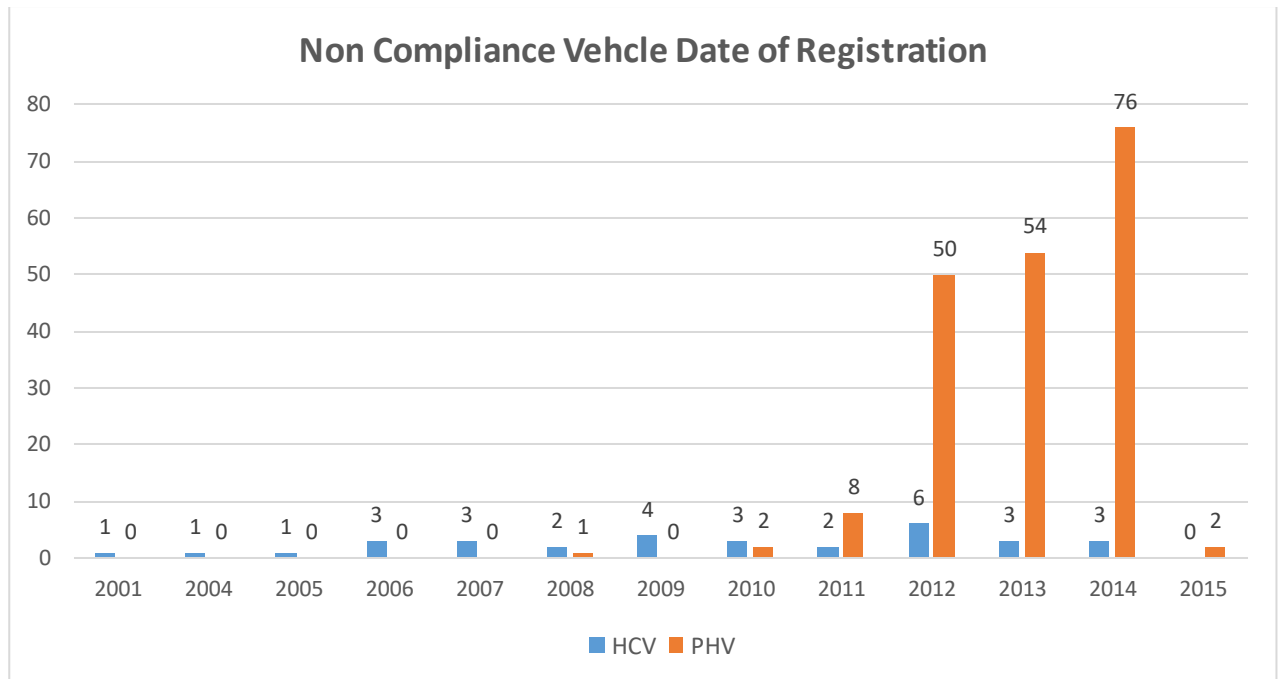
2.3 **Table 1** shows the numbers of vehicles that are not compliant between the period of January 2024 until January 2025.



2.4 **Table 2** shows the numbers of vehicles that are not compliant by renewal date between the period of January 2024 until January 2025.



2.5 **Table 3** shows the numbers of vehicles that are not compliant by date of vehicle registration.



3.0 Conclusion & Recommendation

3.1 It is recommended that the Licensing and Safety Committee considers and adopts the following amendment (1) to the existing emission standard and recommends to Full Council that amendment (1) is approved:

For existing vehicle licence proprietors:

1. That the transitional arrangements agreed by Full Council on 22 March 2023, in relation to age and emissions standards that were previously extended from 1 April 2024 to 1 April 2026 are brought forward by three months to 1 January 2026. This will enable hackney carriage and private hire vehicle owners to meet the agreed GM emissions standard outlined in the revised GM Clean Air Plan. The amended policy will state that from 31 December 2024 a vehicle licence will not be renewed if the vehicle does not meet the current emission standard.

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