

AGENDA FOR

LICENSING AND SAFETY COMMITTEE



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To: All Members of Licensing and Safety Committee

Councillors : T Rafiq (Chair), A Booth, R Brown, D Green,
J Grimshaw, J Hook, B Ibrahim, 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, 5 June 2025
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 THE PREVIOUS MEETING *(Pages 5 - 8)*

The minutes of the meeting held on the 10th April 2025 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 9 - 16)*

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

6 REQUEST FOR OFFICER DELEGATION TO SUSPEND PUBLIC / PRIVATE HIRE DRIVER LICENCES WHERE CONSENT HAS NOT BEEN GIVEN FOR A CHECK TO BE CARRIED OUT BY THE LICENSING SERVICE *(Pages 17 - 22)*

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

7 AMENDMENT OF TRANSITIONAL ARRANGEMENTS FOR EXISTING HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES IN RESPECT OF EMISSIONS STANDARDS AND A REVIEW OF COUNCIL AGE POLICY *(Pages 23 - 40)*

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

8 URGENT BUSINESS

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

9 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.

10 APPLICATION FOR THE GRANT OF A STREET TRADING CONSENT
(Pages 41 - 54)

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

**11 APPLICATION TO RENEW A HACKNEY CARRIAGE VEHICLE LICENCE
CONTRARY TO COUNCIL POLICY** *(Pages 55 - 64)*

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

**12 SUSPENSION / REVOCATION OF PUBLIC / PRIVATE HIRE DRIVER
LICENCES** *(Pages 65 - 78)*

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

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Minutes of: LICENSING AND SAFETY COMMITTEE

Date of Meeting: 10 April 2025

Present: Councillor I Rizvi (in the Chair)
Councillors N Bayley, A Booth, R Brown, J Grimshaw, J Hook,
B Ibrahim, G Marsden, G McGill, J Rydeheard and L Ryder

Public Attendance: No members of the public were present at the meeting.

LSP.1 APOLOGIES FOR ABSENCE

Apologies for absence were submitted by Councillor D Quinn.

Councillor L Ryder acted as a substitute representative for Councillor D. Quinn.

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 THE PREVIOUS MEETING

Delegated decision:

That the Minutes of the last meeting held on the 23rd January 2025 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 (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 13th January 2025 and 30th March 2025.

Licensing Hearings Sub Committee

On the 26th February 2025, an application for the grant of a premises licence at Beytoushi Market, 406 Bury Old Road, Prestwich M25 1BD. The application attracted three representations from Responsible Authorities namely Greater Manchester Police, Trading Standards and the Licensing Authority. The Licensing Service received notification that the applicant had withdrawn the application, therefore, the hearing did not take place.

On the 27th February 2025, an application to vary the designated premises

supervisor on the premises licence at Venezia, 5 Square Street, Ramsbottom BL0 9BE. The application attracted a representation from a Responsible Authority namely Greater Manchester Police. The Licensing Service received notification that the applicant had withdrawn the application, therefore the hearing did not take place.

Trade Liaison Meeting

On the 24th February 2025, a trade liaison meeting took place with representatives from the Hackney Carriage and Private Hire trades and the Licensing Service. Issues were discussed and the minutes of the meeting would be published on the Council's website.

Greater Manchester Clean Air Update

Transport for Greater Manchester requested the Licensing Service to circulate to the hackney carriage and private hire trade an information document relating to the GM Clean Air Plan. This was circulated on the 10 February 2025.

The information document stated that:-

The Government has approved the investment-led GM Clean Air Plan with NO Clean Air Zone or charges to drive on local roads.

The plan includes a package of measures to clean up the city-region's air through investment in cleaner buses, taxis and some local traffic measures in the regional centre (Manchester and Salford).

Under the approved Clean Air Plan, £8m taxi funding has been allocated by government to support moving Greater Manchester's hackney taxi fleet to cleaner vehicles. That is less than the £30.5m Clean Taxi Fund requested to support the GM-licensed hackney and private hire trade upgrade to cleaner vehicles linked to minimum emission standards.

What does this mean for the GM-licensed taxi trade?

The taxi trade expected a £30.5m dedicated fund to support their transition to cleaner vehicles linked to minimum emissions standards. In turn, this has resulted in some vehicle owners delaying upgrades, meaning an older GM taxi fleet. The approved investment-led package includes £8m to support moving Greater Manchester's hackney taxi fleet to cleaner vehicles.

GM leaders are committed to ensuring that GM-licensed vehicle owners have access to financial assistance. This is to uphold the local minimum emissions standards now mandated by all Greater Manchester local authorities; and mitigate the impact of competition from out-of-area licensees.

All GM local authorities have adopted a minimum emission standard into licensing conditions by 31 December 2025. The requirement is for GM-licensed taxis to meet a minimum vehicle emission standard (Euro 4 petrol / Euro 6 diesel / fully Zero Emissions Capable (ZEC) electric vehicle).

Next steps

Greater Manchester will now look at how best to use the taxi funding to support local vehicle upgrades to a cleaner taxi fleet. This will consider any impacts to implementing the end of transition period for existing vehicles that do not meet the emissions standard. This will include a review of the taxi funding requirement based on the latest taxi licensing data. No date for when taxi funds will open is available yet. Proposals and timelines for next steps, including funds opening, will be presented at an upcoming Greater Manchester Combined Authority (GMCA) meeting.

Partnership Working

On the 20th and 21st March 2025, officers from the Licensing Service and Trading Standards Service worked in partnership with Greater Manchester Police, Immigration and HMRC. They visited 7 premises in total and seized the following products: -

- 1503 Illegal Vapes which equated to £20,000 in street value.
- £400 in Sisha

Whilst undertaking the visits, a fire safety issue was identified relating to a person living upstairs and there was no means of escape in the event of a fire. This has been referred to the Fire Service to take the necessary enforcement action they deem appropriate.

Members asked a number of questions which discussed the Greater Manchester Clean Air Update and £8m of taxi funding to support Greater Manchester's hackney taxi fleet to cleaner vehicles. This was less than the £30.5m Clean Taxi Fund requested to support the GM-licensed hackney and private hire trade upgrade to cleaner vehicles linked to minimum emission standards. The Assistant Director of Operations Strategy reported that talks were on going with TFGM and an update would be provided for the next committee meeting. A GMCA meeting next week would involve trade representatives to discuss the absence of Private Hire funding. A Member asked if the minutes of that meeting could be made available and the Assistant Director of Operations Strategy would ask colleagues at GMCA for these.

A couple of Members mentioned the white paper on devolution and Officers reported it was too early at this stage to comment on any impact and implications to the licensing functions.

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 SUSPENSION / REVOCATION OF PUBLIC / PRIVATE HIRE DRIVER LICENCES**1/2025**

The Executive Director (Operations) submitted a report relating to Licence Holder 1/2025 who was in attendance at the meeting. 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 the Licence Holder being before the Committee.

Members of the committee were reminded that this case was scheduled to be considered at the March meeting but due to personal reasons the Licence Holder requested an adjournment. The Chair considered this requested and granted the adjournment.

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

A number of Members asked 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 circumstances via the oral representations and evidence presented by the Licence Holder.

Taking into account the Council's Conviction Policy and Guidelines and in accordance with the Local Government (Miscellaneous Provisions) Act 1976, the Committee resolved **to suspend the licence for a period of 3 months.**

The reasons for the decision included the serious nature of the offence.

2/2025

The Executive Director (Operations) submitted a report relating to Licence Holder 2/2025 who was in attendance at the meeting alongside a family member. 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 the Licence Holder being before the Committee.

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

A number of Members asked questions in relation to the case.

This 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 his family member.

Taking into account the Council's Conviction Policy and Guidelines and in accordance with the Local Government (Miscellaneous Provisions) Act 1976, the Committee resolved **to revoke the licence with immediate effect on the grounds of public safety.**

The reasons for the decision included the serious nature of the offence in the interests of public safety and the Committee felt the Licence Holder was not a fit and proper person to hold a licence.

COUNCILLOR IRIZVI
Chair

(Note: The meeting started at 7.05pm and ended at 9.15pm)



Classification	Item No.
Open / Closed	

Meeting:	Licensing and Safety Committee
Meeting date:	5 June 2025
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

2.1 7-13 April

Client

Complaint 2

Enforcement 1

Premises

Multi Agency 2

Vehicles

Enforcement 7

2.2 **14-20 April**

Client

Enforcement 3

Vehicles

Enforcement 4

2.3 **21-27 April**

Client

Complaint 3

Enforcement 4

Operator

Complaint 2

Premises

Complaint 5

Enforcement 20

Intelligence 1

Vehicles

Enforcement 6

2.4 **28 April – 4 May**

Client

Complaint 4

Enforcement 1

Premises

Complaint 2

Compliance 1

Enforcement 7

Vehicles

Enforcement 3

2.5 **5 – 11 May**

Client

Complaint 3

Enforcement 4

Premises

Enforcement 7

Multi Agency 25

Vehicles

Complaint 2

Enforcement 2

2.6 **12-18 May**

Client

Complaint 4

Enforcement 4

Premises

Complaint 3

Enforcement 3

Vehicles

Enforcement 6

2.7 **19-25 May**

Client

Complaint 2

Enforcement 5

Update 1

Other 1

Premises

Complaint 2

Update 2

Multi-Agency 19

Vehicles

Complaint 3

Enforcement 4

3.0 LICENSING HEARINGS SUB-COMMITTEE

- 3.1 On the 24 April 2025, an application for the grant of a new premises licence was considered by the Sub-Committee in respect of the Engine Shed, Rowlands Road, Summerseat, which had attracted a representation from an interested party. Members granted the application as applied for.

4.0 PARKLIFE / OASIS UPCOMING EVENTS

- 4.1 The Deputy Licensing Officer has been attending meetings for both upcoming events and feeding into the Community Impact Plan. Officers will be working for all events, and work has started in the way of advice visits to licensed premises discussing what their plans are for the events. Letters have been sent out to residents and businesses regarding Street Trading during the event.

5.0 OPERATION AVRO

- 5.1 Operation Avro was a partnership initiative that took place on 10/04/2025. This involved Greater Manchester Police, Licensing, Trading Standards, Immigration and a detection dog conducting proactive visits to several vape shops and off licences. During these visits licensing breaches were identified and a large quantity of illicit tobacco, illegal vapes and counterfeit goods were seized. This included 384 packs of Cigarettes (7480 sticks), 43 packets of hand rolling tobacco (2.15 kg) and 1218 vapes. In total £25,000 of items were seized, protecting public health from these unsafe items.

6.0 TAXI DRIVER SAFETY INFORMATION

- .1 Following intelligence received from Greater Manchester Police regarding an increase in vehicle theft, the Licensing Service have sent an email to all licensed drivers, private hire operators and trade representatives to inform them of the intelligence. The email stated the following:
Good morning,

The Licensing Service have been notified by Greater Manchester Police that there has been a small spike in theft/attempted theft from motor vehicles particularly on the edge of Bury town centre. One of these thefts was from a taxi. Please be assured that there is no evidence to say that Taxis are being targeted, but the nature of incidents have been the smashing of a windows of parked cars to grab any available money. Therefore, could I remind you that you should not have money/valuables on show or left in a vehicle.

Please look at the following link which gives information about how taxi drivers can improve their safety.

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

As always if you see anything suspicious, please contact Greater Manchester Police on 101 or report [online](#); in cases of emergency please call 999.

7.0 GM Engagement Exercise

- 7.1** Following the round table event that took place on the 16 April 2025 where representatives of the hackney carriage and private hire trades were present to communicate the position that all 10 Leaders had discussed and to officially launch the campaign; 'Backing Our Taxis: Local. Licensed. Trusted'. Many representatives from the Bury were in attendance and the proposals were discussed.

The online survey about GM Licensing is now live at

<https://www.gmconsult.org/transport/gmtaxisurvey>

The survey results will inform a plan to make licensing in Greater Manchester the first choice for drivers, vehicle owners and operators and will remain available until 2 June 2025.

Aecom an independent research company, on behalf of Greater Manchester local authorities and Transport for Greater Manchester (TfGM) to undertake an engagement exercise with the following stakeholders:

- Representatives from trade representatives from the GM Taxi Trade
- Executive Members/Chairs of Licensing Committee
- Non GM Drivers from the Taxi Trade.

As of 14 May 2025, there have been 82 responses from the Taxi Trade in Bury and 1442 responses across GM

Aecom are running in person sessions for those licence holders who are not confident completing the survey online, the date for Bury is 4 June 2025 at the Town Hall between 10.00am to 2.00pm

8.0 Immediate Revocation of a Private Hire Driver

- 8.1** A private hire driver has declared a conviction for driving or attempting to drive with an alcohol level above the legal limit. The driver also failed to declare the conviction within 24 hours as required by his private hire driver conditions. The Licensing Service consulted with the Chair of this Committee which resulted in his private hire driving licence being immediately revoked in the interests of Public Safety.

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

Term	Meaning
None	

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Classification	Item No.
Open / Closed	

Meeting:	Licensing and Safety Committee
Meeting date:	5 June 2025
Title of report:	Request for Officer Delegation to Suspend Public / Private Hire Driver Licences where consent has not been given for a check to be carried out by the Licensing Service
Report by:	Executive Director (Corporate Core)
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

This report requests that the Committee approve delegation to officers to immediately suspend Hackney Carriage and Private Hire Drivers Licences who have not given their consent to the Licensing Service for a check to be carried out to ascertain if they are on the DBS update service, to suspend if they have not applied for a enhanced DBS check and registered on the DBS update service or the Licensing Service have not been supplied with the Enhanced DBS information before the expiry date of their current DBS Certificate

Options & Recommended Options

1. To delegate to the Head of Public Protection, Licensing Unit Manager, and the Deputy Licensing Officer to immediately suspend Hackney Carriage and Private Hire Drivers who have not given their consent to the Licensing Service for a check to be carried out to ascertain if they are on the DBS update service, to immediately suspend if they have not applied for a enhanced DBS check and registered on the DBS update service or the Licensing Service have not been supplied with the Enhanced DBS information before the expiry date of their current DBS Certificate
2. To reject the delegation outlined above

Key considerations

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

This paper is in the public domain.

Community impact / Contribution to the Bury 2030 Strategy

Not applicable

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.

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
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Not Applicable	.
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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.

Financial Implications:

There are no specific issues from the report other than potential costs/risks associated with legal appeals.

Report Author and Contact Details:

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Email: m.bridge@bury.gov.uk

Background papers:

Licensing and Safety Committee Report and Minutes 8 June 2025

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

Term	Meaning
None	

1.0 Background

- 1.1 Section 61 of the Local Government (Miscellaneous Provisions) Act 1976 states that the Council may suspend or revoke or refuse to renew the licence of a driver of a private/public hire vehicle on any of the following grounds:
- 1.2 a) that he has since the grant of the licence:-
 - (i) been convicted of an offence involving dishonesty, indecency or violence; or
 - (ii) been convicted of an offence under or has failed to comply with the provisions of the Act of 1847 or this Act; or
- b) any other reasonable cause.
- 1.3 The Act also confers a right of appeal to the Magistrates Court and provides that an individual can continue to drive a hackney carriage/private hire vehicle during the period when an appeal can be lodged and if an appeal is lodged until the appeal is dismissed or withdrawn or fails for want of prosecution. Section 52 of the Road Safety Act, provides Licensing Authorities with a power to suspend or revoke a Hackney or Private Hire driver licences with immediate effect where they are of the opinion that the interests of public safety require such a course of action.
- 1.4 Members may recall that the Licensing Service have conducted a procurement exercise in relation to the checking of applicants/existing holders of Hackney Carriage and Private Hire criminal records.
- 1.5 The Licensing Service have been requested to obtain the consent of every licensed driver to undertake a check to see if the licence holder is registered for the DBS update service.
- 1.6 This has resulted in several emails being sent to all licensed drivers to obtain their consent to undertake this check.
- 1.7 The Licensing Service have received consent for a large proportion of the drivers, however there are still 120 outstanding as at 21 May 2025. Therefore, the Licensing Service are requesting delegation to immediately suspend under the Road Safety Act those Hackney Carriage and Private hire drivers licences until the consent has been given.

2.0 Proposal

- 2.1 The Licensing Service seek delegation from the Licensing and Safety Committee to the Head of Public Protection, Licensing Unit Manager and the Deputy Licensing Officer in the absence of the other officers the ability to immediately suspend under the Road Safety Act their hackney carriage/private hire driver's licences who have not given their consent to the Licensing Service for a check to be carried out to ascertain if they are

on the DBS update service, to immediately suspend if they have not applied for a enhanced DBS check and registered on the DBS update service or the Licensing Service have not been supplied with the Enhanced DBS information before the expiry date of their current DBS Certificate

3.0 Conclusion

3.1 Members are requested to consider the report.

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Classification	Item No.
Open / Closed	

Meeting:	Licensing and Safety Committee
Meeting date:	5 June 2025 - Licensing and Safety Committee 16 July 2025 - Full Council
Title of report:	Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of emissions standards and a review of Council Age Policy.
Report by:	Executive Director (Corporate Core)
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

This report outlines the proposal to amend the Council's current policy relating to the transitional arrangements to enable vehicle proprietors of non-compliant hackney carriage and private hire vehicles to make a renewal application after the 1 January 2026. The rationale for this relates to the recent agreement between the 10 GM Authorities, GMCA and Transport for Greater Manchester to permit non-compliant vehicles to remain on fleet until 31 December 2026

Recommended Options

It is recommended that the Licensing and Safety Committee considers and adopts the following amendment (2,3,4,5 and 6) to the existing emission standard and recommends to Full Council that amendment (2,3,4,5 and 6) be approved:

For existing vehicle licence proprietors with a non-complaint vehicle:

1. Note the update in the report regarding the Clean Air Plan, related Clean Taxi Fund and the engagement programme and campaign launched across GM.
2. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2026 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition

that the non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2026.

3. Allow existing vehicle licence holders to continue to renew their vehicle licence with the same non-emissions compliant vehicle until the age limit of that vehicle in accordance with the vehicle age policy.
4. Extend the upper age limit for purpose-built Hackneys and wheelchair accessible Private Hire vehicles from 15 years to 17 years.
5. Extend the upper age limit for non-wheelchair accessible Private Hire vehicles to 12 years.
6. To delegate powers to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer to suspend any vehicle licence that has been issued after the 1 January 2027 where the vehicle proprietor(s) have not complied with the condition to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2026.

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 standard) vehicles for both hackney carriage and 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 potential linked funding related to the revised GM Clean Air Plan submissions to Government which will assist licence holders 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 policy was implemented through a full governance process. This report seeks to permit those vehicle proprietors who currently own a non-compliant vehicle to submit a renewal application for a hackney carriage and private hire vehicle and subject to the vehicle passing its compliance test, it will be granted a 12-month licence. The renewed vehicle licence will be granted subject to a condition that the non-compliant vehicle will be replaced with a compliant Euro 4 Petrol or Euro 6 diesel by the 31 December 2026. By making the proposed amendments to Council Policy, vehicle proprietors who currently have a non-compliant vehicle will be able to access any potential financial support available in relation to the GM Clean Air Plan. Conversely, if no change is made to the existing transitional arrangements this could be detrimental and financially disadvantage affected vehicle proprietors who are currently must have a emissions compliant vehicle by 1 January .

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
<p>Opportunity: The adoption of the recommended amendments to existing transitional arrangements will enable the hackney carriage and private hire trade in Bury to access any potential GM funding linked to the approved GM Clean Air Plan.</p> <p>Risk: Maintaining existing transitional arrangements may prevent the hackney carriage and private hire trade in Bury accessing any linked funding opportunities.</p>	<p>The current market for emissions compliant Hackney Carriage Vehicles is limited and requires significant financial investment. An £8m Clean Taxi Fund is due to be opened later this year (2025). It is no longer feasible to require non-emissions licensed vehicles to become compliant by 31 December 2025. The proposed amendments to the emissions policy seek to help ensure Bury licensed trade(s) can transition to cleaner, emissions compliant vehicles.</p>

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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Background papers:

Licensing and Safety Committee report and minutes – 22 February 2024
Full Council Minutes – 20 March 2024
Licensing and Safety Committee report and minutes – 5 September 2024
Full Council Minutes – 11 September 2024

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

Term	Meaning
CAZ	Clean Air Zone
CTF	Clean Taxi Fund
DfT	Department for Transport
EIA	Equality Impact Assessment
GM	Greater Manchester
GM CAP	Greater Manchester Clean Air Plan
HCV	Hackney Carriage
MLS	Minimum Licensing Standards
PHV	Private Hire Vehicle
NO2	Nitrogen Dioxide
SOS	Secretary of State

1.0 Introduction

- 1.1 The Council's vehicle emissions and age policies are critical factors for our vehicle licence proprietors in considering their business investment options and viability.
- 1.2 The emissions policy compliance date has been amended 3 times by the Committee in recent years because it became inextricably linked to the Clean Air Plan (CAP) for Greater Manchester, and this plan has been subject to numerous changes and delays since work began in 2018. The Committee has sought to ensure our vehicle licence holders were not adversely affected by those delays.
- 1.3 As Taxis and Private Hire vehicles have continuously been affected by the legal directives issued to all 10 Greater Manchester (GM) authorities, GM submissions have always included an ask of Government for grant funding to support our licensed trades.

- 1.4 In order to support the case for funding support and provide assurance that it would deliver the changes required, GM offered commitments to government that emissions policies would mandate the transition to cleaner vehicles and prevent non-emissions compliant vehicles from being licensed in the future.
- 1.5 This report outlines how the CAP evolved and the subsequent changes to our emissions policy; explains the final outcome of the negotiations with Government in relation to the investment-led CAP, and explains how this affects the deliverability of our current emissions policy. In recognising the wider impact of these issues on our licensed trade, and in response to approaches from the trade in our engagement meetings, this report also outlines proposals for amendments to the emissions and vehicle age policies.

2.0 Background

- 2.1 In 2017, all 10 authorities were issued with a legal directive by the Secretary of State (SoS) for Environment, Food and Rural Affairs issuing Directions under the Environment Act 1995 requiring them to undertake feasibility studies to identify measures for reducing NO2 concentrations to within legal limit values in the "shortest possible time".
- 2.2 In March 2020, a new legal Direction was issued by government to the 10 Greater Manchester (GM) local authorities to implement a Class C charging clean air zone. Taxis and Private Hire vehicles are included as a vehicle type in every category of a designated clean air zone.
- 2.3 Concurrent to the Clean Air work, the effects of out of area working and licence shopping were really beginning to impact on all GM Authorities. The Department for Transport also issued Statutory Taxi and Private Hire vehicle standards and proposed Best Practice Guidance for Taxi and Private Hire licensing.
- 2.4 This wider context was taken into consideration by the Committee and Full Council in November 2021, alongside the impacts of the pandemic and subsequent cost of living crisis, when it considered changes to the emissions and age policies as part of the Stage 2 (vehicles) MLS report. The committee and Full Council at that time amended the policies to:

	Hackney Carriage Vehicle	Private Hire Vehicle
Age Policy	Upper age limit 15 yrs Removed the Beyond the Age Limit policy	Upper age limit 10 years Upper age limit 15 years if wheelchair accessible Removed the Exceptional Condition Test
Emissions Policy	All new to licence vehicles must be Euro 4 (petrol) or Euro 6 (diesel) emissions standard All existing licences must transition to have emissions compliant vehicles attached to them by 1 April 2024	

- 2.4 In February 2022, a new Direction was issued by the SoS 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 Clean Taxi Fund was paused.
- 2.5 In April 2023, a further delay was applied by the Government when they asked GM authorities to pause all work on the CAP and issued revised guidance on producing CAPs nationwide which affected the modelling for retrofitted vehicle performance.
- 2.6 As a result of the continues delays it became apparent that the emissions compliance date of 1 April 2024 was not achievable
- 2.7 Members will recall that on the 22 February 2024, a report was considered by Licensing and Safety Committee regarding a 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, Members resolved:
- 2.8 It was agreed by the Licensing and Safety Committee to adopt the following amendment (1) to the existing emission standard and recommended to Full Council that the amendment (1) be approved:
- 2.9 For existing vehicle licence proprietors:

That the transitional arrangements amended by Full Council on the 22 March 2023, in relation to age and emissions, previously extended from the 1 April 2024 to the 1 April 2026, are amended again and to be in effect from the 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 submissions. The amended policy will state that from the 31 December 2024 a vehicle licence will not be renewed if the vehicle does not meet the current emission standard.

- 2.10 On the 20 March 2024, Full Council ratified the above recommendation from the Licensing and Safety Committee.
- 2.11 In November 2023, the DfT issued its final Best Practice Guidance for Licensing Authorities (for Taxi and Private Hire Licensing). The guidance states the following in relation to emissions standards:

Licensing teams should work with council colleagues with air quality and climate responsibilities to ensure taxi and private hire vehicle fleets play their part in work to tackle local emissions.

Taxis and private hire vehicles that operate predominantly in urban areas can be significant contributors to poor local air quality, if not properly maintained and regularly checked, due to their higher usage.

Licensing authorities should carefully and thoroughly assess the impact of vehicle emission requirements to enable the sector to plan for the future. The short-term objective should be to mitigate the harm from internal combustion engines through the setting of high EURO emission standards for example, EURO 6 but, in the long-term, the trade will need to be fully prepared for the end of the sale of new petrol and diesel cars and the need to transition to zero emission vehicles. Licensing authorities should set out their own long-term plan in good time.

2.12 The guidance states the following in relation to age policies:

The frequency of testing required to ensure the ongoing safety of vehicles is a separate issue to the setting of maximum age limits at first licensing, or maximum age limits beyond which an authority will not licence a vehicle.

The setting of an arbitrary age limit may be inappropriate, counterproductive and result in higher costs to the trade and ultimately passengers. For example, a maximum age for first licensing may have adverse unintended consequences.

A 5-year-old used electric vehicle will produce less emissions than a new Euro 6 diesel or petrol car – enabling the trade to make use of previously owned vehicles will assist it to transition more rapidly to zero emission vehicles and improve air quality.

Licensing authorities should not impose age limits for the licensing of vehicles instead they should consider more targeted requirements to meet their policy objectives on emissions, safety rating and increasing wheelchair accessible provision where this is low.

2.15 As the CAP work and modelling of overall compliance with the legal directive progressed within GM, policy advisors on the CAP project team outlined that it was apparent that the emissions policy compliance date needed to be brought forward in order to support the final business case for the investment-led Clean Air Plan for GM.

2.16 Members will recall that on the 5 September 2024, a further report was considered by the Licensing and Safety Committee regarding Review of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of emissions standards.

It was agreed by the Licensing and Safety Committee to adopt the following
It was agreed that the Licensing and Safety Committee considered and adopted the following amendment (1, 2 and 3) to the existing emission standard and recommended to Full Council that amendment (1, 2 and 3) be approved. Amendment 3 was slightly amended as to what had been proposed in the Licensing and Safety Committee report included in the agenda packs:-

For existing vehicle licence proprietors with a non-complaint vehicle:

1. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2025 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2025.
 2. To delegate powers to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer to suspend any vehicle licence that has been issued after the 1 January 2025 where the vehicle proprietor(s) have not complied with the condition to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2025.
 3. In the event that a scheduled committee meeting of the Licensing & Safety Committee & Full Council would not permit a change. Delegation to the Assistant Director of Operations, Head of Public Protection/Licensing Unit Manager in written agreement with the Chair of the Licensing and Safety Committee to make amendments to Council Policy that relates to the transitional arrangements for existing vehicle proprietors who own non-compliant (emission standard) vehicles to enable expedient access to the clean taxi fund if it becomes available. Any decisions made would be reported in the Operational Report at the next meeting of the Licensing and Safety Committee.
- 2.17 On the 11 September 2024, Full Council ratified the above recommendation from the Licensing and Safety Committee.
- 2.18 In October 2024, the final CAP submission was made by GM to Government, and this was finally accepted in January 2025. However, the Government did not agree that all grant funding requested was required to support the taxi and private hire vehicle owner to transition to emissions compliant vehicles. It did not consider that the evidence supported the ask for £30.5m. The fact that the private hire fleet had achieved around 90% emissions compliance across GM without funding support was a likely factor in this decision. However, in relation to Hackney Carriages, it considered that financial support was required and therefore provided £8m to support the Hackney trade transition its fleet. The fact that Hackneys can only ply their trade within the borough it is licensed, also provides a more direct evidential link to the impact of these vehicles on emissions output.
- 2.19 Based on the grant levels set out in the Clean Taxi Fund that formed part of the final submission to Government, £8m may not be enough to support every single non-emissions compliant Hackney within GM (it is difficult to predict and model the grant uptake), as there remains around 31 Hackney Carriages that are not compliant with the emissions standard.

3.0 Clean Air Plan & GM - Latest position

- 3.1 Following the settlement from Government, the Leaders of the 10 GM authorities have considered how best to move forward in the circumstances.
- 3.2 Whilst many districts already had emissions policies in place prior to the work with the CAP, the compliance date of 31 December 2025 was approved by all in support of the Clean Air Plan submission. Although Government have not provided sufficient funding as part of the CAP to support each non-compliant licence holder, it is still important that we continue transitioning our fleets to euro emissions compliant vehicles to:
- provide resilience within our clean air plan
 - achieve our individual district objectives for cleaner vehicles in support with our wider carbon reduction objectives
 - ensure licensing authorities are operating in line with DfT Best Practice Guidance which outlines that LAs should implement emissions policies for licensed vehicles
 - provides a better foundation for a pathway to transitioning to zero emissions capable vehicles in the future
- 3.3 Leaders recognise that Taxis and Private Hire vehicles are an important part of the transport network, providing crucial services for many sectors and groups, including some of the most vulnerable and poorer groups in our society. Leaders have expressed a desire to support the industry as much as possible so that it can continue to provide these essential services whilst aligning with clean air objectives.
- 3.4 On 16 December 2024, the Government also announced their intention to consult on a proposal to make all Local Transport Authorities responsible for taxi and private hire licensing. This was proposed as a way of helping to deal with the issue of large scale out of area working and for local authorities to 'take back control'. Whilst there may be some benefits to such a proposal, it would not prevent licence shopping and so there is a recognition that supporting our trade and the principles of local licensing regimes need to come in the form of significant legislative reform beyond that proposed in the Devolution White Paper. It is understood that this consultation is currently on hold, however it would be pertinent for all GM authorities to consider their response to this proposal in readiness to respond.

- 3.5 It is in this context that Leaders consider that the best way forward at this point in time is not to make any final decisions with regards to the £8m Hackney funding and any support for the private hire trade without further engagement to ensure that funds are spent as effectively as possible. This also presents a timely opportunity to also engage with the trades with regards to the Governments White Paper proposal and to better understand the issues and motivations surrounding out of area working / licence shopping.

4.0 Bury Trade Comments

- 4.1 On the 22 May 2025, the Licensing Service hosted a trade engagement meeting with trade representatives from the hackney carriage and private hire trades in Bury regarding the content of this report. The trade representatives were in support of the proposed amendments to Council Policy.
- 4.2 The following concerns raised by the trade representatives. The general theme was around concerns about financial stability, timing, and the broader impact on trade.
1. **Funding Uncertainty** – If proposed funding does not become available, they desire a reversion to previous policies.
 2. **Clear Timeline for Funding** – Trade are eager for a specific date when the funding will be accessible.
 3. **Potential Trade Impact** – Some vehicle proprietors may choose to retire due to the policy changes.
 4. **Deadline Date Concerns** – The proposed emissions compliance deadline (31 December 2026) falls on a busy night for the taxi trade, potentially causing operational challenges.
 5. **Funding Allocation Risks** – Concerns raised that a first-come, first-served funding process could disadvantage some vehicle proprietors.

5.0 Recommended way forward as endorsed by Leaders

- 5.1 It is in the context set out above that Leaders discussed a potential way forward, driven by a strong intention that all 10 authorities retain a consistent position with regards to the emissions policy. This would ensure that access to any funds is fair and equitable, and to mitigate against an increased risk of licence shopping between the GM authorities. Taking advice from lead officers in GM, Leaders endorsed the following proposals for consideration in turn by the relevant decision makers in each authority:
1. To deliver a 12-week engagement programme (independently carried out by Arup/Aecom) with the trade, officers and Members across Greater Manchester to inform:
 - How best to allocate the £8m Hackney funding
 - What financial assistance to offer PHV licence holders
 - Why do individuals living within GM choose to licence elsewhere

- What can be done (if anything) to make being licensed within GM more attractive
- 2. Launch a campaign, led by GM Mayor Andy Burnham as Chair of the GMCA, to call on the government to take legislative action to stop the out of area issue and allow local authorities to retain control of licensing policy in its own area
- 3. Extend the emissions compliance date to 31 December 2026
- 4. Allow exemptions to the emissions policy as follows:
 - Where a district age policy is in effect: To permit the non-emissions compliant vehicle licence holder to have the current maximum age limit on that vehicle. Bury Council currently has transitional arrangements in place for those vehicles that are not compliant.
 - Where a district age policy is not in effect; to permit non-emissions compliant vehicles up to 31 August 2030 to transition to an emissions compliant vehicle. Bury Council does have an age policy as outlined above therefore this is not relevant.
- 5.2 On 16 April 2025, trade representatives from across Greater Manchester were invited to a round table event hosted by the GMCA Chair to communicate the position that all 10 Leaders had discussed and to officially launch the campaign; 'Backing Our Taxis: Local. Licensed. Trusted' Many representatives from the Bury were in attendance and the proposals were generally well received.
- 5.3 An officer working group has been established led by Sara Todd, Chief Executive of Trafford Council and GM portfolio lead for Taxi and Private Hire Licensing. Danielle Doyle, as Chair of the GM Licensing Manager's Group will attend this meeting.
- 5.4 A Trade representative working group is to be established in May 2025 to help inform the wider review, and engagement with the wider trade will be in via:
 - An online survey
 - In person surveys
 - In depth interviews

6.0 Bury Position and Officer comments

- 6.1 A campaign for legislative change has been supported by Bury with Cabinet Member for Culture and Economy writing to the transport Minister. It is welcomed as it is the only way to address the negative impacts of the changes brought about by the Deregulation Act. The engagement programme to ensure funding is applied in the most effective way, and to help inform how licensing authorities across GM develop and deliver its policies and services, is also welcomed.

- 6.2 The current vehicle emissions non-compliant vehicles that we have for Bury Council is as follows:

Non-compliant Hackney Carriages	Non-Compliant Private hire
31 – this is a decrease of 2	125 this is a decrease of 48

- 6.2 Officers support the extension of the emissions compliance deadline to 31 December 2026 and consider this allows our licence holders additional time to take part in the engagement programme and await the outcome of those discussions that may result in amendments to the funding offer/criteria. It is also unclear what the offer will be for the Private Hire trade at present.

- 6.3 During a GM trade engagement session, trade representatives have asked for consideration of permitting vehicles to be licensed up to their age policy limit. The flexibility within the final CAP settlement means this is now feasible when it wasn't previously. Officers support this as an alternative option for licence holders to upgrading by 31 December 2026. Individual licence holders must consider whether this option is preferable for their business model, rather than applying to the Clean Taxi Fund (once the final fund details are announced) noting that the CTF will only be accessible for a limited time and may only be available on first come, first served basis.

In addition to the emissions policy amendment, the committee are asked to consider the following amendments to the vehicle age policies:

- Extend the upper age limit for purpose-built Hackneys and wheelchair accessible Private Hire vehicles from 15 years to 17 years
- Extend the upper age limit for non-wheelchair accessible Private Hire vehicles to 12 years

- 6.4 These proposed amendments are made in recognition of the level of financial investment required for purpose-built Hackneys and to encourage investment in wheelchair accessible PHVs to increase the provision available to our residents and visitors.

- 6.5 Members may be concerned about the condition of vehicles that are older, and it is important to note that any extension to the vehicle age limit would not affect the requirement to pass the vehicle compliance test carried out by our authorised vehicle examiners, and to comply with the following vehicle licence conditions:

- The Licensee shall ensure that the vehicle is always maintained in a good mechanical and structural condition and be capable of satisfying the Council's mechanical and structural inspection at any time during the period of the licence.
- The interior and exterior of the Hackney Carriage shall be kept in a clean condition by the Proprietor

The Licensee of the vehicle shall: -

- ensure fittings and furniture of the vehicle are kept in a clean condition and well maintained and in every way fit and safe for public use;

- 6.6 As referenced at 2.11 above, the DfT are not generally supportive of vehicle age limits, however most authorities do still impose them at present to help mitigate against a very old licensed fleet or the issues currently found in authorities without any age limits. An age policy also helps supports our strategic objectives for a higher quality licensed fleet.
- 6.7 Seven other boroughs within GM adopted the age and emissions policy as outlined in MLS currently consistent with Bury these proposed easements on the vehicle age policies and transitional arrangements are due to be considered by other authorities within GM over the coming weeks.
- 6.8 The Licensing Service have reviewed the data on the 15 May 2025 in respect of Hackney Carriages and Private hire vehicles which highlighted the number of vehicles currently over the Council's Age Policy this is due to the transitional arrangements that have been put in place due to the potential CTF:-

Hackney Carriages – Breakdown of the fleet

Age of Vehicle	Number of vehicles
0-5 Years	1
5-10 Years	9
Over 10 years	26

Hackney Carriages further breakdown - vehicle age over 10 years

Age of Vehicle	Number of vehicles
11	2
12	5
14	4
15	4
16	2
17	1
18	4
19	1
20	2
23	1

Private Hire Vehicles – Breakdown of fleet

Age of Vehicle	Number of vehicles
0-5 Years	255
5-10 Years	373
Over 10 years	89

Private Hire Vehicles further breakdown - vehicle age over 10 years

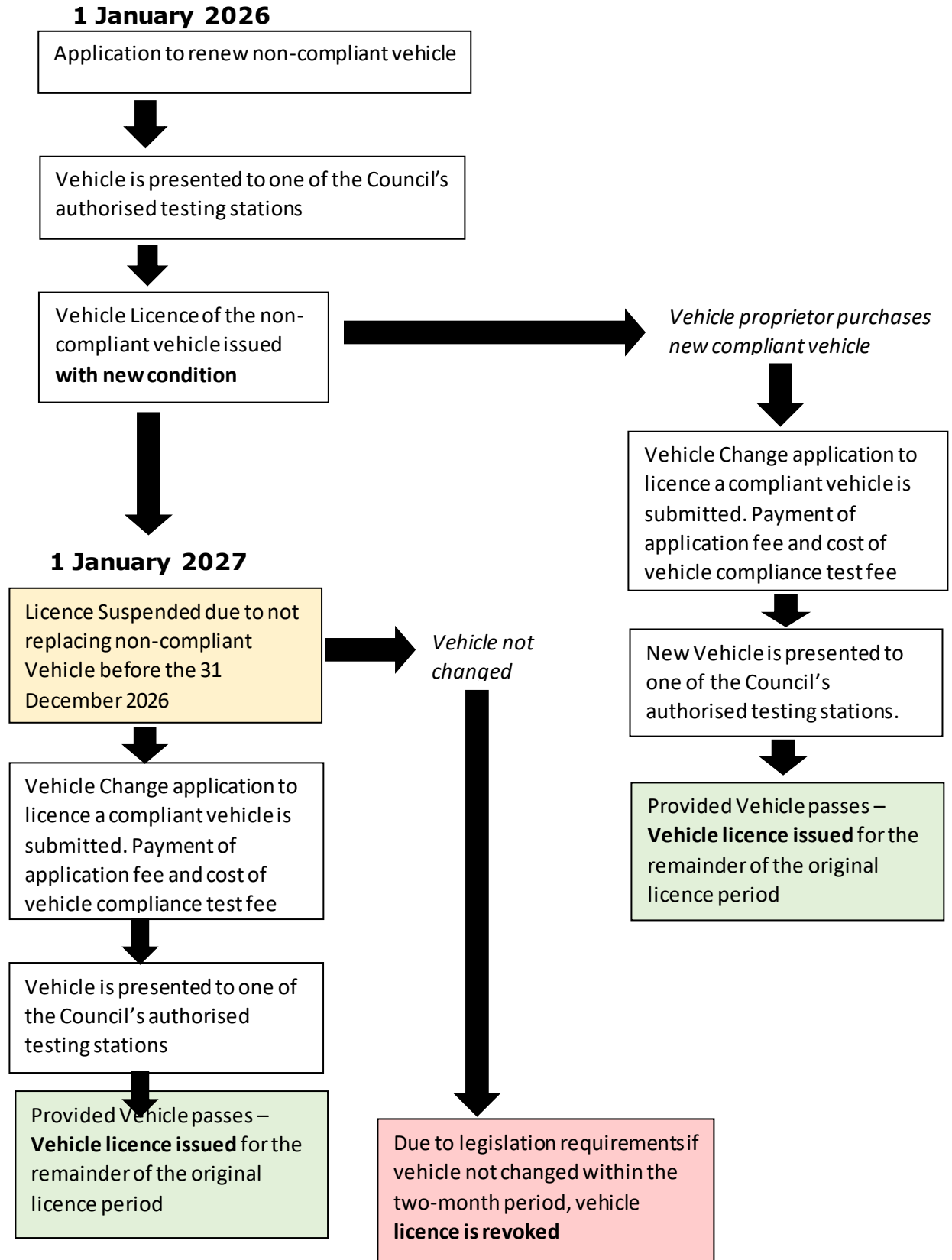
Age of Vehicle	Number of vehicles
11	43
12	28
13	11
14	6
15	1

6.9 For reference, it may also assist the Committee to know that other current comparable policies are:

Authority	Hackney Vehicle age limit	Private Hire Vehicle age limit
Greater London - TfL	15 years Exceptional circumstance exemptions considered on case-by-case basis	10 years as standard with all newly licensed PHVs having to be ZEC from 1 Jan 2023 Number of conditions that permit exemptions for vehicle to be licensed up to 15 years (i.e. WAV, alternative fuel)
Wolverhampton	15 years Exceptional condition policy in place for 16yrs+ No limit for ULEV	12 years No limit for ULEV
Birmingham	15 years 18 years for ULEV and EV TX	12 years
Leeds	None	None
Liverpool	None	None

7.0 Proposal to deal to deal with non-compliant vehicles

7.1 Flowchart for the issuing of a licence and vehicle change



8.0 Conclusion

- 8.1 This report seeks approval to amend the current policy by permitting existing vehicle proprietors of current non complaint hackney carriage and private hire vehicles to make a renewal application after the 1 January 2026. The non-compliant vehicle would be subject to a compliance test at either of the Council's approved testing stations. Provided the vehicle passes the compliance test it will be issued with a 12-month licence vehicle licence. The vehicle licence would be granted for a twelve-month period and subject to an additional condition that the non-compliant vehicle is removed from the fleet and replaced with a compliant vehicle no later than the 31 December 2026.
- 8.2 In addition to the above, subject to the Members of the Licensing and Safety Committee approving this report the Licensing Service are also requesting delegation to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer in conjunction with the Chair of Licensing & Safety Committee to suspend any vehicle licence that has been issued to a non-complaint vehicle after the 1 January 2027 where the vehicle proprietor(s) have not complied with the condition of the vehicle licence to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2026.
- 8.3 A further request of delegation to the Head of Public Protection/Licensing Unit Manager to amend Council Policy that relates to the transitional arrangements for existing vehicle proprietors who own non-compliant vehicles to enable access to any funding opportunities linked to the GM CAP. Any decisions made would be reported in the Operational Report at the next meeting of the Licensing and Safety Committee.

9.0 Recommendations

- 9.1 It is recommended that the Licensing and Safety Committee considers and adopts the following amendment (2,3,4,5 and 6) to the existing emission standard and recommends to Full Council that amendment (2,3,4,5 and 6) be approved:
- 9.2 For existing vehicle licence proprietors with a non-complaint vehicle:
2. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2026 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2026.

3. Allow existing vehicle licence holders to continue to renew their vehicle licence with the same non-emissions compliant vehicle until the age limit of that vehicle in accordance with the vehicle age policy.
4. Extend the upper age limit for purpose-built Hackneys and wheelchair accessible Private Hire vehicles from 15 years to 17 years.
5. Extend the upper age limit for non-wheelchair accessible Private Hire vehicles to 12 years.
6. To delegate powers to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer to suspend any vehicle licence that has been issued after the 1 January 2027 where the vehicle proprietor(s) have not complied with the condition to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2026.

REPORT ENDS

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