

AGENDA FOR

LICENSING AND SAFETY COMMITTEE



Contact: Michael Cunliffe
Direct Line: 0161 253 5399
E-mail: m.cunliffe@bury.gov.uk
WebSite: www.bury.gov.uk

To: All Members of Licensing and Safety Committee

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

Dear Member/Colleague

Licensing and Safety Committee

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

Date:	Thursday, 8 th October 2026
Place:	Council Chamber, Bury Town Hall
Time:	7.00 pm
Briefing Facilities:	If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.

AGENDA

1 APOLOGIES FOR ABSENCE

2 DECLARATIONS OF INTEREST

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

3 MINUTES OF THE PREVIOUS MEETING *(Pages 5 - 10)*

The minutes of the meetings held on the 10th September 2026 are attached. Members of the Licensing and Safety Committee are asked to consider whether these are a correct record of the meeting, and if so, to formally approve them.

4 PUBLIC QUESTION TIME

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

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

5 OPERATIONAL REPORT *(Pages 11 - 16)*

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

6 AMENDMENT TO WRITTEN-OFF VEHICLE POLICY *(Pages 17 - 32)*

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

7 AMENDMENT OF TRANSITIONAL ARRANGEMENTS FOR EXISTING HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES IN RESPECT OF EMISSIONS STANDARDS *(Pages 33 - 46)*

A report from the Executive Director (Corporate Core) 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 SUSPENSION / REVOCATION OF PUBLIC / PRIVATE HIRE DRIVER LICENCES *(Pages 47 - 64)*

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

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Minutes of:	LICENSING AND SAFETY COMMITTEE
Date of Meeting:	10 th September 2026
Present:	Councillor B Ibrahim (in the Chair) Councillors A Chaudhry, S Haroon, J Hook, G Martin, A Quinn, D Quinn, I Rizvi, J Rydeheard, K Simpson and M Walsh
Also in attendance:	M Bridge- Licensing Unit Manager A Bucior- Head of Public Protection M Cunliffe – Democratic Services Shelagh Lyth – Legal Advisor
Public Attendance:	No members of the public were present at the meeting.

LSP.1 APOLOGIES FOR ABSENCE

Apologies for absence were submitted by B Thomson- Assistant Director Public Protection & Resilience and Councillors D Green, M Hayes and D Hill.

Councillors S Haroon, A Chaudhry and G Martin acted as substitute representatives for Councillors Green, Hayes and Hill.

LSP.2 DECLARATIONS OF INTEREST

There were no declarations of interest.

LSP.3 MINUTES OF THE PREVIOUS MEETING(S)

Delegated decision:

That the Minutes of the last meetings held on the 9th July and 21st July 2026 be approved as a correct record and signed by the Chair.

LSP.4 PUBLIC QUESTION TIME

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

LSP.5 OPERATIONAL REPORT

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

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

The Licensing Service had dealt with a number of compliance and enforcement matters between July and the 28th August 2026 in respect of clients and vehicles. A table in the report detailed this information.

LICENSING HEARINGS SUB- COMMITTEES

A number of Licensing Hearing Sub-Committees had taken place over the past few months and these were listed within the report providing information on each

application and the decisions taken.

IMMEDIATE SUSPENSIONS

Following consultation with the Chair of the Licensing and Safety Committee, the licensing Service had immediately suspended six drivers due to them no longer being registered on the DBS update Service.

PRIVATE HIRE SUPPORT FUND

Members were advised that Bury Council was supporting the Greater Manchester Private Hire Vehicle (PHV) Support Fund, a regional initiative aimed at improving air quality by assisting eligible private hire vehicle proprietors to replace older, non-compliant vehicles with cleaner alternatives.

The £2 million fund would provide grants of up to £2,500 to eligible private hire vehicle licence holders to replace non-compliant vehicles. The scheme is being administered by the Growth Company on behalf of the ten Greater Manchester local authorities.

The fund was targeted at proprietors of diesel-powered private hire vehicles first registered before the 1st September 2015 that do not meet the required emissions standards. Eligible applicants will be able to apply for financial assistance towards the purchase of a compliant replacement vehicle, including zero-emission capable vehicles and vehicles meeting the required Euro emissions standards. Wheelchair accessible vehicles replaced through the scheme must be replaced with another wheelchair accessible vehicle.

Ahead of the fund opening in September 2026, Bury Council had issued communications to all licensed private hire vehicle proprietors to ensure that those who may be eligible are aware of the support available. Licence holders have been directed to an online eligibility checker and encouraged to begin considering suitable replacement vehicles where appropriate.

Once the fund opens, eligible applicants will be required to submit an application through a dedicated portal and provide the necessary supporting documentation. Successful applicants will receive a Fund Award Notification and will have four months to purchase and licence a compliant replacement vehicle before grant payment is released. The grant will be paid following submission of evidence that the replacement vehicle has been licensed with the local authority.

TRADE LIAISON MEETING

On the 7th September 2026, the Licensing Service held a trade liaison meeting with the Hackney and Private Trade. The Licensing Unit Manager added a verbal update to the meeting:-

- Representatives attended from Bury Council, GMP and trade associations in attendance.
- GMP reported 22 taxi-related incidents across the previous three months, including 5 assaults, vehicle damage, racial abuse, bilking, theft of taxi plates and disturbances. GMP advised there was no identifiable increase linked to the World Cup.
- Concerns were raised regarding stolen taxi plates. Members reiterated the importance of reporting thefts to the police and obtaining a crime reference number prior to replacement plates being issued.
- Driver safety was discussed extensively, particularly assaults against licensed drivers. Trade representatives requested reconsideration of CCTV requirements in licensed

vehicles, recognising that national minimum standards are expected to include CCTV provisions.

- Members supported refreshing and relaunching the "Respect the Driver" campaign, including consideration of vehicle signage warning passengers that violence, abuse and fare evasion may lead to prosecution.
- Concerns were raised regarding the use of e-bikes and e-scooters, including dangerous riding, pavement use and links to criminal activity. GMP advised enforcement remains intelligence-led and wider regulation would require national legislative change.

An update was provided on Clean Air funding:-

- 100% of eligible Bury Hackney Carriage proprietors have accepted available vehicle upgrade funding.
- A new Greater Manchester grant scheme will provide eligible private hire proprietors with a £2,500 non-repayable grant per vehicle.
- There are currently 21 non-compliant private hire vehicles identified within Bury.

- Trade representatives expressed concern regarding the 4 January 2027 emissions compliance deadline for private hire vehicles and requested consideration of an extension to allow sufficient time for vehicle replacement and grant applications.
- Officers advised that Bury's Convictions Policy is under review as part of Greater Manchester-wide work to align with Institute of Licensing Fitness and Propriety guidance and improve consistency across authorities.
- Members discussed reviewing the Council's Written-Off Vehicle Policy, particularly whether Category N and potentially Category S vehicles could be considered for licensing where independent assessments demonstrate safety and roadworthiness. Written comments from the trade have been requested to inform a future committee report.
- Ongoing concerns were raised about misuse of taxi ranks by private vehicles, particularly at Kay Gardens. Future meetings will include enforcement statistics and updates on action taken.
- National licensing developments were discussed, including:-

- National minimum licensing standards.
- Potential CCTV requirements.
- Wheelchair accessible vehicle quotas and registers.
- Driver accessibility training requirements.
- Future testing and compliance standards.

Members were advised that national standards are expected to form a minimum baseline, with councils retaining the ability to adopt stricter local requirements.

- The next Trade Liaison Group meeting would be arranged before the January 2027 emissions compliance deadline if possible.

The Licensing Unit Manager also reported on the following key Messages for the committee:-

- Strong uptake of Clean Air funding schemes continues to support fleet compliance.
- Driver safety, assaults on drivers and future CCTV requirements remain significant areas of concern for the trade.
- Policy reviews relating to convictions and written-off vehicles are progressing and may result in future committee reports.
- National developments in taxi and private hire regulation continue to be monitored and are likely to influence future local policy decisions.

A Member asked about the funding opening and the Licensing Unit Manager confirmed that an email had already been issued with further communications being sent in relation to making an application.

Upon questioning about the clean air scheme and written off vehicles, the Licensing Unit Manager reported that future reports would be presented to the Committee to address these topics.

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

Licence Holder 04/2026

The Executive Director (Corporate Core) submitted a report relating to licence holder 04/2026, who was in attendance at the meeting with their representative. The Chair made introductions and along with 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 and presented by the Licensing Unit Manager, 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.

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

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

Delegated decision:

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

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 renewal application for a three-year period**, however, this was

subject to an **immediate suspension for a period of two months** on the grounds of public safety and safeguarding of the public.

It was noted by the Committee that the decision to allow the renewal application was outside the normal policy but in this instance the Committee felt there were mitigating circumstances presented by the licence holder and their representative in this case.

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

COUNCILLOR B IBRAHIM
Chair

(Note: The meeting started at 7.15pm and ended at 9.15pm)

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Classification	Item No.
Open / Closed	

Meeting:	Licensing and Safety Committee
Meeting date:	8 October 2026
Title of report:	Operational Report
Report by:	Executive Director (Corporate Core)
Decision Type:	N/A Report for information only
Ward(s) to which report relates	All

Executive Summary:

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

Recommendation(s)

That the report be noted.

Key considerations

Not applicable

1.0 BACKGROUND

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

2.0 COMPLIANCE/ENFORCEMENT

2.1 The table below shows the number of issues that the Licensing Service have dealt with since the last Committee meeting in September until the 24 September in respect of Clients and Vehicles.

Enforcement Action	Number of Actions	Summary of Actions	Action Taken
Damaged Vehicle	2	Reports of vehicles being presented in a damaged condition.	1 suspension issued; 1 case noted for monitoring.
Drugs	2	Drug-related concerns and declarations investigated.	1 immediate suspension issued; 1 case noted.
Driver Conduct	1	Complaint received regarding driver conduct.	Noted and recorded.
Miscellaneous Complaints	4	Various complaints and enquiries received regarding licensed drivers.	3 cases noted; 1 advice given.
Missed Interim Inspection	1	Vehicle failed to attend required interim inspection.	Vehicle licence suspended.
Conviction Declared	1	Driver declared a conviction requiring assessment.	Immediate suspension imposed.
Request for Information	2	External information requests and checks completed.	Information provided / checks completed.
Court Result	1	Court outcome reviewed and recorded.	Result noted.
Other (Retirement/Cessation)	2	Licence holders ceased trading or retired.	2 licences cancelled.
Update Cases	2	Licence status updates processed.	1 licence cancelled following surrender; 1 drugs-related update recorded.

2.2 The table below shows the number of issues that the Licensing Service have dealt with since the last Committee meeting in September until the 24 September in respect of premises.

Enforcement Action	No of Action	Summary of Actions	Action Taken
Miscellaneous	3	General compliance matters and complaints at licensed premises.	2 advice given, 1 verbal warning issued.
No DPS	2	Premises found operating without a Designated Premises Supervisor (DPS).	Advice given to licence holders.
Non-payment of Annual Fee	8	Premises failed to pay the annual licence fee.	7 suspension notices issued; 1 premises found closed.
Underage Person on Premises	1	Underage person found on licensed premises.	Referred to GMP for investigation.
Drugs	1	Drugs-related concerns identified during a multi-agency visit.	Advice given.
Noise Nuisance	2	Complaints relating to excessive noise from premises.	Advice given.
Unlicensed Activity	1	Alleged licensable activity without the appropriate authorisation.	Noted and recorded.

Liquidation	1	Premises business entered liquidation.	Licence lapsed.
Visit Arranged	1	Compliance visit arranged following a complaint.	Follow-up visit scheduled.

3.0 LICENSING HEARINGS SUB- COMMITTEES

- 3.1 On the 17 April 2026, a Licensing Hearings Sub-Committee considered an application for the grant of a new premises licence in respect of Pizza GoGo, 56 Bury New Road, Prestwich. The application attracted representations from Environmental Health acting in their capacity as an Responsible authority Greater Manchester Police and one interested parties. Members considered the application and decided grant the application and modify conditions.

4.0 IMMEDIATE SUSPENSIONS

- 4.1 Following consultation with the Chair of the Licensing and Safety Committee, the licensing Service have immediately suspended 1 driver due to them no longer being registered on the DBS update Service

Community impact / links with Community Strategy

Not applicable

Equality Impact and considerations:

24. *Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:*
- A public authority must, in the exercise of its functions, have due regard to the need to -*
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*
25. *The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.*

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

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
None	.

Consultation:

Not applicable

Legal Implications:

Not applicable

Financial Implications:

Not Applicable

Report Author and Contact Details:

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

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

Term	Meaning
None	

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Classification	Item No.
Open / Closed	

Meeting:	Licensing and Safety Committee Full Council
Meeting date:	08 October 2026 – Licensing and Safety Committee 11 November 2026 – Full Council
Title of report:	Amendment to Written-Off Vehicle Policy
Report by:	Executive Director (Corporate Core)
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

1. This report proposes that the Council's policy in relation to written-off vehicles be amended to permit the licensing of Category N and S vehicles (non-structural damage and structural damage), subject to appropriate independent inspection and certification requirements.

Available Options

2. Amend the Council policy to permit Category N vehicles to be licensed in Bury where the proprietor provides a report by a Member or Associate Member of the Institute of Automotive Engineer Assessors. Where the engineer identifies concerns relating to wheel alignment, chassis geometry, suspension integrity or structural repair quality, officers may require an Autolign inspection before the application is determined.
3. Amend the Council policy to permit Category N and Category S vehicles to be licensed in Bury where the proprietor provides a report by a Member or Associate Member of the Institute of Automotive Engineer Assessors. Where the engineer identifies concerns relating to wheel alignment, chassis geometry, suspension integrity or structural repair quality, officers may require an Autolign inspection before the application is determined.
4. Amend the Council policy to permit Category S vehicles to be licensed in Bury where the proprietor provides a report by a Member or Associate Member of the Institute of Automotive Engineer Assessors. Where the

engineer identifies concerns relating to wheel alignment, chassis geometry, suspension integrity or structural repair quality, officers may require an Autolign inspection before the application is determined.

5. Retain the current policy which prevents the licensing of any vehicle that has been recorded as a write-off category.

Recommendations

6. Members are recommended to:
 - i. Note the outcomes of the review and benchmarking exercise.
 - ii. Note the trade consultation responses received.
 - iii. Approve Option 2 to permit the licensing of Category N and Category S insurance write-off vehicles subject to the safeguards outlined in this report.
 - iv. Recommend adoption of the revised policy by Full Council.

Key considerations

7. This is a Council Function that is delegated to the Licensing and Safety Panel by the Council's Constitution This paper is exempt. Not for publication by virtue of Access to Information Procedure Rules; Council Constitution Paragraph 11.4 [1] Information relating to an individual.

Community impact / Contribution to the Bury 2030 Strategy

8. The proposal supports the continued availability of licensed taxi and private hire services within the borough whilst maintaining public safety through robust assurance mechanisms. Licensed vehicles provide an important transport option for residents, including vulnerable persons, older people and those who rely upon door-to-door transport services. The proposed amendment seeks to balance public protection with the sustainability of local transport provision.

Equality Impact and considerations:

9. *Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:*
10. *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.*

11. *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.*
12. *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
Public concern regarding licensing of repaired vehicles	Independent engineer reports, compliance testing and officer discretion
Retaining current policy may encourage licensing with neighbouring authorities	Alignment with GM approaches whilst retaining robust local safeguards
Inconsistent decision making	Adopt clear written policy and defined evidence requirements
Reputational challenge following any future vehicle incident	Enhanced inspection regime and documented decision making

Consultation:

13. The Licensing Service have requested that the members of the Trade Liaison Group consult with their members about the proposed review of the Council's current policy.

Legal Implications:

14. Any amendment to the policy must continue to ensure that only safe and roadworthy vehicles are licensed. The requirement for an independent report from a Member or Associate Member of the Institute of Automotive

Engineer Assessors, together with any additional Autolign inspection where required, provides assurance regarding vehicle condition and public safety. The proposal is not expected to have any significant direct financial implications for the Council.

15. Under the legislation the Council is required to determine representations. The report is in accordance with the appropriate legislation.
16. 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.
17. 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:

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

Report Author and Contact Details:

Mr M Bridge
Licensing Office
3 Knowsley Place
Duke Street
Bury
Telephone No: 0161 253 5209
Email: m.bridge@bury.gov.uk

Background papers:

[Licensing and Safety Committee report 16 March 2023](#)

[Licensing and Safety Committee minutes 16 March 2023](#)

[Full Council Minutes 22 March 2023](#)

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

Term	Meaning
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Category A	Vehicle so severely damaged that it must be crushed and can never return to the road.
Category B	Vehicle that cannot return to the road but some parts may be salvaged for reuse.
Category N	Vehicle with non-structural damage that may be repaired and returned to service.
Category S	Vehicle with structural damage that may be repaired and returned to service subject to satisfactory repairs and inspection.
Autolign Inspection	A specialist vehicle alignment and structural geometry inspection used to assess whether a damaged vehicle has been repaired correctly and remains safe for road use.
IAEA	Institute of Automotive Engineer Assessors, the professional body whose qualified members assess vehicle condition, repairs and safety.
Member (IAEA)	A professionally qualified engineer recognised by the Institute of Automotive Engineer Assessors with the competency to undertake vehicle assessments.
Associate Member (IAEA)	An accredited member of the Institute of Automotive Engineer Assessors able to provide professional vehicle condition assessments.
Engineer's Report	An independent technical assessment prepared by a suitably qualified automotive engineer confirming the condition, repair quality and roadworthiness of a vehicle.
Compliance Test	An inspection undertaken by or on behalf of the Council to ensure a licensed vehicle meets licensing standards and conditions.
GM	Greater Manchester.
Greater Manchester Minimum Licensing Standards (GMMLS)	The minimum standards adopted across Greater Manchester authorities to promote consistency in taxi and private hire licensing.

Hackney Carriage	A licensed taxi that can be hailed in the street or hired from an authorised taxi rank.
Private Hire Vehicle (PHV)	A licensed vehicle that must be pre-booked through a licensed private hire operator and cannot be hailed in the street.
Proprietor	The individual or organisation that owns, leases or is responsible for a licensed vehicle.
Roadworthy	A vehicle that is mechanically safe and legally fit for use on a public road.
Write-Off	A vehicle deemed by an insurer to be beyond economical repair and assigned an insurance salvage category.
Trade Liaison Group	A forum through which the Licensing Service engages with representatives of the taxi and private hire trade.
Licensing Officer	An authorised officer of the Council responsible for determining applications, undertaking inspections and enforcing licensing requirements.
Category A	Vehicle so severely damaged that it must be crushed and can never return to the road.
Category B	Vehicle that cannot return to the road but some parts may be salvaged for reuse.

Background

19. Members will recall that the Greater Manchester Minimum Licensing Standards introduced a policy relating to written-off vehicles. On 16 March 2023, the Licensing and Safety Committee considered a report regarding the implementation date of that policy and approved a change to defer implementation until 1 April 2026. Full Council ratified that decision on 22 March 2023.

Development of the Existing Policy

20. In 2023 the Council adopted the Greater Manchester Minimum Licensing Standards relating to written-off vehicles. At that time Members resolved to prohibit the licensing of all insurance write-off categories in Bury. The decision reflected a precautionary approach intended to provide assurance

regarding vehicle safety and consistency of standards across the licensing regime

21. Whilst the Greater Manchester Minimum Licensing Standards introduced a prohibition on written-off vehicles, individual licensing authorities retain discretion to adopt local policies where evidence supports an alternative approach and public safety can be maintained.
22. Since implementation, the Licensing Service has received representations from the licensed trade requesting that the policy be reviewed, particularly in relation to Category N vehicles. Officers have subsequently undertaken benchmarking with Greater Manchester authorities and reviewed the safeguards employed elsewhere.
23. The review has identified that the majority of neighbouring authorities permit certain categories of previously written-off vehicles to be licensed where independent specialist inspection and certification requirements are met.
24. Crucially submission of an engineer's report does not create an automatic entitlement to a vehicle licence. It is critical that licensing authorities retain absolute discretion to determine each application on its individual merits. Licensing Officers must be satisfied not only that a vehicle is roadworthy, but that it remains suitable for use as a licensed vehicle carrying members of the public for hire and reward.
25. The review therefore provides Members with an opportunity to reconsider whether the current blanket prohibition remains necessary and proportionate, or whether public safety objectives can be achieved through alternative assurance mechanisms.

Issues

26. The Licensing Service has received a request from the Bury Private Hire Drivers' Association seeking a review of the current policy which prevents the licensing of vehicles written off in any category. Attached at Appendix 1.
27. To assess the position across Greater Manchester, officers contacted all Greater Manchester licensing authorities to establish their current approach to written-off vehicles.
28. Greater Manchester Position Summary

Position	Number of Authorities
Permit Category N	7
Permit Category S	5
Prohibit all written-off vehicles	2

29. Benchmarking demonstrates Bury is currently among the most restrictive licensing authorities within Greater Manchester in relation to written-off vehicles. The majority of authorities now permit Category N vehicles and several permit Category S vehicles subject to enhanced inspection arrangements.

Local Authority	Policy	Categories Permitted	Conditions / Restrictions
Bury	Not permitted	None	Any write-off category excluded
Bolton	Permitted	Category N	Engineer report and wheel alignment inspection required
Rochdale	Permitted	Category N	Vehicle must pass compliance test
Oldham	Permitted	Category S / N	Autolign inspection and/or engineer assessor report required
Salford	Permitted	Category S / N	Engineer report and compliance test required
Manchester	Permitted	Category S / N	Engineer report and compliance test required
Stockport	Permitted	Category N	Engineer report required
Trafford	Not permitted	None	Currently under review
Wigan	Permitted	Category S / N	Autolign or Institute assessor report required
Tameside	Unknown	Category N	The applicant can provide clear evidence, including photographs of the damage sustained by the vehicle before any repairs are carried out and a full and comprehensive report from a suitably qualified engineer

			(Member of the Institute of Automotive Engineer Assessors) stating that the vehicle provides protection to the occupants equal to the protection it provided prior to receiving the accident or other damage. It will be the responsibility of the proprietor to obtain a signed and dated certificate stating the vehicle has passed an independent examination of the repairs to confirm its roadworthiness
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Assessment

30. The review demonstrates that the majority of Greater Manchester authorities permit the licensing of certain written-off vehicles, most commonly Category N vehicles, subject to enhanced safeguards. Bury is currently one of only a small number of authorities that does not permit any written-off vehicle to be licensed. Category N vehicles are defined as having sustained non-structural damage. Category S are defined as having sustained structural damage.
31. The proposed amendment would align Bury more closely with the approach adopted by neighbouring authorities while retaining robust public safety controls through independent inspections and certification.

Potential Benefits

32. The Council's current policy prohibits the licensing of any vehicle that has previously been recorded as an insurance write-off. Whilst this approach was adopted to provide assurance regarding vehicle safety, the Licensing Service's review has identified a number of potential benefits associated with permitting the licensing of Category N and/or Category S vehicles, subject to appropriate independent inspection and certification requirements.
33. Supporting Affordability for Licensed Drivers - The licensed taxi and private hire trade continues to experience significant financial pressures arising from increasing vehicle purchase costs, insurance premiums, maintenance expenses and wider economic challenges. Permitting suitably repaired and independently certified Category N and/or Category S vehicles would provide drivers with access to a wider range of lower-cost vehicles, enabling replacement vehicles to be obtained at a more affordable price whilst maintaining appropriate safety standards. This may be particularly beneficial

for drivers who experience an insurance write-off but cannot afford the cost of purchasing a new or equivalent replacement vehicle.

34. **Supporting the Viability of Local Taxi and Private Hire Businesses** - A more flexible licensing approach may assist licensed drivers, operators and vehicle proprietors in managing business costs and maintaining the economic viability of their operations. By reducing barriers to vehicle replacement, the Council can support the sustainability of the local licensed trade whilst continuing to ensure that all licensed vehicles meet the required standards of safety, condition and roadworthiness.
35. **Alignment with Neighbouring Authorities** - Benchmarking undertaken by officers demonstrates that the majority of Greater Manchester licensing authorities already permit certain categories of written-off vehicles, subject to enhanced inspection arrangements and independent engineering certification. Aligning Bury's approach more closely with neighbouring authorities would help ensure that licensing requirements remain proportionate, evidence-based and reflective of current industry practices whilst retaining robust public safety safeguards.
36. **Supporting Retention of Locally Licensed Drivers** - There is a risk that drivers may seek licences from neighbouring authorities where regulatory requirements are perceived to be more flexible whilst still maintaining appropriate safety standards. Adopting a proportionate approach that balances public safety with the practical realities facing the licensed trade may help retain drivers within the Bury licensing regime, supporting local accountability and maintaining strong relationships between the Council and the trade.
37. **Maintaining Vehicle Availability for Residents** - The availability of licensed taxi and private hire vehicles remains important for residents, visitors and vulnerable passengers who rely on licensed transport services. Supporting the sustainability of the licensed trade may help maintain vehicle numbers, service availability and consumer choice across the borough. Whilst the proposed change is not expected to have a significant impact in isolation, it may contribute positively towards maintaining capacity within the licensed vehicle fleet.
38. **Maintaining Public Safety Through Enhanced Assurance Measures** - The proposal does not remove or reduce existing vehicle safety requirements. Rather, it introduces a framework through which vehicles that have previously been written off can only be considered for licensing where appropriate independent assessment confirms that repairs have been completed to an acceptable standard. Vehicles would remain subject to the Council's compliance and inspection requirements, and Licensing Officers would retain the ability to request further evidence where necessary. This enables decisions to be based on expert technical evidence whilst ensuring that public safety remains the Council's primary consideration.

39. Supporting Retention of Locally Licensed Drivers and Vehicle Proprietors - The proposed amendment provides an opportunity to modernise the Council's approach whilst maintaining robust regulatory standards. By adopting a policy consistent with the majority of neighbouring authorities, Bury can continue to be viewed as a licensing authority that places public safety at the forefront of its decision-making whilst applying proportionate and evidence-based regulation. This may enhance the attractiveness of Bury as a licensing authority for responsible vehicle proprietors and drivers who are committed to operating safe and compliant vehicles within the borough.

Public Safety Considerations

40. The safety of the travelling public remains the Council's primary consideration when determining vehicle licensing policy. The proposed amendment does not remove any existing vehicle safety requirements. All vehicles would continue to be subject to the Council's vehicle compliance testing regime and routine inspections. In addition, any vehicle previously recorded as a Category N or Category S insurance write-off would be required to undergo independent assessment by a suitably qualified automotive engineer before being considered for licensing. The engineer's report would provide assurance regarding the quality of repairs undertaken, structural integrity, roadworthiness and suitability of the vehicle for licensed use. Licensing Officers would retain the ability to require additional evidence or testing where concerns remain and retain discretion to refuse any application where they are not satisfied that the vehicle is safe and suitable.

Supporting the Licensed Trade

42. The licensed taxi and private hire trade continues to face significant financial pressures arising from vehicle costs, insurance premiums, fuel prices and wider economic conditions. The proposed amendment seeks to balance support for the licensed trade with the Council's overriding duty to protect public safety.
43. Officers consider that independent engineering assessments provide an appropriate mechanism through which vehicle condition can be verified, whilst avoiding the unintended consequences of a blanket prohibition.
44. The proposal therefore supports a proportionate and risk-based approach to regulation.
45. Benchmarking data

Date	No. PHV written off	Total PHV Fleet	% Written off (any category)
August 2024	unknown	712	Data not held

<i>Original Baseline</i>			
Sept 2026	0	710	0%

Trade Engagement

46. The Licensing Service have requested that the members of the Trade Liaison Group consult with their members about the proposed review of the Council's current policy. The responses contained the following:-

- **GMB Union** - Our view is that a blanket ban on CAT N vehicles is unnecessary when a professional engineer has certified the vehicle as roadworthy. Allowing these vehicles, subject to strict inspection and documentation, would give drivers fair access to affordable, safe vehicles while maintaining the high safety standards expected by the council. We would welcome continued dialogue on this matter and are happy to provide any further information or support required.

National Private Hire and Taxi Association

47. Category N means light vehicle body damage, where the insurance have got quotes for original panels and approved repair centres only which renders the vehicle beyond economical repair.
48. In most cases they will offer to sell the vehicle back to the driver because they know that it can actually be repaired a lot cheaper using aftermarket parts.
49. It seems ludicrous that a driver can buy the car back, repair it, MOT it and it be perfectly safe and suitable to be used on the road but not for licensing.
50. To put this into perspective the minor damage could just be a front wing, bumper and headlight, insurance value repairs exceed the value of the vehicle but after market repairs would be between £500 and £1000.
51. In addition, it is not only about the price of the parts sometimes it could be that those replacement parts are simply not available yet or not at all from dealerships, but they are available from breakers, for example a vehicle could have been scrapped because it has rear end damage, which leaves all the front end panels fully available and undamaged at a much cheaper price.
52. The additional issue here applies to both private hire and hackney carriage but of course more to hackney carriage based on the price of purchasing the vehicle.
53. As we all know the value of a vehicle reduces substantially from purchase price to second hand price the moment the vehicle comes out of the workshop, add to this the cost of finance, this leaves the drivers in a position where the insurance company will pay out far less than the cost of replacing

that vehicle effectively rendering that driver out of business simply because it has been ruled that he cannot repair that vehicle and relicense it.

Maintaining the Existing Policy

54. Retaining the existing policy would maintain the highest level of caution regarding written-off vehicles. However, it may also continue to place Bury out of step with the majority of Greater Manchester authorities and may increase pressure on drivers seeking affordable replacement vehicles following insurance write-off claims.
55. There is also potential for drivers to seek licensing with neighbouring authorities operating more flexible policies.

Conclusion

56. Members are asked to consider whether the existing policy should be amended to permit the licensing of Category N and/category S vehicles subject to appropriate independent inspection requirements, or whether the current prohibition on all written-off vehicles should remain in place.
57. Any vehicle approved under this policy would continue to be subject to all existing licensing requirements including age policy requirements, compliance testing, routine inspections and any additional checks deemed necessary by Licensing Officers.

Officer Recommendation

58. Officers have reviewed the policy, benchmarked it, considered the operational impact, assessed the risks and concluded that public safety can still be fully protected through enhanced safeguards.
59. Whilst the original representation focused on Category N vehicles, the benchmarking exercise identified that several Greater Manchester authorities successfully licence both Category N and Category S vehicles subject to enhanced inspection requirements. Officers therefore considered whether a distinction remained necessary where independent professional assessment can provide assurance regarding repair standards and vehicle safety.
60. Consequently officers are satisfied that the proposed safeguards provide an appropriate level of assurance regarding vehicle safety and that Option 2 represents a proportionate and evidence-based approach that balances public safety, consistency with neighbouring authorities and the needs of the licensed trade.
61. Officers consider that the level of assurance provided through independent engineering certification, supplemented by additional inspections where appropriate, enables applications involving both Category N and Category S vehicles to be assessed on their individual merits. Officers therefore do not consider a blanket distinction between Category N and Category S vehicles necessary where satisfactory evidence can be provided regarding repair quality, safety and roadworthiness.

Recommendation for Amended Policy Wording

62. *A vehicle recorded as a Category N or Category S insurance write-off may be considered for licensing where:*

An independent report from a Member or Associate Member of the Institute of Automotive Engineer Assessors is submitted.

Any additional inspection requirements specified by the Council are met.

Licensing Officers are satisfied that the vehicle remains safe, suitable and fit for purpose as a licensed vehicle.

Appendix 1

Good afternoon

Thank you for your email and for confirming that you will be contacting the other Greater Manchester authorities regarding their policies on written-off vehicles.

I note that this matter was previously considered by the Licensing and Safety Committee, which resolved that vehicles subject to an insurance write-off in any category should not be licensed by Bury Council. However, at the time this decision was made, no clear explanation was given as to the specific reasoning behind it - whether the concern was vehicle safety, passenger safety, or simply a matter of preference. I would be grateful if this could be clarified, as understanding the rationale is important for the trade to fully engage with the policy.

I would also like to clarify that my enquiry relates specifically to Category N vehicles. I understand that some other councils permit Category S vehicles to be licensed, but my focus is on Category N only, and I would ask that this distinction be kept in mind when reviewing other authorities' policies.

More broadly, I believe the taxi trade is changing significantly, and if the Council does not adapt its policy to reflect current business needs, drivers risk leaving the trade altogether or getting licensed from other councils. This would not be in the interest of service providers or the travelling public. I firmly believe that maintaining a strong base of locally licensed drivers is the best way to ensure good service standards and accountability.

I would therefore ask that the Council's licensing policy be based on current market needs, with a commitment to review and adapt it as those needs change in the future.

I look forward to hearing the outcome of your discussions with the other Greater Manchester authorities, and to further consideration of this matter.

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Classification Open / Closed	Item No.
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Meeting:	Licensing and Safety Committee
Meeting date:	08 October 2026 - Licensing and Safety Committee 11 November 2026 - Full Council
Title of report:	Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of emissions standards.
Report by:	Executive Director (Corporate Core)
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

1. This report seeks approval to amend the Council's current transitional arrangements relating to emissions standards for existing licensed private hire vehicles.
2. The Council previously approved transitional arrangements allowing vehicle proprietors operating non-compliant private hire vehicles additional time to replace those vehicles with compliant alternatives. The current arrangements require vehicle proprietors to replace non-compliant vehicles by 4 January 2027.
3. Since approval of the policy, the Greater Manchester Private Hire Support Fund became available on 15 September 2026. Officers have identified that the period between the opening of the support fund and the compliance deadline may not provide sufficient opportunity for affected proprietors to apply for funding, receive approval, source a suitable replacement vehicle and complete the licensing process.
4. In developing the recommendation, officers considered a range of alternative options, including maintaining the existing compliance deadline and

introducing a shorter extension period. Following assessment of the available evidence, funding timescales and likely impact on affected vehicle proprietors, officers consider the recommended option represents the most proportionate means of achieving compliance whilst supporting the licensed trade and maintaining the Council's air quality objectives.

Alternative Options

5. Maintain existing 4 January 2027 deadline and do not make any changes to policy.
6. Extend transitional period for a shorter period of time.

Recommended Options

7. It is recommended that the Licensing and Safety Committee considers and adopts the following amendment to the existing emissions compliance arrangements and recommends approval by Full Council:
8. For existing proprietors of licensed private hire vehicles which do not meet the Council's adopted emissions standards:
 - To permit a vehicle proprietor whose private hire vehicle licence falls due for renewal after 4 January 2027 and whose vehicle does not meet the required emissions standard (Euro 4 Petrol or Euro 6 Diesel) to apply to renew that vehicle licence. Where the vehicle successfully passes the Council's compliance testing requirements, a vehicle licence may be granted subject to a condition requiring the vehicle to be removed from service and replaced with a compliant vehicle no later than 31 May 2027.
 - To delegate authority to the Head of Public Protection, Licensing Unit Manager and/or Deputy Licensing Officer to take appropriate enforcement action, including suspension, revocation or refusal to renew a licence, where a proprietor fails to comply with the condition requiring replacement of a non-compliant vehicle by 31 May 2027, having regard to the circumstances of each individual case and the relevant provisions of the Local Government (Miscellaneous Provisions) Act 1976.
9. To recommend the proposed amendment to Full Council for approval.

Reasons for Recommendation(s)

10. The proposed amendment provides a proportionate and time-limited extension to existing transitional arrangements following the introduction of the Greater Manchester Private Hire Support Fund.
11. The extension will support affected vehicle proprietors in accessing available grant funding, securing replacement vehicles and achieving compliance with the Council's adopted emissions standards whilst maintaining the Council's commitment to improving air quality and reducing transport emissions.

Key considerations

12. 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

13. The proposals support the Council's commitment to improving air quality and reducing harmful vehicle emissions by facilitating the replacement of older non-compliant vehicles with cleaner and more environmentally sustainable alternatives.
14. The proposal does not alter the Council's adopted emissions standards but extends the transitional period to allow affected proprietors a reasonable opportunity to access external financial support and achieve compliance.
15. The proposal contributes to the Council's environmental objectives by supporting the continued delivery of cleaner transport services and reducing emissions from licensed vehicles operating throughout the borough.

Equality Impact and considerations:

16. Under Section 149 of the Equality Act 2010, the Council must have due regard to the need to:
 - Eliminate discrimination, harassment and victimisation.
 - Advance equality of opportunity between persons who share a protected characteristic and those who do not.
 - Foster good relations between persons who share a protected characteristic and those who do not.
17. Officers have considered the Public Sector Equality Duty and reviewed the Equality Impact Assessment undertaken when the original policy was adopted.
18. The proposed amendment extends an existing transitional arrangement and is not expected to create any disproportionate adverse impact on persons sharing protected characteristics. The proposal may have a positive impact by increasing opportunities for affected licence holders to access external funding to support vehicle replacement.
19. Officers are satisfied that the amendment does not introduce any material change requiring a further Equality Impact Assessment at this stage. Officers have considered the Public Sector Equality Duty under section 149 Equality Act 2010. The proposal is not expected to have a disproportionate adverse effect on persons with protected characteristics. The extension may provide a positive benefit to affected licence holders by increasing the opportunity to access financial support and comply with licensing requirements. Officers

have reviewed the Equality Impact Assessment completed for the original policy and are satisfied that no additional assessment is required.

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
Opportunity: The proposal will allow eligible proprietors additional time to access the Greater Manchester Private Hire Support Fund and replace non-compliant vehicles.	The proposed extension aligns the compliance deadline with the practical availability of support funding and vehicle supply timescales.
Risk: Maintaining the existing deadline may result in vehicle proprietors being unable to access funding or source compliant replacement vehicles before 4 January 2027.	Extending the deadline to 31 May 2027 provides a proportionate and time-limited opportunity to achieve compliance whilst retaining a clear final compliance date.
Risk: Potential challenge to the Council's decision-making process.	The report sets out a clear evidence base, legitimate policy objectives and a proportionate approach to achieving compliance, reducing the likelihood of successful challenge.
Perception that the Council is weakening environmental standards	The proposal does not alter emissions standards and introduces no further extensions beyond the proposed final compliance date.
<i>Officers will continue to monitor vehicle compliance rates and the uptake of support funding throughout the transitional period.</i>	

Consultation:

20. The matter was discussed with representatives of the licensed trade through the Trade Liaison Group on 7 September 2026. Trade representatives expressed concerns regarding the proximity of the current compliance deadline and the practical difficulties associated with obtaining replacement vehicles following the launch of the support fund.
 21. Officers have considered these representations in preparing this report.
-

Legal Implications:

22. The Council has powers under the Local Government (Miscellaneous Provisions) Act 1976 to licence private hire vehicles and attach conditions to vehicle licences where considered appropriate and reasonably necessary.
23. The proposed amendment does not remove or weaken the Council's adopted emissions standards. Instead, it provides a temporary extension to the existing transitional arrangements previously approved by Full Council to facilitate compliance with those standards.
24. The Council must exercise its licensing functions reasonably, proportionately and in accordance with public law principles. Officers consider the proposed amendment to be proportionate having regard to:
 - The opening of the Greater Manchester Private Hire Support Fund on 15 September 2026.
 - The limited period currently available to secure funding and replace vehicles before the existing compliance deadline.
 - The relatively small number of affected vehicles. Current records identify 21 non-compliant private hire vehicles operating under the transitional arrangements.
 - The Council's continuing commitment to improving air quality and reducing emissions.
25. Members are advised that vehicle licences may constitute possessions for the purposes of Article 1 of the First Protocol of the European Convention on Human Rights. Any interference with those rights must pursue a legitimate aim and be proportionate. Officers are satisfied that the proposed arrangements meet these requirements.
26. Where enforcement action becomes necessary following 31 May 2027, each case will be considered on its individual merits and in accordance with the Council's adopted enforcement policies and statutory powers.

Financial Implications:

27. The licensing regime is self-funded through the fees and charges levied by the Council. The proposals contained within this report do not give rise to any direct financial implications for the Council. The availability of external grant funding may assist vehicle proprietors in achieving compliance and reduce financial pressures within the licensed trade.
28. The proposal may assist in maintaining the viability of local licensed businesses by reducing immediate replacement costs and supporting continued participation within the Bury licensed trade.
29. The proposal may also reduce the risk of vehicle proprietors seeking licences in neighbouring authorities where different implementation arrangements may apply.

Report Author and Contact Details:

Mr M Bridge
Licensing Office
3 Knowsley Place
Duke Street
Bury
Telephone No: 0161 253 5209
Email: m.bridge@bury.gov.uk

Background papers:

[Licensing and Safety Committee report \(5 June 2025\)](#)

[Licensing and Safety Committee minutes \(5 June 2025\)](#)

[Full Council Minutes \(16 July 2025\)](#)

These documents are included as background papers because they establish the original transitional arrangements and delegated authority framework which this report seeks to amend

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

Term	Meaning
Euro 4	European emissions standard for petrol vehicles
Euro 6	European emissions standard for diesel vehicles
GM	Greater Manchester
GM CAP	Greater Manchester Clean Air Plan
PHV	Private Hire Vehicle
EIA/EQIA	Equality Impact Assessment

Introduction

30. Members may recall a report considered by the Licensing and Safety Committee on 5 June 2025 regarding amendments to transitional arrangements for existing Hackney Carriage and Private Hire Vehicles in respect of emissions standards.

31. The Committee resolved to permit the renewal of certain non-compliant vehicles subject to conditions requiring replacement by a specified date and delegated appropriate enforcement powers to officers. The decision was subsequently ratified by Full Council on 16 July 2025.
32. The Committee also delegated authority for amendments linked to funding opportunities associated with the Greater Manchester Clean Air Plan. Consequently, officers have reviewed the current arrangements following the introduction of the Greater Manchester Private Hire Support Fund.
33. Officers consider that the significance of extending the compliance deadline warrants consideration by Licensing and Safety Committee and Full Council to ensure transparency and democratic oversight.
34. The proposal does not alter the Council's established commitments in relation to air quality, climate change or the Greater Manchester Clean Air Plan. Rather, it seeks to support accelerated compliance by enabling proprietors to utilise newly available financial assistance. The proposal therefore balances environmental objectives with economic sustainability within the licensed trade.

Historical Compliance Trend Data

35.

Date	Non-Compliant Emissions Standard Vehicles	Total PHV Fleet	% Non-Compliant Emissions Standard
August 2024 <i>Original Baseline</i>	152	712	21%
Sept 2026	21	710	3%

36. The number of non-compliant vehicles has reduced from 152 at the commencement of the policy to 21 as at September 2026, demonstrating substantial progress towards full fleet compliance and evidencing the effectiveness of the Council's phased approach.

Issues

37. The Greater Manchester Private Hire Support Fund opened on 15 September 2026.
38. Officers recognise that the period between the opening of the funding scheme and the current compliance deadline of 4 January 2027 may be

insufficient for affected proprietors to complete the funding and vehicle replacement process.

39. The number of non-compliant private hire vehicles currently operating under the transitional arrangements is:

Non-Compliant <i>Emissions Standard</i> Private Hire Vehicles	% Total Fleet	Compliant <i>Emissions Standard</i> Private Hire Vehicles	% Total Fleet
21	3%	689	97%

40. Officers support extending the compliance deadline to 31 May 2027. This would provide sufficient opportunity for eligible proprietors to apply for funding, purchase compliant vehicles and complete vehicle transfer and licensing requirements.
41. Whilst delegated authority exists to make amendments linked to external funding opportunities, officers consider that the significance of extending the compliance deadline warrants consideration by Licensing and Safety Committee and ratification by Full Council to ensure transparency and democratic oversight.

Greater Manchester Benchmarking

42. Officers have reviewed the position across the Greater Manchester licensing authorities in relation to emissions standards, implementation timescales and transitional arrangements.
43. The comparison demonstrates that whilst all authorities continue to support the objectives of improving air quality and reducing vehicle emissions, approaches differ in respect of implementation dates, exemptions, funding arrangements and transition periods
- 44.

Authority	Emissions Standard	Transitional Arrangements	Compliance Date
Bury	Euro 4 Petrol / Euro 6 Diesel	Existing arrangements	4 January 2027
Bolton*	Euro 4 Petrol / Euro 6 Diesel (and ZEC vehicles)	Existing non-compliant vehicles may continue to be renewed during the transition period.	31 August 2030

		Committee approved a move to full fleet compliance by 31 August 2030.	
Manchester*	Euro 4 Petrol / Euro 6 Diesel. Applies immediately to new applications.	Existing licensed vehicles permitted to continue under current arrangements during transition; emissions compliance date extended for existing licence holders.	31 December 2026
Oldham	Euro 4 Petrol / Euro 6 Diesel.	Existing vehicle licence holders may continue to renew the same non-compliant vehicle until applicable age limits.	31 December 2026
Rochdale	Adoption of Euro 4 Petrol / Euro 6 Diesel emission standards. Implementation date: 31 Aug 2030	Continuation of existing standards. All vehicles will have to be fully emission compliant on or before the compliance date of 31 Aug 2030	31 August 2030
Salford*	Euro 4 Petrol / Euro 6 Diesel / Euro 6 standard for licensed vehicles.	Existing licensed vehicles allowed a transition period before full compliance.	January 2027
Stockport*	Euro 4 Petrol / Euro 6 Diesel.	Existing non-compliant vehicle licence holders have until 31 December 2026 to licence a compliant vehicle; exemption allows renewal of the same	31 December 2026 (with transition exemption to 31 August 2030)

		vehicle until 31 August 2030.	
Tameside	Euro 4 Petrol / Euro 6 Diesel	Existing arrangements	1 January 2027
Trafford	Euro 4 Petrol / Euro 6 Diesel	Existing Arrangements	4 January 2027
Wigan	Euro 4 Petrol /Euro 6 Diesel	Existing arrangements	31 December 2027
<i>* Information obtained from respective Council open source web page.</i>			

45. Benchmarking across Greater Manchester demonstrates a broadly consistent commitment to improving air quality through the adoption of Euro 4 Petrol and Euro 6 Diesel minimum emission standards. However, authorities have adopted differing implementation timescales and transition arrangements. Bury, Trafford and Tameside have retained compliance dates in early 2027, whilst Wigan has adopted a later compliance date of 31 December 2027. Manchester and Oldham have extended compliance to 31 December 2026 with transitional provisions for existing licence holders. Stockport and Bolton have adopted longer transition arrangements, including exemptions or extended implementation periods up to 31 August 2030, and Rochdale has similarly adopted a full compliance date of 31 August 2030. These differences reflect local fleet composition, funding considerations and policy decisions regarding the balance between environmental objectives and the financial impact on licensed vehicle proprietors

Revised Proposal

46. The proposed arrangements are set out below:
47. By 4 January 2027
- Application submitted for renewal of an existing **non-compliant emissions standard** vehicle licence.
 - Vehicle presented for compliance testing.
 - Vehicle licence renewed subject to a condition requiring replacement with a compliant vehicle by 31 May 2027.
48. Between 15 September and 31 May 2027
- Proprietor applies for support funding where eligible.
 - Proprietor purchases a compliant replacement vehicle.
 - Vehicle change application submitted.

- New vehicle presented for compliance testing and licensing.

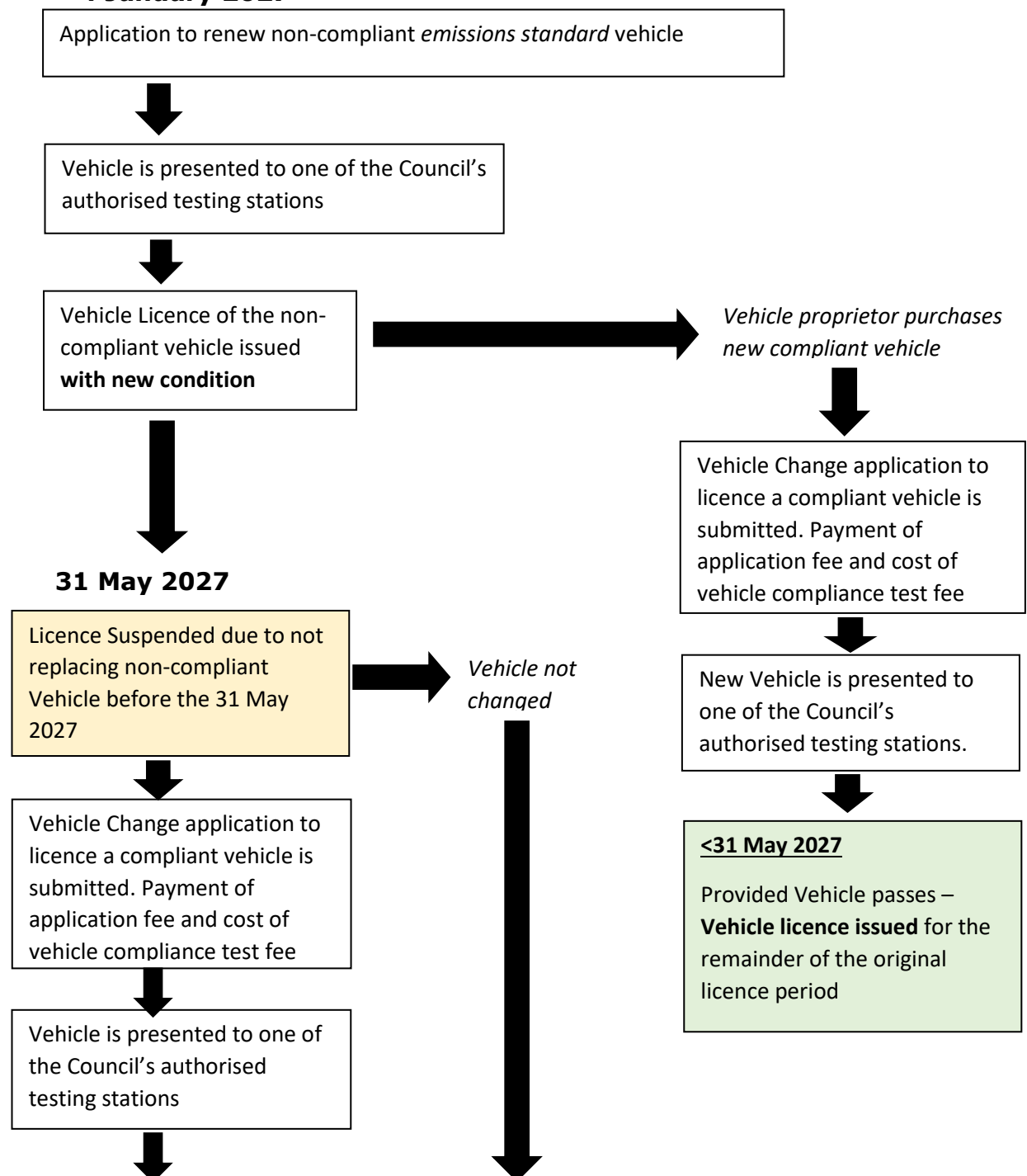
49. After 31 May 2027

- Any proprietor who has not complied with the licence condition requiring vehicle replacement may be subject to appropriate enforcement action.
- Officers shall determine any enforcement action on a case-by-case basis, having regard to the circumstances of the individual case and the Council's statutory powers.

50. Revised proposal to deal to deal with non-compliant Private hire vehicles

Flowchart for the issuing of a licence and vehicle change

4 January 2027



Provided Vehicle passes –
Vehicle licence issued for the
remainder of the original
licence period

Due to legislation requirements if
vehicle not changed within the
two-month period, vehicle
licence is revoked

Alternative Options

51. **Option 1:** Maintain the existing 4 January 2027 compliance deadline and make no amendments to the current policy arrangements.
52. This option would retain the existing policy position and support earlier achievement of full fleet compliance with the Council's adopted emissions standards. However, officers consider this option may place a proportion of affected vehicle proprietors at a disadvantage given the recent introduction of the Greater Manchester Private Hire Support Fund on 15 September 2026. It may limit the ability of eligible proprietors to access available financial assistance, secure replacement vehicles and complete the associated licensing processes prior to the compliance deadline. As a result, this option is not recommended.
53. **Option 2:** Extend the transitional arrangements for a shorter period than proposed.
54. A shorter extension period was considered. However, officers consider that a shorter timeframe may not provide sufficient opportunity for affected proprietors to apply for grant funding, obtain approval, source suitable replacement vehicles and complete vehicle testing and licensing requirements. A shorter extension may therefore fail to achieve the intended objective of supporting compliance whilst maintaining confidence within the licensed trade. This option is not recommended.
55. **Option 3:** Approve the proposed extension to 31 May 2027 (Recommended).
56. Officers consider the recommended option represents a balanced and proportionate approach. It maintains the Council's commitment to improving air quality and achieving compliance with adopted emissions standards whilst providing affected proprietors with a realistic opportunity to access available support funding and replace non-compliant vehicles. The proposal does not alter the required emissions standards and retains a clear final compliance date supported by appropriate enforcement powers.

Recommendations

57. It is recommended that the Licensing and Safety Committee approves the proposed amendment and recommends adoption by Full Council.
58. For existing proprietors of non-compliant *emissions standard* private hire vehicles:
 - To permit renewal of a non-compliant *emissions standard* vehicle licence after 4 January 2027 subject to a condition requiring replacement with a compliant vehicle by 31 May 2027.
 - To delegate authority to the Head of Public Protection, Licensing Unit Manager and/or Deputy Licensing Officer to take appropriate enforcement action where the licence holder has failed to comply with that condition.

Conclusion

60. The Council remains committed to improving air quality and ensuring licensed vehicles operating within the borough meet adopted emissions standards.
61. The introduction of the Greater Manchester Private Hire Support Fund provides new opportunities for affected proprietors to replace non-compliant vehicles, but the timing of the scheme has created practical challenges in meeting the current compliance deadline.
62. The proposed amendment represents a reasonable, proportionate and evidence-based response to those circumstances. The proposal maintains the Council's environmental objectives whilst providing proprietors with a realistic opportunity to achieve compliance.
63. Members are therefore recommended to approve the amendment and refer the matter to Full Council for final determination.

By virtue of paragraph(s) 2 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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