

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, 5 November 2026
Place:	Committee Rooms A&B , 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 8th October 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 OF TRANSITIONAL ARRANGEMENTS FOR EXISTING HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES IN RESPECT OF AGE POLICY *(Pages 17 - 30)*

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

7 URGENT BUSINESS

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

8 EXCLUSION OF PRESS AND PUBLIC

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

**9 SUSPENSION / REVOCATION OF PUBLIC / PRIVATE HIRE DRIVER
LICENCES** *(Pages 31 - 76)*

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

This page is intentionally left blank

Minutes of: LICENSING AND SAFETY COMMITTEE

Date of Meeting: 8th October 2026

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

Also in attendance: M Bridge- Licensing Unit Manager
A Bucior- Head of Public Protection
M Cunliffe – Democratic Services
L Scully – Legal Advisor

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

LSP.1 APOLOGIES FOR ABSENCE

Apologies for absence were submitted by B Thomson- Assistant Director Public Protection & Resilience and Councillor M Walsh.

There was no substitute representatives for Councillor Walsh.

LSP.2 DECLARATIONS OF INTEREST

There were no declarations of interest.

LSP.3 MINUTES OF THE PREVIOUS MEETING

Delegated decision:

That the Minutes of the last meetings held on the 10th September 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 In September 2026 in respect of clients and vehicles. A table in the report detailed this information.

LICENSING HEARINGS SUB- COMMITTEES

On the 17th September 2026, a Licensing Hearing 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 a responsible authority Greater Manchester Police and one interested parties. Members considered the application and decided to grant the application and modify conditions.

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.

Delegated decision:

It was agreed that the report be noted.

LSP.6 AMENDMENT TO WRITTEN-OFF VEHICLE POLICY

The Executive Director (Corporate Core) submitted a report to propose 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.

The Licensing Unit Manager presented the item and explained that there was a small error contained within the report and option two stated on pages 18 and 29 should be amended to read option three.

The available options were presented to the Committee:-

- 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.
- 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.
- 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.

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

Members discussed that some local authorities just accept category N vehicles and not both S and N along with the need for high standards of engineering repair work.

A discussion was also held on what the written off categories mean in terms of repair work required and how these sit under government standards.

Delegated decision:

That the Licensing and Safety Committee agreed to:-

- (1) Note the outcomes of the review and benchmarking exercise.
- (2) Noted the trade consultation responses received.
- (3) Approved Option 3 to permit the licensing of Category N and Category S insurance write-off vehicles subject to the safeguards outlined in this report.
- (4) Recommended adoption of the revised policy by Full Council.

LSP.7 AMENDMENT OF TRANSITIONAL ARRANGEMENTS FOR EXISTING HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES IN RESPECT OF EMISSIONS STANDARDS

The Executive Director (Corporate Core) submitted a report to seek approval to amend the Council's current transitional arrangements relating to emissions standards for existing licensed private hire vehicles.

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.

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.

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 were provided, including maintaining the existing 4th January 2027 deadline and to not make any changes to policy or extend the transitional period for a shorter period of time.

The reasons for the Recommendation(s) included:-

- That the proposed amendment provided a proportionate and time-limited extension to existing transitional arrangements following the introduction of the Greater Manchester Private Hire Support Fund.
- That the extension would 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.

Delegated decision:

That the Licensing and Safety Committee agreed to:-

1. Considered and adopted the following amendment to the existing emissions compliance arrangements and recommended approval by Full Council:
2. 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.
3. Recommend the proposed amendment to Full Council for approval.

LSP.8 URGENT BUSINESS

No urgent business was reported at the meeting.

LSP.9 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.10 SUSPENSION / REVOCATION OF PUBLIC / PRIVATE HIRE DRIVER LICENCES

Licence Holder 05/2026

The Executive Director (Corporate Core) submitted a report relating to client number 05/2026. The Licensing Unit Manager reported that due to an administration technicality the required full notification period had not been provided to the licence holder. As a result, an offer for a deferment until a later date had been made and the client was in agreement with this arrangement.

Delegated decision:

The report was withdrawn from the agenda and deferred until the next Licensing and Safety Committee meeting.

COUNCILLOR B IBRAHIM
Chair

(Note: The meeting started at 7.00pm and ended at 7.20pm)

This page is intentionally left blank



Classification	Item No.
Open / Closed	

Meeting:	Licensing and Safety Committee
Meeting date:	5 November 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 October until the 26 October 2026 in respect of Clients and Vehicles.

Enforcement Action	Number of Actions	Summary of Cases	Action Taken
Immediate Revocation	2	Serious allegations	Licences immediately revoked pending further investigation
Revocation	1	Damaged vehicle	Vehicle licence revoked
Immediate Suspension	1	DBS-related matter	Driver licence immediately suspended
Suspension	3	Damaged vehicles and missed interim inspection	Vehicle licences suspended until compliance achieved
Suspension Lifted	1	Vehicle subsequently complied with requirements	Suspension removed and licence reinstated
Referred to GMP	1	Alleged breach of licence conditions	Matter referred to Greater Manchester Police
Referred to Panel	1	Stalking allegation	Matter referred to Licensing Panel for determination
Interview Required	2	Poor driving and stalking complaints	Formal interviews to be undertaken
Written Advice Issued	1	Unlicensed activity allegation	Warning/advisory letter sent
Advice Given	1	Driver conduct complaint	Advice provided to licence holder
Information Requested	2	Driver conduct complaints requiring further evidence	Additional information requested from complainants/Uber
Information Checks Completed	2	Enquiries from other licensing authorities	Information supplied to requesting authorities
Licence Surrendered / Cancelled	2	Licences voluntarily surrendered or cancelled	Licences terminated

Plates Voluntarily Handed In	1	Vehicle proprietor surrendered plates	Vehicle licence ceased
Voluntarily Handed In	1	Licence holder voluntarily surrendered licence	Matter concluded
No Further Action / Noted	7	Complaints, convictions, overcharging and miscellaneous matters assessed	Recorded and closed with no further enforcement action
All in Order	1	Investigation into poor driving allegation	No breach identified following enquiries

2.2 The table below shows the number of issues that the Licensing Service have dealt with since the last Committee meeting in October until the 26 October in respect of premises.

Enforcement Action	Number of Actions	Summary of Actions	Action Taken
Unlicensed Activity	3	Allegations of unlicensed activity at various premises including clubs and retail premises	Cease and desist email issued (1), email sent (1), matter noted (1)
Non-Payment of Annual Fee	4	Premises failed to pay the required licence fees	Suspension notices issued to licence holders pending payment
Breach of Licence Conditions	1	Breach of premises licence conditions identified	Written warning issued
Illicit Cigarettes	1	Illicit tobacco products identified during enforcement activity	Written warning issued
Compliance Checks (Blue Notices)	3	Inspections undertaken to verify statutory notice requirements	Blue notices confirmed as displayed and compliant
Noise Nuisance Complaint	1	Complaint received regarding noise from licensed premises	Matter recorded and noted [261026 Premises Excel]
Multi-Agency Visit	1	Joint agency inspection undertaken at licensed premises	Advice provided to premises operator

3.0 IMMEDIATE SUSPENSIONS

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

4.0 PARTNERSHIP WORKING AND OUTCOMES

- 4.1 Members are requested to note the outcome of a multi-agency enforcement operation undertaken on 13 October 2026 involving Bury Council's Licensing Service, Trading Standards, Greater Manchester Police, HM Revenue and Customs (HMRC) and Immigration Enforcement. The coordinated operation targeted six premises across Tottington, Ainsworth, Radcliffe, Whitefield and Bury, with the support of a specialist tobacco detection dog. As a result of the inspections, three premises were identified as selling or storing unlawful goods. Enforcement officers seized 124 packets of illicit cigarettes, 18 pouches of hand-rolling tobacco (approximately 0.9kg) and 54 toys suspected of being counterfeit or failing to meet product safety requirements, with an estimated combined street value of approximately £3,000. The operation highlighted the effectiveness of joint working arrangements in identifying and disrupting criminal activity, protecting consumers from potentially unsafe products, supporting legitimate businesses and safeguarding public confidence in local regulatory services. Investigations remain ongoing and further enforcement action may be taken where appropriate. Members are invited to note the positive outcomes achieved through this partnership approach and the continued commitment of all agencies to tackling illicit trade and wider regulatory non-compliance within the borough.

5.0 ANIMALS (PENALTY NOTICES) ACT 2022

- 5.1 Members are advised that the Animals (Penalty Notices) Act 2022, together with the Animals (Penalty Notices) Regulations 2023, came into force on 1 January 2024 and provides local authorities with a new enforcement tool in the form of Fixed Penalty Notices (FPNs) for specified animal health and welfare offences. The legislation offers a proportionate alternative to prosecution for lower-level offences, enabling more timely and efficient enforcement action. Offences currently covered include failures relating to the microchipping of dogs and cats, failure to keep microchip records updated, and certain offences under animal welfare legislation. The maximum penalty is the lower of £5,000 or the maximum fine available on conviction for the relevant offence, with a statutory reduction of 50% available where payment is made within 14 days. Payment of the penalty notice discharges liability for prosecution in respect of that offence. The Council is currently reviewing its enforcement procedures and officer authorisations to determine the extent to which these powers will be utilised locally.

6.0 IMMEDIATE REVOCATION

- 6.1 Following consultation with the Chair of the Licensing and Safety Committee, the licensing Service have immediately revoked a private hire driver following intelligence being received from Greater Manchester Police relating to his conduct.

Community impact / links with Community Strategy

Not applicable

Equality Impact and considerations:

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

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

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*
25. *The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.*

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

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
None	.

Consultation:

Not applicable

Legal Implications:

Not applicable

Financial Implications:

Not Applicable

Report Author and Contact Details:

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

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

Term	Meaning
None	



Classification	Item No.
Open / Closed	

Meeting:	Licensing and Safety Committee
Meeting date:	5 November 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 age policy.
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 age policy 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. 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

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

Recommended Options

6. It is recommended that the Licensing and Safety Committee considers and adopts the following amendment to the existing Age Policy compliance arrangements and recommends approval by Full Council:
7. For existing proprietors of licensed private hire vehicles which do not meet the Council's adopted age policy:
 - 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 age policy 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.
8. To recommend the proposed amendment to Full Council for approval.

Reasons for Recommendation(s)

9. The extension will support affected vehicle proprietors in achieving compliance with the Council's adopted age policy whilst maintaining the Council's commitment to improving standards in the Private Hire Fleet.

Key considerations

10. 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

11. The proposals support the Council's commitment to improving the standards of the private hire fleet by the replacement of older non-compliant vehicles with younger, cleaner and more environmentally sustainable alternatives.
12. The proposal does not alter the Council's adopted age policy but extends the transitional period to allow affected proprietors a reasonable opportunity to obtain a younger compliant vehicle.

13. The proposal contributes to the Council's environmental objectives by supporting the continued delivery of cleaner transport services and younger vehicles from licensed vehicles operating throughout the borough.

Equality Impact and considerations:

14. 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.
15. Officers have considered the Public Sector Equality Duty and reviewed the Equality Impact Assessment undertaken when the original policy was adopted.
16. 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.
17. 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 purchase a compliant vehicle and comply with licensing requirements. Officers previously completed and have reviewed the Equality Impact Assessment for the original policy and no adverse impacts are noted.

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
Opportunity: The proposal will allow eligible proprietors additional time to purchase a compliant vehicle and replace non-compliant vehicles.	The proposed extension aligns the compliance deadline of the non-compliant emission standard vehicles that has been extended until the 31 May 2027. This will be reported to

	full Council on the 11 November 2026.
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.
<i>Officers will continue to monitor vehicle compliance rates throughout the transitional period.</i>	

Consultation:

18. 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.
19. Officers have considered these representations in preparing this report.

Legal Implications:

20. 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.
21. The proposed amendment affects approximately 10 vehicles, representing around 1.4% of the licensed private hire fleet. Officers consider that the limited scale of the proposal, together with the retention of a fixed final compliance date, demonstrates that the measure is proportionate and does not undermine the Council's wider policy objectives.
22. The proposed amendment does not remove or weaken the Council's adopted age policy. Instead, it provides a temporary extension to the existing transitional arrangements previously approved by Full Council to facilitate compliance with those standards.
23. 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 relatively small number of affected vehicles. Current records identify 10 non-compliant private hire vehicles operating under the transitional arrangements.
 - The Council's continuing commitment to improving vehicle standards.

24. 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.
25. 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.
26. Officers consider that the proposal strikes an appropriate balance between the public interest in maintaining vehicle standards and environmental objectives, and the legitimate interests of existing licence holders in securing a reasonable opportunity to comply

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 and Minutes - 5 June 2025](#)

[Full Council Report and Minutes - 16 July 2025](#)

[Licensing and Safety Committee Report and Minutes - 8 October 2026](#)

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
CO ₂	Carbon Dioxide
EIA	Equality Impact Assessment
EV	Electric Vehicle
HC	Hackney Carriage
PHV	Private Hire Vehicle
PSED	Public Sector Equality Duty
ULEV	Ultra Low Emission Vehicle
ZEZ	Zero Emission Zone (where referenced)
EVCP	Electric Vehicle Charging Point
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
LGA	Local Government Association

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 age policy.
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 non-compliant vehicles in respect of age.

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.

Current Data

34.

Date	Non-Compliant <i>Age policy</i> Vehicles	Total PHV Fleet	% Non-Compliant <i>Age policy</i>
Oct 2026	10	708	1.4%

35. The number of non-compliant vehicles in respect of age is a small number of the private hire fleet which demonstrates that vehicle proprietors have been updating their vehicles to comply with the Council's recently amended policy from 10 years up to 12 years from date of registration.

Issues

36. On 8 October 2026 the Licensing and Safety Committee approved revised transitional arrangements for vehicles affected by the emissions standards policy, extending the compliance deadline to 31 May 2027. Officers consider that proprietors affected by the age policy are in materially similar circumstances, namely that they are subject to an existing transitional arrangement and may require additional time to secure funding and acquire a compliant replacement vehicle. To ensure consistency, fairness and equitable treatment across the licensed trade, officers consider it appropriate that equivalent transitional arrangements apply
37. Officers recognise that vehicle proprietors of non-compliant vehicles in respect of age have also been benefiting from the transitional arrangements therefore it is considered the transitional period should be extended to those vehicle proprietors who owned vehicles that are not complaint with the age policy.
38. The number of non-compliant private hire vehicles currently operating under the transitional arrangements is:

Non-Compliant <i>Age policy</i> Private Hire Vehicles	% Total Fleet	Compliant <i>Age policy</i> Private Hire Vehicles	% Total Fleet
10	1.4%	698	98.5%

39. Officers support extending the compliance deadline to 31 May 2027. This would provide sufficient opportunity for eligible proprietors to purchase compliant vehicles and complete vehicle transfer and licensing requirements.
40. Whilst delegated authority exists to make amendments linked to the age policy, 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

41. Officers have reviewed the position across the Greater Manchester licensing authorities in relation to age policy, implementation timescales and transitional arrangements.
42. 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.
- 43.

Authority	PHV Maximum Age (Standard Vehicle)	WAV PHV Maximum Age	Emissions Standard
Bury	12 years	17 years	Euro 4 Petrol / Euro 6 Diesel
Bolton	Historically age-restricted; Council moved toward emissions-based standards.	Emissions-based approach.	Euro 4 Petrol / Euro 6 Diesel proposed city-region standard.
Manchester	12 years	17 years	Euro 4 Petrol / Euro 6 Diesel
Oldham	12 years	15 years	Latest emissions standard required for new/replacement vehicles.
Rochdale	Normally 5 years at application stage unless exceptional condition demonstrated.	Case-by-case policy.	Euro 4 Petrol / Euro 6 Diesel.

Salford	Further verification required from current licensing policy.	Further verification required.	GM Minimum Licensing Standards adopted
Stockport	Further verification required from current vehicle standards document.	Further verification required.	GM Minimum Licensing Standards adopted.
Tameside	12 years (existing policy retained).	15 years	Euro 4 Petrol / Euro 6 Diesel (GM MLS).
Trafford	10 years	15 years	Euro 4 Petrol / Euro 6 Diesel
Wigan	12 years	17 years	Euro 4 Petrol / Euro 6 Diesel
<i>* Information obtained from respective Council open source web page.</i>			

44. Based on a comparison of Greater Manchester licensing authorities, our policy remains broadly aligned with the regional position and, in several areas, is consistent with the most commonly adopted standards. The majority of Greater Manchester authorities, including Bury, Manchester, Tameside and Wigan, permit standard private hire vehicles (PHVs) to remain licensed up to 12 years of age, while Trafford applies a more restrictive 10-year limit. For wheelchair accessible vehicles (WAVs), several authorities, including Bury, Manchester and Wigan, allow licensing up to 17 years, whereas Oldham, Tameside and Trafford apply a 15-year limit. Across the region there is also a high degree of consistency in emissions requirements, with most authorities adopting or aligning to a minimum standard of Euro 4 for petrol vehicles and Euro 6 for diesel vehicles under the Greater Manchester Minimum Licensing Standards. While some authorities have moved towards emissions-based approaches or retain local variations, the overall benchmarking demonstrates that our policy sits within the established Greater Manchester framework and is neither significantly more permissive nor more restrictive than the majority of neighbouring licensing authorities.

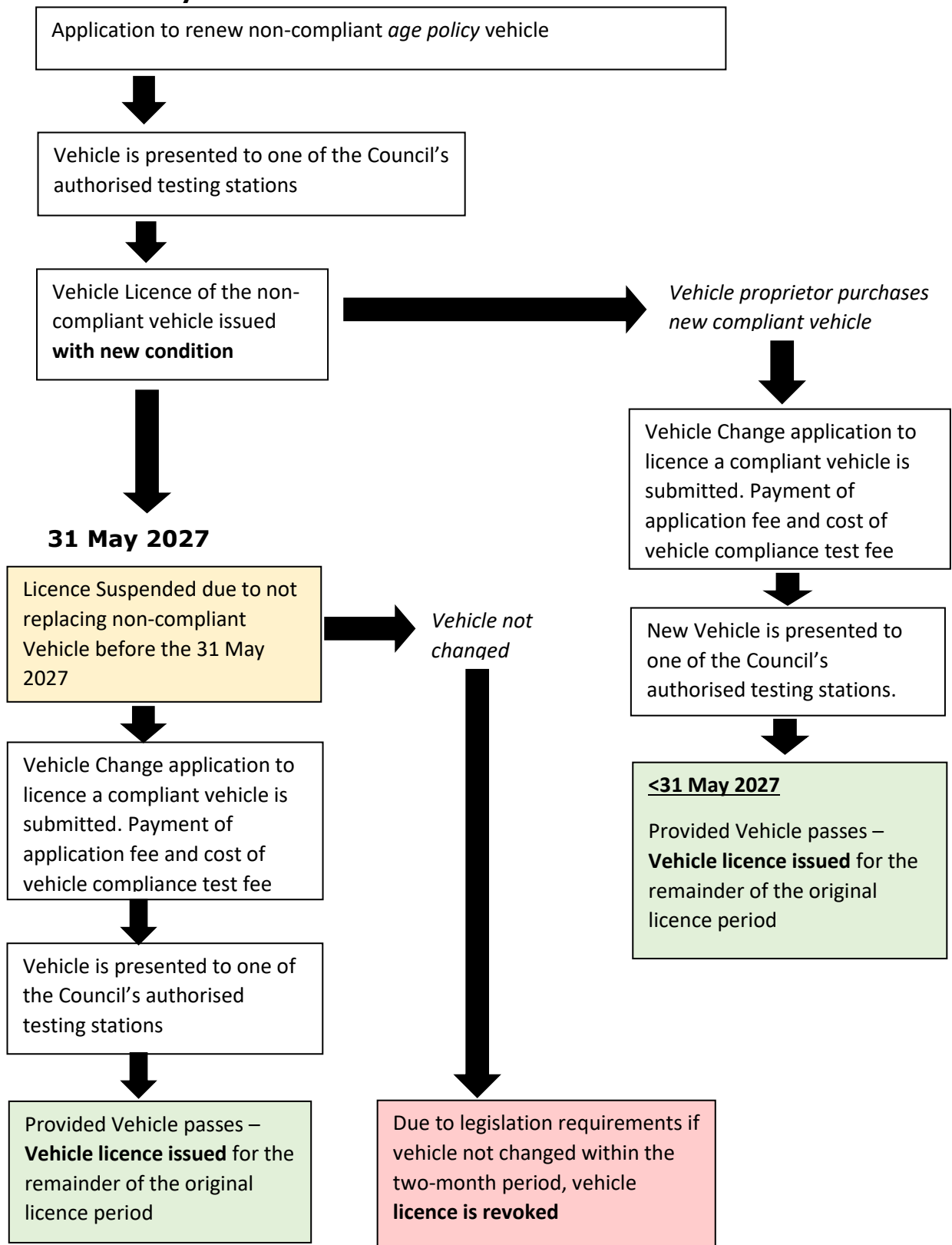
Revised Proposal

45. The proposed arrangements are set out below:
46. By 4 January 2027
- Application submitted for renewal of an existing **non-compliant age policy** vehicle licence.

- Vehicle presented for compliance testing.
 - Vehicle licence renewed subject to a condition requiring replacement with a compliant vehicle by 31 May 2027.
47. 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.
48. 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.
49. Revised proposal to deal with non-compliant Private hire vehicles

Flowchart for the issuing of a licence and vehicle change

4 January 2027



Alternative Options

50. **Option 1:** Maintain the existing 4 January 2027 compliance deadline and make no amendments to the current policy arrangements.
51. This option would retain the existing policy position and support earlier achievement of full fleet compliance with the Council's adopted age policy. However, officers consider this option may place a proportion of affected vehicle proprietors at a disadvantage. It may limit the ability of eligible proprietors to secure replacement vehicles and complete the associated licensing processes prior to the compliance deadline. As a result, this option is not recommended.
52. **Option 2:** Extend the transitional arrangements for a shorter period than proposed.
53. A shorter extension period was considered. However, officers consider that a shorter timeframe may not provide sufficient opportunity for affected proprietors to 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.
54. **Option 3:** Approve the proposed extension to 31 May 2027 (Recommended).
55. Officers consider the recommended option represents a balanced and proportionate approach. It maintains the Council's commitment to improving the age of vehicles and achieving compliance with adopted age policy 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 age policy and retains a clear final compliance date supported by appropriate enforcement powers.

Recommendations

56. It is recommended that the Licensing and Safety Committee approves the proposed amendment and recommends adoption by Full Council.
57. For existing proprietors of non-compliant *age policy* private hire vehicles:
 - To permit renewal of a non-compliant *age policy* 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 the age of the vehicle ensuring licensed vehicles operating within the borough meet adopted age policy.

61. The proposed amendment represents a reasonable, proportionate and evidence-based response to those circumstances. The proposal maintains the Council's vehicle age policy objectives whilst providing proprietors with a realistic opportunity to achieve compliance.
62. Members are therefore recommended to approve the amendment and refer the matter to Full Council for final determination.

This page is intentionally left blank

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

Document is Restricted

This page is intentionally left blank