

Minutes of: LICENSING AND SAFETY COMMITTEE

Date of Meeting: 10 April 2025

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

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

LSP.1 APOLOGIES FOR ABSENCE

Apologies for absence were submitted by Councillor D Quinn.

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

LSP.2 DECLARATIONS OF INTEREST

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

LSP.3 MINUTES OF THE PREVIOUS MEETING

Delegated decision:

That the Minutes of the last meeting held on the 23rd January 2025 be approved as a correct record and signed by the Chair.

LSP.4 PUBLIC QUESTION TIME

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

LSP.5 OPERATIONAL REPORT

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

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

The Licensing Service had dealt with a number of compliance and enforcement matters between the 13th January 2025 and 30th March 2025.

Licensing Hearings Sub Committee

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 The Licensing Service received notification that the applicant had withdrawn the application, therefore, the hearing did not take place.

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

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 The Licensing Service received notification that the applicant had withdrawn the application, therefore the hearing did not take place.

Trade Liaison Meeting

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

Greater Manchester Clean Air Update

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

The information document stated that:-

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

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

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

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

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

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

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

Next steps

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

Partnership Working

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

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

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

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

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

Delegated decision:

It was agreed that the report be noted.

LSP.6 URGENT BUSINESS

No urgent business was reported at the meeting.

LSP.7 EXCLUSION OF PRESS AND PUBLIC

Delegated decision:

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

LSP.8 SUSPENSION / REVOCATION OF PUBLIC / PRIVATE HIRE DRIVER LICENCES

1/2025

The Executive Director (Operations) submitted a report relating to Licence Holder 1/2025 who was in attendance at the meeting. The Chair made introductions and alongside the legal advisor outlined the procedure to be followed and clarified that all those present had read the report. The report, which was accepted by the Licence Holder was presented by the Licensing Unit Manager and set out the reasons for the Licence Holder being before the Committee.

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

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

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

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

Delegated decision:

The Committee carefully considered the report and circumstances via the oral representations and evidence presented by the Licence Holder.

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

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

2/2025

The Executive Director (Operations) submitted a report relating to Licence Holder 2/2025 who was in attendance at the meeting alongside a family member. The Chair made introductions and alongside the legal advisor outlined the procedure to be followed and clarified that all those present had read the report. The report, which was accepted by the Licence Holder was presented by the Licensing Unit Manager and set out the reasons for the Licence Holder being before the Committee.

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

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

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

Delegated decision:

The Committee carefully considered the report and oral representations by the Licence Holder and his family member.

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

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

COUNCILLOR I RIZVI
Chair

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