

Classification	Item No.
Open / Closed	

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

Executive Summary

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

Recommended Options

It is recommended that following the Licensing and Safety Committee held on the 5th June 2025 which considered and adopted the following amendments (2,3,4,5 and 6) to the existing emission standard, the Licensing and Safety Committee recommends to Full Council that amendment (2,3,4,5 and 6) be approved:

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

1. Note the update in the report regarding the Clean Air Plan, related Clean Taxi Fund and the engagement programme and campaign launched across GM.
2. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2026 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2026.

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

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

This paper is in the public domain.

Community impact / Contribution to the Bury 2030 Strategy

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

Equality Impact and considerations:

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

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

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The public sector equality duty requires us to consider how we can positively contribute to the advancement of equality and good relations and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.

The Licensing Service have considered the Equality Act 2010 and due to each application being dealt with on its own merits there is no positive or negative on any of the protected characteristics.

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

Assessment of Risk:

The following risks apply to the decision:

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

Consultation:

Not applicable

Legal Implications:

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

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

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

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

Financial Implications:

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

Report Author and Contact Details:

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Background papers:

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

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

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

GM CAP	Greater Manchester Clean Air Plan
HCV	Hackney Carriage
MLS	Minimum Licensing Standards
PHV	Private Hire Vehicle
NO2	Nitrogen Dioxide
SOS	Secretary of State

1.0 Introduction

- 1.1 The Council's vehicle emissions and age policies are critical factors for our vehicle licence proprietors in considering their business investment options and viability.
- 1.2 The emissions policy compliance date has been amended 3 times by the Committee in recent years because it became inextricably linked to the Clean Air Plan (CAP) for Greater Manchester, and this plan has been subject to numerous changes and delays since work began in 2018. The Committee has sought to ensure our vehicle licence holders were not adversely affected by those delays.
- 1.3 As Taxis and Private Hire vehicles have continuously been affected by the legal directives issued to all 10 Greater Manchester (GM) authorities, GM submissions have always included an ask of Government for grant funding to support our licensed trades.
- 1.4 In order to support the case for funding support and provide assurance that it would deliver the changes required, GM offered commitments to government that emissions policies would mandate the transition to cleaner vehicles and prevent non-emissions compliant vehicles from being licensed in the future.
- 1.5 This report outlines how the CAP evolved and the subsequent changes to our emissions policy; explains the final outcome of the negotiations with Government in relation to the investment-led CAP, and explains how this affects the deliverability of our current emissions policy. In recognising the wider impact of these issues on our licensed trade, and in response to approaches from the trade in our engagement meetings, this report also outlines proposals for amendments to the emissions and vehicle age policies.

2.0 Background

- 2.1 In 2017, all 10 authorities were issued with a legal directive by the Secretary of State (SoS) for Environment, Food and Rural Affairs issuing Directions under the Environment Act 1995 requiring them to undertake feasibility studies to identify measures for reducing NO2 concentrations to within legal limit values in the "shortest possible time".
- 2.2 In March 2020, a new legal Direction was issued by government to the 10 Greater Manchester (GM) local authorities to implement a Class C charging clean air zone. Taxis and Private Hire vehicles are included as a vehicle type in every category of a designated clean air zone.

- 2.3 Concurrent to the Clean Air work, the effects of out of area working and licence shopping were really beginning to impact on all GM Authorities. The Department for Transport also issued Statutory Taxi and Private Hire vehicle standards and proposed Best Practice Guidance for Taxi and Private Hire licensing.
- 2.4 This wider context was taken into consideration by the Committee and Full Council in November 2021, alongside the impacts of the pandemic and subsequent cost of living crisis, when it considered changes to the emissions and age policies as part of the Stage 2 (vehicles) MLS report. The committee and Full Council at that time amended the policies to:

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

- 2.4 In February 2022, a new Direction was issued by the SoS which confirmed that the March 2020 Direction to implement a Class C charging Clean Air Zone (CAZ) had been revoked and required that a new plan be submitted to the SoS by 1st July 2022. The Clean Taxi Fund was paused.
- 2.5 In April 2023, a further delay was applied by the Government when they asked GM authorities to pause all work on the CAP and issued revised guidance on producing CAPs nationwide which affected the modelling for retrofitted vehicle performance.
- 2.6 As a result of the continues delays it became apparent that the emissions compliance date of 1 April 2024 was not achievable
- 2.7 Members will recall that on the 22 February 2024, a report was considered by Licensing and Safety Committee regarding a review of emissions standard transitional implementation date for existing Hackney Carriage and Private Hire vehicles to compliant vehicle in respect of proposed GM Clean Air Plan, Members resolved:
- 2.8 It was agreed by the Licensing and Safety Committee to adopt the following amendment (1) to the existing emission standard and recommended to Full Council that the amendment (1) be approved:
- 2.9 For existing vehicle licence proprietors:
- That the transitional arrangements amended by Full Council on the 22 March 2023, in relation to age and emissions, previously extended from the 1 April 2024 to the 1 April 2026, are amended again and to be in effect from the 1 January 2026. This will enable hackney carriage and private hire vehicle owners to meet the agreed GM emissions standard outlined in the revised GM Clean Air Plan submissions. The amended policy will state that from the 31 December 2024 a vehicle licence will not be renewed if the vehicle does not meet the current emission standard.
- 2.10 On the 20 March 2024, Full Council ratified the above recommendation from the Licensing and Safety Committee.

- 2.11 In November 2023, the DfT issued its final Best Practice Guidance for Licensing Authorities (for Taxi and Private Hire Licensing). The guidance states the following in relation to emissions standards:

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

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

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

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

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

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

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

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

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

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

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

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

1. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2025 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2025.
2. To delegate powers to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer to suspend any vehicle licence that has been issued after the 1 January 2025 where the vehicle proprietor(s) have not complied with the condition to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2025.
3. In the event that a scheduled committee meeting of the Licensing & Safety Committee & Full Council would not permit a change. Delegation to the Assistant Director of Operations, Head of Public Protection/Licensing Unit Manager in written agreement with the Chair of the Licensing and Safety Committee to make amendments to Council Policy that relates to the transitional arrangements for existing vehicle proprietors who own non-compliant (emission standard) vehicles to enable expedient access to the clean taxi fund if it becomes available. Any decisions made would be reported in the Operational Report at the next meeting of the Licensing and Safety Committee.

2.17 On the 11 September 2024, Full Council ratified the above recommendation from the Licensing and Safety Committee.

2.18 In October 2024, the final CAP submission was made by GM to Government, and this was finally accepted in January 2025. However, the Government did not agree that all grant funding requested was required to support the taxi and private hire vehicle owner to transition to emissions compliant vehicles. It did not consider that the evidence supported the ask for £30.5m. The fact that the private hire fleet had achieved around 90% emissions compliance across GM without funding support was a likely factor in this decision. However, in relation to Hackney Carriages, it considered that financial support was required and therefore provided £8m to support the Hackney trade transition its fleet. The fact that Hackneys can only ply their trade within the borough it is licensed, also provides a more direct evidential link to the impact of these vehicles on emissions output.

2.19 Based on the grant levels set out in the Clean Taxi Fund that formed part of the final submission to Government, £8m may not be enough to support every single non-emissions compliant Hackney within GM (it is difficult to predict and model the grant uptake), as there remains around 31 Hackney Carriages that are not compliant with the emissions standard.

3.0 Clean Air Plan & GM - Latest position

3.1 Following the settlement from Government, the Leaders of the 10 GM authorities have considered how best to move forward in the circumstances.

- 3.2 Whilst many districts already had emissions policies in place prior to the work with the CAP, the compliance date of 31 December 2025 was approved by all in support of the Clean Air Plan submission. Although Government have not provided sufficient funding as part of the CAP to support each non-compliant licence holder, it is still important that we continue transitioning our fleets to euro emissions compliant vehicles to:
- provide resilience within our clean air plan
 - achieve our individual district objectives for cleaner vehicles in support with our wider carbon reduction objectives
 - ensure licensing authorities are operating in line with DfT Best Practice Guidance which outlines that LAs should implement emissions policies for licensed vehicles
 - provides a better foundation for a pathway to transitioning to zero emissions capable vehicles in the future
- 3.3 Leaders recognise that Taxis and Private Hire vehicles are an important part of the transport network, providing crucial services for many sectors and groups, including some of the most vulnerable and poorer groups in our society. Leaders have expressed a desire to support the industry as much as possible so that it can continue to provide these essential services whilst aligning with clean air objectives.
- 3.4 On 16 December 2024, the Government also announced their intention to consult on a proposal to make all Local Transport Authorities responsible for taxi and private hire licensing. This was proposed as a way of helping to deal with the issue of large scale out of area working and for local authorities to 'take back control'. Whilst there may be some benefits to such a proposal, it would not prevent licence shopping and so there is a recognition that supporting our trade and the principles of local licensing regimes need to come in the form of significant legislative reform beyond that proposed in the Devolution White Paper. It is understood that this consultation is currently on hold, however it would be pertinent for all GM authorities to consider their response to this proposal in readiness to respond.
- 3.5 It is in this context that Leaders consider that the best way forward at this point in time is not to make any final decisions with regards to the £8m Hackney funding and any support for the private hire trade without further engagement to ensure that funds are spent as effectively as possible. This also presents a timely opportunity to also engage with the trades with regards to the Governments White Paper proposal and to better understand the issues and motivations surrounding out of area working / licence shopping.

4.0 Bury Trade Comments

- 4.1 On the 22 May 2025, the Licensing Service hosted a trade engagement meeting with trade representatives from the hackney carriage and private hire trades in Bury regarding the content of this report. The trade representatives were in support of the proposed amendments to Council Policy.
- 4.2 The following concerns raised by the trade representatives. The general theme was around concerns about financial stability, timing, and the broader impact on trade.

1. **Funding Uncertainty** – If proposed funding does not become available, they desire a reversion to previous policies.
2. **Clear Timeline for Funding** – Trade are eager for a specific date when the funding will be accessible.
3. **Potential Trade Impact** – Some vehicle proprietors may choose to retire due to the policy changes.
4. **Deadline Date Concerns** – The proposed emissions compliance deadline (31 December 2026) falls on a busy night for the taxi trade, potentially causing operational challenges.
5. **Funding Allocation Risks** – Concerns raised that a first-come, first-served funding process could disadvantage some vehicle proprietors.

5.0 Recommended way forward as endorsed by Leaders

5.1 It is in the context set out above that Leaders discussed a potential way forward, driven by a strong intention that all 10 authorities retain a consistent position with regards to the emissions policy. This would ensure that access to any funds is fair and equitable, and to mitigate against an increased risk of licence shopping between the GM authorities. Taking advice from lead officers in GM, Leaders endorsed the following proposals for consideration in turn by the relevant decision makers in each authority:

1. To deliver a 12-week engagement programme (independently carried out by Arup/Aecom) with the trade, officers and Members across Greater Manchester to inform:
 - How best to allocate the £8m Hackney funding
 - What financial assistance to offer PHV licence holders
 - Why do individuals living within GM choose to licence elsewhere
 - What can be done (if anything) to make being licensed within GM more attractive
2. Launch a campaign, led by GM Mayor Andy Burnham as Chair of the GMCA, to call on the government to take legislative action to stop the out of area issue and allow local authorities to retain control of licensing policy in its own area
3. Extend the emissions compliance date to 31 December 2026
4. Allow exemptions to the emissions policy as follows:
 - Where a district age policy is in effect: To permit the non-emissions compliant vehicle licence holder to have the current maximum age limit on that vehicle. Bury Council currently has transitional arrangements in place for those vehicles that are not compliant.
 - Where a district age policy is not in effect; to permit non-emissions compliant vehicles up to 31 August 2030 to transition to an emissions compliant vehicle. Bury Council does have an age policy as outlined above therefore this is not relevant.

5.2 On 16 April 2025, trade representatives from across Greater Manchester were invited to a round table event hosted by the GMCA Chair to communicate the position that all 10 Leaders had discussed and to officially launch the campaign; 'Backing Our Taxis: Local. Licensed. Trusted' Many representatives from the Bury were in attendance and the proposals were generally well received.

- 5.3 An officer working group has been established led by Sara Todd, Chief Executive of Trafford Council and GM portfolio lead for Taxi and Private Hire Licensing. Danielle Doyle, as Chair of the GM Licensing Manager's Group will attend this meeting.
- 5.4 A Trade representative working group is to be established in May 2025 to help inform the wider review, and engagement with the wider trade will be in via:
- An online survey
 - In person surveys
 - In depth interviews

6.0 Bury Position and Officer comments

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

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

- 6.2 Officers support the extension of the emissions compliance deadline to 31 December 2026 and consider this allows our licence holders additional time to take part in the engagement programme and await the outcome of those discussions that may result in amendments to the funding offer/criteria. It is also unclear what the offer will be for the Private Hire trade at present.
- 6.3 During a GM trade engagement session, trade representatives have asked for consideration of permitting vehicles to be licensed up to their age policy limit. The flexibility within the final CAP settlement means this is now feasible when it wasn't previously. Officers support this as an alternative option for licence holders to upgrading by 31 December 2026. Individual licence holders must consider whether this option is preferable for their business model, rather than applying to the Clean Taxi Fund (once the final fund details are announced) noting that the CTF will only be accessible for a limited time and may only be available on first come, first served basis.

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

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

- 6.4 These proposed amendments are made in recognition of the level of financial investment required for purpose-built Hackneys and to encourage investment in wheelchair accessible PHVs to increase the provision available to our residents and visitors.
- 6.5 Members may be concerned about the condition of vehicles that are older, and it is important to note that any extension to the vehicle age limit would not affect the requirement to pass the vehicle compliance test carried out by our authorised vehicle examiners, and to comply with the following vehicle licence conditions:
- The Licensee shall ensure that the vehicle is always maintained in a good mechanical and structural condition and be capable of satisfying the Council's mechanical and structural inspection at any time during the period of the licence.
 - The interior and exterior of the Hackney Carriage shall be kept in a clean condition by the Proprietor
- The Licensee of the vehicle shall: -
- ensure fittings and furniture of the vehicle are kept in a clean condition and well maintained and in every way fit and safe for public use;
- 6.6 As referenced at 2.11 above, the DfT are not generally supportive of vehicle age limits, however most authorities do still impose them at present to help mitigate against a very old licensed fleet or the issues currently found in authorities without any age limits. An age policy also helps supports our strategic objectives for a higher quality licensed fleet.
- 6.7 Seven other boroughs within GM adopted the age and emissions policy as outlined in MLS currently consistent with Bury these proposed easements on the vehicle age policies and transitional arrangements are due to be considered by other authorities within GM over the coming weeks.
- 6.8 The Licensing Service have reviewed the data on the 15 May 2025 in respect of Hackney Carriages and Private hire vehicles which highlighted the number of vehicles currently over the Council's Age Policy this is due to the transitional arrangements that have been put in place due to the potential CTF:-

Hackney Carriages – Breakdown of the fleet

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

Hackney Carriages further breakdown - vehicle age over 10 years

Age of Vehicle	Number of vehicles
11	2
12	5
14	4
15	4

16	2
17	1
18	4
19	1
20	2
23	1

Private Hire Vehicles – Breakdown of fleet

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

Private Hire Vehicles further breakdown - vehicle age over 10 years

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

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

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

7.0 Proposal to deal to deal with non-compliant vehicles

7.1 Flowchart for the issuing of a licence and vehicle change

1 January 2026

Application to renew non-compliant vehicle

Vehicle is presented to one of the Council's authorised testing stations

Vehicle Licence of the non-compliant vehicle issued **with new condition**

Vehicle proprietor purchases new compliant vehicle

Vehicle Change application to licence a compliant vehicle is submitted. Payment of application fee and cost of vehicle compliance test fee

1 January 2027

Licence Suspended due to not replacing non-compliant Vehicle before the 31 December 2026

Vehicle not changed

New Vehicle is presented to one of the Council's authorised testing stations.

Vehicle Change application to licence a compliant vehicle is submitted. Payment of application fee and cost of vehicle compliance test fee

Vehicle is presented to one of the Council's authorised testing stations

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

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**

8.0 Conclusion

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

9.0 Recommendations

- 9.1 It is recommended that following the decision taken by the Licensing and Safety Committee, Council considers and adopts the following amendment (2,3,4,5 and 6) to the existing emission standard and recommends to Full Council that amendment (2,3,4,5 and 6) be approved:
- 9.2 For existing vehicle licence proprietors with a non-complaint vehicle:
2. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2026 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the non-compliant vehicle is removed from the fleet and replaced with a Euro 4 or 6 compliant vehicle by the 31 December 2026.
 3. Allow existing vehicle licence holders to continue to renew their vehicle licence with the same non-emissions compliant vehicle until the age limit of that vehicle in accordance with the vehicle age policy.
 4. Extend the upper age limit for purpose-built Hackneys and wheelchair accessible Private Hire vehicles from 15 years to 17 years.
 5. Extend the upper age limit for non-wheelchair accessible Private Hire vehicles to 12 years.
 6. To delegate powers to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer to suspend any vehicle licence that has been issued after the 1 January 2027 where the vehicle proprietor(s) have not

complied with the condition to replace the non-compliant vehicle with a compliant vehicle by the 31 December 2026.

Appendix

Minutes of: LICENSING AND SAFETY COMMITTEE

Date of Meeting: 5th June 2025

Present: Councillor T Rafiq (in the Chair)
Councillors A Booth, R Brown, D Green, S Haroon, J Hook, K Hussain,
B Ibrahim, I Rizvi, G Staples-Jones and M Walsh

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

Public Attendance: 2 members of the public were present at the meeting.

AMENDMENT OF TRANSITIONAL ARRANGEMENTS FOR EXISTING HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLES IN RESPECT OF EMISSIONS STANDARDS AND A REVIEW OF COUNCIL AGE POLICY

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

The Assistant Director (Public Protection & Resilience) presented the report and provided a summary to the Committee.

Delegated decision:

It was agreed that the Licensing and Safety Committee adopted the following amendment (2,3,4,5 and 6) to the existing emission standard and recommends to Full Council that amendment (2,3,4,5 and 6) be approved:

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

2. A vehicle proprietor of a hackney carriage and private hire vehicle licence that is due for renewal after the 1 January 2026 which is non-compliant with emission standards (EURO 4 Petrol vehicles and EURO 6 diesel vehicles) is permitted to make an application to renew the vehicle licence and provided the vehicle passes its compliance test it will be issued with a 12-month vehicle licence. The vehicle licence would be granted subject to a condition that the

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

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

In addition to the above, Members of the Licensing and Safety Committee agreed delegation to the Head of Public Protection/Licensing Unit Manager and/or the Deputy Licensing Officer in conjunction with the Chair of Licensing & Safety Committee to suspend any vehicle licence that has been issued to a non-complaint vehicle after the 1st January 2027 where the vehicle proprietor(s) have not complied with the condition of the vehicle licence to replace the non-compliant vehicle with a compliant vehicle by the 4th January 2027.

The Licensing and Safety Committee also agreed delegation to the Head of Public Protection/Licensing Unit Manager in conjunction with the Chair of Licensing & Safety Committee to amend Council Policy that relates to the transitional arrangements for existing vehicle proprietors who own non-compliant vehicles to enable access to any funding opportunities linked to the GM CAP. Any decisions made would be reported in the Operational Report at a future meeting of the Licensing and Safety Committee.