Classification Open / Closed	Item No.

Meeting:	Licensing and Safety Committee
Meeting date:	08 October 2026 - Licensing and Safety Committee 11 November 2026 - Full Council
Title of report:	Amendment of transitional arrangements for existing Hackney Carriage and Private Hire vehicles in respect of emissions standards.
Report by:	Executive Director (Corporate Core)
Decision Type:	Council
Ward(s) to which report relates	All

Executive Summary

1. This report seeks approval to amend the Council's current transitional arrangements relating to emissions standards for existing licensed private hire vehicles.

2. The Council previously approved transitional arrangements allowing vehicle proprietors operating non-compliant private hire vehicles additional time to replace those vehicles with compliant alternatives. The current arrangements require vehicle proprietors to replace non-compliant vehicles by 4 January 2027.

3. Since approval of the policy, the Greater Manchester Private Hire Support Fund became available on 15 September 2026. Officers have identified that the period between the opening of the support fund and the compliance deadline may not provide sufficient opportunity for affected proprietors to apply for funding, receive approval, source a suitable replacement vehicle and complete the licensing process.

4. In developing the recommendation, officers considered a range of alternative options, including maintaining the existing compliance deadline and

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

Alternative Options

5. Maintain existing 4 January 2027 deadline and do not make any changes to policy.

6. Extend transitional period for a shorter period of time.

Recommended Options

7. It is recommended that the Licensing and Safety Committee considers and adopts the following amendment to the existing emissions compliance arrangements and recommends approval by Full Council:

8. For existing proprietors of licensed private hire vehicles which do not meet the Council's adopted emissions standards:

   - To permit a vehicle proprietor whose private hire vehicle licence falls due for renewal after 4 January 2027 and whose vehicle does not meet the required emissions standard (Euro 4 Petrol or Euro 6 Diesel) to apply to renew that vehicle licence. Where the vehicle successfully passes the Council's compliance testing requirements, a vehicle licence may be granted subject to a condition requiring the vehicle to be removed from service and replaced with a compliant vehicle no later than 31 May 2027.
   - To delegate authority to the Head of Public Protection, Licensing Unit Manager and/or Deputy Licensing Officer to take appropriate enforcement action, including suspension, revocation or refusal to renew a licence, where a proprietor fails to comply with the condition requiring replacement of a non-compliant vehicle by 31 May 2027, having regard to the circumstances of each individual case and the relevant provisions of the Local Government (Miscellaneous Provisions) Act 1976.

9. To recommend the proposed amendment to Full Council for approval.

Reasons for Recommendation(s)

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

11. The extension will support affected vehicle proprietors in accessing available grant funding, securing replacement vehicles and achieving compliance with the Council's adopted emissions standards whilst maintaining the Council's commitment to improving air quality and reducing transport emissions.

Key considerations

12. This is a Council Function that is delegated to the Licensing and Safety Committee by the Council's Constitution. This paper is in the public domain.

Community impact / Contribution to the Bury 2030 Strategy

13. The proposals support the Council's commitment to improving air quality and reducing harmful vehicle emissions by facilitating the replacement of older non-compliant vehicles with cleaner and more environmentally sustainable alternatives.

14. The proposal does not alter the Council's adopted emissions standards but extends the transitional period to allow affected proprietors a reasonable opportunity to access external financial support and achieve compliance.

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

Equality Impact and considerations:

16. Under Section 149 of the Equality Act 2010, the Council must have due regard to the need to:

    - Eliminate discrimination, harassment and victimisation.
    - Advance equality of opportunity between persons who share a protected characteristic and those who do not.
    - Foster good relations between persons who share a protected characteristic and those who do not.

17. Officers have considered the Public Sector Equality Duty and reviewed the Equality Impact Assessment undertaken when the original policy was adopted.

18. The proposed amendment extends an existing transitional arrangement and is not expected to create any disproportionate adverse impact on persons sharing protected characteristics. The proposal may have a positive impact by increasing opportunities for affected licence holders to access external funding to support vehicle replacement.

19. Officers are satisfied that the amendment does not introduce any material change requiring a further Equality Impact Assessment at this stage. Officers have considered the Public Sector Equality Duty under section 149 Equality Act 2010. The proposal is not expected to have a disproportionate adverse effect on persons with protected characteristics. The extension may provide a positive benefit to affected licence holders by increasing the opportunity to access financial support and comply with licensing requirements. Officers

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

Assessment of Risk:

The following risks apply to the decision:

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

Consultation:

20. The matter was discussed with representatives of the licensed trade through the Trade Liaison Group on 7 September 2026. Trade representatives expressed concerns regarding the proximity of the current compliance deadline and the practical difficulties associated with obtaining replacement vehicles following the launch of the support fund.

21. Officers have considered these representations in preparing this report.

Legal Implications:

22. The Council has powers under the Local Government (Miscellaneous Provisions) Act 1976 to licence private hire vehicles and attach conditions to vehicle licences where considered appropriate and reasonably necessary.

23. The proposed amendment does not remove or weaken the Council's adopted emissions standards. Instead, it provides a temporary extension to the existing transitional arrangements previously approved by Full Council to facilitate compliance with those standards.

24. The Council must exercise its licensing functions reasonably, proportionately and in accordance with public law principles. Officers consider the proposed amendment to be proportionate having regard to:

    - The opening of the Greater Manchester Private Hire Support Fund on 15 September 2026.
    - The limited period currently available to secure funding and replace vehicles before the existing compliance deadline.
    - The relatively small number of affected vehicles. Current records identify 21 non-compliant private hire vehicles operating under the transitional arrangements.
    - The Council's continuing commitment to improving air quality and reducing emissions.

25. Members are advised that vehicle licences may constitute possessions for the purposes of Article 1 of the First Protocol of the European Convention on Human Rights. Any interference with those rights must pursue a legitimate aim and be proportionate. Officers are satisfied that the proposed arrangements meet these requirements.

26. Where enforcement action becomes necessary following 31 May 2027, each case will be considered on its individual merits and in accordance with the Council's adopted enforcement policies and statutory powers.

Financial Implications:

27. The licensing regime is self-funded through the fees and charges levied by the Council. The proposals contained within this report do not give rise to any direct financial implications for the Council. The availability of external grant funding may assist vehicle proprietors in achieving compliance and reduce financial pressures within the licensed trade.

28. The proposal may assist in maintaining the viability of local licensed businesses by reducing immediate replacement costs and supporting continued participation within the Bury licensed trade.

29. The proposal may also reduce the risk of vehicle proprietors seeking licences in neighbouring authorities where different implementation arrangements may apply.

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Background papers:

Licensing and Safety Committee report (5 June 2025)

Licensing and Safety Committee minutes (5 June 2025)

Full Council Minutes (16 July 2025)

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

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

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

Introduction

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

31. The Committee resolved to permit the renewal of certain non-compliant vehicles subject to conditions requiring replacement by a specified date and delegated appropriate enforcement powers to officers. The decision was subsequently ratified by Full Council on 16 July 2025.

32. The Committee also delegated authority for amendments linked to funding opportunities associated with the Greater Manchester Clean Air Plan. Consequently, officers have reviewed the current arrangements following the introduction of the Greater Manchester Private Hire Support Fund.

33. Officers consider that the significance of extending the compliance deadline warrants consideration by Licensing and Safety Committee and Full Council to ensure transparency and democratic oversight.

34. The proposal does not alter the Council's established commitments in relation to air quality, climate change or the Greater Manchester Clean Air Plan. Rather, it seeks to support accelerated compliance by enabling proprietors to utilise newly available financial assistance. The proposal therefore balances environmental objectives with economic sustainability within the licensed trade.

Historical Compliance Trend Data

35.

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

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

Issues

37. The Greater Manchester Private Hire Support Fund opened on 15 September 2026.

38. Officers recognise that the period between the opening of the funding scheme and the current compliance deadline of 4 January 2027 may be

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

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

Non-Compliant *Emissions Standard* Private Hire Vehicles	% Total Fleet	**Compliant** *Emissions Standard* Private Hire Vehicles	% Total Fleet
21	3%	689	97%

40. Officers support extending the compliance deadline to 31 May 2027. This would provide sufficient opportunity for eligible proprietors to apply for funding, purchase compliant vehicles and complete vehicle transfer and licensing requirements.

41. Whilst delegated authority exists to make amendments linked to external funding opportunities, officers consider that the significance of extending the compliance deadline warrants consideration by Licensing and Safety Committee and ratification by Full Council to ensure transparency and democratic oversight.

Greater Manchester Benchmarking

42. Officers have reviewed the position across the Greater Manchester licensing authorities in relation to emissions standards, implementation timescales and transitional arrangements.

43. The comparison demonstrates that whilst all authorities continue to support the objectives of improving air quality and reducing vehicle emissions, approaches differ in respect of implementation dates, exemptions, funding arrangements and transition periods

44.

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

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

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

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

Revised Proposal

46. The proposed arrangements are set out below:

47. By 4 January 2027

- Application submitted for renewal of an existing **non-compliant** *emissions standard* vehicle licence.
- Vehicle presented for compliance testing.
- Vehicle licence renewed subject to a condition requiring replacement with a compliant vehicle by 31 May 2027.

48. Between 15 September and 31 May 2027

- Proprietor applies for support funding where eligible.
- Proprietor purchases a compliant replacement vehicle.
- Vehicle change application submitted.

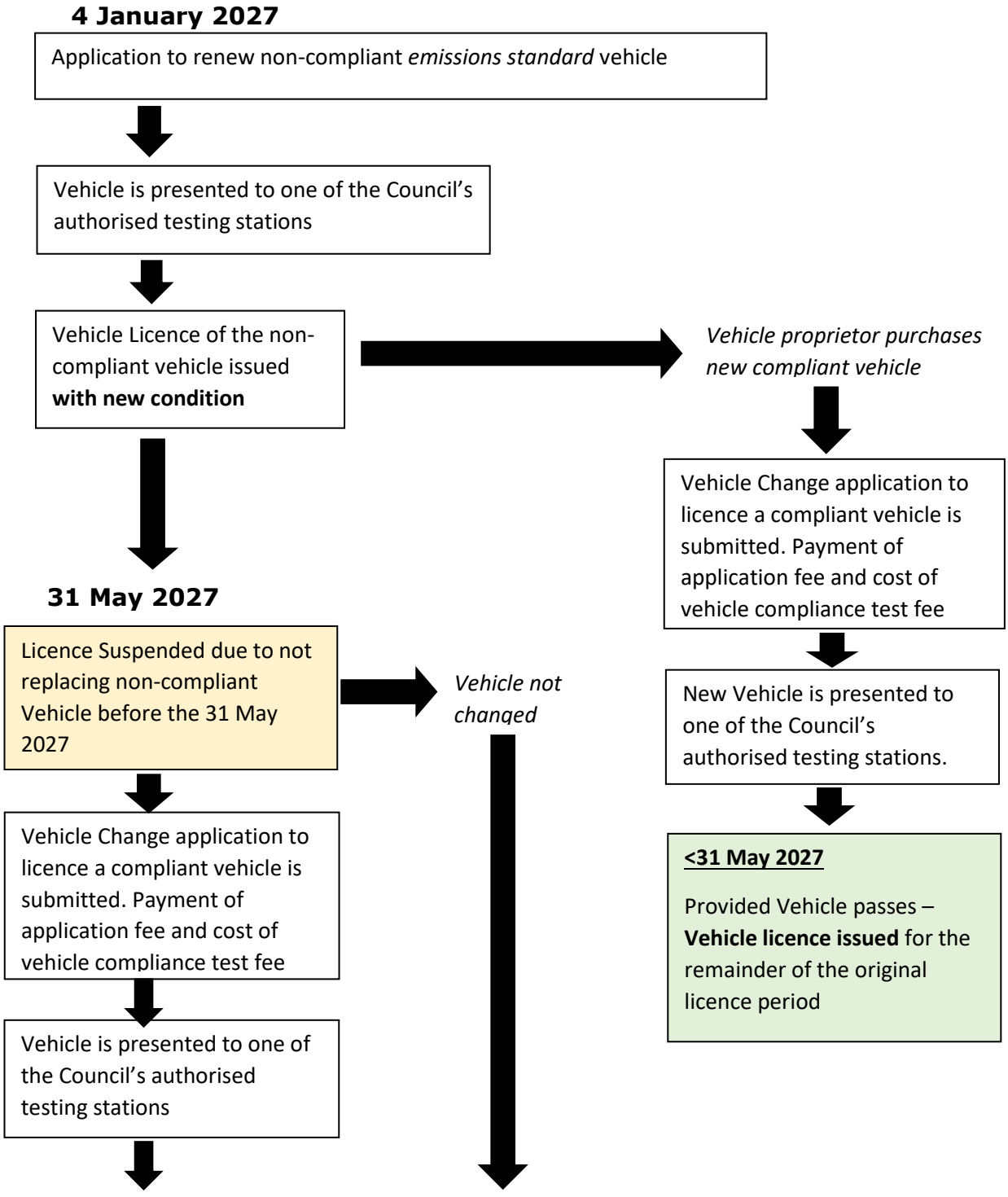
- New vehicle presented for compliance testing and licensing.

49. After 31 May 2027

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

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

<u>Flowchart for the issuing of a licence and vehicle change</u>



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

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

Alternative Options

51. **Option 1:** Maintain the existing 4 January 2027 compliance deadline and make no amendments to the current policy arrangements.

52. This option would retain the existing policy position and support earlier achievement of full fleet compliance with the Council's adopted emissions standards. However, officers consider this option may place a proportion of affected vehicle proprietors at a disadvantage given the recent introduction of the Greater Manchester Private Hire Support Fund on 15 September 2026. It may limit the ability of eligible proprietors to access available financial assistance, secure replacement vehicles and complete the associated licensing processes prior to the compliance deadline. As a result, this option is not recommended.

53. **Option 2:** Extend the transitional arrangements for a shorter period than proposed.

54. A shorter extension period was considered. However, officers consider that a shorter timeframe may not provide sufficient opportunity for affected proprietors to apply for grant funding, obtain approval, source suitable replacement vehicles and complete vehicle testing and licensing requirements. A shorter extension may therefore fail to achieve the intended objective of supporting compliance whilst maintaining confidence within the licensed trade. This option is not recommended.

55. **Option 3:** Approve the proposed extension to 31 May 2027 (Recommended).

56. Officers consider the recommended option represents a balanced and proportionate approach. It maintains the Council's commitment to improving air quality and achieving compliance with adopted emissions standards whilst providing affected proprietors with a realistic opportunity to access available support funding and replace non-compliant vehicles. The proposal does not alter the required emissions standards and retains a clear final compliance date supported by appropriate enforcement powers.

Recommendations

57. It is recommended that the Licensing and Safety Committee approves the proposed amendment and recommends adoption by Full Council.

58. For existing proprietors of non-compliant *emissions standard* private hire vehicles:

    - To permit renewal of a non-compliant *emissions standard* vehicle licence after 4 January 2027 subject to a condition requiring replacement with a compliant vehicle by 31 May 2027.

    - To delegate authority to the Head of Public Protection, Licensing Unit Manager and/or Deputy Licensing Officer to take appropriate enforcement action where the licence holder has failed to comply with that condition.

Conclusion

60. The Council remains committed to improving air quality and ensuring licensed vehicles operating within the borough meet adopted emissions standards.

61. The introduction of the Greater Manchester Private Hire Support Fund provides new opportunities for affected proprietors to replace non-compliant vehicles, but the timing of the scheme has created practical challenges in meeting the current compliance deadline.

62. The proposed amendment represents a reasonable, proportionate and evidence-based response to those circumstances. The proposal maintains the Council's environmental objectives whilst providing proprietors with a realistic opportunity to achieve compliance.

63. Members are therefore recommended to approve the amendment and refer the matter to Full Council for final determination.