

LICENSING COMMITTEE
21/10/2025 at 9.30 am



Present: Councillor S. Hussain (Chair)
Councillors Adams, Bishop, Byrne, Hindle, A Hussain,
J. Hussain (Vice-Chair), Nasheen, Shuttleworth and Wahid

Also in Attendance:

Alex Bougatef	Group Solicitor
Nasir Dad	Director of Environment
Jack Grennan	Constitutional Services
Nicola Lord	Licensing Officer
Heather Moore	Assistant Director of Governance
Sumayya Rawat	Solicitor
Elaine Taylor	Cabinet Member for Neighbourhoods

1 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Cosgrove and Councillor Harrison.

2 **URGENT BUSINESS**

There were no items of urgent business received.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the meeting held on 12th June 2025 be approved as a correct record.

6 **LICENSING UPDATE REPORT**

It was noted that there had been two licensing hearings since April 2025, and officers continue to advise and respond to complaints about licensed premises and undertake inspections to ensure compliance with conditions.

Dual driver license figures were noted and it was highlighted that in the table 3.2, figures were provided to fill in the missing information. It was noted that there had been a more than 100% increase in the licensed vehicle fleet since June 2023, which was creating capacity issues at the Council's testing station. It was noted that the test station was closed between May and the start of August 2025.

Members requested a breakdown of the reasons as to why vehicles had failed the tests, and were assured that this data could be provided.

Members asked about retests not taking place on the same day, noting that this was costing drivers money. It was noted that this

was in relation to capacity at the test station and that the licensing team were working with the trade to assist with this. Members queried whether there was a correlation between having no retest fee and the delays and it was advised that there was not. It was also noted that data could be provided to the committee and it was assured that the team were working with the trade around capacity issues.

Members queried why the test station had been closed between May and August 2025. It was noted that allegations of malpractice had been made at the test centre and it was closed for the duration of the investigation. It was further noted that outcomes had been reached and the matter was considered closed, with steps delivered to prevent the issue again.

Members asked if things were getting better and it was noted that new procedures were improving the situation and were being managed in house to avoid any repeat issues.

Members queried whether the data covered the additional MOT guidelines and it was advised that it did.

Members asked about whether toilet facilities at the testing station were sufficient and it was noted that this would be picked up through feedback.

Members noted that previously at the test centre, the CCTV was not always operational and that time stamps had been incorrect in some cases. It was queried who monitors this. It was noted that the service were not aware of any of the allegations raised but that there were clear mechanisms to raise issues. It was highlighted that cameras did not have a recording function, they were just to view the centre in real time. Members noted concerns at this, and highlighted that if complaints were made, there were no ways to check the CCTV evidence. It was noted that this was a staffing issue and that there was a wider challenge of GDPR around recording workers in the workplace. It was noted that a wider consultation would have to take place on this.

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LICENSING REPORT - TAXI & PRIVATE HIRE LICENSING POLICY

It was noted that the policy was a single source of information for users, and that Oldham had had a policy for a number of years which was reviewed every once in a while. It was noted that there were a number of amendments being proposed for the committee to consider.

Members agreed to the change to the policy in relation to the requirement that tinted windows needing to be fitted by the manufacturer

Members agreed to the change to the policy which would mandate the requirement to subscription updates.

Members agreed to the change of the policy which would keep a license suspended until a new DBS is produced.



Members discussed the change of policy around mid-year tests being carried out by DVSA approved MOT test stations. Members welcomed the decision, noting capacity for 2000 tests opening up. Members queried whether monitoring would still take place, and it was advised that there is constant review so any concerns would be flagged.

Councillor Wahid proposed and Councillor Bishop seconded the below amendment to the report:

'New 2.6.1 All licensed hackney carriage and private hire vehicles (new and renewal vehicles) shall be permitted to undertake both their annual and mid-year vehicle tests at any DVSA-approved MOT testing station. The Council's Moorhey Street Testing Station may continue to operate for voluntary compliance checks, re-tests, and post-accident inspections.

New 2.6.3 For mid-year tests, the MOT certificate must be dated no more than 5 working days before the test is due and must be sent to the Licensing Service by the deadline shown on the vehicle's paper license.

New: Officers shall monitor compliance with vehicle standards through the normal licensing regime, ensuring that vehicles tested externally continue to meet all safety, emissions, and presentation requirements applicable under the Council's licensing policy.'

Legal advice from the Borough Solicitor was provided, noting the financial procedure rules. It was highlighted that if the amendment was carried it would have to go to Cabinet as a report due to the budgetary implications.

Licensing officers addressed the committee, noting the financial implications of the amendment which would lead to a significant increase to vehicle license fees. It was noted that there were valid points around MOTs for mid-year testing, which would free up capacity, reducing wait times for retests. It was highlighted that this would be a step back from the Greater Manchester position by allowing out of house testing.

Members noted concerns around the amendment, particularly around politicising the situation. It was noted that it was understood why the trade wanted this but two different issues around corruption was concerning. It was noted by officers that a thorough investigation had taken place and members could be assured that where complaints were raised, they would be investigated and the trade were assured that if they had concerns, they should report them.

Members noted a want to consider the amendment properly, and that the financial and legal implications needed to be

considered. It was noted by the Chair that there was a procedure to follow.

Councillor Wahid used his right of reply to note the seriousness of the allegations, highlighting that the council could not ignore so many complaints of irregular practice. It was noted that he did try to present the amendment in advance of the meeting but was told that it wasn't the process.

On a vote taken on the amendment, the amendment was lost.

On a vote taken on the change to the policy, the change was carried.

Members agreed to a change to the policy that noted that the wording regarding providing MOT certificates is required to be removed from the policy to reflect the decision not to issue MOT certificates at Moorhey Street testing station.

Members agreed to a change to the policy that updated the policy to require applicants to hold a full UK Driving License for at least 12 months.

Members agreed to a change to the policy to impose a width requirement for passengers seats, as set out in the report. Grandfather rights for all to remain on until vehicles reach the maximum age policy or cut off for emissions standards were also agreed.

RESOLVED: That all the changes to policy be agreed.

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HACKNEY CARRIAGE LICENSING REPORT

It was noted that the report was to inform members of the outcome of a survey to measure demand for hackney carriages within the Borough.

Members requested that complaints data be brought to the committee.

It was agreed that the committee note the report, retaining the current limit of 85 hackney carriage vehicles in the borough.

The meeting started at 10.00 am and ended at 11.05 am