



Borough of Telford and Wrekin

Regulatory Licensing Committee

Monday 20 October 2025

Delegated Authority for Wolverhampton City Council

Cabinet Member:	Cllr Richard Overton - Deputy Leader and Cabinet Member: Highways, Housing & Enforcement
Lead Director:	Anthea Lowe – Director: Policy & Governance
Service Area:	Policy & Governance
Report Author:	Amitabh Singh - Licensing & Night-Time Economy Manager
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Wards Affected:	All Wards
Key Decision:	Not Key Decision
Forward Plan:	Not Applicable
Report considered by:	Regulatory Committee – 20 October 2025

1.0 Recommendations for decision:

Regulatory Committee is recommended to:

- 1.1 Approve the delegation of authority to Wolverhampton City Council Compliance Officers; and
- 1.2 Approve the delegation of authority to the Director: Policy & Governance (and their onward delegation,) for the renewal of purpose-built or suitably modified wheelchair-accessible Private Hire Vehicles, in accordance with the Exceptional Criteria set out in this report.

2.0 Purpose of Report

- 2.1 To seek approval from the committee for authorisation of officers of another licensing authority to undertake compliance functions under Section 68 and 73 of the Local Government Act (Miscellaneous Provisions) Act 1976, as amended.

- 2.2 To seek approval from the Committee to delegate authority to the Director: Policy & Governance, in exceptional circumstances, to approve the continued licensing of a wheelchair-accessible Private Hire Vehicle beyond the standard age limit of 12 years, up to a maximum of 15 years. This delegation will apply only to purpose-built or suitably modified vehicles that meet the requirements set out under the Criteria for Exceptional Condition detailed in attached **Appendix 1**.

3.0 Summary of Main Proposals

- 3.1 On 7 October, the Licensing Authority received confirmation that our Licensing and Night-Time Economy Officers have been granted delegated authorisations by Wolverhampton City Council under Section 101(1) of the Local Government Act 1972, which permits councils to discharge functions on behalf of another authority.

This delegation provides authority under Sections 68 and 73 of the Local Government (Miscellaneous Provisions) Act 1976 (as amended) for our Officers to undertake the functions set out below, in relation to Wolverhampton registered vehicles operating within the Borough:

- Section 68 – relating to the inspection and determination of a vehicle's fitness
- Section 73 – relating to offences of obstructing authorised officers during investigations under the Act

- 3.2 Section 5.3 of the Department for Transport's 'Taxi and private hire vehicle licensing best practice guidance for licensing authorities in England' states:

"Licensing authorities should, where the need arises, jointly authorise officers from other authorities so that compliance and enforcement action can be taken against licensees from outside their area. An agreement between licensing authorities to jointly authorise officers enables the use of compliance and enforcement powers regardless of which authority within the agreement employs the officer and which issued the licence. This will mitigate the opportunities for licensees to evade regulation. Such an agreement will enable those authorities to take action against vehicles and drivers that are licensed by the other authority when they cross over boundaries. A model for agreeing joint authorisation is contained in the LGA Councillors' handbook."

- 3.3 Data requested from Wolverhampton Taxi Licensing regarding the number of their licensed drivers & Vehicle proprietors registered with a Telford address is detailed below, alongside comparative data for Telford:

Type of Licence	Wolverhampton Taxi Licensing	Telford Taxi Licensing
Private Hire Drivers	343	405

Private Hire and Hackney Carriage Vehicle Proprietors	237	275
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- 3.4 Licensing and Night Time Compliance Officers frequently carry out roadside checks of licensed vehicles to ensure compliance with the Council's requirements and conditions. The delegated authorisations referenced above will enable Taxi Licensing Officers to stop and, where necessary, suspend any Wolverhampton-licensed vehicles that are found to be unsafe or potentially dangerous. A report will then be made to Wolverhampton City Council who will then pick up any following actions.
- 3.5 In recognition of the authorisations granted to Council officers by Wolverhampton City Council, it is considered sensible for the Council to reciprocally authorise Wolverhampton licensing officers to undertake the same enforcement of T&W-licensed private hire and hackney carriages operating within the City of Wolverhampton.
- 3.6 A letter of authorisation for each named officer will be provided and this can be shown to licensees. Copies of the licence conditions and relevant policies will be exchanged, as well as information on enforcement action
These authorisations may be revoked at any time in writing by the council
- 3.7 Regulatory Committee is also asked to consider granting Officers a delegation to consider applications to extend the vehicle age limit in respect of purposefully adapted wheelchair accessible vehicles. In the past year, three such applications have been received.
- 3.8 The Council's current Taxi Licensing Conditions set out:
- Private Hire vehicles can only be licensed up to a maximum age limit of 12 years from the date of first registration.
 - Hackney Carriage Vehicles; New Application for purpose-built vehicles - After twelve years of age, where an annual application is made to extend the licence and the Council considers that the vehicle is of "exceptional condition" the vehicle can continue to be licensed up to a maximum age of fifteen years. Where vehicles are of "exceptional condition" and continue to be licensed over twelve years, the vehicle will be subject to six monthly compliance tests.
- 3.9 As a result, Private Hire Vehicles seeking to be licensed beyond the 12year age limit must submit an application, which requires a sub-committee of the Regulatory Committee to be convened to consider the request. It would appear sensible for Officers to be granted a delegation in the above terms to ensure that such applications can be dealt with swiftly, without the need for the convening of a sub-committee. This will ensure that, subject to receipt of satisfactory evidence of the

condition of the vehicle, applications are dealt with swiftly, helping to maintain the number of such adapted vehicles amongst our licensed fleet.

- 3.10 Over the past 12 months, three applications have been received for the renewal of Private Hire Vehicle Licences for purpose-built or suitably adapted wheelchair-accessible vehicles that exceed the standard age limit of 12 years.
- 3.11 Currently, there are a total of 33 wheelchair-accessible vehicles in our fleet, comprising 19 Hackney Carriages and only 14 Private Hire Vehicles

4.0 Alternative Options

- 4.1 Members may choose to decline joint authorisation, which would require Wolverhampton Council to revoke the authorisations outlined in this report. This action would remove the delegated authority currently granted to other councils, thereby preventing them from inspecting or suspending Wolverhampton-licensed vehicles operating within the boundaries of Telford and Wrekin. .
- 4.2 Members may be minded not to delegate authority to the Director of Policy and Governance and instead opt to maintain the current approach. Under this arrangement, officers are required to convene a Regulatory Sub-Committee, allowing elected members to make decisions based on the evidence submitted by the vehicle proprietor.

5.0 Key Risks

Failing to authorise Wolverhampton officers would be contrary to the Department for Transport's best practice guidance on reciprocal arrangements and could result in the withdrawal of the delegated authority recently granted to our Licensing Officers. This would prevent us from suspending any Wolverhampton-licensed vehicles operating within the borough of Telford that are deemed unfit, thereby increasing the risk to public safety.

6.0 Council Priorities

- 6.1 The recommendations in this report, support the following Council policies:
- Everyone benefits from a thriving economy; and
 - All neighbourhoods are a great place to live.

7.0 Financial Implications

- 7.1 We envisage minimum additional resource requirements, as Wolverhampton-licensed vehicles would only be suspended during pre-planned compliance operations or as part of routine licensing duties.
- 7.2 If delegated authority is granted to the Director of Policy & Governance to determine whether a licensed wheelchair-accessible Private Hire Vehicle meets

the Exceptional Condition criteria, the need to convene a Regulatory Sub-Committee would be removed.

8.0 Legal and HR Implications

- 8.1 Section 101 (1) of the Local Government Act 1972 permits councils to discharge functions on behalf of another authority.

9.0 Health, Social and Economic Implications

- 9.1 Enables out-of-area enforcement on vehicles licensed by Wolverhampton Council, thereby enhancing public safety for residents in Telford.
- 9.2 Greater accessibility for residents through the availability of purpose-built or suitably adapted wheelchair-accessible licensed Private Hire Vehicles.

10.0 Economic Benefits

- 10.1 There are potential economic benefits to the changes outlined within this report which potentially may create more jobs and employment within the Borough.

11.0 Equality and Diversity Implications

- 11.1 Improved access to licensed private hire wheelchair-accessible vehicles for residents to allow for greater mobility

12.0 Climate Change and Environmental Implications

- 12.1 Not applicable for the purposes of this report

13.0 Background Papers

- 1 Hackney Carriage and Private Hire Licensing Policy

14.0 Appendices

- 1 Draft document outlining exceptional licensing criteria for purpose-built or suitably adapted wheelchair-accessible Private Hire Vehicles that exceed the standard age limit of 12 years
- 2 Letter of Authorisation from Wolverhampton City Council

15.0 Report Sign Off

Signed off by	Date sent	Date signed off	Initials
Legal	02/05/2025	02/05/2025	RP

Appendix 1 - Draft exceptional licensing criteria for purpose-built or suitably adapted wheelchair-accessible Private Hire Vehicles

- The vehicle must have been continuously licensed with this Authority
- The vehicle must pass Telford & Wrekin Council's compliance test, except where the failure was the result of no more than three minor items (as stipulated in the licensed vehicle testing manual of inspection standards).
- The bodywork should be in near perfect condition with no signs of panel age deterioration, dents, scratches, stone chips or rust or any other abrasions that may detract from the overall appearance of the vehicle.
- The general paint condition should not show signs of fading, discolouration or mismatching that may detract from the overall appearance of the vehicle.
- The interior trim, panels, seating and carpets etc should be in excellent condition clean, free of damage and discoloration and as manufactured, i.e. no seat covers.
- The vehicle service record can be used as supporting evidence of exceptional condition in that a vehicle of exceptional condition would normally be expected to demonstrate regular servicing and maintenance in accordance with the manufacturer's service specification.
- The vehicle to be in excellent mechanical condition and in all respects safe and roadworthy with no signs of corrosion to the mechanical parts, chassis, underside or body work.
- The boot or luggage compartment to be in good condition, clean and undamaged.
- Passenger areas should be free from damp or any other odours that may cause passenger discomfort.
- The ramp and any other accessible features should be shown to be in full working order and showing no signs of rust or excessive wear to components.