



SHEFFIELD CITY COUNCIL LICENSING COMMITTEE

Report of: Chief Licensing Officer

Date: 25th October 2012

Subject: Private Hire and Hackney Carriage Licensing

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Summary: Report – Testing Frequency of Licensing Vehicles Review

Category of Report: OPEN

Hackney Carriage and Private Hire Licensing

Review of Frequency of Mechanical Compliance tests for Licensed Vehicles

1.0 Purpose

1.1 To review the current Policy which determines the number of times a licensed vehicle is required to be tested at the expense of the Licensee.

2.0 Background

2.1 The Licensing Sub Committee decided to increase the age at which a licensed vehicle is required to undertake a further test within the year of licence (2 test per year) at its meeting of 22nd September 2011.

2.2 The Licensing Sub Committee also required the Chief Licensing Officer to submit a review of this decision within a 12 month period, and during that year, to have undertaken a review of pass and failure rates of vehicles that are tested.

3.0 The current position

3.1 The requirements are different for the two types of licensed vehicles and are as follows;-

3.1.1 Private Hire Vehicles are tested once per year until they are six years old and then twice per year until they are nine years old at which the age policy states the vehicle will no longer be licensed.

3.1.2 Hackney Carriage Vehicles are tested once per year until they are nine years old and then twice per year until they are fifteen years old at which the age policy states the vehicle will no longer be licensed.

4.0 The legal position

4.1 The Local Government (Miscellaneous Provisions) Act 1976 Section 50 allows a Local Authority to instruct a proprietor (licensee) to present their vehicle no more than three times in any twelve month period.

4.2 The test is at the cost of the licensee. Currently £59 for a hackney carriages and £54 for private hire vehicles.

4.3 In addition an Authorised Officer can inspect a licensed vehicle at any time.

4.4 If a vehicle is "road side" inspected and sent for a full test, where the vehicle has been previously tested three times prior to that particular inspection the Council would not be able to charge for that test. In all other cases a charge may be levied.

5.0 Review of testing findings

5.1 Below is a full break down of the vehicles testing over the last 11 month period.

5.2 Hackney Carriage vehicles

Suspended Vehicles Fails

Month	No	9yrs +	No result	Pass	Fail	Susp	% fail	< 4 faults	> 4 Faults	> 7 faults	Declared dangerous
Oct	86	7	0	47	29	10	45%	3	2	5	7
Nov	142	44	26	64	40	12	53%	4	1	3	2
Dec	95	64	25	31	27	12	57%	2	2	8	5
Jan	109	39	11	68	23	7	31%	3	2	2	2
Feb	124	68	76	24	13	11	19.5%	5	0	5	1
Mar	132	20	24	68	31	9	30%	2	3	3	1
Apr	133	78	27	61	30	15	34%	4	5	6	7
May	158	65	51	68	31	8	25%	3	2	3	2
Jun	137	44	45	56	34	7	30%	2	3	2	2
Jul	100	43	0	69	27	4	31%	3	6	0	1
Aug	113	39	8	77	16	12	25%	4	6	2	2
TOTALS	1329	511	293	633	301	107		35	32	39	32
Averages	121	46.45	26.63	57.5	27.4	9.7	34.59%	2.8	2.4	3.4	2.7

5.3 Private hire vehicles

Suspended Vehicles Fails

Month	No	6yrs +	No result	Pass	Fail	Susp	% fail	< 4 faults	> 4 Faults	> 7 faults	Declared dangerous
Oct	138	23	1	90	36	11	34.5%	8	1	2	5
Nov	216	73	56	116	29	15	26%	7	2	1	5
Dec	156	59	34	91	22	9	20%	4	4	1	2
Jan	135	48	18	93	12	12	18%	6	6	0	1
Feb	185	36	30	216	42	17	19.5%	3	1	2	0
Mar	164	49	15	111	26	12	16.5%	7	0	2	3
Apr	167	56	19	105	30	13	26%	8	2	3	8
May	235	47	99	104	15	17	14%	11	4	2	10
Jun	179	43	61	82	28	8	20%	3	4	1	5
Jul	154	39	2	125	18	7	16%	5	2	0	4
Aug	127	56	9	108	7	3	8%	4	2	1	1
TOTALS	1976	529	344	1241	265	124		66	28	15	44
Averages	168.7	48.1	31.3	112.8	24.1	11.3	19.9%	5.6	2.4	1.3	3.9

5.4 The review is split between the two types of vehicles it is impossible to split the tested vehicles into age related groups.

5.5 The no result line in the table includes tests that have been moved, cancelled, not attended and/or brought forward.

5.6 The numbers of test also include vehicles that are re-tested so the ones that have failed and then pass add to the figures and also the overall numbers of tests.

5.7 The declared dangerous column is where it is indicated by the tester on either the VOSA MOT record or the compliance record that the fault(s) on the vehicle are dangerous.

5.8 You can see from the results that a 3rd of all hackney carriages fail the test when presented, and 5th of all private hire vehicles fail the test.

5.9 Over the period 3305 vehicles tests were carried out and the Council issued 409 new vehicles licenses. 59 hackney carriages and 350 private hire.

This leaves 2896 tests carried out which will include re-tests of new vehicles but this number cannot be extracted or separated.

5.10 231 vehicle licenses were suspended because of the failures. This out of 2896 tests equates to 8% of all licensed vehicles tested.

5.11 Of all vehicles tested 73 were declared dangerous. That equates to 2.2% of all vehicles tested.

6 Age of current licensed vehicles

6.1 The current average age of vehicles is as follows this was at the time of gathering the information for the report which was September 2012.

Type of vehicle	Numbers licensed	Average age over all	Aged 0 – 5	6 – 10	Over 10
Hackney	857	8.98	182	399	275
Private hire	1369	5.32	947	422	0

6.2 According to current figures this means that the majority of hackney carriages will have to under take two tests per year, within the next year.

6.3 In the same context the majority of private hire vehicles have only one test per year currently.

7.0 Consultation

7.1 The report was circulated to Trade representatives in the usual manner prior to the meeting.

7.2 The Trade representatives were invited to this meeting.

8.0 Recommendations

8.1 The Committee consider this report and any representations made to it.

9.0 Options

9.1 The Committee make recommendations to alter the current policies and detail the changes.

9.2 Consider the current policy as a suitable and make no changes to it.