



Walsall Council

REPORT OF FLEET SERVICES MOT TEST CENTRE

TO A MEETING OF THE LICENSING AND SAFETY COMMITTEE

DATE: WEDNESDAY 21ST APRIL 2010

REPORT REGARDING CHANGING OF HACKNEY CARRIAGE / PRIVATE HIRE VEHICLE TESTING FROM THREE TIMES TO TWICE A YEAR

1. PURPOSE OF REPORT.

- 1.1 This is an information report placed before the above Committee regarding the requested changes by the Hackney Carriage / Private Hire trade representatives to the number of times a vehicle has to be tested. The current requirement is three times per year and the proposed change is to reduce it to twice per year, for vehicles that are over three years old
- 1.2 I refer to the attached Hackney Carriage and Private Hire MOT pass/fail figures for 2009. We also include information from VOSA (Vehicle and Operator Services Agency) regarding the National statistics on MOT failure rates for all cars.
- 1.3 Hackney Carriage/Private Hire vehicle failure rates have improved, which is attributable to the number of vehicle tests per year, however they are still above the national average;

National average fail rates (VOSA) for all cars in 2009 is 35%

Private Hire average fail rate for 2009 is 39%

Hackney Carriage average fail rate for 2009 is 41%

Hackney Carriage and Private Hire vehicles are likely to cover a higher mileage in the four months between tests than the average private car would do in a full year. We believe a reduction in the number of tests would have a detrimental effect upon the vehicles' road worthiness.

In our technical opinion, a reduction in test frequency should not be considered until the average failure rate has dropped below the National (VOSA) failure rate.

2. RECOMMENDATION.

- 2.1 Committee is recommended to consider the report and to approve the retention of the current vehicle testing intervals together with no change to vehicle age limits.

3. FINANCIAL IMPLICATIONS.

- 3.1 Within budget if approved.

4. POLICY IMPLICATIONS.

- 4.1 Within Council Policy: Not applicable.

5. LEGAL IMPLICATIONS.

- 5.1 Legal Services Consulted: No.
- 5.2 Section 70 of The Local Government (Miscellaneous Provisions) Act 1976 permits the local authority powers to impose conditions for the compliance inspections and MOT testing of Hackney Carriage and Private Hire vehicles.
- 5.3 The Council under current legislation can only make a reasonable charge in order to recover the administrative costs of licensing / testing Hackney Carriage and Private Hire vehicles. Of course, if a surplus is made, that should then be used to offset the licensing / testing of Hackney Carriage and Private Hire vehicles in following years to come.

6. EQUAL OPPORTUNITIES IMPLICATIONS.

- 6.1 None.

7. ENVIRONMENTAL IMPACT.

- 7.1 None.

8. WARD(S) AFFECTED.

- 8.1 All.

9. CONSULTEES.

- 9.1 Taxi Liaison Group:

10. CONTACT OFFICERS.

- 10.1 Stephen Johnson, Fleet Manager, 01922 653716
Marten Pleaden, Vehicle Examiner, 01922 653753

11. BACKGROUND PAPERS.

11.1 Information reports;

Hackney Carriage and Private Hire MOT pass/fail figures for 2009.
VOSA National statistics on MOT failure rates for all cars.

12. BACKGROUND.

12.1 The Hackney Carriage and Private Hire Vehicle Testing frequency is currently;

Vehicles up to 3 years old, 1 test per year
Vehicles over 3 years old, 3 tests per year

Fleet Services MOT Test Centre implements the duties delegated and authorised by this Committee and imposed by the legislation.

12.2 Fleet Services MOT Centre on behalf of the Authority, carry out inspections and statutory MOT tests of hackney carriage and private hire vehicles for the purpose of determining vehicle roadworthiness, legality, safety and comfort and compliance of operating conditions.

12.3 The proposed are in line with the Council's **Priorities** and **Vision**:-

- i) Making it easier for people to get around
- ii) Ensuring people are safe and secure
- iii) Encouraging everyone to feel proud of Walsall.



Walsall Council

REPORT OF FLEET SERVICES MOT TEST CENTRE

TO A MEETING OF THE TAXI & PRIVATE HIRE LIAISON GROUP

DATE: Wednesday 03RD.FEBRUARY 2010

REPORT CONCERNING TAXI TESTING

1. PURPOSE OF REPORT.

- 1.1 To place before the liaison group an information report concerning the vehicle test pass/fail figures for the period January to December 2009. following a request made by the group at the last meeting (18 November 2009)

2. RECOMMENDATION.

- 2.1 That the group note the contents of the report.

HACKNEY AND PRIVATE HIRE MOT PASS / FAIL FIGURES FOR 2009

The following data was collated by the VOSA computerisation system which shows that “the national average failure rate for three year old cars is 22%.The types of defects found were typically for components that wore out with use, and were unaffected by better vehicle reliability or durability(e.g. brakes and tyres)”

All months with a failure rate over 22% are highlighted.

PRIVATE HIRE VEHICLES

2009	Total Private Hire	Total Passed	Total Failed	% Fail
January	154	75	79	51.30
February	157	80	77	49.04
March	152	90	62	40.79
April	92	58	34	36.96
May	116	87	29	25.00
June	119	98	21	17.65
July	131	90	41	31.30
August	98	60	38	38.78
September	146	84	62	42.47
October	142	83	59	41.55
November	156	79	77	49.36
December	126	69	57	45.24

HACKNEY CARRIAGES

2009	Total Hackney	Total Passed	Total Failed	% Fail
January	27	14	13	48.15
February	28	16	12	42.86
March	26	15	11	42.31
April	21	18	3	14.29
May	20	17	3	15.00
June	24	21	3	12.50
July	25	17	8	32.00
August	24	10	14	58.33
September	27	12	15	55.56
October	23	11	12	52.17
November	20	8	12	60.00
December	31	13	18	58.06



Vehicle & Operator Services Agency

MOT Seminar 2009



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Transport

MOT ~~422~~ 311

The possibility of changing our car test frequency from the current 3-1-1 to any other frequency leading to the EU minimum of 4-2-2 has now officially gone away.

Jim Fitzpatrick, Under Secretary of State for Transport, announced in December last year that consultation on alternative proposals will not go ahead and that in Britain we will be staying with our current system for the foreseeable future.

The data that you collect on Computerisation every day was a key factor in making this decision. The evidence showed that the current average fail rate for all cars is 35%; the average failure rate for 3 year old cars is 22%. The types of defects found were typically for components that wore out with use and were unaffected by better vehicle reliability or durability (e.g. tyres and brakes).

Whichever way the statistics were analysed it was obvious that lengthening the periods between manufacture and 1st test and then between subsequent tests would result in more defective vehicles in use on our roads, unless motorists did something else to prevent it. If motorists did take alternative action then it would likely be at greater cost than a normal MOT test.

In any year over half a million defective 3 year old cars and 8.5 million cars of all ages are in use on our roads. Reasonable estimates show that these vehicles could contribute to the causes of 6.5% of all accidents every year. The analysis shows that these accident rates would increase significantly if test frequency changed and that road casualties would increase.

For all these reasons the conclusion is that the current MOT test system provides valuable and



