



PCO Consultation on Future Arrangements for Taxi and Private Hire Vehicle Licensing Inspections

Responses to Consultation Summary

1. Responses to the Consultation

The Consultation closed on Friday 24 October. 163 responses were received, 69 from the taxi trade, 83 from the private hire trade, 5 from authorities and 6 from individuals.

2. Taxi trade

Abolish

- 2.1 61 (88 per cent) of the 69 taxi trade respondents favour abolition of the mid-year inspection.
- 2.2 The combined response of the trade associations, the LTDA, LCDC, UNITE and LMCPA, asks for the abolition of the mid-year inspection 'without the imposition of qualifications or preconditions', i.e. a return to the arrangements before the mid-year inspection was introduced. A further 14 responses make a similar request.
- 2.3 34 responses (49 per cent) chose option 1, the basic option which removes the mid-year inspection with an increase in on-street compliance checks.
- 2.4 There is negligible taxi trade support for option 2, whilst 10 (15 per cent) of responses support option 3, which relates inspections to the age of the vehicle.

Retain

- 2.5 7 (10 per cent) responses from the taxi trade, of which 5 are taxi owners or repairers, wish the mid-year inspection to be retained.

3. Private Hire Trade

- 3.1 Responses from the private hire trade are varied. The Licensed Private Hire Car Association (LPHCA) received 98 per cent support from its members 'not to significantly alter the existing arrangements but to fine tune what we already have'. In particular, they wish the mid-year MoT for PHVs to be removed for the first three years of the vehicle's life. By retaining it after three years, drivers and operators would be encouraged to change their vehicles more often.
- 3.2 78 of the 83 private hire responses are from operators, primarily with one or two vehicles. 8 of these prefer the present system or support

some retention of mid-year MoT tests, making 9 with the LPHCA (11 per cent).

- 3.3 A total of 73 (87 per cent) private hire responses support the ending of mid-year tests. Of these, 29 (35 per cent of the total) chose option 3, which relates the inspection regime to the age of the vehicle, while 22 (26 per cent) support each of options 1 and 2.

4. Authorities and other responses

- 4.1 Of the other responses received, VOSA (the Vehicle and Operators Services Agency) chose option 2, though with reservations about the numbers of vehicles which are not currently passing the mid-year inspection. Jenny Jones, the GLA Green Party member, asks for the mid-year inspection to be retained quoting the failure rate of 39 per cent as evidence that it is necessary. A similar view is taken by the Campaign for Clean Air. TravelWatch did not respond to the consultation.
- 4.2 There were 6 responses which were anonymous or from individuals. These were evenly split between options 1 and 3.