

Condition of Licensed Vehicles

CONSULTATION RESULTS



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1. Background

- 1.1 The Council aims to ensure that taxi and private hire vehicles are of a good standard. It recognises that the high mileage and general wear and tear sustained by vehicles will have an impact on their continued serviceability over a period of time.
- 1.2 Correspondence received from Derbyshire Constabulary also raised concerns about the condition and safety of the private hire and hackney carriage fleet in the city.
- 1.3 In addition, environmental protection legislation requires local authorities to review and assess air quality on a regular basis. Where air quality falls below the national standards, the local authority is required to declare an Air Quality Management Area (AQMA) and develop a plan which identifies how air quality standards will be improved. In Derby, air quality monitoring has identified that vehicle exhaust emissions are a principal source of air pollution and this has resulted in the creation of an Air Quality Management Area along the major road networks which cross the city. The introduction of proposals will also support air quality concerns.
- 1.4 In the interests of passenger safety and comfort and in support of air quality concerns, the Council is proposing to change the frequency of licensed vehicle testing and introduce a new requirement that all new vehicle licences are only issued to vehicles that are less than a certain age. On Thursday 8 January the Licensing Committee approved a consultation in order to get feedback on these proposals. This report sets out the results of that consultation.

2. Methodology

- 2.1 A twelve week consultation was undertaken from 4 May to 27 July 2018.
- 2.2 The consultation was primarily conducted through an online survey with paper versions and translations available on request.

3. Data in the report

- 3.1 Data from the questions is presented in the report as a % score. This data in the text of the report is rounded up or down to the nearest whole percentage point. Charts or tables therefore may result on occasions adding up to 99% or 101%. If a table or chart does not match exactly to the text in the report this occurs due to the rounding up or down when responses are combined. Results that differ in this way should not have a variance that is any larger than 1%.
- 3.2 When reading the data, please note that there is a base number against all charts and tables; this is the valid number of responses for that particular question and the figure that the percentages are calculated from.
- 3.3 In total there were **386** responses to the consultation, all completed online.



4. Main findings

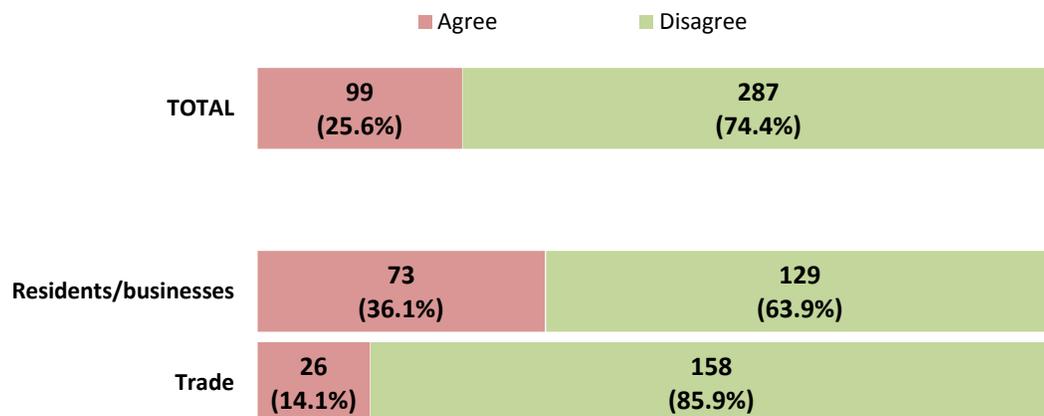
4.1 Formal inspection frequency

Respondents were asked whether they agreed or disagreed with the introduction of two formal inspection tests a year for all licensed vehicles regardless of their age.

Of the 386 responses, 99 (25.6%) agreed with the introduction of two formal inspections per year and 287 (74.4%) disagreed.

This was further broken down to establish whether there was a difference in feeling between two distinct groups; those in the trade (drivers, licenced vehicle owners or trade representatives) and business owners or residents of Derby. Just over a third – 36.1% (73) of residents/businesses agreed with the introduction of two tests a year for all licensed vehicles compared with just 14.1% (26) from the trade.

Chart 1: Agreement/disagreement with the introduction of two tests a year for all licensed vehicles regardless of age.



Base: 386 respondents

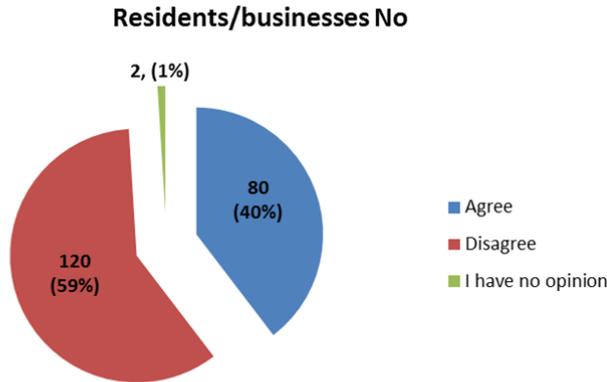
4.2 Age of vehicle and issue of new vehicle licences

Respondents were asked whether they agreed/disagreed/had no opinion with the proposal to introduce a requirement that new vehicle licences would only be issued to vehicles less than a certain age. In total 386 people responded. 71% (275) disagreed with the proposal, 28% (108) agreed and 1% (3) had no opinion.

There were marked differences of opinion on this question between the two defined groups: those from the trade and those responding as residents/businesses.



Chart 2: Agreement/disagreement with proposal to introduce requirement that new vehicle licences be issued to vehicles less than a certain age – Residents/businesses.

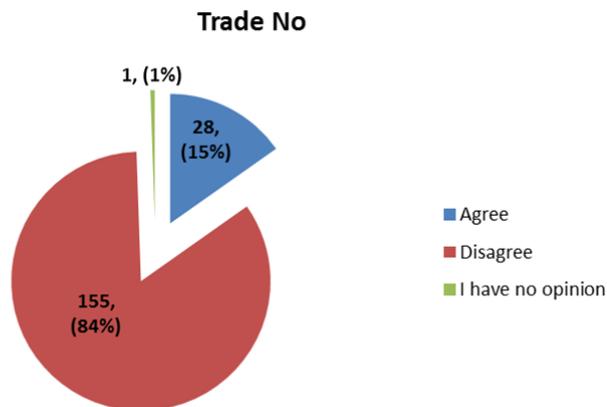


Base: 202 respondents

Although overall more people disagreed with the proposal (275), a greater number of residents/businesses were in agreement with the proposal than respondents from the trade.

Of the 202 people that responded as residents or businesses, 80 (40%) agreed and 120 (59%) disagreed with the proposal.

Chart 3: Agreement/disagreement with proposal to introduce requirement that new vehicle licences be issued to vehicles less than a certain age - Trade.



Base: 184 respondents

Those from the trade were more likely to disagree with the proposal accounting for 84% (155) of the 184 responses.

4.3 Maximum age of the vehicle that new licences should be issued to

The 108 respondents that agreed to the proposal to introduce an age limit to vehicles where new vehicle licences are issued were asked to select the number of years per type of vehicle (Private hire or Hackney Carriage).

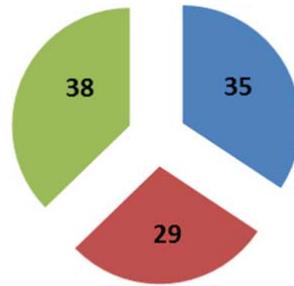
Respondents were able to select, from a pre-defined set of year options, the age of Private hire vehicles where new vehicle licences were issued. The year options for private hire were 5 years, 7 years and 10 years.

The same approach was taken with Hackney Carriage vehicles and new licences. The year options for Hackney Carriages were 5 years, 7 years, 10 years, 12 years and 15 years.

Chart 4: Total responses on age of private hire vehicles for new licences

TOTAL PRIVATE HIRE:

■ 5 years ■ 7 years ■ 10 years



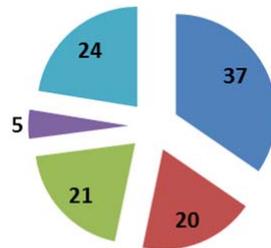
Base: 102 respondents

The total figures for private hire vehicles were fairly evenly split; most respondents 37.3% (38) felt that 10 years was appropriate. This was followed by 34.3% (35) of respondents selecting 5 years as the maximum age of private hire vehicles where new licences were issued. The remaining 28.4 % (29) responses selected 7 years.

Chart 5: Total responses on age of Hackney Carriage vehicles for new licences

TOTAL HACKNEY:

■ 5 years ■ 7 years ■ 10 years ■ 12 years ■ 15 years



Base: 107 respondents

When asked the question in respect of Hackney Carriages, just over a third of respondents 34.6% (37) felt that 5 years was an appropriate maximum age limit for the vehicle when issuing new licences. The second most popular selection was for 15 years, accounting for 22.4% (24) of responses. The option which elicited the fewest number of responses was 12 years with 4.5% (5) responses.

Chart 6: Breakdown of responses by group (Resident/business and Trade) on age of both vehicle types for new licences

■ 5 years ■ 7 years ■ 10 years ■ 12 years ■ 15 years



Base: 107 respondents – Hackney Carriage
102 respondents – Private Hire Vehicle

When comparing responses given between the two defined groups: those from the trade and those responding as residents/businesses, there are clear differences in preferred year options. When looking at the resident/business response to Hackney Carriage over a third of respondents (37.5%, 30) selected 5 years as the maximum age.



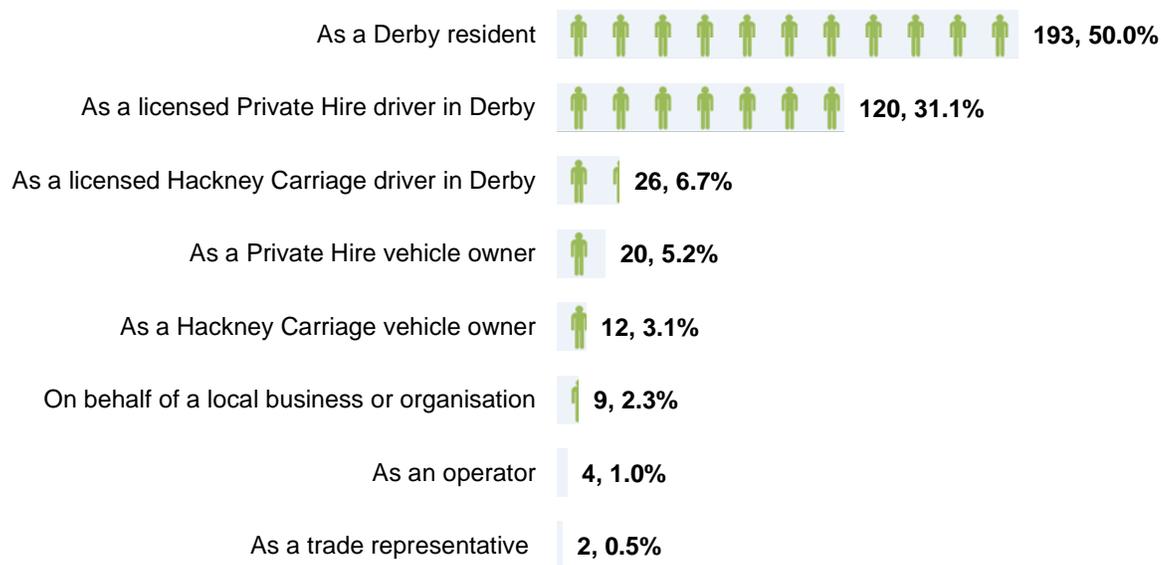
In contrast, the most preferred option from the trade, with under a third of responses (29.6%, 8) was 10 years. Interestingly, the second most selected response from members of the trade with 25.9% (7) responses was 5 years.

In respect of private hire, most residents/businesses (42.1%, 32) selected 5 years. Most respondents from trade (46.2%, 12) selected 10 years. However, this was very closely followed by those selecting 7 years (42.3%, 11).

5. About those that responded

- 5.1 A range of different stakeholders participated in the consultation. Almost half (48%) of those that responded represented the trade in some way; drivers, licenced vehicle owners or trade representatives and 52% were responding as business owners or residents of Derby (Chart 7).

Chart 7: The capacity in which respondents completed the consultation



Base: 386 respondents

- 5.2 This section sets out the demographic details of those that took part in this consultation.

Table 1: Gender

	Number	%
Male	117	63.2
Female	68	36.8

Base: 185 respondents

Age: Those taking part ranged from 18 to 76 with an average age of 41.



Table 2: Age

	Number	%
18 - 25	3	19
26 - 34	1	34
35 - 44	9	60
45 - 54	3	35
55 - 64	4	23
65 +	1	5

Base: 176 respondents

Table 3: Ethnic Group

	Number	%
Asian or Asian British - Indian	7	3.8
Asian or Asian British - Pakistani	52	28.6
Asian or Asian British - Chinese	1	.5
Any other Asian background	2	1.1
Black or Black British - African	4	2.2
Black or Black British - Caribbean	3	1.6
Dual Heritage - White and Black Caribbean	6	3.3
Dual Heritage - White and Asian	4	2.2
White - English / Welsh / Scottish / Northern Irish / British	83	45.6
White - Irish	5	2.7
White - Gypsy or Irish Traveller	1	.5
Any other White background	3	1.6
Any other ethnic group	11	6.0

Base: 182 respondents

Disability: 6.1% of those responding to the consultation consider themselves to be a disabled person.

Table 4: Sexuality

	Number	%
Heterosexual/straight	117	63.9
Bisexual	5	2.7
Gay man	5	2.7
Gay woman/lesbian	2	1.1
Other	5	2.7
Prefer not to say	49	26.8

Base: 183 respondents

Religion: Over a third (35%) of those that responded have religious beliefs, of those 55% are Muslim, 17% Christian and 8% Sikh. A full breakdown can be found in the tables at Appendix 1.



Appendix 1: Data Tables

Table 1: Do you agree or disagree with the introduction of two tests a year for all licensed vehicles regardless of their age?

	Frequency	%
Agree	99	25.6
Disagree	287	74.4
Total	386	100.0

Table 2: Do you agree or disagree with the introduction of two tests a year for all licensed vehicles regardless of their age?- by capacity in which survey is being completed

	Trade		Residents/businesses		Total	
	No	%	No	%	No	%
Agree	26	14.1%	73	36.1%	99	25.6%
Disagree	158	85.9%	129	63.9%	287	74.4%
Total	184	100%	202	100%	386	100.0%

Table 3: Do you agree or disagree with the proposal to introduce a requirement that new vehicle licence requirements will only be issued to vehicles less than a certain age?

	Frequency	%
Agree	108	28.0
Disagree	275	71.2
I have no opinion	3	.8
Total	386	100.0

Table 4: Do you agree or disagree with the proposal to introduce a requirement that new vehicle licence requirements will only be issued to vehicles less than a certain age? - by capacity in which survey is being completed

	Trade		Residents/businesses		Total	
	No	%	No	%	No	%
Agree	28	15.2%	80	39.60%	108	28.0
Disagree	155	84.2%	120	59.40%	275	71.2
I have no opinion	1	.5%	2	1.00%	3	0.8
Total	184	100%	202	100.00%	386	100

Table 5: What is the maximum age of the vehicle that new private hire licences should be issued to?

	Frequency	Valid Percent
5 years	35	34.3
7 years	29	28.4
10 years	38	37.3
Total	102	100.0



Table 6: What is the maximum age of the vehicle that new private hire licences should be issued to? - by capacity in which survey is being completed

	Trade		Residents/businesses		Total	
	No	%	No	%	No	%
5 years	3	11.5%	32	42.1%	35	34.3%
7 years	11	42.3%	18	23.7%	29	28.4%
10 years	12	46.2%	26	34.2%	38	37.3%
Total	26	100%	26	100.0%	102	100

Table 7: What is the maximum age of the vehicle that new Hackney licences should be issued to?

	Frequency	Valid Percent
5 years	37	34.6
7 years	20	18.7
10 years	21	19.6
12 years	5	4.7
15 years	24	22.4
Total	107	100

Table 8: What is the maximum age of the vehicle that new Hackney licences should be issued to? - by capacity in which survey is being completed

	Trade		Residents/businesses		Total	
	No	%	No	%	No	%
5 years	7	25.9%	30	37.5%	37	34.6%
7 years	5	18.5%	15	18.8%	20	18.7%
10 years	8	29.6%	13	16.3%	21	19.6%
12 years	2	7.4%	3	3.8%	5	4.7%
15 years	5	18.5%	19	23.8%	24	22.4%
Total	27	100%	80	100%	107	100.0%

