



DERBY CITY COUNCIL

## TAXI LICENSING AND APPEALS COMMITTEE 17 October 2007

# ITEM 9

Report of the Interim Director of Environmental Services

### Request to Reduce the Number of MOT Testers Required at Specified Taxi Testing Stations

#### RECOMMENDATION

- 1.1 To note the contents of this report.
- 1.2 That members agree to the proposal to reduce the number of available MOT testers from three to two testers at each taxi testing station.

#### SUPPORTING INFORMATION

- 2.1 Following a discussion at a recent trade meeting regarding the perceived low level of interest from potential new applicants for taxi testing stations, the Chair has requested that members should consider his proposal to reduce the number of available MOT testers from three to two at each taxi testing station. It is suggested that relaxing the requirement in this manner would not significantly compromise the testing capacity of stations and could encourage other businesses to apply for consideration as taxi testing stations
- 2.2 The existing requirements for specified Taxi Testing Stations are attached at Appendix 2. These set out the criteria that a garage must meet to be capable of operating as a testing station for the licensed taxi trade. Essentially, each applicant must show that they can provide adequate parking, a reception area and two MOT testing bays; with a minimum of three MOT testers being employed by the garage.
- 2.3 The original aim of officers when compiling the requirements was to assist the trade in providing a well-staffed taxi testing capability, even in the absence of one tester, or when one MOT ramp was being used to test a vehicle owned by a member of the public. This arrangement was believed to be the best way of managing the waiting time for taxi tests and providing adequate capacity for processing a large number of licensed vehicles.
- 2.4 The current proposal is that by requiring specified taxi testing stations to employ at least two MOT testers, with a requirement that two testers are always available, it may be able for smaller enterprises to apply for consideration as taxi testing stations.

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<b>Background papers:</b>	None
<b>List of Appendices:</b>	Appendix 1 - Implications Appendix 2 - Existing requirements for Specified Taxi Testing Stations

<b>IMPLICATIONS</b>
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**Financial**

1. None

**Legal**

2. None

**Personnel**

3. None

**Equalities impact**

4. None

**Corporate priorities**

5. Taxi Licensing contributes to the priority of **delivering excellent services and value for money.**

**EXISTING REQUIREMENTS FOR SPECIFIED TAXI TESTING STATIONS**

No.	Requirement Criterion
1.	Must be a certified MOT testing station.
2.	Hours of operation for testing (0830 – 1630).
3.	Number of testers (min. = 3)
4.	Number of inspection hoists/pits (min. 2 MOT bays).
5.	There must be suitable accommodation for: a) Waiting b) Viewing
6.	Parking (min. 3 spaces).
7.	Does not hold motor vehicle dealer franchise.
8.	Will not carry out repairs or pre-tests on vehicles subject to licensing regime.
9.	Public Liability Insurance of at least £5 million.
10.	Inside the City boundary.
11.	Good health & safety provision (staff & public).
12.	There must be satisfactory overall condition in terms of: <ul style="list-style-type: none"> <li>• Cleanliness</li> <li>• Housekeeping</li> <li>• Facilities for drivers</li> </ul>