

Taxi Compliance 2009 Northern Ireland

Prepared by the In House Analytical Consultancy,
Department for Transport
for the Driver and Vehicle Agency



Department for
Transport



Contents

1. Management Summary	2
1.1. Introduction	2
1.2. Overall Level of Non-Compliance.....	2
1.3. Roadworthiness Defects	3
1.4. Other Offence Non-Compliance	3
1.5. Prosecution Rates.....	4
1.6. Effect of Different Vehicle, Location and Time Factors.....	4
2. Introduction and Methodology	6
2.1. Background.....	6
2.2. Methodology.....	6
2.3. Accuracy of Results.....	6
2.4. Definitions	7
3. Results and Analysis	9
3.1. Taxi Roadworthiness.....	9
3.2. Other Traffic Offences	32
3.3. Overall Compliance.....	47
3.4. Further Analysis	48
4. Comparison with 2007 Results.....	51
4.1. Introduction	51
4.2. Roadworthiness Defects	51
4.3. Traffic Offences.....	52
4.4. Overall Compliance.....	52
5. Conclusions.....	53
5.1. Summary of Results	53
5.2. Effect of Different Vehicle, Location and Time Factors.....	54

1. Management Summary

1.1. Introduction

Between October and December 2009, a random sample of 652 taxis travelling on Northern Ireland roads were stopped and checked by Officers of the Driver and Vehicle Agency (DVA) for roadworthiness defects and traffic offences.

The methodology used for these random checks was developed by the DVA and the Department for Transport's In House Analytical Consultancy (IHAC) and first used in 2007. The information resulting from the checks was analysed by IHAC. The results and analysis are contained in this report.

This report is based on a sample of taxis. A different sample of taxis may produce slightly different results, so confidence intervals are given with these results to indicate the range of expected values. 95% confidence intervals have been used here, showing the range of values expected in 95% of samples.

1.2. Overall Level of Non-Compliance

Of the 652 taxis checked, 20.1% (131 taxis) had at least one serious roadworthiness defect or traffic offence.

A serious¹ defect or offence means one that necessitated the issue of paperwork in the form of a prohibition notice (V1/V2 or VT5) or prosecution notice (PSV1 / RE1). This overall level is for serious defects and offences only. The remainder of the report also includes less serious defects and offences which resulted in a verbal warning.

- 48 drivers / operators were issued with a prohibition or prosecution notice (PSV1) regarding a roadworthiness offence only (7.4% of all vehicles checked)
- 38 checks resulted in a prohibition or prosecution notice (PSV1) due to a traffic offence only (5.8%).
- 45 checks resulted in a prohibition or prosecution notice (PSV1) due to a roadworthiness offence *and* another traffic offence (6.9%).

The overall level of non-compliance was lower in 2009 (20.1%) than in 2007 (23.3%) - though not a statistically significant decrease.

¹ Taxi roadworthiness includes a number of areas that would not be designated as critical to the roadworthiness of the vehicle i.e. they do not impact on mechanical efficiency of the vehicle. The defect figures in the management summary reflect only the critical road worthiness defects from the survey. All areas of roadworthiness have been included within the main report

1.3. Roadworthiness Defects

14.3% of taxis checked had serious¹ prohibitable roadworthiness defects, in a 95% confidence range of 10.2% to 18.3%.

Of the 652 taxis checked:-

- 559 were found to have no prohibitable roadworthiness defects (85.7%)
- 49 taxis had one prohibitable roadworthiness defect (7.5%)
- 27 taxis had two prohibitable roadworthiness defects (4.1%)
- 17 had three or more prohibitable roadworthiness defects (2.6%).

The three most common roadworthiness defects warranting a prohibition were:

- Tyres (35.5% of all prohibitable defects)
- Lamps (30.2%)
- Steering Mechanism (5.8%)

A total of 16 checks resulted in a prosecution notice (PSV1) being issued for at least one roadworthiness offence (2.5% of all checks).

There were significantly fewer serious roadworthiness defects in 2009 (14.3%) than in 2007 (20.7%).

1.4. Other Offence Non-Compliance

83 (12.7%) taxis had committed one or more serious traffic offences (i.e. excluding offences resulting in a verbal warning).

Of these,

- 13 checks resulted in a RE1/PSV1 (2.0% of all checks)
- 70 checks resulted in a prohibition (10.7%).

326 checks found no offences had been committed (50.0%). Where an offence of any severity (verbal warning or prohibition or prosecution) was found,

- 224 checks found just one offence (34.4%).
- 77 found two offences (11.8%).
- 25 found three or more offences (3.8%).

The most common category for non-compliance was Taxi Plates (37.9%). Excluding Taxi Plates, the compliance rate across all other offence categories was much higher - at least 90%.

The most common types of other offences resulting in an RE1 or prohibition were:

- Fire Extinguisher (32 checks (25.2% of offences))
- Taxi plates (23 checks (18.1% of offences))
- Taxi Roof Sign (21 checks (16.5% of offences)).

There was no significant change in the overall offence rate between the years.

1.5. Prosecution Rates

During the 2009 checks, 26 of the 652 taxis were issued with prosecution notices for either roadworthiness defects or other offences. 4.0% of all taxis checked.

Of the 652 taxis checked, 16 drivers were issued with prosecution notice (PSV1) on account of roadworthiness² defects only, of which the final outcome of six is known and all six are being prosecuted.

10 drivers were issued with prosecution notice (PSV1) on account of other offences only, of which the final outcome of eight is known - one prosecution and no further action for the remaining seven.

Additionally, three drivers were issued with prosecution notice (PSV1) on account of both roadworthiness² defects and other offences. The final outcome of one is known and that driver / taxi operator is being prosecuted.

1.6. Effect of Different Vehicle, Location and Time Factors

Factors which appeared to have a relationship with higher roadworthiness defect rates (including verbal warnings) are shown below.

Factors linked to higher roadworthiness defect rate

- Company owned taxis (all defects and prohibitions only)
- Checks in the City of Derry (all defects and prohibitions only)
- Taxis aged 6 . 7 years old
- MPV taxis
- Taxis with 4 months or less remaining on their PSV licence
- Taxis with a mileage between 151 . 200k

² Critical roadworthiness defects

Factors which appeared to have a relationship with higher traffic offence rates (including verbal warnings) are shown below.

Factors linked to higher offence rate

- Company owned taxis (prohibition only)
- Saloon taxis (Taxi Plate)
- Checks in Armagh (Taxi Plate)
- Checks in the City of Derry (Taxi Roof Sign)
- Day checks (all defects, and Taxi Badge)

2. Introduction and Methodology

2.1. Background

Between October and December 2009, 652 taxis travelling on Northern Ireland roads were stopped and checked by Officers of the Driver and Vehicle Agency (DVA) for roadworthiness defects and traffic offences.

The checks were the second series of random checks conducted by DVA on taxis, with the first series of checks carried out in 2007. The checks aim to:

- establish a baseline of non-compliance and roadworthiness, for benchmarking both within DVA; and
- produce evidence for targeting specific vehicles and types of operations.

2.2. Methodology

The In House Analytical Consultancy (IHAC) in the Department for Transport (DfT) developed the methodology used for these random checks, and analysed the information resulting from the checks.

The methodology employed for these checks was a two stage approach. The first stage (Phase One) involved checks on 50 randomly selected taxi companies from a list of over 700 taxi companies. The checks were conducted on a taxi operated by the selected taxi company. The second stage (Phase Two) involved checks on 600 randomly selected taxis stopped at randomly selected roadside check sites across the Northern Ireland road network. It was designed to provide a statistically robust yet practical and repeatable process for assessing baseline roadworthiness and non-compliance levels. More detail on the methodology is described in Annex A.

2.3. Accuracy of Results

The information in this report is based on forms completed at the roadside by DVA examiners carrying out the checks. In some cases the forms were unable to be completed fully; where this has happened the relevant information was recorded as "not known" or "no response" and these responses were excluded from analysis.

Analysis of the information collected at the roadside was carried out and the results are presented in section 3 of this report. Some of the analysis focuses on compliance and roadworthiness for different types of vehicles or taxi operations. Wherever a difference in results for different types of vehicle or operations is said to be "statistically significant" it means that it can be said that we would expect to see the same difference in 95% of similar samples. This means that 5% of the results regarding significance when looking at each breakdown may be erroneous. This is an inevitable factor of the statistical analysis. Further details about the accuracy of the results are in Annex B.

In some cases, particular categories of vehicles may be statistically more or less compliant than vehicles in other categories, despite this being unclear from the graphs. In other cases there may be no statistically significant difference, in apparent contradiction to what appears to be the case from the figures and graphs. This is due to sampling sizes; low numbers of vehicles in a particular category can appear to distort the results, and low numbers of vehicles can also prevent statistically valid conclusions being drawn from the results.

In this report, some percentages may not add up to exactly 100% due to rounding.

2.4. Definitions

2.4.1. General Definitions

In this report, the term defect refers to a motor vehicle roadworthiness defect. The term offence refers to a traffic offence. Non-compliance refers to either a roadworthiness defect being present or an offence having been committed (or both).

Where it is stated in the report that there was no difference in defect rates (or offence rates) and there is no mention of severity or number of defects (or offences) then there was also no significant difference in either the severity or number of defects (or offences) between the different factors being considered.

For all types of offences and roadworthiness defects where more than one offence or defect was discovered, the severity of the action taken was assumed to be at the highest level, e.g. if both an immediate and a delayed prohibition was given, then the vehicle was considered to have been prohibited from further use with immediate effect.

In this report, the variables that might affect compliance rates have been referred to as factors. Each factor has several parts, and these have been referred to as categories.

Except in the overall compliance headline figures or where stated, non-compliance is defined as the presence of defects or offences of any severity including verbal warnings.

2.4.2. Roadworthiness Definitions

In the analysis of roadworthiness defects the following categories of offence have been used (in order of decreasing severity):

- Reported for prosecution (PSV1 completed) or Licence Suspension (V27 Completed)
- Immediate prohibition (V1/V2 completed)
- Delayed prohibition (VT5 completed)
- Verbal warning - given where advisory items of minor defects were found which were not serious enough to warrant prohibition.

When a PSV1 was completed for a roadworthiness defect the driver or taxi operator were reported for prosecution. The results of whether or not they were actually prosecuted are set out in sections 3.1.1.2 and 3.2.1.2.

The term defect rate refers to the proportion of taxis checked that had a defect . whether it resulted in a verbal warning, prohibition or were reported for prosecution. The severity of defects refers to whether the defects found resulted in a verbal warning, prohibition or were reported for prosecution.

It was possible for a taxi to receive a prohibition or verbal warning for more than one defect. The number of defects per vehicle refers to the number of individual defects recorded per check. This is also split into number of verbal warning defects per vehicle and number of prohibitable defects per vehicle. The most common defects found on all vehicles have also been reported for several different factors.

An *IM number* is an identifier to signify which part of a vehicle had a defect. The full list of IM numbers with definitions showing what type of defect it refers to can be found in Annex D. If a vehicle had two or more defects of the same type (e.g. two defective lamps) then the corresponding IM number was recorded once for each defect found.

2.4.3. Offences Definitions

For offences, the following categories of offence have been used (in order of decreasing severity):

- PSV1 completed (Reported for prosecution) or Licence Suspension (V27 completed)
- Prohibition (V1/V2 or VT5 completed)
- Verbal warning

When a PSV1 was completed for a traffic offence or other offence, the driver or taxi operator were reported for prosecution. The results of whether or not they were prosecuted in these cases are set out in sections 3.1.1.2 and 3.2.1.2.

It was possible for a check on a taxi and its driver to result in an offence in more than one category of offence. Therefore in addition to the measures above, the analysis also covered the *number of offences per vehicle*, and the *most common offences* (the most common offences are covered in Annex D).

The *offence rate* refers to the proportion of taxis committing at least one traffic offence (whether this resulted in verbal warning, prohibition or PSV1). The *severity of offences* refers to whether an offence found resulted in a verbal warning, or prohibition and/or PSV1. The *number of offences per vehicle* and *number of offences per offending vehicle* refer to the number of traffic offences discovered that resulted in at least a verbal warning.

3. Results and Analysis

3.1. Taxi Roadworthiness

3.1.1. Headline Results

3.1.1.1. Overall Roadworthiness

Of the 652 taxis checked, 425 were found to have no roadworthiness defects (65.2%)

Of the 227 vehicles (34.8%) with a roadworthiness defect of some kind:

- 111 received a verbal warning for one or more roadworthiness defects (17.0% of all checked),
- 67 received a delayed prohibition (10.3%),
- 33 received an immediate prohibition (5.1%) and
- 16 were issued with a PSV1 (2.5%).

Figure 1 displays the overall breakdown of roadworthiness offences.

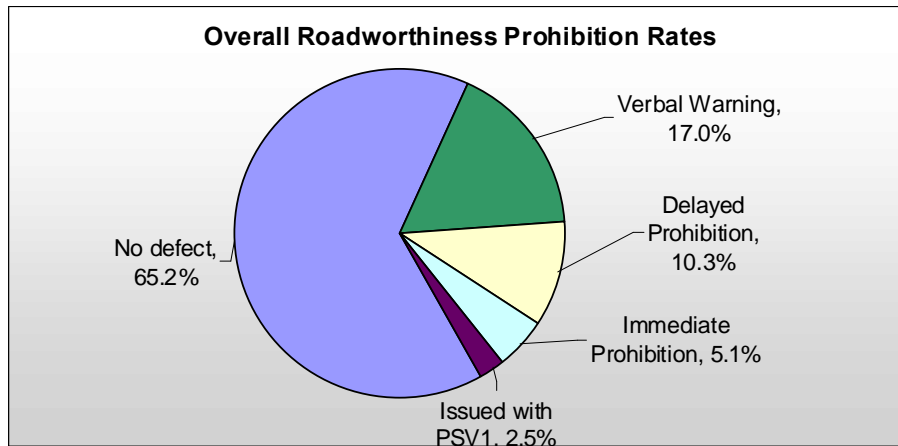


Figure 1

25 taxis were issued with a V27 licence suspension for a roadworthiness defect (3.8% of all taxis). 13 of these taxis were issued with an immediate prohibition (39.4% of all immediate prohibitions) and the other 12 were issued with a PSV1 (75.0% of all PSV1s).

Of the 227 vehicles (34.8%) found to have some type of roadworthiness defect, whether a minor one resulting in a verbal warning or a more serious one resulting in a prohibition (Figure 2):

- 109 had one defect (16.7%)
- 55 had two defects (8.4%),
- 63 had three or more defects (9.7%).

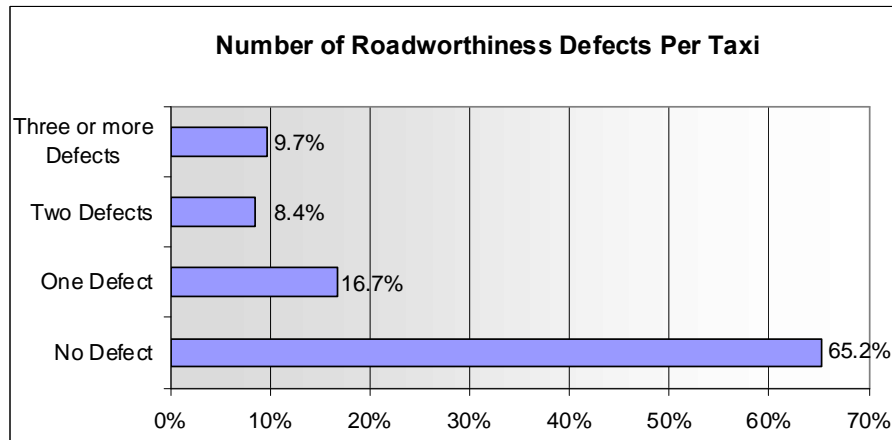


Figure 2

3.1.1.2. PSV1s Issued for Roadworthiness Defects

Of the 652 taxis checked, 16 were issued with a PSV1.

Of these, 13 were issued with a PSV1 for roadworthiness offences only (2.0% of all checks) and three were issued with a PSV1 for both roadworthiness offences and other traffic offences (0.5%) . see Figure 3.

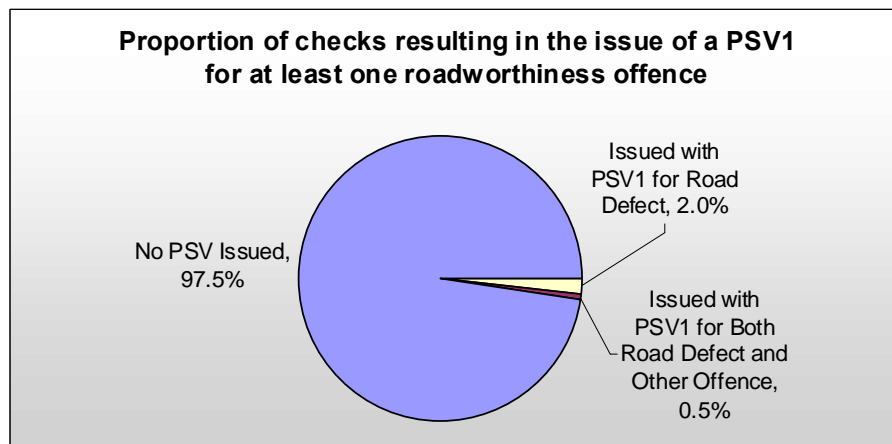


Figure 3

For the taxis that were issued with a PSV1 for a roadworthiness defect only, six taxi operators were prosecuted (46.2%) and at the time of writing, the remaining seven taxi operators are still being processed (53.8%).

For the three taxis with a PSV1 for both roadworthiness and other offences, one taxi operator was prosecuted. The remaining two taxi operators are still being processed.

3.1.1.3. Prohibitible Roadworthiness Defects

116 of the 652 taxis that were checked were found to have prohibitible roadworthiness defects (17.8%).

Of these, 41 had one defect (6.3% of all taxis), 31 had two defects (4.8%) and 44 had three or more defects (6.7%). One taxi had 14 defects, the highest number of defects for a single taxi. The frequency of defects per taxi is shown in Figure 4.

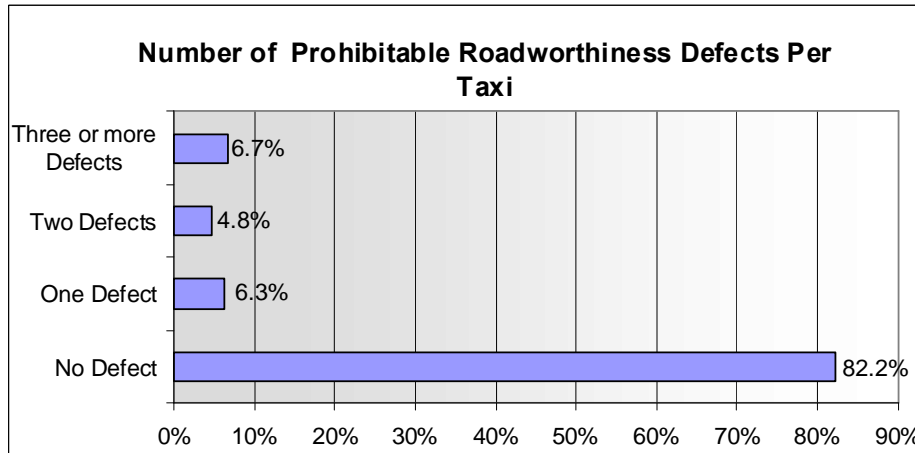


Figure 4

The three most common roadworthiness defects warranting a prohibition were:

- Tyres (21.9% of all defects found)
- Lamps (18.7%)
- Fire Extinguisher (10.1%)

Splitting this down by type of prohibition, the most common defects for immediate and delayed prohibitions are in Table 1.

Immediate Prohibitions (issued with V1/V2 or V27)	Delayed Prohibitions (issued with VT5)
Tyres (43.4% of all immediate defects)	Lamps (23.6% of all delayed defects)
Lamps (11.5%)	Fire Extinguisher (15.2%)
Steering Mechanism (8.0%)	Taxi Plates (10.3%)

Table 1

3.1.1.4. Verbal Warnings for Roadworthiness Defects

132 taxis were found to have at least one roadworthiness defect requiring a verbal warning (20.2% of all checks).

Of these, 21 taxis also had a prohibition or were issued with a PSV1 (3.2% of all checks). Figure 5 shows the frequency of verbal warning defects per taxi.

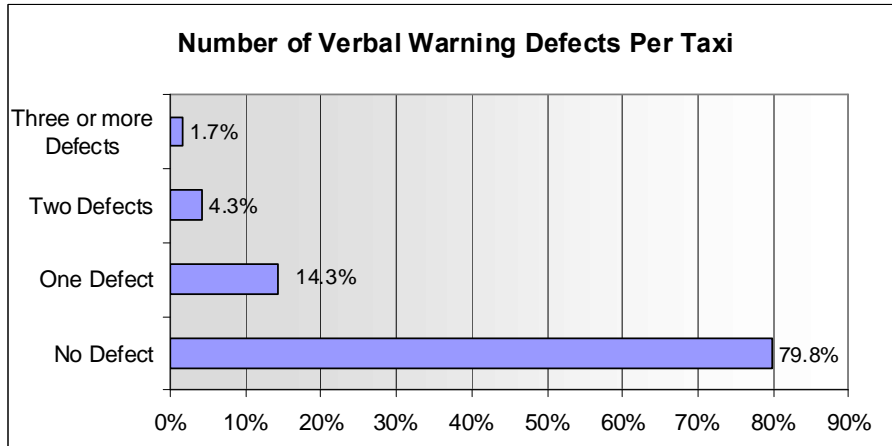


Figure 5

The three most common roadworthiness defects resulting in verbal warnings were:

- Lamps (41.2% of all verbal warnings issued)
- Tyres (21.4%)
- Exterior Bodywork (8.6%)

3.1.2. Exploratory Analysis

3.1.2.1. Phase of Check

There was no significant difference in the outcome of taxis checked in phase one or phase two.

Of the 652 taxis checked, 50 checks took place in phase one and 602 took place in phase two.

During phase one of the operation, 58.0% of taxis checked were found to have no roadworthiness defects (29 taxis) compared with 65.8% of taxis (396 taxis) during phase two. However, this difference was not found to be statistically significant.

Figure 6 shows the outcome of roadworthiness checks across both phases of checks.

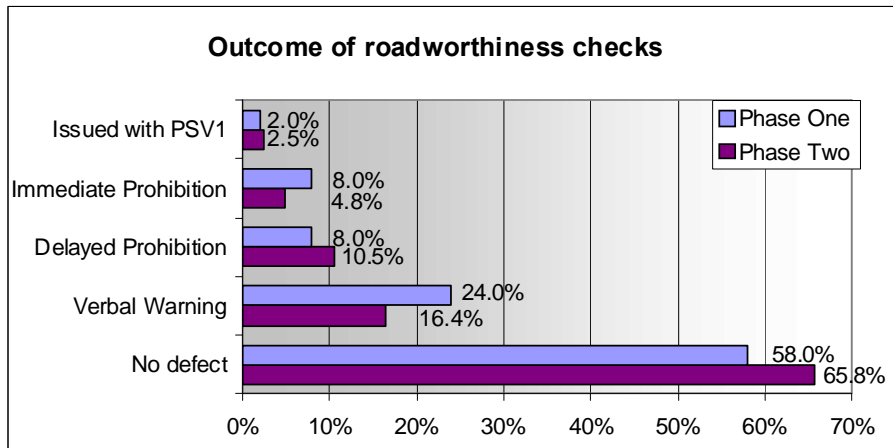


Figure 6

A similar proportion of checks resulted in a PSV1 in each phase; 2.0% (1 taxi) of checks in phase one compared with 2.5% (15 taxis) in phase two. Three taxis in phase two were issued a PSV1 for both roadworthiness defects and other offences.

When a roadworthiness defect was found, both phases showed that one defect was most commonly found (22.0% of taxis in phase one and 16.3% in phase two). There was no significant difference between the two phases for the frequency of roadworthiness defects per taxi. Figure 7 shows the distribution of number of defects per offending taxi for each phase.

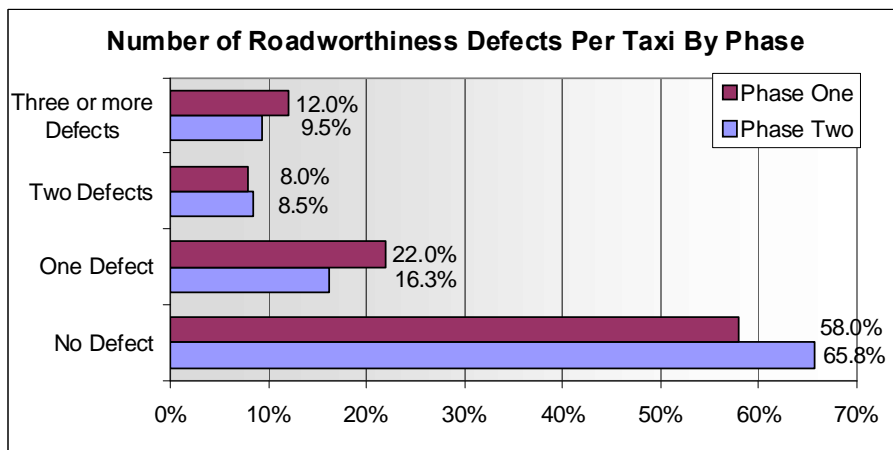


Figure 7

The proportion of taxis that had prohibitable roadworthiness defects was similar for both phases, with 18.0% in phase one and 17.8% in phase two. Where there was a prohibitable defect, both phases most commonly had three defects. This is illustrated in Figure 8.

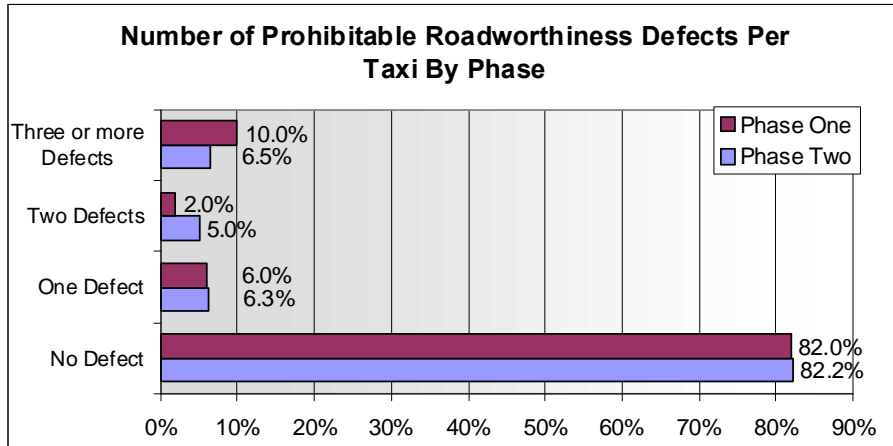


Figure 8

74.0% of checks in phase one (37 taxis) were found to have no verbal warnings as opposed to 80.2% of phase two checks (483 taxis) although this was not significant. In both phases, when a verbal warning was given, most commonly there was only one defect as shown in Figure 9.

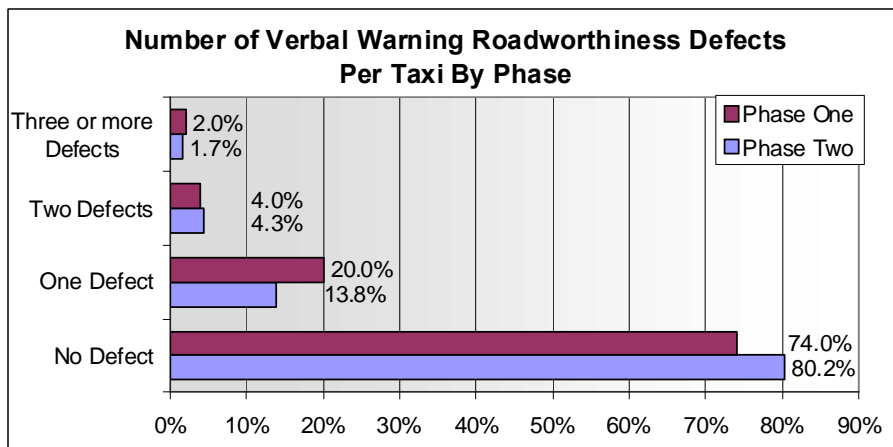


Figure 9

3.1.2.2. Age of Taxi

In general, the proportion of prohibitable defects increased with the age of vehicle.

The age distribution of the taxis and the proportion of taxis that had prohibitable defects are shown in Figure 10.

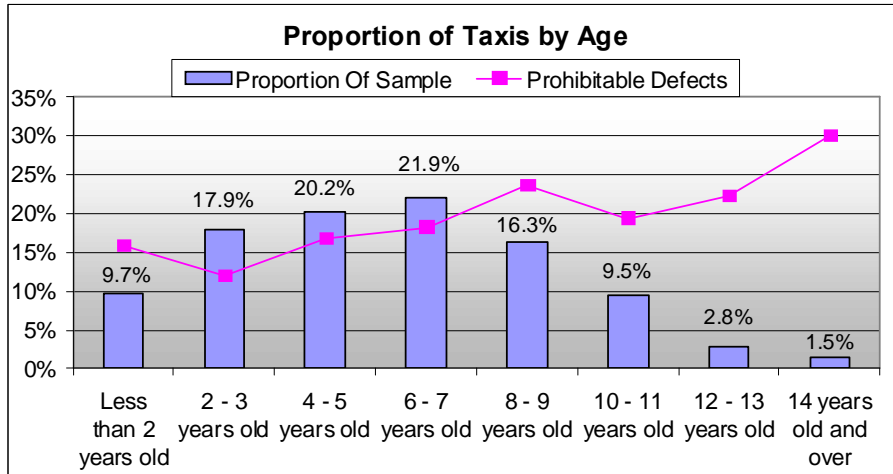


Figure 10

The proportions of each type of offence have been given in Figure 11, overlaying the proportions of all defects for each age group.

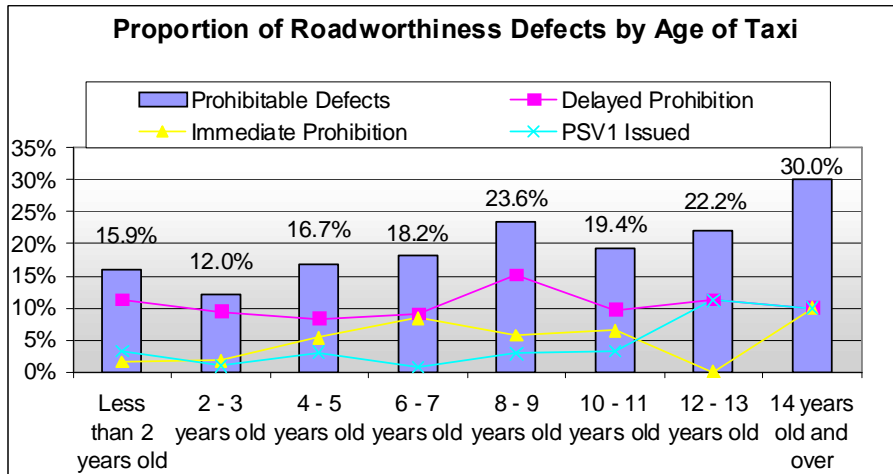


Figure 11

The proportion of prohibitable defects varied for the different age groups; taxis between 2-3 years old had the lowest proportion of defects (12.0%) and taxis aged 14 years and over had the highest proportion of defects (30.0%). However, there was no significant difference between the age groups for prohibitable defects.

Looking at all defects (i.e. verbal warnings included) taxis less than two years old and taxis aged 2-3 years old had significantly fewer defects, and vehicles aged 6-7 years had significantly more defects.

The proportion of checks resulting in the issue of a PSV1 varies between the taxi age groups. Due to the small number of PSV1s issued significance testing was not possible. The proportions are shown in Figure 12.

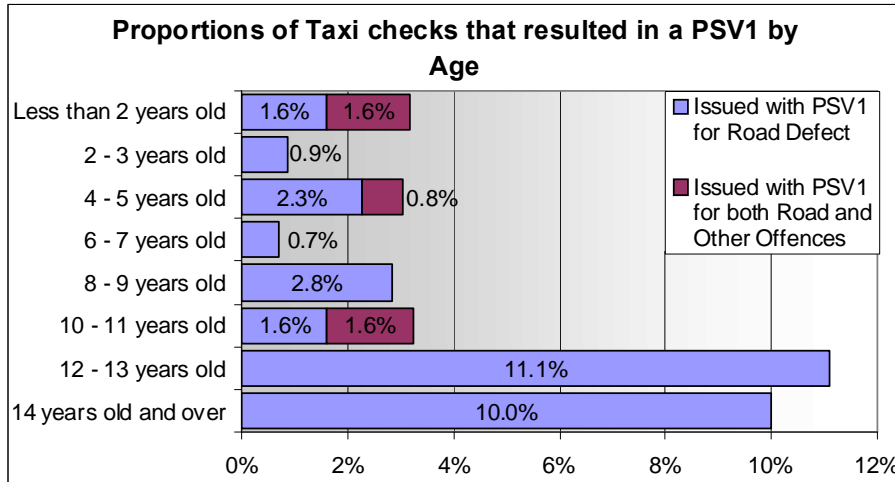


Figure 12

The frequency of prohibitable defects per taxi for each age group is shown in Figure 13.

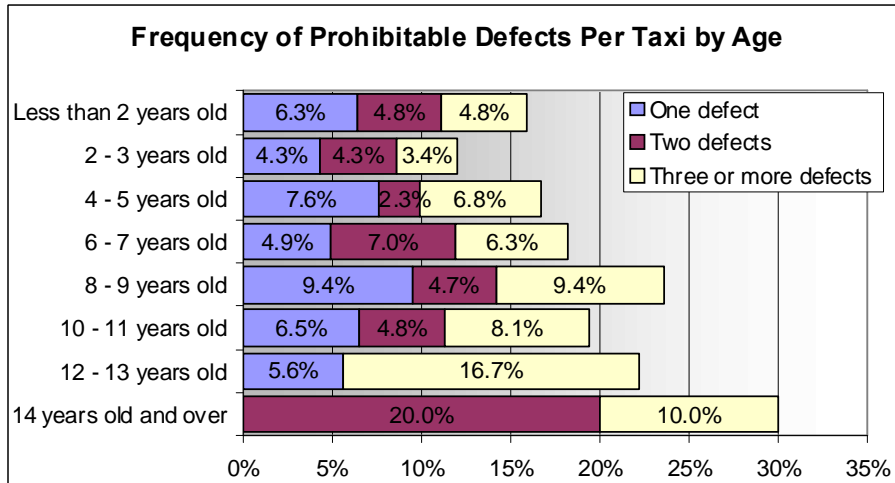


Figure 13

There was no significant difference in the number of prohibitable defects per taxi between the age groups. The taxis aged 14 years and over had the highest proportion of prohibitable defects, however this only equates to two taxis.

The most common roadworthiness defects that had a prohibition for each age group are shown in Table 2.

Age group	Most common prohibitable defects
less than 2 years old	Tyres, Fire Extinguisher, Lamps
2 - 3 years old	Fire Extinguisher, Lamps, Taxi Plates, Tyres
4 - 5 years old	Tyres, Lamps, Taxi Plates
6 - 7 years old	Tyres, Lamps, Taxi Plates, Fire Extinguisher, Taxi Roof Sign
8 - 9 years old	Lamps, Tyres, Fire Extinguisher
10 - 11 years old	Tyres, Lamps, Exterior Bodywork, Condition of Interior, Fire Extinguisher, Hydraulic Braking System and Components

12 – 13 years old	Lamps, Steering Mechanism, Exterior Bodywork
14 years old and over	Tyres, Taxi Roof Sign, Spare Wheel Provision

Table 2

Further tables of results are given in Annex D section D2.

3.1.2.3. Ownership of Taxi

Company owned taxis had a significantly higher proportion of prohibitable defects.

Of the 628 taxis where the ownership was known, 86.8% were owned by the driver (545 taxis) and 13.2% were owned by the company (83 taxis). Company owned taxis had a significantly higher proportion of prohibitable defects with 30.1% (25 taxis). Figure 14 shows the proportion of prohibitable defects for driver owned and company owned taxis.

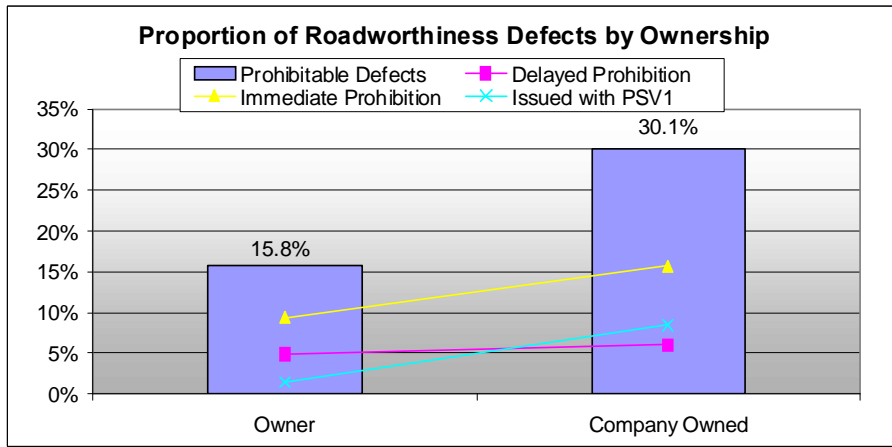


Figure 14

The proportion of checks that were issued with a PSV1 is shown in Figure 15. 8.4% (7 taxis) of company owned taxis received a PSV1 as opposed to only 1.5% (8 taxis) of owner drivers. Due to the small numbers involved significance testing was not possible.

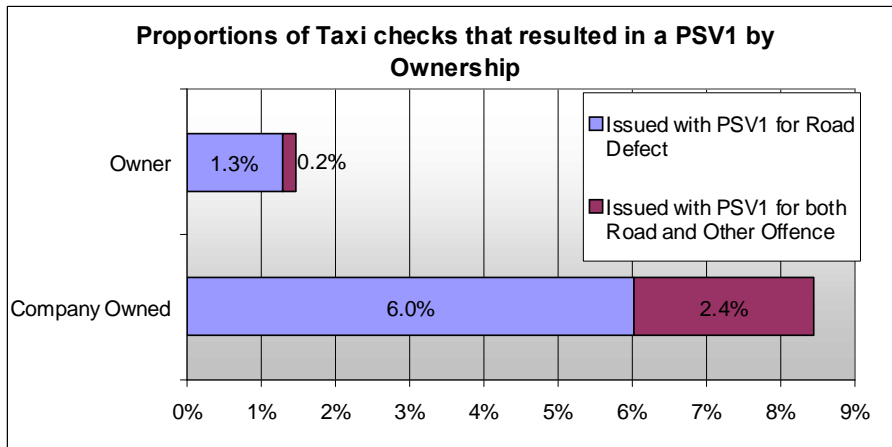


Figure 15

Figure 16 shows the number of prohibitable roadworthiness defects per taxi by taxi ownership. Company owned vehicles had a higher proportion of taxis with three or more defects (15.7%) compared with owner drivers (5.5%). Significance testing was not possible due to small numbers.

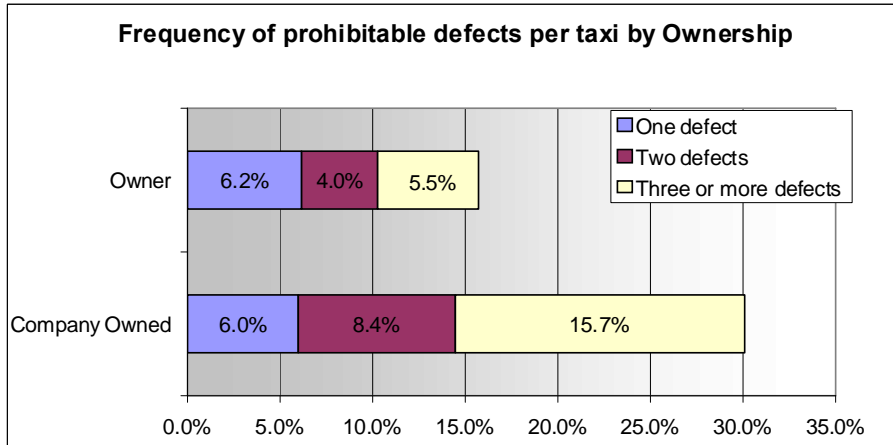


Figure 16

The most common prohibitable defects for each ownership category are shown in Table 3

Ownership	Most common prohibitable defects
Owner driver	Lamps, Tyres, Fire Extinguisher
Company owned taxi	Tyres, Fire Extinguisher, Lamps

Table 3

Further tables of results are given in Annex D, section D3

3.1.2.4. Vehicle Type

There was no significant difference between the proportions of prohibitable defects for vehicle types.

The overall vehicle types and the proportion of taxis that had prohibitable defects are shown in Figure 17. There were no taxis examined for the limousine Vehicle Type.

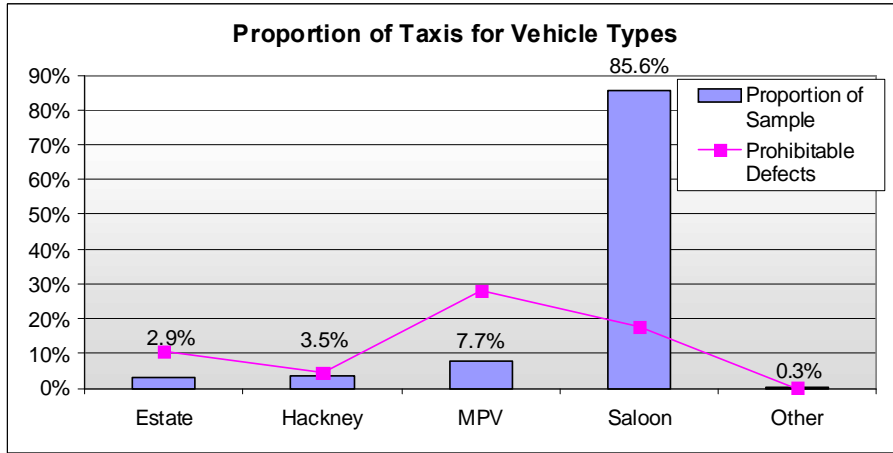


Figure 17

Considering verbal warnings as an offence, MPV vehicles had a significantly higher proportion of defects (48.0%), and Hackney vehicles had a significantly lower proportion of defects (13.0%). Other vehicle type consists of two taxis; neither taxi had any roadworthiness defects.

Figure 18 shows the proportion of checks with a prohibitable defect overlaid with the different types of offence rate for each vehicle type.

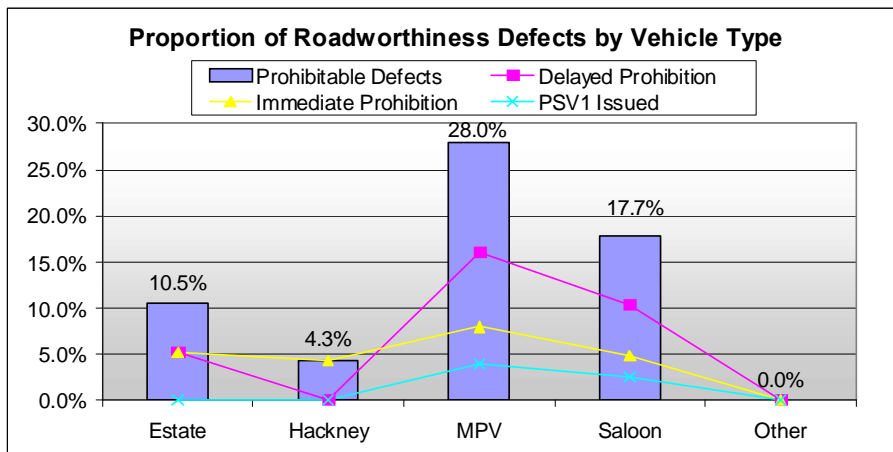


Figure 18

MPV and Saloon vehicles are the only type of vehicles to have been issued with PSV1s:

- Saloon . 2.5% issued with PSV1 (14 taxis) with two taxis issued with PSV1 for both roadworthiness and other offences.
- MPV . 4.0% issued with PSV1 (two taxis) with one taxi issued with PSV1 for both roadworthiness and other offences.

Figure 19 shows the number of prohibitable roadworthiness defects per vehicle type. There were no significant differences in the number of defects per vehicle type.

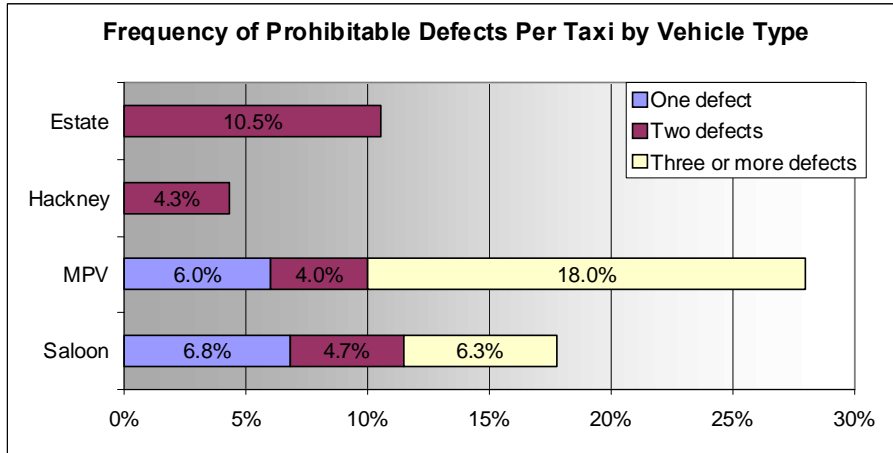


Figure 19

The most common prohibitable defects for each vehicle type are shown in Table 4.

Vehicle type	Most common prohibitable defects
Estate	Tyres, Condition of Interior, Driver and Passenger Doors
Hackney	Taxi Meter, Hand Brake Lever Operation/ Performance
MPV	Lamps, Tyres, Hydraulic Braking System and Components
Saloon	Tyres, Lamps, Fire Extinguisher

Table 4

Further tables of results can be found in Annex D, section D4.

3.1.2.5. Location of Check by County

City of Derry had significantly higher proportions of prohibitable defects (30.3%) compared with other counties.

Checks were carried out across all counties in Northern Ireland. Figure 20 shows the proportion of checks carried out in each county, along with the proportion of taxis which had a prohibitable defect.

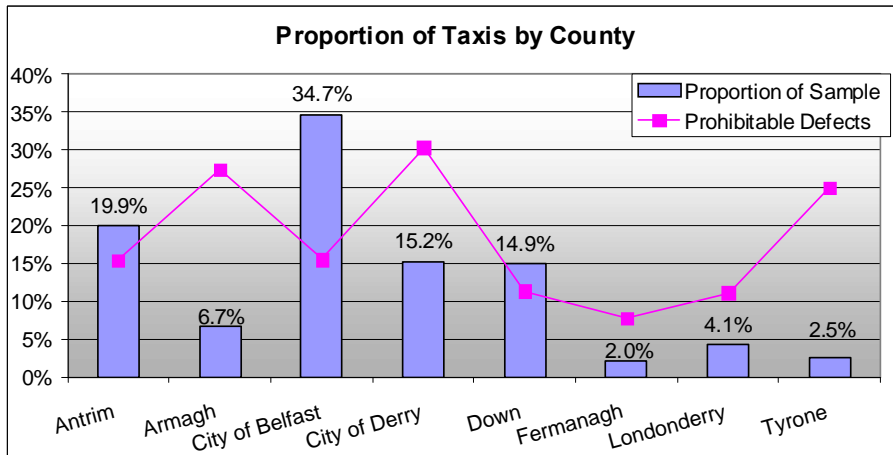


Figure 20

Figure 21 shows the prohibition rates of the groups, along with the different types of prohibition.

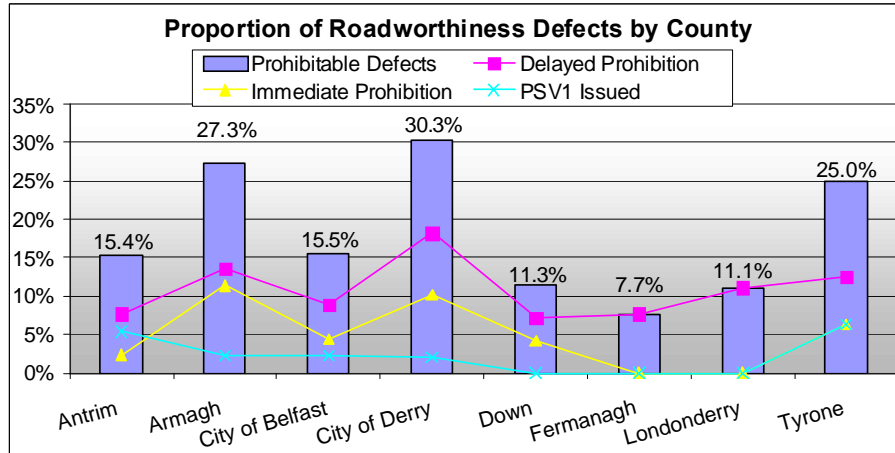


Figure 21

All taxis in Fermanagh and Londonderry that had a prohibitable defect were given a delayed prohibition. City of Derry had significantly higher proportions of prohibitable defects (30.3%) compared with other counties.

When looking at defects with any level of severity, City of Belfast had significantly lower proportions of defects (27.9%) compared to other counties.

PSV1s were issued to vehicles in five counties; the breakdown of these is shown in Figure 22. Although Tyrone had the highest proportion, with 6.3% of checks issued with a PSV1; this only equates to one taxi.

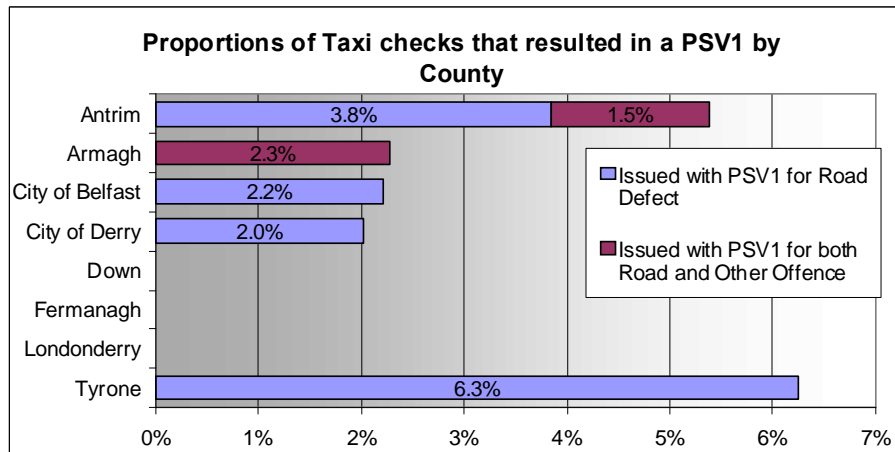


Figure 22

Figure 23 shows the number of prohibitable roadworthiness defects per vehicle for checks carried out in different counties.

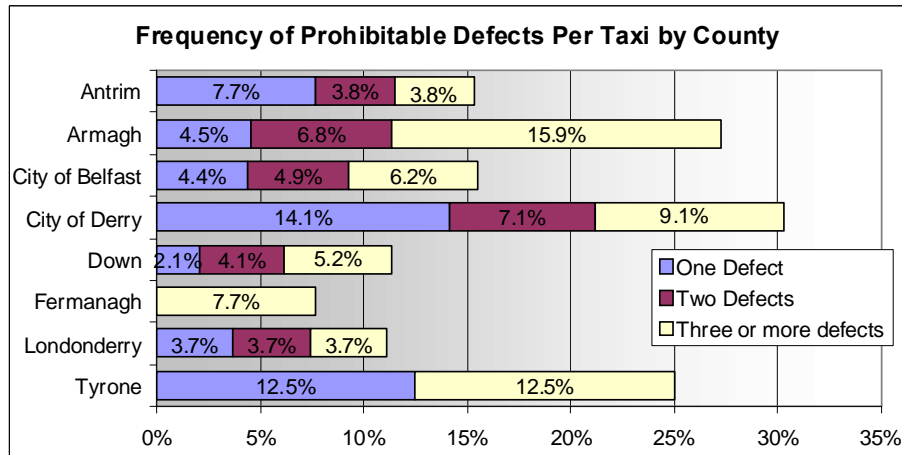


Figure 23

There is a high variability on the number of defects per taxi between counties; City of Derry had a significantly higher proportion of taxis with one defect compared with other counties. Armagh had the highest proportion of taxis with three or more defects with 15.9% (seven taxis) although it was not possible to determine the significance of this.

The most common prohibitable defects for taxis of each county are shown below in Table 5.

County	Most common prohibitable defects
Antrim	Tyres, Fire Extinguisher
Armagh	Lamps, Tyres, Hydraulic Braking System
City of Belfast	Lamps, Tyres, Fire Extinguisher
City of Derry	Tyres, Lamps, Taxi Roof Sign, Fire Extinguisher
Down	Lamps, Taxi Plates, Tyres
Fermanagh	Lamps, Fire Extinguisher
Londonderry	Taxi Roof Sign, Condition of Interior, Mirrors, Electrical Wiring and Equipment, Horn
Tyrone	Lamps, Tyres, Steering Mechanism

Table 5

Further tables of results are given in Annex D, section D5.

3.1.2.6. PSV Expiry Date

There were no significant differences in prohibitable defect rates between the PSV expiry groups.

The PSV expiry date was provided for all but three of the 652 taxis checked (there were no defects on these three taxis). Figure 24 gives further detail about the range of expiry dates.

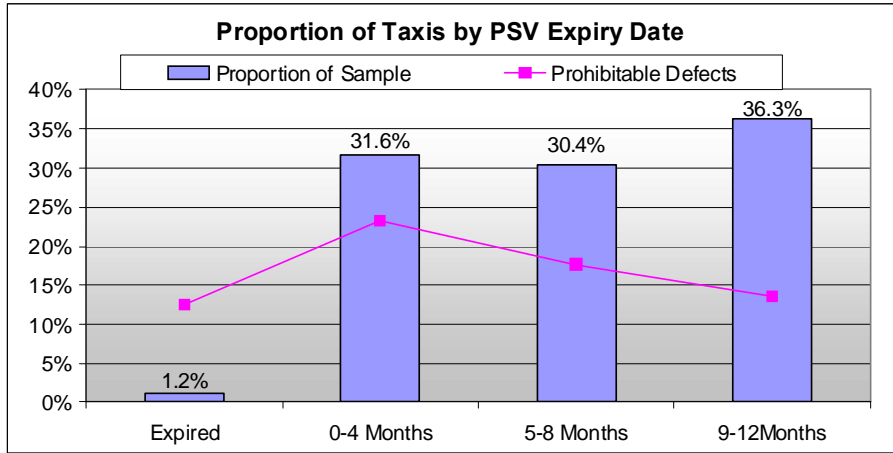
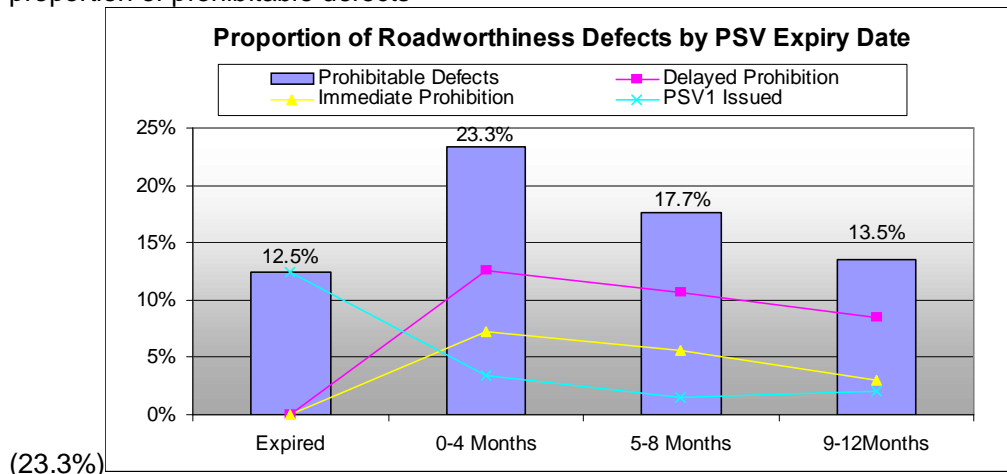


Figure 24

The vehicles with 0-4 months remaining on their PSV licence had the highest proportion of prohibitable defects



(23.3%)

Figure 25 shows the total prohibitable defect rates for each of the PSV expiry groups.

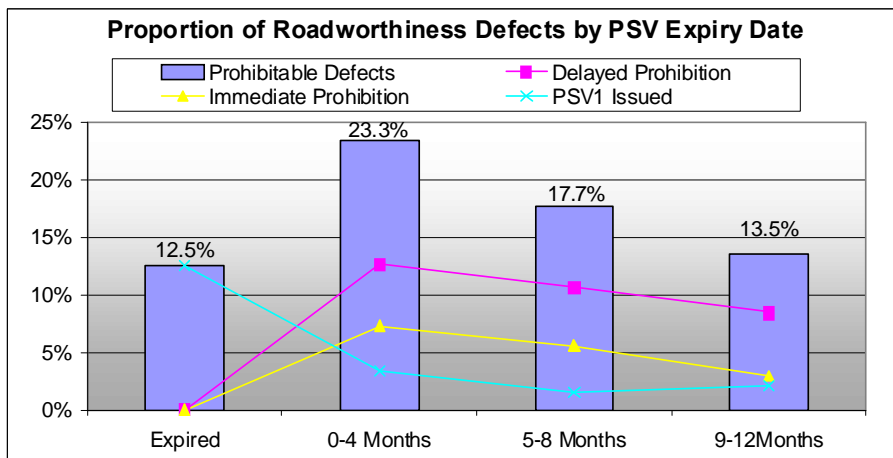


Figure 25

There were no significant differences in prohibitable defect rates between the PSV expiry groups. However, when verbal warnings were included, taxis with 0-4 months remaining on their PSV licence had a significantly higher proportion of defects (42.7%), and taxis with 9-12 months left had significantly lower proportion of defects (29.5%). Where the PSV licence had expired, one taxi (12.5%) had a roadworthiness defect; this taxi was issued with a PSV1.

The proportions of taxis that had a PSV1 issued for the PSV expiry date groups are detailed in Figure 26.

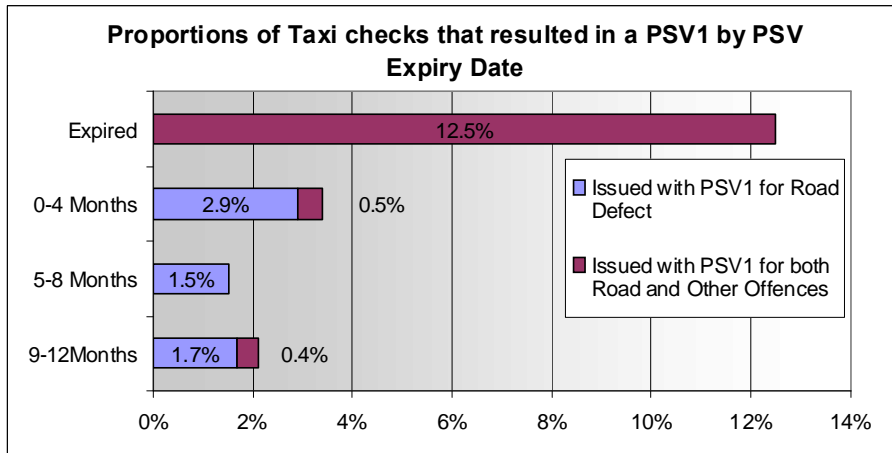


Figure 26

Of the nine taxis where the licence had expired, one taxi had been issued with a PSV1. Excluding the expired category, the highest proportion of PSV1s were issued to taxis who had 0-4 months remaining on their PSV licence, with 3.5% (seven taxis) issued with a PSV1 of which one taxi was issued with a PSV1 for both roadworthiness and other offences.

Figure 27 shows the number of prohibitable roadworthiness defects per taxi by PSV expiry group.

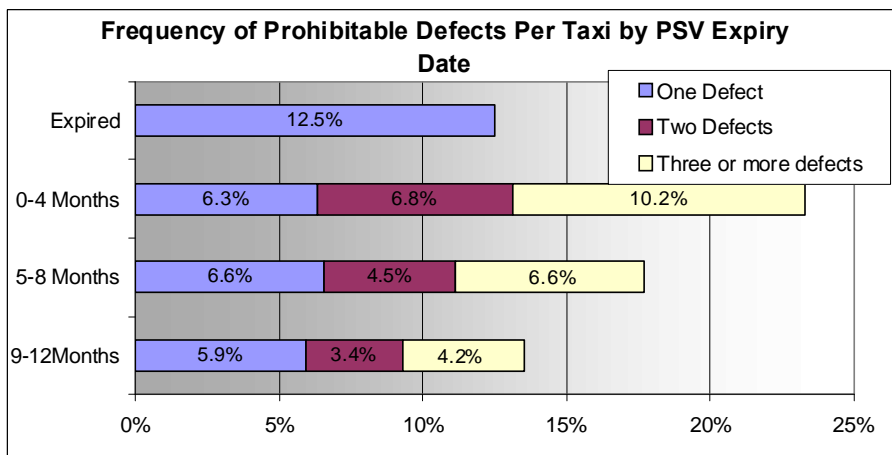


Figure 27

The group with 0-4 months remaining on their PSV licence had the highest proportion of taxis with three or more defects (10.2%); this was significantly different from other

PSV expiry groups. The group with 9-12 months left on their PSV licence had a significantly lower proportion of taxis with three or more prohibitable defects (4.2%).

The most common prohibitable defects for each PSV licence expiry date category are shown in Table 6 below.

Time left on licence	Most common prohibitable defects
Expired	Tyres
0-4 Months	Lamps, Tyres, Fire Extinguisher
5-8 Months	Tyres, Lamps, Condition of Interior
9-12 Months	Lamps, Tyres, Fire Extinguisher

Table 6

Further tables of results are given in Annex D, section D6.

3.1.2.7. Day of Check

There were no significant differences in prohibitable defect rates between the days of the week.

Checks were conducted on different days of the week, with the aim of producing a balanced sample of taxi traffic. Figure 28 indicates the proportion of checks that were carried out by day of the week, along with the proportion of prohibitable defects that were found.

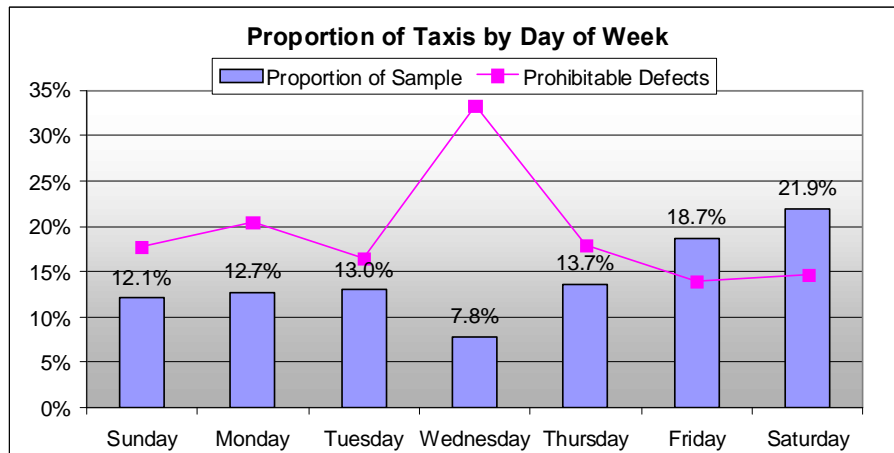


Figure 28

Figure 29 shows the proportion of defects by day of the week; overlaid are the defect rates. Checks conducted on Wednesdays had the highest prohibition rates (33.3%), although this was not significantly different from the prohibition rates found on other days of the week.

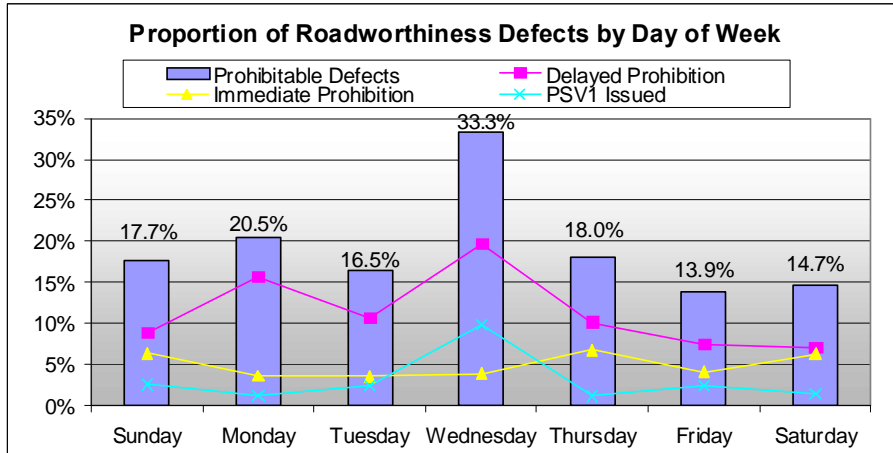


Figure 29

Figure 30 shows the proportion of taxis that have been issued with PSV1s by the day of the week that the check was carried out. Wednesday had the highest proportion of defects issued with a PSV1 at 9.8% (5 taxis).

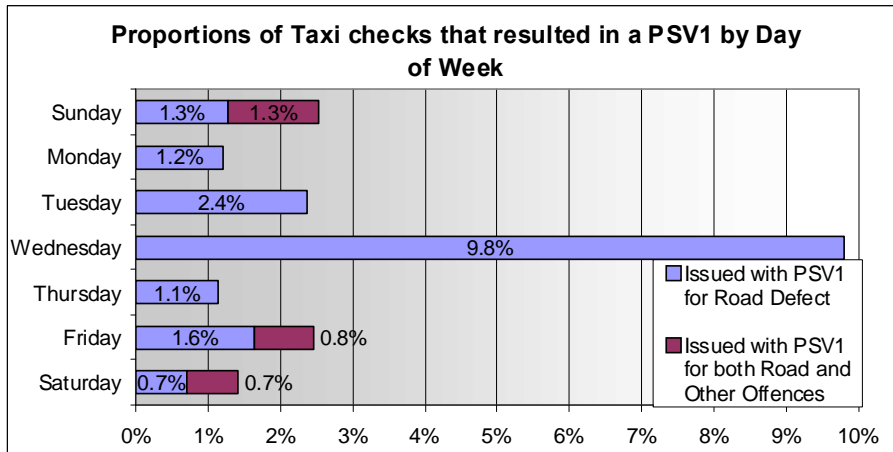


Figure 30

Figure 31 shows the frequency of prohibitable defects per taxi by day of the week. Wednesday had the highest proportion of taxis with two defects compared to other days of the week (13.7%) and Friday has the highest proportion with three or more defects (8.2%), although neither of these results was significant.

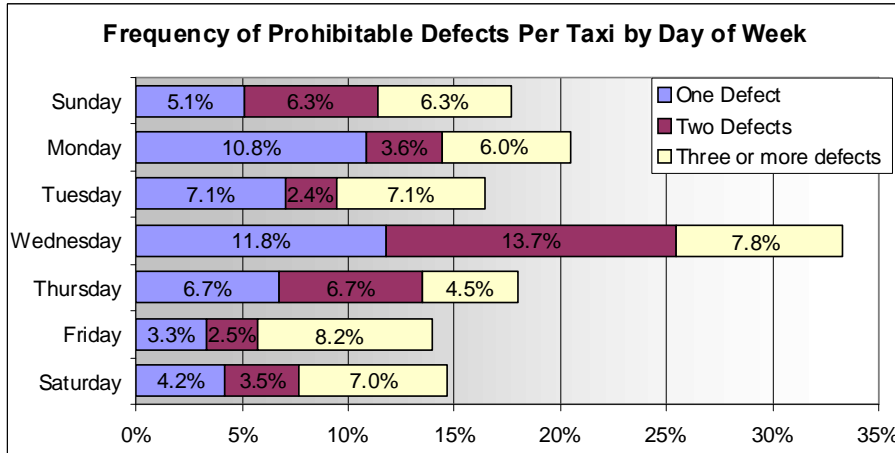


Figure 31

The three most common prohibitable defects by each day of the week of the check are in Table 7 below.

Day	Most common prohibitable defects
Sunday	Lamps, Tyres, Steering Mechanism
Monday	Tyres, Fire Extinguisher, Condition of Interior
Tuesday	Tyres, Condition of Interior, Taxi Roof Sign
Wednesday	Lamps, Tyres, Condition of Interior
Thursday	Tyres, Lamps, Fire Extinguisher
Friday	Tyres, Lamps, Taxi Plates, Fire Extinguisher
Saturday	Lamps, Tyres, Taxi Plates, Fire Extinguisher

Table 7

Further tables of results are given in Annex D, section D7.

3.1.2.8. Mileage

The proportion of prohibitable defects increases as mileage increases.

Of the 652 taxis checked, 43 had no details on mileage. The remaining taxis were split into mileage groups in order to discern whether a relationship exists between mileage and roadworthiness defects.

Figure 32 shows the proportion of taxis checked and the proportion of prohibitable defects in each mileage group. The graph illustrates that as the mileage increases the proportion of prohibitable defects increases; from 11.8% for taxis with a mileage between 0-50k to 30.8% for taxis with a mileage over 300.k. However, there was no significant difference for the proportions of prohibitable defects between the mileage groups.

When verbal warnings were included, taxis with a mileage of 0-50k had a significantly lower proportion of defects (21.1%) and taxis with a mileage of 151-200k had a significantly higher proportion of defects (42.9%).

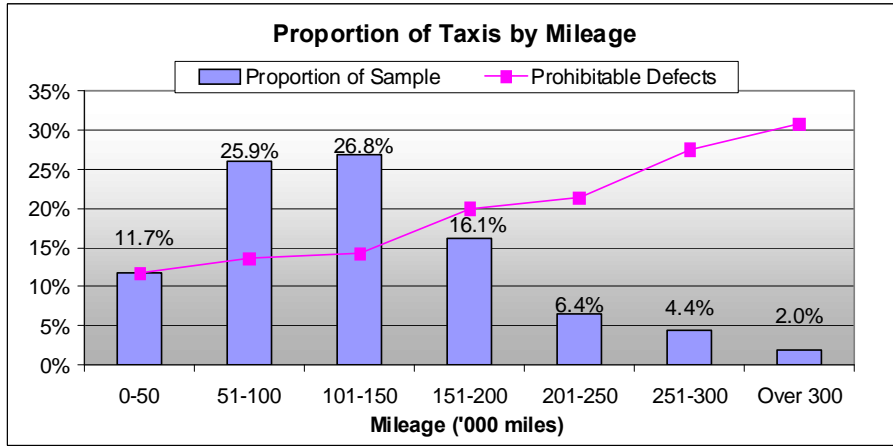


Figure 32

Figure 33 shows the proportion of vehicles with defects, overlaid with the types of defects. There were no immediate prohibitions for taxis in the lowest mileage group of 0-50k. With the exception of taxis with mileage between 201k and 250k, the proportions of immediate prohibitions generally increase as the taxi mileage increases.

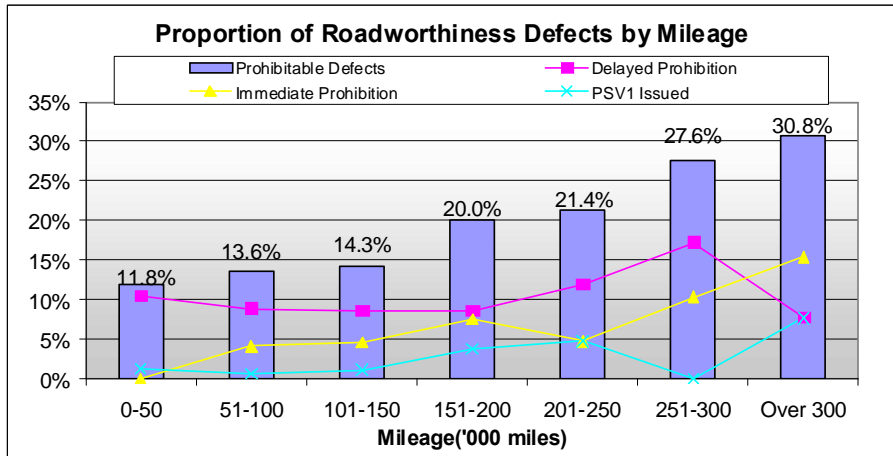


Figure 33

Figure 34 shows the proportion of checks resulting in the issue of a PSV1. The issuing of PSV1s ranges from 0% for taxis with a mileage 251-300k to 7.7% (one taxi) for taxis with mileage of over 300k.

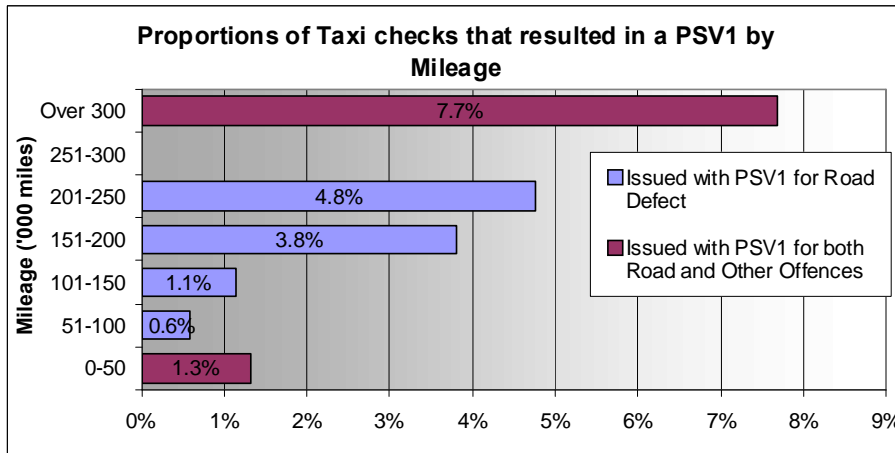


Figure 34

The number of defects per taxi for each mileage group is shown in Figure 35. Taxis in the mileage group 251-300k had a high proportion of checks resulting in three or more prohibitable defects, although it was not possible to determine the significance of this result. With the exception of the smallest and largest mileage groups (0-50k and over 300k), there appears to be a trend in the proportion of taxis with three or more defects; the proportion increases as the mileage increases.

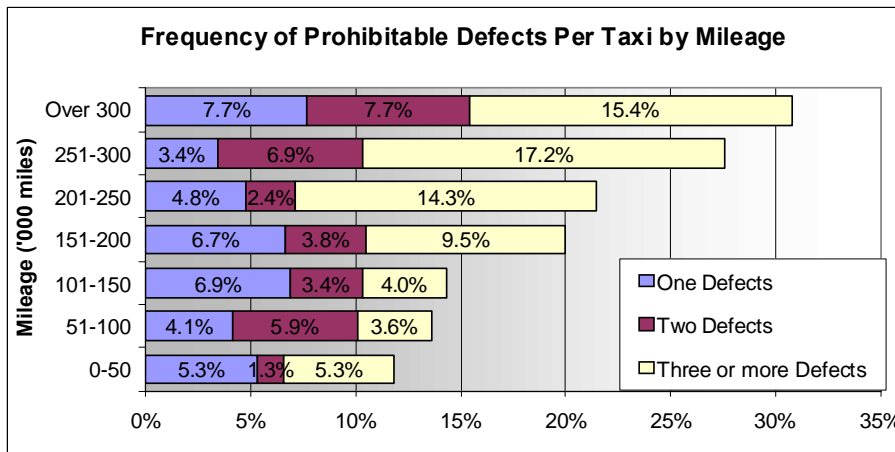


Figure 35

The most common prohibitable defects by mileage group are given in Table 8 below.

Mileage	Most common prohibitable defects
0 - 50k	Lamps, Fire Extinguisher, Tyres
51k - 100k	Lamps, Tyres, Fire Extinguisher
101k - 150k	Tyres, Lamps, Taxi Roof Sign
151k - 200k	Tyres, Condition of Interior, Lamps, Fire Extinguisher
201k - 250k	Lamps, Tyres, Steering Mechanism
251k - 300k	Lamps, Hydraulic Braking System and Components, Condition of Interior
>301k	Hydraulic Braking System and Components, Transmission, Tyres, Condition of Interior, Fire Extinguisher, Steering Mechanism
Unknown	Tyres, Lamps, Taxi Plates

Table 8

Further tables of results are given in Annex D, section D8.

3.1.2.9. *Time of Day*

There were no significant differences in prohibitable defect rates between the times of day.

Checks were conducted at different times of the day, with the aim of producing a representative sample of taxi traffic. The checks were carried out during two different time periods; day time (06:00 . 18:00) and night time (18:01 . 05:59). Night time checks were limited to certain locations due to health and safety considerations. In total 305 checks were carried out at night (46.8%) and 347 checks were carried out during the day (53.2%).

Figure 36 shows the proportions of the different prohibitable defect types for the two time periods. Although the results show a higher rate of prohibitable defects (18.4%) occurring in the day time checks than in the night time checks (17.0%) the difference was not statistically significant.

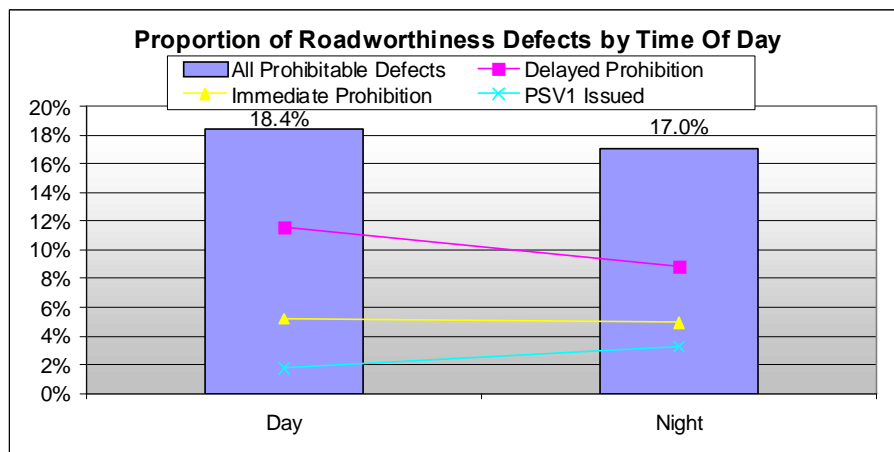


Figure 36

There was very little difference between the proportion of taxis warranting an immediate prohibition at night or during the day (4.9% and 5.2% respectively). The difference was larger for delayed prohibitions although this difference was not significant.

A higher proportion of taxis checked at night were issued with a PSV1 compared to the day time with 3.3% (10 taxis) and 1.7% (6 taxis) respectively. However, the difference was not statistically significant

Figure 37 shows the frequency of prohibitable defects per taxi. For both times of day the proportion of taxis with one defect is similar. There is a difference when two defects and three or more defects are considered, but neither differences were statistically significant.

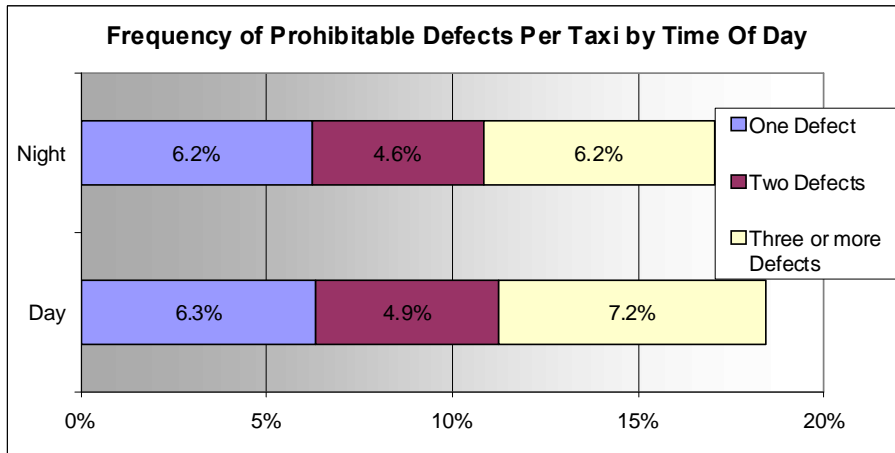


Figure 37

The most common defects split by time of check are given in Table 9 below.

Time of day	Most common defects
Day (06.00hrs to 18.00hrs)	Tyres, Lamps, Fire Extinguisher
Night (18.01hrs to 05.59hrs)	Tyres, Lamps, Taxi Roof Sign, Steering Mechanism

Table 9

Further tables of results are given in Annex D, section D9.

3.2. Other Traffic Offences

3.2.1. *Headline Results*

3.2.1.1. Overall Breakdown of Other Offences

The roadside checks involved an inspection for other traffic offences not related to roadworthiness (and referred to in this report as other offences). These offences are categorised as follows:

- Taxi Plates
- Taxi Badge
- Taxi Roof Sign
- Taxi Meter
- Taxi Fares Board
- Overcharging
- Excess Passengers
- Illegal Plying
- Ordinary Driver Licence
- Vocational Driver Licence
- PSV Vehicle Licence
- Road Service Licence
- Vehicle Excise Duty
- Insurance
- Bodywork not to PSV Standard
- Interior not to PSV Standard
- Fire Extinguisher.

Half of the 652 checks (326 taxis) revealed no other offence had been committed.

Of the 326 taxis committing other offences, 243 drivers received a verbal warning³ (37.3%), 58 received a delayed prohibition (8.9%), 12 received an immediate prohibition (1.8%) and 13 were issued a PSV1 (2.0%) . see Figure 38.

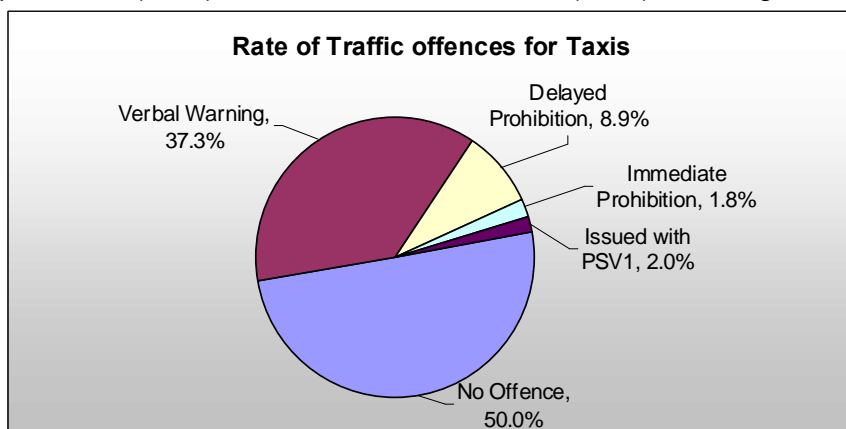


Figure 38

³ includes all those that had an Inspection Note issued for Taxi Plates and/or Taxi Roof Sign

Figure 39 shows the distribution of the number of offences per offending taxi.

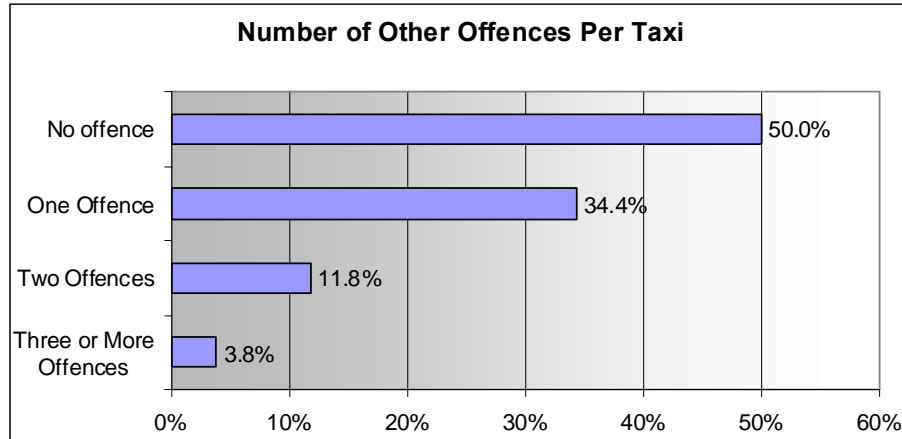


Figure 39

3.2.1.2. PSV1s Issued for Other Offences

Of the 652 taxis checked, 13 were issued with a PSV1.

Of the 13 PSV1s issued for other offences (2.5%), 10 were for other offences only (1.5% of all checks) and three were issued to taxis for both roadworthiness offences and other offences (0.5%).

The outcomes of the taxis with a PSV1 for both roadworthiness and other offences are detailed in section 3.1.1.2. For the taxis with a PSV1 issued for other offences only, one taxi has been prosecuted, seven taxis had no further action taken and at the time of writing, the two remaining taxi operators are still being processed.

3.2.1.3. Breakdown of Offence Types for Other Offences

The most common category for non-compliance was Taxi Plates.

The offence category with the highest proportion of prohibitions was Fire Extinguisher.

In total 83 taxis were given at least one prohibition or were issued with a PSV1 for other offences (12.7%). Table 10 shows the proportion of offences committed in each category, sorted in order of compliance rate:

Offence Type	No offence	Verbal warning	Prohibition	PSV1 completed
Overcharging Passengers	100.0%	0%	0%	0%
Excess Passengers	100.0%	0%	0%	0%
Illegal Plying	100.0%	0%	0%	0%
Road Service Licence	100.0%	0%	0%	0%
Taxi Fares Board	99.8%	0.2%	0%	0%

Ordinary Drivers Licence	99.7%	0.2%	0%	0.2%
Taxi Meter	99.7%	0%	0.3%	0%
Vehicle Excise Duty	99.5%	0%	0%	0.5%
Vocational Drivers Licence	99.4%	0.2%	0%	0.5%
Insurance	99.1%	0%	0%	0.9%
PSV Vehicle Licence	98.6%	0.2%	0%	1.2%
Interior not to PSV Standard	96.5%	0.9%	2.5%	0.2%
Bodywork not to PSV Standard	94.8%	3.7%	1.4%	0.2%
Taxi Badge	94.3%	5.5%	0%	0.2%
Fire Extinguisher	93.3%	1.8%	4.6%	0.3%
Taxi Roof Sign	90.0%	6.9%	3.1%	0%
Taxi Plates	62.1%	34.4%	3.5%	0%

Table 10

The compliance rate ranged highly between offence categories. For four offence categories all taxis checked were compliant (Overcharging Passengers, Excess Passengers, Illegal Plying and Road Service Licence).

The most common category for non-compliance was Taxi Plates. 37.9% of taxis received either a verbal warning or prohibition for a Taxi Plates offence. The majority being verbal warnings. Excluding Taxi Plates, the compliance rate across all other offence categories was much higher - at least 90%.

The offence category with the highest proportion of prohibitions was Fire Extinguisher, with 4.6% (30 taxis) being issued with a prohibition. Other categories with prohibitions were Taxi Meter, Interior, Bodywork, Taxi Roof Sign and Taxi Plates.

The category with the highest proportion issued with a PSV1 was PSV Vehicle Licence with 1.2% (eight taxis). Other categories with a PSV1 issued were Ordinary Drivers Licence, Vehicle Excise Duty, Vocational Drivers Licence, Insurance, Interior, Bodywork, Taxi Badge and Fire Extinguisher.

Further tables of results are given in Annex D, section D1.

3.2.1.4. Verbal Warnings for Other Offences

282 taxis were found to have at least one other offence resulting in a verbal warning (43.3% of all checks).

Of these, 39 taxis also had a prohibition or a PSV1 issued (6.0%). The frequency of other offences resulting in a verbal warning per taxi are shown in Figure 40.

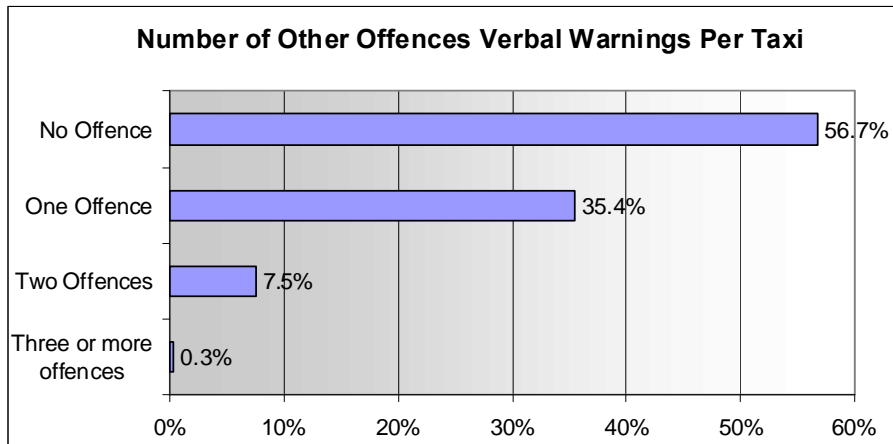


Figure 40

The majority of checks that received a verbal warning for other offences had only one offence resulting in a verbal warning with 35.4% of all taxis receiving one verbal warning (231 taxis).

3.2.2. Exploratory Analysis

3.2.2.1. Phase of Check

There was no significant difference in the outcome of taxis checked in phase one or phase two.

50 vehicles were checked in phase one and 602 vehicles were checked in phase two.

Figure 41 shows the rate of all the traffic prohibitions by phase of check. A higher proportion of taxis checked in phase one were compliant (58.0%) than in phase two (49.3%) although this was not significantly different. A higher proportion of checks in phase two (38.0%) received verbal warnings than in phase one (28.0%) although this was not significant.

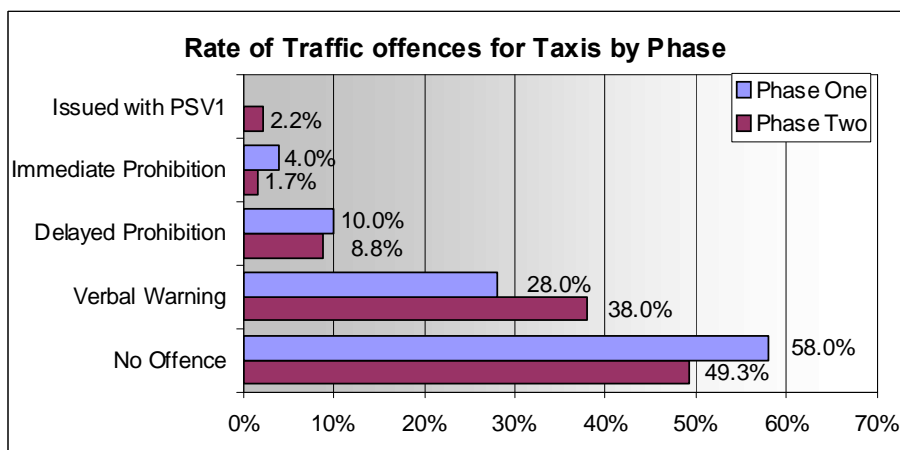


Figure 41

No taxis were issued with a PSV1 in phase one; 13 taxis were issued with a PSV1 (2.2%) in phase two: three of which for both roadworthiness and other offences and 10 for other offences only.

Figure 42 shows the number of offences per vehicle by phase of check. Phase two checks revealed a higher proportion of taxis with one or two offences than phase one checks, although the difference was not significant. Both phases had similar proportions of taxis with three or more offences.

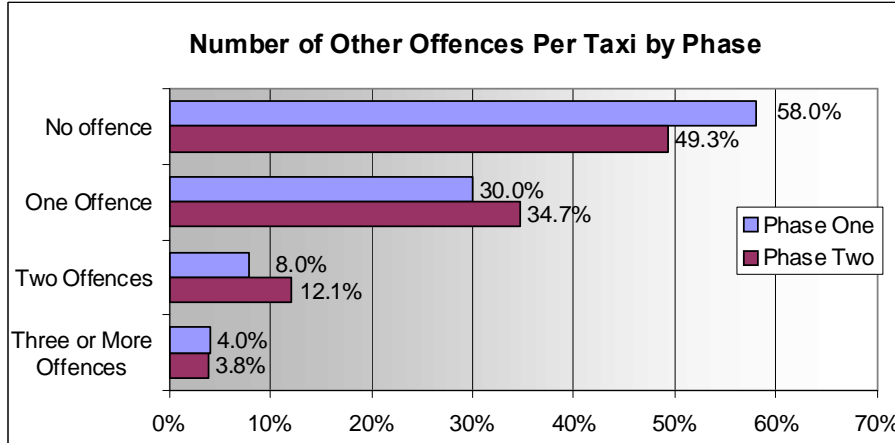


Figure 42

Figure 43 shows the number of verbal warnings per taxi. The proportion of taxis warranting a verbal warning for one offence was higher in phase two although this was not significant. Only one taxi in each phase had three or more verbal warnings.

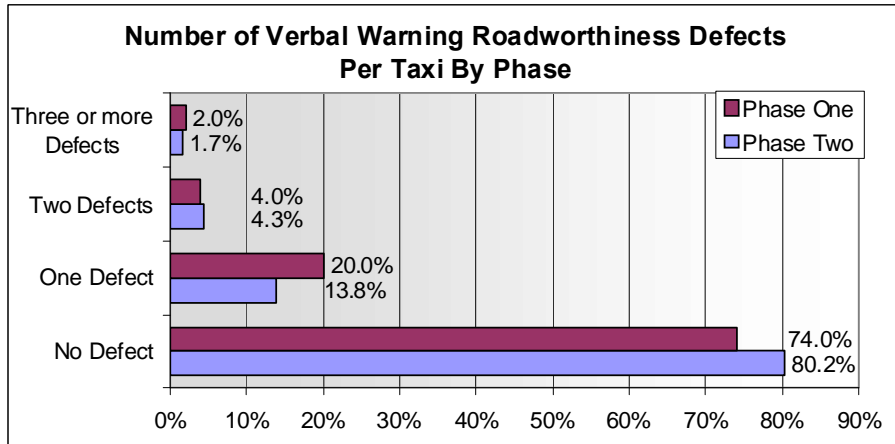


Figure 43

The compliance rates for each offence category by phase of check are in Table 11, with differences of over 1% between the phases highlighted in green.

	Phase One	Phase Two
Taxi Plates	80.0%	60.6%
Taxi Badge	92.0%	94.5%
Taxi Roof Sign	100.0%	89.2%
Taxi Meter	100.0%	99.7%

Taxi Fares Board	100.0%	99.8%
Overcharging	100.0%	100.0%
Excess Passengers	100.0%	100.0%
Illegal Plying	100.0%	100.0%
Ordinary Drivers Licence	98.0%	99.8%
Vocational Driver Licence	98.0%	99.5%
PSV Vehicle Licence	100.0%	98.5%
Road Service Licence	100.0%	100.0%
Vehicle Excise Duty	100.0%	99.5%
Insurance	100.0%	99.0%
Bodywork	90.0%	95.2%
Interior	90.0%	97.0%
Fire Extinguisher	94.0%	93.2%

Table 11

The largest difference in compliance between the phases of the check was for Taxi Plates, 20% (10 taxis) in phase one had an offence - significantly lower than 39.4% (237 taxis) in phase two. There was also a significant difference between the phases for Taxi Roof Sign compliance, where there were no taxis with an offence in phase one compared with 10.8% (67 taxis) in phase two.

Further tables of results are given in Annex D, section D1.

3.2.2.2. *Age of Taxi*

There was no significance in the rates of traffic offences within the age groups.

The age profile of the taxis checked is described in section 3.1.2.2.

Figure 44 shows the proportion of taxis checked that resulted in offences of different severity, for each age category.

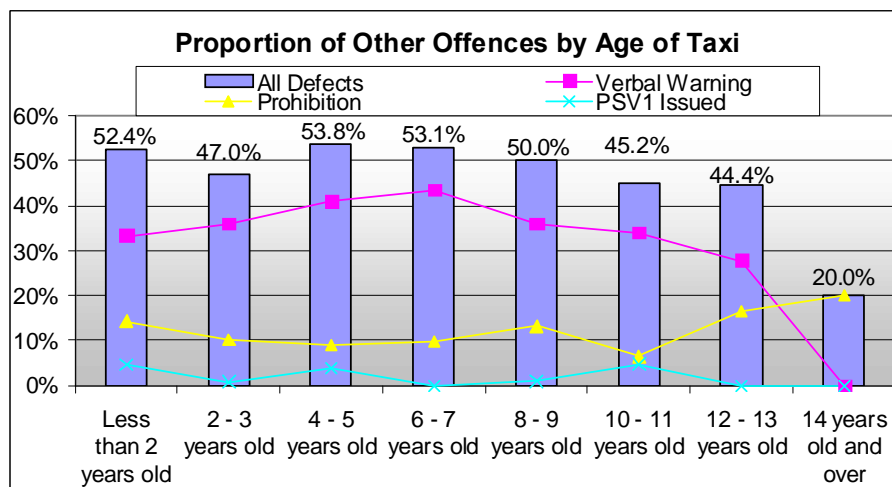


Figure 44

The proportion of checks issued with a PSV1 varied between the age groups as shown in Figure 45. Vehicles aged less than two years old and 10-11 years old had

the highest proportions of taxis issued with a PSV1, each with three taxis (4.8%) being issued with PSV1s.

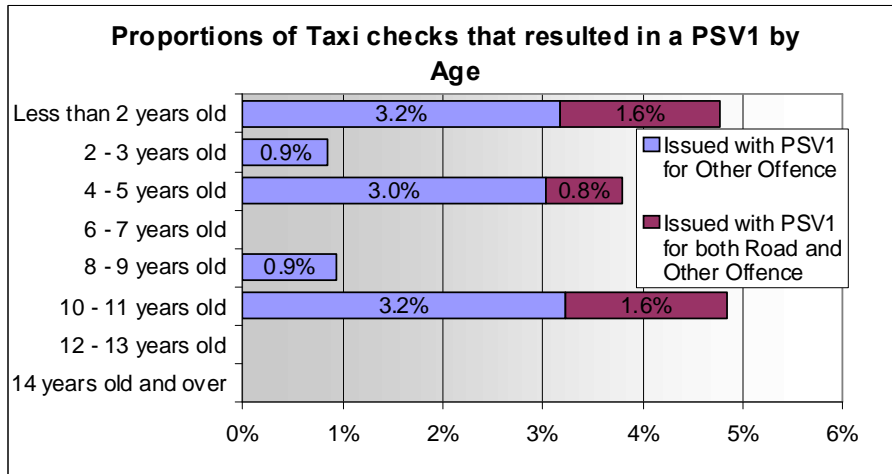


Figure 45

Figure 46 shows the number of offences per taxi by age (for all severity of offence). The difference in the frequency of offences per taxi between age groups was not significant.

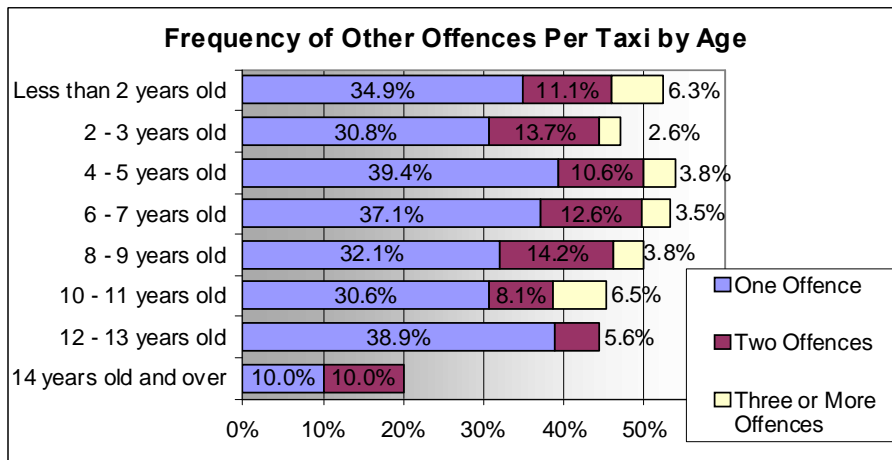


Figure 46

There were similar compliance rates between the different age groups for many of the offence categories. Where there were differences they were not significant. Those offence categories with the most variability between the age groups with the highest and lowest compliance rates are:

- Taxi Plates (range of 45.5%)
- Taxi Roof Sign (range of 20.0%)
- Fire Extinguisher (range of 12.7%)
- Taxi Badge (range of 10.3%)

Further tables of results are given in Annex D, section D2.

3.2.2.3. Owner Driver or Company Vehicle

Company owned vehicles have a significantly higher proportion of prohibitable offences (28.9%).

Figure 47 shows the proportion of taxis checked that resulted in offences of different severity, for each taxi ownership category. There is a large difference between the prohibitions issued between taxis owned by the driver (8.8%) and those that were company owned (24.1%). There were significant differences between the number of prohibitable offences, with Company owned vehicles having a significantly higher proportion of prohibitable offences (28.9%) than vehicles owned by the driver (10.3%).

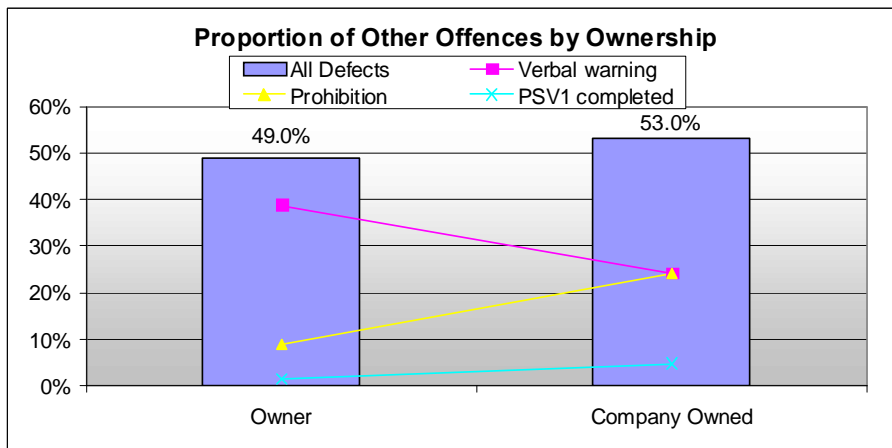


Figure 47

The proportion of other offences that were issued with a PSV1 were given as follows:

- Owned by driver - 1.5% (eight taxis, of which one was for both a traffic offence and roadworthiness defect)
- Company Owned . 4.8% (four taxis, of which two were for both traffic offences and roadworthiness defects)

Figure 48 shows the number of offences per taxi for each ownership group (all severities included). For both categories, where an offence was found, most commonly there was only one offence. Although company owned vehicles had a smaller proportion of taxis with only one offence, and a higher proportion with two offences and three or more offences, there were no significant differences between the ownership categories for the number of offences per taxi.

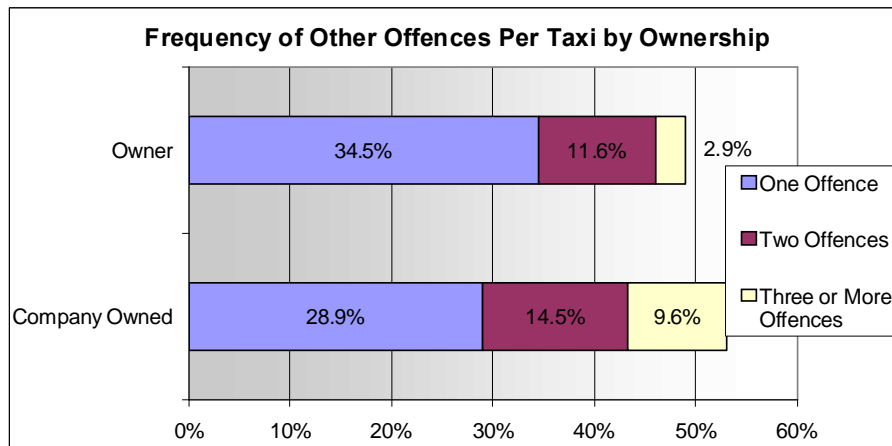


Figure 48

The individual offence categories with the most variable compliance rate between taxi ownership are:

- Taxi Plates (range of 18.0%)
- Fire Extinguisher (range of 12.7%).

Fire Extinguishers had a significantly lower proportion of taxis owned by drivers receiving an offence (5.3%, 29 taxis) compared to company owned taxis (16.9%, 14 taxis)

Tables of results are given in Annex D, section D3.

3.2.2.4. Vehicle Type

Considering verbal warnings as an offence, Hackney vehicles were found to have significantly lower proportions of offences.

The vehicle type profile of the check is given in section 3.1.2.4. The majority (85.6%, 558 taxis) of the taxi sample were Saloon vehicles. The remaining 14.1% of the sample were 50 MPV, 23 Hackney, 19 Estate, and two Other vehicle types.

Figure 49 shows the proportion of checks of each severity of traffic offence by vehicle type. The Other vehicle group did not have any offences. The prohibition rate ranges from 5.3% (Estate . one taxi) through to 14.0% (MPV . seven taxis) whilst the proportion of PSV1s issued ranges from 0.0% (Hackney) through to 5.3% (Estate . one taxi) although these were not significant differences between vehicle type. However with verbal warnings included, Hackney vehicles were found to have significantly lower proportions of offences than other vehicle types with 17.4% (four taxis) receiving an offence.

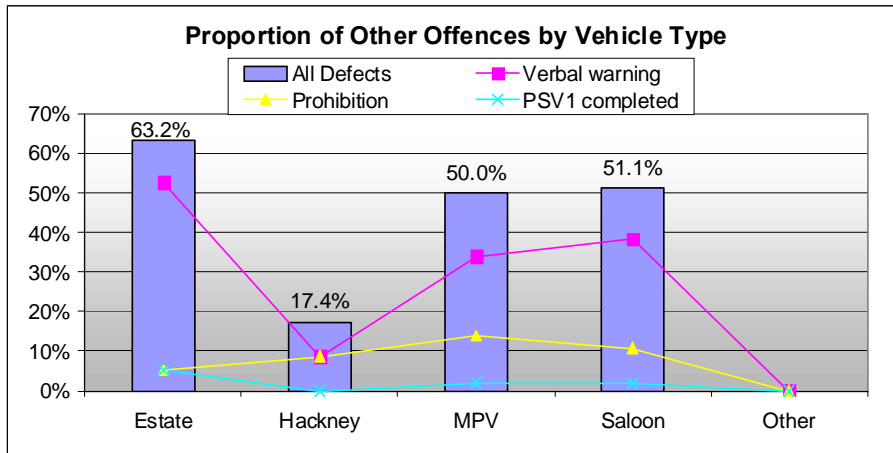


Figure 49

Three types of taxi were issued with a PSV1 . the majority being Saloon vehicles. For these three types the following proportions were issued with a PSV1:

- Estate . one taxi for other offences only
- MPV . one taxi for both roadworthiness and other offences
- Saloon . nine taxis for other offences and two taxis for both roadworthiness and other offences

Figure 50 shows the number of offences per vehicle by vehicle type. Estate type vehicles had the highest proportion of taxis with one offence (nine taxis). Although Saloon type vehicles had a smaller proportion of taxis with one defect, this equated to 196 taxis (30.1% of all taxis). There were no significant differences in the number of offences per taxi between vehicle types.

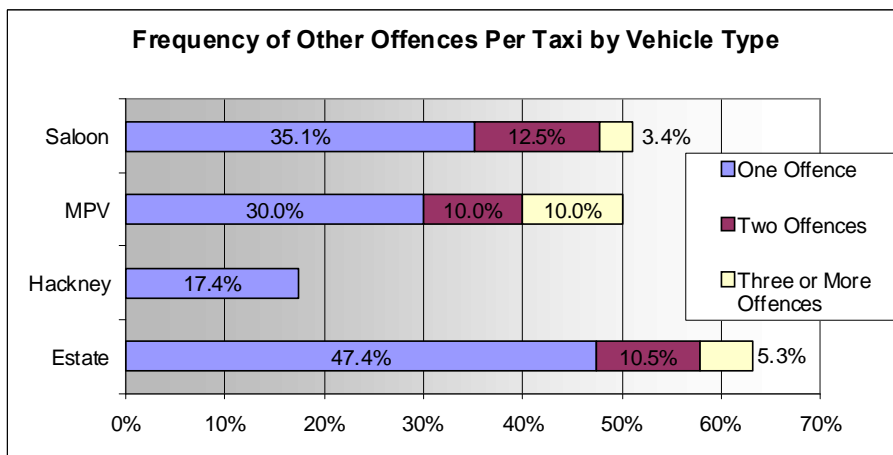


Figure 50

The individual offence categories with the most variable compliance rate between vehicle types are:

- Taxi Plates (range of 47.4%)
- Taxi Roof Sign (range of 16.0%)

- Bodywork (range of 14.0%)
- Taxi Badge (range of 10.0%)

There were significant differences for the Taxi Plates category. Hackney vehicles had a significantly lower proportion of taxis with an offence (4.3%, one taxi) and Saloon vehicles had a significantly higher proportion of taxis with an offence (39.4%, 220 taxis) for Taxi Plates.

Tables of results are given in Annex D, section D4.

3.2.2.5. Location of Check

There were no significant differences between the offence rates for the counties.

The location profile of the 652 checks is described in Section 3.1.2.5.

Figure 51 shows the proportion of checks with a traffic offence, by location of check (county).

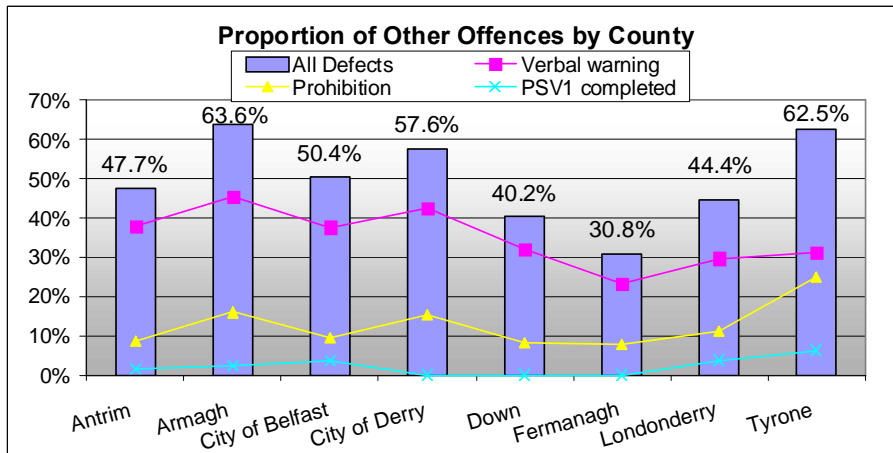


Figure 51

Five of the eight counties had taxis that were issued with a PSV1. Figure 52 shows the proportions of taxis that were issued with a PSV1.

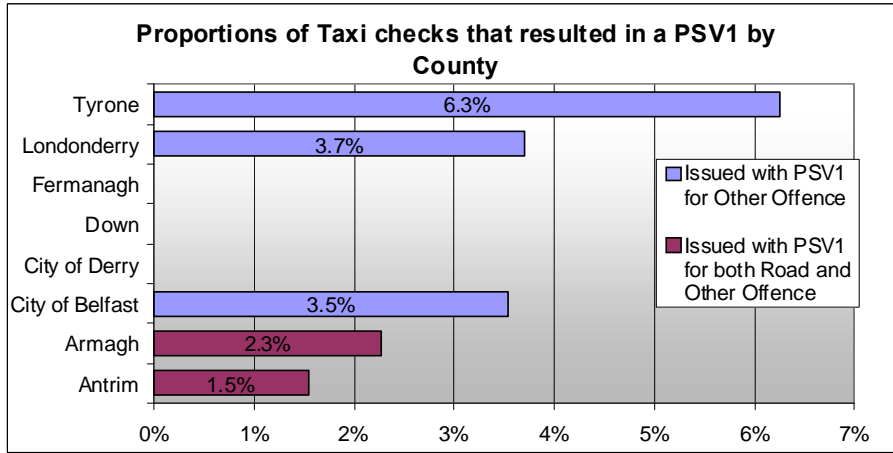


Figure 52

Of the counties that had taxis issued with PSV1s, the highest proportion was Tyrone with 6.3% (one taxi) and the lowest proportion was Antrim with 1.6% (two taxis).

Figure 53 shows the number of offences per vehicle by county of check. City of Derry had a significantly higher proportion of taxis with two offences (20.2%) compared to other counties; there were no other significant differences between the counties for the frequency of offences per taxi.

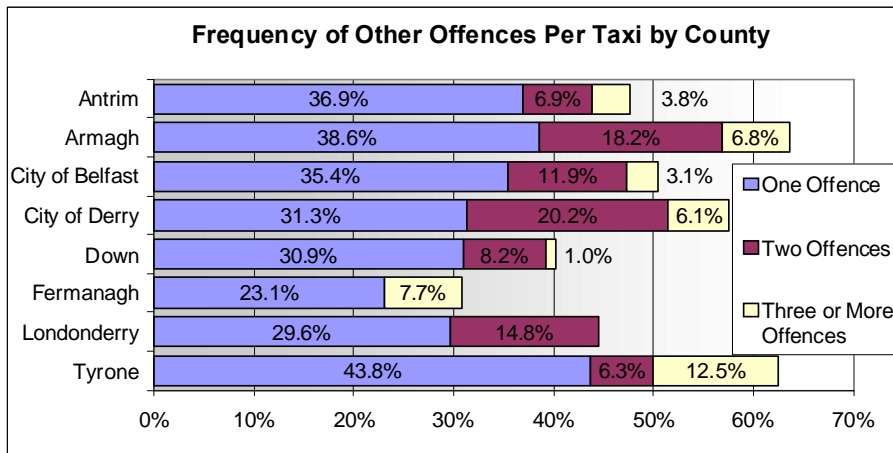


Figure 53

The individual offence categories with the most variable compliance rate between counties are:

- Taxi Plates (range of 43.7%)
- Taxi Roof Sign (range of 10.5%)
- Fire Extinguisher (range of 10.4%)

Armagh had a significantly higher proportion of taxis with a Taxi Plate offence (59.1%), whereas Londonderry had a significantly lower proportion (18.5%). City of Derry had a significantly higher proportion of taxis with a Taxi Roof Sign offence (15.2%) compared with other counties.

Tables of results are given in Annex D, section D5.

3.2.2.6. Day of Check

There was no significance in the proportions of offences by day of check.

The day of the week profile of the 652 checks is described in Section 3.1.2.7.

Figure 54 shows the proportion of checks of each severity of traffic offence, by the day of check. Prohibition rates ranged from 7.7% on Saturday to 13.7% on Wednesday and PSV1 rates ranged from 0.0% on Tuesday to 4.1% on Friday.

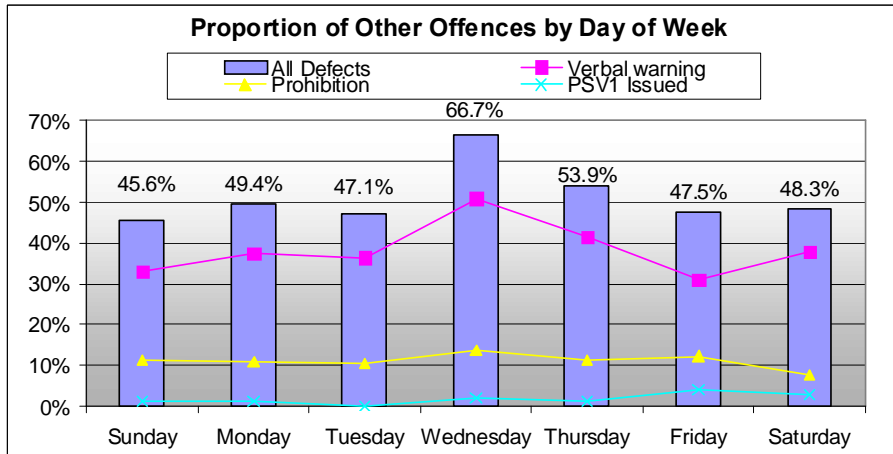


Figure 54

The proportion of checks issued with a PSV1 varied between the days of the week as shown in Figure 55. Friday had the highest proportions, with 4.1% being issued with a PSV1 (where one taxi was issued with a PSV1 for both roadworthiness and other offences).

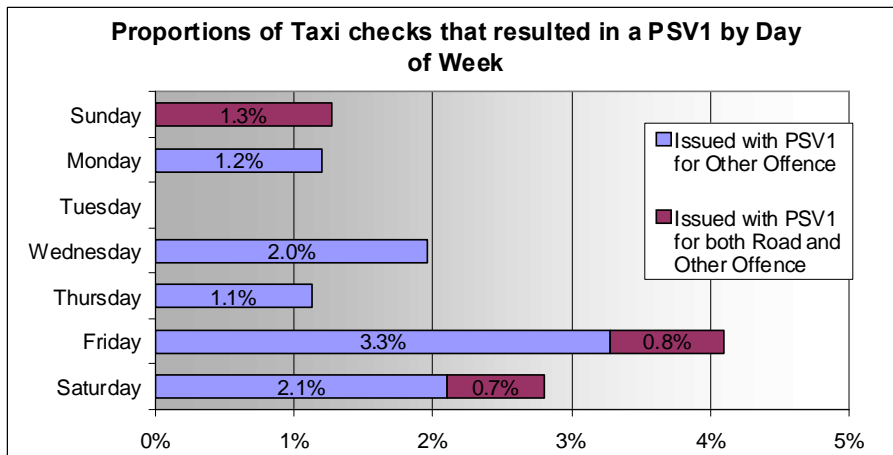


Figure 55

Figure 56 shows the number of traffic offences per taxi by day of week. Wednesday had the highest proportion with one offence (41.2% of taxis), and Monday had the highest proportion with two offences (19.3%). There were no significant differences in the number of offences per taxi for different days of the week.

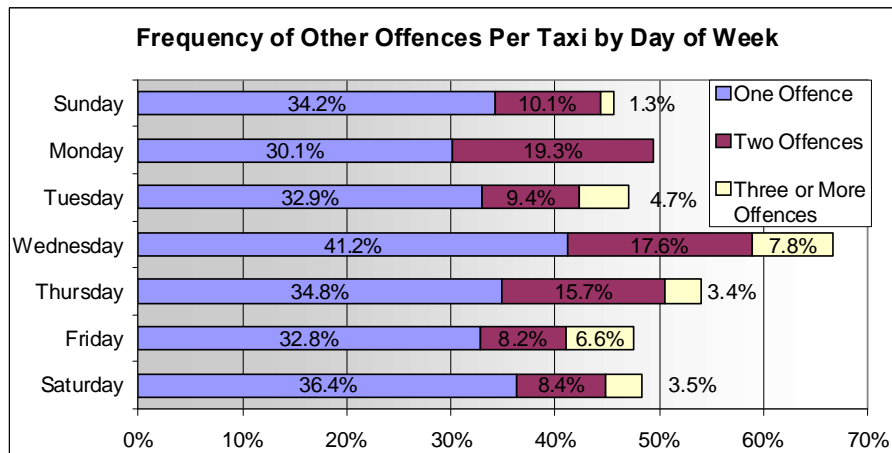


Figure 56

The individual offence categories with the most variable compliance rate between days of the week are:

- Taxi Badge (range of 21.6%)
- Taxi Plates (range of 13.0%)

Saturday had a significantly lower proportion of offences for Taxi Badge with 2.1% (three taxis). There were no other significant differences between the days of the week for the individual offence categories.

Tables of results are given in Annex D, section D7.

3.2.2.7. *Time of Check*

Considering verbal warnings as an offence, a significantly higher rate of offences was found to be committed during the day.

The time of day profile of the 652 checks is described in Section 3.1.2.9.

Figure 57 shows the proportion of checks of each severity of traffic offence, by the time of the check. Night time checks found a higher proportion of checks that revealed no offence (55.7%) than day time checks (45.0%) although this difference was not statistically significant.

When verbal warnings were included, a significantly higher rate of offences was found to be committed during the day (55.0% of vehicles having a defect). Also day time checks had a significantly higher proportion of verbal warnings (42.1%) compared to the night time checks. Higher rates of prohibitions were issued during the day whereas higher rates of taxis issued with PSV1s were during the night.

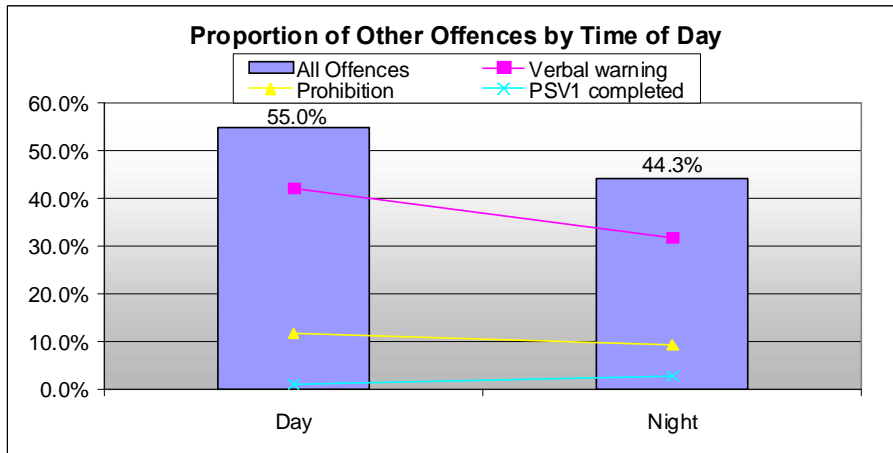


Figure 57

The majority of taxis issued with a PSV1 were recorded during the night with nine taxis at 3.0% (three taxis were for both roadworthiness and traffic offences), compared with 1.2% (four taxis) issued with a PSV1 during the day for traffic offences only.

Figure 58 shows the number of offences committed per taxi by time period of check.

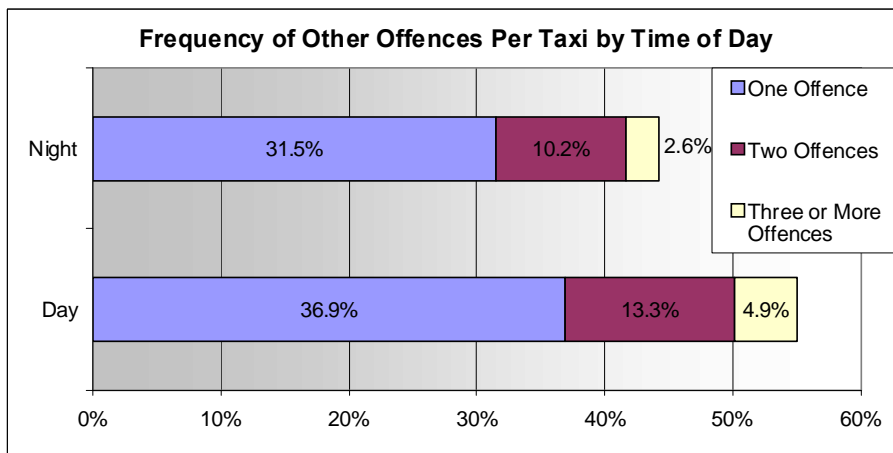


Figure 58

Day time checks were found to have a significantly higher proportion of offences for Taxi Badge offences with 8.9% (31 taxis). The range of compliance between the time of check for this category was the highest compared to other individual offence categories at 7.0%. Tables of results are given in Annex D, section D9.

3.3. Overall Compliance

Of the 652 taxis checked, 516 had no defects or offences (79.1% of all taxis checked) . verbal warnings are not included in overall compliance figures.

Due to the sample size, and also the cluster size (i.e. the number of taxis checked at each location) the true estimate of taxi compliance in Northern Ireland is likely to be in a 4.6% bound each side of this result in 95% of samples taken (e.g. between 74.5% and 83.7%).

Figure 59 shows the overall breakdown of Compliance for the phases and overall.

Overall, 20.9% of checks resulted in the taxi driver/operator receiving a prohibition or PSV1. 65 drivers/operators were issued with a prohibition or PSV1 regarding a roadworthiness offence only (10.0% of all vehicles checked), 15 were issued with a prohibition or PSV1 due to another offence only (2.3%) and 56 received a prohibition or PSV1 due to committing a roadworthiness offence *and* another offence (8.6%).

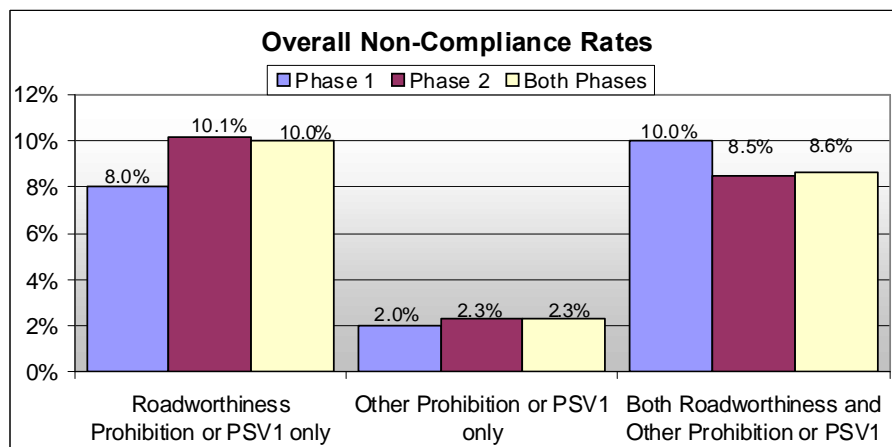


Figure 59

Considering verbal warnings as non-complaint, the overall compliance decreases to 252 taxis (38.7% of all taxis checked) and the proportion of taxis that received offences were:

- 40.5% received a verbal warning (264 taxis)
- 11.8% received a delayed prohibition (77 taxis)
- 5.1% received an immediate prohibition (33 taxis)
- 4.0% taxis were issued with a PSV1 (26 taxis)

3.4. Further Analysis

Analysis was carried out on particular aspects of the taxi operation to identify any further relationships with non-compliance, specifically by county.

3.4.1. Taxi Roof Sign

640 taxi checks provided information about taxi roof signs. 611 of these taxis (95.5%⁴) had a roof sign fitted.

Figure 60 shows the proportion of taxis with a compliant taxi sign fitted in each county.

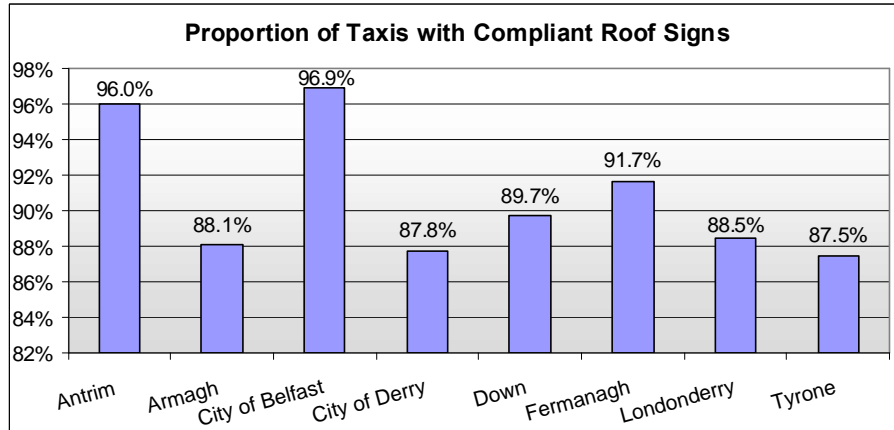


Figure 60

When a roof sign was fitted 560 taxis were compliant (92.9%) and 43 taxis (7.1%) were not compliant.

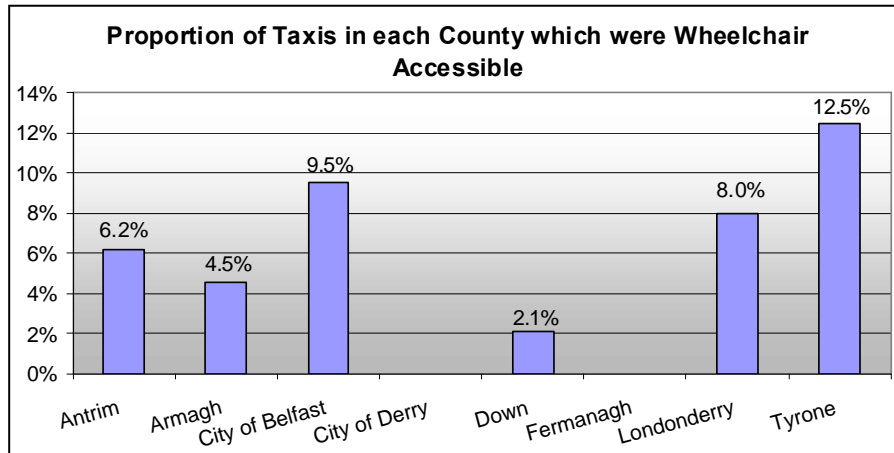
The reasons for non compliance were highlighted as the following:

- 26 taxis (66.7%) were not compliant due to size
- Seven taxis (17.9%) were due to colour
- Seven taxis (17.9%) were due to position
- Four taxis (10.3%) were due to information.

3.4.2. Wheelchair Accessibility

5.8% of taxis were wheelchair accessible (37 of the 643 taxi checks where information on wheelchair accessibility was available). The variation in wheelchair accessibility of taxis across the counties is shown in Figure 61.

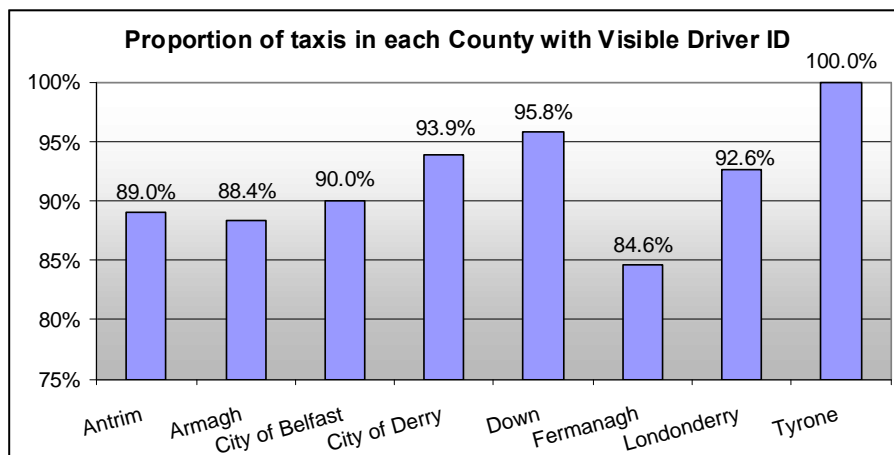
⁴ The figures throughout this section of further analysis refer to cases where information was provided. In some cases when taxis were stopped and checked, details about the meter or taxi plates etc were not recorded, and therefore the percentages quoted in this section are adjusted percentages, excluding the %unknown+answers. Full results are shown in Annex D.

**Figure 61**

Full results are given in Annex D, section D10.

3.4.3. Driver Identification

638 taxi checks provided information about Driver Identification. Of these, 91.4% had visible ID (583 taxis). The visibility of the drivers ID varied from county to county, as shown in Figure 62.

**Figure 62**

Where the driver ID was visible and information was recorded on where the ID was located, 60.4% of drivers had their ID on their person (340 taxis), and 39.6% of drivers had their ID within the vehicle (223 taxis).

Full results are given in Annex D, section D10.

3.4.4. Taxi plates displayed

Of the 648 taxi checks that had information on whether the taxi plates were displayed, 620 taxis had taxi plates displayed (95.7%). Armagh, Fermanagh and Londonderry had 100% of their taxis displaying taxi plates, and the following proportions for the other counties had taxi plates displayed:

- 97.9% in Down

- 95.6% in City of Belfast
- 95.3% in Antrim
- 93.9% in City of Derry
- 75.0% in Tyrone

When taxi plates were displayed the following locations of the plates are shown in Table 12. Four taxis did not provide information on the location of the front taxi plates or the rear taxi plates.

Front Plates	Rear Plates
Front bumper . 77.3% (476 taxis)	Rear bumper . 61.2% (377 taxis)
Front windscreen . 20.6% (127 taxis)	Rear windscreen . 34.7% (214 taxis)
Not displayed in front . 2.1% (13 taxis)	Not displayed in rear . 4.1% (25 taxis)

Table 12

3.4.5. Time for Inspection

The average time taken to inspect a taxi was 19 minutes. The average time per county varied from 15 to 24 minutes as shown in Table 13.

County	Average time for an inspection
Antrim	20 minutes
Armagh	21 minutes
City of Belfast	18 minutes
City of Derry	18 minutes
Down	21 minutes
Fermanagh	15 minutes
Londonderry	18 minutes
Tyrone	24 minutes

Table 13

4. Comparison with 2007 Results

4.1. Introduction

This was the second year that a baseline compliance check had been carried out on taxis in Northern Ireland. The first check was carried out between October and December 2007 on 550 taxis. This section compares the results from both years.

Tables of results are given in Annex D.

4.2. Roadworthiness Defects

The overall roadworthiness defect rate for taxis was significantly lower in 2009 (34.8%) than in 2007 (58.0%).

Figure 63 shows the different defect rates for taxis in 2007 and 2009, and the rates for different severity of defects. The proportion of verbal warnings, delayed and immediate prohibitions decreased between 2007 and 2009; a significant decrease for verbal warnings and immediate prohibitions.

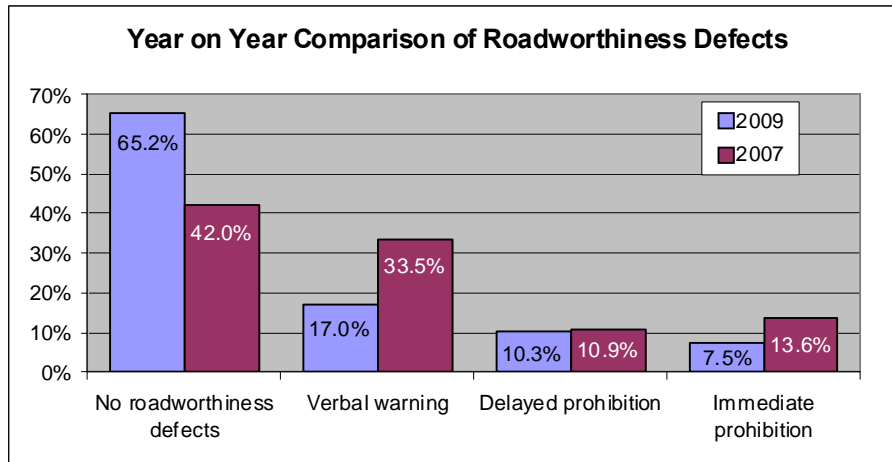


Figure 63

There was no significant change in the number of defects per offending vehicle between 2009 and 2007.

Table 14 shows the most common defect types for each year resulting in a prohibition.

Most common roadworthiness defects (prohibition)	
2009	2007
Tyres (21.9% of all prohibitions)	Tyres (18.2% of all prohibitions)
Lamps (18.7%)	Fire Extinguisher (14.3%)
Fire Extinguisher (10.1%)	Lamps (12.5%)

Table 14

4.3. Traffic Offences

Figure 64 shows the different offence rates for taxis in 2007 and 2009, and the rates for different severity of offences.

There was no significant change in overall offence rates between 2007 and 2009, but there were significant changes by severity of offence: there were significantly more prohibitions and fewer PSV1s for traffic offences.

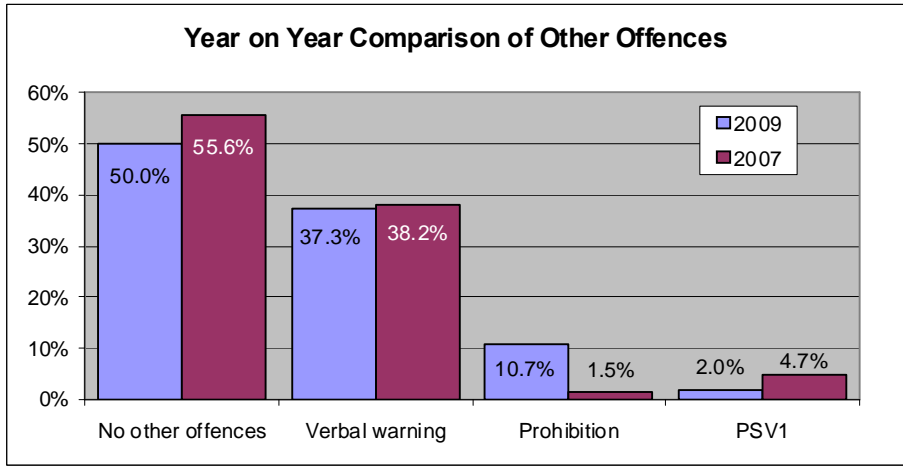


Figure 64

In 2009, significantly fewer traffic offences were recorded per offending vehicle than in 2007.

4.4. Overall Compliance

The proportion of taxis identified as having a serious defect or offence that necessitated the issue of paperwork in the form of a prohibition notice or a PSV1 issued was significantly lower in 2009 (20.9%) than in 2007 (26.7%).

Figure 65 shows the overall breakdown of non-compliance for each year.

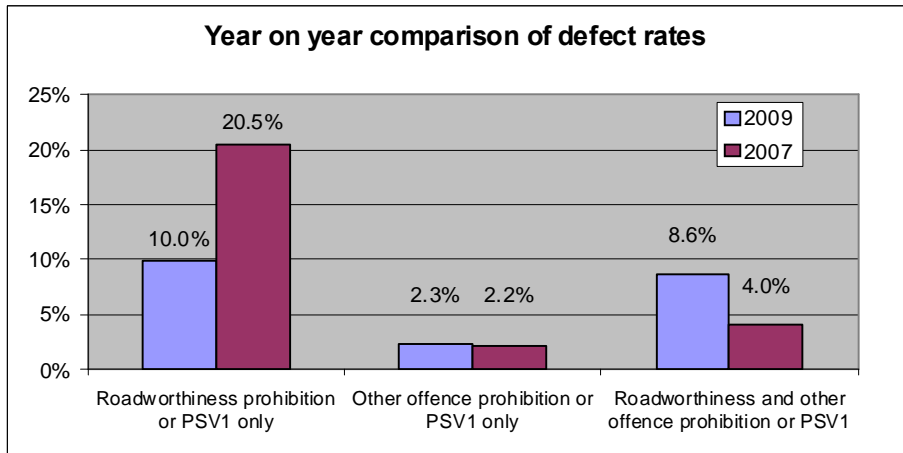


Figure 65

5. Conclusions

5.1. Summary of Results

5.1.1. Roadworthiness Non-Compliance

The overall roadworthiness defect rate was 34.8%, in a 95% confidence range of 29.0% to 40.6%.

425 taxis were found to have no roadworthiness defects (65.2% of all checks).

- 111 taxis received a verbal warning for the most serious defect (17.0%).
- 67 received a delayed prohibition for the most serious defect (10.3%)
- 33 received an immediate prohibition for one or more roadworthiness defects (5.1%)
- 16 were issued with a PSV1 (2.5%). Of the seven for which the outcome is known, all seven are being prosecuted.

The overall prohibition rate for prohibitible roadworthiness defects was 17.8%, in a 95% confidence range of 13.4% to 22.2%.

Frequency of prohibitible defects and verbal warnings		
	<i>Prohibitible defects</i>	<i>Verbal Warnings</i>
None	536 (82.2% of all taxis)	520 (79.8% of all taxis)
One defect	41 (6.3%)	93 (14.3%)
Two defects	31 (4.8%)	28 (4.3%)
Three or more defects	44 (6.7%)	11 (1.7%)

Table 15

Three most common roadworthiness defects	
<i>warranting a prohibition</i>	<i>resulting in a prohibition</i>
Tyres (21.9% of all defects)	Lamps (41.2% of all verbal warnings)
Lamps (18.7%)	Tyres (21.4%)
Fire Extinguisher (10.1%)	Exterior bodywork (8.6%).

Table 16

5.1.2. Other Traffic Offence Non-Compliance

The overall traffic offence rate was 50.0%, in a 95% confidence range of 44.3% to 55.7%.

- 243 taxis received a verbal warning for the most serious other offence (37.3%).
- 58 received a delayed prohibition for the most serious other offence (8.9%)
- 12 received an immediate prohibition for one or more other offences (1.8%)

- 13 were issued with a PSV1 (2.0%). Of the nine which the outcome is known, two are being prosecuted and the remaining seven have had no further action taken against them.

326 checks found no other traffic offences had been committed (50.0%)

- 224 checks found just one offence, of any severity (34.4%).
- 77 found two offences, of any severity (11.8%).
- 25 found three or more offences, of any severity (3.8%).

The most common offence was related to Taxi Plates, where 34.4% of checks resulted in a verbal warning and 3.5% resulted in a prohibition. Excluding Taxi Plates, the compliance rate across all other offence categories was much higher - at least 90%.

5.1.3. Overall Compliance/Non-Compliance

The overall level of compliance was 79.1%, in a 95% confidence range of 74.5% and 83.7%. This is the proportion of all checks that revealed no prohibitable or prosecutable defects and / or other offences . verbal warnings alone are not included in overall non-compliance.

Overall, 20.9% of checks resulted in the taxi driver / operator receiving a prohibition.

- 65 drivers / operators were issued with a prohibition or PSV1 regarding a roadworthiness offence only (10.0% of all vehicles checked)
- 15 checks resulted in a prohibition or PSV1 due to another offence only (2.3%)
- 56 checks resulted in a prohibition or PSV1 due to a roadworthiness offence *and* another offence (8.6%).

5.2. Effect of Different Vehicle, Location and Time Factors

The list below shows the effect different vehicle, location and time factors had on the taxi roadworthiness defect rate. The results below are only those which were statistically significant.

Factors linked to higher roadworthiness defect rate
<ul style="list-style-type: none"> • Company owned taxis (all defects and prohibitions only) • Checks in the City of Derry (all defects and prohibitions only) • Taxis aged 6 . 7 years old • MPV taxis • Taxis with 4 months or less remaining on their PSV licence • Taxis with a mileage between 151 . 200k

The list below shows the effect different factors had on the offence rate for other offences. The results below are only those which were statistically significant:

<u>Factors linked to higher offence rate</u>
--

- | |
|--|
| <ul style="list-style-type: none">• Company owned taxis (prohibition only)• Saloon taxis (Taxi Plate)• Checks in Armagh (Taxi Plate)• Checks in the City of Derry (Taxi Roof Sign)• Day checks (all defects, and Taxi Badge) |
|--|