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Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
Bridgend County Borough Council



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Rydym yn croesawu gohebiaeth yn Gymraeg. Rhowch wybod i ni os mai Cymraeg yw eich dewis iaith.

We welcome correspondence in Welsh. Please let us know if your language choice is Welsh.



Cyfarwyddiaeth y Prif Weithredwr / Chief Executive's Directorate
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Gofynnwch am / Ask for: Gwasanaethau Democraidaidd

Ein cyf / Our ref:
Eich cyf / Your ref:

Dyddiad/Date: Dydd Mawrth, 17 Mawrth 2026

Annwyl Cyngorydd,

PWYLLGOR TRWYDDEDU

Cynhelir Cyfarfod Pwyllgor Trwyddedu Hybrid yn Siambr y Cyngor - Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont ar Ogwr, CF31 4WB / o bell drwy Microsoft Teams ar **Dydd Mawrth, 24 Mawrth 2026** am **10:00**.

AGENDA

1 Ymddiheuriadau am absenoldeb

Derbyn ymddiheuriadau am absenoldeb gan Aelodau.

2 Datganiadau o fuddiant

Derbyn datganiadau o ddiddordeb personol a rhagfarnol (os o gwbl) gan Aelodau / Swyddogion yn unol â darpariaethau'r Cod Ymddygiad Aelodau a fabwysiadwyd gan y Cyngor o 1 Medi 2008.

3 Cyfundrefn Profi Tacsis Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

3 - 66

4 Materion Brys

I ystyried unrhyw eitemau o fusnes y, oherwydd amgylchiadau arbennig y cadeirydd o'r farn y dylid eu hystyried yn y cyfarfod fel mater o frys yn unol â Rhan 4 (pharagraff 4) o'r Rheolau Trefn y Cyngor yn y Cyfansoddiad.

Nodyn: Bydd hwn yn gyfarfod Hybrid a bydd Aelodau a Swyddogion mynychu trwy Siambr y Cyngor, Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont ar Ogwr / o bell Trwy Timau Microsoft. Bydd y cyfarfod cael ei recordio i'w drosglwyddo drwy wefan y Cyngor. Os oes gennych unrhyw gwestiwn am hyn, cysylltwch â cabinet_committee@bridgend.gov.uk neu ffoniwch 01656 643148 / 643694 / 643513 / 643159

Yn ddiffuant

K Watson

Prif Swyddog, Gwasanaethau Cyfreithiol a Rheoleiddio, AD a Pholisi Corfforaethol

Dosbarthiad:

Cynghorwr:

H T Bennett

A R Berrow

S J Bletsoe

O Clatworthy

RJ Collins

C Davies

S Easterbrook

H Griffiths

RM James

P W Jenkins

M Lewis

J Llewellyn-Hopkins

J E Pratt

R Williams

Agenda Item 3

Meeting of:	LICENSING COMMITTEE
Date of Meeting:	24 MARCH 2026
Report Title:	BRIDGEND COUNTY BOROUGH COUNCIL TAXI TESTING REGIME
Report Owner / Responsible Chief Officer / Cabinet Member:	CHIEF OFFICER – LEGAL AND REGULATORY SERVICES, AND HR AND ELECTORAL
Responsible Officer:	KIRSTY EVANS LICENSING TEAM MANAGER
Policy Framework and Procedure Rules:	The report content has no direct effect upon the policy framework and procedure rules.
Executive Summary:	For the Licensing Committee to decide on whether taxi and private hire vehicles have to obtain an MOT and additional compliance test at any Driver and Vehicle Standards Agency (DVSA) approved MOT testing station or to retain the current regime of in-house testing at Ty Thomas Testing Centre.

1. Purpose of Report

1.1 The purpose of this report is for members to consider the consultation responses from the taxi and private hire trade, along with comments from Ty Thomas Centre on the following proposals:

- i) To retain the current in-house testing regime. This requires proprietors to obtain an MOT Certificate from Ty Thomas Joint Maintenance Facility along with an additional taxi compliance check.
- ii) To allow proprietors to obtain an MOT Certificate from any Driver and Vehicle Standards Agency (DVSA) approved MOT testing station in the County Borough, and that the same testing station undertakes an additional taxi compliance check.

1.2 This report outlines the consultation responses, additional information on testing requirements, views of other stakeholders and further considerations for members to make an informed decision on which proposal to adopt.

2. Background

- 2.1 The Council must be satisfied that a vehicle is in a suitable mechanical condition, safe and comfortable before issuing a licence.
- 2.2 The Council currently uses its powers under Section 50 of the Local Government (Miscellaneous Provisions) Act 1976 to require all vehicles to be presented to the Council's in-house MOT testing station at Ty Thomas Joint Vehicle Maintenance Facility, Newlands Avenue, Brackla Industrial Estate, Bridgend. This requirement is in place until March 2026.
- 2.3 Bridgend County Borough Council (BCBC) currently licence approximately 500 vehicles, with hackney carriages making up roughly 60% of the fleet. The number of vehicles BCBC licence saw a dip in Covid years, however we are now back to pre-Covid levels. A breakdown of the number of vehicles licensed since 2009 is detailed in **Appendix A**.
- 2.4 On 12 February 2026 the Licensing Committee resolved to consult with the taxi and private hire trade and other stakeholders on the following options with regards to taxi and private hire testing within Bridgend County Borough Council (BCBC):
- i) To retain the current in-house testing regime. This requires proprietors to obtain an MOT Certificate from Ty Thomas Joint Maintenance Facility along with an additional taxi compliance check.
 - ii) To allow proprietors to obtain an MOT Certificate from any DVSA approved MOT testing station in the County Borough, and that the same testing station undertakes an additional taxi compliance check.
- 2.5 For information, there are currently 67 DVSA approved MOT testing stations within the County Borough.

3. Current situation / proposal

- 3.1 A consultation took place between the 12 February 2026 and 12 March 2026 where all BCBC licensed drivers, proprietors and private hire operators were invited to provide a consultation response on the aforementioned options.
- 3.2 47 responses were received from the trade, these responses were from a mix of licensed drivers, vehicle proprietors and private hire operators. The consultation received a response rate of approximately 17%.
- 3.3 Responses from the trade are summarised in the tables below.

Preferred option for future testing provision	
Option 1 – Retain in-house testing	5 (11%)
Option 2 – Accept MOT and compliance test from any DVSA approved garage	42 (89%)

Reasons for preferred option to retain in-house testing (option 1)
Same standard of testing
Easy to access/book
Excellent/professional service
Proprietors may know or have links to MOT stations who are willing to break the rules

Reasons for preferred option to move to obtaining an MOT and compliance test from any DVSA approved garage
Greater flexibility
Other garages are able to carry out repairs
Cost saving
Reduce resource for BCBC
Lack of appointments with current in-house testing
Inconvenience to proprietors living outside the immediate area with current in-house testing
Vehicles currently failing on advisory matters with the current in-house testing
Maintains safety standards as all garages would be DVSA approved
Risk of proprietors/drivers being licensed elsewhere if we are less convenient
Difficulty obtaining a test or re-test date with current in-house testing
If you are late for a test, then your test is refused with current in-house testing

The full consultation responses from the trade are detailed in **Appendix B**.

3.4 A number of consultees questioned the costs associated with option 2.

Applicants currently pay for their licence and MOT tests up-front to licensing; the MOT tests are £46 each. If option 2 were chosen by members, then the MOT tests (£96 if tested twice a year) would be deducted from applicant's licence fee; the remainder of the fee goes toward the costs associated with issuing licences and enforcement. Proprietors would instead be required to pay for and obtain an MOT and additional compliance check themselves elsewhere. Legally the most a garage can charge for an MOT is £54.85; Ty Thomas currently charges considerably less than this maximum, however this charge is subject to change.

3.5 One consultee questioned if option 2 was chosen, why the garages would have to be within BCBC. This has been proposed so from an enforcement perspective it is easier to liaise with garages within the borough.

3.6 In consideration of the consultation responses which detail a decline in availability for testing within Ty Thomas, a snapshot analysis report has been carried out which is detailed in **Appendix C**.

This analysis compares September 2025 data, February 2026 data along with March 2026 data and shows there has been a significant decrease in slot availability and details that demand for testing is increasing.

3.7 Ty Thomas Testing Centre has responded to the consultation and advised that they support in-house testing (option 1) and provided the following reasons why it should remain:

- **Consistency of Standards:** Having a single, council-run facility ensures that uniform standards are applied to all vehicles. Allowing multiple private garages introduces a higher risk of variation in how standards are interpreted and applied.
- **Reduced Conflict of Interest:** In-house testing removes the commercial **incentive** that private garages might have to pass vehicles that are not truly up to standard, especially if those garages also perform the necessary repairs.
- **Enhanced Public Confidence:** The public may have greater trust in a testing system that is entirely independent from the trade.
- **Superior Oversight and Auditing:** Direct control allows the Licensing Authority to better monitor trends, such as recurring faults across the fleet. Importantly, the council can immediately issue stop notices for failed vehicles, a process that would be more difficult to manage if testing were outsourced.
- **Rigorous Safety Requirements:** Council officials have argued that taxi tests are "significantly over and above" a standard MOT for a family car and keeping them in-house ensures these enhanced safety and compliance checks are strictly followed.

3.8 A request was submitted to determine the costs associated with taxi and private hire testing for Ty Thomas however they advised that whilst they hold cost data for the whole facility and operation, it is not specific to one relatively small area such as taxi testing and are therefore they unable to provide the requested data.

3.9 Members are asked to consider the consultation responses contained in this report and determine whether to stay with in-house testing or to allow proprietors to obtain an MOT and compliance test at any approved DVSA garage within BCBC.

3.10 If members are minded to open testing to any DVSA approved MOT testing station (within BCBC), then as well as an MOT, it is proposed that the same garage carry out an additional taxi and compliance check. A copy of the proposed compliance check is detailed in **Appendix D** for members' approval should option 2 be chosen. Delegated authority is also requested for officers to make changes to this form.

3.11 It is not envisaged that there will be an issue with garages carrying out the additional compliance check; we have seen this in practice with garages in other authorities that do not have in-house testing. Garages may decide to charge for this extra check, or they may include it in the cost of an MOT. It should be noted that if option 2 was chosen by members, a licence would not be issued without applicants submitting both an MOT certificate and additional compliance check.

Licensing Officers will liaise with the garages within BCBC and can provide an update at the meeting.

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on

socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

5.1 The well-being goals identified in the Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

6. Climate Change and Nature Implications

6.1 There are no climate change or nature implications arising from this report.

7. Safeguarding and Corporate Parent Implications

7.1 There are no safeguarding and corporate parent implications arising from this report.

8. Financial Implications

8.1 There will be financial implications for the authority depending on the option chosen for future provision. A decision to accept any DVSA approved MOT testing station would result in loss of income for the Ty Thomas Joint Vehicle Maintenance Facility.

8.2 The loss of income is estimated to be approximately £46,000 which would impact on the Communities Directorate budget. Fleet currently charge £46 per test, and we have around 500 vehicles licensed per year, with mostly 2 tests per year. This figure does not include retests, full retests or tests following stop notices.

8.3 There would be no financial implication if members were to choose to stay with in-house testing.

9. Recommendations

9.1 a) That members consider the content of this report and determine the requirements for future testing provision for taxis and private hire vehicles for Bridgend County Borough Council from the following options:

i) To retain the current in-house testing regime. This requires proprietors to obtain an MOT Certificate from Ty Thomas Joint Maintenance Facility along with an additional taxi compliance check.

ii) To allow proprietors to obtain an MOT Certificate from any DVSA approved MOT testing station in the County Borough, and that the same testing station undertakes an additional taxi compliance check.

b) If option ii) is chosen that members approve the taxi compliance test form detailed in **Appendix D** and provide licensing officers with delegated power to make amendments to said test.

- c) If option ii) is chosen, that members provide officers with delegated powers to implement a new system with an implementation date of 1 May 2026 to allow for a smooth transitional period.

Background documents

None.

Number of Vehicles Licenced

Summary of Department for Transport Official National Statistics 2019 to 2024

Totals as at 31 March of each year required to submit to DfT or as stated

Source: <https://www.gov.uk/government/statistical-data-sets/>

Year of Data Collection	Total Hackney Carriages	Total Private Hire Vehicles	Total Vehicles requiring testing	Comments
2009	365	65	430	
2013	373	72	445	
2017	341	86	427	
2019	380	130	510	
2020	356	126	482	
2021	311	113	424	Taxi Testing relaxed 1 February 2021
2023	306	124	430	
2024	301	152	453	
2026	316	185	501	As at 2 March 2026

Frequency of Testing

Prior to 1/2/2021 Vehicles over 5 years at time of application 3 tests; Vehicles under 5 years 2 tests

After 1/2/2021 Vehicles over 10 years at time of application 3 tests; Vehicles under 10 years 2 tests

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Consultation Responses

Response 1

Please retain the current in-house testing regime , option 1

Pros: Continuity, ease of access, same standard testing for everyone, ease of booking re-tests, excellent Council support.

Cons : Cost of testing .

Definitely more pros than cons so no need to change.

Stuart Short

Town Taxis

Response 2

Christopher Spanswick

Driver & Hackney Proprietor

With regards to the vehicle testing i am more than happy to use any DVSA garage to obtain an MOT, but i take my vehicle to a garage in Rhondda, why does it have to be a garage in the Bridgend borough?

Response 3

Thank you for your update regarding mot testing I'm in favour of option 2 where individuals can take their taxi to an approved mot test center of their choice. Wayne Edward Rees. I'm a self employed taxi driver working alongside direct cars of maesteg. Once again thank you for keeping me updated.

Response 4

Option 2.

It would give us much more availability, and possibly same day retests like you would with normal cars.

This is nearly impossible currently with Ty Thomas being so busy.

Tommy's Taxis

Response 5

K c Evans

I would prefer option 2,

Response 6

To Whom it may concern,

After reading the options, obviously the Option 2 proposal is the simplest choice. I am aware though that there are companies out there who could take advantage and get MOT's that are not quite up to the standard required. How would that be policed?

How would this also impact on the costs etc? Considerably cheaper with Option 2, I would hope.

I will say Option 2 preferred.

I am a Private Hire proprietor/driver.

Riki Phillips

Tours Wales

Response 7

Option 2

Because it will be cheaper than what you charge

Niel Watson

Response 8

Hi Kirtsy,

Yes I think option 2 would be a great idea!

We run a fleet of 12 vehicles and it is challenging at times to get a quick slot available as it's the only m.o.t station in Bridgend County which we are allowed to use.

Considering the amount of taxis / minibuses plated with BCBC it would be a no brainer to go with option 2.

It would definitely make sense to be able to use other DVSA garages that can carry out m.o.t at their earliest convenience as this one we use is understaffed for the amount of vehicles they have to cater for.

thank you

James Taxis

Response 9

Paul F Pride

Driver & Hackney Proprietor

I am an owner/driver of a licensed Hackney Carriage in Bridgend and I choose, option 2.

I believe that the current testing policy causes an unacceptable disruption to trade because of the limited number of test slots provided by Ty Thomas and that minor repairs can not be carried out at Ty Thomas.

Yours Sincerely

Paul F Pride

Response 10

Hello , Sir, Ma.

I subscribe for option 2, as this will reduce the waiting time for vehicle inspection service. Also I think this method is more popular with other counties.

Best regards.

Prince

Response 11

Good morning,

My name is MR N D THOMAS and I am the owner and driver of HACKNEY CARRIAGE

My preferred option would be option 2.

I reside in Caerau, Maesteg.

I have to travel to bridgend 3 times a year for mot's as my vehicles is 10 years old, this causes much inconvenience, time and additional cost and wear and tear on my vehicle and also work time, being able to go elsewhere would be more convenient and reduce both cost and time.

Regards

MR N D THOMAS

Response 12

I would like to go for option 2 which allows us to go to local mot approved garages for the test. I want to know what the administration costs will be from BCBC because the mot costs will be standard in most garages this will then show me what the overall costs will be for my yearly taxi test.

Regards

Kevin Rees

Response 13

Good morning,

G&S Travel would like to provide our opinion in regards to the matter. We would be happy to move ahead with **option 2**, giving us more flexibility to find a suitable DVSA approved garage near to us and to save the scheduling difficulties that can happen with school times etc..

Thank you.

Kind Regards

Rhys Harries
Operation Manager

G&S TRAVEL

Response 14

Hi, after reading through your recent email. I believe option 2 is more suited for me as it's easier for me to get the work done at the same place. They would then be able to rebook the test for me.

From Shahin Ahmed

Response 15

Dear sir / madam

I am choosing option 2 . The reason to choose option 2 is for time saving and cost saving

.

Thank you

Mohammed Ali khan

Hackney Carraige proprietor

Response 16

Hi Kirsty,

Thank you for the below, I wanted to pass on our comments.

We are very much in support of Option 1. Having uniformed standards is a positive for our industry. Cardiff operator/drivers for example are able to use local MOT centres, and some of vehicles we see on the road shouldn't be. The standard and condition of Private Hire and Hackneys in Cardiff is a lot lower than use here in Bridgend. I am yet to see a taxi/private hire vehicle in Bridgend that is in questionable condition - the standards we have currently are something to be proud of. Customers are getting into safe, clean vehicles that are all maintained and kept to a certain standard.

Using the current system, we don't struggle to get test dates, and the opening times mean it's never more than a week's wait for a slot.

One of our vehicles was damaged this morning during a test at Ty Thomas by their staff, the way that it has been handled has been amazing. They are organising the repairs etc and have been extremely accommodating to deal with - something we would lose if we were to use outside MOT centres.

Our view is that vehicle standards would drop dramatically if we were to move away from the current system. Some operators/drivers will have friends or favoured garages (some even have their own ATF) which could give them questionable passes.

We would happily pay a higher test fee for the current system.

Kindest Regards

Alex

Alexander Hiscocks | Owner

Executive Cars Wales Ltd

Private Hire Operator

Response 17

Am hackney proprietor, i think option B would be best going to other M o t garages,

Reason 1

If car goes too other m.o.t Garages

That do repair as well, means taxi can remain for repairs & retest,

Reason 2

Over the years i have had trouble get a test date that suits me, hopeful if change happen we as owner drive will have responsibility too book test myself & then deliver result back too licensing.

Reason 3

Over the years your licencing staff have tolled me the reason the dates are set is due too the number off hackney & private hire cars have to be testet in that month, letting owners take responsibility on test will take that pressure off them.

Reason 4

If going to other m.o.t Garages could also allow has to get a better deal on the price of m.o.t & the work they do if car fails test.

Reason 5

Also in the interest off fair trade they should have the opportunity for this work

Response 18

Hi my name is Brian Spanswick I am Hackney carriage driver in the borough and would much prefer option 2 and my reasons are as follows

- 1, if car fails could have work done at garage so less travelling
- 2, would be easier to change time of test as so busy down there
- 3, Think it puts more emphasis on us drivers rather than tying up your staff.
- 4, it would be easier and less work for everyone involved!!

Response 19

I would opt for option 2 proposal-To allow proprietors to obtain an MOT Certificate from any DVSA approved MOT testing station in the County Borough, and that the same testing station undertakes an additional taxi compliance check. I have decided with this option because the present option does not allow for re - testing in a timely manner and drivers are unable to work.

I am a taxi driver working for Veezu taxi's.

Alan David - Driver

Response 20

andrew jones (proprietor and driver) Im happy with the council doing the test they do a thorough test and it is good service im happy to stay the same thanks

Response 21

I don't own a Taxi, I am just a part time driver, however, I am sure that proprietors would prefer option two, for convenience as they can book a Taxi test to suit themselves and not have the worry of taking the car off the road to attend the Joint Maintenance facility, I am sure that all MOT inspectors work to the same standards they do at the Joint Maintenance facility.

Kind regards

Andrew Pritchard

Response 22

Name Carol Wilson

Taxi Driver.

I would like to see option 2 brought in.

Thos would make it easier for all of us.

I normally take my taxi to a garage for a pre taxi MOT before taking it to Ty Thomas for another. So I am paying twice. Also the garage i take it to, offers to repair any faults before the pass it. The stress is the taken away from me. Paperwork should be less for the taxi licence as they would not be handling payments and so much Paperwork. They probably can go on line to check the vehicle as been updated with a mot pass..

I believe its a winner all round.

Thank you Carol

Response 23

Good morning

With garages in the area offering unsafe MOTs I would not be happy to go anywhere other than the council approved yard.

The council removed the last tester offering to pass cars for money

Since this has happened the test always seems to be done properly and professionally.

Option 1 is my choice

Thank you

Christopher Jones

Owner Diamond executive travel

Response 24

I chose number two for the availability

David O'Callaghan

Response 25

My email was in regards of option 1 or option 2 for the taxi plating.

I choose option 2, as it would be easier all round.

Option 1. You normally have to take your vehicle to a mechanic yo overhaul the vehicle at a cost. Then you pay Bcbc to take it to Ty Thomas for a test, at another cost. If there's a fault big or small, your vehicle then is classed has a failure, and you have to get hold of bcbc licence to re book at yet another cost. In the mean time your vehicle is off the road.

If you go for option 2. You can take your vehicle into a garage for a test. Any work needed, they can offer to carry out the work and then issue you with a mot. Licence can then check on line to make sure the vehicle is legal for the road. This will free up time for the taxi licence. Take away the stress from drivers. Cost effective for both parties.

Douglas Wilson

Driver

Response 26

In response to the consultation of Taxi and Private Hire Vehicle Testing, I would like to show that I prefer option 2. This is due to reasons that I will list below:

- lack of appointments available at short notice, which is vital since proprietors are dependent on vehicles for income, and vehicles are in constant use.
- Inconvenience to proprietors that live outside of the immediate area, resulting in unnecessary loss of time and extra cost.
- Not competitively priced as a monopoly is enforced due to no existing competition.
- No facilities for in house repairs.

Kind regards,

Gary Boyes, Driver

Response 27

Option 2

It will be more efficient less time wasted retest much quicker

Thanks Graham

Response 28

Dear Kirsty,

I am writing in response to your email with regard to taxi testing in Bridgend County Borough.

I am a Hackney Carriage proprietor.

I select option 2.

My reasons are that the current set up at Ty Thomas falls woefully short of the services offered by other MOT testing stations. aside from the limited number of testing slots available, Ty Thomas offers no repair facility, not even the simple replacement of a brake light bulb or similar.

Companies such as: Kwik Fit or Halfords Auto Centre would not fail a car for such a simple task, they would just repair the fault and bill the customer.

The cost of these very basic rectifications on site [Ty Thomas] can end up costing thousands to the Taxi owner.

The delay in getting a car back in for retest or another test. The having to hire a fully licensed/MOT'd Taxi from another operator/owner while the taxi is waiting to be tested is costly and very easily avoidable if other MOT stations are allowed to test vehicles.

It has been this way in Cardiff for well over a decade. It is high time Bridgend followed Cardiff's lead and offers it's Taxi owners the same opportunity.

Kind regards,

Howard.

Response 29

This is in response to a letter i have recieved i james taylor am a driver and also work under munros taxi and minibus i stand by option 1 to retain the current mot rules as this is the safest way forward with carrying members off the public keeping the joint venture at ty thomas i think is best for all due to the fact that although having a mot at a approved garage would probably enable people to get there vehicles dealt with faster or on a weekend but this would open a door for certain vehicles to have there (mate) to do the test there are many mot test centres that will do a favour for there friend but this is not safe for members off the public or other road users alike also there are certain fleet operators that have there own testing station that could mot there sub par vehicles again unsafe for the public i have seen both side off the fence i am regulary at ty thomas as munros has a substantial fleet off vehicles and i have never had a issue booking or getting a retest in a timely manner and in all fairness why fix something thats not broke

Response 30

Dear Sir/Madam,

Thank you for your letter regarding the proposals in respect of taxi and private hire vehicles testing in Bridgend County Borough Council.

I'd like to select option 2.

Personally I feel that appointments are much more convenient with the option 2, as your able to choose where you want to take your vehicle for MOT's, services and maintenance work such as tyres etc, is far more accessible in having a choice of garage to use, rather than one place that is currently in system, that give a date & time for an appointment, option one that might not be suitable for me or work for me, with school runs and other booked jobs.

Jemima Jones

Driver- Driven Taxi's Porthcawl

Response 31

I would like to go for option 2 which allows us to go to local mot approved garages for the test. I want to know what the administration costs will be from BCBC because the mot costs will be standard in most garages this will then show me what the overall costs will be for my yearly taxi test.

Regards

Kevin Rees

Response 32

I wish to raise a concern regarding the current arrangement whereby licensed vehicles are required to use a single designated MOT testing centre.

While the existing facility is satisfactory in terms of service, the volume of vehicles—both our own fleet and the many other licensed taxis within the borough—means that securing appointments has become increasingly difficult. Waiting times are often lengthy due to high demand, and this issue extends to retest appointments as well.

Allowing licensed vehicles to use additional approved MOT testing stations would, in my view, significantly reduce delays, improve operational efficiency, and lessen the travel burden on drivers by enabling tests to be carried out more locally.

I would be grateful if the Council would consider expanding the number of authorised MOT centres available for licensed vehicles.

Yours faithfully,
Mark Chegwen

Response 33

Dear Licencing Committee

I support Option 2, allowing proprietors to obtain an MOT Certificate from any DVSA approved MOT testing station in the County Borough, and that the same testing station undertakes an additional taxi compliance check.

1. It allows owners / drivers to choose where to have a vehicle MOT undertaken in the County Borough
2. It supports garages and testing stations in the County Borough by giving them business
3. It aligns the Council policy with others in Wales, such as Cardiff
4. It gives responsibility to the vehicle owners / drivers
5. It allows owners / drivers to decide on testing stations where they may get the best and most convenient service
6. It allows the CBC to cut costs and make efficiencies
7. It reduces the risk of the CBC
8. The CBC can focus on primary, core and perhaps failing Services
9. Private sector MOT providers may be more specialized and efficient
10. Staff shortages, recruitment, retention, training, and sickness would be eased

Kind regards, Matthew Ashley

Response 34

Dear Sir/ Madam, Thank you for your email. I would like to option 2 good for everyone.
Thank you. Kind regards, M M Ahmed.

Response 35

I would like to agree to option 2

Nadeem Taxi

Hackney proprietor

Response 36

I choose option 2

Availability of retests and no in house repairs for little things

Neil Archer

Driver & hackney proprietor

Response 37

I am replying to your recent correspondence regarding the testing of taxi and private hire vehicles. I would prefer to switch to option 2. Primarily for convenience, and financial benefits. This is long overdue and I have asked numerous times over many years about this being allowed to happen. I've always been told that it would never be allowed. Hopefully we will be aligned with most other councils throughout the UK, and not be used as a cash cow for them any longer.

Paul Gregory.

Response 38

Hi Kirsty

I would be firmly in favour of option 2 as it difficult to arrange the test times to fit in with our school contracts without numerous emails back and forth.

Also we had numerous issues with cars failing the test on issues which should have been advisory items and even when we have produced the mot regulations to yourselves the centre manager has stood by his MOT tester when evidence provided shows that they made the wrong decision.

The arrangement of a re-test also takes a lot of time and effort .With the worst case being 4 days wait for a car to get re-tested when it had lost a tiny bit of air pressure overnight while it was left at the testing station which put a light on for tyre pressure but the tyre was fully inflated. This is an advisory but the car was failed and a 4 day wait took place until a re-test could be arranged.

Also the cost of the MOT is £46.00 at the testing centre where locally this can be found for £30.00 in numerous local centres and we do not have to pay 4 weeks in advance.

I hear that also slots are going to be less than previously allocated to taxis so this is only going to get worse.

We are even exploring licencing some of our vehicles in other licensing authorities as the town centre is now full of other authority licenced vehicles so we might as well follow and get a cheaper licence. We can put on older vehicles and drivers do not need to be DBS checked or have a strict medical as the BCBC licence. I have spoken to a few large operators who are also thinking of doing the same.

Kind regards,

Richard Parrott

Bridgend Taxi Leasing Ltd

Response 39

Option 2 plz

Accessibility and Convenience

And it saves time and

My name is somir uddin

Driver & HC proprietor

Response 40

Consultaion on taxi and private hire vehicle testing i m going to option 2

Save my time

Sozid Miah

Response 41

Good morning

My name is Syed Hussain - licensed driver. I want to go with option 2.Thank you very much.

Regards

Syed Hussain

Dear Kirsty, Licensing & All Concerned.

Thank you for the opportunity to respond to the consultation regarding taxi and private hire vehicle testing in Bridgend County Borough Council.

I am writing as a **Hackney Carriage proprietor/owner and driver**. I would like to firstly take this opportunity to state that I find the current in house testing regime to be effective, well managed and thorough. However, as the question has been asked if there is room for improvement, whilst not to the actual test itself there is room for the ability to improve on the convenience and the resulting outcomes as listed below leading to my preference being **Option 2**: to allow proprietors to obtain an MOT certificate from any DVSA-approved MOT testing station in the County Borough, with the same testing station also undertaking the additional taxi compliance check.

Reasons for supporting Option 2

1. Improved availability and reduced downtime leading to better business continuity

When a vehicle fails on a minor issue that can be repaired quickly, the current system can still leave the taxi off the road for an extended period due to limited retest availability. I have personally witnessed a vehicle off the road for almost a week whilst awaiting a retest, despite the issue being a straightforward fix.

Allowing MOT and the additional taxi compliance check to be completed through a wider range of DVSA-approved stations would often enable repairs and retests to be completed much sooner (potentially the same day). This reduces unnecessary loss of service while still maintaining safety standards.

2. Keeping Bridgend licensing attractive and sustainable

Vehicles licensed by other authorities (including currently the Wolverhampton and Newport vehicles that can regularly be seen operating within the borough) can already access MOT testing more flexibly. If Bridgend's process is significantly less convenient, there is a risk that future proprietors may choose to license elsewhere over time.

To maintain a strong majority of Bridgend-registered vehicles and protect the future of the local trade, it is important that being licensed in Bridgend remains as practical and appealing as being licensed under outside authorities, while still meeting the Council's standards.

3. Supports clearer enforcement and reduces potential faster rise of cross-border issues

I would also like to raise an enforcement-related concern linked to cross-border working. I have personally witnessed **Uber-branded private hire vehicles licensed**

outside the area attending Bridgend taxi ranks and appearing to collect passengers in a way that is inconsistent with private hire requirements (i.e., not pre-booked).

In addition, I have seen written complaints and I am aware the subsequent positive and negative outcomes and responses relating to this issue, including explanations given that vehicles were undertaking food collections for delivery; however, what I have observed at ranks has appeared to be passenger collection rather than food activity.

While enforcement is complex and separate to this consultation, I believe reducing incentives for locals to consider cross-border licensing and making Bridgend licensing more practical and convenient would send a message of support to the local taxi trade whilst also supporting clearer compliance and enforcement locally.

4. Maintains safety standards while modernising the process

DVSA-approved MOT stations already operate under regulated standards, the addition of a taxi compliance check ensures Bridgend's specific safety and suitability requirements continue to be met whilst offering a more flexible approach to the booking and convenience of carrying out of the test.

My response may be included in the public report.

Kind regards,

Tomos Garbett-Davies

Hackney Carriage Owner & Driver

Response 43

Option 2

To allow proprietors to obtain an MOT Certificate from any DVSA approved MOT testing station in the County Borough, and that the same testing station undertakes an additional taxi compliance check.

David Thorne

Response 44

Dear Sirs/Madams,

This is in regards to the consultation on Taxi and Private Hire vehicle testing within the borough.

I as a hackney carriage owner, have read the two options put forward by yourselves and I do think that option 2 is preferential. The reasoning behind this is that all MOT testing stations are held to the same standard as the in house testing and therefore the test would be just as rigorous. Also, due to the high volume of vehicles being tested in house at the moment, it is sometimes difficult to get a test on or around the date required which testing anywhere would negate.

I look forward to hearing the outcome of this consultation. Thankyou.

Regards

Kathryn Jones

Response 45

Good afternoon

In view of the recent email disseminated to operators of taxis within BCBC, we wish to respond with the following points.

Historically, all MOT`s for local authority authorised vehicles have been undertaken directly at unity authority premises, and as such there is a process that needs to be following.

Attendance at Ty Thomas, Bridgend.

As our company is located in Maesteg, we have found that over the past few years there has been a significant increase in the amount of time that it takes to travel down the valley, in order to arrive in sufficient time to keep our appointment. This has caused problems.

with the increase in vehicular traffic and the increase in volumes, we now give our operatives an hour to make the journey to the allocated appointment. However, when there are issues such as road collisions, road works, and similar unexpected incidents, we have found that we are still late arriving for our appointment. If we are late then our test is refused, and we have to rearrange for another appointment. This lateness could amount to a few minutes, but there is such a rigid and nonflexible approach to the system, and we are turned away. This we feel is unfair , but yet when there has been a problem with an inspector not available, and our appointment has been cancelled, we always accommodate another appointment that assists BCBC. There needs to be an amount of flexibility. Yes. we fully understand that there has to be a central unit, such as Ty Thomas, and we shall address this later.

With the MOT system governed by DVSA, it allows an inspector to log on, and it is not governed by specific times. Yes, it is appreciated that there has to be a working schedule for the inspector but a fluctuation in a small amount of time is surely acceptable, and the DVSA system caters for this.

Inconsistency with inspection of vehicles

We have raised issues where we have produced a vehicle for inspection, and it has failed on a specific part, namely the steering gator.

We have looked at this matter and took the advice of the inspector who failed the vehicle. We carried out the minor adjustment that the inspector required, and represented the vehicle for another test, that passed. This has obviously cost us a substantial amount of time and money.

In the meantime, we contacted the manufacturer of the vehicle, and was informed that what the inspector required us to do, in order to pass the test was in direct contrary to its type approval, and that of its design. It is felt that this specific issue is an example of where our technicians cater for the requirements under the type approval of the vehicle, yet it is being failed at the test. We have received the diagrams and specific component part mapping from the manufacturer, which is obviously what the inspector has failed on. We can discuss and provide you in a more detailed email if required.

The purpose of this paragraph highlights the need for consistency with testing, and this is only an example of failures that have been attributed to our fleet over a period of time.

Possibility of nearer MOT approved centres for this class of vehicle

Historically, DVSA have given the local authority powers to conduct MOT tests, and this is appended in the LG(MP) Act and associated legislation attributed to all vehicles licensed under the local authority. We are aware that numerous unity authorities have given this `power` to outside MOT approved centres, who would then test the vehicles as part of the unity authority requirements.

This we see as an excellent, and possibly cost-effective way, as this would certainly reduce travelling time, and associated peripheral costs of sending a vehicle to Ty Thomas.

As all MOT approved centres are required to maintain the same standard, then this should have consistency across the whole spectrum of MOT testing.

Our maintenance depot is located in Maesteg, and if a vehicle did fail a test, then having a local MOT centre would be ideal to make a *repair* and return the vehicle back to a local centre, as opposed to travelling back down and up the valley to Ty Thomas.

This is an example of an operator in Maesteg but this is obviously replicated with operators who have a same travelling radius as us, such as Pyle , or Porthcawl.

We sincerely hope that our thoughts are looked upon and obviously assist the trade in making a valid and reasonable adjustment to the current system.

Phil David (Forge Travel)

BA, CMILT, MIIAI, MIRTE, MSOE, CAE, MIMI, RPS

Dangerous Goods Safety Advisor

(Road and Rail)

NEBOSH Gen Cert

PCV Transport Manager

Response 46

Good afternoon Kirsty,

I would prefer option 2 as it would be much easier to obtain test appointment dates including retest appointments if you would be permitted to use any DVSA regulated test centre As you are aware the current in house test centre at Ty Thomas is very busy and is struggling to keep up with demand sometimes meaning vehicles are off the road waiting for test appointments especially retest appointments resulting in a loss of income and severe disruption to operators business. This opinion has no bearing on the facility or the staff directly as they always do their very best to accommodate however due to the vast expansion of licensed vehicles in the authority area i feel the current system/facility is no longer fit for purpose.

Regards

Paul Brain

hackney carriage proprietor, private hire proprietor, operator and driver.

Response 47

Dear Sirs.

I find it impossible to cast an exact vote at this time without an exact amount in relation to our fees being disclosed to us.

I understand why some drivers would choose option B.

The main reasons for this

A different garage would be able to carry out simple repairs to any vehicle, this was cause less disruption, time and cost to any driver, particularly with test dates that take place on a Friday.

However if your car is in good working order and monitored by the driver / owner then the likelihood of a vehicle test failure should be minimal. Ive been presenting my vehicles since 2009 and I am proud of the fact that my vehicles have apart from 1 time which I often wish I challenged, (i presented a brand new vehicle for test, I was given an advisory for not displaying a tariff sheet, at this point a tariff sheet would not have been issued. It is issued alongside your plate, after the first test has been passed. In my opinion this advisory should not have been issued) have always passed.

Option A

Keeps everything in house, less for an owner to worry about ie. remembering to book a test. In house its already taken care of, just simply turn up on the date and time already arranged.

Could we possibly have an option C. Where it would keep both options open. The drivers that prefer option A could use option A.

Likewise those who prefer option B could use option B.

Personally I would prefer to stay as it is and not have this decision made by other vehicle owners.

Yours faithfully.

Phill Owen.

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Taxi Testing Analysis Report 2026

This data is taken from Tranman, which is the booking system used by the licensing team and Ty Thomas.

Overview

There has been a change to the amount of test slots available, therefore we have taken the data from September 2025, February 2026 and what is currently predicted/booked in for March 2026.

Analysis

September 2025 data

146 slots should have been allocated for taxi testing during the month of September. This is based on the following test slots being allocated to licensing based on the following times

Monday to Thursday

7 am x 1 slot
10 am x 2 slots
11 am x 2 slots
1.30 pm x 1 slot
2.30 pm x 1 slot

Friday

7 am x 1 slot
8 am x 1 slot
10 am x 1 slot
11 am x 1 slot
1.30 pm x 1 slot

In September 2025 licensing sent out 88 letters to proprietors requesting the present their vehicle for testing a Ty Thomas. This was a mixture of both mechanical and annual tests.

Taxi Tests Carried out (Mechanical and Annual)	83
Test slots showing as taken on Tranman (these are slots that are showing as unavailable – these are removed by Ty Thomas)	50
Retests – These tests are 15-minute slots that are usually done between 9 – 10 am	18
New Vehicles – This is included in the Taxi Tests Carried out	11
Moved Tests or additional slots used – Moved to slots outside the above by Ty Thomas	5
Cancelled by licensing – for various reason for example - due to vehicle being no longer used as a taxi	11
Proprietor failed to attend	8

February 2026 data

116 slots should have been allocated for taxi testing during the month of February. This is based on the following test slots being allocated to licensing based on the following times

Monday to Thursday	Friday
8 am x 1 slot	7 am x 1 slot
10 am x 1 slot	10 am x 1 slot
11 am x 1 slots	11 am x 1 slot
12 pm x 1 slot	12 am x 1 slot
1.30 pm x 1 slot	1.30 pm x 1 slot
2.30 pm x 1 slot	

For February 2026 licensing sent out 79 letters to proprietors requesting the present their vehicle for testing a Ty Thomas. This was a mixture of both mechanical and annual tests.

Taxi Tests Carried out (Mechanical and Annual)	80
Test slots showing as taken on Tranman (these are slots that are showing as unavailable – these are removed by Ty Thomas)	27
Retests – These tests are 15-minute slots that are usually done between 9 – 10 am	13
New Vehicles – This is included in the Taxi Tests Carried out	7
Moved Tests or additional slots used – Moved to slots outside the above by Ty Thomas	4
Cancelled by licensing – for various reason for example - due to vehicle being no longer used as a taxi	5
Proprietor failed to attend	7

March 2026 data

108 slots should have been allocated for taxi testing during the month of March. This is based on the following test slots being allocated to licensing based on the following times

Monday to Thursday	Friday
8 am x 1 slot	No slots without specific consent from Ty Thomas
10 am x 1 slot	
11 am x 1 slots	
12 pm x 1 slot	
1.30 pm x 1 slot	
2.30 pm x 1 slot	

For March 2026 licensing sent out 84 letters to proprietors requesting the present their vehicle for testing a Ty Thomas. This was a mixture of both mechanical and annual tests.

Taxi Tests booked in (Mechanical and Annual)	94
Test slots showing as taken on Tranman (these are slots that are showing as unavailable – these are removed by Ty Thomas)	6
Retests – These tests are 15-minute slots that are usually done between 9 – 10 am	0
New Vehicles – This is included in the Taxi Tests Booked	3
Moved Tests or additional slots used – Moved to slots outside the above by Ty Thomas	0
Cancelled by licensing – for various reason for example - due to vehicle being no longer used as a taxi	1
Proprietor failed to attend	0

At the time of writing this report, 25th February 2026, there is currently only 1 test slot available, and this is on 30th March at 12 pm. We have been advised that we can use the 9 am slots, if they are available, however, these are usually reserved for re-tests. If we were to use the 9 am slots for new vehicles or previously cancelled tests this would have an impact on re-test times.

It is also important to note that if a vehicle is not presented for re-test within 10 working days of it failing, then another full test is required, therefore taking another full slot. This would also have a financial impact on the proprietor requiring them to pay a higher fee.

Key Observations

Decrease in Available Slots

From September 2025 to March 2026, the total number of slots has dropped from 146 to 108. A reduction of 38 slots, which is about a 26% decrease in six months.

Increase in Demand

1. Tests Conducted/Booked:

- In September 2025, 83 tests were carried out.
- This slightly dipped to 80 tests in February 2026.
- However, by March 2026, we saw a rise in demand with 94 tests booked, showing an increase of 14 from February.

2. Letters Sent to Proprietors:

- 88 letters were sent in September.

- This decreased to 79 in February but rose again to 84 in March, potentially down to February being a shorter month.

Summary of Findings

The total number of available slots for testing has decreased significantly, while demand is on the rise, particularly in March.



DECLARATION OF FITNESS Hackney Carriage / Private Hire Vehicle

This form is for any MOT Testing Station in the Bridgend County Borough Council area to complete **at the same time** as your MOT test is undertaken.

Please note that it is your responsibility to ensure that your vehicle is suitable to be licensed or re-licensed (as applicable). Vehicle standards and the current age policy are available at www.bridgend.gov.uk

The MOT test certificate and this form must be submitted to the Licensing department within 28 days from the date of the test **together with** an application form and supporting documents e.g. valid insurance/LOLER etc.

Note to tester

The hackney carriage and private hire vehicle licensing test has additional items to that required by the MOT motor vehicle test. The following table details the additional items that will need to be inspected.

	Testable Item	Comments
01	Licence Plates & Council Door Signs (Not applicable to first time plating)	Licence plate shall be securely fixed and displayed outside on the rear of the vehicle directly on or immediately above the bumper in such a position that the vehicle's registration mark is not obscured, with the particulars there on facing outwards in such a manner and place that the licence plate is clearly visible by daylight from the road at the rear of the vehicle. The licence disc shall be fixed and displayed inside the vehicle in such manner and place that the particulars there on are clear and visible to any passenger being conveyed in the vehicle. All Adhesive signs shall be affixed on the upper part of the driver and front passenger side doors indicating that the vehicle is licensed by the Council with the number of the vehicle in letters no smaller than 3" in height except for those vehicles involved in the Green Fleet Pilot Scheme.
02	Paintwork	<u>Hackney Carriages</u> must be white. <u>Private Hire Vehicles</u> may be of any colour except for white.
03	Condition of Wings & Wheel Arches	Panels, wings bumpers to be in good condition, free from rust, holes, broken metal or any other visible damage.
04	Security of Body	Safe and in good condition, free from dents and rust.
05	Passenger & Driver's Doors	Doors to be in good condition, free from rust, holes, broken metal or any other visible damage. Hinges to be in good order, all working, and doors to be seated correctly when closed.
06	Floor Coverings	In good condition, clean and free from any contamination.
07	Interior lights/mirror/ trim	Good condition, clean and free from any damage, grease or any other contamination.
08	Passenger & Driver Seats	Good condition, clean and free from any tears, damage, grease or any other contamination.
09	Bumper	Present and in good condition.
10	Windscreen and Windows	Good clean condition and free from damage. Only original vehicle manufactured tints are permitted on the rear windows (no film is to be permitted).
11	Luggage Compartment	Clean and free for the accommodation of passengers luggage. Nothing done to the vehicle must compromise the existing arrangements for the carrying of a spare wheel, and there should remain sufficient space for adequate luggage or a folded wheelchair to be carried.

	Testable Item	Comments
12	Hackney Carriage Taxi Meter Location and Table of Fares	Taximeter fitted and must be positioned so that all letters and figures on the face thereof are at all times plainly visible to any person being conveyed in the carriage and in such a way as to make it impracticable for any person to tamper with them except by breaking, damaging or permanently displacing the seals or other appliances. A current Table of Fares must be displayed within the vehicle.
13	Wheelchair Accessibility	Mounting points and all necessary straps to be in good condition and ramps and tail lift to be provided as per the application.
14	Camera Recording Equipment	CCTV or dashcam equipment may be fitted in accordance with the manufacturer's instructions.
15	Fire extinguisher and first aid kit	A fire extinguisher in good condition should be carried in an easily accessible position on the vehicle. A first aid kit should be available within the vehicle which meets the minimum standard recommended by the Health and Safety Executive in its guidance "First Aid at Work."
16	Roof Sign/For Hire Sign/Roof light	Hackney Carriage Only – all present and in working order in accordance with Council specification.
17	Estate Car more than 4 seats	A means of opening the rear tailgate from the inside fitted and signs indicating "Emergency Exit". Must be fitted with a grill/fitting sufficient to prevent luggage carried in the rear compartment from coming into contact with persons in the rear seat.
18	Private Hire Vehicle	Private Hire Only: No sign, notice, device or livery which includes the word "Taxi" or "Cab".

CCTV/Dashcam fitted: **YES** **NO**

Vehicle Make	Vehicle Model	Registration Number

Plate/Door Sign Number (Renewal only)	
Passenger Seats	
Wheelchair Tail lift fitted	YES/NO

The above vehicle has today been inspected and found to be fit for use as a Hackney Carriage / Private Hire Vehicle.	MOT Testing Station Stamp:
	Tester Name:
	Tester Signature: Print Name underneath
Date:	