

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

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.