

Meeting of:	CABINET
Date of Meeting:	20 OCTOBER 2026
Report Title:	REQUEST TO VARY THE HACKNEY CARRIAGE FARES TARIFF
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:	A request has been received from a member of the taxi trade to increase Bridgend County Borough Council's hackney carriage table of fares due to increases in the cost of living and the costs associated with operating a hackney carriage vehicle. This report sets out the proposed fares and asks Cabinet to determine whether to approve the proposed variation. If approved, the variation must be advertised for a period of 15 days during which objections may be submitted. If no objections are received, the variation will come into effect on the implementation date approved by Cabinet. Should objections be received they must be considered by Cabinet before any variation can be implemented.

1. Purpose of Report

- 1.1 The purpose of this report is to ask Cabinet to determine a request received from Richard Parrott, a licensed hackney carriage and private hire driver, as well as a licensed vehicle proprietor and private hire operator to increase the current Bridgend County Borough Council's rate of hackney carriage fares.

2. Background

- 2.1 The Council may fix or vary the rate of fares for the hire of a hackney carriage under the provisions of Section 65 of the Local Government (Miscellaneous Provisions)

Act, 1976. The Section requires that any variation of the fare must be advertised in a local paper and that a period of notice of at least 14 days be given to enable any person to make objections.

2.2 The current tariff of fares has been effective since 26 September 2022 and is detailed in **Appendix A**.

2.3 An application to increase the rate of hackney carriage fares was submitted to the Licensing Department by Richard Parrot. The key reasons cited include increased fuel, maintenance and insurance costs, the impact of inflation and the cost-of-living crisis on drivers' earnings, and difficulties in retaining and recruiting drivers.

The applicant also states that Bridgend's hackney carriage fares are below regional and national averages and that the high licensing standards imposed by the Authority result in higher operating costs than those incurred by out-of-area private hire vehicles operating in the county. It is argued that the current fare structure is contributing to a decline in the hackney carriage fleet, with some proprietors considering transferring to out-of-area private hire licensing arrangements to reduce costs and improve profitability.

A copy of the request is detailed in **Appendix B**.

2.4 The number of hackney carriage vehicles licensed by Bridgend County Borough Council over the years is detailed below:

Year	Total Hackney Carriages
2009	365
2013	373
2017	341
2019	380
2020	356
2021	311
2023	306
2024	301
2026	315

2.5 The rate of fares has traditionally been set by the Council following a request from the trade to vary the tariff of fares from time to time. The effect is that, for all journeys within the boundary of the County Borough of Bridgend, the driver must use the taximeter fitted in the vehicle and must not exceed the authorised fare set by the Council.

2.6 This element of the Council's powers provides a means of consumer protection though transparent charging for hackney carriage fares; a driver is entitled to charge less than the meter fare but must use the meter and show the meter fare so that the customer is aware of any discount offered.

2.7 Consideration should be given to obtaining a balance between increasing the fare to compensate the increase in costs of running a hackney carriage and ensuring that the increase does not deter the public from using hackney carriages.

3. Current situation / proposal

- 3.1 The request proposes increases across all tariffs together with the charge for waiting time. All other charges to remain the same.
- 3.2 The following tables show the impact of the proposals on each of the current fare tariffs in place.

Tariff 1
6:00am to 8:00pm

Mile	Current	Proposed	% Increase
1	£4.60	£5.15	11.96%
2	£6.80	£7.65	12.50%
3	£9.00	£10.15	12.78%
4	£11.20	£12.65	12.95%
5	£13.40	£15.15	13.06%
10	£24.40	£27.65	13.32%

Tariff 2
8:00pm to 6:00am every day
Bank Holidays (except Christmas Day)

Mile	Current	Proposed	% Increase
1	£5.50	£6.15	11.82%
2	£7.90	£8.85	12.03%
3	£10.30	£11.55	12.14%
4	£12.70	£14.25	12.20%
5	£15.10	£16.95	12.25%
10	£27.10	£30.45	12.36%

Tariff 3
6:00am to 8:00pm every day
5 or more passengers

Mile	Current	Proposed	% Increase
1	£6.80	£7.45	9.56%
2	£9.40	£10.35	10.11%
3	£12.00	£13.25	10.42%
4	£14.60	£16.15	10.62%
5	£17.20	£19.05	10.76%
10	£30.20	£33.55	11.09%

Tariff 4
8:00pm to 6:00am
5 or more passengers

Mile	Current	Proposed	% Increase
1	£8.00	£8.90	11.25%
2	£11.00	£12.30	11.82%
3	£14.00	£15.70	12.14%
4	£17.00	£19.10	12.35%
5	£20.00	£22.50	12.50%
10	£35.00	£39.50	12.86%

Waiting Time

Current	Proposed
Expressed at 0.33 per minute = £19.80 per hour	Expressed at 0.40 per minute = £24 per hour

- 3.3 The league tables published by [Private Hire Monthly Magazine](#) shows the highest and lowest fares in England and Wales, below is a snapshot of the position of the Welsh authorities along with the top and bottom of the table, taken October 2026.

Council	Place in National Table	Tariff 1 for Two Mile Fare
London Heathrow	1	£15
Ceredigion	64	£8.25
Denbighshire	111	£7.90
Swansea	125	£7.80
Conway	140	£7.60
Monmouthshire	145	£7.60
Cardiff	157	£7.50
Vale of Glamorgan	188	£7.30
Carmarthenshire	220	£7.00
Newport	223	£7.00
Pembrokeshire	224	£7.00
Bridgend	238	£6.80
Caerphilly	240	£6.80
Torfaen	278	£6.50
Blaenau Gwent	281	£6.40
Anglesey	287	£6.30
Neath Port Talbot	302	£6.10
Gwynedd	307	£6.00
Rhondda Cynon Taf	313	£6.00
Flintshire	321	£5.80
Merthyr Tydfil	323	£5.80
Wrexham	329	£5.60
Bolsover	337	£4.60

- 3.4 Bridgend County Borough Council is currently in position 238 out of 337 local authorities in England and Wales. Bridgend is the twelfth highest in Wales and the proposed increase to £7.65 would move Bridgend to the fourth highest in the table in Wales. This comparison is based on published fare tables available in October 2026 along with checks of the local authorities published tariffs, positions are subject to change as other authorities review and amend their tariffs.
- 3.5 The current table of fares has been in effect since September 2022. During the intervening period, the cost of operating a licensed hackney carriage has continued to increase. Whilst inflation has reduced from the exceptionally high levels experienced in 2022, cumulative inflation since the last fare review has resulted in significant increases in the costs of vehicle maintenance, insurance, servicing, replacement parts and other operating expenses. The Office of National Statistics' Consumer Prices Index (CPI) indicates that inflation remained elevated during 2022 and 2023 before moderating during 2024-2026. The proposed revision to the table of fares seeks to ensure that licensed hackney carriage services remain financially viable while continuing to provide an important public transport service for residents and visitors.
- 3.6 Fuel prices have remained volatile since the current taxi fares were approved in 2022. Following significant increases during 2022 prices eased during 2023 and 2024 but have continued to fluctuate in response to global energy markets. Fuel remains a significant operating cost for licensed taxi drivers and continues to contribute to overall increases in the cost of providing taxi services. [The Department for Energy Security and Net Zero](#) publishes official weekly road fuel price statistics which demonstrate the trend in the average UK retail petrol and diesel prices over this period.

2022	Fuel prices reach record highs following the war in Ukraine, significantly increasing taxi operating costs
2023	Prices reduced from 2022 peaks but remained above long-term averages
2024	Continued fluctuations in petrol and diesel prices
2025	Fuel costs remained volatile, reflecting global oil market conditions
2026	Prices continue to fluctuate and remain a significant operating expense

- 3.7 Consideration should be given to obtaining a balance between increasing fares to reflect the increased costs of operating a hackney carriage and ensuring that any increase does not deter use of hackney carriage services. Whilst the proposed increase may assist drivers and proprietors in meeting increased operating costs, Cabinet should also have regard to the impact any increase may have on customers, particularly those who rely on hackney carriage services as an essential form of transport.
- 3.8 Should Cabinet agree to vary the tariff, the variation would need to be advertised for a period of at least 14 days to allow any person to make an objection. Should no objections be received, the variation would come into effect on the date specified in

the notice. If objections are received, they must be considered by Cabinet before the variation can be implemented.

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 are no direct financial implications for the Council arising from the proposed variation. The cost of advertising the statutory notice will be met from existing budgets.

9. Recommendations

- 9.1 Cabinet is requested to:

- a) Determine whether to approve the proposed variation to the hackney carriage table of fares submitted by Richard Parrott and, if approved set an implementation date of 16 December 2026 (subject to the statutory objection process being completed).
- b) Should Cabinet agree to the proposal of Mr Parrott, to authorise the advertisement of the variation in a local newspaper in accordance with the statutory requirements

Background documents

[Private Hire Monthly Magazine - Taxi Fares League Table](#)

[The Department for Energy Security and Net Zero - Monthly and Annual Prices of Road Fuels and Petroleum Products](#)