

**Redacted Representations / Comments from Consultation on Taxi Tariff Charges**

**Driver no. DR207**

I do not feel there is a need for a fare rise when so many of the taxi operators in Rhyl are charging low fixed and discounted fares. This causes conflict and mistrust by the customer on the driver when charging meter fare.

With regard to inflation yes it has had an effect on the public but not where costs specific to the taxi trade are concerned.

Since the last increase fuel has reduced in price.

Excise duty is less due to the more efficient vehicles being used.

Insurance cost is about the same.

Compliance and service costs again about the same.

The only increase looks likely to be in licence fees.

**Member of Public**

I refer to the proposed increase in taxi fares in particular the starting fare.

The current starting fare is £2.10, the councils proposed starting fare is £3.20. This is a major increase.

Many people use a taxi for short journeys, say from Russell House to the train station. These passenger will be hit the hardest with an increase of £1.10 on the start fare.

The Council may notice Denbighshire people are not flush with money and any increase to public transport will have a knock-on affect to these people traveling to work, hospital and doctors appointments and shopping.

I object to the proposed increase to the start fare of £3.10.

Also, taxi meters have always been calibrated to 10p drops and having odd figures not rounded up or down e.g. £2.47 may present taxi meter recalibration some difficulties as well as driver needing to fiddle about with low denomination coinage.

I am in favour of an increase based on inflation, but rounded up or down to the nearest 10p.

**Driver no. DR 689 & DR 640**

1) Medical requirements as they stand seem to me working very well and cannot see any reason to change

2) Driving around for 12 months in your mums polo doesn't make you a professional driver

3) The council have enough enforcement tools to hand as it is, any more would not help

Regarding the introduction of an extra charge per pet, a figure of 0.25p would be easier to implement on the metre bring it in line with luggage changes being proposed.

We would recommend Option 5 to increase the current charges to bring them in line with inflation and a small increase to cover future costs.

**Driver no. 16/1033/TXJDR**

I think that out of all the options provided option 3 is the best as I feel that option 4 and 5 would discourage some of Roberts Taxis regular customers who use us on a regular basis thank you for taking the time to read this email

**Driver no. DR377**

I would say option 2 had no idea I had to reply to this, as did many others.

**Driver no. DR417**

Dear Licensing

I would like to make a representation regarding the Soiling Charge within DCC fee structure.

I would like the Soiling Charge to be a minimum of £100.00.

The reasons for this are:

1. It has been set at £40.00 for a considerable period of time.
2. The soiling Charge is £100.00 in Conwy County and has also been at this rate for a considerable period of time.
3. Denbighshire's Environmental Enforcement Officers fine £75.00 for the slightest littering infraction. Passengers over the years have defecated, urinated and vomited in my vehicle. This has to be valeted and left to dry. This also causes loss of income as the vehicle and driver are unable to work.

I would like DCC Licensing to make the public more aware of the Soiling Charge and why it exists.

I would also appreciate advise of the correct and legal method for obtaining the charge from the perpetrator of the soiling.

Yours sincerely

**Driver no. DR417**

Dear Licensing

I would like to comment on the Carriage Vehicle Tariff fee options.

1. Option 1. Even though this represents an inflation increase over the period, the trade will not have had the small increments that would have accumulated over each year of the previous 7 years. Also, we don't know the exact period used in the calculation of inflation, but CPI was 3% in both September 2017 and October 2017 and RPI even higher.
2. Option 2. Below inflation increase over the 1, 2 and 5 mile comparisons.
3. Option 3. Below inflation increase over the 1 and 2 mile comparisons.
4. Option 4. Below inflation increase over the 1 and 2 mile comparisons.
5. Option 5. Below inflation increase for 1 mile comparison.

I feel at least an inflation increase as the absolute minimum to be acceptable. Even if the new rates are approved for 1st December, this would represent a period of 7 years 3 months without an increase.

I would like the scheduling of annual tariff reviews from October 2017.

No tariff to be used that would involve 5 pence increments (10 pence as smallest unit shown on the meter).