

AGENDA

Meeting: Licensing Committee

Place: Council Chamber - County Hall, Bythesea Road, Trowbridge, BA14 8JN

Date: Monday 20 June 2022

Time: 10.30 am

Please direct any enquiries on this Agenda to Lisa Pullin, of Democratic Services, County Hall, Bythesea Road, Trowbridge, direct line 01225 713015 or email committee@wiltshire.gov.uk

Press enquiries to Communications on direct lines (01225) 713114/713115.

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Membership:

Cllr Peter Hutton (Chairman)	Cllr Andrew Davis
Cllr Allison Bucknell (Vice-Chairman)	Cllr Ruth Hopkinson
Cllr Steve Bucknell	Cllr George Jeans
Cllr Trevor Carbin	Cllr Pip Ridout
Cllr Daniel Cave	Cllr Tim Trimble
Cllr Kevin Daley	Cllr Robert Yuill

Substitutes:

Cllr David Bowler	Cllr Dr Brian Mathew
Cllr Ernie Clark	Cllr Charles McGrath
Cllr Jon Hubbard	Cllr Dr Nick Murry
Cllr Bob Jones MBE	Cllr Stewart Palmen
Cllr Jerry Kunkler	Cllr Nic Puntis

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Public Participation

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult [Part 4 of the council's constitution](#).

The full constitution can be found at [this link](#).

For assistance on these and other matters please contact the officer named above for details

AGENDA

1 **Apologies/Substitutions**

To receive any apologies and details of any substitutions.

2 **Minutes** (*Pages 7 - 20*)

To confirm and sign the minutes of the meeting held on 7 March 2022 (copy attached).

3 **Chairman's Announcements**

To receive any announcements from the Chairman.

4 **Declarations of Interest**

To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.

5 **Public Participation**

The Council welcomes contributions from members of the public.

Statements

If you would like to make a statement at this meeting on any item on this agenda, please register to do so at least 10 minutes prior to the meeting. Up to 3 speakers are permitted to speak for up to 3 minutes each on any agenda item. Please contact the officer named on the front of the agenda for any further clarification.

Questions

To receive any questions from members of the public or members of the Council received in accordance with the constitution.

Those wishing to ask questions are required to give notice of any such questions in writing to the officer named on the front of this agenda no later than 5pm on **Monday 13 June 2022** in order to be guaranteed of a written response. In order to receive a verbal response questions must be submitted no later than 5pm on **Wednesday 15 June 2022**. Please contact the officer named on the front of this agenda for further advice. Questions may be asked without notice if the Chairman decides that the matter is urgent.

Details of any questions received will be circulated to Committee members prior to the meeting and made available at the meeting and on the Council's website.

6 **Licensing Appeals Update**

To receive an update on any appeals lodged against Licensing Sub Committee decisions.

7 **Minutes of the Licensing Sub Committees** (*Pages 21 - 44*)

To receive and sign the minutes of the following Licensing Sub Committees:

Classification of a Film

- 10/05/22 Classification of a Film “You can’t get there from here”
16/05/22 Classification of Films for Ignite Film Festival, Marlborough
24/05/22 Classification of Films for Ignite Film Festival, Marlborough

Eastern Area Licensing Sub Committee

- 09/03/22 Application for a Premises Licence - Lower Park Farm, Whistley Road, Potterne, Devizes

Northern Area Licensing Sub Committee

Sub Committee minutes to follow

Southern Area Licensing Sub Committee

Sub Committee minutes to follow

Western Area Licensing Sub Committee

Sub Committee minutes to follow

8 **Update on behalf of the Taxi Provision Working Group** (*Pages 45 - 60*)

The Committee will receive an update on behalf of the Taxi Provision Working Group. The notes from the meetings held on 14 March and 9 May 2022 are attached.

9 **Proposed Changes to Wiltshire Council's Hackney Carriage Fee Structure** (*Pages 61 - 78*)

The report of Tom Ince (Principal Compliance Officer) seeks to provide the Licensing Committee with the relevant information to make an informed decision on whether hackney carriage fares in Wiltshire should be raised or remain at the same level.

10 **Dates of Future Committee Meetings**

Members are asked to note the future meetings of the Licensing Committee, all to commence at 10.30am:

12 September 2022

5 December 2022

6 March 2023.

11 **Urgent Items**

Any other items of business, which in the opinion of the Chairman, should be taken as a matter of urgency. Urgent items of a confidential nature may be considered under Part II of this agenda.

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Licensing Committee

MINUTES OF THE LICENSING COMMITTEE MEETING HELD ON 7 MARCH 2022 AT COUNCIL CHAMBER - COUNTY HALL, BYTHESEA ROAD, TROWBRIDGE, BA14 8JN.

Present:

Cllr Peter Hutton (Chairman), Cllr Allison Bucknell (Vice-Chair), Cllr Steve Bucknell, Cllr Trevor Carbin, Cllr Kevin Daley, Cllr Andrew Davis, Cllr Ruth Hopkinson, Cllr George Jeans, Cllr Pip Ridout, Cllr Tim Trimble and Cllr Robert Yuill

Also Present:

Linda Holland (Licensing Manager), Tom Ince (Principal Compliance Officer), Cllr Jerry Kunkler, Sarah Marshall (Senior Solicitor), DS Louise Morley (Wiltshire Police - Strategic Support Officer) and Lisa Pullin (Democratic Services Officer)

27 **Apologies/Substitutions**

Apologies were received from Cllr Daniel Cave and from Adrian Hampton (Head of Highway Operations).

There were no substitutions or membership changes.

28 **Minutes**

The minutes of the meeting held on 6 December 2021 were presented to the Committee.

Resolved:

That the minutes of the meeting held on 6 December 2021 be approved and signed as a correct record.

29 **Chairman's Announcements**

The Chairman gave details of the fire exits to be used in the event of the alarm sounding and made the following announcements:

Notification of Licensing Sub Committee Decisions

Officers have reviewed the Council's processes and consider that so far as notification of Licensing Sub Committee decisions are concerned, the notification process for decisions is sound under the current statute and regulations.

Currently a summary of the decision is given to parties to the Applicants and those who have made a relevant representation at the conclusion of the hearing

but not the detail of conditions (as there may be a number of conditions in particular with complex hearings) and the Applicant and/or parties who have made representations are not always present when the decision is given.

The decision notice including the reasons for the decision and the conditions are published and sent to the parties within 5 working days of the decision. It should be noted that a decision notice would be required for any appeal.

To date no issue has been raised by any party regarding the notification of the Sub Committee decisions.

Membership attendance at Licensing Sub Committee Hearings

Thank you to those members who have taken part in the Sub Committee hearings since December – there were more in the pipeline and the Clerk would endeavour to get as many members involved as possible.

Update from the Licensing Manager

The Chairman asked Linda Holland (Licensing Manager) for a brief update on Licensing Act applications. Linda highlighted the following:

- To date there had been/were scheduled five Licensing Sub Committee hearings compared to just one this time last year and there were more hearings in the pipeline;
- There were a number of new and variation applications coming through and whilst a few premises had closed down there seemed to be a positive vibe with many premises seeking other activities on their licences. There was some challenge for applications and this would mean more applications going through to a hearing and there was also an increase in applications for festivals;
- The number of TENS applications has increased from 17 this time last year (whilst we were in a Covid lockdown) to 169 to date – it would seem that the world is trying to get back out and about; and
- They had not yet seen the anticipated increase in TENS for the Queen's Platinum Jubilee celebrations.

The Chairman requested that there be a further press release issued to remind town and parish councils and any others who wished to organise celebrations to ensure that they put in the relevant applications for any events, road closures and licensing in plenty of time for this to be processed as late applications may not be processed and they wished to avoid a late influx that could mean that Officers were overwhelmed.

Resolved:

That a reminder press release be issued in relation to relevant deadlines for the Queens Platinum Jubilee celebrations.

30 **Declarations of Interest**

There were no declarations of interest.

31 **Public Participation**

No questions or statements had been submitted to the Committee from the public prior to the meeting.

32 **Licensing Appeals Update**

Linda Holland (Licensing Manager – Public Protection) reported that there were currently no valid appeals that had been lodged in relation to any decisions made by the Licensing Sub Committees.

33 **Briefing on Project Vigilant**

DS Louise Morley (Strategic Support Officer – Wiltshire Police) attended the meeting to brief the Licensing Committee on Project Vigilant which was a collaborative approach to target predatory behaviour within the Night Time economies in Wiltshire. DS Morley highlighted the following:

- Project Vigilant was piloted by Thames Valley Police and is an operation that deployed plain clothes police officers into the Night Time economy in Oxford – this was a structured approach to focus on potential perpetrators of sexual violence. The operation was perpetrator focused and sought to deploy a number of disruption tactics to prevent offences taking place. Project Vigilant was found to be an effective tool to combat sexual offending. Its perpetrator focus uncovered subjects that are known sexual offenders as well as those that have been assessed as posing a significant risk. Once the tactic has been used, even if arrests were not made, potential perpetrators were dispersed from the area and Thames Valley Police saw a positive reduction of offending and the community appreciated the proactive response and the operation did not victim blame, something that other forces have been criticised for;
- Det Chief Insp Gemma Vinton is the Wiltshire Police Lead for Project Vigilant in Wiltshire which saw both uniformed and plain clothes officers targeting pubs and clubs in some of the towns in Wiltshire in September and October 2021;
- The intention of the project was to
 - i) safeguard the vulnerable from sexual violence through proactive disruptive patrols and providing an enhanced response to serious sexual offences
 - ii) identify vulnerable persons and safeguard them through engagement and advice
 - iii) identify predatory behaviour by potential perpetrators and prevent further offences through overt intervention

- iv) gather intelligence around potential perpetrators for future disruption and to assist further investigations
- v) Improve standard of initial investigation and golden hour enquiries through using detective resources
- There were a number of risk factors that had been identified from the National Crime Agency for Officers to look out to identify potential perpetrators;
- Intervention Officers were tasked to speak with the individuals displaying some of the behaviours and discussed within them why their behaviour was of concern. Officers took details and conducted Police intelligence checks. They gathered intel e. vehicles, associates, work and links to the area and then encouraged them to leave. Using all of the information gathered, a full risk assessment was conducted on each individual and they were scored using a risk matrix;
- The perpetrator categories are as below:

Category A +

- i) Strong evidence that the subject has committed a serious stranger sexual violent act in the Night Time economy in the last 12 months and is not currently imprisoned or has recently been released from prison for such an offence.

Category A

- ii) Has displayed four or more risk factors or is a current or historic registered sexual offender displaying more than one risk factor.

Category B

- iii) Has displayed more than one warning behaviour or the SIO has reason to believe that the subject poses a risk to the community.

Category C

- iv) Has displayed one warning behaviour indicating a potential risk

No risk

- v) Based upon officer observations and information known, the subject has been precluded by the SIO as posing a sexual risk in the community.
- So far, Operation Vigilant as been deployed once in Trowbridge and Amesbury and three times in Swindon. There would be another operation taking place at the end of March;
- The positive learning so far has been that it was very easy to spot individuals displaying the risk factors, individuals displaying concerning behaviours were successfully dispersed, essential intelligence was gathered and there was high public praise received due to the perpetrator focus;

- There were some areas for development and they had found that in Swindon there were more taxis available to get people away who were being dispersed – they found that there were limited taxis in the Wiltshire areas they visited;
- As part of their partnership approach they would offer training for staff to be able to spot and acknowledge perpetrator risk factors and ask for people to look at the behaviours socially and morally of those around them in their own organisations and consider what was once normal practice to ignore that it should not be now;
- They were planning to build the work of the operation into their business as usual and not have it as just a pre-planned operation; and
- If you notice behaviour that causes concern then this should be monitored with any CCTV being retained and intelligence being supplied to the Police to build up a picture and enable there to be intervention with individuals of concern and there were posters to display in premises.

The Chairman thanked Ds Morley for her presentation and asked in relation to the intelligence gathering and sharing if they would be willing/able to make a connection with the Taxi operators to share their intelligence. DS Morley confirmed that they would be willing to share images of those that they had concerns. DS Morley would liaise with Tom Ince (Principal Compliance Officer) outside of the meeting to progress this.

Committee Members asked the following:

- What allowances would be made for those with mental health problems and those under the influence. DS Morley explained that the safety of all persons is a priority and that officers are sensitive to the mental health needs and dependency related issues for all. She gave an example of how they deal with Online Child Exploitation Activist groups. These groups inform the police of potential CSE perpetrators and often attend the potential perpetrators addresses causing potential risks. Attending officers would always take into account potential mental health needs or learning needs and officers always ensure their safety.
- Why did you choose Amesbury to carry out the operation in Amesbury – did you attend various locations? DS Morley reported that nothing stood out on these visits – they picked the busiest locations and found that there was good public engagement with no negative comments and they wanted to get the message out that this type of behaviour is not acceptable and that they were monitoring it.
- What happens if they if they decline the request to leave the premises/area? DS Morley reported that there were no Police powers available to them in these instances but that they select Officers who are

highly skilled in communication for these discussions and then continue to monitor those individuals. They found that some did leave the premises and come back and there was a bit of cat and mouse but this reduced the opportunity for offending to take place.

- Is the project linked with the Ask Angela initiative? DS Morley reported that it would be good to get these linked up and following a staff restructure her Superintendent had just picked up the lead role for violence against women and girls so they would go together well.

Linda Holland (Licensing Manager) asked about the numbers that they had engaged with in Wiltshire compared to Swindon and if they had considered going to Pubwatch meetings to raise awareness of Project Vigilant? DS Morley responded that on average between 5 and 10 persons were engaged with and they were displaying behaviours of varying degrees. All interactions were positive and had not turned sour. They would appreciate the opportunity to present at Pubwatch meetings and spread awareness of behaviours, how to notice them and then deal with those behaviours.

The Chairman stated that he was aware that there were lots of Town Councils involved in the monitoring of CCTV and that there could be observations made by PCSO's. He would not wish for any work to be overlapped but noted that there was a link with Town and Parish Councils and highlighted that convenience stores too were a key part of intelligence and so asked if they planned to link in with all premises that operate for the late night economy? DS Morley agreed that they needed to get the message out that this would not be tolerated and intended to reach far and wide with this. In November there was White Ribbon day which was weeks of action to build a multi-agency working group together to really combat this.

The Committee asked for an update on Project Vigilant in six months' time and this would be brought back to the September 2022 meeting of the Committee.

Resolved:

- 1. That the Licensing Committee note the briefing on project Vigilant.**
- 2. That the Licensing Committee receive a further update on Project Vigilant at their meeting on 12 September 2022.**

34 Update from the Taxi Provision Working Group

Cllr Allison Bucknell (Chair of the TPWG) reported that the Working Group had last met on 13 December 2021 (the notes of that meeting were attached with the Agenda) and we due to meet again on 14 March 2022.

Tom Ince (Principal Compliance Officer) reported that they wished to host a recruitment day for taxi drivers in the atrium at County Hall but did not have permission for this to go ahead at the current time. They would continue to

work with Facilities Management to arrange for this to go ahead on a suitable date.

Tom and Adrian Weissenbruch (SEND and Passenger Assistant Manager) had met with the Communications Team to create a specific communications plan/campaign for the recruitment of drivers and they were in the process of designing flyers and thinking of other initiatives to move this forward.

The Working Group had asked Officers to consider reviewing the policy which refers to the age of vehicles that can be used as a taxi provision. The current policy states that all vehicles must be no more than 5 years old on registration and no more than 7 years old for wheelchair accessible vehicles. Officers felt it went against the Council's policy in relation to looking to lower vehicle emissions and that they wanted to drive up standards for customers.

Resolved:

That the Licensing Committee note the minutes of the meeting of the Taxi Provision Working Group held on 13 December 2021 and the update received at the meeting.

35 **Taxi Licensing Update**

Tom Ince (Principal Compliance Officer) referred to the Taxi Licensing update that was circulated with the Agenda and highlighted the following:

- The report information was based on the data for January 2022 and at that point the numbers seem to have stabilised and at the end of February there was a small increase in both drivers and vehicles numbers so it was hoped that the corner had been turned – it was definitely a step in the right direction;
- The team continue to proactively enforce the Council's policies in relation to taxi licensing, ensuring they have a visible presence on the rank. Penalty points were issued on 17 occasions during January 2022 with 11 of these points being issued because the drivers badge was not visible. Drivers need to be clearly identified;
- The team were seeing some safeguarding issues and there had been involvement with the multi-agency safeguarding hub in relation to this; and
- The trend for the reduction in hackney carriage drivers was continuing – this was offset by those with private hire vehicles where all of the work is prebooked. This reflects the change in industry with reduced footfall in towns. The rank work has dried up and drivers are having to look to secure other contracts to make a living.

Committee Members asked the following:

- With reference to the drift towards private hire drivers from Hackney carriage drivers – at what point might you look to review the taxi rank provision? Tom Ince responded that they would always need to review this on a town by town basis and collect more information to decide on what steps if any to take.
- Do we look at taxi ranks to check that they are in the right location - do we review their appropriateness? Tom Ince responded that they do not proactively review the ranks but for example in Trowbridge a rank was added near St Stephens Place where the leisure and entertainment areas are now situated.
- Are there any areas of the county that are poorly served by transportation? Tom Ince responded that the east of the county has the lowest number of drivers. The Taxi Provision Working Group have asked for a demand survey to be completed so the demand can be fully established. DS Morley had suggested earlier in the meeting that there may be an issue with taxi sufficiency for the night time economy and whilst Officers would be looking at the overall provision for Wiltshire, they don't have any data as yet.
- How often is the safeguarding training for drivers? Tom Ince reported that safeguarding training is required before a licence can be issued and then repeated every 3 years. Drivers are notified of the pending expiry of the training a month before and we ask for this to be completed in a timely manner and if the training is not completed then their licence would be suspended.

Resolved:

1. **That the Licensing Committee note the update on Taxi Licensing.**
2. **That DS Morley shares information about Project Vigilant to Tom Ince so that this can be shared with the drivers licenced by Wiltshire Council.**

36 **Proposed Changes to Wiltshire Council's Hackney Carriage Licensing Zone Structure**

Tom Ince referred to the report which sought to provide the Licensing Committee with the relevant information to make an informed decision on allowing the Taxi Licensing Team to undertake a consultation on proposed changes to Wiltshire Councils Hackney Carriage Vehicle Licence Zoning arrangements and highlighted the following:

- Hackney carriage vehicles can pick up customers off of the ranks or pick up from the street. Although Wiltshire Council has been a unitary authority since 2009, taxi licensing continues to operate in four separate zones. Under the existing rules a hackney carriage driver can take a non pre-booked journey from Salisbury to Chippenham but they would be unable to take a non pre-booked passenger back to Salisbury;

- Officers were seeking approval from the Committee to consult with the trade on the proposal to implement a single licensing zone for hackney carriage vehicles across Wiltshire. It was likely that some would view this as a positive and some as a negative but Officers wanted to get a feel for the changes proposed for Wiltshire;
- The Local Government (Miscellaneous Provisions) Act 1976, Section 50(1) currently dictates the Council must have vehicle inspection facilities available in each zone for which hackney carriages are licensed. There are currently 4 workshops but these are only utilised one day a week;
- Officers were seeking approval from the Committee to consult with the industry regarding the proposal to move the inspection workshop to one central location with the preferred option to be to utilise the Kennet House depot at which the workshop had recently been refurbished and there being a safe area for to drivers to wait during the inspections;

Committee members asked the following:

- Is the consultation open and not yet decided on what the outcome will be? Tom Ince responded that the outcome was not yet decided and that another option could be to continue to carry out vehicle inspections in 2 zones, although it made more sense to centralise the provision to a single location, they were open to the feedback and where it might take them. The inspection facilities at Parsonage Way depot in Chippenham were currently unavailable due to the site being used as a Covid testing site and as of January 2022, the inspection facilities in Riverway (Trowbridge) were also unavailable due to structural issues, an inoperable inspection ramp and vermin control which are causing health and safety concerns. This means that the service without inspection facilities within the North and West Zones and as such the Council could face legal challenge due to the current zoning requirements and they do have a legal obligation to provide the facility.
- How often are the inspections and how many inspections would this be? Tom Ince responded that vehicle inspections have to be carried out every six months. This was for 750 licensed vehicles which meant there would be 1500 inspections a year. If they moved to single zone inspections the workshops would be open 5 days a week, usually for the 4 zones each workshop is only open 1 day week and so they are being underutilised. The equipment is old and needs regular maintenance/replacement and it would be more efficient to work out of one zone but the team wish to hear what the industry thinks about the plans.
- Would you have a plan B to carry out an inspection if for any reason Kennet House was out of action as an inspection site? Tom Ince responded that in that instance they would look to utilise the Churchfields site as that would be the obvious site to retain.

- What happens currently if a driver cannot get to their nearest inspection workshop on the day it is open? Tom Ince responded that drivers were able to travel to another inspection workshop if they were not able to attend their local one. Officers were interested to hear what the operators would have to say about this proposal.
- When will we hear the outcome of the consultation? Tom Ince responded that the intention was to report back the findings and recommendations following the consultation to the Licensing Committee meeting on 12 September 2022.

Resolved:

1. **That the Licensing Committee authorise the Taxi Licensing team to undertake a consultation with the industry in relation to implementing a single licensing zone for hackney carriages across Wiltshire.**
2. **That a report be brought back to the Licensing Committee outlining the results of the consultation at their meeting on 12 September 2022.**

37 **Licensing Act 2003: Adoption of procedures in relation to personal licence holders convicted of relevant offences**

Linda Holland (Licensing Manager) referred to the report which sought to advise members of changes to the Licensing Act 2003 which came into force on 6th April 2017 and to introduce new procedures relating to these changes. The report also detailed the proposed procedures to be carried out in line with legislation when considering the appropriate action to be taken against personal licence holders with relevant convictions. Linda highlighted the following:

- Previously only the Magistrates' Court had the power to revoke or suspend a personal licence where the licence holder had been convicted of a relevant offence – Agreement was now being sought from the Committee to implement procedures to be carried out in line with the changes to legislation when considering the appropriate action to be taken against personal licence holders with relevant convictions;
- There were currently 7583 personal licences holders and following a change in legislation in 2005 when personal licences had been held for a 10 year period the change then meant that a personal licence was open ended with no need for a renewal. There was a requirement for a personal licence holder to notify their issuing authority of a change of address as that authority would remain even if the person moved around the country;
- It was proposed that the Committee agree to delegate the licensing authority's responsibility to determine whether a personal licence should be revoked or suspended to the licensing sub committee where relevant

and if the local authority became aware that a personal licence holder had been convicted of a relevant offence;

- The Licensing Act 2003 places an obligation upon a personal licence holder who is charged with a relevant offence to inform the Court of their status as a personal licence holder and they also have a duty to inform the Licensing authority of the nature and date of their conviction and the sentence. To date only one such notification had been received by the Licensing Team;
- If it was felt that if some individuals were not appropriate to hold a personal licence the adoption of these procedures would give the local authority a route to challenge this and make a determination based on their convictions as to their suitability to hold a personal licence; and
- The report clearly sets out how the route of the determination process to ensure that this was open and fair to all and whilst this was a discretionary power, most other local authorities had sought to adopt these procedures. It was proposed that the process be set in place with a review put in place in 18 months to ascertain what Officers and the Committee thought on the process and to consider if any changes were needed. It was anticipated that there would be an average of 4 to 5 personal licences determinations per year.

Committee Members asked the following:

- Was there an example of the final warning letter to be used and what would follow a final warning? Linda Holland responded that a copy of the proposed letter would be shared with committee via the Clerk following the meeting. If a Personal Licence holder continued to breach their licence the opportunity to review the licence would be an option. There would be an awareness that we know if they have a conviction and Officers would seek to engage them positively with the licensing process and highlight any concerns with their behaviour. If there were any further problems this would then be referred to the Licensing Sub Committee.
- Should personal licence holders tell you about convictions – have you found that some have kept quiet and you have heard about things through the Police? Linda Holland responded that the onus is on the personal licence holder to inform the Courts that they hold a licence but they don't always think about it and the CPS and the Police don't highlight it to them and for some they probably don't deliberately not inform the Court they are just not aware of the need to do it.
- Are you aware of any personal licence holders currently with convictions and do you get notified of changes of address? Linda Holland responded that some inform the licensing authority of changes but of course many don't remember to inform of a change of address. The team did not have the resources to check over 7000 personal licences for convictions or that

the addresses were up to date. Linda was aware of some individuals she considered not to be suitable as a personal licence holder and they could see further intelligence on that but needed to have cause a reason to ask for further information.

- Could the request for personal licences holders to ensure they were up to date be a focus on a “licensing week”? Linda Holland reported that there was a national licensing week in June and that she would explore this suggestion further.
- Was there a facility for “whistleblowing” for the public to be able to use in relation to personal licence holders and when individuals apply to be a Designated Premises Supervisor is a personal licence checked at that time to ensure that it is up to date? Linda Holland confirmed that for a DPS application a personal licence would be checked and that other local authorities would be consulted on this if Wiltshire was not the issuing authority. A few discrepancies are sometimes picked up through this process and Officers were still waiting to hear on the introduction of a national database that licence holders could log into and update themselves – currently this has to be done through the issuing authority which is a weak system.
- Have you received any information about any personal licence holders through whistleblowing? Linda Holland responded that they had received some emails/phone calls of concerns from people and that would be followed up with a trawl through the internet to carry out research on those concerns.
- When you receive information from a whistle-blower – what evidence do you need? Linda Holland reported that they would need to have just cause to get more information from the Police. It would also depend on the quality of evidence provided. They would attempt to look at published Court records or speak to Police colleagues or counterpart Police licensing officers but they would be aware not to step on others toes as there may be some ongoing investigations if there are troubled premises in towns.
- What is the status of those who have committed a crime whilst being a minor when applying for a personal licence? Linda Holland responded that for most under the age of 19 this would not be considered relevant – the Rehabilitation of Officers Act sets out how long the offences can be considered for. Officers would intend to look at more recent convictions, including the habit of those convictions, continuation of criminality with only small minor offences but a number of them. When a personal licence is first applied for a DBS check is carried out.

Sarah Marshall (Senior Solicitor) confirmed that that she was satisfied that the Licensing Committee have the powers grant agreement for the authority to be delegated to the Licensing Sub Committee to set up the new process to review personal licences.

Resolved that the Licensing Committee:

- 1. Note the content of the report and consider the legislative changes.**
- 2. Delegate the licensing authority's responsibility to a licensing sub committee where relevant.**
- 3. Approve the use of a 4th Option - Final Warning letter.**
- 4. Approve the procedure as set out in Appendix 3 in regard to consideration of personal licence holders with relevant convictions.**
- 5. Note the legislative requirements in regard to revoking or suspending a personal licence as set out in Appendix 4.**
- 6. Consider a review of the application of these procedures in September 2023.**
- 7. If on review it is agreed to continue with these procedures that the Council's Statement of Licensing Policy be updated to reflect these procedural changes at next review.**

38 Further Update on Levels of Personal Information to be Supplied on Parties who make a Relevant Representation at a Licensing Sub Committee Hearing

Sarah Marshall (Senior Solicitor) referred to a further update on the levels of personal information to be supplied on parties who make a relevant representation (circulated with the Agenda) and highlighted the following:

- There had been two face to face hearings since the last meeting of the Licensing Committee and four more were planned. There had been minimal additional work for Licensing Officers to anonymise those who had made a relevant representation in the report prepared for the Sub Committee and they would simply be referred to as Rep 1, Rep 2 etc in the report and decision notice and minutes;
- If there was a freedom of information request the sharing of the information would appropriately considered; and
- None of the parties to the hearings that had been attended had raised any issues in relation to the changes made to the level of personal information shared within the agenda, decision notice and minutes.

Resolved:

- 1. That the update on the levels of personal information to be supplied on parties who make a relevant representation at a Licensing Sub Committee be noted.**

2. That the Committee agree to adopt the procedure on of the restriction of information provided on those who have made a relevant representation on a permanent basis.

39 **Dates of Future Committee Meetings**

Members noted the future meetings of the Licensing Committee, all to commence at 10.30am:

20 June 2022
12 September 2022
5 December 2022.

40 **Urgent Items**

There were no urgent items.

(Duration of meeting: 10.30 - 11.45 am)

The Officer who has produced these minutes is Lisa Pullin, Tel 01225 713015 or email committee@wiltshire.gov.uk of Democratic Services, direct line 01225 713015, e-mail lisa.pullin@wiltshire.gov.uk

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Licensing Sub Committee - Classification of Films

**MINUTES OF THE LICENSING SUB COMMITTEE - CLASSIFICATION OF FILMS
MEETING HELD ON 10 MAY 2022 AT WEST WILTSHIRE ROOM - COUNTY
HALL, BYTHESEA ROAD, TROWBRIDGE, BA14 8JN.**

Present:

Cllr Allison Bucknell (Chair), Cllr Ruth Hopkinson and Cllr Robert Yuill

Also Present:

Lisa Grant (Public Protection Officer – Licensing), Linda Holland (Licensing Manager, Sarah Marshall (Senior Solicitor), Lisa Pullin, (Democratic Services Officer) and Cllr Tim Trimble

1 Election of Chairman

Nominations for a Chairman of the Licensing Sub Committee were sought and it was

Resolved:

To elect Councillor Allison Bucknell as Chairman for this meeting only.

2 Apologies for Absence/Substitutions

No apologies were received.

3 Chairman's Announcements

The Chairman gave the details of the exits to be used in the event of an emergency.

4 Declarations of Interest

There were no declarations of interest.

5 Meeting Procedure

The Chairman explained the procedure to be followed at the hearing, as contained within the "Hearing Procedure Summary – Classification of Films" (Page 5 of the Agenda refers).

6 Consideration of Exclusion of the Press and Public

The Sub Committee were in agreement that the press and public be excluded from the meeting during consideration of Agenda item 7 and duly:

Resolved:

To agree that in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public from the meeting for the business specified in Minute Number 7 because it is likely that if members of the public were present there would be disclosure to them of exempt information as defined in paragraph 6b of Part I of Schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

7 **Classification of a Film**

Linda Holland (Licensing Manager) explained to the Sub Committee that a request had been received from Daniel Petkoff to classify the film “You Can’t Get There From Here” which was planned to be shown at the Atheneum Theatre in Warminster that does not have a British Board of Film Classification (BBFC).

The film was then shown to the Sub Committee Members with part subtitles where relevant.

At the end of the film viewing the Licensing Sub Committee:

Resolved:

That in relation to the film, “You Can’t Get There From Here”, to grant the film a PG classification for any public viewing in Wiltshire.



Reasons

Having viewed the film “You Can’t Get There From Here” in Part II private session on 10 May 2022, the Sub Committee took into account the British Board of Film Classification (UK) (BBFC) classification guidelines and unanimously agreed that the content should be subject to a PG parental guidance classification. The Sub Committee noted that the film, which was a documentary, contained only one incidence of mild bad language and that there was no nudity or reference to sexual activity. Whilst there was reference to violence this was in places animated and where this was moderate it was justified by its context (history). There was no glamorisation of weapons such as guns, nor any focus on anti-social behaviour.

In reaching its decision the Sub Committee also took into account the relevant provisions of the Licensing Act 2003, the Council's agreed procedure for the classification of films which was approved in September 2019 and the British Board of Film Classifications current guidelines.

(Duration of meeting: 10.00 am - 12.00 pm)

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Licensing Sub Committee - Classification of Films

MINUTES OF THE LICENSING SUB COMMITTEE - CLASSIFICATION OF FILMS FOR THE IGNITE FILM FESTIVAL - MEETING HELD ON 16 MAY 2022 AT COUNCIL CHAMBER - COUNCIL OFFICES, MONKTON PARK, CHIPPENHAM, SN15 1ER.

Present:

Cllr Steve Bucknell, Cllr Trevor Carbin and Cllr Kevin Daley (Chair)

Also Present:

Matthew Hitch (Democratic Services Officer), Linda Holland (Licensing Manager), Sarah Marshall (Principal Solicitor), and Lisa Pullin, (Democratic Services Officer)

8 Election of Chairman

Nominations for a Chairman of the Licensing Sub Committee were sought and it was

Resolved:

To elect Councillor Kevin Daley as Chairman for this meeting only.

9 Apologies for Absence/Substitutions

Apologies were received from Cllr Nic Puntis and Cllr Kevin Daley was substituting for him.

10 Chairman's Announcements

The Chairman gave the details of the exits to be used in the event of an emergency and confirmed that the hearing was not being recorded by Wiltshire Council.

11 Declarations of Interest

There were no declarations of interest.

12 Meeting Procedure

The Chairman explained the procedure to be followed at the hearing, as contained within the "Hearing Procedure Summary – Classification of Films" (Page 5 of the Agenda refers).

13 **Consideration of Exclusion of the Press and Public**

The Sub Committee were in agreement that the press and public be excluded from the meeting during consideration of Agenda item 7 and duly:

Resolved:

To agree that in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public from the meeting for the business specified in Minute Number 7 because it is likely that if members of the public were present there would be disclosure to them of exempt information as defined in paragraph 6b of Part I of Schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

14 **Classification of a Film**

Linda Holland (Licensing Manager) explained to the Sub Committee that a request had been received on behalf of the Ignite Film Festival to classify a number of films which were planned to be shown at the Parade Cinema in Marlborough between 28 June and 1 July 2022, those films not having a British Board of Film Classification (BBFC).

Mr Billy Rees, one of the Directors of the Ignite Film Festival Directors was present and gave the Sub Committee an overview of their plans for the festival.

Twelve films were then shown to the Sub Committee Members and they watched each film in turn and then discussed and agreed the classifications for each to be used for any viewings of the film in Wiltshire.

Resolved:

That the documentary/film, "Birdwatching", be given the classification of PG for any public viewing in Wiltshire.

Reasons:

The Sub Committee agreed that the content should be subject to a **PG** parental guidance classification. They noted that the film, which was an experimental drama, contained only a very mild sexual reference. The references to death were mild and discreet.

Resolved:

That the film, "The Fuzzies", be given the classification of 12A for any public viewing in Wiltshire.

Reasons:

The Sub Committee agreed that the content should be subject to a **12A** classification. They noted that the film contained moderate physical

psychological threat sequences. However, as the film was in the horror comedy genre, the violence was mitigated by the fantasy and comedic setting. The film was felt to warrant higher than a PG rating due to a scene including attempted asphyxiation by use of a towel. Horror scenes, or situations where characters are in danger, should not be prolonged or intense for a PG rating.

Resolved:

That the film “2020”, be given the classification of U for any public viewing in Wiltshire.

Reasons:

The Sub Committee unanimously agreed that the content should be subject to a **U** classification. They concluded that the short experimental film did not contain any contentious material and was set within a positive framework.

Resolved:

That the documentary/film, “The Curious Case of the Boy Jones”, be given the classification of U for any public viewing in Wiltshire.

Reasons:

The Sub Committee agreed that the content should be subject to a **U** classification. They noted that the animated documentary contained only very mild references to violence. Any images of blood were felt to be mitigated by the animated context and educational and historical nature of the film.

Resolved:

That the documentary/film, “12 o’clock”, be given the classification of 15 for any public viewing in Wiltshire.

Reasons:

The Sub Committee agreed that the content should be subject to a **15** classification. They noted that the foreign language film included dangerous behaviour including a number of explicit references to suicide. Different potential methods of committing suicide were depicted including carbon monoxide poisoning and potential drug taking concerning a child which were not felt to be appropriate for an audience below the age of 15.

Resolved:

That the documentary/film, “The Dream”, be given the classification of U for any public viewing in Wiltshire.

Reasons:

The Sub Committee agreed that the content should be subject to a **U** classification. They noted that the film, which was a short animation, did not contain any contentious material and was set in a positive framework.

Resolved:

That the documentary/film, “Page Turner”, be given the classification of U for any public viewing in Wiltshire.

Reasons:

The Sub Committee agreed that the content should be subject to a **U** classification. They noted that the film, which was a short documentary, did not contain any contentious material, such as violence, threat or horror.

Resolved:

That the documentary/film, “Finding Tyler”, be given the classification of U for any public viewing in Wiltshire.

Reasons:

The Sub Committee unanimously agreed that the content should be subject to a **U** classification. They noted that the film, which was a true crime drama (documentary style), contained scenes of criminal damage and mild references to death but these were appropriately contextualised.

Resolved:

That the documentary/film, “This is Zoe”, be given the classification of 15 for any public viewing in Wiltshire.

Reasons:

The Sub Committee unanimously agreed that the content should be subject to a **15** classification. They noted that the film, which was a coming-of-age drama, contained several instances of bad language, as well as drug taking. As bad language was used frequently and in an aggressive manner with implied references to psychological violence the film was judged to need a rating higher than 12. However, the Sub Committee felt that the film promoted a positive overall message.

Resolved:

That the documentary/film, “The Soloists”, be given the classification of PG for any public viewing in Wiltshire.

Reasons:

The Sub Committee unanimously agreed that the content should be subject to a **PG** classification. They noted that the film, which was an animation, contained some moderate levels of potentially offensive language as well as numerous depictions of death. As depictions of death were in an animated and comedic context, they were considered appropriate for a PG rating. Bad language was not felt to be aggressive or frequent. There was no glamorisation of weapons such as guns, nor any focus on anti-social behaviour.

Resolved:

That the documentary/film, “DASH”, be given the classification of 12 for any public viewing in Wiltshire.

Reasons:

The Sub Committee agreed that the content should be subject to a **12** classification. They noted that the film, in the social realism genre, contained an instance of bad language as well as moderate reference to sexual activity. There was also a reference to the possible euthanasia of a horse. The bad language in the film was deemed to be appropriate for a 12-rating due to infrequent use.

Resolved:

That the documentary/film, “In the Event of my Death”, be given the classification of PG for any public viewing in Wiltshire.

Reasons:

The Sub Committee unanimously agreed that the content should be subject to a **PG** classification. They noted that the film, which was a comedy drama, contained only brief and mild sexual references. References to death were also felt to be appropriate for a PG rating as they were set in a humorous and appropriate context.

In reaching its decisions the Sub Committee also took into account the relevant provisions of the Licensing Act 2003, the Council’s agreed procedure for the classification of films which was approved in September 2019 and the British Board of Film Classifications current guidelines .

(Duration of meeting: 9.45 am - 12.50 pm)

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Licensing Sub Committee - Classification of Films

MINUTES OF THE LICENSING SUB COMMITTEE - CLASSIFICATION OF FILMS FOR THE IGNITE FILM FESTIVAL - MEETING HELD ON 24 MAY 2022 AT COUNCIL CHAMBER - COUNCIL OFFICES, MONKTON PARK, CHIPPENHAM, SN15 1ER.

Present:

Cllr Peter Hutton, Cllr Jerry Kunkler (Chair) and Cllr Nic Puntis

Also Present:

Teresa Isaacson (Public Protection Officer – Licensing), Sarah Marshall (Principal Solicitor), Lisa Pullin, (Democratic Services Officer) and Stephanie Withers (Trainee Solicitor)

15 Election of Chairman

Nominations for a Chairman of the Licensing Sub Committee were sought and it was

Resolved:

To elect Councillor Jerry Kunkler as Chairman for this meeting only.

16 Apologies for Absence/Substitutions

Apologies were received from Cllr Pip Ridout and Cllr Peter Hutton was substituting for her. Apologies were also received from Linda Holland (Licensing Manager).

17 Chairman's Announcements

The Chairman gave the details of the exits to be used in the event of an emergency and confirmed that the hearing was not being recorded by Wiltshire Council.

18 Declarations of Interest

There were no declarations of interest.

19 Meeting Procedure

The Chairman explained the procedure to be followed at the hearing, as contained within the "Hearing Procedure Summary – Classification of Films" (Page 5 of the Agenda refers).

20 **Consideration of Exclusion of the Press and Public**

The Sub Committee were in agreement that the press and public be excluded from the meeting during consideration of Agenda item 7 and duly:

Resolved:

To agree that in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public from the meeting for the business specified in Minute Number 7 because it is likely that if members of the public were present there would be disclosure to them of exempt information as defined in paragraph 6b of Part I of Schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

21 **Classification of Films**

Teresa Isaacson (Public Protection Officer – Licensing) explained to the Sub Committee that a request had been received on behalf of the Ignite Film Festival to classify a number of films which were planned to be shown at the Parade Cinema in Marlborough between 28 June and 1 July 2022, those films not having a British Board of Film Classification (BBFC).

A short statement was read out on behalf of the Ignite Film Festival Directors which gave details of their plans.

Three films were then shown to the Sub Committee Members and they watched each film in turn and then discussed and agreed the classifications for each to be used for any viewings of the film in Wiltshire.

Resolved:

That the documentary/film, “Envoy: Shark Cull”, be given the classification of 12A for any public viewing in Wiltshire.

Reasons:

The Sub Committee unanimously agreed that the content should be subject to a **12A** classification. They noted that the documentary may cause distress to younger audiences due to the sustained images of and references to animal suffering and death and injury to people and some may need reassurance from adults whilst watching the film. However they did feel that some children would be interested in viewing the film for educational and environmental purposes.

Resolved:

That the film, “Cutstein”, be given the classification of 15 for any public viewing in Wiltshire.

Reasons:

The Sub Committee unanimously agreed that the content should be subject to a **15** classification. They noted that the subtitled film contained scenes of animated violence, a brief animated horror piercing scene and portrayals of discriminatory language or behaviour and this was not felt for suitable viewing under the age of 15.

Resolved:

That the film “Finding Wilson”, be given the classification of 12A for any public viewing in Wiltshire.

Reasons:

The Sub Committee unanimously agreed that the content should be subject to a **12A** classification. They felt that whilst the film was semi educational there were sustained references to bullying and references to suicide and scenes of combat violence and injury/death.

In reaching its decisions the Sub Committee also took into account the relevant provisions of the Licensing Act 2003, the Council’s agreed procedure for the classification of films which was approved in September 2019 and the British Board of Film Classifications current guidelines.

(Duration of meeting: 9.45 am - 12.10 pm)

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Eastern Area Licensing Sub Committee

MINUTES OF THE EASTERN AREA LICENSING SUB COMMITTEE MEETING HELD ON 9 MARCH 2022 AT COUNCIL CHAMBER - COUNCIL OFFICES, MONKTON PARK, CHIPPENHAM, SN15 1ER.

Present:

Cllr Steve Bucknell, Cllr Jerry Kunkler and Cllr Stewart Palmen

Also Present:

Cllr Tim Trimble (Wiltshire Council), Tessa Isaacson (Public Protection Officer), Sarah Marshall (Senior Solicitor), Kieran Elliott (Democracy Manager – Democratic Services), Adam Ford (Applicant), Gary Chivers (supporting Applicant), Kent Baxter (supporting Applicant), Jason Tunnicliffe (supporting Applicant), Tina Beattie (supporting Applicant), Cllr Peter Balls, Potterne Parish Council (Relevant Representation), Cllr Richard Clark, Potterne Parish Council (Relevant Representation)

7 **Election of Chairman**

Nominations for a Chairman of the Licensing Sub Committee were sought and it was

Resolved:

To elect Councillor Jerry Kunkler as Chairman for this meeting only.

8 **Apologies for Absence**

There were no apologies.

9 **Procedure for the Meeting**

The Chairman explained the procedure to be followed at the hearing, as contained within the “Wiltshire Licensing Committee Procedural Rules for the Hearing of Licensing Act 2003 Applications”.

10 **Chairman's Announcements**

The Chairman gave details of the exits to be used in the event of an emergency.

11 **Declarations of Interest**

There were no interests declared.

12 Licensing Application

Application by Mr Adam Ford a Time Limited Premises Licence in respect of Lower Park Farm, Whistley Road, Potterne, Devizes, SN10 5TB.

Licensing Officer's Submission

The Sub Committee gave consideration to a report (circulated with the Agenda) in which determination was sought for an application for a time limited premises licence, presented by Tessa Isaacson (Public Protection Officer – Licensing) for which one relevant representations had been received. The application was for the following licensable activities:

- Live and recorded music outdoors at specific times and dates set out in the report.
- Provision of late night refreshment for specific times and dates set out in the report.
- Sale of retail of alcohol (on off sales) for specific times and dates set out in the report.
- Hours premises open to the public for specific times and dates set out in the report.

It was stated that there were four options available to the Sub-Committee:

- To grant the licence subject to such conditions as are consistent with those included in the operating schedule submitted with the application, modified to such extent as the Sub-Committee considers appropriate for the promotion of the licensing objectives, together with any mandatory conditions required by the Licensing Act.
- To exclude from the scope of the application any licensable activity.
- To refuse to specify a person as the designated premises supervisor.
- To reject the application.

It was confirmed a condition had been agreed between Environmental Health and the applicant in respect of music noise levels. No responsible authority had made a representation in objection to the application.

The Chairman invited the Applicant to introduce their application

The following parties attended the hearing and took part in it:

On behalf of the Applicant

Adam Ford – applicant

Gary Chivers – in support of applicant

Kent Baxter – in support of applicant

Jason Tunnicliffe – in support of applicant

Tina Beattie – in support of applicant

Relevant Representations

Councillor Peter Balls – Potterne Parish Council

Councillor Richard Clark – Potterne Parish Council

Applicant's Submission

Mr Adam Ford (supported as applicant by Gary Chivers, Kent Baxter, Jason Tunnicliffe and Tina Beattie) spoke in support of the application, highlighting the following points:

- All required information had been provided with the application.
- All relevant and responsible authorities were satisfied with the application and its preparations for the event.
- He was happy to meet further with Public Protection and others to answer any queries.
- He was confident the Scooter Rally would be a safe event which had been properly planned and prepared for.

Sub-Committee Members' Questions

In response to Members' questions the following points of clarification were given:

- In response to questions on the signage that would be displayed advising people not to travel to the event through Whistley Lane and if people ignored this, the Applicant explained that social media would be used to promote the event and how to come to the site and every effort would be made to encourage people to approach from Devizes.
- It was confirmed the proper route to the site would be given to people when purchasing tickets and the route would be advertised as much as was possible, although there was no legal way to stop people using the other route.
- In response to when any signage would be taken down, it was confirmed this would take place on the Sunday immediately upon the ending of the event, and that this could be included as a requirement in the Event Management Plan.
- It was confirmed that risk assessments could be included in the risk management plan at the site officer, and that risk assessments would be updated especially in the week setting up.
- It was confirmed the total allowable capacity was 2000. A few hundred scooters were anticipated. It was stated the premises licence could go beyond that, but the applicants were focusing on numbers which could be acceptably managed.
- It was confirmed there would be cars and camper vans visiting the site. As tickets had not yet been sold the numbers were estimates, but camper van numbers would be capped as it was necessary to know how much space they would take up.
- Details were sought on the marquee and late night music, and it was stated there was capacity for around 150 for the marquee, with around

250 for that aspect of the site. Music would stop at 2300, and marshals would be on site 24 hours a day to ensure there would not be continued noise disruption on the site.

- It was confirmed live and recorded music would be from the stage areas. The marquee area would primarily be for seating and discussion in the shade.

Questions from those who made a relevant representation

In response to questions from those that had made a relevant representation, the following points of clarification were given:

- It was anticipated that around 90% of attendees would have prebooked a ticket. Provided the event was not at capacity people could purchase tickets at the gate.
- The event would be advertised locally as much as possible, and everyone who had prebooked would be advised of how to approach the event from the preferred direction. Most of those who had not prebooked would have discovered the event on social media, which would also advise of the route.
- In response to concerns around camper vans and potential blocking of Whistley Lane for emergency vehicles, it was confirmed camper vans would be required to have prebooked so numbers would be known, and they would definitely be provided information on the route to take, for reasons of access and space on the site. Those in a van which had not prebooked would not be admitted to the event.
- In response to the scenario of people coming from the village itself, notwithstanding signage, it was confirmed if they had a valid ticket they would be permitted access to the site, but marshals would be directing people and signage could be placed further away to discourage arrival from that route.

There were no representatives of Responsible Authorities present.

Submissions from those who made relevant representations

Councillors Peter Balls and Richard Clark from Potterne Parish Council spoke regarding the application, highlighting the following points.

- The Parish Council was unanimous in its objection to the application, as it had been for previous applications on the site.
- Other large events did take place in the village, including at the Cricket Club and at another farm site, and the Parish Council welcomed appropriate events. However, whilst it was not opposed to the nature of the event of the Scooter Rally, the location was considered inappropriate and unacceptable for such an event for the reasons set out in the written submission.
- The road leading to the site was 2 miles long and utilised as a 'rat run' by significant numbers despite the single track lane for one mile.

Resurfacing and repair to the earth bank had taken place in previous years due to vehicle damage.

- Once past the single track part the road widened to a section known locally as 'the races'. Just recently the road had been closed for four hours by police due to the most recent accident there.
- The Parish Council was surprised the police had not put in a representation given some comments from a local policeman at that scene.
- Anyone coming to the event from the south would be likely to use Whistley Lane if they did not have a ticket, and the concern over larger vehicles using it such as camper vans remained.
- The access talked of from the A361 is a dangerous crossing onto a dual carriageway, with local villages already discussing with Wiltshire Council how to improve safety.
- It was accepted the Event Management Plan would direct no left turns from the site, but the concern was more those arriving than leaving.
- It was stated local businesses would not see any benefit from the holding of the event.
- The main concern was the access and not being able to guarantee people arriving through Whistley Lane, as a matter of public safety.
- The second aspect of concern was public nuisance. It was stated there were a larger number of houses on Caen Hill and from previous events it was considered these would be affected by the noise.
- The Parish Council was also concerned if the application were granted further events would take place. It considered using the site unsafe.

Sub-Committee Members' questions

In response to Members questions the following points of clarification were given:

- It was confirmed there was a major concern regarding those arriving who did not have tickets. Alternative approaches from the south required a significant detour which the Parish Council was not confirmed people would take.
- It was stated it would be unfortunate for the event if they closed it off to those without prebooked tickets.
- In response to a question on whether a marshal could be in place on the corner turning onto the lane to stop camper vans, it was said this would cause a major tailback and would not be safe.
- The current use of the lane, without passing places, was explored, and the potential large increase for the event notwithstanding instructions to not do so, as there was no legal mechanism to prevent this.
- It was stated the Parish Council received no formal representations opposed to the event, with one email supporting it, although it was stated a number of people anecdotally made their views to the parish council. It was stated the applicants had not briefed the parish council specifically, and licensing applications were not as widely advertised as planning applications. For previous events objections came after the event.

Questions from the Applicant:

In response to questions from the Applicant, the following points of clarification were given:

- Details were sought of Parish Council meetings, with the Applicant stating they had offered to meet with the council.

Closing submissions from those who made relevant representations

In their closing submission, the those that made a relevant representation in objection to the application highlighted the following:

- That the Parish Council did not object in principle to the event proposed to take place, only to the acceptability of the site under the licensing objectives.

Applicant's closing submission

In their closing submission, the Applicant highlighted the following:

- That they were confident in the suitability of the site, had held events before and had a good plan for the proposed event.
- That the event would be positive for Potterne and the surrounding area and the plan would ensure it took place safely.

Points of Clarification Requested by the Sub-Committee

The following points were clarified for the Sub-Committee

- The Public Protection Officer confirmed that the application had been advertised in line with the requirements of the Licensing Act including through notices and local newspapers.

The Sub-Committee then adjourned at 1100 and retired with the Senior Solicitor and the Democratic Services officer to consider their determination on the licensing application.

The hearing reconvened at 1130.

The Senior Solicitor advised following noting of the decision that she gave general legal advice to the Sub Committee in respect of the licensing objectives, traffic and safety.

It was,

Resolved:

At its meeting held on 9 March 2022, the Eastern Area Licensing Sub-Committee ("The Sub-Committee") resolved to GRANT the Time Limited

Premises License for Lower Park Farm, Whistley Road, Potterne, Devizes, SN10 5TB as applied for and to include the timings detailed below;

Licensable Activity	Timings	Days
Live music (outdoors)	18:00 – 23:00 14:00 – 23:00	Friday 29 July 2022 Saturday 30 July 2022
Recorded music (outdoors)	14:00 – 23:00 13:00 – 23:00	Friday 29 July 2022 Saturday 30 July 2022
Provision of late night refreshment	23:00 – 00:30 23:00 – 00:30	Friday 29 July 2022 Saturday 30 July 2022
Sale by retail of alcohol (on off sales)	12:00 – 00:00 12:00 – 00:00	Friday 29 July 2022 Saturday 30 July 2022
Hours premises open to the public	10:00 – 00:30 10:00 – 00:00 08:00 – 12:00	Friday 29 July 2022 Saturday 30 July 2022 Sunday 31 July 2022

Including the following conditions:

- 1. The Music Noise Level (MNL) 15 min LAeq, should not exceed 100dB(A) at 3m from the stage or source of music.**
- 2. That appropriate road signs be placed in the surrounding area to include a sign at Church Corner directing scooter rally traffic to not access the event from Whistley Road, Potterne.**

Along with any mandatory conditions required by the Licensing Act.

Parties

The Applicant:

Mr Adam Ford (supported as applicant by Gary Chivers, Kent Baxter, Jason Tunnicliffe and Tina Beattie) made representations at the meeting that all necessary information had been provided with the application, there had been no objections from any Responsible Authorities, and that mitigation measures were included within the Event Management Plan in order to satisfy the licensing objectives.

Responsible Authorities:

There were no representations from the Responsible Authorities

Relevant Representations:

There was one representation received, from Potterne Parish Council, regarding the Prevention of Public Nuisance, Public Safety, Prevention of Crime and Disorder, and Protection of Children from Harm. This was in respect of traffic safety implications from use of the site, disruption from live music from the site and the impact from sale of alcohol across the dates requested, and impact on children attending the site or nearby. Councillors Peter Balls and Richard Clark on behalf of the Parish Council made representations stating that whilst they did not object to the event, the site was unsuitable for the event in question and could not be appropriately mitigated to meet the licensing objectives of public safety and prevention of public nuisance.

Reasons for the Decision:

In reaching its decision, the Sub-Committee took account of and considered all of the documentary and oral evidence from all parties including the Applicant and the Potterne Parish Council who made a relevant representation..

The Sub Committee noted the concerns raised by the Parish Council at the hearing relating to public safety and public nuisance in particular concerning the safety implications arising from additional traffic along Whistley Road in order to access the event and concerns regarding attendees accessing the site without prebooking tickets, the additional noise impact of camper vans and large vehicles using Whistley Road.

The Sub Committee was satisfied that the Applicant had demonstrated appropriate mitigation to satisfy the licensing objectives. The detailed Event Management Plan submitted to the Licensing Authority included various conditions to manage the site for the duration of the event, and provided details of the management of the marquee and stage areas. A condition was also been agreed in respect of noise management, and details were provided of the available capacity of the site, booking arrangements, in particular the requirement for those with camper vans to pre-book in advance, steps taken to advertise the preferred route to access the site, and that this would be emphasised to everyone who purchased a ticket in advance.

Given the smaller numbers who would likely attend on the days without a ticket, the nature of the event taking place across several days meaning there was unlikely to be a continuous series of significant arrivals and departures to and from the event, the use of marshals and 24/7 monitoring on the site, and the lack of any objection from the police or fire services, the Sub-Committee were satisfied with the Applicant's promotion of the four licensing objectives.

The Sub Committee considered an additional condition was necessary regarding the display of additional road signage and the Sub Committee considered that concerns raised by the Parish Council had been appropriately addressed.

The Applicant informed the Sub Committee that he was willing to work further with the Licensing Authority and the Parish Council and to take further steps if required to alleviate any further concerns.

Finally, the Sub Committee noted the Police and Environmental Health had not made a representation.

The Sub Committee having heard the representations took the view that the Applicant understood the impact of public nuisance on local residents and that the Applicant had confirmed to the Committee through its evidence that it would take steps to ensure the promotion of the licensing objectives in particular the prevention of public nuisance for this event.

The Sub-Committee also considered the relevant provisions of the Licensing Act 2003 (in particular Sections 4 and 18); the four Licensing Objectives; the guidance issued under Section 182 of the Act and the Licensing Policy of Wiltshire Council.

(Duration of meeting: 1015-1130)

The Officer who has produced these minutes is Kieran Elliott of Democratic Services, direct line 01225 718504 , e-mail kieran.elliott@wiltshire.gov.uk

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Taxi Provision Working Group

MINUTES OF THE TAXI PROVISION WORKING GROUP MEETING HELD ON 14 MARCH 2022 AT VIA MICROSOFT TEAMS.

Present:

Cllr Allison Bucknell (Chair), Cllr Steve Bucknell, and Cllr Jerry Kunkler

Also Present:

Danial Farr (Compliance Officer), Sarah Marshall (Senior Solicitor), Lisa Pullin (Democratic Services Officer) and Adrian Weissenbruch (SEND & Passenger Assistant Manager)

12 **Apologies**

Apologies were received from Cllr Pip Ridout, and from Adrian Hampton (Head of Highway Operations), Jo Hulbert (Compliance Officer), Tom Ince (Principal Compliance Officer) and Peter White (Enforcement Manager).

13 **Notes from Last Meeting**

The notes of the last meeting held on 13 December 2021 were considered.

Resolved:

That the notes of the Working Group meeting held on 13 December 2021 be approved as a correct record.

14 **Update on Recommendations from Previous Meeting**

The Working Group discussed the updates on the recommendations that had been prepared by Officers:

1. Officers make arrangements to host a driver recruitment day in the Atrium County Hall either in person or online if required by current Covid guidelines that is supported by Licensed Operators, Taxi Licensing and the Passenger Transport Unit as soon as possible.

Jan 2022 Update from Adrian Weissenbruch - Unfortunately the Facilities Management Team are unable to agree to us holding an event of any kind in County Hall or any other Wiltshire building at the moment. However, I am keen we do this as soon as we are given permission to do so as a face to face event is particularly advisable due to the reported limitations of ICT use of our operators and potential candidates. I would like to explore attending other hosted fairs in the meantime.

March 2022 Update from Tom Ince - FM are still not allowing an event to take place in the atrium. A remote event has been avoided as the IT skills of prospective applicants do not lend themselves to this.

The Working Group were disappointed to note that permission had been given to host a sports gala dinner in the atrium but not for a taxi driver recruitment event. The Working Group discussed whether it was still appropriate to hold a recruitment event and agreed that it would be, particularly with the likelihood of further education contracts being required from September 2022. It was hoped that the event could be held in a few months' time and we do all we can to show that Wiltshire is backing the promotion of recruitment in this area.

Danial Farr confirmed that Officers were currently inundated with applications for various licences throughout the county and it would be positive if they all converted to licensed drivers/vehicles.

Adrian Weissenbruch asked if there were any resource issues within the Fleet Licensing Team and he had heard that not all applications were proceeding through the process? Danial Farr reported that he had not noticed Applicants dropping off through process and that they were working through them as quickly as they could. Generally any delays would be caused by awaiting the DBS result which could sometimes take up to 6 weeks. Officers confirmed that Applicants were encouraged to join the DBS update service as it saves them money in the long run and makes it easier for Applicants.

Officers confirmed that no additional Officer resource was required at this time and applications were being processed as soon as possible.

The Working Group asked the following:

Would there be a ceiling of the number of applications that could be processed – if more drivers were recruited would that help with the tendering process for the education transport contracts? Adrian Weissenbruch confirmed that lower tender rates would help them.

Are those drivers that are joining applying to work with established operators or to work on their own? Danial Farr reported that they seemed to be getting a lot of applications for the Salisbury area and that one company seemed to be doing well with recruitment. It was suggested that this company be approached to see if we could duplicate what they are doing with their recruitment for other areas in Wiltshire.

Adrian Weissenbruch confirmed that the Passenger Transport Unit were still in real need of drivers and that it would be preferable to host a recruitment event as soon as possible.

Agreed Action: That Tom Ince and Adrian Weissenbruch work together to seek a date for the taxi driver recruitment event in the atrium at County Hall as soon as possible.

2. **Officers to work with the Council's Communications team to prepare an article to be shared in the local press to call for drivers and outline how easy it is to get licensed.**

Jan 2022 Update from Adrian Weissenbruch - There has been a delay in response from Comms, but they have now got back to me and I had a meeting with Sue Ellison. It was quite positive and she has suggested another approach in the meantime which I think would be equally successful. This would be to create a flyer with a couple of case studies, as well as highlighting the type of contracts available and likely incomes, along with details of the different options and benefits of becoming a Taxi Driver. This would then be sent to very targeted groups that we currently work with, such as people leaving the armed forces, the Police etc. They will be signposted to WC officers that can support them to become taxi drivers along with a list of operators throughout Wiltshire with vacancies and their contact details. I have a follow up meeting whereby we will have this prepared and agree who it will be sent to and how we can then roll it out to the wider Wiltshire population etc.

March 2022 Update from Tom Ince - Adrian Weissenbruch and myself have met with Comms and Donna Mountford is working on a flyer, wording agreed, and a communications plan. Proposed launch date for driver recruitment campaign is 28 March 2022.

The Working Group were informed that Officers had worked with the Communications Team and that a taxi driver recruitment campaign was due to be launched on 28 March 2022 with a leaflet/flyer to be shared out far and wide in locations such as Council owned sites, job centres, libraries and leisure centres. There would also be a digital marketing campaign, display boards in Council sites, flyers on pay and display units for parking and Officers were exploring a temporary stall in high traffic pedestrian areas such as the Shires shopping centre, Emery Gate shopping centre and at Bourne Hill to capture passers by. There would also be a social media campaign.

The Working Group asked if there were particular vacancies for each area – could consideration be given to an event held in Malmesbury or Royal Wootton Bassett?

It was agreed that a copy of the draft flyer and communications plan be shared with the Working Group as soon as possible for their feedback and input before this went to print in the next week or so. Members felt that it needed to be clear that that what the Council was doing was promoting being a taxi driver as a career choice on behalf of other people and that they would not be Council employees. Members requested that the Area Boards be asked to help spread the word about the driver recruitment.

Agreed Action: The draft flyer to launch the driver recruitment campaign be shared with Working Group and feedback be provided to Adrian Weissenbruch as soon as possible to be able to meet the print deadline.

3. **Officers to produce flyers for local businesses such as pubs and supermarkets to call for drivers and outline how easy it is to get licensed and to involve the Area Boards wherever possible.**

March 2022 Update from Adrian Weissenbruch - A major advertising campaign will launch on Monday 28th March. A flyer has been designed by the communications team. This will be heavily distributed. There is intention to advertise on digital displays in leisure centres as well as hard copy displays at pay and display car park machines. Exploring a stand at main shopping centres in Chippenham, Trowbridge and Salisbury. Video will be created for social media campaign. Looking to engage with military for leavers.

See update 2 above which covers the update on this recommendation.

4. **To establish demand Officers to arrange for a survey of:**
 - i) **All licenced premises (pubs and nightclubs) to establish the areas that are seeing demand for taxis not being met, noting specific days and times**
 - ii) **All operators, drivers and vehicle owners to establish where demand is and when**

March 2022 Update from Tom Ince – I will work on the demand survey next week but we believe the real issue is with the Passenger Transport Unit and the school contracts, there have been no complaints from the public regarding the availability of taxis.

Cllr Jerry Kunkler reported that he has trouble getting taxis in the Pewsey and Devizes areas and that those involved with the night-time economy should be consulted as to the demand and it was agreed that it would be good to ascertain if there are issues and concerns about sufficiency.

Cllr Steve Bucknell commented that there was currently really good data on supply but that he felt the demand data was not there and felt that the more patrons etc that could be consulted the better. If there was a demand for other times of the day this could also be sold to the drivers that work on education contracts that there was further work likely to be available in x area at y time.

Agreed Action: That the work on the demand survey be commenced with a wide a range of consultees as soon as possible.

5. **The Passenger Transport Unit to review current and historical statistics and demand to predict trends over next 5 years and liaise with children's services and schools to establish a demand curve over next 5 years.**

Agreed Action: That Adrian Weissenbruch would send his update on this recommendation to the Working Group after the meeting.

6. The Passenger Transport Unit to investigate the use of a walking chaperone service in relevant areas to reduce the number of taxis required for the education transport requirements.

Adrian Weissenbruch reported that they would be able to consider the use of a walking chaperone in relevant areas to reduce the need for a taxi to an education setting. This would be considered and evaluated on a case by case basis and could be set up as a contract with a Passenger Assistant. However, it was likely to be limited in its success as part of the qualifying criteria means that those that live beyond a certain distance would be expected to be walked to school by their parents. This was only likely to be considered perhaps in a case where a parent could not be expected to be in two places where children attend different schools.

The Working Group acknowledged that the feasibility of this was limited but it could be that there were some cases that would be cheaper than the cost of taxi provision and they would be interested on any updates on this if there were any occurrences of this in the future.

Agreed Action: That the Working Group be updated on any instances of a walking chaperone being used as a provision to enable a child/young person to be “transported” to their education setting.

7. Officers to carry out an urgent review of the Vehicle regulations policy (V8 – Current Guidelines updated April 2018) and any restrictions (such as the age of vehicles) which could potentially be considered to be a barrier to people seeking a licence

Tom Ince had prepared a briefing note in response to this request.

Tom Ince confirmed that any vehicle registering to be a taxi has to be no more than 5 years old on the date of first registration. Obviously, there are now older vehicles as part of the Wiltshire fleet and once the vehicle is licenced it can continue to be re-licenced, subject to continuing to meet the conditions of the licence and the checks (MOT?) that are carried out every six months.

The Working Group understood and accepted the views of Officers and agreed that there should not be a change to the Vehicle Regulations Policy at this time.

Further updates for the Working Group

From Adrian Weissenbruch:

- 1. Cornwall have now declared Emergency Status on the lack of Taxi Drivers. Jason Salter (Head of Service – Passenger Transport) will request that Wiltshire Council do the same ahead of an expected crisis in September 2022. The trigger point for this is when we have identified a gap between demand and resource that will mean we cannot meet our statutory**

obligations. We are likely to declare the emergency as predicted growth in the new School year (From September 2022) will outstrip the number of available drivers/taxi's we have. If we don't declare an emergency beforehand, we may face criticism for not saying anything before it has happened and is too late. Cornwall have done it. It is just a gesture but is needed to highlight to our service users and the public that there is a serious issue.

Meeting update – Adrian Weissenbruch reported that they were starting their spring tenders this week – they were a few contracts that they were not able to issue and they would go back out to tender. Pending that outcome in a couple of weeks' time they would know if they needed to declare an emergency status of the lack of taxi drivers.

2. We had about 200 Transport contracts due to expire at Easter this year. We requested an exemption to extend the contracts to provide stability in the market, which was something Passenger Transport felt was right, and something our operators were pleading us for. However, it was refused and we are currently out to Tender for those 200-ish contracts. This will test the market significantly, so the results will be fed back to the group. We predict that costs will go up and/or not all contracts will be fulfilled with drivers/operators walking away from the industry. The Procurement Team believed we would pay extra money out anyway when extending the contracts, as operators may ask for inflation or extra to cover the current high fuel prices, so felt that we should test the market. We will have our results in the next couple of weeks and I will report back the price changes and any issues with covering the contracts and/or possible outfall with the operators.

Meeting update - Adrian Weissenbruch reported that a few of the taxi operators had contacted them to say that many of their contracts were not now financially viable and there was concern that their businesses could go under. This was obviously a high risk for the Council. They had put in requests for 20/30% increases in their contracts and Officers felt that this was extreme and had asked operators to be more realistic as fuel is not the only element of the contract price. Operators had been asked to come back with a more realistic proposal of a percentage increase and Officers were engaging with SWATCO's and looking at that other Local Authorities were doing. During the pandemic the Council continued to pay the contracts at 100% to keep the trade afloat during that time and they obviously would not have incurred the fuel costs during that time – sensible contractors should have squirreled away an element of the funding.

Consideration was being given to pay a temporary uplift on contracts but as the transport spend is circa £22 million per year, every 1% rise amounts to £220,000. Operators were being sent a letter today to inform them that the Council would be applying a 3.75% inflation rise and would also explore a temporary increase to cover the current fuel costs for those operators who were at risk of folding. Officers were playing close attention to the oil markets of middle east production – the cost per barrel had dipped down and that would

hopefully see a knock on to the price of fuel, but that would take around 10 days to take effect and the Council would need to consider holding steady or pay a temporary uplift for a few weeks.

15 **Next Steps**

The following next steps were discussed and agreed by the Working Group:

It was agreed that the two main outstanding recommendations were the setting up of the driver recruitment event and for Officers to issue a demand survey as highlighted above.

It was agreed that a further meeting of the Working Group be set up for early May 2022 and then it was likely that the issues could revert back to the Licensing Committee for regular updates to them.

At the meeting in May the Working Group would like the following:

1. An update on the response to the driver recruitment campaign
2. An update on the fuel prices crisis.

16 **Date and Time of Next Meeting**

Next meeting agreed for Monday 9 May 2022 at 12.15pm via Microsoft Teams.

(Duration of meeting: 11.00 - 11.35 am)

The Officer who has produced these minutes is Lisa Pullin of Democratic Services, direct line 01225 713015, e-mail committee@wiltshire.gov.uk

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Taxi Provision Working Group

MINUTES OF THE TAXI PROVISION WORKING GROUP MEETING HELD ON 9 MAY 2022 AT ONLINE MEETING VIA MICROSOFT TEAMS.

Present:

Cllr Allison Bucknell (Chair), Cllr Steve Bucknell, Cllr Jerry Kunkler and Cllr Pip Ridout

Also Present:

Tom Ince (Principal Compliance Officer), Sarah Marshall (Senior Solicitor), Lisa Pullin (Democratic Services Officer) and Adrian Weissenbruch (SEND & Passenger Assistant Manager)

17 Apologies

Apologies were received from Danial Farr (Compliance Officer).

18 Notes from Last Meeting

The notes of the last meeting held on 14 March 2022 were considered.

Resolved:

That the notes of the Working Group meeting held on 14 March 2022 be approved as a correct record.

19 Update on Agreed Actions from Previous Meeting

The Working Group discussed the updates on the agreed actions and recommendations that had been prepared by Officers and provided the following further updates:

- 1. Agreed Action from March meeting: That Tom Ince and Adrian Weissenbruch work together to seek a date for the taxi driver recruitment event in the atrium at County Hall as soon as possible.**

Meeting 9.5.22 update from Adrian Weissenbruch

Had spoken with Facilities Management who reported that events were now be able to be hosted in the Atrium at County Hall and he would liaise with Tom Ince to set up suitable date. It was planned that events be held in the North of the County, in County Hall in Trowbridge and in Salisbury.

- 2. Agreed Action from March meeting: The draft flyer to launch the driver recruitment campaign be shared with Working Group and feedback be provided to Adrian Weissenbruch as soon as possible to be able to meet the print deadline.**

Update from Adrian W - COMPLETED – Starting to be distributed.
Campaign was launched on 8 April 2022.

Meeting 9.5.22 update from Adrian Weissenbruch

There had been a great response to the campaign with over 30 information/application packs being requested. Officers were tracking if these were being converted into applications received. Some of those that have expressed an interest were already licenced and want to work for Wiltshire on their available contracts. It can take around 4/5 weeks to get the relevant checks completed and they were starting to see some drivers now come through that are able to work on the Wiltshire contracts. There had also been a response from those who are currently working in other Local Authority areas who wished to create a base in Wiltshire to operate from

Officers highlighted the need for Wiltshire to be aware and to protect themselves from any persons that may be looking to use these driving roles as a County Lines route to accessing vulnerable people etc to smuggle drugs and weapons etc. This was being flagged a potential safeguarding issue. There had been some interest from persons in the Wolverhampton and Cardiff areas but the majority of others outside Wiltshire were close to our borders looking to establish a base in Wiltshire. The message of the opportunities available in Wiltshire had certainly been spread out and it was encouraging to note that this was attracting drivers into Wiltshire.

Tom Ince reported that applications were now almost back up to the pre-Covid levels and had been climbing over the past 7 months and whilst the driver numbers were holding and not decreasing there were still not rising as much as Officers would like. The numbers of vehicles being licensed was rising.

Councillor Steve Bucknell asked about the staffing resources available to process the applications in order to avoid a bottleneck and any delays. Tom Ince reported that his team were currently on top of the applications, however it was the DBS process that was currently causing delays with them taking some time to be completed. They aimed to get the DBS check done as soon as possible so that that was progressing whilst Officers completed their part of the application process. Whilst Tom had 50% of his team off today due to sickness, they had so far managed to keep up with the application levels.

Adrian Weissenbruch understood that the DBS delays were from the local Police force level check that was carried out. Councillor Allison Bucknell asked how that could be escalated? Adrian Weissenbruch reported that this could initially be logged with the Council's DBS Team as a concern to see if they could raise this as a concern with Wiltshire Police.

Tom Ince reported that he had just joined the Police Joint Intelligence Committee and that he was hoping to build a better relationship with Police and be able to raise issues such as this but agreed that in the first instance this should be raised with our own DBS team. Councillor Steve Bucknell offered to raise this with the Police and Crime Commissioner as he was a member of the Police and Crime Panel.

Action:

That the concerns raised on the delays caused by the DBS checks (usually on the local Police) level be reported by Tom Ince to the Council's DBS team and via Cllr Steve Bucknell to the Police and Crime Panel.

- 3. Agreed Action from March meeting: That the work on the demand survey be commenced with a wide a range of consultees as soon as possible.**

Update from Tom – Draft outline of survey ideas to be discussed at the next meeting.

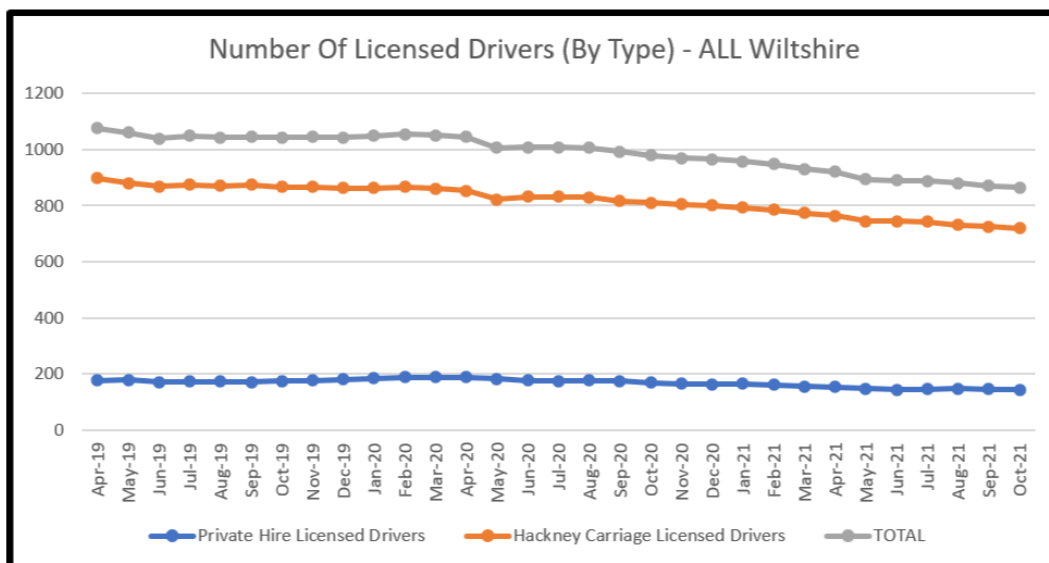
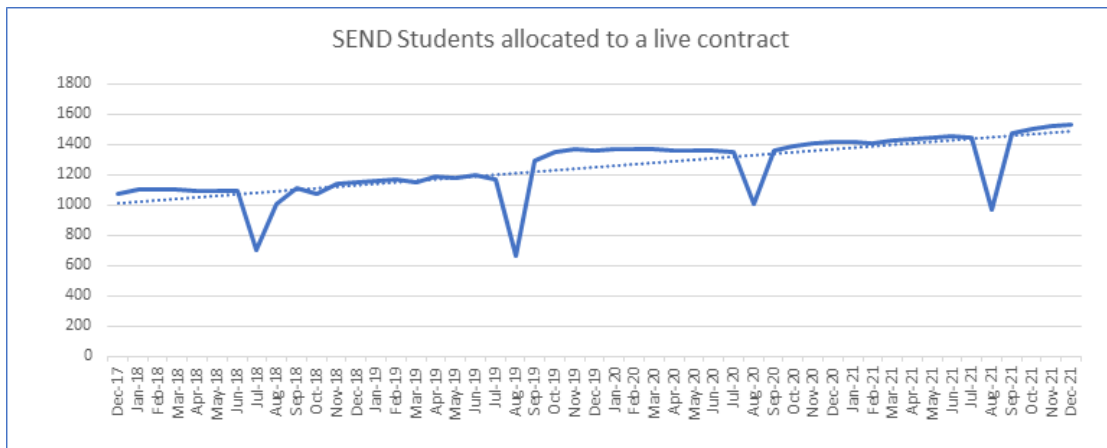
This was not discussed further at the meeting.

- 4. Agreed Action from March meeting: That Adrian Weissenbruch would send his update on this recommendation (*The Passenger Transport Unit to review current and historical statistics and demand to predict trends over next 5 years and liaise with children's services and schools to establish a demand curve over next 5 years*) to the Working Group after the meeting.**

Update from Adrian W - COMPLETED – This was sent to the Working Group via email on 15 March 2022 but it is attached below for information.

This was not discussed further at the meeting.

Type of Provision	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021
No. Of Active EHCPs	2472	2819	3456	3860	4165
Children Using SEND Travel	1266	1344	1421	1601	1651
% Of EHCP / SEND Travel	51%	48%	41%	41%	40%
Increase of Active EHCP	N/A	347	637	404	305
% Of EHCP Increase	N/A	12%	18%	10%	7%
Increase of SEND Travel	N/A	78	77	180	50
% Of SEND Travel Increase	N/A	6%	5%	11%	3%



5. **Agreed Action from the March meeting: That the Working Group be updated on any instances of a walking chaperone being used as a provision to enable a child/young person to be “transported” to their education setting.**

Update from Adrian W - COMPLETED – Being considered on a case by case basis, however, students qualify for school transport because they can’t walk to school usually.

This was not discussed further at the meeting.

6. **Agreed Action from the March meeting: Update the Working Group on the response to the driver recruitment campaign.**

Update from Adrian W - 19 new operators have made contact and been sent the documentation to work for Wiltshire on our contracts so far.

This update was reported earlier in the meeting above in these notes.

7. Agreed Action from the March meeting: An update on the fuel prices crisis.

Update from Adrian W - Stabilising, but many contracts have been handed back by operators who can't afford to run them at contract price. Will see costs of contracts go up.

Update from Tom - Taxi Licensing are currently undertaking a benchmarking exercise to compare our fare rates against those of our neighbouring authorities following requests from drivers / operators to raise fare levels due to fuel price increases. A report has been prepared for Licensing Committee but still requires sign off.

Meeting update 9.5.22 from Adrian Weissenbruch

Following the last meeting, Officers agreed to award the minibus operators a 3.75% uplift to their contract prices. Whilst this may not sound a large increase amount – this small rise does have a significant impact on the budgets. The rise related to those operators with minibuses in their fleets due to their higher operating costs and the lack of other work they can do. Obviously, the smaller operators that they were not included in this contract uplift and had bitterly accepted that this would be the case. Some of the contracts had been handed back to the Council and these would have to go out to tender and this would likely be at a higher price than the original contract but it would still be an overall saving of applying the contract uplift across the board to all.

Councillor Jerry Kunkler reported a recent incident where the cost of this taxi following a night out for the same journey had risen from £74 to £80 and he felt that the private hire operators were already adding their own increase onto fares and so agreed that the Council should be wary of giving an uplift to contracts as they were already doing this. Adrian Weissenbruch agreed that they gave careful consideration to the decision made and had felt that the % increase that had been requested by the trade was not reflective of the fuel increase and they had not felt it was justified to give the uplift across the board.

Meeting update 9.5.22 from Tom Ince

Taxi Licensing were currently undertaking a benchmarking exercise to compare our tariff fare rates against those of our neighbouring authorities following the challenge from drivers about rising costs. They had received five responses to date and were still awaiting two. This report would be presented to the Licensing Committee in June but so far, the results showed that the Wiltshire tariff was on a par with neighbouring authorities with us sitting in the middle and being the average. The current tariff structure allowed drivers to use different tariffs later into the evening etc and in the

report they had considered a small increase to tariff 1 which was the daytime fare but had concluded that their recommendation was not to make a change. This would be for the Licensing Committee to consider.

Consultation had begun on proposals to change the county taxi licensing zones. So far most of the responses from the trade had been positive with one negative response who had expressed concern about having to drive across Wiltshire for their six monthly vehicle MOT checks to a centralised depot.

Additional issues raised by Officers at the meeting

From Adrian Weissenbruch

Adrian was regularly approached by a Council colleague who is disabled and a wheelchair user. She had reported that she struggles with travel around Wiltshire and whilst he had been able to offer some assistance with her accessing our public transport network, she was struggling to access Wheelchair Accessible Vehicles (WAV) at particular times of the day. Adrian felt that this seemed to be quite an issue in Wiltshire and felt that the majority of Wiltshire's WAV were being used for school transport contracts, but the gap had been highlighted to him and obviously the drivers are choosing to fulfil their contracts rather than take on one off fares for members of the public that may require a WAV.

Tom Ince reported that there were currently 106 WAV licenced vehicles which equated to 30% of the vehicle fleet and only 7% of those were hackney carriage licenced vehicles. It was likely that most of the 30% of WAV were on the school transport contracts. It was not known if the issue was that drivers with access to a WAV were not trained to handle wheelchairs or that they were just not available at the times requested by the public. The Working Group asked if there was anything that could be done to make providing a WAV more appealing to operators? After discussion it was agreed that this issue be referred to the Licensing Committee to agree on a course of action if they wished to pursue this further.

ACTION: That the Licensing Committee be asked to consider investigating the ways in which the provision of Wheelchair Accessible Vehicles could be extended for the public.

20 **Next Steps**

The Working Group discussed the progress made and agreed that the original issues identified by them were progressing well and that they now felt that the Working Group could be suspended for the time being.

Members were keen for the driver recruitment open days to be set up as soon as possible and would like to be invited to attend and support these events.

Adrian Weissenbruch reported that the taxi operators with Council contracts had

requested an opportunity for there to be an annual session to meet up with Council officers to discuss and raise issues they have with the processes they go through in relation to their contracts, payments etc and suggestions for improvements. Members supported this suggestion.

Councillor Jerry Kunkler suggested that Officers look into an option to be able to split the initial start-up costs as this is quite a large amount to find for some (£297 for a 3 year licence plus other checks would take this up to approximately £500). Tom Ince reported that they had moved away from a monthly payment plan for licences as this was too resource intensive but they may be able to consider splitting these costs into two payments.

Adrian Weissenbruch highlighted an issue that they were still awaiting a legal response on. This related to the payments that were made to operators during the pandemic to keep them afloat – in some cases it had come to light that these payments were not being passed onto the drivers as they should have been. It was agreed that this would be picked up outside of the meeting between Officers. The Members asked to be kept updated on this via email.

ACTION: That the notes of this Working Group meeting and identified recommendations be shared with the Licensing Committee at their next meeting on 20 June 2022.

21 **Date and Time of Next Meeting**

It was agreed that the Working Group would be suspended until the Licensing Committee agreed for it to be restarted if/when required.

(Duration of meeting: 12.15 - 12.50 pm)

The Officer who has produced these minutes is Lisa Pullin of Democratic Services, direct line 01225 713015, e-mail committee@wiltshire.gov.uk

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Wiltshire Council

Licensing Committee

20 June 2022

Subject: Proposed Changes to Wiltshire Council's Hackney Carriage Fee Structure

Cabinet Member: Councillor Mark McClelland – Highways & Environment

Executive Summary

Wiltshire Council has a statutory responsibility under the Town Police Clauses Act 1847, the Local Government (Miscellaneous Provisions) Act 1976 and the Transport Act 1985 to licence and oversee hackney carriage and private hire services. Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 the council also has the power to set the maximum fee levels that can be charged by licensed hackney carriage vehicles and the times at which these can be charged, these are known as tariffs.

The current schedule of fees and tariffs was implemented only recently on 04 January 2022. However recent world events have seen fuel prices rise to record levels, this is having a significant impact on taxi drivers and operators. Drivers and operators have contacted the Council to request support in the form of a fare increase to support their businesses.

The Taxi Licensing team have completed a fare benchmarking exercise with our neighbouring authorities and the results are shown within this report.

The Licensing Committee are requested to evaluate the data provided and approve the recommendation of the Taxi Licensing Team shown in section 15.

Proposal

It is proposed that the Licensing Committee considers the data provided on Wiltshire's current Hackney Carriage Fee levels against those of our neighbouring authorities to determine if the Taxi Licensing team's recommendation to raise tariff one fares by 5%, after drivers and operators requested a rise, is correct.

If approved by the Licensing Committee the fare increase will be implemented and the Council's reasoning, contained in this report, will be communicated to the industry. Should the proposal be rejected by the committee the Taxi Licensing Team will communicate to the industry that after evaluation fare levels were deemed appropriate.

Reasons for Proposal

- To ensure that residents and visitors travelling in Wiltshire pay fare rates that are appropriate and encourage the use of hackney carriage vehicles.
- To ensure that Wiltshire pay fare rates are appropriate and allow the viable provision of hackney carriage vehicles by drivers and operators.
- To safeguard individuals and ensure travel by taxi is affordable, reduce the number of people walking home.
- To ensure hackney carriage charges in Wiltshire are comparable to our nearest neighbours, encouraging more visits in Wiltshire to boost our local economies.

Peter Binley
Interim Director, Highways & Environment

Wiltshire Council

Licensing Committee

20 June 2022

Subject: Proposed Changes to Wiltshire Council's Hackney Carriage Fee Structure

Cabinet Member: Councillor Mark McClelland – Highways & Environment

Key Decision: Yes

1.0 Purpose of Report

1.1 To provide Wiltshire Council's Licensing Committee with the relevant information to make an informed decision on whether hackney carriage fares in Wiltshire should be raised or remain at the same level.

2.0 Background

2.1 Wiltshire Council has a statutory responsibility under the Town Police Clauses Act 1847, the Local Government (Miscellaneous Provisions) Act 1976 and the Transport Act 1985 to licence the hackney carriage and private hire services. Under section 65 of the Local Government (Miscellaneous Provisions) Act 1976 the council also has the power to set the maximum fee levels that can be charged by licensed hackney carriage vehicles and the times at which these can be charges, these are known as tariffs.

2.2 The current schedule of fees and tariffs had been in place since 2015 prior to a small change in January 2022. 20p was added to the flag rates, the standing charge, in January 2022 but no change was made to the mileage rates charged. The mileage rates have remained the same since 2015. The use of tariffs was amended to make travel after 2.30am cheaper, the objective was to support the night time economy in Wiltshire. The use of tariff 2 was also brought forward making journeys more expensive between 10pm and 10.30pm.

2.3 The current schedule of fees and charges is shown below, it should be noted that the tariff only shows the maximum fee that can be charged. A driver / operator can make a business decision to accept a lower fee to secure a fare.

For journeys starting	Vehicles up to four seats	Vehicles with more than four seats carrying more than four passengers
7 am – 9:59 pm	Tariff 1	Tariff 2
10:00pm – 06:59 am and all day Sundays, and after 8pm Christmas Eve & New Years Eve	Tariff 2	Tariff 4
All day on 25 December, 26 December and 1 January & Public Holidays	Tariff 3	Tariff 5

	Tariff 1	Tariff 2	Tariff 3	Tariff 4	Tariff 5
Journeys up to 176 yards, 1/10 mile	£3.50	£4.80	£5.30	£4.80	£6.30
Waiting time per minute	20p	30p	40p	45p	60p
Minimum fouling charge	£100	£100	£100	£100	£100

Current Schedule of fees & charges.

2.4 Research by the taxi licensing team has shown fees in Wiltshire to be on a par with those of neighbouring Local Authorities. Wiltshire charges are the highest amongst neighbouring authorities in the 10-10.30pm time slot. The table below shows a comparison of fares at various times on the day. The graphs show the costs for a journey and how the charges in Wiltshire compare against those of neighbouring authorities.

Standard Vehicles

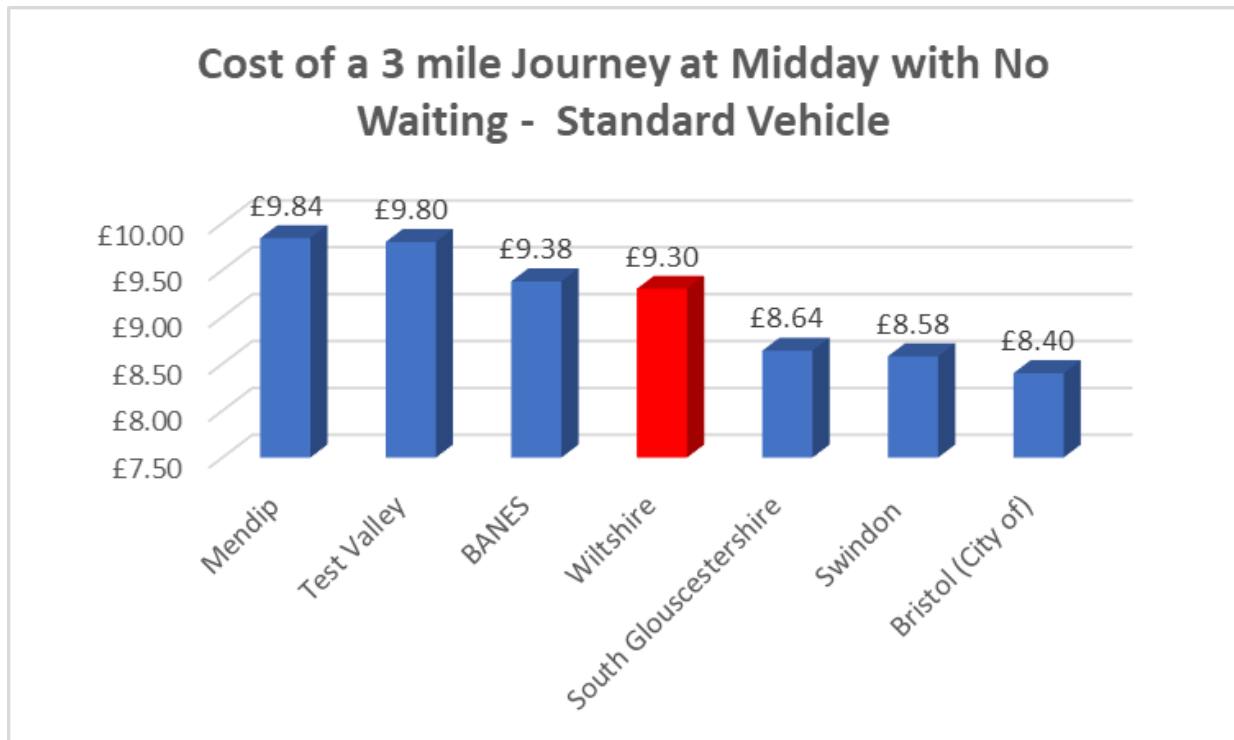
4 Seat Vehicles													
Authority	Flag Rate - Day Time	Flag Rate - 10pm	Flag Rate After Midnight	Flag Rate After 2am	Cost per Mile - Day	Cost per Mile - 10pm	Cost per Mile - After Midnight	Cost per Mile - After 2am	Waiting Time per Min - Day	Waiting Time per Min - After 10pm	Waiting Time per Min - After Midnight	Waiting Time per Min - After 2am	Fouling Charge
Wiltshire	£3.50	£4.80	£4.80	£4.80	£2.00	£3.00	£3.00	£3.00	20p	30p	30p	30p	£100
Mendip	£3.20	£3.20	£4.55	£5.90	£2.29	£2.29	£3.43	£4.58	34p	34p	51p	68p	£100
BANES	£3.00	£3.50	£4.00	£4.00	£2.27	£2.27	£2.27	£2.20	30p	30p	30p	30p	£100
Bristol (City of)	£2.60	£3.40	£3.40	£3.40	£2.00	£2.30	£2.30	£2.30	33p	38p	38p	38p	£100
Test Valley	£4.00	£4.00	£6.00	£6.00	£2.00	£2.00	£3.00	£3.00	30p	30p	45p	45p	£75
Swindon	£3.50	£3.90	£3.90	£3.90	£1.75	£1.75	£1.75	£1.75	45p	45p	45p	45p	£75
South Gloucestershire	£2.40	£3.90	£3.90	£3.90	£2.44	£2.44	£2.44	£2.44	33p	39p	39p	39p	£62.50

Large Vehicles – More than four passengers

More Than four seats													
Authority	Flag Rate - Day	Flag Rate - 10pm	Flag Rate After M	Flag Rate After 2	Cost per Mile - D	Cost per Mile - 1	Cost per Mile - A	Cost per Mile - A	Waiting Time pe	Waiting Time pe	Waiting Time pe	Waiting Time pe	Fouling Charge
Wiltshire	£4.80	£4.80	£4.80	£4.80	£3.00	£4.50	£4.50	£4.50	30p	45p	45p	45p	£100
Mendip	£3.20	£3.20	£4.55	£5.90	£2.29	£2.29	£3.43	£4.58	34p	34p	51p	68p	£100
BANES	£3.00	£3.50	£4.00	£4.00	£2.27	£2.27	£2.27	£2.20	30p	30p	30p	30p	£100
Bristol (City of)	£2.60	£3.40	£3.40	£3.40	£2.00	£2.30	£2.30	£2.30	33p	38p	38p	38p	£100
Test Valley	£4.00	£4.00	£6.00	£6.00	£2.00	£2.00	£3.00	£3.00	30p	30p	45p	45p	£75
Swindon	£3.50	£3.90	£3.90	£3.90	£1.75	£1.75	£1.75	£1.75	45p	45p	45p	45p	£75
South Gloucestershire	£2.40	£3.90	£3.90	£3.90	£2.44	£2.44	£2.44	£2.44	33p	39p	39p	39p	£62.50

It is noted that only Wiltshire Council and Mendip have a separate rate for larger vehicles.

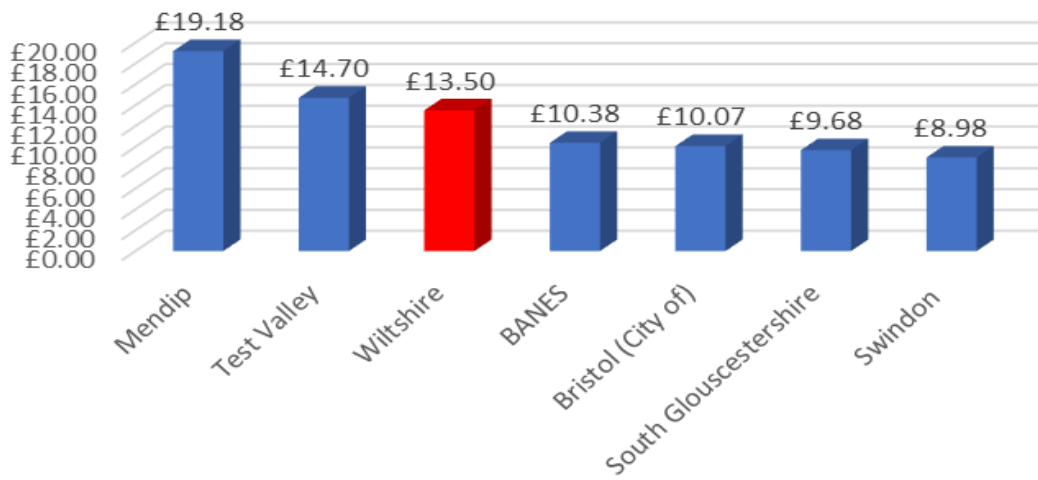
The following graphs show comparisons of journey costs between Wiltshire and its neighbouring authorities. The red column shows the cost in Wiltshire.



Cost of a 3 mile Journey at 10:30pm with No Waiting - Standard Vehicle



Cost of a 3 mile Journey at 2am with No Waiting - Standard Vehicle



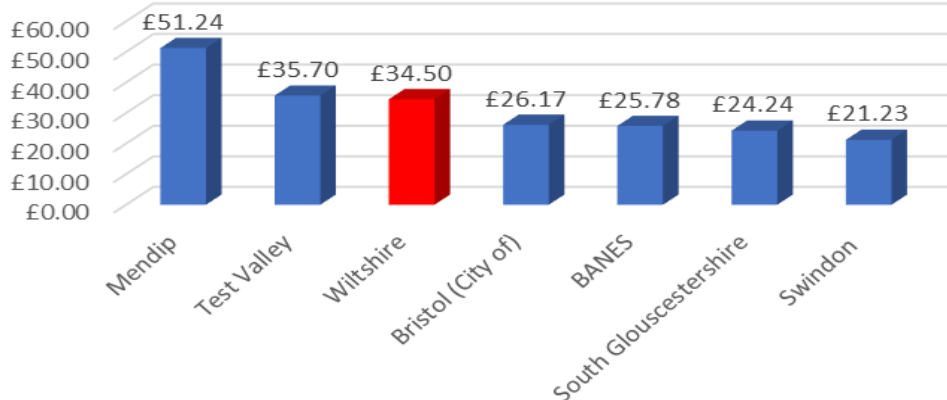
Cost of a 10 Mile Journey at Midday with No Waiting - Standard Vehicle



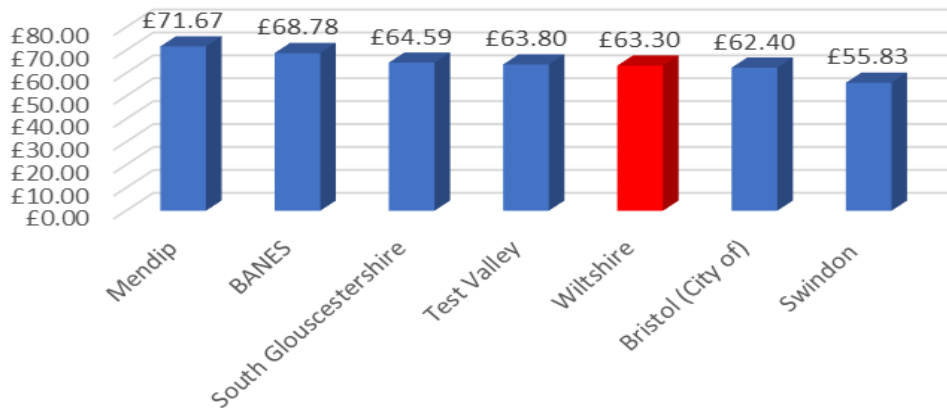
Cost of a 10 Mile Journey at 10.30pm with No Waiting in a Standard Vehicle



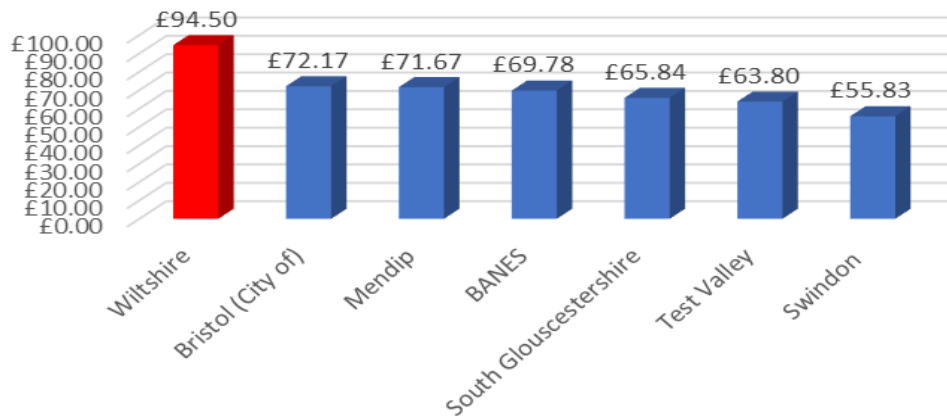
Cost of a 10 mile Journey at 2am with No Waiting in a Standard Vehicle



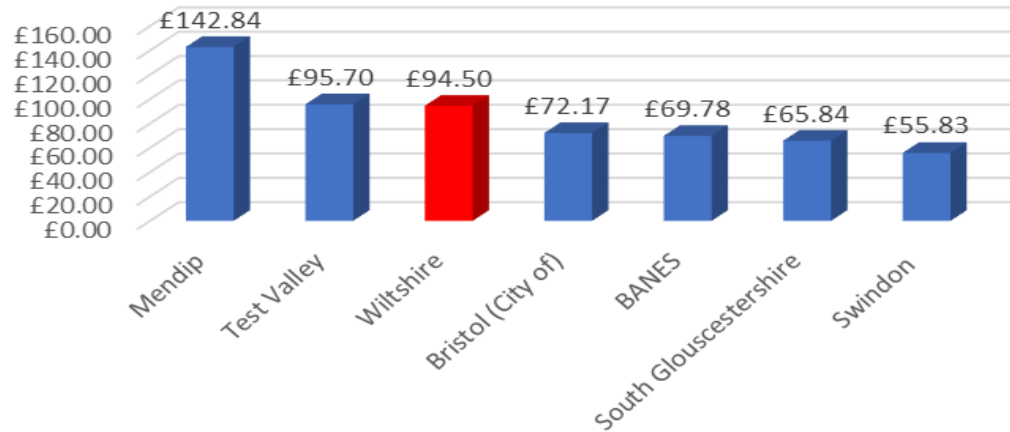
Cost of a 30 mile Journey at Midday with No Waiting in a Standard Vehicle



Cost of a 30 Mile Jourey at 10.30pm with No Waiting in a Standard Vehicle



Cost of a 30 mile Journey at 2am with No Waiting in a Standard Vehicle



- 2.5 The comparison shows that Wiltshire fares during the day time (tariff 1) compare with our neighbours and are at the middle level. This is due to the fact the flag rates in Wiltshire are only topped by Test Valley. The impact of this lessens the longer the journey becomes and the graphs show that for a 30 mile day time journey only two other authorities charge less. As the journey gets longer the mileage rate has more influence. The flag rate is the rate passengers pay for stepping into the vehicle. The recent change to allow drivers to charge tariff 2 earlier means a journey after 10pm in Wiltshire is more expensive than our neighbouring authorities.
- 2.6 The comparison shows that mileage rates after 10pm compare favourably against other local authorities but those in the daytime are approximately 2.5% below the average of £2.05 for the seven local authorities sampled at £2.00 per mile. 3 out the 7 Local Authorities had mileage rates at £2.00 per mile during the day, one was lower at £1.75 and the highest being £2.29 per mile.
- 2.7 It must be noted that all public feedback to date is that taxis are too expensive and that increasing fares may have a negative impact on driver income levels. There is a risk that by requesting a fare increase drivers' price themselves out of the market.

3.0 Relevance to the Council's Business Plan

- 3.1 The process of controlling and licensing hackney carriage and private hire licensees assists the council in achieving several the outcomes in the Business Plan 2017-2027. Adoption of an updated schedule of fees and charges would assist these outcomes by:
- **Growing the economy** – appropriate cost of hackney carriage journeys which may drive up the number of users in Wiltshire ensuring that the public utilise this transport means and access good and services throughout Wiltshire.
 - **Building strong communities** - That all members of the public feel safe, can afford the service, and are less inclined to walk home or put themselves at risk.
 - **Protecting those who are most vulnerable** - ensuring that the council has robust checks in place to ensure licensed vehicles are available at a cost-effective rate when required, any time of the day or night.

4.0 Main Considerations for the Council

- 4.1 Licensing authorities must ensure that any fees and tariffs schedule is sustainable for the industry and that service provision within the County is maintained. The Council has received feedback from the industry following the recent increase in fuel prices that some journeys and school contract work are not viable. This must be balanced against public feedback that taxis are too expensive to ensure an adequate taxi provision exists within Wiltshire.

- 4.2 The Council will consult with the trade on any proposal to increase fares and amend the current schedule of tariffs and fares. Any changes must be advertised for a minimum of two weeks in the local press at a cost of approximately £2,000 to the Council. Whilst it is noted that the council's income for the Hackney Carriages Licencing in 2021/ 22 was considerably below budget (circa £0.07m). The proposals are expected to mitigate further loses of income caused by taxi drivers leaving the industry, allowing the cost of advertising to be covered by retaining a greater number of taxi drivers.
- 4.3 Taxi Licensing believe an increase in cost will reduce the number of journeys undertaken by hackney carriage and in the long-term decrease income for operators/drivers. This view may not be shared by all drivers and operators who clearly believe they need a rise in the fare rates.
- 4.4 Covid-19 has significantly impacted the taxi industry with driver and vehicle numbers falling approximately 20%, in line with the national average. This has resulted in the Council's Passenger Transport Unit struggling to fulfil some of the SEND contracts.
- 4.5 A campaign to recruit more drivers to the industry commenced in April 2022 to assist PTU with the increased demand they anticipate throughout 2022. Any table of fares should be such that the career is viable for new and existing drivers and operators.
- 4.6 The Council has no legal obligation to review taxi fares. Research has shown that despite the recent fuel rises only Mendip and South Gloucestershire are planning to introduce a new tariff during 2022 . Where there is a request to review fares & tariffs from the industry, backed by evidence the Council will undertake a review, subject to approval from the Council's Licensing Committee.
- 4.7 The Council's Fleet Team have calculated that the Council's vehicles cost approximately 35p per mile to run. Taxis undertake more mileage so may require more maintenance however the cost of running the vehicles is considerably under the £2.00 per mile rate charged in the daytime and £3.00 per mile rate charged after 10pm. The taxi licensing team believe the issues the industry are facing to more to do with the level of activity and custom than the fares themselves.

5.0 Safeguarding Implications

- 5.1 When assessing tariffs and fee levels for all hackney carriages failure to have fees at an affordable level may lead to vulnerable people walking home after a night out and placing themselves at risk. Making taxi travel cheaper, will encourage more people to use taxis to get home safely whereas raising fares may discourage users from taking a taxi and placing themselves in a vulnerable position.

This must be balanced however against the industries costs as reducing fares to a level where it is not viable to run a taxi would lead to less service provision and greater safeguarding issues.

6.0 Public Health implications

- 6.1 An affordable, sustainable taxi service helps guard against the risk that residents, especially vulnerable people, are not safe out in Wiltshire at any time. If the service is affordable more people will use it.

7.0 Corporate Procurement implications

- 7.1 There are no direct procurement implications arising from this report.

8.0 Environmental and Climate Change Considerations

- 8.1 Increasing the cost of travel by taxi may discourage more people from utilising taxis. It is acknowledged that decreased taxi journeys may result in lower levels of carbon emissions, it is also hoped that where four people share a taxi this could potentially stop four independent car journeys and have a positive overall impact on the environment.

9.0 Equalities Impact of the Proposal

- 9.1 The impact of these proposals is assessed as 'medium' against the council's statutory responsibilities. The Council has benchmarked itself against neighboring authorities to formulate to proposal. The schedule of fees and tariffs ensures a fair and consistent approach across Wiltshire and bring Wiltshire in line with the cost levels in other local authority areas.

10.0 Risk Assessment

Risks officers consider may arise if the proposed decision is not taken:

- 10.1 Insufficient provision of taxis in Wiltshire due to drivers and operators deeming the industry unviable due to fare levels. This may result in a reduction in the number of drivers and vehicles, reducing service provision.
- 10.2 Drivers and operators leaving the industry mean Passenger Transport Unit are having difficulties in fulfilling some contracts for SEND customers. A campaign is underway to recruit more drivers into the industry.
- 10.3 There is a risk of negative press coverage because of drivers who want a fare increase and support from the Council. By taking a decision to leave the fares at current levels drivers and operators may see it as an attack on their livelihoods.

Risks that may arise if the proposed decision is taken and actions to mitigate these risks

- 10.4 There may be a greater risk of vulnerable people walking home late at night and potentially putting themselves in danger if fares are increased.
- 10.5 The overriding principle of licensing is the protection of members of the public. If the taxi service is deemed too expensive usage will drop. Wiltshire Council

would encourage people to use licensed drivers who have been properly vetted.

- 10.6 Lack of business due to perceived expense by the public may result in a reduction in the number of drivers and vehicles, reducing service provision.

11.0 Financial Implications

- 11.1 There are additional costs associated with the implementation of any new schedule of fees and charges should the Licensing Committee approve the Taxi Licensing teams recommendation. There is currently no budget to support the advertising costs outlined in point 4.2.

12.0 Legal Implications

- 12.1 The correct legal process must be followed for advertising and implementing any agreed changes. There are no other legal implications.

13.0 Options for consideration and approval

- 13.1 It is proposed that the Licensing Committee, considers and approves that after review the current fare level for tariff 1 be raised by 5%, to the equivalent of £2.10 per mile.

- 13.2 The Taxi Licensing team considered two options after benchmarking our fare levels against those of our nearest local authorities.

- 13.2.1 No change to the existing table of fares and tariffs.

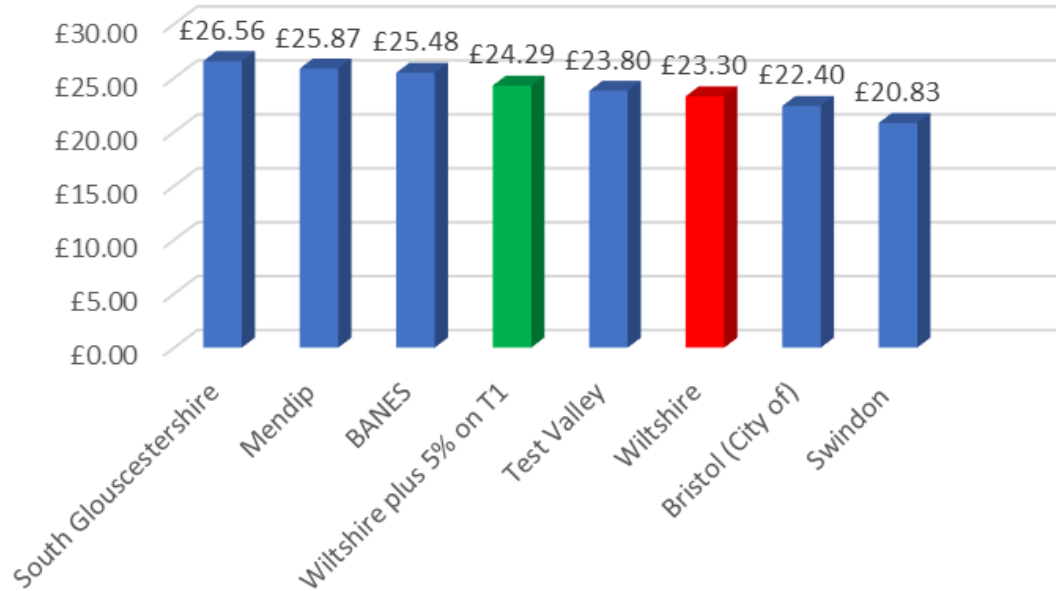
- 13.2.2 An increase of 5% on the tariff 1 mileage rate to bring it in marginally above with the average of average daytime rate of £2.05 amongst the seven local authorities sampled to £2.10.

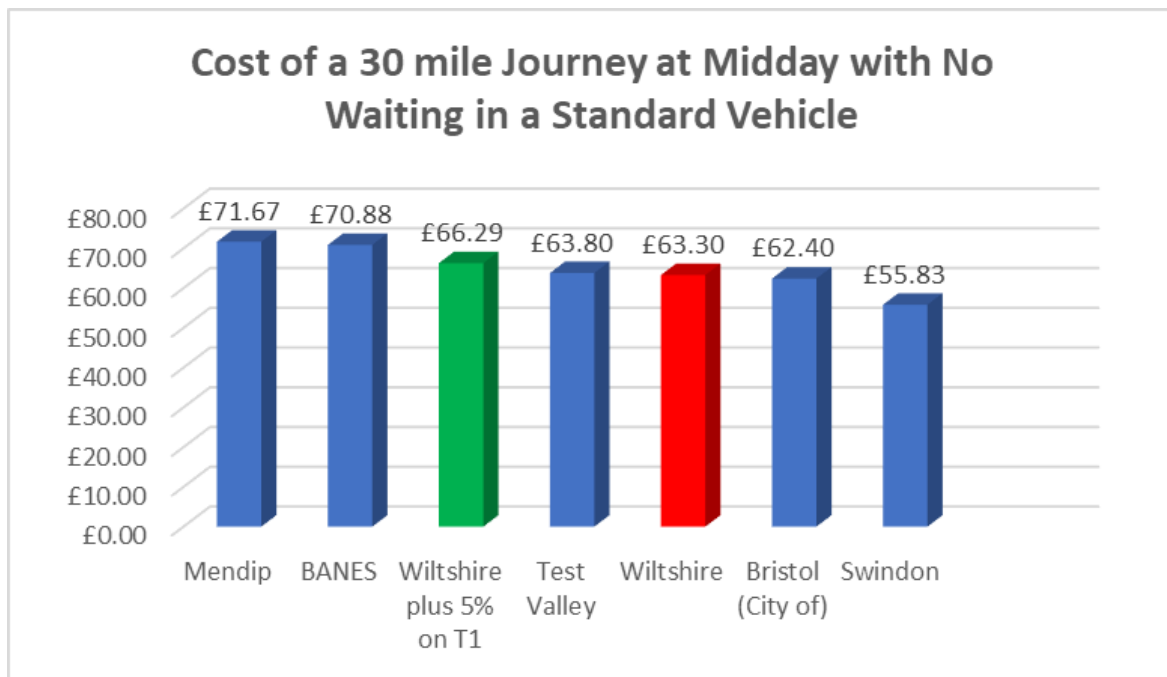
The graphs below show the impact on fare levels of adding 5% to tariff 1. It should be noted that tariff one can only be charged between 07:00 and 21:59 and is effectively the Council's day time rate. The red column shows the existing Wiltshire tariff 1 and the green column with the proposed 5% added.

Cost of a 3 mile Journey at Midday with No Waiting - Standard Vehicle



Cost of a 10 Mile Journey at Midday with No Waiting - Standard Vehicle





14.0 Conclusions

- 14.1 To ensure the taxi service remains sustainable to both residents of Wiltshire and the industry it is proposed to increase tariff 1 fare levels by 5%. This is below the current rate of inflation but provides drivers and operators with a fee increase and also ensures that Wiltshire is not more expensive than its neighbours. Public feedback has indicated that taxis are too expensive. The benchmarking exercise has shown that taxi fares in Wiltshire are comparable to our local authority neighbours and that drivers and operators are not unfairly penalised.
- 14.2 Lower journey costs may drive up usage of the service benefitting drivers and operators in the long term. Increasing the fares may reduce the number of journeys undertaken reducing the driver's income over the medium to long term however it should be noted that the table of fares and tariffs is the maximum a driver can charge. A business decision can be made by the driver to accept lower fares to secure additional business.

15.0 Recommendation:

- 15.1 That the Licensing Committee ratifies the Taxi Licensing team decision to increase tariff 1 fares by 5% for Hackney Carriages.

Peter Binley
Interim Director, Highways & Environment

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May 2022

Appendix A : Taxi Fare Benchmarking data

HACKNEY CARRIAGE FARE COMPARISON MARCH 2022

4 Seat Vehicles													
Authority	Flag Rate - Day Time	Flag Rate - 10pm	Flag Rate After Midnight	Flag Rate After 2am	Cost per Mile - Day	Cost per Mile - 10pm	Cost per Mile - After Midnight	Cost per Mile - After 2am	Waiting Time per Min - Day	Waiting Time per Min - After 10pm	Waiting Time per Min - After Midnight	Waiting Time per Min - After 2am	Fouling Charge
Wiltshire	£3.50	£4.80	£4.80	£4.80	£2.00	£3.00	£3.00	£3.00	20p	30p	30p	30p	£100
Mendip	£3.20	£3.20	£4.55	£5.90	£2.29	£2.29	£3.43	£4.58	34p	34p	51p	68p	£100
BANES	£3.00	£3.50	£4.00	£4.00	£2.27	£2.27	£2.27	£2.20	30p	30p	30p	30p	£100
Bristol (City of)	£2.60	£3.40	£3.40	£3.40	£2.00	£2.30	£2.30	£2.30	33p	38p	38p	38p	£100
Test Valley	£4.00	£4.00	£6.00	£6.00	£2.00	£2.00	£3.00	£3.00	30p	30p	45p	45p	£75
Swindon	£3.50	£3.90	£3.90	£3.90	£1.75	£1.75	£1.75	£1.75	45p	45p	45p	45p	£75
South Gloucestershire	£2.40	£3.90	£3.90	£3.90	£2.44	£2.44	£2.44	£2.44	33p	39p	39p	39p	£62.50

Tariff increase as of 01 April 22 5% on tariff and 20p on flag rate

Costs go upto £2.69 per mile when journey reaches 5 miles

2018 - these are weekday rates - weekend rates 3.20 day 3.40 night flag rate and 40p on night per mile

No plans to up fees in light of fuel yet but is expecting to be asked as no increase since 2019

Costs go up to £2.49 per mile at all times when fare reaches 16.10

More Than four seats

Authority	Flag Rate - Day Time	Flag Rate - 10pm	Flag Rate After Midnight	Flag Rate After 2am	Cost per Mile - Day	Cost per Mile - 10pm	Cost per Mile - After Midnight	Cost per Mile - After 2am	Waiting Time per Min - Day	Waiting Time per Min - After 10pm	Waiting Time per Min - After Midnight	Waiting Time per Min - After 2am	Fouling Charge
Wiltshire	£4.80	£4.80	£4.80	£4.80	£3.00	£4.50	£4.50	£4.50	30p	45p	45p	45p	£100
Mendip	£3.20	£3.20	£4.55	£5.90	£2.29	£2.29	£3.43	£4.58	34p	34p	51p	68p	£100
BANES	£3.00	£3.50	£4.00	£4.00	£2.27	£2.27	£2.27	£2.20	30p	30p	30p	30p	£100
Bristol (City of)	£2.60	£3.40	£3.40	£3.40	£2.00	£2.30	£2.30	£2.30	33p	38p	38p	38p	£100
Test Valley	£4.00	£4.00	£6.00	£6.00	£2.00	£2.00	£3.00	£3.00	30p	30p	45p	45p	£75
Swindon	£3.50	£3.90	£3.90	£3.90	£1.75	£1.75	£1.75	£1.75	45p	45p	45p	45p	£75
South Gloucestershire	£2.40	£3.90	£3.90	£3.90	£2.44	£2.44	£2.44	£2.44	33p	39p	39p	39p	£62.50

Costs go up to £2.49 per mile at all times when fare reaches 16.10

Journey Costs - 4 seat vehicle No waiting	3 miles at Midday	3 miles 10:30pm	3 miles 2am	10 miles at Midday	10 miles 10:30pm	10 miles 2am	30 miles at Midday	30 miles 10:30pm	30 miles 2am
Authority									
Wiltshire	£9.30	£13.50	£13.50	£23.30	£34.50	£34.50	£63.30	£94.50	£94.50
Mendip	£9.84	£9.84	£19.18	£25.87	£25.87	£51.24	£71.67	£71.67	£142.84
BANES	£9.59	£10.09	£10.60	£25.48	£25.98	£26.48	£70.88	£71.88	£71.88
Bristol (City of)	£8.40	£10.07	£10.07	£22.40	£26.17	£26.17	£62.40	£72.17	£72.17
Test Valley	£9.80	£9.80	£14.70	£23.80	£23.80	£35.70	£63.80	£63.80	£95.70
Swindon	£8.58	£8.98	£8.98	£20.83	£21.23	£21.23	£55.83	£55.83	£55.83
South Gloucestershire	£8.64	£9.68	£9.68	£22.99	£24.24	£24.24	£64.59	£65.84	£65.84

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Journey Costs - 4 seat vehicle No waiting 3 miles at Midday	
Authority	Cost
Mendip	£9.84
Test Valley	£9.95
Wiltshire plus 5% on T1	£9.56
BANES	£9.59
South Gloucestershire	£9.48
Wiltshire	£9.30
Swindon	£8.58
Bristol (City off)	£8.40

Cost of a 3 mile Journey at Midday with No Waiting - Standard Vehicle



Cost of a 3 mile Journey at 10:30pm with No Waiting - Standard Vehicle



Journey Costs - 4 seat vehicle No waiting 3 miles 10:30pm	
Authority	Cost
Wiltshire	£13.50
South Gloucestershire	£10.98
BANES	£10.09
Bristol (City off)	£10.07
Mendip	£9.84
Test Valley	£9.80
Swindon	£8.98

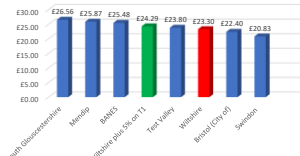
Cost of a 3 mile Journey at 2am with No Waiting - Standard Vehicle



Journey Costs - 4 seat vehicle No waiting 3 miles 2am	
Authority	Cost
Mendip	£19.18
Test Valley	£14.70
Wiltshire	£13.50
South Gloucestershire	£10.98
BANES	£10.60
Bristol (City off)	£10.07
Swindon	£8.98

Journey Costs - 4 seat vehicle No waiting 10 miles at Midday	
Authority	Cost
South Gloucestershire	£26.56
Mendip	£26.87
BANES	£25.48
Wiltshire plus 5% on T1	£24.28
Test Valley	£23.80
Wiltshire	£23.30
Bristol (City off)	£22.40
Swindon	£20.83

Cost of a 10 Mile Journey at Midday with No Waiting - Standard Vehicle



Cost of a 10 Mile Journey at 10.30pm with No Waiting in a Standard Vehicle



Journey Costs - 4 seat vehicle No waiting 10 miles 10:30pm	
Authority	Cost
Wiltshire	£34.50
South Gloucestershire	£28.06
Bristol (City off)	£26.17
BANES	£25.98
Mendip	£25.87
Test Valley	£25.80
Swindon	£21.23

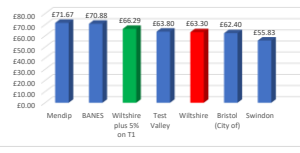
Cost of a 10 mile Journey at 2am with No Waiting in a Standard Vehicle



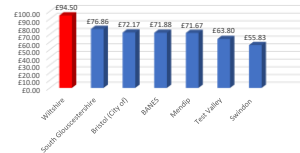
Journey Costs - 4 seat vehicle No waiting 10 miles 2am	
Authority	Cost
Mendip	£51.24
Test Valley	£35.70
Wiltshire	£34.50
South Gloucestershire	£28.06
BANES	£26.48
Bristol (City off)	£26.17
Swindon	£21.23

Journey Costs - 4 seat vehicle No waiting 30 miles at Midday	
Authority	Cost
South Gloucestershire	£75.33
Mendip	£71.67
BANES	£70.88
Wiltshire plus 5% on T1	£66.29
Test Valley	£63.80
Wiltshire	£63.30
Bristol (City off)	£62.40
Swindon	£55.83

Cost of a 30 mile Journey at Midday with No Waiting in a Standard Vehicle

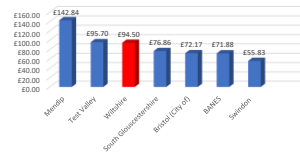


Cost of a 30 Mile Journey at 10.30pm with No Waiting in a Standard Vehicle



Journey Costs - 4 seat vehicle No waiting 30 miles 10:30pm	
Authority	Cost
Wiltshire	£94.50
South Gloucestershire	£76.86
Bristol (City off)	£72.17
BANES	£71.88
Mendip	£71.67
Test Valley	£63.80
Swindon	£55.83

Cost of a 30 mile Journey at 2am with No Waiting in a Standard Vehicle



Journey Costs - 4 seat vehicle No waiting 30 miles 2am	
Authority	Cost
Mendip	£142.84
Test Valley	£95.70
Wiltshire	£94.50
South Gloucestershire	£76.86
Bristol (City off)	£72.17
BANES	£71.88
Swindon	£55.83

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