

## Licensing Committee

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### MINUTES OF THE LICENSING COMMITTEE MEETING HELD ON 17 OCTOBER 2022 AT COUNCIL CHAMBER - COUNTY HALL, BYTHESEA ROAD, TROWBRIDGE, BA14 8JN.

#### **Present:**

Cllr Peter Hutton (Chair), Cllr Allison Bucknell (Vice-Chair), Cllr Steve Bucknell, Cllr Trevor Carbin, Cllr Daniel Cave, Cllr Ruth Hopkinson, Cllr George Jeans, Cllr Tim Trimble and Cllr Nic Puntis (Substitute)

#### **Also Present:**

Linda Holland (Licensing Manager), Adrian Hampton (Head of Highway Operations), Sarah Marshall, (Principal Solicitor), Lisa Pullin (Democratic Services Officer), Jason Salter (Head of Service – Passenger Transport), Adrian Weissenbruch (SEND and Passenger Assistant Manager) and Peter White (Enforcement Manager)

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#### 52 **Apologies and Substitutions**

Apologies were received from Cllrs Andrew Davis, and Pip Ridout and from Tom Ince (Principal Compliance Officer).

Cllr Nic Puntis was substituting for Cllr Pip Ridout.

#### 53 **Minutes**

The minutes of the meeting held on 20 June 2022 were presented to the Committee.

#### **Resolved:**

**That the minutes of the meeting held on 20 June 2022 be approved and signed as a correct record.**

#### 54 **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:

Sarah Marshall (Principal Solicitor) would be leaving the Council in early January 2023. The Committee wished to record their thanks for her support and wished her well for her new role.

#### 55 **Declarations of Interest**

There were no declarations of interest.

56 **Public Participation**

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

57 **Licensing Appeals Update**

Sarah Marshall (Principal Solicitor) reported that there was one appeal technically still in progress with the Magistrates Court which had been with the court for a long period of time. There has been no formal notification to the Council from the court and she did not think it was a concern at this stage for the Licensing Committee. If there was anything to report in future on this appeal, this would be shared with the Licensing Committee.

58 **Minutes of the Licensing Sub Committees**

The following minutes of the Licensing Sub Committees were presented to the Licensing Committee:

**Eastern Area**

08.03.22 Application for a Variation of a Premise Licence at The Crown Inn, Chandlers Lane, Bishops Cannings, Devizes

18.08.22 Application for a Premises Licence – Kaleidoscope Arts and Music Festival, unnamed field, Lower Road, Erlestoke, Devizes

**Northern Area**

30.11.21 Application for a Variation of a Premises Licence - The Pear Tree, Purton, Swindon

**Southern Area**

11.10.21 Application for a Variation of a Premises Licence – Tinga, 4a-4b, Endless Street, Salisbury

26.01.22 Review of a Premises Licence – The New Inn, 10-16 High Street, Amesbury

31.03.22 Application for a Premises Licence – The New Inn, 10-16 High Street, Amesbury

03.08.22 Application for a Premises Licence – West Barn Lodge, Fovant, Salisbury

06.09.22 Application for a Variation of a Premises Licence – The Chapel, 34 Milford Street, Salisbury

**Western Area**

07.02.22 Application for a Temporary Event Notice – Trowbridge Cricket Club, 20 Lower Court, Trowbridge

**Resolved:**

**That the above Licensing Sub Committee minutes be approved and signed as a correct record.**

59 **Update on behalf of the Licensing Team**

Linda Holland (Licensing Manager – Public Protection) referred to the update circulated with the Agenda and highlighted the following:

- Whilst the team had been very busy over the summer, there had been no significant incidents. Officers were however, receiving complaints and concerns being expressed about licensable activities, music events and noise from licenced premises;
- Advice was being given to premises in light of the forthcoming football World Cup on how to manage customers and those that may need to use Temporary Event Notices (TENS) to ensure they can stay open for other festive events over the Christmas and new year period;
- Other concerns were also being raised by residents related to parking and the Noise Team were involved with noise complaints having advise on management of noise breakout from some premises;
- Animal licensing continues to be busy, and they were just coming to the end of the 3 year licence for some premises and so there would be the next round of renewals taking place;
- A briefing report would be brought to the next meeting of the Licensing Committee to update the members on the revisions made to licence conditions that are applied to premises holding Dangerous Wild Animal licences.
- A report would also be brought to seek to modify the procedure for film classifications. Currently when a film does not have a classification these have to be classified by a Sub Committee, Officers are seeking the views of the Committee today as to whether they would agree that this could be delegated to Officers with any appeal of the decision being referred to the Licensing Sub Committee;

After a brief discussion it was agreed that the Committee would be happy to receive a report which sought agreement to delegate the classification of films to Officers, with an appeals process to the Licensing Sub Committee if the Applicant did not agree with the classification. Linda Holland confirmed that she would bring a report to the next meeting of the Committee on 5 December 2022.

The Chairman suggested that following the problems that were being reported by residents in relation to some premises with noise and parking etc that it might be a good idea to recirculate the Statement of Licensing Policy and to encourage Applicants to work with their town/parish Councils and local

community groups when they were making an application to keep them informed of the plans and to reassure what measures they would be taking to address any potential problems. Linda Holland stated that this could be done and that they were also looking at reviewing their “guide to licensees” document that could be shared with those concerned.

The Vice Chair thanked acknowledged the amount of work done by the small team and wished to thank them for all that they do. She noted that there was now a distinct lack of tolerance for premises that create problems for their local neighbours and that following Covid and the leeway that was given they are no longer tolerant and that would be the reason for the increase in complaints. She thanked Linda Holland for the TEN briefing note that had been prepared and would be shared via the Area Boards and suggested there could be further briefing notes to explain about licencing and seek to educate people (via Town/Parish Councils, Area Boards and social media) that if they live in the vicinity of a premises they cannot expect there to be a silent environment but give advice on the course of action to take if they do experience problems.

A Committee member asked about the unsustainable high workloads reported in the update and whether these high workloads were continuing? Linda Holland reported that their workloads fluctuate and at the current time they were struggling to recruit to a Technical Support Officer post, one Licensing Officer was on maternity leave, and another would be leaving at the end of the year. However, they were currently just about managing to keep up with the workloads which were demand led. There was a new computer system hopefully being introduced at some point next year which would see another member of staff being taken to lead on the licensing requirements, so may have to consider what may need to be set aside and what work is prioritised for the team.

The Chairman wished to pass on his thanks on behalf of the Committee to all staff and felt that information sharing is good for early engagement, particularly about national events and reminded to use Area Boards, and Town and Parish Council forms to avoid last minute applications for events.

**Resolved: That the Committee notes the update on behalf of the Public Protection (Licensing) Team.**

#### 60 **Update from the Taxi Licensing Team**

Peter White (Enforcement Manager) referred to the taxi licencing report for June 2022 circulated with the Agenda and highlighted the following:

- Tom Ince would be returning to work following his operation later this week;
- Driver numbers had stabilised over 2022 with the team seeing a recovery in numbers of new applicants and levels were back to those seen pre pandemic with 15 new licence applications and 111 renewals during June 2022;

- The processing team were working well although there had been some resource challenges due to sickness and the use of the temporary work bank is being investigated to support the team;
- The number of Hackney Carriage drivers fell by 7 compared to the previous month;
- The team continue to proactively enforce the Council's policies in relation to taxi licensing and penalty points were issued on 6 occasions during June 2022;

The Chairman asked if there was an indication of involvement by Uber in Wiltshire and reported that in Chippenham, they had seen more taxis from outside of the County in the area and asked if Officers were in a dialogue with other Councils reminding them that their taxis cannot work on Wiltshire ranks. Peter White reported that she would seek an update from his Compliance Officers on those issues.

A Committee member was aware of the lack of taxis available in Chippenham and gave an example of an elderly couple finding it difficult to get a taxi to their flu vaccination appointment in Corsham. He asked if there were any issues with taxis in the area and if there was a need to encourage more taxi drivers for the area and how we might do that?

The Vice Chair reported that a Wiltshire wide recruitment campaign had been running now for a number of months and they were highlighting the role of a driving being a good career choice with a number of Wiltshire Council contracts available in the hope to draw in more drivers. She reminded that residents could use their community transport/link scheme to seek assistances in transport for appointments. Any further ideas on how to help with the improvement would be welcomed – it had been circulated via Area Board and social media etc.

A Committee member suggested that it would be useful to know what the ideal number of drivers/taxis would be to be able to balance the supply and demand. The reporting of specific incidences in areas is useful and the Chairman asked for details to come to the next meeting of the latest figures for drivers.

A Committee member stated that in these difficult times, some now just cannot afford to run a car and with the costs of fuel and insurance etc rising that is likely to add to the demand for taxis, and taxis will want an increase in order for their business to be viable and continue providing the services to the public.

A Committee member stated that whilst Uber do not have direct services in Wiltshire as yet, they do allow other taxis firms to sign up to the Uber service and asked what was Wiltshire doing to encourage this? Peter White responded that he would need to look into this further with the team to be able to provide a response.

Adrian Hampton (Head of Highway Operations) confirmed that they were aware that there were not enough taxi drivers in Wiltshire and that that was a challenge they were currently trying to work through to improve.

Jason Salter (Head of Service – Passenger Transport) reported that the demand will continue to increase (especially in relation to SEND transport provision) where a rise of over 100% is anticipated for September 2023 with an increase of over 200 needing home to education transportation. This was an anticipated problem with the lack of drivers and they would be working hard to look at how they would be managing that demand.

**Resolved:**

**That the Committee notes the updated shared on behalf of the Taxi Licensing Team.**

#### 61 **Update on Fulfilment of Passenger Transport Unit Contracts**

Adrian Weissenbruch (SEND and Passenger Assistant Transport Manager) referred to the update on the current fulfilment of Passenger Transport Unit Contracts and highlighted the following:

- There were now currently 22 students without transport to education settings due lack of drivers/licenced vehicles;
- Officers were continuing to receive no bids for some contracts put out to tender and they had been notified that one operator would be handing back 5 contracts between now and Easter due to drivers leaving;
- Growth in demand for transport continues and Officers were expecting 201 students to require transport by September 2023;
- Whilst the current advertising campaign had shown lots of interest with over 25 enquiries being received in the Passenger Transport Team, they would need to check if those had converted into applications from the Taxi Licensing Team;
- The team were introducing a new Dynamic Purchasing System (DPS) to enable providers to bid on Wiltshire Council contracts and they were currently doing a big push to invite suppliers to bid on contracts this way;

The Chairman asked if they were looking at trends, particularly considering the five contracts known to be being returned? Adrian Weissenbruch reported that the 5 contracts being returned were due to driver's retiring and those operators not being able to recruit new drivers to replace them. Officers would continue to look at trends but reported that they would need to issue a specific survey for particularly enquiries and whilst they may be successful in recruiting new drivers, drivers are continuing to leave so that the actual numbers don't go up. In the survey they would look at what might be appealing in the industry to attract them in and then look at changing their strategies to accommodate that.

The Chairman asked if there would be any follow up to the queries received that did not progress into an application as he felt it would be useful to find out what was the barrier to them not applying and what we could do about that in the future.

Jason Salter (Head of Service – Passenger Transport) reported that he had produced a questionnaire for drivers/operators and would talk to Adrian Hampton and his team around this when it had received the appropriate Communications and Cabinet sign off.

A Committee member asked what would be the next plan if you they were not able to get more drivers to take on the Wiltshire contracts? Jason Salter reported that they would need to consider a blend of different things. Some of the contract services could come in house where the Council provides drivers for contract work, but they would still need to find the drivers themselves for those roles but it may be that the Council's terms and conditions may be more attractive than external companies. They would also look at ways to encourage parents to provide more transport themselves. It was often more cost effective for parents to provide transport with the Council paying parents to provide this. Officers would be looking at policies in order to find appropriate solutions to resolve this issue.

A Committee member asked if those parents who are entitled to transport but do it themselves are recompensed for this – Jason Salter confirmed that they were. It was suggested that this could be made more attractive and a higher percentage paid for this. Jason Salter reported that they try and base it on a rough mileage rate and they would know what it would cost the Council to get them to school and then they would look at negotiating a price for the parents to do this. That was something they did well on compared to other local authorities but for some parents of course they much preferred to not transport their children to school as that was one less thing for them to do particularly when there were SEND needs.

The Vice Chair asked if all children with SEND are entitled to free education transport? Jason Salter confirmed that this was not the case – it was a distance issue depending on if they were not able to attend their nearest school for reasons of suitability. There were 33% of children with an Education, Health and Care Plans (EHCP's) and not all of those were entitled to transport but a chunk of those did.

A Committee member asked how he would explain to his constituents why their Council Tax is high and why the Council is responsible for getting some children to school at an annual cost of £7k, with some children not having a SEND needs. Was this due to legislation or a choice that the Council made? Adrian Weissenbruch reported that this was a statutory requirement and that it was a priority of the SEND Team to support children where possible in the local schools/community and where this is not available to provide transport to a suitable location for their education.

**Resolved:**

- 1. That the Committee note the update on the fulfilment of passenger transport contracts.**
- 2. That the Committee continue to receive regular updates on the fulfilment of passenger transport contracts and the measures taken to make improvements in relation to this.**

62 **Wheelchair Accessible Vehicles**

An update on Wheelchair Accessible vehicles (WAV) had been circulated with the Agenda and Adrian Hampton (Head of Highway Operations) gave the following update:

- There is a challenge at the present time with the availability of WAV and Officers had to consider balancing the needs of users and the challenges on those in the industry;
- In Wiltshire as at the end of September 2022 there were 101 WAV vehicles which equated to 13.2% of the fleet. 30% of private hire vehicles in Wiltshire are WAV but only 6% of those are Hackney Carriages; and
- Wiltshire currently operate a policy for operators that 1 in every 10 vehicles must be WAV but there was a small number of other authorities that had a 1 in 5 requirement. Any change in Wiltshire's policy would need careful consideration but it was felt that this did require more investigation and a deeper dive. It was proposed that this be looked at as part of an annual review to ensure that Wiltshire remains compliant and if there were to be a change in policy proposed there would need to be evidence to support this.

The Vice Chairman felt that whilst the level of WAV's may not be a problem at the current time – an approach on how to tackle the lack of WAV could be had with discussions with organisations who represent those with disabilities such as the Centre for Independent Living as they would know if people were struggling to get around and find suitable transportation. We need to ensure that they and others know to raise complaints when they have been unable to get suitable transport and perhaps, we could link in with those organisations to work out a suitable strategy and then report back to the Committee on the progress of this.

A Committee member also expressed that there was a need for vehicles to be able to carry wheelchairs and mobility scooters in vehicles too.

Adrian Weissenbruch reported that as the Passenger Transport Unit was the biggest customer for taxis, they were aware of how difficult it was to obtain WAV's and that they were difficult to purchase – they were in a position that



they were not able to provide transport to some students due to the lack of availability of WAV.

**Resolved:**

- 1. That the Committee notes the update on the provision of Wheelchair Accessible Vehicles (WAV).**
- 2. That Officers prepare an annual report based on a needs assessment of WAV for Wiltshire.**
- 3. That an update be presented to the Licensing Committee in June 2023 on the provision of WAV and any strategies and plans to improve the provision.**

63 **Proposed Changes to Wiltshire Councils Hackney Carriage Licensing Zone Structure**

The report attached to the Agenda sought to provide the Licensing Committee with the relevant information to make an informed decision on authorising the Taxi Licensing Team to implement a single licensing zone for Hackney Carriages within the Wiltshire Council area. Adrian Hampton (Head of Highway Operations) highlighted the following:

- Hackney Carriages can pick up passengers from a rank or the street without being pre-booked. They are currently licenced for a specific zone and cannot pick up a fare outside of their zone, unless it is pre-booked. Private hire vehicles licensed in Wiltshire can operate anywhere in the county as their work is pre-booked and they are not restricted by zone, however they are not permitted to pick up off ranks or be flagged down in the street;
- The existing zones in Wiltshire are geographically placed in the North, East, South and West reflecting the old district council zones. The Council has a legal obligation to offer vehicle owners an inspection at a location within their zone. This means that the Council is currently operating four workshops to facilitate taxi licensing. These workshops are located at Riverway Depot - Trowbridge, Kennet House Depot - Devizes, Parsonage Way Depot - Chippenham and Churchfields Depot - Salisbury. The Riverway and Parsonage Way workshops have been temporarily closed due to infrastructure issues. Both workshops will require investment if they are to reopen;
- On 7 March 2022 the Licensing Committee gave approval for a consultation with the industry on proposals to create a single licensing zone for hackney carriages in the Wiltshire Council area:
- Response rates were very low with only 34 responses being received;

- There were some issues with regards to the depots – there were structural issues at the Riverway depot in Trowbridge and an inoperable inspection ramp, The current inspection facilities at the Parsonage Way depot in Chippenham are unavailable due to the site being changed to a salt store and the Churchfields depot was currently struggling with roof issues. The Kennet House in Devizes workshop has been refurbished as part of the Council’s Fleet and Depot strategies and is available to take on all of the taxi licensing work;
- There were not many financial savings associated with this proposal and there would be a one of cost with the implementation of a single zone to advertise the changes at a cost of approximately £5,000. If this proposal was not implemented that would need to be a major investment in the other depots and investment has yet to be secured for 2 of the other depot sites;
- The introduction of a single zone covering the whole of Wiltshire would see an alignment of all taxi licensing services in a central location and this would support the Council’s efficiency of fleet and taxi inspections, avoid the cost of depot repairs, allow taxis to not travel back empty from across the county and therefore increase their revenue and would also along with the Council’s carbon reduction commitment; and
- The Churchfields depot is to remain in operation (following the roof repairs) and it would be possible to use that as a backup depot for inspections etc if required.

The Chairman asked if the Committee agreed to the proposals today would that mean that the other depots would close? Adrian Hampton reported that if the single zone was not implemented, they would have to look at short term solutions as to how they could continue to operate in 4 zones. The Council would need to approve a capital spend which was unlikely in the current climate.

The Chairman asked if there would be capacity in the system for all of the inspections to be carried out at the Devizes depot without there being a backlog in the system and drivers having to wait for an inspection and therefore not be able to work. Adrian Hampton reported that historically each of the workshops were open one day a week so with the new proposed arrangements Kennet House would operate five days a week offering the same booking opportunities. The Churchfields depot in Salisbury would have additional capacity and there was resilience there to use that for any overflow.

A Committee member asked if two of the depots were to close would they be sold off for a cash benefit? Adrian Hampton responded that the Riverway’s depot workshop would require considerable investment and that there were not long term plans for that site. There had been a change of use at the Chippenham depot and the workshop would require investment to re-establish the facility there for the safe access of visitors. Whilst there is an issue with the

roof at the Salisbury site this is fully funded and would remain in use as a fleet depot.

A Committee member asked that given the disgruntlement from drivers in the South of the county – had any consideration been given to move to 2 licensing zones? Adrian Hampton responded that they could have the south drivers using the Churchfields site, but the issue is not just around the workshop that they have to visit for inspection twice a year there is also the being able to work in any area of Wiltshire and the Council's challenge of having 1 zone to reduce carbon emissions. The number of responses must also be considered. Running two sites full time impacts the effectiveness of the service and considerable support with the consultation would need to have shown this. The lack of a response impacts the justification of running two zones and work shops permanently.

The Committee member then asked if Salisbury drivers would be able to use the Churchfields depot and would there be sufficient capacity there for them to have the option to go to Salisbury for inspections. Adrian Hampton accepted that there had been greater challenge from drivers in the south but that he could not guarantee that all could be inspected in Salisbury. He confirmed that they had considered 2 zones but felt that reflecting the low consultation results and for the maximum carbon efficiencies as part of the long term strategy a single zone for Wiltshire gives the best outcome with the main inspection centre being centrally located in Devizes with the possibility of some inspections in Salisbury.

The Vice Chair asked if there would be changes to the knowledge test if we move to a single zone? Adrian Hampton confirmed there it was not proposed to change the knowledge test and would continue as historically.

Adrian Hampton reiterated that there is an issue with current depot provision and they had to maximise the use and efficiency of the depots. The argument to continue to run the Churchfields depot will be based upon the needs for taxi licencing. There would be challenges as Adrian Hampton's primary responsibility was to ensure that Council services were effective as possible and it was not felt to be unreasonable to ask drivers to attend inspections in Devizes to achieve maximum efficiencies and this would be offset with drivers now being able to fill return journeys. Also with the low consultation responses a two depot and zone outcome would be hard to justify.

A Committee member reported that she had no issues with the implementation of one zone but felt that the knowledge test would have to be reviewed/expanded. In relation to the depots she expressed concern about the resilience of Devizes to the detriment of the others and felt that for a second workshop to be functional that it could be scheduled that for x days in the month there be availability at the Salisbury depot and that it would be better for the machinery etc to be used on a regular basis etc.

The Chairman asked if the single zone was to be implemented would there be a review period. Adrian Hampton reported that he receives monthly update reports from the Taxi Licensing team and suggested that there could be six

monthly updates to the Committee on this. If the proposal was agreed there would be communications to the trade and public following the mandatory advertisement of the changes.

**Resolved:**

- 1. That the Licensing Committee authorises the Taxi Licensing team to implement a single licensing zone for hackney carriage vehicles across Wiltshire.**
- 2. That the driver knowledge test is reviewed accordingly in light of the change approved in 1. above.**
- 3. That the primary licensed vehicle inspections are undertaken from Kennet House in Devizes.**
- 4. That a backup vehicle inspection premises be maintained at Churchfields depot in Salisbury.**
- 5. That an update report be brought back to the Licensing Committee after 6 months of operation of the new single licensing zone.**

64 **Review of Consultation Feedback on the Council's Proposal to Increase Tariff 1 by 10% for Hackney Carriages**

Adrian Hampton (Head of Highway Operations) referred to the briefing note circulated with the Agenda which sought to brief the Committee on the feedback resulting from the consultation undertaken on the proposal to increase Tariff 1 by 10% for Hackney Carriages in Wiltshire following significant fuel prices rises during 2022 and highlighted the following:

- The Licensing Committee granted the Taxi Licensing team the authority to implement a 10% increase at the meeting on 20 June 2022 with any rise greater than 10% being referred back to the Committee;
- The level of feedback was low despite drivers and vehicle owners being emailed directly. A total of 32 responses were received from 674 licence holders;
- Of the 32 responses 53% supported the proposal for a 10% increase to tariff1, 41% were against, 6% put forward no opinion, only feedback. It was noted that the 32 responses represented 5% of all hackney carriage drivers which was a disappointing response;
- The Committee had asked for ideas on how it could support the industry through the current economic difficulties and some of the ideas suggested included: removing the tinted window restriction for vehicles, reducing licensing fees, allowing older vehicles to be licenced, ensuring there is an annual fare review, increase school contract prices to a level

where they allow us to recover costs and introduce a £50, 1 year starter licence to encourage drivers into the trade;

- There was only one objection received following the advertisement of the 10% increase for tariff 1 in taxis and the implementation was deferred whilst this objection was considered;
- The tables at paragraph 3.12 of the report detailed the objections received and the Officer comments. Give the low response rates it was very hard to draw conclusions. Drivers were fairly evenly split with 53% of respondents supporting the proposal;
- The most commented issues appeared to be that the increase should be larger, that tariff 2 should be included and that school contract fees should be raised to allow drivers to cover that cost;
- Respondents also cited the fact that meters had only just been updated in January 2022 and suggested that the Council cover the cost of this. The cost of approximately £18,865 was not budgeted for and therefore this would not be an option for the Council;
- The proposal had been approved by the Head of Service – Highway Operations and the relevant Director and Cabinet Member;
- Officers would be undertaking a benchmarking exercise in relation to the removal of the tinted window restriction and the introduction of a one year licence and would look to do that by 1 April 2023; and
- The Officers had been empowered to make the decision and were asking the committee to note the decision to be made.

A Committee member noted the disappointing engagement rate and wondered what could be done to increase this and look at other ways to engage with the trade.

The Chairman commented that he used to chair the taxi meetings and that it was an aspiration to reinvigorate those and get some new faces involved and attending. Adrian Hampton reported that they were looking at overall engagement and that they recognise they need to get more interest in taxis.

A Committee member felt that drivers being able to use older vehicles and if the tinted window restriction was relaxed this may encourage more taxi drivers and make them viable and agreed that we should be increasing the fares in line with the proposals.

Adrian Hampton reported that Officers would investigate what changes could be made, complete a review and report this back to the Committee in due course.

The Vice Chair wondered if drivers have to update their tariffs or if they could choose to continue with the existing prices and if there was a different way of looking at the costs for taxi drivers so that we could get the prices right for them. Adrian Hampton reported that he would be happy to look at any model.

**Resolved:**

- 1. That the Committee notes the Taxi Licensing team's decision to increase Tariff 1 fares by 10% for Hackney Carriages.**
- 2. A communication be prepared for the taxi industry and the general public notify them of the changes and the proposed timetable for implementation.**

65 **Dates of Future Committee Meetings**

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

5 December 2022

6 March 2023.

66 **Urgent Items**

There were no urgent items.

(Duration of meeting: 10.30 am - 12.07 pm)

The Officer who has produced these minutes is Lisa Pullin of Democratic Services, direct line 01225 713015, e-mail [lisa.pullin@wiltshire.gov.uk](mailto:lisa.pullin@wiltshire.gov.uk)

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