

Notes of consultation meeting with Landau Association 13.05.10

<u>Landau Association Comment</u>	<u>Council's response</u>
<u>Section 1 – Accepted</u>	
<u>Section 2</u>  2.2 – Should be a more stringent policy for inspectors. First inspector said their remit was mechanical safety only. <b>Second inspector has Cinderella's himself and could be deemed to have a vested interest</b> Want a tough inspection regime. Inspectors must understand that their brief is to ensure that the vehicle is safe for use as a hackney carriage. <b>We would hope that the applications would also undergo a trade impact study. Very happy that all applications for vehicles other than traditional landaus to come before Committee.</b> The carriages have always (for 150 yrs) been licensed to carry 6. Drivers will not overload their cabs as they are too expensive to repair and the waiting list for craftsmen is long. There is we understand no legislation that dictates the size and therefore would request that the Committee recommend a six maximum and that driver sensible discretion be applied. Some jobs of six can be accommodated some cannot. This is a very serious issue for the operators particularly when it has only been raised by the second inspector whose qualifications we have asked for but not yet been provided with.	

<p>2.3 - Accepted</p>	
<p>2.4 – Bulk is fine but we need a tougher regime. No inspector should make private or un-accompanied inspections. A licensing/enforcement officer should be present at each inspection and should be made via the office. The inspection should also contain some input from an occupationally competent equine qualified safety officer, if there are any issues of contention.</p>	
<p>2.5 – No comments on points 1-3  4 could cause a problem because horses could do wedding or other work as well as spending some time on the Promenade – should refer to doing no more than 7 hours consecutive work</p> <p>Point 6 – the bungee cord is part of the design and non-negotiable. If one is causing a problem officers could ask for a tight leather strap between the bungee and the lock which would stop the bungee from sliding back. <b>We wish for further clarification on the issue of a landau being a hackney all the time once it has a licence.</b></p> <p>8 – Table of fares could be made in different material with 2 hooks so it could be hooked over the top of the door. <b>We are happy to work towards a new design.</b></p>	

<p>9 - Sometimes need an additional person but do accept the Committee's role to protect the public and the need to know for example the antecedent's of the person. <b>Trainees should be registered at the Licensing and be issued with a trainee's badge which should be worn as the qualified drivers. Where there is a temporary need for assistance we will work with licensing to find a suitable arrangement for reg.</b></p>	
<p><b><u>2.6</u> - See notes under Appendix A</b></p>	
<p><b><u>2.7</u> – Should consider CRB checks for vehicle licence holders as well as drivers <b>Any with convictions for violence be rejected.</b></b></p>	
<p><b><u>2.8</u> – Ok</b></p>	
<p><b><u>3.1</u> – New drivers should be over the age of 18. With a probationary period till 21. However where there is a history of behaviour issues that impact on persons or property or demonstrate a lack of respect for authority then an application should not be considered until 21.</b></p>	
<p><b><u>3.2</u> – Needs strengthening and addressing quickly. The test should be at least two hours long, on the Promenade driving in busy traffic. Should also be a theory test. <b>Drivers should be able to be seen harnessing up at the yard and then drive to the prom and be tested for min 2hrs including backing onto a rank. Would like a target date setting for this.</b></b></p>	
<p><b><u>3.3</u> – Happy as long as the motorised trade are also doing this</b></p>	

<p><b><u>3.4</u></b> – Accepted</p>	
<p><b><u>3.5</u></b> – Want the Committee to be much stricter in granting licences to people with convictions, especially for violence. Applicants and operators with links to people with connections for violence should not be granted a licence.</p>	
<p><b><u>3.8</u></b> – Not sure if people are aware of this requirement</p>	
<p><b><u>3.9</u></b> – Baseball caps are useful, steel toecaps are not recommended in the horse industry</p>	
<p><b><u>4.1</u></b> – Tougher sanctions are needed re criminal history</p>	
<p><b><u>4.2</u></b> – Clarification required that the suspensions under (1) are done by licensing enforcement officers</p>	
<p><b><u>4.3</u></b> – Happy with PPC, but not happy with Scrutiny – people with no knowledge of the trade making recommendations. <b>The landau trade has worked closely with the Ppc and all its issues have been dealt with in this forum. It causes unnecessary confusion for then the Scrutiny Committee to start setting Landau policy when many of its members are not partie to the usual forum. We are happy for Scrutiny of policy as long as PPC is the governing policy that sets the Policy in the first place.</b></p>	
<p><b>Appendix A</b> – concerns over inaccuracies in the reports being presented by the Senior Licensing Officer. <b>Where there are convictions for violence no badge should be issued until</b></p>	

driver been before Committee. The Committee should have the right to suspend a badge prior to conviction where enforcement have reasonable evidence that a violent offence has occurred .

**General Comments**

1. There should be a mechanism for licensing trainee drivers **See comments 2.5 point 9**
2. Current vehicle inspector is far too dear, would like Mr Whittaker from Skipton back. **The appointment system takes away the tradion and spectacle that was Licensing day. There is no need to draw it out over 2 days, it could be considered an unnecessary expense. Operators were quite happy to turn up and queue.**
3. Driver conduct – drivers of the Cinderella carriages are constantly back-loading which causes a lot of aggravation on the ranks **This is having a grave impact on the trade. Drivers have loaded and then been heard to tell a waiting job that they will be back in 10 mins. Thus stopping the job from approaching the cab that has already been back loaded. This has a knock on effect of putting of other potential customers from approaching see someone waiting. It is not the way a hackney should be operated. The bylaws state that the cab should move forward on the rank when the cab in front moves this indicates that the bylaws do not allow for back loading. The police have made**

remarks that they would have concerns where back loading has the potential for a breach of the peace.