

CYNGOR SIR CEREDIGION

Adroddiad i'r:	Pwyllgor Trosolwg a Chraffu Cymunedau Iachach
Dyddiad y cyfarfod:	16 Rhagfyr 2021
Teitl:	Adolygu Polisi Trwyddedu Cerbydau Hacni a Cherbydau Hurio Preifat y Cyngor - Bysus a dynnir gan geffylau
Pwrpas yr Adroddiad:	I'w graffu o ran: <ol style="list-style-type: none">1. Ystyried adolygu Polisi Cyffredinol y Cyngor ar Gerbydau Hacni a Cherbydau Hurio Preifat ac yn benodol trwyddedu bysus a dynnir gan geffylau, ac2. Ystyried yr angen i fabwysiadu amodau trwyddedu newydd yn ogystal â mabwysiadu is-ddeddf newydd ar gyfer trywydd penodol arfaethedig a/ neu unrhyw drywydd yn y dyfodol ar gyfer bysus a dynnir gan geffylau (omnibws)
I'w benderfynu:	.
Portffolio Cabinet ac Aelod Cabinet:	Y Cyngorydd Gareth Lloyd – Amddiffyn y Cyhoedd

Cefndir

Mae unigolyn wedi cysylltu â'r Awdurdod yn mynegi diddordeb i ddefnyddio cart a cheffyl i fynd â theithwyr ar hyd y Promenâd yn Aberystwyth.

Nid yw'r Polisi Cyfredol ar Gerbydau Hacni a Cherbydau Hurio Preifat yn cynnwys cart a cheffyl / omnibws ac ar hyn o bryd nid oes gan Gyngor Sir Ceredigion unrhyw is-ddeddfau mewn lle ar gyfer rheoleiddio omnibysus.

Ni all cart a cheffyl sy'n darparu cludiant cyhoeddus gael ei drwyddedu fel cerbyd hurio preifat am fod yr elfen yma'n gaeth i gerbydau modur yn unig. Gall cart a cheffyl gael ei drwyddedu i'w ddefnyddio fel 'omnibws' o dan Ddeddf Cymalau Heddlu'r Dref 1889 fodd bynnag er mwyn trwyddedu a defnyddio omnibysus o'r fath bydd yn ofynnol i'r Awdurdod yn gyntaf:

- 1) Diwygio ei Bolisi Cyffredinol er mwyn cyflwyno amodau trwyddedu newydd a phenodol ar gyfer y math yma o gludiant, a
- 2) Mabwysiadu is-ddeddf newydd i reoleiddio ceirt a cheffylau / omnibysus.

Rheoliadau ac Is-ddeddfau

Bydd yn rhaid trwyddedu cerbydau hacni / omnibysus o dan y ddeddfau canlynol:

- Deddf Cymalau Heddlu'r Dref 1847
- Deddf Cymalau Heddlu'r Dref 1889 a

- Deddf Llywodraeth Leol (Darpariaethau Amrywiol) 1976.

Mae'n ddyletswydd felly ar Gyngor Sir Ceredigion fel yr Awdurdod Trwyddedu i ymgymryd â'i ddyletswyddau trwyddedu o ran cerbydau hacni gan roi i'r Awdurdod y pŵer i osod amodau ar drwydded cerbyd neu'r gyrrwr fel y bydd yn ystyried hynny'n rhesymol angenrheidiol.

Bydd Adran 6 Deddf Cymalau Heddlu'r Dref 1889 yn rhoi'r awdurdod i'r Cyngor lunio is-ddeddfau ar gyfer gosod rheoliadau ar ddefnydd omnibysus. O dan Ddeddf Traffig y Ffordd 1930 a Deddf Trafnidiaeth 1985 bydd y darpariaethau yma'n parhau mewn grym ar gyfer cerbydau difodur

O dan y ddeddfwriaeth hen yma byddai cart a cheffyl yn dod o dan ddiffiniad 'omnibws'. Caiff omnibws ei ddiffinio fel un o'r cerbydau canlynol: omnibws, char-a-banc, *wagonette*, *brake*, coets fawr neu gerbyd arall (difodur)

Bydd yn ofynnol i omnibysus ddilyn trywydd penodol y penderfynwyd arno ymlaen llaw ac nid oes hawl gan y gyrrwr na'r cerbyd weithredu heb drwydded.

Nid oes unrhyw sgôp yn y ddeddfwriaeth i gynnwys amodau mewn ffordd gyfreithiol i unrhyw drwydded. Felly er mwyn gosod amodau ar drwydded fydd yn sicrhau diogelwch y cyhoedd, diogelwch teithwyr a'r gyrrwr, lles anifeiliaid ac arferion da o ran y math yma o gludiant yr unig ffordd o reoleiddio fydd gwneud is-ddeddfau.

Ymgynghoriad

Mewn ymateb i'r cais a dderbyniwyd gan y Tîm Gweithredu bu i Swyddogion ddrafftio set newydd o amodau trwyddedu ar gyfer cart a cheffyl / omnibysus y gellir eu cynnwys ym Mholisi Cyffredinol yr Awdurdod o ran Cerbydau Hacni a Cherbydau Hurio Preifat.

Bwriad yr amodau drafft newydd fydd eu hatodi i reolau'r Polisi cyfredol a darparu canllawiau ar ba mor addas fydd unrhyw gais a dderbynnir ar gyfer cerbyd hacni ceffyl hynny yw omnibws gan geisio hyrwyddo'r canlynol:

- Amddiffyn lechyd a diogelwch y cyhoedd
- Amddiffyn lles anifeiliaid a ddefnyddir yn y math yma o fusnes
- Hyrwyddo busnes cerbydau hacni ceffylau sy'n uchel ei barch.

Bydd y newidiadau arfaethedig hefyd yn cynnwys y canlynol;

- Galluogi'r broses o drwyddedu cerbydau hacni ceffylau hynny yw omnibysus yn Awdurdod Ceredigion
- Clustnodi'r trywydd penodol y dylid ei ddefnyddio rhwng y Promenâd newydd a Rhodfa'r Môr Aberystwyth;
- Newid y Safle Tacsis ar y Promenâd newydd i ganiatáu au cerbydau hacni ceffylau yn unrhyw rhwng 6am - 6pm;

Mae'r amodau drafft ynghlwm i'r adroddiad yma (gweler Atodiad A). Ymgynghorwyd yn gyhoeddus ar y newidiadau yma ar 2 Awst 2021, a'r dyddiad cau ar gyfer ymatebion oedd 31 Awst 2021.

Ymatebion Ymgynghori

Bu i'r Gwasanaeth dderbyn cyfanswm o 216 ymateb i'r ymgynghoriad yma. Ceir dadansoddiad cryno o'r ymatebion ynghlwm yn Atodiad B yr adroddiad yma.

Bu i'r ymgynghoriad diweddar ein galluogi i gael syniad o'r lefel o gefnogaeth neu wrthwynebiad neu farn arall i'r is-ddeddf ac amodau trwyddedu newydd wrth drafod cart a cheffyl / omnibysus.

O'r 216 o ymatebion a dderbyniwyd i'r ymgynghoriad ychydig iawn wnaeth ymateb yn bositif ac nid oeddent o blaid mabwysiadu'r argymhelliad trwyddedu newydd.

Roedd y mwyafrif helaeth o ymatebion yn erbyn yr argymhelliad o fabwysiadu system trwyddedu omnibws. Y prif reswm dros wrthwynebiadau pobl oedd pryderon cyffredinol parthed llif traffig ar hyd ardal y Promenâd ayb, yn enwedig yn ystod misoedd yr haf yn ogystal â phryderon cyffredinol am les anifeiliaid a cheffylau yn rhannu'r ffordd gyda cherbydau'r ffordd.

Pan ofynnwyd a oedd y trywydd arfaethedig yn addas ar gyfer cludo teithwyr mewn cart a cheffyl, bu i 69% naill ai anghytuno'n gryf neu anghytuno; a phan ofynnwyd pa drywydd y byddent yn ei argymhell a pham bu i'r mwyafrif o ymatebion nodi dim trywydd o gwbl.

Hefyd derbyniwyd adborth oddi wrth Wasanaethau Priffyrdd a Gwasanaethau Economi ac Adfywio Cyngor Sir Ceredigion.

Yn gyffredinol ar wahân i elfennau economaidd ac adfywio, bu i'r Gwasanaethau Priffyrdd fynegi pryderon parthed defnyddio'r briffordd a risg i ddiogelwch y cyhoedd ac roeddent o'r farn y byddai angen trafodaethau helaeth pellach rhwng gwasanaethau cyn y gellir mabwysiadu'r polisi hwn.

Oes Aseiad Effaith Integredig wedi ei gwblhau? Os nad oes, esboniwch pam

Llesiant Cenedlaethau'r Dyfodol

Crynodeb Hirdymor:

Oes

Ystyrir hi'n arfer dda i awdurdodau lleol adolygu eu Ddatganiad o Bolisi Trwyddedu yn rheolaidd er mwyn sicrhau ei fod yn cyd-fynd â newidiadau deddfwriaethol, newidiadau a argymhellwyd gan y llywodraeth neu lle y bo awdurdod trwyddedu yn ystyried bod newidiadau yn angenrheidiol er mwyn hyrwyddo diogelwch y cyhoedd.

Mae Amddiffyn y Cyhoedd yn ddyletswydd statudol ar yr awdurdod ac yn cyfrannu tuag

at nodau llesiant o fewn Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru).

Cydweithio:

Bu i'r Awdurdod weithio gydag awdurdodau lleol a phartneriaid eraill wrth ystyried y polisi yma er mwyn sicrhau cysondeb sy'n cyflawni anghenion y Sir.

Cynnwys:

Bu i'r cynnwys a'r ymgynghoriad gynnwys partneriaid amrywiol, asiantaethau a'r cyhoedd a gwaned y gwaith ymgysylltu gyda'r Tîm Trwyddedu er mwyn sicrhau bod polisi mewn lle sy'n addas at ei bwrpas. Bydd cynnwys yr ochr fasnach a'r cyhoedd yn hanfodol er mwyn sicrhau bod masnach / busnes sydd wedi ei drwyddedu'n briodol yn ffynnu ac yn ddiogel yng Ngheredigion.

Atal:

Mae'r amcanion trwyddedu'n hollol gyson â'r elfen o 'atal' a gefnogir gan safonau'r diwydiant a deddfwriaeth ac y mae'r polisi arfaethedig yma'n ceisio hyrwyddo pob un o'r amcanion yma cyn belled ag y bo hynny'n ymarferol bosib.

Integreiddio:

Mae'r Polisi Trwyddedu'n un o'r nifer o bolisïau a weithredir gan yr awdurdod er mwyn cynnal y gwaith o amddiffyn y cyhoedd.

Argymhelliad:

Gofynnir i graffu felly ystyried cynnwys yr adroddiad yma a'r ymatebion i'r ymgynghori ac argymell i'r Cabinet naill ai:

1. nad yw'r newid i'r polisi arfaethedig yn angenrheidiol ac y dylai'r Awdurdod ystyried parhau fel sir "heb omnibysus".
neu
2. mae'r newid arfaethedig i'r polisi yn angenrheidiol er mwyn caniatáu omnibysus yn Aberystwyth a/neu unrhyw ardal arall o'r sir lle bydd angen:
 - a) mabwysiadu'r amodau trwyddedu newydd, a
 - b) mabwysiadu'r is-ddeddf newydd ar gyfer y trywydd penodol newydd a/neu unrhyw drywydd omnibws arfaethedig yn y dyfodol er mwyn gweithredu'n effeithiol unrhyw camau sy'n groes i amodau'r drwydded.

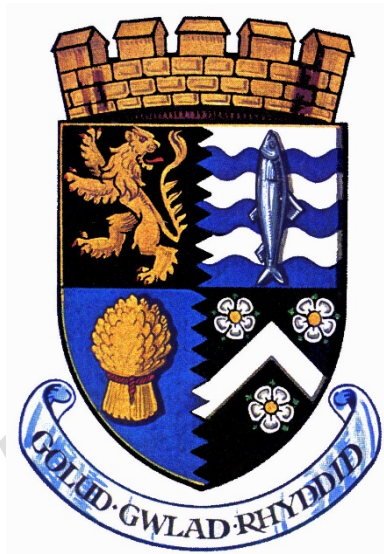
Rheswm dros y penderfyniad:	Gwella diogelwch y cyhoedd ac eglurer o ran masnach trwyddedig yng Ngheredigion.
Trosolwg a Chraffu:	Pwyllgor Trosolwg a Chraffu Cymunedau Iachach; trafodwyd hefyd yn y Pwyllgor Trwyddedu.
Fframwaith Polisi:	Strategaeth Gorfforaethol 2017-2022
Blaenoriaethau Corfforaethol	Hyrwyddo Cydnerthedd Amgylcheddol a Chymunedol
Goblygiadau Cyllid a Chaffael:	O fewn y gyllideb
Goblygiadau Cyfreithiol:	Mae angen i Awdurdodau Lleol ymgynghori ar newidiadau arfaethedig i'r Polisi Trwyddedu.
Goblygiadau Staffio:	Dim
Goblygiadau Eiddo / Asedau	Dim
Risg (au):	Os na fydd polisi clir ar y mater ni fydd penderfyniadau trwyddedu yn gadarn ac yn agored i'w herio.
Pwerau Statudol:	Deddf Plismona a Thrwyddedu 2017, Deddf Darpariaethau Amrywiol Llywodraeth Leol 1976, Deddf Cymalau Heddlu'r Dref 1847
Papurau Cefndir :	Gweler yr atodiadau
Swyddog Arweiniol Corfforaethol:	Alun Williams (Polisi a Pherfformiad)
Swyddog Adrodd:	Anne-Louise Davies (Rheolwr Safonau Masnach a Thrwyddedu)
Dyddiad:	19 Hydref 2021

Atodiadau

A: Amodau Cerbydau Hacni Ceffylau a Chart ac Amodau Polisi Gyrwyr
 B: Ymatebion a Dadansoddi'r Ymgynghori ar y Polisi Cart a Cheffyl 2021.

Polisi Trwyddedu

Cerbydau Hacni a Cherbydau Hurio Preifat



ATODIAD A

Polisi Gyrrwyr a Cherbydau Hacni a Dynnir gan Geffyl

Awdur a gwasanaeth: Helena Corke, Gwasanaeth Trwyddedu, Polisi, Perfformiad a Diogelu'r Cyhoedd

Dyddiad cymeradwywyd gan y Cabinet:

Asesiad Effaith Integredig (Ie/Na): Ie

Dyddiad cyhoeddi:

Cynnwys:

Diffiniadau

1. CERBYDAU HACNI A DYNNIR GAN GEFFYL

- 1.1 Rhagofynion
- 1.2 Adnewyddu
- 1.3 Cyfyngu ar niferoedd
- 1.4 Gwneuthuriad
- 1.5 Archwiliadau
- 1.6 Arwyddion
- 1.7 Llwybr
- 1.8 Prisiau
- 1.9 Trosglwyddo trwyddedau
- 1.10 Newid perchennog/Gwerthu neu drosglwyddo cerbyd
- 1.11 Damweiniau
- 1.12 Cofnodion

2. GYRWYR

- 2.1 Rhagofynion
- 2.2 Adnewyddu
- 2.3 Prawf Gyrru
- 2.4 Prawf Person Addas a Phriodol
- 2.5 Gwiriad y Gwasanaeth Datgelu a Gwahardd
- 2.6 Ymgeiswyr gyda chyfnodau preswyllo y tu allan i'r DU
- 2.7 Hawl gyrrwr i weithio yn y DU
- 2.8 Asesiad Meddygol
- 2.9 Ymddygiad Cyffredinol
- 2.10 Cod Gwisg Gyrrwyr

3. CYDRADDOLDEB AC AMRYWIAETH

- 3.1 Teithwyr agored i niwed a Deddf Cydraddoldeb 2010
- 3.2 Gofal Priodol
- 3.3 Cŵn Cymorth
- 3.4 Teithwyr â Nam ar y Golwg

- 3.5 Teithwyr â Nam ar y Clyw
 - 3.6 Cymorth Symudedd
 - 3.7 Prisiau
 - 3.8 Esemptiadau
4. CEFFYLAU A CHYFRWYAU
- 4.1 Rhagofynion
 - 4.2 Archwiliad Milfeddygol
 - 4.3 Cyfnodau Gorffwys
5. CYDYMFFURFIO A GORFODI
- 5.1 Gorfodi
 - 5.2 Gwrandawiaidau
 - 5.3 Rhybuddion
 - 5.4 Ataliadau
 - 5.5 Dirymiadau

Diffiniadau

Diffinnir omnibws mewn deddfwriaeth fel omnibws, siarabang, cert, brêc, coets fawr neu gerbyd (difodur) arall sy'n chwilio am gwsmeriaid neu'n sefyll i'w hurio neu ei ddefnyddio i gludo teithwyr am brisiau ar wahân i, o neu yn unrhyw ran o'r pellter a bennwyd yn ddarostyngedig i eithriadau penodol. Mae omnibysiau yn gweithredu ar lwybrau a bennwyd ymlaen llaw.

Yn y Polisi hwn, a'r Is-ddeddfau a wneir yma; bydd cerbyd hacni, cerbyd ac omnibws yn golygu'r cerbyd a bennir ynddo; sef bod yn gerbyd hacni a dynnir gan geffyl y mae Deddfau 1847, 1889 a 1976 yn gymwys iddo.

Rheoleiddio ac Is-ddeddfau

Gyda Deddf Cyfrifoldebau Heddluoedd Trefol 1889 a Deddf Cyfrifoldebau Heddluoedd Trefol 1847 yn rheoleiddio trwyddedu omnibysiau, nid yw'r ddeddfwriaeth berthnasol yn darparu llwybr clir ar gyfer atodi amodau at drwyddedau o'r fath. Fodd bynnag, mae adran 6 o Ddeddf Cyfrifoldebau Heddluoedd Trefol 1889 yn darpar modd i'r Cyngor wneud Is-ddeddfau i reoleiddio gweithredu gwasanaethau omnibws a dynnir gan geffyl. O

dan Ddeddf Traffig Ffyrdd 1930 a Deddf Trafnidiaeth 1985 mae'r darpariaethau hyn yn parhau mewn grym ar gyfer cerbydau difodur.

Dylai'r Polisi hwn gael ei ddarllen ar y cyd â'r gofynion statudol a pholisi eraill a nodir yn y ddogfen hon.

SYLWCH:

Lluniwyd Rheoliadau Diogelu Iechyd (Cyfyngiadau Coronafeirws) (Cymru) 2020 mewn ymateb i'r bygythiad difrifol ac uniongyrchol i iechyd cyhoeddus sydd wedi codi yn sgil digwyddedd a lledaeniad y syndrom anadlol aciwt difrifol coronafeirws 2 (SARS-CoV-2) yng Nghymru. Mae'r Rheoliadau hyn yn gosod gofynion a chyfyngiadau ar yrwyr tacsî, perchnogion a gweithredwyr hurio preifat, boed yn hunangyflogedig neu'n gyflogedig, i gymryd mesurau ataliol i leihau'r risg o ddal y coronafeirws. Felly mae'r Awdurdod Trwyddedu yn disgwyl i berchnogion, gweithredwyr a gyrwyr hunangyflogedig ymgylfarwyddo â'r canllawiau cyfredol a gyhoeddwyd gan Lywodraeth Cymru a chynnal asesiadau risg diogelwch ar gyfer eu cerbydau (a, phan fo'n gymwys, eu safle) a chynnwys yn eu trefniadau gweithredu fesurau a fydd yn sicrhau diogelwch eu cwsmeriaid a'u staff. Bydd hefyd yn disgwyl i ymgeiswyr a pherchnogion, gweithredwyr a gyrwyr hunangyflogedig gael asesiadau risg yn amlinellu sut y byddant yn gweithredu yn ystod achosion o glefydau trosglwyddadwy / heintus megis y syndrom anadlol aciwt difrifol coronafeirws 2 (SARS-CoV-2) hynny yw, Covid-19.

<https://www.gov.uk/guidance/coronavirus-covid-19-taxis-and-phvs>

1. CERBYDAU HACNI A DYNNIR GAN GEFFYL

Yn unol ag Adran 45 o Ddeddf Cyfrifoldebau Heddluoedd Trefol 1847 ni fydd cerbyd hacni a dynnir gan geffyl yn gweithredu heb yn gyntaf gael trwydded gan yr Awdurdod Trwyddedu ac ni fydd yn gweithredu heb yn gyntaf gofrestru'r ceffyl(au) sydd i'w defnyddio ar y cyd â'r cerbyd hwnnw gyda'r Awdurdod Trwyddedu.

Caniateir disgrisiwn cyffredinol i'r Cyngor benderfynu beth y bydd a bydd na fydd yn ei drwyddedu gan Adran 47(2) o Ddeddf 1976:

(1) Caiff awdurdod lleol atodi amodau y mae'n eu hystyried yn rhesymol angenrheidiol wrth roi trwydded cerbyd hacni o dan Ddeddf 1847.

(2) Heb ymrwymiad i gyffredinolrwydd yr is-adran flaenorol, gall awdurdod lleol ei gwneud hi'n ofynnol i unrhyw gerbyd hacni a drwyddedir ganddo o dan Ddeddf 1847 fod o'r fath ddyluniad neu olwg neu ddwyn unrhyw farciau gwahaniaeth a fydd yn dangos yn glir ei fod yn gerbyd hacni.

Nid oes dull cerbyd penodol, fodd bynnag, bydd cerbyd trwyddedig yn cydymffurfio â'r amodau a bennir gan yr Awdurdod Trwyddedu bob amser.

Cyn belled ag y bo'n briodol, bydd y cerbyd yn cydymffurfio â'r holl reoliadau a'r cyfreithiau a wneir yn unol ag unrhyw Ddeddfau sy'n ymwneud â cherbydau sy'n defnyddio priffordd gyhoeddus.

Rhaid i'r perchennog bob amser gydymffurfio â darpariaethau Deddf Llywodraeth Leol (Darpariaethau Amrywiol) 1976, Deddfau Cyfrifoldebau Heddluoedd Trefol 1847 ac 1889 a'r amodau a'r is-ddeddfau a ddarperir o hyn ymlaen. Cyfrifoldeb y perchennog yw sicrhau, cyn belled ag y bo'n rhesymol ymarferol, bod unrhyw un a gyflogir neu a ganiateir ganddo yrru'r ceffyl(au) a'r cerbyd(au) trwyddedig ar ei ran yn cydymffurfio â'r Polisi hwn.

1.1 Rhagofynion

- a) Ni roddir unrhyw drwydded cerbyd hacni oni bai bod yr awdurdod yn barnu bod y cerbyd, y ceffylau a neilltuir iddo a'r harneisiau yn addas, yn ddiogel ac yn ateb y gofyn.
- b) Rhaid i'r cerbyd fod yn addas o ran math a dyluniad i'w ddefnyddio fel cerbyd hacni. Yr Awdurdod Trwyddedu fydd yn penderfynu unrhyw anghydfod mewn perthynas â math neu ddyluniad cerbyd.
- c) Rhaid i unrhyw un a hoffai wneud cais am drwydded cerbyd a dynnir gan geffyl lenwi'r ffurflen gais berthnasol a'i chyflwyno i'r Adran Drwyddedu ynghyd â'r ffi berthnasol.

- d) Cyn i'r awdurdod ystyried unrhyw gais, bydd y perchennog yn cyflwyno adroddiad archwilio boddhaol gan beiriannydd cerbyd a dynnir gan geffyl i'w sicrhau bod y cerbyd a'i ffitiadau yn ddiogel ac mewn cyflwr gweithio da. Ochr yn ochr â hynny, rhaid i filfeddyg a benodir gan y Cyngor archwilio'r ceffylau sydd i'w defnyddio i dynnu'r cerbyd a rhaid darparu adroddiad boddhaol gan arolygydd milfeddygol.
- e) Wrth bennu a yw'r cerbyd a'r ceffyl(au) sydd i'w ddefnyddio yn addas i gludo teithwyr am dâl, rhaid i'r perchennog gyflwyno'r canlynol:
- i) Ffurflen gais wedi'i chwblhau a'i llofnodi.
 - ii) Tystysgrif yswiriant atebolrwydd cyhoeddus.
 - iii) Ardystio addasrwydd i'r ffordd fawr ac addasrwydd y cerbyd a'r harnais(harneisiau) at ddibenion y defnydd a fwriadwyd.
 - iv) Tystysgrif yswiriant sy'n cwmpasu'r cerbyd ar gyfer cludo teithwyr am dâl
 - v) Tystysgrif gan y milfeddyg yn barnu bod y ceffyl yn ffit ac yn addas
 - vi) Pob pasbort ceffyl a roddwyd o dan Reoliadau Adnabod Ceffylau (Cymru) 2009 ar gyfer y ceffylau sydd i'w defnyddio.
 - vii) Lluniau o'r ceffylau sydd i'w defnyddio (gweler is-adran 6 "ceffylau a chyfrwyau")
 - viii) Manylion unrhyw was stabl neu yrrwr dan hyfforddiant a all fod yng nghwmni'r gyrrwr
 - ix) Y llyfr log dyddiol
 - x) Y ffi berthnasol
- f) Ni fydd cais yn cael ei ystyried yn gyflawn nes bod yr holl ofynion uchod wedi'u cyflwyno.
- g) Bydd pob cais yn cael ei ystyried yn ôl ei rinweddau ei hun.
- h) Hysbysir ymgeiswyr am benderfyniad yr Awdurdod Trwyddedu i roi neu wrthod rhoi trwydded.
- i) Os caiff ei roi, bydd y drwydded cerbyd hacni a dynnir gan geffyl yn dod i ben ddeuddeg [12] mis calendr o'r dyddiad y'i roddwyd, oni bai ei fod wedi'i hildio, ei hatal neu ei dirymu cyn y dyddiad hwnnw.
- j) Os gwrthodir cais, mae gan yr ymgeisydd hawl i apelio yn erbyn y penderfyniad i'r Llys Ynadon cyn pen 21 diwrnod ar ôl derbyn yr hysbysiad gwrthod ffurfiol.

- k) Dim ond person sy'n dal trwydded yrru ddilys a roddwyd gan yr Awdurdod Trwyddedu fydd yn gyrru cerbyd.

1.2 Adnewyddu

- a) Rhaid i'r Awdurdod Trwyddedu dderbyn cais i adnewyddu'r drwydded ddim hwyrach na mis cyn i'r drwydded ddod i ben er mwyn cael digon o amser i drefnu archwiliadau gan filfeddygon a swyddogion awdurdodedig. Ni wneir unrhyw eithriadau ar gyfer ceisiadau a gyflwynir ar ôl y dyddiad dod i ben y drwydded gyfredol; caiff y rhain eu hystyried yn geisiadau newydd.
- b) Mae'r perchennog yn gyfrifol am sicrhau bod cais adnewyddu cyflawn yn cael ei gyflwyno cyn i'r drwydded gyfredol ddod i ben; ni anfonir nodiadau atgoffa.
- c) Ar ôl adnewyddu'r drwydded, rhaid i'r perchennog gyflwyno cais wedi'i gwblhau sy'n cynnwys yr holl ddogfennaeth ofynnol yn unol ag Amod 1.1 i dystio bod y cerbyd a'i ffitiadau yn ddiogel ac mewn cyflwr gweithio da.
- d) Ochr yn ochr â hynny, bydd milfeddyg a benodir gan y Cyngor yn archwilio'r ceffylau sydd i'w defnyddio i dynnu'r cerbyd a rhaid darparu adroddiad boddhaol gan arolygydd milfeddygol.
- e) Pan fydd cyfnod rhwng trwydded gyfredol yn dod i ben a phrosesu cais i'w hadnewyddu, ni chaiff cerbyd ei ddefnyddio am dâl yn ystod y cyfnod hwn. Gall fod rhai eithriadau os cytunir arnynt gyda'r Awdurdod Trwyddedu.

1.3 Cyfyngu ar niferoedd

- a) Ar hyn o bryd nid yw Cyngor Sir Ceredigion yn cyfyngu ar nifer y cerbydau hacni a dynnir gan geffyl. Gall yr angen am y terfyn hwn gael ei adolygu gan gwmni cymwys ac annibynnol a benodir i gynnal yr adolygiad ar ran y Cyngor, a gall ei gasgliadau fod ar gael os gofynnir amdanynt.

1.4 Gwneuthuriad

- a) Bydd y cerbyd wedi'i ddylunio i gael ei dynnu gan un ceffyl yn unig ar unrhyw un adeg.
- b) Rhaid bod ganddo bedair olwyn ac adran i deithwyr gael eu cludo.
- c) Ni fydd y cerbyd yn cludo mwy nag uchafswm y teithwyr a ganiateir a bennir gan yr Awdurdod Trwyddedu. Penderfynir ar hyn adeg trwyddedu, ond rhaid iddo beidio â bod yn fwy nag wyth [8] teithiwr.

- d) Rhaid i'r cerbyd gael ei adeiladu i safon ac ansawdd addas i fod yn gerbyd trwyddedig. Mae'r canllawiau a'r profforma arolygu i'w gweld yng Nghod Ymddygiad yr Adran Drafnidiaeth ar gyfer cerbydau a dynnir gan geffyl ac yn ATODIAD A i'r polisi hwn
- e) Rhaid paentio'r cerbyd mewn un lliw, naill ai paent sglein du neu bren wedi'i drin/farneisio, ac ni chaiff arddangos unrhyw arwyddion neu hysbysebion heb ganiatâd yr Awdurdod Trwyddedu ymlaen llaw.
- f) Rhaid i'r seddi gael eu clustogi a'u gorchuddio'n briodol er mwyn gallu eu cadw'n gyffyrddus, yn lân ac yn sych. Gellir defnyddio blanced i'w wneud yn fwy cyffyrddus os oes angen, a rhaid i hwn fod yn lân ac yn sych hefyd.
- g) Os yw'r adran i deithwyr yn agored i'r elfennau, rhaid clirio'r seddi o unrhyw falurion a'u sychu cyn i unrhyw deithwyr gael eu cludo.
- h) Rhaid gorchuddio'r llawr â mat neu garped addas i atal unrhyw un rhag lithro a rhaid iddo allu cael ei lanhau a'i glirio o unrhyw falurion neu ddŵr cyn i unrhyw deithwyr gael eu cludo. Cyfrifoldeb y gyrrwr yw sicrhau bod y cerbyd yn cael ei gadw mewn cyflwr glân a chyffyrddus.
- i) Os yw'r cerbyd yn darparu modd ar gyfer cludo bagiau, bydd y gyrrwr yn sicrhau bod unrhyw fagiau yn sownd cyn cychwyn ar y daith.
- j) Dylai goleuadau a signalau gael eu gosod yn y cerbyd a dylai fod modd i'r gyrrwr eu goleuo rhwng y cyfnos a'r wawr. Mae goleuadau ar gerbyd wedi'u gyfyngu i ddwy lamp leoliadol safonol yn y cefn a dwy lamp leoliadol safonol ar y blaen yn unol â'r Rheoliadau Cerbydau Modur (Gwneuthuriad a Defnydd). Bydd modd cynnau'r goleuadau'n wyn ar y blaen a choch yn y cefn fel y pennir o dan Reoliadau Goleuadau Cerbydau Ffyrdd 1989.
- k) Dylai fod dau adlewyrchudd coch yng nghefn pob cerbyd a dynnir gan geffyl.
- l) Rhaid gosod dyfais dal tail ar bob cerbyd tra bo'r cerbyd yn cael ei ddefnyddio ar unrhyw briffordd gyhoeddus. Os bydd swyddog gorfodi trwyddedu yn gofyn i chi wneud hynny, rhaid gosod strapyn ledr dynn rhwng y bynji a'r clo i atal y bynji rhag llithro'n ôl.
- m) Ni chaiff y cerbyd ei addasu neu ei newid heb gymeradwyaeth yr Awdurdod Trwyddedu ymlaen llaw.
- n) Nid yw'r rhestr uchod yn gyflawn a bydd swyddogion awdurdodedig yr awdurdod lleol yn asesu a yw safonau'r cerbyd yn dderbyniol ai peidio. Mewn achosion o'r fath, bydd penderfyniad y swyddog yn weithredol fel petai wedi'i gynnwys yn y rhestrau uchod a bydd yn ofynnol i'r gyrrwr neu'r perchennog trwyddedig gydymffurfio yn unol â hynny.

1.5 Archwiliadau

- a) Cyn rhoi neu adnewyddu trwydded cerbyd hacni a dynnir gan geffyl, rhaid cyflwyno'r cerbyd, y ceffyl(au) a'r cyfrwyau i'w harchwilio a'u profi ar y dyddiad a bennir gan yr Awdurdod Trwyddedu. Rhaid cyflwyno pob cerbyd gyda set lawn o gyfrwyau a harneisiau.
- b) Mae gan yr Awdurdod Trwyddedu y pŵer i archwilio cerbyd hacni unrhyw bryd. Rhaid cyflwyno pob cerbyd, ceffyl a'r holl ofer i'r awdurdod pan ofynnir am hyn.
- c) Ni fydd y deiliad trwydded yn atal unrhyw swyddog awdurdodedig, cwnstabl neu filfeddyg rhag archwilio'r cerbyd, ceffylau, harneisiau neu offer harneisio nac unrhyw lety a ddefnyddir i stablu a chadw'r ceffylau.
- d) Bydd y cerbyd yn cael ei gadw mewn cyflwr glân a'i gynnal a'i gadw'n dda. Gellir rhoi hysbysiad gwaharddiad adran 68 i gerbyd a'i dynnu o wasanaeth os yw mewn cyflwr anniogel, budr neu anfoddhaol.

1.6 Arwyddion

- a) Rhoddir plât i'r cerbyd y mae'n rhaid ei osod yng nghefn y cerbyd sy'n dangos nifer y teithwyr y gellir eu cludo.
- b) Rhaid i'r gweithredwr ddychwelyd y plât trwydded i'r Awdurdod Trwyddedu cyn pen saith [7] diwrnod ar ôl i'r drwydded ddod i ben, cael ei dirymu, neu ei hildio. Caiff y blaendal ei ad-dalu oni bai fod angen platiau newydd yn eu lle. Mae methu â dychwelyd y platiau yn drosedd o dan adran 58(2) o Ddeddf Llywodraeth Leol (Darpariaethau Amrywiol) 1976.
- c) Rhaid rhoi gwybod i'r Awdurdod Trwyddedu ar unwaith os aiff plât ar goll a rhaid cael plât newydd yn ei le drwy dalu ffi a bennir gan yr Awdurdod Trwyddedu.
- d) Ni ddylid paentio unrhyw ffitiadau, arwyddion na hysbysebion ar y cerbyd, eu gosod arno, eu hatodi wrtho na'u harddangos yn y cerbyd oni bai eu bod wedi'u cymeradwyo'n ysgrifenedig gan yr Awdurdod Trwyddedu.

1.7 Llwybr

- a) Bydd y cerbyd yn cludo teithwyr ar hyd llwybr a bennwyd ymlaen llaw yn unig, y bydd yr Awdurdod Trwyddedu yn penderfynu'r pris amdano ac ni chaniateir codi unrhyw bris uwch na hynny heblaw ar gyfer siwtcesys, cistiau a baeddu fel y penderfynir gan yr Awdurdod Trwyddedu.
- b) Ni chaniateir gwyro o'r llwybr a bennwyd oni cheir caniatâd ysgrifenedig yr Awdurdod Trwyddedu ymlaen llaw. Derbynnir y gallai fod angen i'r gyrrwr wyro o'r llwybr a

[9]

bennwyd ymlaen llaw pan nad yw'r cerbyd mewn gwasanaeth, er enghraifft teithio adref neu atgyweirio/cynnal a chadw'r cerbyd. Nid oes angen i'r awdurdod gael gwybod am achosion o'r fath.

- c) Mae'r llwybr a bennwyd ymlaen llaw wedi'i atodi i'r ddogfen hon yn ATODIAD B.
- d) Lle mae llwybr wedi'i gau gan Asiantaeth Cefnffyrdd Canolbarth Cymru neu Gyngor Sir Ceredigion am unrhyw reswm, rhaid i'r perchennog hysbysu'r Awdurdod Trwyddedu a chael caniatâd i gludo teithwyr ar unrhyw lwybr y gwyrriad.

1.8 Prisiau

- a) Mae'r Cyngor yn gosod yr uchafswm cyfraddau y gellir eu codi gan gerbydau hacni a dynnir gan geffyl.
- b) Bydd y tabl prisiau a bennir gan Gyngor Sir Ceredigion yn cael ei arddangos yn y cerbyd yn y fath fodd fel y gall y teithwyr a gludir yn y cerbyd eu gweld yn hawdd. Gellir ysgrifennu'r prisiau hynny yn glir ar arwydd a ddangosir yn agos i'r ceffyl a chart er mwyn hysbysu darpar deithwyr o'r pris y disgwylir iddynt ei dalu.
- c) Ni chaniateir codi unrhyw ffi sy'n fwy na'r hyn a bennir gan yr awdurdod ar unrhyw deithiwr.
- d) Ni chaniateir codi tâl ychwanegol am gludo ci cymorth neu am ddarparu cymorth i unrhyw deithiwr â nam symudedd neu nam arall a allai effeithio ar eu gallu i gamu i'r cerbyd neu gamu ohono. Rhaid rhoi cymorth priodol os gofynnir am hynny.

1.9 Trosglwyddo trwyddedau

- a) Ar hyn o bryd nid oes unrhyw ddarpariaeth yn y Deddfau i ganiatáu i ddeiliad trwydded drosglwyddo trwydded i gerbyd arall.

1.10 Newid perchennog/Gwerthu neu drosglwyddo cerbyd

- a) Rhaid i'r perchennog gyflwyno'n ysgrifenedig enw(au) a chyfeiriad(au) y perchennog(perchnogion) newydd cyn pen 14 diwrnod ar ôl trosglwyddo'r cerbyd i berson arall neu bersonau eraill.

1.11 Damweiniau

- a) Os yw cerbyd trwyddedig yn rhan o ddamwain ar unrhyw adeg, waeth pa mor fach yw'r ddamwain, rhaid i'r gyrrwr neu'r perchennog roi gwybod i'r Awdurdod Trwyddedu cyn pen saith deg dwy awr ar ôl i'r ddamwain ddigwydd (mewn amgylchiadau eithriadol gall yr Awdurdod Trwyddedu dderbyn hawliadau a wneir y tu allan i'r amserlen honno os

gall y perchennog dystio iddo wneud ymdrechion rhesymol i roi gwybod i'r awdurdod o fewn yr amserlen a bennwyd.)

- b) Ar ôl ei atgyweirio, rhaid i'r cerbyd gael ei gyflwyno i'w archwilio gan swyddog awdurdodedig y Cyngor, neu berson y mae'r Cyngor yn ei ystyried yn gymwys i gynnal archwiliad o'r fath. Gall methu â chyflwyno'r cerbyd i'w archwilio arwain at atal trwydded y cerbyd hyd nes bod yr awdurdod yn fodlon bod y cerbyd yn addas at y diben.
- c) Os cyflwynir y cerbyd i'w atgyweirio gan adeiladwr/peiriannydd cerbyd *bona fide*, gall tystysgrif a roddir gan yr un adeiladwr/peiriannydd sy'n tystio i addasrwydd yr atgyweiriad/gwaith fod yn dderbyniol.

1.12 Cofnodion

- a) Bydd y perchennog yn cadw ac yn cynnal llyfr log dyddiol sy'n rhoi'r wybodaeth ganlynol:
 - i. amser a hyd seibiannau, lluniaeth ac amseroedd bwydo'r ceffyl,
 - ii. unrhyw nodiadau eraill a wneir mewn perthynas â lles y ceffyl, diogelwch y cyhoedd, teithwyr neu gerbyd a gwahardd unrhyw deithwyr, a
 - iii. bydd y llyfr hwn yn cael ei lofnodi gan y perchennog yn ddyddiol.
- b) Rhaid cadw'r llyfr log hwn am o leiaf blwyddyn a chaiff ei gyflwyno ar ôl adnewyddu'r drwydded y flwyddyn ddilynol ac ar gais swyddog awdurdodedig.

2. GYRWYR

2.1 Rhagofynion

- a) Rhaid i'r Awdurdod Trwyddedu fodloni ei hun bod yr ymgeisydd yn berson addas a phriodol. O'r herwydd, disgwylir i ymgeiswyr ymddwyn gyda gonestrwydd ac unplygrwydd trwy gydol y broses ymgeisio a chyfnod eu trwydded.
- b) Disgwylir y bydd gwybodaeth y gofynnwyd amdani, er enghraifft, collfarnau a rhybuddiadau blaenorol, yn cael ei datgelu i'r awdurdod yn llawn ac yn gywir. Mae'n ofynnol i ymgeiswyr a gyrwyr trwyddedig ddatgelu'r holl gollfarnau a rhybuddiadau gan gynnwys y rhai a fyddai fel arfer yn cael eu hystyried yn rhai sydd wedi darfod oherwydd mae gyrwyr cerbydau hacni a dynnir gan geffyl wedi'u cynnwys fel eithriadau o fewn Gorchymyn Deddf Adsefydlu Troseddwyr 1974 (Eithriadau) 1975.
- c) Dylid bod yn ofalus wrth lenwi'r ffurflen oherwydd gall methu â datgelu'n llawn ac yn gywir arwain ynddo'i hun at wrthod y cais, adolygu'r drwydded a'r posibilrwydd o gael eich erlyn.
- d) Bydd pob cais yn cael ei drin yn ôl ei rinweddau hun a bydd yn parhau mewn grym am uchafswm o un [1] flwyddyn oni bai ei fod yn cael ei hildio, ei hatal neu ei dirymu.
- e) Rhaid i unrhyw un sy'n gwneud cais am drwydded gyrrwr cerbyd a dynnir gan geffyl lenwi'r ffurflen gais berthnasol a'i chyflwyno i'r tîm trwyddedu ynghyd â'r ffi berthnasol a'r ddogfennaeth ofynnol. Ni ystyrir bod cais yn gyflawn oni bai bod yr holl ddogfennaeth ofynnol yn cael ei chyflwyno i'r Awdurdod Trwyddedu.
- f) Bydd rhoi trwydded i yrru cerbyd a dynnir gan geffyl yn rhoi hawl i'r deiliad yrru cerbyd a dynnir gan geffyl yn unig. Ni fydd yn rhoi hawl i'r deiliad yrru cerbyd hacni a yrrir yn fecanyddol neu gerbyd hurio preifat.
- g) Rhaid i ymgeiswyr gyflwyno tystiolaeth i'r awdurdod lleol eu bod yn gymwys ac yn gymwysedig i yrru ceffylau mewn harnais trwy gyflwyno Tystysgrif Cymhwysedd (Tystysgrif Gyrru ar y Ffyrdd) a roddir gan Gymdeithas Yrru Prydain sy'n nodi bod y gyrrwr wedi llwyddo i ennill Tystysgrif Lefel 3 mewn Diogelwch Gyrru ar y Ffordd ar gyfer y Ceffyl Harnais Sengl.
- h) Yr ymgeisydd fydd yn talu unrhyw gostau sy'n gysylltiedig â chyflwyno prawf ac ardystiad o'r fath.
- i) Bydd gyrwyr a gweithredwyr yn rhoi sylw dyledus i God Ymarfer yr Adran Drafnidiaeth ar gyfer cerbydau a dynnir gan geffyl, sydd i'w gweld yma:

- j) Gyda phob cais a wneir am drwydded i yrru cerbyd hacni a dynnir gan geffyl rhaid cyflwyno tystiolaeth foddhaol ar gyfer y materion canlynol, ac ni ystyrir bod ceisiadau sy'n anghyflawn wedi'u gwneud nes eu bod yn gyflawn:-
- i) Gwiriad cofnod troseddol manylach a thystiolaeth nad yw'r ymgeisydd ar restr gwahardd plant a/neu oedolion sy'n agored i niwed. Bydd yn ofynnol i'r ymgeisydd gynnal gwiriad cofnod troseddol 'manylach' gan y Gwasanaeth Datgelu a Gwahardd (DBS) a darparu copi o'r dystysgrif i'r tîm trwyddedu ar gais.
 - ii) Dau lun diweddar o faint pasbort, ac yn yr achos hwn mae diweddar yn golygu eu bod wedi'u tynnu o fewn y 12 mis diwethaf.
- k) Er mwyn cael ei drwyddedu, bydd angen i'r ymgeisydd fodloni'r meini prawf canlynol:
- i) Rhaid bod gan yr ymgeisydd yr hawl i fyw a gweithio yn y DU.
 - ii) Rhaid bod yn 18 oed o leiaf ar adeg gwneud cais. Nid oes terfyn oedran uchaf ar yr amod y gall yr ymgeisydd fodloni'r Awdurdod Trwyddedu ei fod yn berson addas a phriodol.
 - iii) Rhaid iddo fod yn ffit yn feddygol a bydd yn bodloni safonau meddygol Grŵp 2 y DVLA. Rhaid i'r ymgeisydd gael archwiliad meddygol gyda'i Ymarferydd Cyffredinol ei hun.
 - iv) Rhaid bodloni'r meini prawf ffitrwydd a bennir gan yr awdurdod hwn.

2.2 Adnewyddu

- a) Cyfrifoldeb y gyrrwr yw sicrhau bod cais i adnewyddu trwydded yn cael ei gyflwyno mewn digon o amser cyn dyddiad dod i ben y drwydded. Nid oes cyfnod awtomatig o ras.

Gall cais i adnewyddu trwydded a dderbynnir ar ôl y dyddiad dod i ben gael ei drin fel cais newydd a dylai ymgeiswyr gyflwyno eu cais i adnewyddu'r drwydded mewn digon o amser er mwyn darparu ar gyfer unrhyw oedi neu eitemau y gallai fod angen eu newid neu eu cywiro cyn prosesu'r cais. Mae'r awdurdod lleol o'r farn mai amserlen ddigonol ar gyfer cyflwyno'r cais i adnewyddu'r drwydded a/neu'r ddogfennaeth yw 30 diwrnod. Fodd bynnag, nid yw'r awdurdod lleol yn cymryd unrhyw gyfrifoldeb am unrhyw oedi a achosir gan ffactorau allanol neu unrhyw amgylchiadau y tu hwnt i'w reolaeth.

- b) Y perchennog sy'n gyfrifol am sicrhau bod cais adnewyddu cyflawn yn cael ei gyflwyno cyn i'r drwydded gyfredol ddod i ben, ni anfonir nodiadau atgoffa.

[13]

- c) Lle mae cyfnod rhwng y drwydded gyfredol yn dod i ben a phrosesu'r cais i'w hadnewyddu, ni chaniateir i'r gyrrwr yrru am dâl yn ystod y cyfnod hwn. Gall fod rhai esemptiadau os cytunir arnynt gyda'r Awdurdod Trwyddedu.

2.3 Prawf Gyrru

Dim ond person sydd wedi'i awdurdodi yn rhinwedd trwydded a roddwyd gan yr awdurdod hwn sy'n gallu gyrru'r cerbyd.

Rhaid i'r Awdurdod Trwyddedu fodloni ei hun bod yr ymgeisydd am drwydded newydd ar gyfer cerbyd hacni a dynnir gan geffyl yn yrrwr cerbyd profiadol sy'n gallu gweithio'n ddiogel mewn ardal sydd â llawer iawn o gerddwyr a thraffig cerbydau.

Disgwylir i ymgeiswyr newydd am drwydded cerbyd hacni a dynnir gan geffyl gwblhau pob uned o fewn Tystysgrif Lefel 3 Diogelwch Gyrru ar y Ffordd ar gyfer y Ceffyl Harnais Sengl. Gwneir yr asesiad terfynol trwy arddangosiad ymarferol a chwestiynu llafar gydag asesydd cymeradwy BDS.

Ni fydd yn ofynnol i ymgeiswyr sydd wedi'u trwyddedu o'r blaen gan Gyngor Sir Ceredigion i basio prawf gwybodaeth os oedd eu trwydded olaf wedi dod i ben lai na thair blynedd cyn dyddiad y cais newydd.

2.4 Prawf Person Addas a Phriodol

- a) Ni roddir trwydded os na all yr awdurdod lleol fodloni ei hun bod yr ymgeisydd yn berson addas a phriodol i gael trwydded yrru cerbyd hacni. Cyfrifoldeb yr ymgeisydd yw profi i'r awdurdod ei fod yn berson addas a phriodol. Os rhoddir trwydded, rhaid i'r gyrrwr barhau'n berson addas a phriodol trwy gydol cyfnod y drwydded.
- b) Mae'n ofynnol i bob ymgeisydd gwblhau gwiriad manylach y Gwasanaeth Datgelu a Gwahardd (DBS) yn ogystal â chyflwyno tystysgrif feddygol wedi'i chymeradwyo gan ei Ymarferydd Cyffredinol sy'n datgan bod y person yn "ffit". Gweler "ffitrwydd meddygol" a "gwiriad y Gwasanaeth Datgelu a Gwahardd"
- c) Bydd ymddygiad ac agwedd yr ymgeisydd/gyrrwr trwyddedig tuag at aelodau'r cyhoedd, cyd-yrwyr a gweithwyr yr awdurdod yn cael eu hystyried wrth bennu addasrwydd unigolyn i ddal trwydded. Bydd trwydded yrru yn cael ei hadolygu lle gwnaed honiad wedi'i brofi o ymddygiad ymosodol, anweddus neu annymunol.

2.5 Gwiriad y Gwasanaeth Datgelu a Gwahardd

Un o'r gwiriadau a wneir i bennu a yw person yn addas ac yn briodol yw gwiriad cofnodion troseddol 'manylach' gan y Gwasanaeth Datgelu a Gwahardd (DBS). Bydd yn ofynnol i'r ymgeisydd gyflwyno copi o'r dystysgrif a roddir o ganlyniad i'r gwiriad hwn i'r gwasanaeth trwyddedu. Gwneir cais am dystysgrifau DBS fel rheol trwy wasanaeth trwyddedu'r Cyngor ond gall tystysgrif a geir o fan arall, yn ôl disgrisiwn yr Awdurdod Trwyddedu, fod yn dderbyniol os yw'n llai na thri mis oed ac wedi'i phrosesu mewn perthynas â chyflogaeth y gweithlu plant ac oedolion (nodir hyn ar y dystysgrif).

Mae meddu ar "drwydded gyrrwr tacsï / hurio preifat" wedi'i eithrio o ddarpariaethau Deddf Adsefydlu Troseddwyr 1974. Felly, mae'n ofynnol i'r ymgeisydd ddatgelu pob collfarn, rhybudd, rhybuddiad a/neu gerydd

Pan fydd gwiriad y Gwasanaeth Datgelu a Gwahardd yn datgelu collfarnau neu gollfarnau difrifol a allai, ym marn y gwasanaeth trwyddedu, wneud ymgeisydd yn anaddas i ddal trwydded yrru, cyfeirir yr ymgeisydd at yr is-bwyllgor trwyddedu i bennu ei addasrwydd i ddal trwydded. Bydd y wybodaeth sydd wedi'i chynnwys yn nhystysgrif y Gwasanaeth Datgelu a Gwahardd yn cael ei hystyried gan gyfeirio at 'Bolisi Trwyddedu Tacsï a Llogi Preifat – Meini Prawf Ffitrwydd ar gyfer Gyrrwyr a Gweithredwyr' yr awdurdod. Pan fydd yr Awdurdod Trwyddedu neu'r is-bwyllgor yn gwyro oddi wrth y Polisi hwn, rhoddir rhesymau clir a chymhellol.

Dylid nodi bod y Gwasanaeth Datgelu a Gwahardd yn anfon y dystysgrif at yr ymgeisydd yn uniongyrchol. Ar ôl ei derbyn, dylid gwneud apwyntiad gyda'r Awdurdod Trwyddedu er mwyn cyflwyno'r dystysgrif i swyddog i'w chymeradwyo. Rhaid cyflwyno'r dystysgrif wreiddiol i'r gwasanaeth trwyddedu i hwyluso prosesu'r cais oherwydd ni dderbynnir copïau.

Ni fydd trwydded yn cael ei rhoi na'i hadnewyddu yn absenoldeb tystysgrif gwiriad manylach gyfredol y Gwasanaeth Datgelu a Gwahardd.

Sylwch: Gall newidiadau arfaethedig a ddisgwylir i broses ymgeisio'r Gwasanaeth Datgelu a Gwahardd olygu bod yr amodau hyn yn destun newid.

Mae rhagor o wybodaeth ar gael ar wefan y Gwasanaeth Datgelu a Gwahardd:

<https://www.gov.uk/government/organisations/disclosure-and-barring-service>.

2.6 Ymgeiswyr gyda chyfnodau preswyllo y tu allan i'r DU

Os yw ymgeisydd wedi treulio chwe mis parhaus neu fwy y tu allan i'r DU, bydd angen tystiolaeth ar yr Awdurdod Trwyddedu o wiriad cofnod troseddol gan y wlad/gwledydd lle roedd yr ymgeisydd yn preswyllo ar gyfer y cyfnod(au) pan wneir cais. Gallai tystysgrif

ymddygiad da a roddwyd gan y Llysgenhadaeth lle yr arferai'r ymgeisydd fyw wedi'i chyfieithu a'i hardystio gan wasanaeth cyfieithu proffesiynol fod yn dderbyniol.

Bydd yr awdurdod lleol yn ystyried pob achos yn ôl ei rinweddau ei hun gan roi sylw dyledus i'r Polisi Meini Prawf Ffitrwydd.

2.7 Hawl gyrrwr i weithio yn y DU

Bydd y Cyngor yn ei gwneud hi'n ofynnol i bob ymgeisydd am drwyddedau newydd ddarparu tystiolaeth ddogfennol i gadarnhau bod ganddynt hawl gyfreithiol i weithio yn y DU. Mae enghreifftiau o ddogfennau y gellir eu darparu yn cynnwys (ond heb fod yn gyfyngedig i):

Pasbort y DU yn cadarnhau bod y deiliad yn Ddinesydd Prydeinig (neu'n ddinesydd gwlad arall o'r Ardaloedd Economaidd Ewropeaidd gan gynnwys Gwlad yr Iâ, Lichtenstein, Norwy a'r Swistir)

Pasbort neu ddogfen deithio arall wedi'i hardystio i ddangos bod y deiliad yn cael aros yn y DU ac ymgymryd â chyflogaeth am dâl

Tystysgrif geni/mabwysiadu lawn y DU

Dogfen fewnfudo a roddwyd gan yr Asiantaeth Ffiniau a Mewnfudo i'r deiliad sy'n nodi y gall yr unigolyn a enwir arni aros yn y Deyrnas Unedig ac ymgymryd â chyflogaeth am dâl

Trwydded waith neu gymeradwyaeth arall i ymgymryd â chyflogaeth a roddwyd gan y Swyddfa Gartref neu'r Asiantaeth Ffiniau a Mewnfudo pan gaiff ei chyflwyno ar y cyd â phasbort neu ddogfen deithio arall wedi'i hardystio i ddangos bod y deiliad yn cael aros yn y Deyrnas Unedig gyda chaniatâd i ymgymryd â chyflogaeth am dâl.

Pan fydd ymgeisydd yn ddarostyngedig i reolaethau mewnfudo, ni roddir trwydded am fwy na'r cyfnod y mae gan yr ymgeisydd ganiatâd i ymgymryd â chyflogaeth am dâl yn y Deyrnas Unedig.

2.8 Asesiad Meddygol

Mae'r DVLA yn argymhell y dylai gyrwyr cerbydau hacni fod yn ddarostyngedig i safonau meddygol Grŵp 2 sy'n berthnasol i bersonau sy'n gwneud cais am drwyddedau i yrru Cerbydau Gwasanaeth Cyhoeddus (PSV) a Cherbydau Nwyddau Mawr (LGV).

Mabwysiadodd yr awdurdod y safon feddygol hon ar gyfer gyrwyr trwyddedig ym mis Hydref 2016 a bydd y safon hon yn berthnasol i yrwyr cerbydau hacni a dynnir gan geffyl hefyd.

- a) Mae'n ofynnol i ymgeiswyr gael asesiad meddygol pan wneir cais am y tro cyntaf a phob 5 mlynedd wedi hynny tan eu bod yn 65 oed pan fydd gyrwyr yn destun archwiliadau blynyddol. Ni fydd yn ofynnol i ddeiliaid trwyddedau PSV a/neu LGV cyfredol lle gall y deiliad ddangos prawf o archwiliad meddygol

cyfredol gael asesiad pellach, ond bydd yn ofynnol iddynt gyflwyno'r dystysgrif honno ar yr adegau gofynnol neu gael archwiliad newydd er mwyn cael tystysgrif feddygol sy'n tystio eu bod yn ffit yn feddygol.

- b) Pan fydd unrhyw amheuaeth ynghylch ffitrwydd meddygol yr ymgeisydd, gall yr awdurdod lleol ei gwneud hi'n ofynnol i'r ymgeisydd gael archwiliad meddygol pellach gan feddyg a benodir gan yr awdurdod lleol. Yr ymgeisydd fydd yn talu unrhyw gostau sy'n gysylltiedig ag archwiliadau meddygol.
- c) Rhaid i ddeiliaid trwydded roi gwybod i'r gwasanaeth trwyddedu am unrhyw newid yn eu hiechyd a allai effeithio ar eu galluoedd gyrru – mae hyn yn cynnwys, ond nid yw'n gyfyngedig i'r rhestr o amodau y mae'n rhaid rhoi gwybod i'r DVLA amdanynt.
- d) Pan fydd unrhyw amheuaeth ynghylch ffitrwydd yr ymgeisydd, bydd yr Awdurdod Trwyddedu yn adolygu'r drwydded yrru. Mae'r Awdurdod Trwyddedu yn cadw'r hawl i atal neu ddirymu trwydded lle mae unrhyw amheuaeth ynghylch ffitrwydd y gyrrwr.

2.9 Ymddygiad Cyffredinol

Bydd deiliaid trwydded yn ceisio hyrwyddo delwedd y fasnach cerbydau hacni a dynnir gan geffyl trwy gydymffurfio ag amodau eu trwydded, y polisi trwyddedu cerbydau hacni a dynnir gan geffyl, a lle bo hynny'n berthnasol is-ddeddfau cerbydau hacni.

- a) Bydd y gyrrwr yn sicrhau, cyn belled ag y bo'n rhesymol ymarferol, ddiogelwch ei deithwyr a defnyddwyr fferdd eraill.
- b) Bydd y gyrrwr yn:
 - i) Ymddwyn mewn modd sifil, trefnus a chyfrifol bob amser
 - ii) Cadw'r cerbyd mewn cyflwr diogel a boddhaol bob amser; sicrhau ei fod yn lân ac yn addas i'w hurio gan y cyhoedd bob amser
 - iii) Rhoi cymorth i deithwyr gamu i fyny a chamu o'r cerbyd, lle bo angen.
- c) Pan fyddant yn aros yn y safle tacsis, yn ychwanegol at yr uchod bydd gyrrwr yn:
 - i) Aros yn drefnus ac yn symud ymlaen ar hyd y safle tacsis mewn trefn, gan symud ymlaen yn brydlon
 - ii) Aros yn y cerbyd neu'n agos ato
 - iii) Rhoi sylw i hylendid personol a gwisg er mwyn cyflwyno delwedd broffesiynol i'r cyhoedd;
 - iv) Bod yn gwrtais ac o gymorth i deithwyr

- v) Trin pob cwsmer ag urddas a pharch waeth beth fo'i oedran, hil, anabledd, cyfeiriadedd rhywiol, rhyw, crefydd neu gred
 - vi) Gyrru gyda gofal gan roi ystyriaeth ddyladwy i ddefnyddwyr ffyrdd a cherddwyr eraill
 - vii) Dilyn i'r holl orchmynion a chyfarwyddiadau traffig bob amser
 - viii) Peidio ag yfed alcohol
 - ix) Peidio ag ysmegu tra eu bod ar y cerbyd
 - x) Peidio â defnyddio ffôn symudol â llaw tra bo'r cerbyd yn symud
- d) Dylai gyrrwyr wisgo eu bathodyn gyrrwr i sicrhau bod teithwyr yn gallu gweld enw'r gyrrwr ac unrhyw wybodaeth arall sydd arno yn hawdd.
- e) Rhaid i deithwyr eistedd yn gywir ac yn ddiogel yn adran y teithwyr
- f) Ni fydd y gyrrwr yn caniatáu i unrhyw un heblaw swyddog awdurdodedig, archwiliwr, gwas stabil neu yrrwr dan hyfforddiant eistedd ym mlaen y cerbyd.
- g) Bydd pob rhan o harnais yr anifeiliaid sy'n tynnu'r cerbyd yn cael eu cadw mewn cyflwr da fel bod yr anifail wedi'i gysylltu'n ddiogel wrth y cerbyd a'i fod o dan reolaeth y gyrrwr.
- h) Ni chaiff perchennog neu yrrwr cerbyd hacni, wrth yrru neu aros i'w hurio, erfyn am unrhyw gwsmeriaid trwy unrhyw ddull heblaw arddangos ar y cerbyd y geiriau "i'w hurio" a/neu "for hire".
- i) Os yw'r safle wedi'i feddiannu'n llawn pan fydd y gyrrwr yn cyrraedd, bydd y cerbyd yn symud ymlaen i safle arall.
- j) Ni chaiff y gyrrwr chwarae unrhyw radio, canu unrhyw gloch na chorn nac unrhyw offeryn gwneud sŵn arall o'r cerbyd

2.10 Rheolau Gwisg Gyrrwyr

Cydnabyddir bod y fasnach cerbydau hacni a dynnir gan geffyl yn chwarae rhan bwysig wrth bortreadu delwedd gadarnhaol o Geredigion fel Sir.

Mae unrhyw beth sy'n gwella delwedd broffesiynol y fasnach ac yn hyrwyddo'r cysyniad bod gyrrwyr cerbydau trwyddedig yn yrwyr galwedigaethol proffesiynol i'w groesawu.

Pwrpas rheolau gwisg gyrrwyr yw ceisio safon gwisg sy'n rhoi delwedd gadarnhaol o'r fasnach cerbydau hacni a dynnir gan geffyl yn Sir Ceredigion i wella delwedd broffesiynol gyrrwyr trwyddedig, a sicrhau nad yw diogelwch y cyhoedd a gyrrwyr yn cael ei gyfaddawdu.

- a) Rhaid i'r holl ddillad a wisgir gan y gyrrwr fod yn lân ac mewn cyflwr da a thaclus, heb eu rhwygo, a rhaid i'r gyrrwr fod â safonau da o hylendid personol ac ymbaratoi.

- b) Dylid ystyried iechyd a diogelwch y gyrrwr a rhaid i unrhyw ddillad a ddarperir sicrhau bod y gyrrwr yn cadw'n gynnes neu'n lled oer yn ôl yr angen. Fel safon ofynnol, dylai gyrwyr wisgo dillad sy'n disgyn islaw hyd pen-glin, fel siorts neu drowsus hir, a chrys neu flows sydd â chorff llawn a llewys byr fan lleiaf.
- c) Ni ystyrir sgert neu ffrog yn wisg addas oherwydd y perygl sydd i'r gyrrwr os yw unrhyw ffabrig gormodol yn mynd yn sownd yn yr offer, harneisiau, olwynion neu ran arall o'r cerbyd.
- d) Ni chaniateir geiriau neu graffeg ar unrhyw ddillad sydd o natur sarhaus neu awgrymog neu a allai dramgwyddo.
- e) Ni chaniateir dillad chwaraeon (er enghraifft citiau pêl-droed/rygbi, tracwisgoedd, dillad traeth, ac ati).
- f) Rhaid i esgidiau fod yn addas ac yn briodol. Ni chaniateir fflip-fflops, sandalau nac esgidiau nad ydynt yn gwarchod y traed.
- g) Bydd gyrwyr yn gwisgo dillad addas bob amser wrth gyflawni eu dyletswyddau.
- h) Ni chaniateir gwisgo cyflau neu ddillad eraill sy'n cuddio golwg y gyrrwr neu eu hunaniaeth.

Nid yw'r rhestrau uchod yn gyflawn a bydd swyddogion awdurdodedig yr awdurdod lleol yn asesu a yw safonau gwisg yn dderbyniol ai peidio. Mewn achosion o'r fath, bydd penderfyniad y swyddog yn effeithiol fel petai wedi'i gynnwys yn y rhestrau uchod, a bydd yn ofynnol i'r gyrrwr trwyddedig gydymffurfio yn unol â hynny.

3. CYDRADDOLDEB AC AMRYWIAETH

Ni fydd yr awdurdod trwyddedu yn goddef gwahaniaethu o unrhyw fath. Os gwneir unrhyw gwynion ynghylch trin teithwyr yn annheg, neu unrhyw ymddygiad negyddol at deithiwr oherwydd nodwedd warchodedig, bydd yr Awdurdod Trwyddedu yn cynnal ymchwiliad llawn a thrwyadl a chaiff camau gorfodi eu cymryd pan fydd angen. Caiff unrhyw honiad o wahaniaethu ei drin yn eithriadol o ddifrifol a gellir rhoi gwybod i'r Heddlu amdano. Yna, gall yr Awdurdod Trwyddedu adolygu'r drwydded i bennu a yw deiliad y drwydded yn parhau i fod yn berson addas a phriodol i gael trwydded o'r fath.

Mae'n ofynnol i yrwyr ddarllen Atodiad F i'r Polisi cyffredinol "Amodau Hwyluso Mynediad ar gyfer Cerbydau Dynodedig".

3.1 Teithwyr agored i niwed a Deddf Cydraddoldeb 2010

Mae teithiwr agored i niwed yn rhywun y mae ei oed a'i anabledd y golygu ei fod yn fwy agored i niwed na'r teithiwr arferol. Gall fod yn blentyn, yn berson oedrannus neu'n rhywun ag anawsterau dysgu neu gyfyngiadau symudedd er enghraifft. Gall gynnwys rhywun sy'n agored i niwed oherwydd lefel ormodol o feddwod neu gyflwr neu alluedd meddyliol.

Mae adrannau 165, 166 a 167 o Ddeddf Cydraddoldeb 2010 yn rhoi dyletswyddau ar yrwyr sy'n cludo teithwyr anabl. I sicrhau bod gyrrwyr yn deall ac yn cyflawni'r dyletswyddau hyn, mae'r Awdurdod Trwyddedu wedi amlinellu'r amodau hyn sy'n ategu Deddf Cydraddoldeb 2010.

Mae'n bwysig deall nad yw anableddau bob amser yn weladwy. Efallai na fydd yn amlwg ar unwaith fod gan deithiwr ofynion arbennig. Mae mynediad corfforol i ddefnyddwyr cadair olwyn yn bwysig ond nid yw mynediad i gerbyd ond yn rhan o'r gwasanaeth a ddarperir.

3.2 Gofal Priodol

- a) Mae'n ddyletswydd ar y gyrrwr i arfer gofal ac amynedd priodol wrth gludo teithwyr. Rhaid i'r gyrrwr ystyried unrhyw anabledd neu nam pan fydd yn cludo'r teithiwr a chynnig cymorth fel y bo'n briodol ac yn ôl yr angen.
- b) Rhaid i'r gyrrwr sicrhau bod y teithwyr i gyd yn cael eu cludo'n ddiogel ac yn rhesymol gyffyrddus, p'un ai a oes anabledd neu nam ar y teithiwr ai peidio sy'n effeithio ar ei weithgareddau bob dydd.
- c) Bydd y gyrrwr yn sicrhau bod unrhyw gadeiriau olwyn neu offer a gludir yn sownd yn y cerbyd cyn dechrau'r daith. Dylai unrhyw gadeiriau olwyn, offer a theithwyr gael eu cludo mewn modd nad yw'n debygol o achosi unrhyw berygl i unrhyw deithiwr yn unol â Rheoliadau Cerbydau Ffordd (Gwneuthuriad a Defnydd) 1986,
- d) Rhaid i'r gyrrwr beidio â chodi tâl ychwanegol am gludo cadeiriau olwyn, offer anabledd neu gŵn cymorth.
- e) Rhaid i'r gyrrwr/gweithredwr gadarnhau bod y ddarpariaeth briodol wedi cael ei gwneud ar gyfer y teithiwr cyn derbyn yr archeb neu ddechrau'r daith. Nid yw hyn o reidrwydd yn golygu bod y gyrrwr/gweithredwr yn gyfrifol am ddarparu'r mesurau priodol, fodd bynnag, dylent wirio bod y mesurau yn eu lle.
- f) Dylai gyrrwyr wneud nodyn yn y llyfr log dyddiol pan fydd gwasanaeth wedi'i ddarparu i deithiwr agored i niwed gan gynnwys unrhyw ddigwyddiadau/gweithredoedd neu wasanaethau a wrthodwyd.

- g) Ar daith gyda theithwyr agored i niwed, dylai cerdyn hunaniaeth sy'n cynnwys llun gael ei ddangos i'r gofalwr sy'n gyfrifol am y person hwnnw. Os oes angen dylech gael cofnod o fanylion cyswllt y gofalwr os nad oes hebryngwr.
- h) Os gwrthodir cludo teithiwr agored i niwed, dylai person cyfrifol gael gwybod er mwyn gallu gwneud trefniadau eraill. Er enghraifft, gall y sefyllfa hon godi os oes ci cymorth gan y cwsmer ac mae gan y gyrrwr esemptiad meddygol rhag cludo ci cymorth a roddwyd gan yr Awdurdod.
- i) Gofynnwch a oes angen cymorth ar deithiwr bob amser, peidiwch â chymryd hynny'n ganiataol.
- j) Dylai gyrrwyr fod yn broffesiynol bob amser ac ni ddylent:
 - i) Cyffwrdd â theithiwr mewn modd amhriodol. Os oes angen cymorth corfforol ar y teithiwr, dylai'r gyrrwr ofyn sut y gall ei helpu.
 - ii) Gwneud sylwadau sarhaus neu amhriodol (er enghraifft rhegi neu ddefnyddio iaith wedi'i rhywioli neu iaith wahaniaethol.
 - iii) Ymddwyn mewn ffordd a allai beri i'r teithiwr gael ei frawychu neu deimlo dan fygythiad.
 - iv) Ceisio camddefnyddio'r manylion personol a geir trwy'r busnes am y person.
- k) Os ydych yn poeni am ddiogelwch, lles neu ymddygiad person agored i niwed, dylech roi gwybod i'r heddlu trwy ffonio 101 (neu os ydych yn credu bod person agored i niwed mewn perygl brys, ffoniwch 999).
- l) Os ydych yn poeni am ymddygiad rhywun arall dylech roi gwybod i wasanaeth trwyddedu'r Cyngor am eich pryderon trwy ffonio 01545 572 179, ffonio'r heddlu ar 101 neu ffonio Crimestoppers ar 0800 555111

3.3 Cŵn Cymorth

- a) Bydd y gyrrwr, ar gais, yn cludo ci tywys, ci clywed neu unrhyw gi cymorth arall y teithiwr, a hynny am ddim.

Cynghorir gyrrwyr i ymgylfarwyddo ag agweddau diogelwch ar gludo cŵn cymorth. Ceir canllawiau ar wefan Guide Dogs: <https://www.guidedogs.org.uk/services/guide-dog-services/assistance-dog-travel-guide/travel-by-car#.VYv-spaD67R>

3.4 Teithwyr â Nam ar y Golwg

- a) Ar gyfer teithwyr â nam ar y golwg, rhaid i'r gyrrwr ddweud wrth y teithiwr hwnnw y pris am y daith a chynnig darparu derbynneb ysgrifenedig a fydd yn nodi dyddiad ac amser y daith, y swm a dalwyd ac enw'r gyrrwr.

[21]

- b) Bydd y gyrrwr yn cyhoeddi lleoliad pen y daith ar ddiwedd y daith.
- c) Lle y bo'n bosibl, dylid sicrhau bod teithwyr â nam ar y golwg yn cael eu gollwng mewn man diogel, lle na fydd perygl cerbydau, ceffylau neu gerbydau eraill.
- d) Lle y bo'n ofynnol, dylid bob amser roi gwybod i deithwyr ble ydyn nhw ar ddiwedd y daith ac i ba gyfeiriad y mae'r cerbyd yn wynebu.

3.5 Teithwyr â Nam ar y Clyw

- a) Siaradwch yn glir ac edrychwch ar y teithiwr wrth siarad fel y gall ddarllen eich gwefusau os yw'n gallu gwneud hynny.
- b) Gwnewch yn siŵr bod y teithiwr yn ymwybodol eich bod wedi deall ei gyfarwyddiadau.

3.6 Cymorth Symudedd

- a) Rhaid i'r gyrrwr, pan fydd y teithiwr yn gofyn am gymorth, gynnig cymorth o'r fath yn ôl yr angen i alluogi'r teithiwr i fynd i mewn i'r cerbyd neu allan ohono.
- b) Dylai'r gweithredwr sy'n derbyn yr archeb ar gyfer taith a drefnwyd/archebwyd ymlaen llaw ofyn a oes gan y teithiwr unrhyw ofynion arbennig; h.y. darpariaeth ar gyfer ci tywys neu gadair olwyn. Ar yr un pryd, dylai'r teithiwr hefyd nodi os oes ganddo unrhyw ofynion arbennig a thrafod a yw'r gweithredwr yn gallu bodloni'r gofynion hynny.

3.7 Prisiau

- a) Ni all gyrrwr godi tâl ar deithiwr ar gyfer ei gynorthwyo i lwytho'r cerbyd neu am gludo cŵn cymorth neu gadeiriau olwyn. Dylid cyfeirio at yr amodau trwydded sy'n ymwneud â'r prisiau y gellir eu codi.

3.8 Esemptiadau

- a) Bydd gyrrwyr yn hysbysu'r awdurdod trwyddedu a'u cyflogwr os oes unrhyw gyflwr meddygol sydd ganddynt eisoes a allai effeithio ar eu gallu i gludo cŵn cymorth a/neu deithwyr â gofynion arbennig.
- b) Gallai esemptiadau meddygol mewn perthynas â chludo pobl anabl a/neu gludo unrhyw gŵn cymorth fod yn berthnasol i yrwyr newydd neu bresennol sy'n dioddef o gyflyrau meddygol penodol. Os yw'r gyrrwr yn dioddef o unrhyw gyflwr meddygol sy'n effeithio ar ei allu i gludo pobl anabl a/neu gi cymorth o unrhyw fath, rhaid iddo ddarparu tystiolaeth i'r awdurdod trwyddedu fod ganddo broblem benodol i fod yn gymwys ar gyfer esemptiad o'r fath drwy dystysgrif feddygol a roddir gan ei Ymarferydd Cyffredinol,

[22]

- c) Rhaid i'r dystysgrif esemptiad a roddir gan yr Awdurdod Trwyddedu fod ym meddiant y gyrrwr bob amser tra ei fod yn ymgymryd â'i ddyletswyddau a bod ar gael i swyddog awdurdodedig ei archwilio unrhyw bryd.

4. CEFFYLAU A CHYFRWYAU

4.1 Rhagofynion

- a) Bydd pob ceffyl a ddefnyddir mewn cysylltiad â gyrru'r cerbyd trwyddedig yn cael ei gofrestru gyda'r Awdurdod Trwyddedu ar y ffurflen benodol cyn ei ddefnyddio. Ni chaniateir defnyddio unrhyw geffyl heblaw yn unol â'r Polisi hwn.
- b) Ni chaniateir harneisio na defnyddio unrhyw geffyl mewn cysylltiad â'r cerbyd trwyddedig oni bai bod microsglodyn adnabod gan y ceffyl y mae'r gwasanaeth trwyddedu wedi cael gwybod ei rif ymlaen llaw.
- c) Rhoddir bathodyn adnabod i'r perchennog ar gyfer y ceffyl sydd wedi'i neilltuo ar gyfer y cerbyd. Rhaid cadw hwn gyda'r cerbyd bob amser a bydd ar gael i'w archwilio gan swyddog awdurdodedig, cwnstabl neu filfeddyg.
- d) Ni chaniateir cludo ceffyl heb ei basbort ac o'r herwydd rhaid cadw'r pasbort gyda'r ceffyl a chaiff ei gyflwyno i'w archwilio pan fydd swyddog awdurdodedig yn gofyn amdano. Gallai methu â darparu pasbort dilys arwain at ddirwy nad yw'n fwy na £ 5,000 ar y raddfa safonol¹.
- e) Rhaid i geffylau fod yn ffit ac yn addas i'w defnyddio a bod yn chwech oed o leiaf i'w defnyddio mewn cysylltiad ag unrhyw gerbyd hacni a dynnir gan geffyl. Mae'r argymhelliad oedran wedi'i nodi gan God Ymarfer yr Adran Drafnidiaeth ac nid yw'n diystyru unrhyw arweiniad na chyingor gan filfeddyg cofrestredig.
- f) Rhaid i'r ceffyl(au) gael eu pedoli'n rheolaidd ac yn dda. Rhaid i'r perchennog gadw cofnodion ar gyfer pryd y caiff y ceffyl ei bedoli a chan bwy; dylid cadw'r cofnodion hyn am o leiaf 12 mis.
- g) Rhaid brechu pob ceffyl yn erbyn fflw geffylau a thetanws.
- h) Rhaid bod rhaglen abwydo ar waith.

¹ Adran 37 Deddf Cyfiawnder Troseddol 1982: Y raddfa safonol o ddirwyon ar gyfer troseddau diannod.
[23]

- i) Rhaid i'r perchennog gyflwyno'r canlynol pan fydd yn gwneud cais i gael neu adnewyddu trwydded cerbyd hacni a dynnir gan geffyl:
- i) Adroddiad milfeddyg yn cadarnhau ffitrwydd a phriodoldeb cyffredinol y ceffyl(au) sydd i'w ddefnyddio – i gynnwys cadarnhad bod y ceffyl(au) yn ffit ac yn addas i dynnu cerbyd sy'n cynnwys y nifer fwyaf o deithwyr, ac mewn traffig.
- ii) Copi o'r pasbort(au) ceffyl ar gyfer y ceffyl(au) sydd i'w ddefnyddio
- iii) Ffotograffau o bob ochr ac yn edrych tuag at ben y ceffyl(au) sydd i'w ddefnyddio.
 - j) Bydd y gyrrwr yn sicrhau, cyn dechrau ar ei waith ar unrhyw ddiwrnod penodol bod unrhyw geffyl y mae'n bwriadu ei yrru:
- i) wedi gorffwys a chael bwyd a dŵr yn ôl yr angen
- ii) mewn cyflwr corfforol da ac nid yw'n dangos unrhyw arwyddion o anhwylder neu ofid
- iii) wedi'i bedoli'n ddigonol.
 - k) Rhaid i'r gyrrwr archwilio'r ceffyl(au), yr harnais a'r cerbyd yn ofalus ar ddechrau gwaith bob dydd i sicrhau bod y cerbyd a'r ceffyl(au) mewn cyflwr gweithio da.
 - l) Rhaid i'r cyfrwyau ffitio'r ceffyl yn iawn er mwyn peidio ag achosi poen, gofid na rhwbio'r ceffyl.
 - m) Rhaid archwilio'r cyfrwyau yn rheolaidd cyn eu defnyddio ac wrth eu defnyddio er mwyn sicrhau nad yw diogelwch na harneisio'r ceffylau mewn perygl.
 - n) Bydd pob set o gyfrwyau yn cael ei neilltuo i geffyl a'i farcio'n glir felly.
 - o) Bydd y gyrrwr yn cadw bocs cymorth cyntaf ceffylau wedi'i stocio'n llawn ar y cerbyd.
 - p) Bydd y gyrrwr yn gyfrifol am lanhau unrhyw garthion ceffylau mewn man cyhoeddus ar lwybr y daith neu ar y pwyntiau aros cyn gynted ag y bo'n ymarferol gan ddefnyddio'r offer a ddarperir yn unol ag amod 11.2 uchod, ac am gael gwared yn lanwaith â'r deunyddiau hynny.

4.2 Archwiliad Milfeddygol

- a) Ni chaiff unrhyw geffyl ei harneisio na'i defnyddio mewn cysylltiad â'r cerbyd trwyddedig oni bai bod arolygydd ceffylau cymeradwy (gan Goleg Brenhinol y Milfeddygon a Phwyllgor Cymdeithas Filfeddygol Prydain ar y cyd) wedi archwilio'r ceffyl a rhoi iddo dystysgrif ffitrwydd ar ffurf wedi'i chymeradwyo gan y Cyngor. Caiff y dystysgrif hon ei chyflwyno i'r gwasanaeth trwyddedu pan wneir cais neu yn dilyn archwiliadau cyfamserol.

- b) Bydd tystiolaeth o archwiliad milfeddygol o'r ceffyl(au) sydd i'w defnyddio i dynnu'r cerbyd yn cael ei chyflwyno i'r Awdurdod Trwyddedu cyn rhoi trwydded cerbyd. Dylai'r archwiliad roi sylw i ffitrwydd ac addasrwydd yr anifeiliaid a chyflwr unrhyw harnais neu gyfrwyau i'w ddefnyddio. Ni ddylai'r dystysgrif fod yn hynach nag un mis calendr ar y diwrnod y rhoddir y cais am drwydded cerbyd.
- c) Ar adeg yr archwiliad milfeddygol, rhaid darparu lluniau lliw (o bob ochr a chan edrych tuag at y pen) ynghyd â datganiad (gan filfeddyg) ar gefn y llun yn cadarnhau bod y lluniau o'r ceffyl a archwiliwyd.
- d) Os yw'r milfeddyg, swyddog awdurdodedig y Cyngor neu heddwes o'r farn nad yw'r ceffyl i'w weld yn ffit i weithio, bydd y defnydd o'r ceffyl hwnnw'n dod i ben hyd nes y bydd arolygydd ceffylau cymeradwy (Coleg Brenhinol y Milfeddygon a Phwyllgor Cymdeithas Filfeddygol Prydain ar y cyd) wedi cadarnhau bod y ceffyl yn ffit. Cyfrifoldeb perchennog y cerbyd fydd talu'r ffioedd am archwiliad o'r fath.
- e) Dylai adroddiadau archwiliad milfeddygol ar gyfer ceffyl mewn harnais fod ar gael i'w harchwilio pan fydd swyddog awdurdodedig yn gofyn amdanynt

4.3 Cyfnodau Gorffwys

- a) Bydd y gyrrwr yn sicrhau na ddefnyddir ceffyl sy'n cael ei harneisio neu ei ddefnyddio mewn cysylltiad â cherbyd hacni trwyddedig am fwy na chwe [6] awr o waith mewn unrhyw ddiwrnod. Mae "diwrnod" yn cwmpasu cyfnod o 24 awr ac yn sicrhau bod y ceffyl yn cael 18 awr o orffwys o fewn y cyfnod hwnnw.
- b) Yn ystod y chwe [6] awr ni ellir treulio mwy na dwy [2] awr yn olynol yn gweithio heb i'r ceffyl gael o leiaf 30 munud i orffwys yn dawel
- c) Rhaid rhoi o leiaf 10 munud i bob ceffyl orffwys ar ôl pob taith
- d) Ni chaiff pob ceffyl weithio am fwy na thri diwrnod yn olynol.
- e) Yn ystod cyfnodau gorffwys bydd gan y ceffyl fynediad at ddŵr glân a chael ei fwydo fel sy'n briodol.
- f) Rhaid i'r bwyd a'r dŵr gael eu cynnwys mewn dysgl briodol lle na chaiff ei halogi a lle na chaiff unrhyw un ymyrryd ag ef.
- g) Ni fydd y ceffyl yn cael ei fwydo gan aelodau o'r cyhoedd

- h) Rhaid i ddeiliad y drwydded roi sylw dyladwy i dywydd eithafol neu anffafriol fel tywydd eithriadol o boeth, pan nad oes unrhyw gymylau, neu gyfnodau o law trwm pan fydd cysgod digonol yn cael ei ddarparu i bob ceffyl, a chaiff ei sbwnjo â dŵr er mwyn atal straen gwres neu ei sychu i'w atal rhag oeri.
- i) Rhaid i'r gyrrwr ystyried lles ac anghenion y ceffyl bob amser a rhaid iddo ddarparu digon o orffwys, gofal, bwyd a dŵr fel a phryd y bydd ei angen ar y ceffyl.
- j) Yn ystod cyfnodau gorffwys, ni ddylai'r ceffyl gael ei fwytho'n ddiangen gan aelodau'r cyhoedd
- k) Os yw'n ymddangos bod y ceffyl wedi blino, yn ofidus neu'n sâl ar unrhyw adeg, rhaid iddo gael digon o orffwys a gofal i sicrhau bod ei anghenion lles yn cael eu bodloni. Lle bo angen, rhaid i'r gyrrwr atal y ceffyl rhag bod mewn gwasanaeth a cheisio gwasanaeth y milfeddyg ar unwaith.

5. CYDYMFFURFIO A GORFODI

5.1 Gorfodi

Prif bwrpas trwyddedu cerbydau hacni yw amddiffyn y cyhoedd a hyrwyddo diogelwch y cyhoedd. I'r perwyl hwn nod y Cyngor yw darparu dull rheoleiddio effeithlon, wedi'i dargedu a chymesur ar gyfer y rhai y mae'n eu rheoleiddio.

Daeth Cod y Rheoleiddiwr i rym yn 2014 ac mae'n nodi y dylai'r awdurdod lleol:

- Cyflawni ei weithgareddau mewn ffordd sy'n cynorthwyo'r rhai a reoleiddir ganddo i gydymffurfio a thyfu
- Darparu ffyrdd syml a hawdd o ymgysylltu â'r rhai a reoleiddir ganddo a chlywed eu barn
- Seilio eu gweithgareddau rheoleiddio ar risg
- Rhannu gwybodaeth am gydymffurfiaeth a risg
- Sicrhau bod gwybodaeth, arweiniad a chynghor clir ar gael i helpu'r rhai a reoleiddir ganddo i gyflawni eu cyfrifoldebau i gydymffurfio,
- Sicrhau bod ei agwedd at ei weithgareddau rheoleiddio yn dryloyw.

Lle bo hynny'n briodol, caiff atgyfeiriadau eu gwneud at asiantaethau eraill. Bydd hyn yn cynnwys ond heb fod yn gyfyngedig i'r Heddlu, Cyllid a Thollau Ei Mawrhydi (HMRC), DVLA a'r timau Diogelu Plant ac Oedolion.

Bydd yr awdurdod lleol yn ymateb i gwynion a wneir gan y cyhoedd ac atgyfeiriadau gan asiantaethau a chyrff eraill. Yn ogystal, bydd swyddogion yn cynnal archwiliadau a phroffion rhagweithiol naill ai fel gweithgaredd o ddydd i ddydd neu fel rhan o raglen o weithrediadau.

5.2 Gwrandawiadau

Gellir cyfeirio deiliaid trwydded ac ymgeiswyr at yr is-bwyllgor trwyddedu am droseddau a gyflawnir, methu â chydymffurfio ag unrhyw ran o'r polisi hwn, neu am unrhyw ymddygiad arall sy'n effeithio ar eu haddasrwydd i fod yn ddeiliad trwydded. Bydd yr is-bwyllgor yn ystyried y drosedd/ymddygiad ar addasrwydd yr unigolyn i ddal trwydded ac yn cymryd unrhyw gamau sy'n briodol o dan yr amgylchiadau.

Pan fydd yr Awdurdod Trwyddedu o'r farn bod bygythiad i ddiogelwch y cyhoedd neu les anifeiliaid, ceir darpariaethau yn Neddf Llywodraeth Leol (Darpariaethau Amrywiol) i ddirymu trwydded ar unwaith.

5.3 Rhybuddion

Gellir eu rhoi am fân droseddau. Bydd llythyr rhybuddio yn aros ar ffeil am gyfnod o dair blynedd a chyfeirir ato os bydd deiliad y drwydded yn cael ei ddwyn gerbron yr is-bwyllgor am unrhyw reswm arall.

5.4 Ataliadau

Gellir atal cerbydau yn unol ag adran 68 o Ddeddf Llywodraeth Leol (Darpariaethau Amrywiol) 1976 os nad yw swyddog yn fodlon ar addasrwydd cerbyd.

Gellir atal gyrwyr o dan Deddf Llywodraeth Leol (Darpariaethau Amrywiol) 1976.

Gellir gorchymyn bod atal trwydded yn dod i rym ar unwaith os yw er budd y cyhoedd.

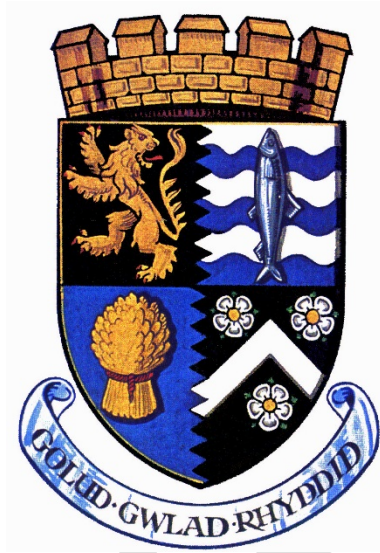
5.5 Dirymiadau

Gall yr is-bwyllgor ddirymu trwyddedau a roddir gan yr awdurdod hwn yn unol ag adran 61 o Ddeddf Llywodraeth Leol (Darpariaethau Amrywiol) 1976.

Os yw difrifoldeb yr achos yn golygu ei fod yn haeddu cael ei ddirymu, bydd y camau hyn ar gael i'r is-bwyllgor eu cymryd hyd yn oed os mai hwn yw'r cam gorfodi cyntaf a gymerwyd yn erbyn y gyrrwr/cerbyd.

Gellir gorchymyn i ddirymiad ddod i rym ar unwaith os yw er budd y cyhoedd.

Hackney carriage & Private Hire Licensing Policy



APPENDIX A

Horse drawn hackney carriage & driver Policy

Author & service: Helena Corke, Licensing service; Policy, Performance & Public protection

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[28]

Contents:

Definitions

1. Horse drawn hackney Carriages

- 1.1 Prerequisites
- 1.2 Renewals
- 1.3 Limitation of numbers
- 1.4 Structure
- 1.5 Inspections
- 1.6 Signage
- 1.7 Route
- 1.8 Fares
- 1.9 Transferring Licenses
- 1.10 Change of proprietor / Sale or transfer of carriage
- 1.11 Accidents
- 1.12 Records

2. Drivers

- 2.1 Prerequisites
- 2.2 Renewals
- 2.3 Driving Test
- 2.4 Fit and Proper person test
- 2.5 Disclosure and Barring service check
- 2.6 Applicants with residency outside the UK
- 2.7 Right of driver to work in the UK
- 2.8 Medical Assessment
- 2.9 General Conduct
- 2.10 Driver dress Code

3. Equality and Diversity

- 3.1 Vulnerable Passengers & the Equality Act 2010
- 3.2 Due Care
- 3.3 Assistance dogs
- 3.4 Visually impaired passengers

- 3.5 Hearing impaired passengers
- 3.6 Mobility Assistance
- 3.7 Fares
- 3.8 Exemptions
- 4. Horse and Tack
 - 4.1 Prerequisites
 - 4.2 Veterinary examination
 - 4.3 Rest periods
- 5. Compliance and enforcement
 - 5.1 Enforcement
 - 5.2 Disciplinary hearings
 - 5.3 Warnings
 - 5.4 Suspensions
 - 5.5 Revocations

Definitions

An omnibus is defined in legislation as an omnibus, char-a-banc, wagonette, brake, stage coach or other (non-motorised) carriage plying or standing for hire by or used to carry passengers at separate fares to, from or in any part of the prescribed distance subject to specified exceptions. Omnibuses operate on pre-determined routes.

In this Policy, hackney carriage, carriage and omnibus shall mean the carriage specified within; that being a horse-drawn hackney carriage to which the Acts of 1847, 1889 and 1976 apply.

Regulation and Byelaws

With the Town Police Clauses Act 1889 and the Town Police Clauses Act 1847 regulating the licensing of Omnibuses, the relevant legislation does not provide a clear route for conditions to be attached to such licences. However section 6 of the Town Police Clauses Act 1889 provides the mechanism for the Council to make Byelaws to regulate the operation of horse-drawn omnibus services. Under the Road Traffic Act 1930 and the Transport Act 1985 these provisions remain in force for non-motorised vehicles.

This Policy should be read in conjunction with the other statutory and policy requirements set out in this document.

NOTE:

The Health Protection (Coronavirus Restrictions) (Wales) Regulations 2020 are made in response to the serious and imminent threat to public health posed by the incidence and spread of severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2) in Wales. These Regulations impose requirements and restrictions on taxi drivers, proprietors and private hire operators, whether self-employed or employed, to take preventative measures to minimise risk of exposure to coronavirus. The licensing authority therefore expects Proprietors, Operators and Self-Employed drivers to familiarise themselves with the current guidance issued by the Welsh Government and carry out safety risk assessments of their vehicles (and, where applicable, their Premises) and to include in their operating schedule measures which will ensure the safety of both their customers and staff. It will also expect applicants and Proprietors, Operators and Self-Employed drivers to have risk assessments outlining how it will operate during outbreaks of communicable diseases / infectious diseases such as severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2) i.e. Covid-19.

<https://www.gov.uk/guidance/coronavirus-covid-19-taxis-and-phvs>

1. HORSE DRAWN HACKNEY CARRIAGES

In accordance with Section 45 of the TPCA 1847 a horse drawn hackney carriage shall not operate without first obtaining a licence from the licensing authority and shall not operate without first having registered the horse(s) to be used in conjunction with that carriage with the licensing authority.

The Council is permitted wide discretion in deciding what it will and will not licence by Section 47(2) of the 1976 Act:

(1) A local authority may attach to the grant of a licence of a hackney carriage under the Act of 1847 such conditions as it may consider reasonably necessary.

(2) Without prejudice to the generality of the foregoing subsection, a local authority may require any hackney carriage licensed by them under the 1847 Act to be of such design or appearance or bear any such distinguishing marks as shall clearly identify it as a hackney carriage.

There is no prescribed style of carriage, however, a licensed carriage shall comply with the conditions prescribed by the licensing authority at all times.

The carriage shall, so far is appropriate, comply with all regulations and by laws made in pursuance to any Acts relating to carriages using a public highway.

The proprietor shall at all times comply with the provisions of the Local Government (Miscellaneous Provisions) Act 1976, The Town Police Clauses Acts of 1847 and 1889 and the conditions and bylaws hereinafter provided. It is the responsibility of the proprietor to ensure as far as is reasonably practicable that this Policy is complied with by any person employed, or permitted by them to drive the licensed horse(s) and carriage(s) on their behalf.

1.1 Prerequisites

- a) No hackney carriage licence shall be issued unless the carriage, the horses assigned to it and the harnesses are deemed fit, safe and suitable for purpose by the authority.
- b) The carriage shall be suitable in type and design for use as a hackney carriage. Any dispute in relation to the type or design of carriage shall be determined by the licensing authority.
- c) Any person wishing to apply for a horse-drawn carriage licence must complete the relevant application form and submit it to the licensing section along with the relevant fee.
- d) Prior to any application being considered by the authority, the proprietor shall produce a satisfactory horse drawn carriage engineer's inspection report to ensure the authority that the carriage and its fittings are safe and in good working condition. Alongside which, a vet

appointed by the Council shall examine the horses to be used to draw the carriage and a satisfactory veterinary inspector's report must be provided.

- e) In ascertaining whether the carriage and the horse(s) to be used are suitable to carry passengers for hire and reward, the proprietor must produce the following:
- i) A completed and signed application form
 - ii) Certificate of Public liability insurance
 - iii) Certification of the roadworthiness and suitability of the carriage and harness(es) for the purpose of the intended use.
 - iv) Certificate of insurance covering the carriage for the conveyance of passengers for hire and reward
 - v) A certificate from the Veterinarian deeming the horse as fit and suitable
 - vi) All horse passports issued under Equine Identification (Wales) Regulations 2009 for the horses to be used.
 - vii) Photos of the horses to be used (see subsection 6 "horse and tack")
 - viii) Details of any groomsman or trainee driver who may accompany the driver
 - ix) The daily log book
 - x) The relevant fee
- f) An application will not be considered complete until all of the requirements above have been produced.
- g) Each application shall be considered on its own merits.
- h) Applicants will be informed of the licensing authority's decision to grant or refuse to grant a licence.
- i) If granted, the horse-drawn hackney carriage licence will expire twelve [12] calendar months from the date of issue, unless surrendered, suspended or revoked prior to that date.
- j) If an application is refused, the applicant has a right to appeal against the decision to the Magistrates Court within 21 days of receipt of the formal notice of refusal.
- k) A carriage shall only be driven by a person who holds a valid driver's licence issued by the licensing authority.

1.2 Renewals

- a) An application to renew the licence must be received by the licensing authority no later than one month prior to expiry to allow sufficient time to arrange inspections by Veterinarians and authorised Officers. No exceptions will be made for applications submitted after the current licence expiry date; these will be deemed as new applications.
- b) The onus is on the proprietor to ensure a complete renewal application is submitted prior to expiry of a current licence, no reminders will be sent.

- l) Upon renewal, the proprietor shall submit a completed application which includes all required documentation as per Condition 1.1 to evidence that the carriage and its fittings are safe and in good working condition.
- m) Alongside which, a vet appointed by the Council shall examine the horses to be used to draw the carriage and a satisfactory veterinary inspector's report must be provided.
- c) Where there is a period between the expiry of a current licence and renewal being processed, the carriage shall not be used for hire and reward purposes during this time. Some exceptions may apply if agreed with the licensing authority.

1.3 Limitation of numbers

- a) Ceredigion County Council does not currently limit the number of horse drawn hackney carriages. The need for this limit may be reviewed by a competent and independent company appointed to conduct the review on behalf of the Council, the findings of which may be made available upon request.

1.4 Structure:

- a) The carriage shall be designed to be driven by only one horse at any one time.
- b) It must have four wheels, and a compartment for passengers to be carried in;
- c) The carriage shall not convey in excess of the maximum permitted number of passengers specified by the licensing authority. This shall be determined at the point of licensing, but must not exceed eight [8] passengers.
- d) The carriage must be constructed to a suitable standard and quality to be a licensed carriage. The guidelines and inspection proforma can be found on the Department for Transport (DfT) Code of Conduct for horse drawn carriages and at APPENDIX A to this policy
- e) The carriage shall be painted in a single colour, being either gloss black or treated/varnished wood, and shall not display any signage or advertisements without the prior consent of the licensing authority.
- f) The seats shall be properly cushioned and covered to enable them to be kept suitably comfortable, clean and dry. A blanket can be used to provide additional comfort if required, and this must also be clean and dry.
- g) If the passenger compartment is exposed to the elements, the seats shall be cleared of any detritus and dried of water prior to any passengers being conveyed.
- h) The floor shall be covered with a suitable mat or carpet to prevent any slipping and must be capable of being cleaned and cleared of any detritus or water prior to any passengers being conveyed. It is the driver's responsibility to ensure the carriage is kept in a clean and comfortable condition.

- i) If the carriage provides means for carrying luggage, the driver shall ensure that any luggage being conveyed is secured properly prior to the commencement of the journey.
- j) Lights and signals should be fitted to the carriage and should be capable of being lit by the driver between dusk and dawn. Lighting on a carriage is restricted to two standard rear positional lamps and two standard front positional lamps as per the Motor carriages (Construction & Use) Regulations. The lights shall be capable of being lit white to the front and red to the rear as prescribed under The Road Vehicles Lighting Regulations 1989.
- k) All horse-drawn carriages should have two red rear reflectors.
- l) All carriages must be fitted with a dung catching device while the carriage is in use on any public highway. If requested to do so by a licensing enforcement officer, a tight leather strap must be placed between the bungee and the lock to prevent the bungee from sliding back.
- m) No alteration or change to the carriage shall be made without prior approval of the licensing authority.
- n) The above list is not exhaustive and authorised Officers of the local authority will assess whether standards of the carriage is acceptable or not. In such instances, the officer's decision will have effect as though it were included in the above lists and the licensed driver or proprietor will be required to comply accordingly.

1.5 Inspections:

- a) Prior to the grant or renewal of a horse drawn hackney carriage licence, the carriage, horse(s) and tack shall be presented for inspection and testing on the date appointed by the licensing authority. All carriages must be produced with a full set of tack and harnesses.
- b) The licensing authority is empowered to inspect a hackney carriage at any time. All carriages, horses and equipment shall be presented to the authority upon request.
- c) The licensee shall not prevent any authorised officer, constable or veterinarian from inspecting the carriage, horses, harnesses or harnessing or any accommodation used for stabling and keeping the horses.
- d) The carriage shall be kept in a clean and well maintained condition. A carriage may be issued with a s.68 prohibition notice and removed from service if it is in an unsafe, dirty or unsatisfactory condition.

1.6 Signage:

- a) The carriage will be issued with a plate which must be affixed to the rear of the carriage displaying the number of passengers that may be carried.
- b) The plate shall be returned to the licensing authority within seven [7] days upon surrender, expiry or revocation of the licence. The deposit shall be refunded unless replacement

plates are required. Failure to return the plates upon expiration, suspension or revocation or at the request of the licensing authority or authorised officer is an offence under section 58(2) of the Local Government (Miscellaneous Provisions) Act 1976.

- c) Loss of a licence plate must be immediately reported to the licensing authority and a replacement must be obtained on payment of such reasonable fee as the licensing authority may prescribe.
- d) No fittings, signs or advertisements are to be painted on or attached to the carriage or displayed within the carriage unless approved by the licensing authority in writing.

1.7 Route:

- a) The carriage shall only convey passengers along the pre-determined route, the fare for which shall be determined by the licensing authority and no fare in excess of that may be charged other than for cases, trunks and fouling as determined by the licensing authority.
- b) No deviation from the prescribed route is permitted unless written permission from the licensing authority is obtained beforehand. It is accepted that the driver may require to deviate from the pre-determined route when the carriage is not in service, for example journeys home or to obtain repairs / maintenance. Such instances do not need to be made known to the authority.
- c) The pre-determined route is attached to this document at APPENDIX B
- d) Where a route is closed by the Mid Wales Trunk Road Agency or Ceredigion County Council for any reason, the proprietor must inform the licensing authority and obtain permission to convey passengers on any deviated route.

1.8 Fares:

- a) The Council sets the maximum rates that may be charged by horse drawn hackney carriage carriages.
- b) The table of fares as prescribed by Ceredigion County Council shall be displayed in the carriage in such a manner that it is capable of being easily viewed by the passengers being conveyed in the carriage. Those fares may be written clearly upon a sign displayed in the vicinity of the horse & carriage in order to inform potential passengers of the fare expected to pay.
- c) No fee in excess of that prescribed by the authority may be charged to any passenger.
- d) No additional fare may be charged for the conveyance of an assistance dog or for providing assistance to any passenger with reduced mobility or other impairment which may affect their ability to board or alight the carriage. Appropriate assistance must be given if requested.

1.9 Transferring licenses:

- a) There is currently no provision within the Acts to permit a licensee to transfer a licence to another carriage.

1.10 Change of proprietor / Sale or Transfer of carriage:

- a) The proprietor shall furnish in writing the name(s) and address(es) of the new proprietor(s) within 14 days of the transfer of the carriage to another person or persons.

1.11 Accidents:

- a) If at any time a licensed carriage is involved in an accident, however minor, the driver or proprietor must inform the licensing authority within seventy-two hours of the accident occurring (In exceptional circumstances the licensing authority may accept claims made outside of that timescale if the proprietor can evidence that they made reasonable attempts to inform the authority within the prescribed timescale.)
- b) Following repair, the carriage must be submitted for inspection by an authorised officer of the Council, or a person whom the Council deems competent to undertake such an inspection. Failure to present the carriage for inspection may result in the carriage licence being suspended until such time as the authority is satisfied the carriage is fit for purpose.
- c) If the carriage is submitted for repairing by a bona-fide carriage builder / engineer, a certificate issued by the same builder / engineer attesting to the fitness of the repair / work may be acceptable.

1.12 Records:

- a) The proprietor shall keep and maintain a daily log book detailing the following information on a daily basis:
- i. Time and duration of rests, refreshment and feeding times of the horse,
 - ii. any other notes made in relation to the welfare of the horse, safety of the public, passengers or carriage and the barring of any passengers, and
 - iii. this book is to be signed off by the proprietor on a daily basis.
- b) This log book must be kept for a minimum of 1 year and shall be produced on renewal of the subsequent year and at the request of an authorised officer.

2. DRIVERS

2.1 Prerequisites

- a) The licensing authority must be satisfied that the applicant is a fit and proper person. As such, applicants are expected to act with honesty and integrity throughout the application process and the continuity of their licence.
- b) There is an expectation that information requested, for example, previous convictions and cautions, will be fully and accurately disclosed to the authority. Applicants and licensed drivers are required to disclose all convictions and cautions including those that would normally be considered spent as horse drawn hackney carriage drivers are included as exceptions within the Rehabilitation of Offenders Act 1974 (Exceptions) Order 1975.
- c) Care should be taken when completing the form as failure to make full and accurate disclosure can in itself result in refusal of the application, a review of the licence and could result in prosecution.
- d) Each application will be treated on its own merits and shall remain in force for a maximum period of one [1] year, unless surrendered, suspended or revoked.
- e) Any person making an application for a horse-drawn carriage driver's licence must complete the relevant application form and submit it to the licensing Team along with the relevant fee and required documentation. An application shall not be deemed complete unless all the required documentation is submitted to the licensing authority.
- f) The grant of a licence to drive a horse-drawn carriage shall entitle the holder to drive a horse-drawn carriage only. It shall not entitle the holder to drive a mechanically propelled hackney carriage or private hire carriage.
- g) Applicants must produce evidence to the local authority that they are competent and qualified to drive horses in harness by producing a Certificate of Competence (Road Driving Certificate) issued by the British Driving Society indicating that the driver has successfully attained the Level 3 Certificate in Road Driving Safety for the Single Harness horse.
- h) Any expense involved in producing such testing and certification shall be borne by the applicant.
- i) Drivers and Operators shall have due regard to the DfT Code of Practice for horse Drawn Carriages, which can be found [here](https://webarchive.nationalarchives.gov.uk/20120606172812/http://assets.dft.gov.uk/publications/dft-information-sheets/code-of-practice-for-horse-drawn-carriages.pdf):
<https://webarchive.nationalarchives.gov.uk/20120606172812/http://assets.dft.gov.uk/publications/dft-information-sheets/code-of-practice-for-horse-drawn-carriages.pdf>.
- j) Every application made for a licence to drive a horse Drawn hackney carriage must be accompanied by satisfactory evidence of the following matters and applications that are incomplete will not be deemed to have been made until such time as they are complete:-

- i) An enhanced criminal record check and evidence that the applicant is not on a child and/or vulnerable adult barring list. The applicant will be required to undertake an 'enhanced' criminal record check from the Disclosure & Barring service (DBS) and provide a copy of the certificate to the licensing Team on application.
 - ii) Two recent passport sized photos, recent in this instance means taken within the last 12 months.
- k) In order to be licensed, the applicant will need to meet the following criteria:
- i) The applicant must have the right to live and work in the UK.
 - ii) Must be at least 18 years of age at the time of applying. There is no upper age limit provided the applicant can satisfy the licensing authority that they is a fit and proper person.
 - iii) Must be medically fit and will meet the DVLA Group 2 medical standards, the applicant must undergo a medical examination with his or her own General Practitioner.
 - iv) Must meet the fitness criteria set out by this authority.

2.2 Renewals

- a) It is the drivers' responsibility to ensure that an application for renewal is submitted in sufficient time prior to the licence expiry date. There is no automatic period of grace. An application for a licence renewal received after the expiry date may be treated as a new application and applicants are minded to submit their renewal within sufficient time in order to account for any delays or items which may require amendment or correction prior to processing. The local authority considers that a sufficient timescale to submit the renewal and/or documentation is 30 days; however, the local authority takes no responsibility for any delays caused by external factors or any circumstances beyond its control.
- d) The onus is on the proprietor to ensure a complete renewal application is submitted prior to expiry of a current licence, no reminders will be sent.
- e) Where there is a period between the expiry of a current licence and renewal being processed, the driver shall not be permitted to drive for hire and reward purposes during this time. Some exceptions may apply if agreed with the licensing authority.

2.3 Driving Test

The vehicle/carriage may only be driven by a person authorised by virtue of a licence issued by this authority.

The licensing authority needs to be satisfied that the applicant for a new horse drawn hackney carriage driver's licence is an experienced carriage driver capable of working safely in an area with a large volume of pedestrian and vehicular traffic.

[39]

New applicants for a horse drawn hackney carriage drivers licence will be expected to undertake every unit within the Level 3 Certificate in Road Driving Safety for the Single Harness horse. The final Assessment is by practical demonstration and oral questioning with a BDS Approved assessor.

Applicants who have been licensed previously by Ceredigion County Council will not be required to pass a knowledge test if their last licence expired less than three years prior to the date of the new application.

2.4 Fit and Proper Person Test

- a) No licence will be granted if the local authority cannot be satisfied that the applicant is a fit and proper person to hold a hackney carriage driver's licence. The onus is on the applicant to prove to the authority that they are a fit and proper person. If a licence is granted, the driver must remain a fit and proper person throughout the duration of the licence.
- b) All applicants are required to complete an enhanced Disclosure and Barring service (DBS) check as well as produce a medical certificate endorsed by their general practitioner deeming the person as "Fit". See "medical fitness" & "disclosure & barring service check"
- c) The applicant / licensed driver's behaviour and attitude towards members of the public, fellow drivers and employees of the authority will be considered in determining a person's suitability to hold a licence. A drivers licence will be reviewed where a substantiated claim of aggressive, rude or undesirable behaviour has been made.

2.5 Disclosure and Barring service Check

One of the checks undertaken to ascertain whether a person is fit and proper is an 'enhanced' criminal records check from the Disclosure & Barring service (DBS). The applicant will be required to submit a copy of the certificate that is issued as a result of this check to the licensing service. DBS certificates are ordinarily applied for through the Council's licensing service however a certificate obtained elsewhere may, at the discretion of the licensing authority, be acceptable if it is less than three months old and has been processed in relation to both the child and adult workforce employment position (this is specified on the certificate).

The occupation of a "Taxi driver / Private hire licence" is exempt from the provisions of the Rehabilitation of Offenders Act 1974. Therefore, the applicant is required to disclose all convictions, cautions, warnings and/or reprimands

Where a DBS check reveals convictions or serious convictions which in the licensing service's opinion may render an applicant unfit to hold a driver's licence, the applicant will be referred to the licensing sub-committee to determine their suitability to hold a licence. The information contained within the DBS certificate will be considered with reference to the

authority's 'Taxi and Private Hire licensing Policy – Fitness Criteria for Drivers and Operators'. Where the licensing authority or sub-committee deviate from this Policy, clear and compelling reasons will be given.

It should be noted that the DBS send the certificate to the applicant directly. Once it has been received, an appointment should be made with the licensing authority in order to submit the certificate to an officer for approval. The original certificate must be produced to the licensing service to progress the application as copies will not be accepted.

A licence will not be granted or renewed in the absence of a current enhanced DBS certificate.

Note: Proposed changes scheduled to the DBS application process may render these conditions subject to change.

More information can be found on the DBS website:

<https://www.gov.uk/government/organisations/disclosure-and-barring-service>.

2.6 Applicants with periods of residency outside the UK:

If an applicant has spent six continuous months or more outside of the UK, the licensing authority will require evidence of a criminal record check from the country/countries resided in covering the period(s) at application. A certificate of good conduct issued by the Embassy where the applicant previously resided and translated and certified by a professional translation service may be acceptable.

The local authority will consider each case on its own merits having due regard to the Fitness Criteria Policy.

2.7 Right of driver to work in the UK

The Council will require all applicants for new licences to provide documentary evidence to confirm that they are legally entitled to work in the UK. Examples of documents that may be provided include (but are not limited to):

- A UK passport confirming that the holder is a British Citizen (or citizen of another EEA country including Iceland, Lichtenstein, Norway and Switzerland)
- Passport or other travel document endorsed to show that the holder is allowed to stay in the UK and undertake paid employment
- Full UK birth/adoption certificate
- An immigration document issued by the Border and Immigration Agency to the holder which indicates that the person named in it can stay in the United Kingdom and undertake paid employment

- A work permit or other approval to take employment issued by the Home Office or the Border and Immigration Agency when produced in combination with either a passport or another travel document endorsed to show the holder is allowed to stay in the United Kingdom and is allowed to undertake paid employment.

When an applicant is subject to immigration controls, a licence will not be issued for longer than the period that the applicant has permission to undertake paid employment in the United Kingdom.

2.8 Medical Assessment

The DVLA recommend that hackney carriage drivers should be subject to Group 2 medical standards applicable to persons applying for licences to drive Public service Carriages (PSV) and Large Goods Carriages (LGV). The authority adopted this medical standard for licensed drivers in October 2016 and this standard shall apply to drivers of horse drawn hackney carriage drivers also.

- a) Applicants are required to undergo a medical assessment on first application and every 5 years thereafter until the age of 65 when drivers will be subject to annual examinations. Holders of current PSV and/or LGV licences where the holder is able to produce proof of a current medical examination will not be required to undergo further assessment but will be required to submit that certificate at the required intervals or undergo a new examination in order to obtain a medical certificate deeming them medically fit.
- b) Where there is any doubt as to the medical fitness of the applicant, the local authority may require the applicant to undergo a further medical examination by a doctor appointed by the local authority. Any costs associated with medical examinations are to be borne by the applicant.
- c) licence holders must advise the licensing service of any change in their health that may affect their driving capabilities – this includes, but is not restricted to the list of conditions which must be notified to the DVLA.
- d) Where there is any doubt about the fitness of the applicant, the licensing authority will review the drivers licence. The licensing authority reserves the right to suspend or revoke a licence where there is any doubt as to the driver's fitness.

2.9 General Conduct

licence holders shall endeavour to promote the image of the horse drawn hackney carriage trade by complying with the conditions of their licence, the horse Drawn hackney carriage licensing Policy and where applicable the hackney carriage byelaws.

- a) The driver shall ensure, as far as is reasonably practicable, the safety of his passengers and other road users.

[42]

- b) The driver shall:
 - i) Behave in a civil, orderly and responsible manner at all times
 - ii) Maintain the carriage in a safe and satisfactory condition at all times; ensuring that it is clean and suitable for hire to the public at all times;
 - iii) Assist, where necessary, passengers into and out of the carriage
- c) When standing, drivers shall in addition to the above:
 - i) Rank in an orderly manner and proceed along the rank in order, moving along promptly
 - ii) Remain in or near to the carriage
 - iii) Pay attention to personal hygiene and dress so as to present a professional image to the public;
 - iv) Be polite and helpful to passengers
 - v) Treat all customers with dignity and respect regardless of their age, race, disability, sexual orientation, gender, religion or belief
 - vi) Drive with care and due consideration for other road users and pedestrians
 - vii) Obey all traffic orders and directions at all times
 - viii) Not consume alcohol
 - ix) Not smoke whilst on the carriage
 - x) Not use a hand held mobile phone whilst the carriage is in motion
- d) Drivers should wear their drivers badge to ensure that passengers are able to easily view the drivers name and any other information bore upon it.
- e) Passengers must be seated correctly and securely within the passenger compartment
- f) The driver shall not permit anyone other than an authorised officer, examiner, groomsman or trainee driver to be seated in the front of the carriage.
- g) Every part of the harness of animals drawing the carriage shall be kept in good order and repair so that the animal is securely attached to the carriage and is under the control of the driver.
- h) The proprietor or driver of a hackney carriage, when driving or standing for hire shall not by other means importune any customers by any means other than displaying on the carriage "for hire" and/or "i'w hurio"
- i) If a stand, at the time of arrival, is fully occupied, the carriage shall proceed to another stand.
- j) The driver shall not play any radio, sound any bell or horn or any other noise-making instrument from the carriage

2.10 driver Dress Code

It is recognised that the horse drawn hackney carriage trade plays an important part in portraying a positive image of Ceredigion as a County.

Anything that serves to enhance the professional image of the trade and promotes the concept that the drivers of licensed carriages are professional vocational drivers is to be welcomed.

The purpose of a driver's dress code is to seek a standard of dress that provides a positive image of the horse drawn hackney carriage trade in the County of Ceredigion to enhance the professional image of licensed drivers and ensure that public and driver safety is not compromised.

- a) All clothing worn by the driver must be clean and in a good and neat condition, free from rips or tears, and the driver must have good standards of personal hygiene and grooming.
- b) Consideration should be taken in relation to the driver's health and safety and any clothing provided must ensure that the driver is kept warm or cool as required. As a minimum standard, drivers should wear clothing which falls below knee length, such as long shorts or trousers, and a shirt or blouse which has a full body and as a minimum short sleeves.
- c) A skirt or dress is not deemed suitable attire due to endangerment to the driver of any excess fabric becoming entangled in equipment, harnesses, wheels or other part of the carriage.
- d) Words or graphics on any clothing that is of an offensive or suggestive nature or which might offend are not permitted.
- e) Sportswear (e.g. football / rugby kits, track suits, beach wear, etc.) is not permitted
- f) Footwear must be suitable and appropriate. Flip flops, sandals or shoes which do not protect the feet are not permitted.
- g) Drivers shall remain suitably clothed at all times when undertaking their duties.
- h) The wearing of hoods or other clothing that obscures the driver's vision or their identity is not permissible.

The above lists are not exhaustive and authorised Officers of the local authority will assess whether standards of dress is acceptable or not. In such instances, the officer's decision will have effect as though it were included in the above lists and the licensed driver will be required to comply accordingly.

3. EQUALITY & DIVERSITY

The licensing authority will not tolerate discrimination of any sort. Any complaints made in relation to a passenger being treated unfairly, or if any negative behaviour is directed at a passenger due to a protected characteristic, the licensing authority will make a full and thorough investigation and enforcement action will be taken where necessary. An allegation of discrimination will be regarded as extremely serious and may be reported to the Police. The licensing authority may then review the licence to establish whether the licence holder remains a fit and proper person to hold such a licence.

Drivers are required to read Appendix F to the overarching Policy “Accessibility Conditions for Designated Carriages”

3.1 Vulnerable passengers & the Equality Act 2010

A vulnerable passenger is a person whose age or disability means that they are more susceptible to harm than a typical passenger. This may be a child, elderly person or someone with learning difficulties, or mobility restrictions for example. It can include someone who is vulnerable due to an excessive level of intoxication or mental state or capacity.

Sections 165, 166 and 167 of the Equality Act 2010 places duties upon drivers when carrying disabled passengers. To ensure that drivers understand and carry out these duties, the licensing authority has set out these conditions which complement the Equality Act 2010.

It is important to understand that disabilities are not always visible. It may not be immediately obvious that a passenger has special requirements. Physical access for wheelchair users is important but an accessible carriage is only part of the service provided.

3.2 Due Care

- a) It is the duty of the driver to show due care and patience when conveying all passengers. The driver must take into consideration any disability or impairment when conveying passengers and offer assistance as appropriate and as required.
- b) The driver must ensure that all passengers are carried in safety and in reasonable comfort whether or not the passenger has a disability or impairment that affects their day to day activities.
- c) The driver shall ensure that any wheelchairs or equipment being conveyed shall be firmly secured to the carriage prior to the carriage setting off. Any wheelchairs, equipment and passengers are carried in such a way that no danger is likely to be caused to any passenger in accordance with the Road Carriages (Construction & Use) Regulations 1986
- d) The driver must not make any additional charge for carrying wheelchairs, disability equipment or assistance dogs.
- e) The driver/operator must confirm that appropriate provision has been made for the passenger prior to accepting the booking or commencing the journey. This does not necessarily mean that the driver/operator is responsible for the provision of appropriate measures, however, they should check that the measures are in place.
- f) An entry should be made into the daily log book by drivers where a service has been provided to a vulnerable passenger including any incidents occurring/actions taken or refusals of service.

- g) When making a journey with vulnerable passengers, photo identification should be produced to the carer responsible for the person. If necessary you should obtain a record of the carer's contact details if there is no chaperone.
- h) If a vulnerable passenger is refused carriage, a responsible person should be informed so that alternative arrangements can be made. For example; this situation may arise if the customer has an assistance dog and the driver has a medical exemption from conveying an assistance dog granted by the authority.
- i) Always ask if a passenger needs help; do not make any assumptions
- j) Drivers should remain professional at all times and shall not:
 - i) Touch a passenger inappropriately. If the passenger requires physical assistance, a driver should ask them how they can help them
 - ii) Make offensive or inappropriate comments (such as the use of swearing or sexualised or discriminatory language)
 - iii) Behave in a way that may make the passenger feel intimidated or threatened
 - iv) Attempt to misuse personal details obtained via the business about a person.
- k) If you are concerned about the safety, welfare or behaviour of a vulnerable person you should report this to the police by telephoning 101 (or if you believe a vulnerable person is in immediate danger, call 999)
- l) If you are concerned about someone else's conduct you should report your concerns to the Council's licensing service on 01545 572 179, the police on 101 or Crimestoppers on 0800 555111

3.3 Assistance Dogs

- a) The driver shall, on request carry a guide dog, hearing dog or any other assistance dog, belonging to a passenger, free of charge.

Drivers are advised to familiarise themselves with the safety aspects of carrying an assistance dog. Guidance can be found on the Guide Dogs website:

<https://www.guidedogs.org.uk/services/guide-dog-services/assistance-dog-travel-guide/travel-by-car#.VYv-spaD67R>

3.4 Visually Impaired passengers

- a) For visually impaired passengers, the driver must state to that passenger the fare of the journey and offer to provide a written receipt, which shall state the date and time of journey, the amount paid and driver name.
- b) The driver shall announce the stop location at the end of the journey.
- c) Where possible, ensure that visually impaired passengers are dropped off in a safe place, where they are not in danger of harm from the carriage, horses or other carriages.

- d) If required, let the passenger know where they are at the end of the journey and which way the carriage is facing.

3.5 Hearing Impaired Passengers

- a) When speaking, speak clearly and look at the passenger so they may lip read if they are able to do so.
- b) Ensure that the passenger is aware that you have understood their instructions.

3.6 Mobility Assistance

- a) The driver must offer to provide such assistance as reasonably required to enable the passenger to board or alight the carriage.
- b) The operator accepting the booking for a pre-arranged/pre-booked journey should enquire if the passenger has any special requirements; i.e. a guide dog or wheelchair provision. At the same time, the passenger should also state if they have any special requirements and discuss whether the Operator is able to fulfil those requirements.

3.7 Fares

- a) A driver shall not charge a passenger for assistance for boarding the carriage or for the carriage of assistance dogs or wheelchairs. Reference should be made to the licence conditions relating to the fares which may be charged.

3.8 Exemptions

- b) A driver shall notify the licensing authority and their employer if they have any pre-existing conditions which may affect their ability to carry assistance dogs and/or passengers with special requirements.
- c) Medical exemptions involving the carriage of disabled persons and/ or the carriage of any assistance dog may apply to new or existing drivers who suffer certain medical conditions. If the driver suffers from any medical condition which affects his / her ability to carry disabled persons and/ or an assistance dog of any sort, he / she must provide evidence to the licensing authority that they have a specific problem to qualify for such an exemption by means of a medical certificate issued by their General Practitioner
- d) Any exemption certificate issued by the licensing authority must be kept upon the driver at all times whilst undertaking his duties and be readily available for inspection at any time by an authorised officer.

4. HORSE AND TACK

4.1 Prerequisites

[47]

- a) Each horse used in connection with the driving of the licensed carriage shall be registered with the licensing authority on the prescribed form prior to use. No horse may be used otherwise than in accordance with this Policy.
- b) No horse shall be harnessed to or used in connection with the licensed carriage unless it is fitted with an identifying microchip, the number of which has been notified to the licensing service beforehand.
- c) The proprietor will be issued with an identification badge for the horse assigned to the carriage. This shall be kept with the carriage at all times and be made readily available for inspection by an authorised officer, constable or veterinarian.
- d) A horse may not be transported without his passport and as such, the passport must be kept with the horse and shall be produced for examination at the request of an authorised officer. Failure to provide a valid Passport could result in a fine not exceeding £5,000 on the standard scale¹.
- e) horses must be fit and suitable for use and be at least six years old to be used in connection with any horse drawn hackney carriage. The age recommendation is set out by the DfT Code of Practice and does not overrule any guidance or advice of a registered veterinary surgeon.
- f) The horse(s) must be regularly and competently shod. The proprietor shall keep records of when the horse is shod and by whom; these records to be kept for a minimum of 12 months.
- g) Each horse must be vaccinated against Equine Influenza and Tetanus.
- h) There must be a worming programme in place.
- i) The proprietor shall produce the following on application for a horse drawn hackney carriage licence grant and renewal:
 - i) A veterinary surgeon report verifying the general fitness and appropriateness of the horse(s) to be used - to include verification that the horse(s) are fit and suitable to pull a carriage containing the maximum laden/ number of passengers, and in traffic conditions.
 - ii) A copy of the horse passport(s) for the horse(s) to be used
 - iii) Photographs from each side and head on of the horse(s) to be used
- j) The driver shall ensure that, prior to commencing work on any particular day that any horse he intends to drive is:
 - i) Well rested, fed and watered as required,
 - ii) in good physical condition and is not showing any signs of ailment or distress and
 - iii) adequately shod.
- k) The driver shall examine the horse(s), harness and carriage carefully at the start of each day's work to ensure that the carriage and horse(s) are in good condition and good working order.

- l) The tack must fit the horse properly so as not to cause pain, distress or rubbing of the horse.
- m) The tack must be routinely checked prior to use and during use, to ensure that neither the safety nor harnessing of the horses is jeopardised.
- n) Each set of tack shall be assigned to a horse and clearly marked as such.
- o) The driver shall keep a fully stocked equine first aid kit on the carriage.
- p) The driver shall be responsible for cleaning up any horse defecation in a public place on the route of the journey or at the standpoints as soon as it is practicable using the equipment provided in accordance with condition 11.2 above and for the hygienic disposal of that material.

4.2 Veterinary Examination

- a) No horse shall be harnessed to, or used in connection with the licensed carriage unless a an approved Equine Inspector (by the joint Royal College of Veterinary Surgeons and the British Veterinary Association Committee) has examined the horse and issued in respect of it a certificate of fitness in a form approved by the Council. This certificate shall be submitted to the licensing service at application or following intermediary inspections.
- b) Evidence of a Veterinary examination of the horse/horses to be used to pull the carriage will be produced to the licensing authority prior to the grant of a carriage licence. The inspection should cover fitness and suitability of the animals and the condition of any harness or tack to be used. The certificate should be no more than one calendar month old on the day that the carriage licence application is granted.
- c) At the time of the veterinary inspection, colour photographs (from each side and head on) shall be provided together with a declaration (by a veterinarian) on the reverse of the photograph verifying that the photographs relate to the horse inspected.
- d) If in the opinion of a Veterinarian, authorised officer of the Council or Police officer, the horse appears unfit for work then the use of that horse shall cease until such time as a an approved equine inspector (by the joint Royal College of Veterinary Surgeons and the British Veterinary Association Committee) has certified that the horse is fit. The fees for such an examination are to be the responsibility of the carriage proprietor.
- e) Veterinary inspection reports relating to the horse in harness should be available for inspection on request by an authorised officer

4.3 Rest Periods

- a) The driver shall ensure that a horse which is harnessed to or used in connection with a licensed hackney carriage shall not be used for more than six [6] hours of work in any one day. A “day” covers a period of 24 hours and ensures the horse has 18 hours of rest within that period.

- b) During the six [6] hours no more than two [2] consecutive hours may be spent working without the horse being allowed at least 30 minutes quiet rest
- c) Each horse shall be given a minimum of 10 minutes rest after each ride
- d) Each horse shall not work on more than three consecutive days.
- e) During rest periods the horse shall have access to clean water and be fed as appropriate.
- f) The food and water shall be contained in a proper receptacle where it may not be contaminated or tampered with.
- g) The horse shall not be fed by members of the public
- h) The licence holder must have due regard to extreme or adverse weather conditions such as exceptionally hot weather, when there is no cloud cover, or periods of heavy rain when each horse shall be provided with adequate shade / shelter and be sponged down to prevent heat stress or dried off to prevent chill.
- i) The driver must at all times consider the horse's welfare and needs and shall provide sufficient rest, care, food, and water as and when required by the horse.
- j) During rest periods, the horse should not be subject to unnecessary petting by members of the public
- k) If at any time, the horse appears to become fatigued, distressed or unwell, he shall be provided with sufficient rest and care to ensure his welfare needs are met. Where required, the driver must remove the horse from service and seek immediate veterinary attention.

5. COMPLIANCE AND ENFORCEMENT

5.1 Enforcement

The principal purpose of hackney carriage licensing is to protect the public and promote public safety. To this end the Council aims to provide an efficient, targeted and proportionate regulatory approach to those it regulates.

The Regulator's Code was brought into force in 2014 and states that the local authority should:

- Carry out their activities in a way that supports those they regulate to comply and grow,
- Provide simple and straightforward ways to engage with those they regulate and hear their views,
- Base their regulatory activities on risk,
- Share information about compliance and risk,
- Ensure clear information guidance and advice is available to help those they regulate meet their responsibilities to comply,
- Ensure that their approach to their regulatory activities is transparent.

Where appropriate, referrals will be made to other agencies. This will include but is not limited to the Police, Her Majesty Revenue and Customs (HMRC), DVLA and the Children's and Adult Safeguarding teams.

The local authority will respond to complaints made by the public and referrals from other agencies and bodies. In addition officers will undertake proactive inspections and testing as either day to day activity or as a part of programmed operations.

5.2 Hearings

Licence holders and applicants may be referred to the licensing sub-committee for offences committed, failure to comply with any part of this policy, or for other any other conduct which impacts on their fitness to be a licence holder. The sub-committee will consider the offence / conduct on the individual's fitness to hold a licence and take such action as is appropriate in the circumstances.

Where the licensing authority considers there to be a threat to public safety or animal welfare, provisions exist in the LGMPA to revoke a licence with immediate effect.

5.3 Warnings

These may be issued for minor infringements. A warning letter will remain on file for a period of three years and will be referred to in the event that the licence holder is taken before the sub-committee for any other reason.

5.4 Suspensions

Carriages can be suspended in accordance with section 68 Local Government (Miscellaneous Provisions) Act 1976 if an officer is not satisfied as to the fitness of a carriage.

Drivers can be suspended under section Local Government (Miscellaneous Provisions) Act 1976.

A suspension can be ordered to take immediate effect if it is in the interest of the public.

5.5 Revocations

Licences issued by this authority may be revoked by the sub-committee in accordance with section s.61 of the Local Government (Miscellaneous Provisions) Act 1976.

If the seriousness of the case merits revocation, this course of action will be available to the sub-committee even if it is the first enforcement action taken against the driver/carriage.

A revocation can be ordered to take immediate effect if it is in the interest of the public.

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Ymgynghoriad ar weithredu trwyddedu cerbydau hacni wedi'u tynnu gan geffylau

Mae'r cynllun arfaethedig yn cynnwys y canlynol:

- Trwyddedu cerbydau hacni a dynnir gan geffylau yn awdurdod Ceredigion
- Y llwybr dynodedig fydd rhwng y Promenâd newydd a Glan-y-Môr, Aberystwyth,
- Newid y safle Tacsis ar y Promenâd Newydd er mwyn caniatáu cerbydau a dynnir gan Geffylau yn unig rhwng 6am a 6pm
- Diwygiadau i'r Polisi Trwyddedu presennol er mwyn cynnwys newidiadau mewn deddfwriaeth

Gallai'r cynigion hyn gael effaith arnoch chi, eich busnes a'r gymuned leol, a hoffem sicrhau bod unrhyw un y gallent gael eu heffeithio yn cael y cyfle i weld y cynlluniau manwl a dweud eu dweud.

Fel rhan o'n hymrwymiad i fynd i'r afael â newid hinsawdd, mae'r Awdurdod Trwyddedu yn gweithredu o amgylchedd di-bapur. Mae copi o'r amodau diwygiedig ar gael ar wefan Trwyddedu Ceredigion a gellir eu gweld trwy'r ddolen ganlynol:

<https://www.ceredigion.gov.uk/English/Business/Licences-Permits/Pages/default.aspx>

Ni anfonir copïau caled atoch oni bai y byddwch yn gofyn amdanynt.

Gellir darparu ffurfiau hygyrch eraill o gael cais.

Gallai'r amodau hwn effeithio arnoch chi neu eich busnes. Felly, hoffwn eich annog i neilltuo'r amser i ddarllen y polisi a'r amodau diwygiedig, gan ymateb i'r cwestiynau a ofynnir isod.

Bydd yr ymgynghoriad yn cychwyn ar 02/08/2021. Os hoffech wneud sylwadau am y cynnig, a fydddech gystal ag ymateb erbyn 31/08/2021 er mwyn cael dweud eich dweud.

I weld yr amodau arfaethedig ac i lenwi'r holiadur, ewch i:

Os bydd gennych chi unrhyw ymholiadau, mae croeso i chi gysylltu â'r adran drwyddedu ar 01545 572 179

Mae'r cwestiynau hyn yn ddewisol, ond mae angen i ni eu gofyn er mwyn deall a yw ein hymgyngoriad wedi cyrraedd y bobl gywir (yn unol â gofyniad Deddf Cydraddoldeb 2010) ac er mwyn deall sut y gallai grwpiau gwahanol gael eu heffeithio gan y cynnig, gan ganiatáu i ni roi sylw i hyn os y gallwn.

Yn unol â'r Ddeddf Diogelu Data, cedwir unrhyw wybodaeth y gofynnir amdani ar gyfer y cwestiynau canlynol yn hollol gyfrinachol at ddibenion dadansoddi data yn unig.

1. Iaith: Beth yw eich dewis iaith?

- Cymraeg
 - Saesneg
 - Byddai'n well gennyf beidio dweud
 - Arall (gan gynnwys iaith Arwyddion Prydain)
-

2. A ydych chi'n gallu deall, siarad, darllen neu ysgrifennu Cymraeg?

- Deall Cymraeg lafar
- Siarad Cymraeg
- Ysgrifennu Cymraeg
- Darllen Cymraeg
- Byddai'n well gennyf beidio dweud
- Dim o'r uchod

3. A ydych chi yn?

- Wryw
- Benyw
- Arall
- Byddai'n well gennyf beidio dweud
- Trawsryweddol: A yw eich rhyw yr un fath â'r rhyw a neilltuwyd i chi ar eich genedigaeth?
Ydy Nac ydy Byddai'n well gennyf beidio dweud

4. A ydych chi?

- Dan 16 oed
- 16 – 24 oed
- 25 - 44 oed
- 45 - 64 oed
- 65 oed a throsodd
- Byddai'n well gennyf beidio dweud

5. Cyfeiriadedd Rhywiol: Pa rai o'r dewisiadau canlynol sy'n disgrifio'r ffordd yr ydych chi'n meddwl am eich hun orau? Sylwer: Dim ond i'r rhai dros 16 oed y dylid gofyn y cwestiwn hwn.

- Heterorywiol/Strêt
- Deurywiol
- Dyn Hoyw
- Menyw Hoyw/Lesbiad
- Byddai'n well gennyf beidio dweud
- Arall (nodwch os ydych yn dymuno) _____

6. Partneriaeth: Pa rai o'r dewisiadau canlynol sy'n disgrifio eich statws partneriaeth?

- Sengl

- Priod
- Partneriaeth Sifil
- Yn byw gyda Phartner
- Wedi gwahanu
- Gŵr/gwraig weddw
- Wedi ysgaru
- Arall
- Byddai'n well gennyf beidio dweud

7. Hunaniaeth genedlaethol: Sut fyddech yn disgrifio eich hunaniaeth genedlaethol?

- Prydeiniwr/Prydeinwraig
- Cymro/Cymraes
- Sais/Saesnes
- Albanwr/Albanes
- Gwyddel/Gwyddeles
- Gwyddel/Gwyddeles o Ogledd Iwerddon
- Byddai'n well gennyf beidio dweud
- Arall (nodwch) _____

8. Hil: Beth yw eich grŵp ethnig? Dewiswch un dewis sy'n disgrifio eich grŵp neu'ch cefndir ethnig orau.

- Gwyn
- Du/Affricanaidd/Caribïaidd
- Asiaidd
- Cymysg
- Teithwyr Sipsiwn
- Byddai'n well gennyf beidio dweud
- Arall (Nodwch) _____

9. Pa un o'r categorïau canlynol sy'n disgrifio eich statws cyflogaeth chi orau?

- Cyflogedig – Amser llawn
- Cyflogedig – Rhan-amser
- Hunangyflogedig
- Di-waith, yn chwilio am waith
- Di-waith, heb fod yn chwilio am waith
- Wedi ymddeol
- Yn methu gweithio oherwydd rhesymau iechyd
- ar raglen hyfforddiant a gefnogir gan y llywodraeth (e.e. Prentisiaeth/Sgiliau Hyblyg)

10. Os ydych chi wedi dewis “Cyflogedig” “Hunangyflogedig” neu “Rhaglen hyfforddiant”, ym mha ddiwydiant yr ydych chi'n gweithio?

- Tecstilau, argraffu a chrefft fedrus arall
- Amaethyddiaeth, Coedwigaeth, Pysgota a Hela

- Mwyngloddio
- Cyfleustodau; crefftau metel, trydanol ac electronig
- Adeiladu a chrefftau adeiladu
- Gwaith gwirfoddol ac elusennol
- Cynhyrchu Cyfrifiadurol ac Electroneg
- Cynhyrchu Arall
- Cyhoeddi
- Gweithiwr technoleg gwybodaeth / telathrebu proffesiynol
- Meddalwedd, gwaith Graffig a datblygu / dylunio amlgyfrwng
- Telathrebu
- Gwasanaethau Gwybodaeth a Phrosesu Data
- Diwydiant Gwybodaeth Arall
- Cyllid, Bancio ac Yswiriant
- Gwerthu, Rhentu a Phrydlesu Eiddo
- Addysgu a gweithiwr addysgol proffesiynol arall
- Diwydiant Addysg arall
- Gweithiwr iechyd proffesiynol
- Gweithiwr cyswllt iechyd a gofal cymdeithasol proffesiynol
- Gweithiwr milfeddygol proffesiynol
- Gweithiwr gwyddoniaeth, ymchwil, peirianeg a thechnoleg proffesiynol
- Galwedigaethau diwylliant, y cyfryngau a chwaraeon
- Gwasanaethau Gwesty, Lletygarwch a Bwyd / Diod
- Llywodraeth a Gweinyddiaeth Gyhoeddus
- Galwedigaethau cymunedol a gorfodi sifil
- Gwasanaethau Cyfreithiol
- Gwneud cartref
- Y lluoedd arfog
- Crefyddol
- Personél y Gwasanaethau Brys
- Gweithiwr busnes, y cyfryngau a gwasanaeth cyhoeddus proffesiynol
- Gweithiwr cyswllt gwyddoniaeth, peirianeg a thechnoleg proffesiynol
- Galwedigaethau gwasanaeth amddiffynnol
- Galwedigaethau gweinyddol
- Galwedigaethau ysgrifenyddol a chysylltiedig
- Galwedigaethau gwasanaeth personol gofalgar
- Galwedigaethau hamdden, teithio a gwasanaeth personol cysylltiedig
- Galwedigaethau cymunedol a gorfodi sifil
- Galwedigaethau gwerthu
- Galwedigaethau gwasanaethau cwsmeriaid
- Gweithiwr proses, offer a pheiriannau
- Gyrwyr a gweithwyr trafnidiaeth a pheiriannau symudol
- Crefftau elfennol a galwedigaethau cysylltiedig
- Galwedigaethau gwasanaeth a gweinyddu elfennol
- Diwydiant Arall: _____

11. Pa un o'r canlynol sy'n disgrifio eich rôl chi orau mewn diwydiant?

- Hunangyflogedig/ Partner
- Rheolwr corfforaethol neu gyfarwyddwr
- Rheolwr Uwch
- Gweithiwr Proffesiynol Hyfforddedig
- Rheolwr Canol
- Llafurwr Medrus
- Rheolwr Iau
- Ymgynghorydd
- Staff Gweinyddol
- Cyflogai Dros Dro
- Staff Cymorth
- Ymchwilydd
- Gwirfoddolwr
- Myfyriwr / Intern / Prentisiaeth

Arall: _____

12. Ym mha un o'r canlynol y mae'r sefydliad yr ydych chi'n gweithio iddo:

- Y sector cyhoeddus (e.e. llywodraeth)
- Y sector preifat (e.e. y rhan fwyaf o fusnesau ac unigolion)
- Sector nid-er-elw
- Dim syniad

Arall: _____

13. Anabledd: A oes gennych chi salwch neu gyflwr iechyd corfforol neu feddyliol hirdymor sy'n effeithio ar eich gallu i gyflawni gweithgareddau o ddydd i ddydd

- Oes
- Nac oes
- Byddai'n well gennyf beidio dweud

Os ateboch 'Oes', nodwch pa un sy'n berthnasol i chi:

- Nam ar y Clyw
- Nam ar y Golwg
- Problemau Iechyd Meddwl
- Nam ar y Lleferydd
- Nam Corfforol / Symudedd
- Anawsterau Dysgu
- Byddai'n well gennyf beidio dweud

Arall (nodwch) _____

14. A ydych chi'n darparu gofal rheolaidd, di-dâl, sylweddol i berthynas, ffrind neu gymydog nad ydynt yn gallu ymdopi gartref heb help oherwydd salwch, oedran neu anabledd? (ticiwch un yn unig)

- Ydw
- Nac ydw
- Byddai'n well gennyf beidio dweud

15. Crefydd neu Gredo: Beth yw'ch crefydd chi?

- Cristion (pob enwad)
- Iddew
- Bwdhydd
- Hindŵ
- Sikh
- Mwslim
- Anffyddiwr
- Dim crefydd
- Byddai'n well gennyf beidio dweud
- Arall

Cwestiynau'r Ymgynghoriad:

C1. A yw'r amodau yn gymesur ac yn ymarferol er mwyn sicrhau diogelwch cerddwyr, defnyddwyr ffordd eraill a theithwyr?

- Cytuno'n gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno'n Gryf

A oes gennych chi unrhyw awgrymiadau am bethau y gallwn eu gwneud er mwyn gwella'r Polisi neu'r Amodau?

C2. Yn eich barn chi, a yw'r amodau yn ddigonol er mwyn sicrhau lles cywir y ceffyl(au) a ddefnyddir er mwyn tynnu?

- Cytuno'n gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno'n Gryf

Os na, beth fyddech chi'n ei argymhell a pham? _____

C4. Yn eich barn chi, a yw'r tâl yn rhesymol ac yn gymesur ar gyfer math y gwasanaeth a gynigir?

- Cytuno'n gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno'n Gryf

C3. Yn eich barn chi, a yw'r llwybr arfaethedig yn addas er mwyn cludo teithwyr mewn cerbyd a dynnir gan geffyl?

- Cytuno'n gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno'n Gryf

Os na, beth fyddech chi'n ei argymhell a pham? _____

C5. Yn eich barn chi, a yw'r Polisi a'r Amodau atodedig yn gynhwysol?

- Cytuno'n gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno'n Gryf

Os na, beth fyddech chi'n ei argymhell a pham? _____

C6. Yn eich barn chi, a fydd y Polisi yn cynnig cyfleoedd i unigolyn ddefnyddio'r iaith Gymraeg?

- Cytuno'n gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno'n Gryf

C7. Yn eich barn chi, pa effaith y bydd y Polisi hwn yn ei gael ar yr iaith Gymraeg?

- Cadarnhaol iawn
- Cadarnhaol
- Niwtral
- Negyddol
- Negyddol iawn

Os ydych chi wedi ateb 'negyddol' neu 'negyddol iawn', beth mae modd ei wneud er mwyn gwella'r polisi hwn, fel y byddai'n cael effeithiau cadarnhaol neu effeithiau mwy cadarnhaol ar yr iaith Gymraeg: _____

C8. Yn eich barn chi, a fydd y gwasanaeth newydd hwn yn gwella twristiaeth yn Aberystwyth?

- Cytuno'n gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno'n Gryf

C9. I ba raddau yr ydych chi'n cytuno neu'n anghytuno y bydd y polisi hwn yn cyfoethogi treftadaeth a diwylliant Ceredigion?

- Cytuno'n gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno'n Gryf

C10. A oes gennych chi unrhyw sylwadau i'w gwneud am y cynnig i drwyddedu cerbydau a dynnir gan geffylau yng Ngheredigion?

Diolch am lenwi'r ffurflen hon.

Consultation on the implementation of licensing Horse-drawn hackney carriages

The proposed scheme comprises the following:

- Licensing of horse drawn hackney carriages in the Ceredigion authority
- Designated route being between New promenade and Marine terrace, Aberystwyth,
- Variation of the Taxi rank on New Promenade to permit only Horse drawn carriages between the hours of 6am – 6pm
- Amendments to the existing Licensing Policy to incorporate changes in legislation

These proposals may have an impact on you, your business and the local community and we want to make sure that anyone who might be affected has a chance to view the plans in detail and have their say.

As part of our commitment to tackling climate change, the Licensing Authority operates from a paperless environment. A copy of the proposed conditions is available on the Ceredigion Licensing website and can be viewed on the following link:

<https://www.ceredigion.gov.uk/English/Business/Licences-Permits/Pages/default.aspx>

No hard copies will be sent to you unless requested.

Other accessible formats can be made available on request.

This proposal could affect you or your business. I therefore urge you to take the time to read the revised policy and conditions and respond to the questions asked below.

The consultation opens on 02/08/2021. If you wish to comment on the proposal please respond by 31/08/2021 to have your say.

To view the proposed conditions and to complete the questionnaire via:

Should you have any queries please contact the licensing department on 01545 572 179

These questions are optional, but we need to ask them to understand if our consultation has reached the right people (in accordance with the requirement of the Equality Act 2010) and to understand how different groups may be affected by the proposal allowing us to address this if we can.

In accordance with the Data Protection Act, any information requested on the following questions is held in the strictest confidence for data analysis purposes only.

16. Language: What is your preferred language?

- Welsh
 - English
 - Prefer not to say
 - Other (including British Sign Language)
-

17. Can you understand, speak, read or write Welsh?

- Understand spoken Welsh
- Speak Welsh
- Write Welsh
- Read Welsh
- Prefer not to say
- None of the above

18. Are you?

- Male
- Female
- Other
- Prefer not to say

Transgender: Is your gender the same now as when assigned at birth?

- Yes No Prefer not to say

19. Are you?

- Under 16 years old
- 16 - 24 years old
- 25 - 44 years old
- 45 - 64 years old
- 65 years & over
- Prefer not to say

20. Sexual Orientation: Which of the following options best describes how you think of yourself? Note: This question should only be asked of people age over 16.

- Heterosexual/Straight
- Bisexual
- Gay Man
- Gay Woman/Lesbian
- Prefer not to say
- Other (state if desired) _____

21. Partnership: Which of the following options describes your partnership status?

- Single
- Married
- Civil Partnership

- Living with Partner
- Separated
- Widowed
- Divorced
- Other
- Prefer not to say

22. National identity: How would you describe your national identity?

- British
- Welsh
- English
- Scottish
- Irish
- Northern Irish
- Prefer not to say
- Other (please state) _____

23. Race: What is your ethnic group? Choose one option that best describes your ethnic group or background.

- White
- Black/African/Caribbean
- Asian
- Mixed
- Gypsy Travellers
- Prefer not to say
- Other (Please State) _____

24. Which of the following categories best describes your employment status?

- Employed – Full time
- Employed – Part time
- Self-employed
- Unemployed, looking for work
- Unemployed, not looking for work
- Retired
- Unable to work due to health reasons
- on a government supported training programme (e.g. Apprenticeship/Flexible Skills)

25. If you have selected “Employed” “Self Employed” or “Training programme”, in what industry do you work?

- Textiles, printing and other skilled trade
- Agriculture, Forestry, Fishing and Hunting
- Mining
- Utilities; metal, electrical and electronic trades
- Construction and building trades

- Charity and voluntary work
- Computer and Electronics Manufacturing
- Other Manufacturing
- Publishing
- Information technology / telecommunications professional
- Software, Graphic and multimedia design / development
- Telecommunications
- Information Services and Data Processing
- Other Information Industry
- Finance, Banking and Insurance
- Property Sales, Rental and Leasing
- Teaching and other educational professional
- Other Education Industry
- Health professional
- Health and social care associate professional
- Veterinary professional
- Science, research, engineering and technology professional
- Culture, media and sports occupations
- Hotel, Hospitality and Food / Drink Services
- Government and Public Administration
- Community and civil enforcement occupations
- Legal Services
- Homemaker
- Military
- Religious
- Emergency Services personnel
- Business, media and public service professional
- Science, engineering and technology associate professional
- Protective service occupations
- Administrative occupations
- Secretarial and related occupations
- Caring personal service occupations
- Leisure, travel and related personal service occupations
- Community and civil enforcement occupations
- Sales occupations
- Customer service occupations
- Process, plant and machine operative
- Transport and mobile machine drivers and operatives
- Elementary trades and related occupations
- Elementary administration and service occupations
- Other Industry: _____

26. Which of the following best describes your role in industry?

- Self-employed/ Partner
- Corporate manager or director
- Upper Management
- Trained Professional
- Middle Management
- Skilled Labourer
- Junior Management
- Consultant
- Administrative Staff
- Temporary Employee
- Support Staff
- Researcher
- Volunteer
- Student / Intern / Apprenticeship
- Other: _____

27. The organization you work for is in which of the following:

- Public sector (e.g. government)
- Private sector (e.g. most businesses and individuals)
- Not-for-profit sector
- Don't know
- Other: _____

28. Disability: Do you have a long term physical or mental health condition or illness that reduces your ability to carry out day to day activities

- Yes
- No
- Prefer not to say

If you answered 'Yes' please indicate which applies to you:

- Hearing Impairment
- Visual Impairment
- Mental Health Issues
- Speech Impairment
- Physical / Mobility Impairment
- Learning Difficulties
- Prefer not to say
- Other (please specify) _____

29. Do you provide regular, unpaid, substantial care for a relative, friend or neighbour who is unable to manage at home without help because of sickness, age or disability? (please tick only one)

- Yes
- No
- Prefer not to say

30. Religion or Belief: What is your religion?

- Christian (all denominations)
- Jewish
- Buddhist
- Hindu
- Sikh
- Muslim
- Atheist
- No religion
- Prefer not to say
- Other

Consultation Questions:

Q1. Are the conditions proportionate and practical for ensuring pedestrian, other road users and passenger safety?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

Do you have any suggestions we can make to improve the Policy or Conditions?

Q2. Do you think the conditions are sufficient for ensuring the proper welfare of the horse(s) being used for pulling?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

If not, what would you recommend and why? _____

Q4. Do you think the fare is reasonable and proportionate to the type of service being offered?

Strongly agree

Agree

Neutral

Disagree

Strongly Disagree

Q3. Do you think the proposed route is suitable for conveying passengers in a horse drawn carriage?

Strongly agree

Agree

Neutral

Disagree

Strongly Disagree

If not, what route would you recommend and why? _____

Q5. Do you think the Policy and attached Conditions are inclusive?

Strongly agree

Agree

Neutral

Disagree

Strongly Disagree

If not, what would you recommend and why? _____

Q6. Do you think the Policy will provide opportunities for a person to use the Welsh language?

Strongly agree

Agree

Neutral

Disagree

Strongly Disagree

Q7. What effect do you believe that this Policy will have on the Welsh language?

Very positive

Positive

Neutral

Negative

Very negative

If you have answered 'negative' or 'very negative', what can be done to improve this policy, so that it would have positive or increased positive effects on the Welsh language: _____

Q8. Do you think that this new service will enhance tourism in Aberystwyth?

Strongly agree

Agree

Neutral

Disagree

Strongly Disagree

Q9. To what extent do you agree or disagree that this policy will enrich the heritage and culture of Ceredigion?

Strongly agree

Agree

Neutral

Disagree

Strongly Disagree

Q10. Do you have any comments to make regarding the proposal to licence horse-drawn carriages in Ceredigion?

Thank you for completing this form.

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

Number of responses: 219 (4 via email, 215 via online questionnaire)

Average time to complete the online questionnaire: 10 minutes 30 seconds

1. Are the conditions proportionate and practical for ensuring pedestrian, other road users and passenger safety?

[More Details](#)

[Insights](#)

Strongly agree	34
Agree	21
Neutral	13
Disagree	32
Strongly disagree	115



2. Do you have any suggestions we can make to improve the Policy or Conditions?

[More Details](#)

[Insights](#)

108

Responses

Latest Responses

"As someone who has to frequently use the road and pedestrian netw...

"The provision for crossing areas needs to be improved. Also the enfor...

1. Maybe more than one responsible person when in use.
2. Don't do it. Traffic is bad enough as it is. Introducing animal abuse and horses getting hit by cars is just ridiculous.
3. The pavement area next to the Pier heading up towards the Old College is already a bottleneck during tourist season. Adding in an additional tourist attraction will make the footpath impassable.
4. Yes, by ensuring no animals are used.
5. Just don't allow it! It's 2021 and there are so many things wrong with this proposal. The prom is FULL of people, cars, vans, motorbikes and eateries. It has also recently been changed into a one way system that has resulted in even more heavy traffic. Having horses carrying people is an extreme health and safety risk! It is chaos on the prom as it is!
6. Dont implement it
7. Don't do it.
8. Stupid!!!
9. There's hardly enough room for cars let alone horse and carriages!
10. I personally believe that this is a ridiculous venture/idea, since traffic flow has been changed forcing many more cars to travel further along the promenade, this 5mph speed of the horse by their own admission will cause huge tailbacks and congestion. In addition, it is exploitative to the animal for no good purpose. Councillors should go and view the proposed route and note how busy it is with both vehicles and pedestrians, this proposal will cause chaos for traffic.
11. Disregard and cancel the entire thing
12. This is a ridiculous idea
13. Unless all motorised road vehicles are banned from using the route there will be mayhem and a very high likelihood of accidents.
14. Don't do it
15. Don't do it

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

16. The route would need to be car free and regularly swept, in other places where this happens there is usually a lane that ensures safety. Cycle tracks need marking, the road below the castle to Marine Terrace is one lane.
17. Scrap the policy and do not allow horse drawn hackney carriages in Ceredigion at all.
18. Do not do this
19. Conditions are not suitable
20. Please do not do this there is enough chaos in town with traffic. Don't want to see horses in town
21. I don't think it is something that Aberystwyth needs at all
22. This is bound to be cruel on the animals and anachronistic. Aberystwyth prom is a nice short walk with lovely views that should not include the exploitation of horses (or donkeys, for that matter) as an attraction.
23. I do not consider the width of the road to be suitable at key locations within the proposed, namely outside the Pier and The Cambria. Also, at castle point in front of the memorial. There is also potential for blind spots, poor driving on behalf of other road users who may be unaware of horse carriages and tourists who are unfamiliar with road layouts.
24. Traffic is already busy in that area without the introduction of horse and cart rides
25. Horses aren't needed. Pedal buses are. Much safer, way more adaptable, and cheaper.
26. To suggest improvements to the scheme would be to suggest that it has any merit when it does not. In terms of traffic flow which is already compromised particularly by the castle the carriages would provide another obstacle to traffic already diverted by the new traffic scheme in the town centre.
27. Abandon the idea altogether
28. Don't do it
29. Is the licencing Authority (Ceredigion CC) competent in licencing and inspection carriages, horses etc? How many passengers will this carriage be able to take? If the horse bolts, carriage breaks etc what are procedures in place?
30. Dismiss policy
31. None
32. Smaller time of operating in a clearly marked lane to avoid pedestrian interference. The large number of motorbikes in aber also adds extra dangers
33. I'd recommend a requirement for horse nappies, to make sure that crossing and road are free of excrement. This would be a health risk to young children in pushchairs, and to wheelchair users.
34. Address existing traffic congestion first. Re-open Market Street. Remove obstructions in Pier Street, Terrace Road etc.
35. Don't do it
36. Don't consider horse-drawn carriages in the first place. If there's a need for further 'taxi' style transport, please consider options such as bicycle hire, taxi bike-style instead.
37. What about sun shelters for the horses, the manure that will be dropped, to say nothing about exploitation of animals
38. The taxi rank would be better served as a loading bay for vehicles delivering to the pleasure pier and neighbouring businesses.
39. Use humans with bikes and trailers (similar to a tuk tuk) instead of poor animals

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

40. ban taxis permanently and treat locals with more respect than tourists
41. Amend the traffic flow issues caused by the recent changes. How can you propose more potential traffic on the prom when the bulk of the towns flow is now diverted here.
42. The logistics team of CCC needs to consider and come up with a way to deal with all the traffic, before they approve even more traffic on the prom. It's a nightmare at best at the moment, I can't even imagine what it would be like, if there are horses on the road or stood and waiting on half of the road/parking. If the taxi rank is also taken for the carriages, then where are the taxis supposed to park with the already horrendous parking situation?
43. It's an incredibly busy prom, no matter how safe the conditions are implemented, horses are still flight animals, there will always be a risk of accidents. The parking situation is horrific enough for residents in Aber, I don't think more tourists should be encouraged to the town until parking is sorted.
44. Please read the dossier of events in the link <https://www.animalaid.org.uk/being-taken-for-a-ride/>
45. Get a grip and sort out current road problems around the town first
46. No
47. Concentrate on the actual state of town before trying to attract tourism
48. Scrap the idea
49. Address the diversion of heavy road traffic routes on the promenade initially before considering implementing any such idea.
50. Don't have horse drawn carriages.
51. The prom is already very busy. Adding large animals into the mix would be foolish. People walk, bike, skateboard, walk dogs, jog etc on the prom. All things that may spook a horse and cause a very dangerous situation very quickly.
52. There are already regular congestion issues with cars along the proposed route, never mind throwing large animals into the mix at close proximity to that traffic. My suggestion is to scrap this absurdist idea.
53. Don't do it. This is already ridiculously busy and will be dangerous for the horses, pedestrians and other road users.
54. This needs to be part of a bigger strategic plan for the town, what do you want to create and how you plan to deliver it. Who are you trying to appeal to? What are the implications of changing/reducing access, how will this impact on the ability to offer other services/facilities along the promenade. The policy needs to fit with the strategic ambition for the town. Does this exist? This proposal takes the town backwards not forwards.
55. I don't think it's appropriate to have horse and carriage among so much traffic, it will cause further congestion. Especially with the motorbikes, I think it would be dangerous for the horses too.
56. I don't agree with this plan, why we need horses in the prom, some children are scared of animals .
57. No
58. Make them more concise. 24 pages of legal language is quite unreadable.
59. Fix and clean the town first. Sort out the parking as its bloody ridiculous. Lower shop rents so you can fill the empty units on the main Street. Aberystwyth looks bloody dead and in tidy at the moment, the last thing it needs is a horse carriage!
60. Use human powered vehicles.

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

61. Horses are flitty it is potentially a disaster waiting to happen. Too much traffic on road and promenade already
62. Horses are scary and I hate them please do not do this. There is barely enough room for the people on the prom in the summer.
63. 6am - 6pm not suitable hours it should be 12pm - 9 pm

64. Just to make sure that the poop is picked up..... and put into compost. Cars will need to park 'properly' too - which will be good
65. Don't introduce it.
66. Its a Dickensian proposal
67. It's exploitation, a license shouldn't be granted
68. People are becoming aware on how horse drawn carriages are cruel to horses, what a massive step backwards to be taking!!!
69. No,cruelty to horses...
70. Don't even think about it - not at all concerned about the welfare of pedestrians whst about the poor animals!
71. Scrap it. It is nonsense
72. Do not have horse drawn carriages

73. It's nothing less than animal cruelty.
74. No, the whole thing shouldn't be happening. How on earth are the drivers suddenly going to become "disability aware" for the most vulnerable of passengers?
75. Dont do it.
76. The prom has narrow sections along that route that can hinder pedastrian access. Not to mention many people walk their dogs along and it would be stressful for horses, dogs and humans alike. Not to mention that amount of car traffic along that, especially as the Old College reopens.
77. Scrap it
78. Don't do it.
79. Don't implement it at all.
80. I think it would be cruel to to subject a horse to the noise and level of fumes which occur at this junction. A taxi rank is for taxis, fair enough but when you are dealing with an animal which has feelings and emotions, then a better place has to be found for it.
81. None
82. Look for non animal based tours, use rickshaws or similar
83. The promenade is not suitable for both horse drawn carriages as well as pedestrians, dog's, scooters, bikes, runners etc
84. Aberystwyth is congested and difficult to navigate as is, adding horses into the mix is surely irresponsible.
85. No
86. It's a terrible idea
87. Make motorised vehicles aware so that the animals are not spooked.
88. No
89. No
90. No
91. The idea is stupid especially with the way the traffic is all directed down the promenade with the idiotic road closures. The prom is too busy with pedestrians to have horse and carriage go down it. Plus again, nothing for children. Adults

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

- have enough to keep them happy. Spend money more on making prom child friendly.
92. Well I would have thought that the hours for a tourist attraction would be midday until sunset. nobody going to use this before breakfast
 93. Hours of business 12-9 would be more appropriate for a tourism point of view
 94. Abandon crazy plan and concwntrete on cleaning up filthy town.
 95. The whole idea is horrible. It's so backward looking. The promenade is for walking.
 96. Animal welfare should have highest priority
 97. I cannot believe that you have banned donkeys from the prom but are happy to accept this ludicrous proposal. How much traffic congestion do you want to cause in town? And smell and mess? Who cleans up the droppings from the horses?
 98. Mae'r llwybr arfaethedig yn un prysur hyd yn oed ar adegau tawel. Mae'n debyg mai yn ystod tywydd braf yn yr HAF y byddai'r bysnes ceffylau yn gweithio - cyfnod pan fo'r ffordd sy'n dilyn y prom yn llawn o draffig. Does dim dewis gan bobl ond mynd ar hyd y prom oherwydd y drefn unffordd newydd yn y dref, ac nid yw'n gadael digon o le i geffyl a chert.
 99. Ban all motor vehicle traffic and parking from Alexander Hall to the harbour.
 100. Horses iove to work. I can see absolutely no animal care worries provided Aberystwyth controls and periodically inspects stabling etc . An excellent scheme to bring entertainment, interest , visitors , employment and money to Aberystwyth
 101. There are limited routes in and out of town for vehicles and lots more traffic using roads that are already too small for the volume of traffic - for example South Road- how will vehicles and traffic manage together?
 102. No
 103. Discussion with locals.
 104. I wholly disagree with the proposals. The use of horse drawn carriages is dated and dangerous, both to the horses and the public.
 105. 6am seems very early for horses to be standing about with little custom. 9am or 10 am if at all.
 106. Conditions look fine however there may well be unintended consequences of a horse drawn carriage on the narrow road around the castle point area
 107. The provision for crossing areas needs to be improved. Also the enforcement of red zones on current double yellow line areas which are not enforced. Constant parking on areas like bottom of pier street opposite the chip shop which narrows the junction, also both end of the prom in turning circle and junction with Albert Place. Also the narrow area as a result of vehicles parking where they like outside Belle Vue re build. Constant danger to pedestrians and road users.
 108. As someone who has to frequently use the road and pedestrian network around the town, it can be said that the road system around the town is barely capable in its current system, let alone having to contend with this preposterous suggestion. I suggest the decision makers focus on improving what we already have, which is of an appalling standard.

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

3. Do you think the conditions are sufficient for ensuring the proper welfare of the horse(s) being used for pulling?

[More Details](#)

[Insights](#)

● Strongly agree	37
● Agree	19
● Neutral	17
● Disagree	23
● Strongly disagree	119



4. If not, what would you recommend and why?

[More Details](#)

[Insights](#)

106

Responses

Latest Responses

"I'd recommend switching focus on improving the town, as stated in p...

"Not enough shade, access to water or rest area. Also who cleans up t...

1. Recommend not doing this.
2. It's absurd.
3. I do not think that horses should be used for this purpose
4. The rules to protect the horses seem very rigorous. Specific consideration needs to be given to motorcycles using the same road at the same time. Do a proper assessment of motorcycle noise on horse welfare. Properly risk assess what happens when horses share the same stretch of road with large numbers of motorcycles.
5. Horses should not be used in this way.
6. As I said previously - we are in the year 2021 - this is just promoting animal cruelty at it's highest. It is abuse ultimately for somebody to make money. I am really disappointed that this has even been suggested in the lovely town we live in that is unique, quaint, pretty and what I thought was ahead of places such as Blackpool! I strongly recommend that it is not allowed to happen.
7. What a ludicrous idea this is
8. The road along the prom is far too narrow and half of the time you have to mount the pavement when it's your right of way because people don't know where they are going!
9. Don't use the animals in this way.
10. I would not recommend exploiting animals like this, on summer days it can become very hot on the promenade, and there are not adequate facilities to keep an animal like that there all day.
11. They'd be out in the heat of summer the entire day with no provisions for shade, rest, food+water. The people wanting to do this just want to exploit the animals, and you don't want to be on the front pages guilty for it when it backfires
12. Animal cruelty
13. The sea front is so busy anyway. Why would you put horse amongst that situation. Not fair on the horses, pedestrians who need to stay out of the way

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

of the horses, or the cars that are forced down the prom due to the one way system.

14. Hot weather over worked
15. Cycle hire
16. Don't do it! It's already chaos in town on the roads due to re-routing for covid safety measures!
17. Having seen these in other seaside towns, the horses are not treated well, they are stood for hours and hours on end, even with 30 minutes "rest" as per the policy, the horses will I'm sure, not be untacked and able to naturally rest. Please do not proceed
18. We live in XXI century, not medieval to use horse labour.
19. Weekly checks on the horses by the County council welfare officers. Both while the horses are working and to their stables.
20. There are concerns over who will be monitoring the appropriate looking after the welfare of the horse by the driver? Where the members of the public will be able to report their concerns? Who will ensure that those concerns will be answered within an appropriate time (preferably 1h or less if they are about animal welfare?)? The application mentions that every 2 hours the horse has to have a rest in a quiet space, where it can't be disturbed. Where would that be provided, as it is not specified in the application?
21. Do not do this
22. The broken bridge at castle is a joke, deal with that first, I'll do it in a day not 18 month! Do you want young families here, don't think so , crazy golf gone anyway, but pitch and putt families love that , get some means of operating it. Get boat trips , not horse trips .
23. With the traffic chaos I feel the horses would be stressed and I can't see any benefit to them or the the public
24. It is 2021 we should not be using animals in this way - totally unnecessary and such licences have been banned in many other cities across the world
25. Horses don't belong on paved roads.
26. On the face of it, there appears to be suitable provisions. However, it is unclear as to how these conditions will be monitored. For example, there is reference to inspection in 1.5. However, there is no mention of frequency of these inspections and whether they are to be announced or unannounced. Similarly, inspections do not appear to detail what will be inspected or how they are linked with other provisions, such as 4.1 and 4.3 and record keeping. Therefore, I currently believe that the provisions permit too wide a berth for the operator to operate in a way they see fit, without any detailed or prescriptive regulation. I am also concerned to see that 8 passengers are permitted in each carriage. I understand the strength of horses, but surely in today's age and where people are generally far heavier than in years gone by, 8 passengers must be considered too many?
27. Traffic is already too busy in that area
28. Pedal buses. No animals, no manure, easy to stop and start, less storage.
29. It is not right to use any animal in such circumstances that is not natural to them. You are exploiting these magnificent creatures who are not here for our pleasure. You are violating their rights to a natural life which certainly does not include the noise and pollution from traffic including motor bikes.
30. Abandon the idea! Such attractions are always against animals welfare
31. Not to implement it

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

32. It's not clear where the horses will take their 'rest' away from loud vehicles, distracting people etc. If a horse is worked on the prom for 6 hours, there's nothing to prevent them being worked elsewhere for the remainder of the day. There's no limit on journey time to get to and from the prom in the first place. 'The horse must be suitable for use' - who decides this? A horse to pull a few small children will be very different from one expected to carry half a dozen grown men.
33. Dismiss policy
34. Don't do it. Horse drawn carriages that trot on concrete do irreparable damage to horses joints in the name of profit. Also horses are uncomfortable with loud sounds and Aberystwyth is a prime location for motorbikes
35. Expecting horses to work in intense heat, heavy winds, driving rain is totally in breach of any sort of animal welfare regulations. Tourists should be encouraged to WALK for their own health and well being. Leave horses out of the equation.
36. Impossible to ensure welfare on a seafront that's inaccessible most of year due to weather, prom regularly closed due to storms for example. Where are they to get shade exactly? There's nowhere along this route at all. Too much traffic along there due to pedestrians already. It's very dangerous now with people hammering on horns because of frustration.
37. Recommend an alternative location.
38. Tram / small train
39. You have no guarantee the horses are being looked after
40. animals belong in nature, not pulling tourists.
41. too much traffic. This will cause distress to the animals.
42. I have experienced this type of attractions elsewhere and they never seem to do/care enough for the horses in my opinion. I don't think the horses would be pleased with being on a busy road with miles of traffic behind them, what comes for when people start blowing their horns at the poor horses. As we know horses are not big fans of cars. It just doesn't seem like a nice thing to do to the horses.
43. My main question is where would the horses be parked up for their rest and forage? How will inspections be taken place to ensure exemplary welfare? BHS inspect riding schools each year, as well as a separate veterinary inspection, will the same inspections be used? A horse with reduced welfare is not only a stressed animal, it's a dangerous animal. As an employee in the equine industry, this is a terrible idea
44. Please read the animal welfare act 2006
45. As above sort out current problems first
46. Our roads are not wide enough for the horses and carriages, as well as most roads being only one way systems now. This would make the traffic in town a lot worse than it already is, especially at peak times and will only stress the horses out. Can you imagine people using their horns?? Not only that, pedestrians safety would be compromised too as they can't walk behind the horses - small kids may be kicked in the face.
47. Don't do it
48. Avoiding utilising and promoting animal exploitation tourism entirely
49. A busy street in summer is no place for a horse to be shackled to a cart all day long. This is being banned in many places all over the world. Animal welfare is of utmost importance.
50. No shade for horses on hot days. The need somewhere to rest and access to fresh water. Both would be a challenge.

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

51. Do not use the poor animals this way.
52. There is no justification for putting animals to work for amusement and profit in 2021. It's bad enough that we've had to put up with seeing donkeys being put to work on the prom.
53. It is ridiculous in this day and age that we should be exploiting horses to pull carriages.
54. Absolutely no need to keep horses on a stone pavement in the sun ferrying people around for fun. Put some rides on for the kids. Develop the promenade area with actual activities
55. Spend more time on issues that already exist such as traffic lights that are causing disruption and accidents (Goginan - recent death of motorcyclist). More dog waste resources throughout other areas.
56. No horses? It's not appropriate in this day and age. might be ok in a traffic free situation with somewhere shaded for them to wait. We'd prefer a paddling pool / splash park.
57. Open the roads back again . Is causing too much chaos and business is going down.
58. I think it is an awful idea .The promenade in Aberystwyth has been exceptionally busy this year .There are too many cars and people moving along the promenade for horses to be safe carrying people .The congestion caused by the covid road restrictions makes the promenade too full to even think about walking a horse
59. Not using horses or any animals for entertainment.
60. Don't do it.
61. Make the prom attractive by closing the road and adding more cafes. Take account of the changes to the sea defence, add polycarbonate protected seating areas.
62. I would not encourage this kind of tourism and transportation at all. It is extremely harmful for the animals, stressful because of the amount of people and cars around, walking on the tarmac is damaging for their joints and using animals as an attraction in this way is something that should not be considered.
63. A fantasy but reality will be something else
64. Horses themselves are unsafe and unwelcome. No horses.
65. It is not clear what welfare conditions have been implemented.
66. I think this is a ridiculous idea, and will interfere with all those who currently use the promenade.
67. As long as the horse have shelter, good food and appropriate rest times.
68. Where would be there shade? When it's warm weather it's totally unfair for animals to pull people so many times a day up and down the prom it's cruel
69. I remember seeing donkeys standing in full sun for hours at a time. Its cruel & archaic to even think of bringing such cruelty back.
70. Horses don't choose to do this willingly. It's a ridiculous idea for Aberystwyth, totally unnecessary
71. Don't allow horse drawn carriages
72. These animals are going to be pounding their hooves on the concrete to pull some lazy tourists up and down the promenade as a spectacle. Why not get some donkeys while you're at it and pop some fat tourists on it up the hill as well?
73. Would make us no better than Spain or Greece or any other country who use animals for profit with no thought to the animal itself. You can whine on about

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

'animal welfare is being stringent at the time etc' but what about the poor animal afterwards - strained joints and ligaments - arthritis - and heaven knows what other injuries - despicable idea and one I and many others strongly disagree with


74. Scrap it. It is nonsense
75. There is a motorcycle park on the prom. Many motorcycles have loud exhausts, this may spook the horses causing accident or injury.
76. Again. It's animal cruelty.
77. There are no shelters on the prom, saying that a horse should have 10 minutes rest after each trip is pie in the sky. The operators will just have the horses on a continuous loop. Where will the horses rest? Have chance to lie down? Be kept away from the public? Be kept cool?
78. Why waste money on things that don't need changing.
79. We don't need horses we need the to tidy up the town! It's not 1900
80. No horse should be used in this way. Why does Aberystwyth want to go back to the dark ages?
81. Ot to have the scheme at all. Horses do not belong on a busy thoroughfare with cars, motorbikes, pedestrians and children all in the mix. Especially with the current layout. The road is so busy
82. Something for children. Splash Park or water activity
83. Not doing it at all.
84. I disagree for the reasons I have given above and for the effect it would have on traffic which is quite busy along the proposed route. Lots of hot and tired tourists in their cars, delivery drivers and even residents are not going to be pleased about getting stuck behind horse travelling at 5 miles an hour. Not to mention the increased carbon output from idling cars.
85. Don't use horses
86. Not having horses.
87. I would recommend keeping horses away from the sea front and not using them to service tourists when alternative routes of entertainment could be investigated.
88. Plenty of attention to all details at all times, and always fresh water available.
89. Fare is too cheap.
90. Fare should be higher
91. Fare needs to be higher. Current tariff is too cheap.
92. It is not possible to ensure the welfare of the horses whilst also having them pull carriages up and down the prom. That area becomes busy with traffic and this plan is unethical.
93. Leave them in the fields.
94. You need to meet up with the horse owners
95. Do not use animala for entertainment
96. NO HORSES SHOULD BE PULLING ANYTHING . THE PROM IS FOR WALKING.
97. Live animals should not be used to entertain tourists The poor little donkeys were made to carry kids (some obese kids as well) all day in the heat with little regard for their welfare. This must not happen again but no doubt corners would be cut to make more money rather than care for animals. Surely using animals for fun is an outdated idea? Does Aberystwyth want to be seen as old fashioned and archaic?What next? Dancing bears on the pier?






Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

98. Mae'r amodau yn drylwyr ond nid ydynt yn ystyried yn ddigonol yr holl geir fydd yn cystadlu a'r ceffylau am le - h.y. bydd yn straen ormodol ar y ceffylau i weithio yn yr amgylchedd hon
99. Too congested.
100. This is an animal welfare issue.
101. No shelter for the horse. To get to shelter the horse and carriage will have to travel through town.
102. Horses should not be used for the entertainment of others on this manner.
103. Car drivers are not prone to taking to horses on the road kindly. There will be raid rage incidences and injuries.
104. Shade
105. Not enough shade, access to water or rest area. Also who cleans up the horse manure?
106. I'd recommend switching focus on improving the town, as stated in point number 2. Aberystwyth does not have a large enough network around town in order to achieve such a suggestion. After witnessing the attitudes of aggression from road users around the town as it is, which is partly due to the poor network around the town, the last thing the town needs is anything else to add to the volume.

5. Do you think the fare is reasonable and proportionate to the type of service being offered?

[More Details](#)






 Insights

 Strongly agree	24
 Agree	21
 Neutral	74
 Disagree	19
 Strongly disagree	77



6. Do you think the proposed route is suitable for conveying passengers in a horse drawn carriage?

[More Details](#)


 Strongly agree	33
 Agree	21
 Neutral	12
 Disagree	20
 Strongly disagree	129



Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

7. If not, what route would you recommend and why?

[More Details](#)

 Insights

107

Responses

Latest Responses

"I would not recommend any routes in Aberystwyth "

"No area of town is suitable. The area is in a shambolic state. If we we...

"It's a disaster waiting to happen, far too congested in all parts of the ...

1. This has become a busy route for car traffic. Implement traffic reduction by reinstating free park and ride from car parks.
2. None.
3. This should nit be done at all. Aberystwyth is a highly trafficked area and is unsuitable for horses.
4. The impact of all the motorcycles on the same road must be considered.
5. None.
6. None! It really upsets me that this is even being considered never mind planning what route those poor horses will be forced to take.
7. Congested enough as it is without having horses and carriages
8. Horse "[redacted for decency]" everywhere
9. None! Aberystwyth is not Blackpool!
10. None! Aberystwyth is far too small or one way streets will hold up the traffic
11. None! It's hard enough to get around Aberystwyth as it is ... thanks to the council's stupid idea to block half of the roads and parking. Also it's not blackpool!
12. No route at all
13. The route is already far too congested with persons and vehicles, this 5mph vehicle will cause absolute chaos with traffic flow.
14. Blaendolau field
15. None, there's no space for it
16. No route. ridiculous idea.
17. No route. Have the people who thought of this idea actually walked the prom on a busy day??? There isn't space for this.
18. Not a route
19. I do not agree that horse drawn carriages are suitable on any routes
20. See answer 4!!
21. No route
22. Currently the route along the seafront is difficult for both pedestrians and vehicle users. Lots of parking and it would need to be one way to avoid collisions. The width of the road is narrow, with few crossing points and turning areas. Disabled access to the carriage would need to be taken into account.
23. It is not clear from the documents which route will be taken - if on the road where cars are present, how will the safety of passengers and cars be ensured? Especially in the narrow sections of the prom, for example by the Ty Belgrave hotel where the works are still taking place? How safe would it be for the horse carriage to go around the tight section of the prom by the war memorial, where car often go off their side of the road and tend to speed? If the route will be on the promenade, how will it be ensured that the safety of runners, mobility scooter users, wheelchair users, dog walkers? How will it be guaranteed that

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

the horse will not get spooked and injure someone? Also is the promenade pavement fit for purpose to carry several tons of weight in a carriage?

24. None
25. No route, do these people who earn money for these ideas have a funny turn now and again . Do they live in the town? Get a grip with yourself, wake up, mad idea.
26. Horses should not be in Aberystwyth Get the prom sorted look at the mess with the Kids Paddling Pool !!
27. No route - the roads and parking issues (camper vans in huge numbers) are issues enough to deal with without adding horses into the equation
28. I do not consider the width of the road to be suitable at key locations within the proposed, namely outside the Pier and The Cambria. Also, at castle point in front of the memorial. There is also potential for blinds spots, poor driving on behalf of other road users who may be unaware of horse carriages and tourists who are unfamiliar with road layouts.
29. I wouldn't
30. Gonna say pedal buses again.
31. There should be no carriages that are horse drawn anywhere in Aberystwyth for reasons of their welfare. The route around the castle is currently fraught with traffic trying to pass both ways in a confined space amongst the parked cars.
32. None
33. Not through town
34. More needs to be done to encourage Active Travel along the prom, NOT to give assistance to a private enterprise which will only be for the benefit of a very small number of well off tourists. The route between the war memorial and harbour is mostly single track with few opportunities to pass between parked cars. Formal passing places need to be added at the expense of the carriage operator. What is 'as soon as practicable' defined as when cleaning up horse poo? As a non-horse person I think this should be immediately, but no doubt the person profiting from these rides will have a different opinion.
35. The prom is designed to be used by pedestrians only
36. No route. Don't do it
37. Nice idea, is this in any way practical? Will make existing traffic congestion worse.
38. No route. Sort other town issues that mean people aren't coming back first.
39. None, this is a backdoor route to pedestrianisation
40. With all the roads being closed in the town, all traffic is forced to drive around the town via the prom which means it is gridlock along the prom the majority of the time. It would make more sense for these to be used for access into the town where cars cannot access.
41. I think the council should address the bigger issues in this town instead of bothering about something so trivial. Advancing Aberystwyth would have been perfect to secure something like this not the council.
42. I don't think it's appropriate to have horse carriages at all! Electric and pedal carts types of vehicles, would be more suitable for this type of thing in my opinion.
43. No where in town suitable
44. I wouldn't recommend any route
45. Don't bother with it
46. None, as I stated before our roads are not wide enough for this proposal.

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

47. In a field far away
48. No route, the promenade isn't big enough to justify the service, and is too busy to be safe.
49. None, a horse belongs in a field not a busy street
50. No route, not safe, not in the animals welfare to do it.
51. No route which uses sentient and such biddable animals in this way. Would you make people pull the carriages, children or prisoners perhaps - no of course not. Animals shouldn't be used in this way either.
52. Accident waiting to happen
53. Don't agree with any route. I would rather not see horses going up on down all day, doing the same boring route full stop.
54. No route, this entire proposal is an act of sheer folly
55. This road is already completely congested. No horse carriages as this is old fashioned and barbaric. What will happen with the horse waste. How will the horses be transported and what is the environmental impact and have you considered the welfare of the horses, especially in such a congested area. This should not be considered on any route.
56. A traffic free route with shade for horses eg down the avenue. Or ideally no horses at all!
57. Not on the main promenade or the Main Street.
58. Not agree with this plan.
59. None in the current climate with traffic restrictions
60. The section from the harbour to the pier is utterly unsuitable and conflicts with the current traffic restrictions.
61. Not have one.
62. None, don't do it.
63. No route. If people are incapable of walking the prom then electric associated rickshaw.
64. No route that is on the road is suitable. Horse's hooves are not meant to be walking on tough ground like this all day, if they wear horse shoes it gets slippery and if there is any sand on top of the tarmac, it could seriously be dangerous for the horses and whoever is in the carriage.
65. Not a good idea at all
66. There isn't enough space
67. I am rather concerned that the junction with Pier St will cause problems and also the very narrow road just after Castle Point may cause problems if vehicles are allowed to park there- up to South Rd
68. No route. We live in the 21st century. Rickshaws would be more sustainable.
69. looks good to me. Perhaps it can be extended at some time in the future?
70. There is so much traffic on the prom because of the road closures in town introducing the horses will cause even more chaos.
71. There is no safe route for horses & passengers on the roads of today
72. None
73. No route - just don't use horses, the likes of New York and Chicago in the US who have a long history of these horse drawn carriages are moving away from this.
74. No route at all
75. Scrap it. It's nonsense
76. None it's a bad idea

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

77. I wouldn't. I strongly oppose the user of animals in this way. There are so many other ways the council could cater for tourists.
78. I wouldn't
79. Wouldn't recommend any route the idea is backwards and ridiculous
80. No route at all.
81. None. People should walk if able.
82. None
83. Again, don't do it.
84. Not at all - focus on improving the terrible state of Aberystwyth.
85. I don't think Aberystwyth necessarily lends itself to horse drawn carriage rides especially in light of the dog's breakfast that is currently the town centre.
86. The safe zones need addressing with increased traffic along promenade due to closure of two way traffic in Pier Street
87. Great route if you used some other form of transport other than horses
88. As above and also who would want a horse drawn carriage at 6am?
89. This route is difficult to navigate at the best of times during the summer, why add horses into the mix.
90. None it's a terrible idea
91. No route. This is unethical.
92. The route would be fine if the Council scrapped the pointless road closures that are killing the town centre
93. No route in this town would be suitable. Mad idea.
94. ????????
95. Any route is dangerous
96. NO ROUTE, NO HORSES, NO CARRIAGES
97. No route at all bin the idea.
98. Having visited towns and cities in warmer and drier climates which have horse drawn carriages for tourists, I can see no possible reason for introducing them in Aberystwyth.
99. Pam fod angen dod a cheffyl a chert i Aberystwyth? Doeddech chi ddim am ganiatau asynod i gludo plant ar y prom, sy'n llawer mwy cymwys a thraddodiadol mewn tref glan mor na cheffyl a chert. Mae'r gosodiad y byddai'n denu mwy o dwristiaid i'r dref yn un di-sail - ble mae'r dystiolaeth am hyn?
100. Don't see the point. Starting and finishing nowhere.
101. It is far too busy to be used for this purpose
102. I would prefer not to see it at all, town is too congested as it is.
103. The road around castle point is narrow, blind and difficult to negotiate in a car often so similar issues will be encountered by a horse drawn carriage which could affect traffic flows in busy times.
104. Prom is congested with traffic especially now that Pier St is one way. There has already Ben gridlock at South Road with cars trying to get off the prom. This will only make it worse
105. It's a disaster waiting to happen, far too congested in all parts of the town. Old fashioned and cruel for the animals
106. No area of town is suitable. The area is in a shambolic state. If we were a city with a suitable sized square, maybe, but we do not have this luxury.
107. I would not recommend any routes in Aberystwyth

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

8. Do you think the Policy and attached Conditions are inclusive?

[More Details](#)

[Insights](#)

Strongly agree	22
Agree	26
Neutral	79
Disagree	13
Strongly disagree	75



9. If not, what would you recommend and why?

[More Details](#)

[Insights](#)

34

Responses

Latest Responses

1. Na
2. Assuming the taxi rank next to the Pier is there for a reason, it is not inclusive to replace it with a service where a passenger can only make one set journey in a horse-drawn carriage. Leave some space for a traditional taxi service on the same spot during normal business hours.
3. Ceredigion county council should not support the use of animals in town, especially along a already busy prom.
4. How are wheel chair users supposed to use a horse a carriage?! I just recommend it doesn't happen!
5. Do not implement his stupid idea
6. What about the hard working taxi drivers. Some have run businesses in the town for 20+ years. The rates are ridiculously high for them already and you want to take away the main tourist spot in Aberystwyth!!!
7. Not fair on horses
8. I think that you would need to consult the Equality Act to ensure that the carriages are accessible and that the roads are re-modelled to accommodate for wheelchairs etc. How does this fit with the Wellbeing of Future generations policies and the socio economic duty of care for public bodies that the county council has?
9. Not inclusive to other users of the road/ promenade. Not inclusive to wheelchair or mobility scooter users.
10. Do not do this
11. Pedal buses can be adapted for wheelchair users.
12. I'd recommend to scrap the idea
13. The policy makes reference to the Equality Act, but the section describing the carriage makes no reference to wheelchair storage or access.
14. Not inclusive of blind, deaf, physically disabled people and young children
15. Do these carriages have disabled access?
16. It doesn't consider at all, the traffic and parking problem currently raging on the seafront.

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

17. Takes no or insufficient regard to people who believe that animals should have rights and/or vegetarians and/or vegans.
18. It does not consider the increased congestion that would impact the wellbeing of local people, individuals experiencing mental health problems (anxiety, panic disorder etc.), implications from congestion and access for individuals living with a disability.
19. I have no access to the full policy nor pricing.
20. A bus.
21. The policy doesn't acknowledge anything about inclusivity. What is the plan for those who require mobility aids to get in and out of a carriage? Locals with sensory processing issues are going to experience lots of distress with the addition of horses
22. A cycle route around Aberystwyth
23. sorry - haven't actually read all that
24. Its not appropriate
25. The horses cannot express their wishes
26. Not very inclusive for the poor animals being made to pull these lazy people is it.
27. Shouldn't even be considered
28. Scrap it
29. No operator is going to start studying disability awareness. They won't care who they carry as long as they pay.
30. Terrible idea
31. No consideration for disabled people who may not be able to move out of way quickly
32. Scrap the idea
33. Forget the whole plan, the idea is preposterous.
34. Ensure that a policy of how other motorists conduct themselves safely in the presence of horses and/or HDC

10. Do you think the Policy will provide opportunities for a person to use the Welsh language?

[More Details](#)

[Insights](#)

● Strongly agree	21
● Agree	29
● Neutral	84
● Disagree	13
● Strongly disagree	68



Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

11. What effect do you believe that this Policy will have on the Welsh language?

[More Details](#)

Very positive	14
Positive	26
Neutral	122
Negative	14
Very negative	39



12. Do you think that this new service will enhance tourism in Aberystwyth?

[More Details](#)

[Insights](#)

Strongly agree	43
Agree	22
Neutral	15
Disagree	28
Strongly disagree	107



13. To what extent do you agree or disagree that this policy will enrich the heritage and culture of Ceredigion?

[More Details](#)

[Insights](#)

Strongly agree	37
Agree	14
Neutral	15
Disagree	27
Strongly disagree	122



14. Do you have any comments to make regarding the proposal to licence horse-drawn carriages in Ceredigion?

[More Details](#)

[Insights](#)

148

Responses

Latest Responses

"As a resident of the town, who has also lived in and visited many tow...

"Don't do it! Please improve the park and ride, public toilet provision, ...

1. I think this is an excellent idea which could help boost tourism in Aberystwyth.
2. Good attraction/positive for tourism.
3. The town is gridlocked as it is with all the roads being one way or not even excisable!! So another slow moving obstruction wil only cause more frustration

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

to other road users and gridlock the promenade even more!! What if emergency services need to get to these proposed routes with sirens and flashing lights?? The horses could bolt and whose insurance would cover the damage or injuries to the public?? In the event of an emergency?!

4. I am strongly opposed to this idea. Exploitation of animals, impact on traffic flow and safety, plus the safety of younger children. No mentioning the inevitable mess from horse manure all combine to make this highly unsuitable as a means for conveying people around the aberystwyth seafront. An electric road train would be far more appealing and suitable IF there is a strong case for moving people around this area.
5. Please do not do this. Congestion on this stretch is bad enough as it is with the ridiculous new road layout. How anyone can think this is a good idea is beyond me.
6. I think the idea is archaic and not the image that Aberystwyth should be going for
7. This is appalling that it is even being considered. It is disgusting example of exploiting animals, town is no place for a horse carriage. there are many things locals would like to see in the area and this is not one. There is a lack of parking that needs addressing, a splash park that is highly requested.
8. What about residents?! Who pay council tax and love living here?! The only people being considered are tourists because they would be the only people using it. If this happens its going to have a massive impact on residents - parking, access, safety when wanting a quiet walk on the prom and utter cruelty.
9. Please dont implement this, the town is in enough chaos as it is!!
10. Stupid idea. What about the disabled? My grandmother has lost out so much since CCC have closed throughout town. She depends on taxis giving her access to shops and cafes. Do you expect her at 89 years old to climb into a cart or the back of the horse? No! So you will deprive her of access to the prom now too as she won't be able to get there via taxi between 6&6
11. More "[redacted for decency]" on the roads
12. This proposal will have a negative effect on the town and the local people. It could draw antisocial behaviour (encourage Irish travellers), and push away local people and businesses. Less people will be visiting the town with their dogs (especially locals) in case they upset the horses. The prom is a hotspot for motorcyclist; who will also scare the horses. What happens to the horse poo; left in situ for a child to step in?
13. I think it's ridiculous! The prom is already a nightmare to get from one end to the other. And the road closures because of covid don't help. I don't mind the road closures as they do help with social distancing but to get from the harbour to the other end is a nightmare with tourists not understanding the give way or people parking wherever they want. The horses will just put more of a strain on that
14. I think it's a terrible idea! Ceredigion council should be spending their money on important things such as the roads and hedge cutting.... I'm appalled by the state of the roads and hedges!! There is no need to waste money they haven't even got on tacky things like hackney cabs!!
15. Horse welfare must be a priority ,with veterinary input
16. This is a wildly ridiculous idea, that I suspect is being pushed solely by one group who don't actually care about the affect it would have on the area. The promenade here is already far too congested with limited passing places

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

especially by the war memorial, this proposal would be catastrophic to traffic flow, especially as the promenade is busier than ever. I'd note that this would increase pollution levels on the prom because of the slowing down of vehicles waiting behind the carriage. Additionally, most tourists probably don't want the smell of horse faeces lingering whilst they are using the promenade (or smelly horses on a hot day). I also have concerns about the welfare of the animals, I don't believe with the amount of traffic, and lack of shade or facilities for them this is a safe or good place to operate them. Additionally, the heritage aspect is a sham, its an excuse to introduce this service. Adding false-history like this (fair enough if a horse-drawn service had operated continuously since horses were a common sight on roads) devalues history and is slightly disingenuous. To summarise, catastrophic for traffic, poor for tourists and the environment, disingenuous for heritage.

17. Defnyddio anifeiliaid fel hyn? Mae'n 2021 os nad ydych chi'n cofio.
18. I'm surprised this rubbish even got to this stage in the first place
19. This is an obsence idea. The promenade is a safe space for pedestrians only. It will ruin the seafront, and cause extreme congestion in an already busy place. Furthermore, using animals for this service is inhumane. **STRONGLY DISAGREE TO THIS IDEA.**
20. Don't do it. Consider other tourist friendly ideas first. Make more use of the museum, fix the castle bridge, create a mini water park, get the water fountains useable so dogs can drink out of them. Change the bins so they are closed bins rather than open bins which seagulls can get at. Have more entertainment at the bandstand. Recently the pier has been making a wonderful effort and is now a great hub of activity. It'd be good to see other areas of the town follow suit, rather that force some horses to stand and stroll along the busy prom.
21. Sharing the route with motor vehicles would be very dangerous - the road is so narrow in places, coupled with parked vehicles, it would not be safe. As an addendum, why doesn't the Council allow donkey rides on the prom itself rather than on the road?
22. This will be a massive step backwards for the town. The prom is a very busy walking route and having horses here will discourages walkers/cyclists. This feels like a fad trying to be like the sea side towns in other areas. Aberystwyth is unique because it is not like these other towns. Horses should not be used in this manner, they also generate a lot of mess and additional traffic I.e horse boxes along the front will not be a welcome sight.
23. Don't do it! See answer 4 again!
24. Please do not go ahead
25. We need bike rental, not horse carriages that will exploit animals to make profit.
26. I think that it would be good to see how this would happen safely and how this would impact upon all residents.
27. Horse-drawn carriages can be replaced with eco-friendly electric tourist vehicles, sparing horses abuse and neglect, protecting all road users from the dangers posed by the presence of unpredictable animals, and providing a more innovative tourist attraction. London, Paris, Rome, and Toronto have stopped giving out commercial tourist-carriage licences and place strict limits on special-use carriages. Many other cities, such as Oxford, Barcelona, Montréal, New Delhi, and Tel Aviv, have already banned horse-drawn carriages. Horses are skittish animals who can easily be spooked by unexpected noises such as car horns. In heavy, loud traffic, they're subjected to constant stress, which

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

sometimes leads them to bolt and cause accidents. These animals belong on pastures, where they can rest in the shade, move about freely, and interact with members of their own species. If these most basic needs aren't met, they suffer throughout their lives and may develop serious illnesses. When cared for properly, given adequate space, and allowed to live free from exploitation and abuse, horses can live for 35 years or longer. The horses are made to walk and stand on hard surfaces for long periods, which typically causes them to develop debilitating leg conditions and sustain damage to their hooves. Many eventually become lame. Owners and drivers often ignore these painful conditions – either because they don't recognise the animals' distress or because they're unwilling to lose a few days' work to allow them to rest and heal. <https://www.peta.org.uk/blog/horses-pushed-to-exhaustion-collapse-for-tourist-carriage-rides/> <https://awionline.org/content/urban-carriage-horses-out-step-responsible-horse-welfare> In many cities, horse-drawn carriages are seen as tourist attractions, evoking nostalgic images of days gone by. Yet, underlying these quaint notions is the reality for the horses: daily exposure to noise and pollution, heavy traffic, hard pavement, long workdays, constant heavy loads, and lack of access to pasture. All of these aspects are directly detrimental to horses' welfare. Sourcing: Training a horse to pull a 1,000-pound carriage is a difficult and time-consuming process, with no guarantee that the horse will be up to the task. Since carriage drivers do not have the time, facilities, or funds to do this themselves, they purchase horses who are already accustomed to pulling a carriage. Such horses most often come from farms, where they have already put in many years of labor and are being sold because they are no longer capable of working on the farm. Once they become urban carriage horses, their lifespans are greatly reduced. Pollution: Carriage horses, particularly in heavily congested urban settings, spend much of their day breathing exhaust fumes from cars directly in front of them. Horses also spend hours walking through a miasma of oil, road salt, and other roadway pollutants. The health issues associated with chronic exposure to airborne and ground pollution—well-documented in people—affect horses as well. Even when horses are not pulling carriages, they are kept in inadequately ventilated stalls where they are exposed to high levels of dust contaminated with mold and other fungi. Long-term exposures to these elements lead to many respiratory conditions, including bronchitis, rhinitis, inflammatory airway disease, and reactive airway disease. Noise: In urban settings, carriage horses are exposed to near constant, high levels of noise—up to 100 times louder than a typical conversation (often 80–100 dB).³ Chronic exposure to street noise—linked to hearing loss, poor cardiovascular health, and stress in people—most likely affects horses similarly. Further, sudden noises may frighten the horses, causing them to bolt, resulting in harm to themselves, the carriage passengers, or other vehicles or bystanders. Every year in New York City, there are multiple accidents involving carriage horses that have been startled by noises.

28. I thought this was a joke when I read the article. Using animals for tourism is a huge step back for animal welfare and Aberystwyth sea front is definitely not the right place for this!
29. Yes, it would have a convoy of cars motorbikes cyclists at walking pace. Make the notice boards more informal, oh sorry there is zero information in them. Spend more money on a cleaner tidy seaside town , police the people who drink in public and swear and disturb the people who live here and tourists. I've seen

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

- too many daytime drunken fights recently in a town that's supposedly the 'safest university town'.
30. Absolute madness I live in Aberystwyth & I think this is madness I can't see what benefit it would bring. Sort the bins, traffic, the state of the prom out please that is the priority
 31. Please don't do this! Animal welfare, traffic congestion - not needed
 32. See above. In my opinion, a real advantage to tourism would be licensing a few more ice cream stands or eateries on the prom, ideally combined with occasional displays of live music to suit different audiences.
 33. The introduction of this will only further frustrate motorists who are stuck in the traffic along the prom. It is already busy enough without further delays
 34. Pedal buses. Less contentious. Cheaper. Adaptable. Fun. Safer. Less likely to leave mess. Less likely to cause allergic reactions.
 35. Don't do it! This is definitely not in the interest of the horses and should not be considered. If you want to offer an alternative to taxi rides have rickshaws pulled by humans or cyclists.
 36. It should be legally forbidden to organize such activities
 37. Please do not do it. Horses will be treated badly, no one will come to Aberystwyth just for a horse and carriage ride, the mess from the horses excrement will look terrible and won't be very good for people who wish to walk about town, and the taxis need to work all day for anyone who may not be able to walk for any reason. So many people have already been done out of a job, don't kill off the taxi companies too
 38. I think it is a waste of the council's resources to be even considering policy changes to assist what is likely to be one or two operators.
 39. Utter rubbish idea - dangerous for pedestrians and detrimental for taxi owners (who have already lost substantial income because of the pandemic) Also the poor horses whose health will be impacted by being made to pull the weight of carriages during the heat of summer days
 40. dwi ddim yn meddwl bod hyn yn syniad da o gwbl!
 41. None
 42. If you end up doing this, there has to be consultation with horse welfare charities and regular investigation
 43. There are more important issues to be addressed in the town than this dream-scheme
 44. With the number of motorbikes, runners and dogs there are along the prom, I think it would be a major accident waiting to happen if there were horses added to the mix. Rome along with other cities across the globe such as New York, London, Paris and Toronto no longer give out licences, don't give people even more ammunition to say Ceredigion County Council is still operating in the dark ages. <https://www.theguardian.com/world/2020/dec/03/rome-to-ban-horse-drawn-carriages-from-city-streets>
<https://secure.peta.org.uk/page/30696/action/1>
 45. Why when countries are banning the use of horsedrawn carriages are CCC encouraging it?
 46. You are all intent on keeping this town firmly lodged in the past. We need to move with the times and brighten up the town, open the roads, remove all the ugly bollards. Horses and carriages are a thing of the past and the prom is gridlocked with cars because they can't drive through town so this would be

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

very stressful for the horses I'm sure. What a joke you all are, MODERNIZE for god sake, that's what will bring the tourism (if you even want it)

47. No!
48. We will have no tourists visiting soon. The town is dirty, there is no parking, traffic is a nightmare and rates are high. I also find the questions about Welsh language irrelevant as this would be aimed towards tourists not the locals. Sort this town out before we don't have one left and people choose to shop the CBD surrounding.
49. Does not sounds like a good idea to me at all!
50. It's a terrible idea! The number of horses and carriages needed to ensure that sufficient breaks and rest are provided will be too large for the prom to support. Where will the horseboxes park? Enough resident parking I'd taken up as it is.
51. Most ridiculous, dangerous thing I've ever heard, an accident waiting to happen
52. I think this use of animals is outdated and a novelty, please read the extensive veterinary research that has been carried out in Canada, Paris and the US. The proposal in Oxford was denied on animal welfare and pedestrian safety. CCC should make evidenced based decisions from this research and look at other ways to improve tourism in Aberystwyth like cleaning and the lack of access to the prom and high street.
53. Yes get your priorities in order
54. I think it is an excellent idea and will enhance tourism opportunities in the town
55. I think it's stupid, and one of the WORST proposals that have ever been made.
56. It is a very bad idea. There is not enough space on the road or the promenade for carriages. It will cause traffic on an already congested road. The horse manure will affect the seafront in an extremely negative way. Please do not propose the licence to do this.
57. There are far more sensible and necessary potential schemes that may be implemented to better enhance tourism in Aberystwyth
58. Animal abuse is not acceptable.
59. Ridiculous idea, more interested in money making than animal welfare and public interest
60. If this goes ahead you can be assured of animal rights protests which I would whole heartedly support.
61. I think we should focus on important things rather than bringing horses and carriages to the slum that has become Aberystwyth. 1. Seagulls and their "[redacted for decency]" riddle the town in faeces, litter and disrepair 2. The buildings all over town are in a right state 3. The parking situations within this town are something you would find on a mr bean comedy sketch. 4. Graffiti is everywhere you look 5. disabled people are unable to even get into the town let alone shop within it 6. There is multiple empty shops Fix these issues then talk about riding ponies on the prom
62. Out dated and cruel. I would rather no see animal cruelty in any form. It's been banned in most countries for a reason why are we going backwards.
63. This smacks of a publicity stunt that will create a poor impression of Aberystwyth in the minds of right-thinking folk.
64. Animal cruelty.
65. The Council should not even be wasting our money on a consultation. Other towns/cities have banned such activities. We shouldn't even be considering something like this.

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

66. I see no mention of the Welsh language in the policy so how could this have any positive impact on welsh language. Would marketing materials be bilingual. Would drivers be bilingual. I suggest those who think this policy is a good idea actually visit Aberystwyth during busy periods. The increased tourism this year has seen a massive increase in disruption and in traffic accidents and breakdowns throughout Ceredigion. Aberystwyth is a tourist destination because of its beauty and detachment from city-life so more resources should be spent to retain those qualities, ensuring that the environment is conserved. Perhaps clean up all the seagull “[redacted for decency]” and do something about the rubbish that explodes over the town on bin day
67. This needs to be part of a bigger strategic plan for the town, what do you want to create and how you plan to deliver it. Who are you trying to appeal to? What are the implications of changing/reducing access, how will this impact on the ability to offer other services/facilities along the promenade. The policy needs to fit with the strategic ambition for the town. Does this exist? This proposal takes the town backwards not forwards.
68. Poor horses! We prefer more food and drink outlets, seating, and a paddling pool area.
69. One of the best ideas I have heard for a long time
70. Horse drawn carriage rides?? Surely a backwards move however it's looked at
71. It is a highly unloved idea for the town. The town isn't big enough for places to move to safety, keep the horses safe, would be problematic for wheelchair users and assistance dog handlers. Overall bad idea to invest money into for the town.
72. Stop this nonsense, is not working.
73. Think it is a bad idea at the current time
74. The promenade is largely unsuitable and with the overall mess the town is currently in such a proposal is unlikely to attract extra visitors.
75. It's just an impractical and bad idea. We should be helping build a robust local economy instead of outpricing the population and pandering to tourism to save us. Seasonal work is not helpful for the survival of our culture, community or population.
76. Making horses pull oversized loads like carriages is cruel. Horses are forced to toil in all weather extremes, dodge traffic, and pound the pavement all day long. They may develop respiratory ailments because they breathe in exhaust fumes, and they can suffer debilitating leg problems from walking on hard surfaces.
77. Don't do it. Fix the shops, parking and clean the town first.
78. I would like to know if the horse is to be consulted.
79. Horse carriages are popular in many tourist Hotspots, especially in southern Europe, like Spain. But there is a reason they are not popular in most countries that value animal welfare. They are damaging and harmful for the animals. Where they are popular, people have been protesting against them for years, so implementing them as an attraction in 2021 is not a good idea.
80. Just not a good idea. A fad that will decline as quickly as it starts. I can see it will be popular with brides. Please invest in the shops in town and rubbish first
81. Ceredigion is Welsh cob country and has long-standing tradition with horses, these being used on the land and for transport for many years. Horses are an important part of our culture and heritage. People come from all over the world to see Welsh ponies and cobs - it will be great to see them on the prom

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

82. There is not enough space on the prom and personally I walk along it 5 days a week on my way to work and the thought of having to see horses that frequently is distressing.
83. A wonderful idea.
84. The welfare of the horse is of the utmost importance
85. An absolute farce and a gimmick. Sort out existing problems with access and disabled parking before adding yet another problem for walkers and cyclists.
86. I think it's a great idea. Even as a resident I will enjoy it. I shall certainly tell my guests at Tyddyn Retreat, that there is another reason to go to Aberystwyth.
87. Its grotesque, archaic & cruel. Itl bring bad publicity & protests the world has moved on thankfully

88. It's a really backwards step in a town that should be embracing steps forward. There are so many other tourist attractions to consider that do not involve the exploitation of animals. Soft play centre / lido splash park/ more outdoor covered permanent eating areas
89. Whoever came up with this idea needs to do some research on how we are moving away from animal cruelty and exploitation for entertainment. Lets make Aberystwyth more progressive, instead why not use the cycle style tuk tuks they use in London etc, someone cycling and getting some exercise, low CO2, we don't need to use animals in this way for a cheap attraction.
90. Not the best idea.
91. Disgusting use of animals for profit - not needed - not required - certainly not necessary and just an idea to draw tourists in who don't give a fig about animals or their welfare either. Absolutely disgraceful
92. It is cruel to horses. They are not here to entertain tourists and it is outrageous even to suggest it Those roads are already a nightmare with traffic in the Summer, particularly with the new pedestrianisation. It will cause accidents.
93. I can't believe you are entertaining this ridiculous idea. Clean the town first. Welcome tourists and stop the ridiculous road closures and then try again next year
94. Unesessary and dangerous
95. Ceredigion has enough problems with cars and parking and horses going up and down the road is ridiculous.
96. Yes, how will the following be policed? During the six [6] hours no more than two [2] consecutive hours may be spent working without the horse being allowed at least 30 minutes quiet rest c) Each horse shall be given a minimum of 10 minutes rest after each ride d) Each horse shall not work on more than three consecutive days. e) During rest periods the horse shall have access to clean water and be fed as appropriate. f) The food and water shall be contained in a proper receptacle where it may not be contaminated or tampered with. g) The horse shall not be fed by members of the public h) The licence holder must have due regard to extreme or adverse weather conditions such as exceptionally hot weather, when there is no cloud cover, or periods of heavy rain when each horse shall be provided with adequate shade / shelter and be sponged down to prevent heat stress or dried off to prevent chill. i) The driver must at all times consider the horse's welfare and needs and shall provide sufficient rest, care, food, and water as and when required by the horse. j) During rest periods, the horse should not be subject to unnecessary petting by members of the public k) If at any time, the horse appears to become fatigued,

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

- distressed or unwell, he shall be provided with sufficient rest and care to ensure his welfare needs are met. Where required, the driver must remove the horse from service and seek immediate veterinary attention. "as and when required by the horse" Really? Ceredigion is the puppy farming capital of the UK. Ceredigion Council knowingly approve puppy farms and suspected puppy farms who have previously failed several inspections. I have no faith WHATSOEVER that the council or any local vet would not just see this as a revenue scheme. This is so backward! Is the bearded lady coming along next?
97. I always find it very sad seeing the depressed state of the horses used in this way for tourists in other parts of the world and feel that sadness would be clearly conveyed by the harnessing of horses up and down the same route day in and day out. It's quite horrifying, and not a good advert for the town at all, Furthermore as someone very allergic to horses - a condition that is common - I am quite distressed to feel that a public thoroughfare that I use often may become out of bounds for me as a result,
98. It's like you road changes within Aberystwyth, completely useless and not required. Why not fix up Aberystwyth and lower rates for businesses allowing more potential buyers to help grow Aberystwyth rather than bring in horse drawn carriages which would be like most things used for a few weeks and then given up on.
99. I think the council needs to sort out the town because people will soon stop coming
100. I cannot imagine how any thinking person could have come up with such a dreadful idea. I can't think of a more horrible sight than to see poor horses being used in this way. What a sickening thought and sight. Shame on anyone seriously considering this backward step. I hope lots of us will be physically protesting should this happen.
101. I think it's a shot in the dark and unrealistic. Go to the prom during the middle of a hot sunny day and see how crowded it is. Adding horses would reduce foot traffic and be a hindrance.
102. It is purely a money making scheme and little thought to the suitability of the route. It is far too busy
103. Plenty of things are required before horse drawn carriages. Town needs a lot of tidying and other provisions before something like this
104. This is a disgusting idea and should not be enforced on our lovely town.
105. Focus your efforts on improving the terrible state of Aberystwyth and the areas you are responsible for.
106. I think that this will lead to more traffic chaos and pollution as vehicles are going to be idling their engines stuck in traffic build up due to the speed of the horse. I am concerned for the well being of the horse with little shelter and respite opportunities at the Pier. Also concerned about the food outlets near by and hygiene. The fact that Motor Bikes are encouraged onto the prom and the noise that they emit must surely be taken into consideration for the horse wellbeing. Do we really need to abuse animals in this way for entertainment in 2021!
107. If this is a roundabout way of ensuring that the Prom becomes traffic free also then we should be told. Plenty of motorists unfamiliar with Aberystwyth misjudge the Castle point bend that it a potential bottleneck and accident spot. Where will the horse take its breaks, will it be sufficiently far away from the

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

- noise and fumes? Will there be cover against the elements for the horse? have relevant bodies such as the RSPCA been consulted?
108. Its a fair suggestion but more needs to be done to draw visitors to the area. The town is tired, untidy and dirty and needs improvement
109. I find it hard to believe in the 21st century we feel the need to publicly exploit animals as a form of transport and entertainment when there are alternatives such as rickshaws that could be used for exactly the same purpose
110. Not doing it.
111. Ludicrous
112. I'm not sure how a horse and cart taxi could positively impact the town in any way. Other cities and towns are banning the use of horse carriages for tourist entertainment meanwhile Aber is proposing to introduce it, behind the times.
113. Spend the money on cleaning the town, it's rank
114. A good idea, - a boost to tourism perhaps .
115. For me this is another tourist experience that will attract visitors to the town and the promenade.
116. No
117. No
118. No
119. I am very disappointed that Ceredigion Council have proposed this archaic plan.
120. I think we'll have romantic couples and families posting lots of great photos on social media
121. This will be a welcome addition to Aberystwyth's very limited attractions for tourists
122. I think it will be good for the town and the tourist if you grant such a license.
123. It is a waste of money. We have more wet windy days than sunny. INDOOR activities is what is needed to attract tourists. At the moment all they can use is the pier amusements, and who would want to waste money on that. Indoor soft play or covered swings. All very well saying we have the sea, but again only useful on warm days, plus full of jelly fish so risk of small children being stung. Splash park, which will also be inclusive for disabled children is the way to go. Trampolines park is also is good idea. If this idea goes ahead will never again vote for council.
124. I definitely think this would be a massive plus to Aberystwyth promenade.there is nothing like it and the visitors from the cities would love it
125. Yes how come we have to consult this but we were not asked about what you have done to the roads in our town
126. It would be great to see this on the promenade in Aberystwyth. Also need the donkeys back.
127. I think it is a lovely idea, and it will suit Aberystwyth with it's seaside image and will give it an advantage into drawing more people to our town to enjoy the prom and everything it has to offer, and in general the town of Aberystwyth, thus bringing much needed custom. I believe the horses will be very well looked after, and their welfare put first.
128. Bo
129. You need to meet the horse owners
130. The promenade is the focal point of Aberystwyth throughout the year and activities like this will only enhance the experience of bygone years. Major

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

- tourist towns and cities all over the world provide this kind of activity to enhance the visitor experience
131. What a ridiculous idea, to exploit animals and to make prom hazardous for other users
 132. It's an antiquated idea. The prom gets very crowded as it is. The road gets crowded, packed with traffic, the whole area gets extremely busy. Just another insane idea.
 133. There are plenty of ways we can welcome and entertain tourists without using animals.
 134. Utter lunacy. The wider pavements and one-way system make the town very difficult to negotiate in a vehicle already, without returning to the age of the horse and cart.
 135. Di-angen, yn y lle anghywir, syniad gwirion os byddai un erioed.
 136. Tourists will not come to Aberystwyth just because there are horse drawn carriages here. They may, once they find a parking space use the carriages once! But yet again we are not dealing with the issue of HOW TO GET TOURISTS INTO TOWN..... parking, park and ride, toilets, etc basic needs.
 137. A very good idea
 138. I hope it happens. It's a very good project that will enhance the tourist environment.
 139. Fabulous idea...horses are such an intrinsic part of local culture and heritage. Welsh cobs are bred to drive and all the local trotters and pacers too--fantastic to give them a job.
 140. I think that this, in conjunction with a park and ride scheme out of town would be wonderful for tourism in Aberystwyth.
 141. It gives the impression of thinking outside the box, something different and less car pollution.
 142. Would be nice if drivers were provided by Ceredigion Council with brief history/key facts of some of the landmarks enroute
 143. I would prefer not to see it happen, but more regulations eg times and limited car access will have to be out in place. It will stop me walking the prom and spending money in local shops if it does happen, as I'm not in agreement with it.
 144. Passengers on a train wanting a helpful driver with their luggage to go to their hotel on the Prom- will they have to swap to horse-drawn half way which is silly. Members of my family, of which I have a lot, can't stay at mine as I can't put all them up, stay at the Glen on a very regular basis. 2 are allergic to horses hair. Several are nervous around large animals and have mobility problems. What about the weather
 145. This isn't the 1800's
 146. There are other things you can spend money on to enhance the visitor experience on the Prom. Such as Splash Park. Upgrade and re-instate the crazy golf using the putting green to make it a more exciting option
 147. Don't do it! Please improve the park and ride, public toilet provision, motor home provision. Bring back tourist office or walking helpers like they have in Shrewsbury. Develop a walking app with guide to town. Improve walking routes on the periphery and through town. Clear our cycle routes too, I've the one to Rhydyfelin. Two bikes can now not pass each other because of undergrowth.
 148. As a resident of the town, who has also lived in and visited many towns and cities of a high standard, this suggestion can only prove to be an example of

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

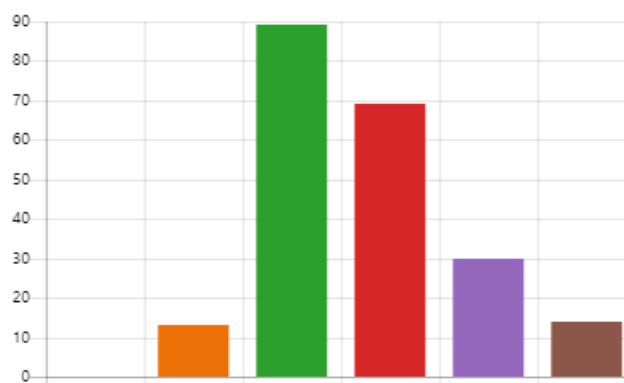
the low standards of decision making in the Ceredigion area. The area has become shambolic, as has the backward thinking of the people that have been incorrectly put in place to make these decisions. The culture needs changing in the setup of the town to something more forward thinking and major reform is needed, as the whole area of Ceredigion is suffering for it. Aberystwyth looks in an appalling state, which needs addressing first and foremost. Aberystwyth is a wonderful place but is not being utilised to its full potential. This laughable suggestion is something that doesn't fit now we're in the 21st century. It would be wise of the decision makers to also join us in the 21st century. We need ideas to suit, not for the town to regress as it seems to be doing. Not just that but there are so many cons to this. The horse mess, the off-putting sight and smell of it to anyone taking in the Prom area, is one of the cons.

Demographic data of those who responded online:

15. **Age:** What is your age group?

[More Details](#)

Under 16	0
16-24	13
25-44	89
45-64	69
65+	30
Prefer not to say	14



16. **Gender:** What is your gender?

[More Details](#)

Male	66
Female	121
Other	3
Prefer not to say	24



Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

17. **Transgender:** Is your gender the same now as when assigned at birth?

[More Details](#)

● Yes	143
● No	10
● Prefer not to say	32

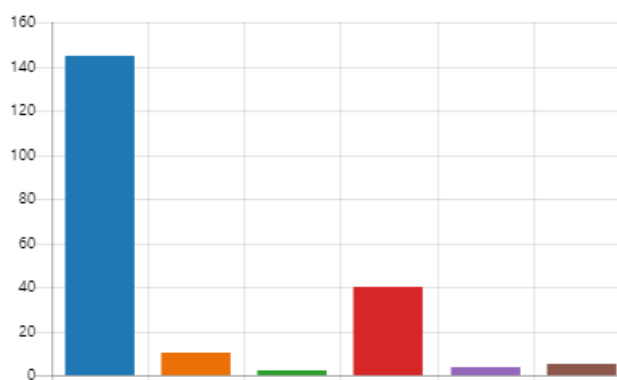


18. **Sexual Orientation:** Which of the following options best describes how you think of yourself?

[More Details](#)

[Insights](#)

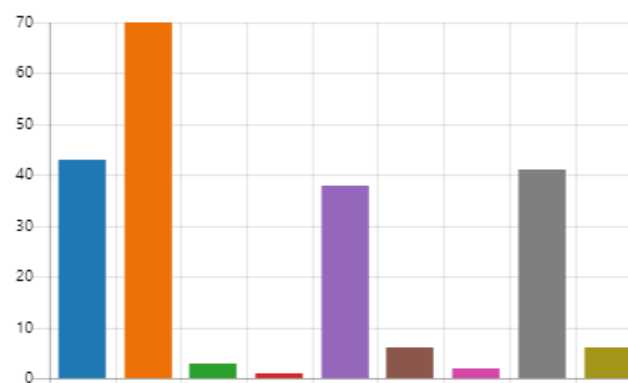
● Heterosexual/Straight	145
● Bisexual	10
● Gay Man	2
● Prefer not to say	40
● Gay Woman/Lesbian	4
● Other	5



19. **Partnership:** Which of the following options describes your partnership status?

[More Details](#)

● Single	43
● Married	70
● Widowed	3
● Civil Partnership	1
● Living with partner	38
● Divorced	6
● Separated	2
● Prefer not to say	41
● Other	6

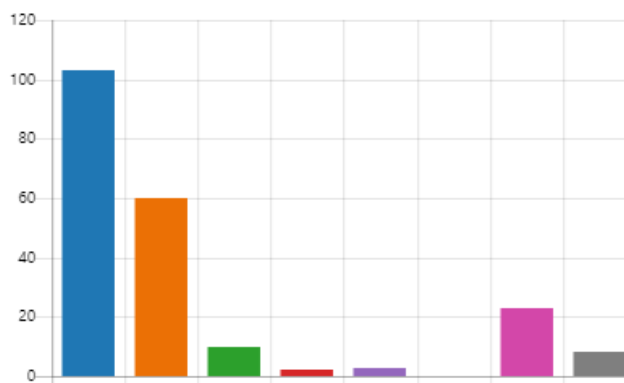


Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

20. **National identity:** How would you describe your national identity?

[More Details](#)

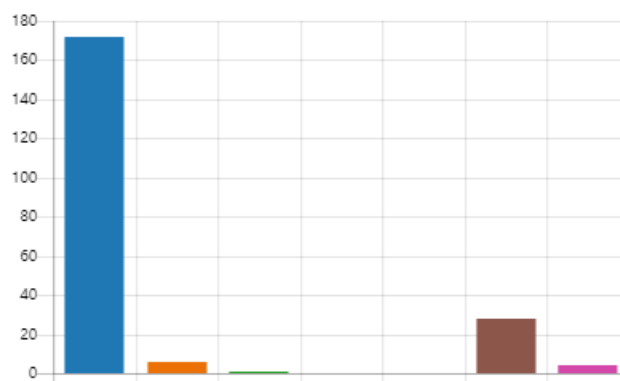
Welsh	103
British	60
English	10
Irish	2
Scottish	3
Northern Irish	0
Prefer not to say	23
Other	8



21. **Race:** What is your ethnic group? Choose one option that best describes your ethnic group or background.

[More Details](#)

White	172
Mixed	6
Asian	1
Gypsy Travellers	0
Black/African/Caribbean	0
Prefer not to say	28
Other	4



22. **Language:** What is your preferred language?

[More Details](#)

Welsh	30
English	130
Prefer not to say	43
Other	6

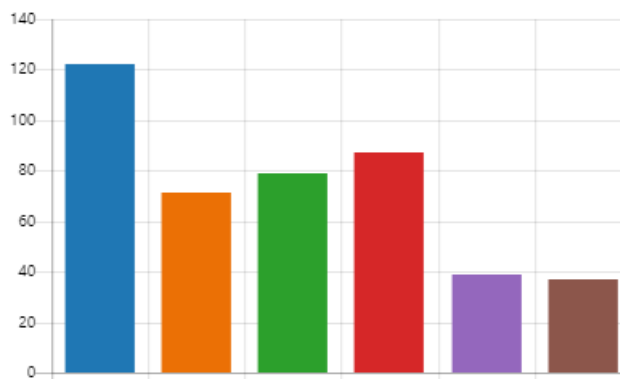


Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

23. Can you understand, speak, read or write Welsh?

[More Details](#)

Understand spoken Welsh	122
Write Welsh	71
Speak Welsh	79
Read Welsh	87
None of the above	39
Prefer not to say	37



24. **Disability:** Do you have a long term physical or mental health condition or illness that reduces your ability to carry out day to day activities

[More Details](#)

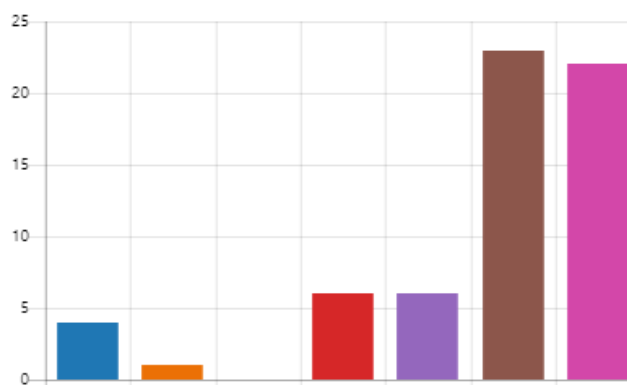
Yes	28
No	150
Prefer not to say	34



25. If you answered 'Yes' please indicate which applies to you:

[More Details](#)

Hearing Impairment	4
Visual Impairment	1
Speech Impairment	0
Learning Difficulties	6
Mental Health Issues	6
Physical / Mobility Impairment	23
Prefer not to say	22



Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

26. **Caring Responsibilities:** Do you look after or give help or support to family members, friends, neighbours or others because of either:

[More Details](#)

[Insights](#)

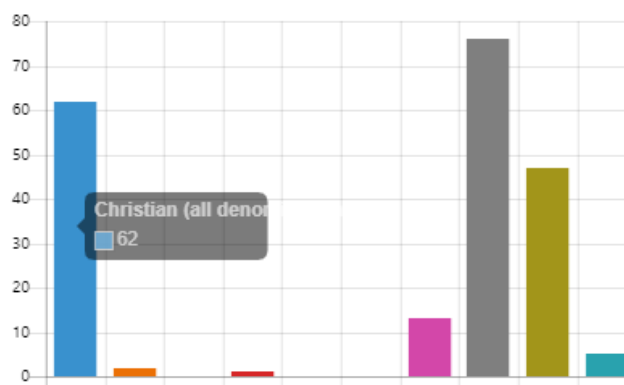
Yes	36
No	129
Prefer not to say	37



27. **Religion or Belief:** What is your religion?

[More Details](#)

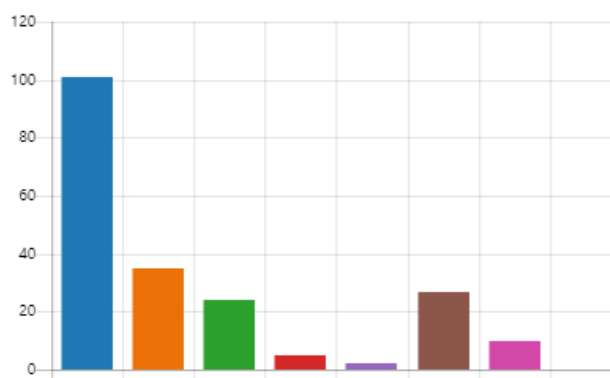
Christian (all denominations)	62
Buddhist	2
Hindu	0
Muslim	1
Sikh	0
Jewish	0
Atheist	13
No religion	76
Prefer not to say	47
Other	5



28. **Which of the following categories best describes your employment status?**

[More Details](#)

Employed – Full time	101
Employed – Part time	35
Self-employed	24
Unemployed, looking for work	5
Unemployed, not looking for ...	2
Retired	27
Unable to work due to health ...	10
on a government supported tr...	0



Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

29. If you have selected "Employed" "Self Employed" or "Training programme", in what industry do you work?

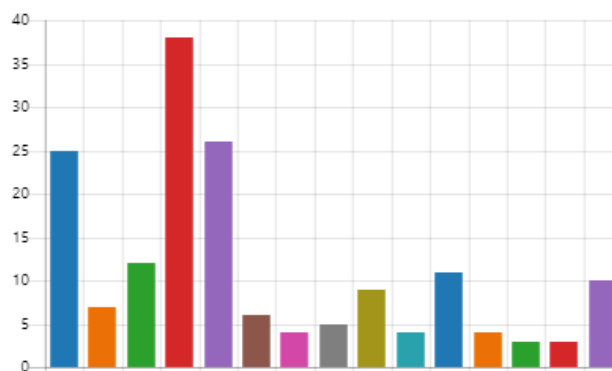
Textiles, printing and other skilled trade	1
Agriculture, Forestry, Fishing and Hunting	7
Mining	1
Utilities; metal, electrical and electronic trades	1
Construction and building trades	2
Charity and voluntary work	3
Computer and Electronics Manufacturing	1
Other Manufacturing	4
Publishing	0
Information technology / telecommunications professional	2
Software, Graphic and multimedia design / development	1
Telecommunications	2
Information Services and Data Processing	2
Other Information Industry	0
Finance, Banking and Insurance	3
Property Sales, Rental and Leasing	0
Teaching and other educational professional	15
Other Education Industry	4
Health professional	4
Health and social care associate professional	3
Veterinary professional	0
Science, research, engineering and technology professional	6
Culture, media and sports occupations	0
Hotel, Hospitality and Food / Drink Services	9
Government and Public Administration	11
Community and civil enforcement occupations	0
Legal Services	1
Homemaker	1
Military	0
Religious	0
Emergency Services personnel	0
Business, media and public service professional	0
Science, engineering and technology associate professional	1
Protective service occupations	0
Administrative occupations	2
Secretarial and related occupations	1
Caring personal service occupations	0
Leisure, travel and related personal service occupations	7
Community and civil enforcement occupations	0
Sales occupations	2
Customer service occupations	4
Process, plant and machine operative	0
Transport and mobile machine drivers and operatives	4
Elementary trades and related occupations	0
Elementary administration and service occupations	0
Other	8

Consultation Responses to: Horse-drawn Hackney Carriage Policy (2021)

30. Which of the following best describes your role in industry?

[More Details](#)

Self-employed/ Partner	25
Corporate manager or director	7
Upper Management	12
Trained Professional	38
Middle Management	26
Skilled Labourer	6
Junior Management	4
Consultant	5
Administrative Staff	9
Temporary Employee	4
Support Staff	11
Researcher	4
Volunteer	3
Student / Intern / Apprentices...	3
Other	10



31. The organization you work for is in which of the following:

[More Details](#)

Public sector (e.g. government)	58
Private sector (e.g. most busin...	79
Not-for-profit sector	9
Don't know	8
Other	8

