

Name of meeting and date: Licensing & Safety Committee 15th October 2014

Title of report: Unmet Demand Survey 2014

Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	Not Applicable
Is it in the Council's Forward Plan?	Not Applicable
Is it eligible for "call in" by Scrutiny?	Not Applicable
Cabinet member portfolio	Regeneration, Environment & Transportation

Electoral wards affected and ward councillors consulted: ALL

Public or private: Public

1 SUMMARY

To consider the whether the Council should continue to impose quantity restrictions of Hackney Carriage Licences.

2 INTRODUCTION

Kirklees Council currently restricts the number of Hackney Carriage licences to 249 for the whole of the district; there are some 1,520 licensed Private Hire vehicles in Kirklees. Across both types there are 120 vehicles being wheelchair accessible.

The present legal provision on quantity restrictions for Hackney Carriages outside London is set out in Section 16 Transport Act 1985.

The Department for Transport Best Practise Guidance states it is good practice not to impose quantity restrictions. (See DFT Guidance at Appendix 1 of the Unmet Demand Study (UDS) attached as Appendix A)

In order to continue limiting Hackney Carriage Licence availability the committee must be satisfied that there is no significant demand for Hackney Carriage services throughout the Council area that it unmet.

Authorities wishing to maintain quantity restrictions are expected to review their local case for restrictions at least every three years. This is achieved by undertaking both quantative and qualitative analysis through a comprehensive

study of the taxi trade in the authority area, prior to considering any changes to their Licensing policy.

In order to achieve this, in December 2013 Kirklees Licensing Service commissioned a 'Taxi Unmet Demand Study', to assess current demand and to identify any significant unmet demand. This study aims to provide the committee with sufficient information to enable an informed decision to be made as to whether the Council should continue to restrict Hackney Carriage licence numbers or deregulate.

The study provides detailed information on the following:

- A profile of the taxi trade in Kirklees
- Current demand and any latent demand, including demand for wheelchair accessible vehicles.
- Identifies any requirement to provide additional licence plates to eliminate any significant unmet demand.

3. RESEARCH

The study has used a range of research to establish whether there is unmet demand for taxi provision within Kirklees, including:

- Review of relevant policies, standards etc
- Extensive rank observations and audits
- On street interviews
- Consultation
- Benchmarking against other authorities

4. CONSULTEES AND THEIR OPINIONS

A wide consultation exercise was carried out as part of the study. Consultation was undertaken with a range of key stakeholders by letter, email, telephone and face to face interviews.

5. CONCLUSIONS OF THE STUDY

The study concluded that there is no significant unmet demand in the rank based taxi market throughout Kirklees Council area.

The study concluded ...

There is generally excess supply of Hackney Carriages at the ranks in common usage. There is an excess of Hackney Carriages at some ranks at peak times and suggestions have been made by the trade for some additional feeder ranks and for expansion of ranks to accommodate the excess vehicles waiting to queue on ranks

6. DETERMINATION

In the absence of any significant unmet demand the committee may choose to either:

- a. Maintain the current level of Hackney Carriage licenses.

- b. Issue additional Hackney Carriage licences as it sees fit. (e.g. to increase wheelchair accessible vehicle service provision and can be used as a stepping stone towards deregulation))
- c. Remove the current limitation on Hackney Carriage licenses (i.e. de regulation)

6. OFFICER RECOMMENDATIONS

It is recommended that the Committee consider the Unmet Demand Study and its recommendations before deciding whether to continue to restrict Hackney Carriage numbers.

7. CONTACT OFFICER AND RELEVANT PAPERS

Catherine Walter, Licensing Manager, Kirklees Licensing Service

Extract from Department of Transport Best Practise Guidance attached at Appendix A

Unmet Demand Study, attached as Appendix B

QUANTITY RESTRICTIONS OF TAXI LICENCES OUTSIDE LONDON

45. The present legal provision on quantity restrictions for taxis outside London is set out in section 16 of the Transport Act 1985. This provides that the grant of a taxi licence may be refused, for the purpose of limiting the number of licensed taxis 'if, but only if, the [local licensing authority] is satisfied that there is no significant demand for the services of hackney carriages (within the area to which the licence would apply) which is unmet'.

46. Local licensing authorities will be aware that, in the event of a challenge to a decision to refuse a licence, the local authority concerned would have to establish that it had, reasonably, been satisfied that there was no significant unmet demand.

47. Most local licensing authorities do not impose quantity restrictions; the Department regards that as best practice. Where restrictions are imposed, the Department would urge that the matter should be regularly reconsidered. The Department further urges that the issue to be addressed first in each reconsideration is whether the restrictions should continue at all. It is suggested that the matter should be approached in terms of the interests of the travelling public - that is to say, the people who use taxi services. What benefits or disadvantages arise for them as a result of the continuation of controls; and what benefits or disadvantages would result for the public if the controls were removed? Is there evidence that removal of the controls would result in deterioration in the amount or quality of taxi service provision?

48. In most cases where quantity restrictions are imposed, vehicle licence plates command a premium, often of tens of thousands of pounds. This indicates that there are people who want to enter the taxi market and provide a service to the public, but who are being prevented from doing so by the quantity restrictions. This seems very hard to justify.

49. If a local authority does nonetheless take the view that a quantity restriction can be justified in principle, there remains the question of the level at which it should be set, bearing in mind the need to demonstrate that there is no significant unmet demand. This issue is usually addressed by means of a survey; it will be necessary for the local licensing authority to carry out a survey sufficiently frequently to be able to respond to any challenge to the satisfaction of a court. An interval of three years is commonly regarded as the maximum reasonable period between surveys.

50. As to the conduct of the survey, the Department's letter of 16 June 2004 set out a range of considerations. But key points are:

- the length of time that would-be customers have to wait at ranks. However, this alone is an inadequate indicator of demand; also taken into account should be...
- waiting times for street hailings and for telephone bookings. But waiting times at ranks or elsewhere do not in themselves satisfactorily resolve the question of unmet demand. It is also desirable to address...
- latent demand, for example people who have responded to long waiting times by not even trying to travel by taxi. This can be assessed by surveys of people who do not use taxis, perhaps using stated preference survey techniques.
- peaked demand. It is sometimes argued that delays associated only with peaks in demand (such as morning and evening rush hours, or pub closing times) are not 'significant' for the purpose of the Transport Act 1985. The Department does not share that view. Since

APPENDIX A

the peaks in demand are by definition the most popular times for consumers to use taxis, it can be strongly argued that unmet demand at these times should not be ignored. Local authorities might wish to consider when the peaks occur and who is being disadvantaged through restrictions on provision of taxi services.

- consultation. As well as statistical surveys, assessment of quantity restrictions should include consultation with all those concerned, including user groups (which should include groups representing people with disabilities, and people such as students or women), the police, hoteliers, operators of pubs and clubs and visitor attractions, and providers of other transport modes (such as train operators, who want taxis available to take passengers to and from stations);
- publication. All the evidence gathered in a survey should be published, together with an explanation of what conclusions have been drawn from it and why. If quantity restrictions are to be continued, their benefits to consumers and the reason for the particular level at which the number is set should be set out.
- financing of surveys. It is not good practice for surveys to be paid for by the local taxi trade (except through general revenues from licence fees). To do so can call in question the impartiality and objectivity of the survey process.

51. Quite apart from the requirement of the 1985 Act, the Department's letter of 16 June 2004 asked all local licensing authorities that operate quantity restrictions to review their policy and justify it publicly by 31 March 2005 and at least every three years thereafter. The Department also expects the justification for any policy of quantity restrictions to be included in the Local Transport Plan process. A recommended list of questions for local authorities to address when considering quantity controls was attached to the Department's letter.



Kirklees Council – Hackney Carriage Unmet Demand Study

Final Report

December 2013



EXECUTIVE SUMMARY

Key points

This study has been conducted by Vector Transport Consultancy on behalf of Kirklees Council.

The study is intended to fulfil the requirements of Section 16 of the 1985 Transport Act and to address the questions raised in the Department for Transport (DfT) 2010 Best Practice Guidance.

The objectives of the study may be broadly defined as:

- Consultation with stakeholders
- Trade Consultation
- Public Consultation
- Taxi Rank Surveys

Taxi rank surveys

Surveys were undertaken all recognised taxi ranks, for up to four days. A total of 1,105 hours of video survey was recorded and analysed to evaluate activity at the taxi ranks. The volume of passengers and hackney carriages was recorded, together with Hackney Carriage waiting times, Hackney Carriage queue lengths and wait times for any queuing passengers.

A total of 5,694 Hackney Carriages departures were observed over the surveyed period. 1,552 of the Hackney Carriages observed, left the ranks empty. 4,143 of the Hackney Carriages left the ranks with passengers. Some of the Hackney Carriages leaving the ranks empty, were moving to another rank, from a feeder rank. Others left empty from active ranks and may have been responding to a radio booking. It is estimated that approximately 400 of the empty departures were to move on from feeder ranks. The remainder of empty departures are likely to be a mixture of trying a different rank having waited for a while on one rank and in response to radio bookings.

Some passengers were observed waiting for Hackney Carriages at some ranks. A total of 49 occurrences of passenger queuing were observed. The passenger queuing was observed at several ranks and was most commonly observed at peak demand times of Friday and Saturday nights. 102 passengers had to wait for a Hackney Carriage, out of a total of 5,610 passengers observed through the ranks. Passenger queues tend to be isolated incidences rather than continuous features. The normal situation was that Hackney Carriages would wait at the ranks for passengers to arrive.

The busiest ranks were John William Street in Huddersfield and St Georges Square (Railway Station) Huddersfield. These ranks are active during daytime and evenings, into the night.

Two ranks which are only busy Friday and Saturday nights are the Victoria Street rank in Holmfirth and the Frontier rank in Batley. Both of these ranks are only active later at night on Friday and Saturday night. The level of activity at these ranks is similar to the activity on the John William Street and St George's Square ranks, at the same times.



Public Consultation

Face to face public consultation interviews were undertaken in Kirklees. Surveys were undertaken in different locations around the main towns in Kirklees, including locations in the north and south of Kirklees. 706 interviews were undertaken. It was recognised that the public often face difficulties differentiating between the services of Private Hire Vehicles and Hackney Carriages. Care was taken to explain the terms used and what the differences were between Hackney Carriages and Private Hire Vehicles. The term Taxi, was used to encompass both Hackney Carriages and Private Hire Vehicles when appropriate.

Full details of responses are presented in the report. However some points of interest from the survey results are:

36% of taxi users stated that they obtained a taxi on their last trip, by hailing. This contradicts with the feedback from the trade, which indicates that hailing is relatively rare.

Later in the survey, respondents are asked about methods used most frequently to obtain a Hackney Carriage. 7% indicated hailing as their most usual method, against 55% at ranks and 36% by telephone. This is more in line with the trade feedback.

85% of respondents felt that the availability of Hackney Carriages was either good or very good.

The majority of respondents did not know how much a three mile Hackney Carriage fare would be. Of the minority who felt they could estimate the cost, almost all under estimated the likely cost.

When asked about the condition of Hackney Carriage vehicles, the majority of respondents (92%) felt that Hackney Carriages were usually in good repair. However, the majority 62% felt that the Hackney Carriages were usually not always clean.

Additional important features mentioned included better knowledge of routes and less reliance on sat nav and improved politeness as the most popular suggestions.

Trade feedback

Feedback from the trade suggests that the level of business has reduced in recent years. The general consensus across the trade was that there number of Hackney Carriages was more than adequate. There were several suggestions for new or expanded ranks, including at Dewsbury Railway Station, and a feeder rank for Birstall Market Place.

There is some resentment amongst Hackney Carriage drivers over perception that Private Hire receives an unfair advantage over arrangements to operate within Supermarket and Night Club car parks. All the large supermarkets operate Freephone connections to Private Hire operators. Some supermarkets, such as ASDA on Mill Street in Dewsbury were busy with shoppers booking Private Hire Vehicles. Just outside the car park is a taxi rank, which was unused during the rank surveys.

The level of income which can be earned by Hackney Carriage drivers was a common complaint. With long hours required to make enough money to get by.

Stakeholder Consultation

Stakeholders generally either had no comments to make or felt that the taxi trade provided good service and there was always a taxi available when required. The distinction between Hackney Carriages and Private Hire Vehicles was not always



known by respondents. The night time economy seems to be well served by both Private Hire Vehicles and Hackney Carriages.

Hackney Carriage drivers act as ambassadors for Kirklees, to visitors to the Borough. It was felt that this role was not fulfilled as well as it is in some other areas, with examples of limited local knowledge and language problems. However, generally, the response was that service levels were usually good.

Unmet need assessment

Data from the taxi rank surveys was used, together with any indication from the public consultation surveys of frustration with non-availability of hackney carriages, to calculate an Index of Significant Unmet Demand (ISUD). The ISUD index value calculated from the survey results indicates that while there is some evidence of unmet demand, the level is below the threshold which is held to indicate that the level of unmet demand is significant. Supporting evidence from consultation supports the conclusion that there is no evidence of significant unmet demand.

Conclusions

The primary purpose of this study is to determine whether there is evidence of significant unmet demand. The evidence gathered suggests that there is some unmet demand, as evidenced by recording of a small number of passengers who had to wait for Hackney Carriages to arrive at ranks. However, passenger queuing is relatively unusual and there is no other evidence to suggest that there is significant unmet demand.



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1 STUDY OBJECTIVES

1.1 General

This study has been conducted by Vector Transport Consultancy on behalf of Kirklees Council.

The study is intended to fulfil the requirements of Section 16 of the 1985 Transport Act and to address the questions raised in the Department for Transport (DfT) 2010 Best Practice Guidance.

The objectives of the study include:

The objectives of the study may be broadly defined as:

- Consultation with major stakeholders
- An unmet need survey
- Benchmarking against other authorities



2 BACKGROUND

2.1 Definitions

This report refers to Taxis, Hackney Carriages and Private Hire Vehicles. Both Hackney Carriages and Private Hire Vehicles are licensed to operate within the Kirklees Council area.

Hackney Carriages may be hired in three ways. These are on street hailing, hire at a taxi rank and by telephone or taxi office booking.

Private Hire Vehicles may only be hired through advance booking. This is generally done by telephone or at a Private Hire Vehicle operator's office.

In this report, the term Taxi is used as a generic term to encompass both Hackney Carriages and Private Hire Vehicles.

Kirklees Council is the licensing authority for Hackney Carriage and Private Hire operators, drivers and vehicles within their area. They are able to specify the standards they require (over and above the legal minima) for operators, drivers and vehicles, they can regulate Hackney Carriage fares and specify the number of Hackney licenses they issue.

2.2 DfT guidance on Unmet Demand surveys

In 2006 the Department for Transport (DfT) issued Good Practice Guidance to licensing authorities on the Hackney Carriage and Private Hire Vehicle (PHV) industry. This guidance was updated in 2010. It includes advice on the measurement of unmet demand.

Significant Unmet Demand (SUD) has two components:

- Observed or 'patent' demand – that which is directly observable
- Latent or 'suppressed' demand – that which is released by additional supply.

Where a limit has been imposed, the DfT recommend that surveys be repeated every three years to confirm that unmet demand had not arisen.

2.3 Observed unmet demand

This is determined from direct observation of passenger waiting times at representative taxi ranks and at representative times of day. Where the supply of taxis at a particular time and location is inadequate, intending passengers will have to wait until a taxi arrives. Where this waiting time becomes excessive there is unmet demand and where this occurs at a number of locations and for lengthy periods it constitutes Significant Unmet Demand.

2.4 Latent unmet demand

Where potential passengers are deterred from using taxis through the assumption or knowledge that waiting times will be high, these passengers may decide not to travel or use an alternative means of transport. These passengers



will not feature in the taxi rank surveys. Therefore to get an estimate of this latent demand an alternative form of survey is required. This generally consists of face to face interviews with pedestrians to enquire about their experience in hiring and using taxis. Such a survey can also provide other information on taxi use.

2.5 Other Surveys

The DfT guidance also recommends that stakeholders such as taxi providers and representatives of groups which rely heavily on taxis are contacted for their opinions on the number of taxis and the possible impact of licence quantity controls.

2.6 Breakdown of the Hackney Carriage trade

Markets and hire methods typically targeted by Hackneys, in the UK, include:

- Public, private and unofficial ranks;
- Flag down/on-street;
- Telephone / radio bookings
- Contract work for statutory authorities such as for education authorities or social services;
- Commercial contract work;
- One off/occasional private hire for individuals or organisations;
- Evening leisure;
- Daytime shopping/social/business;
- Tourism
- Various combinations of the above that 'fit together' in time

Practices vary by location. For example, in some locations, a large proportion of work is serviced by radio bookings, whereas in other areas, work is based on rank based hire.

In some areas almost all of the trade may focus on one particular aspect of the market at the same time (i.e. school contracts) causing there to be unmet demands in other parts of the market at that time.

The market for taxis – both Private Hire Vehicles and Hackneys is therefore influenced by many factors – both on the demand and the supply side. Demand for example is influenced by:

- The overall population,
- The extent of car ownership,
- Availability of other transport including public, community and private transport,
- Levels of mobility impairment and disability,.
- Seasonality,

The extent and hours of the night time economy will affect demand. The market will also be influenced by the supply of Hackney and PHVs, in terms of the quality, affordability and quantity of provision – both perceived and actual.



2.7 Kirklees

Kirklees is a Metropolitan Borough in West Yorkshire made up of both urban and rural communities. It sits between South Yorkshire and Greater Manchester. The different towns in the Borough each have distinct identities and can be broadly and collectively defined as being either north or south Kirklees settlements.

Settlements in North Kirklees include Batley, Dewsbury and Birstall. Settlements in South Kirklees include Huddersfield and Holmfirth.

The mid 2012 estimated population in Kirklees is 425,515.

Kirklees Council currently restricts the number of Hackney Carriage licences to 217

2.8 Taxi Ranks

Table 1 summarises the official Ranks for Hackney Carriages in Kirklees.

The ranks are numbered according to a system established by Kirklees Council. The rank numbers are not consecutive as some ranks have been removed since the numbering system was established.

There are a total of 39 ranks defined. Some of the ranks operate as feeder ranks and not all ranks are heavily used. Those ranks which were thought to be busiest were surveyed for longer durations. Six of the ranks were surveyed for four days, whereas, the ranks thought to be quiet were surveyed for a single day.

Surveys were undertaken using video cameras installed temporarily on adjacent street furniture such as lamp posts.

A total of 1,105 hours of video footage was recorded and analysed to determine the levels of activity at each taxi rank.



Rank Number and location	Rank operating hours	Surveyed Hours	Daily Duration (Hours)	Number of days surveyed	Total Surveyed Hours
1 Towngate, Holmfirth	6pm to 8 am	5 pm to 9am	16	2	32
3 Cross Church Street	Rear rank 24 hour. Front rank 8pm to 4am	7 am to 4 am	21	2	42
4 Queens Street	6pm to 6am	5pm to 7am	14	1	14
5 Queens Gate, Huddersfield	8 pm to 3 am	7 pm to 3 am	20	1	20
6 Southgate, Huddersfield	6 pm to 3 am	6 pm to 3 am	9	1	9
7 Dundas Street. Outside Bus Station, Huddersfield	24 hour	7 am to 3 am	20	3	60
8 Lower Dundas Street, Huddersfield	24 hour	7 am to 8 pm	13	3	39
9 Byram Street, Huddersfield	6 pm to 8am	6 pm to 8 am	14	1	14
10 Lord Street, Huddersfield	10 pm to 3 am	9 pm to 4 am	7	1	7
11 John William Street, Huddersfield	24 hour	7 am to 4 am	21	4	84
12 Venn Street, Huddersfield	6 pm to 3 am	6 pm to 3 am	9	1	9
13 Ramsden Street, Huddersfield	24 hour	7 am to 3 am	20	1	20
14 St. Georges Square, Huddersfield	24 hour	7 am to 4 am	21	4	84
16 Zetland Street, Huddersfield	24 hour	6 pm to 4 am	10	4	40
17 Railway Street, outside Estate Buildings, Huddersfield	6 pm to 3 am	7 am to 4 am	21	4	84
19 Market Street, Outside Music Shop, Huddersfield	6 pm to 3 am	8 am to 3 am	19	2	38
20 Market Square, Batley	6 pm to 6 am	6 pm to 3 am	9	1	9
22 New North Parade, Huddersfield	6 pm to 2 am	6 pm to 2 am	8	1	8
23 Foundry Street, Dewsbury	24 hour	7 am to 8 pm	13	3	39
24 Mill Street East, Asda, Dewsbury	24 hour	10 am to 6 pm	8	1	8
25 Longcause Way & Town Hall Way, Dewsbury	24 hour	6 pm to 3 am	9	2	18
26 North Gate, Dewsbury	24 hour	6 pm to 3 am	9	2	18
27 South Street, Dewsbury	24 hour	7 am to 8 pm	13	2	26
28 Wellington Street, Dewsbury	24 hour	11 pm to 3 am	4	1	4
29 Ward Hill, Batley	11 pm to 3 am	7 am to 3 am	20	2	40
30 Henrietta Street, Batley	8 pm to 3 am	8 pm to 3 am	7	3	21
31 Bradford Road, LaLas, Batley	8 pm to 3 am	8 pm to 3 am	7	1	7
32 Bradford Road, Frontier, Batley	6.30 pm to 3 am	6 pm to 3 am	9	2	18
33 Ludgate Hill, Heckmondwike	24 hour	6 pm to 1 am	7	2	14
35 Greenside, Cleckheaton	24 hour	7 am to 3 am	20	2	40
36 Station Road, Batley	6 pm to 3 am	6 pm to 3 am	9	1	9
37 Station Road Batley (across from Auction Rooms)	6 pm to 3 am	6 pm to 3 am	9	2	18
38 St Tomas Road, Huddersfield	24 hours	2 pm to 2 am	12	2	24
39 Market Place, Birstall	24 hour	7 am to 3 am	20	3	60
9c New Street, Huddersfield	8 pm to 4 am	8 pm to 4 am	8	2	16
17b Victoria Square, Holmfirth	8 pm to 2 am	8 pm to 2 am	6	4	24
17b Victoria Street feeder, Holmfirth	8 pm to 2 am	8 pm to 2 am	6	4	24
24a Bradford Road, Batley	10 pm to 6.30 am	8pm to 7.00 am	11	2	22
11a John William Street, additional feeder rank, Huddersfield	8 pm to 4 am	7 pm to 4 am	21	2	42
Totals				82	1105

Table 1 Taxi Rank Locations



3 TAXI RANK SURVEY RESULTS

3.1 Rank survey results

Volumes and waiting times for Hackney carriages and passengers are presented in this chapter.

Passenger waiting times were recorded when passengers arrived at a taxi rank and there were no taxis waiting at the rank, i.e. passengers had to wait for a taxi to arrive at the rank. On these occasions, waiting times were measured from the time when a passenger arrived at the taxi rank until a Hackney Carriage arrived to pick up the passenger.

It is worth noting that the prevalent condition at the taxi ranks in Kirklees was that taxis queue at the ranks, waiting for passengers. Therefore, for the majority of the times surveyed, passengers arrived at the taxi ranks and a Hackney Carriage was waiting and ready for immediate boarding. On these occasions, the recorded passenger wait time was zero.

Towngate, Holmfirth

The rank was surveyed on Wednesday 10th July and Thursday the 11th July, from 5 pm through to 9.00 am the following morning on each day. On the Wednesday evening, a Hackney Carriage was observed waiting on five separate occasions. On each occasion, only one Hackney Carriage was observed. The maximum waiting time was 35 minutes. On each occasion, the Hackney Carriage left the rank empty. On the Thursday evening, no Hackney Carriages were observed.

Cross Church Street

The rank was observed from 7.00 am to 4.00 am the following morning on Friday the 12th July and Saturday the 13th July. On both days, the busiest periods were late evening, from 11.00 pm. Saturday was busiest.

Activity levels are presented graphically in the following figures.

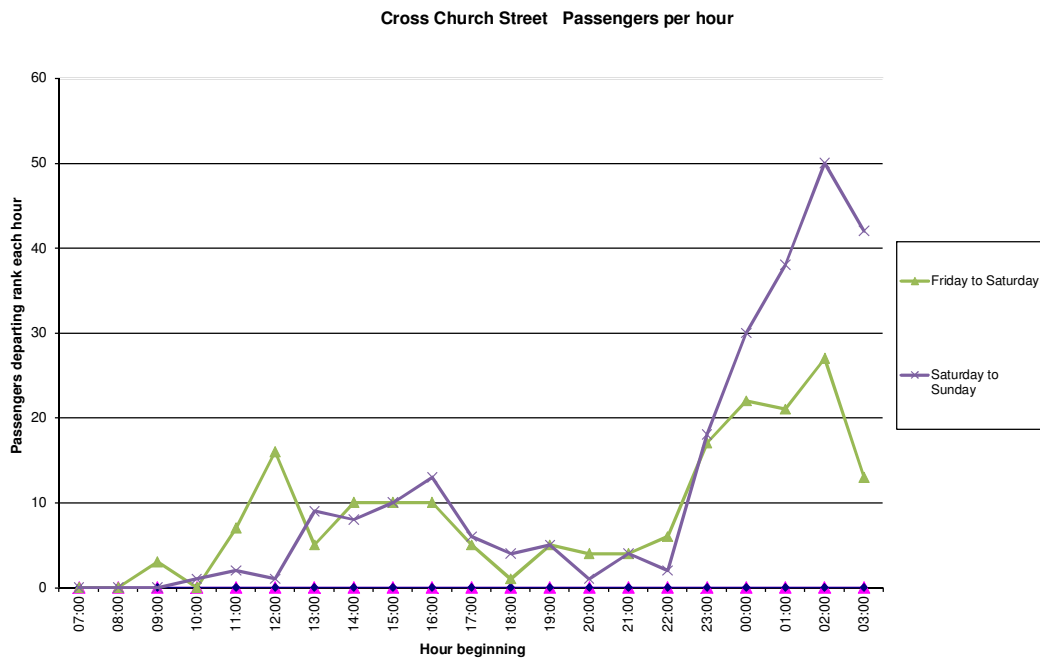


Figure 1 Cross Church Street Passenger Per Hour

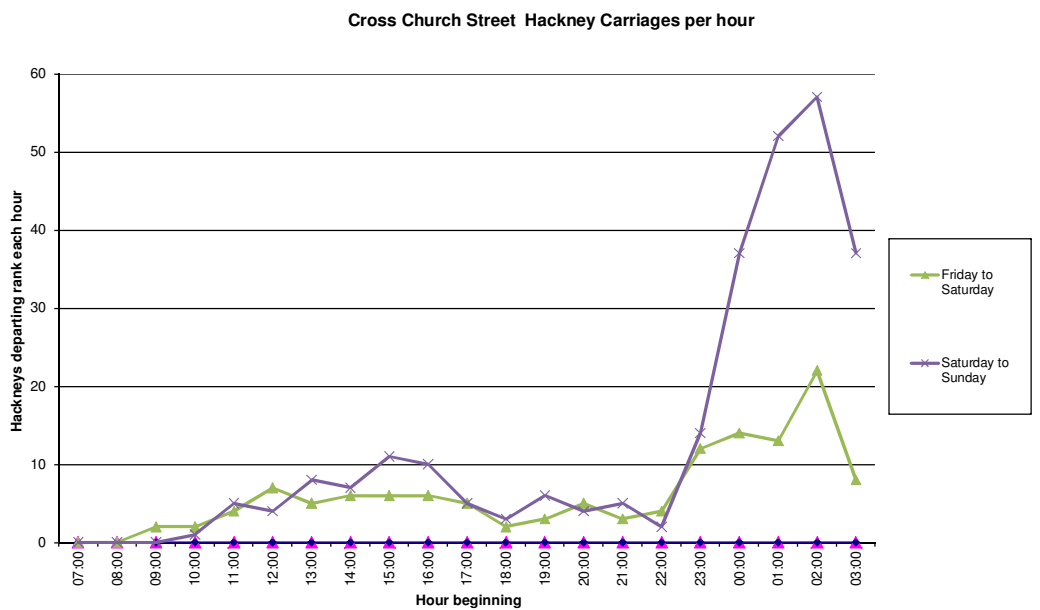


Figure 2 Cross Church Street Hackney Carriages Per Hour

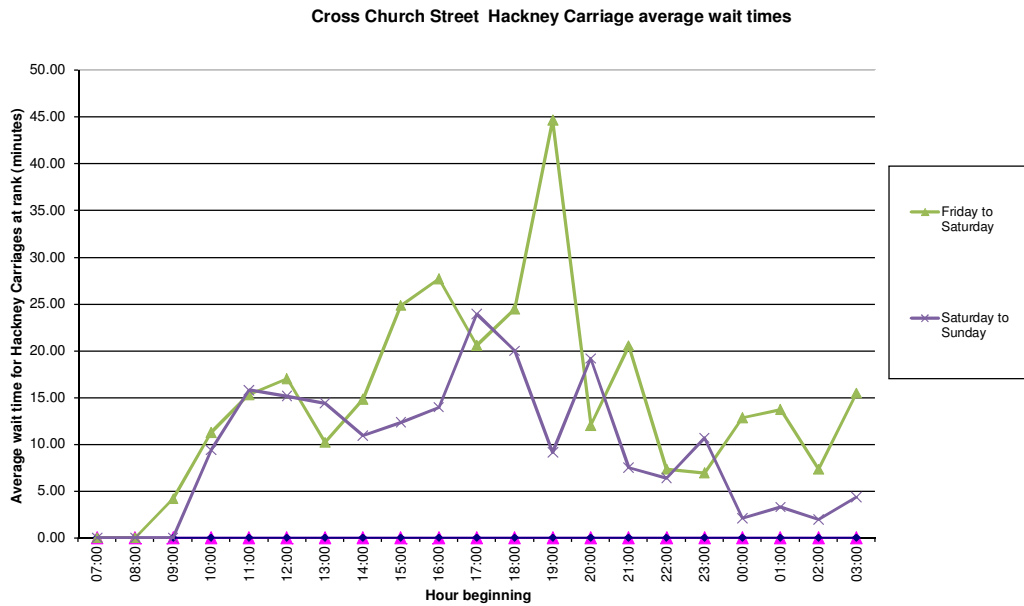


Figure 3 Cross Church Street Hackney Carriage Average Wait Times

Queens Street

The rank was observed from 5.00 pm to 7.00 am the following morning on Friday the 12th July. The rank is adjacent to a night club and was not used by Hackney Carriages prior to the opening of the night club. Cars were parked in the rank space prior to around 10.00 pm. After the club opened, the rank was active from around midnight until around 3.00 am.

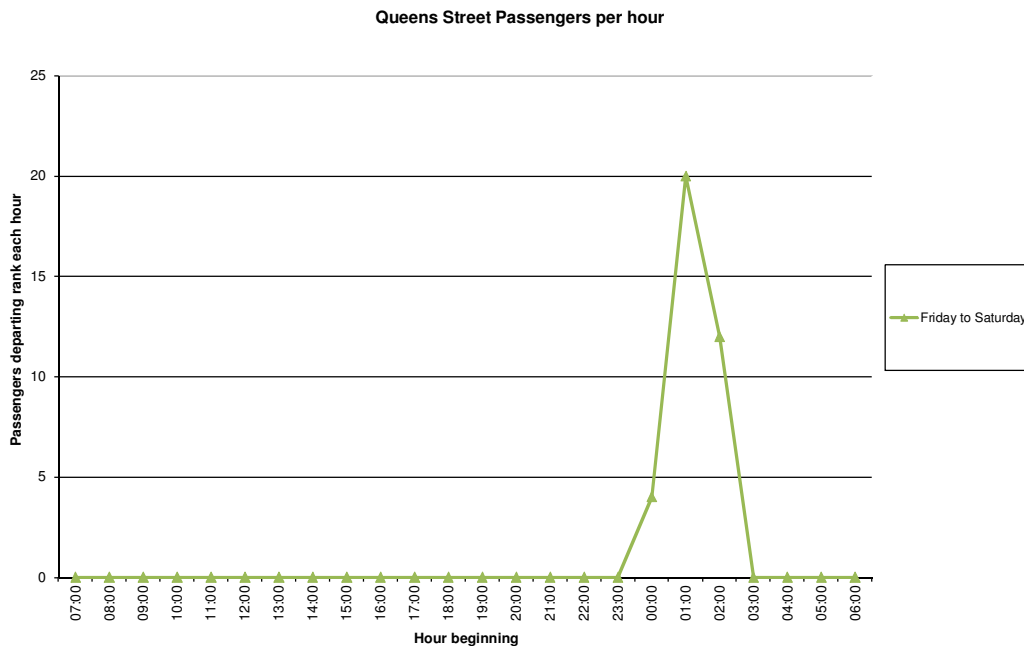


Figure 4 Queens Street Passengers Per Hour

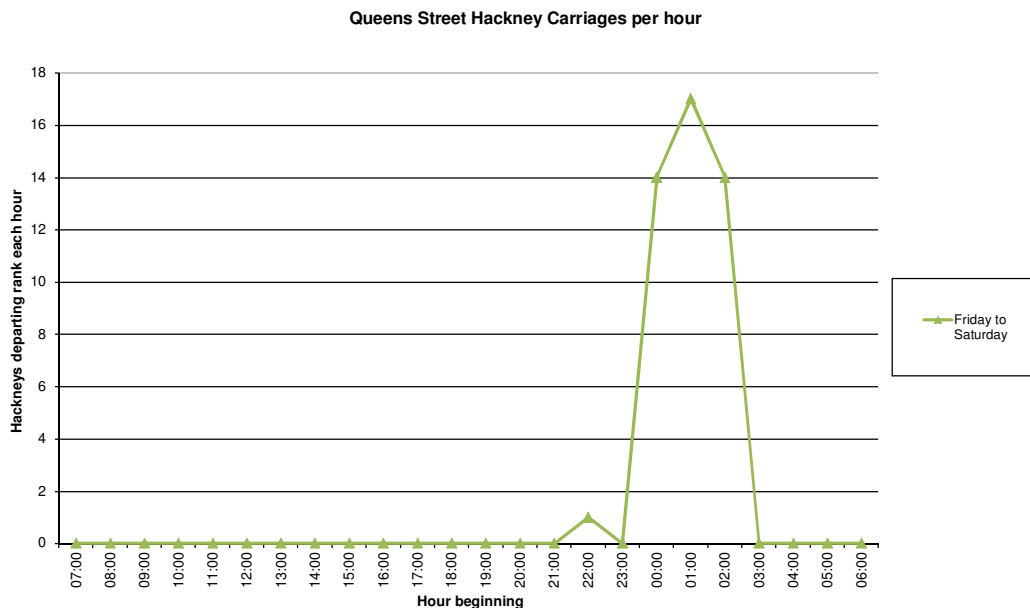


Figure 5 Queens Street Hackney Carriages Per Hour

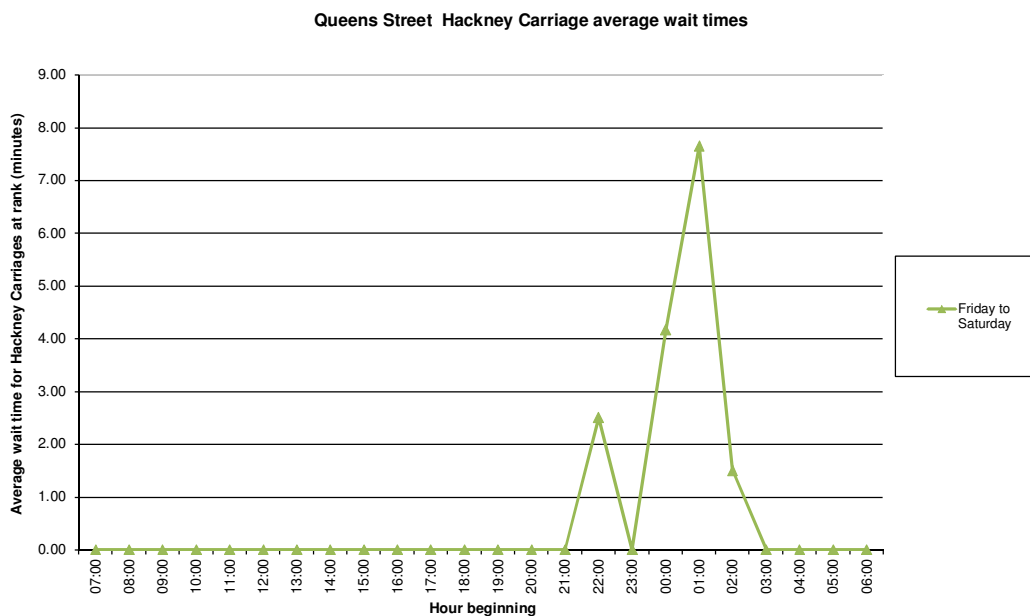


Figure 6 Queens Street Hackney Carriage Average Wait Times

Queens Gate, Huddersfield

The rank was observed from 7.00 pm to 3.00 am the following morning on Thursday the 4th July. During the day the rank is a bus stop lay by on Queens Gate. No Hackney Carriages were observed stopping at this rank.



Southgate, Huddersfield

The rank was observed from 6.00 pm to 3.00 am the following morning on Thursday the 4th July. During the day the rank is a bus stop lay by on Southgate. No Hackney Carriages were observed stopping at this rank.

Dundas Street. Outside Bus Station, Huddersfield

The rank was observed from 7.00 am to 3.00 am the following morning on Thursday the 4th July, Friday 5th July and Saturday 6th July. The rank is adjacent to the bus station and close to shops. The rank is active from mid-morning through to late evening. The rank has a capacity for 14 Hackney Carriages to wait and for much of the observed time, the rank was at or near capacity with waiting Hackney Carriages. It was noted that more than half of the observed Hackney Carriages left the rank empty. Most of the Hackney Carriages leaving the rank empty were travelling to the rank at Dundas Street Lower

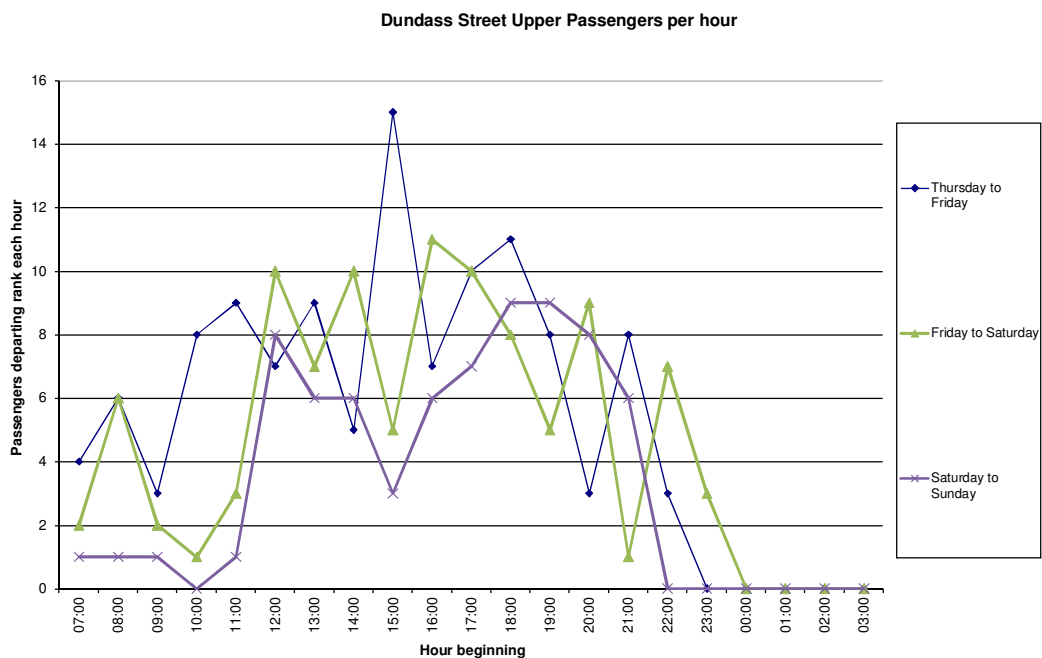


Figure 7 Dundas Street Upper Passengers per hour

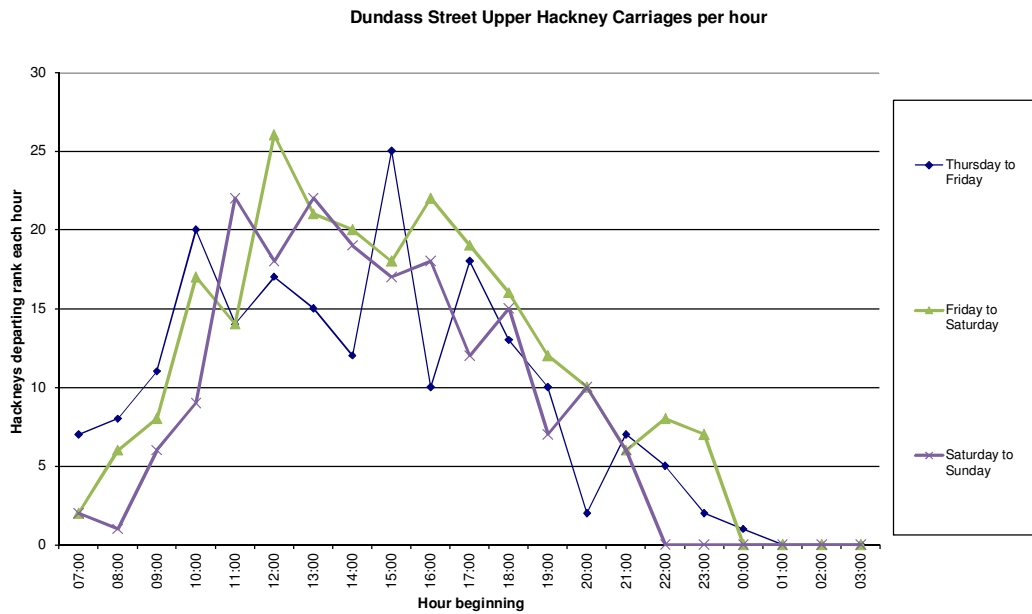


Figure 8 Dundas Street Upper Hackney Carriages per hour

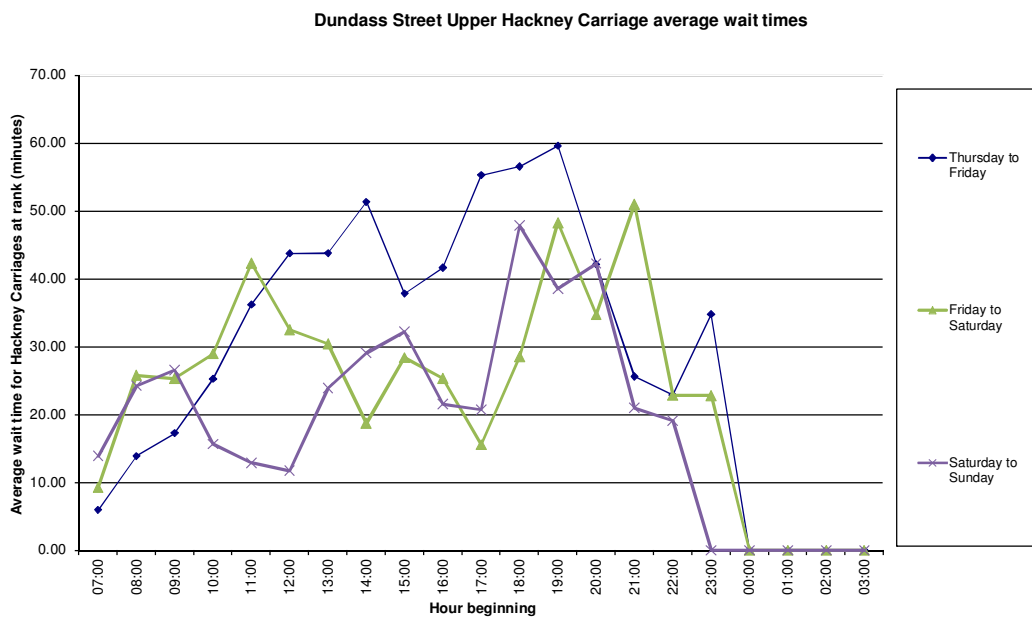


Figure 9 Dundas Street Upper Hackney Carriage average wait times

Lower Dundas Street, Huddersfield

The rank was observed from 7.00 am to 8.00 pm on Thursday the 4th July, Friday 5th July and Saturday 6th July. The rank is adjacent to a supermarket. The rank was active from early morning through to around 6.00 pm. The ranks is further along Dundas Street from the rank at Dundas Street Upper. The rank has two spaces and as each Hackney Carriage left the rank, it was generally replaced with a vehicle from the rank at Dundas Street Upper. Hence, that rank acted as a feeder rank for Dundas Street Lower. Average Hackney Carriage wait times at



the rank were lower than for the adjacent Dundas Street Upper rank. However, it should be borne in mind that the majority of Hackney Carriages arriving at this rank, have already waited at the Dundas Street Upper rank.

Lower Dundas Street Passengers per hour

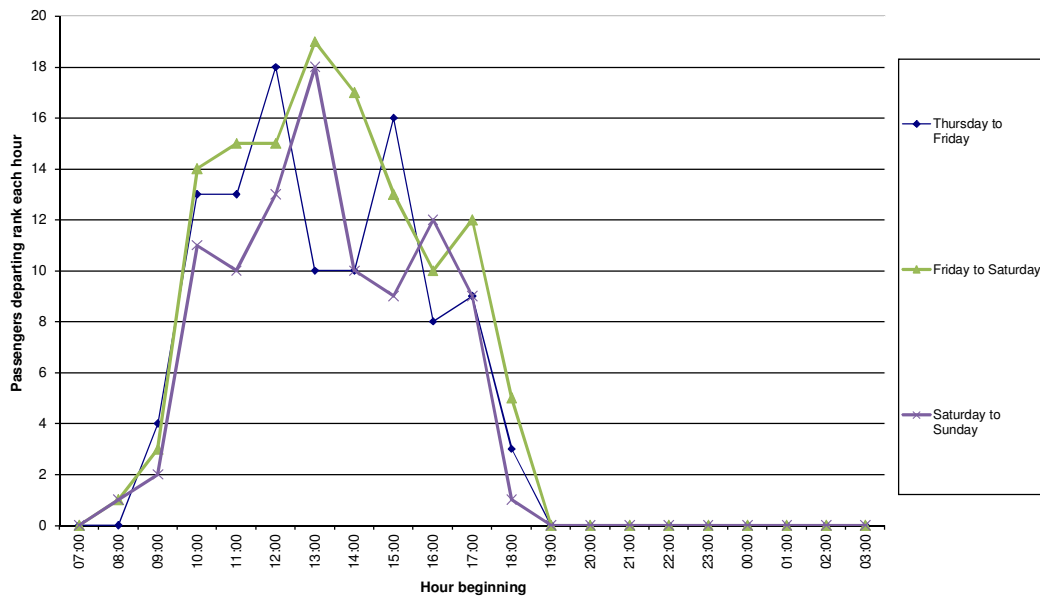


Figure 10 Lower Dundas Street Passengers per hour

Lower Dundas Street Hackney Carriages per hour

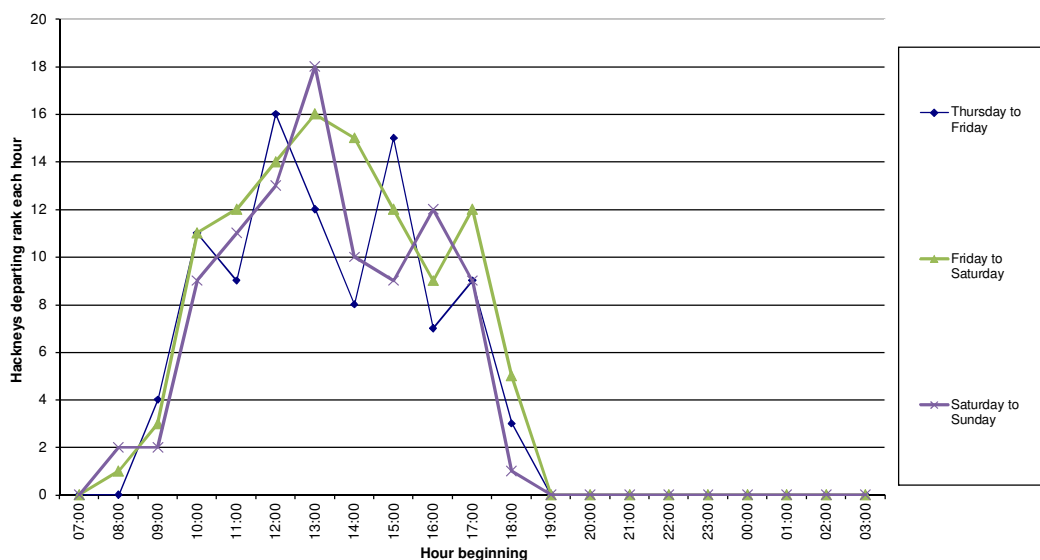


Figure 11 Lower Dundas Street Hackney Carriages per hour



Lower Dundas Street Hackney Carriage average wait times

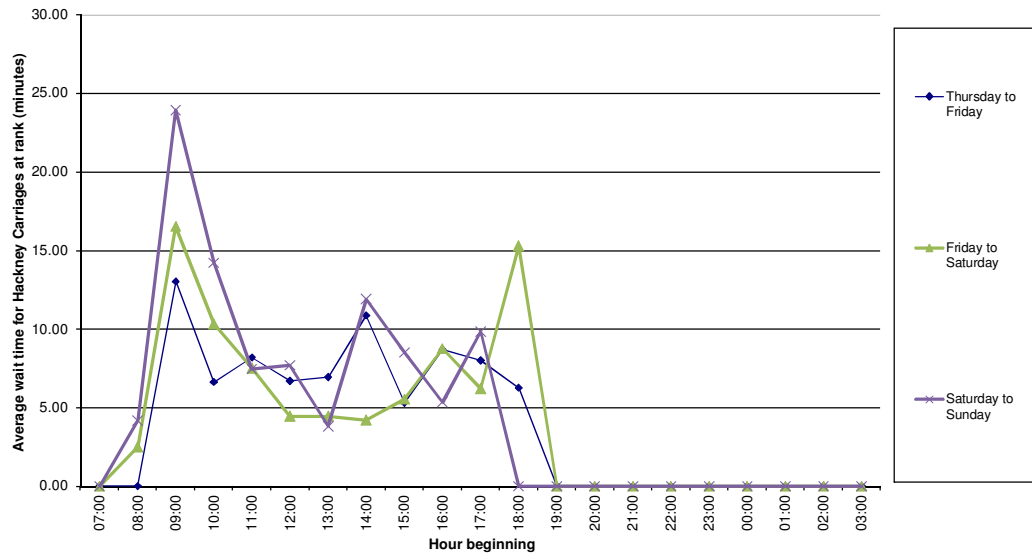


Figure 12 Lower Dundas Street Hackney Carriage average wait times

Byram Street, Huddersfield

This night time rank was surveyed from 6.00 pm on Wednesday 10th July 2013 to 8.00 am on Thursday 11th July.

No Hackney Carriages were observed to stop at the rank and no passengers were observed waiting at the rank. Cars parked in the rank at various times throughout the observed period.

Lord Street, Huddersfield

This night time rank was surveyed from 9.00 pm on Wednesday 10th July 2013 to 4.00 am on Thursday 11th July.

No Hackney Carriages were observed to stop at the rank and no passengers were observed waiting at the rank. Cars parked in the rank for most of the observed period.

John William Street, Huddersfield

The rank was observed on Wednesday 10th July, Thursday the 11th July, Friday 12th July and Saturday 13th July, from 7.00 am to 4.00 am the following morning.



John William Street Passengers per hour

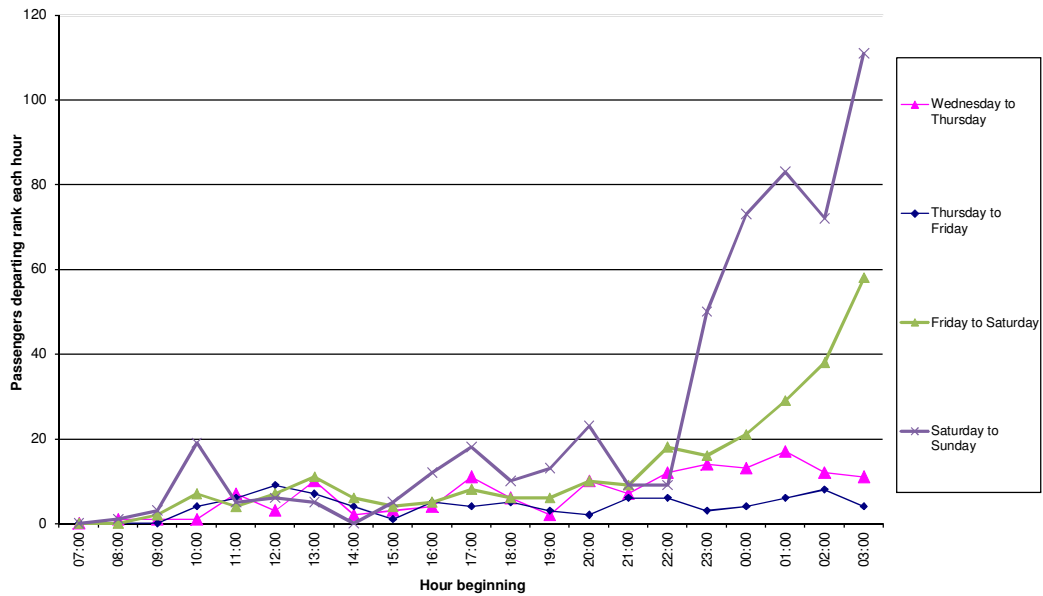


Figure 13 John William Street Passengers per hour

John William Street Hackney Carriages per hour

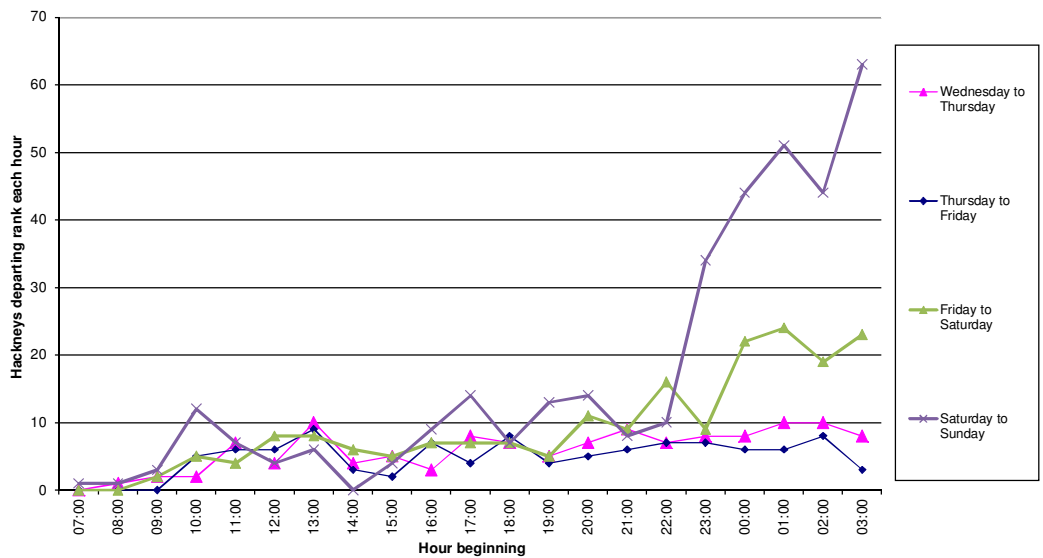


Figure 14 John William Street Hackney Carriages per hour



John William Street Hackney Carriage average wait times

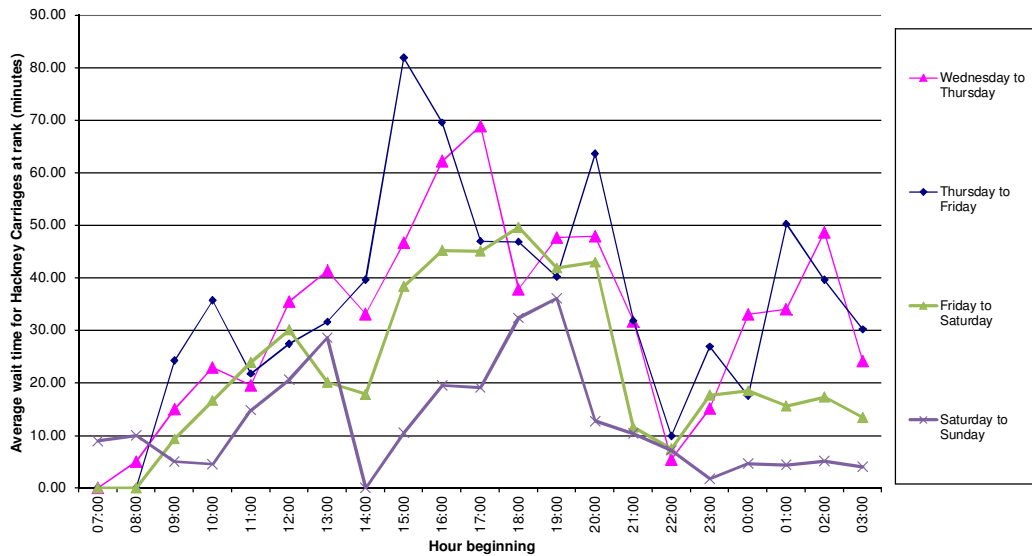


Figure 15 John William Street Hackney Carriage average wait times

Venn Street, Huddersfield

The rank was observed on Thursday 4th July from 6.00 pm to 3.00 am the following morning. No Hackney Carriages or passengers were observed.

Ramsden Street, Huddersfield

The rank was observed on Saturday 6th July from 7.00 am to 3.00 am the following morning. Activity level was low. No Hackney Carriages or passengers were observed in the morning. The first activity was observed when a Hackney Carriage dropped off a passenger at the rank then waited and picked up the same passenger five minutes later. Two further Hackney Carriages were observed on separate occasions in the afternoon. The first waited for 35 minutes at the rank before picking up two passengers. The second waited 30 minutes before picking up three passengers.

No further activity was observed on the rank itself. However, from around 00.30 am, Hackney Carriages were observed waiting at the Peel Street end of Ramsden Street. The Hackney Carriages would wait in turn to take up position on Peel Street at the end of the pedestrianized Victoria Lane. As each Hackney Carriage picked up a passenger, the next on would move into position from Ramsden Street. Sixteen Hackney Carriages were observed picking up passengers at this point from 00.30 am to 01.20 am.

St. Georges Square and Railway Street, Huddersfield

The rank at Railway Street acts primarily as a feeder rank for the rank on St Georges Square. Therefore, in order to accurately assess the queued Hackney Carriages and wait times, we have combined the data from both the St Georges Square and Railway Street ranks. The ranks were observed on Wednesday 10th July, Thursday 11th July, Friday 12th July and Saturday 13th July, from 7.00 am each day to 4.00 am the following morning.



St George's Square Passengers per hour

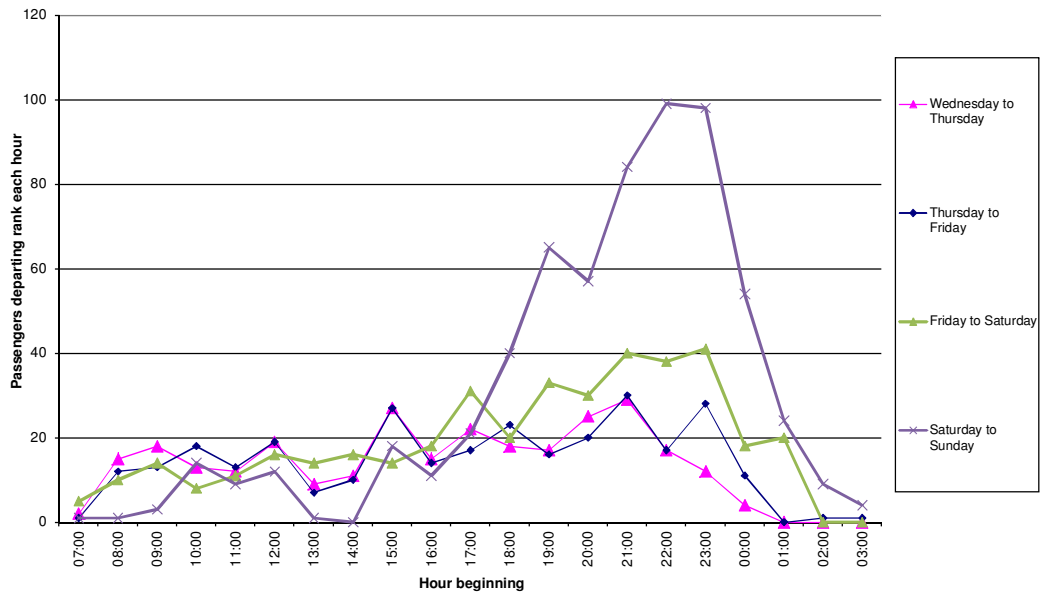


Figure 16 St George's Square Passengers per hour

St George's Square Hackney Carriages per hour

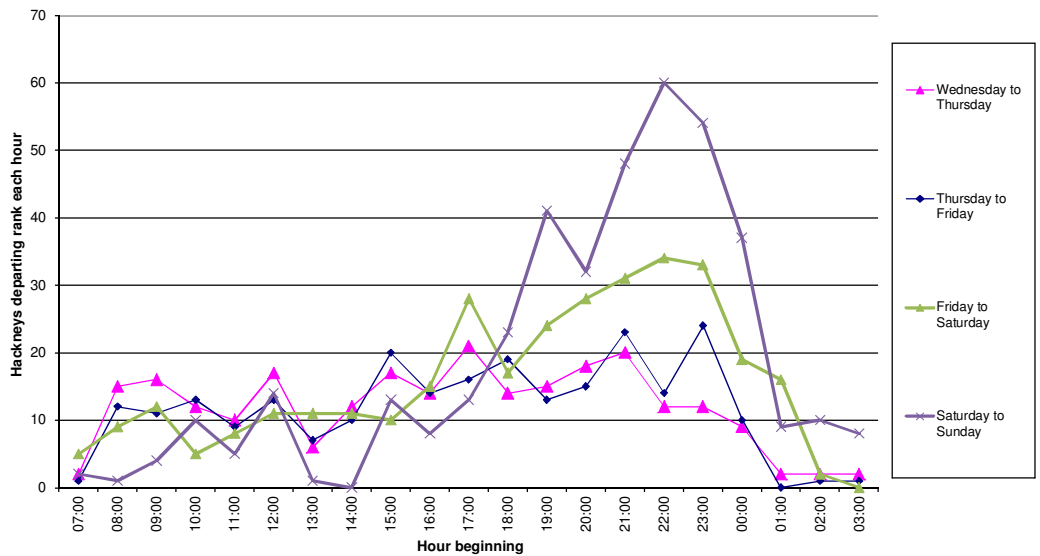


Figure 17 St George's Square Hackney Carriages per hour



St George's Square Hackney Carriage average wait times

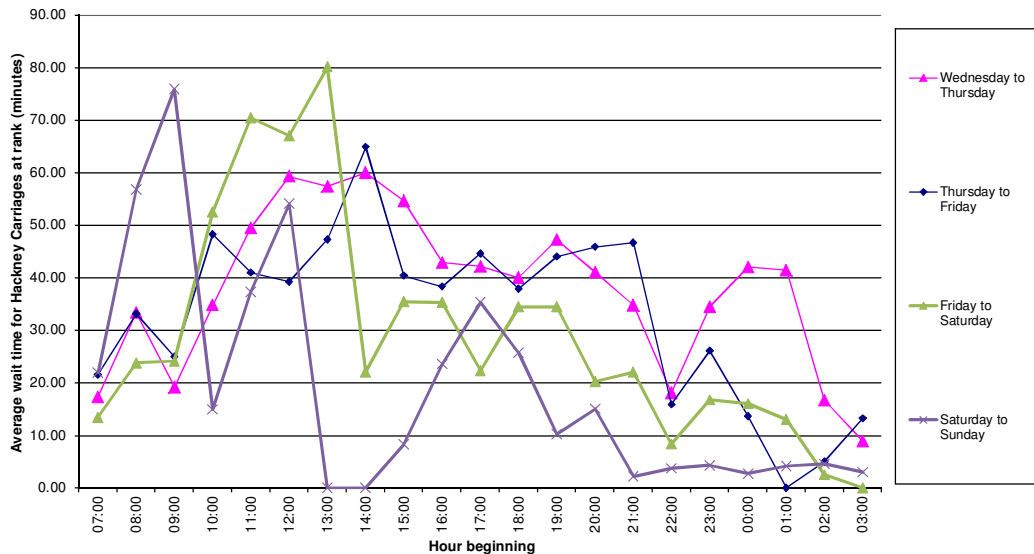


Figure 18 St George's Square Hackney Carriage average wait times

Zetland Street, Huddersfield

The rank was observed on Friday 12th July and Saturday 13th July, from 6.00 pm each day to 4.00 am the following morning.

Whilst the street was relatively busy with Private Hire Vehicle pickups and drop offs, there was very little Hackney Carriage activity. On the Friday night, one Hackney Carriage picked up a party of four passengers at 7.50 pm and another Hackney Carriage waited for five minutes before leaving empty, at 1.10 am. No Hackney Carriages were observed on Saturday night.

In addition to the rank spaces on Zetland Street, the pedestrianized area on King Street, which joins Zetland Street was covered by an additional camera. The camera was set up to observe any passenger pick up activity from Hackney Carriages ranking illegally, or from Private Hire Vehicles. No Hackney Carriages were observed. A few Private Hire Vehicles were observed picking up passengers at the Queen Street end of King Street, early in the evening on Friday. No activity was observed on Saturday.

Market Street, Huddersfield

The rank on Market Street caters largely as a feeder rank for the rank on Railway Street, which in turn, acts as a feeder rank for St George's Square.

No passengers were observed at this rank. All of the Hackney Carriages which were observed waiting at the rank, left empty. The majority left to join the Railway street rank. The rank was observed on Wednesday 4th July and Thursday 5th July from 8.00 am through to 3.00 am the following morning.

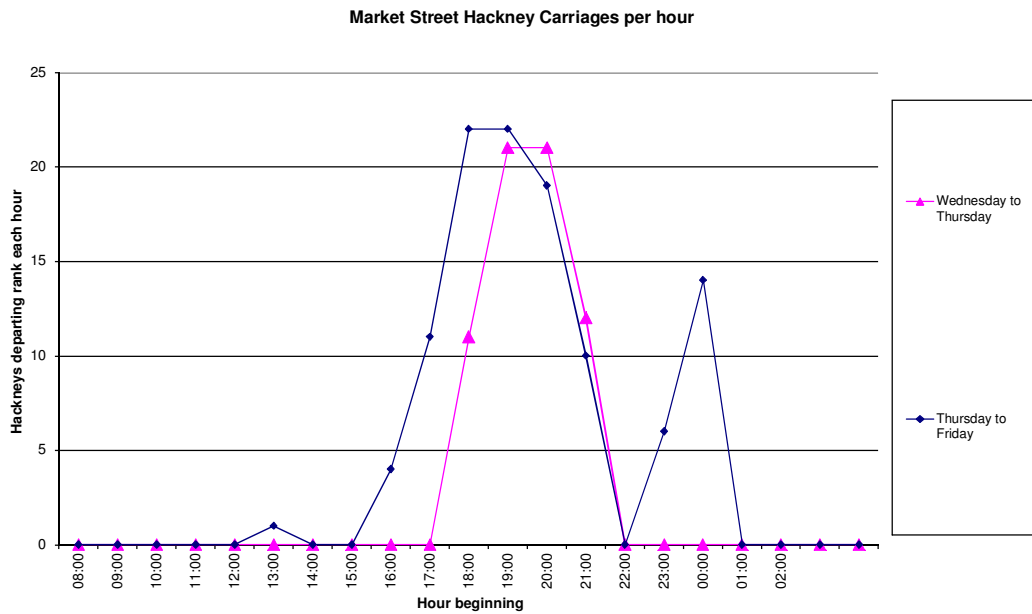


Figure 19 Market Street Hackney Carriages per hour

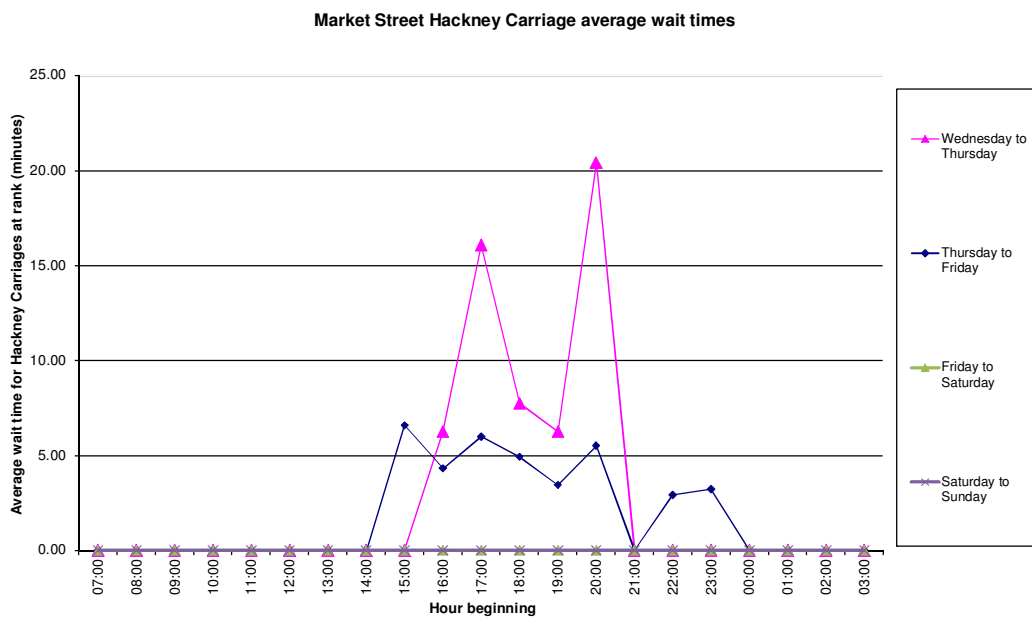


Figure 20 Market Street Hackney Carriage average wait times

Market Square, Batley

The rank was observed on Saturday 13th July from 6.00 pm to 3.00 am the following morning. The rank was occupied by parked cars until 00.30 am. No Hackney Carriages were observed.

New North Parade, Huddersfield

The rank was observed on Thursday 11th July from 6.00 pm to 2.00 am the following morning. The rank was occupied by parked cars until 11.20 pm. No Hackney Carriages were observed.



Foundry Street, Dewsbury

The rank was observed on Thursday the 4th July, Friday 5th July and Saturday 6th July, from 7.00 am to 8.00 pm.

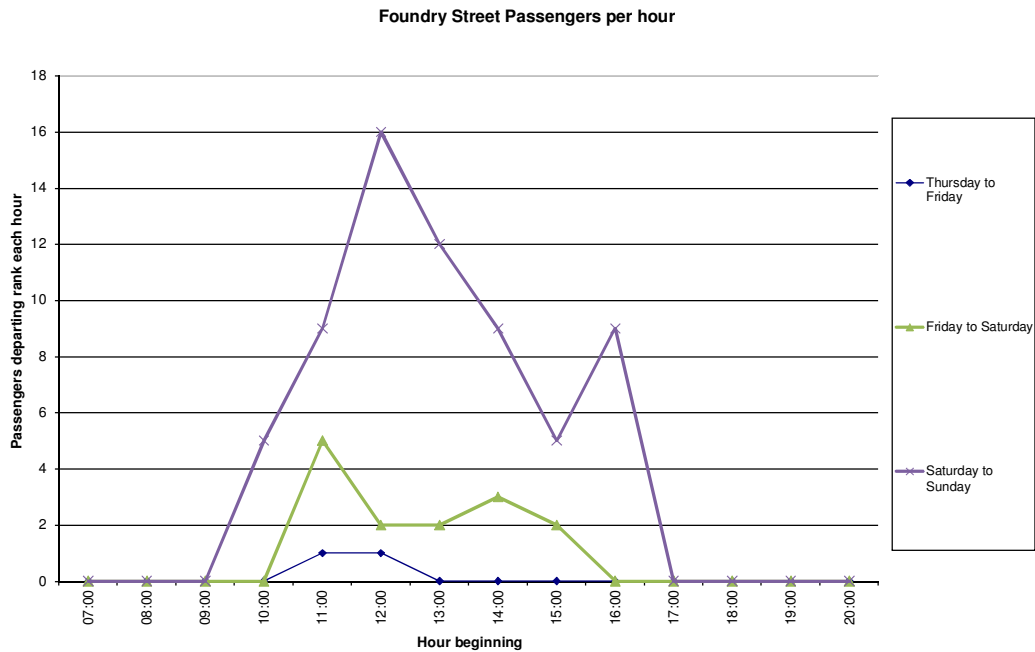


Figure 21 Foundry Street Passengers per hour

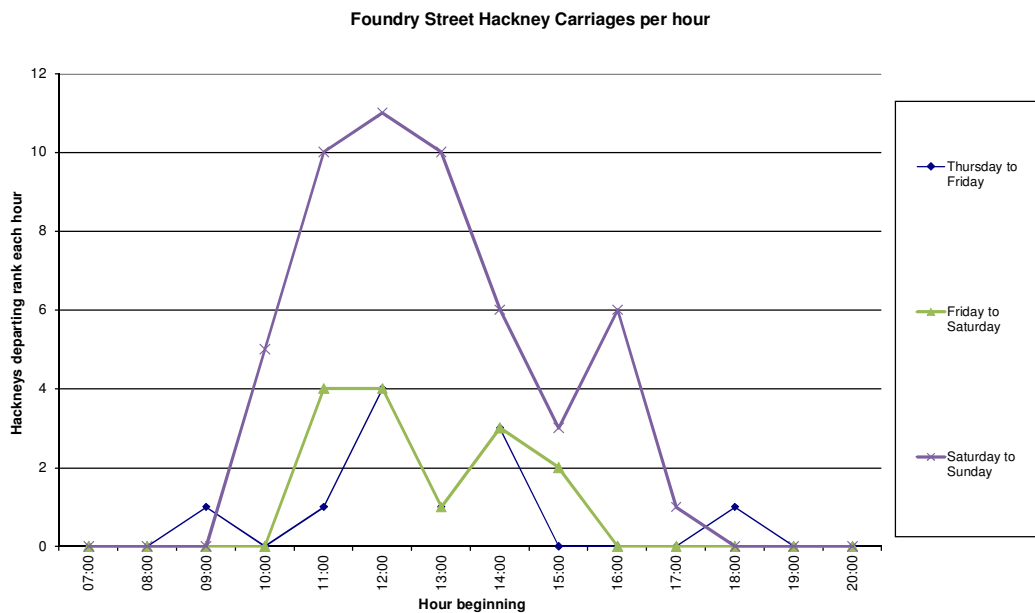


Figure 22 Foundry Street Hackney Carriages per hour



Foundry Street Hackney Carriage average wait times

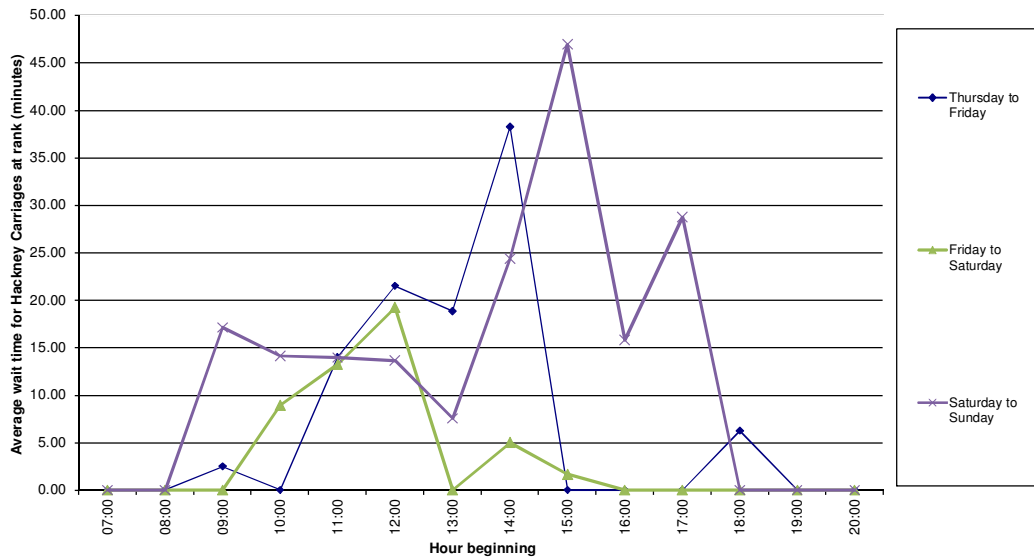


Figure 23 Foundry Street Hackney Carriage average wait times

Mill Street East, Asda, Dewsbury

The rank was observed on Thursday 4th July from 10.00 am to 6.00 pm. No Hackney Carriages were observed.

The rank is adjacent to the ASDA supermarket car park. From a site survey it was observed that there was a significant number of Private Hire Vehicles servicing demand from supermarket customers. There was a Freephone to one of the Private Hire operators situated inside the supermarket door.

Longcause Way & Town Hall Way, Dewsbury

The rank was surveyed from 18.00 hours on Friday 5th July 2013 to 03.00 hours on Saturday 6th July and from 18.00 hours on Saturday 6th July 2013 to 03.00 hours on Sunday 7th July.

A single Hackney Carriage was observed waiting on the Friday from 20.20 hours. It left empty just before 21.00 hours, having waited for around 35 minutes.

North Gate, Dewsbury

The rank was observed on Thursday 4th July and Friday 5th July. Each day was surveyed from 6.00 pm to 3.00 am the following morning.

On the Thursday a Hackney Carriage was observed waiting on three occasions. The first was at 6.00 pm for fifteen minutes, before leaving empty. The second observation was at 6.45 pm. The Hackney Carriage waited for 45 minutes before leaving with a single passenger. On the third occasion the Hackney Carriage arrived at the rank at 7.45 pm and waited for 80 minutes before leaving empty.

On the Friday, a Hackney Carriage was observed on two occasions. The first was at 6.05 pm. The Hackney Carriage waited for 40 minutes before leaving empty. The second occasion was at 8.10 pm when the Hackney Carriage waited for 50 minutes before leaving empty.



South Street, Dewsbury

The rank was observed on Wednesday 3rd July and Thursday 4th July. Each day was surveyed from 7.00 am to 8.00 pm.

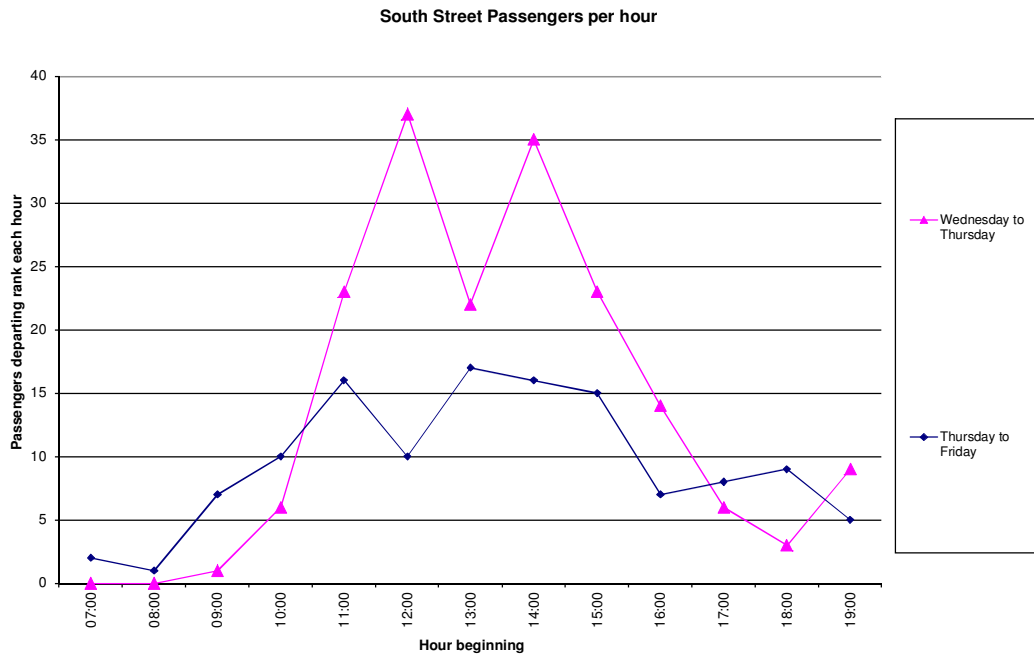


Figure 24 South Street Passengers per hour

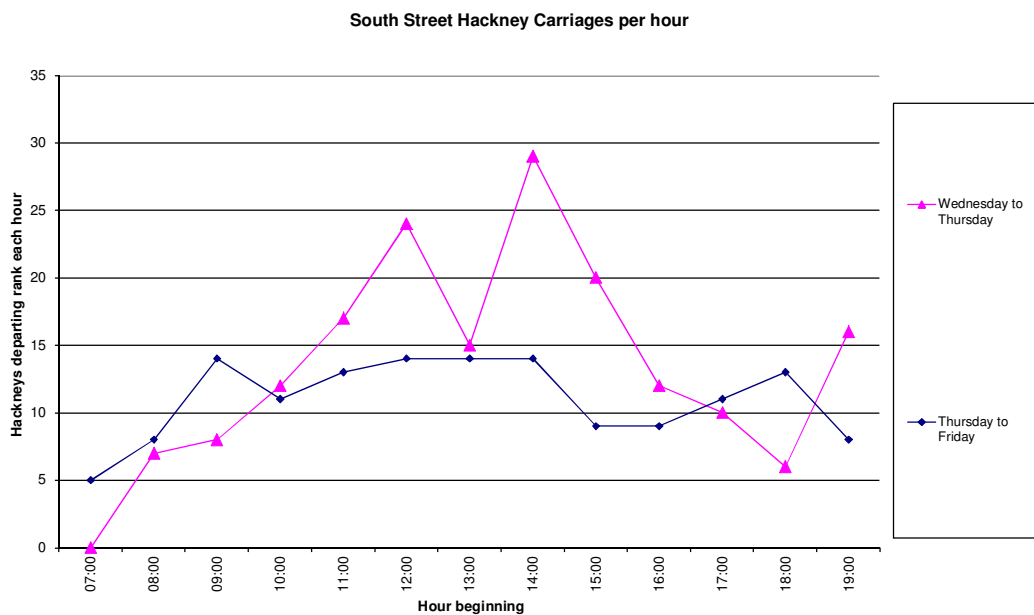


Figure 25 South Street Hackney Carriages per hour



South Street Hackney Carriage average wait times

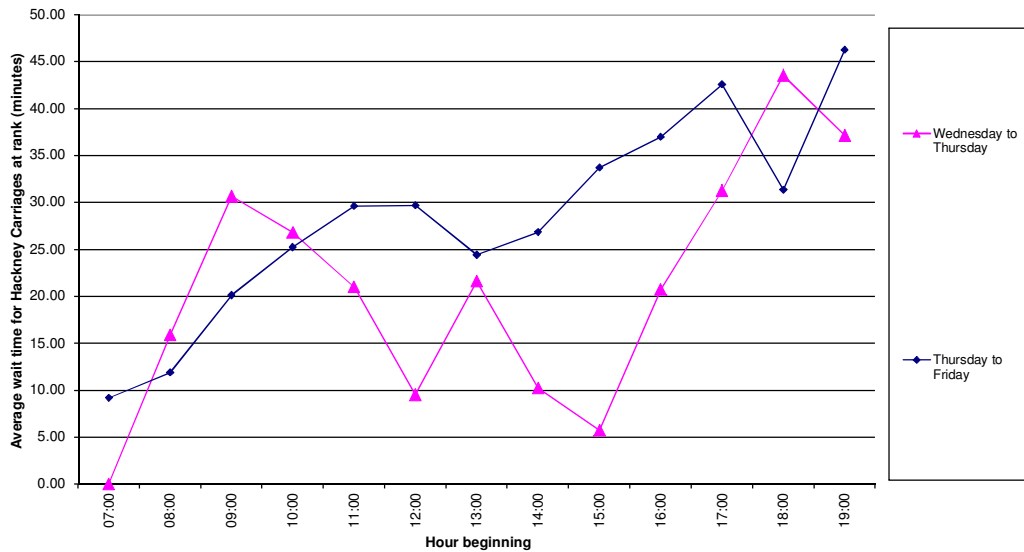


Figure 26 South Street Hackney Carriage average wait times

Wellington Street, Dewsbury

The rank was observed on Wednesday 3rd July from 11.00 pm to 3.00 am. No Hackney Carriages were observed.

Ward Hill, Batley

The rank was observed on Wednesday 3rd July and Saturday 13th July, from 7.00 am to 3.00 am the following morning.

Ward Hill Passengers per hour

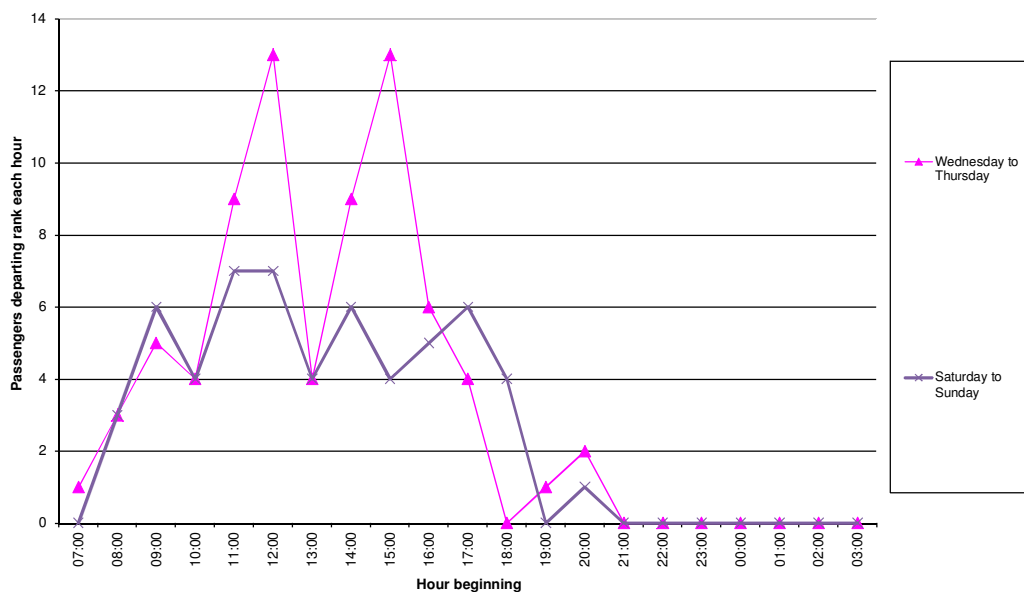


Figure 27 Ward Hill Passengers per hour

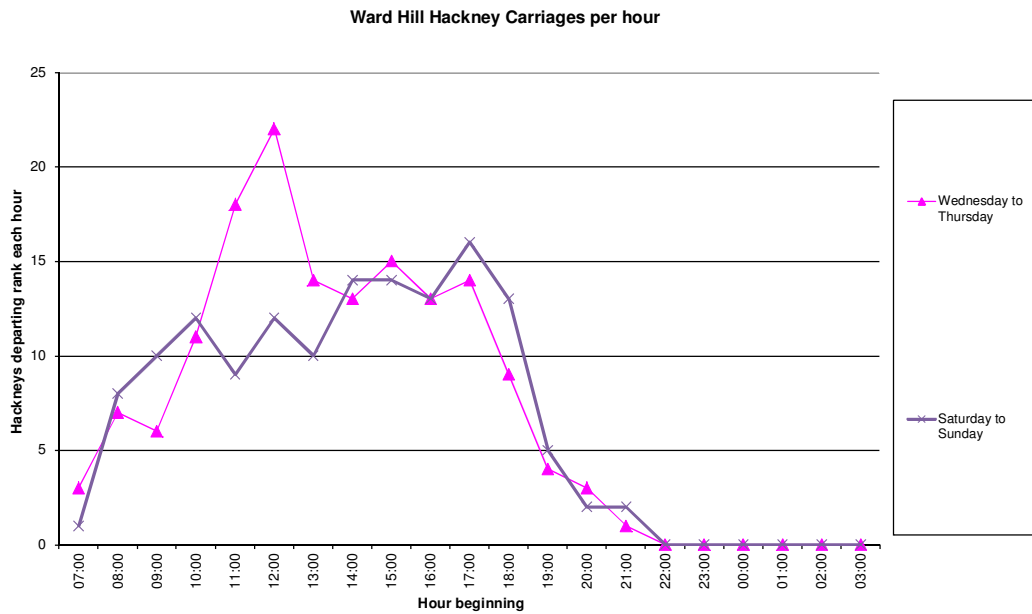


Figure 28 Ward Hill Hackney Carriages per hour

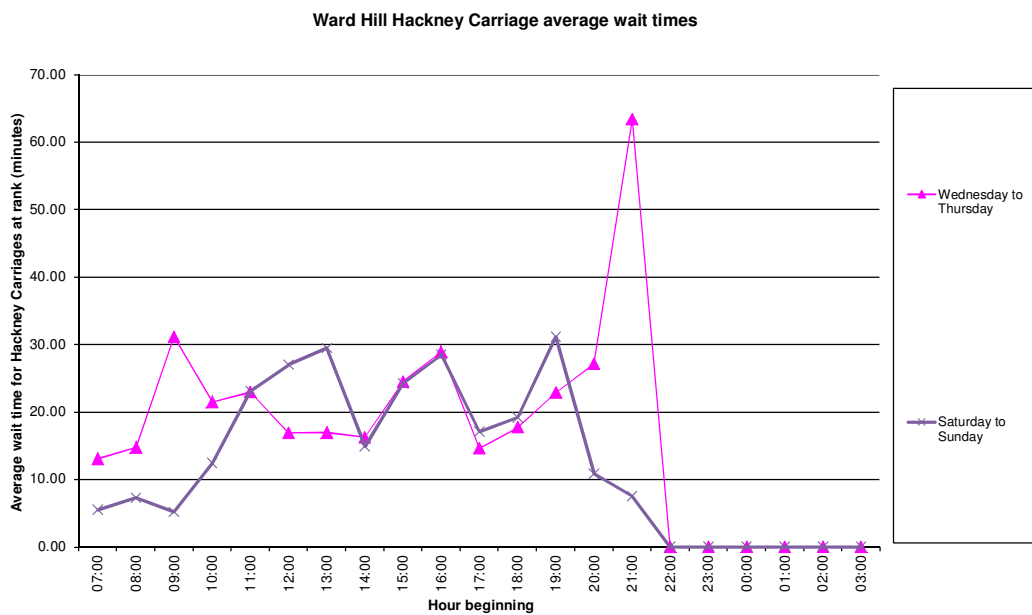


Figure 29 Ward Hill Hackney Carriage average wait times

Henrietta Street, Batley

The rank was observed on Thursday 4th July, Friday 5th July and Saturday 6th July. Each day was surveyed from 8.00 pm to 3.00 am the following morning.

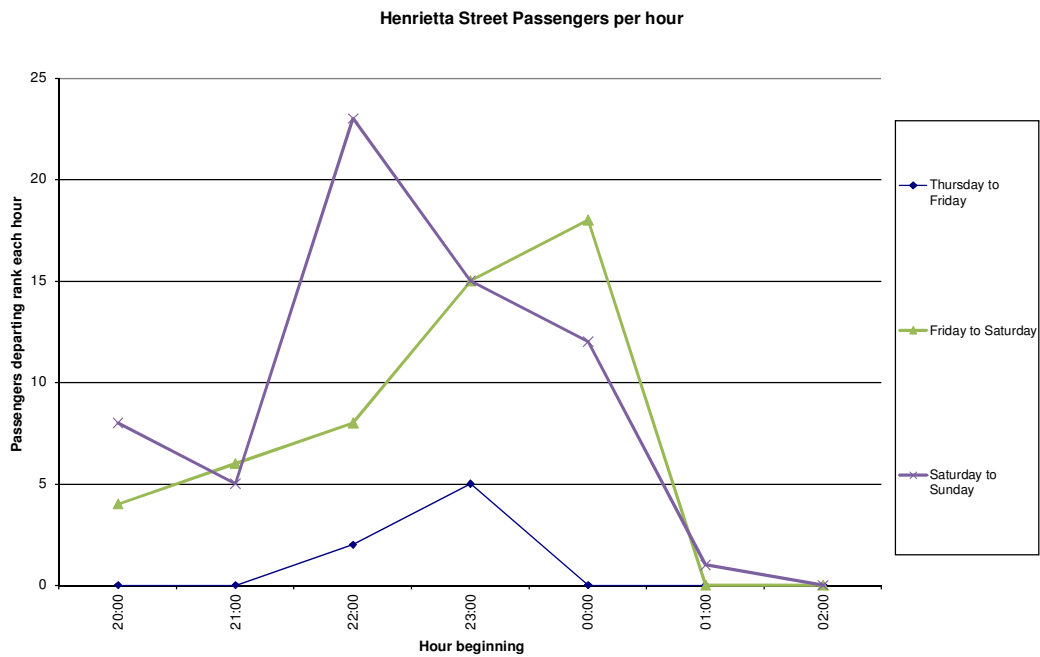


Figure 30 Henrietta Street Passengers per hour

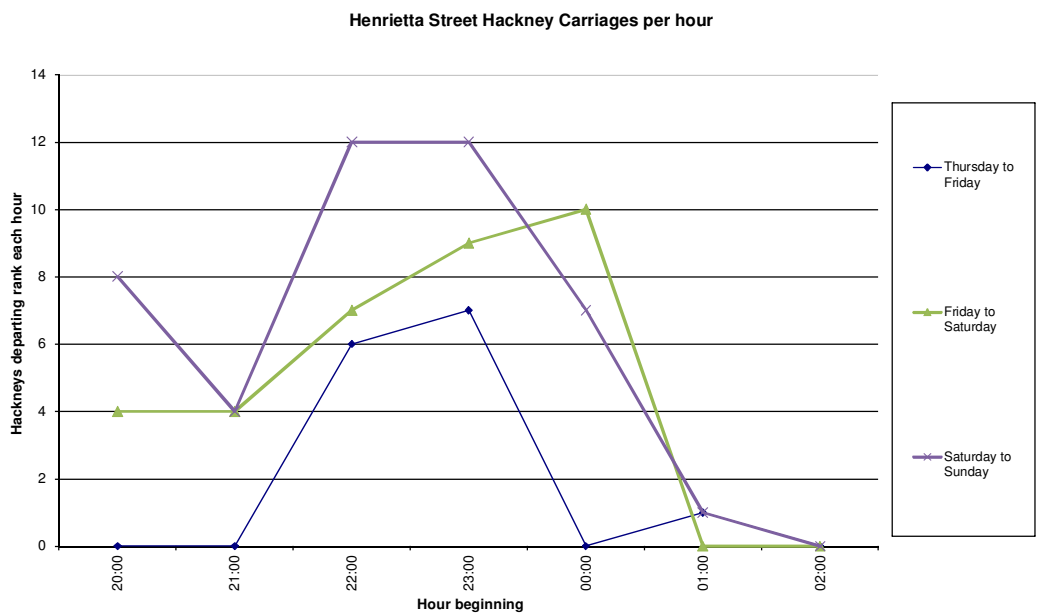


Figure 31 Henrietta Street Hackney Carriages per hour



Henrietta Street Hackney Carriage average wait times

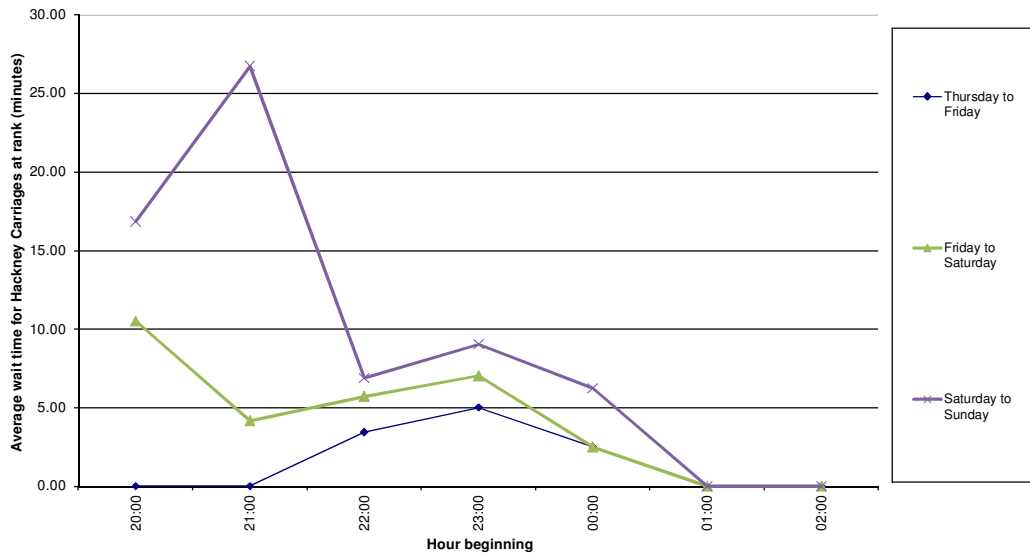


Figure 32 Henrietta Street Hackney Carriage average wait times

Bradford Road, LaLas, Batley

The rank was observed on Thursday 4th July from 8.00 pm to 3.00 am the following morning. No Hackney Carriages were observed.

Bradford Road, Frontier, Batley

The rank was observed on Friday 5th July and Saturday 6th July from 6.00 pm to 3.00 am the following morning.

Bradford Road (Frontier) Passengers per hour

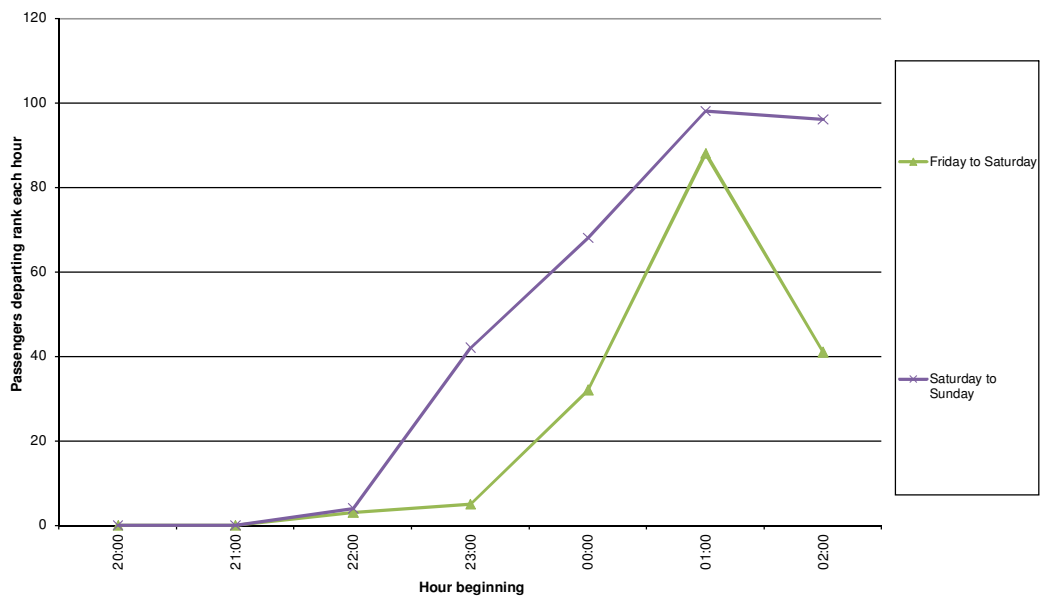


Figure 33 Bradford Road (Frontier) Passengers per hour

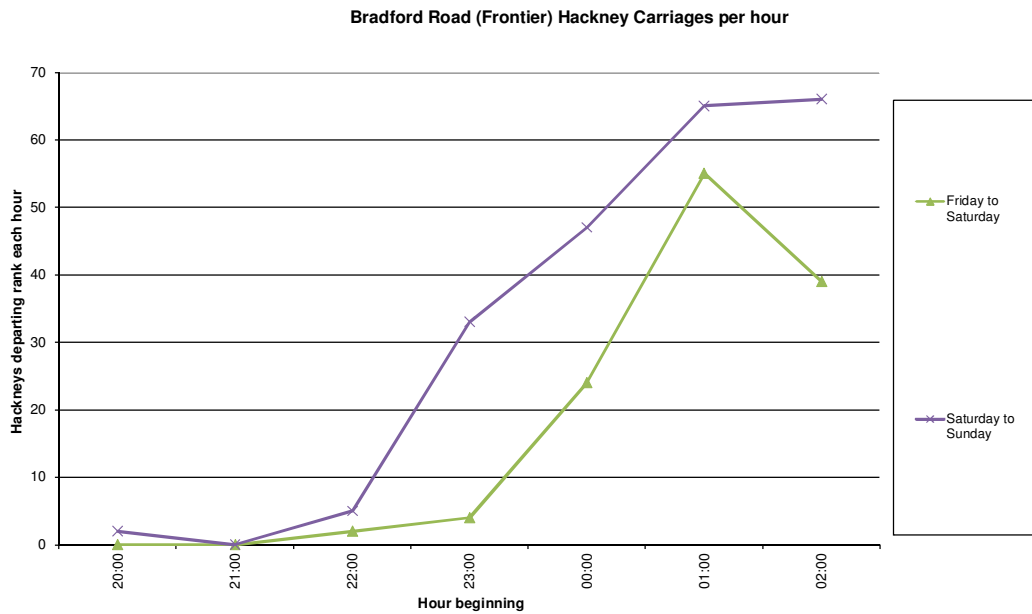


Figure 34 Bradford Road (Frontier) Hackney Carriages per hour

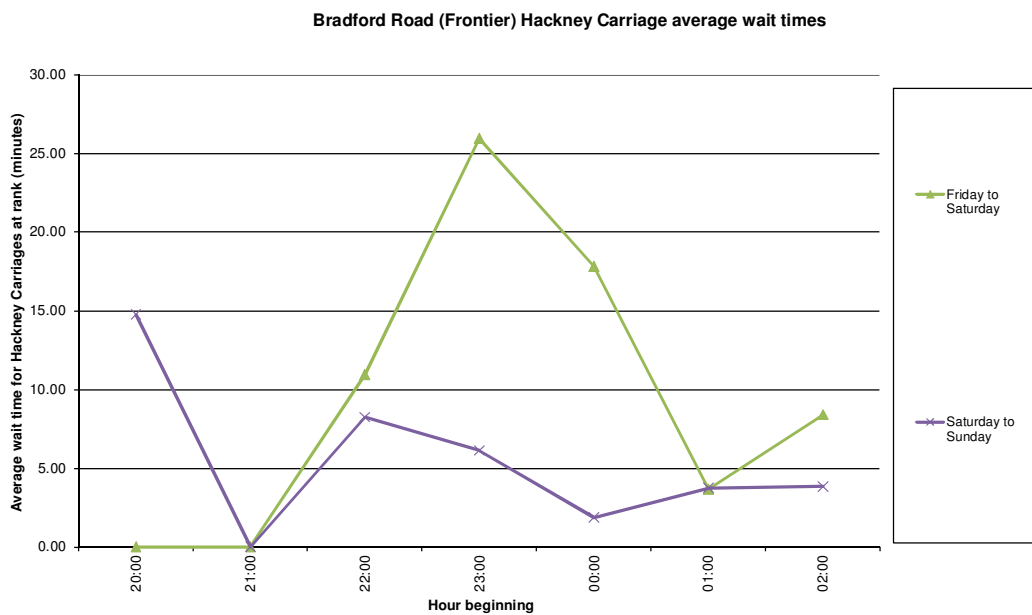


Figure 35 Bradford Road (Frontier) Hackney Carriage average wait times

Ludgate Hill, Heckmondwike

The rank was observed on Thursday 11th July and Friday 12th July from 6.00 pm to 1.00 am the following morning. No Hackney Carriages were observed.

Greenside, Cleckheaton

The rank was observed on Wednesday 3rd July and Thursday 4th July from 7.00 am to 3.00 am the following morning.

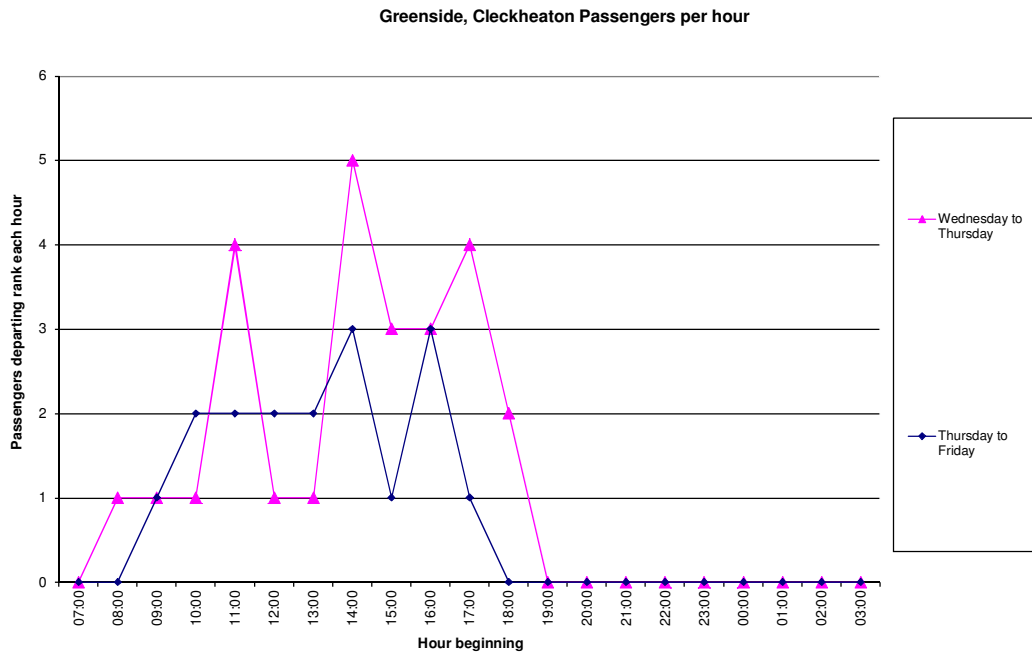


Figure 36 Greenside, Cleckheaton Passengers per hour

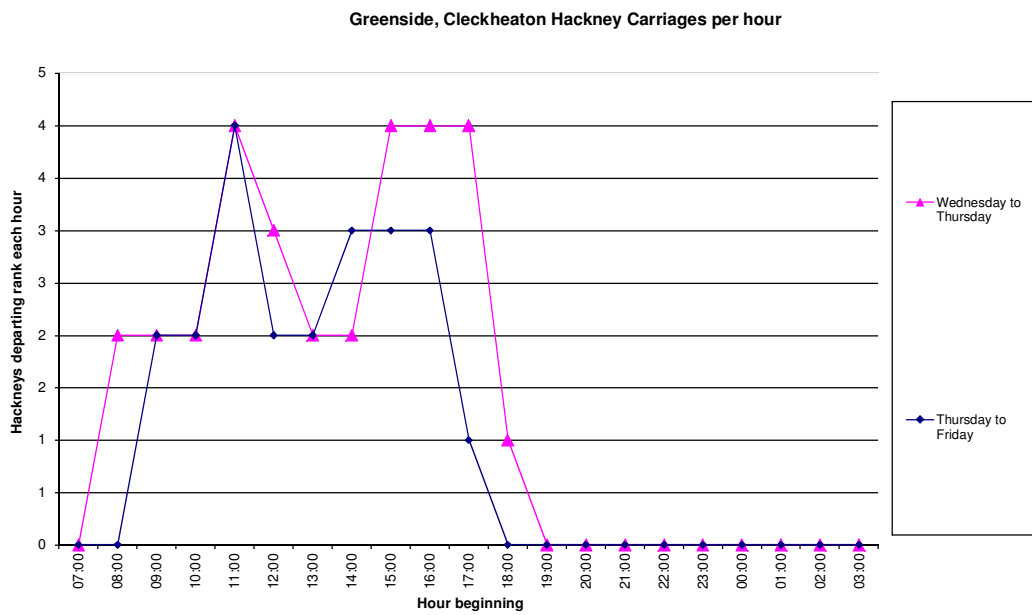


Figure 37 Greenside, Cleckheaton Hackney Carriages per hour



Greenside, Cleckheaton Hackney Carriage average wait times

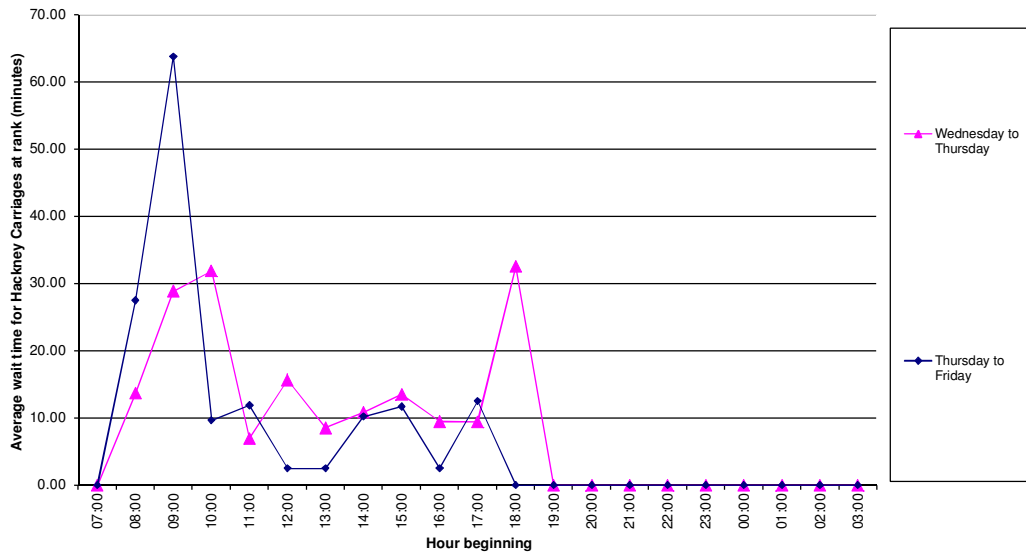


Figure 38 Greenside, Cleckheaton Hackney Carriage average wait times

Station Road, Batley

The rank was observed on Wednesday 3rd July, from 6.00 pm to 3.00 am the following morning. No Hackney Carriages were observed at the rank.

Station Road Batley (across from Auction Rooms)

The rank was observed on Wednesday 3rd July and Thursday 4th July from 6.00 pm to 3.00 am the following morning. On both days the rank was full of parked cars. No Hackney Carriages were observed.

St Tomas Road, Huddersfield

The rank was observed on Friday 12th July and Saturday 13th July, from 2.00 pm to 2.00 am the following morning. No Hackney Carriages were observed. The rank is in the access road to a car park outside a bingo hall. Hackney Carriages were observed driving into the car park and up to the bingo hall, from time to time. However, none stopped on the rank.

Market Place, Birstall

The rank was observed on Thursday 4th July, Friday 5th July and Saturday 6th July, from 7.00 am to 3.00 am the following morning.

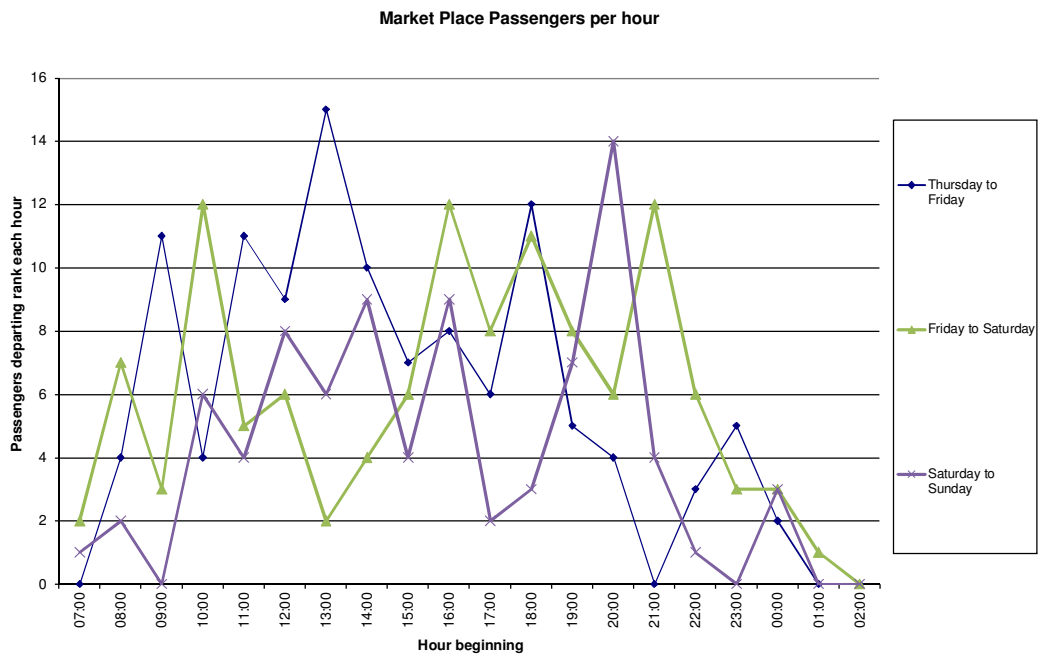


Figure 39 Market Place Passengers per hour

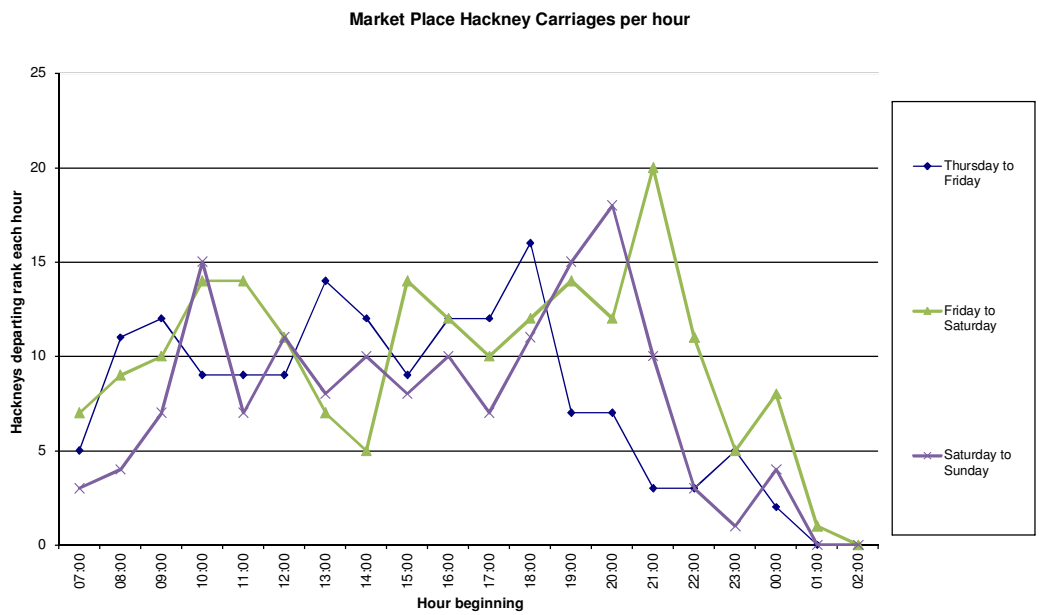


Figure 40 Market Place Hackney Carriages per hour



Market Place Hackney Carriage average wait times

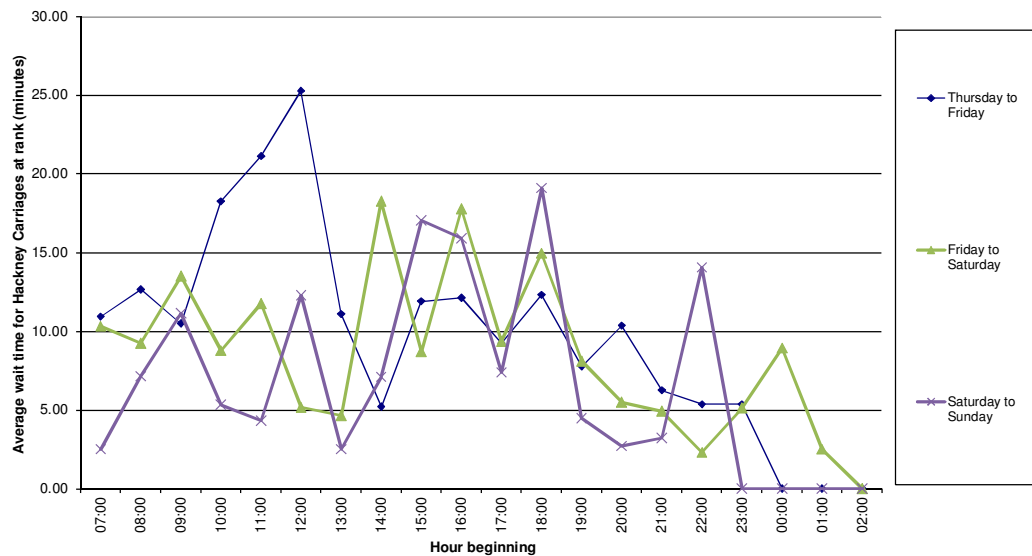


Figure 41 Market Place Hackney Carriage average wait times

New Street, Huddersfield

The rank was observed on Wednesday 10th July and Thursday 11th July from 8.00 pm to 4.00 am the following morning. No Hackney Carriages were observed on either day. Parked cars were present in the rank for much of the observed periods.

Victoria Square, Holmfirth

The rank was observed on Wednesday 10th July, Thursday 11th July, Friday 5th July and Saturday 6th July, from 8.00 pm to 2.00 am the following morning. No Hackney Carriages were observed on either day. Parked cars were present in the rank for most of the observed periods.

Victoria Street feeder, Holmfirth

The rank was observed on Wednesday 10th July, Thursday 11th July, Friday 5th July and Saturday 6th July, from 8.00 pm to 2.00 am the following morning. No Hackney Carriages were observed on the Wednesday or Thursday. However, there was Hackney Carriage activity on the Friday and Saturday. Parked cars were present in the rank for most of the observed periods on each day. On the Friday and Saturday, Hackney Carriages queued across the road from the rank for most of the evening, as the rank was full of parked cars. The observations included activity at this ‘informal’ rank.

Whilst this rank is designated as a feeder rank for the nearby rank on Victoria Square, in practice, the small two space rank on Victoria Square could not be used as it was generally occupied by parked cars, so the feeder rank on Victoria Street acted as the operating rank.

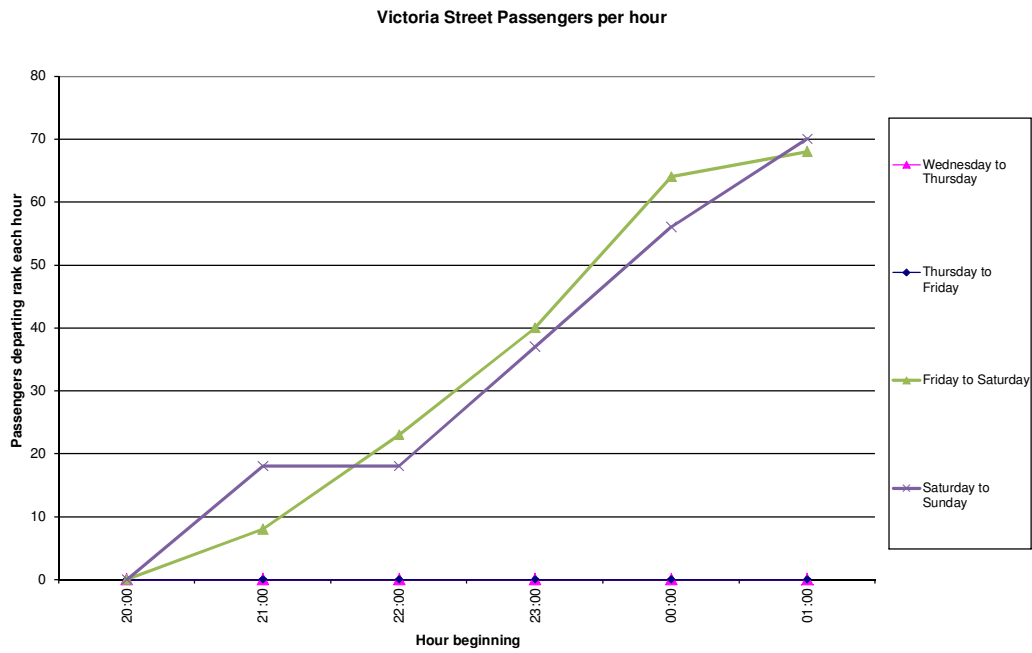


Figure 42 Victoria Street Passengers per hour

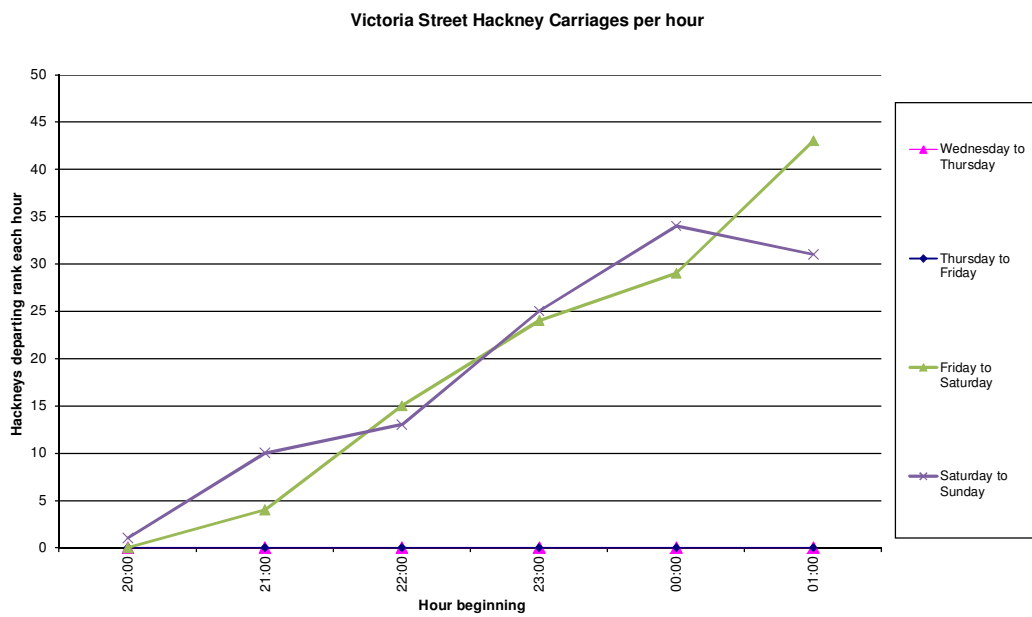


Figure 43 Victoria Street Hackney Carriages per hour



Figure 44 Victoria Street Hackney Carriage average wait times

Bradford Road (Bar Street), Batley

The rank was observed on Friday 5th July and Saturday 6th July, from 8.00 pm to 7.00 am the following morning. The rank is located close to a private hire booking office. The rank is on one of the main routes in Batley and is passed by many Hackney Carriages. Throughout the observed period, six Hackney Carriages were observed stopping to pick up passengers on the Friday and . Only three of these Hackney Carriages waited for more than a few minutes for a passenger to arrive. A total of ten passengers were picked up.

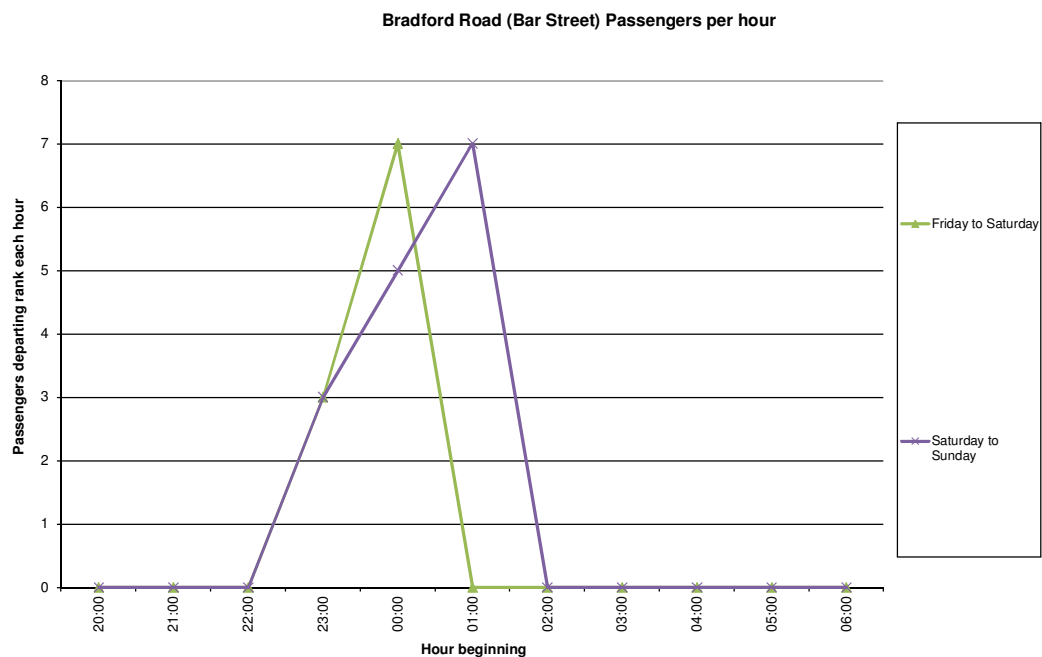


Figure 45 Bradford Road (Bar Street) Passengers per hour

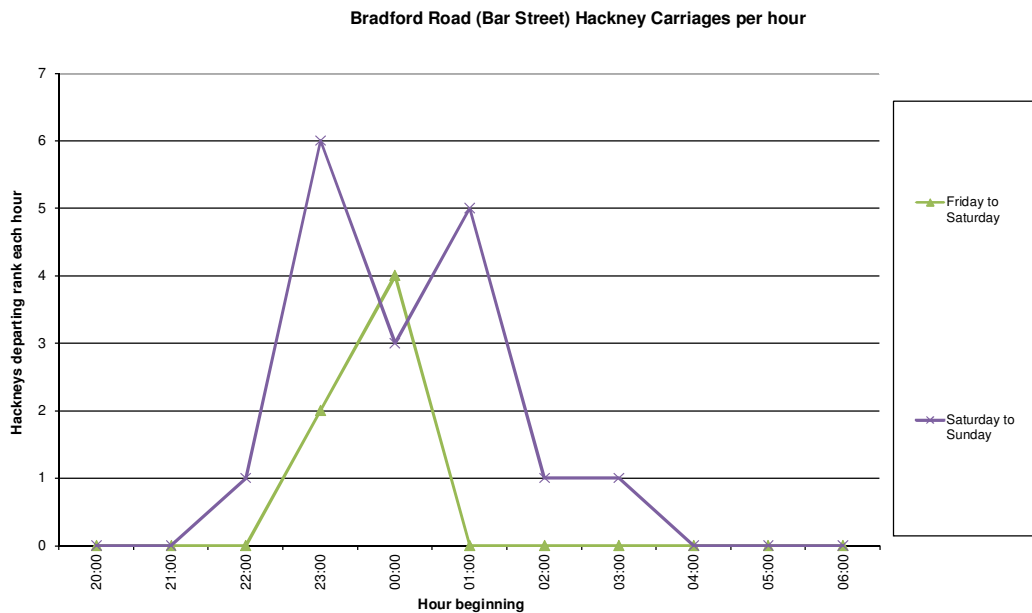


Figure 46 Bradford Road (Bar Street) Hackney Carriages per hour

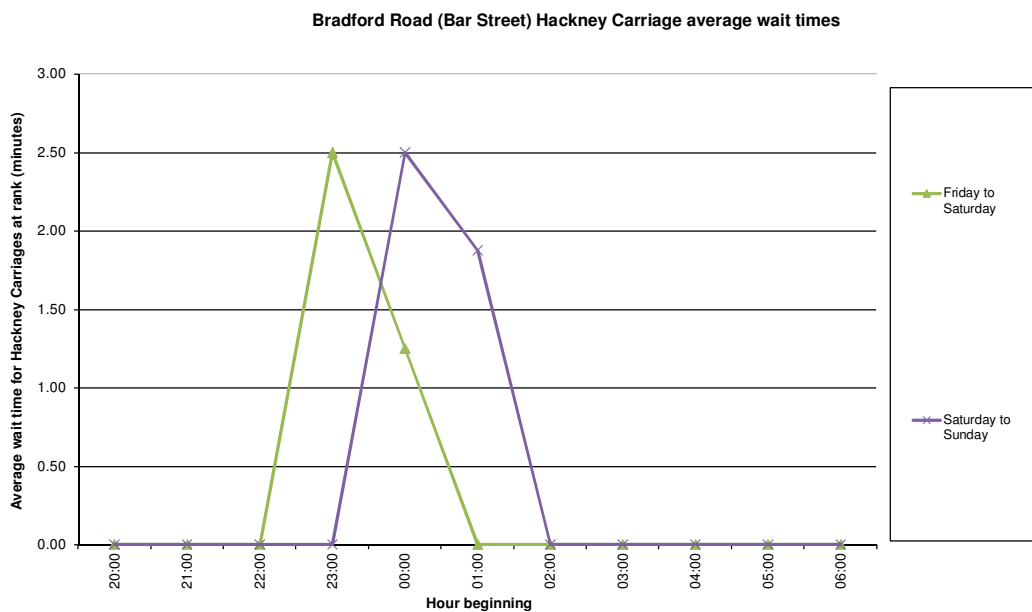


Figure 47 Bradford Road (Bar Street) Hackney Carriage average wait times

John William Street, additional feeder rank, Huddersfield

The rank was observed on Wednesday 3rd July and Thursday 4th July from 7.00 pm to 4.00 am the following morning. On both days the rank was partly occupied with parked cars. No Hackney Carriages were observed.



3.2 Summary of observed traffic through the ranks

The number of Hackney Carriages and the number of passengers through the observed taxi ranks is presented in the following tables.

Table 2 Kirklees Rank Observation Summary - Wednesday

Kirklees Rank Observation Summary	Wednesday				
Rank Number and location	Surveyed Hours	TOTAL HACKNEY CARRIAGES DEPARTING RANK EMPTY	TOTAL HACKNEY CARRIAGES DEPARTING RANK WITH PASSENGERS	TOTAL HACKNEY CARRIAGES DEPARTING RANK	TOTAL PASSENGERS DEPARTING RANK
1 Towngate, Holmfirth	5 pm to 9am	5	0	5	0
3 Cross Church Street	7 am to 4 am	0	0	0	0
4 Queens Street	5pm to 7am	0	0	0	0
5 Queens Gate, Huddersfield	7 pm to 3 am				
6 Southgate, Huddersfield	6 pm to 3 am				
7 Dundas Street. Outside Bus Station, Huddersfield	7 am to 3 am	0	0	0	0
8 Lower Dundas Street, Huddersfield	7 am to 8 pm	0	0	0	0
9 Byram Street, Huddersfield	6 pm to 8 am				
10 Lord Street, Huddersfield	9 pm to 4 am				
11 John William Street, Huddersfield	7 am to 4 am	22	122	144	147
12 Venn Street, Huddersfield	6 pm to 3 am				
13 Ramsden Street, Huddersfield	7 am to 3 am				
14 St. Georges Square, Huddersfield	7 am to 4 am	25	223	248	285
16 Zetland Street, Huddersfield	6 pm to 4 am				
19 Market Street, Outside Music Shop, Huddersfield	8 am to 3 am	65	0	65	0
20 Market Square, Batley	6 pm to 3 am				
22 New North Parade, Huddersfield	6 pm to 2 am				
23 Foundry Street, Dewsbury	7 am to 8 pm	0	0	0	0
24 Mill Street East, Asda, Dewsbury	10 am to 6 pm				
25 Longcause Way & Town Hall Way, Dewsbury	6 pm to 3 am				
26 North Gate, Dewsbury	6 pm to 3 am				
27 South Street, Dewsbury	7 am to 8 pm	72	104	176	179
28 Wellington Street, Dewsbury	11 pm to 3 am				
29 Ward Hill, Batley	7 am to 3 am	90	63	153	74
30 Henrietta Street, Batley	8 pm to 3 am	0	0	0	0
31 Bradford Road, LaLas, Batley	8 pm to 3 am				
32 Bradford Road, Frontier, Batley	6 pm to 3 am	0	0	0	0
33 Ludgate Hill, Heckmondwike	6 pm to 1 am				
35 Greenside, Cleckheaton	7 am to 3 am	11	19	30	26
36 Station Road, Batley	6 pm to 3 am				
37 Station Road Batley (across from Auction Rooms)	6 pm to 3 am				
38 St Tomas Road, Huddersfield	2 pm to 2 am				
39 Market Place, Birstall	7 am to 3 am	0	0	0	0
9c New Street, Huddersfield	8 pm to 4 am				
17b Victoria Square, Holmfirth	8 pm to 2 am				
17b Victoria Street feeder, Holmfirth	8 pm to 2 am	0	0	0	0
24a Bradford Road, Batley	8pm to 7.00 am	0	0	0	0
11a John William Street, additional feeder rank, Huddersfield	7 pm to 4 am				
Totals		290	531	821	711



Table 3 Kirklees Rank Observation Summary - Thursday

Kirklees Rank Observation Summary	Thursday				
Rank Number and location	Surveyed Hours	TOTAL HACKNEY CARRIAGES DEPARTING RANK EMPTY	TOTAL HACKNEY CARRIAGES DEPARTING RANK WITH PASSENGERS	TOTAL HACKNEY CARRIAGES DEPARTING RANK	TOTAL PASSENGERS DEPARTING RANK
1 Towngate, Holmfirth	5 pm to 9am	0	0	0	0
3 Cross Church Street	7 am to 4 am	0	0	0	0
4 Queens Street	5pm to 7am	0	0	0	0
5 Queens Gate, Huddersfield	7 pm to 3 am				
6 Southgate, Huddersfield	6 pm to 3 am				
7 Dundas Street. Outside Bus Station, Huddersfield	7 am to 3 am	99	98	197	116
8 Lower Dundas Street, Huddersfield	7 am to 8 pm	7	87	94	104
9 Byram Street, Huddersfield	6 pm to 8 am				
10 Lord Street, Huddersfield	9 pm to 4 am				
11 John William Street, Huddersfield	7 am to 4 am	34	74	108	87
12 Venn Street, Huddersfield	6 pm to 3 am				
13 Ramsden Street, Huddersfield	7 am to 3 am				
14 St. Georges Square, Huddersfield	7 am to 4 am	7	239	246	298
16 Zetland Street, Huddersfield	6 pm to 4 am				
19 Market Street, Outside Music Shop, Huddersfield	8 am to 3 am	109	0	109	0
20 Market Square, Batley	6 pm to 3 am				
22 New North Parade, Huddersfield	6 pm to 2 am				
23 Foundry Street, Dewsbury	7 am to 8 pm	9	2	11	2
24 Mill Street East, Asda, Dewsbury	10 am to 6 pm				
25 Longcause Way & Town Hall Way, Dewsbury	6 pm to 3 am				
26 North Gate, Dewsbury	6 pm to 3 am				
27 South Street, Dewsbury	7 am to 8 pm	63	80	143	123
28 Wellington Street, Dewsbury	11 pm to 3 am				
29 Ward Hill, Batley	7 am to 3 am	0	0	0	0
30 Henrietta Street, Batley	8 pm to 3 am	10	4	14	7
31 Bradford Road, LaLas, Batley	8 pm to 3 am				
32 Bradford Road, Frontier, Batley	6 pm to 3 am	0	0	0	0
33 Ludgate Hill, Heckmondwike	6 pm to 1 am				
35 Greenside, Cleckheaton	7 am to 3 am	7	15	22	17
36 Station Road, Batley	6 pm to 3 am				
37 Station Road Batley (across from Auction Rooms)	6 pm to 3 am				
38 St Tomas Road, Huddersfield	2 pm to 2 am				
39 Market Place, Birstall	7 am to 3 am	52	105	157	116
9c New Street, Huddersfield	8 pm to 4 am				
17b Victoria Square, Holmfirth	8 pm to 2 am				
17b Victoria Street feeder, Holmfirth	8 pm to 2 am	0	0	0	0
24a Bradford Road, Batley	8pm to 7.00 am	0	0	0	0
11a John William Street, additional feeder rank, Huddersfield	7 pm to 4 am				
Totals		397	704	1101	870



Table 4 Kirklees Rank Observation Summary - Friday

Kirklees Rank Observation Summary	Friday				
Rank Number and location	Surveyed Hours	TOTAL HACKNEY CARRIAGES DEPARTING RANK EMPTY	TOTAL HACKNEY CARRIAGES DEPARTING RANK WITH PASSENGERS	TOTAL HACKNEY CARRIAGES DEPARTING RANK	TOTAL PASSENGERS DEPARTING RANK
1 Towngate, Holmfirth	5 pm to 9am	0	0	0	0
3 Cross Church Street	7 am to 4 am	31	118	149	186
4 Queens Street	5pm to 7am	27	19	46	36
5 Queens Gate, Huddersfield	7 pm to 3 am				
6 Southgate, Huddersfield	6 pm to 3 am				
7 Dundas Street. Outside Bus Station, Huddersfield	7 am to 3 am	135	97	232	100
8 Lower Dundas Street, Huddersfield	7 am to 8 pm	0	110	110	124
9 Byram Street, Huddersfield	6 pm to 8 am				
10 Lord Street, Huddersfield	9 pm to 4 am				
11 John William Street, Huddersfield	7 am to 4 am	33	208	241	265
12 Venn Street, Huddersfield	6 pm to 3 am				
13 Ramsden Street, Huddersfield	7 am to 3 am				
14 St. Georges Square, Huddersfield	7 am to 4 am	10	319	329	397
16 Zetland Street, Huddersfield	6 pm to 4 am				
19 Market Street, Outside Music Shop, Huddersfield	8 am to 3 am	0	0	0	0
20 Market Square, Batley	6 pm to 3 am				
22 New North Parade, Huddersfield	6 pm to 2 am				
23 Foundry Street, Dewsbury	7 am to 8 pm	5	9	14	14
24 Mill Street East, Asda, Dewsbury	10 am to 6 pm				
25 Longcause Way & Town Hall Way, Dewsbury	6 pm to 3 am				
26 North Gate, Dewsbury	6 pm to 3 am				
27 South Street, Dewsbury	7 am to 8 pm	0	0	0	0
28 Wellington Street, Dewsbury	11 pm to 3 am				
29 Ward Hill, Batley	7 am to 3 am	0	0	0	0
30 Henrietta Street, Batley	8 pm to 3 am	9	25	34	51
31 Bradford Road, LaLas, Batley	8 pm to 3 am				
32 Bradford Road, Frontier, Batley	6 pm to 3 am	14	110	124	169
33 Ludgate Hill, Heckmondwike	6 pm to 1 am				
35 Greenside, Cleckheaton	7 am to 3 am	0	0	0	0
36 Station Road, Batley	6 pm to 3 am				
37 Station Road Batley (across from Auction Rooms)	6 pm to 3 am				
38 St Tomas Road, Huddersfield	2 pm to 2 am				
39 Market Place, Birstall	7 am to 3 am	106	90	196	117
9c New Street, Huddersfield	8 pm to 4 am				
17b Victoria Square, Holmfirth	8 pm to 2 am				
17b Victoria Street feeder, Holmfirth	8 pm to 2 am	15	106	121	203
24a Bradford Road, Batley	8pm to 7.00 am	0	6	6	10
11a John William Street, additional feeder rank, Huddersfield	7 pm to 4 am				
Totals		385	1217	1602	1672



Table 5 Kirklees Rank Observation Summary - Saturday

Kirklees Rank Observation Summary	Saturday				
Rank Number and location	Surveyed Hours	TOTAL HACKNEY CARRIAGES DEPARTING RANK EMPTY	TOTAL HACKNEY CARRIAGES DEPARTING RANK WITH PASSENGERS	TOTAL HACKNEY CARRIAGES DEPARTING RANK	TOTAL PASSENGERS DEPARTING RANK
1 Towngate, Holmfirth	5 pm to 9am	0	0	0	0
3 Cross Church Street	7 am to 4 am	157	196	353	244
4 Queens Street	5pm to 7am	0	0	0	0
5 Queens Gate, Huddersfield	7 pm to 3 am				
6 Southgate, Huddersfield	6 pm to 3 am				
7 Dundas Street. Outside Bus Station, Huddersfield	7 am to 3 am	123	61	184	72
8 Lower Dundas Street, Huddersfield	7 am to 8 pm	2	94	96	96
9 Byram Street, Huddersfield	6 pm to 8 am				
10 Lord Street, Huddersfield	9 pm to 4 am				
11 John William Street, Huddersfield	7 am to 4 am	43	466	509	527
12 Venn Street, Huddersfield	6 pm to 3 am				
13 Ramsden Street, Huddersfield	7 am to 3 am	2	1	2	1
14 St. Georges Square, Huddersfield	7 am to 4 am	29	365	394	626
16 Zetland Street, Huddersfield	6 pm to 4 am				
19 Market Street, Outside Music Shop, Huddersfield	8 am to 3 am	0	0	0	0
20 Market Square, Batley	6 pm to 3 am				
22 New North Parade, Huddersfield	6 pm to 2 am				
23 Foundry Street, Dewsbury	7 am to 8 pm	12	40	52	65
24 Mill Street East, Asda, Dewsbury	10 am to 6 pm				
25 Longcause Way & Town Hall Way, Dewsbury	6 pm to 3 am				
26 North Gate, Dewsbury	6 pm to 3 am				
27 South Street, Dewsbury	7 am to 8 pm	0	0	0	0
28 Wellington Street, Dewsbury	11 pm to 3 am				
29 Ward Hill, Batley	7 am to 3 am	86	55	141	57
30 Henrietta Street, Batley	8 pm to 3 am	14	30	44	64
31 Bradford Road, LaLas, Batley	8 pm to 3 am				
32 Bradford Road, Frontier, Batley	6 pm to 3 am	16	202	218	308
33 Ludgate Hill, Heckmondwike	6 pm to 1 am				
35 Greenside, Cleckheaton	7 am to 3 am	0	0	0	0
36 Station Road, Batley	6 pm to 3 am				
37 Station Road Batley (across from Auction Rooms)	6 pm to 3 am				
38 St Tomas Road, Huddersfield	2 pm to 2 am				
39 Market Place, Birstall	7 am to 3 am	86	66	152	83
9c New Street, Huddersfield	8 pm to 4 am				
17b Victoria Square, Holmfirth	8 pm to 2 am				
17b Victoria Street feeder, Holmfirth	8 pm to 2 am	6	108	114	199
24a Bradford Road, Batley	8pm to 7.00 am	13	7	20	15
11a John William Street, additional feeder rank, Huddersfield	7 pm to 4 am				
Totals		589	1691	2279	2357

Table 6 Summary of Observed Passengers Through Taxi Ranks

Wednesday	711
Thursday	870
Friday	1,672
Saturday	2,357
Total	5,610



Table 7 Observed Passenger Queues at Taxi Ranks

Observed passenger queuing at taxi ranks									
Rank location	Day	Date	Time passengers started to queue (HH:MM:SS)	Time passengers stopped queuing (HH:MM:SS)	Number of passengers	Did passengers leave in a taxi Y/N	Wait time hh:mm:ss	Wait time (decimal minutes)	Aggregate wait times (Passenger minutes)
Site 11, John William Street	Wed - Thurs	10/07/2013	09:50:50	09:53:47	1	Y	00:02:57	2.95	2.95
Site 11, John William Street	Fri - Sat	12/07/2013	21:59:37	21:59:55	1	Y	00:00:18	0.30	0.30
Site 11, John William Street	Sat - Sun	13/07/2013	09:46:21	09:47:50	1	Y	00:01:29	1.48	1.48
Site 11, John William Street	Sat - Sun	13/07/2013	10:28:48	10:34:02	2	Y	00:05:14	5.23	10.47
Site 11, John William Street	Sat - Sun	13/07/2013	23:09:42	23:12:18	2	Y	00:02:36	2.60	5.20
Site 14 St Georges Square	Thur - Fri	12/07/2013	02:11:52	02:14:40	1	Y	00:02:48	2.80	2.80
Site 14 St Georges Square	Fri - Sat	13/07/2013	21:54:12	21:55:22	1	Y	00:01:10	1.17	1.17
Site 14 St Georges Square	Fri - Sat	13/07/2013	22:00:01	22:01:10	2	Y	00:01:09	1.15	2.30
Site 14 St Georges Square	Fri - Sat	13/07/2013	22:00:54	22:04:25	3	Y	00:03:31	3.52	10.55
Site 14 St Georges Square	Fri - Sat	13/07/2013	22:03:25	22:05:59	3	Y	00:02:34	2.57	7.70
Site 14 St Georges Square	Fri - Sat	13/07/2013	22:03:40	22:05:59	2	Y	00:02:19	2.32	4.63
Site 30 Henrietta Street	Fri - Sat	05/07/2013	22:01:13	22:04:15	1	Y	00:03:02	3.03	3.03
Site 30 Henrietta Street	Fri - Sat	05/07/2013	22:11:55	22:14:56	1	N	00:03:01	3.02	3.02
Site 30 Henrietta Street	Fri - Sat	05/07/2013	22:56:49	23:00:08	3	Y	00:03:19	3.32	9.95
Site 30 Henrietta Street	Fri - Sat	06/07/2013	00:07:42	00:12:10	3	Y	00:04:28	4.47	13.40
Site 30 Henrietta Street	Fri - Sat	06/07/2013	00:07:42	00:17:15	2	Y	00:09:33	9.55	19.10
Site 30 Henrietta Street	Fri - Sat	06/07/2013	00:07:42	00:19:30	3	Y	00:11:48	11.80	35.40
Site 30 Henrietta Street	Sat - Sun	06/07/2013	22:06:13	22:07:21	1	Y	00:01:08	1.13	1.13
Site 30 Henrietta Street	Sat - Sun	06/07/2013	22:07:25	22:14:37	4	Y	00:07:12	7.20	28.80
Site 30 Henrietta Street	Sat - Sun	06/07/2013	22:08:15	22:14:49	3	Y	00:06:34	6.57	19.70
Site 30 Henrietta Street	Sat - Sun	06/07/2013	22:15:12	22:17:59	2	Y	00:02:47	2.78	5.57
Site 30 Henrietta Street	Sat - Sun	06/07/2013	22:15:12	22:19:45	3	Y	00:04:33	4.55	13.65
Site 35 Greenside	Wed - Thurs	03/07/2013	11:31:20	11:37:33	1	Y	00:06:13	6.22	6.22
Site 35 Greenside	Thur - Fri	04/07/1935	16:10:52	16:33:37	1	Y	00:22:45	22.75	22.75
Site 39 Market Place	Fri - Sat	05/07/2013	17:07:10	17:08:46	1	Y	00:01:36	1.60	1.60
Site 39 Market Place	Fri - Sat	05/07/2013	20:16:54	20:19:30	3	Y	00:02:36	2.60	7.80
Site 39 Market Place	Fri - Sat	05/07/2013	20:25:52	20:28:25	2	Y	00:02:33	2.55	5.10
Site 39 Market Place	Sat - Sun	06/07/2013	11:37:04	11:38:09	1	Y	00:01:05	1.08	1.08
Site 39 Market Place	Sat - Sun	06/07/2013	11:40:42	11:42:08	1	Y	00:01:26	1.43	1.43
Site 39 Market Place	Sat - Sun	06/07/2013	12:33:38	12:38:16	1	Y	00:04:38	4.63	4.63
Site 39 Market Place	Sat - Sun	06/07/2013	12:32:48	12:37:14	1	Y	00:04:26	4.43	4.43
Site 39 Market Place	Sat - Sun	07/07/2013	00:01:01	00:07:26	1	Y	00:06:25	6.42	6.42
Site 17B Victoria Square	Sat - Sun	07/07/2013	00:47:28	00:48:40	3	Y	00:01:12	1.20	3.60
Site 17B Victoria Square	Sat - Sun	07/07/2013	00:48:42	00:52:32	2	Y	00:03:50	3.83	7.67
Site 17B Victoria Square	Sat - Sun	07/07/2013	00:49:07	00:54:40	2	Y	00:05:33	5.55	11.10
Site 17B Victoria Square	Sat - Sun	07/07/2013	00:50:05	00:52:32	2	Y	00:02:27	2.45	4.90
Site 17B Victoria Square	Sat - Sun	07/07/2013	00:49:07	00:54:40	2	Y	00:05:33	5.55	11.10
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:01:52	01:04:18	3	Y	00:02:26	2.43	7.30
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:14:22	01:17:39	3	Y	00:03:17	3.28	9.85
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:27:31	01:32:30	2	Y	00:04:59	4.98	9.97
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:29:20	01:35:00	2	N	00:05:40	5.67	11.33
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:30:30	01:35:00	2	N	00:04:30	4.50	9.00
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:41:06	01:43:30	2	Y	00:02:24	2.40	4.80
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:41:06	01:43:30	4	Y	00:02:24	2.40	9.60
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:41:06	01:47:37	2	Y	00:06:31	6.52	13.03
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:41:06	01:47:50	3	Y	00:06:44	6.73	20.20
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:41:06	01:50:10	2	Y	00:09:04	9.07	18.13
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:41:06	01:50:10	2	Y	00:09:04	9.07	18.13
Site 17B Victoria Square	Sat - Sun	07/07/2013	01:41:06	01:50:10	6	Y	00:09:04	9.07	54.40
							Total wait time (minutes)	222	488
							Total of wait times greater than 3 minutes	181	405



4 COMPARISON OF LICENSED VEHICLE NUMBERS

4.1 Comparison

A comparison of the proportion of licensed vehicles, per head of population can inform the view of the licensed vehicle provision. The following figure presents the proportion of licensed vehicles per 1000 people in Kirklees and with all other authorities in Yorkshire and The Humber region.

The data is presented graphically in a stacked bar chart. The height of each bar represents the number of licensed vehicles per 1000 people. Each bar is broken down as Hackney Carriages and Private Hire Vehicles. In

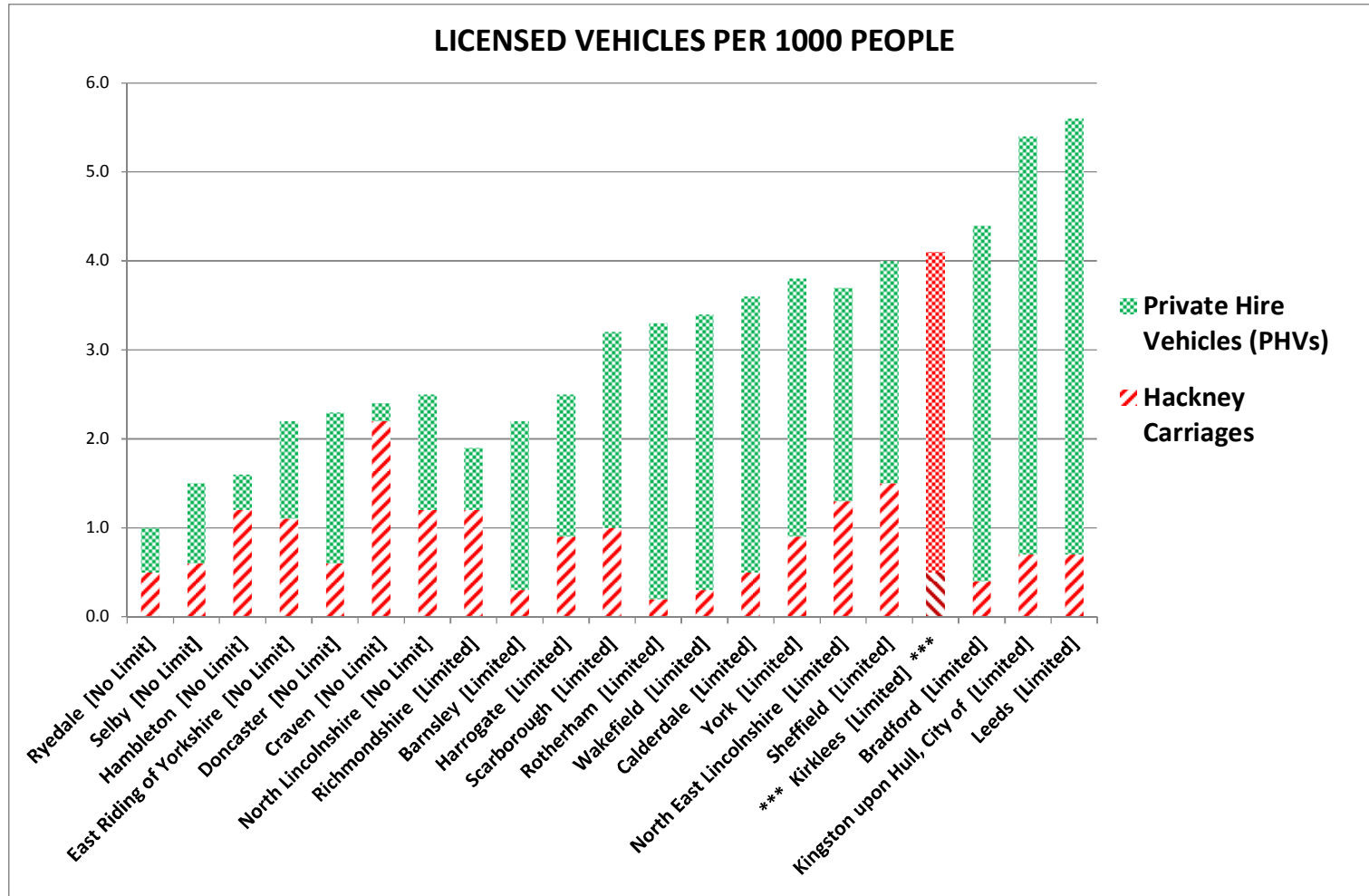
The statistics for Kirklees are: 0.5 Hackney Carriages per 1000 people, 3.6 Private Hire Vehicles per 1000 people. These proportions combine to form a total of 4.1 licensed vehicles per 1000 people.

The chart is sorted into two broad groups which are the authorities which do not limit the number of Hackney Carriages, which are to the left of the chart and those which do limit the number of Hackney Carriages, which are on the right of the chart. These groups are further sorted in order of the total proportion of licensed vehicles.

The proportion of Hackney Carriages in Kirklees is similar to that of Ryedale (0.5), Selby (0.6), Doncaster (0.6), Calderdale (0.5) and Bradford (0.4).



Figure 48 Comparison of Licensed Vehicle Proportions





5 PUBLIC CONSULTATION

5.1 Public consultation questionnaires

A 27 question public attitude survey was undertaken in locations around Kirklees. The questionnaire was designed for this study. The questionnaire was implemented by a specialist survey contractor who used experienced staff to carry out the interviews with the public. The use of experienced surveyors enabled respondents to be guided through the questions. 706 surveys were completed. The questionnaire used is presented in Appendix B. Results are summarised in this chapter and presented in detail in Appendix B.

The terms Hackney Carriage and Private Hire Vehicle are used in relation to these specific vehicle types. The term taxi is used to refer to either a Hackney Carriage or Private Hire Vehicle.

Taxi users

63% of respondent indicated that they had used a taxi in the previous three months.

Last trip by taxi

Respondents who had used a taxi in the last three months, were asked further questions, regarding the last trip they had made. The responses were as follows:

With regards to your last trip, how did you obtain your taxi?

Table 8 How the last taxi was obtained

	Number of responses	Percentage of responses
At a rank	167	37%
Hailed on Street	160	36%
by Telephone	119	27%
Total	446	

If hired from a rank, how long did you have to wait?

The average wait time quoted was 8 minutes. This contradicts the information observed at ranks where the vast majority of trips did not involve a wait at the rank.

If hailed on street, how long did you have to wait?

The average wait time quoted was 6 minutes.

If hired by telephone, did you require an immediate booking or pre-book for another time?

Table 9 Telephone booking types

Immediately	96	81%
Not Immediately	23	19%
Total	119	



If you telephoned for an immediate booking, how long did you have to wait?

The average wait time given was 7 minutes.

If you pre-booked for another time, how close to the booked time did the taxi arrive?

Table 10 How close to the booked time did the taxi arrive

Count of early	Average No. of 6 minutes early	-4.2
Count of late	Average No. of 5 minutes late	9.8
Count of on time	Percentage On 11 Time	50%

Have you experienced any problems obtaining a taxi in Kirklees in the last 3 months?

Table 11 Problems obtaining a taxi

Yes	92	13%
No	605	87%
N/A	9	

If yes, for what reason

Table 12 Reasons for problems obtaining a taxi

NONE AVAILABLE	3
TAXI DIDN'T SHOW	1
TAXI LATE	88
Total	92



If yes, where did this occur?

Table 13 Where did problems hiring a taxi occur

AIRPORT	1
ASDA	1
AT HOME	15
AT TRAIN STATION	1
AT UNI	1
BUS STATION	2
DON'T RECALL	2
HOME	3
MAIN STREET	1
ON STREET	24
SAINSBURYS	3
SHOPS	24
STATION	11
TESCO	2
TOWN HALL	1
	92

If yes, when did this occur?

Table 14 When problems occurred obtaining a taxi

MONDAY	4
TUESDAY	2
WEDNESDAY	1
THURSDAY	1
DON'T RECALL	18
FRIDAY 10PM	1
FRIDAY 11PM	1
FRIDAY 1AM	1
FRIDAY 3PM	1
FRIDAY 5PM	4
FRIDAY 6PM	2
FRIDAY 7PM	1
FRIDAY 8PM	1
FRIDAY EVENING 7PM	2
FRIDAY MIDNITE	1
FRIDAY NIGHT	1
MONDAY 11AM	1
MONDAY 3PM	1
MONDAY 4PM	1
MONDAY 8AM	3
MONDAY 9AM	1
MONDAY MORNING	1
SATURDAY 11AM	1



SATURDAY 11PM	1
SATURDAY 1PM	2
SATURDAY 4AM	2
SATURDAY 8PM	1
SUNDAY 12PM	1
SUNDAY 4PM	1
SUNDAY MORNING	1
THURSDAY 10AM	1
THURSDAY 11AM	1
THURSDAY 1AM	1
THURSDAY 1PM	2
THURSDAY 3PM	2
THURSDAY 6PM	1
THURSDAY 7PM	1
THURSDAY MORNING	1
TUESDAY 11AM	1
TUESDAY 11PM	1
TUESDAY 12PM	4
TUESDAY 1PM	2
TUESDAY 2PM	1
TUESDAY 3PM	3
TUESDAY 4PM	3
TUESDAY 6PM	1
WEDNESDAY 10AM	1
WEDNESDAY 3PM	1
WEDNESDAY 4PM	2
WEDNESDAY 8PM	2
Total	92

What method do you most use to obtain a hackney carriage?

Table 15 Methods used to obtain a Hackney Carriage

	Number of responses	Percentage of responses
Phone Booking	254	36%
Hailed	47	7%
At Rank	390	55%
Never use Hackneys	12	2%
Total	703	

How would you assess the availability of hackney carriages in Kirklees?



Table 16 Availability of Hackney Carriages

	Number responses	of	Percentage of responses
Very Good	291		41%
Good	306		44%
Average	58		8%
Poor	27		4%
Very Poor	4		1%
Don't Know	17		2%
	703		100%

Are there any locations where you would like a new taxi rank in Kirklees?

Table 17 Desire for new taxi ranks

	Number responses	of	Percentage of responses
Yes	4		1%
No	699		99%
	703		

If yes, where?

MARSDEN TOWN CENTRE
SAINSBURYS
SAINSBURYS
TESCO

All the suggestions for new taxi ranks were made by interviewees with a home postcode in or around Huddersfield.



Are there any hackney carriage ranks that you would use more often if taxis were found more reliably there?

Table 18 Ranks that would be used more often

	Number of responses	Percentage of responses
Yes	4	1%
No	699 703	99%

If yes, where?

BOTTOM OF NEWSOME ROAD
KINGS GATE
NEAR BEAST MARKET
STATION

The suggestion of 'Station' was made by someone with the home postcode in Dewsbury. The remainder of suggestions came from Huddersfield postcodes.

How much do you think it would cost to make a 3-mile hackney trip in Kirklees?

The distance only based cost of a 3 mile journey would be around £5.80. any delays en-route, such as at junctions, would increase the cost. Therefore the range of £5.00 to £7.00 is the most realistic estimate of likely cost. Responses to this question were received in the following ranges;

Table 19 Estimated Hackney Carriage fare for a 3 mile journey

	Number of responses	Percentage of responses
Up to £5	124	18%
£5.01 to £7.00	103	15%
£7.01 - £10.00	32	5%
Over £10.01	4	1%
Don't Know	440 703	63%



Have you tried to hire a hackney carriage in the last 3 months at a rank or by hailing, and given up and made other travel arrangements?

Table 20 Number of people who have given up trying to hire a Hackney Carriage at rank or hailing

	Number of responses	Percentage of responses
Yes	1	0.14%
No	702	99.86%
	703	

The respondent did not remember where they had experienced the problem.

Have you tried to book a hackney carriage for immediate arrival in the last 3 months, and given up and made other travel arrangements?

Table 21 Number of people who have given up trying to book a Hackney Carriage for immediate travel

	Number of responses	Percentage of responses
Yes	2	0.28%
No	702	99.72%
	704	

If yes, what waiting times were quoted?

30 minutes
60 minutes



With respect to the standard or hackney carriages, would you usually consider hackney carriages in Kirklees to be:

Table 22 Perceived condition of Hackney Carriages

	Number of responses	Percentage of responses
Clean & in good repair	261	37%
In good repair, not always clean	384	55%
Not always in good repair or clean	44	6%
Usually not clean	4	1%
Usually not in good repair	0	0%
Usually not clean or in good repair	0	0%
Usually not in good repair	0	0%
Vehicles are generally old and worn	1	0%
Don't Know	10	1%
	704	

Are there any other features not listed that you consider to be important for a Hackney Carriage service?

Table 23 Additional important features of Hackney Carriages

BETTER DRIVING SKILLS	1
BETTER KNOWLEDGE OF ROUTES / LESS RELIANCE ON SATNAV	21
IMPROVED POLITENESS	12
POLITNESS OF DRIVER	2
SEATBELTS DON'T ALWAYS WORK IN REAR. SEATS IN 7 SEATERS DON'T ALWAYS WORK	1
PRICE IN TAXI TOO MUCH	1
IMPLEMENT SET PRICING	1
BETTER SERVICE ALL ROUND	1
DRIVER PERSONAL HYGIENE	1
ENGLISH SPEAKING DRIVERS	1
HAVE TO DISPLAY DRIVING LICENCE	1



Are you a permanent resident in Kirklees?

Table 24 Residency of respondents

	Number of responses	Percentage of responses
Yes	699	99%
No, I am a visitor on business / personal business	5	1%
No, I am a tourist	1	0%
No, I am a visitor for another purpose	1	0%
	706	



6 STAKEHOLDER CONSULTATION

6.1 Background

In order to gather information from a variety of sources and gather views of the taxi industry and levels of service from different perspectives, consultation was undertaken with a range of stakeholders. These included representatives of groups or organisations which use taxis, or undertake related activities and representatives from the taxi business itself.

6.2 Taxi trade consultation

Feedback was received directly from drivers. In Kirklees, both Hackney Carriage and Private Hire Vehicle drivers are licensed jointly, to enable them to drive both vehicle types. Freepost return questionnaires were distributed to a random sample of 200 drivers. Eleven returns were received.

The responses are summarised as follows.

Which type of vehicle do you normally drive?

Private Hire Vehicle	4
Hackney Carriage	7
Total	11

Which days and times do you normally operate?

	Hackney Carriage Driver	Private Hire Driver
No fixed times	2	1
Monday to Saturday (days)	3	1
Monday to Saturday (evenings and nights)		1
Monday to Friday days and Saturday night	1	

None of the drivers who responded work Sundays.

Approximately how many journeys on average do you pick up each day from ranks?

	Hackney Carriage Driver	Private Hire Driver
None		2
4 – 6 per day	3	
7 – 10 per day	2	
11 – 15 per day	1	
16 – 20 per day		1



Approximately how many journeys on average do you pick up each day from contracts?

	Hackney Carriage Driver	Private Driver	Hire
None	5	1	
4 – 6 per day	2		

Approximately how many journeys on average do you pick up each day from telephone bookings?

	Hackney Carriage Driver	Private Driver	Hire
None	4		
Fewer than one per day			
1 – 3 per day	2		
4 – 6 per day			
7 – 10 per day	1		
11 – 15 per day		2	
16 – 20 per day			
20 – 30 per day			1

Approximately how many journeys on average do you pick up each day from hailing at the roadside?

	Hackney Carriage Driver	Private Driver	Hire
None	1 1 1 1 1	1 1	
Fewer than one per day	1		
1 – 3 per day	1		

Very few hires appear to be undertaken through hailing at the roadside.

Which are the busiest days of the week?

	Hackney Carriage Driver	Private Driver	Hire
Friday	1		
Saturday	1	1	
Friday and Saturday	1 1 1	1 1	
Varies	1		

In general, Friday and Saturday are most commonly felt to be the busiest days. This is supported by the rank observation survey results. Driver working patterns also support this pattern of demand, with some drivers who otherwise work daytime hours during the week, also work Friday and Saturday nights as demand peaks during these periods.



Which are the quietest days of the week?

	Hackney Carriage Driver	Private Hire Driver
All of them	1	
Saturday to Thursday	1	
Monday to Friday		1
Tuesday and Thursday	2	1
Sunday to Thursday	2	1
Monday, Tuesday, and Wednesday	1	

The answers given tend to reflect the typical working hours of the driver responding. For example, the driver who included Saturday in the quietest days, worked days only and not Saturday nights.

When are the busiest times of day?

	Hackney Carriage Driver	Private Hire Driver
None	1	
Night	1	
11 am to 2 pm		1
School time	2	1
4 pm	2	
Morning and tea time	1	
Varies		1

Most of the responses related to daytime operations through the week, rather than Friday or Saturday night.

When are the quietest times of day?

	Hackney Carriage Driver	Private Hire Driver
None		
All of them		
Day	1	
Mid day	3	1
Afternoon	1	
Varies	1	
Mid morning	1	1
Most times of day		1

Some of the responses regarding the quietest times contradict the responses for the busiest times from other drivers. The feedback can reflect the driver's own working patterns and also reflects the different areas within Kirklees where the drivers work. For example, demand patterns in the north of the Borough may vary from those in the south. Especially when market days vary.



Is the vehicle you drive used by more than one driver, e.g. double shifting?

	Hackney Carriage Driver	Private Hire Driver
Yes		1
No	7	2

Is the supply of Hackney Carriages adequate to meet the needs of the public?

	Hackney Carriage Driver	Private Hire Driver
Yes	7	1
No		
Don't know		

Not all drivers responded to this question, however, all those who did respond indicated that they felt the supply of Hackney Carriages was adequate.

Is the supply of Private Hire Vehicles adequate to meet the needs of the public?

	Hackney Carriage Driver	Private Hire Driver
Yes	4	3
No	2	
Don't know		

Not all drivers responded to this question, however, the majority felt there were sufficient Private Hire Vehicles. Two of the Hackney Carriage drivers indicated that they felt there were not sufficient Private Hire Vehicles.

Are there any factors which limit supply of taxis at certain times or in certain locations? For example security or safety concerns, fare tariffs?

- There are too many Private Hire Vehicles.
- Usually night time.

Do any of the existing ranks need to be improved? If so, how could they be improved?

- Council provided ranks at supermarkets inside forecourt.
- The rank outside Mcdonalds on John William Street needs more spaces and better signage.
- Market street should be all day with about 7 more vehicles.
- Birstall Market Place rank only takes 5 taxis. Usually there are 10 to 12 taxis working during the day and there is no place to park. If we park near the shop, the owner tells us to move. So we need a feeder rank.



Do any new ranks need to be established? If so, where should they be located and why?

- University
- Hospital
- Supermarkets
- Cinema
- Leeds Road
- Stadium
- More ranks will mean that ranks in town are not crowded.
- Next to shopping areas.
- Dewsbury Railway Station
- Outside KFC on John William Street I think [New Street?] This is the centre of town and helps less mobile people to get access to a taxi.
- Birstall Market Place feeder rank.

Are you aware of any times or locations where members of the public may face difficulties hiring a Hackney Carriage or Private Hire Vehicle?

- Stadium
- Cinema.
- Supermarkets
- In town, bus stops, shops, where there is no space to pick up or drop off. Especially on market days.

Is the signage and marking at current taxi ranks effective? If not, how could this be improved?

Yes 4

No 2

- Larger signs at ranks.
- Signs in town pointing to ranks.
- In Birstall we need a bigger sign saying TAXI. At present you cannot tell it is a taxi rank unless there are taxis standing on the rank.

Do you feel that the level of customer care and service quality from Hackney Carriage and Private Hire Vehicles in general in Kirklees is satisfactory?

	Hackney Carriage Driver	Private Hire Driver
Yes	6	3
No		
Don't know	1	

- Depends on the driver.



Is the knowledge of drivers regarding routes, locations and local facilities adequate? If not, how can this be improved?

	Hackney Carriage Driver	Private Hire Driver
Yes	5	1
No		
Don't know		

- New drivers should be knowledge tested.
- Need reading and writing test.



In general, in a normal week, which ranks would you wait at in order to pick up a fare? Please indicate which ranks you would normally use, in the table below.

Rank Number and location	
1 Towngate, Holmfirth	
17b Victoria Square, Holmfirth	
17c Victoria Street feeder, Holmfirth	
3 Cross Church Street	2
4 Queens Street	2
5 Queens Gate, Huddersfield	1
6 Southgate, Huddersfield	
7 Dundas Street. Outside Bus Station, Huddersfield	1
8 Lower Dundas Street, Huddersfield	
9 Byram Street, Huddersfield	
10 Lord Street, Huddersfield	
11 John William Street, Huddersfield	2
11a John William Street, additional feeder rank, Huddersfield	1
12 Venn Street, Huddersfield	
13 Ramsden Street, Huddersfield	
14 St. Georges Square, Huddersfield	3
16 Zetland Street, Huddersfield	
19 Market Street, Outside Music Shop, Huddersfield	1
22 New North Parade, Huddersfield	
38 St Tomas Road, Huddersfield	
9c New Street, Huddersfield	2
20 Market Square, Batley	
29 Ward Hill, Batley	1
30 Henrietta Street, Batley	
31 Bradford Road, LaLas, Batley	
32 Bradford Road, Frontier, Batley	1
36 Station Road, Batley	
37 Station Road Batley (across from Auction Rooms)	
24a Bradford Road, Batley	
23 Foundry Street, Dewsbury	1
24 Mill Street East, Asda, Dewsbury	
25 Longcause Way & Town Hall Way, Dewsbury	1
26 North Gate, Dewsbury	
27 South Street, Dewsbury	2
28 Wellington Street, Dewsbury	
33 Ludgate Hill, Heckmondwike	
35 Greenside, Cleckheaton	1
39 Market Place, Birstall	1



And the final question, are there any other comments that you would like to make?

- Need more ranks.
- The cost of licensing and insurance is too high. If a new driver wants to become a driver, it will cost approximately £1,000 to get a badge. If he or she is on benefits, where are they going to get this money from to apply for a badge?
- Sometimes at the Birstall Market Rank, if there are no Hackney Carriages and customers are waiting on the rank I have seen Private Hire drivers picking up.
- Over the last five years, cost for insurance, fuel and maintenance has gone up and over the same period, too many clubs, pubs and major high street shops have closed down, so our work has reduced.
- The Council does not regulate the taxi trade properly. For example I park my taxi on the rank at Cleckheaton at 11pm to 4am on Saturday night, but would not get a single job because a Private Hire Company park their cars outside the Night Club and pick up all the fares. Otherwise they would come to the rank which is 20 yards away. By rules, the Private Hire Vehicle is only supposed to pick up pre-booked fare. Therefore on a Saturday night I go to the Batley Frontier rank, but there is a problem there as well.

Discussions were held with representatives of the taxi trade, from the Kirklees Hackney Carriage Association and the GMB Union and owners of taxi businesses.

Key points which arose from these discussions were as follows:

There is a perceived under supply of Hackney Carriage spaces at ranks. Drivers need to park illegally when ranks are over subscribed by Hackney Carriages.

The trade is generally quiet and business has reduced in the last few years. The night time economy has seen a downturn and the trade has suffered as a result of this. There are fewer clubs and pubs operating.

The number of drivers is seen as a potential issue. Some operators have a high ratio of drivers to vehicles. So whilst they limit the number of licensed vehicles they are in operation virtually round the clock, with different drivers. This is more prevalent with Private Hire, than Hackney Carriages as more of the Hackney Carriages are owner operated, with a single driver.

The trade tends to concentrate either in the north of the Borough, or in the south. Several representatives felt that Hackney Carriage operations have migrated south from around Dewsbury, Batley and Cleckheaton, to Huddersfield and Holmfirth. Whilst there is no shortage of Hackney Carriages in any area, new drivers tend to focus on the ranks in the south where there is a greater concentration. This leads to a greater degree of over provision of Hackney Carriages in the south than in the north.



It is felt that the marking and signage for some ranks is not as good as they could be. More obvious signage and marking may discourage other drivers from parking in the ranks and let the public know where the ranks are.

The availability of wheel chair accessible vehicles varies by area. It was felt that there were fewer wheel chair accessible vehicles in the north of the Borough than in the south. Surrounding licensing areas tend to have more wheel chair accessible vehicles available. There was some support to favour measures to encourage more wheel chair available vehicles.

There is generally no shortage of Hackney Carriages available, even at peak times such as Saturday night. A possible exception may be in rural areas.

From operators of both Hackney Carriage and Private Hire Vehicles, it was felt that the Hackney Carriage trade has suffered more than Private Hire from the drop in demand in recent years.

The trade representatives were also aware of some limitations within the trade. These included:

- Some drivers lack confidence when dealing with wheel chairs.
- Poor English can be an issue and can lead to arguments.
- Guide dogs can be an issue when carrying visually impaired passengers. Some drivers do not want to carry dogs.
- Customers complain about drivers 'chatting to mates' whilst driving.

Some training has been available in the past and trade representatives indicated interest in promoting new training opportunities for drivers, particularly in respect of carrying wheel chair and disability awareness training.

In the past the NVQ qualification training was available. However, it was thought that this training was no longer available within the Borough.

There is a lot of price competition within the Private Hire trade and this has had an impact both within Private Hire and for Hackney Carriages. Over the last few years, costs have continued to rise whilst the level of fares has fallen and the number of hires has tended to remain flat, or have fallen.

There is a relatively high level of demand for licensed vehicles from customers at some supermarkets. This is generally supplied by Private Hire vehicles. All of the large supermarkets have Freephone links to Private Hire companies. In some supermarkets Private Hire Vehicles wait in the car park for bookings to be called through to the vehicles. It was stated that Hackney Carriages are excluded from some supermarket car parks, where an agreement with a Private Hire firm is in place. There are similar agreements in place for some other organisations, where Private Hire firms have an agreement to operate from the premises car park and independent Hackney Carriages are excluded from the car parks. An example of an arrangement on private land is the Frontier night club in Batley. Private Hire Vehicles pick up passengers from within the club car park. Hackney Carriages wait on the rank outside the club.

The operations of Private Hire Vehicles, with relationships with supermarkets and clubs and access to car parks, is a source of some resentment amongst some in the Hackney Carriage trade. It was suggested that any new



developments such as supermarkets or leisure facilities should have a taxi rank within the car park, included as a planning condition.

It was suggested that the paperwork requirements to get a new rank is too onerous and a simplified system is required to expedite the process and enable the service to meet changes in demand.

The working hours of Hackney Carriage drivers vary, with many working six days a week and for ten or more hours on many of these days.

A small proportion of Hackney Carriage drivers operate contract hires on a regular basis, however contract hire business, such as education transport, tends to be undertaken more regularly by Private Hire Vehicles.

Most of the Hackney Carriage fares are picked up at ranks. Drivers tend to favour specific areas in Kirklees and stick to one or two ranks, moving around between these ranks at different times of day, as demand changes. Very few fares are picked up through hailing, even on a Saturday night when hailing would be most likely to occur.

It was felt that the supply of Hackney Carriages is more than sufficient to meet the needs of the public in the present economic climate. Similarly, it was felt that there were sufficient Private Hire Vehicles available to meet the needs of the public.

6.3 Non Trade Consultation

We sought views on the taxi trade and taxi services from user groups, representing elderly and disabled and venues from where users may hire taxis. We also sought feedback from police, fire and ambulance services.

Feedback was invited via a combination of internet based on line survey, pre-paid mail questionnaire, email and telephone contact.

The following stakeholders were contacted:

- Council Departments
 - Highways
 - Planning
 - School Transport (Transport Team)
 - Tourism and Marketing (Tourism)
- Retail Associations
 - Batley & Dewsbury Towns' Management
 - Huddersfield Town Centre Partnership Ltd
- Mid Yorkshire Chamber of Commerce
- First Group (Railway services)
- Northern Rail
- Metroline
- Better Transport
- Kirklees Community Transport Partnership
- Kirklees College
- Huddersfield University



- Denby Dale Parish Council
- Kirkburton Parish Council
- Mirfield Town Council
- Holme Valley Parish Council
- Meltham Town Council
- Kirklees Federation of Tenants and Residents Associations
 - Batley and Spennings Neighbourhood
 - Dewsbury Neighbourhood
 - Huddersfield North Neighbourhood TRA's
 - Huddersfield South Neighbourhood
- Age UK
- Huddersfield Society for the Blind
- Huddersfield Deaf Centre
-
- North Kirklees Clinical Commissioning Group
- Greater Huddersfield Clinical Commissioning Group
- All Kirklees Councillors
- MPs with constituencies which cover part of the Borough
- West Yorkshire Police, all Kirklees Neighbourhood Policing Teams.
- Licensed Premises
 - Silver Birch, Cleckheaton
 - The George, Cleckheaton
 - Red Lion, Heckmondwike
 - Horse and Jockey, Birstall
 - The Union Rooms, Batley
 - Legends, Batley
 - Frontier, Batley
 - Old Turk, Dewsbury
 - Shoulder of Mutton, Holmfirth
 - The Cherry Tree, Huddersfield
 - Rat and Ratchet, Huddersfield
 - Tokyo, Huddersfield

The majority of feedback received was gained through telephone contact, following on, in many instances, from initial email contact.

Feedback received from elderly and disability representation indicated that they were not aware of any issues relating to taxi use, either Private Hire or Hackney Carriage.

Feedback through councillors related to issues in Holmfirth with too many taxis looking for business on Friday and Saturday nights in particular. "Private Hire Vehicles operate unlawfully waiting in the streets for customers. They block pavements, park on double yellow lines, park in public car parks and cruise around the streets looking for customers. Enforcement action takes place occasionally, but it does not stop them. Hackney Carriages are more rarely seen, but we do have taxi ranks for them, although they don't always use them and can be found over ranking.

What we need is an orderly queue for taxis in a suitable location where the taxi at the head of the queue is the first in line. I've seen this work well in other



towns. It works for the customers and it works for the taxi companies. In Holmfirth we are working to achieve this.

Members of the public complain about over charging and dirty taxis. We need to see more enforcement, better controls and safer taxis.”

A local resident in Holmfirth also objected to the new ranks in Victoria Square and Victoria Street in Holmfirth. The Victoria Square spaces have been used for resident’s parking and the loss of the parking spaces is a problem for residents living nearby. Hackney Carriages and Private Hire Vehicles wait in Victoria Street for passengers, blocking the road and pavements.

A selection of licensed premises were contacted. None of the respondents were aware of any issues with taxis. They thought that any customers who needed a taxi could get one when required. Even on a Friday or Saturday night. There was limited awareness of the difference between Hackney Carriages and Private Hire Vehicles. Respondents generally didn’t know which type of licensed vehicle was most commonly used. Some thought that nearby taxi ranks were used and that taxis were always to be found there.

With respect to business and tourism, it was felt that there were too many Hackney Carriages for the rank space available and that over ranking was fairly common at times. It would be bad for the trade to have more Hackney Carriages.

Taxis and especially Hackney Carriages are seen as ambassadors for the towns in Kirklees. When visitors arrive, for example at the railway stations, they rely on Hackney Carriage drivers to be able to take them to their destination with minimal fuss and on occasion to be able to answer queries about the locality. So an ability to be able to provide appropriate tourist and business information would be an advantage. When compared with some other areas, it was felt that the standard of knowledge and communication in Kirklees was not quite there. It was also noted that for many drivers, English is not their first language and communication difficulties can be a source of frustration and friction.



7 DETERMINATION OF UNMET DEMAND

7.1 Quantitative Assessment

We have calculated a factor for the Incidence of Significant Unmet Taxi Demand (ISUD) using the following standard formula:

$$\text{ISUD} = \text{APD} \times \text{PF} \times \text{SSP} \times \text{GID} \times \text{SF} \times \text{LDF}$$

where:

ISUD = Incidence of Significant Unmet Demand

APD = Average passenger delay across all time periods

PF = whether the demand is highly peaked. This will equal 1 if there is no peaking and 0.5 if peaking is present

SSP = Steady State Performance - Percentage of weekday daytime hours in which passenger queues are observed

GID = General Incidence of Delay - Proportion of Hackney Carriage users travelling in hours where average passenger delay exceeds one minute

SF = Seasonality Factor

LDF = Latent Demand Factor. Takes into account trips not made owing to perceived poor quality of service.

An ISUD value of 80 or higher is generally taken as indicating there is significant unmet demand.

The ISUD factor was developed in the early 1990s and has been used by a number of transport consultancies since that time for Unmet Demand Surveys. It provides a useful benchmark measure of the level of unmet demand that is present. It combines a number of intuitive measures of Unmet Demand with the intention that locations where there are long delays in most hours for a high proportion of passengers produce very high values, while minimal delays for short periods affecting a small minority of passengers result in a low value.

7.2 Calculation of ISUD variables

APD: Passenger delays were relatively rare. The average delay is determined by calculating the total passenger delay as aggregate passenger delay minutes, then dividing by the total number of passengers, including those who did not suffer any delay.

The aggregate delays in passenger minutes equals 488 minutes. The total number of passengers observed was 5,610. The average passenger delay was **0.087 minutes** (5.2 seconds)



PF There are no consistent sharp peaks in demand across the taxi ranks surveyed. Each rank has busier periods, however there is no area wide sharp peak. Given the lack of sharp peaks in overall demand, the **PF value is 1.0**.

SSP Week day, daytime hours are deemed to be between 7.00 am and 6.00 pm, Monday to Friday. Within this period, there were occasions when passengers were delayed by more than a minute, waiting for Hackney Carriages to arrive at the ranks. The hours when these delays occurred were:

Wednesday, the hours beginning 09.00, 11.00.

Thursday, the hour beginning: 16:00.

Friday, the hour beginning 17.00.

The **SSP proportion is 12.12%**.

GID The percentage of Hackney Carriage users travelling in hours where the average passenger delay exceeds one minute. The average passenger delay does not exceed one minute in any of the periods surveyed. Therefore, the GID percentage was calculated to be **0.0%**

SF Due to the nature of these surveys it is not possible to collect information throughout an entire year to assess the effects of seasonality. Experience has suggested that Hackney demand does exhibit a degree of seasonality and this is allowed for by the inclusion of a seasonality factor. The factor is set at a level to ensure that a marginal decision either way obtained in an “untypical” month will be reversed. This factor typically takes a value of 1 for surveys conducted in September to November and March to June, i.e. “typical” months. It takes a value of 1.2 for surveys conducted in January and February and the longer school holidays, where low demand the absence of contract work will bias the results in favour of the Hackney trade, and a value of 0.8 for surveys conducted in December during the pre Christmas rush of activity. For this study, a factor of **1.0** is assumed.

LDF Latent Demand Factor. This is derived from the public attitude survey results and provides a measure of the proportion of the public who have given up trying to obtain a Hackney Carriage at either a rank or by flagging down. It is measured as 1+ proportion giving up waiting. The inclusion of this factor is a response to the latest DfT guidance requiring an estimate of latent demand.

The public consultation survey results indicate that 0.28% of respondents have given up trying to hire a taxi by hailing or at a rank. Therefore, the **LDF factor is 1.003**.

The ISUD value was calculated as follows, using the variables derived for this study.

$$\text{ISUD} = \text{APD} \times \text{PF} \times \text{SSP} \times \text{GID} \times \text{SF} \times \text{LDF}$$

$$\text{ISUD} = 0.87 \times 1.0 \times 12.12 \times 0.0 \times 1.0 \times 1.003 = 0$$

Where the ISUD value is less than 80, it is generally considered to be an indicator that there is no significant unmet demand. By virtue of the fact that the GID factor is zero, the ISUD value is zero. If the other factors were to remain



constant, the GID factor would need to have a value of around 8, to generate an ISUD value greater than 80. i.e. over 8% of all passengers would need to experience average delays of over a minute at taxi ranks.

7.3 Consideration of wider factors.

The ISUD value of 0 is a good indicator that there is no evidence of significant unmet demand. However, this should not be taken in isolation. Other available evidence should also be considered.

From the Kirklees taxi rank surveys, relatively low passenger queuing was observed. A total of 102 passengers were observed to have been delayed waiting for a Hackney Carriage. Out of the 5,610 passengers counted at the surveyed ranks. This represents 1.8% of passengers. The incidences of passenger delay were isolated for short periods, rather than for lengthy periods.

The prevailing condition at the taxi ranks was that of Hackney Carriages waiting for passengers to arrive.

Evidence from the trade consultation, stakeholder consultation and public consultation suggests that there are generally sufficient Hackney Carriages available.



8 CONCLUSIONS

8.1 Unmet demand

Analysis of the taxi rank survey data and consultation data indicate that there is no evidence of significant unmet demand at present.

8.2 Effectiveness of existing ranks and suitability of additional rank locations

There is generally excess supply of Hackney Carriages at the ranks in common usage. There is an excess of Hackney Carriages at some ranks at peak times and suggestions have been made by the trade for some additional feeder ranks and for expansion of ranks to accommodate the excess vehicles waiting to queue on ranks.

Some of the ranks are unused and it may be worth considering removal of some of these ranks, to avoid public confusion. However, this needs to be balanced with the potential for changes in demand patterns, especially changes in the night time economy. Some of the unused ranks were previously used to service clubs and pubs which have subsequently closed down. However, if new ventures were to start up in or near the closed venues, this may resurrect demand at these locations. In such cases, re-use of an existing but under used rank would be easier than preparing new traffic regulation orders for roadspace which to be used as taxi ranks.

8.3 Conclusions

There is no evidence of significant unmet demand at present.



APPENDIX A PUBLIC CONSULTATION

Details of questions used in the public consultation questionnaire and the responses received are presented in the following pages.



Taxis and Licensing Consultation Public attitude questionnaire

Date _____ Time _____ Location _____

	<p>This brief questionnaire relates to taxis in the Kirklees Council area.</p> <p>There are two broadly defined types of taxi vehicle, which operate in Kirklees. These are Hackney Carriages and Private Hire Vehicles.</p> <p>Hackney Carriages have a "TAXI" sign on the roof. Hackney Carriages can be hired at a Taxi Rank, or by hailing in the street, or by telephone booking.</p> <p>Private Hire Vehicles may only be hired by telephone booking.</p>
1	<p>In the last three months, have you made one or more trips by taxi in Kirklees and, if yes, was this a Hackney Carriage or Private Hire vehicle? Yes Private Hire 1 [Question 2 next] Yes Hackney Carriage 2 [Question 2 next] Yes both types or don't know 3 [Question 2 next] No 4 [Question 4 next]</p> <p><i>If the answer is No, then go to Question 4</i></p>
	<p><i>Questions 2 and 3 relate to the last trip undertaken by Hackney Carriage or Private Hire Vehicle</i></p>
2	<p>What was the purpose of your last trip by Hackney Carriage or Private Hire Vehicle? Work or education 1 Shopping 2 Leisure 3 Hospital / medical 4 Link to other transport mode 5 Personal business 6 Other 7</p>
3	<p>Regarding your last trip by taxi, how did you obtain your Taxi? At a rank 1 [Question 3a next] Hailed in the street 2 [Question 3b next] By telephone 3 [Question 3c next]</p>
3a	<p>If hired from a rank – How long did you have to wait for a taxi at the rank? _____ minutes</p>
3b	<p>If hailed on the street- How long did it take you to hail a taxi from the time you started looking for one? _____ minutes</p>
3c	<p>If hired by telephone- Did you require the Hackney Carriage or Private Hire Vehicle immediately, or did you pre-book it for another time? Immediately 1 [Question 3d next] Not immediately 2 [Question 3e next]</p>
3d	<p>If you telephoned for an immediate booking, how long did it take for the taxi to arrive? _____ minutes</p>



3e	If pre booked for another time, how close to the booked time did the taxi arrive? - _____ minutes early On time 99 + _____ minutes late (use negative numbers to denote early arrival and positive numbers to denote late arrival)
	THE FOLLOWING QUESTIONS RELATE TO HACKNEY CARRIAGES AND NOT PHVs
4	Have you experienced problems in obtaining a Hackney Carriage in Kirklees in the last three months ? Yes 1 [Question 4a next] No 2 [Question 5 next]
4a	If yes, for what reason? _____ [Question 4b next]
4b	If yes, Where did this problem occur? [Question 4c next]
4c	If yes, approximately what time of day and day of week did this occur? [Question 5 next]
5	What method do you use most often to obtain a Hackney Carriage? Phone booking 1 Hailed 2 At Rank 3 Never use Hackney Carriages 4
6	How would you assess the availability of Hackney Carriages in Kirklees? Very good 1 Good 2 Average 3 Poor 4 Very poor 5 Don't know 6
7	Are there any locations where you would like a new Taxi Rank? Yes 1 [Question 7a next] No 2 [Question 8 next]
7a	If the answer above was yes, please specify. _____
8	Are there any existing Hackney Carriage ranks that you would use more often if taxis were more reliably found there? Yes 1 [Question 8a next] No 2 [Question 9 next]
8a	If the answer above was yes, please specify. _____
9	How much do you think it would cost for you to make a 3 mile Hackney Carriage trip from a Taxi Rank in Kirklees in the day time? £ _____ Or Don't Know (Code 999).
10	Have you tried to hire a Hackney Carriage in the last three months at a rank or by hailing and given up and made alternative arrangements for travel? Yes 1 [Question 10a next] No 2 [Question 11 next]
10a	If the answer to the previous question is yes, could you state where you tried to hire the Hackney Carriage? _____



11	<p>Have you tried to book a Hackney Carriage by telephone, for immediate travel, in the last three months and had to make alternative arrangements because a Hackney Carriage is not available within a reasonable time?</p> <p>Yes 1 [Question 11a next] No 2 [Question 12 next]</p>
11a	<p>If the answer to the previous question is yes, how long approximately was the wait time quoted?</p> <p>_____minutes or No Availability 999</p>
12	<p>With respect to the standard of Hackney Carriages, would you consider Hackney Carriages in Kirklees to usually be:</p> <p>Clean and in good repair 1 In good repair but not always clean 2 Not always in good repair but usually clean 3 Not always in good repair and not always clean 4 Usually not clean 5 Usually not in good repair 6. Usually not clean or in good repair 7. Vehicles are generally too old and worn 8 Don't know / no opinion 9.</p>
13	<p>Are there any other features not listed, that you consider to be important for Hackney Carriage service?</p> <p>_____</p>
14	<p>Are you a permanent resident in Kirklees Council area?</p> <p>Yes 1 No, I am a visitor (on business / personal business) 2 No, I am a Tourist 3 No, I am a visitor for another purpose 4</p>
15	<p>Please give us the first half of your home postcode</p> <p>_____</p>
	<p>Thank the respondent for their patience and cooperation.</p>



The results of the Public Consultation questionnaire are presented in the following tables. Results are presented in two parts. The first part presents questions 1 to 6. This is followed by the second part which presents the results of questions 7 to 15.

Part 1

Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
1	3	3	3	N/A	N/A	2	N/A	20	1	TAXI LATE	ON STREET	FRIDAY 10PM	1	1
2	3	5	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SHOPS	DON'T RECALL	1	4
3	1	2	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
4	1	5	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
5	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
6	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
7	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
8	2	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
9	1	2	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	2
10	3	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
11	1	5	2	N/A	7	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
12	2	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
13	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	3
14	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
15	1	3	2	N/A	12	N/A	N/A	N/A	1	TAXI LATE	ASDA	SATURDAY 1PM	3	2
16	1	5	3	N/A	N/A	1	5	N/A	1	TAXI LATE	ON STREET	SATURDAY 4AM	3	1
17	2	1	3	N/A	N/A	2	N/A	-5	1	TAXI LATE	DON'T RECALL	DON'T RECALL	3	2
18	3	4	3	N/A	N/A	1	5	N/A	1	TAXI LATE	AT HOME	FRIDAY 11PM	3	2
19	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
20	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
21	2	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
22	3	6	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
23	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
24	1	4	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
25	2	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
26	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
27	2	3	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
28	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
29	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
30	1	3	3	N/A	N/A	2	N/A	10	2	N/A	N/A	N/A	3	1
31	1	5	3	N/A	N/A	1	3	N/A	2	N/A	N/A	N/A	3	2
32	2	4	3	N/A	N/A	1	4	N/A	2	N/A	N/A	N/A	3	1
33	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
34	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
35	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
36	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
37	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
38	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
39	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
40	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
41	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
42	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
43	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
44	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
45	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
46	1	3	3	N/A	N/A	1	10	N/A	2	N/A	N/A	N/A	3	1
47	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	TAXI LATE	AT TRAIN STATION	FRIDAY EVENING 7PM	1	1
48	1	1	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
49	1	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
50	1	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
51	1	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
52	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
53	2	1	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
54	2	6	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
55	1	3	3	N/A	N/A	2	N/A	-2	2	N/A	N/A	N/A	1	2
56	1	1	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	2
57	1	1	3	N/A	N/A	1	6	N/A	2	N/A	N/A	N/A	1	1
58	1	4	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	1
59	1	2	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	2
60	1	2	3	N/A	N/A	2	N/A	99	2	N/A	N/A	N/A	1	2
61	1	3	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	1
62	2	3	3	N/A	N/A	1	10	N/A	2	N/A	N/A	N/A	1	3
63	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
64	1	1	2	N/A	0	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
65	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
66	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	3
67	2	4	2	N/A	5	N/A	N/A	N/A	1	TAXI LATE	SHOPS	SUNDAY 12PM	3	2
68	1	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
69	1	2	1	6	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
70	1	5	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
71	2	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
72	2	3	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
73	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
74	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
75	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
76	1	1	2	N/A	15	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
77	1	1	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
78	1	2	2	N/A	15	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
79	1	3	2	N/A	12	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
80	1	5	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
81	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
82	2	3	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	3	6
83	2	1	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
84	2	1	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
85	3	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
86	3	5	2	N/A	6	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
87	1	3	3	N/A	N/A	2	N/A	99	2	N/A	N/A	N/A	3	3
88	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
89	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
90	1	1	1	5	N/A	N/A	N/A	N/A	1	NONE AVAILABLE	ON STREET	FRIDAY EVENING 7PM	1	1
91	1	1	1	15	N/A	N/A	N/A	N/A	1	TAXI DIDN'T SHOW	AT HOME	FRIDAY 5PM	1	2
92	2	3	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	STATION	TUESDAY 12PM	1	1
93	2	4	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	MONDAY	1	1
94	3	1	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	ON STREET	TUESDAY 1PM	1	1
95	3	1	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	SHOPS	DON'T RECALL	1	1
96	3	3	3	N/A	N/A	1	15	N/A	1	TAXI LATE	ON STREET	TUESDAY 6PM	1	2
97	3	1	3	N/A	N/A	2	N/A	99	1	TAXI LATE	SHOPS	MONDAY 4PM	1	1
98	2	2	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
99	2	2	1	12	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
100	2	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
101	2	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
102	3	2	1	12	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
103	3	5	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
104	3	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
105	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
106	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
107	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
108	1	2	2	N/A	0	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
109	2	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
110	2	2	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
111	2	6	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
112	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
113	2	4	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
114	2	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
115	2	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
116	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
117	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
118	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
119	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
120	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
121	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	6
122	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	5
123	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
124	2	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
125	2	3	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
126	2	4	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
127	2	4	2	N/A	6	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
128	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
129	3	5	2	N/A	10	N/A	N/A	N/A	1	TAXI LATE	HOME	MONDAY 11AM	3	2
130	3	3	2	N/A	10	N/A	N/A	N/A	1	TAXI LATE	SHOPS	TUESDAY 4PM	3	2
131	3	5	2	N/A	5	N/A	N/A	N/A	1	TAXI LATE	HOME	SATURDAY 11PM	3	1
132	3	3	2	N/A	5	N/A	N/A	N/A	1	TAXI LATE	ON STREET	SATURDAY 8PM	3	3
133	3	1	2	N/A	6	N/A	N/A	N/A	1	TAXI LATE	HOME	SUNDAY MORNING	3	1
134	3	1	2	N/A	5	N/A	N/A	N/A	1	TAXI LATE	ON STREET	WEDNESDAY 10AM	3	1
135	2	2	3	N/A	N/A	1	5	N/A	1	TAXI LATE	STATION	THURSDAY 1PM	3	3
136	3	2	3	N/A	N/A	1	5	N/A	1	TAXI LATE	ON STREET	MONDAY	3	1
137	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	TAXI LATE	SHOPS	TUESDAY 3PM	3	1
138	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	TAXI LATE	SHOPS	MONDAY 8AM	3	2
139	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	TAXI LATE	STATION	MONDAY 8AM	3	2
140	1	5	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
141	2	5	1	15	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
142	2	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
143	1	3	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
144	2	5	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
145	2	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
146	1	4	3	N/A	N/A	1	4	N/A	2	N/A	N/A	N/A	3	2
147	1	4	3	N/A	N/A	1	3	N/A	2	N/A	N/A	N/A	3	1
148	1	2	3	N/A	N/A	1	12	N/A	2	N/A	N/A	N/A	3	2
149	2	3	3	N/A	N/A	1	6	N/A	2	N/A	N/A	N/A	3	2
150	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
151	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
152	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
153	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
154	1	3	3	N/A	N/A	1	10	N/A	N/A	N/A	N/A	N/A	3	1
155	1	7	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	WEDNESDAY 8PM	1	1
156	1	6	1	60	N/A	N/A	N/A	N/A	1	TAXI LATE	STATION	FRIDAY MIDNITE	1	1
157	2	3	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	TOWN HALL	TUESDAY 12PM	1	1
158	2	5	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	TESCO	MONDAY	1	1
159	3	2	3	N/A	N/A	1	5	N/A	1	TAXI LATE	DON'T RECALL	DON'T RECALL	1	1
160	3	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
161	3	3	1	7	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
162	3	2	1	12	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
163	1	2	2	N/A	60	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
164	1	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
165	1	5	2	N/A	6	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
166	1	2	3	N/A	N/A	1	10	N/A	2	N/A	N/A	N/A	1	2
167	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
168	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
169	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
170	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
171	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
172	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
173	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
174	2	5	2	N/A	4	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
175	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
176	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
177	1	2	1	60	N/A	N/A	N/A	N/A	1	NONE AVAILABLE	ON STREET	DON'T RECALL	3	1
178	1	2	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SHOPS	THURSDAY 3PM	3	1
179	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	TUESDAY 1PM	3	1
180	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	TAXI LATE	BUS STATION	WEDNESDAY 8PM	3	1
181	1	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
182	1	6	1	12	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
183	2	7	1	0	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
184	3	6	1	0	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
185	3	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
186	1	5	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
187	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
188	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
189	1	3	2	N/A	4	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
190	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
191	3	1	2	N/A	1	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
192	3	2	2	N/A	0	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
193	3	2	2	N/A	0	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
194	1	2	3	N/A	N/A	2	N/A	99	2	N/A	N/A	N/A	3	1
195	1	4	3	N/A	N/A	1	4	N/A	2	N/A	N/A	N/A	3	1
196	1	4	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	2
197	2	3	3	N/A	N/A	2	N/A	2	2	N/A	N/A	N/A	3	2
198	2	5	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	3
199	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
200	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
201	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
202	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
203	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
204	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
205	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
206	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
207	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
208	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
209	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
210	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
211	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
212	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
213	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
214	1	3	3	N/A	N/A	1	10	N/A	N/A	N/A	N/A	N/A	N/A	N/A
215	3	3	3	N/A	N/A	1	20	N/A	1	TAXI LATE	AIRPORT	WEDNESDAY	1	1
216	3	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
217	3	5	1	0	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
218	3	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
219	3	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
220	3	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
221	2	5	2	N/A	4	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
222	1	2	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	1
223	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
224	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
225	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
226	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
227	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
228	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
229	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
230	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
231	2	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
232	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
233	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
234	1	3	3	N/A	N/A	2	N/A	N/A	N/A	N/A	N/A	N/A	2	2
235	2	1	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	TESCO	THURSDAY 1PM	3	1
236	2	1	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	FRIDAY NIGHT	3	2
237	2	1	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	ON STREET	FRIDAY 1AM	3	2
238	2	2	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SHOPS	DON'T RECALL	3	1
239	2	3	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
240	2	3	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
241	2	2	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
242	2	6	1	0	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
243	2	3	1	0	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
244	2	6	1	6	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
245	2	5	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
246	2	2	1	6	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
247	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
248	2	1	2	N/A	4	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
249	2	5	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
250	2	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
251	3	2	2	N/A	0	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
252	1	2	3	N/A	N/A	1	N/A	N/A	2	N/A	N/A	N/A	3	1
253	1	3	3	N/A	N/A	1	10	N/A	2	N/A	N/A	N/A	3	2
254	1	3	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	3
255	2	3	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	2



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
256	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
257	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	6
258	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
259	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
260	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
261	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
262	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
263	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
264	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
265	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
266	1	3	1	60	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
267	2	5	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
268	2	3	1	6	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
269	3	4	1	60	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
270	3	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
271	1	3	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
272	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
273	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
274	1	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
275	1	3	3	N/A	N/A	2	N/A	-5	2	N/A	N/A	N/A	1	2
276	1	5	3	N/A	N/A	1	1	N/A	2	N/A	N/A	N/A	1	2
277	1	4	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	2
278	1	1	3	N/A	N/A	2	N/A	-5	2	N/A	N/A	N/A	1	2
279	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
280	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
281	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
282	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
283	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
284	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
285	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
286	1	2	1	12	N/A	N/A	N/A	N/A	1	TAXI LATE	MAIN STREET	FRIDAY 6PM	3	2
287	1	2	3	N/A	N/A	2	N/A	-3	1	TAXI LATE	ON STREET	FRIDAY 6PM	3	2
288	1	4	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
289	2	2	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
290	2	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
291	3	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
292	3	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
293	2	2	2	N/A	4	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
294	2	7	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
295	2	6	2	N/A	6	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
296	2	5	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
297	2	3	2	N/A	6	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
298	1	3	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	1
299	1	3	3	N/A	N/A	1	10	N/A	2	N/A	N/A	N/A	3	1
300	1	1	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	1
301	2	2	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	2
302	2	2	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	2
303	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
304	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
305	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
306	1	2	3	N/A	N/A	1	5	N/A	N/A	N/A	N/A	N/A	3	1
307	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	4	2
308	1	2	3	N/A	N/A	1	10	N/A	2	N/A	N/A	N/A	N/A	N/A
309	2	3	1	0	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
310	2	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
311	1	5	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
312	1	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
313	1	4	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
314	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
315	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
316	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
317	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
318	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
319	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
320	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
321	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	3
322	1	3	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SHOPS	FRIDAY 7PM	3	1
323	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	TAXI LATE	SHOPS	THURSDAY 10AM	3	1
324	1	4	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
325	1	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
326	1	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
327	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
328	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
329	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
330	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
331	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
332	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
333	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
334	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
335	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
336	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
337	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
338	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
339	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
340	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
341	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
342	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
343	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	4	6
344	1	2	3	N/A	N/A	1	10	N/A	N/A	N/A	N/A	N/A	4	6
345	3	1	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	STATION	DON'T RECALL	1	1
346	3	1	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	SHOPS	MONDAY MORNING	1	1
347	3	2	1	4	N/A	N/A	N/A	N/A	1	TAXI LATE	ON STREET	TUESDAY 2PM	1	1
348	2	3	1	4	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
349	2	5	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
350	2	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
351	2	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
352	2	3	1	6	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
353	2	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
354	3	3	1	60	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
355	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
356	1	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
357	2	5	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
358	2	3	2	N/A	7	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
359	2	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
360	2	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
361	2	3	2	N/A	6	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
362	3	1	2	N/A	0	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
363	3	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
364	3	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
365	3	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
366	2	4	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	2
367	2	1	3	N/A	N/A	1	4	N/A	2	N/A	N/A	N/A	1	3
368	2	1	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	3
369	2	1	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	4
370	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
371	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
372	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
373	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
374	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
375	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
376	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
377	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
378	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
379	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
380	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
381	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
382	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
383	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
384	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
385	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
386	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
387	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
388	3	4	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
389	3	1	2	N/A	20	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
390	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
391	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
392	1	1	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	STATION	MONDAY	3	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
393	1	3	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	STATION	TUESDAY 12PM	3	1
394	1	4	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SHOPS	SATURDAY 11AM	3	1
395	3	6	3	N/A	N/A	1	15	N/A	1	NONE AVAILABLE	ON STREET	THURSDAY	3	1
396	1	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
397	1	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
398	2	2	1	0	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	6
399	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
400	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
401	2	4	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
402	3	3	1	0	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
403	3	5	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
404	3	7	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
405	3	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
406	3	1	1	6	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
407	3	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
408	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
409	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
410	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
411	2	4	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
412	2	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
413	2	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
414	2	3	2	N/A	4	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
415	2	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
416	3	4	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
417	3	7	2	N/A	0	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
418	3	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
419	3	2	2	N/A	4	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
420	1	2	3	N/A	N/A	2	N/A	99	2	N/A	N/A	N/A	3	1
421	1	1	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	2
422	1	4	3	N/A	N/A	1	20	N/A	2	N/A	N/A	N/A	3	2
423	1	5	3	N/A	N/A	1	10	N/A	2	N/A	N/A	N/A	3	2
424	2	2	3	N/A	N/A	2	N/A	99	2	N/A	N/A	N/A	3	1
425	2	5	3	N/A	N/A	2	N/A	99	2	N/A	N/A	N/A	3	1
426	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
427	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
428	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
429	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
430	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
431	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
432	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
433	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
434	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
435	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
436	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
437	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
438	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
439	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
440	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
441	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
442	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
443	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
444	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
445	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
446	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
447	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
448	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
449	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
450	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	4	6
451	2	5	1	4	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
452	2	3	1	12	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
453	2	4	1	12	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
454	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
455	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
456	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
457	1	3	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	2
458	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
459	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
460	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
461	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
462	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
463	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
464	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
465	1	2	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
466	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	3
467	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
468	2	1	2	N/A	5	N/A	N/A	N/A	1	TAXI LATE	SHOPS	MONDAY 8AM	3	2
469	2	1	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SHOPS	FRIDAY 3PM	3	1
470	2	1	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SHOPS	SATURDAY 4AM	3	4
471	1	2	1	0	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
472	2	5	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
473	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
474	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
475	2	1	1	0	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
476	1	1	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	2
477	1	1	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	1
478	1	7	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	2
479	1	2	3	N/A	N/A	1	10	N/A	2	N/A	N/A	N/A	3	2
480	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
481	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
482	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
483	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
484	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
485	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
486	1	5	3	N/A	N/A	2	N/A	-5	N/A	N/A	N/A	N/A	3	1
487	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	4	6
488	1	5	3	N/A	N/A	1	15	N/A	N/A	N/A	N/A	N/A	4	6
489	1	5	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	SATURDAY 1PM	1	2
490	1	1	2	N/A	5	N/A	N/A	N/A	1	TAXI LATE	ON STREET	TUESDAY 11PM	1	1
491	1	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
492	1	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
493	1	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
494	1	5	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
495	1	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
496	2	3	1	11	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
497	3	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
498	3	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
499	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
500	2	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
501	3	5	2	N/A	0	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
502	1	1	3	N/A	N/A	2	N/A	7	2	N/A	N/A	N/A	1	1
503	1	5	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	1
504	1	5	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	1
505	2	2	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	5
506	3	3	3	N/A	N/A	1	15	N/A	2	N/A	N/A	N/A	1	6
507	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
508	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
509	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
510	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
511	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
512	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
513	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
514	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
515	2	3	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
516	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
517	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	2
518	2	3	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	ON STREET	TUESDAY	3	1
519	2	3	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	ON STREET	THURSDAY 7PM	3	1
520	2	3	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	SHOPS	THURSDAY 6PM	3	1
521	2	5	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	STATION	WEDNESDAY 3PM	3	2
522	1	1	2	N/A	1	N/A	N/A	N/A	1	TAXI LATE	SHOPS	TUESDAY 3PM	3	2
523	1	1	2	N/A	0	N/A	N/A	N/A	1	TAXI LATE	SAINSBURYS	DON'T RECALL	3	2
524	1	3	2	N/A	0	N/A	N/A	N/A	1	TAXI LATE	ON STREET	TUESDAY 4PM	3	2
525	3	3	3	N/A	N/A	1	5	N/A	1	TAXI LATE	AT HOME	FRIDAY 8PM	3	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
526	2	2	1	15	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
527	3	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
528	3	3	1	7	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
529	1	4	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
530	1	2	2	N/A	6	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
531	2	2	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
532	2	4	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
533	3	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
534	3	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
535	1	3	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	1
536	2	5	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	1
537	2	3	3	N/A	N/A	2	N/A	99	2	N/A	N/A	N/A	3	1
538	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
539	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
540	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
541	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
542	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
543	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
544	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
545	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
546	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
547	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
548	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
549	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
550	1	1	3	N/A	N/A	2	N/A	10	2	N/A	N/A	N/A	4	1
551	1	1	3	N/A	N/A	2	N/A	99	2	N/A	N/A	N/A	3	3
552	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
553	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	4	6



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
554	1	5	1	6	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	FRIDAY 5PM	1	1
555	2	1	3	N/A	N/A	2	N/A	99	1	TAXI LATE	ON STREET	MONDAY 9AM	1	1
556	2	3	1	12	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
557	2	5	2	N/A	4	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
558	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
559	1	3	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	3
560	1	4	3	N/A	N/A	1	6	N/A	2	N/A	N/A	N/A	1	2
561	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
562	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
563	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
564	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	6
565	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	6
566	2	3	1	11	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
567	1	5	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	2	2
568	1	2	3	N/A	N/A	1	10	N/A	2	N/A	N/A	N/A	2	3
569	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
570	2	1	2	N/A	5	N/A	N/A	N/A	1	TAXI LATE	SHOPS	DONT RECALL	3	2
571	2	2	2	N/A	4	N/A	N/A	N/A	1	TAXI LATE	ON STREET	DONT RECALL	3	3
572	1	4	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SAINSBURYS	TUESDAY 3PM	3	2
573	1	3	3	N/A	N/A	1	10	N/A	1	TAXI LATE	ON STREET	WEDNESDAY 4PM	3	2
574	1	3	3	N/A	N/A	1	5	N/A	1	TAXI LATE	STATION	TUESDAY 4PM	3	1
575	2	3	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SHOPS	DONT RECALL	3	2
576	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
577	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
578	1	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
579	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
580	1	5	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	3
581	1	3	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	2
582	1	4	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	3	1
583	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
584	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
585	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
586	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
587	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	4	6
588	1	5	1	50	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	DON'T RECALL	1	1
589	1	6	1	12	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	THURSDAY MORNING	1	1
590	2	3	3	N/A	N/A	1	4	N/A	1	TAXI LATE	ON STREET	MONDAY 3PM	1	2
591	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
592	3	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
593	3	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
594	3	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
595	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
596	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
597	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
598	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
599	3	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	2	4
600	2	5	2	N/A	3	N/A	N/A	N/A	1	TAXI LATE	AT HOME	DON'T RECALL	3	2
601	2	5	2	N/A	2	N/A	N/A	N/A	1	TAXI LATE	AT UNI	DON'T RECALL	3	3
602	2	3	3	N/A	N/A	1	5	N/A	1	TAXI LATE	ON STREET	THURSDAY 3PM	3	2
603	3	3	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SHOPS	TUESDAY	3	1
604	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
605	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
606	2	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
607	2	2	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
608	3	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
609	3	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
610	3	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
611	1	5	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
612	1	2	3	N/A	N/A	1	20	N/A	2	N/A	N/A	N/A	3	4
613	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
614	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
615	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
616	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
617	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
618	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
619	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
620	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
621	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
622	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
623	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
624	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	4	6
625	1	2	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	STATION	SUNDAY 4PM	1	1
626	2	1	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	ON STREET	WEDNESDAY 4PM	1	3
627	1	5	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
628	1	2	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	2
629	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
630	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
631	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
632	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
633	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
634	1	2	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	STATION	TUESDAY 12PM	3	1
635	1	2	2	N/A	0	N/A	N/A	N/A	1	TAXI LATE	SHOPS	THURSDAY 11AM	3	2
636	1	2	2	N/A	5	N/A	N/A	N/A	1	TAXI LATE	ON STREET	THURSDAY 1AM	3	3
637	1	5	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
638	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
639	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
640	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
641	2	5	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
642	1	3	3	N/A	N/A	1	4	N/A	2	N/A	N/A	N/A	3	2
643	1	2	3	N/A	N/A	1	15	N/A	2	N/A	N/A	N/A	3	2
644	1	2	3	N/A	N/A	1	20	N/A	2	N/A	N/A	N/A	3	2
645	1	2	3	N/A	N/A	1	4	N/A	2	N/A	N/A	N/A	3	1
646	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
647	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
648	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	5
649	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
650	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
651	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	4	6
652	3	5	3	N/A	N/A	1	4	N/A	1	TAXI LATE	SHOPS	DON'T RECALL	1	3
653	3	7	3	N/A	N/A	1	3	N/A	1	TAXI LATE	SHOPS	DON'T RECALL	1	1
654	2	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
655	3	1	2	N/A	0	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
656	1	2	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	2
657	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	5
658	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
659	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
660	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
661	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
662	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	1
663	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	3
664	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	2
665	1	3	3	N/A	N/A	1	5	N/A	1	TAXI LATE	SAINSBURYS	TUESDAY 11AM	3	2
666	3	1	3	N/A	N/A	2	N/A	99	1	TAXI LATE	BUS STATION	DON'T RECALL	3	1
667	1	1	1	12	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
668	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
669	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
670	2	1	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
671	1	2	2	N/A	1	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
672	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
673	2	1	2	N/A	6	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
674	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
675	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
676	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
677	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
678	1	2	1	10	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	FRIDAY 5PM	1	1
679	1	1	2	N/A	10	N/A	N/A	N/A	2	N/A	N/A	N/A	1	4
680	1	1	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
681	1	3	3	N/A	N/A	1	5	N/A	2	N/A	N/A	N/A	1	2
682	1	2	3	N/A	N/A	1	4	N/A	2	N/A	N/A	N/A	1	2
683	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
684	3	1	2	N/A	12	N/A	N/A	N/A	2	N/A	N/A	N/A	1	2
685	3	4	1	10	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1



Index	Q 1	Q 2	Q 3	Q 3A	Q 3B	Q 3C	Q 3D	Q 3E	Q 4	Q 4A	Q 4B	Q 4C	Q 5	Q 6
686	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	2	1
687	1	3	1	60	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	DONT RECALL	3	1
688	1	4	1	5	N/A	N/A	N/A	N/A	1	TAXI LATE	AT HOME	FRIDAY 5PM	3	1
689	1	1	1	15	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
690	2	4	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
691	2	3	1	5	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
692	2	1	1	6	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
693	3	1	1	11	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
694	1	4	2	N/A	8	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
695	1	3	2	N/A	9	N/A	N/A	N/A	2	N/A	N/A	N/A	3	3
696	1	2	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
697	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
698	2	3	2	N/A	5	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
699	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
700	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
701	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
702	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	1
703	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
704	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	2
705	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	3	4
706	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	4	6



Part 2

Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
1	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
2	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
3	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
4	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
5	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
6	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
7	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
8	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
9	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	3	NONE	1	BD19	Cleckheaton
10	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
11	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
12	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
13	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
14	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
15	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
16	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
17	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
18	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
19	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
20	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
21	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
22	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
23	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
24	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
25	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
26	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
27	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
28	2	N/A	2	N/A	99	2	N/A	2	N/A	1	LESS RELIANCE ON SATNAV	1	BD19	Cleckheaton
29	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
30	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
31	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
32	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
33	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
34	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
35	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
36	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
37	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
38	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
39	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
40	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
41	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
42	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
43	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
44	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	BD19	Cleckheaton
45	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	BD19	Cleckheaton
46	2	N/A	2	N/A	99	2	N/A	2	N/A	9	NONE	2	CR0	Croydon
47	2	N/A	2	N/A	99	1	DONT REMEMBER	2	N/A	1	NONE	1	HD1	Huddersfield
48	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
49	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
50	1	SAINSBURYS	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
51	2	N/A	2	N/A	£6.50	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
52	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
53	2	N/A	2	N/A	99	2	N/A	2	N/A	1	IMPROVED POLITENESS	1	HD1	Huddersfield
54	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
55	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	SEATBELTS DON'T ALWAYS WORK IN REAR. SEATS IN 7 SEATERS DON'T ALWAYS WORK	1	HD1	Huddersfield
56	2	N/A	2	N/A	99	2	N/A	2	N/A	4	NONE	1	HD1	Huddersfield
57	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD1	Huddersfield
58	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
59	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
60	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	IMPROVED POLITENESS	1	HD1	Huddersfield
61	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
62	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	3	NONE	4	HD1	Huddersfield
63	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
64	2	N/A	2	N/A	£3.00	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
65	2	N/A	2	N/A	£12.00	2	N/A	2	N/A	3	NONE	1	HD1	Huddersfield
66	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
67	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
68	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
69	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
70	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
71	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
72	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
73	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
74	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
75	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD1	Huddersfield
76	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
77	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
78	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
79	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
80	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	IMPROVED POLITENESS	1	HD1	Huddersfield
81	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
82	2	N/A	2	N/A	£8.00	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
83	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	3	NONE	1	HD1	Huddersfield
84	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
85	2	N/A	2	N/A	99	2	N/A	2	N/A	2	LESS RELIANCE ON SATNAV	1	HD1	Huddersfield
86	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
87	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD1	Huddersfield
88	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD1	Huddersfield
89	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DONT USE HACKNEY CABS	1	HD1	Huddersfield
90	2	N/A	2	N/A	£6.50	2	N/A	2	N/A	1	BETTER KNOWLEDGE OF ROUTES	1	HD2	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
91	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	IMPROVED POLITENESS	1	HD2	Huddersfield
92	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
93	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
94	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
95	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
96	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD2	Huddersfield
97	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
98	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
99	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
100	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
101	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
102	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
103	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD2	Huddersfield
104	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
105	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
106	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
107	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
108	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
109	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
110	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
111	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
112	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
113	1	TESCO	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
114	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
115	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
116	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
117	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
118	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
119	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
120	2	N/A	2	N/A	99	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	HD2	Huddersfield
121	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
122	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
123	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
124	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
125	2	N/A	2	N/A	£3.00	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
126	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
127	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
128	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
129	2	N/A	2	N/A	99	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	HD2	Huddersfield
130	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
131	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
132	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
133	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
134	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
135	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
136	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
137	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
138	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
139	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
140	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
141	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
142	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
143	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
144	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
145	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
146	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
147	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
148	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
149	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
150	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	BETTER SERVICE ALL ROUND	1	HD2	Huddersfield
151	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
152	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
153	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD2	Huddersfield
154	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD2	Huddersfield
155	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
156	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
157	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	HD3	Huddersfield
158	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	3	NONE	1	HD3	Huddersfield
159	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
160	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
161	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
162	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
163	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD3	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
164	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
165	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
166	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
167	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
168	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
169	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
170	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
171	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
172	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
173	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
174	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
175	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	3	NONE	1	HD3	Huddersfield
176	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
177	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
178	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
179	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
180	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
181	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	3	NONE	1	HD3	Huddersfield
182	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
183	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
184	2	N/A	2	N/A	£12.00	2	N/A	2	N/A	1	PRICE IN TAXI TOO MUCH	1	HD3	Huddersfield
185	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
186	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
187	2	N/A	2	N/A	99	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	HD3	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
188	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD3	Huddersfield
189	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
190	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
191	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
192	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
193	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
194	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
195	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
196	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
197	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
198	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
199	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
200	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
201	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
202	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
203	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
204	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
205	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
206	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
207	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
208	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
209	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
210	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
211	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD3	Huddersfield
212	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield
213	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD3	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
214	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	DONT USE HACKNEY CABS	1	HD3	Huddersfield
215	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
216	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD4	Huddersfield
217	2	N/A	2	N/A	99	2	N/A	2	N/A	4	NONE	1	HD4	Huddersfield
218	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	3	NONE	1	HD4	Huddersfield
219	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
220	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
221	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
222	2	N/A	2	N/A	£9.00	2	N/A	2	N/A	3	NONE	1	HD4	Huddersfield
223	2	N/A	1	BOTTOM OF NEWSOME ROAD	£4.00	2	N/A	2	N/A	8	POLITNESS OF DRIVER	1	HD4	Huddersfield
224	2	N/A	2	N/A	99	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	HD4	Huddersfield
225	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
226	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
227	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
228	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
229	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD4	Huddersfield
230	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
231	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
232	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
233	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
234	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
235	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
236	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
237	2	N/A	2	N/A	99	2	N/A	2	N/A	2	IMPROVED POLITENESS	1	HD4	Huddersfield
238	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
239	2	N/A	2	N/A	£10.00	2	N/A	2	N/A	1	ENGLISH SPEAKING DRIVERS	1	HD4	Huddersfield
240	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
241	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
242	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
243	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
244	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
245	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
246	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
247	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	HD4	Huddersfield
248	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
249	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
250	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
251	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
252	2	N/A	2	N/A	£6.50	2	N/A	2	N/A	2	DRIVER PERSONAL HYGIENE	1	HD4	Huddersfield
253	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	HD4	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
254	2	N/A	2	N/A	99	2	N/A	2	N/A	2	/	1	HD4	Huddersfield
255	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
256	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NO	1	HD4	Huddersfield
257	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	BETTER DRIVING SKILLS	1	HD4	Huddersfield
258	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
259	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
260	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
261	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
262	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
263	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
264	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD4	Huddersfield
265	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD4	Huddersfield
266	2	N/A	2	N/A	£9.00	2	N/A	2	N/A	1	IMPLEMENT SET PRICING	1	HD5	Huddersfield
267	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
268	2	N/A	2	N/A	£6.50	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
269	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
270	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
271	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
272	2	N/A	2	N/A	99	2	N/A	2	N/A	2	IMPROVED POLITENESS	1	HD5	Huddersfield
273	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
274	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
275	2	N/A	2	N/A	£6.00	2	N/A	2	N/A	3	NONE	1	HD5	Huddersfield
276	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
277	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
278	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
279	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	9	NONE	1	HD5	Huddersfield
280	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
281	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
282	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
283	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
284	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
285	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
286	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
287	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
288	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
289	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
290	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
291	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
292	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
293	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
294	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
295	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
296	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
297	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
298	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
299	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
300	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
301	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
302	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
303	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
304	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
305	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD5	Huddersfield
306	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD5	Huddersfield
307	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	9	NONE	1	HD5	Huddersfield
308	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	9	NO	1	HD5	Huddersfield
309	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
310	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
311	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
312	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
313	2	N/A	2	N/A	99	2	N/A	2	N/A	4	NONE	1	HD6	Brighouse
314	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
315	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
316	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
317	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD6	Brighouse
318	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
319	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
320	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
321	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
322	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
323	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
324	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
325	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	HD6	Brighouse
326	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
327	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
328	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
329	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
330	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
331	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
332	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
333	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
334	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
335	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
336	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
337	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
338	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
339	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
340	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
341	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
342	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD6	Brighouse
343	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
344	2	N/A	2	N/A	£99.00	2	N/A	2	N/A	1	NONE	1	HD6	Brighouse
345	2	N/A	2	N/A	99	2	N/A	2	N/A	2	IMPROVED POLITENESS	3	HD7	Huddersfield
346	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	2	HD7	Huddersfield
347	2	N/A	2	N/A	99	2	N/A	2	N/A	9	NONE	1	HD7	Huddersfield
348	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	BETTER KNOWLEDGE OF ROUTES	1	HD7	Huddersfield
349	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
350	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
351	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
352	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
353	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
354	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
355	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD7	Huddersfield
356	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
357	1	SAINSBURYS	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
358	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
359	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD7	Huddersfield
360	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
361	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
362	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
363	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
364	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
365	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
366	2	N/A	2	N/A	99	2	N/A	1	60 MINS	2	NONE	1	HD7	Huddersfield
367	2	N/A	2	N/A	99	2	N/A	1	30 MINS	2	NONE	1	HD7	Huddersfield
368	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
369	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
370	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	3	NONE	1	HD7	Huddersfield
371	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	IMPROVED POLITENESS	1	HD7	Huddersfield
372	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
373	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
374	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
375	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD7	Huddersfield
376	2	N/A	2	N/A	99	2	N/A	2	N/A	9	NONE	1	HD7	Huddersfield
377	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
378	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
379	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
380	2	N/A	2	N/A	99	2	N/A	2	N/A	1	IMPROVED POLITENESS	1	HD7	Huddersfield
381	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
382	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
383	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
384	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
385	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
386	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
387	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
388	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
389	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
390	2	N/A	2	N/A	£3.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
391	2	N/A	2	N/A	£3.00	2	N/A	2	N/A	3	NONE	1	HD7	Huddersfield
392	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
393	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
394	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
395	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	HD7	Huddersfield
396	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
397	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
398	2	N/A	2	N/A	£10.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
399	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
400	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
401	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
402	1	MARSDEN TOWN CENTRE	1	KINGS GATE	£6.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
403	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
404	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
405	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
406	2	N/A	1	NEAR BEAST MARKET	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
407	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
408	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
409	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
410	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
411	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
412	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
413	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
414	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
415	2	N/A	2	N/A	99	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	HD7	Huddersfield
416	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
417	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
418	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
419	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
420	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
421	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
422	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
423	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
424	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
425	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
426	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
427	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
428	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
429	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
430	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
431	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
432	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
433	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
434	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
435	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
436	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
437	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
438	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
439	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
440	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
441	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
442	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
443	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
444	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
445	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
446	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
447	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
448	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD7	Huddersfield
449	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
450	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD7	Huddersfield
451	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
452	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
453	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
454	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
455	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
456	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
457	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
458	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD8	Huddersfield
459	2	N/A	2	N/A	99	2	N/A	2	N/A	9	NONE	1	HD8	Huddersfield
460	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
461	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
462	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
463	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
464	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
465	2	N/A	2	N/A	£3.00	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
466	2	N/A	2	N/A	£3.00	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
467	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
468	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
469	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
470	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
471	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
472	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
473	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
474	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
475	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
476	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
477	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
478	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
479	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
480	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
481	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
482	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
483	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
484	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
485	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
486	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
487	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD8	Huddersfield
488	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD8	Huddersfield
489	2	N/A	2	N/A	£6.50	2	N/A	2	N/A	3	NONE	1	HD9	Holmfirth
490	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
491	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	3	NONE	1	HD9	Holmfirth
492	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
493	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
494	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
495	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
496	2	N/A	2	N/A	99	2	N/A	2	N/A	3	BETTER KNOWLEDGE OF ROUTES	1	HD9	Holmfirth
497	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
498	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
499	2	N/A	2	N/A	99	2	N/A	2	N/A	4	NONE	1	HD9	Holmfirth
500	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD9	Holmfirth
501	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
502	2	N/A	2	N/A	£6.00	2	N/A	2	N/A	2	HAVE TO DISPLAY DRIVING LISCENSE	1	HD9	Holmfirth
503	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
504	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
505	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
506	2	N/A	2	N/A	99	2	N/A	2	N/A	9	NONE	1	HD9	Holmfirth
507	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
508	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD9	Holmfirth
509	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
510	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
511	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
512	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
513	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD9	Holmfirth
514	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
515	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
516	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
517	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
518	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
519	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
520	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
521	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	3	IMPROVED POLITENESS	1	HD9	Holmfirth
522	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
523	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
524	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
525	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
526	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
527	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	HD9	Holmfirth
528	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
529	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
530	2	N/A	2	N/A	99	2	N/A	2	N/A	1	IMPROVED POLITENESS	1	HD9	Holmfirth
531	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	LESS RELIANCE ON SATNAV	1	HD9	Holmfirth
532	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
533	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
534	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
535	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
536	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
537	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
538	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
539	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
540	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
541	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth
542	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
543	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
544	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
545	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
546	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
547	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
548	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	HD9	Holmfirth
549	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	HD9	Holmfirth



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
550	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	9	NOT USER FRIENDLY. COULD BE IMPROVED. IMPROVED INTERPERSONAL SKILLS OF DRIVERS	1	HD9	Holmfirth
551	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	2	LS27	Leeds
552	2	N/A	2	N/A	£3.00	2	N/A	2	N/A	2	NONE	2	LS7	Leeds
553	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	3	NONE	2	S71	Barnsley
554	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	BETTER KNOWLEDGE OF ROUTES	1	WF12	Dewsbury
555	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
556	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
557	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
558	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	WF12	Dewsbury
559	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
560	2	N/A	1	STATION	99	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
561	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
562	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
563	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
564	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
565	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
566	2	N/A	2	N/A	£3.00	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
567	2	N/A	2	N/A	£3.00	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
568	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
569	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
570	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	WF12	Dewsbury
571	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
572	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
573	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
574	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
575	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
576	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
577	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
578	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
579	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
580	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
581	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
582	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
583	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
584	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
585	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF12	Dewsbury
586	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF12	Dewsbury
587	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	WF12	Dewsbury
588	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
589	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	WF13	Dewsbury
590	2	N/A	2	N/A	99	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	WF13	Dewsbury
591	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
592	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF13	Dewsbury
593	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	WF13	Dewsbury
594	2	N/A	2	N/A	£3.00	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
595	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF13	Dewsbury
596	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
597	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
598	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
599	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF13	Dewsbury
600	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
601	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
602	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
603	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
604	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
605	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
606	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
607	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
608	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
609	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
610	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	WF13	Dewsbury
611	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	WF13	Dewsbury
612	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
613	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF13	Dewsbury
614	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
615	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
616	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
617	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
618	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
619	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	WF13	Dewsbury
620	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF13	Dewsbury
621	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
622	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF13	Dewsbury
623	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
624	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF13	Dewsbury
625	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
626	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	IMPROVED POLITENESS	1	WF14	Mirfield
627	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
628	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
629	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
630	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	WF14	Mirfield
631	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	9	NONE	1	WF14	Mirfield
632	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
633	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
634	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
635	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
636	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
637	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
638	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
639	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	3	NONE	1	WF14	Mirfield
640	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
641	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
642	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
643	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
644	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield
645	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
646	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
647	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF14	Mirfield



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
648	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
649	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
650	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
651	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF14	Mirfield
652	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
653	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
654	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF16	Heckmondwike
655	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
656	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF16	Heckmondwike
657	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF16	Heckmondwike
658	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF16	Heckmondwike
659	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
660	2	N/A	2	N/A	99	2	N/A	2	N/A	2	BETTER KNOWLEDGE OF ROUTES	1	WF16	Heckmondwike
661	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF16	Heckmondwike
662	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF16	Heckmondwike



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
663	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
664	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	WF16	Heckmondwike
665	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
666	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	WF16	Heckmondwike
667	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
668	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
669	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
670	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	3	NONE	1	WF16	Heckmondwike
671	2	N/A	2	N/A	99	2	N/A	2	N/A	2	LESS RELIANCE ON SATNAV	1	WF16	Heckmondwike
672	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
673	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
674	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF16	Heckmondwike
675	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	WF16	Heckmondwike



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
676	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	2	NONE	1	WF16	Heckmondwike
677	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	WF16	Heckmondwike
678	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	WF17	Batley
679	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
680	2	N/A	2	N/A	99	2	N/A	2	N/A	3	NONE	1	WF17	Batley
681	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
682	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
683	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
684	2	N/A	2	N/A	£7.00	2	N/A	2	N/A	2	NONE	1	WF17	Batley
685	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
686	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	WF17	Batley
687	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	WF17	Batley
688	2	N/A	2	N/A	£5.00	2	N/A	2	N/A	2	NONE	1	WF17	Batley
689	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	WF17	Batley
690	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	2	NONE	1	WF17	Batley
691	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	WF17	Batley
692	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF17	Batley
693	2	N/A	2	N/A	£4.00	2	N/A	2	N/A	1	NONE	1	WF17	Batley
694	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
695	2	N/A	2	N/A	99	2	N/A	2	N/A	2	LESS RELIANCE ON SATNAV	1	WF17	Batley
696	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
697	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
698	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
699	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF17	Batley



Index	Q 7	Q 7A	Q 8	Q 8A	Q 9	Q 10	Q 10A	Q 11	Q 11A	Q 12	Q 13	Q 14	Q 15	Area check
700	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
701	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF17	Batley
702	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
703	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF17	Batley
704	2	N/A	2	N/A	£3.50	2	N/A	2	N/A	1	NONE	1	WF17	Batley
705	2	N/A	2	N/A	99	2	N/A	2	N/A	2	NONE	1	WF17	Batley
706	2	N/A	2	N/A	99	2	N/A	2	N/A	1	NONE	1	WF17	Batley