

Appendix 5

Project	Leeds Unmet Demand Survey 2009	Date	18 th May 2009
Note	Trade Survey Technical Note	Ref	CTDAIU000
Author			

1 *Introduction*

1.1 A public and private hire trade survey was designed with the aim of collecting information and views from both trades. In particular the survey allowed an assessment of operational issues and views of the hackney carriage market to supplement the rank observations, as well as covering enforcement and disability issues.

2 *Survey Administration*

2.1 The survey was conducted through a self completion questionnaire. These were sent to 7,000 licensed hackney and private hire drivers and operators in the city. A total of 522 questionnaire forms were completed and returned, giving a response rate of around 7.5%, a typical value for this type of survey. It should be noted that not all totals sum to the total number of respondents per trade group as some respondents failed to answer all questions.

3 *General Operational Issues*

3.1 The responses provided have been disaggregated on a hackney carriage and private hire trade basis as shown in Table 3.1 below.

Table 3.1 Breakdown of Responses between Trades

	Frequency	Percent
Hackney Carriage Trade	162	31.3
Private Hire Trade	356	68.7
Total	518	100.0

3.2 The survey asked the respondents to state in what ways they are involved in the taxi market in the city of Leeds. The results are outlined in Table 3.2.

Table 3.2 Involvement in Taxi Market (*multiple responses*)

	Frequency	Percent
Hackney Carriage Driver	116	22.5
Hackney Carriage Plate Owner	94	18.2
Hackney Carriage Operator	4	0.8
Private Hire Driver	311	60.3
Private Hire Plate Owner	176	34.1
Private Hire Operator	24	4.7
Total	516	-

3.3 The survey asked respondents how long they had been involved with either the hackney carriage or private hire trade in Leeds. Table 3.3 below shows the responses.

Table 3.3 Duration of Respondents Involvement in the Hackney/Private Hire Trade

Years	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
0 – 2	6	3.7	51	14.4
2 – 5	22	13.7	105	29.7
5 – 10	36	22.4	82	23.2
10 – 15	48	29.8	57	16.1
15 – 20	119	11.8	33	9.3
Over 20	30	18.6	26	7.3
Total	161	100.0	354	100.0

3.4 Table 3.3 indicates that 29.8% of hackney carriage respondents have been involved in the city's taxi trade for 10-15 years, and the majority of private hire respondents (29.7%) have been involved in the trade for only 2 to 5 years.

3.5 Table 3.4 indicates the proportion of the trade who subscribe to a radio circuit. Some 71.0% of private hire respondents subscribe to a radio circuit compared with 87.5% of hackney carriage respondents.

Table 3.4 Do you subscribe to a radio circuit?

	Hackney Trade		Private Hire Trade	
	Frequency	%	Frequency	%
Yes	112	87.5	206	71.0
No	16	12.5	84	29.0
Total	128	100.0	290	100.0

3.6 Respondents were asked to estimate the origin of their passenger fares for a week. The results are documented in Table 3.4.

Table 3.4 Average Origin of Passenger Fares

	Hackney Carriage			Private Hire		
	Mean %	Min	Max	Mean %	Min	Max
Rank	64.1	0	100	12.2	0	100
Flagdown	9.5	0	100	0.1	0	10
Radio Circuit	18.1	0	100	51.3	0	100
Other telephone booking	10.3	0	100	34.9	0	100
Contract Work	9.7	0	80	10.0	0	100

3.7 The average proportion of rank work for hackney carriages accounts for 64.1% per week. The average percentage of radio circuit work for hackney carriages is 18.1% and only 9.7% is through contract work.

3.8 Work through radio circuit's accounts for a high proportion of private hire driver's working week at an average of 51.3%, with other telephone bookings accounting for 34.9% of work.

4 *Driving*

4.1 Respondents were asked what type of vehicle they drove most frequently. The majority of hackney carriage drivers (53.8%) drive a saloon car; the majority of private hire drivers (86.6%) also drive a Saloon car.

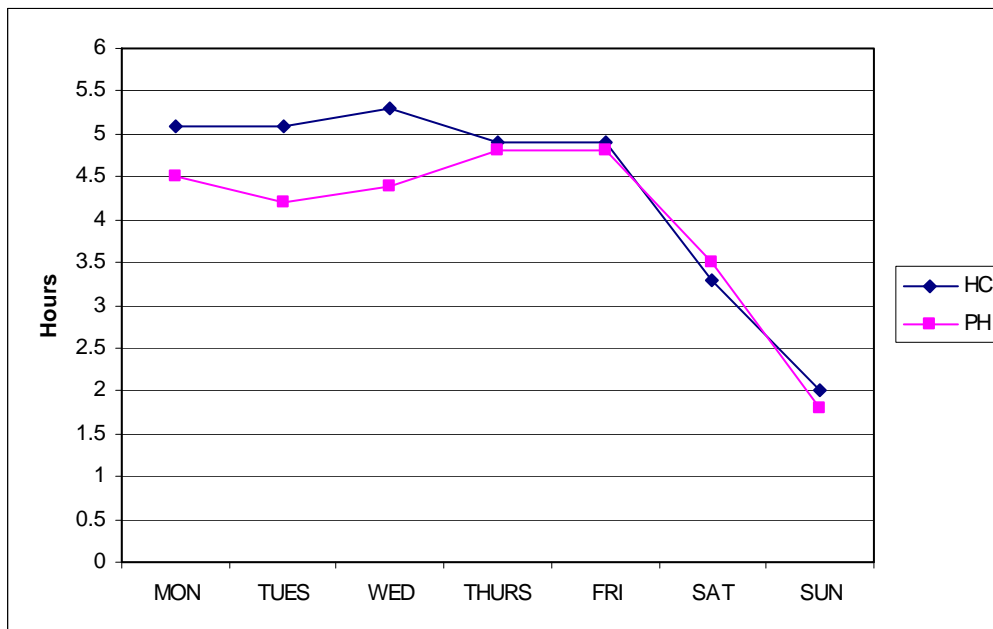
Table 4.1 Type of vehicle driven in the Hackney/Private Hire Trade

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Saloon Car	86	53.8	296	86.6
Minibus/People Carrier (Wheelchair accessible)	30	18.8	22	6.4
Purpose built cab	42	26.2	1	0.3
Minibus/People Carrier (Non-Wheelchair accessible)	2	1.2	23	6.7
Total	160	100.0	342	100.0

4.2 Respondents were asked the average number of hours they worked in a typical week. Hackney drivers tended to work on average 3.8 hours more a week than Private hire drivers. Hackney trade respondents worked on average for 41.2 hours per week compared to 37.4 hours per week for private hire drivers.

4.3 Respondents were asked to state how many hours they worked at different times of day during a typical week. Figure 4.1 documents the average hours worked during the daytime period (06:00-18:00) for each day of the week. The hackney carriage drivers work slightly longer hours Monday to Thursday but both trades work similar hours on the weekend. It also shows that both trades work less hours during the day at the weekend.

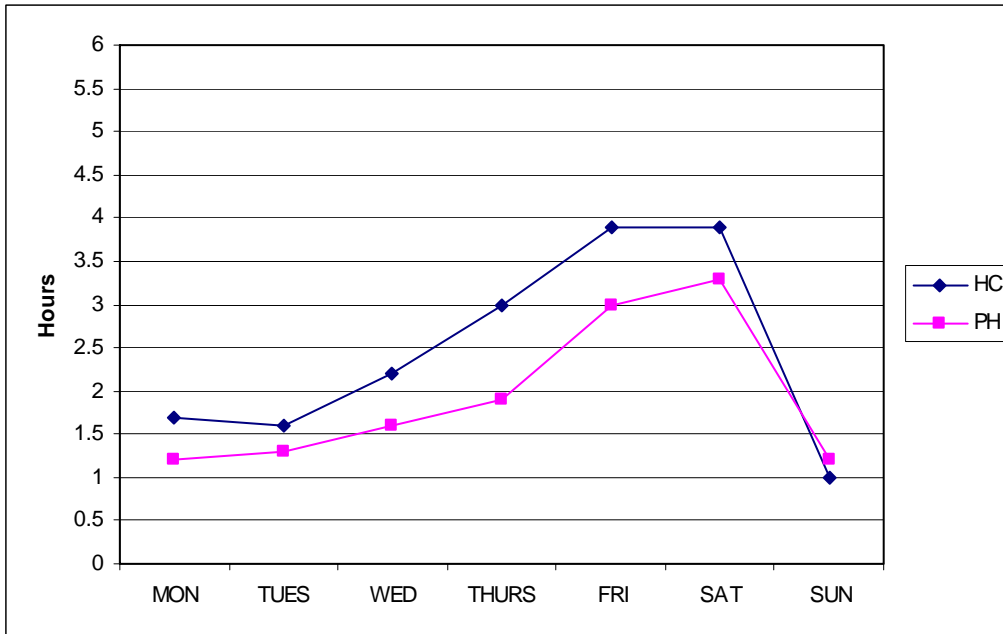
Figure 4.1 Average daytime hours worked



4.4

Figure 4.2 shows the average number of hours worked during the evening/night period (18:00-06:00). During the night time period the hackney carriage trade tend to work slightly longer hours than the private hire drivers. It also shows that both trades work longer hours on Friday and Saturday nights compared with other nights during the week.

Figure 4.2 Average night time hours worked



4.5

The trade were asked whether the Licensing Act 2003 had had an effect on them. The results are shown below in Table 4.2. Some 52.2% of hackney carriage respondents stated that it had not had an effect on them compared with 74.2% of private hire respondents.

Table 4.2 Has the Licensing Act affected you?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes	74	47.8	87	25.8
No	81	52.2	250	74.2
Total	155	100.0	337	100.0

4.6

Those who replied that it had had an effect on their typical working week were then asked in what way it had affected them.

Table 4.3 Effects of the 2003 Licensing Act (*Multiple responses*)

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Work later in the evening	38	50.0	54	60.0
Work for longer hours	54	71.1	39	43.3
Other	5	6.6	9	10.0
Total	76	-	90	-

4.7 Responses show that due to the licensing act 50% of hackney carriage driver's work later in the evening compared with 60% of private hire drivers.

4.8 Of those that stated 'other' they explained that since the Licensing Act 2003, work is more spread out, but is not as busy as before and work is slow.

4.9 Respondents were asked whether they thought that there were a sufficient number of wheelchair accessible vehicles in the hackney and private hire fleet. Tables 4.4 and 4.5 show the results. Some 94.2% of hackney carriage respondents and 85.3% of private hire respondents believe that there are a sufficient number of wheelchair accessible vehicles in the hackney fleet. 66.7% of hackney carriage respondents and 69.0% of private hire respondents believe that there are a sufficient number of wheelchair accessible vehicles in the private hire fleet.

Table 4.4 Sufficient number of wheelchair accessible vehicles in the hackney fleet

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes	145	94.2	197	85.3
No	9	5.8	34	14.7
Total	154	100.0	231	100.0

Table 4.5 Sufficient number of wheelchair accessible vehicles in the private hire fleet

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent

Yes	72	66.7	214	69.0
No	36	33.3	96	31.0
Total	108	100.0	310	100.0

4.10 Respondents were asked whether they thought that Leeds City Council does sufficient to address the needs of people with a wide range of disabilities with regard to hackney and private hire services. The results are shown in Table 4.6. Some 92.8% of hackney carriage respondents and 87.0% of private hire respondents believe that Leeds City Council is addressing the needs of disabled people.

Table 4.6 Are the needs of disabled people addressed by the council?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes	141	92.8	281	87.0
No	11	7.2	42	13.0
Total	152	100.0	323	100.0

5 *Safety and Security*

5.1 Respondents were asked whether they had been attacked by a passenger in the last year. Table 5.1 details the results.

Table 5.1 Frequency of attacks by passengers within the last year (multiple responses)

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Physically attacked	39	24.7	67	19.8
Verbally attacked	94	59.5	165	48.7
Not attacked	50	31.6	152	44.8

5.2 Some 59.5% of the hackney carriage trade and 48.7% of the private hire trade have been verbally attacked within the last twelve months.

5.3 The trade were asked if they felt safe whilst working as a taxi driver in the city, the results of which are shown below in Table 5.2.

Table 5.2 Do you feel safe whilst working as a Taxi Driver in Leeds?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes, all of the time	32	20.1	73	21.4
Some of the time	102	64.2	218	63.9
None of the time	25	15.7	50	14.7
Total	159	100.0	341	100.0

5.4 Some 64.2% of hackney carriage respondents and 63.9% of private hire respondents stated that they felt safe some of the time. Some 20.1% of hackney carriage respondents and 21.4% of the private hire respondents felt safe all of the time.

5.5 The trade were then asked when they felt unsafe working in the city. The results are outlined below in Table 5.3.

Table 5.3 When do you feel unsafe working in the city? (Multiple responses)

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Daytime	14	10.0	26	8.8
Night time	116	82.9	224	76.2
In certain areas	67	47.9	162	55.1

5.6 The majority of both the hackney carriage respondents (82.9%) and private hire respondents (76.2%) stated that they felt unsafe whilst working at night in Leeds.

5.7 Some 47.9% of the hackney carriage trade stated that they felt unsafe in certain areas of Leeds, as did 55.1% of the private hire trade. The areas that were most commonly suggested as being unsafe were Chapeltown, Halton Moor and Seacroft.

6 *Ranks*

6.1 Members of both trades were asked whether they believe there is sufficient rank space in the city. As shown in Table 6.1 the majority of the hackney carriage respondents (84.7%) stated that there was not sufficient rank space for hackneys

compared to 67.9% of private hire respondents who stated that there is enough space for hackneys.

Table 6.1 Sufficient rank space available for hackneys to use in Leeds?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes	24	15.3	186	67.9
No	133	84.7	88	32.1
Total	157	100.0	274	100.0

6.2 The trade were asked whether there were any areas where a new rank should be located. Table 6.2 shows the majority of the hackney carriage respondents (93.5%) stated that there are additional areas where ranks are needed. In contrast, some 87.0% of private hire respondents stated that there are no additional areas where ranks are needed.

Table 6.2 Are there any areas where there should be new hackney ranks?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes	143	93.5	33	13.0
No	10	6.5	220	87.0
Total	153	100.0	253	100.0

6.3 Of those that stated that there should be new ranks, the most common areas requested were;

- Leeds and Bradford International Airport;
- Boar Lane;
- Otley Road, outside the Box;
- Briggate; and
- Great George Street, outside the Electric Press.

6.4 In response to the question asking whether there are any ranks in Leeds that should be longer or have more spaces, 86.4% of the hackney carriage trade felt this was necessary, whereas 86.9% of the private hire trade said that there was no requirement. Ranks on Call Lane, Boar Lane, Dortmund Square, Vicar Lane and at the bus station and the train station were suggested by many respondents as needing to be lengthened or have more spaces provided.

Table 6.3 Ranks in Leeds that should be longer or have more spaces

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes	133	86.4	32	13.1
No	21	13.6	213	86.9
Total	154	100.0	245	100.0

6.5 The trade were then asked whether any ranks should be removed. The majority of both Hackney carriage and private hire respondents (82.6% and 54.8% respectively) stated that no ranks in Leeds needed to be removed. Of those respondents that did state that ranks needed to be removed, the most common were Greek Street and Harrogate Road, Chapel Allerton.

Table 6.4 Do any ranks in the city need to be removed?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes	26	17.4	53	21.4
No	123	82.6	195	78.6
Total	149	100.0	248	100.0

7 Vehicle Conditions

7.1 Leeds City Council requires all wheelchair accessible vehicles to be less than 5 years of age when first licensed, and not more than 8 years on subsequent occasions. Leeds City Council are considering reducing the age criteria for all saloon vehicles to the maximum age of 6 years. Respondents were asked whether or not they felt these conditions were satisfactory. Over half of hackney carriage respondents found both these conditions are unsatisfactory. Results are shown in Table 7.1.

7.2 Those respondents who felt that the vehicle conditions were unsatisfactory gave the following reasons;

- The drivers cannot afford to buy new cars;
- If the vehicle is fully roadworthy, it should be accepted, regardless of age.

Table 7.1 Respondents views on wheelchair accessible vehicle age restrictions

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Satisfactory	74	47.1	279	82.5
Unsatisfactory	83	52.9	59	17.5
Total	157	100.0	338	100.0

Table 7.2 Respondents views on saloon vehicle age restrictions

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Satisfactory	18	11.7	122	35.5
Unsatisfactory	136	88.3	222	64.5
Total	154	100.0	344	100.0

8 *Fares*

8.1 Members of both trades were asked for their opinions regarding the current level of hackney carriage fares. Table 8.1 indicates the responses.

Table 8.1 Opinions Relating to Hackney Carriage Fares

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Too high	7	4.4	72	22.7
Too low	28	17.6	22	6.9
About right	115	72.3	83	26.1
None/no opinion	9	5.7	141	44.3
Total	159	100.0	318	100.0

8.2 The largest proportion of hackney carriage respondents (72.3%) considered hackney carriage fares to be 'about right'. The majority of private hire respondents (44.3%) did not have an opinion regarding hackney fares.

9 *Training*

9.1 Both trades were asked if they felt that taxi drivers receive enough training before being granted a taxi drivers licence. The majority of the hackney carriage trade

(53.1%) were of the opinion that training was sufficient compared with 49.0% of the private hire trade.

Table 9.1 Do you feel drivers receive sufficient training?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes	85	53.1	170	49.0
No	75	46.9	177	51.0
Total	160	100.0	347	100.0

9.2 Those respondents who stated that they did not think they received sufficient training were then asked what training they would like to see offered to drivers. The results are shown in Table 9.2 below.

Table 9.2 Opinions related to training (Multiple Response)

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
English Language	60	80.0	161	94.7
Customer Care	58	77.3	133	78.2
Disability Awareness	49	74.7	93	54.7
Driving Ability Test	43	65.3	108	63.5
Other	16	21.3	44	25.9
Total	75	-	170	-

9.3 80% of the hackney carriage trade and 94.7% of the private hire trade felt that English language training is the most important. Of those that stated other training, the most common suggestions were an NVQ qualification and knowledge of area.

9.4 Respondents were then asked whether the training should be compulsory or voluntary. Of those who answered this question, 57.4% of the hackney carriage trade thought that training should be compulsory, as did 69.5% of the private hire trade. The results are shown in Table 9.3.

Table 9.3 Should this training be compulsory or voluntary?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Compulsory	81	57.4	210	69.5
Voluntary	60	42.6	92	30.5
Total	141	100.0	302	100.0

10 *Taxi Market in the city of Leeds*

10.1 Members of both trades were asked if they were aware that Leeds City Council enforces a numerical limit of 537 on the number of hackney carriage vehicle licences in the city under a policy of managed growth. The results are outlined in Table 10.1.

Table 10.1 Were you aware that there is a numerical limit on the number of hackney carriage vehicle licences in Leeds?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes	136	87.2	98	30.2
No	20	12.8	227	69.8
Total	156	100.0	325	100.0

10.2 The majority of Hackney Carriage respondents were aware about the numerical limit (87.2%), although 69.8% of the private hire respondents were unaware.

10.3 Members of both trades were asked whether they consider there are sufficient hackney carriages to meet the current level of demand in the city. Table 10.2 indicates the responses.

Table 10.2 Do you consider there to be sufficient hackney carriages to meet the current level of demand in Leeds?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Too Many	72	47.4	110	34.1
Sufficient	58	38.1	79	24.5
Not during all periods of the day	10	6.6	23	7.1
No Opinion	7	4.6	56	17.3
Don't Know	5	3.3	55	17.0

Total	152	100.0	323	100.0
-------	-----	-------	-----	-------

10.4 The majority of respondents from the hackney carriage trade (47.4%) consider there to be too many hackney carriages to meet the demand, compared to 34.1% of private hire drivers.

10.5 Those respondents who commented that there was insufficient supply across all times of the day were then asked when more are required. The results are shown in Table 10.3.

Table 10.3 When are more hackney carriages required?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
During the daytime	0	0.0	3	13.0
During the evening/night	5	50.0	3	13.0
All day and night	5	50.0	14	60.8
Total	10	100.0	23	100.0

10.6 All respondents were asked to state how many hackney carriages there should be in the fleet in Leeds. The results are detailed in Table 10.4.

Table 10.4 Opinion on Ideal Hackney Carriage Fleet Size

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Under 537	28	28.9	47	45.6
537	56	57.7	27	26.2
Over 537	13	13.4	29	28.2
Total	97	100.0	103	100.0

10.7 28.9% of hackney carriage respondents and 45.6% of private hire respondents felt that there should be less than the current number of Hackney carriages.

10.8 All respondents were asked to state if they thought that Leeds should remove the numerical limit on the number of hackney carriage vehicle licences. The responses are detailed in Table 10.5.

Table 10.5 Opinion on Removing Current Limit on Number of Hackney Licences

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Yes	22	13.8	60	18.3
No	126	79.3	144	43.9
No opinion	11	6.9	124	37.8

Total	159	100.0	328	100.0
-------	-----	-------	-----	-------

10.9 The majority of respondents from the hackney carriage trade (79.3%) felt that the numerical limit should not be removed, in comparison to 43.9% of private hire respondents. Some 18.3% of private hire respondents wished for the limit to be removed, as do 13.8% of the hackney carriage trade.

10.10 Views were sought regarding the likely impact on a series of factors if Leeds City Council were to remove the existing limit on hackney carriage licences. The findings are summarised below and presented in Table 10.6.

Congestion

10.11 The majority of respondents from the hackney carriage trade (80.0%) felt congestion would increase, compared to 50.8 % from the private hire trade who felt this would be the case.

Fares

10.12 46.1% of the hackney carriage trade respondents commented that fares would remain unaffected following de-restriction, compared to 50.6% of the private hire trade.

Passenger Waiting Times at Hackney ranks

10.13 The majority of the hackney carriage respondents felt that de-restriction would have no effect on passenger waiting times at 51.1% whilst the majority of the private hire trade felt that passenger waiting times would decrease (45.2%).

Passenger Waiting Times when flagging Hackneys

10.14 The majority of the hackney carriage respondents felt that there would be no effect on passenger waiting times when flagging hackneys if Leeds removed the limit on the number of Hackney carriages (55.1%), as did 45.3% of private hire respondents.

Passenger Waiting Times when pre booked by telephone

10.15 54.0% of hackney carriage respondents commented that there would be no effect on passenger waiting times if Leeds de-restricted compared to 47.5% of private hire respondents.

Hackney Carriage Vehicle Quality

10.16 53.0% of respondents from the hackney carriage trade felt hackney vehicle quality would decrease, compared 53.6% of private hire trade respondents stating that there would be no change in the quality of private hire vehicles.

Private Hire Vehicle Quality

10.17 49.3% of respondents from the hackney carriage trade felt private hire vehicle quality would not change, as did 52.2% of the private hire trade.

Effectiveness of Enforcement

10.18 With regard to effectiveness of enforcement, 56.6% of the hackney carriage trade were of the opinion that removing existing licence restrictions would result in a decrease. 49.8% of the private hire trade felt that there would be no change.

Illegal Plying for Hire

10.19 In terms of illegal plying for hire by private hire vehicles, 30.2% of the private hire trade were of the opinion that a change in licence restriction conditions would have an increase, compared with 50% of hackney carriage drivers who felt that there would be an increase in illegal plying from private hires. 52.5% of the hackney carriage trade felt there would be an increase in plying from unlicensed vehicles compared to 26.4% of the private hire responses.

Over Ranking

10.20 Both the hackney carriage and private hire trade felt over ranking would increase, with a response of 71.6% and 53.6% respectively.

Customer Satisfaction

10.21 With regard to customer satisfaction, 45.1% of hackney carriage drivers felt that it would be unaffected, as do 44.3% of private hire respondents.

Table 10.6 Opinions Relating to the Impact of De-Restriction

	Hackney Carriage Trade			Private Hire Trade		
	Increase	No Effect	Decrease	Increase	No Effect	Decrease
Traffic Congestion	80.0	14.7	5.3	50.8	29.4	19.8
Fares	33.8	46.1	20.1	23.3	50.6	26.1
Passenger waiting times at ranks	23.0	51.1	25.9	13.5	41.3	45.2
Passenger waiting time when flagdown	17.4	55.1	27.5	13.1	45.3	41.6
Passenger waiting time by telephone	16.1	54.0	29.9	14.8	47.5	37.7
Hackney carriage vehicle quality	15.4	31.6	53.0	23.2	53.6	23.2
Private hire vehicle quality	11.2	49.3	39.5	28.2	52.2	19.6
Effectiveness of enforcement	12.5	30.9	56.6	21.1	49.8	29.1
Illegal plying for hire – private hire	50.0	26.1	23.9	30.2	42.7	27.1
Illegal plying for hire – unlicensed	52.5	27.4	20.1	26.4	42.1	31.5

Over ranking	71.6	18.2	10.2	53.6	28.4	18.0
Customer satisfaction	24.6	45.1	30.3	35.4	44.3	20.3

10.22 All respondents were asked their response to “*There is not enough work to support the current number of hackney carriages*”. The results in Table 10.7 show that 60.8% of hackney carriage respondents and 24.1% of private hire respondents strongly agree with the statement that there is not enough work to support the current number of hackney carriages.

Table 10.7 Opinion of: “There is not enough work to support the current number of hackney carriages”?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Strongly disagree	20	13.5	31	12.7
Disagree	11	7.4	30	12.2
Neither agree nor disagree	8	5.4	66	26.9
Agree	19	12.9	59	24.1
Strongly agree	90	60.8	59	24.1
Total	148	100.0	245	100.0

10.23 *Some of the most common responses to the statement:*

- *Too many hackney carriages in Leeds;*
- *Since losing airport work, hackney carriages do not have enough space.*

10.24 All respondents were asked their response to “*There is not enough work to support the current number of private hire vehicles*”. The results in Table 10.8 show that 57.9% of hackney carriage respondents and 46.2% of private hire respondents strongly agree with the statement that there is not enough work to support the current number of hackney carriages

Table 10.8 Opinion of: “There is not enough work to support the current number of private hire vehicles”?

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Strongly disagree	24	18.1	30	10.0
Disagree	10	7.5	27	9.0

Neither agree nor disagree	6	4.5	29	9.6
Agree	16	12.0	76	25.2
Strongly agree	77	57.9	139	46.2
Total	133	100.0	301	100.0

10.25 Some of the most common responses to the statement:

- *There should be a limit to the number of plates issued;*
- *There are too many private hire vehicles.*

10.26 The survey then asked opinions of the following statement; ***“Removing the limit on the number of hackney carriages in Leeds would benefit the public by reducing waiting times at ranks”***. The results in Table 10.9 shows that 55.7% of hackney carriage drivers strongly disagree that removing the limit on the number of hackney carriages in Leeds would benefit the public by reducing waiting times at ranks, as do 20.7% of Private Hire respondents.

Table 10.9 Opinion of: **“Removing the limit on the number of hackney carriages in Leeds would benefit the public by reducing waiting times at ranks”?**

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Strongly disagree	83	55.7	56	20.8
Disagree	12	8.1	50	18.5
Neither agree nor disagree	16	10.7	63	23.3
Agree	10	6.7	65	24.1
Strongly agree	28	18.8	36	13.3
Total	149	100.0	270	100.0

10.27 Some of the most common responses to the statement:

- *No waiting time at present; and*
- *It would cause traffic problems.*

10.28 The survey then asked opinions of the following statement; ***“There are special circumstances in Leeds that make the retention of the numerical limit essential”***. The results in table 10.10 show that 58.6% of hackney carriage trade strongly agree that there are special circumstances in Leeds that make the retention of the numerical limit essential, as do 12.4% of private hire.

Table 10.10 Opinion of: "There are special circumstances in Leeds that make the retention of the numerical limit essential"

	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
Strongly disagree	13	9.3	37	14.9
Disagree	9	6.4	27	10.8
Neither agree nor disagree	20	14.3	102	41.0
Agree	16	11.4	52	20.9
Strongly agree	82	58.6	31	12.4
Total	140	100.0	249	100.0

10.29 The most common response to the statement was '50% of vehicles are wheelchair accessible'

10.30 Finally the trade were asked what effect they thought it would have on them if the authority removed the numerical limit. The results show in Table 10.11 that 64.2% of hackney carriage responses cited they would work more hours if the numerical limit of hackney carriages was removed. Some 36.4% of hackney responses stated that they would leave the trade if Leeds derestricted. In contrast 36.5% of private hire drivers said there would be no change.

10.31 Of those respondents who stated another effect de restriction would have, the main concern for hackney carriage drivers was financial.

Table 10.11 Effect on the trade if the numerical limit was removed (Multiple responses)

Effect of removing the limit	Hackney Carriage Trade		Private Hire Trade	
	Frequency	Percent	Frequency	Percent
No change	20	12.3	136	38.2
Work more hours	104	64.2	116	32.6
Work fewer hours	3	1.9	21	5.9
Acquire a hackney vehicle licence	13	8.0	29	8.1
Acquire more than hackney vehicle licence	2	1.2	6	1.7
Switch from hackney to private hire	6	3.7	7	2.0
Switch from private hire to hackney	9	5.6	38	10.7
Leave the trade	59	36.4	59	16.6

Other	7	4.3	8	2.2
Total	162	-	356	-