The total number of licensed taxi and private hire vehicles and licensed drivers in England reached record levels in 2018.

Chart 1: Total licensed taxi and private hire vehicles: England, since 2005

The number of total licensed vehicles in England increased by 1.7% (4,900 vehicles) to 285,400 since 2017, the highest number since comparable records were first collected in 2005. This was driven by an increase in Private Hire Vehicles (PHVs).

In 2018, almost three quarters (74%) of all licensed vehicles in England were PHVs.

There were 361,500 driver licences in 2018, an increase of 1.6% (5,600 licences) compared to the previous year.
Table 1 summarises the 2018 taxi and PHV licensing statistics. Figures for licensed vehicles, PHV operators and drivers are shown for London, England outside London and England. These statistics are now being collected annually, whereas they were previously collected biennially.

Table 1: Summary of 2018 taxi and private hire vehicle licensing figures compared with 2017 (TAXI0102)

<table>
<thead>
<tr>
<th></th>
<th>London March 2018 figure and percentage change compared to March 2017</th>
<th>England March 2018 figure and percentage change compared to March 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total licensed vehicles</td>
<td>108.9 &lt;sup&gt;0.2%&lt;/sup&gt;</td>
<td>176.5 &lt;sup&gt;2.7%&lt;/sup&gt;</td>
</tr>
<tr>
<td>Taxis</td>
<td>21.0 &lt;sup&gt;-1.3%&lt;/sup&gt;</td>
<td>52.0 &lt;sup&gt;-3.3%&lt;/sup&gt;</td>
</tr>
<tr>
<td>wheelchair accessible taxis</td>
<td>21.0 &lt;sup&gt;-1.3%&lt;/sup&gt;</td>
<td>21.7 &lt;sup&gt;-1.9%&lt;/sup&gt;</td>
</tr>
<tr>
<td>Private Hire Vehicles (PHVs)</td>
<td>87.9 &lt;sup&gt;0.6%&lt;/sup&gt;</td>
<td>124.4 &lt;sup&gt;5.4%&lt;/sup&gt;</td>
</tr>
<tr>
<td>wheelchair accessible PHVs</td>
<td>0.5 &lt;sup&gt;20.6%&lt;/sup&gt;</td>
<td>3.9 &lt;sup&gt;2.6%&lt;/sup&gt;</td>
</tr>
<tr>
<td>Licensed PHV operators</td>
<td>2.4 &lt;sup&gt;-2.3%&lt;/sup&gt;</td>
<td>12.6 &lt;sup&gt;4.5%&lt;/sup&gt;</td>
</tr>
<tr>
<td>Total licensed drivers</td>
<td>137.5 &lt;sup&gt;-3.3%&lt;/sup&gt;</td>
<td>224.1 &lt;sup&gt;4.8%&lt;/sup&gt;</td>
</tr>
<tr>
<td>Taxi only licences</td>
<td>23.8 &lt;sup&gt;-2.7%&lt;/sup&gt;</td>
<td>34.1 &lt;sup&gt;-4.0%&lt;/sup&gt;</td>
</tr>
<tr>
<td>PHV-only licences</td>
<td>113.6 &lt;sup&gt;-3.5%&lt;/sup&gt;</td>
<td>109.7 &lt;sup&gt;10.2%&lt;/sup&gt;</td>
</tr>
<tr>
<td>Dual licences</td>
<td>0.0 &lt;sup&gt;0.0%&lt;/sup&gt;</td>
<td>80.3 &lt;sup&gt;1.9%&lt;/sup&gt;</td>
</tr>
</tbody>
</table>

Licensed vehicles

There were 285,400 licensed taxis and PHVs in England in 2018. Around a quarter (73,100) of these vehicles were taxis (see chart 2). The number of licensed vehicles increased by 1.7% from 2017. This was driven by a 3.4% increase in licensed PHVs from the previous year. Licensed PHVs in England outside London increased by 5.4% to 124,400. Overall there has been a 54.7% increase in total licensed vehicles since 2005.

Chart 2: Licensed vehicles by type and area: England, since 2005 (TAXI0101)

Data collection
These statistics were produced biennially until 2017. They are now being produced on an annual basis.

Detailed statistics on licensed vehicles can be found in table TAXI0101.

Further statistics on the number of licensed taxis and PHVs in Scotland (which operates under a different licensing regime) are collected by the Scottish Government and published in Scottish Transport Statistics here.
Economic conditions and local licensing policies influence the number of licensed vehicles with considerable variation between areas (see regional and local trends section). In 2018, over half of licensing authorities recorded an increase in vehicle numbers.

There were 73,100 licensed taxis in 2018, a 2.7% decrease from 2017. Unlike previous years, there was a larger decrease in taxis in England outside London compared to London, 3.3% and 1.3% respectively.

Chart 3: Licensed taxi vehicle numbers in London and England and Wales outside London from 1972 (TAXI0101)

There was a 3.4% increase in licensed PHVs in England since 2017, with a 0.6% increase in London and a 5.4% increase in England outside London.

Licensed PHV operators

The number of licensed PHV operators increased by 3.4% from the previous year. This was still a decline of 9.2% since the peak in PHV operators at 16,500 in 2009. PHV operators declined by 2.3% to 2,400 operators in London and increased by 4.5% to 12,600 operators in England outside London.
Wheelchair accessible taxis and PHVs

In England 58% of all taxis were wheelchair accessible in 2018. This has remained at similar levels since 2015. In comparison 2% of PHVs were wheelchair accessible in 2018, similar to the proportion in 2017.

All 21,000 London taxis were wheelchair accessible as required by Transport for London’s ‘Conditions for Fitness’ taxi licensing policy. Similar to last year, in England outside London, metropolitation areas had 83% wheelchair accessible taxis. In other urban areas 37% of taxis were wheelchair accessible and in rural areas 15% of taxis were wheelchair accessible. Some authorities (65% or 188 licensing authorities) required wheelchair accessible vehicles in all or part of their taxi fleet.

Map 1: Proportion of taxis that were wheelchair accessible in 2018 by licensing authority, England (TAXI0104)

Chart 4: Proportion of taxis that were wheelchair accessible in 2018 by urban/rural classification, England (TAXI0105)

Metropolitan areas represent the Passenger Transport Executives.

Urban/rural classification
Other urban and rural categories were defined using the Department for Environment, Food and Rural Affairs urban and rural classification which can be found here.

Detailed statistics on wheelchair accessible licensed taxis since 2005 for each region can be found in table TAXI0103 and for each licensing authority in 2018 can be found in table TAXI0104.
Similar to 2017, on average, there were 5.1 licensed taxi and private hire vehicles per 1,000 people in England. The number of licensed vehicles per 1,000 people decreased as areas became more rural (see chart 5).

Chart 5: Number of licensed taxis and private hire vehicles per 1,000 people by urban/rural classification, England 2018 (TAXI0105)

In London there were 12.3 licensed vehicles per 1,000 people, more than double the national average, with 10 licensed PHVs and 2.4 licensed taxis per 1,000 people.

Regional and local trends

In England in 2018, total licensed vehicle numbers increased in all regions. This was driven by an increase in the number of PHVs in all areas. The number of taxis declined in all regions with the exception of East Midlands which saw an increase of 2.6%.

Table 2: Change in licensed vehicles by region between 2017 and 2018, England (TAXI0103)

<table>
<thead>
<tr>
<th>Region</th>
<th>Total licensed vehicles</th>
<th>Licensed taxis</th>
<th>Licensed PHV</th>
</tr>
</thead>
<tbody>
<tr>
<td>England</td>
<td>285.4</td>
<td>73.1</td>
<td>212.3</td>
</tr>
<tr>
<td>North East</td>
<td>11.1</td>
<td>4.3</td>
<td>6.9</td>
</tr>
<tr>
<td>North West</td>
<td>35.9</td>
<td>8.3</td>
<td>27.6</td>
</tr>
<tr>
<td>Yorkshire and the Humber</td>
<td>22.5</td>
<td>3.9</td>
<td>18.5</td>
</tr>
<tr>
<td>East Midlands</td>
<td>14.7</td>
<td>5.4</td>
<td>9.3</td>
</tr>
<tr>
<td>West Midlands</td>
<td>26.6</td>
<td>6.3</td>
<td>20.3</td>
</tr>
<tr>
<td>East of England</td>
<td>19.9</td>
<td>7.1</td>
<td>12.8</td>
</tr>
<tr>
<td>London</td>
<td>108.9</td>
<td>21.0</td>
<td>87.9</td>
</tr>
<tr>
<td>South East</td>
<td>30.6</td>
<td>10.5</td>
<td>20.1</td>
</tr>
<tr>
<td>South West</td>
<td>15.2</td>
<td>6.3</td>
<td>8.9</td>
</tr>
</tbody>
</table>

Detailed statistics

on the number of licensed vehicles per 1,000 people for each licensing authority can be found in table TAXI0105.
There were 361,500 total licences in England, 5,600 (1.6%) more than in 2017.

Of the total licences, 62% were PHV-only licences, 16% were taxi-only licences and 22% were dual taxi/PHV licences.

Table 3: Change in total driver licences (taxi-only, PHV-only and dual) by region between 2017 and 2018, England (TAXI0103)

<table>
<thead>
<tr>
<th>Region</th>
<th>Total driver licences</th>
<th>Taxi driver licences</th>
<th>PHV driver licences</th>
<th>Dual driver licences</th>
</tr>
</thead>
<tbody>
<tr>
<td>England</td>
<td>361.5 (1.6%)</td>
<td>57.9 (-3.4%)</td>
<td>223.3 (2.8%)</td>
<td>80.3 (1.9%)</td>
</tr>
<tr>
<td>North East</td>
<td>14.4 (1.6%)</td>
<td>3.7 (-2.1%)</td>
<td>7.2 (10.1%)</td>
<td>3.5 (-9.2%)</td>
</tr>
<tr>
<td>North West</td>
<td>48.8 (4.2%)</td>
<td>12.0 (-8.7%)</td>
<td>28.8 (9.9%)</td>
<td>8.0 (6.8%)</td>
</tr>
<tr>
<td>Yorkshire and the Humber</td>
<td>28.3 (3.0%)</td>
<td>2.7 (0.4%)</td>
<td>15.3 (4.6%)</td>
<td>10.3 (1.3%)</td>
</tr>
<tr>
<td>East Midlands</td>
<td>17.8 (4.5%)</td>
<td>1.5 (-2.5%)</td>
<td>4.0 (6.6%)</td>
<td>12.3 (4.8%)</td>
</tr>
<tr>
<td>West Midlands</td>
<td>33.6 (8.2%)</td>
<td>3.7 (-6.4%)</td>
<td>20.3 (20.2%)</td>
<td>9.6 (-5.9%)</td>
</tr>
<tr>
<td>East of England</td>
<td>24.9 (7.8%)</td>
<td>2.0 (-0.3%)</td>
<td>8.2 (10.2%)</td>
<td>14.7 (7.6%)</td>
</tr>
<tr>
<td>London</td>
<td>137.5 (-3.3%)</td>
<td>23.8 (-2.7%)</td>
<td>113.6 (-3.5%)</td>
<td>0.0 (0.0%)</td>
</tr>
<tr>
<td>South East</td>
<td>38.5 (4.3%)</td>
<td>4.7 (-2.1%)</td>
<td>18.7 (7.9%)</td>
<td>15.1 (2.1%)</td>
</tr>
<tr>
<td>South West</td>
<td>17.7 (3.5%)</td>
<td>3.8 (5.5%)</td>
<td>7.1 (7.0%)</td>
<td>6.7 (-1.1%)</td>
</tr>
</tbody>
</table>

In England, all regions saw an increase in the total number of driver licences with the exception of London. The largest increase (8.2%) was seen in West Midlands (2,600 driver licences) since 2017 (further information can be found in the ‘About these statistics’ box below).

Since the previous year, PHV-only driver licences increased by 2.8% to 223,300 whilst the number of taxi-only driver licences decreased by 3.4% to 57,900. South West and Yorkshire and the Humber were the only regions to see an increase in the number of taxi driver licences.

The total number of licensed drivers increased in 182 out of 293 licensing authorities in England. The number of taxi-only driver licences increased in 53 areas. The number of PHV licensed drivers increased in 120 areas. The number of dual driver licences increased in 130 areas.

The largest increases from the previous year in total licensed drivers were seen in Norwich, Wolverhampton, Worthing, Oadby and Wigston.

About these statistics
The total number of vehicle and driver licences in West Midlands have increased as a result of a large number of PHVs and PHV driver licences in Wolverhampton.

The total number of vehicles in North West have decreased as a result of a fall in the number of taxis in Rossendale.
The number of total licensed vehicles increased in over half of the licensing authorities in England (161 out of 293 licensing authorities). Taxi vehicles increased in 88 areas. Private hire vehicles increased in 160 authorities.
The Department for Transport collects data on the number of licensed taxis and private hire vehicles. The National Highways and Transport Public Satisfaction Survey collects public perspectives on, and satisfaction with, highway and transportation services on behalf of several local authorities to inform performance management and local transport plans.

On average, in the areas surveyed in England in 2017, the overall public satisfaction with taxis and PHVs was 67%, remaining similar to previous years (see chart 6).

Chart 6: Overall taxi passenger satisfaction in rural and urban areas and London, England 2011 to 2017

Rural areas tended to have the lowest overall satisfaction and in 2017 the average satisfaction was 7 percentage points below the England average. In London, overall satisfaction with taxis and PHVs increased from 67% to 70% between 2011 and 2017.

In England, reliability satisfaction (71%) and availability satisfaction (73%) were at similar levels in 2017 to the previous year and much higher than the average for satisfaction with cost (53%).
Driver licensing policies

Driver licence renewal

Of the 215 authorities who required taxis drivers to be licensed either every three years or every year, 95% (205 authorities) were required to be licensed every three years and 5% were required to be licensed every year (10 authorities). Other authorities offer drivers an option to be licensed every one, two or three years.

Of the 212 authorities who required PHV drivers to be licensed either every three years or every year, 96% of authorities required PHV drivers to be licensed every three years (203 authorities) and 4% required PHV drivers to be licensed every year (9 authorities). Other authorities offer drivers an option to be licensed every one, two or three years.

Training requirements

There was an increase in the number of authorities requiring disability awareness training for taxi and PHV drivers. Training for both taxi and PHV drivers increased by 3 percentage points from the previous year.

*Chart 7: Percentage of authorities requiring disability awareness training in 2018, England (TAXI0106)*

Over two thirds of authorities required taxi drivers (70% or 203 out of 292) and PHV drivers (70% or 205 out of 293) to complete child sexual abuse (CSA) or child sexual exploitation (CSE) training. These proportions have grown since the previous year.

*Chart 8: Percentage of authorities requiring child sexual abuse/child sexual awareness training in 2018 compared with 2017, England (TAXI0106)*

Further information

The total number of English licensing authorities may not always be 293 as some authorities were not required to provide a response or did not answer the question.
Security checks

All authorities required a security check for taxi and PHV drivers.

The majority of authorities required enhanced DBS (Disclosure and Barring Service) and barred list checks for taxi drivers (85% or 247 out of 292). This has grown from 79% in 2017. The remaining authorities (15% or 45 out of 292) only required an enhanced DBS check.

The majority of authorities required enhanced DBS and barred list checks for PHV drivers (84% or 246 out of 293) compared to 79% in 2017. The remaining authorities required an enhanced DBS check only (16% or 47 out of 293).

CCTV

Similar to the previous year, 4% of authorities had a requirement for all licensed taxis to have CCTV fitted (12 out of 291). Of these 12 authorities with the CCTV requirement, 5 had a requirement for the CCTV to have the facility to record audio.

The majority of the authorities without the CCTV requirement did allow licensed taxis to have CCTV fitted (94% or 261 out of 279).

3% of authorities had a requirement for all licensed PHVs to have CCTV fitted (10 out of 293). Of these 10 authorities with the CCTV requirement, 4 had a requirement for the CCTV to have the facility to record audio.

The majority of the authorities without the CCTV requirement did allow licensed PHVs to have CCTV fitted (95% or 269 out of 283).

General policies

The majority of authorities had a dedicated taxi and PHV licensing policy statement or equivalent document (86% or 251 out of 293). Of the authorities with a dedicated policy statement, 77% (194 out of 251) had updated it in the last three years.

The majority of authorities had a taxi and PHV convictions policy (97% or 284 out of 293). Of the authorities with a convictions policy, 68% (193 out of 284) had updated it in the last three years.

Chart 9: Percentage of authorities with policy documents in 2018 compared with 2017, England (TAXI0106)

Further information

The total number of English licensing authorities may not always be 293 as some authorities were not required to provide a response or did not answer the question.
The Labour Force Survey collects information about individuals in the labour market. The data can be used to provide insight on taxi drivers.

There were an estimated 192,000 drivers operating in England during 2017/18, which is 7.7% higher than ten years ago (178,000 in 2007/08). The number of drivers decreased by 2.6% (or 5,000) since the previous year.

**Chart 10: Number of “Taxi and cab drivers and chauffeurs”, England, 2007/08 to 2017/18 (Labour Force Survey)**

![Chart showing the number of taxi drivers from 2007-2008 to 2017-2018](image)

**Who drives taxis?**

The majority of drivers were male (96%) in 2017/18. These proportions are similar to the previous year.

![Gender distribution chart](image)

96% Male 4% Female

Similar to last year, the average age of a driver was 48 years old, with 26% of drivers being aged under 40. Those aged 60 or over made up 19% of drivers. There has been a slight shift in the age profile of drivers over the past ten years, with those aged 40 to 59 making up 55% compared to 48% ten years ago (see chart 11).

The two main ethnic groups of drivers were White and Asian or Asian British in 2017/18, making up 49% and 38% of drivers respectively. There was an increase in the proportion of non-UK nationals working as drivers in England, rising to 21% in 2017/18, compared to 13% in 2007/08.

Drivers
The drivers in this section are defined using the Standard occupational classification system, SOC 2010, as “Taxi and cab drivers and chauffeurs” (code 8214), which will contain taxi drivers, PHV drivers and chauffeurs. The respondent reports their occupation to the interviewer and is then classified in this way during the interview, so the exact occupation of each respondent cannot be determined.

What are drivers working patterns?
Similar to the previous year, 81% of drivers were self-employed in 2017/18, compared to 73% ten years ago. In the same period, one in four drivers worked part time, which has been broadly stable over the last ten years.

In April to June 2017, 23% of drivers usually worked 7 days a week, which increased from 18% in April to June 2007. The majority of drivers (40%) usually worked 5 days a week.

Chart 12: Profile of usual number of days worked by “Taxi and cab drivers and chauffeurs”, England, April to June 2017 (Labour Force Survey)
The National Travel Survey (NTS) gathers data on personal travel behaviour across England. Data from the NTS can be used to analyse the users of taxis and PHVs. Note that exploring the specific use of either taxis or PHVs, or the use of any app-based technology to enlist drivers, will be not be possible from this data source.

In 2017, the average person in England made 9 taxi or PHV trips and travelled 55 miles by taxi or PHV, a decrease from 11 trips and 58 miles in 2016. The distance travelled by taxi or PHV has increased by 1.6% over the last 10 years (from 54 miles in 2007), but the number of trips has remained broadly stable. The average taxi trip in 2017 lasted 21 minutes, which has increased by 12% since 2007.

**Why do people travel by taxi or PHV?**

Almost half (47%) of trips on taxis or PHV's were taken for leisure purposes, compared to 49% in 2016. The second most common trip purpose when using a taxi was personal business (14% of trips).

**Chart 13: Purpose share of taxi or PHV trips, 2017 (NTS0409)**

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leisure</td>
<td>47%</td>
</tr>
<tr>
<td>Personal business</td>
<td>14%</td>
</tr>
<tr>
<td>Commuting</td>
<td>13%</td>
</tr>
<tr>
<td>Shopping</td>
<td>12%</td>
</tr>
<tr>
<td>Education</td>
<td>7%</td>
</tr>
<tr>
<td>Other</td>
<td>4%</td>
</tr>
<tr>
<td>Business</td>
<td>3%</td>
</tr>
</tbody>
</table>

**How often do people use taxis or PHVs?**

Similar to last year, most people (59%) rarely use a taxi or PHV (at most twice a year). Whereas around a quarter (26%) travel by taxi or PHV at least once a month and 7% of people travel by taxi or PHV on a weekly basis. This has been broadly stable since 2010.

**Chart 14: Frequency of taxi or PHV usage, England, 2010 and 2017 (NTS0313)**

<table>
<thead>
<tr>
<th>Frequency of Use</th>
<th>2017</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Once a week or more</td>
<td>7</td>
<td>8</td>
</tr>
<tr>
<td>Less than once a week</td>
<td>19</td>
<td>17</td>
</tr>
<tr>
<td>Less than once a month more than once a month</td>
<td>15</td>
<td>13</td>
</tr>
<tr>
<td>Less than once a month more than twice a year</td>
<td>17</td>
<td>18</td>
</tr>
<tr>
<td>Once or twice a year</td>
<td>42</td>
<td>44</td>
</tr>
<tr>
<td>Less than once a year or never</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Who uses taxis?

Mobility difficulties
In 2017, the number of taxi or PHV trips made by adults aged 16 or over with mobility difficulties has increased from 16 trips per person per year in 2016 to 19 trips per person per year. Similar to last year, adults with mobility difficulties use taxis or PHVs more than people who do not (19 trips per person vs. 9 trips per person).

Taxi or PHV usage makes up 3% of all trips for those with mobility difficulties, compared to just 1% for those without mobility difficulties. These figures have remained broadly stable since 2010.

Chart 15: Taxi or PHV trips per person per year, by mobility difficulty, England, 2017

Age and gender
In 2017, on average, women made more taxi or PHV trips than men (10 trips per person per year compared with 8 trips per person per year respectively). Women aged 17-20 made over double the number of trips than men of this age (22 trips per person per year compared with 10 trips per person per year respectively).

Since 2002, the main users of taxi and PHVs have been those aged 17-29. However, on average, men of all ages travelled broadly the same distance by taxi or PHV as women in 2017.

Chart 16: Taxi or PHV trips per person per year, by gender, England, 2017
Car access

In 2017, on average, people in households without access to a car made 4 times as many taxi or PHV trips than those with access to a car (24 trips per person vs. 6 trips per person respectively), and travel almost twice as far (82 miles per person vs. 49 miles per person respectively).

The number of taxi or PHV trips made by those without access to a car has decreased by 6 trips per person per year. A decrease of 31 miles was seen in the distance travelled by taxi or PHV by those without access to a car. The number of taxi or PHV trips and distance travelled by people with access to a car remained at similar levels.

Chart 17: Taxi or PHV trips and distance travelled by taxi or PHV, England, 2017

Household income

Similar to last year, people in the lowest real income quintile made 14 taxi or PHV trips but travelled less miles (4.3) than last year (4.6). Whereas, those in the highest real income level made less trips (8 trips per year in 2017 compared with 11 trips year in 2016) but travelled further than last year (9.7 miles per trip in 2017 compared with 7.6 miles per trip in 2016).

How far are taxi or PHV trips?

In 2017, almost a half (46%) of taxi or PHV trips were between 2 and 5 miles. This was almost double the proportion in comparison to all modes (25%). Whereas, over a quarter of taxi or PHV trips (26%) were under 2 miles in comparison to 43% on all modes.

Chart 18: Trip length distribution, for taxi or PHV trips and all modes, England, 2017

Detailed statistics

on the average number of trips by trip length and main mode are collected by the National Travel Survey and is available in table NTS0308.

Further statistics

on taxi use in England are collected by the National Travel Survey are available in tables NTS0601, NTS0702 and NTS0303.
Background information

Users and uses of these statistics
These statistics are used within DfT to inform the development and monitoring of policy relating to taxis and PHVs (for example monitoring how many taxis and PHVs are wheelchair accessible) and for ministerial briefing or to answer public enquires. Outside DfT, the statistics are of interest to various industry bodies and provide information for licensing authorities to compare themselves with other areas.

Strengths and weaknesses of the data
These statistics are collected through a survey of the 315 licensing authorities in England and Wales (lower tier and unitary licensing authorities, and TfL for London). A copy of the survey questionnaire can be found here: https://www.gov.uk/government/publications/taxi-survey-questionnaire

In 2018, full responses were received from all 315 areas, covering 100 per cent of licensed vehicles. Data returns are validated by comparing with previous figures and querying cases that are outside set validation thresholds. This can result in revisions to previous years’ figures, though these are typically minor.

These statistics cover licensed private hire vehicle operators in England and Wales. This includes PHV operators and enlisted drivers who use app-based technology, such as Uber. However, we are not able to disaggregate which drivers are using these apps in the figures presented.

In a few cases, authorities report that figures are estimated, or relate to time points other than 31 March. Although these factors are unlikely to impact on the national and regional level figures to any great degree, changes in the data systems used by licensing authorities to store and extract the information can result in fluctuations in the quality of data over time. This is unlikely to be systematic and it is difficult to assess the impact with any precision, however previous sensitivity analysis suggests changes of +/- 1% in the national figures should be interpreted with caution.

National Statistics
National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. They undergo regular quality assurance reviews to ensure they meet customer needs: www.statisticsauthority.gov.uk/assessment/code-of-practice/index.html

For details of ministers and officials who receive pre-release access to these statistics up to 24 hours before release: https://www.gov.uk/government/publications/taxis-statistics-pre-release-access-list

Next Release
The next taxi and private hire vehicle statistics release is due to be published in 2019.

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