Introduction

This document supports the latest statistics on Taxi and Private Hire Vehicles. It is part of the Taxi and Private Hire Vehicle Statistics series. Detailed data tables are available from the website. The statistics cover England and Wales.

For detailed commentary on the latest Taxi and Private Hire Vehicle Statistics, please see the annual statistical release. The publication covers England only.

Data source

The Taxi and Private Hire Vehicle Statistics are compiled from responses to the Taxi and Private Hire Vehicle survey. The survey is issued to all licensing authorities in England and Wales.

The survey asks authorities to provide data on their licensed vehicles including the number of taxis and private hire vehicles, the number of wheelchair accessible vehicles and any vehicle age restrictions. The survey also covers a range of questions about drivers such as the security checks carried out on drivers and their training requirements. A blank questionnaire can be found here.

Between 2005 and 2017 the statistics were collected and produced biannually. From 2018 the statistics are collected and produced annually.

Changes to previous years

In 2019 new questions were introduced to capture the maintenance of lists of wheelchair accessible vehicles, information on limits on taxi numbers, the medical fitness requirements of driver applications, and the numbers (and results of) operator licence applications.

Other sources of data

The statistical release includes additional information from the National Travel Survey, Labour Force Survey and The National Highways and Transport Public Satisfaction Survey.

The National Travel Survey

The National Travel Survey (NTS) is a household survey of personal travel by residents of England travelling within Great Britain, from data collected via interviews and a one week travel diary. For more information see here.

NTS is used in the statistical release to provide information on the profile of passengers using taxis or private hire vehicles and the types of journeys they make.
The journeys are categorised by trips. A trip is defined in the NTS as the basic unit of travel which is defined as a one way course of travel with a single main purpose.

**Labour Force Survey**

The Labour Force Survey is run by the Office for National Statistics. It is a household study which collects data on the employment circumstances of the UK population. For more information please see [here](#).

The Labour Force Survey is used in the statistical release to provide information on the profile of taxi or private hire vehicle drivers and their working patterns.

**The National Highways and Transport Public Satisfaction Survey**

The National Highways and Transport Public Satisfaction Survey is a survey carried out by the National Highways and Transport network on over 113 highway authorities. For more information see [here](#).

The National Highways and Transport Public Satisfaction Survey covers information on the public satisfaction of services on behalf of several local authorities. The statistical release comments on the public perspective and satisfaction of using taxis or private hire vehicles.

### Definitions

The key definitions used in these statistics are:

**Vehicles and drivers**

- **Taxis**, also known as hackney carriages, are available for immediate hire and can be hailed on the street (known as “plying for hire”). They can also accept pre-bookings.

- **Private Hire Vehicles (PHVs)**, sometimes known as minicabs, must be pre-booked and cannot use taxi ranks. It is illegal for PHVs to ply for hire.

- **Wheelchair accessible vehicles** are designed to be accessible to disabled people. A vehicle is wheelchair accessible if it is possible for a person seated in a referenced wheelchair to be able to enter, leave and travel in the vehicle whilst remaining in the wheelchair.

- **Dual licenses** are single licenses allowing the driver to operate a taxi and a PHV.

**Licensing policies**

- A **licensing policy statement** (or equivalent document) is a unified policy bringing together all procedures. It covers areas such as vehicle standards and licensing conditions.

- A **convictions policy** details the criteria used to determine whether existing license holders or new applicants are able to operate taxis or PHVs based on the applicants criminal convictions history.
Disclosure and Barring Service (DBS) checks are criminal record checks carried out by employers which results in a DBS certificate issued to an individual. The three main checks referred to in this publication are:

- **Standard DBS check** - this must be carried out by a recruiting organisation. The certificate details spent and unspent convictions, cautions, reprimands and warnings.

- **Enhanced DBS check** - this must be carried out by a recruiting organisation. The certificate contains similar details to the standard DBS check and is more suitable for people working with children and adults. It may also contain additional information regarding non-convictions.

- **A barred list check** may be carried out upon request with an enhanced DBS check to check whether an individual is listed in the DBS barred lists.

**Compilation of the statistics**

In 2019, the survey was issued to all licensing authorities in England and Wales. All licensing authorities responded to the survey. Data returns are validated by comparing with previous figures and querying cases that are outside set validation thresholds. These responses are used to produce the data tables which can be found online here. Tables are either broken down by local authority or are otherwise aggregated to produce figures at a regional or national level.

National and regional level statistics published in this series are National Statistics. Figures for individual licensing authorities are less robust, and Table TAXI0106 is outside the scope of National Statistics.

The symbols used throughout this data series are defined below:

.. not available R minor revisions made

**Data quality and availability**

The factors listed below are some points to consider when looking at the data. It should be noted that these factors are unlikely to have a significant impact on the national and regional level figures.

Licensing authorities use their own administrative data to monitor vehicles and drivers. This is used to provide figures to DfT in their survey responses. As some authorities use a live reporting system, figures may not always refer to the specified date requested (31 March) during data collection.

Figures for previous years are sometimes revised. In few cases, the figures for the number of wheelchair accessible vehicles are not recorded. Any revisions or data that has not been provided to us are highlighted in the table.