



Department for Transport

Taxi and Private Hire Vehicle Statistics, England: 2018

About this release

This statistical release presents information on taxis and private hire vehicles in England as at 31 March 2018. 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.

Figures are updated every year through surveying each licensing authority (a unitary or lower tier authority) in England and Wales.

This release refers to England only but data for Wales can be found online [here](#).

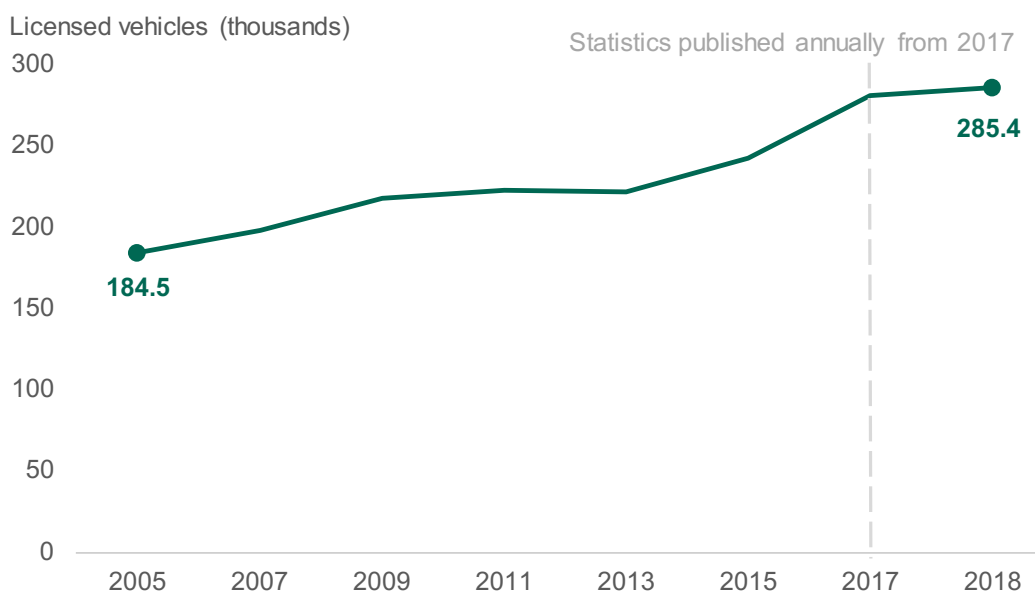
In this publication

Summary table	2
Licensed vehicles	2
Licensed PHV operators	3
Wheelchair accessible taxis and PHVs	4
Licensed vehicles per head	5
Local trends	5
Public satisfaction	8
Policies	9
Taxi drivers	11
Taxi passengers	13
Background notes	16



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 ([TAXI0102](#))



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.

Total licensed taxi and private hire vehicles

285,400 \uparrow **1.7%**
in England in 2018 since 2017



Summary table

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](#))

	Thousands					
	London		England outside London		England	
	March 2018 figure and percentage change compared to March 2017					
Total licensed vehicles	108.9	↑ 0.2%	176.5	↑ 2.7%	285.4	↑ 1.7%
Taxis	21.0	↓ -1.3%	52.0	↓ -3.3%	73.1	↓ -2.7%
wheelchair accessible taxis	21.0	↓ -1.3%	21.7	↓ -1.9%	42.7	↓ -1.6%
Private Hire Vehicles (PHVs)	87.9	↑ 0.6%	124.4	↑ 5.4%	212.3	↑ 3.4%
wheelchair accessible PHVs	0.5	↑ 20.6%	3.9	↑ 2.6%	4.4	↑ 4.3%
Licensed PHV operators	2.4	↓ -2.3%	12.6	↑ 4.5%	15.0	↑ 3.4%
Total licensed drivers	137.5	↓ -3.3%	224.1	↑ 4.8%	361.5	↑ 1.6%
Taxi only licences	23.8	↓ -2.7%	34.1	↓ -4.0%	57.9	↓ -3.4%
PHV-only licences	113.6	↓ -3.5%	109.7	↑ 10.2%	223.3	↑ 2.8%
Dual licences	0.0	↔ 0.0%	80.3	↑ 1.9%	80.3	↑ 1.9%

Taxis

Taxis, also known as hackney carriages, are available for immediate hire, can be hailed in the street ('ply for hire') or accept pre-bookings. Taxis have two types of licences: a vehicle licence (issued to the owner of the taxi) and a driving licence.

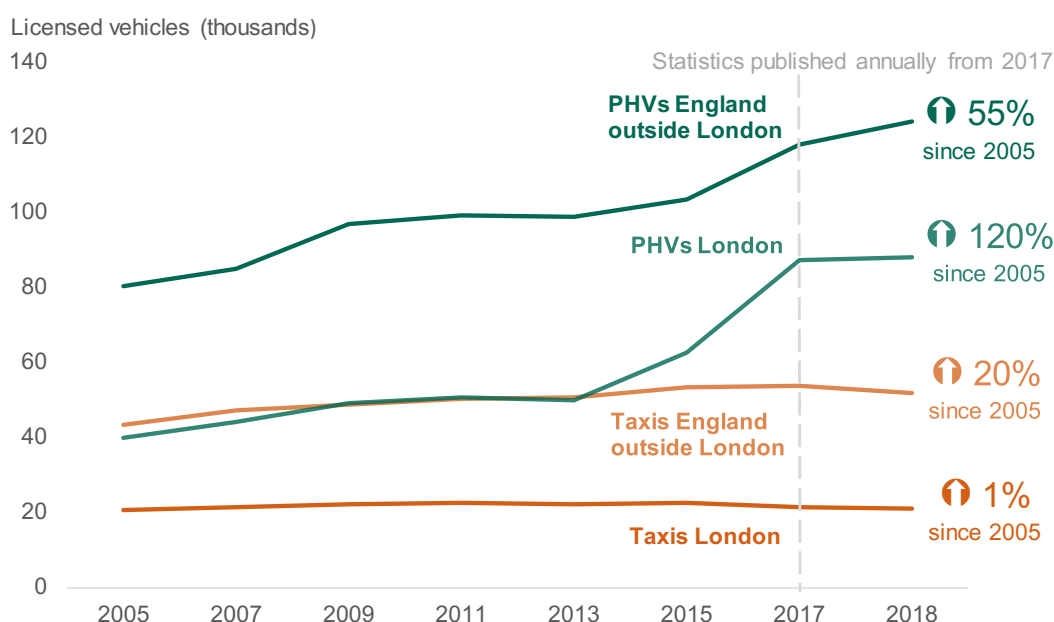
Private Hire Vehicles (PHVs)

Private hire vehicles, also known as minicabs, must be pre-booked and cannot use taxi ranks. It is illegal for PHVs to ply for hire. PHVs have three types of licences: a vehicle licence, a driving licence and an operator licence.

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](#).

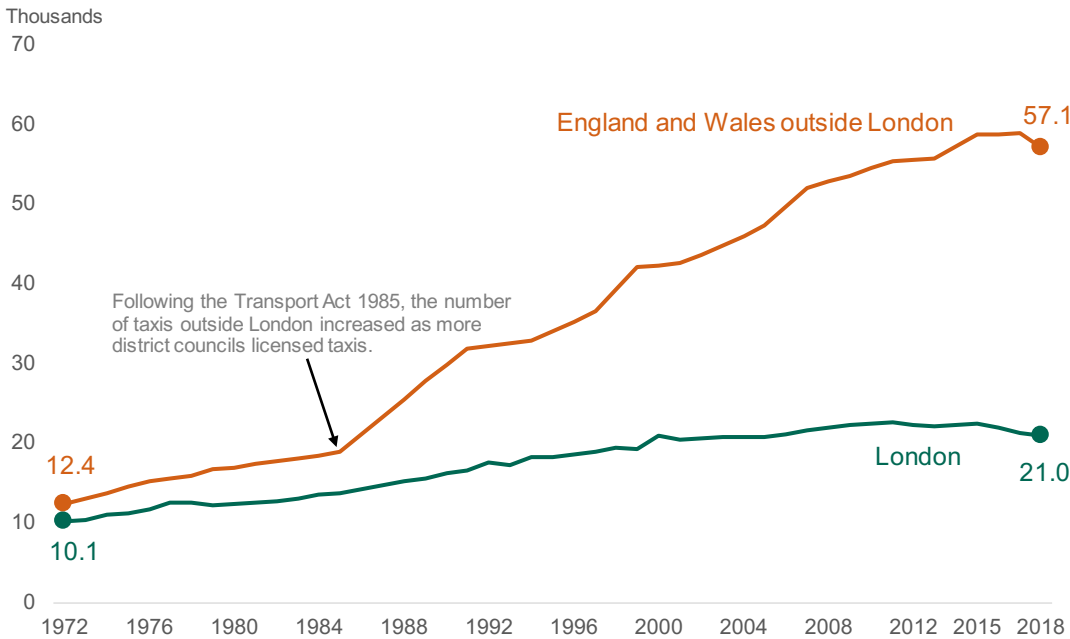
Further statistics

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 polices 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.

Licensing authorities

are the lower tier or unitary local authorities in England outside London (and Wales for online tables) and Transport for London (TfL).

Transport for London

publish taxi and PHV statistics. For more information see [here](#).

Chart 3

refers to England and Wales to show the long-term trend in the number of licensed taxis using the historic data that was available. The remainder of this release refers to England only.

Detailed statistics

on licensed vehicles can be found in table [TAXI0101](#).

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.

Total licensed PHV operators in England outside London

12,600 in 2018 ^ 4.5% since 2017

Total licensed PHV operators in London

2,400 in 2018 v 2.3% since 2017

Private Hire Vehicle operators

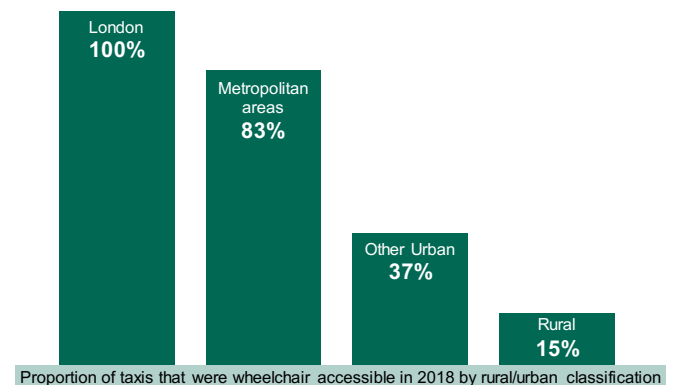
accept bookings and they are the company with whom the customer makes a contract for carriage.

Wheelchair accessible taxis and PHVs

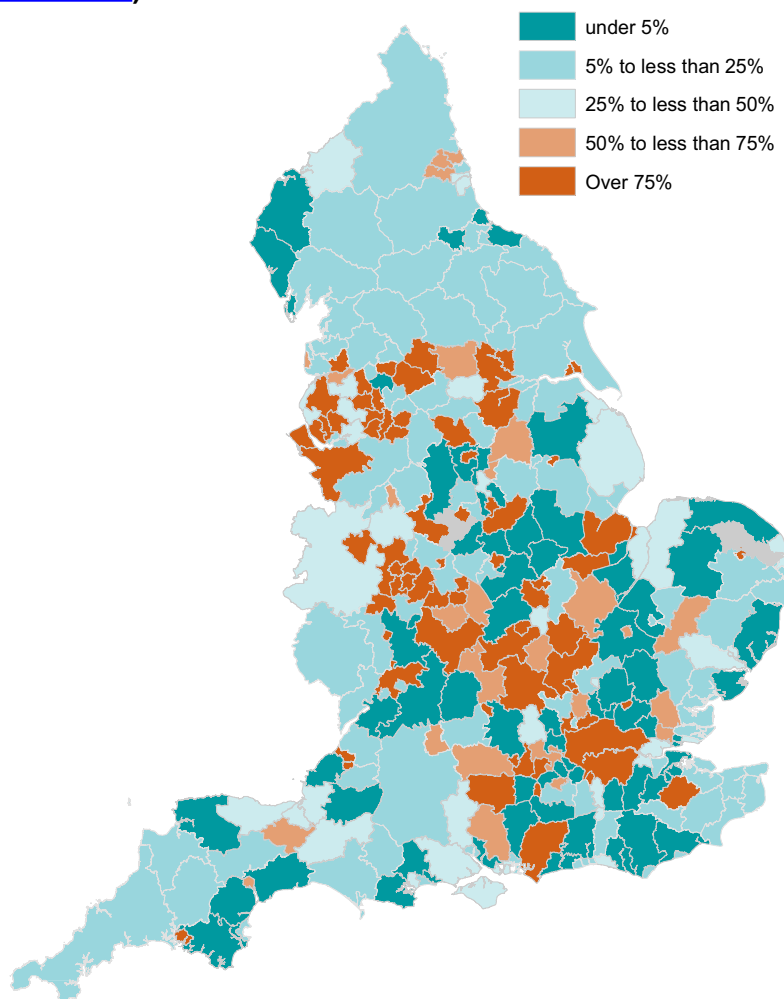
In England 58% of all taxis were wheelchair accessible in 2018. This has remained at similar levels since 2015. In comparison 2% of PHVs were wheelchair accessible in 2018, similar to the proportion in 2017.

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, metropolitan 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.

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



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



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](#).

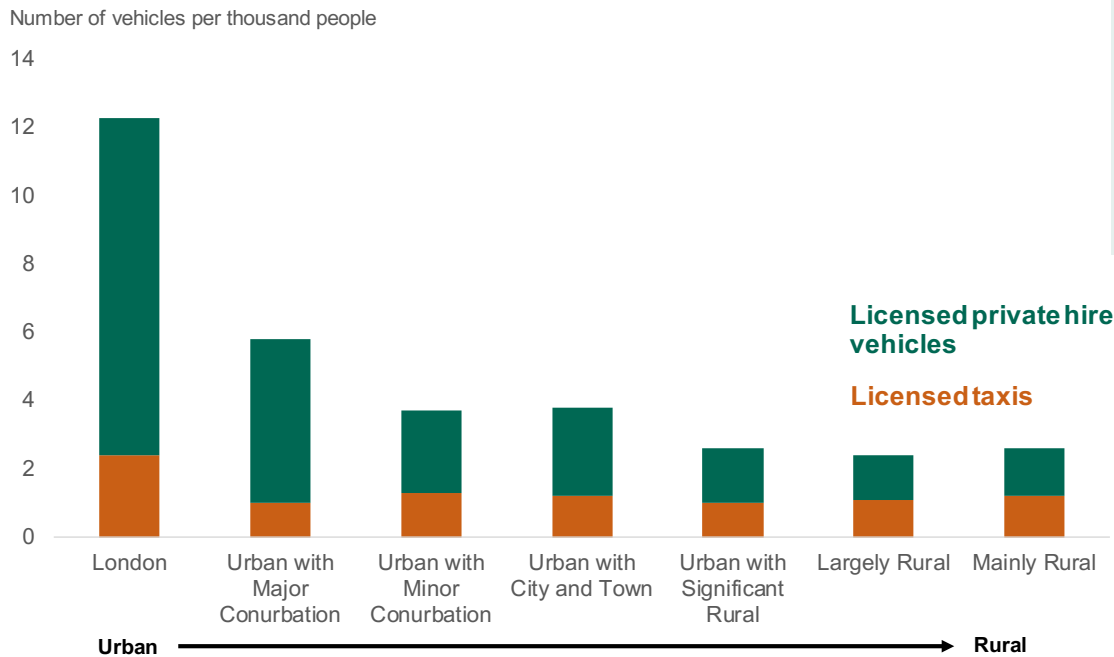
Detailed statistics

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](#).

Licensed taxi and PHV vehicles per 1,000 people

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)



Detailed statistics

on the number of licensed vehicles per 1,000 people for each licensing authority can be found in table [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)

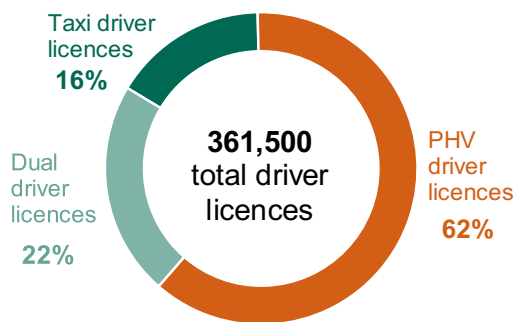
	Thousands					
	Total licensed vehicles		Licensed taxis		Licensed PHV	
	<i>March 2018 figure and percentage change compared to March 2017</i>					
England	285.4	↑ 1.7%	73.1	↓ -2.7%	212.3	↑ 3.4%
North East	11.1	↑ 0.5%	4.3	↓ -1.3%	6.9	↑ 1.7%
North West	35.9	↑ 0.5%	8.3	↓ -14.9%	27.6	↑ 6.4%
Yorkshire and the Humber	22.5	↑ 2.8%	3.9	↓ -0.3%	18.5	↑ 3.5%
East Midlands	14.7	↑ 1.0%	5.4	↑ 2.6%	9.3	↑ 0.1%
West Midlands	26.6	↑ 9.1%	6.3	↓ -1.9%	20.3	↑ 13.0%
East of England	19.9	↑ 2.6%	7.1	↓ 0.0%	12.8	↑ 4.1%
London	108.9	↑ 0.2%	21.0	↓ -1.3%	87.9	↑ 0.6%
South East	30.6	↑ 1.2%	10.5	↓ -0.8%	20.1	↑ 2.3%
South West	15.2	↑ 3.8%	6.3	↓ -2.7%	8.9	↑ 8.8%

Detailed statistics

on the number of taxi and PHV vehicles by region can be found in table [TAXI0103](#) and by licensing authority in table [TAXI0104](#).

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.



Dual driver licence

The driver holds a combined licence allowing them to drive both taxis and PHVs.

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

	Thousands			
	Total driver licences	Taxi driver licences	PHV driver licences	Dual driver licences
	March 2018 figure and percentage change compared to March 2017			
England	361.5 1.6%	57.9 -3.4%	223.3 2.8%	80.3 1.9%
North East	14.4 1.6%	3.7 -2.1%	7.2 10.1%	3.5 -9.2%
North West	48.8 4.2%	12.0 -8.7%	28.8 9.9%	8.0 6.8%
Yorkshire and the Humber	28.3 3.0%	2.7 0.4%	15.3 4.6%	10.3 1.3%
East Midlands	17.8 4.5%	1.5 -2.5%	4.0 6.6%	12.3 4.8%
West Midlands	33.6 8.2%	3.7 -6.4%	20.3 20.2%	9.6 -5.9%
East of England	24.9 7.8%	2.0 -0.3%	8.2 10.2%	14.7 7.6%
London	137.5 -3.3%	23.8 -2.7%	113.6 -3.5%	0.0 0.0%
South East	38.5 4.3%	4.7 -2.1%	18.7 7.9%	15.1 2.1%
South West	17.7 3.5%	3.8 5.5%	7.1 7.0%	6.7 -1.1%

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.

Detailed statistics

on licensed drivers can be found in table [TAXI0101](#) and for each region can be found in table [TAXI0103](#).

Detailed statistics

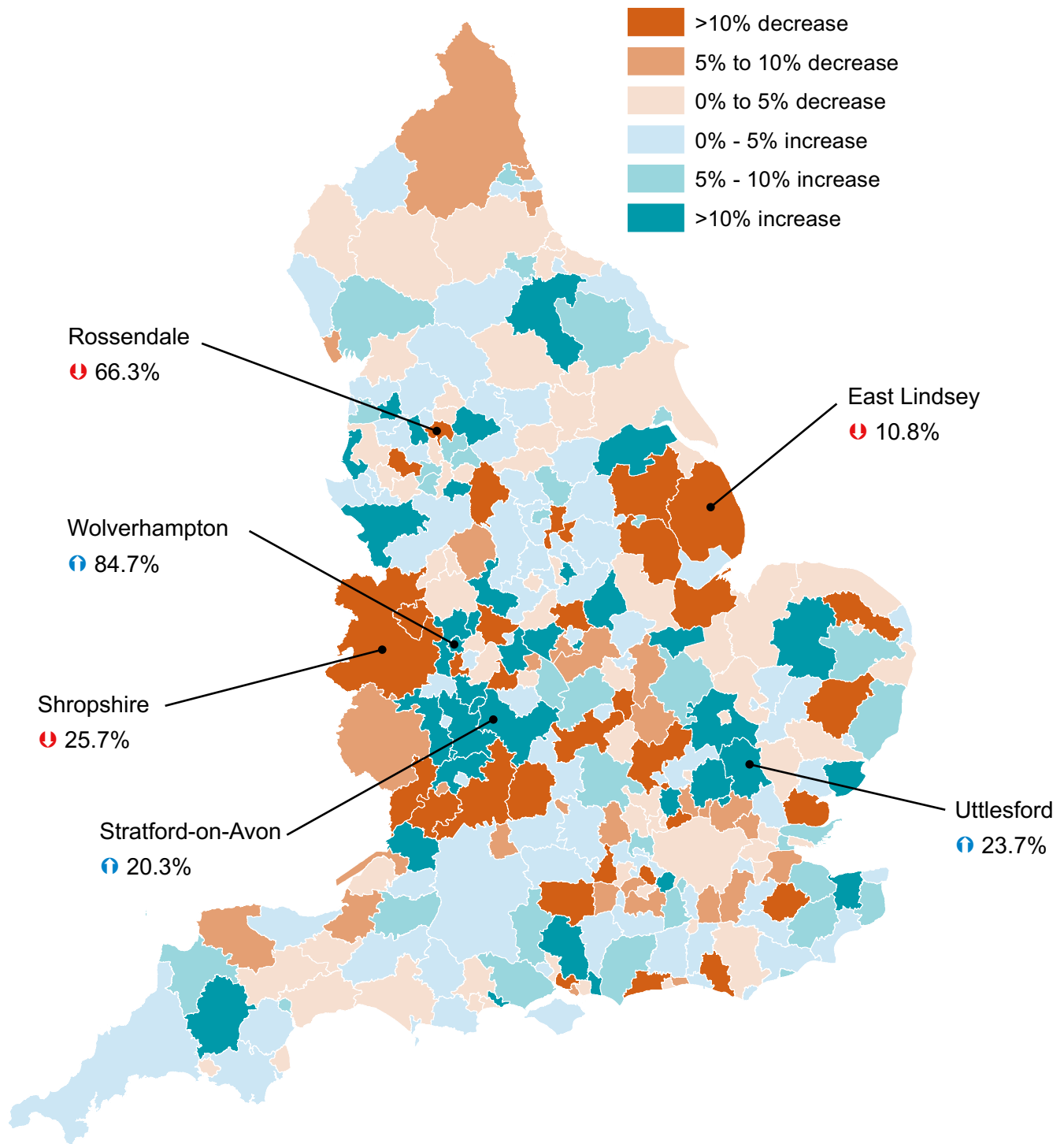
on the number of driver licences (total, taxis, PHVs and dual licences) since 2005 for each region can be found in table [TAXI0103](#) and for each licensing authority in 2018 can be found in table [TAXI0104](#).

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.

Map 2: Change in total licensed vehicles (taxis and PHV) between 2017 and 2018 by licensing authority, England ([TAXI0104](#))



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.

Detailed statistics

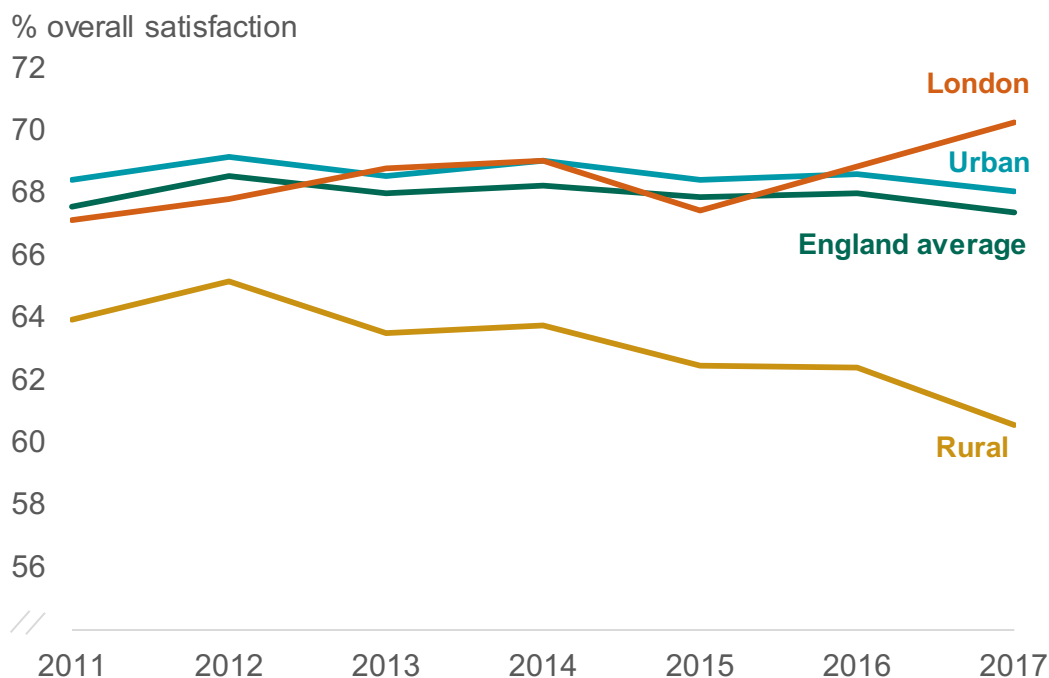
on the number of taxi and PHV licences (vehicle, driver and operator - PHV only) for each region can be found in table [TAXI0103](#) and for licensing authorities in table [TAXI0104](#).

Passenger satisfaction with taxis and PHVs

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



The National Highways and Transport Public Satisfaction Survey

is in its 11th year and has surveyed 112 local authorities. The survey is carried out in July-August of each year. The latest data is 2017.

Detailed statistics

The National Highways and Transport Survey results can be found [here](#).

These figures are not National Statistics.

Overall passenger satisfaction

67%

in England in 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%).

Passenger satisfaction with reliability

71%

in England in 2017

Passenger satisfaction with availability

73%

in England in 2017

Passenger satisfaction with cost

53%

in England in 2017

Driver licence renewal

Of the 215 authorities who required taxi 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.

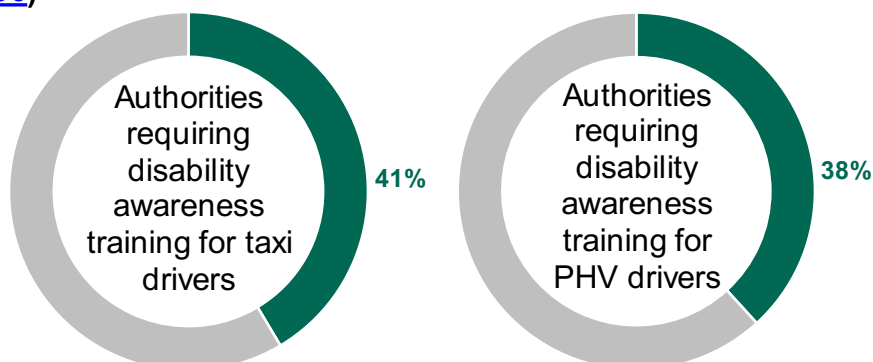
Further statistics

on driver, vehicle and operator licensing policy in each licensing authority can be found in table [TAXI0106](#).

Training requirements

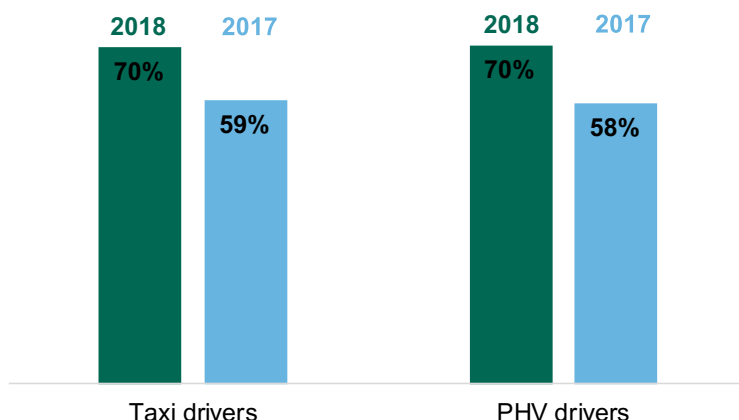
There was an increase in the number of authorities requiring disability awareness training for taxi and PHV drivers. Training for both taxi and PHV drivers increased by 3 percentage points from the previous year.

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).

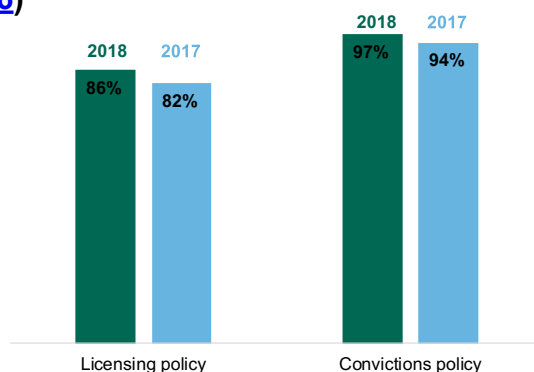
General policies

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

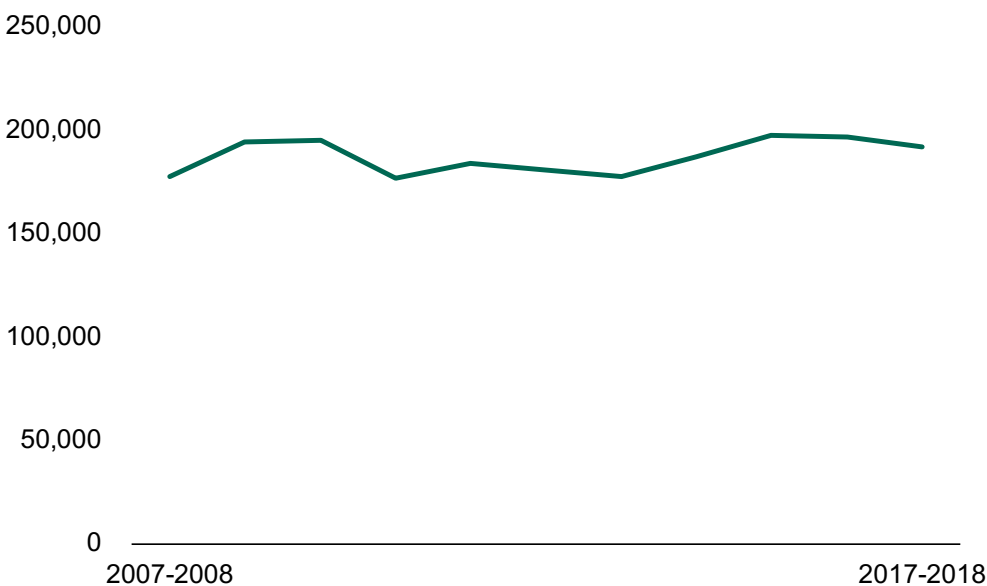
The total number of English licensing authorities may not always be 293 as some authorities were not required to provide a response or did not answer the question.

Taxi drivers

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)



Labour Force Survey

The Labour Force Survey (LFS) is a large study of the employment circumstances of the UK population, ran by the Office for National Statistics (ONS). More information can be found [here](#).

Licences vs. drivers

The majority of this release talks about licences held, rather than drivers. Since the respondent self-reports their current occupation, it is possible for a person to hold a licence and not work as a driver, or for a person to not hold a licence but still claim to work as a driver.

Who drives taxis?

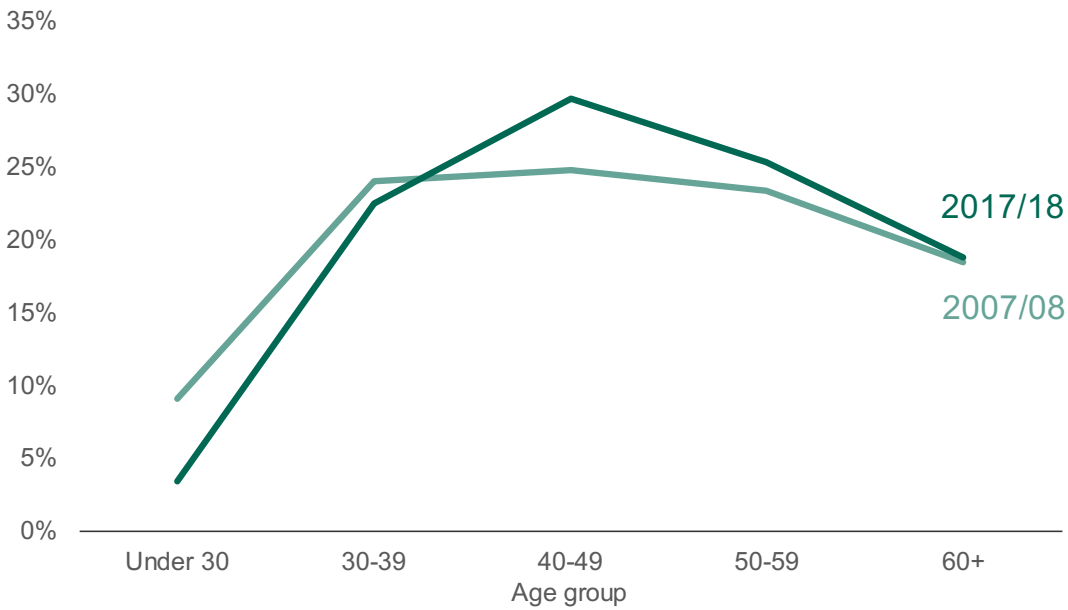
The majority of drivers were male (96%) in 2017/18. These proportions are similar to the previous year.



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.

Chart 11: Age profile of “Taxi and cab drivers and chauffeurs”, England, 2007/08 and 2017/18 (Labour Force Survey)



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.

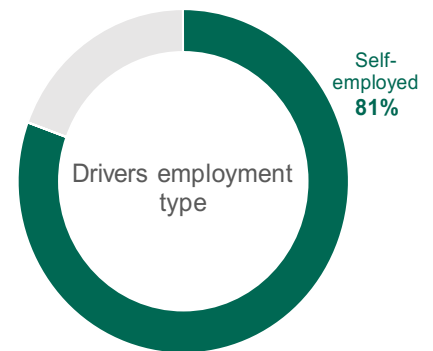
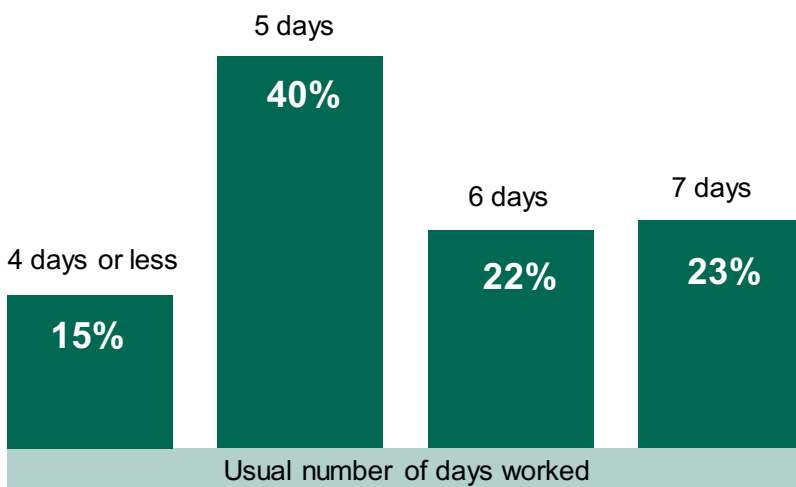


Chart 12: Profile of usual number of days worked by “Taxi and cab drivers and chauffeurs”, England, April to June 2017 (Labour Force Survey)



Taxi passengers

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 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.

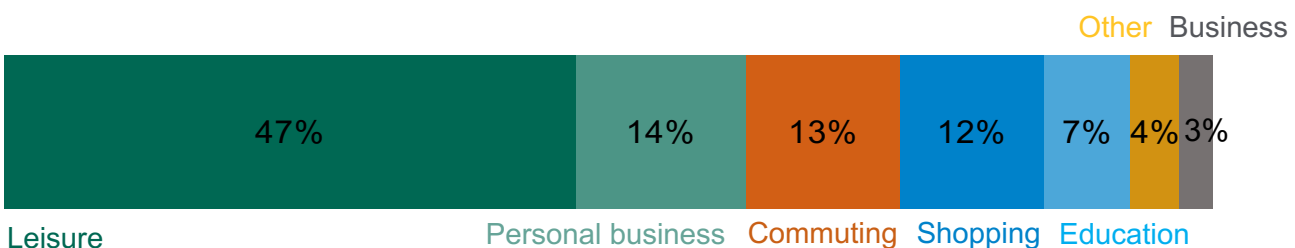
National Travel Survey

The National Travel Survey is a household survey carried out on over 16,000 individuals in England every year. The results in this release will be based on the 2017 results. For more information see [here](#).

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).

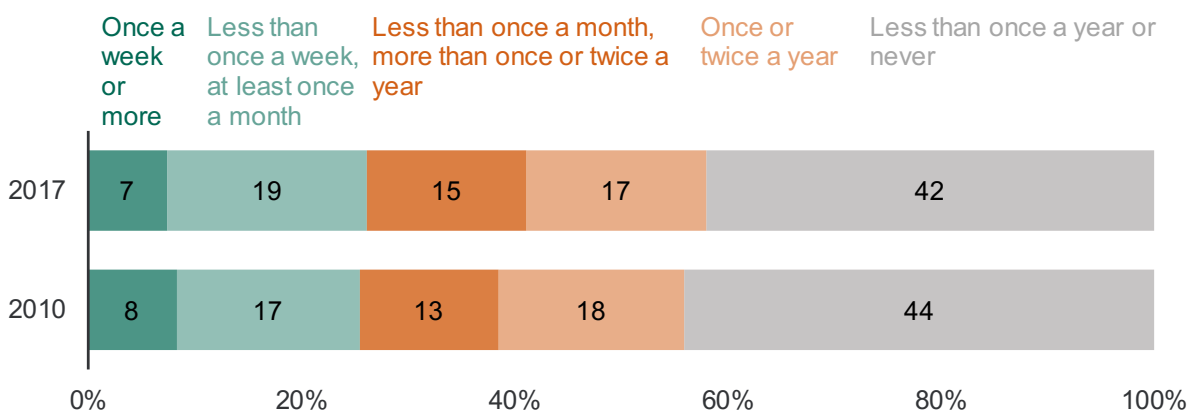
Chart 13: Purpose share of taxi or PHV trips, 2017 ([NTS0409](#))



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](#))



Who uses taxis?

Mobility difficulties

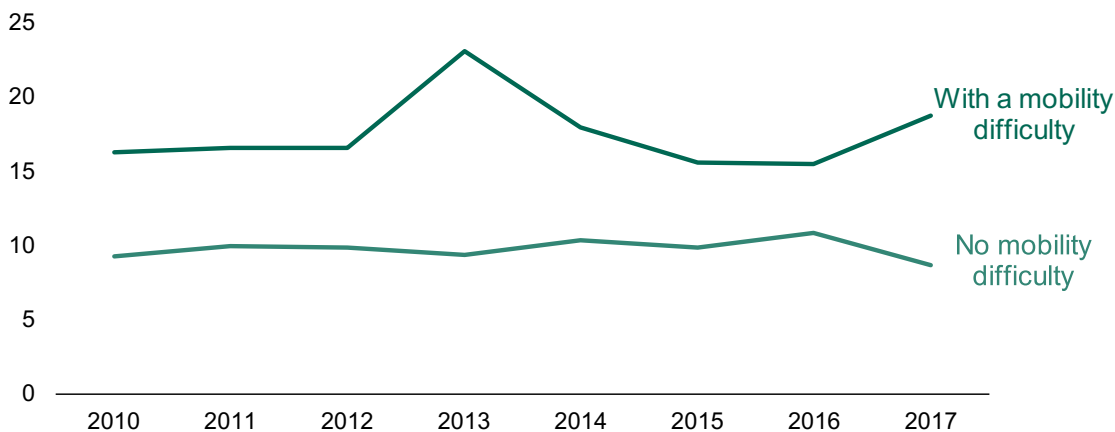
In 2017, the number of taxi or PHV trips made by adults aged 16 or over with mobility difficulties has increased from 16 trips per person per year in 2016 to 19 trips per person per year. Similar to last year, adults with mobility difficulties use taxis or PHVs more than people who do not (19 trips per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

[\(NTS0709\)](#)

Trips per person per year



Mobility difficulties

The NTS definition of having a mobility difficulty is based on those adults who responded to say they have difficulties travelling on foot, by bus or both.

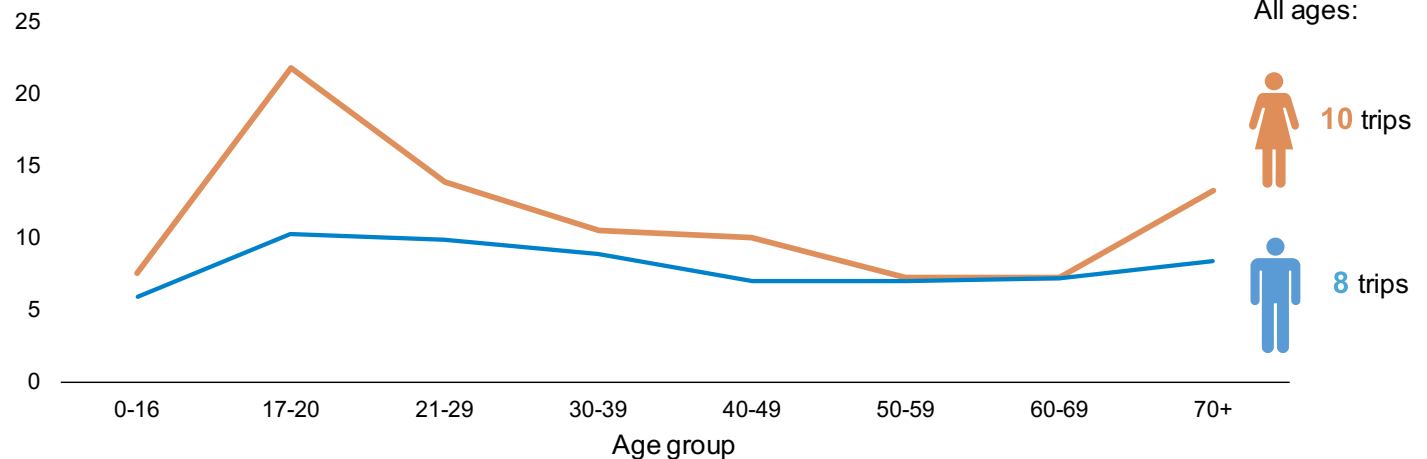
Age and gender

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 [\(NTS0601\)](#)

Trips per person per year

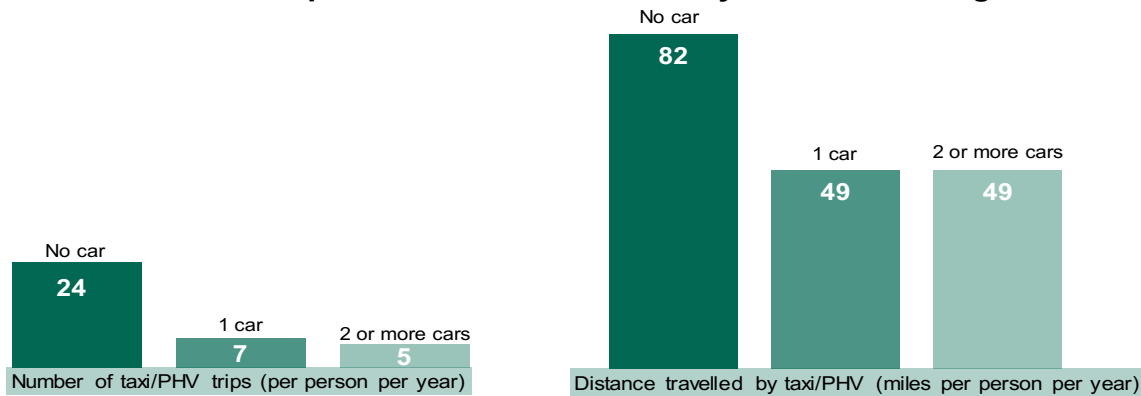


Car access

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

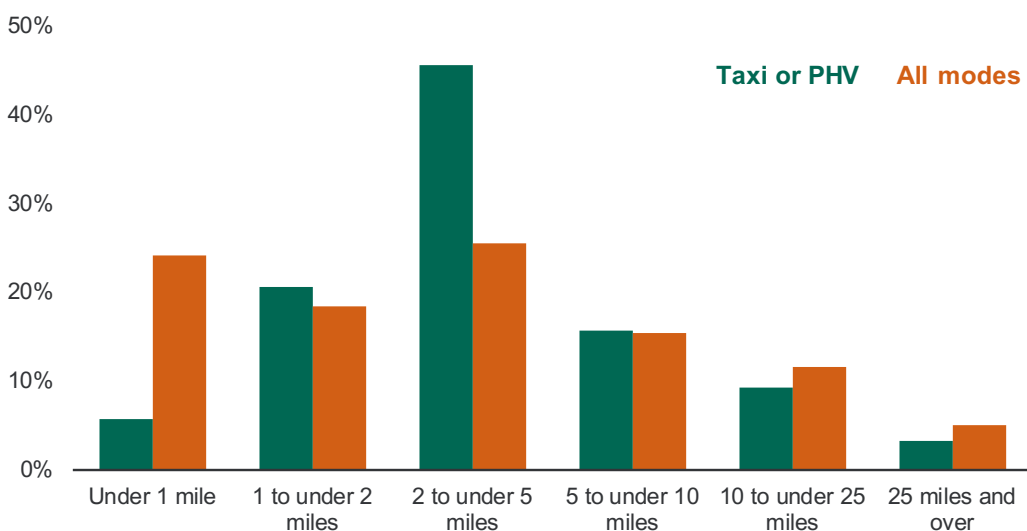
Similar to last year, people in the lowest real income quintile made 14 taxi or PHV trips but travelled less miles (4.3) than last year (4.6). Whereas, those in the highest real income level made less trips (8 trips per year in 2017 compared with 11 trips year in 2016) but travelled further than last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

([NTS0308](#))



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.



To hear more about DfT statistics publications as they are released please follow us on Twitter via our [@DfTstats](https://twitter.com/DfTstats) account. TWITTER, TWEET, RETWEET and the Twitter logo are trademarks of Twitter, Inc. or its affiliates