

Report to: General Purposes Committee Meeting – 1 December 2022  
 Director Lead: Matthew Finch, Director – Communities & Environment  
 Lead Officer: Alan Batty, Business Manager – Public Protection, Extn. 5467

<b>Report Summary</b>	
<b>Report Title</b>	Department of Transport Taxi and Private Hire Vehicle Statistics 2021-2022
<b>Purpose of Report</b>	To inform Members the latest vehicle figures relating taxi and private hire vehicles collected and collated by the Department for Transport and to highlight the national trends and changes in the taxi and private hire fleet.
<b>Recommendations</b>	That Members note the contents of the report.
<b>Reason for Recommendations</b>	To assure Members that the licensing authority is compliant with the requirements of the act.

## 1.0 Background

1.1 The DfT collect figures each year from the licensing authorities in England for the numbers of taxis and private hire vehicles that are licensed to operate. The figures represent information as of 31 March 2022.

1.2 Where possible the national data has been compared to local data.

### 1.3 Licensed Vehicles - National Picture

Between 2005 and 2020, the total number of licensed vehicles increased from 184,500 in 2005 to 298,600 in 2020. This figure then fell by 15.9% to 251,100 in 2021 before increasing slightly to 260,700 in 2022.

#### Local Picture

Our numbers have stayed stable in the last few years: we had 101 licensed vehicles in 2020, 102 in 2021, and 99 currently.

### 1.4 Drivers– National Picture

There were 330,300 driver licences in 2022, a decrease of 3.4% compared to the previous year. Between 2005 and 2020 the number of driver licences increased from 242,100 to 364,700. It then fell to 342,100 in 2021

### Local Picture

At the beginning of 2020 we had 150 licensed drivers. This fell by 15% to 127 in 2021 but has now increased to 136 licenced drivers.

#### 1.5 Wheelchair accessible Vehicles - National Picture

Nationally there are 33,000 wheelchair accessible vehicles. These are either purpose built or converted vehicles. This is slightly higher than last year but significantly lower than 2020.

### Local Picture

We currently have 9 wheelchair accessible vehicles, representing 10% of all licenced vehicles. This has remained the same for the last 3 years.

#### 1.6 Fit and Proper Policies – National Picture

Over 80% of authorities required taxi drivers and PHV drivers to complete child sexual abuse (CSA) or child sexual exploitation (CSE) training. These proportions have grown since the previous year.

All authorities required enhanced DBS (Disclosure and Barring Service) and barred list checks for taxi drivers

As of 31 March 2022, 67% of authorities submitted data to NR3, and 69% used NR3 when making licensing decisions. These both represented a large increase from 31 March 2021, when the equivalent figures were 48% and 50%.

### Local Picture

The NSDC policy requires all drivers to undertake child sexual abuse (CSA) or child sexual exploitation (CSE) training within 1 year of being licensed. The Council agreed in 2019 to use the national register (NR3) of revocations, refusals and suspensions and has done so since this time.

#### 1.7 Age and Fuel Type – National Picture

The vast majority of the taxi and private hire fleet is powered by diesel. 79% for taxis and 51% for Private Hire vehicles. There are 7% of taxis that are hybrid vehicles and 11% that are electric. The hybrid numbers are higher for PHVs with 38% being hybrid but a lower figure of 5% for electric PHVs.

### Local Picture

Currently, 4 of our vehicles are hybrid (4%) and 1 is fully electric. In 2020 we had 3 hybrid vehicles and 1 fully electric.

## **2.0 Proposal/Options Considered and Reasons for Recommendation**

2.1 The Council will continue to develop its policies and procedures to ensure compliance with national regulation and to meet the expectations of Members and the public. When looking at the national picture this authority compares well.

2.2 Over the next 12 months the use of incentives to encourage more rapid move towards electric vehicles will be explored.

### **3.0 Implications**

- 3.1 In writing this report and in putting forward recommendations, officers have considered a range of potential implications. There are no implications arising from this report.

### **Background Papers and Published Documents**

Taxi & Private Hire Vehicle Statistics, Quality Report: 2022 - Dept for Transport