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January 1989

**TAXI LICENSING POLICY:
THE EFFECTS OF THE 1985
TRANSPORT ACT**

Jeremy P Toner

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ABSTRACT

TONER, J.P. (1989), "Taxi licensing policy: the effects of the 1985 Transport Act", Working Paper 273, Institute for Transport Studies, University of Leeds.

This paper presents the results of a survey of taxi licensing policy conducted two years after the implementation of the 1985 Transport Act.

The 1985 Transport Act substantially altered the legal framework for regulating hackney carriages ("taxis") such that a licensing authority may refuse the grant of a hackney carriage licence for the purpose of limiting the number of hackney carriages if, but only if, it is satisfied that there is no significant demand for the services of hackney carriages which is unmet. Local councils have never been permitted to impose an artificial limit on the number of private hire cars ("minicabs") in this way. This study examines the effectiveness of the legislation in setting free the market to determine the number of vehicles available for hire to the public. The existence of data sources which, it is claimed, can be used to achieve an optimal regulation of the taxi industry is considered.

It is found that taxis and hire cars are very substitutable, and that where the number of taxis is restricted, there is a compensatory extra increase in the number of hire cars. However, licensing policy is found to have no effect on the total number of vehicles available for hire. The data sources which local authorities are theoretically able to use to assist them in achieving an optimal regulatory policy are virtually non-existent.

Further work in this area is currently underway, and will be reported in this series in due course.

Taxi Licensing Policy: the effects of the 1985 Transport Act.

1. Introduction
2. The legal framework
3. The survey results
4. Knowledge for regulating
5. Follow-up study

1. Introduction

1.1 This study of taxi licensing policy in England and Wales is presented as part of a larger project on the Economics of regulation of the taxi trade in British towns, which is being researched under the supervision of Professor K. M. Gwilliam and Mr. P. J. Mackie at the Institute for Transport Studies, University of Leeds. The purpose of the wider study is to examine the workings of rank-based taxi markets and to consider the welfare effects of different forms of regulation and organisation. This report is concerned with the state of the art of taxi and hire car licensing and considers the changes brought about by the implementation of the relevant sections of The Transport Act, 1985, which deregulated local bus services in Great Britain (outside London) and altered licensing regulations applicable to the taxi and hire car industry.

1.2 Aims and Objectives

The principal aim of this study was to examine the responses of local authorities to the provisions of sections 15 and 16 of the 1985 Transport Act and in particular to assess the effectiveness of the legislation in subjecting the taxi industry to the disciplines of the free market thus causing an increased supply of taxis to be made available to the consumer. A secondary aim was to measure the extent of knowledge about the trade, primarily in the form of historical data sources maintained by licensing authorities, but also including (subjective) judgments about the level of such indicators as average fare, engaged ratio, etc. Thirdly, we wished to be able to compare trends in the taxi industry pre- and post-Transport Act.

1.3 The survey sample

In January 1988, we sent a 4-page questionnaire on Taxi Licensing Policy to:—

333 District Councils in England and Wales
36 Metropolitan District Councils
1 Council of the Isles of Scilly

We excluded from the survey Scotland and Northern Ireland, where taxis are licensed under different legislation, and the London Boroughs, since the taxi licensing function within the Metropolitan Police Area (MPA) is exercised by the Met. Because three non-London districts are totally within the MPA, they also are not responsible for taxi licensing and cannot license hire cars. The returns from these districts were excluded from the analysis. A number of authorities license only in that part of their district which is not under the jurisdiction of the Met. These districts were, however, included in the analysis.

- 1.4 The questionnaire elicited a total of 325 replies. Three were from authorities within the MPA, and there were two joint taxi licensing schemes. There were therefore 320 valid replies incorporated within the investigation. This response rate of 86.5% decomposes into one of 87% for shire district councils and 83% for the metropolitan authorities. These figures are not significantly different, which suggests that there need be no cause for concern as to the representativeness of the sample.
- 1.5 A printout of the key indicators of the extent and degree of taxi and hire car regulation is included as an appendix to this report. For each district, we show the number of taxis and hire cars, the size of the waiting list for hackney carriage plates, the population per taxi, hire car and licensed vehicle and the ratio of hire cars to taxis. For these last four figures, we have included a ranking variable which shows an authority's position relative to others. Thus we can see that, for example, Aberconwy has the 26th highest provision of taxis per capita.

2. The legal framework.

2.1 The Origins of Hackney Carriage regulation.

The birth of modern regulatory practice is generally reckoned to be the Town Police Clauses Act of 1847, under which various permissive powers were granted to local Commissioners.

"The Commissioners may from Time to Time license to ply for hire...such Number of Hackney Carriages....as they think fit." (10 & 11 Vict. c. 89 s. 37)

As well as this discretion granted to Local Authorities to restrict the number of hackney carriages, the Act

established the essentials of the taxi licensing system which still apply, governing issues such as the establishment of taxi ranks, regulating what taxis and drivers should look like (up to a point), the regulation of fares (for time and distance) and their display, and regulating the physical/mechanical characteristics of taxis. In practice, not all licensing authorities had regulations for each aspect of taxi operation, and regulations differed (and differ) considerably from area to area.

2.2 Regulations governing private hire cars.

In Britain, regulators dealt almost exclusively with hackney carriages until 1976. Not until the passage of the Local Government (Miscellaneous Provisions) Act in that year were private hire cars officially recognised as existing. (Prior to that date, a number of Local Authorities had promoted private Acts to permit them to regulate the activities of non-Hackney paratransit vehicles; but there was no general permissive legislation such as the 1847 Act.) This difference in the method of hiring, now largely unappreciated by the public due to the advent and application of radio control to both taxis and hire cars, is the key legal distinction between hackney carriages and private hire cars. A useful definition is found in Coe (1986), where it states,

"A taxi (or hackney carriage) is a vehicle with fewer than nine seats which is licensed to 'ply for hire'. Although the term 'ply for hire' is a legal one, it is defined by case law rather than statute. It is generally understood as the right to be available on the street for hire by members of the public. Hire cars (or private hire cars) are also small vehicles that are hired as a whole but, not being licensed as taxis, are unable to ply for hire in the street and must be booked by customers through an office or agency."

Part II of the Local Government (Misc. Prov.) Act clarified, updated and extended the law concerning regulation of vehicles made available for hire to the public. Under its terms, a district council in whose area or part of whose area the 1847 Act was in force, was able to resolve that the Act apply in that area or part of area. Permissive powers to make similar regulations to those in force for hackney carriages were granted, except that a local authority was not permitted to control the fares charged by private hire drivers, nor were they allowed to refuse the grant of a private hire car licence for the purpose of limiting the number of private hire cars.

2.3 The situation before 1985

Prior to implementation of the Transport Act, then, a local authority could adopt one of four positions with respect to hackney carriage licensing:

- (i) adoption of the permissive powers of the Town Police Clauses Act
- (ii) adoption of the provisions of the Local Government (Miscellaneous Provisions) Act
- (iii) regulation by means of a local Act (rarely used)
- (iv) no regulatory provision

Hire cars could not be licensed if (iv) was the policy pursued and, if licensed, were so either under (ii) or (iii). Authorities had to require that certain vehicle specifications be met (at whatever level the authority chose, subject to a statutory minimum) and that private hire vehicles be different in appearance from taxis.

2.4 The Transport Act, 1985

The anomaly created by the existence of a relatively unregulated industry where prices and quantities are determined by market forces and the continued tight regulation of the hackney carriage sector will have been one of the driving forces behind the inclusion of clauses concerning taxicabs and private hire cars as an adjunct to the 1985 Transport Act. The clauses dealing with taxis and hire cars fall into two distinct parts, the first dealing with shared taxis and the operation of taxis as PSV's, thus attempting to blur the boundaries between hire vehicles and buses, and the second concerning taxi licensing in general and control of numbers in particular. It is this latter which is of interest here.

Section 15 of the Act removes the previously discretionary powers concerning the adoption of taxi licensing and so local authorities are now required to adopt the provisions of the 1847 Act.

Section 16 alters a local authority's power to restrict the supply of taxis. By removing the previous discretion granted to local authorities to determine the number of hackney carriages, such that now an application for a hackney carriage licence may be refused for the purpose of limiting the number of hackney carriages if, but only if, the person authorised to grant licences is satisfied that there is no significant demand for the service of hackney carriages which is unmet, the Transport Act has caused the number of taxis licensed in some areas to increase at a very great rate; in other areas, authorities have maintained previous levels of service. In all areas, however, the legal situation as regards hire cars is virtually unchanged -

there is no corresponding legal requirement to license hire cars, and there are still no entry restrictions.

3 The survey results

3.1 Trends in licensing

Most of the empirical work on taxis and hire cars in England and Wales has been conducted under the auspices of the Transport and Road Research Laboratory (TRRL). Readers are referred especially to Coe and Jackson (1981) and Coe (1986). Two post-deregulation studies have been carried out, and are reported in Finch (1988) and Eaglestone and Silcock (1988). This paper continues and expands upon its predecessors.

From table 1, it can be seen that section 15 of the Transport Act has introduced regulation of hackney carriages to 15% of districts for the first time. The two Welsh districts of Brecknock and Dwyfor which, according to Eaglestone and Silcock had applied to the Secretary of State for Wales for permission to refrain from regulating, had both commenced regulating by 1st April 1988.

Table 1: The extent of hackney carriage licensing

| State of taxi licensing | Number (percentage) of district councils | | | |
|---|--|------------------|-------------------|-----------------|
| | Autumn 1980 § | Spring 1985 § | Pre-1985 Act @ | Early 1988 @ |
| Licensing over whole or part of area | 305 (82.4) | 312 (84.6) | 269 (84.9) | 316 (99.1) |
| Licensing by Metropolitan Police | 3 (0.8) | 3 (0.8) | 3 (0.9) | 3 (0.9) |
| No licensing | 61 (16.8) | 54 (14.6) | 45 (14.2) | - (-) |
| Districts in sample | 369 | 369 | 317 | 319 |

* Licensing scheme either in operation or in preparation

§ Source: Coe (1986)

@ Source: Questionnaire returns

The 1985 Transport Act has not changed the previously permissive hire car regulations. However, as table 2 shows, there has been an increase in the number of district councils licensing hire cars. Before the Act, this number had been increasing anyway, and it could be that since the Act some of those authorities newly required to license hackney carriages have also introduced a hire car licensing scheme.

Table 2: The extent of private hire car licensing

| State of licensing | Number (percentage) of district councils | | |
|--------------------------------------|--|------------------|-----------------|
| | Autumn 1980 § | Spring 1985 § | Early 1988 @ |
| Licensing over whole or part of area | 216 (58.5) | 256 (69.4) | 268 (84.5) |
| Licensing in transition | 5 (1.4) | 3 (0.8) | 6 (1.9) |
| No licensing | 148 (40.1) | 110 (29.8) | 43 (13.6) |
| Districts in sample | 369 | 369 | 317 |

§ Source: Coe (1986)

@ Source: Questionnaire returns

3.2 Licensing policy

In the theoretical literature, regulation of both prices and quantities in the hackney carriage sector are discussed in some detail as being the two major areas in which regulators can affect the market and/or protect the consumer. Table 3, below, shows the extent of these policies and of changes in the recent past.

Table 3: The scope of hackney carriage licensing

| State of licensing | Percentage (Number) of district councils | | | |
|--|--|------------------|-------------------|-----------------|
| | Autumn 1980 § | Spring 1985 § | Pre-1985 Act @ | Early 1988 @ |
| Percentage of sample regulating fares | 75.3 (278) | 78.6 (290) | - | 88.9 (281) |
| Percentage of sample restricting entry | 67.5 (249) | 74.3 (274) | 72.2 (226) | 57.2 (179) |
| Districts in sample | 369 | 369 | 313 | 313 |

§ Source: Coe (1986)

@ Source: Questionnaire returns

As can be seen, there was a gradual increase in the proportion of councils regulating quantities up to the 1985 Act. Presumably, this was caused primarily by councils adopting the 1847 Act for the first time and setting a limit to the number of licences issued. Since the Transport Act, the proportion of councils restricting entry in this way has fallen, in line with the intention of the Act. In calculating these figures, it has been assumed that those councils which have started to license taxis only as a result of the 1985 Act have a policy of free entry. So, of the 268 authorities in the sample which licensed taxis

before the Act, 179 or 66.8% still do not have a policy of free entry. Even allowing for the new licensers and their unlimited supply of taxi licences, 57.2% of authorities are restricting the number of taxis which, although a substantial fall from the pre-Act figure, is, I suspect, rather more than is compliant with the spirit of the 1985 Transport Act.

If we look more closely at the changes in quantity regulation since the Transport Act (table 4), we see that, for councils which previously regulated taxis, for every one authority which has changed its policy from one of restriction to one of free entry, almost four have continued to limit entry.

Table 4: Changes in regulatory policy;
Number (percentage) of councils with open entry

| | | Open | Early 1988 Restricted | Total |
|-----------------------|------------|-----------|--------------------------|-------------|
| Pre- section 16 | Open | 42 (15.7) | - (-) | 42 (15.7) |
| | Restricted | 47 (17.5) | 179 (66.8) | 226 (84.3) |
| | Total | 89 (33.2) | 179 (66.8) | 268 (100.0) |

3.3 Vehicle numbers

Prior to the 1985 Transport Act, the growth rates of fleet sizes for hackney carriages and private hire cars over the previous five years had been 2% per annum and 6% per annum respectively (source: Coe (1986)). For districts which license both taxis and hire cars, we can extrapolate this trend and apply it to the base figures (numbers of hackneys and private hires in April 1986). In April 1986, the mean number of hackney carriages for districts which exercised their licensing function fully was 65. In these districts, there were also an average 125 private hire cars. The continuation of the previous trend would have given us 68 hackneys and 135 hire cars. The actual figures reveal that by early 1988, there were an average 76 taxis and 127 hire cars in these districts. As can be seen from table 5, the expected total fleet size is equal to the actual total fleet size; it is the balance between hackneys and hire cars which appears has changed since the implementation of the Transport Act.

Table 5: Predicted and Actual mean fleet sizes post-1985 Act.

| | April 1986 | Predicted 1988 | Actual 1988 |
|----------------|------------|----------------|-------------|
| Mean hackneys | 65 | 68 | 76 |
| Mean hire cars | 120 | 135 | 127 |
| Mean total | 185 | 203 | 203 |

These figures appear to suggest that hackney carriages and hire cars are substitutable to some extent as far as the supply side is concerned. A more detailed analysis (table 6) considers the effects of regulatory policy on the split of taxis and hire cars. For authorities which, prior to 1986, had issued hackney carriage plates on demand, there was, realistically, only one policy which they could pursue post-Act, that being to continue to issue plates freely. For those districts which had previously restricted the number of hackney plates in circulation, however, there were three potential policies. Firstly, they could decide to comply fully with the spirit of the Act and implement a policy of free entry. Secondly, they could decide that, come what may, they were not going to issue any more taxi plates. The third possibility was to compromise and issue some extra licences, but to impose or envisage a new, higher limit than that which was previously in force.

Table 6: Mean fleet sizes pre- and post-Act according to licensing policy.

| | | FREE ENTRY | | RESTRICTED ENTRY | |
|-----------------|------|------------|-----------|------------------|----------|
| | | Always | post S.16 | Issue | No issue |
| Mean hackneys | 1988 | 42 | 66 | 75 | 93 |
| | 1986 | 35 | 45 | 62 | 93 |
| Mean priv hires | 1988 | 47 | 91 | 120 | 183 |
| | 1986 | 41 | 97 | 112 | 158 |
| Mean total | 1988 | 89 | 157 | 195 | 276 |
| | 1986 | 76 | 142 | 174 | 251 |

The percentage changes in fleet sizes before and after the Transport Act are presented in table 7.

Table 7: Percentage Change in Mean fleet sizes pre- and post- Act according to licensing policy.

| | FREE ENTRY post S.16 | RESTRICTED ENTRY | |
|---------------|-------------------------|------------------|----------|
| | | Issue | No issue |
| Hackneys | 47 % | 21 % | 0 % |
| Private hires | -6 % | 7 % | 16 % |
| Total | 11 % | 12 % | 10 % |

4 Knowledge for regulating

4.1 Fare-setting procedures

As well as asking authorities whether they prescribed the fares which hackney carriages could charge, we also asked them to tell us what evidence they took into account when setting fares. Our survey revealed that, in the main, local authorities based their decisions on a criterion of "reasonableness" of both proposed increase and absolute fare levels. This, of course, presupposes that the existing position was somewhere near the optimum.

Out of 281 districts in the sample which regulate fares, some 244 gave an indication of how they chose the levels at which to set fares. Districts were given a free response to tell us of anything for which they had regard. The most common considerations are summarised in table 8.

Table 8: Number (percentage) of councils having regard for factors in determining fare levels.

| Factor | Councils | |
|---------------------------|----------|------------|
| | Number | Percentage |
| RPI/Cost of living | 100 | 41.0 |
| Cost of petrol/motoring | 81 | 33.2 |
| Time since last increase | 7 | 2.9 |
| Effect on demand | 2 | 0.8 |
| Fares in other districts | 98 | 40.2 |
| Trade opinion | 64 | 26.2 |
| Public opinion | 11 | 4.5 |
| Wages index | 2 | 0.8 |
| Unemployment | 1 | 0.4 |
| Public transport prices | 1 | 0.4 |
| Comparison with priv hire | 4 | 1.6 |

4.2 Historical data

As part of our programme of research into the taxi industry, we were interested in undertaking some sort of more formal analysis than has hitherto been attempted. To that end, we asked about data sources that might be available to us, unsure as to whether or not they existed. Much of the academic literature on taxis concerns the achievement of an optimal regulation; whether in fact that is possible, and if so, what information could be used. Even at the simplest level, a model of a taxi market would need some sort of information on things like the proportion of on the road time taxis are engaged and the earnings of cabs. Since the proponents of regulation use measures such as these in their argument, we thought we should find out if the relevant figures are known. Table 9 presents the extent of historical knowledge of the key indicators.

Table 9: Number (percentage) of councils having data on key factors in determining regulatory policy

| Factor | Councils | |
|------------------------------|----------|------------|
| | Number | Percentage |
| Fares | 180 | 58.3 |
| Number of taxis | 195 | 63.3 |
| Licence premium | 11 | 3.6 |
| Engaged ratio | 8 | 2.6 |
| Average no. of daily hirings | 1 | 0.3 |
| Average fare | 1 | 0.3 |

Information on the value of a hackney carriage plate is limited because sales are conducted privately and are not under the control of the council. Any value quoted is usually hearsay evidence - but that can still be of use. Information on the last three indicators can sometimes be obtained from studies which have been commissioned by councils to ascertain the extent of any unmet demand, although it may be necessary to make some heroic assumptions.

4.3 Licence values

There are a number of interpretations of the meaning of the rent which accrues to taxi licence holders in the form of a saleable plate. Firstly, it is an indication that the exclusive right to ply for hire enables profits to be earned in excess of those which would be necessary just to maintain service. We would therefore expect that, in areas with a relatively low supply of taxis and/or restrictions on the number of plates issued, licence values would be higher than in those areas with free entry, where we might find that there is no value to a plate. Secondly, a licence value may reflect the historical cost incurred by the vendor when he first bought the plate. This value can only be sustainable,

though, if the first condition applies, that is, if working in the taxi trade (as opposed to the private hire trade or elsewhere in the economy) is sufficiently attractive to make it worthwhile buying the rights. Lastly, a licence value can indicate that the purchaser is buying a business and customer loyalty. This again is only applicable if there is some advantage to be gained which can outweigh the costs of entry.

Given the above, it might be expected that the 1985 Transport Act has changed the value of a licence. Indeed, the existence of such a premium was cited by the government as evidence that reform was necessary. Table 10 shows the range of licence values in 1985 and 1988. The 1988 series has been deflated to 1985 prices to permit comparability.

Table 10: Licence values 1985 and 1988

| Licence value | Number (percentage) of districts | | | |
|----------------------|----------------------------------|--------|--------|--------|
| | 1985 \$ | | 1988 @ | |
| More than £10,000 | 22 | (6.0) | 28 | (8.8) |
| £5,000 to £10,000 | 38 | (10.3) | 31 | (9.7) |
| £1,000 to £5,000 | 57 | (15.4) | 38 | (11.9) |
| Under £1,000 | 19 | (5.1) | 7 | (2.2) |
| Value, but not given | 61 | (16.5) | - | (-) |
| No value | 172 | (46.6) | 215 | (67.4) |
| Districts in sample | 369 | | 319 | |

\$ Source: Coe (1986)

@ Source: Questionnaire returns

The number of districts where licence values are zero has fallen considerably; but where they still exist, licence values are typically higher now than in 1985. This may be partly due to differing regulatory policies, with a high licence value representing a long-term policy of restricting entry and districts with such a policy being more likely to adhere to it than those with a less strict control of quantity. The average value (where a value exists at all) was £5,850 in 1985 and £7,750 in 1988, which is £6,700 in 1985 prices.

4.4 Studies

A number of districts have commissioned studies of the taxi industry in their area in line with the recommendation of DTp circular 3/85, paragraph 27 of which says that assertion that hackney carriages are sufficiently easily available is not an adequate assessment of the extent and significance of any unmet demand for the services of hackney carriages in their area. Table 11 indicates the nature of these studies.

Table 11: Studies of taxis

| Type of study | No. of districts |
|--|------------------|
| Unmet demand by independent organisation | 56 |
| Unmet demand planned/underway | 8 |
| Unmet demand done in house | 29 |
| Other type of survey (TRRL/Price Commission etc) | 7 |

These studies vary quite considerably in their scope and size, but it appears that quite large numbers of authorities have taken seriously the requirement to conduct a study if they wish to continue restricting the number of taxis. Furthermore, these figures are probably now rather out of date, as more authorities engage consultants and academics to undertake such studies.

5. Follow-up study.

This study has sought to outline the extent of regulatory control over the taxi and hire car industries and see how the Transport Act, 1985, has changed things. It has also shown that many of the indicators which might be used by councils to determine regulatory policy are, in practice, non-existent. For example, data on cab utilisation rates could be used to estimate demand, given assumptions about the pattern of work of the cabs; but we have found that data such as these are not readily available. We do know that, in many cases, any problems in meeting demand are associated with late-night peaks in trade. So by concentrating on the determinants of peak demand, by using data on traffic generators such as night-clubs as proxies for direct demand estimation, it may be that we could progress a little further down the road of how to achieve an optimal regulation. For this reason, we are circulating local authorities with another questionnaire, which deals with:

- (a) licensing issues and change since last year;
- (b) enforcement issues, which are topical because many councils which have adopted less strict limits to entry are concerned about vehicle quality; and
- (c) determinants of peak demand.

We hope that this further survey will add to our understanding of the taxi and hire car industry in England and Wales, and enable us to direct our efforts at those issues which are of concern to the trade, the public and the regulators.

Appendix

This appendix contains summary detail of the state of taxi licensing in each non-London district in England and Wales. The following should be noted:

For GILLINGHAM, see ROCHESTER - entries combined.

For LANGBAURGH, see MIDDLESBROUGH - entries combined.

EPSOM & EWELL, HERTSMERE and SPELTHORNE are within the Metropolitan Police Area, and thus do not license taxis.

In the column headed SIZE OF WAITING LIST, a figure 1** means that there is a waiting list, but we do not know how long it is.

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| DISTRICT | NO. OF TAXIS | NO. OF PHC | SIZE OF WAITING LIST | POP PER TAXI | POP PER PHC | POP PER LICENSED VEHICLE | RATIO OF HIRE CARS TO TAXIS | RANKING POP PER HIRE CAR | RANKING POP PER VEHICLE | RANKING HC/ TAXI RATIO | RANKING POP PER TAXI |
|--------------------|--------------|------------|----------------------|--------------|-------------|--------------------------|-----------------------------|--------------------------|-------------------------|------------------------|----------------------|
| ABERCONWY | 62 | 50 | 0 | 855 | 1060 | 473 | 0.8 | 86 | 47 | 77 | 26 |
| ADUR | 58 | 53 | 52 | 1000 | 1094 | 523 | 0.9 | 90 | 59 | 86 | 40 |
| ALLERDALE | . | . | . | . | . | . | . | . | . | . | . |
| ALNWICK | 1 | 23 | 0 | 29000 | 1261 | 1208 | 23.0 | 103 | 206 | 260 | 276 |
| ALYN & DEESIDE | . | . | . | . | . | . | . | . | . | . | . |
| AMBER VALLEY | 92 | 32 | 0 | 1185 | 3406 | 879 | 0.3 | 218 | 145 | 18 | 57 |
| ARFON | 50 | 30 | 12 | 1080 | 1800 | 675 | 0.6 | 154 | 88 | 49 | 47 |
| ARUN | 186 | . | 0 | 688 | . | . | . | . | . | . | 10 |
| ASHFIELD | 45 | . | 0 | 2378 | . | . | . | . | . | . | 163 |
| ASHFORD | 63 | 22 | 30 | 1429 | 4091 | 1059 | 0.3 | 230 | 180 | 19 | 85 |
| AYLESBURY VALE | 58 | 100 | 0 | 2414 | 1400 | 886 | 1.7 | 116 | 147 | 150 | 167 |
| BABERGH | 20 | 25 | 0 | . | . | . | 1.3 | . | . | 117 | . |
| BARROW-IN-FURNESS | 72 | 154 | 50 | 1028 | 481 | 327 | 2.1 | 18 | 18 | 175 | 42 |
| BASINGSTOKE & DNE | 43 | 81 | 38 | 3209 | 1704 | 1113 | 1.9 | 149 | 190 | 158 | 217 |
| BASSETLAW | 29 | 29 | 10 | 3621 | 3621 | 1810 | 1.0 | 223 | 233 | 93 | 226 |
| BATH | 61 | . | 120 | 1377 | . | . | . | . | . | . | 82 |
| BERWICK UPON TWEED | 34 | . | 0 | 794 | . | . | . | . | . | . | 18 |
| BEVERLEY | . | . | . | . | . | . | . | . | . | . | . |
| BLABY | 0 | 68 | 0 | . | 1206 | 1206 | . | 100 | 205 | . | . |
| BLACKBURN | 58 | 470 | 167 | 2500 | 309 | 275 | 8.1 | 3 | 6 | 248 | 175 |
| BLACKPOOL | 255 | 275 | 260 | 569 | 527 | 274 | 1.1 | 25 | 4 | 98 | 5 |
| BLAENAU GWENT | 26 | 35 | 0 | 3038 | 2257 | 1295 | 1.3 | 181 | 214 | 122 | 199 |
| BLYTH VALLEY | 32 | 29 | 5 | 2438 | 2690 | 1279 | 0.9 | 200 | 211 | 85 | 168 |
| BOLSOVER | 0 | 0 | 0 | . | . | . | . | . | . | . | . |
| BOOTHFERRY | . | . | . | . | . | . | . | . | . | . | . |
| BOSTON | 22 | 7 | 6 | 2409 | 7571 | 1828 | 0.3 | 248 | 235 | 14 | 166 |
| BOURNEMOUTH | 147 | 150 | . | . | . | . | 1.0 | . | . | 95 | . |
| BRACKNELL | 102 | 46 | 15 | 912 | 2022 | 628 | 0.5 | 169 | 76 | 34 | 29 |
| BRAINTREE | 60 | . | 54 | 1950 | . | . | . | . | . | . | 126 |
| BRECKLAND | . | . | . | . | . | . | . | . | . | . | . |
| BRECKNOCK | 16 | 14 | 0 | 3125 | 3571 | 1667 | 0.9 | 222 | 228 | 81 | 209 |
| BRENTWOOD | 34 | 55 | 0 | 2118 | 1309 | 809 | 1.6 | 109 | 128 | 141 | 141 |
| BRIDGNORTH | 1 | 45 | 0 | 52000 | 1156 | 1130 | 45.0 | 95 | 197 | 263 | 279 |
| BRIGHTON | 270 | 173 | 163 | 556 | 867 | 339 | 0.6 | 60 | 19 | 54 | 4 |
| BRISTOL | 265 | 429 | 165 | 1479 | 914 | 565 | 1.6 | 65 | 68 | 142 | 92 |
| BROADLAND | 1 | 13 | 0 | 100000 | 7692 | 7143 | 13.0 | 249 | 250 | 255 | 281 |
| BROMSGROVE | 12 | 70 | 0 | 7500 | 1286 | 1098 | 5.8 | 107 | 188 | 232 | 259 |
| BROXBOURNE | 18 | . | 23 | 1667 | . | . | . | . | . | . | 108 |
| BROXTOWE | 36 | 58 | 0 | . | . | . | 1.6 | . | . | 140 | . |
| BURNLEY | 16 | 206 | 0 | 5500 | 427 | 396 | 12.9 | 16 | 30 | 254 | 253 |
| CAMBRIDGE | 120 | 250 | 80 | 850 | 408 | 276 | 2.1 | 12 | 7 | 172 | 25 |
| CANNOCK CHASE | 24 | . | 0 | 3542 | . | . | . | . | . | . | 224 |
| CANTERBURY | . | . | . | . | . | . | . | . | . | . | . |
| CARADON | 20 | 50 | 0 | 3650 | 1460 | 1043 | 2.5 | 123 | 175 | 187 | 228 |
| CARDIFF | 395 | . | 173 | . | . | . | . | . | . | . | . |
| CARLISLE | 33 | 170 | . | 3061 | 594 | 498 | 5.2 | 36 | 51 | 229 | 203 |
| CAMARTHEN | . | . | . | . | . | . | . | . | . | . | . |
| CARRICK | 53 | 65 | 0 | 1491 | 1215 | 669 | 1.2 | 101 | 87 | 115 | 94 |
| CASTLE MORPETH | 75 | . | 0 | 667 | . | . | . | . | . | . | 9 |
| CASTLE POINT | . | . | . | . | . | . | . | . | . | . | . |
| CEREDIGION | . | 6 | 0 | . | 10667 | . | . | 254 | . | . | . |
| CHARNWOOD | 74 | 42 | 0 | 1946 | 3429 | 1241 | 0.6 | 219 | 208 | 48 | 125 |
| CHELMSFORD | 59 | 57 | 0 | 2542 | 2632 | 1293 | 1.0 | 196 | 213 | 90 | 177 |

| DISTRICT | NO. OF TAXIS | NO. OF PHC | SIZE OF WAITING LIST | POP PER TAXI | POP PER PHC | POP PER LICENSED VEHICLE | RATIO OF HIRE CARS TO TAXIS | RANKING POPN PER HIRE CAR | RANKING POPN PER VEHICLE | RANKING HC/ TAXI RATIO | RANKING POPN PER TAXI |
|---------------------|--------------|------------|----------------------|--------------|-------------|--------------------------|-----------------------------|---------------------------|--------------------------|------------------------|-----------------------|
| FOREST OF DEAN | . | 45 | 0 | . | 1689 | . | . | 148 | . | . | . |
| FYLDE | 79 | . | 0 | 848 | . | . | . | . | . | . | 24 |
| GEDLING | . | 125 | 0 | . | 888 | . | . | 63 | . | . | . |
| GILLINGHAM | . | . | . | . | . | . | . | . | . | . | . |
| GLANFORD | 4 | 28 | 0 | 17250 | 2464 | 2156 | 7.0 | 189 | 239 | 241 | 273 |
| GLOUCESTER | 70 | 56 | 24 | 1343 | 1679 | 746 | 0.8 | 147 | 105 | 74 | 79 |
| GLYNDWR | . | 55 | 0 | . | 745 | . | . | 50 | . | . | . |
| GOSPORT | 23 | 47 | 0 | 3391 | 1660 | 1114 | 2.0 | 141 | 191 | 167 | 221 |
| GRAVESHAM | 56 | 80 | 0 | 1696 | 1188 | 699 | 1.4 | 97 | 96 | 132 | 111 |
| GREAT GRIMSBY | 70 | 225 | 42 | 1286 | 400 | 305 | 3.2 | 11 | 13 | 214 | 71 |
| GREAT YARMOUTH | 136 | . | 0 | 618 | . | . | . | . | . | . | 7 |
| GUILDFORD | 102 | 48 | 39 | 1225 | 2604 | 833 | 0.5 | 194 | 137 | 36 | 63 |
| HALTON | 225 | 40 | 0 | 547 | 3075 | 464 | 0.2 | 214 | 44 | 6 | 3 |
| HAMBLETON | 25 | . | 0 | 3040 | . | . | . | . | . | . | 200 |
| HARBOROUGH | 15 | 17 | 0 | 4333 | 3824 | 2031 | 1.1 | 227 | 237 | 108 | 245 |
| HARLOW | 55 | 120 | 33 | 1309 | 600 | 411 | 2.2 | 37 | 33 | 178 | 74 |
| HARROGATE | 138 | 75 | 0 | 1058 | 1947 | 685 | 0.5 | 165 | 90 | 43 | 45 |
| HART | 22 | . | 4 | 3682 | . | . | . | . | . | . | 231 |
| HARTLEPOOL | 37 | 82 | 1** | 2486 | 1122 | 773 | 2.2 | 94 | 118 | 180 | 173 |
| HASTINGS | 48 | 53 | 92 | 1667 | 1509 | 792 | 1.1 | 131 | 123 | 102 | 108 |
| HAVANT | 35 | 230 | 47 | 3343 | 509 | 442 | 6.6 | 22 | 40 | 238 | 219 |
| HEREFORD | 28 | 60 | 55 | 1714 | 800 | 545 | 2.1 | 53 | 62 | 176 | 114 |
| HERTSMERE | . | . | . | . | . | . | . | . | . | . | . |
| HIGH PEAK | . | . | . | . | . | . | . | . | . | . | . |
| HINCKLEY & BOSWORTH | 39 | 16 | 0 | 2385 | 5813 | 1691 | 0.4 | 246 | 230 | 28 | 164 |
| HOLDERNESS | 13 | 33 | 0 | 3769 | 1485 | 1065 | 2.5 | 126 | 181 | 190 | 234 |
| HORSHAM | 55 | 40 | 26 | 1927 | 2650 | 1116 | 0.7 | 197 | 193 | 65 | 123 |
| HOVE | . | . | . | . | . | . | . | . | . | . | . |
| HULL | . | . | . | . | . | . | . | . | . | . | . |
| HUNTINGDON | 44 | 93 | 0 | 3182 | 1505 | 1022 | 2.1 | 130 | 172 | 174 | 215 |
| HYNDBURN | 50 | 140 | 82 | 1600 | 571 | 421 | 2.8 | 33 | 36 | 203 | 103 |
| IPSWICH | 101 | 144 | 0 | 1188 | 833 | 490 | 1.4 | 54 | 50 | 131 | 58 |
| ISLES OF SCILLY | 4 | 4 | 0 | 500 | 500 | 250 | 1.0 | 21 | 3 | 93 | 2 |
| ISLWYN | 15 | 89 | 0 | . | . | . | 5.9 | . | . | 234 | . |
| KENNET | 32 | . | 0 | 2094 | . | . | . | . | . | . | 139 |
| KERRIER | 58 | 30 | 0 | 1483 | 2867 | 977 | 0.5 | 209 | 165 | 39 | 93 |
| KETTERING | 36 | 28 | 14 | 2000 | 2571 | 1125 | 0.8 | 192 | 195 | 70 | 131 |
| KINGS LYNN & W NORF | 40 | 60 | 12 | 3150 | 2100 | 1260 | 1.5 | 173 | 209 | 136 | 211 |
| KINGSWOOD | 17 | 7 | 0 | 5118 | 12429 | 3625 | 0.4 | 255 | 245 | 29 | 250 |
| LANCASTER | 95 | 76 | 50 | 1337 | 1671 | 743 | 0.8 | 146 | 104 | 74 | 77 |
| LANGBAURGH | . | . | . | . | . | . | . | . | . | . | . |
| LEICESTER | 140 | 400 | 0 | . | . | . | 2.9 | . | . | 205 | . |
| LEOMINSTER | 3 | 4 | 0 | 12667 | 9500 | 5429 | 1.3 | 253 | 249 | 121 | 268 |
| LEWES | 100 | 10 | 0 | 870 | 8700 | 791 | 0.1 | 251 | 121 | 3 | 27 |
| LICHFIELD | 10 | 70 | 6 | 9000 | 1286 | 1125 | 7.0 | 107 | 195 | 241 | 264 |
| LINCOLN | 30 | 75 | . | 2633 | 1053 | 752 | 2.5 | 85 | 108 | 187 | 182 |
| LLANELLI | 39 | 18 | 0 | 1897 | 4111 | 1298 | 0.5 | 231 | 215 | 35 | 121 |
| LLIW VALLEY | 22 | 30 | 0 | 2636 | 1933 | 1115 | 1.4 | 164 | 192 | 125 | 184 |
| LUTON | . | . | . | . | . | . | . | . | . | . | . |
| MACCLESFIELD | 50 | 138 | 0 | 3000 | 1087 | 798 | 2.8 | 88 | 124 | 199 | 198 |
| MAIDSTONE | . | . | . | . | . | . | . | . | . | . | . |
| MALDON | 10 | 20 | 0 | 5100 | 2550 | 1700 | 2.0 | 191 | 231 | 165 | 249 |
| MALVERN HILLS | 34 | 19 | 0 | 1500 | 2684 | 962 | 0.6 | 199 | 160 | 45 | 97 |

| DISTRICT | NO. OF TAXIS | NO. OF PHC | SIZE OF WAITING LIST | POPN PER TAXI | POPN PER PHC | POPN PER LICENSED VEHICLE | RATIO OF HIRE CARS TO TAXIS | RANKING POPN PER HIRE CAR | RANKING POPN PER VEHICLE | RANKING HC/ TAXI RATIO | RANKING POPN PER TAXI |
|---------------------|--------------|------------|----------------------|---------------|--------------|---------------------------|-----------------------------|---------------------------|--------------------------|------------------------|-----------------------|
| MANSFIELD | 44 | 60 | 70 | 2273 | 1667 | 962 | 1.4 | 144 | 159 | 125 | 153 |
| MEDINA | 58 | 20 | 0 | 966 | 2800 | 718 | 0.3 | 205 | 99 | 17 | 36 |
| MEIRIONNYDD | 2 | 25 | 0 | 16000 | 1280 | 1185 | 12.5 | 105 | 204 | 253 | 271 |
| MELTON | 19 | 18 | 0 | 2263 | 2389 | 1162 | 0.9 | 187 | 199 | 89 | 152 |
| MENDIP | 65 | 42 | 0 | 1431 | 2214 | 869 | 0.6 | 179 | 142 | 55 | 86 |
| MERTHYR TYDFIL | . | . | . | . | . | . | . | . | . | . | . |
| MID BEDFORDSHIRE | 32 | 21 | 0 | 3438 | 5238 | 2075 | 0.7 | 241 | 238 | 58 | 223 |
| MID DEVON | 9 | . | 0 | 6667 | . | . | . | . | . | . | 256 |
| MID SUFFOLK | 1 | 20 | 0 | 76000 | 3800 | 3619 | 20.0 | 225 | 244 | 257 | 280 |
| MID SUSSEX | 130 | 50 | 18 | 923 | 2400 | 667 | 0.4 | 188 | 85 | 24 | 30 |
| MIDDLESBROUGH | 94 | 127 | 70 | 3170 | 2346 | 1348 | 1.4 | 185 | 219 | 123 | 214 |
| MILTON KEYNES | 70 | 318 | 0 | 2343 | 516 | 423 | 4.5 | 24 | 37 | 225 | 160 |
| MOLE VALLEY | . | . | . | . | . | . | . | . | . | . | . |
| MONMOUTH | . | . | 0 | . | . | . | . | . | . | . | . |
| MONTGOMERYSHIRE | 1 | 50 | 0 | 52000 | 1040 | 1020 | 50.0 | 83 | 171 | 264 | 279 |
| NEATH | 50 | 75 | 29 | 1300 | 867 | 520 | 1.5 | 59 | 58 | 136 | 73 |
| NEW FOREST | 74 | 76 | 0 | 2162 | 2105 | 1067 | 1.0 | 174 | 182 | 96 | 145 |
| NEWARK & SHERWOOD | 75 | 40 | 8 | 1533 | 2875 | 1000 | 0.5 | 210 | 168 | 41 | 101 |
| NEWBURY | 44 | 30 | 0 | 3045 | 4467 | 1811 | 0.7 | 234 | 234 | 60 | 201 |
| NEWCASTLE-UNDER-LYM | 50 | 137 | 19 | 2360 | 861 | 631 | 2.7 | 56 | 78 | 197 | 161 |
| NEWPORT | 91 | 215 | 0 | 1440 | 609 | 428 | 2.4 | 39 | 39 | 182 | 87 |
| NORTH BEDFORDSHIRE | 44 | 133 | 44 | 3068 | 1015 | 763 | 3.0 | 80 | 113 | 210 | 205 |
| NORTH CORNWALL | 19 | 300 | 0 | 3684 | 233 | 219 | 15.8 | 1 | 2 | 256 | 232 |
| NORTH DEVON | 55 | 60 | 15 | 1564 | 1433 | 748 | 1.1 | 121 | 106 | 101 | 102 |
| NORTH DORSET | 52 | 17 | 0 | 1000 | 3059 | 754 | 0.3 | 213 | 109 | 16 | 40 |
| NORTH EAST DERBYSHI | 14 | 34 | 0 | 6929 | 2853 | 2021 | 2.4 | 207 | 236 | 184 | 257 |
| NORTH HERTFORDSHIRE | 132 | 24 | 0 | 841 | 4625 | 712 | 0.2 | 237 | 98 | 7 | 22 |
| NORTH KESTEVEN | 26 | 48 | 0 | 3077 | 1667 | 1081 | 1.8 | 144 | 185 | 156 | 206 |
| NORTH NORFOLK | 17 | 63 | 0 | 5294 | 1429 | 1125 | 3.7 | 120 | 195 | 218 | 251 |
| NORTH SHROPSHIRE | 20 | 34 | 0 | 2600 | 1529 | 963 | 1.7 | 133 | 161 | 147 | 181 |
| NORTH WARWICKSHIRE | 35 | 11 | 0 | 1714 | 5455 | 1304 | 0.3 | 243 | 216 | 13 | 114 |
| NORTH WILTSHIRE | 90 | 40 | 15 | 1211 | 2725 | 838 | 0.4 | 201 | 138 | 32 | 62 |
| NORTH WEST LEICESTE | 54 | 51 | 0 | . | . | . | 0.9 | . | . | 88 | . |
| NORTHAMPTON | 60 | 165 | 58 | 2883 | 1048 | 769 | 2.8 | 84 | 115 | 198 | 195 |
| NORTHAVON | 57 | . | 0 | 2281 | . | . | . | . | . | . | 155 |
| NORWICH | 128 | 201 | 0 | 953 | 607 | 371 | 1.6 | 38 | 25 | 138 | 34 |
| NOTTINGHAM | 200 | 547 | 94 | 1395 | 510 | 373 | 2.7 | 23 | 26 | 196 | 84 |
| NUNEATON & BEDWORTH | 57 | 23 | 0 | 1982 | 4913 | 1413 | 0.4 | 239 | 221 | 27 | 129 |
| OADBY & WIGSTON | 23 | 17 | 0 | 2304 | 3118 | 1325 | 0.7 | 215 | 217 | 66 | 156 |
| OGWR | 97 | 156 | 150 | 1392 | 865 | 534 | 1.6 | 57 | 60 | 139 | 83 |
| OSWESTRY | 8 | 31 | 0 | 4000 | 1032 | 821 | 3.9 | 82 | 132 | 220 | 239 |
| OXFORD | . | . | . | . | . | . | . | . | . | . | . |
| PENDLE | 66 | 58 | 4 | 1288 | 1466 | 685 | 0.9 | 124 | 91 | 82 | 72 |
| PENWITH | . | . | 1** | . | . | . | . | . | . | . | . |
| PETERBOROUGH | 74 | 107 | 88 | 1973 | 1364 | 807 | 1.4 | 113 | 127 | 133 | 128 |
| PLYMOUTH | 230 | 282 | 0 | 1143 | 933 | 514 | 1.2 | 69 | 55 | 114 | 54 |
| POOLE | 30 | 86 | 1** | 4267 | 1488 | 1103 | 2.9 | 127 | 189 | 206 | 243 |
| PORT TALBOT | 24 | 26 | 12 | 2167 | 2000 | 1040 | 1.1 | 167 | 174 | 99 | 146 |
| PORTSMOUTH | 150 | 500 | 391 | 1253 | 376 | 289 | 3.3 | 7 | 10 | 215 | 69 |
| PRESELI PEMBROKESHI | 0 | 50 | 0 | . | 1420 | 1420 | . | 117 | 222 | . | . |
| PRESTON | 52 | 164 | 0 | 2404 | 762 | 579 | 3.2 | 51 | 70 | 212 | 165 |
| PURBECK | 35 | 15 | 0 | 1229 | 2867 | 860 | 0.4 | 209 | 139 | 31 | 65 |
| RADNOR | 1 | 8 | 0 | . | . | . | 8.0 | . | . | 247 | . |

| DISTRICT | NO. OF TAXIS | NO. OF PHC | SIZE OF WAITING LIST | POPN PER TAXI | POPN PER PHC | POPN LICENSED VEHICLE | RATIO OF HIRE CARS TO TAXIS | RANKING POPN PER HIRE CAR | RANKING POPN PER VEHICLE | RANKING HC/ TAXI RATIO | RANKING POPN PER TAXI |
|---------------------|--------------|------------|----------------------|---------------|--------------|-----------------------|-----------------------------|---------------------------|--------------------------|------------------------|-----------------------|
| READING | 92 | 183 | . | 1457 | 732 | 487 | 2.0 | 48 | 49 | 162 | 88 |
| REDDITCH | 35 | . | 38 | 2143 | . | . | . | . | . | . | 143 |
| REIGATE & BANSTEAD | 53 | 69 | 36 | 2170 | 1667 | 943 | 1.3 | 144 | 155 | 119 | 147 |
| RESTORMEL | 74 | 27 | 0 | . | . | . | 0.4 | . | . | 22 | . |
| RHONDDA | 9 | . | 0 | 8778 | . | . | . | . | . | . | 263 |
| RHUDDLAN | 62 | 78 | 0 | 871 | 692 | 386 | 1.3 | 46 | 29 | 118 | 28 |
| RHYMNEY VALLEY | 87 | 104 | 0 | 1207 | 1010 | 550 | 1.2 | 78 | 64 | 110 | 61 |
| RIBBLE VALLEY | 5 | 31 | 0 | 10600 | 1710 | 1472 | 6.2 | 150 | 225 | 237 | 266 |
| RICHMONDSHIRE | 66 | 10 | 0 | 712 | 4700 | 618 | 0.2 | 238 | 75 | 5 | 13 |
| ROCHESTER-UPON-MEDW | 200 | 160 | 158 | . | . | . | 0.8 | . | . | 74 | . |
| ROCHFORD | 55 | 5 | 0 | . | . | . | 0.1 | . | . | 2 | . |
| ROSSENDALE | 19 | 48 | . | 3421 | 1354 | 970 | 2.5 | 111 | 163 | 188 | 222 |
| ROTHER | 72 | . | 0 | 1125 | . | . | . | . | . | . | 53 |
| RUGBY | 40 | 45 | 16 | 2150 | 1911 | 1012 | 1.1 | 162 | 170 | 107 | 144 |
| RUNNYMEDE | . | . | . | . | . | . | . | . | . | . | . |
| RUSHCLIFFE | 20 | . | 0 | 4800 | . | . | . | . | . | . | 248 |
| RUSHMOOR | . | . | . | . | . | . | . | . | . | . | . |
| RUTLAND | 24 | 13 | 0 | 1500 | 2769 | 973 | 0.5 | 203 | 164 | 42 | 97 |
| RYEDALE | 38 | 24 | 0 | 2342 | 3708 | 1435 | 0.6 | 224 | 223 | 52 | 159 |
| SALISBURY | 47 | . | 40 | . | . | . | . | . | . | . | . |
| SCARBOROUGH | 97 | 174 | 0 | 1052 | 586 | 376 | 1.8 | 35 | 27 | 153 | 44 |
| SCUNTHORPE | 82 | 12 | 0 | 841 | 5750 | 734 | 0.1 | 245 | 103 | 4 | 23 |
| SEDFIELD | 30 | 70 | 1** | 3100 | 1329 | 930 | 2.3 | 110 | 153 | 181 | 208 |
| SEDGEMOOR | 56 | 20 | 0 | 1607 | 4500 | 1184 | 0.4 | 235 | 203 | 21 | 104 |
| SELBY | . | . | . | . | . | . | . | . | . | . | . |
| SEVENOAKS | . | . | . | . | . | . | . | . | . | . | . |
| SHEPWAY | 88 | 116 | 82 | 966 | 733 | 417 | 1.3 | 49 | 35 | 120 | 37 |
| SHREWSBURY & ATCHAM | 29 | 61 | 0 | . | . | . | 2.1 | . | . | 173 | . |
| SLOUGH | 66 | 240 | 1** | 1500 | 413 | 324 | 3.6 | 14 | 16 | 217 | 97 |
| SOUTH BEDFORDSHIRE | 108 | 26 | 1** | 1019 | 4231 | 821 | 0.2 | 232 | 133 | 11 | 41 |
| SOUTH BUCKINGHAMSHI | 9 | . | 0 | 7000 | . | . | . | . | . | . | 258 |
| SOUTH CAMBRIDGESHIR | 12 | 18 | 0 | 9667 | 6444 | 3867 | 1.5 | 247 | 246 | 136 | 265 |
| SOUTH DERBYSHIRE | 0 | 70 | . | . | 957 | 957 | . | 73 | 158 | . | . |
| SOUTH HAMS | 27 | 25 | 0 | 2593 | 2800 | 1346 | 0.9 | 205 | 218 | 87 | 180 |
| SOUTH HEREFORDSHIRE | . | . | . | . | . | . | . | . | . | . | . |
| SOUTH HOLLAND | . | 20 | 0 | . | 3200 | . | . | 216 | . | . | . |
| SOUTH KESTEVEN | . | . | . | . | . | . | . | . | . | . | . |
| SOUTH LAKELAND | 80 | 70 | 0 | 1250 | 1429 | 667 | 0.9 | 120 | 85 | 81 | 68 |
| SOUTH NORFOLK | 7 | 12 | 0 | 14143 | 8250 | 5211 | 1.7 | 250 | 248 | 149 | 270 |
| SOUTH NORTHAMPTONSH | . | . | . | . | . | . | . | . | . | . | . |
| SOUTH OXFORDSHIRE | 91 | . | 0 | 1462 | . | . | . | . | . | . | 90 |
| SOUTH PEMBROKESHIRE | 34 | 26 | 0 | 1147 | 1500 | 650 | 0.8 | 129 | 81 | 68 | 55 |
| SOUTH RIBBLE | 60 | 67 | 0 | 1667 | 1493 | 787 | 1.1 | 128 | 119 | 104 | 108 |
| SOUTH SHROPSHIRE | 2 | 20 | 0 | 17500 | 1750 | 1591 | 10.0 | 153 | 226 | 251 | 274 |
| SOUTH SOMERSET | . | . | . | . | . | . | . | . | . | . | . |
| SOUTH STAFFORDSHIRE | 0 | . | 0 | . | . | . | . | . | . | . | . |
| SOUTH WIGHT | 73 | 26 | 0 | 740 | 2077 | 545 | 0.4 | 172 | 62 | 20 | 16 |
| SOUTHAMPTON | 215 | 91 | 0 | 949 | 2242 | 667 | 0.4 | 180 | 85 | 30 | 33 |
| SOUTHEND-ON-SEA | 164 | 128 | 0 | 988 | 1266 | 555 | 0.8 | 104 | 67 | 71 | 38 |
| SPELTHORNE | . | . | . | . | . | . | . | . | . | . | . |
| ST ALBANS | 62 | 56 | 0 | 2081 | 2304 | 1093 | 0.9 | 183 | 187 | 84 | 136 |
| ST EDMUNDSBURY | 35 | 65 | 1** | 2571 | 1385 | 900 | 1.9 | 115 | 149 | 157 | 179 |
| STAFFORD | 46 | 83 | 19 | 2565 | 1422 | 915 | 1.8 | 118 | 151 | 154 | 178 |

| DISTRICT | NO. OF TAXIS | NO. OF PHC | SIZE OF WAITING LIST | POPEN PER TAXI | POPEN PER PHC | POPEN PER LICENSED VEHICLE | RATIO OF HIRE CARS TO TAXIS | RANKING POPEN PER HIRE CAR | RANKING POPEN PER VEHICLE | RANKING HC/ TAXI RATIO | RANKING POPEN PER TAXI |
|---------------------|--------------|------------|----------------------|----------------|---------------|----------------------------|-----------------------------|----------------------------|---------------------------|------------------------|------------------------|
| STAFFORDSHIRE MOORL | 8 | 11 | 0 | 12000 | 8727 | 5053 | 1.4 | 252 | 247 | 128 | 267 |
| STEVENAGE | 62 | 35 | 44 | 1194 | 2114 | 763 | 0.6 | 175 | 114 | 46 | 59 |
| STOCKTON-ON-TEES | 57 | 118 | 104 | 3053 | 1475 | 994 | 2.1 | 125 | 166 | 171 | 202 |
| STOKE-ON-TRENT | 66 | 387 | 139 | 3788 | 646 | 552 | 5.9 | 42 | 66 | 233 | 237 |
| STRATFORD-ON-AVON | 43 | 30 | 0 | 2465 | 3533 | 1452 | 0.7 | 220 | 224 | 62 | 172 |
| STROUD | 33 | 41 | 0 | 3152 | 2537 | 1405 | 1.2 | 190 | 220 | 116 | 212 |
| SUFFOLK COASTAL | 60 | 99 | 0 | 1850 | 1121 | 698 | 1.6 | 93 | 95 | 143 | 118 |
| SURREY HEATH | 74 | 35 | 0 | 1081 | 2286 | 734 | 0.5 | 182 | 102 | 37 | 48 |
| SWALE | 83 | 54 | 0 | 1325 | 2037 | 803 | 0.7 | 170 | 126 | 57 | 76 |
| SWANSEA | 65 | 172 | 100 | 2877 | 1087 | 789 | 2.6 | 89 | 120 | 192 | 194 |
| TAFF-ELY | 51 | 27 | 0 | 1373 | 2593 | 897 | 0.5 | 193 | 148 | 40 | 81 |
| TAMWORTH | 50 | 61 | 0 | 1340 | 1098 | 604 | 1.2 | 91 | 73 | 112 | 78 |
| TANDRIDGE | 25 | 70 | 15 | 3080 | 1100 | 811 | 2.8 | 92 | 129 | 203 | 207 |
| TAUNTON DEANE | 43 | 31 | 0 | 2116 | 2935 | 1230 | 0.7 | 211 | 207 | 64 | 140 |
| TEESDALE | . | . | . | . | . | . | . | . | . | . | . |
| TEIGNBRIDGE | 83 | . | 15 | 1181 | . | . | . | . | . | . | 56 |
| TENDRING | . | . | . | . | . | . | . | . | . | . | . |
| TEST VALLEY | 31 | 105 | 21 | 3194 | 943 | 728 | 3.4 | 72 | 100 | 216 | 216 |
| TEWKESBURY | 3 | 30 | 0 | 28333 | 2833 | 2576 | 10.0 | 206 | 240 | 251 | 275 |
| THAMESDOWN | 41 | 230 | 101 | 3780 | 674 | 572 | 5.6 | 43 | 69 | 230 | 235 |
| THANET | . | . | . | . | . | . | . | . | . | . | . |
| THREE RIVERS | . | . | . | . | . | . | . | . | . | . | . |
| THURROCK | . | . | 1** | . | . | . | . | . | . | . | . |
| TONBRIDGE & MALLING | 45 | 50 | 16 | 2222 | 2000 | 1053 | 1.1 | 167 | 178 | 103 | 150 |
| TORBAY | 162 | 100 | 0 | 722 | 1170 | 447 | 0.6 | 96 | 41 | 51 | 14 |
| TORFAEN | 42 | 75 | 26 | 2143 | 1200 | 769 | 1.8 | 99 | 116 | 152 | 143 |
| TORRIDGE | 54 | . | 8 | 926 | . | . | . | . | . | . | 31 |
| TUNBRIDGE WELLS | . | . | . | . | . | . | . | . | . | . | . |
| TYNEDALE | . | . | . | . | . | . | . | . | . | . | . |
| UTTLESFORD | 10 | . | 0 | . | . | . | . | . | . | . | . |
| VALE OF GLAMORGAN | . | . | . | . | . | . | . | . | . | . | . |
| VALE OF WHITE HORSE | 27 | . | 0 | 4037 | . | . | . | . | . | . | 240 |
| VALE ROYAL | 16 | 92 | 0 | . | . | . | 5.8 | . | . | 231 | . |
| WANSBECK | . | . | . | . | . | . | . | . | . | . | . |
| WANSDYKE | . | . | . | . | . | . | . | . | . | . | . |
| WARRINGTON | 69 | . | 35 | 2652 | . | . | . | . | . | . | 185 |
| WARWICK | 71 | 73 | 0 | 1648 | 1603 | 813 | 1.0 | 138 | 130 | 97 | 105 |
| WATFORD | 61 | 86 | 78 | 1246 | 884 | 517 | 1.4 | 62 | 57 | 130 | 66 |
| WAVENEY | 80 | 60 | 0 | 1313 | 1750 | 750 | 0.8 | 153 | 107 | 67 | 75 |
| WAVERLEY | 78 | 52 | 0 | 1462 | 2192 | 877 | 0.7 | 178 | 143 | 59 | 90 |
| WEALDEN | 100 | 55 | 0 | 1270 | 2309 | 819 | 0.5 | 184 | 131 | 44 | 70 |
| WEAR VALLEY | 45 | 35 | 0 | 1467 | 1886 | 825 | 0.8 | 158 | 136 | 70 | 91 |
| WELLINGBOROUGH | 29 | 40 | 0 | 2207 | 1600 | 928 | 1.4 | 137 | 152 | 129 | 149 |
| WELWYN & HATFIELD | 130 | 29 | 0 | 723 | 3241 | 591 | 0.2 | 217 | 72 | 10 | 15 |
| WEST DEVON | 28 | 23 | 10 | 1500 | 1826 | 824 | 0.8 | 155 | 134 | 78 | 97 |
| WEST DORSET | . | . | . | . | . | . | . | . | . | . | . |
| WEST LANCASHIRE | 32 | 195 | 80 | 3344 | 549 | 471 | 6.1 | 31 | 46 | 236 | 220 |
| WEST LINDSEY | 25 | . | 0 | . | . | . | . | . | . | . | . |
| WEST OXFORDSHIRE | 45 | . | 0 | 1889 | . | . | . | . | . | . | 120 |
| WEST SOMERSET | 18 | 16 | 0 | 1667 | 1875 | 882 | 0.9 | 157 | 146 | 83 | 108 |
| WEST WILTSHIRE | 84 | 26 | 0 | 1250 | 4038 | 955 | 0.3 | 229 | 157 | 12 | 68 |
| WEYMOUTH & PORTLAND | 74 | 101 | 50 | 838 | 614 | 354 | 1.4 | 40 | 24 | 126 | 20 |
| WIMBORNE | 35 | 34 | 0 | 1800 | 1853 | 913 | 1.0 | 156 | 150 | 91 | 116 |

