

Meeting Cabinet
Portfolio Area Environment and Climate Change
Date 17th September 2025



**LOCAL GOVERNMENT (MISCELLANIOUS PROVISIONS) ACT 1976 –
REVOCATION OF TAXI RANK, DANESTRETE, STEVENAGE.**

Authors Julie Dwan – Licensing Manager | 2493
Lead Officers Alex Robinson – Assistant Director for Planning and Regulation | 2288
Contact Officer Julie Dwan | 2493

NON-KEY DECISION

1 PURPOSE

- 1.1** To consider proposals to revoke the taxi rank on Danestrete, Stevenage, as required under Section 63 of the Local Government (Miscellaneous Provisions) Act 1976, to facilitate the safe continuation of the SG1 regeneration scheme (Plot A) by repositioning the existing hoarding line to the kerb edge, thus allowing necessary scaffolding access and additional working space.

2 RECOMMENDATIONS

- 2.1** That Cabinet approves the revocation of the adopted taxi rank in Danestrete, Stevenage.
- 2.2** That Cabinet notes that officers are looking at the potential for relocating the aforementioned taxi rank to another site within the Town Centre.

3 BACKGROUND

- 3.1** Stevenage Borough Council, pursuant to its powers under Section 63 of the Local government (Miscellaneous Provisions) Act 1976, appointed Hackney Carriage stands in Coreys Mill Lane, Danestrete and Westgate Stevenage. This order came into force on 2nd April 2017. A copy of the order and schedule is attached at Appendix A.
- 3.2** The designated taxi rank on Danestrete is situated on the west side of the carriageway, commencing at a point 33 metres south of the centreline of its junction with Swingate, and extending southwards for a distance of 15 metres. This taxi stand can accommodate up to three licensed vehicles at any one time.
- 3.3** SG1 is the Town Centre's flagship regeneration scheme. Promoted by Stevenage Borough Council in partnership with developer Mace, this 14.5-acre mixed-use development focuses on revitalising the town centre through residential, commercial, cultural, and civic facilities.
- 3.4** In 2019, Mace submitted the outline planning application for the SG1 masterplan, covering 14.5 acres including Swingate House (Plot A), the adjacent car park, and the former police building (Plot K), alongside the rest of the scheme. At the end of September 2019, a separate planning application was submitted for the first phase of the SG1 regeneration programme (known as the former Swingate House site). Works began in 2024. However, the hoarding line needs to be adjusted on the East side to accommodate scaffolding and ensure full delivery of the site. This would mean the current footway along the hoarding line would be removed and thus removing the pedestrian crossing to Westgate.
- 3.5** In addition to this becoming a construction requirement, the need to keep pedestrians safe and to maintain access in and around Westgate means a temporary footway will need to be installed alongside the Western side of the hoarding line. The works would see the removal of the taxi rank situated on Danestrete, in order that construction happens safely for construction, road and pedestrian traffic. Details of the proposal is contained in Appendix B.

Reasons for the Proposal

- 3.6** The proposal to remove the taxi rank in Danestrete is essential to provide the scaffold access and additional working space necessary to complete the building works safely. In parallel, the owners of the Westgate Centre, located on the east side of Danestrete, are planning to undertake their own improvement works within the same area, further increasing the need for coordinated management of space and pedestrian movement.
- 3.7** Following detailed review, the only practicable option is to provide a temporary pedestrian walkway along the western side of the carriageway. All other potential diversion routes have been assessed and found to be either operationally unfeasible, unsafe, or non-compliant with access standards.

- 3.8** An existing taxi bay on Westgate will remain operational and unaffected by these changes, ensuring continued provision of taxi provision in the town centre throughout the works period (Appendix C). This arrangement seeks to balance the operational needs of the development, the safety of the public, and the continued availability of essential transport services.

Consultation

- 3.9** In line with the statutory requirements set out in sections 63 of the Local Government (Miscellaneous Provisions) Act 1976, the Council must give notice to the Chief Officer of Police. A public notice must also be provided in one local newspaper. Any objections which are received within 28 days of the first publication of the public notice must be taken into account, including any comments from the Chief Officer of Police, before such a stand is appointed, revoked or varied.
- 3.10** The Licensing Authority conducted a 28-day public consultation on the proposed revocation of the taxi rank in Danestrete. The consultation was held between 14th July and 11th August 2025. Full details of the proposed revocation were published Council's website, including a plan of the works to be carried out, an explanation of the reasons for the changes, information about the consultation period and instructions on how to submit representations. In addition to this, a Public Notice was displayed at the Customer Service Centre, Daneshill House, and published in the Comet newspaper on 17th July 2025.
- 3.11** An email notification was also circulated to all Stevenage-licensed taxi and private hire drivers, vehicle proprietors, and operators; and a taxi forum was held during the consultation period, where the Licensing team were available to discuss the proposals, answer queries and listen to any concerns raised by members of the trade. Social media posts went out on 4th August for the remainder of the consultation period. Copies of all public notices are included as background documents.
- 3.12** The Council did not receive any responses from police, members of the public or the taxi/private hire trade.

4 REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

- 4.1** Failure to authorise the extension and realignment of the hoarding will necessitate the suspension of works on the SG1 Plot A development. Without this adjustment, there is no feasible alternative to provide the scaffold access and additional working area required to complete the remaining construction activities safely and in compliance with health and safety regulations.
- 4.2** The repositioning of the hoarding also removes all other safe pedestrian diversion routes. Extensive reviews of alternative options have been

undertaken, and each has been deemed either operationally unviable or non-compliant with safety standards.

- 4.3** Consequently, the only practicable solution is the provision of a temporary footway along the revised hoarding line, ensuring both the continuation of works and the safe passage of pedestrians. This approach mitigates significant programme delays, avoids potential contractual claims, and upholds statutory safety obligations.
- 4.4** It is important to also note that there were no objections to the proposal following the public consultation. The Unmet demand survey which was carried out on behalf of Stevenage Borough Council in September 2023 highlighted that the Danestrete taxi rank is one of the lesser used taxi ranks in Stevenage. There is an alternative rank approximately 45 metres away on Westgate.
- 4.5** The Council are looking at options to relocate the Danestrete taxi rank to another location within the Town Centre.

5 IMPLICATIONS

5.1 Financial Implications

- 5.1.2** Failure to proceed with this proposal would present significant financial risks to the Council. The inability to extend and reposition the hoarding in line with construction requirements would halt progress on the SG1 Plot A development.
- 5.1.3** This could trigger Liquidated and Ascertained Damages (LADs) under the construction contract, resulting in substantial unplanned costs. There would also be a loss of the Council's investment to date in the scheme, currently totalling £4.2 million, alongside abortive expenditure on design and pre-construction work already undertaken. Further delay could also result in increased contractor costs and jeopardise wider programme delivery, impacting the regeneration timetable and potential inward investment.
- 5.1.4** Proceeding with the proposal will involve a one-off implementation cost of approximately £10,000. This covers the works required to create the temporary pedestrian walkway and adjust the hoarding line. Costs will be covered through the joint venture between Stevenage Borough Council and Mace.
- 5.1.5** This investment will safeguard the continuation of the SG1 Plot A development, avoid the risk of LADs and abortive costs, and protect the Council's strategic objectives for the town centre regeneration.
- 5.1.6** When considered in the context of the overall project value and the financial risks of inaction, the implementation cost represents a proportionate and necessary expenditure to ensure delivery.

5.2 Legal Implications

- 5.2.1** Under Section 63(1) of the Local Government (Miscellaneous Provisions) Act 1976, the Council has the power to appoint, alter, or remove taxi ranks

(hackney carriage stands) within the district. However, this power is subject to the procedural requirements set out in Section 63(2), which must be strictly followed to ensure legality and to mitigate the risk of challenge.

5.3 Equalities and Diversity Implications

- 5.3.1 An Equalities Impact Assessment was carried out in August 2025. No significant impacts were identified to any individuals or businesses. A copy of the Equalities Impact Assessment can be found at Appendix D.

5.4 Community Safety Implications

- 5.4.1 The removal of a designated taxi rank has several potential implications for community safety, which must be carefully considered as part of the decision-making process under Section 63 of the Local Government (Miscellaneous Provisions) Act 1976.

- 5.4.2 Public Safety and evening economy. Taxi ranks, particularly those located near pubs, clubs, or transport hubs, play a critical role in supporting safe dispersal of people at night, especially in town centres. Their removal may lead to:

- Increased risk of anti-social behaviour, loitering, or disorder as people search for alternative transport;
- Congestion and crowding in inappropriate areas not designed for waiting passengers;
- Greater reliance on unregulated or informal pick-up points, potentially increasing the risk of illegal plying for hire.

- 5.4.3 Vulnerability and Personal Safety. Taxi ranks provide a visible, well-lit, and regulated location where individuals, especially vulnerable groups such as lone women, young people, or those with disabilities, can access safe transport. Removal of these ranks could:

- Increase the risk of harassment or assault, particularly late at night;
- Reduce accessibility to safe and reliable transport options for those with mobility issues or special needs.

- 5.4.4 Illegal and Unsafe Parking. In the absence of a rank, taxis may begin to wait in non-designated or unsafe locations, potentially causing:

- Traffic hazards or obstruction of emergency routes;
- Increased complaints from residents or local businesses.

- 5.4.5 Impact on emergency Services and Policing. Designated taxi ranks assist the police and emergency services in maintaining order and managing footfall in busy areas. Their removal may:

- Complicate crowd management, especially during events and/or busy weekend periods;
- Divert police resources to manage unregulated pick-up activity or disputes over access to informal locations.

- 5.4.6 In assessing the community safety implications of the proposed revocation of the Danestrete taxi rank, careful consideration has been given to the current usage, location, and broader context of transport provision within the town centre.
- 5.4.7 While the Danestrete taxi rank is proposed for removal, it is important to note that an alternative taxi rank remains operational in close proximity, continuing to provide access to licensed vehicles for members of the public.
- 5.4.8 Furthermore, the town centre is not the principal hub of the night-time economy, with the majority of late-night venues, including pubs and restaurants being concentrated along the High Street. The retail premises within the town centre are generally closed by early evening, with the exception of Tesco, which remains open later. Tesco has a telephone available inside the store for customers to book taxis or private hire vehicles if required.
- 5.4.9 Having considered these factors, the revocation of the Danestrete taxi rank is not considered to give rise to significant community safety concerns. Adequate taxi provision remains in place nearby, and the current patterns of night-time activity suggest a limited demand for a rank at this specific location.

BACKGROUND DOCUMENTS

- BD1 [Local Government \(Miscellaneous Provisions\) Act 1976](#)
- BD2 Consultation Email
- BD3 Newspaper Notice
- BD4 Social Media Post
- BD5 Unmet Demand Survey September 2023

APPENDICES

- A Copy of the Order for the adoption of the Danestrete Taxi rank dated 02/04/2017
- B Proposed works to hoarding line and pedestrian route
- C Revoked and existing taxi bays
- D Equalities Impact Assessment (EqIA)