

Meeting Cabinet
Portfolio Area Environment and Climate Change
Date 11th March 2026



**LOCAL GOVERNMENT (MISCELLANIOUS PROVISIONS) ACT 1976 –
REVOCATION & VARIATION OF TAXI RANKS, HIGH STREET, STEVENAGE.**

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NON-KEY DECISION

1 PURPOSE

- 1.1 To seek approval to revoke the existing taxi rank located on the southbound side of the High Street, Stevenage and vary the taxi rank located on the northbound side of the High Street, Stevenage increasing the length from 35m to 54m, in accordance with Section 63 of the Local Government (Miscellaneous Provisions) Act 1976.

2 RECOMMENDATIONS

- 2.1 That Cabinet approves the revocation of the existing, adopted taxi rank located on the southbound side of the High Street, Stevenage, in order to facilitate improvement works being undertaken by Hertfordshire County Council.
- 2.2 That Cabinet approves the variation of the existing, adopted taxi rank located on the northbound side of the High Street, Stevenage, increasing the length of the rank from 35 metres to 54 metres.

- 2.3 That Cabinet approves a change to the operating hours of the taxi rank which is to remain on the northbound side of High Street, Stevenage, extending the operating hours by two and a half hours, with the new times being from 18:30 to 04:00 (currently 21:00 to 04:00).
- 2.4 That Cabinet note the proposed dual use of the remaining taxi rank during the daytime and note the provision of signage indicating this.

3 BACKGROUND

- 3.1 Stevenage Borough Council (SBC), pursuant to its powers under Section 63 of the Local Government (Miscellaneous Provisions) Act 1976, formally adopted the Hackney Carriage stand in High Street, Stevenage on 13th November 2000. A copy of the order and schedule can be viewed in background documents.
- 3.2 The removal and variation of the existing taxi rank are necessary to enable the implementation of Hertfordshire County Council's (HCC) scheme on the High Street to improve pedestrian and cyclist safety and accessibility to be funded by the Department of Transport's Active Travel Fund.
- 3.3 Pursuant to the Road Traffic Regulation Act 1984, Hertfordshire County Council (Highways) undertook a statutory public consultation between 27 November 2025 and 18 December 2025 in relation to the *Hertfordshire (High Street, Stevenage) (Prohibition of Waiting Except Taxis) Order 2025*. This proposed Order forms part of the Stevenage High Street Pedestrian and Cycling Improvement scheme and has been combined with other associated traffic regulation orders to support the overall design and operational changes to the High Street.
- 3.4 No objections were received in response to the consultation; however, two comments were submitted relating to cycling considerations and disabled parking hours. These comments did not relate to the taxi element of the scheme.
- 3.5 HCC engaged with the taxi trade through a Taxi Forum hosted by Stevenage Borough Council's Licensing Team on 15 July 2025. The forum provided an opportunity for HCC to outline the proposals for the Old Town works, consider feedback from the trade, and address any concerns raised.

4 REASONS FOR RECOMMENDED COURSE OF ACTION AND OTHER OPTIONS

- 4.1 Following the revocation/adoption of the Lister Hospital taxi rank in December 2025, Hertfordshire County Council (HCC) are seeking the removal and variation of the existing High Street taxi ranks, this is necessary

to enable the implementation of two new zebra crossings nearby and to support wider, holistic improvements to the High Street. The reconfiguration of the existing taxi ranks aims to provide more appropriate crossing locations outside the Red Lion and The Mulberry Tree Public Houses, which would require the removal of the existing zebra crossing outside Austin's Funeral Directors.

- 4.2 The reconfiguration aims to support and encourage more sustainable modes of transport, including walking, wheeling, cycling and the use of public transport, by making it safer and easier to get around Stevenage. These improvements also form part of HCC's broader strategy to encourage fewer car journeys, enhance the overall travel experience and encourage greater use of public transport in the region.
- 4.3 The existing northbound and southbound taxi ranks are each 35 metres in length, accommodating approximately six vehicles per rank. It is proposed that the southbound rank is to be removed. Under the proposed changes, the taxi rank on the northbound side would be extended to 54 metres, providing sufficient capacity for approximately nine vehicles.
- 4.4 Overall, the total length of taxi rank provision would be reduced from 70 metres to 54 metres. This reduction is necessary to ensure an appropriate and safe distance is maintained from the junction with Drapers Way.
- 4.5 While this represents a reduction of three vehicles compared to the current rank provision, we do not anticipate a significant impact on operations.
- 4.6 The location of the taxi rank to remain on the northern side of the High Street is situated approximately 100m from the taxi rank located on the southern side of the High Street which is to be revoked.
- 4.7 It is also proposed that the operating hours of the taxi rank, which will remain located on the northbound side of the High Street be amended. Extending the operating hours by two and a half hours, with the new times being from 18:30 to 04:00 (currently 21:00 to 04:00).
- 4.8 It is proposed that the remaining rank will operate on a dual-use basis during the daytime, with the provision of appropriate signage to indicate the restrictions which are in place. The Parking Enforcement Service will be responsible for enforcing these arrangements, there will be evening patrols between 6.30pm and 9pm to address unauthorised vehicle use, alongside routine enforcement of the limited waiting restrictions. It is anticipated that the number of Penalty charge Notices issued by the Service will increase, as a result of these proposed changes.

Consultation

- 4.9 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.

- 4.10 The Licensing Authority conducted a 28-day public consultation on the proposed revocation and relocation of the existing taxi rank. The consultation was held between 26th January and 23rd February 2026. Full details of the reconfiguration of the High Street Taxi Ranks were published on the 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 29th January 2026. A plan outlining the location of the existing ranks and the proposals for their reconfiguration can be found in **Appendix A**.
- 4.11 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 16th February 2026 for the remainder of the consultation period. Copies of all public notices are included as background documents.
- 4.12 No responses were received from the trade indicating concerns about the reduced capacity during the consultation period. As such, we believe the new rank will meet the operational needs of the area without causing any undue disruption to service levels, particularly with the extended operating hours of the remaining rank.
- 4.13 The Council received no objections or comments from members of the public. The Police responded to confirm that the proposal has been noted and that there are no observations or comments from Stevenage Police.
- 4.14 HCC has confirmed that all reasonable steps will be taken to ensure that an appropriate level of taxi provision is maintained throughout the duration of the works. The rank will be kept in its current and proposed locations as far as practicable. Where this is not achievable, the rank will be relocated.
- 4.15 No formal authorisation is required for a temporary taxi rank. The temporary rank will be managed by the contractor carrying out the works through the repurposing of some of the parallel parking bays on the Tesco Express service road at the northern end of the High Street. This avoids the need for multiple relocations during the construction period. HCC will ensure that the contractor maintains an adequate and safe area to maintain taxi availability throughout the duration of the works. Temporary traffic management will be provided to include clearly signed pedestrian routes, appropriate barriers, fencing and suitable lighting where required.
- 4.16 The relocation of the taxi rank will not be required until the later stages of the project, potentially after July. Further details will be confirmed once additional

clarification is provided by the contractor, which is anticipated by approximately mid-March.

5 IMPLICATIONS

5.1 Financial Implications

- 5.1.1 The costs associated with reconfiguring the taxi ranks, including the removal and addition of road markings, signage, and statutory notices, will be covered by Hertfordshire County Council. This funding has been secured through the Department of Transport's Active Travel Fund, which aims to improve pedestrian and cyclist safety and accessibility.
- 5.1.2 However, should the scheme fail to meet its objectives, there is a risk of reduced future funding. Furthermore, any expenditure already incurred on design work and preparations that do not result in a successful outcome could be deemed wasted, leading to financial losses for abortive work completed up to this stage. The construction work will be carried out by HCC in its entirety without cost or liability to SBC
- 5.1.3 There are no anticipated ongoing financial implications for SBC.

5.2 Legal Implications

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

An Equalities Impact Assessment was completed on 2nd February 2026. The taxi rank proposed for revocation is located a short walking distance from the remaining taxi rank on the northbound side of the road. To support safe pedestrian access, it is proposed that additional zebra crossings will be installed. Alternative pick-up and drop-off arrangements will also remain available, including accessible parking bays and drop-off points along the High Street.

- 5.3.1 The proposal is anticipated to have a positive impact on people with protected characteristics, particularly older people, disabled users, and those with mobility impairments, by improving access to safe and convenient taxi provision earlier in the evening. The extended hours will support greater accessibility along the High Street, including for those who may find walking longer distances difficult or who rely on taxis as their primary mode of transport.

- 5.3.2 The proposal is not expected to adversely impact equality of access. A copy of the Equalities Impact Assessment can be found at **Appendix B**.

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 The revocation of the existing taxi rank on southern side of the High Street is not anticipated to have a negative impact on community safety. The remaining taxi rank will be situated on the northern side of the road, close to the main night-time economy premises, and will be supported by additional zebra crossings to maintain safe and accessible pedestrian movement.
- 5.4.3 Overall, the revised arrangement is expected to enhance safety and accessibility along the High Street. HCC have confirmed that there will be no loss of taxi provision during the High Street works, and reconfiguration of the taxi ranks take place.

BACKGROUND DOCUMENTS

- BD1 [Local Government \(Miscellaneous Provisions\) Act 1976](#)
- BD2 HCC proposed improvements to the High Street in Old Town, Stevenage [storymap](#)
- BD3 Consultation Email
- BD4 Newspaper Notice
- BD5 Social Media Post
- BD6 Copy of the Order for the adoption of the High Street Taxi ranks dated 13/12/2000



Background Background
Documents- Hackney Documents - Part 2 -f

APPENDICES

- A A Plan showing the existing taxi rank and the location of the proposed new taxi rank
- B Equalities Impact Assessment (EqIA)
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