

Hackney Carriage Ranks – Information Report

Relevant Portfolio Holder	Councillor K. Taylor
Portfolio Holder Consulted	No
Relevant Head of Service	Simon Wilkes – Director of Worcestershire Regulatory Services
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Wards Affected	Wards
Ward Councillor(s) consulted	No
Relevant Strategic Purpose(s)	N/A
Non-Key Decision	
If you have any questions about this report, please contact the report author in advance of the meeting.	

1. RECOMMENDATIONS

Members are asked to:

- i. **Note the contents of the report.**

2. BACKGROUND

- 2.1 On 20th July 2026 the Licensing Committee were presented with an information report detailing the current authorised Hackney Carriage ranks in Bromsgrove town centre.
- 2.2 At that meeting the Committee resolved that an informal demand and utilisation survey of the district Hackney Carriage ranks be carried out with the Hackney Carriage and Private Hire trade (taxi trade) and that the feasibility of establishing a hackney carriage rank at Bromsgrove Train Station be explored.

3. OPERATIONAL ISSUES

Survey with taxi trade

- 3.1 There are currently five authorised Hackney Carriage Ranks across the district which are –

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Location of authorised rank	Time of operation and spaces available
Crown Close (Market Street Service Road) near to the bus station.	Full time daily – 5 spaces
High Street outside the Golden Cross Hotel and Public House.	Full time daily – 2 spaces Part time, 19:00 – 07:00 daily – 3 spaces
Worcester Road, junction of George Street.	Part time, 23:00 – 05:00 daily – 6 spaces
Worcester Road, junction of Station Street, near to Bar 61.	Part time, 19:00 – 07:00 daily – 4 spaces
The Strand, opposite the Queens Head Public House	Full time daily – 2 spaces

- 3.2 An informal survey was conducted with the taxi trade between 11th August 2026 and 25th August 2026.
- 3.3 The survey was conducted using an online survey tool which generates an internet link. The link to the survey was sent to all Hackney Carriage and Private Hire licence holders. In total, 20 people completed the survey.
- 3.4 The survey sought views on the general provision of authorised taxi ranks across the district, which of those ranks are used the most and whether the taxi trade is happy with provision as it currently stands.
- 3.5 The survey also asked specific questions on each of the current authorised ranks, seeking views on whether the trade use the ranks. The survey looked to establish what days of the week and times each ranks tends to be used and whether the taxi trade considers the ranks to be in the appropriate locations.
- 3.6 A document showing the questions asked as part of the survey and the responses received to those questions can be seen at **Appendix 1**.
- 3.7 There was a significant majority of 72.22% of respondents who said they used the current authorised district ranks daily.

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- 3.8 In response to whether asking if the trade is happy with the current taxi provision across the district 45% of respondents said they were.
- 3.9 Over 78% of respondents indicated that they do not feel that any of the current taxi rank spaces across the district could be better used as alternative parking.
- 3.10 Responses indicate that the rank in Crown Close is the most well used and is used by the trade daily in both the daytime and the evening.
- 3.11 Responses indicate that all other ranks across the district are also well used, with over 50% of the trade indicating they use each of the ranks available.
- 3.12 The survey asked the capacity of the respondents. Of the respondents 95% stated they were Hackney Carriage drivers and the remaining 5% of respondents stated they were private hire operators.

Bromsgrove Train Station

- 3.13 A district council has powers to create and vary Hackney Carriage ranks, under S63 of the Local Government (Miscellaneous Provisions) Act 1976. The Act provides that those powers extend only to '*any highway in the district which is maintainable at the public expense*'.
- 3.14 Following the Licensing Committee of 20th July 2026 officers have made initial enquiries with both Bromsgrove District Council's Planning Department and Worcestershire County Council's Highways Department about the feasibility of an authorised Hackney Carriage rank at Bromsgrove Train Station
- 3.15 Enquiries with the planning department revealed that the 2013 planning application for the train station included details of a 'taxi rank' consisting of four spaces. Officers have made a recent visit to the train station and can confirm that there is a waiting area at the station, close to the stations main entrance, marked 'taxi'. The waiting area has space for four vehicles. A plan, highlighting the available 'taxi' spaces is given as **Appendix 2**, the spaces have been highlighted yellow.
- 3.16 As detailed at 3.14 above, an authorised taxi rank can only be instigated on designated highway land. A plan of the train station, showing the extent of the highway in that area is given as **Appendix 3**.
- 3.17 The initial enquiries with the relevant departments indicate
 - a) through planning permission there is space for four 'taxis' at the train station

- b) land at the train station is not designated highway land. S63 of the Local Government (Miscellaneous Provisions) Act 1976 permits authorised ranks on designated highway land only therefore it is not permissible to authorise a rank at the train station under this provision.

4. FINANCIAL IMPLICATIONS

- 4.1 The costs of carrying out the survey have been met from existing budgets held by Worcestershire Regulatory Services and the Council.

5. LEGAL IMPLICATIONS

- 5.1 The relevant piece of legislation which enables the Council to create and vary Taxi Ranks, is the S63 of the Local Government (Miscellaneous Provisions) Act 1976.

The Act States:

- (1) *For the purposes of their functions under the Act of 1847, a district council may from time to time appoint stands for hackney carriages for the whole or any part of a day in any highway in the district which is maintainable at the public expense and, with the consent of the owner, on any land in the district which does not form part of a highway so maintainable and may from time to time vary the number of hackney carriages permitted to be at each stand.*
- (2) *Before appointing any stand for hackney carriages or varying the number of hackney carriages to be at each stand in exercise of the powers of this section, a district council shall give notice to the chief officer of police for the police area in which the stand is situated and shall also give public notice of the proposal by advertisement in at least one local newspaper circulating in the district and shall take into consideration any objections or representations in respect of such proposal which may be made to them in writing within twenty-eight days of the first publication of such notice.*

A new rank cannot prevent access to any premises or impede the operation of other forms of public transport such as buses.

No rank can be placed upon the highway without the consent of the Highways authority.

- 5.2 In practical terms 5.1 above means approval will need to be sought from the County Council Highways Authority before work can start on

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the process for creating new, or varying existing, Taxi Ranks across the district. Approval is also required from the Chief of Police.

6. OTHER - IMPLICATIONS

Relevant Strategic Purpose

- 6.1 The sufficient provision of taxi ranks helps supports residents and local businesses. By maintaining a resilient transport network, we also support resident's movement across the district which includes journeys relating to employment and to access leisure and other amenities. This clearly supports local businesses and the Council's Economy Development and Infrastructure priorities.

Climate Change Implications

- 6.2 No implications identified

Equalities and Diversity Implications

- 6.3 6.4 Section 149 (7) of the Equality Act 2010 defines the relevant protected characteristics as age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
- 6.4 Officers having assessed the above, and in consideration that this is an information report only, conclude that the matters raised in this report do not adversely impact or unlawfully discriminate against any protected characteristics therefore a full equality Impact Assessment will not be required.

7. RISK MANAGEMENT

- 7.1 No implications identified

8. APPENDICES and BACKGROUND PAPERS

Appendix 1 – Survey responses

Appendix 2 – Plan of train station - 'taxi' spaces

Appendix 3 – Plan of train station – extent of highway.