

CITY OF
WOLVERHAMPTON
COUNCIL

Non-Statutory Licensing Committee

27 May 2020

Report title	Outcome of Taxi Rank Review	
Wards affected	St. Peter's and Heath Town	
Accountable director	Ross Cook, Director for City Environment	
Originating service	Licensing Services	
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Report to be/has been considered by	N/A	

Recommendations for noting:

The Non-Statutory Licensing Committee is asked to note:

1. Licensing Services' response to the consultation on taxi ranks.
2. The proposed traffic regulation order.

1.0 Purpose

- 1.1 To present a proposed traffic regulation order (TRO) resulting from the review and consultation on taxi ranks.

2.0 Background

- 2.1 A six-week public consultation requesting feedback on taxi ranks ran from 22 October – 6 December 2019. Every hackney carriage licence holder at the beginning of the consultation period was informed of this in writing.

3.0 Licensing Services' Response to Consultation Feedback

- 3.1 Consultees provided feedback in several areas for consideration. The issues have been summarised and responded to below:
- Feedback that the ranks are being used by vehicles other than Wolverhampton licensed hackney carriages.
 - Licensing Services will be utilising automatic number plate recognition (ANPR) cameras to monitor taxi ranks. Enforcement action will be taken against violators.
 - Request for a new rank in Bilston Street, eastbound.
 - The requested area is a bus stop. Bus stops are in force 24/7, therefore cannot be made into taxi ranks.
 - Request for a new rank in Broad Street, westbound.
 - A 3 vehicle rank between 18:00 - 06:00 is proposed in the westbound loading bay. The area will be loading only between 06:00 - 18:00.
 - The westbound parking bays are used by customers visiting businesses and the eastbound area is double yellow lines, apart from a bus stop. Double yellow lines are in force to prevent obstructions and bus stops are in force 24/7, therefore cannot be made into taxi ranks.
 - Request for a new rank in Cleveland Street, outside City of Wolverhampton Market.
 - The parking bays are used by customers visiting businesses.
 - Request for a new rank in Lichfield Street, westbound.
 - A 4 vehicle rank between 18:30 - 06:00 is proposed by the post box from the bollards to the beginning of the bus stop.
 - Should there be an obstruction to traffic or other compelling reason, public service vehicles (such as coaches with passengers for Wolverhampton Grand Theatre) are permitted to wait for so long as is reasonably necessary for the taking up or setting down of passengers on taxi ranks.
 - Request for a new rank in Market Street, northbound.
 - The two disabled parking bays on the left-hand side of the road before the existing taxi rank are needed for passenger-side loading into wheelchair accessible vehicles.

- A rank in the loading bay on the right-hand side of the road would require a feeder rank, which would restrict traffic flow on Castle Street, which is an existing bus route.
- Request for a new rank in Piper's Row, southbound.
 - A 3 vehicle rank between 18:00 - 06:00 is proposed in the loading bay. It will remain a loading bay between 06:00 - 18:00.
- Request for a new rank in Princess Street, northbound.
 - A 3 vehicle rank between 18:00 – 06:00 in front of the electric vehicle charging bay is proposed. The area will be loading only between 06:00 - 18:00.
 - It was originally proposed that this would be a 24-hour taxi rank, however loading provision is required for the adjacent business premises, which are currently unoccupied. This provision is required to attract future tenants.
- Request for a new rank in Stafford Street, southbound.
 - Taxis waiting here would obstruct the view from the pedestrian crossing.
- Request for a new rank in Queen Street, eastbound.
 - A 4 vehicle rank between 18:30 - 06:00 is proposed in the loading bay. It will remain a loading bay between 06:00 - 18:30.
- Request for a new rank in Victoria Street, northbound.
 - This area will be pedestrianised as part of the Westside Link development. New taxi ranks will be created near the Westside development once plans are confirmed.

4.0 Proposed Traffic Regulation Order

- 4.1 As a result of the review, new rank space for 17 taxis has been identified.
- 4.2 The creation of taxi ranks is an executive function, requiring the approval of the proposed TRO (Appendix 1) by the Cabinet Member for City Environment through the individual executive decision procedure.
- 4.3 The existing rank at Bailey Street, which is used as a feeder rank for the train station, will also be included on the TRO.
- 4.4 Permission has been obtained by the landowner, the highways authority, for the creation of the taxi ranks in this proposed TRO.
- 4.5 The Council will be required to give notice to the Chief Constable of West Midlands Police. Notice must also be given to the public by advertisement in at least one local newspaper circulating in the district. Should any written objections or representations be made within 28 days of the first published advertisement, the Council will consider them before deciding on the final TRO for implementation.
- 4.6 Once the TRO has been implemented, automatic number plate recognition cameras will be used to monitor the ranks. Unauthorised drivers entering the taxi ranks without

reasonable excuse are committing an offence under Section 64 of The Local Government (Miscellaneous Provisions) Act 1976.

5.0 Financial implications

- 5.1 The cost of this work was included in the financial implications of the report to Licensing Committee on 6 June 2018 and the approved budget remains in place.

[NC/06032020/Q]

6.0 Legal implications

- 6.1 Section 63 of The Local Government (Miscellaneous Provisions) Act 1976 provides that a district council may from time to time appoint stands for hackney carriages.
- 6.2 Before appointing any stand for hackney carriages 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.
- 6.3 The power to appoint stands for hackney carriages shall include power to revoke such appointment and to alter any stand so appointed.
- 6.4 A Traffic Regulation Order (TRO) is used to appoint, revoke or alter a hackney carriage stand. The power and procedure for the making of such an Order is contained within The Road Traffic regulation Act 1984 and The Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996.
- 6.5 The taxi ranks/stands will be marked in accordance with the Traffic Signs Regulations and General Directions 2016.
- 6.6 Parking Services and Licensing Compliance will be responsible for enforcement under the TRO.

[SH/06032020/A]

7.0 Equalities implications

- 7.1 An equalities analysis was undertaken on the proposals. The primary group affected is those with disabilities, particularly wheelchair users. The traffic regulation order does not affect any disabled parking bays, however as hackney carriages are used heavily by those with mobility issues, the proposals improve accessibility for this group.
- 7.2 The proposed rank on Market Street will be unable to load wheelchair passengers from the pavement, due to the rank being on the right-hand side of a one-way road. Without

changing the direction of traffic flow, which would negatively affect the disabled parking and taxi ranks on the left-hand side of the road, this is unavoidable.

8.0 Climate change and environmental implications

8.1 The proposed taxi ranks will assist in ensuring the safe and efficient operation of the highway, resulting in fewer greenhouse gas emissions.

9.0 Human Resources implications

9.1 There are no Human Resources implications.

10.0 Corporate Landlord implications

10.1 Licensing Services has worked in conjunction with Highways Services on this project and has its permission, as landowner, to create the proposed taxi ranks on the highway.

11.0 Covid Implications

11.1 There are no Covid implications arising from the recommendations of this report.

12.0 Schedule of background papers

12.1 Support for City Centre Taxi Rank Review and Consultation - Licensing Committee (6 June 2018).