

## **TAXI RANK IN THE APPROACH, RAYLEIGH**

### **1 SUMMARY**

- 1.1 The Council provided a taxi rank in The Approach, Rayleigh using a section of land previously within The Approach Car Park. At that time concern had been expressed within the taxi trade regarding the rank on Railtrack land adjacent to the main Rayleigh Station building and there had been requests to increase rank space in the Rayleigh area. It was agreed the rank would be reviewed after it had been in operation for at least 12 months.

### **2 INTRODUCTION**

- 2.1 The rank, providing three spaces for vehicles, was officially brought into use from 29 March 1999. At the present time the Railtrack rank on the London bound side of the station is controlled by the two main taxi circuits in Rayleigh who pay a fee to Great Eastern Railway and recharge the various individual taxi proprietors pro-rata with their radio rent. Established independent taxi proprietors enjoy "Grandfather" rights to enable them to also work at the station and pay their fees to the main circuits but other independent proprietors do not have the right of open access to the main station rank.
- 2.2 The main usage of The Approach rank has been by the excluded proprietors and for those bookings, frequently made for commuters from trains returning home which specify pick-ups at The Approach rank. Discussions between the Hackney Carriage Office and drivers indicate The Approach rank is not generally recognised by the main circuits.

### **3 CONCEPTS OF THE APPROACH RANK**

- 3.1 The rank at The Approach was conceived to allow the taxi trade to provide a higher level of service to the customer and relieve pressure on the Railtrack rank. This causes over-ranking during the day, notably when the evening peak occurs and complaints have been received from the public. It was considered a rank at The Approach would be especially beneficial to those with reduced mobility, heavy luggage etc who would find the station footbridge difficult to negotiate.

### **4 PASSENGER POTENTIAL**

- 4.1 The potential for The Approach rank has been negated by the lack of support from the taxi trade. If the public can be assured of regular

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availability of vehicles at the rank demand would become established but the small group of proprietors outside the main body are insufficient on their own to maintain the level of presence required.

**5 CONSEQUENCE OF CLOSURE OF RANK**

- 5.1 Those taxi proprietors not party to the arrangements for the Railtrack rank would be denied the opportunity to operate from Rayleigh Station.
- 5.2 The potential to offer a better service to the public would be lost and persons with reduced mobility disadvantaged.
- 5.3 The reinstatement of the section of car park on the site of the taxi rank would increase the vehicle capacity with appropriate revenue benefits.

**7 RECOMMENDATION**

- 7.1 It is proposed that the Committee **RESOLVES**
  - (1) That the taxi rank at the Approach, Rayleigh be made permanent.
  - (2) That the existence of the rank be better publicised. (HRHM)

S J Clarkson

Head of Revenue and Housing Management

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**Background Papers:**

File for Rayleigh Station (The Approach) Taxi Rank.

For further information please contact Frank Spence on (01702) 546366