



FINAL DRAFT

Taxi Rank Master Plan for Brisbane City

Taxi Council of Queensland

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1. Introduction

1.1 Project Background

MRCagney was appointed by the Taxi Council of Queensland to prepare a *Taxi Rank Master Plan for Brisbane City*. This master plan was developed from the *Generic Plan and Design Specification* which was developed for the Australian Taxi Industry Association (ATIA). The Master Plan was intended to be specifically tailored for Brisbane City, with the focus on the central business district and adjoining precincts (i.e. South Bank and Fortitude Valley).

The objective of developing a Taxi Rank Master Plan was to enable the Taxi Council of Queensland and Brisbane City Council to negotiate and agree upon:

- The importance of the ranks and to ensure the appropriate consideration is given to maintaining the ranks when future CBD projects, either public or private sector funded, are being planned;
- The optimum location and length of new taxi stands;
- The minimum standard of associated rank infrastructure and passenger facilities that will need to be provided; and
- Council long term planning and budgeting for future new taxi rank installations.

1.2 Project Scope

The scope of work for the development of the Taxi Rank Master Plan for Brisbane City included the following tasks:

- Mapping the existing taxi rank locations within the study area;
- Obtaining a priority list of potential CBD taxi stand sites of interest to the Taxi Council;
- Obtaining from the Taxi Council information on known issues with existing ranks (eg length of facility, hours of operations and associated infrastructure);
- Consulting with the Taxi Council of Queensland and Brisbane City Council to prioritise new taxi rank location(s) for future construction; and
- Packaging the *Brisbane Taxi Rank Master Plan, Generic Plan, Facility Selector and Design Specification* into a designer's reference kit suitable for delivery and/or presentation to Brisbane City Council officers.

1.3 Structure of this report

This report has the following key sections:

- Background on existing guideline documents and taxi service operations and regulations
- Summary of the taxi rank layout plan documents, the prioritisation levels developed, and the required infrastructure required for these upgrades
- Classification of the taxi ranks across Brisbane
- Key recommendations on areas where improvements will assist taxi rank planning

2. Background

2.1 Taxi Services in Queensland

Taxi services are a recognised form of personal public transport as essential to the mobility of a modern city as are its bus, train, ferry and other traditional forms of mass transit. Taxis operate in a unique public transport niche providing public transport services which cannot be delivered economically using mass transit; namely 24 hour per day, non-fixed route, door-to-door, personal public transport on demand. It is understood that Queensland taxis carry 50% more passengers than are presently carried on the Citytrain network and approximately 70% of the total passenger journeys completed by all State licensed bus services.

State, Territory and Local Governments recognise the crucial role public transport plays in mobility of their citizenry, relieving city traffic congestion and providing a clean air environment. However, where governments across Australia have invested billions of taxpayer dollars upgrading mass transit infrastructure over the past decade, very little public funding has been channelled into improving taxi set downs.

In State capitals and major regional cities, over the past 3 years there has been some public funding directed to infrastructure improvements at *Secure Taxi Ranks* located in entertainment precincts. This investment has primarily aimed at addressing the increasing problems caused by late night hooliganism and drunken anti-social behaviour at inner city cab ranks. The Victorian Department of Transport has put in place a \$4 million four year rolling *Taxi Rank Safety Program* enabling smaller Victorian local government authorities to apply for rank safety capital grants for upgrades such as CCTV monitoring, improved lighting, passenger seating and rain shelters, but grants to date have been somewhat limited and excluded ongoing local government facility operating and maintenance costs. Public investment in taxi roadside infrastructure compared to that already provided for bus stops has neither been commensurate with the level of patronage being carried, nor kept pace with continuing taxi patronage growth.

While State and Territory governments regulate and license taxi operations in all Australian cities and towns, it falls within the jurisdiction of their respective local government authorities to allocate, improve and maintain kerbside taxi rank and feeder parking zones, or upon property developers to construct such as a condition precedent to obtaining local authority development approvals. This split of statutory jurisdictions imposes an unfair disadvantage on the taxi industry to achieve State imposed service delivery objectives but within the highly restricted kerbside access limitations imposed upon the industry by local government authorities.

Local government authorities typically produce two key policy documents used to forward plan public transport infrastructure and kerbside parking allocation priorities. The former is commonly known as the city or regional transport plan and the latter as the city parking or kerbside management policy (or strategy). Taxi Councils need to obtain an equitable share of city parking space allocations and passenger infrastructure improvements. The ultimate goal of this liaison should be to establish the taxi industry as a legitimate public transport service provider in the minds of key city decision makers, and to move retention of existing and installation of new taxi ranks higher up the kerbside parking allocation priority list, preferably to a level at least commensurate with that afforded to inner city bus stops.

The taxi industry has sound justification to require local councils to provide high quality taxi ranks. These include the equitable provision of facilities for all PT users (including taxi users), provision of essential services, support for the local economy and improved road safety and personal security. Creation of

design specifications of taxi facilities will assist negotiations with local authorities by building on the above criteria.

2.2 Existing Guidelines

VicRoads and the NSW Taxi Council have published a comprehensive set of generic *Taxi Zone Guidelines* for State Main Roads Department and Local Government application to the selection of taxi rank kerbside parking locations and design objectives for provision of their passenger facilities. Both these documents are credible guidelines and highly relevant to this assignment. They describe the core rank functional requirements, taxi service operating principles and design criteria for a workable functional city taxi stand built on public roads, and consolidate a lot of preliminary ground work and consultation already undertaken by government and the Australian taxi industry.

Both guidelines contain general statements to the effect that taxi ranks must comply with the *Commonwealth Disability Discrimination Act (1992)*, *Disability Standards for Accessible Public Transport (2002)*, *Australian Standard AS2890.5* for on-street taxi zone parking dimensions, *AS1428* for design requirements applicable to persons with disabilities and *AS1158*, the general lighting code for Australian roads and public spaces.

However neither document references other relevant standards and their content is considered somewhat arbitrary and subjective. Both documents lack sufficient quantitative data to clearly specify taxi rank design parameters thereby leaving them open to liberal interpretation.

We have compared the two taxi rank guidelines with the highly detailed bus stop layout design and construction plans published by State Transport, Main Roads and Local Government Authorities. As well as the numerous Australian/NZ Standard specifications referenced by these plans for appropriate kerbside treatments, lighting, passenger seating, zone identification signage and shelter facilities to be provided at typical kerbside bus stops. The fundamental weaknesses with the two taxi rank guidelines have also been recognised. They contain an extensive wish list of functional requirements that would be costly or impractical for most small local councils to implement, are non-specific about the rank types at which specific passenger facilities must be installed, and are open to “minimalist” interpretation by cash strapped local authorities.

We have built upon the solid foundation of consultation already completed by VicRoads and the NSW Taxi Council. These have been converted into a companion set of engineering reference documents comprising a generic taxi rank layout plan, a taxi rank type facility selector and a generic taxi rank design specification.

3. Taxi Rank Location Classifications

3.1 Hierarchy of Taxi Rank Types

ATIA have defined a hierarchy of taxi rank types appropriate to various activity areas within an urban environment. Further descriptions of this hierarchy are provided in the *Generic Plan and Design Specification* (Appendix A). The various types of taxi rank discussed in this report are as follows:

Low Use Rank

Taxi rank installed where there are predominantly low passenger volumes. These ranks will typically service a taxi every hour and are generally located in suburban areas such as Local Neighbourhood Centres.

Medium Use Rank

Taxi rank servicing locations where there are moderate passenger volumes. These ranks will typically service a taxi every ½ hour and are predominantly located in suburban areas such as Shopping Centres and Community Centres.

High Use Rank

Taxi rank servicing locations where there are high passenger volumes. These ranks will typically service a taxi every 1/4 hour. They are predominantly located at major attractions such as City and Town CBD's, Sporting Venues, Entertainment Precincts, Hotels, Clubs and Major Office Centres. Often a high use rank is provided close to bus stop infrastructure.

3.2 Brisbane City Taxi Ranks

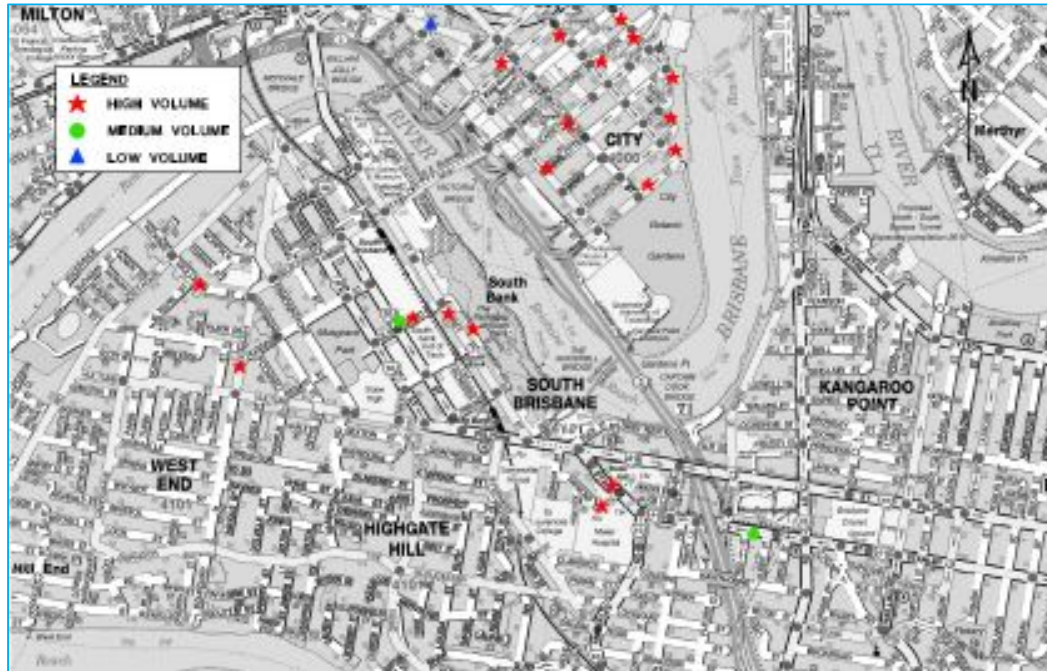
Once the specifications for each priority classification were developed, it was then necessary to determine the priority levels of each of the taxi ranks across Brisbane City. The location of these ranks is shown in Figure 1.

Figure 1: Location of Taxi Ranks in Brisbane



Each taxi rank was evaluated in relation to the demand for taxis at these locations as determined by the two major taxi companies, Yellow Cabs, and Black and White Cabs. These were then weighted by total taxi volumes of the two companies to determine an average priority level for each stop. This input from the taxi industry to ensure that the analysis best captured local knowledge and specific issues identified by taxi operators.

The results of these priority classifications are summarised graphically in Figure 2: Classification of Taxi Ranks in Central, South Brisbane, West End and Woolloongabba



and

Figure 3, and are also shown in detail in Appendix B.

Figure 2: Classification of Taxi Ranks in Central, South Brisbane, West End and Woolloongabba

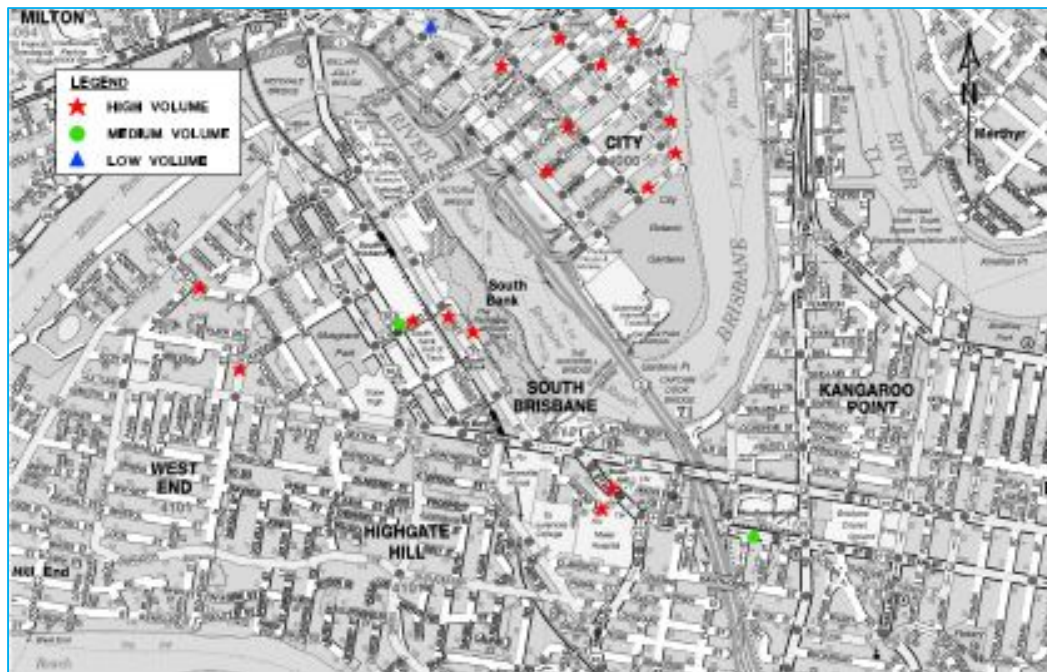
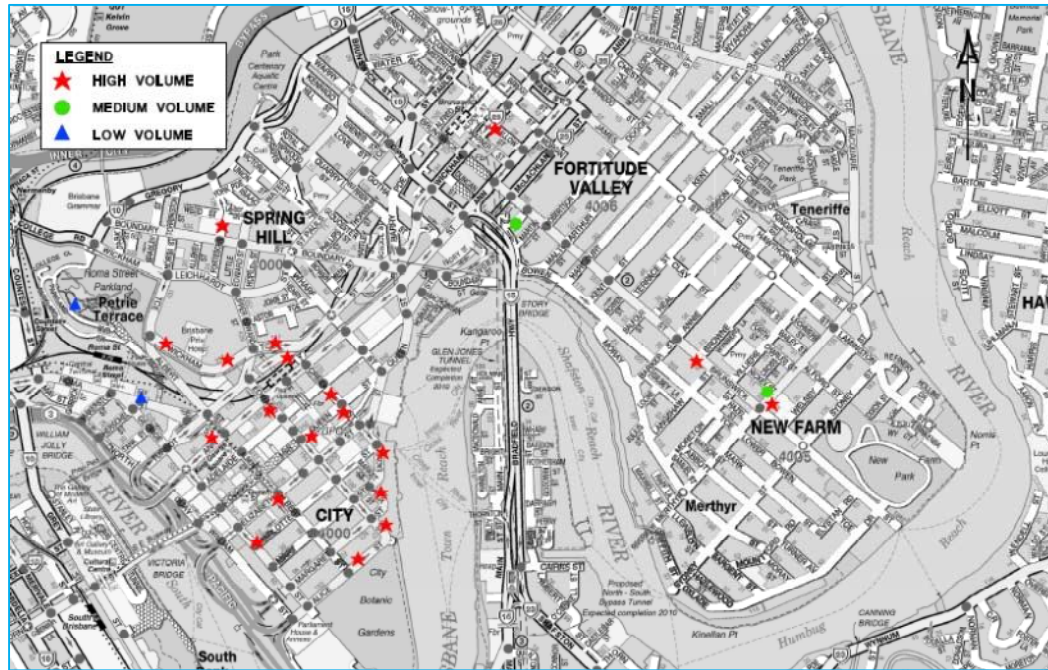


Figure 3: Classification of Taxi Ranks in Central, Spring Hill, Fortitude Valley and New Farm



4. Recommendations

Through the process of preparing this document, we have developed the following recommendations which may assist in future taxi rank planning and operations.

4.1.1 Improved data collection

There is currently limited data and statistics available on the operation of taxi ranks. To make informed decisions on the optimal locations and infrastructural requirements of taxi ranks, it is important to have regular collection of detailed data on indicators such as (but not limited to) the following:

- ↳ Taxi turnover;
- ↳ Utilisation of parking spaces; and
- ↳ Temporal variation in passenger demand.

Improved data collection will allow for improved identification of the importance of different taxi ranks and will help inform prioritisation of infrastructural investment,

4.1.2 Taxi Rank Rationalisation

It is recommended that the Taxi Council of Queensland consider the rationalisation of car parks in certain areas. This rationalisation might include the amalgamation of taxi ranks to increase the effectiveness of investment or the relocation of ranks to ensure there is an appropriate spatial distribution of the rank locations taking into consideration demand levels and surrounding land uses. Appendix C includes a brief identification of potential sites for rationalisation.

4.1.3 Feeder ranks

The infrastructure for feeder ranks should also be considered in decisions relating to potential taxi rank rationalisation. There are three feeder ranks in the inner suburbs (New Farm, South Brisbane and Spring Hill) that are used for either special events, or at peak times such as weekend evenings. While the Spring Hill feeder rank is deemed high priority given its close proximity to the central city, the other two are only ranked low priority as are only used at peak times. The future of these ranks should also be considered when determining appropriate infrastructure upgrades. Either the high priority ranks these feeders are servicing could be upgraded to a higher-than-normal standard, or the standard for these feeder ranks may be able to be lower than for other similar priority level ranks.

Appendix A

Taxi Rank Design Specification

Taxi Rank Design Specification

September 2011



1. Introduction

This specification provides guidance to the process of designing taxi ranks appropriate for various facility types located in urban centres of Australia. The document should be read in conjunction with the 'ATIA City Taxi Rank Layout Plan Set' and 'ATIA Rank Type Facility Selector', included in this document as Appendices A & B respectively.

The purpose of this specification is to guide and streamline the taxi rank engineering design procedure from start to finish by:

- ✦ Specifying the preliminary site surveys to be undertaken by rank designers;
- ✦ Providing a concise set of design criteria to be met for particular rank types;
- ✦ Listing critical facilities and layout dimensions to be included in each rank type; and
- ✦ Identifying the relevant standards and their specific parts to be applied to complete the engineering design of a taxi rank facility.

2. Legislation

All new and upgraded taxi ranks must now comply with the following Commonwealth Legislation:

- ✦ Disability Discrimination Act (1992); and
- ✦ Disability Standards for Accessible Public Transport (2002).
- ✦ Australian Road Rules – February 2009 version

3. Australian Standards

The relevant Australian Standards applying to this specification are:

- ✦ AS1742.11:1999 Manual of uniform traffic control devices: Part 11: Parking controls;
- ✦ AS2890.5:1993 Parking facilities: Part 5: On-street parking;
- ✦ AS1428 Design requirements applicable to persons with disabilities; and
- ✦ AS1158:2005 General lighting code for Australian roads and public spaces.

4. Types of Taxi Rank

ATIA have defined a hierarchy of taxi rank types appropriate to various activity areas within an urban environment. Guidance on the type of taxi rank that should be provided at a given location is set out in the 'ATIA Rank Type Facility Selector', included in Appendix B. The various types of taxi rank discussed in this specification are as follows:

4.1. Low Use Rank

Taxi rank installed where there are predominantly low passenger volumes. These ranks will typically service a taxi every hour and are generally located in suburban areas such as Local Neighbourhood Centres.

4.2. Regular Rank

Taxi rank servicing locations where there are moderate passenger volumes. These ranks will typically service a taxi every ½ hour and are predominantly located in suburban areas such as Shopping Centres and Community Centres.

4.3. High Use Rank:

Taxi rank servicing locations where there are high passenger volumes. These ranks will typically service a taxi every 1/4 hour. They are predominantly located at major attractions such as City and Town CBD's, Sporting Venues, Entertainment Precincts, Hotels, Clubs and Major Office Centres. Often a high use rank is provided close to bus stop infrastructure.

4.4. Premium Rank:

Highest quality taxi rank servicing locations where there are high passenger volumes and high demand for taxi services. These ranks may service local and regional areas and are generally located in conjunction with other public transport facilities such as Airports, Railway Stations, Park & Ride and Transport Interchanges.

4.5. Secure Taxi Rank

The Premium and High Use taxi rank types may also be defined as 'Secure Taxi Ranks' for the purposes of rank identification by State Government agencies that have implemented a Taxi Rank Safety Program. Refer section 7.18.

5. Taxi Rank Location

This section outlines a framework for the placement of new taxi ranks and for the review of existing ranks.

5.1. Application

The requirement for new taxi ranks or re-siting of existing taxi ranks generally occurs when new developments open, or changes are made to existing taxi services.

Road and public transport authorities may also, from time to time, wish to review the location of existing taxi ranks as part of general accessibility or safety reviews.

In addition to the details outlined in this specification, wherever new taxi ranks are proposed, or an existing taxi rank is to be moved, discussions should be held between the taxi operators, the local road authority and the Police, in order to determine the most suitable location. It is recognised that property owners also need to be consulted during this process. If taxi access and rank facilities are not included in the planning stages of a development, it may become difficult to facilitate taxis later.

5.2. Where should Taxi Ranks be located?

People expect to find taxis in locations where passenger demand determines a requirement for taxis to queue to cater for the large volume of passengers exiting or entering a specific location.

The Passenger Transport Regulations prohibit taxi drivers from allowing a taxi-cab to stand anywhere other than at a taxi rank whilst they are “for hire”. This means taxi ranks are the only place where vacant taxis may stand. If no taxi rank space is available vacant taxis have no option but to leave the area.

The general acceptable standard practice for taxi rank location relative to a major venue entrance and exit is within 400 metres walking distance. This distance equates to approximately a five-minute walking journey, which is a maximum distance that most people will find acceptable.

However, the distance that people will walk depends on many factors such as age, weather, topography or whether they are carrying bags, etc.

In urban centres, wherever possible, taxi ranks should be located to maximise the number of people within 400 metres walking distance of a taxi rank. This can be achieved by locating taxi ranks close to intersections (provided they do not compromise their safe operation), walkways or other pedestrian paths. Section 5.3 outlines the benefits of locating taxi ranks near intersections / pedestrian crossing facilities. Conversely in suburban areas the availability of taxi rank space is a key factor determining the availability of vacant taxis that can respond to bookings in surrounding areas.

Common locations that taxi ranks should be situated include, but are not limited to;

- ✚ City and Town CBD's
- ✚ Airports and Railway Stations
- ✚ Transport Interchanges
- ✚ Shopping Centres
- ✚ Hospitals
- ✚ Community Centres
- ✚ Sporting venues (e.g. Racecourses)
- ✚ Entertainment Precincts (e.g. Casinos)
- ✚ Hotels, Clubs and Major Office Centres

It should be borne in mind in many cases the availability of taxi services to provide transport to and from suburban shopping centres, medical and community centres is a key factor allowing frail and elderly people to live independently at home. Such people often cannot access other forms of public transport or drive themselves and are completely reliant on taxi services to provide essential door-to-door transport.

5.3. Taxi Rank proximity to intersections

Taxi Rank Design Specification

Taxi ranks should be located in close proximity to intersections/pedestrian crossing facilities for the following reasons:

- ✎ Existing crossing facilities for pedestrians (at intersections) are likely to be located where there is already a demand for people to cross the road.
- ✎ Walking distances between origins, destinations and taxi ranks are reduced for passengers.
- ✎ Taxi passengers are able to use/benefit from the existing pedestrian crossing features generally provided as part of intersections, such as dropped kerbs, pedestrian refuge islands or signals. This makes road crossings generally easier and safer at intersections.
- ✎ Taxi ranks should be located on the departure side of intersections wherever possible for the following reasons:
 - ✎ Results in fewer traffic delays and better safety: i.e. taxi clears intersection blocking fewer movements and sight lines.
 - ✎ Results in better pedestrian and vehicle sight distances.
 - ✎ Assists taxi movements and reduces taxi delays: i.e. a taxi that must turn right at an intersection may have difficulty reaching the right-hand lane of a multi-lane approach from a kerbside taxi rank immediately prior to the intersection.

5.4. Siting Taxi Ranks

Taxi Rank Design Specification

The traffic regulations of the relevant State generally identify criteria where taxi ranks are not permitted.

Tables 5.1 and 5.2 below outline the various primary and secondary criteria that taxi rank designers should consider when determining the appropriate locations of taxi ranks to service a major development. In practice, these criteria may not all be achievable in every instance, in which case safety considerations should dominate.

Table 5.1 - Primary factors to consider when siting taxi ranks

Factors to consider for siting taxi ranks		Comments
1	Convenient to access and maximises the catchment area (maximises the number of people in close proximity to the taxi rank)	<ul style="list-style-type: none"> > Route to taxi rank should be as direct as possible. > Locate taxi rank near intersections, side/minor roads, where possible to maximise coverage and decrease distance that passengers have to walk. > Co-ordinate location of taxi ranks with neighbourhood walking path connections and building entrances. > If there are no existing paths, investigate the feasibility of creating new pedestrian 'short cuts' that lead directly to the taxi rank. Look for opportunities to link these with the wider pedestrian network.
2	As close as possible to all major trip generators and key community facilities	<ul style="list-style-type: none"> > Major trip generators include employment, retail, commercial and educational centres, etc. > Key community facilities include community halls/sports centres (e.g. pools, parks, libraries, daycare centres, rest homes/elderly persons' housing, laboratories, hospitals, pharmacies, etc.)
3	Close to where there are likely to be journey transfers	> Taxi ranks should be located close to where other passenger transport services meet/intersect, to minimise walking time for transferring passengers.
4	Close to intersections and pedestrian crossing facilities. (Note: The traffic Act and / or Traffic Regulation of the relevant State should be consulted to determine any legal criteria regarding the proximity of Taxi Ranks to intersections and crossings)	<ul style="list-style-type: none"> > Taxi ranks should be located near to and on the departure side of pedestrian crossings, but must not be on, or closer than six metres to a pedestrian crossing. > Taxi ranks should be located near to and on the departure side of intersections, but must not be on, or closer than six metres to an intersection. > Consideration must also be given to the location of barriers or pinch points that may increase actual walking distances (rather than area proximity), such as the need/ability to cross a railway, motorway, river or busy road only where a formal crossing has been provided.
5	Road Safety	<ul style="list-style-type: none"> > Taxi ranks should be located where the road geometry provides safe sightlines for oncoming vehicles and taxi drivers. > Taxi ranks must not be located near a corner, curve, hill or gully, traffic island or intersection, if that creates 'blind spots'/blocks sight lines for pedestrians and vehicle drivers along the road.
6	Minimise opportunity for crime and increase perceptions of personal security	<ul style="list-style-type: none"> > Locate taxi ranks in clearly visible locations, e.g. away from vegetation and other objects that can be used to hide. > Locate taxi ranks near existing activity centres, e.g. service stations, stops, rest homes, where natural public surveillance can occur - although it should be acknowledged that some residential properties will prefer some screening from the taxi rank. > Locate taxi ranks in well lit areas, e.g. near street lighting or other existing sources of illumination (should the shelter/taxi rank not be provided with its own illumination, e.g. through solar powered lighting).
7	No Stopping Lines and zones reserved for other vehicles	<ul style="list-style-type: none"> > Taxi ranks must not be located: <ul style="list-style-type: none"> a) on 'no stopping' lines; b) where signage indicates the road is reserved for other vehicle classes
8	Located away from certain other infrastructure items	<ul style="list-style-type: none"> > Taxi ranks must not be located: <ul style="list-style-type: none"> a) Over, on or closer than 0.5m to a fire hydrant or "FH" yellow letter marking b) Away from sewer and electricity pits; c) Free from stormwater drains or pits (to prevent taxis splashing water)

Table 5.2 - Secondary factors to consider when siting taxi ranks

Factors to consider for siting taxi ranks		Comments
1	Consider taxi rank 'type' and potential	> Some commercial and industrial businesses are more compatible with taxi

Taxi Rank Design Specification

	impact on surrounding land use	<p>ranks than others. The type of business in the surrounding area should be considered when taxi ranks are being positioned.</p> <ul style="list-style-type: none"> > Taxi layovers can negatively impact on adjoining landowners due to extended noise, fumes etc; and on the operation of intersections. Where possible, taxi ranks used for taxi layovers should be located away from residential or other sensitive frontages, i.e. where ongoing noise and disturbance are undesirable. Taxi layovers should not be located in front of driveways. > Taxi rank signs should not be positioned directly adjacent to the front door of a property, if possible, to maintain privacy.
2	Footway widths	<ul style="list-style-type: none"> > Where possible, taxi ranks should be sited on footways that are sufficiently wide to avoid obstruction to pedestrians by waiting taxi passengers. This is especially important where taxi ranks are located alongside retail activity and/or a licensed venue. > If the existing footpath is not wide enough, consideration should be given to locating the taxi rank where the footpath can be widened, without compromising appropriate spacing/other location criteria.
3	Consider potential use by other conflicting users	<ul style="list-style-type: none"> > Some sites may be undesirable for taxi rank locations due to potential use by other conflicting users, e.g.: <ul style="list-style-type: none"> a) Adjacent to areas that generate large amounts of short-term high-turnover parking. Examples include ATMs, lotto shops and video stores. This is because visitors to such locations often park illegally within taxi ranks.
4	Taxi service frequency and safety	<ul style="list-style-type: none"> > Authorities may wish to categorise taxi ranks by level of service and safety, e.g. low-frequency, medium-frequency, and high-frequency of services near night clubs and hotels, to determine funding support and identification of the taxi rank as a Secure Taxi Rank if they have implemented a Taxi Rank Safety Program.
5	Driveways	<ul style="list-style-type: none"> > Many taxi ranks will be located near driveways. However, taxi rank shelters, especially ones with non-transparent advertising panels on the ends can impact on driveway sightlines of on-coming traffic, especially where taxi rank shelters are located to the right of the driveway. > The siting of taxi rank shelters either side of driveways should take into consideration pedestrian and vehicle visibility splays from driveways. > Figure 5 in AS 28901.1 recommends a two metre minimum pedestrian visibility splay. > The appropriate (and feasible) visibility splay for each site will need to be considered on its own characteristics. However, it is worth noting that set-back from the road carriageway may be more important than the distance from the driveway in determining the ability to see past the shelter.

In summary, taxi rank locations should aim to minimise pedestrian travel distances, be central to areas or precincts that they serve and have good access and egress for taxi vehicles.

When determining taxi rank locations, there are often tradeoffs between providing optimum pedestrian access and optimum vehicle access. When tradeoffs need to be made, it is preferred that pedestrian access is favoured over vehicle access. For example, at railway stations, best practice would be for the rank to be located close to the platform entry and exit points thereby serving passenger needs. Ideally, this location would also have a high level of access and egress for taxi vehicles. If this is not possible, then the passenger needs should be met first.

There will be situations where the optimum location for pedestrian access will mean that taxi access will be significantly less than ideal. This is particularly relevant for ranks outside large office buildings where the predominant direction of travel is in the opposite direction to the rank. If U-turns are not permitted or are difficult to make, drivers will either take risks or need to travel extended routes. To address this issue it may be appropriate to provide ranks on both sides of the road with improved pedestrian facilities.

5.5. Helping People Find Taxi Ranks

Pedestrians should be able to easily find taxi ranks. If the ranks have been located adjacent to high pedestrian use areas, it should be intuitive for people to be able to locate them. For example, at suburban

Taxi Rank Design Specification

strip shopping centres, there is often a pedestrian mall or a predominant pedestrian precinct. Many people would expect to find a taxi rank adjacent to this area, rather than in a quieter less pedestrianised location.

The sight of multiple taxis queued at a taxi rank is an obvious indicator as to where the taxi rank is located.



Busy taxi ranks easy for would-be passengers to locate

Signs directing people to taxi ranks are particularly important in larger areas, and when pedestrians need to make choices in their direction of travel to reach a rank. For example, signs are important at sporting venues to advise people the route to take to find the taxi rank. Similarly, signs within a pedestrian shopping mall should advise at which end of the mall the rank is located.



Signage directing pedestrians to the taxi rank

5.6. Taxi Rank Vehicle Capacity

Taxi Rank Design Specification

Taxi rank capacity is an important consideration in the planning of taxi ranks where service frequencies are high. This includes taxi ranks along key passenger transport corridors and those located at main destinations such as the CBD, retail or business centres, town centres, hospitals, universities, etc.

Poor capacity will result in taxis queuing on the road, with resulting confusion for passengers and drivers, as well as congestion of general traffic flows. It is therefore important to provide the appropriate level of capacity for a taxi rank commensurate with the number of taxis servicing it at any one time.

The capacity of a taxi rank is typically expressed by the number of taxis that can enter the rank within a specified peak time period (usually a one hour peak). A taxi rank capacity is determined by the length of time a taxi spends occupying the taxi rank (dwell time) and the number of taxis that could pass through the rank within that peak hour. To determine the required capacity, a 10 minute dwell time for each taxi can generally be assumed during the peak period, taxi drivers generally will not dwell longer than 10 minutes at a busy rank, they tend to leave the rank after 10 minutes and dwell at an alternative rank.

Example taxi rank vehicle capacity

- ✦ A high use taxi rank that services a taxi every 3 minutes during the peak hour has a capacity of 20 taxis per hour.
- ✦ If each taxi has a maximum dwell time of 10 minutes, a maximum of 4 taxis could be at the taxi rank during any 10 minute dwell time period (10 minutes / 3 minutes rounded up).

Taxi rank capacity will influence the amount of road space required for the taxi rank. The required capacity at a taxi rank should be determined on a case-by-case basis and, for very busy taxi ranks, will often require detailed analysis.

It is desirable that taxis stop parallel to the kerb, facing in the direction of the main traffic stream so that waiting taxis may progress from the tail of the taxi queue to the head.

Minimum length of taxi ranks as specified in AS 2890.5: 1993 is $(5.4n + 1.0)$ metres, where 'n' is the number of taxis to be accommodated.

In the above example 4 taxi spaces are required, therefore 'n' = 4 so the rank length is as follows:

- ✦ $5.4m \times 4 + 1m = 22.6m$

6. Level of Infrastructure Provision

Taxi Rank Design Specification

As discussed in section 4, these guidelines have divided the taxi ranks into four main 'types' as a tool to help determine the appropriate level of taxi rank infrastructure.

A schematic illustration of each type of taxi rank is shown below.

Figure 6.1 – Schematic illustration of a Low Use Taxi Rank

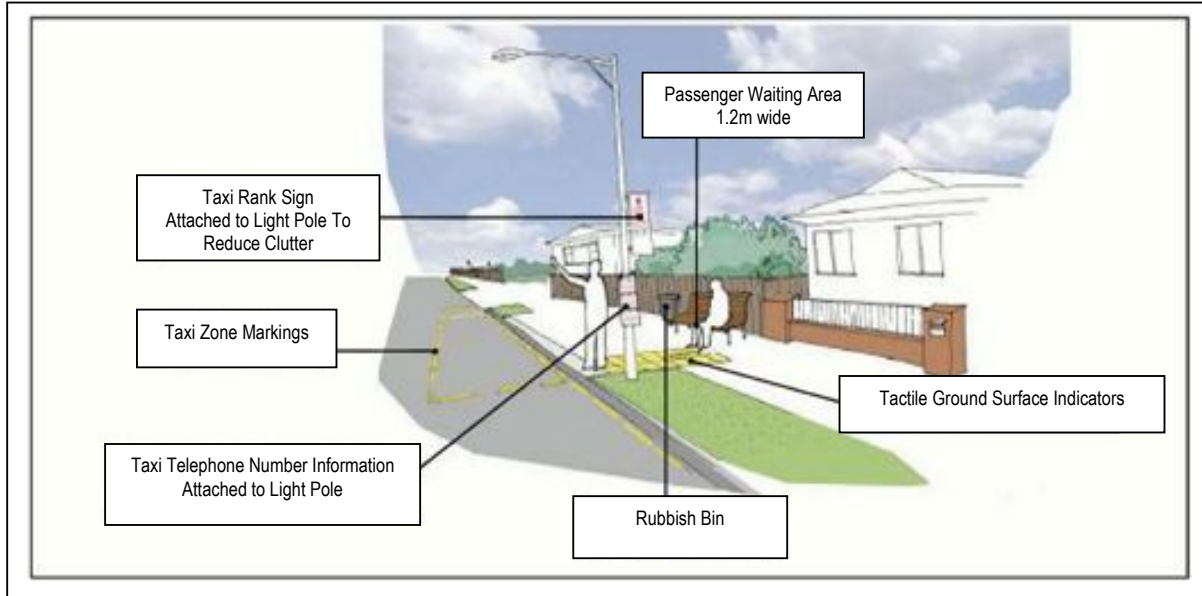
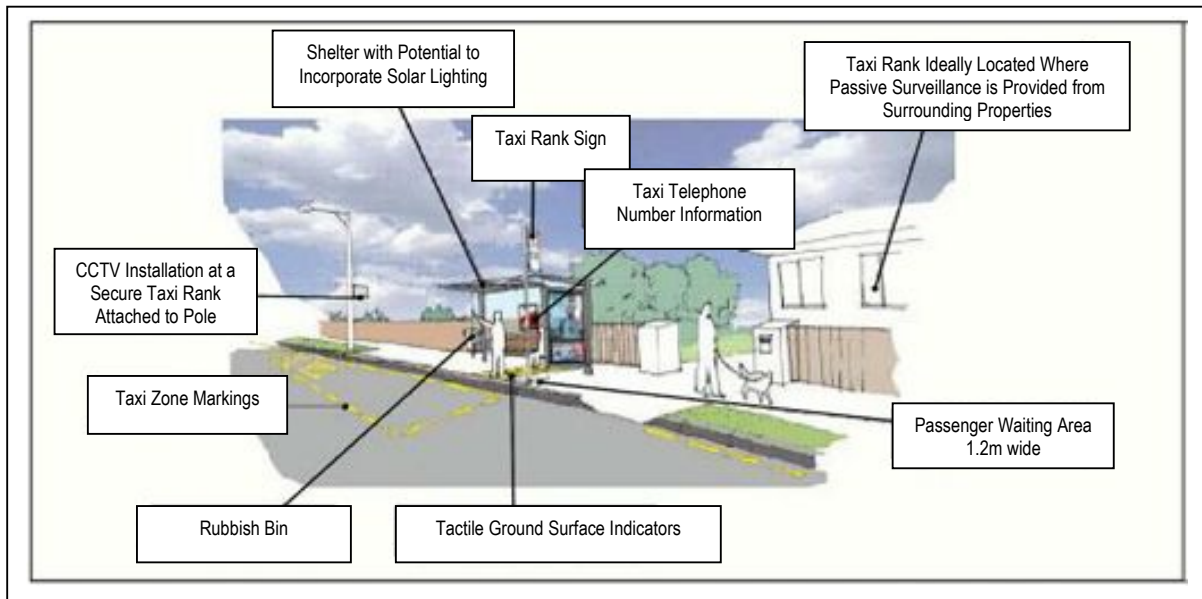


Figure 6.2 – Schematic illustration of a Regular Taxi Rank



Taxi Rank Design Specification

Figure 6.3 – Schematic illustration of a High Use Taxi Rank

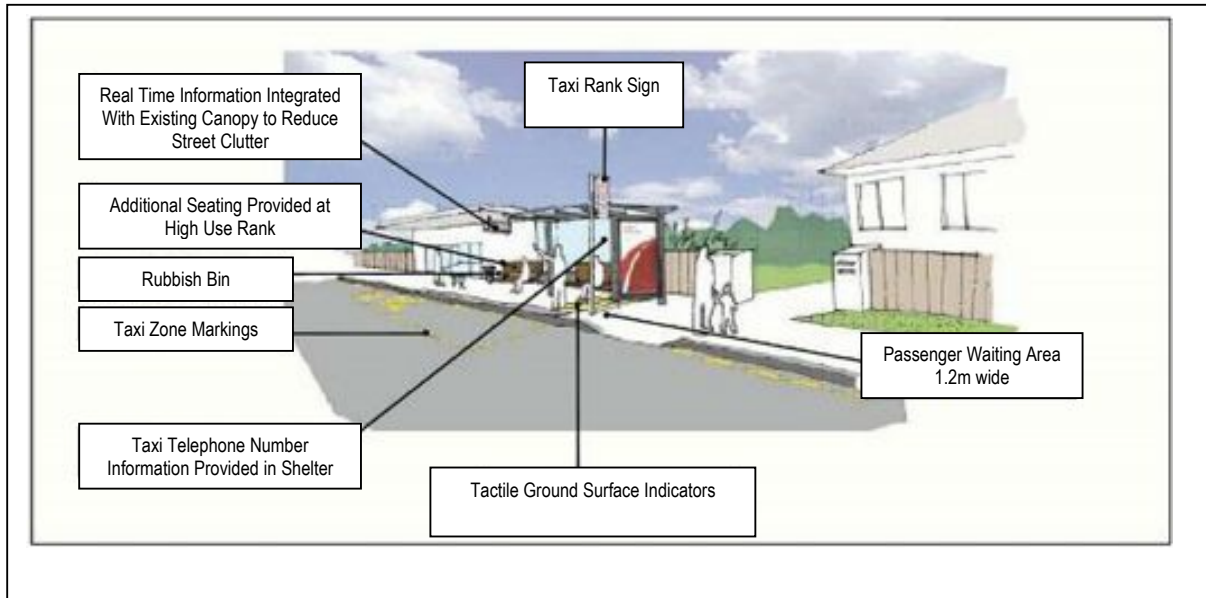
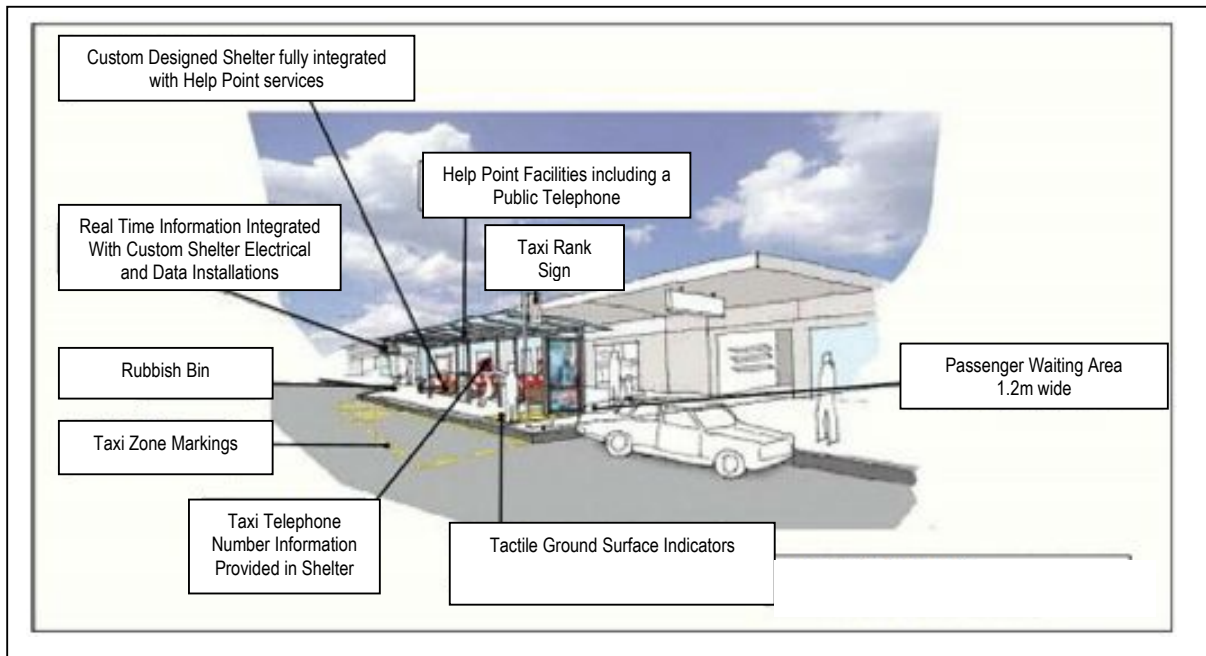


Figure 6.4 – Schematic illustration of a Premium Taxi Rank



The above schematic illustrations are only indicative of the infrastructure requirements of each taxi rank type. In fact only the taxi rank sign and the taxi zone line marking are the only legal requirements at taxi ranks, the remaining components depicted in these illustrations are necessary to achieve the passenger transport growth and accessibility aspirations of the various national and state transport policy contexts they sit within.

6.1 On-road and kerbside design features

Taxi Rank design involves designing the necessary features of both the on-road features and the kerbside features.

On-road design features:

On-road taxi rank feature design should ensure taxi-waiting areas are clearly identified by appropriate parking controls and private vehicles are actively discouraged from using them.

On-road taxi rank design features include:

- A.** Boarding and Alighting Areas;
- B.** Taxi rank queue is sufficient to accommodate the required number of waiting taxis;
- C.** Coloured road surface treatments;
- D.** Line marking;
- E.** Kerb height;
- F.** Street lighting;
- G.** Roadside facing signage; and

Kerbside design features:

Kerbside taxi rank design elements should ensure the passenger waiting area has a consistent and predictable layout, taking into account the needs of waiting, queuing, and boarding passengers, and the queuing and layout of taxi vehicles. The kerbside areas should also facilitate ease of access for disabled passengers.

Kerbside taxi rank design features include:

- H.** Passenger waiting area;
- I.** Seating and street furniture;
- J.** Shelters and lighting;
- K.** Telephone access;
- L.** Help Point;
- M.** Real time information messaging (waiting time);
- N.** Footpath facing signage;
- O.** Queuing rails;
- P.** Footpath pavement slope controls;
- Q.** Tactile Ground Surface Indicators (TGSIs)

These design features are categorised into functional components as follows:

Component category	On-road design feature	Kerb-side design feature
Information	C, D	M, N
Accessibility	A, B, E	H, O, P, Q
Street Furniture	G	I, J
Safety and security	F	K, L

Table 6.1 below summarises the level of provision envisaged for each taxi rank type endorsed by the ATIA.

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Table 6.1 – Infrastructure provision required at ATIA endorsed taxi ranks

M	Mandatory (legally required)
HD	Highly desirable / preferred
R	Strongly recommended
O	Optional
NA	Not appropriate

Component		Taxi Rank Type			
		Low Use	Regular	High Use	Premium
Information					
1	Taxi Rank Signage (R5-21)	M	M	M	M
2	Taxi zone (line marking)	M	M	M	M
3	“Taxi Rank” (road marking)	R	R	R	HD
4	Coloured road surface	NA	O	R	HD
5	Taxi telephone numbers	R	R	HD	HD
6	Waiting ‘Real time’ information	NA	NA	NA	R
Accessibility					
7	Boarding and Alighting Areas	HD	HD	HD	HD
8	Taxi rank queue	HD	HD	HD	HD
9	Passenger Waiting Area	M	M	M	M
10	Queuing Rail	NA	NA	R	HD
11	Tactile ground surface indicator (TGSI)	HD	HD	HD	HD
12	Pedestrian crossing close to rank	R	R	HD	HD
Street Furniture					
13	Seating	O	R	HD	HD
14	Shelter	NA	O	R	HD
15	Rubbish bin	O	R	HD	HD
16	Trolley bay	NA	NA	O	R
Safety and Security					
17	Public telephone on-site or nearby	NA	O	R	HD
18	‘Secure Taxi Rank’ security services	NA	O	R	HD
19	Street lighting	M	M	M	M
20	Shelter lighting	NA	O	R	HD
21	Help Point Services	NA	NA	NA	O

The following section describes the design criteria or warrants for each of the above 21 infrastructure components that may be provided at a taxi rank.

7. Infrastructure Design Criteria

This section is a concise set of design criteria to consider for each of the above 24 infrastructure components. Where appropriate, the relevant standards and their specific parts have been identified and discussed to assist the design process of a taxi rank.

7.1 Taxi Rank Signage

Rule 182 of the Australian Road Rules requires all taxi ranks to have a Taxi Zone sign, (R5-21 as described in Standards Australia AS1742.11: 1999 Manual of uniform traffic control devices: Part 11: Parking controls), located at the head of the taxi rank queue. The R5-21 sign types are pictured below:



An alternative to using the standard Taxi Zone sign, the R5-405 sign pictured below may be used if a time limit is to be applied for waiting taxis. The time limit on the sign can vary and should reflect the dwell time permitted at the rank.



Side facing the road Side facing the footpath

At transit centres and interchanges there may be general no parking zones identified with line marking, in these areas taxis may be permitted where a R9-Q01 sign is used, refer sign below:



The sign is an important indicator to passengers and taxi drivers and acts as 'control point' for the layout of the taxi rank infrastructure components.

The sign can be placed on a standalone pole or attached to an existing light post to reduce street clutter. However, it should always be placed at the head of the taxi zone area, unless it can be demonstrated that this would not be safe or effective. This allows for a consistent and predictable environment to be created at the taxi rank. Taxi drivers will know to always align the front door of the vehicle with the taxi sign and pole, which is where key infrastructure components are provided, i.e. Passenger Waiting Area and use of TGSIs. This is particularly important for disabled or visually impaired passengers.

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The Australian road rules state that where there is a taxi zone sign and there is no road marking indicating the extent of the taxi zone you may not stop, stand or park within six metres of the taxi zone sign. When there is a taxi zone sign and an area marked out you may not stop, stand or park within the area marked out.

In addition to the Taxi Zone sign, additional taxi rank information signage may also be provided to advise:

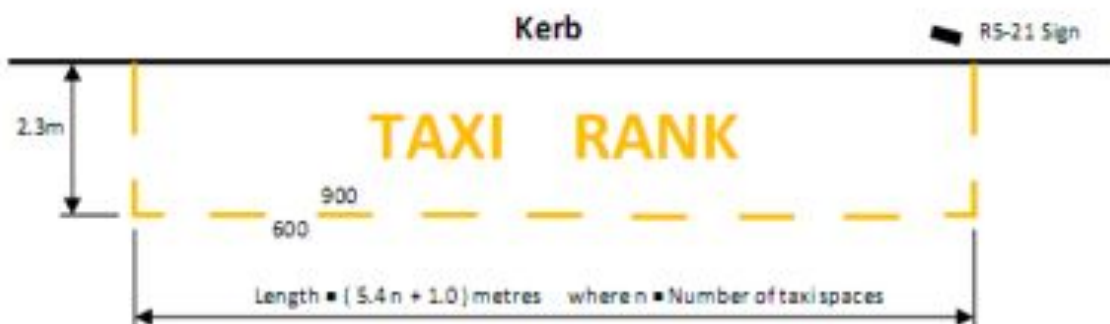
- The location where 'Pre – Booked Taxis' wait
- The hours of operation of the rank (if relevant),
- The location of other nearby ranks, and



Information signage attached to walls and shelters should be centred around 1400 mm from the ground, with the bottom edge not less than 900 mm from the ground and the top edge up to a maximum of 1800 mm above ground. Typefaces used should be Sans Serif, at least 16 point in size and should use lower case lettering, which is more readily distinguishable than upper case (capital) lettering. There should be a good colour contrast between text and the background of the sign, e.g. dark blue on white.

7.2 Taxi Zone Line Marking

Line marking of taxi ranks is mandatory and the Australian Standard AS 1742.11-1999 defines taxi zones as a Special Purpose Parking Zone. Clause 7.1.2 of the Standard describes special use parking zones as spaces marked by broken yellow lines 80 – 100mm wide, with line and gap lengths 900mm and 600mm respectively as shown below.



The colour yellow used for the line marking is Golden Yellow, Colour Y14 as defined in AS 2700. The type of paint used is a premium water-borne road marking paint suitable for use with drop-on beads in compliance with AS 2009. The paint must comply with the requirements of AS 4049.3. The paint should be applied at 400 to 500 microns wet thickness.

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The dimensions of taxi rank parking spaces are defined in the Australian Standard AS 2890.5-1993. Clause 2.2.2 describes the minimum width of the parking space as 2.3m, and Clause 4.3 describes the minimum length of the taxi rank as $(5.4n + 1.0)$ metres, where n is the number of taxis to be accommodated.

7.3 'TAXI RANK' Road Marking

The 'TAXI RANK' road marking is optional and may be used to supplement sign controls. The lettering is written in yellow paint and must be at least 300 mm high, written parallel to the kerb and facing to the middle of the roadway. Refer diagram above.

The letters should be similar to Series D lettering, as defined in AS 1742.

The yellow paint is the same paint used for marking the yellow taxi zone lines (Golden Yellow, Colour Y14 AS 2700), and must comply with the requirements of AS 4049.3.

7.4 Coloured Road Surface

The pavement surface area defined as the Taxi Zone by line marking can be highlighted further with coloured surface treatment. This makes the taxi rank more prominent to all: passengers, taxi drivers and other general vehicle drivers. Although it is recognised that the treatment imposes additional costs, the highlighted Taxi Zone may prove an effective deterrent to illegal parking and reduce enforcement problems, refer photo below.



7.5 Taxi Telephone Numbers

At each taxi rank there should be signage erected which provides the contact details of local taxi networks. Many passengers may not be familiar with local taxi protocols and may be visiting from overseas. It is important that unfamiliar passengers are provided with clear and up-to-date contact details to provide reassurance when travelling alone and/or at night.

7.6 Waiting 'Real time' information

'Premium Taxi Ranks may be provided with real time 'Waiting time' information signs. The following criteria provide further guidance on which taxi ranks should be prioritised for real time information sign provision:

- ✦ Ranks where passengers need to make decisions to wait for the next taxi or make alternative arrangements for travel. This is particularly relevant travelling between domestic and international airport terminals.
- ✦ Taxi ranks near transport interchanges.

The information displayed would be 'Waiting time' until the next taxi arrives at the rank. The technology required to provide 'real time' taxi information services is expensive and as such is normally integrated with other passenger information systems found at major transport interchange facilities.

The electrical and IT specification for 'Real Time' information services is discussed in section 7.21.

7.7 Boarding and Alighting Areas

It is mandatory that all taxi ranks are located such that the front passenger door faces the kerbside.

It is also recommended that the area directly behind the rear of the taxi is large enough for the efficient loading and unloading of luggage into the boot, to manoeuvre trolleys and most importantly to allow for wheelchair access to the taxi if the taxi is suitably equipped.



The taxi rank queue should be sufficient to accommodate the maximum number of queued taxis at the rank during the peak operating hour.

Queue length is equal to the rounded up value of (Taxi Dwell Time) / (Taxi Arrival Rate) during the peak hour period.

Example taxi rank queue

A taxi rank has the following operating criteria:

- ✦ Taxi Arrival Rate = 3 minutes
- ✦ Taxi Dwell Time = 10 minutes
- ✦ Taxi Queue = 4 taxis (roundup 10/3)
- ✦ Rank Length = 22.6m (Refer section 7.2)

7.9 Passenger Waiting Area

As regular taxi users catch taxis from numerous localities the passenger waiting area at taxi ranks should have a consistent and predictable layout, taking into account the needs of waiting, queuing, and boarding passengers, and the queuing and layout of taxi vehicles. The kerbside area adjacent to the rank should be free from obstacles such as street furniture, trees and poles.

The footpath area adjacent to the taxi rank should be sufficiently wide to provide for waiting taxi passengers and passing pedestrians. A clear area 1.2 metres wide and 6.4 metres long is the absolute minimum space that must be provided at the head of the taxi rank, with a greater width in areas with high pedestrian volumes. With premium taxi ranks if the existing footpath is not wide enough, the use of a footpath build out into the carriageway, maybe appropriate providing the build out does not impact upon road safety.

It is recommended that the passenger waiting area is also a hard standing area that comprises a sealed smooth surface connecting the taxi door(s) with the nearby footpath. This hard stand is particularly important for the accessibility of wheelchair users, parents with prams, etc. The extent of the hard standing area may vary depending upon the taxi rank environment. However, as a minimum it should be same dimensions as the clear zone area (1.2m x 6.4m), to ensure access to the road behind the taxi.

The kerbside height should be at a height which prevents taxi doors from striking the footpath causing damage to doors. The kerbside should also allow people with disabilities, elderly and frail passengers to easily access taxis. The desirable kerb height is between 120mm and 150mm.

7.10 Queuing Rail

Generally, where taxi demand is high additional facilities are required within the kerbside space to cater for queuing and special need customers.

Queuing rails should only be provided at ranks where there is more than one waiting taxicab, and the rail should only extend beside those taxis not positioned at the head of the rank. The taxi positioned at the head of the taxi rank requires the 6.4m of obstacle free waiting space for loading purposes; therefore, the rail should not intrude into this area.

If a queuing rail is provided it is located immediately behind the kerb such that passengers are prevented from stepping onto the road, queuing rails are particularly useful at nightclub taxi ranks.

7.11 Tactile ground surface indicators

Tactile ground surface indicators (TGSIs) provide visual and sensory information about the road environment. They assist people with vision impairment to access the taxi from the adjoining footpath by:

- ✦ Directing people from the footpath to the kerb where the taxi door will be and from the taxi onto the footpath.
- ✦ By warning people of the kerb and potential hazard beyond it.

The layout and specification of TGSIs should be in accordance with that outlined in Australian Standard AS 1428.4.1:2009 Design for access and mobility - Means to assist the orientation of people with vision impairment – Tactile ground surface indicators.

The Standard states that TGSIs provided to identify access to public transport shall be installed as follows:

- ✦ Warning indicators a minimum of 600mm wide and 600mm deep installed 300mm back from the front of the kerb edge, adjacent to a taxi rank, preferably close to the front passenger side door.
- ✦ Directional indicators 600mm deep, installed where the warning indicators are not located in the direct line of the continuous accessible path of travel, forming a continuous path to the warning indicators.

The photo in the next column shows directional and warning indicators installed correctly at a taxi rank.



Example of TGS installation

7.12 Pedestrian crossing close to rank

As discussed in sections 5.2 and 5.3, wherever possible, taxi ranks should be located within 400m of the entrance to a major venue. This distance equates to approximately a five-minute walking journey, which is a maximum distance that most people will find acceptable. When a taxi rank is located close to a pedestrian crossing, the crossing provides improved pedestrian connectivity across the road, thereby maximising the catchment area of a taxi rank.

7.13 Seating

All ranks should have seating, especially for:

- ✎ The elderly and/or frail
- ✎ Expectant mothers
- ✎ Parents with very young children
- ✎ People with disabilities

The amount of seating that should be provided at each type of taxi rank is dependent upon the expected demand at the specific rank, however as a general guide the following should be provided as a minimum:

- ✎ Low Use Rank - seating for 5 people
- ✎ Regular Rank - seating for 5 people
- ✎ High Use Rank - seating for 10 people
- ✎ Premium Rank - seating for 15 people

Seating must comply with the relevant Local Council street furniture / urban design requirements.

The location of seating should contribute to passengers' comfort by being well back from traffic and allowing good visibility to approaching services. The seating should also be located as close to the head of the taxi rank as practical without impinging on the Waiting Area Clear Zone discussed in section 7.9.

Where footpath widths are narrow, seating may be provided on the edge of the kerb face but should face inwards for safety reasons.

7.14 Shelter

Taxi rank shelters provide waiting passengers with protection from the sun, wind, and rain. They also strongly define the taxi rank area as the shelters are the most visible permanent indicator of the presence of a taxi rank.

Currently, there are many types of shelter designs across Australia, provided by each of the State Transport Authority as well as private companies. For the purposes of this specification, the exact type of the preferred shelter is not specified, as like the seating, the shelter must comply with the relevant Local Council street furniture / urban design requirements. The main point is that the shelter meets the design and layout criteria specified below.

When to provide a taxi rank shelter

Ideally, all taxi ranks (with the exception of those under canopies) should be provided with a shelter. However, the reality is that resources are limited and often some form of prioritisation will need to be undertaken to direct resources appropriately.

The following are considered the main priority criteria for shelter provision:

- ✎ Provide at taxi ranks where there are more than 30 passenger pickups per day; and
- ✎ Where the taxi rank is associated with a transport interchange facility.

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However, there are many other considerations that should be taken into account, particularly when patronage figures do not support shelter provision. Shelter provision should in these circumstances be considered for the following criteria:

- ✦ Proximity to senior housing / facility and a minimum of 10 daily pickups.
- ✦ It is a low use taxi rank where passengers are waiting during the peak traffic period. This, coupled with a low dwell time for taxis at the rank, means that passengers may have to wait long periods at this rank, and therefore could arguably have more of a need for shelter than passengers at high use ranks.
At these locations, a shelter may be appropriate if the rank has a minimum of 15 daily pickups on roads carrying more than 20,000 vehicles per day.

Taxi rank shelters may also not be required where there are building canopies, although where possible, seating should be provided. This should be determined on a case-by-case basis as at some exposed sites, a building canopy may not give shelter from wind-driven rain and a shelter may still be justified.

Shelter design and layout principles

The design and layout of shelters should meet a number of requirements. These are listed below.

- ✦ Must be accessible with the necessary clearance and circulation spaces, particularly for people with physical or vision impairments. Refer to the following sub-section for clearance requirements.
- ✦ Shelter should be as close to head of the taxi rank as practicable. If not possible within current layout, consider amending / widening taxi rank area / footpath width.
- ✦ Shelter should have at least three walls (one back wall and two side panels), a roof and an entrance that together provide effective shelter to waiting passengers. Although it is recognised that at some narrow sites, only shelters with no side panels may be possible.
- ✦ Where four panelled shelters are provided (with one front panel), two entrances should be maintained to reduce likelihood or perception of entrapment.
- ✦ Glass panels should be marked with a horizontal contrasting stripe between 700mm and 1000mm high to highlight the presence of the glass to users.
- ✦ Maximise the use of easily maintained (anti graffiti) materials.
- ✦ Incorporate seating and wheelchair/pram waiting areas.
- ✦ Design should take into account the surrounding land use, for example in many streets where heritage values have been identified, shelters with advertising on them may not be appropriate. Although advertising on shelters is acceptable in most urban situations, the design emphasis should be on amenity over advertising.
- ✦ Located on the footpath without blocking the main pedestrian through route. Where there is ample width, shelters should be located to the back of the footpath.

Shelter Clearance requirements

Ideally, taxi rank shelters should have an obstacle free clear zone surrounding them as follows:

- ✦ **Front:** 1800mm clearance should be provided between the kerb and the front of the shelter structure to give a continuous accessible path of travel for pedestrian through movements. However, in very constrained situations 1200mm is acceptable as an absolute minimum.
- ✦ **Sides:** 1200mm clearance should be provided for maintenance and cleaning of the shelter glass panels.
- ✦ **Rear:** Should the shelter back directly onto a property boundary or fence, the property owner may wish to have a 500-600mm gap between the back of the shelter and the property boundary/fence for maintenance access, etc.

Shelter sight line and visibility criteria

Shelters, especially ones with non-transparent advertising panels on the ends can impact on driveway sightlines of on-coming traffic, especially where shelters are located to the right of the driveway. The design of shelters should therefore ensure that:

- ✦ Shelters are located in a position where there are clear sight lines between the taxi driver and waiting passengers.
- ✦ Use of transparent materials is maximised to enhance visibility and aid passive security. Materials and design must allow passengers to see the approaching taxi (whilst standing or sitting down inside shelter).
- ✦ The siting of shelters either side of driveways should take into consideration pedestrian and vehicle visibility splays from driveways. Figure 5 in AS 28901.1 recommends a two metre minimum pedestrian visibility splay.

An example of a properly positioned and constructed taxi rank shelter is below.



Key elements of this shelter are as follows:

- ✦ Shelter is positioned against the kerb so the pedestrian movement along the footpath isn't obstructed by the shelter.
- ✦ Rubbish bin located close to shelter.
- ✦ Glass panels providing visibility to passengers and taxi drivers.
- ✦ Position of shelter relative to driveway, does not impact on sight lines.
- ✦ Queuing rails / fence located directly behind kerb to prevent passengers stepping onto the road.
- ✦ Concrete hard stand area.
- ✦ Information signage on glass panel.

The only feature that is missing from this shelter is seating, however this may be specifically excluded at this rank due to width constraints.

7.15 Rubbish bin

Rubbish bins are a street furniture item generally provided by the Council. If the taxi rank has a shelter a rubbish bin should always be a fixture associated with the shelter.

Where the Council has not provided rubbish bins as part of Council street furniture and the taxi rank does not have a shelter but does have seating, it is best practice to also provide a rubbish bin beside the seating.

7.16 Trolley bay

Trolley bays are normally a feature of shopping centres and airports. At taxi ranks servicing these areas it is best practice to provide a storage area for trolleys such that the trolleys don't become an obstacle within the passenger waiting area, and trolley collection contractors have a designated location for collection of the trolleys.

The kerbside gradient of a trolley bay associated with the taxi rank should be such that does not encourage shopping / luggage trolleys to roll towards the taxi vehicle. To prevent rolling trolley problems the crossfall slope of the footpath should be less than 2%.

7.17 Public telephone on-site

At High Use and Premium ranks it is best practice for a public telephone to be available within the taxi shelter or close to the rank and, if appropriate, a direct telephone to the taxi company / dispatch centre serving the rank.

7.18 'Secure Taxi Rank'

A 'Secure Taxi Rank' is a rank patrolled by trained security staff late at night at locations busy with patrons from popular entertainment precincts.

A study of 30 Secure ranks in NSW conducted in 2005 / 2006 showed they:

- ✦ Provided a safer environment for waiting passengers and taxi drivers;
- ✦ Led to less local vandalism, anti-social behaviour and street disturbance;
- ✦ Promoted orderly conduct of patrons;
- ✦ Made passengers feel safer; and
- ✦ Increased multiple-passenger hiring.

The security staff provided at 'Secure Taxi Ranks' are sometimes provided via a cooperative scheme between taxi networks and venues, however in general, a high risk rank is identified by the City and State Transport Authority as a 'Secure Rank' which is supported by a Taxi Rank Safety Program.

Each State has its own specific Taxi Rank Safety Program, and all programs involve a high degree of cooperation among relevant stakeholders, including taxi operators, taxi drivers, security officers and Police.

There is no specific criteria for classification of a taxi rank as a 'Secure Taxi Rank', however to be considered, the rank will need to undergo a safety audit and a safety risk profile established for the rank.

7.19 Street lighting

Taxi ranks must have appropriate levels of lighting to provide for pedestrians, passengers, vehicles and drivers. Recommended lighting levels and design procedures for the lighting of public areas is outlined in the Public Lighting Code AS 1158-2005.

The design and layout criteria applying to street lighting of taxi ranks are specified below.

Street Lighting: Preliminary Checks

Before commencing a lighting design for a new or existing taxi rank, a preliminary site check should be performed. This preliminary site check will involve the following:

- ✦ Measuring existing horizontal and vertical night time illuminance levels across the proposed rank site and pedestrian accesses with a precision illuminance luxmeter calibrated against CIE Standard 069-1987.
- ✦ Assessing the site safety risks and confirming with the police whether the rank site is:
 - (a) Low Risk – has minimal or no prior history of vandalism, anti-social behaviour or crime;
 - (b) Medium Risk – has a prior history of vandalism, loitering, threatening or drunken behaviour; or
 - (c) High Risk – has a prior history of indictable crime.
- ✦ Assessing the site access risks and confirm whether pedestrian accesses to the rank are:

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- (a) Low Risk – pedestrian footpaths only that are generally level;
- (b) Medium Risk - incorporate or directly connect to stair flights, ramps or kerbs or permit mixed pedestrian and bicycle traffic; or
- (c) High Risk - directly connect to pedestrian crossings, footbridges, bikeways, pedestrian ways, subway ramps or stairwells.

✎ To ensure passengers can access the taxi rank, the surrounding paths to and from the taxi rank should also be well lit. The extent that this should be taken as part of any taxi rank improvement will be dependent on each site's specific characteristics.

Street Lighting: Site and Access Illumination Specification

Existing rank site illumination shall be acceptable if measured existing illuminance levels and uniformities comply with the criteria listed in the table 7.19.1 below.

Table 7.19.1: Acceptable Rank Site Illuminance and Uniformity

Preliminary Site Checks	Low Use Rank	Regular Rank	High Use Rank	Premium Rank
Minimum Average Horizontal Illuminance	7 lux	7 lux	14 lux	21 lux
Minimum Point Horizontal and Vertical Illuminance	2 lux	2 lux	4 lux	7 lux
Maximum Horizontal Illuminance Uniformity (Max Point Illuminance / Min Point Illuminance)	10	10	10	10

Existing rank pedestrian access (footpaths, walkways, lanes, etc) illumination shall be acceptable if the measured existing illuminance levels and uniformities comply with the criteria listed in Table 7.19.2 below.

Table 7.19.2: Acceptable Rank Site Access Illuminance and Uniformity

Preliminary Site Checks	Site Safety Risk	Site Access Risk	Low Use & Regular Ranks	High Use & Premium Ranks
Min. Average Horizontal Illuminance	7 lux (High) 3.5 lux (Med) 1.8 lux (Low)	7 lux (High) 3.5 lux (Med) 1.8 lux (Low)	1.8 Lux	3.5 lux
Min. Point Horizontal or Vertical Illuminance	2 lux (High) 0.7 lux (Med) 0.3 lux (Low)	2 lux (High) 0.7 lux (Med) 0.3 lux (Low)	0.3 Lux	0.7 lux
Max. Horizontal Illuminance Uniformity (Max Point Illuminance / Min Point Illuminance)	10	10	10	10

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Where existing illuminance levels and uniformities do not meet the minimum acceptance criteria listed in the tables above, the site and/or pedestrian access public lighting illumination shall be upgraded in accordance with Table 7.19.3 and AS 1158 – Lighting for Roads and Public Spaces.

Table 7.19.3: Minimum Public Lighting Subcategories for New Taxi Ranks and Accesses

AS 1158.3.1:2005 Reference	Low Use Rank	Regular Rank	High Use Rank	Premium Rank
Table 2.7 Lighting Subcategories - Rank Site	P8	P8	P7	P6
Table 2.6 Lighting Subcategories - Low Site Access and Safety Risk Pedestrian Footpaths	P3	P3	P3	P2
Table 2.6 Lighting Subcategories – Medium Site Access and Safety Risk Pedestrian Accesses OR Accesses Connected to Stairs, Ramps or Kerbs OR Accesses Permitting Mixed Pedestrian and Bicycle Traffic	P2	P2	P2	P2
Table 2.6, 2.7 and 2.8 Lighting Subcategories – High Site Access or Safety Risk OR Accesses Connected to Pedestrian Crossings, Footbridges, Bikeways, Pedestrian Ways, Subway Ramps or Stairwells	P1	P1	P1	P1

7.20 Shelter lighting

Most pre-fabricated taxi shelters have interior lighting as standard; however, some Council shelters have traditionally relied on the overspill of existing street lighting to illuminate the taxi rank area. Whilst this is better than nothing, the illumination level of street lighting is often poor at the pedestrian level.

Ideally, taxi rank shelter should have its own source of illumination. This can be through an interior light powered from the grid or through use of solar power. It is recognised that the use of interior lighting in shelters is vulnerable to vandalism, however, lighting is a key component to enhancing the safety and attractiveness of using a taxi rank, and thus the overall passenger transport system.

The design criteria applying to taxi rank shelter lighting are specified below.

Shelter Lighting: Preliminary Checks

- ✎ Note location(s) of existing light poles and other site luminaries such as shop window and awning lights. Where the proposed rank site has no existing passenger shelter, assess whether new shelter roof(s) would cast shadows in pedestrian walking areas or reduce measured illuminance levels within newly constructed shelter(s) if such were installed without internal lighting or illuminated advertising sign cases.
- ✎ Consult with the local power authority to determine the nearest available location of an unmetered public single phase mains 16A power supply. Unmetered public supplies may potentially be sourced from overhead mains reticulation and public lighting poles, power utility pits or consumer supply pillars, existing mains power supplies to bus stop shelter sheds and passenger information display signs, illuminated public road signage and traffic signal cabinets.

Providing lighting to existing footpath overhangs and awnings

Where a proposed new rank site provides acceptable passenger shelter under existing overhangs, awnings or other building structures but measured illumination levels or their uniformity does not meet the minimum acceptance criteria listed in Table 7.19.1 above, consideration should be given to requesting approval from the building owner(s) to erect supplementary luminaires on the existing building shelter structure.

Installing new lights to shelters

Where protected from exposure to direct sunlight and rainwater under the shelter roof, fluorescent or LED matrix luminaires are the preferred type of light to be provided.

These new lighting installations need to be vandal proof, UV resistant and have a minimum environmental rating of IP53 against dust, insect and moisture entry.

Cabling Provisions for New Shelters

Where new shelters incorporating electrical lighting and advertising sign cases or passenger information sign, help point and camera communications are to be installed at the rank site, the equipment shall be mounted, pre-roped or pre-cabled within the shelter frame hollow sections prior to delivery to site. Power and communications cabling shall enter shelter hollow sections via separate pillar legs, electrically segregated within all hollow sections and the shelter earthed in accordance with Australian AS/NZS 3000 and AS/ACIF S009 wiring rules. Where electrical equipment is to be installed on the shelter and powered from the mains, the shelter shall be equipped with a locked electrical sub-board and consumer earthing point (preferably hidden from public view).

Shelter frame hollow sections shall be fitted with removable inspection covers adjacent to every welded 90° corner joint through which a pulling rope or cabling has been run to facilitate new cable pull-ins and damaged cable replacements. Where shelter shed equipment types and mounting positions have been standardised and one or more items of electrical or communications equipment will be installed, it is recommended that new shelters be pre-roped or cabled for all potential future equipment installations and an underground system of roped cabling pits and conduits be installed at the rank site as shown in plan attached as Appendix D – Typical Shelter Lighting and Communications Equipment Cabling Provisions.

7.21 Help Point Service

A taxi rank which has 'Help Point' facilities will typically have the following passenger safety and security features installed:

- (a) Video Cameras;
- (b) Passenger Enquiry Help Points; and/or
- (c) Passenger Emergency Help Points.

The design criteria applying to taxi rank 'Help Point' facilities are specified below.

Help Point: Preliminary Checks

- ✚ Confirm whether proposed rank site already is or will be regularly patrolled by police, local authority or private security officers at night OR has an existing public or privately operated CCTV camera surveillance system with continuous recording at better than 5 frames per second and recorded video write over period of not less than 2 weeks.
- ✚ Consult with the local telecommunications carrier to determine the nearest available location for access to an existing or new public switched telecommunications network subscriber or ISDN lead-in cable.
- ✚ Consult with relevant State or Territory Taxi Council and confirm their requirements for and agreement to remotely monitor any of the following:
 - (a) Video Cameras;
 - (b) Passenger Enquiry Help Points; and/or
 - (c) Passenger Emergency Help Points.

Taxi Rank Design Specification

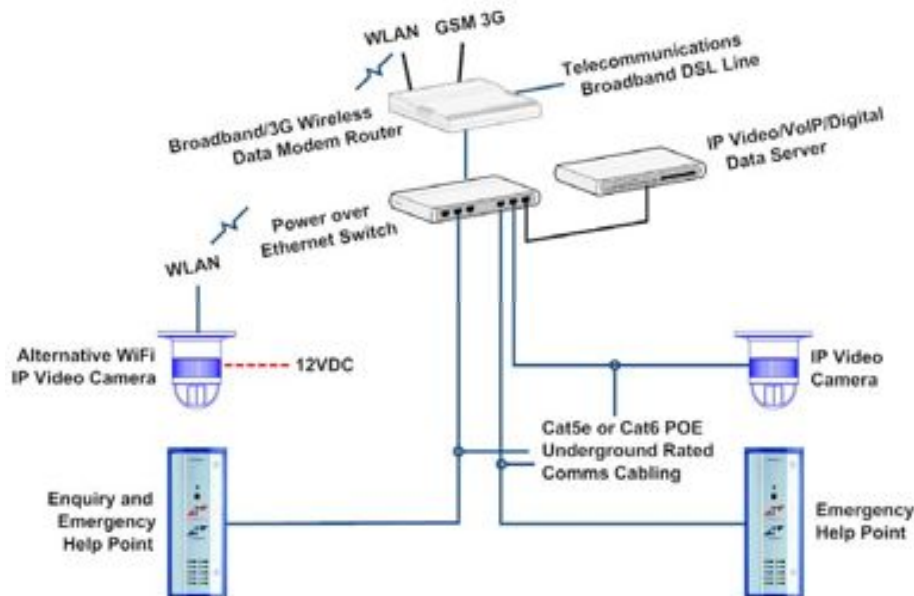
Help Point: Specification

Where a 'Help Point' is required in a proposed new taxi rank, it should be connected via an underground installation to the public switched telecommunications network (PSTN) via a broadband modem router over high speed ADSL2, SHDSL or VDSL compliant subscriber lines or the ISDN. This type of installation will require a wired underground rated Cat5e or Cat6 local area network for powered over Ethernet IP video, intercom and digital data devices.

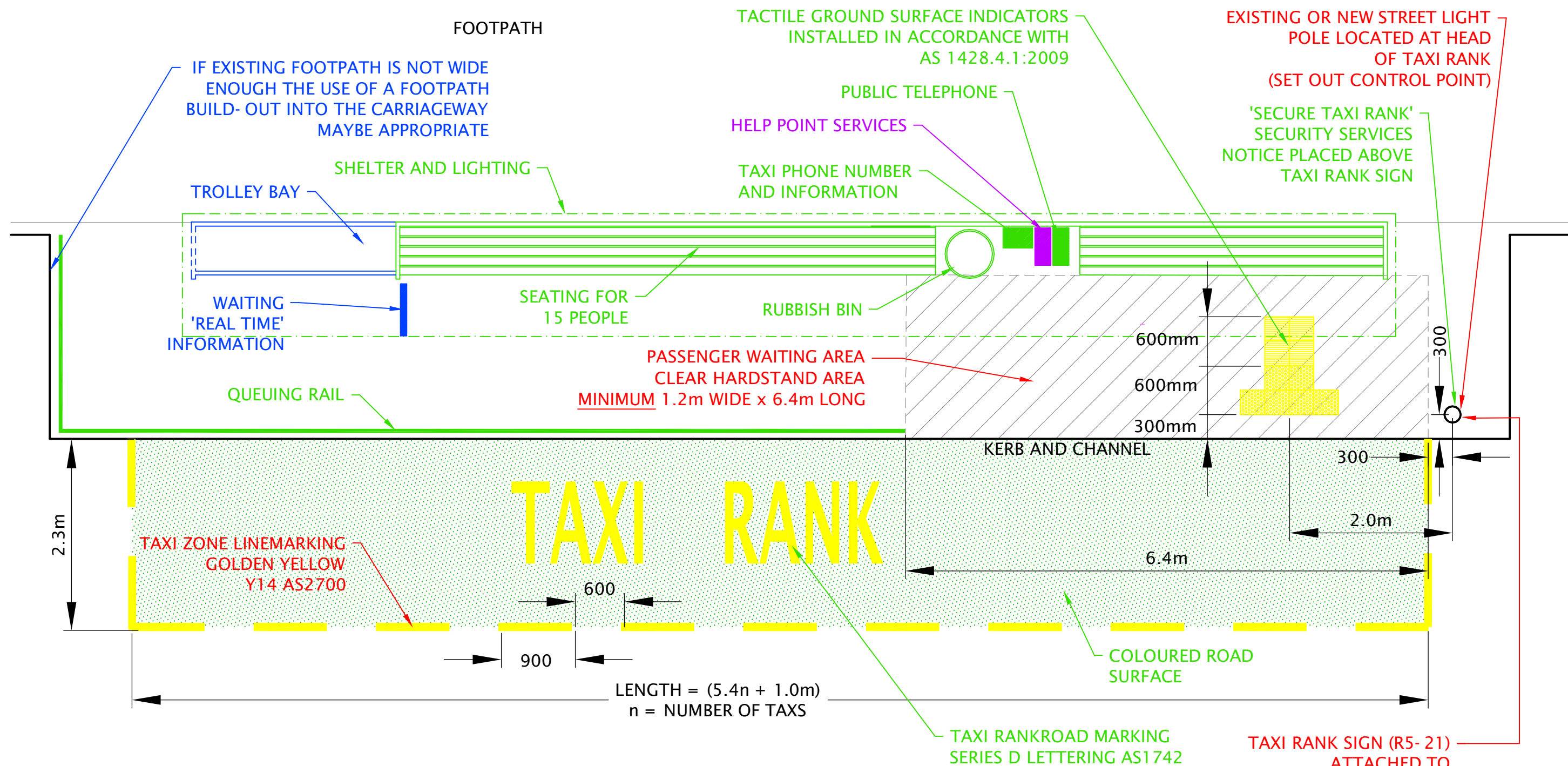
Where the rank site cannot be connected to the PSTN or ISDN at guaranteed data transmission rates of 500Mbps/s or better, the taxi rank local area network shall be alternatively connected to a GSM public mobile carrier 3G or NextG network via a wireless 3G modem router compliant with HSDPA Category 8 and HSUPA Category 6.

Help Point: Local Area Network Cabling

The 'Help Point' local area network shall support both wired (preferred) and wireless (alternative) field equipment communications over Ethernet IP using hardware components similar to those shown in diagram below, and shall be cabled for a typical layout configuration similar to that illustrated in Appendix D.



Appendix A: ATIA City Taxi Rank Layout Plan Set



KEY

- MANDATORY
- STRONGLY RECOMMENDED
- HIGHLY DESIRABLE/PREFERRED
- OPTIONAL

THE CONTROL POINT FOR A PREMIUM TAXI RANK SET OUT IS AN EXISTING OR NEW LIGHT POLE THAT IS ALWAYS LOCATED AT THE HEAD OF THE TAXI RANK.

Project: AUSTRALIAN TAXI INDUSTRY ASSOCIATION GENERIC TAXI RANK SPECIFICATION		
PREMIUM TAXI RANK STANDARD LAYOUT		
A 10/10 ORIGINAL ISSUE		
No. Date Amendment		

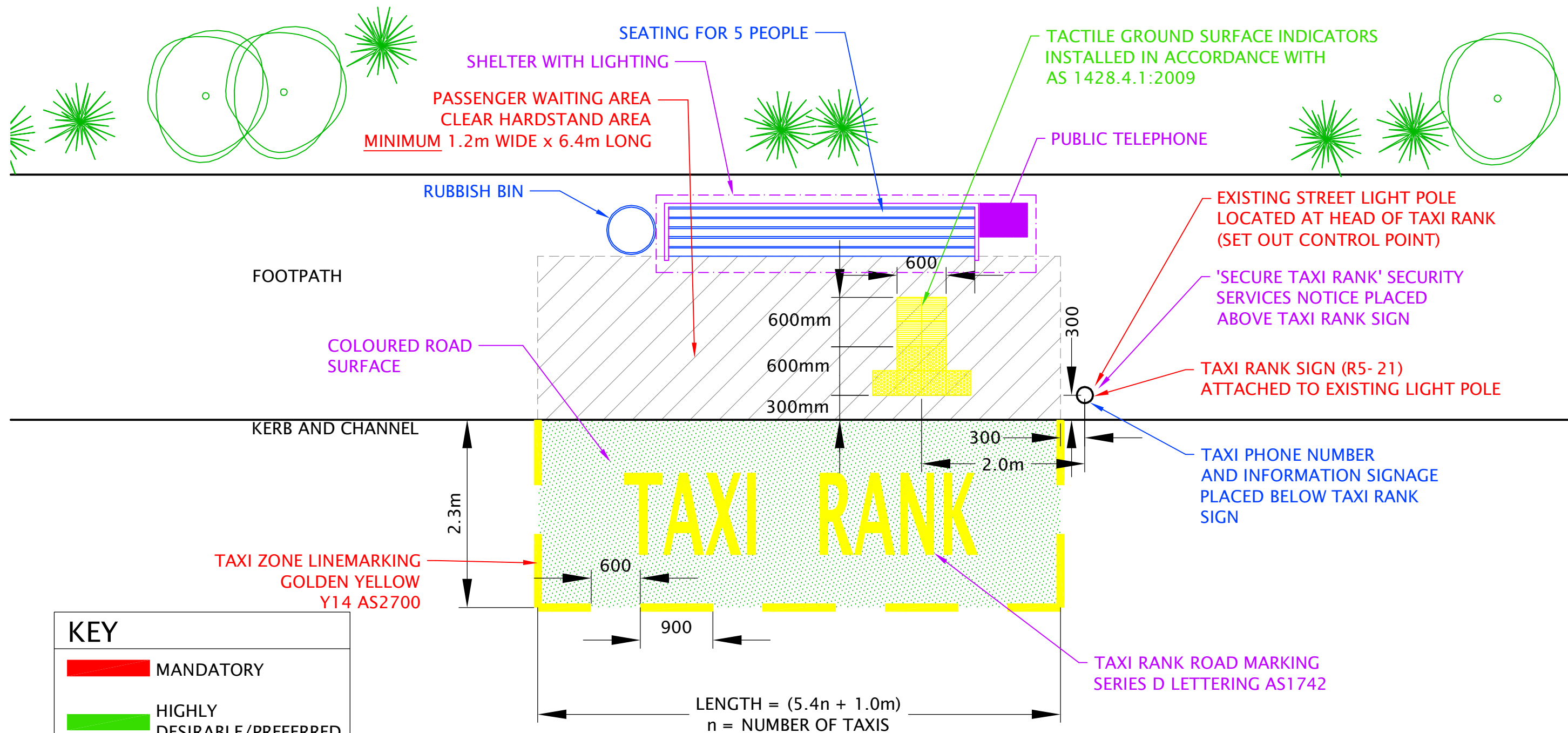
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Drawn	AMR	
Checked		
Approved	<small>RPEQ. NO.</small>	
Date	OCT 2010	
Datum		
Scale	NTS	

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Drawing No.
4422-04



KEY

- MANDATORY
- HIGHLY DESIRABLE/PREFERRED
- STRONGLY RECOMMENDED
- OPTIONAL

THE CONTROL POINT FOR A REGULAR TAXI RANK SET OUT IS AN EXISTING LIGHT POLE THAT IS ALWAYS LOCATED AT THE HEAD OF THE TAXI RANK.

Project: AUSTRALIAN TAXI INDUSTRY ASSOCIATION GENERIC TAXI RANK SPECIFICATION		
REGULAR TAXI RANK STANDARD DRAWING		
A	10/10	ORIGINAL ISSUE
No.	Date	Amendment

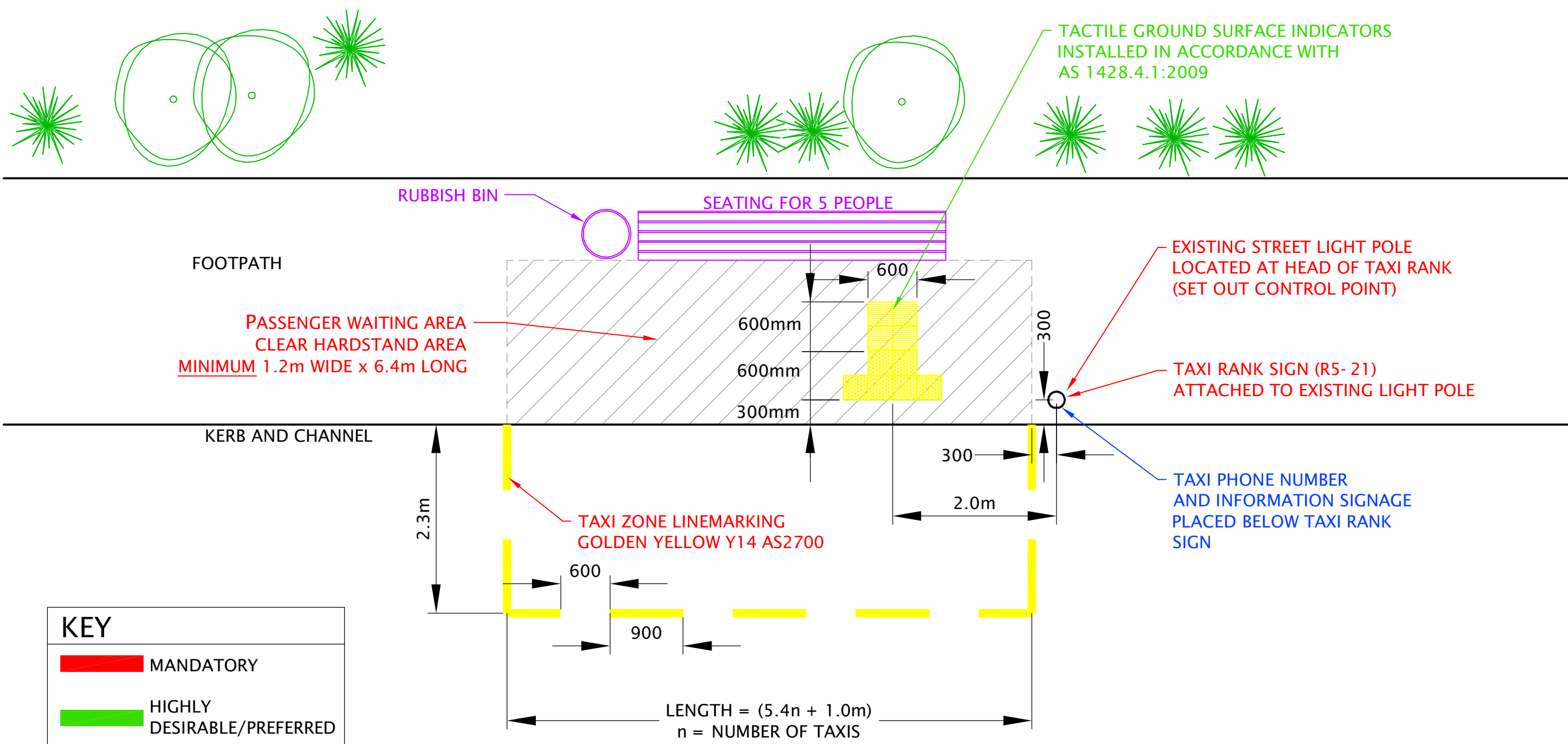
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Drawn	AMR	
Checked		
Approved	<small>RPEQ. NO.</small>	
Date	OCT 2010	
Datum		
Scale	NTS	Sheet of Sheets

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Drawing No.
4422-02



KEY	
	MANDATORY
	HIGHLY DESIRABLE/PREFERRED
	STRONGLY RECOMMENDED
	OPTIONAL

THE CONTROL POINT FOR A LOW USE TAXI RANK SET OUT IS AN EXISTING LIGHT POLE THAT IS ALWAYS LOCATED AT THE HEAD OF THE TAXI RANK.

Project: AUSTRALIAN TAXI INDUSTRY ASSOCIATION GENERIC TAXI RANK SPECIFICATION		
LOW USE TAXI RANK STANDARD DRAWING		
A	10/10	ORIGINAL ISSUE
No.	Date	Amendment

Design	MK	DIMENSIONS IN mm UNLESS OTHERWISE NOTED
Drawn	AMR	
Checked		
Approved		
Date	OCT 2010	
Datum		
Scale	NTS	Sheet of Sheets



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Drawing No.
4422-01

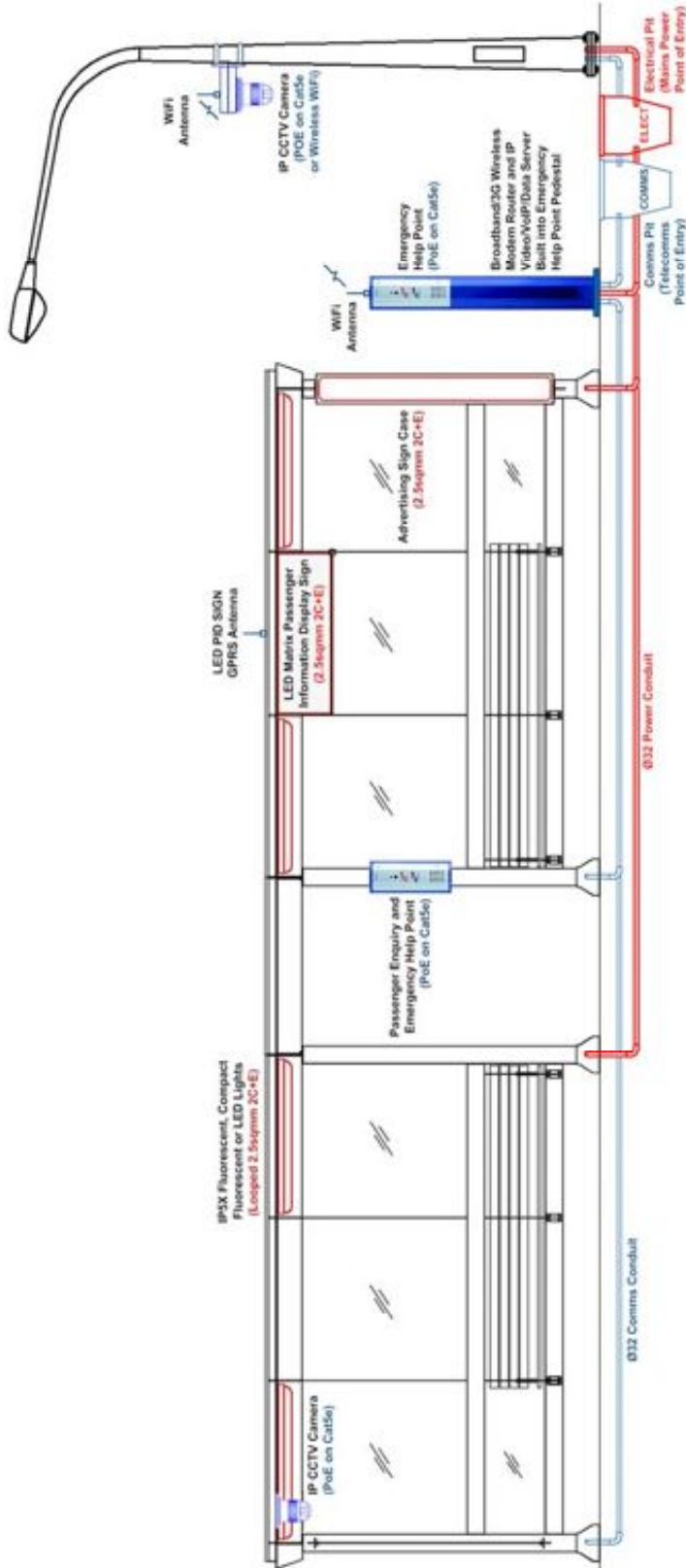
Appendix B: ATIA Rank Type Facility Selector

Appendix C: Checklist for ATIA endorsed Taxi Ranks

Rank Suburb:		
Rank Location:		
Nearest side Street:		
Location concerns:		
Item	Yes/No	Remarks
Information		
1. Taxi Rank Signage		
2. Taxi zone (line marking)		
3. "Taxi Rank" (road marking)		
4. Coloured road surface		
5. Taxi telephone numbers		
6. Waiting 'Real time' information		
Accessibility		
7. Boarding and Alighting Areas		
8. Taxi rank queue		
9. Passenger Waiting Area		
10. Queuing Rail		
11. Tactile ground surface indicators		
12. Pedestrian crossing close to rank		
Street Furniture		
13. Seating		
14. Shelter		
15. Rubbish bin		
16. Trolley bay		
Safety and Security		
17. Public telephone on-site or nearby		
18. 'Secure Taxi Rank'		
19. Street lighting		
20. Shelter lighting		
21. Help Point		
Points of Contact		

Taxi Rank Design Specification

Appendix D: Typical Shelter Lighting and Communications Cabling

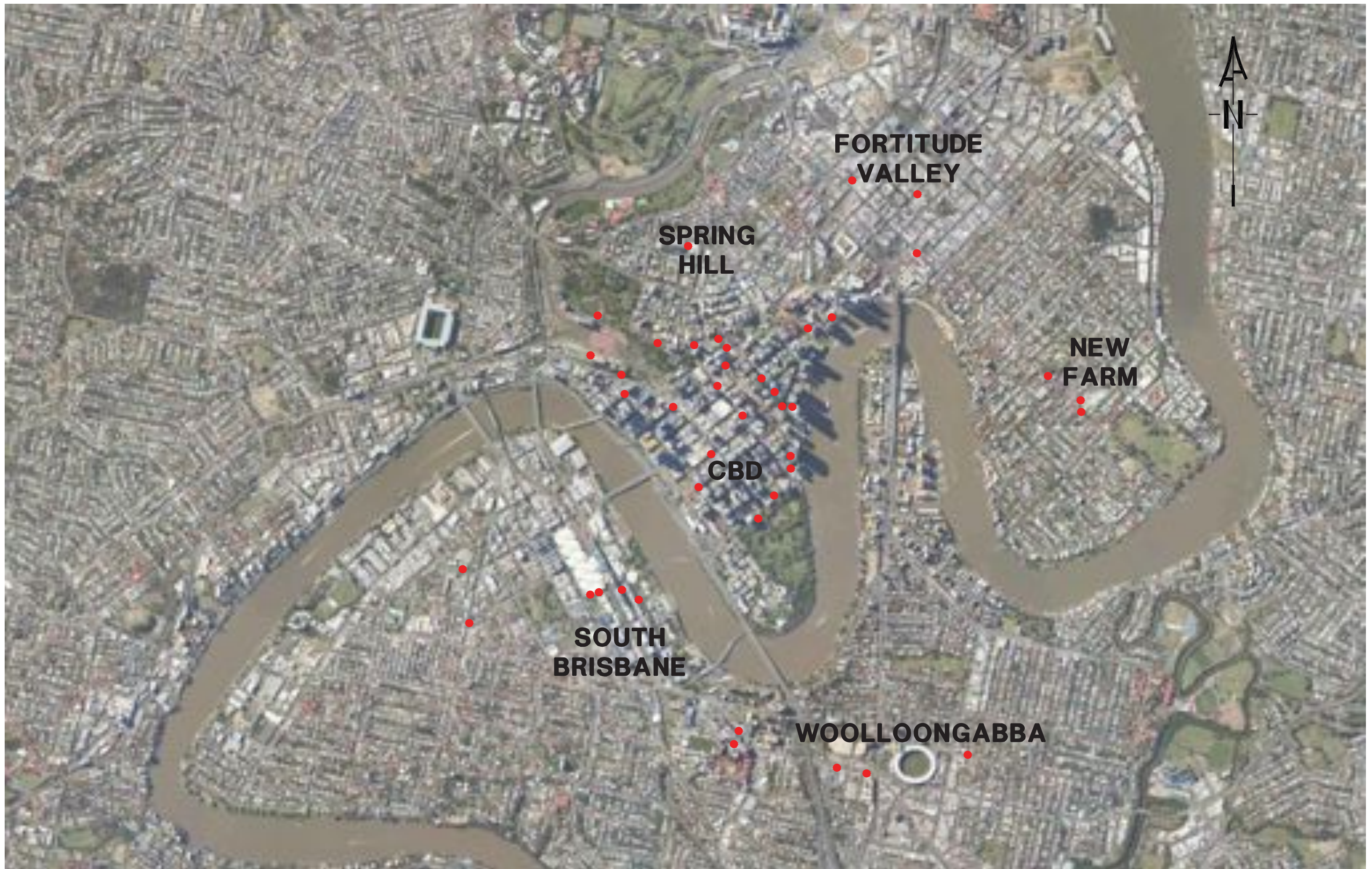


Appendix B

Classification of Taxi Ranks in Brisbane

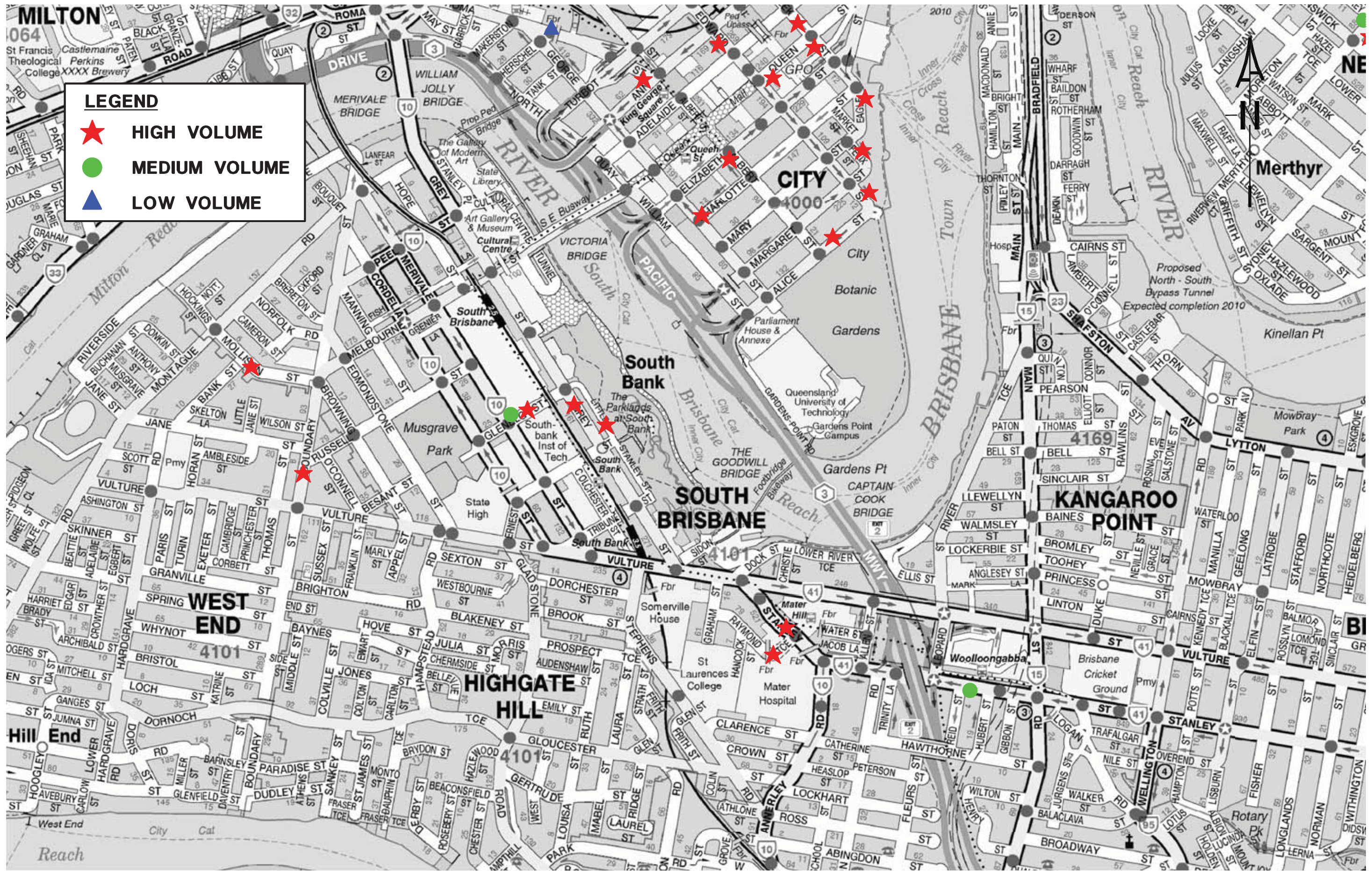
Suburb	Rank Name	Location	Class	Y	B
City	Albert Rank	In Albert St cnr Elizabeth	HIGH	H	H
City	Casino Rank	In George St (outside casino)	HIGH	H	H
City	Holiday Inn Rank	In main entrance to Holiday Inn Hotel	MED	M	M
City	Comalco Rank	In Creek St cnr Elizabeth	LOW	L	L
City	Creek Rank	In Creek St between Queen St & Adelaide St	HIGH	H	H
City	Central Plaza Rank	In Creek St between Queen St & Elizabeth	HIGH	H	H
City	Custom Rank	In Queen St opposite 500 Queen St	LOW	L	L
City	Marriott Rank	Howard St	HIGH	H	H
City	Central Station Rank	In Ann St adj to Central Station TAB	LOW	L	L
City	Edward St Rank	In Edward St near Ann St	HIGH	M	H
City	Elizabeth St Rank	In Elizabeth St right side before Albert St	HIGH	H	M
City	Felix Rank	In Felix St right side adj waterfront place	HIGH	H	H
City	Novotel Rank	Novotel Hotel adj main entrance Creek St	MED	M	H
City	Park Royal – Alice	In Alice St right side adj Royal on the Park	HIGH	H	H
City	Piccadilly Rank	In Adelaide St adj 333 Adelaide St	LOW	L	L
City	Queen St Rank	Queen St between GPO, MacArthur Chamber	HIGH	H	H
City	Riverside Rank	In Eagle St adj Riverside Centre	HIGH	H	H
City	Roma St Rank	In Roma St outside Sebel Citigate Hotel	HIGH	H	H
City	Roma Bus Rank	In Transit Centre Bus Deck M	MED	H	L
City	Sofitel Rank	In Driveway of Sofitel Hotel Turbot St	HIGH	H	H
City	Stamford Plaza Rank	In Edward St adjacent to Stamford Plaza	HIGH	H	H
City	Tank Rank	In Tank St cnr George St	MED	M	M
City	Transit Centre Rank	In Transit Centre ground M	MED	M	M
F Valley	McWhirters Rank	In Wickham St O/S McWhirters	HIGH	H	H
F Valley	Central Brunswick	In car park entry off Martin St	LOW	L	
F Valley	Valley Rank	In Alfred St cnr Brunswick St	MED	M	M
New Farm	New Farm Rank	In Brunswick St opp Browne St	HIGH	H	H
New Farm	Merthyr Rank	In Merthyr St adj shops cnr Brunswick St	HIGH	H	H
New Farm	Merthyr Feeder Rank	In Hickey St cnr Merthyr Rd	LOW		
South Bris	South Brisbane	In Grey St adj stage door entry Performing Arts	HIGH	H	H
South Bris	Convention Cent. Rank	Cnr Merivale St and Glenelg	HIGH	H	H

South Bris	Convention C. Feeder	In Glenelg St facing Merivale St	LOW		
South Bris	GOMA Rank	Stanley Place	LOW	L	L
South Bris	Mantra Rank	Grey St O/S Mantra	HIGH	H	H
South Bris	South Bank Rank	In Little Stanley St	HIGH	H	H
South Bris	Mater Rank	In Annerley Rd	HIGH	H	H
South Bris	Mater Mothers Rank	Outside Children's Hospital, Raymond Tce	HIGH	H	H
Spring Hill	Main Rds Rank	In Fortescue St adj OLD Transport	HIGH	H	H
Spring Hill	Tower Mill Rank	In Wickham Tce adj Brisbane Private Hospital	HIGH	H	H
Spring Hill	Wickham House Rank	In Wickham Tce adj Wickham House	HIGH	H	H
Spring Hill	Wickham H. Feeder	Cnr Upper Edward St adj United Services Club	HIGH	H	H
West End	West End Rank	Boundary inbound between Vulture, Jane St	HIGH	H	H
West End	Mollison St Rank	Mollison o/s complex	HIGH	H	H
Woolloon.	Gabba Rank	In Gibbon St cnr Stanley St	MED	M	H
Woolloon.	Chalk Hotel Rank	Outside Chalk Hotel, Stanley St	MED	M	M
Woolloon.	Special Events	Wellington Rd Facing Vulture St	LOW		



 MRCagney	OVERALL TAXI RANK LOCATIONS	
	PREPARATION OF A TAXI RANK MASTERPLAN FOR BRISBANE CITY	IT-1 26th SEPT 2011 FIGURE A1

4422-02.DWG



4422-02.DWG



Full Size A3



SOUTH SIDE AND CBD TAXI RANK LOCATIONS

PREPARATION OF A TAXI RANK MASTERPLAN FOR BRISBANE CITY

IT-1 26th SEPT 2011

FIGURE A2

Appendix C

Potential Taxi Rank Rationalisation

We have assumed that all taxi ranks with the highest level of priorities would not undertake any form of rationalization, as these ranks are servicing a large population base at current. However, the spatial location of high priority ranks should be a further consideration.

Taxi ranks in close proximity

We have identified four areas that may represent potential sites for rationalisation of taxi ranks. These are:

- Creek Street between Elizabeth Street and Adelaide Street (three ranks)
- Ann Street by Central Station (two ranks)
- Stanley Street, Annerley Road and Raymond Terrace in South Brisbane (three ranks)
- Stanley Street and Wellington Road, Woollongabba (three ranks)

All of these identified areas contain at least one low priority rank in very close walking proximity to a rank of either medium or high priority. To provide a high level of taxi servicing, it may be necessary to relocate (or remove) these low priority ranks and upgrade the nearby higher priority ranks to centralize taxi services in the local area.

Figure 4: Potential Sites for Rationalisation in Brisbane City

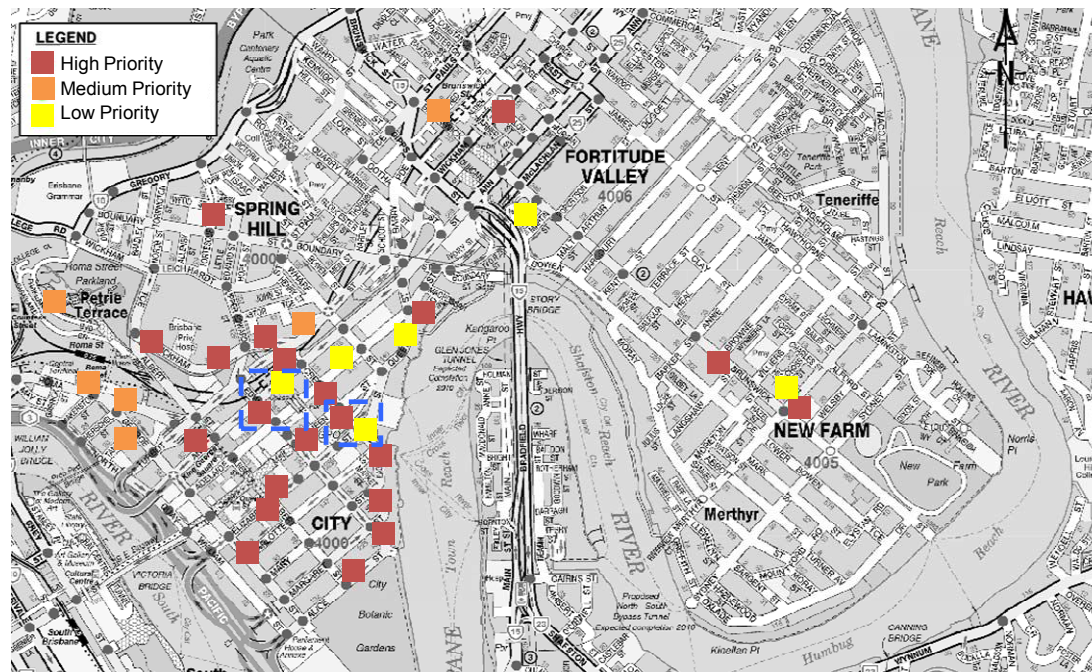


Figure 5: Potential Sites for Rationalisation in South Brisbane

