NGT Taxi Rank Relocation: Wide Area Appraisal

Station Masterplan: ongoing strategy development work for reconfiguration of the station. Work not far enough advanced to be a viable solution for NGT TWAO.

Waterloo Street / Bowman Lane: tall buildings block the taxis radio signals, preventing marshalling. May be overcome by technology options but these are not yet proven in use. Loss of revenue from parking meters. Convoluted route for taxis to join the rank means it would be unpopular.

Great Wilson Street: bus stops and high traffic flows; aspirations for downgrading the road network.

Kidacre Street: Open the road closure at Great Wilson Street. Loss of revenue from parking meters. Bigger issues are remoteness from main rank, lack of visibility for pick up and concern over radio signal.

Sovereign Street / Swinegate: conflicts with aspirations for Sovereign Street redevelopment proposals, plus New Station Street is relatively inaccessible

Water Lane and environs: too remote from station taxi rank (including LSSE)

High Speed 2 ‘preferred’ station site: potential for longer term solution to city centre taxi rank location issues, but not prudent to propose interim solution at this time due to the HS2 announcement

Corn Exchange / Duncan Street / Boar Lane area: insufficient kerbside space available

The Calls: longer term possibility if loop road downgraded as part of City Centre Transport Strategy. Not advanced enough for inclusion in NGT TWAO.

Sites adjacent to Meadow Lane would involve significant investment to create off-street taxi-ranks but would conflict with City centre park proposals

Waterloo Street / Bowman Lane: tall buildings block the taxis radio signals, preventing marshalling. May be overcome by technology options but these are not yet proven in use. Loss of revenue from parking meters. Convoluted route for taxis to join the rank means it would be unpopular.

Tetley site (and adjacent land): the on-street ranks tend to be busy during the day-time and little used in evenings and night-time. Use of highway would make more sense (to avoid sterilising prime development land) or preferably locating taxis at HS2 or existing train station where there is demand for taxis.

Preferred option for NGT to relocate taxis from Lower Briggate to existing highway space on Meadow Lane. Would involve minimal works. Would need to be relocated with the park proposals, but investment would be minimised and loss of meter revenue avoided in the meanwhile.

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Wide Area Appraisal

Appendix 4