

Report to Leighton - Linslade Partnership Committee
From Jo Borthwick- Service Manager – Public Protection
Subject Leighton Buzzard Hackney Carriage Rank Proposal.
Date 6 June 2019

Recommendation

To review the alternative potential locations for the taxi rank listed in para 5 and agree a preferred option for further consultation with stakeholders to assess its feasibility.

1. Background

In 2017 the Partnership Committee approved a temporary relocation of the taxi rank on market days to support the regeneration of the market as part of the Market Town Regeneration Scheme. It was envisaged that a further scheme was required to permanently move the taxi rank from the High Street.

Since 2017 there have been ongoing concerns raised by LLPC around the current location of the taxi rank in Leighton Buzzard town centre, including the need for more enforcement to limit the number of taxis queuing.

CBC were asked to identify alternative potential locations for this rank.

2. Research

CBC Public Protection have carried visits to Leighton Buzzard to establish the current use of the rank as a town centre facility. On market day taxis are waiting 10-20 minutes on average and between 20-30 minutes on average on other days.

There are also taxis waiting on double yellow lines, in the loading bay or in parking spaces suggesting there is scope for increasing the size of the rank as well as moving it.

The findings show there is sufficient demand for taxis in the town centre hence the ongoing need for a rank.

3. Constraints

The rank needs to be in the town centre as this is where there is the most customer demand and to service the requirements of often vulnerable users.

There are limited options for the location as this will inevitably require the use of a number of parking spaces, although obviously this will be (largely) negated by the current rank spaces becoming available.

4. Positives

LLTC would welcome improved air quality and reduced congestion in the town centre and support a well operated taxi rank as means of achieving this especially as we now plan to incentivise the licensing of Ultra Low Emission vehicles as hackney carriages.

5. Options

Three potential locations have been identified any of which could be a suitable location for a rank-

- **North Street** at the end allowing for vehicles to turn around, with potential for a feeder rank from the spaces on the right-hand side of the road.
- **Lake Street** using some of the parking spaces on the right-hand side.
- **Church Square** outside the post office.

6. Conclusion

These are the only feasible locations for an effective rank to operate successfully in the town (aside from the current location) and we welcome the committee's preference so that we can start consultation with the stakeholders on the feasibility of the preferred scheme.