

Island taxi ranks and extension areas

Background

Transport for London (TfL) is responsible for appointing taxi ranks in all London Boroughs except for the City of London. Taxi ranks which are not in a Suburban licence sector¹ can normally only be used by All London taxi drivers. However, in some locations we will consider designating a taxi rank as an 'island rank' which means that certain Suburban licensed taxi drivers, as well as All London licensed drivers, can use the rank.

When a rank is designated as an island rank, taxi drivers from selected suburban boroughs will be permitted to ply for hire from the taxi rank only, they will not be allowed to ply for hire in the street or the area around the taxi rank which is outside of their normal licence area.

Extension areas are extensions to an existing Suburban licence sector and the designated area may cover some taxi ranks. In order to ply for hire in an extension area a Suburban driver will be required to complete and pass a Knowledge of London test for that area².

Island ranks and extension areas can help increase the supply of taxis in areas which are not being served or where there is a lack of supply of available taxis and can benefit both the public and Suburban taxi drivers.

When considering whether to designate a taxi rank as an island rank or designate a new extension area there may be a conflict of interests between All London drivers, who may feel that they will be losing work, and Suburban drivers, who want to increase the area where they can work. However, this will be balanced against the interests of the travelling public and ensuring that they can safely access taxi services.

New island ranks

Suggestions and proposals for island ranks may come from a number of different sources including the taxi trade associations and Suburban drivers, or boroughs and businesses as a result of there being complaints about a lack of available taxis.

When considering whether to designate a taxi rank as an island rank the following points will be taken into consideration:

- What are the benefits for the public
- The proximity of the nearest suburban sector boundaries and central London

¹ A full list of the suburban licence sectors is available in Appendix A

² Information about the Knowledge of London and becoming a licensed taxi driver is available on our website at tfl.gov.uk/tph

- What are the likely sources of demand for taxis (e.g. stations, clubs, bars, etc.)
- What are the views of the taxi trade, including both All London and Suburban drivers
- Is there a good supply of passing taxis available to hire
- Will appointing the island rank create issues with taxi supply in suburban areas
- Any feedback from the boroughs, local businesses, the public or other relevant stakeholders
- What would be the impact from suburban drivers using the rank to accept bookings via apps from other locations outside of their licence area

A taxi rank located in an area that is already well served by All London drivers or is too far away from any suburban sector boundary will not normally be considered by us as a potential island rank.

In some locations it may be suggested that a new taxi rank is needed and that this should be immediately designated as an island rank. However, where a new taxi rank is appointed in the All London area this will normally operate as a rank for All London drivers initially in order to determine whether the rank is being used or if it needs to be designated as an island rank in the future in order to increase the supply of available taxis.

In certain circumstances or where there is a consensus from the relevant stakeholders for a new taxi rank to be designated immediately as an island rank then the initial monitoring period may be omitted and the rank designated as an island rank as soon as it is appointed.

Where an existing taxi rank is not being used by All London drivers but, following a review, is not going to be designated as an island rank then consideration may be given to revoking the rank.

Monitoring taxi ranks

The usage and monitoring of a taxi rank will depend on various factors and will be assessed on a site by site basis. For example a taxi rank appointed to serve certain events may only need to be monitored for one event to determine if it is being used by All London drivers or should be designated as an island rank. Taxi ranks which serve particular businesses or areas may need monitoring over a longer period.

After an appropriate period of monitoring if it is felt that a taxi rank should be designated as an island rank an update will be issued to the taxi trade advising them of the following:

- The location of the taxi rank
- The days and times of operation of the taxi rank
- Which Suburban drivers are permitted to use the island rank

- The date from which the taxi rank will become an island rank

The form shown in Appendix B will be used when making a recommendation about a potential island rank.

New extension areas

When considering a proposal for a new extension area the following points will be taken into consideration:

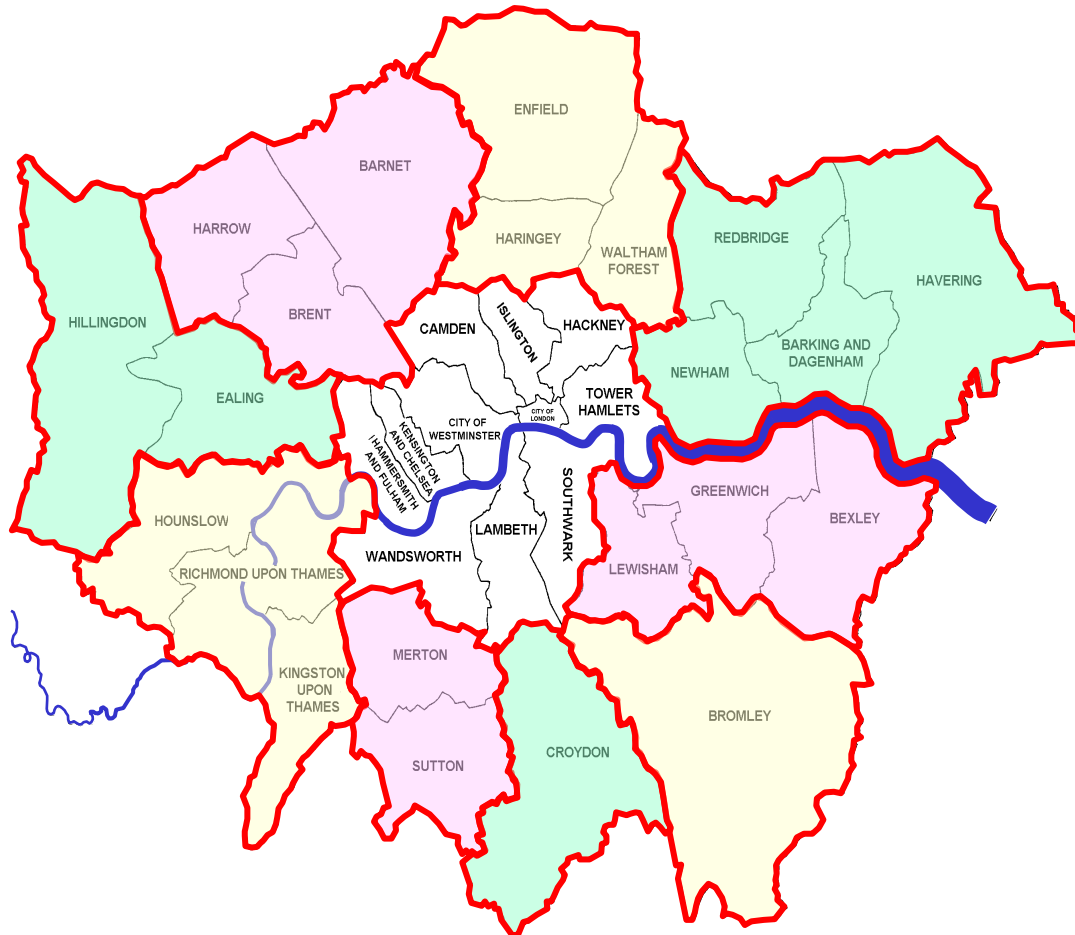
- What are the benefits for the public
- How many taxi drivers are licensed for the relevant suburban sector
- What existing taxi ranks are in the extension area
- What areas and businesses would be covered by the extension area
- Are there roads or features which can be used to clearly designate the boundary of the extension area
- How close is the extension area to busy All London areas
- What are the views of the taxi trade, including both All London and Suburban drivers
- Any feedback from the boroughs, local businesses, the public or other relevant stakeholders

If a new extension area is designated then it is important to try and ensure that this does not then create problems with the supply of taxis in other areas.

The form shown in Appendix C will be used when making a recommendation about a potential extension area.

Appendix A

Suburban taxi driver sectors



The map above shows the nine Suburban taxi driver sectors which are:

- Enfield, Haringey and Waltham Forest
- Barking & Dagenham, Havering, Newham and Redbridge
- Bexley, Greenwich and Lewisham
- Bromley
- Croydon
- Merton and Sutton
- Hounslow, Kingston upon Thames and Richmond upon Thames
- Ealing and Hillingdon
- Barnet, Brent and Harrow

Appendix B

Island taxi rank review and recommendation form	
Location: <i>This should include the location of the taxi rank plus a map showing this and the boundaries of the nearest suburban sectors</i>	
Background: <i>This section sets out the background to the rank, the source of request and any other relevant information</i>	
Review: <i>This section collates the information from any TfL reviews or observations of the taxi rank</i>	
Stakeholder feedback: <i>This section is used to capture the feedback from the Cab Ranks Committee and any other stakeholders</i>	
Recommendation: <i>The recommendation and a summary for why this recommendation is being made is captured in this section</i>	
TfL outcomes and objectives: <i>This section lists the Surface Outcomes or other TfL objectives the island rank will support</i>	
Name: <i>Name of the person making the recommendation</i>	Date: <i>Date recommendation is made</i>
Outcome: <i>Outcome, reason for this and any conditions or future actions</i>	
Name: <i>Name of the person making the decision</i>	Date: <i>Date decision is made</i>

Appendix C

Extension area review and recommendation form	
<p>Location: <i>This should include the location of the extension area and the roads or features which will form the boundary plus a map showing the extension area, boundaries of the nearest suburban sectors and all taxi ranks in the extension area</i></p>	
<p>Background: <i>This section sets out the background and should include the source of request and any other relevant information</i></p>	
<p>Suburban sector: <i>The suburban sector from which drivers would be allowed to use the extension area must be stated here</i></p>	
<p>Review: <i>This section collates the information from any TfL reviews or observations of the area</i></p>	
<p>Stakeholder feedback: <i>This section is used to capture the feedback from the Cab Ranks Committee and any other stakeholders</i></p>	
<p>Recommendation: <i>The recommendation and a summary for why this recommendation is being made is captured in this section</i></p>	
<p>TfL outcomes and objectives: <i>This section lists the Surface Outcomes or other TfL objectives the island rank will support</i></p>	
<p>Name: <i>Name of the person making the recommendation</i></p>	<p>Date: <i>Date recommendation is made</i></p>
<p>Outcome: <i>Outcome, reason for this and any conditions or future actions</i></p>	
<p>Name: <i>Name of the person making the decision</i></p>	<p>Date: <i>Date decision is made</i></p>