

CITY OF PERTH

TAXI

RANK

*Design Guide*



City of Perth



Government of Western Australia  
Department of Transport

Produced by the City of Perth in consultation with the  
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# INTRODUCTION

The demand for taxis in the Perth metropolitan area over the last ten years has risen rapidly in line with dramatic population growth.

Between 2004 and 2010 there was a 65% increase in the number of taxis operating in the region. However within the City of Perth local government area where 22% of the Perth metropolitan ranks are located, there has not been a commensurate growth in rank capacity nor upgrade of infrastructure.

In light of this, the Minister for Transport established the CBD Taxi Rank Strategy Working Group in 2011, consisting of the Department of Transport, City of Perth, Taxi Council of Western Australia and the Taxi Industry Forum of Western Australia. The purpose of the Working Group was to address the role taxis play in the City's public transport network. The Group found that improving taxi ranks was fundamental to improving the availability of taxis in the City. Consequently, in April 2012, the CBD Taxi Rank Strategy was endorsed with an objective to:

*'deliver an integrated approach to taxi ranks that aligns with the short, medium and long term vision for transport in the Perth CBD. The Strategy provides a framework for the provision of safe and secure ranks in the CBD that are easily identified and accessible for both taxi drivers and consumers.'*

One of the key deliverables of the Strategy was to develop a CBD Taxi Rank Design Guide. This document provides guidance on how to locate and design new taxi ranks within the City of Perth and establishes the standard to which existing ranks shall be upgraded over time when funding becomes available. A consistent approach to taxi rank design across the City will lead to a safer, more accessible and legible taxi transport service.

## 1.1 | Responsibility for Ranks

The responsibility for planning, constructing and maintaining taxi ranks lies with the owner or custodian of the land where the rank is to be located. Ranks located on private land, such as shopping centres or hotels, are the responsibility of the private land owner. On-street taxi ranks within the City of Perth local government area are generally the responsibility of the City of Perth whereas ranks located on railway reserve are the responsibility of the State Government. This Guide applies to all ranks located on City of Perth or State Government land.

## 1.2 | Supporting Documents

*The following documents have informed the development of this Guide:*

### ATIA TAXI RANK DESIGN SPECIFICATION

The Australian Taxi Industry Association (ATIA) is the national peak representative body for the taxi industry. The ATIA Taxi Rank Design Specification (April 2012) provides guidelines for the design of taxi ranks across Australia.

### LEGISLATION

All new and upgraded taxi ranks shall comply with the following Commonwealth and State Legislation:

- Road Traffic Code (2000); and
- Disability Discrimination Act (1992);

### CITY OF PERTH DESIGN AND CONSTRUCTION NOTES

Available online through the City of Perth website, the Design and Construction Notes specify how to locate, design and construct the streetscape components of taxi ranks, such as street furniture and lighting.

[www.perth.wa.gov.au/dcnotes](http://www.perth.wa.gov.au/dcnotes)

### AUSTRALIAN STANDARDS

The following Australian Standards are applicable to this Guide:

- AS 1428.1-2009: Design for access and mobility - General requirements for access – New building work (Including Amendment 1, 2010);
- AS 1428.2-1992: Design for access and mobility - Enhanced and additional requirements - Buildings and facilities
- AS 1428.4-2002: Design for access and mobility - Tactile Indicators
- AS 1428.4.1-2009: Design for access and mobility – Part 4.1: Means to assist the orientation of people with vision impairment – Tactile ground surface indicators
- AS 1742.2-2009: Manual of uniform traffic control devices – Traffic control devices for general use (Including Amendment 1, 2010)
- AS 1742.11-1999: Manual of uniform traffic control devices -

Parking controls

- AS 2890.5-1993: Parking facilities - On-street parking
- AS 1158.3.1-2005: Lighting for roads and public spaces - Pedestrian area (Category P) lighting - Performance and design requirements
- AS 2009-2006: Glass beads for pavement-marking materials
- AS 2700-2011: Colour standards for general purposes
- AS 4049.3-2005: Paints and related materials – Pavement marking materials – Waterborne paint – For use with surface applied glass beads

### METROPOLITAN PERTH TAXI RANK AUDIT (2010)

Prepared for the Department of Transport, Estill & Associates audited all existing taxi ranks in the Perth metropolitan area, discussed issues relating to taxi operation in the City and identified opportunities for improvement in the immediate and mid-term future.



## DESIGNING OUT CRIME PLANNING GUIDELINES

Published by the Western Australian Planning Commission in 2006, this policy document provides principles for the planning and design of the built environment to minimise the potential for criminal behaviour and to improve the perception of personal safety.

[www.planning.wa.gov.au/publications/789.asp](http://www.planning.wa.gov.au/publications/789.asp)

## DISABILITY STANDARDS FOR ACCESSIBLE PUBLIC TRANSPORT 2002

This document sets out the minimum accessibility requirements for premises associated with trams, trains, buses and coaches, taxis, ferries and aeroplanes. Since October 2002 all new public transport conveyances, premises and infrastructure shall comply, and facilities already in operation at that time have between five and thirty years to comply.

[www.ag.gov.au](http://www.ag.gov.au)

## CITY OF PERTH ON-STREET PARKING POLICY 22.9

The provision of taxi ranks is broadly addressed under this policy which guides the allocation of often constrained kerbside space in the City. According to the Policy, space for Transperth buses, parking for people with disabilities and in some parts of the city, service vehicles are to be prioritised ahead of taxi ranks.

[www.perth.wa.gov.au/street-parking-policy-229](http://www.perth.wa.gov.au/street-parking-policy-229)

## 1.3 | Definitions and Abbreviations

For the purpose of this Guide, the definitions below apply:

**Shall:** *Indicates that a statement is mandatory*

**Should:** *Indicates a recommendation*

**MPVs:** *Multi-Purpose Vehicles, taxis for people who travel in wheeled mobility devices.*

**MFP:** *Multi-function Pole*

**CoP:** *City of Perth*

# 2

# IDENTIFYING A TAXI RANK LOCATION

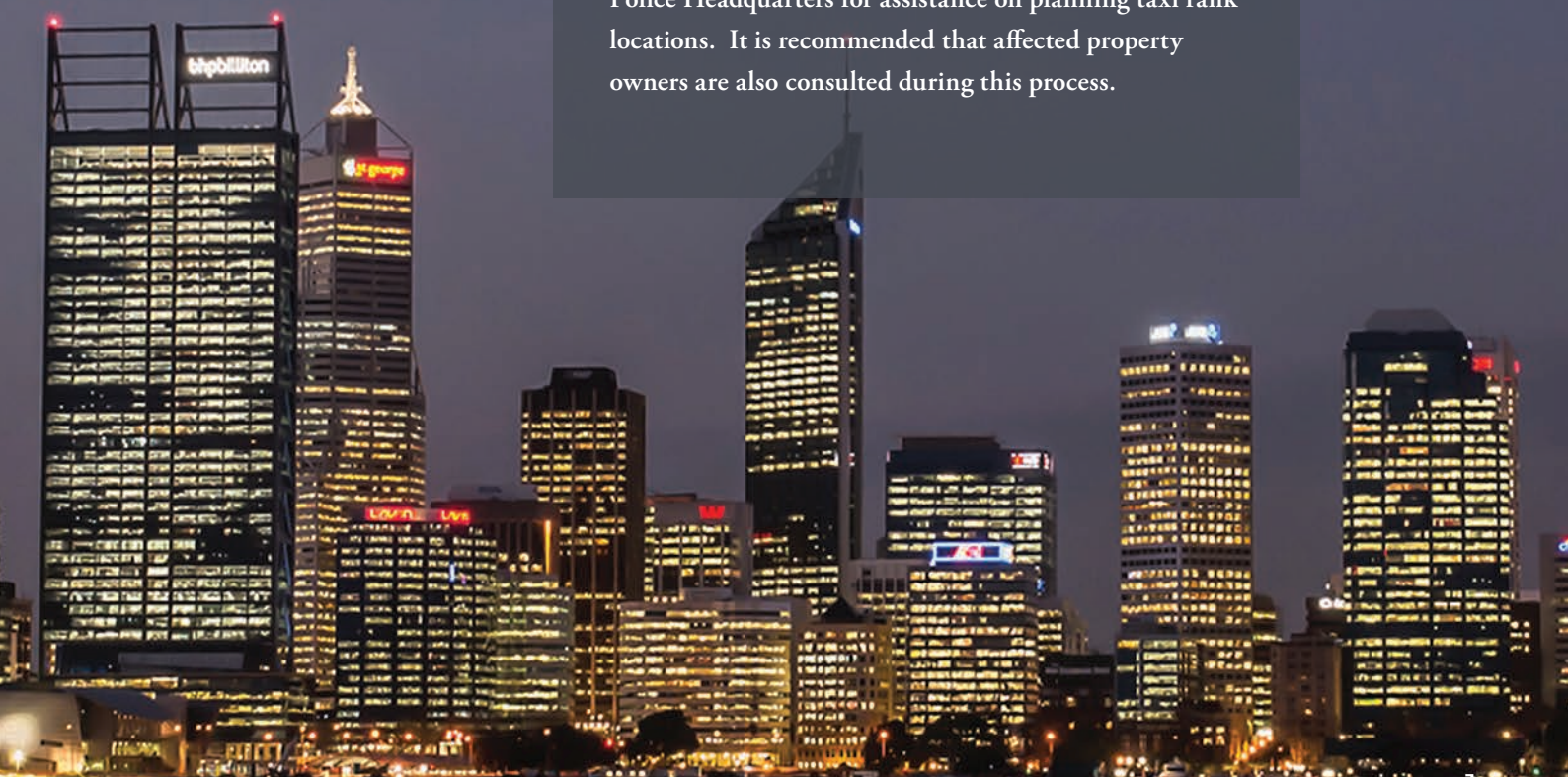
The need for new taxi rank facilities or the relocation of existing taxi ranks within Perth CBD generally arises as a result of new development or changes to passenger demand. Existing taxi ranks may also require relocation in order to meet general accessibility or safety requirements. For new developments it is essential that taxi access and rank facilities are considered in the planning stages of the development. It may be difficult to retro-fit taxi rank facilities at a later stage.

## 2.1 | Consultation

As part of the taxi rank location process, discussions shall be held with:

- Taxi Council of Western Australia (TCWA),
- Taxi Industry Forum (TIFWA);
- Department of Transport; and
- City of Perth

In some cases it may be appropriate to consult the WA Police Headquarters for assistance on planning taxi rank locations. It is recommended that affected property owners are also consulted during this process.



## 2.2 | Locating the Rank

*For new taxi ranks, choose a site that is:*



### CLOSE TO KEY CITY LOCATIONS

- Key city locations are major trip generators, including:
  - » Railway stations and other transport interchanges
  - » Major shopping destinations
  - » Hospitals
  - » Community facilities (eg. halls, libraries)
  - » Sporting venues
  - » Major parks
  - » Entertainment precincts (eg. stadiums, late-night venues)
  - » Major hotels
  - » Major office centres
  - » Educational centres
- Locate the rank within 400 metres (or a five-minute walking journey) of the entrance and/or exit of the facility. Note that areas with high potential population growth are likely to generate new passenger demands.



### ACCESSIBLE

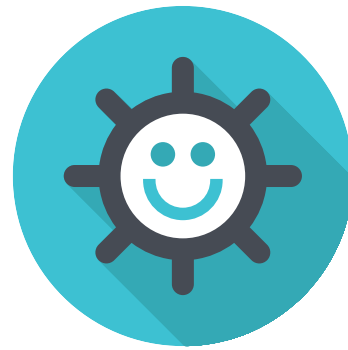
- A continuous accessible path of travel shall be provided to the taxi rank and taxi boarding point in accordance with AS1428.1-2009 and AS1428.2-1992. The route to the rank shall be as direct as possible and clearly signed for the convenience of all, but particularly to reduce fatigue experienced by people with disabilities. Identify barriers such as railways, freeways, rivers or busy roads which may increase access times and distances.
- Avoid locating taxi ranks on streets with a significant slope (ie. steeper than 1:14). Such sites are difficult, unsafe, and sometimes even impossible to access for people with a mobility impairment.
- Taxi ranks shall only be sited on footpaths that are sufficiently wide to avoid obstruction to pedestrians by waiting taxi passengers, especially when located near retail activity and licensed venues. If there is insufficient room, consideration should be given to the possibility of widening the footpath.
- Taxi ranks should be located within proximity of an intersection to maximise visibility of the rank and decrease the distance that passengers have to walk when crossing from the opposite side of the road.
- Taxi ranks should also be in accessible locations for drivers, providing easy access to and from Perth CBD.
- Ranks with capacity for only one vehicle should be located at the head or end of a road section.





## CLEARLY VISIBLE

- Locate the taxi rank where there are clear sightlines for oncoming vehicles, taxi drivers and pedestrians. Avoid locations that are close to features which may block sight lines, such as a corner, curve, trough or crest of a hill. Refer to AS 2890.5 – 1993, Clause 3.5 for further guidance.



## SAFE

- The rank shall be located:
  - » nearby other activities so that passive surveillance can occur and avoid isolated, derelict or underused locations including vacant land, car parks, alleyways and possible entrapment spots;
  - » at the same level as the main activity zone to promote surveillance;
  - » in a well-lit area, e.g. near street lighting or other existing sources of illumination
  - » within short, safe distances to and from stations, interchanges and stops, especially near night time venues;
  - » at the end of road section wherever possible; and
  - » nearby an intersection so that taxi passengers are able to cross the road easily and safely using the features generally provided at intersections, such as dropped kerbs, pedestrian refuge islands or signals

## TAXI RANKS SHALL NOT BE LOCATED:

- within the restricted area of an intersection, level crossing, pedestrian crossing, fire hydrant, Australia Post box or crossover as specified in AS1742.11

## 2.3 | Other Things to Consider



### DRIVEWAYS

- Taxi rank shelters, especially those with non-transparent advertising panels on the ends can obstruct driveway sightlines of on-coming traffic. When locating a taxi rank near a driveway crossover, the rank shall comply with 'No Stopping' areas nominated in AS1742.11 and shall take into consideration pedestrian and vehicle visibility splays.



### POTENTIAL IMPACT ON SURROUNDING LAND USE

- Some businesses are more compatible with taxi ranks than other types. The types of businesses in the adjacent area should be considered when locating a taxi rank.
- Taxi layovers/feeders can negatively impact on adjacent 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 areas, alfresco dining areas, and other sensitive frontages where ongoing noise and disturbance are undesirable.
- Some sites may be undesirable for taxi rank locations due to potential use by other conflicting users, e.g. adjacent to areas that generate large amounts of short-term high-turnover parking.
- Super Ranks (refer Section 4.4) shall be located where they will have minimal impact on adjacent land-use and street activity, eg. alfresco dining.

# 3

# TAXI RANK DESIGN

*The following process shall be undertaken when designing a taxi rank or upgrading a taxi rank within the City of Perth.*



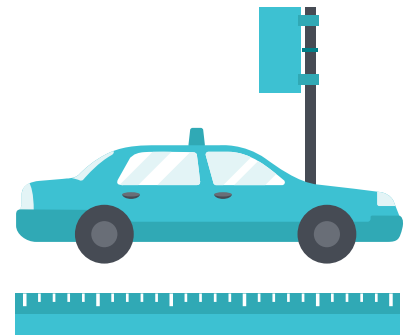
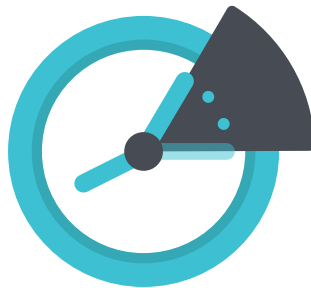
## 3.1 | Site Analysis and Data Collection

- Once a potential site has been identified, temporary rank signage shall be implemented for a trial period of 24 months. During the trial, passenger and driver numbers shall be collected and behaviours observed to determine demand, transport mode conflicts, passenger requirements and the overall suitability of the rank location.
- Data shall be collected at times, days and intervals as appropriate to provide a comprehensive overview of rank operations, and should include samples from:
  - » weekdays and weekends; and
  - » the morning, mid-day, evening and late night
- During the study, the following should also be identified and analysed:
  - » site constraints, eg. footpath widths, underground services, etc.;
  - » access for taxis and passengers;
  - » existing infrastructure which may be used to service the rank, eg. shade, building awnings, CCTV, lighting;
  - » new critical and additional infrastructure required to service the rank (refer Section 3.4 and 3.5); and
  - » the level of security required (consult with WA Police and the City of Perth)
- At the end of the trial period, an application may be made to the City to establish a permanent rank. The application shall summarise the findings of the trial and provide solutions to any issues identified.
- Following City approval of the rank location, the site shall be surveyed by an engineering surveyor to accurately map the location of existing utilities, topography, property boundaries and features including furniture and signage.

## 3.2 | Identifying the Capacity and Dimensions of a Taxi Rank

The Passenger Transport Regulations prohibit taxi drivers from allowing a taxi to stand anywhere other than a taxi rank whilst they are 'for hire'. Taxi ranks are therefore the only place where vacant taxis may stand. If no taxi rank space is available, vacant taxis have no option but to leave. Poor rank capacity may also result in taxis queuing on the road, causing traffic congestion. Ensuring adequate taxi rank capacity in areas of high passenger demand is therefore essential.

THE FOLLOWING STEPS WILL ASSIST IN DETERMINING THE CAPACITY AND LENGTH OF THE TAXI RANK:



Using the data collected via the site analysis process (refer 3.1) **calculate the frequency of taxis** using the rank during a one hour peak period. Consider surrounding future developments which may impact on demand and adjust accordingly.

**Estimate average dwell time.** A maximum 10-minute dwell time can generally be assumed for each taxi during the peak. After 10 minutes, taxis will often move to an alternative rank if there are no customers. Therefore the capacity of the rank will be determined by the maximum number of taxis that will be dwelling in the rank over a 10-minute period.

**Determine the minimum length of the rank** using the following formula (as specified by AS 2890.5:1993):

$$(5.4n) + 1m$$

*n = the number of taxis to be accommodated*

### FOR EXAMPLE

If it is expected there will be 12 taxis servicing the rank over the peak hour, the rank will be serviced by a taxi every 5 minutes (60 minutes divide 12 = 5 minutes).



Therefore this rank will need to accommodate 2 taxis (10 minutes divide 5 minutes = 2 taxis). More accurate dwell times shall be obtained in locations where it is expected that taxis will dwell for longer during quiet periods, and the above calculation adjusted accordingly. For example, if you wish to allow for a maximum dwell time of 20 minutes, you should accommodate 4 taxis at the rank. (20 minutes divide 5 minutes = 4 taxis)



A taxi rank required to accommodate 2 dwelling taxis would be calculated as:  $(5.4 \times 2) + 1m = 11.8m$  long.



## 3.3 | Universal Access

### ACCESS FOR WHEELED MOBILITY DEVICES

Any kerb-side area where a wheelchair user may manoeuvre a wheelchair to gain access to a taxi shall be free of obstruction such as queuing rails and seating. Circulation space and passing space shall comply with 1428.2-1992.

Access to the road surface from the footpath shall be provided as specified in Section 4.0 of this guide. Grates located on the footpath or road surface where a mobility device user may be required to traverse are required to be of a type that does not allow the entrapment of mobility devices (eg. 'Heel Guard' grates).

### MULTI-PURPOSE VEHICLES (MPVs)

All new taxi ranks in the vicinity of major transport interchanges and hospitals shall be designed to accommodate at least one MPV. The taxi zone shall be at least 8m long to ensure rear loading hoists can be deployed within the taxi rank defined area. Existing taxi ranks in these locations should be upgraded to disability access requirements to accommodate MPVs where possible.

While Australian Standards recommend a minimum width of 3.1m for accessible parking bays, space constraints and minimum footpath width requirements will prohibit this in most cases within the City. Therefore a minimum bay width of 2.4m shall be acceptable where 3.1m cannot reasonably be achieved.

## 3.4 | Crime Prevention Through Environmental Design (CPTED)

One of the primary considerations for taxi rank design is the safety of the taxi user, taxi driver and the general public.



Crime Prevention Through Environmental Design requires an integrated approach encompassing community, social and environmental strategies. The Office of Crime Prevention can provide advice on how to minimise the potential for criminal behaviour at taxi ranks. In addition to locating the rank in a safe area with good surveillance, the following criteria should be considered:

- design to reduce the risk of entrapment and to improve sightlines;
- provide adequate, identifiable, vandal proof signage for all user groups to assist orientation (refer to Appendix A: City of Perth Taxi Rank Sign Guide);
- design with graffiti resistant, vandal resistant materials wherever possible; and
- ensure areas adjacent are appropriately illuminated (limit shadow and contrast) and protected from weather.

# 4

# TAXI RANK INFRASTRUCTURE

Taxi ranks fall in to one of three categories:

PERMANENT DEDICATED RANKS

DUAL USE RANKS

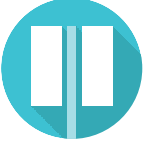
TEMPORARY RANKS

All new taxi ranks shall be permanent dedicated ranks, except for circumstances which demand shared use of kerb-side space (refer Section 4.2) or when the rank is required only on a short-term basis (refer Section 4.3).

## 4.1 Permanent Dedicated Ranks

### CRITICAL INFRASTRUCTURE

Infrastructure mandatory for all permanent dedicated ranks are listed in the table below, and shall be implemented in accordance with 4:5 Figure 1. Existing taxi ranks should be upgraded to meet these basic requirements.

INFRASTRUCTURE	IMPLEMENTATION
 <p data-bbox="304 1464 501 1503">Taxi rank sign</p>	<ul data-bbox="687 1464 1398 1899" style="list-style-type: none"><li>• Shall be located at the head of the taxi zone</li><li>• Signage poles shall be in 30% luminance contrast to the surrounding paving</li><li>• Signage shall comply with Appendix A: City of Perth Taxi Sign Design Guide</li><li>• A sign at the end of the rank is also desirable</li><li>• The sign can be placed on a standalone pole or preferably attached to an existing pole to reduce street clutter</li><li>• Taxi rank signs should not be positioned directly adjacent to the front door of a property, if possible, to maintain privacy</li><li>• Taxi ranks designed to accommodate MPVs shall be identified with the international symbol of access in accordance with AS 1428.1- 2009, Clause 8.2</li></ul>



### Taxi zone line markings

- Shall be provided in accordance with AS 1742.11-1999, Clause 7.1.2
- Paint colour: Golden Yellow, Colour Y14 as defined in AS 2700-2011
- Paint type: premium water-borne road marking paint suitable for use with drop-on beads in compliance with AS 2009-2006. The paint shall comply with the requirements of AS 4049.3-2005
- Paint application: 400 to 500 microns wet thickness
- Dual-use taxi zones shall be marked as on-street parking




### Tactile indicators

- Shall comply with:
- AS 1428.4.1-2009;
  - AS 1428.4-2002; and
  - CoP Design and Construction Notes

## ADDITIONAL INFRASTRUCTURE




Additional infrastructure provided at a rank shall be determined by its context. The rank's location, popularity/demand (existing or expected), site constraints and proximity to existing infrastructure are all factors to be considered and shall be identified during the site analysis phase (refer Section 3.2).

Existing infrastructure, such as street furniture and building awnings, within close proximity may be used to service the rank. For example, shelter provided by an awning of a building may fulfil the requirement for shelter. The level of infrastructure provided at ranks associated with hospitals, medical facilities and hotels shall be assessed in context with the assistance provided by staff and existing infrastructure at these venues. The table below provides guidance on what items of additional infrastructure are required at new or relocated permanent dedicated ranks. This infrastructure shall be implemented in accordance with 4.5: Figures 2-4.

INFRASTRUCTURE	REQUIRED IF THE RANK...	IMPLEMENTATION
 <p>CCTV</p>	<ul style="list-style-type: none"> <li>• is located in an area where there is a risk to the safety of taxi drivers or passengers</li> <li>• is deemed necessary following consultation with the City of Perth, Police and Main Roads WA; and</li> <li>• is not already covered by existing CCTV cameras</li> </ul>	<ul style="list-style-type: none"> <li>• May be implemented for general street coverage or specific cameras to pick up taxi licence plates, depending on the security issues particular to the rank site</li> <li>• Shall be mounted on the Multi-Function Pole or other appropriately positioned existing pole. Additional poles for CCTV are to be avoided.</li> <li>• Refer to 4.5: Figure 2</li> </ul>

INFRASTRUCTURE	REQUIRED IF THE RANK...	IMPLEMENTATION
 <p><b>Lighting</b></p>	<ul style="list-style-type: none"> <li>illumination level is below that specified for the relevant P subcategory by AS 1158.3.1; or</li> <li>has a shelter which requires lighting; and</li> <li>there is access to power supply</li> </ul>	<ul style="list-style-type: none"> <li>Illumination levels shall be uniform and comply with: <ul style="list-style-type: none"> <li>The City of Perth Lighting Strategy – 3.4 Lighting Hierarchy and 6.2 Lighting Master Plan<sup>1</sup></li> <li>CoP Design and Construction Notes 6.0 Lighting; and</li> <li>AS 1158.3.1</li> </ul> </li> <li>Should be energy-efficient</li> <li>Shall be mounted either on an existing street light pole, Taxi Rank MFP or shelter. Additional poles for lighting are to be avoided.</li> <li>Refer to 4.5: Figure 2</li> </ul>
 <p><b>‘Hail Taxi’ push button assembly</b> (can be engaged by patrons waiting at a rank to hail passing taxi drivers)</p>	<ul style="list-style-type: none"> <li>is in a location which requires enhanced visibility for taxi drivers; and</li> <li>there is access to power supply</li> </ul>	<ul style="list-style-type: none"> <li>Shall comply with CoP Design and Construction Note: Multi-Function Pole – Taxi Pole</li> <li>Graphics shall comply with Appendix A: City of Perth Taxi Sign Design Guide</li> <li>Refer to 4.5: Figure 2</li> </ul>
 <p><b>Multi-Function Pole</b> with illuminated sign box and way-finding map</p>	<ul style="list-style-type: none"> <li>is in a location which requires enhanced visibility for taxi patrons; and</li> <li>accommodates at least four taxis; and</li> <li>the location proposed for the pole does not conflict with underground services</li> </ul>	<ul style="list-style-type: none"> <li>Shall comply with COP Design and Construction Note: Multi-Function Pole – Taxi Pole</li> <li>Pole shall be in 30% luminance contrast to the surrounding paving</li> <li>Signage and graphics shall comply with Appendix A: City of Perth Taxi Sign Design Guide</li> <li>Refer to 4.5: Figure 2</li> </ul>
 <p><b>Queuing rail</b></p>	<ul style="list-style-type: none"> <li>is a Super Rank (refer Section 4.4); and</li> <li>the footpaths are sufficiently wide to maintain a minimum 2m wide path free of obstruction behind/beside the queue (3m wide in densely populated areas)</li> </ul>	<ul style="list-style-type: none"> <li>Shall be grade 316 stainless steel with a height of 930mm</li> <li>Handrail shall be 50mm diameter, 3mm stainless steel, brushed finish</li> <li>Shall be located so as to not intrude where a person may board a taxi using a side or rear mounted ramp or hoist</li> <li>Shall comply with AS1428.1-2009</li> <li>Design shall require approval from the City of Perth Coordination and Design Unit</li> <li>Refer to 4.5 Figure 4</li> </ul>



INFRASTRUCTURE	REQUIRED IF THE RANK...	IMPLEMENTATION
 <p><b>Rubbish bin</b></p>	<ul style="list-style-type: none"> <li>• provides seating; or</li> <li>• is nearby a food or beverage outlet; and</li> <li>• there are no other rubbish bins within 10m of the rank</li> </ul>	<ul style="list-style-type: none"> <li>• Shall comply with CoP Design and Construction Note: Standard Litter Bin</li> <li>• To be located within 5m of the rank</li> <li>• Refer to 4.5: Figure 2</li> </ul>
 <p><b>Shelter</b></p>	<ul style="list-style-type: none"> <li>• is within proximity of a venue frequented by seniors; or</li> <li>• is within proximity of a medical facility; and</li> <li>• there is no other existing shelter (eg. building awnings) that allow a clear view of oncoming taxi's within the vicinity of the rank; and</li> <li>• location does not conflict with existing kerb-side uses such as alfresco; and</li> <li>• does not block views to heritage buildings; and</li> <li>• the footpaths are sufficiently wide to maintain a minimum 2m wide path free of obstruction behind the shelter (3m wide in densely populated areas); and</li> <li>• circulation space to kerb ramps and boarding access points for mobility device users will not be impeded</li> </ul>	<ul style="list-style-type: none"> <li>• Shall comply with City of Perth Design and Construction Note: Standard Taxi Shelter</li> <li>• The siting of taxi rank shelters either side of driveways shall take into consideration pedestrian and vehicle visibility splays. A minimum clearance of 1.2m is required</li> <li>• A 800 x 1300mm wheelchair seating space shall be provided within the shelter adjacent any provided seating</li> <li>• Circulation space around the shelter shall comply with AS1428.1-2009</li> <li>• Refer to 4.5: Figure 2</li> </ul>
 <p><b>Mountable kerb</b> for wheeled mobility device access</p>	<ul style="list-style-type: none"> <li>• is accessible for Multi-Purpose Vehicles; and</li> <li>• there are no existing pedestrian ramps or vehicle cross-over ramps which would reasonably provide convenient and safe access to the taxi rank</li> </ul>	<ul style="list-style-type: none"> <li>• Shall be a 1.6m length of mountable kerb with 0.6m of transition kerb either side</li> <li>• Kerbing material shall match that used in the street</li> <li>• Shall comply with CoP Design and Construction Notes</li> <li>• Minimum circulation spaces shall comply with AS 1428.1-2009</li> <li>• Shall be located at the rear of the taxi zone</li> <li>• Refer to 4.5: Figure 3</li> </ul>

<sup>1</sup> Available from: <http://www.perth.wa.gov.au/planning-development/city-initiatives/lighting-strategy>

INFRASTRUCTURE	REQUIRED IF THE RANK...	IMPLEMENTATION
 <p>Seating</p>	<ul style="list-style-type: none"> <li>• is within proximity of a venue frequented by seniors or people with ambulatory disabilities; or</li> <li>• is within proximity of a hospital or other medical facility; or</li> <li>• is serviced infrequently by taxis (on average more than 10 minutes waiting time) during core<sup>2</sup> hours; and</li> <li>• there are no other public seats within 5m of the rank; and</li> <li>• the footpaths are sufficiently wide to maintain a minimum 2-metre wide circulation path behind/beside the seat (3-metre wide in densely populated areas); and</li> <li>• circulation space to kerb ramps and boarding access points for mobility device users will not be impeded</li> </ul>	<ul style="list-style-type: none"> <li>• Shall comply with City of Perth Design and Construction Note: Standard Seat</li> <li>• Should be orientated to allow a clear view of oncoming taxis and shall not obstruct vehicle sightlines</li> <li>• Placement of seating shall not obstruct wheelchair turning and circulation space (refer Section 3.4)</li> <li>• The amount of seating provided should relate to the number of patrons expected to use the rank</li> <li>• Refer to 4.5: Figure 3</li> </ul>
 <p>Accessible for Multi-Purpose Vehicles</p>	<ul style="list-style-type: none"> <li>• is within 50m of a major transport interchange or hospital</li> </ul>	<ul style="list-style-type: none"> <li>• Bay shall be minimum 8m long and 2.4m wide</li> <li>• Kerb shall be minimum 150mm high and maximum 190mm high and comply with CoP Design &amp; Construction Notes</li> <li>• A section of mountable kerb shall provide access between the road surface and footpath</li> <li>• Refer to 4.5: Figure 3</li> </ul>
 <p>Rank Supervision</p>	<ul style="list-style-type: none"> <li>• is located in an active area where there is a high risk of crime to passengers waiting for taxis and for taxi drivers waiting for passengers</li> </ul>	<ul style="list-style-type: none"> <li>• Ranks shall be supervised by suitably qualified personnel</li> </ul>

<sup>2</sup> Core times will vary depending on the surrounding land-use of the location, but are generally assumed to be 7am - 10pm.

## 4.2 | Dual Use Ranks

As there are different demands for kerb-side space in the City during the day and at night, dual use ranks may be considered in certain circumstances. For example, a loading zone may become a taxi rank at night outside a night-club. However, unauthorised use of dual use zones can be difficult to manage and they can cause confusion for people with vision impairments who are unable to visually determine if the rank is in operation. Therefore whenever possible, the rank should be located or relocated where it can be in operation at all times. When this is not possible, an application for a Dual Use Rank can be made to the City of Perth for consideration and approval.

The following infrastructure is mandatory at all Dual Use Ranks:

- Taxi Rank Flag Sign
- Signage for dual restrictions (shall comply with AS1742.11)
- Taxi zone line markings

Refer to 4.1 Critical Infrastructure and 4.5: Figure 1 for implementation guidance. Directional TGSI's to the taxi ranks sign shall not be implemented so as to avoid confusion during hours when the rank is not in operation.

The following additional infrastructure should be considered for implementation at Dual Use Ranks in accordance with 4.1 Additional Infrastructure and 4.5 Figures 2 and 3.

- CCTV
- Lighting
- Seating
- Rubbish bin

## 4.3 | Temporary Ranks

From time to time temporary ranks may be required to service large events. No permanent infrastructure shall be implemented at these ranks, however refer to Figure 4.5 Critical Infrastructure and Additional Infrastructure for guidance on what temporary infrastructure may be beneficial to provide in a temporary format.

## 4.4 | Super Ranks

Super Ranks shall only be implemented in circumstances where there is a high risk of crime to passengers waiting for a taxi and for taxi drivers waiting for passengers. Due to the high level of permanent infrastructure required at a Super Rank, they should otherwise be avoided as they prevent other kerb-side uses taking place in the street and obstruct pedestrian movement. WA Police and the City of Perth shall be consulted as to whether a Super Rank is required and where it should be located.

The following infrastructure is mandatory at all Super Ranks:

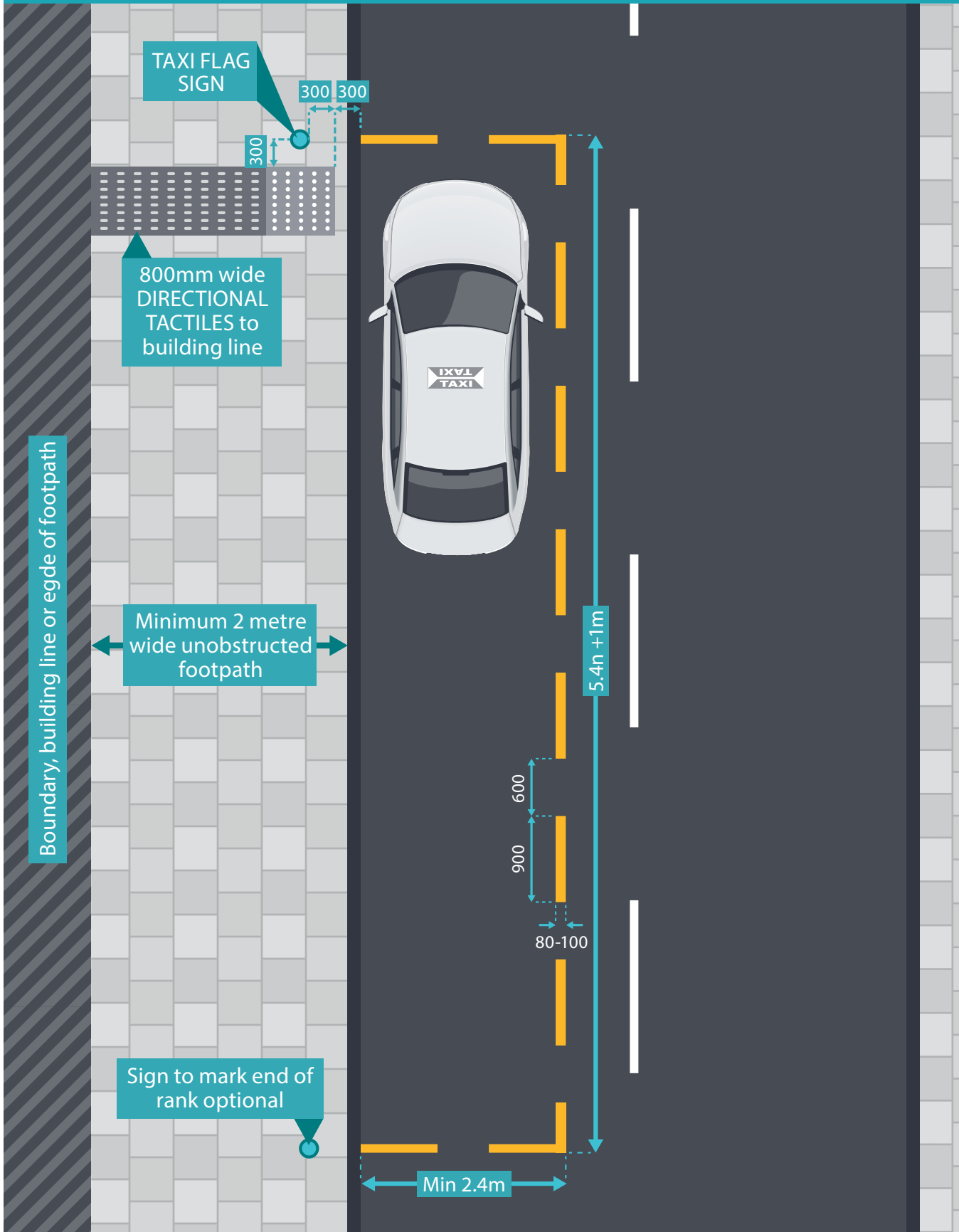
- Taxi rank flag sign
- Taxi zone line markings
- Tactile Ground Surface Indicators
- Security officer supervision
- CCTV
- Enhanced lighting (AS 1158.3.1-2005: Subcategory P1)
- Queuing rail
- Refer to 4.1 and 4.5: Figure 1 and 4 for implementation and guidance

The following additional infrastructure should be considered for implementation at Super Ranks in accordance with 4.5: Figures 2-4:

- Multi-function pole with illuminated sign box and way-finding map
- Accessible for Multi-Purpose Vehicles
- Mountable kerb for wheeled mobility device access
- Shelter

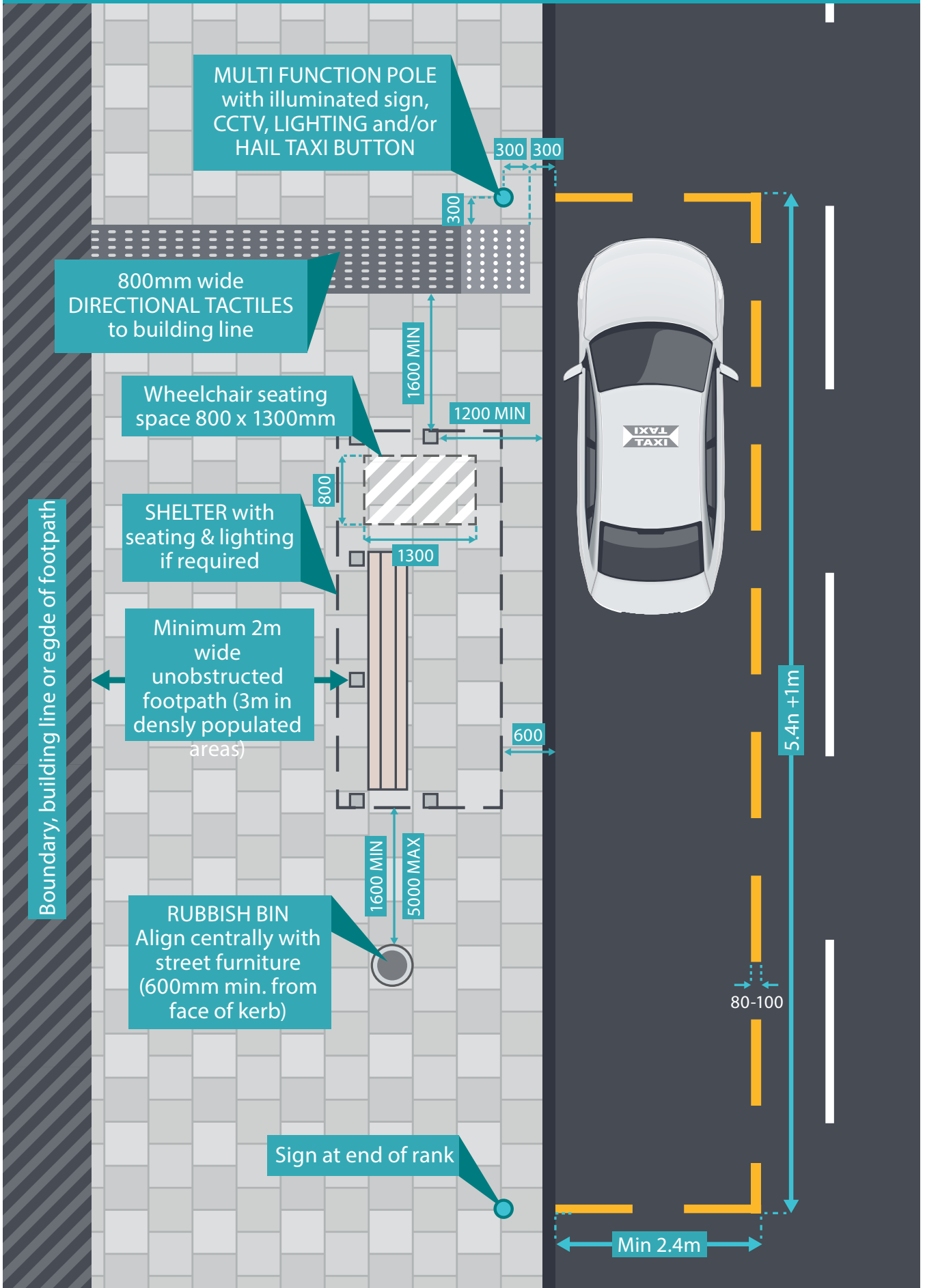
## 4.5 | Rank Infrastructure Typical Layout

FIGURE 1: CRITICAL INFRASTRUCTURE

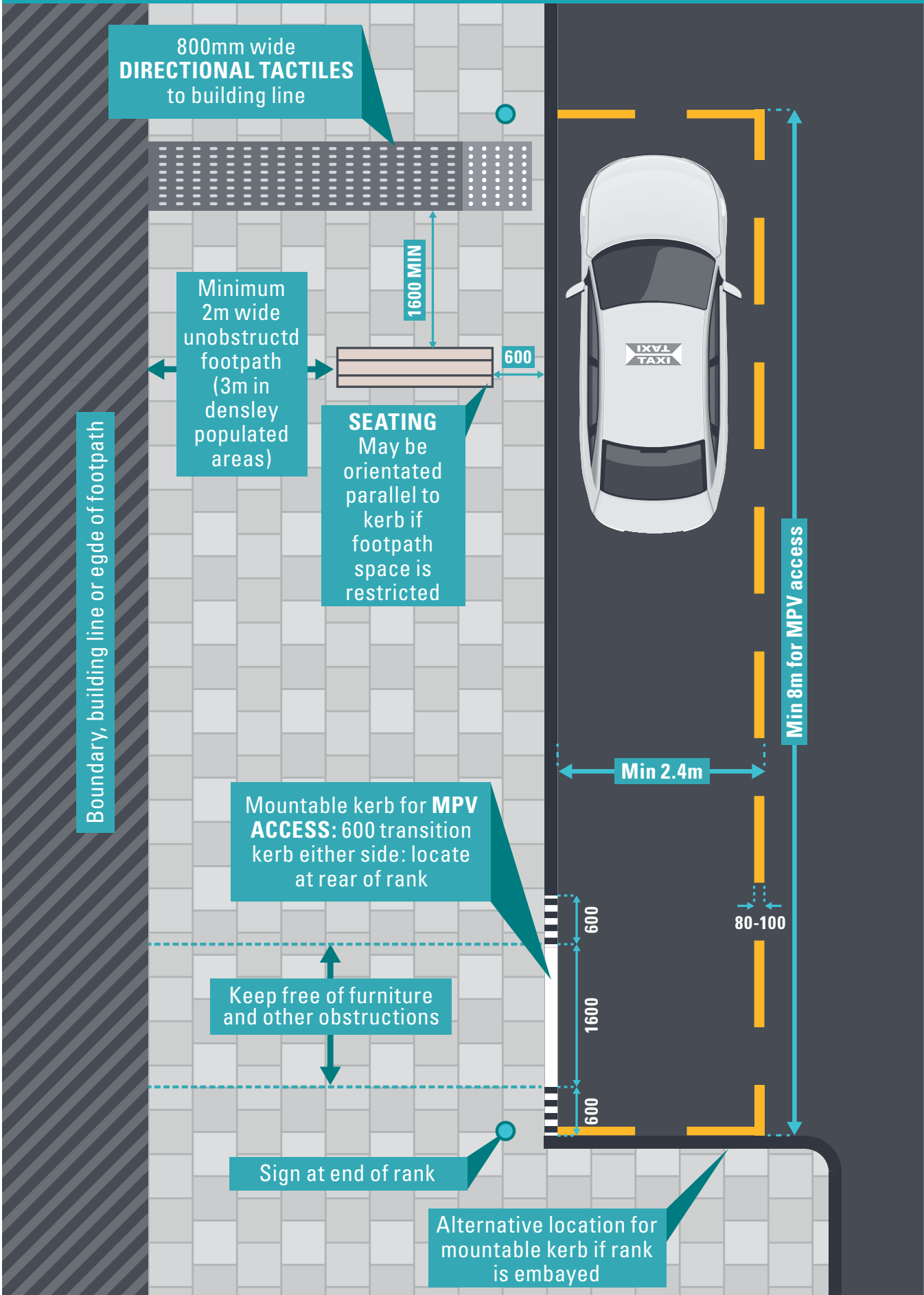




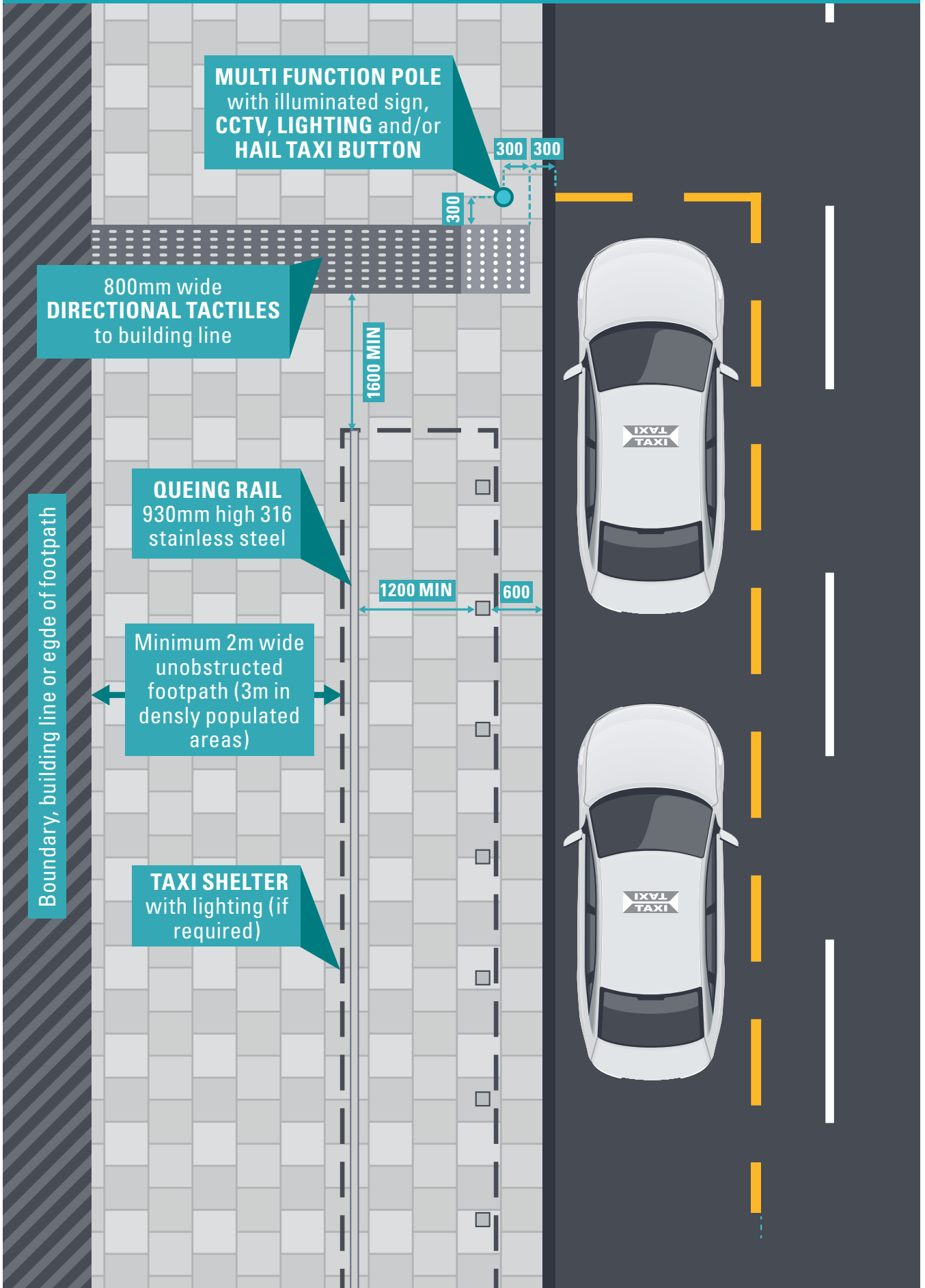
**FIGURE 2: ADDITIONAL INFRASTRUCTURE**



**FIGURE 3: ADDITIONAL INFRASTRUCTURE**



**FIGURE 4: ADDITIONAL INFRASTRUCTURE**





# APPENDIX