# Brighton taxi rank relocation sparks fresh calls for front station return amid commuter complaints



The ongoing debate surrounding the relocation of the taxi rank at Brighton Station continues to stir passions among local residents, taxi drivers, and city officials alike. Initially moved to the rear of the station in November 2019, the decision was implemented under the premise of alleviating the “traffic fumes, congestion and noise” experienced by those living in proximity to the front of the building. This change was met with approval from some councillors and residents, yet taxi drivers slammed it as “utter madness,” a sentiment echoed by Andrew Peters of the Brighton and Hove Cab Trade Association.

Peters, a seasoned taxi driver with 42 years of experience, explicitly articulated his frustrations, describing the current arrangement as a "comedy of errors resulting from poor planning." He asserted that the previous configuration allowed taxis efficient access to pick up and drop off passengers at the station forecourt, a service now rendered more complicated due to the relocation. While those advocating for the move cited concerns of congestion particularly affecting Surrey Street, questions linger over whether the benefits outweigh the significant drawbacks reported by drivers and passengers alike.

The fallout from the relocation has been multifaceted. Many drivers have raised alarms about the influx of “out-of-town” private hire cars from areas such as Chichester and Portsmouth. These vehicles have reportedly parked at the front of the station in hopes of securing jobs, intensifying competition for local taxi drivers. Peters noted that local drivers are often forced to compete not only with these external private hire vehicles but also with app-based competitors like Uber, further complicating their operational landscape.

In response to these ongoing concerns, Brighton and Hove City Council indicated openness to revisiting arrangements at the station while firmly maintaining that parking in front of the building “cannot continue.” Senior councillor Trevor Muten acknowledged the “antisocial parking of taxis” blocking both buses and pedestrians, describing the current situation as unacceptable. He affirmed the council’s willingness to actively engage with taxi operators and stakeholders like Govia Thameslink Railway (GTR) to strategise a better solution that serves all parties involved.

Prior to the rank's closure, various location options for the taxi rank had been floated, including Terminus Road and Frederick Place. Peters emphasised the necessity for an official rank at the front of the station, especially for tourists and visitors unfamiliar with navigating the new layout. This perspective hints at a growing recognition that the current setup may inadvertently disadvantage passengers, particularly those requiring accessible transport options.

The closure of the front of the station during rail replacement bus operations further complicated the situation, exacerbating the challenges faced by both taxi drivers and awaiting passengers. Indeed, increased complaints have arisen regarding longer wait times and fare hikes prompted by the new setup, compelling some drivers to seek alternative solutions, which remain unsatisfactory.

As discussions continue about potential improvements, Muten mentioned that any future arrangements would need to collaborate effectively with Network Rail and GTR, as both current and previous taxi rank locations sit on their land. He reiterated the importance of community suggestions and highlighted that the interplay between taxi drivers, bus operators, and residents must be navigated carefully to restore harmony at a vital transport hub in the city.

Meanwhile, the management of Southern, which oversees Brighton railway station, suggested that the relocation had created a safer and more navigable environment for both commuters and visitors. Southern’s representatives stated that traffic disruptions decreased significantly following the move, allowing buses to navigate freely without obstructions. They expressed willingness to consult further with both the taxi trade association and the council to refine the ongoing arrangements.

Ultimately, as the city grapples with these transport challenges, the voices advocating for the taxi rank's return to its original location remain vocal. Peters and his supporters argue that a balanced, strategic approach could integrate both local community needs and the operational realities facing taxi drivers, ensuring that Brighton Station serves as a functional and welcoming entry point for all who pass through.

### Reference Map

1. Paragraph 1: (1)
2. Paragraph 2: (1), (2), (3)
3. Paragraph 3: (1), (3), (4), (5)
4. Paragraph 4: (1), (2), (6), (7)
5. Paragraph 5: (1), (3), (4)
6. Paragraph 6: (1), (5), (6)
7. Paragraph 7: (1), (4), (6), (3)
8. Paragraph 8: (1), (4), (2)

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://www.theargus.co.uk/news/25156707.calls-return-taxi-rank-front-brighton-station/?ref=rss> - Please view link - unable to able to access data
2. <https://www.brightonandhovenews.org/2019/10/01/brighton-station-taxi-rank-to-move/> - In October 2019, Brighton and Hove News reported that the taxi rank at Brighton Station was set to relocate from the front to the rear of the station, effective November 11. This decision followed years of campaigning by residents concerned about congestion and noise caused by taxis queuing on Surrey Street. Govia Thameslink Railway (GTR) stated that the move aimed to alleviate these issues and improve traffic flow. However, taxi drivers expressed concerns about increased fares and longer journey times for passengers traveling south. The relocation was part of a broader redevelopment plan for the station's northern entrance. ([brightonandhovenews.org](https://www.brightonandhovenews.org/2019/10/01/brighton-station-taxi-rank-to-move/?utm_source=openai))
3. <https://www.brightonandhovenews.org/2019/11/29/brighton-station-taxi-rank-row-escalates/> - By November 2019, tensions escalated regarding the relocation of Brighton Station's taxi rank. Drivers were no longer permitted to pick up and drop off passengers at the station's rear turning circle, leading to increased congestion and passenger complaints about higher fares and longer wait times. The move had also resulted in the closure of the front rank during rail replacement bus operations, further complicating the situation. Councillors acknowledged the challenges and called for a more strategic approach to address the issues faced by taxi drivers, passengers, and residents. ([brightonandhovenews.org](https://www.brightonandhovenews.org/2019/11/29/brighton-station-taxi-rank-row-escalates/?utm_source=openai))
4. <https://www.sussexexpress.co.uk/news/taxi-drivers-shocked-after-brighton-station-rank-relocation-1330155> - In December 2019, Sussex Express reported that taxi drivers were 'shocked' by the relocation of Brighton Station's taxi rank to Stroudley Road. The move, implemented on November 11, aimed to improve traffic flow and reduce congestion around Surrey Street. However, drivers expressed concerns over declining customer numbers, increased congestion, and the closure of the rank during rail replacement bus operations. Passengers, especially those with disabilities, faced challenges due to the longer distance and exposure to weather conditions at the new location. ([sussexexpress.co.uk](https://www.sussexexpress.co.uk/news/taxi-drivers-shocked-after-brighton-station-rank-relocation-1330155?utm_source=openai))
5. <https://www.taxi-point.co.uk/post/2019/10/08/higher-fares-and-poor-disabled-access-could-hit-passengers-following-brighton-taxi-rank-m> - In October 2019, Taxi Point highlighted concerns that the relocation of Brighton Station's taxi rank could lead to higher fares and inadequate disabled access for passengers. The move, intended to alleviate congestion and improve traffic flow, was met with mixed reactions. Industry representatives raised issues about the lack of consultation, potential challenges for passengers with disabilities, and the adequacy of the new rank's capacity to accommodate the 300 permits issued to taxi drivers. ([taxi-point.co.uk](https://www.taxi-point.co.uk/post/2019/10/08/higher-fares-and-poor-disabled-access-could-hit-passengers-following-brighton-taxi-rank-m?utm_source=openai))
6. <https://www.taxi-point.co.uk/post/increased-fares-and-traffic-petition-starts-to-move-busy-brighton-taxi-rank-back-to-original-place> - In November 2019, Taxi Point reported that Brighton's taxi drivers initiated a petition to relocate the station's taxi rank back to its original position at the front of the station. The petition was driven by frustrations over increased fares, traffic congestion, and the closure of the rank during rail replacement bus operations. Drivers and passengers expressed concerns about the longer journey times and higher costs resulting from the move. The petition aimed to address these issues and restore the previous arrangement. ([taxi-point.co.uk](https://www.taxi-point.co.uk/post/increased-fares-and-traffic-petition-starts-to-move-busy-brighton-taxi-rank-back-to-original-place?utm_source=openai))
7. <https://www.change.org/p/brighton-hove-council-gtr-govia-thameslink-railways-brighton-station-taxi-rank> - In November 2019, a petition was launched on Change.org by Andrew Peters, representing the Brighton & Hove Taxi Trade, urging Brighton & Hove Council and Govia Thameslink Railway (GTR) to reconsider the relocation of the taxi rank at Brighton Station. The petition highlighted the chaos caused by the closure of the front rank and its move to the rear, affecting passengers seeking taxis. It called for the council and GTR to address the issues of longer journeys and higher fares resulting from the relocation. ([change.org](https://www.change.org/p/brighton-hove-council-gtr-govia-thameslink-railways-brighton-station-taxi-rank?utm_source=openai))