Design and Access Statement
For
Proposed installation of a bus ticket machine
Greater Manchester Passenger Transport Executive

Executive Summary

This Design and Access Statement is to be read in conjunction with the supporting information which accompanies the application for planning permission submitted to Manchester City Council by GMPTE. The planning application is for the installation on the footway, of a bus ticket machine on the existing bus stop platform. The proposed ticket machine is to be sited in an accessible position, at an accessible height and with level access suitable for all potential users.

The location is not known to fall within a conservation area. The purpose of providing the bus ticket machine for a trial period is to enhance the ticketing services available to bus passengers and assess the impact upon bus loading times.

This document has been written mindful of Paragraphs 62 and 77 of Circular 0106 DCLG Guidance on Changes to the Development Control System and follows Local Government Templates.

Type of Application

The planning application which this document is to accompany is a Full Planning Application

Location of Proposed Development

The development which this statement and accompanying application refers to is at the following location:

On the bus stop platform / footway at bus stop EB0126 in front of 79 - 81 Piccadilly, Manchester.

Description of Proposed Development

The proposed development comprises the installation of an external, solar powered, free standing bus ticket machine on the footway within the existing bus stop platform. The ticket machine is a “standard unit” (provided by Parkeon) which has been used in a wide number of locations across the UK for issuing bus tickets and pay and display car parking tickets. This will be the only visible change to the appearance of the bus stop and streetscape

Date of Preparation

This Design and Access Statement is dated 24th March 2008. Any revision will be recorded and scheduled at the end of this document if it is reissued.

Date of Amendments

Any revisions are to be recorded at the end of this document and are to include the following:
Amendment letter, date of amendment, detailed description of the amendment.

Applicant

This statement refers to details submitted on behalf of the applicant – Greater Manchester Passenger Transport Executive. Notice No.1 has been sent to the Highway Authority (Manchester City Council).

Agent

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Assessing the Context of the Site

Assessment – The site is a bus stop platform at a bus stop with a shelter on the A6 Quality Bus Corridor. Monday – Friday daytime services number between 20 and 35 buses per hour using this stop and a large number of bus passengers board services at this stop. The ticket machine location has been selected so that its installation will not interfere with or prevent access to any surrounding street furniture or services or pose an obstacle to pedestrians.

Design Principles and Concepts applied to the Proposals

The site is not known to fall within a conservation area. The standard ticket machine unit to be used here is an acceptable modern design suitable for its purpose specifically intended to be installed on footway in stand alone locations such as this proposal. It has proved to be acceptable to planning departments across the UK.

Evaluation – The application is for a temporary trial period of 12 months during which time the applicant will undertake their own research to establish local need for the proposed ticket machine, monitor usage and evaluate the impact on bus boarding times.

Design – The design of the ticket machine is a standard unit 1475mm high, 297mm wide and 270mm deep, which incorporates durable materials / finishes, LCD display with backlight and solar power supply. The machine is designed for cashless operation accepting credit and debit cards only. This negates the need to empty cash from the machine reducing the level of servicing required and also should help to reduce the likelihood of the machine being vandalised.

Siting – The location shown for the ticket machine is the optimum determined for the site, taking into account the location of the bus shelter, other existing street furniture and pedestrian desire lines. The locations have been agreed with the Highway Authority

Landscaping – The area immediately adjacent to the site of the proposed ticket machine is paved for ease of use and access and will remain so.

Access – Pedestrian access to the ticket machines will be directly from a wide footway, which is level and easily accessible for all prospective users.

Philosophy and Approach to creating an Accessible Development

The machine has been designed with reference to the Department of Transport 2002 publication, Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure. The overall objective is to provide an inclusive design that will satisfy the requirements of all bus passengers. It is the intention that the proposed ticket machine will be located in a position that is accessible to all potential users without any known restrictions.

Key access issues of the design including the nature and impact of any constraints

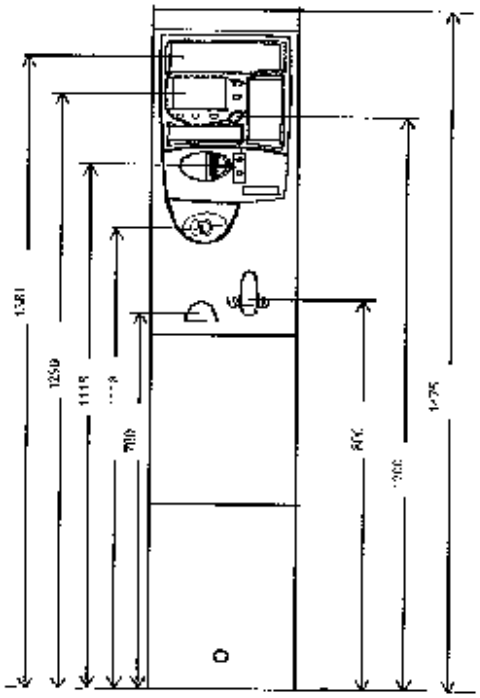
These are that the proposed ticket machine is to be sited in an accessible position, at an accessible height and with level access, which have all been addressed.

The machine is 1475mm high, 297mm wide and 270mm deep.

PARKEON

GMPTE

2.2 **Dimensions, weight, colours :**



The weight of the complete terminal is approximately 80 kg. Terminals with all the optional features weigh 130 kg.

The colour is even on all metal parts of the terminal. The standard possible colours are :

- Sterling grey : NCS4010 R70B
- Moss green : RAL6005
- Magic Blue : RAL5003
- Jet black : RAL9005

Only the solar top (cover) and the MMI plastic pan are always in black colour.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