

**Comments on
Public Transport Strategy Study - Topical Study
Barrier-free Facilities of Public Transport Services
for Legco's Panel on Transport**

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The discussions in Legco paper CB(4)831/15-16(05) cover many aspects of bus fleets and provisions which are primarily the responsibility of bus companies. Other than the provision of seats and better information, there is a lack of discussion on the design and operation of bus stop infrastructures to facilitate barrier-free access.

As an example, bus stops in Hong Kong are designed with standard kerb height of 125mm. However, there are many situations where buses cannot readily align with the kerbs. This results in passengers having to board or alight over a high step. Improvements of such situations with better layout of bus stop infrastructures can alleviate this problem.

For elderlies and people with disabilities, the step to climb should be reduced as much as possible. In fact, there are opportunities to adopt specially designed 160mm or even 180mm high kerbs to facilitate boarding and alighting. Such design should be explored in the PTSS and pilot schemes could be considered in our new development areas.



Bus stop with 160mm high kerb (source: Kassel)

Other relevant topics include the safety of access to bus stops by wheelchair users and the elderlies. Availability of barrier-free access is not the sole criterion to achieve Transport for all. We also need to provide safer routes and environment in conjunction with public transport. As an example, there needs to be better protocols for bus driving within bus termini. There have been serious accidents inside these facilities due to excessive speeds or reversing.