

**For discussion
23 June 2006**

Legislative Council Panel on Transport

Location of Bus, Public Light Bus and Taxi Pick-up/Drop-off Points

Purpose

This paper informs Members of the factors that are taken into consideration in designating bus stops, as well as public light bus (PLB) and taxi pick-up/drop-off points.

Stopping places for buses, public light buses and taxis

2. A bus, PLB and taxi stopping place is the place to facilitate passenger boarding/alighting activities in the road-based public transport system. While taxis and red minibuses are generally allowed to pick-up/drop-off passengers on road sections without stopping restrictions, stopping places for public transport services can be provided in the form of designated bays at off-street public transport interchanges, bus termini as well as designated stands. These facilities allow passengers to queue and vehicles to stand or pick-up/drop-off passengers. To meet passenger needs, on-street pick-up/drop-off points are also provided.

3. Franchised bus and green minibus stops are designated and specified under their schedules of services. As for taxis, there are designated “taxi pick-up and drop-off points” and “taxi drop-off points” which allow taxis to pick-up/drop-off passengers in busy areas while minimising the traffic impact.

Factors to be considered in designating pick-up/drop-off points

4. There are guidelines in Transport Department (TD)’s Transport Planning and Design Manual for the designation of bus, PLB and taxi pick-up/drop-off points. To ensure road safety and better manage the road traffic, the following major factors have to be considered –

- (a) sightline (especially on road bends or at junctions);
- (b) proximity to junctions and vehicle ingress/egress points of car parks along building frontages;
- (c) impact on traffic and pedestrian flow;
- (d) walking distance between two stops; or availability of similar stopping facilities in the vicinity;
- (e) accessibility to passengers, including proximity to pedestrian crossings and footpath network; and
- (f) other relevant site-specific factors such as width of footpath, traffic and pedestrian volumes, site constraints, and local traffic conditions, etc.

5. Apart from these safety and technical considerations, the following factors would also be taken into account in locating pick-up/drop-off points –

- (a) demand for public transport services in the area;
- (b) requests from District Councils, the public, the relevant public transport operators and trades;
- (c) compatibility with other road side activities, such as whether it would block the entrance of shops with heavy loading/unloading activities;
- (d) local reaction to the proposed stopping points;
- (e) requests of franchised bus and green minibus passengers and the number of routes observing the stop; and
- (f) considerations relating to public transport operations, e.g. to arrange bus routes with partially similar routings at the same stop may reduce passenger waiting time and to facilitate bus-bus-interchanges.

6. TD will consider the suitability of bus stops and pick-up/drop-off locations for PLBs and taxis having regard to the above considerations, and in consultation with the Police and other relevant government departments, such as District Offices and Highways Department. In all cases, road safety is the primary consideration.

Safety of pick-up/drop-off points

7. Whilst pick-up/drop-off points should be close to footpath network and pedestrian crossings to maximise passenger convenience, there are concerns that some of the pick-up/drop-off points are too close to road junctions and pedestrian crossings. There are similar concerns that some pick-up/drop-off points are too close to ingress/egress points of car parks. The Design Manual guidelines mentioned in paragraph 4 above specifically provide that if a proposed location is considered desirable and attractive from a passenger point of view but cannot fully meet the technical guidelines, other mitigating measures should be implemented to improve the conditions. Such measures include providing lay-bys, erecting appropriate traffic signs and road markings, adjusting the number of stops by reorganising the bus routes observing a particular bus stop, designating stopping restrictions, etc. The primary objective is to ensure that road safety will not be jeopardised.

8. TD will continue to closely monitor the operation of bus, PLB and taxi pick-up/drop-off points, review the suitability of their locations from time to time, and initiate appropriate adjustments and improvements where necessary.

Advice Sought

9. Members are invited to note the contents of the paper.

**Environment, Transport and Works Bureau
June 2006**