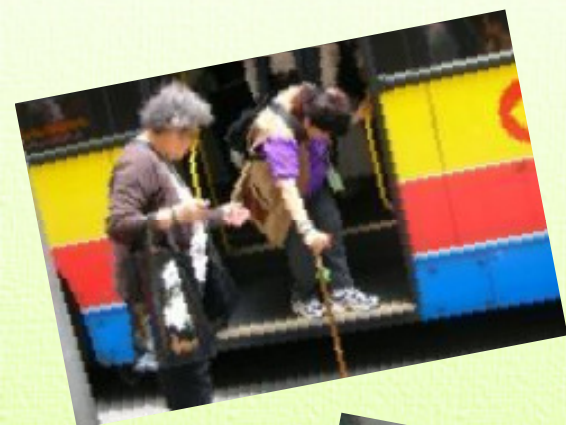




Participatory design for the Aged-friendly Bus



Caritas –Hong Kong

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Chim Ming Kwong
Ho Kwok Hei ,Dicky



Background



- ❖ Three units (2 community centre and 1 elderly centre) in Central and Western District collaborated on the service for elderly since 2006
- ❖ Focus on issues relating to the physical environment
- ❖ Promoted the participation of the elderly
- ❖ Aroused their concerns over their living environment





2008-2009





Community Walk



Focus Groups



Survey

The Local Guidelines of Aged-Friendly Transportation

A. Road Safety and Signage

B. Fares

C. Friendly Attitude

D. Public Transport Network

E. Design of Vehicles

F. Design of Stops and Stations

6 areas with 25 items





長者友善巴士齊共創

Design for the Aged-Friendly Bus

12/2009-3/2010



Supported by





Project content



- 🌳 Visit to the bus company
- 🌳 Participatory workshops
- 🌳 Focus groups
- 🌳 Meeting with Transport Department and bus company
- 🌳 Local Forum



Visit to the bus company

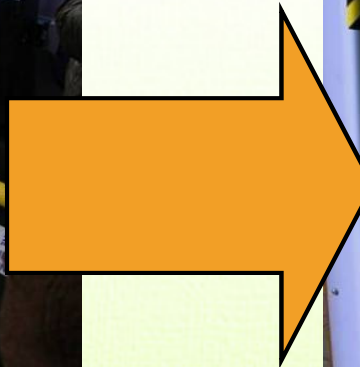
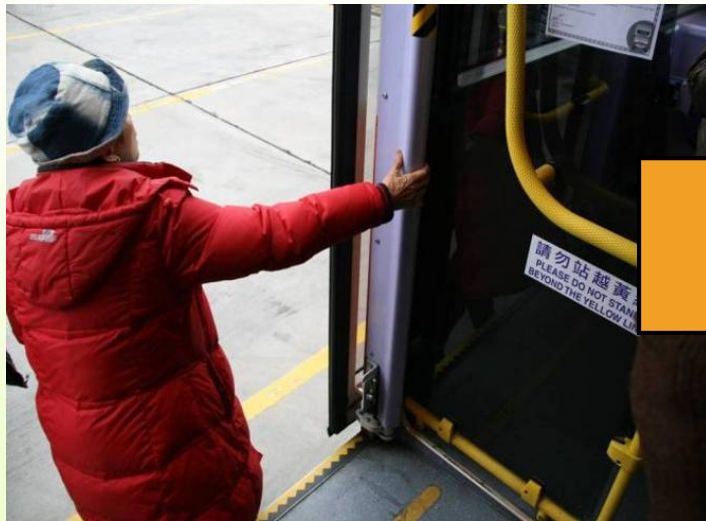


Participatory workshops





Suggestions



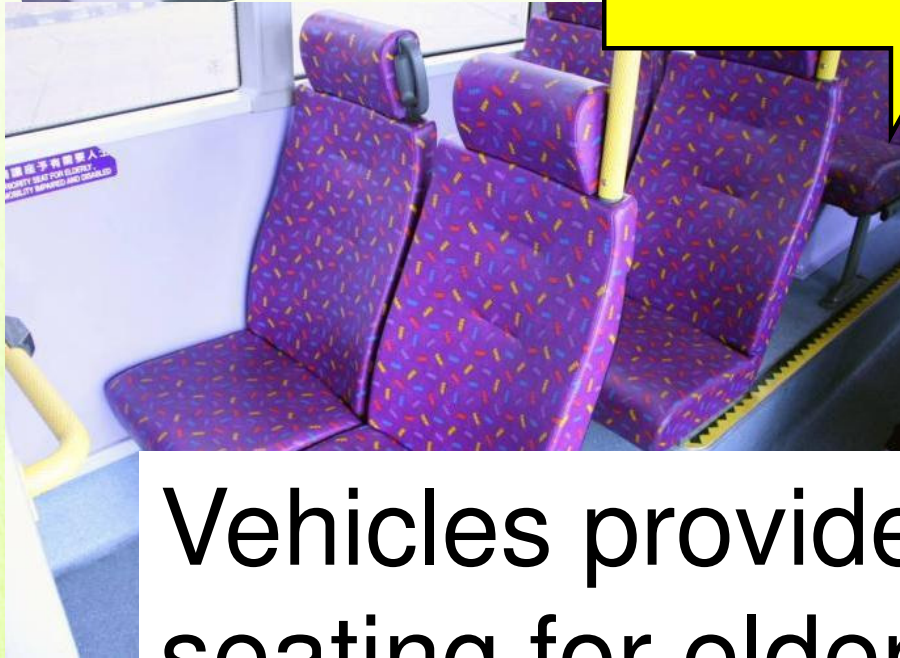
Vehicles provide sufficient, firm and safe handrails.



Suggestions



Suggestions



Vehicles provide **sufficient** priority seating for elderly



Meeting with Transport Department and bus company



Local Forum





Advocacy



Meeting with the legislators and District Councillors





Community Education



9-8-2010



18-8-2010





Conclusion



- ✿ The participation of the elderly is important
 - ✿ From the elderly perspective to provide the useful information about their needs
 - ✿ Arousing the concern and increasing sensitivity of the elderly towards the environment
 - ✿ Encouraging the communication of the elderly with the community and building the links
 - ✿ Through communication, getting the balance for difficulties / limits





拒接納團體改善建議 任乘客跌傷送命 巴士車廂危機四伏 運輸署懶理

近年巴士乘客車廂意外傷亡數字

年份	死亡	重傷	輕傷	總數(人)
2009年	2	75	507	674
2008年	2	90	512	604
2007年	1	84	564	649

資料提供：運輸署



長者友善巴士齊共創小組計劃建議，應將優先座位增至六個，並以不同顏色識別。 相片由受訪者提供

[太陽報] 2010-07-18



落車鐘長者專用位不足

巴士車廂設計除安全性問題惹人詬病外，長者友善巴士齊共創小組亦發現其他問題，包括巴士落車鐘數目不足、小童及長者優惠收費價錢字體太細，以及需增設只供老弱婦孺使用的專座。

長者友善巴士齊共創小組稱，以收費價錢字體為例，成人收費的字體雖大而且清晰，但小童及長者優惠價格字體卻細一倍，未能照顧視力不佳的乘客，建議增大優惠價格字體。

此外，現時巴士的落車鐘主要安裝在通道上，小組指應在每個座位近窗位置加設落車鐘，令乘客無需飛象過河般遠離座位按鐘；而每個落車鐘應該加設燈號，方便乘客識別。

小組又稱，為方便行動不便的乘客，建議巴士車廂增設六個長者專用座位，並以不同顏色清楚顯示出來，再配合適當資訊提示，而這些座位的腳踏空間應該較正常座位寬闊，方便擺放拐杖。



◆明愛中心指出，現時優惠價格以較小字體顯示（右圖），令視力差的乘客難以看清，建議加大字體（左圖）。 相片由受訪者提供





Forum on the Expectation of the Elderly for the Age Friendly Transportation in Hong Kong

Date: 20/11/2010 (Sat)

Time: 2:30pm – 4:30pm

Venue: LT5, City University of Hong Kong





Thank you

