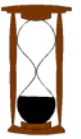


Example 36 **Manual for Planning and Building Barrier-Free Transport Infrastructure**

Region (country) **Hessen (Germany)**



good practice for people with ...	kind of vehicle	kind of measure/approach
... motor impairment ... visual impairment	city bus tram	organisational/operational measure awareness building

**Project description**

Making the transport system accessible for all has been an important goal in many countries for years. One problem is that the solutions are often isolated instead of being connected to each other. Furthermore the solutions are not consistent, and there is no generally valid framework regulating planning activities for improving the accessibility of the transport system.

The road administration of the German federal state of Hessen responds to those problems and initiated the development of a manual for planning and building barrier-free transport infrastructure. The first step of this project was to analyse existing solutions and to identify their potentials and problems.

It turned out that crossings are a critical issue for people with reduced mobility and that many problems can be seen in the way crossings are implemented to date. In many cases the kerbstone is lowered to three centimetres, which is a compromise between the needs of people with visual impairment and those with motor impairments. The manual suggests another solution by separating the different groups: the kerbstone is lowered to zero for wheelchair-users and to four centimetres for the visually impaired. Tactile paving guides the latter to their crossing section. Special warning panels are placed near the completely lowered curbstone in order to avoid blind people crossing the street there by accident.

The manual contains 24 exemplary plans ranging from simple crossings to bus terminals. People with visual and motor impairment have tested all these plans. The tests were documented and are now available on DVD along with some pilot projects. Representatives of the visually and motor impaired were included in the whole development process with the result that the evaluation of the suggested solutions was very positive.

Source:  
DER NAHVERKEHR 6/2007: Unbehinderte Mobilität in Hessen (de), pp. 24-27