

主催 公益財団法人 全国商業高等学校協会
第 6 回パソコン入カスピード認定試験 練習問題 (24.2.11)
【英語部門】

Move to make urban environments and transportation systems	59
barrier-free in Japan came much later than other developed countries.	130
However, in the decade the number of barrier-free stations has more than	203
tripled. The transport ministry reported that 93 percent of major train	276
stations are barrier-free as of the end of March.	327
The barrier-free movement has not been easy or simple to	384
accomplish. As remodeling took place, every commuter in the country	453
has been rerouted, jammed onto crowded platforms, and made to wait for	524
staircases and escalators. When construction is completed, though,	592
disabled passengers long denied access to stations, platforms and	658
trains, will be able to get around more conveniently than ever before,	729
and so will everyone else.	757
However, more remains to be done. Remodeling has been mainly at	822
train stations with daily passenger volume of 5,000 or more. The	888
ministry reported that of 2,813 stations surveyed, 2,603 are now	953
equipped with elevators, ramps and other facilities to help disabled	1022
passengers. The remaining smaller stations, those with daily volume of	1094
3,000 to 5,000 passengers still need to be improved. Redoing those will	1167
be even more difficult, working with cramped spaces and little room to	1238
maneuver.	1249
Problems are persistent. In Tokyo, many of the older station	1311
platforms are too small to accommodate barrier-free changes. Elevators	1383
squeeze into limited space, creating human traffic jams and dangerous	1453
conditions. Stairs and escalators remain crowded at peak hours.	1519
However, the effort to improve the flow for all passengers is one	1585
that provides benefits to all. The inclusion of barrier-free thinking	1656
into the design of transportation networks means a broader and more	1724
flexible understanding of what urban transport should be and for whom.	1794

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