

**Motion on
"Formulating a bicycle-friendly policy and designating bicycles as a
mode of transport" at the meeting of the Legislative Council of
14 Jun 2017**

Progress Report

Purpose

The motion on "Formulating a bicycle-friendly policy and designating bicycles as a mode of transport" moved by Hon HUI Chi-fung, as amended by Hon LUK Chung-hung, Hon CHAN Han-pan, and Hon Charles Peter MOK was passed at the meeting of the Legislative Council of 14 Jun 2017 (see **Annex** for wording of the amended motion passed). This report informs Members on the progress of follow-up work by the relevant bureaus/ departments ("B/Ds").

Cycle Track Network

(1) Reserving lands for the construction of cycle tracks through planning when undertaking urban renewal, so as to perfect the urban cycle track networks

Chapter 8 of the Hong Kong Planning Standards and Guidelines ("HKPSG") provides the planning standards and guidelines for cycle track. The HKPSG aim to provide general references and will be flexibly adopted taking into account the circumstances of individual urban redevelopment projects (including the Urban Renewal Authority projects).

(2) Adding cycle tracks with integrated usage of transport, leisure and sports to new harborfront development projects

When planning the development of urban harbourfront areas, the Government will carefully consider the feasibility of constructing cycle tracks, and where circumstances allow, provide cycle tracks and related facilities for the public to use bicycles for recreational or short-distance commuting purposes. For example, the Urban Design Study for the New Central Harbourfront completed by the Planning Department ("PlanD") in 2011 recommended that, subject to detailed assessments, consideration could be given to

providing a cycle track in the permanent waterfront promenade at the new Central harbourfront. Separately, in Stage 2 Public Engagement conducted between June and August 2016 on the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas, PlanD recommended in the proposed Master Layout Plan the reservation of space for constructing a cycle track for leisure purpose including ancillary facilities for a bicycle-rental system.

The Civil Engineering and Development Department (“CEDD”) consulted the public on the proposed design for the boardwalk underneath the Island Eastern Corridor from Oil Street in North Point to Hoi Yu Street in Quarry Bay from end 2016 to early 2017. The design included the provision of cycle tracks, cycle renting kiosks and bicycle parking facilities on the boardwalk. The project team is refining the boardwalk scheme based on views received, and plans to consult the public on the revised scheme in the second half of 2017. The Development Bureau (“DEVB”) has also engaged consultants and commenced a feasibility study in April 2017 to further examine suitable cycle track design in future waterfront promenades. The study is expected to be completed within 2018 and relevant stakeholders would be engaged during the process.

Besides, CEDD commenced in November 2015 a study to examine the feasibility of providing a cycle track network of about 13 kilometres in Kai Tak Development (“KTD”). The proposed network, running mainly in the public open space of KTD, is for leisure and recreational use. The feasibility study will cover a review of the proposed cycle track alignment, and based on the preferred alignment and approach, formulate the network design including the ancillary facilities, and examine the implementation arrangement, the operational framework as well as the implementation programme. CEDD targets to complete the feasibility study within 2017 and will conduct public consultations on the study recommendations.

(14) Expeditiously completing the connection works on linking up the cycle tracks in eastern and western New Territories, so as to connect the cycle tracks in various districts of the New Territories

DEVB and CEDD are linking up the existing scattered sections of cycle tracks in the New Territories to provide a cycle track of about 82 kilometres (“km”) long connecting the eastern and western New Territories. Currently, the cycle track section of about 30 km long linking Ma On Shan and Sheung Shui as well as another section of about 18.5 km long linking Tuen Mun and Yuen Long have been completed and are opened for public use in phases. CEDD is now constructing the remaining cycle track section linking Yuen Long and Sheung Shui with anticipated completion in early 2020. In parallel, CEDD will continue to review an alignment of the cycle track section of about 22 km long linking Tuen Mun and Tsuen Wan.

(19) Designing suitable cycling routes based on the planning of a smart city through the effective use of data, so as to enhance traffic benefits

When designing cycle routes or cycle tracks, relevant departments would consider the choice of location for cycle tracks, the road surface conditions of such tracks and the traffic management measures in the precinct to ensure the safety of cyclists. In addition, the departments concerned would consult stakeholders on the design of cycle tracks.

The Government is committed to developing Hong Kong into a smart city by making use of innovation and technology to enhance the effectiveness of city management, to improve people’s quality of living, and to enhance Hong Kong’s attractiveness to global business and talents so as to inspire continuous city innovation, and has commissioned a consultant to assist in the formulation of the overall development framework of the Hong Kong Smart City Blueprint. The consultant has submitted the study report to the Government in late June 2017. The report covers six areas, namely “Smart Mobility”, “Smart

Living”, “Smart Environment”, “Smart People”, “Smart Government” and “Smart Economy”, setting out a series of short, medium and long term initiatives and measures. The Office of the Government Chief Information Officer (“OGCIO”) has also uploaded the full report to its website (www.ogcio.gov.hk) on the same day. On Smart Mobility, the consultancy report also suggested continuing to enhance cycling facilities and encouraging the use of bicycles in new towns and new development areas. We will study the consultancy report with Innovation and Technology Bureau (“ITB”) and relevant B/Ds, taking into account Hong Kong’s unique circumstances, relevant policies and resources, to consider feasible initiatives and priority to promote smart city in different areas.

ITB has briefed the LegCo Panel on Information Technology and Broadcasting the major contents of the consultancy report on 10 July 2017. OGCIO has also started a two-month public consultation on 1 August 2017 regarding the consultancy report, inviting stakeholders and members of the public to give views and suggestions.

Management and Maintenance of Cycle Track

(12) Reviewing cycle track management and signage design in the territory to ensure their compliance with international standards

The management of cycle tracks is similar to that of other public roads in that the Transport Department (“TD”) is mainly responsible for traffic management, while other government departments carry out other work under their respective purview. For instance, the Food and Environmental Hygiene Department, Lands Department (“LandsD”), and the Police are responsible for, inter alia, cleansing and hygiene work, land management, and law enforcement respectively.

The TD monitors the conditions of cycle tracks and their associated facilities, and collects public views from time to time

with a view to formulating necessary improvement plans, which the TD will then entrust to the Highways Department (“HyD”) for implementation. As for signage on cycle tracks, the TD has been keeping in view the needs of cyclists, and will erect additional signs at appropriate locations to guide members of the public to designated cycle parking areas, resting stations and other facilities in the vicinity. The website of the TD’s Cycling Information Centre also provides information on the major cycle track routes and bicycle parking sites for easy public access. The TD also reviews signage design for cycle tracks and collects views from the local community from time to time so as to ensure that all standards formulated cater to the needs of the community as well as comply with the latest international standards. In addition, route maps and signs will be erected for public information at suitable locations along the backbone section of the cycle track network in the New Territories currently being developed by the DEVB.

(18) Regularly conducting inspections and surveys on cycle tracks and expeditious repairing damaged facilities to ensure safety of users

The HyD is responsible for the maintenance of public roads and their associated facilities (including cycle tracks), and conducts regular inspections and carries out maintenance works of various scales. To keep the road network in a safe and serviceable condition, trunk roads are inspected weekly, other roads are inspected once every one to three months, and cycle tracks are inspected weekly to quarterly subject to their locations and traffic flows.

In addition, HyD also conducts detailed inspections for all road types (including cycle tracks) once every six months to check the surface and structural conditions of the roads. The collected data are used for planning and prioritising the respective road maintenance works such that they can be carried out in an organised manner for preventive purpose. When HyD receives reports about defects on public roads and their associated

facilities, or when HyD identifies any defects during regular inspections, HyD will arrange appropriate maintenance works to public roads, keeping them in safe and serviceable conditions for road users.

Bicycle Parking Spaces

- (3) Providing additional bicycle parking spaces in the whole of Hong Kong, and in particular, adding public bicycle parking spaces and relevant ancillary facilities to government buildings and premises of public organizations by making reference to the experience of overseas countries in providing parking facilities for bicycles, such as the underground bicycle parking venues in Japan**
- (4) Exploring the addition of a provision to the terms of Government leases and conditions of sale, requiring the inclusion of bicycle-related ancillary facilities in new development project**
- (15) Comprehensively reviewing the supply of bicycle parking spaces, including stations along the railway lines, outlying island ferry piers, etc. and introducing a new automated bicycle parking system and other relevant ancillary facilities**
- (16) Assisting existing housing estates in providing more bicycle parking spaces**

The Government has been striving to improve ancillary facilities for cycling in recent years. Regarding the inclusion of bicycle-related ancillary facilities in new development projects, the Government will make reference to the related provisions in the HKPSG when drafting the terms of Government leases and conditions of land sale. According to the HKPSG on ancillary facilities for bicycles in new developments, the basic principle is that cycle parking facilities should be provided in areas with cycle tracks meant for short-distance intra-district travel.

The HKPSG has stipulated the standard for the number of bicycle parking spaces in developments. In general, bicycle parking spaces shall be provided in residential developments where there are nearby cycle tracks with connection to railway stations. The number of parking spaces is determined according to the distance to railway stations. If the distance to the railway station is between 0.5 km and 2 km, one bicycle parking space shall be provided for every 15 flats with flat size smaller than 70 m². If the distance to the rail station is beyond 2 km, then one bicycle parking space shall be provided for every 30 flats with flat size smaller than 70 m². The TD may also recommend a level of provision higher than that specified in the HKPSG taking into account the needs of the districts. For instance, individual residential developments in Pak Shek Kok and Ma On Shan have adopted the standard of one bicycle parking space for every 10 flats. For rail stations connected with cycle track network, a designated cycle parking area shall be provided at a rate of 30 bicycle parking spaces per 10 000 population for the peripheral area within 2 km of the rail station.

On increasing bicycle parking spaces for existing residential developments, in general, if there is a need to increase bicycle parking spaces in existing Public Rental Housing estates, tenants may make their requests to their respective estates. The Estate Office will take due consideration of the estate's actual situation, such as estate's topography, available common area and the views of stakeholders, etc.

For private housing estates, LandsD will, subject to applicable policy directive and compliance with the relevant outline zoning plan, process applications from individual owner(s) to change of use of their premises (e.g. private vehicle parking space) for bicycle parking purposes.

CEDD is now undertaking an investigation study for the pilot scheme for underground bicycle parking system. The preliminary investigation results are expected to be available by the end of this year. As regards the provision of bicycle parking spaces and facilities in government premises, the relevant approving authority will consider the merit of the proposal (e.g.

proposed uses, number of such facilities involved, site constraints, etc.) according to the prevailing mechanism.

- (5) **Revisiting the content of HKPSG concerning the quantities of bicycle parking spaces provided in different areas, and implementing the recommendations on improving the design of cycle tracks made in the Transport Department’s report on Traffic and Transport Consultancy Study on Cycling Networks and Parking Facilities in existing new towns in Hong Kong, including the erection of appropriate traffic signs, widening of cycle tracks at curved sections, replacing traditional steel bollards by collapsible plastic bollards as well as properly covering the existing U-channels, and altering the design of roadside gutter covers, so as to foster a bicycle-friendly environment**

At present, bicycle parking spaces managed by the TD are mainly located near places such as new towns or transport interchanges in the New Territories. Owing to the rising demand for bicycle parking spaces, the TD is proactively providing new public bicycle parking spaces in different districts in the New Territories through collaboration with various departments. In 2016, a total of about 1 000 additional public bicycle parking spaces were provided. Moreover, the TD will update the design guideline as necessary, including reducing the spacing between cycle parking racks in order to provide more bicycle parking spaces. It has also enhanced and installed more cycle parking racks in the vicinity of rail stations and public transport exchanges in accordance with the guideline. The TD has also included new bicycle rack designs, such as “double-deck parking system” and “1-up-1-down parking rack”, as standard designs and will consider the installation of these new parking racks at suitable locations so as to make available more bicycle parking spaces.

With regard to the bicycle facilities in the existing nine new towns (i.e. Sha Tin/Ma On Shan, Tai Po, Sheung Shui/Fanling, Yuen Long, Tin Shui Wai, Tuen Mun, Tsuen Wan, Tung Chung and Tseung Kwan O), the Traffic and Transport Consultancy Study on Cycling Networks and Parking Facilities in Existing New Towns in Hong Kong, which was commissioned by the TD in 2013, is

largely completed. The consultancy identified and proposed improvement to around 900 locations and the improvement measures concerned include providing more public bicycle parking spaces and providing additional safety facilities at some sharp bends, steep ramps and pedestrian crossings (such as the installation of collapsible plastic bollards for segregating two-way cycle track) in order to ensure the safety of cyclists and pedestrians. The first round of improvement works involving around 100 locations commenced in phases in 2016 and is expected to be completed within two years. As for the remaining 800-odd locations which are identified as requiring improvement, given the relatively complicated construction procedures involved, the TD is examining the resources and works required. The TD also planned to commission HyD to undertake the planning, design and construction for the projects. We expected that when the above 900 improvement works are fully completed, there will be an increase of around 7 000 bicycle parking spaces. Some 1 000 of these parking spaces will be completed progressively within this year and in 2018.

Riding Bicycles on Public Roads and Footways

- (6) Launching a pilot scheme of providing “bicycles only” lanes or “inclusive traffic” lanes on the non-major trunk roads of urban areas by making reference to the practices of European and other countries where road markings of designated cycle lanes are added onto carriageways to ensure that cyclists enjoy equal rights to use roads**

Regarding the comment that the Government may consider providing “bicycles only” lanes or “inclusive traffic” lanes on the non-major trunk roads of urban areas, we must point out that, except for expressways, government tunnels and individual roads designated as bicycle prohibition zones due to road safety considerations, cyclists currently enjoy the same rights as other road users to use roads provided that they observe traffic rules. As such, there is no need to provide “inclusive traffic” lanes.

The traffic in urban areas of Hong Kong is generally very heavy, with narrow and crowded roads, frequent on-street loading and

unloading activities and many vehicles passing by and needing to stop temporarily. For example, bicycles might have to change between outer and inner lanes due to the alighting and boarding of public transport passengers, hence increasing possible risks on roads. Owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas. Moreover, given the relatively limited road space in urban areas in general, if dedicated cycle lanes are to be designated on the road space, the existing walkways or carriageways will need to be narrowed, inevitably bringing inconvenience to other road users or aggravating road traffic congestions, and easily causing traffic accidents. Allowing a large number of bicycles to share the busy roads in urban areas with other vehicles without dedicated cycle tracks will also increase the risks of accidents. In view of the above, the Government currently does not have plans to designate “bicycles only” lanes in urban areas.

(7) Having regard to the premise of pedestrian safety, permitting the use of bicycles on designated pavements with spacious area, and introducing consequential amendments to the Road Traffic Ordinance to enhance the regulations governing the use of pavements by cyclists

The maximum speed of bicycles can reach 20 kilometres per hour (“kph”) to 30 kph, which is much faster than the walking speed of pedestrians (i.e. 3 kph to 4 kph). If cyclists are allowed to use pavements together with pedestrians, it will pose safety risks, especially to the elderly and children on the pavements. From the perspective of road safety, as the speeds of bicycles, pedestrians and motor vehicles differ, it is neither desirable nor prudent for them to share the use of roads. We consider it safer to provide cycle tracks for the use of bicycles which are segregated from carriageways and pavements. Road safety must also be taken into consideration when we promote cycling for short-distance commute and foster a bicycle-friendly environment.

Publicity, Education and Promotion

- (9) Stepping up publicity and education to instill in the public the knowledge about sharing roads with cyclists and include the content of sharing roads with cyclists in the syllabus of driving tests, so as to enhance motorists' and cyclists' awareness of road safety**

The TD and the Police have been working closely with the Road Safety Council to promote the message of mutual respect among motorists and cyclists through publicity and education, including making announcements in the public interests for both television and radio, producing a set of educational videos entitled "Safe Cycling: Rules and Tips" and the Road Safety Bulletin promotional publication, etc.. All these serve to remind motorists to respect the rights of cyclists to the shared use of roads, and that motorists and cyclists should give way to one another so as to avoid traffic accidents. At present, the written test component of the driving test required for the application for a driving licence covers general knowledge about traffic and road safety, including instructions for motorists on how to show consideration for the safety of other road users (including cyclists).

- (13) Organizing more large-scale cycling races and cycling-related activities to cultivate the interest of the public in cycling, so as to turn bicycles into a mode of transport of the public**

To promote the sport of cycling, over the years, the Government has been providing subvention to the Cycling Association of Hong Kong, China (CAHK) in organising various types of training courses, schools sports programmes, youth development programmes and local competitions etc. to allow the general public to experience track cycling, artistic cycling, road cycling and BMX etc. The Government also helps CAHK to organise major international events locally. Upon the completion of Hong Kong Velodrome, located in Tseung Kwan O, in 2013, CAHK had staged the "UCI Track Cycling World Cup" in 2016 successfully. It was honoured for Hong Kong to host the "UCI Track Cycling World Championships", first ever held in Hong Kong, in April this year, which was well-received with over 17 000 attendance for this 5-day event. Besides, the "Hong Kong Cyclothon", organised by the Hong Kong Tourism Board since 2015 was also

well-received by cycling fans and the response was overwhelming. The event attracted over 4 600 local and overseas people took part last year. This year, the event is expected to attract a record-breaking number of over 5 000 participants. All these activities help to cultivate the interest of the public in cycling.

Others

(8) Exploring the legalization for motor-driven bicycles

As a result of technological development, new categories of bicycles such as pedelecs have appeared in recent years. According to the existing Road Traffic Ordinance (Cap. 374), pedelecs fall within the category of “motor cycle” which must be registered with and licensed by the TD. Yet, as the design of the existing pedelecs often fails to meet the safety and performance standards of “motor cycle”, they cannot be registered or licensed. The TD will conduct a consultancy study on enhancing the walkability in Hong Kong in late 2017/early 2018 to promote the “Walk in HK” initiative. The study will explore, among others, whether mobility devices, such as pedelecs and motor-driven skateboards, are suitable to be used safely in Hong Kong, whether and how they should share the road with other users, as well as the safety and regulation matters to take note of.

(10) Further relaxing the existing restrictions on people travelling on public transport with bicycles

The Government encourages public transport operators to allow passengers to carry bicycles on board providing that safety and passenger convenience will not be compromised. As public transport is mainly for the carriage of passengers, the operators have to put in place appropriate requirements for the carriage of bicycles by passengers having regard to their actual operational conditions as well as passenger safety and convenience. In respect of franchised buses, passengers may carry foldable bicycles that are properly folded and bagged on board, so long as the carriage of the bicycles will not cause any hazard to other passengers or occupy any seats. The existing arrangement has in general worked well and can fulfill the needs of passengers concerned. Franchised bus companies will continue to instruct

bus captains through internal circulars and regular training on how to handle passengers who need to carry bicycles on board, and publicise the arrangement to passengers.

As regards MTR trains, currently, according to Section 4A of the Mass Transit Railway By-laws, no person shall bring any bicycle on railway premises. In view of citizens' and bicycle associations' requests that MTRCL should relax the restriction and allow carriage of bicycles on MTR, upon consideration of railway operational needs, space in train compartments and safety and comfort of other passengers, MTRCL allows passengers to bring a folded bicycle or a bicycle with a wheel dismantled on MTR. Apart from preventing passengers from cycling on railway premises, this arrangement also seeks to minimise the space occupied by bicycles in the heavily-used railway network and train compartments, to minimise the impact on other passengers. This pragmatic arrangement has already been in place for a period of time. According to MTRCL's observation, this arrangement has been operating smoothly.

MTRCL is reviewing the Mass Transit Railway By-laws. MTRCL would like to use the above established arrangement as a basis to set clear guidelines and regulations regarding the carriage of bicycles in railway premises. MTRCL proposes to remove the prohibition on carriage of bicycles from Section 4A of the Mass Transit Railway By-laws and, at the same time, add a provision in the By-laws to prohibit cycling to safeguard the safety of passengers. After amending the By-laws, the guidelines and regulations on the carriage of bicycles will be included as a "conditions of carriage" made pursuant to the By-laws.

After consulting the Subcommittee on Matters Relating to Railways of the Legislative Council Panel on Transport on 28 April this year, the review of the Mass Transit Railway By-laws is in progress. When the review is completed, an amendment proposal will be submitted to LegCo. Detailed arrangement on carriage of bicycles and prohibition on cycling will be reported to LegCo in one go.

- (11) Actively formulating a policy to assist local bicycle manufacturing and related industries, including the development of the bicycle-sharing, self-service bicycle hiring, bicycle servicing and repairing as well as bicycle accessories industries**

- (17) Encouraging and assisting bicycle hiring services in different operation modes to be developed in a fair and regulated environment**

Automated bicycle rental service has been a popular bicycle rental operation mode in recent years. Early this year, a private operator launched an automated bicycle rental service in Hong Kong, in the name of "bicycle-sharing". It allows customers to rent and return bicycles anywhere on a self-service basis through a smartphone application. There is no fundamental difference in the nature of this business to that of conventional bicycle rental businesses, only that this operator adopts a different mode of operation.

In view of the controversies in individual districts concerning the occupation of public bicycle parking spaces by rental bicycles and the use of public resources for profit-making activities after the concerned operator launched its automated bicycle rental service, the Government's stance is that such operation should comply with the legislation, including those regarding parking of rental bicycles. Relevant government departments will take enforcement action and handle illegal bicycle parking in accordance with the established practice, irrespective of whether the illegally parked bicycles are conventional rental bicycles, automated rental bicycles or privately owned bicycles.

The Government will closely monitor the operation of bicycle rental services in various districts. If necessary, we do not preclude considering further regulating bicycle rental services, but will need to ensure that the regulatory regime will not violate the principle of fair competition and is pragmatic and viable.

(Translation)

**Motion on
“Formulating a bicycle-friendly policy and
designating bicycles as a mode of transport”
moved by Hon HUI Chi-fung
at the Council meeting of 14 June 2017**

**Motion as amended by Hon LUK Chung-hung, Hon CHAN Han-pan and
Hon Charles Peter MOK**

That since bicycles are recognized as a mode of green transport, this Council urges the Government to designate bicycles as a mode of transport and expeditiously formulate a bicycle-friendly policy for Hong Kong to encourage the public to commute by bicycles in urban and rural areas, so as to achieve the objectives of improving roadside air quality and promoting low-carbon transport; specific measures under the policy include:

- (1) reserving lands for the construction of cycle tracks through planning when undertaking urban renewal, so as to perfect the urban cycle track networks;
- (2) adding cycle tracks with integrated usage of transport, leisure and sports to new harbourfront development projects;
- (3) providing additional bicycle parking spaces in the whole of Hong Kong, and in particular, adding public bicycle parking spaces and relevant ancillary facilities to government buildings and premises of public organizations by making reference to the experience of overseas countries in providing parking facilities for bicycles, such as the underground bicycle parking venues in Japan;
- (4) exploring the addition of a provision to the terms of Government leases and conditions of sale, requiring the inclusion of bicycle-related ancillary facilities in new development projects;
- (5) revising the content of the Hong Kong Planning Standards and Guidelines concerning the quantities of bicycle parking spaces provided in different areas, and implementing the recommendations on improving the design of cycle tracks made in the Transport Department’s report on Traffic and Transport Consultancy Study on Cycling Networks and Parking Facilities in existing new towns in Hong Kong, including the erection of appropriate traffic signs, widening of cycle tracks at curved

sections, replacing traditional steel bollards by collapsible plastic bollards as well as properly covering the existing U-channels, and altering the design of roadside gutter covers, so as to foster a bicycle-friendly environment;

- (6) launching a pilot scheme of providing ‘bicycles only’ lanes or ‘inclusive traffic’ lanes on the non-major trunk roads of urban areas by making reference to the practices of European and other countries where road markings of designated cycle lanes are added onto carriageways to ensure that cyclists enjoy equal rights to use roads;
- (7) having regard to the premise of pedestrian safety, permitting the use of bicycles on designated pavements with spacious area, and introducing consequential amendments to the Road Traffic Ordinance to enhance the regulations governing the use of pavements by cyclists;
- (8) exploring the legalization of motor-driven bicycles;
- (9) stepping up publicity and education to instill in the public the knowledge about sharing roads with cyclists and include the content of sharing roads with cyclists in the syllabus of driving tests, so as to enhance motorists’ and cyclists’ awareness of road safety;
- (10) further relaxing the existing restrictions on people travelling on public transport with bicycles;
- (11) actively formulating a policy to assist local bicycle manufacturing and related industries, including the development of the bicycle-sharing, self-service bicycle hiring, bicycle servicing and repairing as well as bicycle accessories industries;
- (12) reviewing cycle track management and signage design in the territory to ensure their compliance with international standards; and
- (13) organizing more large-scale cycling races and cycling-related activities to cultivate the interest of the public in cycling, so as to turn bicycles into a mode of transport of the public;
- (14) expeditiously completing the connection works on linking up the cycle tracks in eastern and western New Territories, so as to connect the cycle tracks in various districts of the New Territories;
- (15) comprehensively reviewing the supply of bicycle parking spaces, including stations along the railway lines, outlying island ferry piers,

etc. and introducing a new automated bicycle parking system and other relevant ancillary facilities;

- (16) assisting existing housing estates in providing more bicycle parking spaces;
- (17) encouraging and assisting bicycle hiring services in different operation modes to be developed in a fair and regulated environment; and
- (18) regularly conducting inspections and surveys on cycle tracks and expeditiously repairing damaged facilities to ensure safety of users; and
- (19) designing suitable cycling routes based on the planning of a smart city through the effective use of data, so as to enhance traffic benefits.