

(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.