

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

政府總部
發展局
工務科
香港花園道美利大廈



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11 February 2011

Clerk to the Public Works Subcommittee
Legislative Council Building
8 Jackson Road
Central, Hong Kong
(Attn : Ms Debbie Yau)

Dear Ms Yau,

**Public Works Subcommittee
Follow-up to Meeting on 17 January 2011
PWSC(2010-11)26**

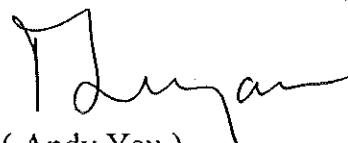
We refer to your letter of 20 January 2011 to the Secretary for Financial Services and the Treasury.

In considering the paper on 270RS "Cycle tracks and associated facilities along seafront at Town Centre South, Tseung Kwan O" (ref. PWSC(2010-11)26), Members requested the Administration to advise whether there is any plan to replace the existing inverted U-shaped bollards in all cycle tracks in the territory. Having consulted the Transport Department and Highways Department, we would like to reply as follows.

The inverted U-shaped steel bollards (existing bollards) on existing cycle tracks are to alert cyclists to slow down at appropriate locations. To reduce the damage caused by accidental hit at the bollards, the Transport Department and Highways Department had, for the enhanced safety of cyclists, reviewed the design of the existing bollards and conducted on-site trials of the improved bollards in 2009. The newly designed bollards are made of elastic-plastic material and the outer layer is composed of conspicuous yellow retro-reflective material. Photos of new bollards are shown in **Annex**.

Results of on-site trials indicate that the newly designed bollards with suitable road markings can effectively enhance the safety of cyclists. The design is supported by the cycling associations and is welcome by cyclists. The Transport Department and Highways Department have already adopted the newly designed bollards as a standard provision for cycle tracks. Distinguished from the plastic bollards by the more rigid material, the inverted U-shaped steel bollards can help alert cyclists to stop and temporarily dismount. Steel bollards can also discourage illegal entry of motorized vehicles, and hence will continue to be implemented at appropriate locations (e.g. at the ends of cycle tracks, approach roads to carriageway, etc.) The cycling associations and cyclists are supportive of the arrangement. The Transport Department and Highways Departments are progressively replacing the inverted U-shaped steel bollards by the newly designed plastic bollards, with a view to completing the relevant works before 2016.

Yours sincerely,



(Andy Yau)

for Secretary for Development

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