

立法會
Legislative Council

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From : Clerk to the Legislative Council
To : All Members of the Legislative Council

Council meeting of 7 June 2017

**Amendments to motion on
“Formulating a bicycle-friendly policy and
designating bicycles as a mode of transport”**

Further to LC Paper No. CB(3) 550/16-17 issued on 11 May 2017, four Members (Hon LUK Chung-hung, Hon CHAN Han-pan, Dr Hon YIU Chung-yim and Hon Charles Peter MOK) have respectively given notice of their intention to move separate amendments to Hon HUI Chi-fung’s motion on “Formulating a bicycle-friendly policy and designating bicycles as a mode of transport”. Members have been informed vide LC Paper No. CB(3) 586/16-17 issued on 19 May 2017 that the above motion, scheduled for the Council meeting of 31 May 2017, will be rescheduled to the Council meeting of 7 June 2017. As directed by the President, the respective amendments will be printed in the terms in which they were handed in on the Agenda of the Council.

2. The President will order a joint debate on the above motion and the four amendments. To assist Members in debating the motion and the amendments, I set out below the procedure to be followed during the debate:

- (a) the President calls upon Hon HUI Chi-fung to speak and move his motion;
- (b) the President proposes the question on Hon HUI Chi-fung’s motion;
- (c) the President calls upon the four Members who wish to move amendments to speak in the following order, but no amendment is to be moved at this stage:

- (i) Hon LUK Chung-hung;
 - (ii) Hon CHAN Han-pan;
 - (iii) Dr Hon YIU Chung-yim; and
 - (iv) Hon Charles Peter MOK;
- (d) the President calls upon the public officer(s) to speak;
- (e) the President invites other Members to speak;
- (f) the President gives leave to Hon HUI Chi-fung to speak for the second time on the amendments;
- (g) the President calls upon the public officer(s) to speak again;
- (h) in accordance with Rule 34(5) of the Rules of Procedure, the President has decided that he will call upon the four Members to move their respective amendments in the order set out in paragraph (c) above. The President invites Hon LUK Chung-hung to move his amendment to the motion, and forthwith proposes and puts to vote the question on Hon LUK Chung-hung's amendment;
- (i) after Hon LUK Chung-hung's amendment has been voted upon, the President deals with the other three amendments; and
- (j) after all amendments have been dealt with, the President calls upon Hon HUI Chi-fung to reply. Thereafter, the President puts to vote the question on Hon HUI Chi-fung's motion, or his motion as amended, as the case may be.

3. For Members' reference, the terms of the original motion and of the motion, if amended, are set out in the **Appendix**.

(Dora WAI)
for Clerk to the Legislative Council

Encl.

(Translation)

**Motion debate on
“Formulating a bicycle-friendly policy and
designating bicycles as a mode of transport”
to be held at the Council meeting of 7 June 2017**

1. Hon HUI Chi-fung’s original motion

That 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 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;
- (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 bicycle facilities, 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;
- (7) having regard to the premise of pedestrian safety, permitting the use of bicycles on designated pavements with spacious area;

- (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' awareness of the related information;
- (10) further relaxing the existing restrictions on people travelling on public transport with bicycles;
- (11) encouraging and assisting the development of the bicycle-sharing and self-service bicycle hiring industries; and
- (12) reviewing cycle track management and signage design in the territory to ensure their compliance with international standards.

2. Motion as amended by Hon LUK Chung-hung

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 ~~bicycle facilities~~ *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 ~~the~~ *related information-road safety*;
- (10) further relaxing the existing restrictions on people travelling on public transport with bicycles;
- (11) ~~encouraging and assisting~~ *actively formulating a policy to assist local bicycle manufacturing and related industries, including the development of the bicycle-sharing and, self-service bicycle hiring, bicycle servicing and repairing as well as bicycle accessories industries; and*
- (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.*

Note: Hon LUK Chung-hung's amendment is marked in *bold and italic type* or with deletion line.

3. Motion as amended by Hon CHAN Han-pan

That *since more and more people use bicycles as a mode of transport or for recreational purposes*, 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 ~~when undertaking urban renewal, so as to perfect the urban cycle tracks networks~~ *in appropriate districts, and 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;*
- (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,~~ *comprehensively reviewing the supply of bicycle parking spaces, including* adding public bicycle parking spaces ~~and relevant ancillary facilities~~ to government buildings ~~and~~ premises of public organizations, *stations along the railway lines, outlying island ferry piers, etc. and introducing a new automated bicycle parking system and other relevant ancillary facilities;*
- (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, *and assisting existing housing estates in providing more bicycle parking spaces;*
- (5) revising the content of the Hong Kong Planning Standards and Guidelines concerning bicycle facilities, 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;
- (7) ~~having regard to the premise of pedestrian safety, permitting the use of bicycles on designated pavements with spacious area;~~
- (8) ~~exploring~~ ***commencing a study on*** the legalization of motor-driven bicycles;
- (9)(8) stepping up publicity and education to instill in the public the knowledge about sharing roads with cyclists and ~~include~~ ***enhance*** the content of sharing roads with cyclists in the syllabus of driving tests, so as to enhance motorists’ awareness of the related information;
- (10)(9) ***following extensive consultation with various stakeholders, exploring*** further relaxing the existing restrictions on people travelling on public transport with bicycles;
- (11)(10) encouraging and assisting ~~the development of the bicycle-sharing and self-service bicycle hiring industries;~~ and ***bicycle hiring services in different operation modes to be developed in a fair and regulated environment;***
- (12)(11) reviewing cycle track management and signage design in the territory to ensure ~~their compliance with international standards~~ ***easy understanding by the public; and***
- (12) ***regularly conducting inspections and surveys on cycle tracks and expeditiously repairing damaged facilities to ensure safety of users.***

Note: Hon CHAN Han-pan’s amendment is marked in ***bold and italic type*** or with deletion line.

4. Motion as amended by Dr Hon YIU Chung-yim

That 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) ***providing ‘bicycles only’ lanes in urban areas and*** reserving lands for the construction of cycle tracks 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 ***and areas with heavy pedestrian flows***;
- (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 bicycle facilities, 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;
- (7) having regard to the premise of pedestrian safety, permitting the use of bicycles on designated pavements with spacious area;
- (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’ awareness of the related information;
- (10) further relaxing the existing restrictions on people travelling on public transport with bicycles;
- (11) encouraging and assisting the development of the bicycle-sharing and self-service bicycle hiring industries; and
- (12) reviewing cycle track management and signage design in the territory to ensure their compliance with international standards.

Note: Dr Hon YIU Chung-yim’s amendment is marked in ***bold and italic type*** or with deletion line.

5. Motion as amended by Hon Charles Peter MOK

That 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 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;
- (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 bicycle facilities, 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;
- (7) having regard to the premise of pedestrian safety, permitting the use of bicycles on designated pavements with spacious area;
- (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’ awareness of the related information;
- (10) further relaxing the existing restrictions on people travelling on public transport with bicycles;

- (11) encouraging and assisting the development of the bicycle-sharing and self-service bicycle hiring industries; ~~and~~
- (12) reviewing cycle track management and signage design in the territory to ensure their compliance with international standards; *and*
- (13) *designing suitable cycling routes based on the planning of a smart city through the effective use of data, so as to enhance traffic benefits.*

Note: Hon Charles Peter MOK's amendment is marked in *bold and italic type* or with deletion line.