



### Bicycle-friendly policy in Hong Kong

**Figure 1 – Global ranking of bicycle-friendliness<sup>(1)</sup> and bike usage<sup>(2)</sup> in key Asia-Pacific cities, 2019**

Ranking	Cities	Usage (%)
1	Utrecht	51.0
2	Munster	39.1
3	Antwerp	28.9
...	...	...
7	Hangzhou	30.0
20	Melbourne	16.1
24	Tokyo	15.0
38	Beijing	14.0
52	Singapore	1.0
69	Seoul	1.5
84	Hong Kong	0.5
88	Bangkok	0.3

Notes: (1) It takes into account usage, safety, weather, sharing options, infrastructure and other factors.

(2) It shows the share of population using bikes in everyday life.

**Figure 2 – Length of cycle tracks, 2011 and 2020**

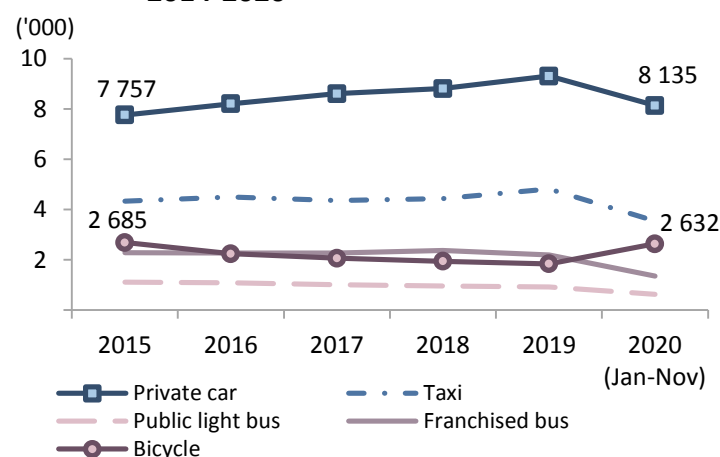
Districts	2011 (km) <sup>(1)</sup>	2020 (km) <sup>(2)</sup>	Change (%)	Planned/potential addition (km) <sup>(3)</sup>
Hong Kong Island	0.3	0.3	0.0	0.0
Kowloon East	0.0	0.0	0.0	15.6
Kowloon West	1.5	0.0	-100.0	0.0
New Territories East	127.0	143.6	+13.1	8.7
New Territories West	78.0	81.3	+4.2	80.3
Total	206.8	225.2	+8.9	104.6

Notes: (1) As at September 2011.

(2) As at March 2020.

(3) Including cycle tracks under construction or study.

**Figure 3 – Traffic accidents by vehicle types, 2014-2020**

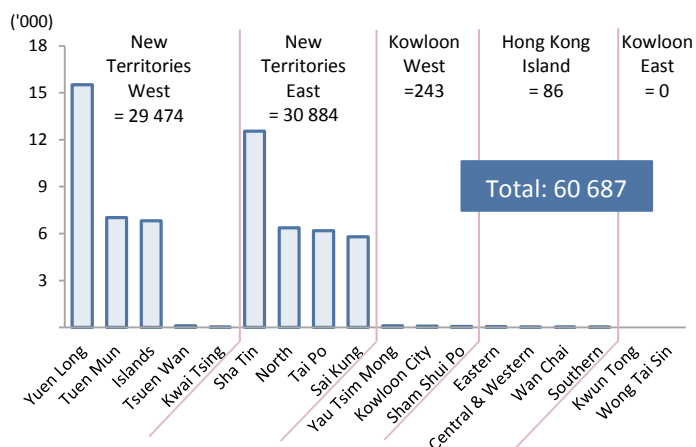


### Highlights

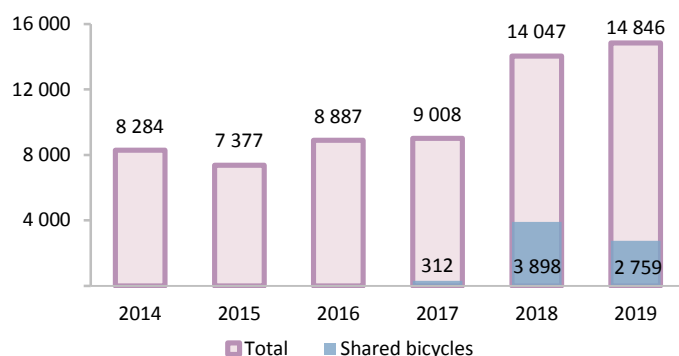
- In Hong Kong, the Government has a policy of fostering a bicycle-friendly environment where road safety allows, especially in new towns and new development areas. Nonetheless, Hong Kong has reportedly been outshone by its global peers in terms of bicycle-friendliness. In a 2019 global survey on bicycle-friendliness of cities based on factors such as usage and safety, Hong Kong ranked 84<sup>th</sup> out of 90 surveyed cities, lagging behind major Asian cities such as Tokyo, Beijing and Singapore (**Figure 1**). Although European cities dominated the top rankings, some cities in Asia-Pacific like Hangzhou and Melbourne were among the top 20. The survey also indicated that Hong Kong had a low bicycle usage (0.5%) compared with its regional counterparts.
- To promote bicycle usage especially for recreation and short-distance commuting, the Government has stepped up efforts to provide supporting infrastructure conducive to cycling. One example is the growing cycle track network, as demonstrated by the recent completion of a 60-kilometer ("km") cycle track connecting New Territories East and West. As at March 2020, the total length of cycle tracks reached more than 220 km, representing an increase of 8.9% from 2011 (**Figure 2**). While the existing and proposed cycle tracks tend to concentrate in the New Territories, some new tracks can be expected in the new Kai Tak development area in Kowloon East.
- Safety is often a prime concern for cyclists in densely populated Hong Kong. The Government has therefore enhanced measures to promote cycling safety, primarily through education and publicity campaigns targeting road users as well as improving the design of cycle tracks to prevent accidents. While the length of cycle tracks has grown in recent years, the number of bicycle accidents has been on a slightly downward trend between 2015 and 2019 (**Figure 3**). However, in the first 11 months of 2020, the number of bicycle accidents rebounded to 2 632.

## Bicycle-friendly policy in Hong Kong (cont'd)

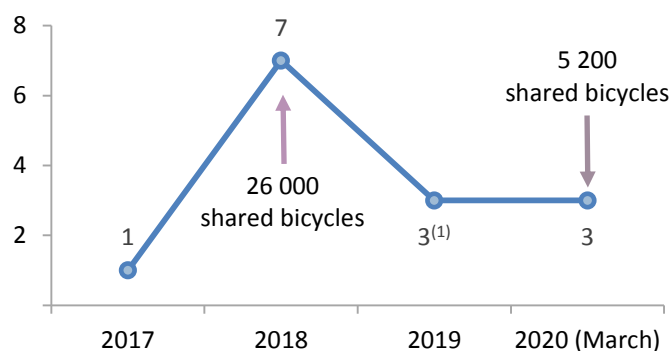
**Figure 4 – Bicycle parking spaces, as at March 2020**



**Figure 5 – Confiscations of illegally parked bicycles, 2014-2019**



**Figure 6 – Number of bicycle-sharing operators, 2017-2020**



Note: (1) Excluding an operator that notified the Government about its withdrawal from the Hong Kong market in end-2019.

## Highlights

- Another concern for cyclists is the availability of bicycle parking space. As at March 2020, there were slightly more than 60 000 bicycle parking spaces in Hong Kong (Figure 4). The distribution has been rather uneven. The New Territories is home to 99% of all bicycle parking spaces, while there are few or none in urban areas like Kowloon and Hong Kong Island. This may be attributed to the Government's policy of promoting cycling in new development areas or in new towns in the New Territories rather than in traffic-heavy urban areas due to safety considerations.
- Amid some local concerns over illegal parking of bicycles, relevant departments of the Government have conducted joint clearance operations against these bicycles. Some 8 000 illegally parked bicycles were removed annually between 2014 and 2017 (Figure 5). The growing usage of shared bicycles, also known as dockless automated rental bicycles, has contributed to a greater number of bicycle confiscations in recent years. In 2019, a total of 14 846 bicycles were removed, of which 2 759 (19%) were shared bicycles.
- Increased use of shared bicycles is driven by the emergence of bicycle-sharing services, which enable users to rent and return bicycles anytime and anywhere through mobile applications. The number of bicycle-sharing operators jumped from just one in 2017 to a maximum of seven in 2018 (Figure 6). Nonetheless, this momentum failed to sustain in part owing to intense competition. The surge in the number of shared bicycles has also reportedly given rise to public nuisance. The Government has responded with clearance operations and the launch of a code of practice ("CoP") for bicycle-sharing operators in 2018. The CoP emphasizes self-discipline and promotes the use of information technology among operators to facilitate the monitoring of bicycle usage. As at March 2020, three bicycle-sharing operators remained in business with about 5 200 bicycles.

Data sources: Latest figures from Global Bicycle Cities Index and Transport and Housing Bureau.

Research Office  
Information Services Division  
Legislative Council Secretariat  
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Tel: 3919 3585

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