

**For discussion
on 15 May 2020**

Legislative Council Panel on Transport

Improvement works for cycle track networks in new towns and operation of automated dockless bicycle rental services

Purpose

This paper briefs Members on the improvement works for cycle track networks in new towns and the latest operation of automated dockless bicycle rental services (“ADBRS”) in Hong Kong.

Promotion of Cycling for short-distance commuting

2. Hong Kong is densely populated and our transport policy places priority on public transport without heavy reliance on private cars. At the same time, we endeavour to foster a “bicycle-friendly environment” and promote cycling for recreation and short-distance commuting where road safety and conditions permit, in particular in new towns and new development areas given that the cycle track networks in these areas are more comprehensive. The Transport and Housing Bureau and the Transport Department (“TD”) continue to enhance existing cycle tracks and bicycle parking facilities in the nine new towns¹. As at March 2020, the cycle tracks were about 225 kilometers in total length with more than 60 500 public bicycle parking spaces over the territory. Their breakdown by district is at **Annex A**. Among these public bicycle parking spaces, over 38 000 were under TD’s management, and the remaining were managed by other government departments.

Improvement of Cycling Facilities in New Towns

3. TD completed a study in 2017 on improvement of existing cycling facilities in nine new towns, recommending provision of more bicycle parking spaces and

¹ The nine new towns are Tin Shui Wai, Yuen Long, Tuen Mun, Tsuen Wan, Tung Chung, Tseung Kwan O, Sha Tin/Ma On Shan, Tai Po and Fanling/Sheung Shui.

additional safety facilities at sharp bends, steep ramps and pedestrian crossings of the existing cycle tracks in order to enhance safety of cyclists and pedestrians.

4. To follow up on the study, TD, together with the Highways Department (“HyD”), have been implementing the improvement works in three phases as follows:

- (a) Phase 1: Improvement works at about 100 sites were completed in mid-2018. About 1 000 additional public bicycle parking spaces were provided, and safety facilities such as collapsible plastic bollards, traffic signs, road markings, etc. were installed at about 70 sites.
- (b) Phase 2: Improvement works are being implemented at about 450 sites. Consultation with relevant District Councils was conducted between May and December 2018, and the works commenced in February 2020 for completion by end 2021. About 2 000 additional public bicycle parking spaces will be provided, and safety facilities will be installed at about 320 sites.
- (c) Phase 3: Subject to local consultation and feasibility assessment, improvement works will commence at about 160 remaining sites with additional public bicycle parking spaces, as well as improvement to the connectivity and alignment of the existing cycle tracks. More extensive and complicated engineering works will be conducted for the Phase 3 improvement projects and TD is liaising with HyD on the design and construction for the improvement works. Consultation will commence upon completion of the Phase 2 improvement works.

Some examples of the improvement facilities are shown at **Annex B**.

Additional Bicycle Parking Spaces at Public Transport Interchanges (“PTIs”) and near Railway Stations in the New Territories (“NT”)

5. To facilitate cyclists to commute between public transport facilities and homes/offices for the “first mile” and “last mile”, TD has identified suitable locations for additional public bicycle parking spaces at PTIs and near railway stations in NT. For example, TD has provided over 330 bicycle parking spaces at the former Sheung Shui Park-and-Ride car park site, and the number of spaces will increase in phases to over 700 spaces in 2020. For other districts in NT, TD has so far provided over 13 000 bicycle parking spaces at PTIs and around railway stations. The numbers of bicycle parking spaces at PTIs and in the vicinity of railway stations as at March 2020 are shown at **Annex C** and **Annex D**

respectively. TD will continue to identify suitable locations at PTIs and near railway stations when opportunity arises.

Latest Development of ADBRS

6. In recent years, ADBRS, which facilitates customers to self-serve and rent/return bicycles through mobile applications with no fixed locations for renting and returning bicycles, has become popular in many cities. Since the first ADBRS operation in Hong Kong in April 2017, the number of ADBRS operators has increased rapidly to seven in mid-2018, deploying 26 000 bicycles in total over the territory. As at March 2020, three operators² remained in the local market, deploying about 5 200 rental bicycles.

7. The sharp increase in the number of rental bicycles under ADBRS, especially during its early stage of introduction in Hong Kong, gave rise to local concern over illegal parking and public nuisance. The Government has formulated a two-pronged approach to tackle the issues caused by ADBRS operation in Hong Kong through conducting clearance operations and introducing a code of practice (“CoP”) for ADBRS.

Clearance Operations

8. Relevant departments have been conducting regular clearance operations pursuant to the Land (Miscellaneous Provisions) Ordinance (Cap. 28) and the Summary Offences Ordinance (Cap. 228) to remove illegally parked bicycles which unlawfully occupy unleased Government land and those causing obstruction in public areas respectively. About 780 clearance operations were conducted in 2018 and 2019. About 29 000 bicycles were removed, among which some 6 600 were from ADBRS.

CoP for ADBRS

9. TD introduced CoP for the operation of ADBRS in September 2018, with a view to facilitating ADBRS to operate in a responsible, self-regulatory and sustainable manner in the new towns and new development areas. By drawing

² The three operators are Hobabike, LocoBike and Ofo.

references from overseas regulatory regimes on ADBRS³, CoP emphasises self-discipline of the operators and advocates the use of information technology to facilitate control and monitoring. CoP sets out the requirements for ADBRS operators and their operation, including the maximum number of bicycles that can be deployed according to the outturn rental transactions of each operator. The operators are also required to ensure that their bicycles will not be deployed in the urban areas. The operators are expected to provide customers with timely assistance through mobile applications, and to handle enquiries and complaints promptly.

10. To facilitate the monitoring of ADBRS operation and their bicycle deployment, TD has through CoP requested ADBRS operators to furnish information on the locations of and trips made by rental bicycles through the Global Positioning System installed in their bicycles. This facilitates TD to monitor the number, distribution and utilisation of the rental bicycles from an overall perspective in different districts.

11. After promulgation of CoP, TD secured the support and commitment of four operators which were active in the local market at that time⁴ in complying with CoP. A memorandum of understanding was signed with each of them. TD also meets with ADBRS operators regularly to follow up on views and feedback of the relevant District Councils and the local community, with a view to ensuring that their operations meet the community expectations while tackling any issues relating to illegal bicycle parking or public nuisance caused by their operations.

Enhancement of ADBRS operations

12. Since the promulgation of CoP, the operators have introduced several improvement measures, including the conspicuous display of complaint hotline on their bicycles so that the public can make complaints about any illegally parked rental bicycles immediately and the staff can clear them as soon as possible. Other measures include the use of smartphone application to display

³ In London, Edinburgh and Sydney, regulatory control is exercised by means of CoP, whereas in Singapore, legislative controls have been exercised by a licensing regime.

⁴ The four operators were Hobabike, Ketch'up Bike, LocoBike and Ofo. Ketch'up Bike formally notified TD on 12 December 2019 of the withdrawal from the local market and removed their mobile application from the online store.

the parking space locations, and introducing concessionary schemes for cyclists who properly park their bicycles by using the “Geo-fencing”⁵ technology.

13. It is noted that the number of rental bicycles under ADBRS has gradually decreased from about 26 000 in October 2018 to about 5 200 in March 2020, accounting for a drop by 80%. The number of monthly complaints related to illegal parking of rental bicycles received by the Government 1823 Call Centre has sharply decreased by more than 90%, from 91 cases in October 2018 to 2 in March 2020 (at **Annex E**). TD will continue to closely monitor the operation of ADBRS in Hong Kong.

Advice sought

14. Members are invited to note the latest progress of the improvement works for cycle track networks and the latest situation of ADBRS in Hong Kong.

**Transport and Housing Bureau
Transport Department
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⁵ Geo-fencing refers to a virtual geographic boundary which shows undesirable bicycle parking blackspots such as vehicle access points, emergency access, school entrance, narrow footpath, etc.

Cycle Track and Bicycle Parking Spaces
(as at March 2020)

District	Cycle track length (km)	Number of bicycle parking spaces
Central and Western	0	32
Wan Chai	0	8
Eastern	0	44
Southern	0.3	2
Kowloon City	0	75
Sham Shui Po	0	60
Kwun Tong	0	0
Kwai Tsing	0	20
Yau Tsim Mong	0	108
Wong Tai Sin	0	0
Islands	14.2	6 816
North	28.3	6 359
Sai Kung	22	5 799
Sha Tin	57.3	12 540
Tai Po	36	6 186
Tsuen Wan	0	113
Tuen Mun	20.7	7 016
Yuen Long	46.4	15 509
Total:	225.2	60 687

Examples of the Improvement Facilities

<p>Provision of additional bicycle parking spaces</p>	
<p>Additional safety facilities at pedestrian crossing to alert the cyclists to slow down cycling traffic</p>	
<p>Additional safety facilities at steep ramps to alert the cyclists to slow down and segregate two-way cycling traffic</p>	
<p>Additional safety facilities at sharp bends to alert the cyclists to slow down and segregate two-way cycling traffic</p>	

**Bicycle Parking Spaces managed by TD at PTIs
(as at March 2020)**

District	PTI	Number of bicycle parking spaces
Sha Tin	Ma On Shan Town Centre	100
Tuen Mun	Lung Mun Oasis	38
	Tuen Mun Central	
Yuen Long	Yuen Long Station (North)	38
Total :		176

**Bicycle Parking Spaces managed by TD
in the vicinity of Railway Stations
(as at March 2020)**

District	Railway station	Number of bicycle parking spaces
North District	Sheung Shui	2 665
	Fanling	
Tai Po	Tai Wo	855
	Tai Po Market	
Sha Tin	University	3 284
	Fo Tan	
	Sha Tin	
	Tai Wai	
	Che Kung Temple	
	Sha Tin Wai	
	City One	
	Shek Mun	
	Tai Shui Hang	
	Heng On	
	Ma On Shan	
	Wu Kai Sha	
Sai Kung	Po Lam	1388
	Hang Hau	
	Tseung Kwan O	
	Tiu Keng Leng	
	LOHAS Park	
Islands	Tung Chung	456
Tsuen Wan	Tsuen Wan West	70
Yuen Long	Kam Sheung Road	2 962
	Yuen Long	
	Long Ping	
	Tin Shui Wai	
Tuen Mun	Siu Hong	1 450
	Tuen Mun	
Total :		13 130

Annex E

