

LEGISLATIVE COUNCIL BRIEF

Road Traffic Ordinance (Cap. 374)

Updating of the Road Users' Code

INTRODUCTION

The Secretary for Transport and Housing (“STH”) has exercised his power under section 109 of the Road Traffic Ordinance (Cap. 374) (“RTO”) to revise the Road Users’ Code (“RUC”). The revised RUC is at **Annex A**.

JUSTIFICATIONS

2. The first edition of RUC was published in 1987 and the second edition was issued in May 2000. RUC sets out rules, advice and information applicable to different types of road users (including drivers, cyclists, passengers and pedestrians) and seeks to enable road users to understand the meaning of traffic signs, traffic signals and road markings. STH may, in accordance with section 109(1) of RTO, revise RUC. Any such revisions shall be laid before the Legislative Council (“LegCo”) in accordance with section 109(2) of RTO. Pursuant to section 109(5) of RTO, a failure on the part of any person to observe any provisions of RUC shall not of itself render that person liable to criminal proceedings. However, any such failure may in any civil or criminal proceedings be relied upon by any party to the proceedings as tending to establish or negative any liability in the proceedings.

3. Since the last round of updating of RUC in 2000, there have been amendments to the traffic signs, traffic rules as well as enactment of new traffic regulations through applicable legal instruments. While such changes have been disseminated to the public as well as relevant transport trades and organisations through various promotional channels and it is clearly stated in

RUC that all rules, advice and information applicable to road users shall be subject to the prevailing legislation given that legislation may be amended from time to time, we see the need to update the existing RUC so as to reflect such changes.

4. Opportunity has also been taken to review the existing RUC in a comprehensive manner in consultation with a dedicated working group¹ with representatives from relevant stakeholders with a view to refining the existing RUC and giving more appropriate advice to various road users.

THE REVISED ROAD USERS' CODE

5. The revisions to the existing RUC could be broadly categorised as follows -

- (a) For the purpose of reflecting amendments that have been made to the relevant legislation since the last round of updating of RUC

For example, public light bus and taxi passengers must wear seat belts installed at their seats; private car and light goods vehicle drivers are required to undergo a probationary driving period before obtaining full driving licence; drivers must switch off idling engines and adhere to the statutory requirements in connection with drink driving and drug driving;

- (b) For the purpose of providing additional advice to road users

For example, there are ways to ride a cycle safely (including the good practice of wearing safety helmet); reminder for the elderly and the disabled on the safe use of public transport, roads and related facilities; and

¹ The Road Safety Research Committee under the Road Safety Council set up a working group to gauge comments from various stakeholders on necessary amendments to the existing RUC. The working group comprised representatives from various sectors, including the academia, motor vehicle and transport trades, medical, educational, cycling and disabled associations as well as relevant government departments, including the Transport and Housing Bureau, Highways Department, Hong Kong Police Force and Transport Department (“TD”).

(c) For the purpose of updating information

For example, there are updates on the strategic route numbers, traffic signs and road markings, as well as revisions to the illustrations and wording. In addition, a new section on “Further Reference Materials” has been added, along with two-dimensional barcodes/website addresses, to offer convenience to the public to get further and/or updated relevant contents online.

The major revisions to each chapter of RUC are set out at **Annex B**.

LEGISLATIVE TIMETABLE

6. The legislative timetable for the revised RUC is as follows -

Publication in the Gazette	24 April 2020
Tabling at LegCo for negative vetting	29 April 2020
Coming into effect	19 June 2020

IMPLICATIONS OF THE PROPOSAL

7. The updating of RUC is in conformity with the Basic Law, including provisions concerning human rights. It does not affect the current binding effect of RTO and its subsidiary legislation. There will be no financial, civil service, economic, productivity, environmental, sustainability, family or gender implications.

CONSULTATION

8. We consulted the LegCo Panel on Transport on the revised RUC at its meeting on 16 March 2018. Members of the Panel generally supported the revisions.

PUBLICITY

9. We will issue a press release in due course on the publication of the revised RUC. A spokesperson will be available for answering media enquiries.

10. TD will also collaborate with the Road Safety Council to promote the revised RUC through various channels, including government websites, TD's "HKeMobility" mobile application, Road Safety Council's social media platform, Announcements in the Public Interest on radio, road safety bulletins, posters, etc.

ENQUIRIES

11. Any enquiries on this brief can be addressed to Ms Shirley Kwan, Principal Assistant Secretary for Transport and Housing (Transport), at 3509 8192.

Transport and Housing Bureau
22 April 2020



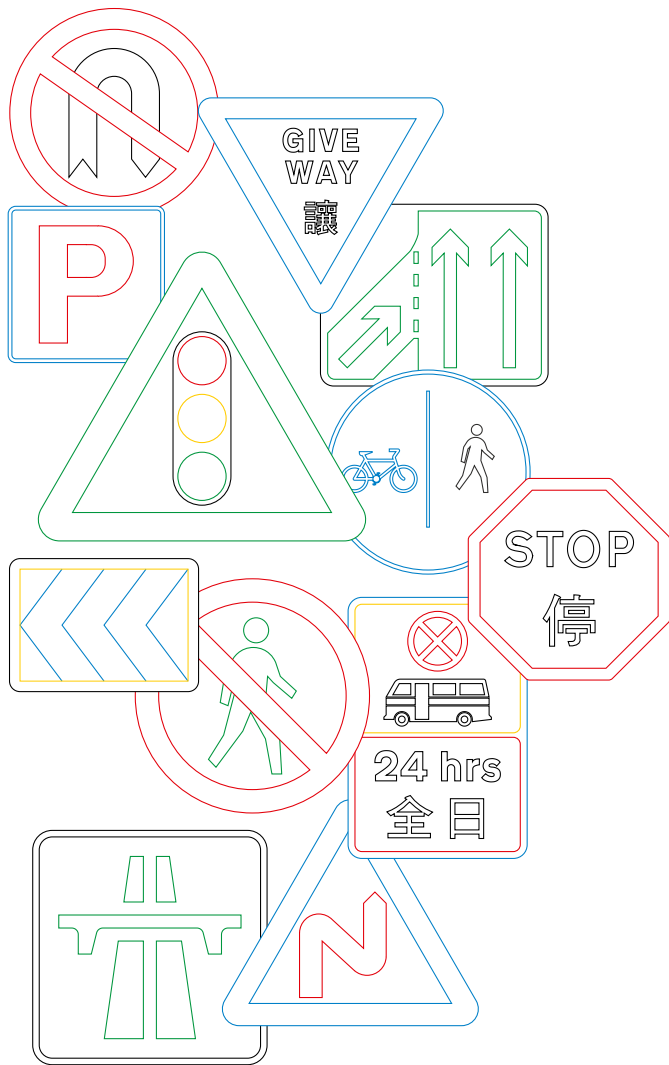
Road Users' Code

Prepared by **the Transport Department**
Designed by **the Information Services Department**
Printed by **the Government Logistics Department**
Copyright Reserved

'Pursuant to the Road Traffic Ordinance, a failure on the part of any person to observe any rule or follow any advice in the Road Users' Code is in itself not an offence, but any such failure may be taken into account in any proceedings (whether civil or criminal, and including proceedings for an offence under the Road Traffic Ordinance) when deciding if a road user was at fault or not and to what extent, and may also be relied on for establishing or negating any liability under any of these proceedings.

It should however be noted that many of the rules in the Road Users' Code directly reflect the law and a person not observing these rules may be committing an offence.

Changes in legislation may render parts of the Code incorrect. In all instances, the prevailing legislation takes precedence.'



Road Users' Code



The Government of the
Hong Kong Special Administrative Region

How to use this Book

This book contains a wide range of rules, advice and information for all types of road users covering most road and traffic conditions. It is divided into chapters for different types of road users with additional chapters covering special topics. Each chapter contains a number of topics. Some of these topics are inter-related, while some are self-contained.

It is not just a book for casual reading. It is a book to be used, to be dipped into, and to be referred to constantly.

To get the best from the book, first identify which chapters and topics meet your needs. Read them carefully and make sure you understand the rules, advice and information given. Some of the topics may not be of direct interest to you, depending on your needs. You may wish to read some of the other chapters so that you can understand the needs of other road users or as preparation for the future.

Chapter 1

For All Road Users

Everyone should read this chapter. It gives an introduction about the Road Users' Code with rules, advice and information, including the traffic law for all road users.

Chapter 2

For Pedestrians

Everyone should read this chapter. Rules and advice for using pavements and roads, crossing the road and using crossing places are given. The Road Crossing Code and how to use it are fully explained. There is also advice for users of handcarts and those in charge of animals.

Chapter 3

For Passengers

Everyone should read this chapter. It contains rules and advice for using public transport as well as advice for private car passengers.

Chapter 4

For Cyclists

This self-contained chapter covers the basic needs for novice as well as experienced cyclists. Advice is given on selecting and maintaining a safe cycle, preparing yourself for the road and riding on the road.

Cyclists may also find some of the topics in Chapter 5 of interest.

Chapter 5

For All Drivers

All drivers and riders of motor vehicles should read this self-contained chapter. It describes many of the traffic situations and road features and gives rules and advice for safe behaviour. Much of the knowledge and understanding that learner drivers will need to demonstrate in the written and practical driving tests can be gained from this chapter.

Chapter 6

For Professional Drivers

This chapter gives additional rules for drivers of commercial vehicles and for transport of goods.

It is intended to be read in addition to Chapter 5.

Chapter 7

For Riders of Motor Cycles and Motor Tricycles

This chapter gives additional rules for riders of motor cycles and motor tricycles. Some rules and advice are also given for their passengers.

It is intended to be read in addition to Chapter 5.

Chapter 8

The Language of the Road

Everyone should read this chapter. It describes the different signals used by road users to communicate with each other. It also features most of the traffic signs, traffic light signals and road markings you will find on the roads of Hong Kong and gives their meanings.

Chapter 9

Children and Elderly People as Road Users

Children are road users too but they may not be able to follow the rules and advice given to passengers, pedestrians and cyclists as appropriate. This chapter is intended for those responsible for children as road users so that they can guide children on the road, or teach children those rules and advice from the Road Users' Code appropriate to their needs and development. It also contains advice for elderly people as pedestrians and passengers of public transport.

Chapter 10

Emergencies

Everyone should read this chapter. It gives advice to drivers on what to do in an emergency, such as a traffic accident or vehicle breakdown. It also gives advice to anyone who arrives at the scene of an accident, so they can help prevent further injuries and give aid to any injured persons and others involved in the accident.

Contents

<i>Chapter 1</i> For All Road Users	26 Using Light Rail Vehicles or Trams	60 Cyclists	92 Where Not to Park	119 Temporary Signs and Road Markings
4 The Road Users' Code	27 Using Public Light Buses, Taxis or Private Cars	61 Other Road Users	94 Where to Park	121 Direction Signs
5 The Road Users' Code and the Law	28 Persons with Disabilities	62 White Lines and Traffic Lanes	95 Parking	122 Traffic Signs giving Information
<i>Chapter 2</i> For Pedestrians	<i>Chapter 4</i> For Cyclists	63 Double White Lines	<i>Chapter 6</i> For Professional Drivers	124 Road Markings giving Warning and Information
6 Using Roads and Pavements	29 Cycling	64 Light Rail Lanes	96 Commercial Vehicles	125 Road Markings giving Orders
8 The Road Crossing Code	30 You and Your Cycle	65 Bus Lanes	98 Loads, Long Vehicles, Towing	128 Strategic Route Numbers
10 Using the Road Crossing Code	31 Safe Cycling	66 One-Way Roads	99 Restrictions	<i>Chapter 9</i> Children and Elderly People as Road Users
12 Crossing Roads near Parked Vehicles	32 Giving Signals	67 Narrow Roads, Steep Hills	<i>Chapter 7</i> For Riders of Motor Cycles and Motor Tricycles	130 Children on the Road
13 Crossing at or near a Junction with no Traffic Lights	33 Riding on the Road	68 Dual Carriageways	100 Before You Ride	132 Elderly People on the Road
14 Crossing Places	36 Turning and Junctions	69 Roads with Faster Traffic	101 Riding Along	<i>Chapter 10</i> Emergencies
15 Using 'Zebra' Crossings	37 Using Roundabouts	70 Expressways and Trunk Roads	102 Positioning	133 Breakdowns and Emergencies
16 Using 'Green Man' Crossings	38 Cycleways	73 Tunnel Areas and Control Areas	103 Signals, Passengers, and Carrying Loads	134 Warning other Drivers
17 Pedestrian Lights	<i>Chapter 5</i> For All Drivers	74 Junctions	<i>Chapter 8</i> The Language of the Road	135 Traffic Accidents
18 Crossing the Road at Traffic Light Junctions	41 Driving	78 Traffic Light Junctions	104 Signals	137 In an Emergency
20 No-Crossing Zones	42 Safety Checks	79 Stop and Give Way Junctions	106 Traffic Lights	138 First Aid on the Road
21 Handcarts, Animals, Marching Groups	43 Seat Belts	80 Roundabouts	107 Traffic Lights for Drivers and Cyclists	Traffic Accidents In an emergency at the site of a traffic accident, go to 137 What to do 138 First aid
22 Persons with Disabilities	45 Child Safety in Cars	82 Junctions with Dual Carriageways	108 Lane Signals	Further Reference Materials
<i>Chapter 3</i> For Passengers	46 Airbags	84 'Zebra' Crossings	109 Signing System	
24 Public Transport	47 Driver Education	85 'Green Man' Crossings	111 Traffic Signs giving Orders	
25 Using Buses	49 Before Moving Off	86 Bright Sunlight, Driving at Night	115 Traffic Signals giving Orders	
	50 On the Road	87 Rain, Fog, Wind	116 Traffic Signs giving Warning	
	54 Stopping Distance	88 Road Works		
	55 How Fast	89 Road Works on Dual Carriageways/in Tunnels		
	56 Overtaking	90 Where Not to Stop		
	58 Pedestrians			

The Road Users' Code

Introduction

The safe and efficient use of the road system depends on all road users following the same rules of behaviour.

Some of the rules are also laid down by law. These rules help you avoid dangerous behaviour. They also let you know what behaviour you can expect from other road users and what behaviour they can expect from you.

However, rules are not enough. You also need to understand the dangers of traffic and the difficulties others may have in using the road. You need to understand how to cope with different traffic conditions and road features. You also need to know the 'language of the road' – the different signals used by road users to communicate with each other and the meanings of traffic signs, traffic light signals and road markings.

The Road Users' Code lays down the rules of behaviour and gives advice on when and how to follow them.

The Road Users' Code also gives safety advice, and explains and gives advice on different traffic conditions and road features, including traffic signs, traffic light signals and road markings that you will come across when driving or out walking.

You should be familiar with the rules and advice given in the latest edition of the Road Users' Code and follow them whenever you are on or near a road.

You should make allowance and be prepared for other road users who may make mistakes or do not follow the rules and advice given in the Road Users' Code.

Rules and advice for all road users

Avoid any behaviour likely to put any person in danger, to cause damage to public or private property, or to obstruct other road users.

Do not obstruct other road users or make their passage dangerous by throwing, depositing or leaving any object or substance on the pavement or the roadway. If you are unable to avoid creating an obstruction in that way, take the necessary steps to remove it as soon as possible. In case an obstruction cannot be removed immediately, you should give warning to other road users.

You should make allowance for and/or help children, disabled persons or elderly people and others who may have difficulty in getting around such as people with injuries or travelling with children or luggage.

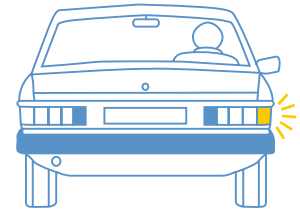
Traffic signs, traffic light signals and road markings



Know your traffic signs, traffic light signals and road markings, and act on them. They are illustrated throughout this book – often with the associated traffic or road features.

The traffic signs, traffic light signals and road markings commonly found on the roads are illustrated in Chapter 8.

Signals



Know the meaning of signals, including arm signals, given by drivers (including riders of motor cycles and motor tricycles) and cyclists. Look out for their signals and take necessary action promptly (For information about signals, see Chapter 8).

You must promptly obey all signals given by police officers, traffic wardens, or other authorised persons (for example, the authorised personnel at tunnel area or control area, or school crossing patrols).

The Road Users' Code and the Law

The first edition of the Road Users' Code was approved by the former Governor in Council and Legislative Council under section 109 of the Road Traffic Ordinance (Cap. 374) in 1987 and the Code has since been updated from time to time.

The alterations of this edition have been approved by the Secretary for Transport and Housing under section 109 of the Road Traffic Ordinance and subsequently laid before the Legislative Council.

Road users are reminded of the statement on the inside of the front cover.

The traffic signs, traffic light signals, road markings and signals illustrated in this book are prescribed by various Regulations or are authorised by the Commissioner for Transport.

For the precise wording of the law and representation of prescribed traffic signs/ road markings and traffic light signals, the following Ordinances, Regulations

and Bylaws should be referred to:

- Road Traffic Ordinance (Cap. 374)
- Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A)
- Road Traffic (Driving Licences) Regulations (Cap. 374B)
- Road Traffic (Parking) Regulations (Cap. 374C)
- Road Traffic (Public Service Vehicles) Regulations (Cap. 374D)
- Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E)
- Road Traffic (Safety Equipment) Regulations (Cap. 374F)
- Road Traffic (Traffic Control) Regulations (Cap. 374G)
- Road Traffic (Village Vehicles) Regulations (Cap. 374N)
- Road Traffic (Parking on Private Roads) Regulations (Cap. 374O)
- Road Traffic (Expressway) Regulations (Cap. 374Q)
- Road Traffic (Driving-offence Points) Ordinance (Cap. 375)
- Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and Regulations (Cap. 237A)
- Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) and Regulations (Cap. 240A)
- Motor Vehicles Insurance (Third Party Risks) Ordinance (Cap. 272) and Regulations (Cap. 272A)
- Housing (Traffic) By-laws (Cap. 283A) and Housing (Traffic Contraventions) (Fixed Penalty) Bylaw (Cap. 283C)
- Road Tunnels (Government) Ordinance (Cap. 368) and Regulations (Cap. 368A)
- Discovery Bay Tunnel Link Ordinance (Cap. 520), Regulation (Cap. 520A) and Bylaw (Cap. 520B)
- Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Cap. 474), Regulation (Cap. 474B) and Bylaw (Cap. 474C)
- Tsing Ma Control Area Ordinance (Cap. 498), Tsing Ma Control Area (Tolls, Fees and Charges) Regulation (Cap. 498A) and Tsing Ma Control Area (General) Regulation (Cap. 498B)
- Tsing Sha Control Area Ordinance (Cap. 594), Tsing Sha Control Area (General) Regulation (Cap. 594A) and Tsing Sha Control Area (Tolls, Fees and Charges) Regulation (Cap. 594B)
- Western Harbour Crossing Ordinance (Cap. 436), Regulation (Cap. 436C) and Bylaw (Cap. 436D)
- Tramway Ordinance (Cap. 107), Prevention of Nuisances and Regulation of Travelling Rules (Cap. 107A) and Tramway Regulations (Cap. 107B)
- Public Bus Services Ordinance (Cap. 230) and Regulations (Cap. 230A)
- Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611) and Regulation (Cap. 611A)

Other Ordinances, Regulations and Bylaws not listed above may also contain laws applicable to road users.

For persons carrying out road and other works

All road works and works adjacent to the road create inconvenience and are a potential hazard to the safety of all road users and those carrying out the works. Rules and advice for persons responsible for carrying out works on the road can be found in the 'Code of Practice for the Lighting, Signing and Guarding of Road Works' published by the Highways Department.

Using Roads and Pavements

Before you go out

Try not to go out unless you are fit and able to carry out your journey safely.

Avoid going out if you are under the influence of drink or drugs. Wear glasses or hearing aids if you need them when out on the road. Always wear or carry something white or light-coloured or reflective in the dark or in poor light.

This is particularly important on roads without pavements. Reflective material can be seen in headlights from up to three times the distance of ordinary clothes; fluorescent material is highly conspicuous in daylight and at dusk but is of little use in the dark.

Out and about

When using any roads and pavements, you must take proper care not to put yourself or any other person in danger. To use the roads safely, you should read and follow the rules and advice in this chapter.

Where there is a pavement or footpath, use it. Do not step onto, stand or walk on the roadway if at all possible.

When using the pavement,

keep away from the kerb. Avoid walking close to the kerb with your back to the traffic.

Look out for entrances and exits of driveways. Before crossing a driveway, look all around for approaching traffic and listen. If there is no approaching traffic likely to use the driveway, walk straight across it. Do not loiter in a driveway.

You must not enter or walk in a tunnel area or control area, except taking or alighting from a franchised bus at a bus stop. Traffic signs are erected to mark the beginning and end of tunnel area or control area (see page 73 for the signs).

You must not enter or walk within the boundaries of an expressway or light rail area. Traffic signs are erected to indicate their start and end points (see pages 71 and 111 for the signs).



You must not walk past a traffic sign banning pedestrians or walk in the road to which the ban applies. These signs are often found near elevated roads, flyovers and underpasses. Even if there is no such sign, do not enter or walk along such roads unless there is a specially provided pavement.

Walking at night

When walking at night, try to keep to the pavement areas with the best street lighting.

At night, although you can see the headlights of a vehicle, the driver often cannot see you. When the road surface is wet and shiny, reflections and glare can make it even more difficult for the driver to see you.

Drivers become tired more easily at night and their abilities to concentrate and see decline. It is also difficult for pedestrians to judge the speed and distance of approaching traffic.

There is a tendency at night for drivers to be momentarily and partially blinded by the headlights of approaching vehicles. This means, for example, that it is even more dangerous to stand on the roadway between traffic lanes at night than in the daytime.

When it rains

Visibility will be reduced by rain. It helps if your raincoat, other clothes and umbrella are of a light, bright colour that show up easily on rainy or foggy days.

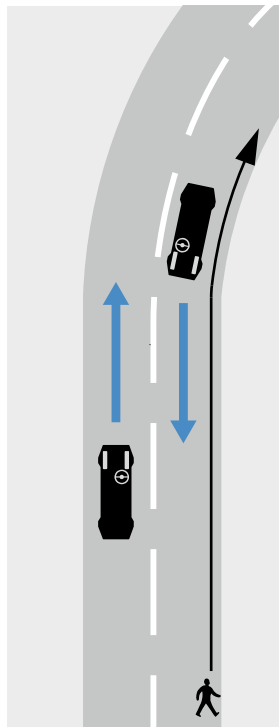
Road surfaces become slippery when it rains. Braking and stopping distances of cars and other vehicles increase and so they cannot stop quickly. You are also more likely to slip.



Warning sign – Beware of reversing vehicles

The sign is installed on cul-de-sac or narrow service road where there is frequent reversing of goods vehicles into or out of the road. You may be forced to walk on the roadway due to narrow footpath. Look all around for traffic, in particular, reversing vehicles, and take special care of children/the elderly.

Where there is no pavement



If it is necessary to stand or walk on the roadway, do so in a position where you can see the approach of traffic and where approaching drivers can also see you. On a normal two-way road, this is the right-hand side facing oncoming traffic.

Keep as close as possible to the side of the road. When walking with others, keep in single file if possible, particularly in heavy traffic or in poor visibility. Take special care at right-hand bends and on the brow of a hill where visibility is poor.

Walk on the side of the road where you can take refuge by stepping off the road if traffic comes. If this means walking with your back to the traffic, keep looking behind you to watch out for traffic and keep listening at all times. Make sure approaching drivers can see you.

If there is no pavement on either side of the road, use the right-hand side of the road as much as possible to face oncoming traffic, and if practicable keep off the roadway and walk on the verge.

Closed pavements

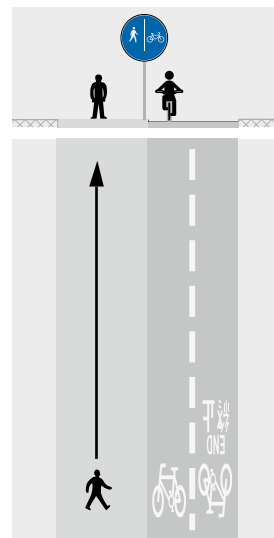


If the pavement is closed or blocked due to road works, look out for temporary diversion signs or alternative routes.

If there is no alternative to the pavement and you have to step onto the roadway, you should follow the advice for walking on roadway. If the blockage or closure is for a long distance, cross to the other side of the road following the Road Crossing Code (see page 8). If the obstruction is only for a short distance, it may be safer to walk on the roadway without crossing to the other side, even though this may mean walking with the traffic from behind.

Look all around for traffic before stepping onto the roadway; often watch out for traffic from behind you and return to the open pavement as soon as possible.

Footpath adjoining cycleway



Do not walk on cycleways which are for cycles. Walk only on footpath and keep away from the edge of cycleway. Look out for cyclists if you need to step onto or cross a cycleway (see pages 38 and 39 for information on the traffic signs and road markings used to mark footpaths and cycleways).

Emergency vehicles

Keep off the roadway if you see or hear the approach of ambulances, fire engines, police or other emergency vehicles with their lights flashing or their two-tone horns or sirens sounding. If crossing the road, try to complete your crossing, or return to the pavement or side of the road as soon as possible. If you are still on the pavement, do not start to cross until you are sure that all the emergency vehicles have passed and no more traffic is coming. Emergency vehicles may not follow all the traffic rules or obey all the traffic signs and signals if life is at risk.

Outside fire stations and other places housing emergency vehicles, there may be special traffic light signals (wig-wag signal – two horizontal traffic signal aspects showing alternating red flashing light, see page 106) which will be switched on in an emergency to stop the traffic and allow the emergency vehicles to leave. When the two red lights are flashing, keep clear of the driveway in front of the station as soon as possible until the lights are off.

The Road Crossing Code

The Road Crossing Code is a guide for all pedestrians. It is a guide for crossing all roads, including the less busy roads in housing estates. You should follow the Code whenever you need to cross or step onto a roadway even if you are using a pedestrian crossing.

If you are responsible for a child, also see Chapter 9 on advice for children.

There are six basic steps that need to be understood and applied:

Step 1 – First find a safe place to cross, then stop.

Step 2 – Stand on the pavement near the kerb.

Step 3 – Look all around for traffic and listen.

Step 4 – If traffic is coming, let it pass. Look all around again.

Step 5 – When there is no traffic near you, walk straight across the road.

Step 6 – Keep looking and listening for traffic while crossing.



Step 1 – First find a safe place to cross, then stop

It is safer to cross a road using nearby footbridges, subways, 'Zebra' or 'Green man' crossings, or where there is a police officer, traffic warden or school crossing patrol controlling a crossing place.

If you cannot find any such crossing place, choose a place where you can see clearly along the roads in all directions, a place where you can also see any traffic when it is a long way off, and the drivers can also see you clearly. Keep walking on pavement until you find a safe place to cross.

Step 2 – Stand on the pavement near the kerb

You should stop before crossing even if you think nothing is coming, just to be sure it is absolutely safe. You can see things much better if you stop and have a good long look.

Do not stand too near the edge of the pavement. Stop a little way back from the kerb – where you will be away from traffic, but where you can still see if anything is coming.

If there is no pavement, stand back from the edge of the road but where you can still see traffic.

Step 3 – Look all around for traffic and listen

Look carefully along every road because traffic may be coming from all directions. And listen too, because you can sometimes hear traffic before you can see it. Look out for vehicles and note which way they are moving, and how fast. Look out for stationary vehicles that may start to move.

Look out for motor cycles and cycles as they are not so easy to be seen as cars because of their relatively small size. A cycle may be less easily noticed because it approaches silently, while a motor cycle may take you by surprise because it accelerates more quickly than other traffic. Listening is usually helpful in detecting motor cycles. However, electric/hybrid vehicles including motor cycles may operate very quietly. You need to look out for them in addition to listening.

If it is noisy around you, particularly near construction works, it may be difficult to hear, so take extra care when looking out for traffic.

Step 4 – If traffic is coming, let it pass. Look all around again

If there is traffic approaching, let it pass. Then look around and listen again to make sure no other traffic is coming.

You have to decide whether you can cross the road without putting yourself in danger. You have to judge the distance, speed, direction and actions of approaching vehicles with regard to the time you need to cross the road. Do not expect a driver to slow down for you. Look at vehicles to see if they are speeding up or slowing down, whether they are overtaking or changing lanes. Do not expect drivers will keep to the speed limit. Look for any signals from drivers, either hand signals, flashing indicators, or reversing lights that may warn of a driver's actions, but be careful in case the signal is an error or the driver forgets to signal. Look at the drivers to see if they have seen you.

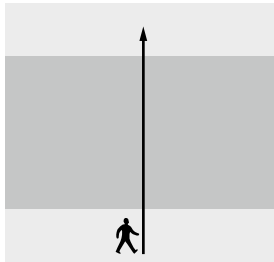
Step 5 – When there is no traffic near you, walk straight across the road

When there is no traffic near you, it is safe to cross. If traffic is approaching in the distance, however, do not cross unless you are certain there is plenty of time. Even if traffic is a long way off, it may be coming very fast.

Allow more time to cross the road if you cannot see or hear very well due to poor visibility, noise or bad weather.

Decide the moment that the traffic situation is safe enough and will remain so to give you enough time to cross. Start walking after checking all directions that nothing new has happened.

Let the drivers know and react to your crossing.



When it is safe, walk straight across the road and not at an angle.

Cross the full width of the road in one go to the other side or to a traffic island. Do not cross one traffic lane at a time and do not wait in the middle of the road other than on an island.

Step 6 – Keep looking and listening for traffic while crossing

Walk so that you can keep looking and listening for traffic. Do not run. It is difficult to keep looking all around and to listen while you are running, and you may trip in front of a vehicle.

Keep looking and listening for vehicles that come into sight or come near you after you have started to cross and for

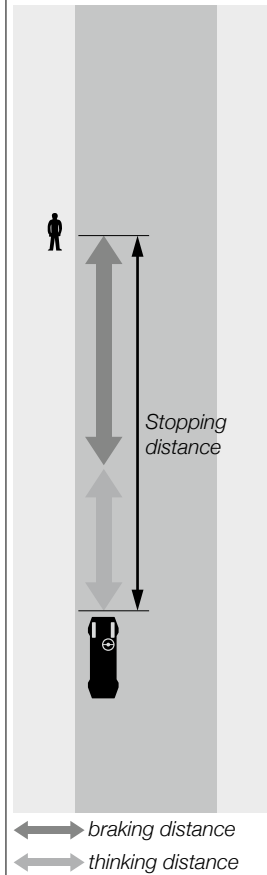
any which you may not have seen earlier.

Do not loiter or move unnecessarily slowly when crossing the road, particularly on a pedestrian crossing. Do not carry out any other activities, such as eating, drinking, playing mobile phone, listening to any audio device or talking while crossing the road. Give all your attention to the traffic.

If something unexpected happens, depending on the circumstances and choices available, stop, walk on, or step back as quickly as possible. Try to let the drivers know what you intend to do. Use the centre line or the traffic lane line as a stopping place in an emergency.

If crossing in front of a vehicle that has stopped to allow you to cross, keep looking all around and listening as you walk and be sure to check traffic on the other lane when you reach the edge of the stopped vehicle, in case another vehicle does not stop and suddenly passes the stopped vehicle.

Stopping distances for vehicles



An important aspect in judging if it is safe to cross a road is the stopping distance.

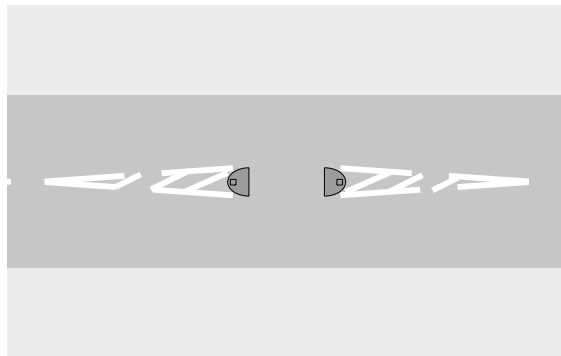
The distance a vehicle travels while a driver is thinking after he/she has seen and recognised danger and before he/she reacts is called the thinking distance. After the driver reacts by applying the brakes, it takes time for the vehicle to slow down and stop. The distance travelled during this time is the braking distance. The stopping distance is the thinking distance plus the braking distance.

The faster a vehicle is travelling or the heavier it is, the longer the braking distance. On wet roads, all vehicles need a much longer braking distance.

(See page 54 for more information on stopping distance.)

Using the Road Crossing Code

Crossing where there is an island on the road

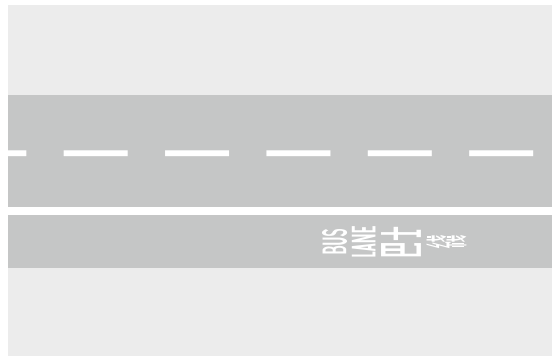


Other than the locations mentioned in Step 1, it is safer to cross a road using islands. Use the Road Crossing Code to cross to the island. Stop there and use the Code again to cross the second part of the road.

Always make sure that there will be sufficient space on the island for you to wait safely and not too close to the traffic. If the island is crowded with people waiting to cross, wait until it is free before crossing.

Use only kerbed islands. Do not wait in areas of roadway hatched with white lines or on the roadway adjacent to an island. Do not use islands or central reservations that have guard rails unless there are gaps provided for use by pedestrians.

Crossing a bus lane



Vehicles in bus lanes may be going faster than traffic in other lanes, and some bus lanes may be in the opposite direction to normal traffic. Do not wait on the white line between the bus lane and the other lane, but cross the road in one go.



Sign warning pedestrians of a bus lane with advice to look left. The sign may vary to give the advice 'LOOK RIGHT'.

Crossing tram tracks

Trams cannot swerve to avoid you if, for example, you fall. Look out for other vehicles as some traffic lanes are used by both trams and other vehicles. If using a tram stop island or a strip dividing the tram line from the rest of the road, look out for trams and other vehicles coming from both directions. Do not cross immediately behind or in front of a tram.

Crossing light rail tracks

Light rail vehicles also cannot swerve to avoid you. When crossing light rail tracks, use proper crossing facilities such as footbridges or 'Green man' crossings. Where no proper crossing facilities are available nearby, you should follow the Road Crossing Code and exercise extra care.

Crossing a one-way road

Check which way the traffic is going. On one-way roads, there may be more than one lane of traffic going in the same direction. Do not cross until it is safe to cross all the lanes of traffic. Continue to look all around while crossing as there may be a vehicle reversing or travelling the wrong way.

Crossing a busy road

Unless there is a pedestrian crossing, do not cross if the traffic flow is heavy without much variation and the gaps in the traffic are too few or too short to cross safely. If the traffic flow varies, be patient and wait for a safe gap in the traffic. Do not cross between stopped vehicles or those moving slowly in a queue.

Crossing a road with fast traffic

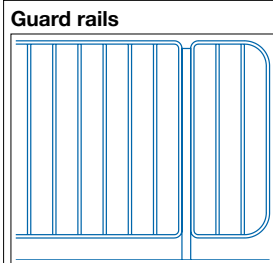
Use the Road Crossing Code but cross only if there is no traffic approaching.

Crossing a road at night

At night, it is more difficult for drivers to see you and for you to judge speeds of coming traffic. Try to cross near a street light so that drivers will be able to see you more easily.

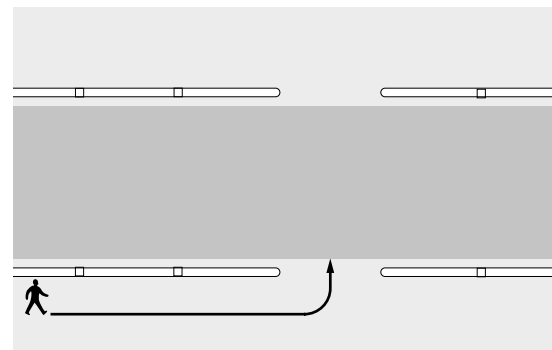
Crossing a road during poor weather

Take extra care in poor weather conditions, particularly during heavy rain or in mist or fog. It is more difficult for drivers to see you and for you to see moving vehicles. If the road is slippery, cross only if there is no traffic approaching. Allow yourself more time to cross carefully.



Guard rails and pedestrian barriers are often provided at places where stepping onto or crossing the road would be difficult or dangerous. The traffic may be particularly busy or there may be a hidden hazard. Guard rails are also provided to guide you to a nearby crossing place.

You must not climb over or through guard rails, fences, barriers, or central reservation on the road.



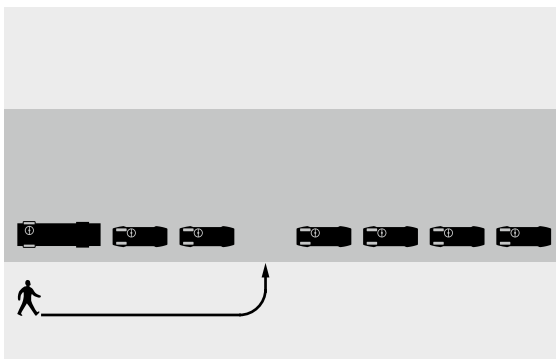
Do not walk on the road side of guard rails. Do not cross a road where there are guard rails or a barrier on any island you may need to use or on the other side of the road – unless there are gaps provided for pedestrians to cross the road. Check if there is also a gap in the guard rails on the other side of the road before crossing.

Not all gaps in guard rails are there to provide a crossing place for pedestrians. Before crossing the road using a gap, or at the end of length of guard rail, check that it is a safe place to cross the road. You should always follow Step 1 of the Road Crossing Code before crossing the road.

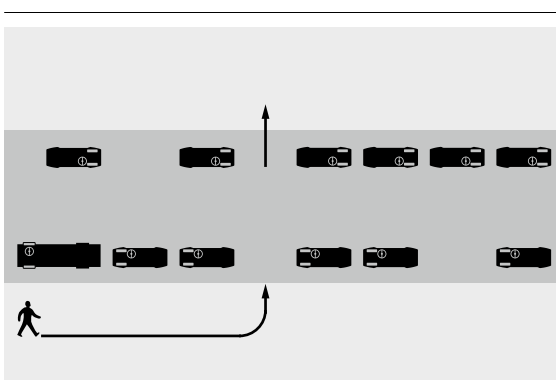
Crossing Roads near Parked Vehicles

Try not to cross the road where there are parked vehicles. If you have to do so because other places would be more dangerous then

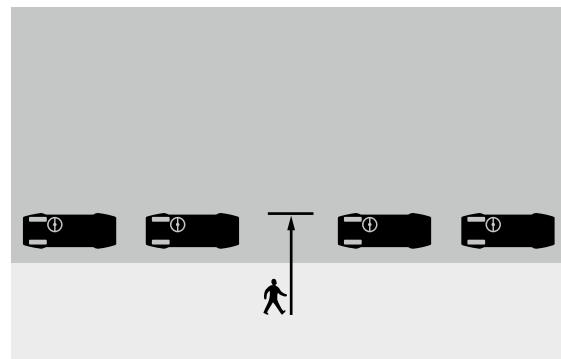
- Choose a crossing place between parked private cars rather than larger vehicles such as lorries, as it is easier for you to see approaching traffic, and for drivers to see you. Choose as large a gap as you can.
- If there are parked vehicles on both sides of the road, choose a gap between cars which has a gap on the opposite side as well.
- Choose a place where you can see a long way up and down the road, that is choose to cross between private cars rather than between lorries or vans which will block your view completely.
- Choose a gap between cars with no drivers.
- Choose a place which is well away from vehicles picking up or dropping passengers, or loading or unloading goods.



Look for a large gap between cars.



Look for a gap between cars on both sides of the road.



When you have found a safe place to cross, go to the outside edge of the car and then stop.

Standing at the outside edge of the parked vehicles will make it easier for you to see any approaching traffic, and also for drivers to see you.

You can now continue your crossing using the Road Crossing Code, Steps 3 to 6.

- Step 3 – Look all around for traffic and listen.
- Step 4 – If traffic is coming, let it pass. Look all around again.
- Step 5 – When there is no traffic near you, walk straight across the road.
- Step 6 – Keep looking and listening for traffic while crossing.

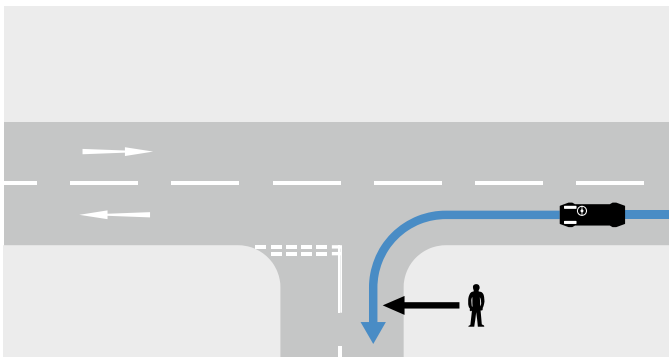
Look all around for traffic and vehicles leaving parking spaces along the road. Be careful that some electric/hybrid vehicles operate very quietly and not all drivers use signals.

Crossing at or near a Junction with no Traffic Lights

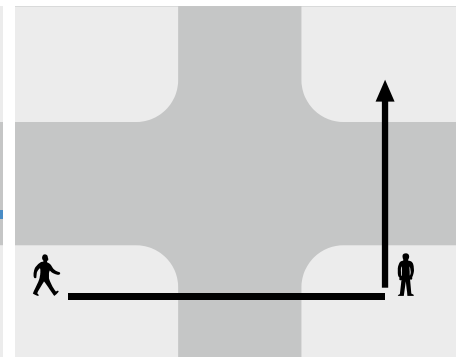
Try not to cross at a junction unless there is a proper crossing place. If there is no proper crossing place at the junction, it will be safer to cross away from it where there are fewer traffic movements to look out for.

Do not cross diagonally over a junction or use the centre island of a roundabout, unless there is a pedestrian crossing. Cross one arm of a junction at a time following the Road Crossing Code. Look out for crossing places carefully, particularly across a main road, and choose the safest route, trying to minimise the number of crossings. Watch out for turning traffic. Drivers, particularly at 'Give way' or 'Stop' lines, who may be preoccupied in looking for a safe gap in traffic, may not give way to you.

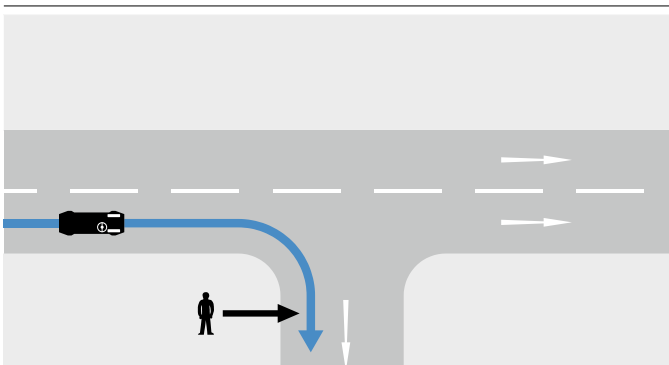
Take into account signals given by a police officer or traffic warden in controlling traffic at a junction to judge whether the traffic is going to stop. If the police officer or traffic warden is also controlling pedestrians, you must wait for his or her signal to cross.



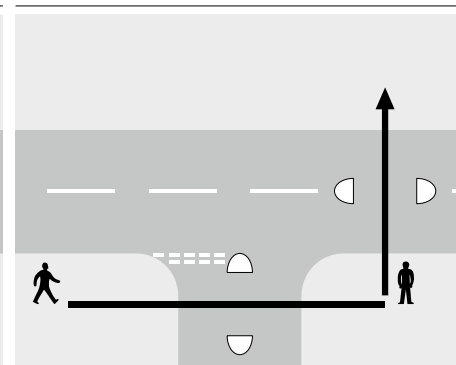
Watch out for traffic turning into the road, particularly those rounding the corner from behind. Look over your shoulder.



Do not cross diagonally over a junction. Cross each arm of the junction separately.



If the junction includes one-way road, pay particular attention to the direction of coming traffic.



Use proper crossing places wherever possible particularly in crossing a main road.

Crossing Places

Using crossing places

Crossing aids are often provided to help you cross busy roads. If there is a crossing place nearby, use it even though you have to walk further to do so.

Your safety when using crossing places depends upon whether you are following Steps 2 to 6 of the Road Crossing Code and using the crossing in the correct way. Follow the rules and advice given in this chapter. You do not need to follow the Road Crossing Code only when using a footbridge or subway.

Footbridges and subways



Direction sign showing entrance to subway



Direction sign showing entrance to footbridge

Footbridges, subways and elevated walkways are the safest places to cross busy roads as they keep pedestrians well away from the dangers of traffic.

They are normally sited at very busy places where crossing the road at-grade would be particularly dangerous or difficult.

If you are unable to use a footbridge or subway because you cannot go up and down the steps, try to find an alternative pedestrian crossing at other place. Many footbridges and subways have ramps, lifts or escalators in addition to steps.

You must not cross the road within 15 metres of a footbridge or subway. You must use the footbridge or subway if you wish to cross.

Crossings controlled by authorised persons

The next safest place to cross is a crossing place controlled by a police officer, traffic warden or school crossing patrol – they know best when it is safe to cross. You should wait at the pavement of the crossing near the road and be within their view. You must not cross until they signal that you may do so. Keep looking and listening for traffic on all sides as you cross.

A school crossing patrol may direct any pedestrians, not just school children, when to cross the road. You can recognise a patrol by the special sign they carry to stop traffic.



School crossing patrol sign

Rules and advice on crossing places

Footbridges – this page.	'Green man' crossings – page 16.
Subways – this page.	Crossing places at traffic light junctions – pages 18 and 19.
Crossings controlled by authorised persons – this page.	Crossing with islands – page 10.
'Zebra' crossings – opposite page.	

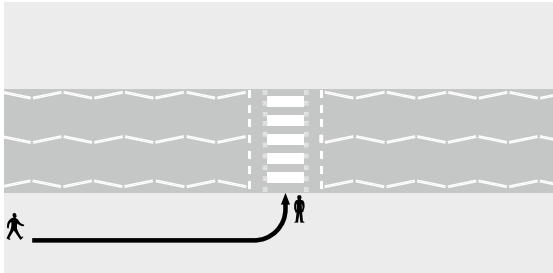
Using 'Zebra' Crossings

'Zebra' crossings are marked with alternate black and white stripes on the road and zigzag lines on both sides.

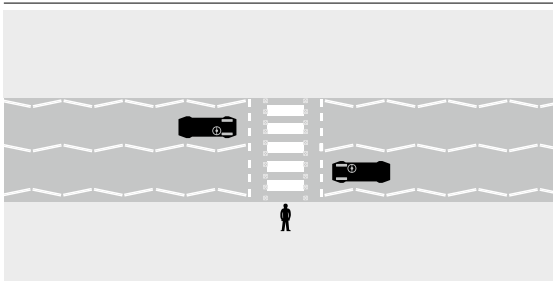
The zigzag lines warn drivers that there may be pedestrians crossing or waiting to cross the road. They also tell drivers that they must give way to pedestrians on the crossing. A yellow beacon, usually flashing, marks the location of the crossing.

Follow the Road Crossing Code fully. Always give drivers plenty of time to see you, slow down and stop for you to cross. If necessary, put a small step on the crossing to indicate to coming drivers that you wish to cross. Until you have stepped onto a 'Zebra' crossing, the traffic does not have to stop for you. Make sure that the traffic has stopped before starting to cross.

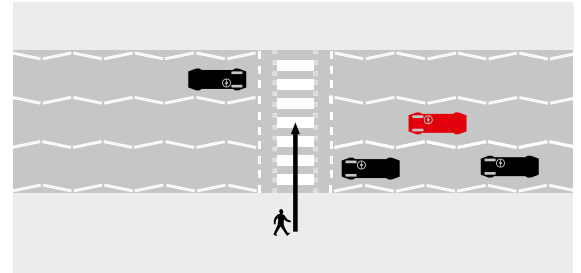
You must never cross on the zigzag lines, because the drivers may not see you crossing on the zigzag lines or elsewhere in the area as their attention is on the crossing itself.



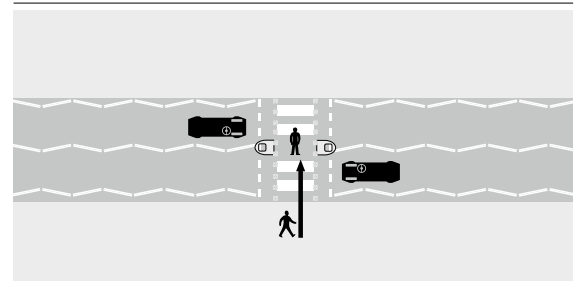
If you need to cross the road and there is a 'Zebra' crossing nearby, you should use it even though you may have to walk further to do so.



Check both directions of traffic, and wait until traffic has stopped before starting to cross.

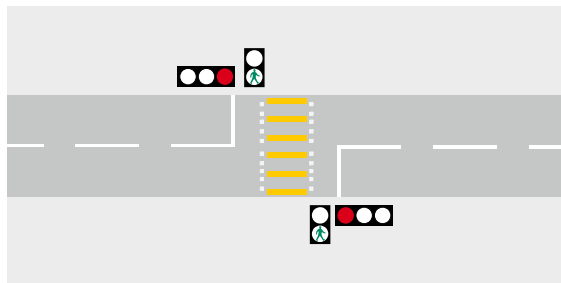


Walk directly across the black and white stripes. Look out for coming vehicles which may be overtaking those that have already stopped before the 'Zebra' crossing.



If there is an island in the middle of a 'Zebra' crossing, stop on it and follow the Road Crossing Code and the rules and advice on this page again. The next part of the crossing is a separate 'Zebra' crossing.

Using 'Green Man' Crossings



'Green man' crossings are pedestrian crossings with traffic lights to signal drivers to stop, and pedestrian lights to signal pedestrians when to cross.

You will find 'Green man' crossings either on their own or as part of traffic light junctions. The crossing is marked by two rows of studs with yellow striped markings in between. To use a 'Green man' crossing, follow pedestrian lights at page 17 and the Road Crossing Code.

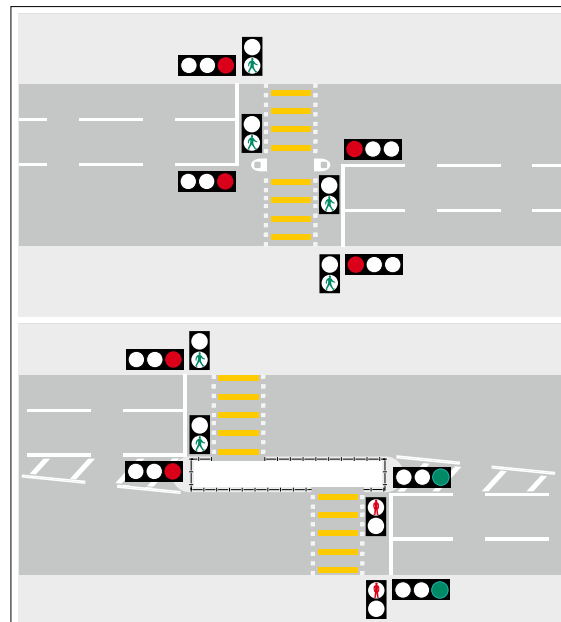
You must not cross within 15 metres on either side of the crossing.



When you arrive at the crossing, stand on the pavement near the kerb. At some crossings, you will find a pedestrian push button; touch the push button and wait (some 'Green man' crossings will give green signal to pedestrian only when the push button is touched). Watch the pedestrian lights on the traffic light pole on the other side of the road. When the steady 'Green man' light shows, you may cross with care.

You must not cross or start to cross if the pedestrian light shows a 'Red man'. You must also not start to cross if the pedestrian light shows a flashing 'Green man'.

If traffic lights are not working, treat the pedestrian crossing as an ordinary cautionary crossing. Watch the traffic and follow the Road Crossing Code to cross the road with extreme caution.



If there is an island in the middle of the crossing, stop on it and follow the Road Crossing Code and the rules and advice on this page again. The next part of the crossing is a separate crossing.

Pedestrian Lights

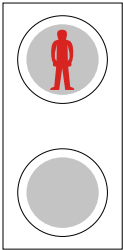
What they mean

What to do using the Road Crossing Code

When you arrive

If waiting to cross

If crossing



A 'Red man' light means that you must not cross or start to cross the road.

Step 2

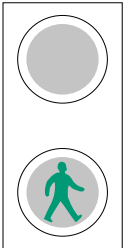
Wait on the pavement near the kerb. If there is a pedestrian push button, touch it.

Steps 2 and 3

Wait on the pavement near the kerb. Sometimes it takes a while for the lights to change but you must not cross even if there is no traffic coming.

Step 6

If the lights change to a 'Red man', quickly finish your crossing, but do not stop or run and make sure drivers can see you.



A 'Green man' light means that you may cross the road if it is safe to do so.

Steps 2 to 6

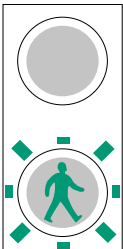
Look out for traffic that may not stop even though the driver has a red light.

Steps 3 to 6

Watch the traffic as well as the lights. Wait until all the traffic has stopped.

Step 6

Look out for traffic that may not stop even though the driver has a red light.



A flashing 'Green man' light means you must not start to cross the road.

Step 2

Wait on the pavement near the kerb. If there is a pedestrian push button, touch it.

Step 2

Wait on the pavement near the kerb.

Step 6

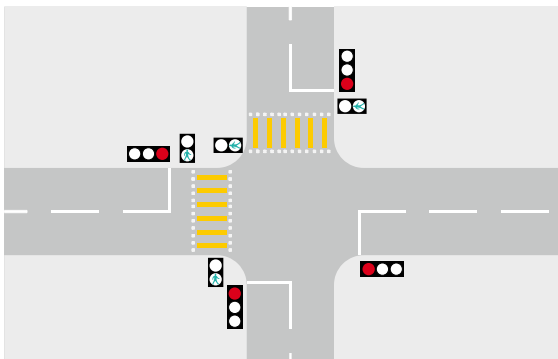
You will have time to finish your crossing or reach a central refuge island safely. Keep going at a steady pace.

Crossing the Road at Traffic Light Junctions

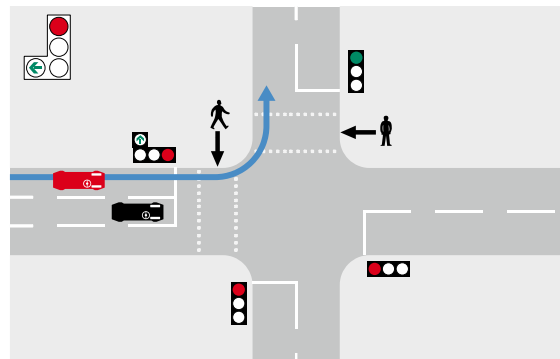
If there is a 'Green man' crossing as part of the traffic light system, follow the rules and advice for using a 'Green man' crossing (see page 16).

If there are no pedestrian lights at the crossing, watch both the traffic lights and the traffic. Do not cross when the traffic lights allow traffic to go forward, even if you think you have enough time to cross. You should only cross when the traffic on the road you wish to cross is stopped by red light. Follow the Road Crossing Code. Look out for traffic turning into the road which you are crossing.

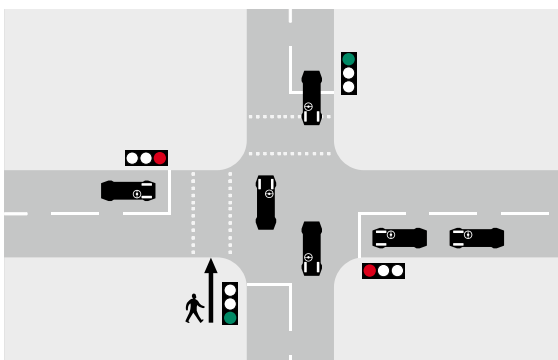
If traffic lights are not working, watch the traffic and follow the Road Crossing Code to cross the road with extreme caution.



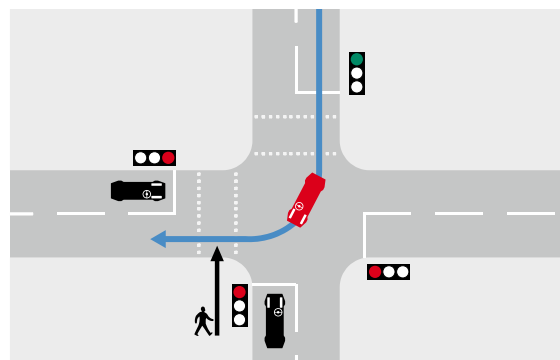
A 'Green man' crossing is marked by two rows of studs with yellow striped markings in between and has pedestrian lights.



Watch out the traffic as some traffic lights allow traffic to proceed in some lanes while traffic in other lanes are stopped.

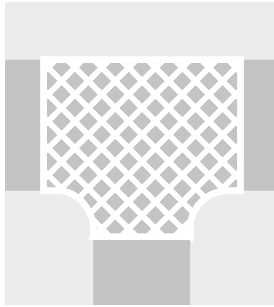


If there is a path across the road marked by two lines of studs, use that path to cross. At crossing with no pedestrian lights – once you are sure the traffic lights for drivers are showing red and that the traffic has stopped, you may cross but keep watching the traffic around.

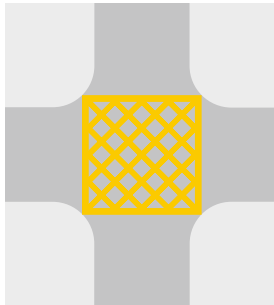


Look out for traffic turning into the road which you are crossing. The driver may not see you or give way to you.

At some junctions, the area of roadway over which you may cross is marked with a box of white criss-cross lines. Do not confuse this marking with the yellow criss-cross lines for 'box junction' marking for drivers – do not cross on an area of roadway marked with yellow criss-cross lines.



The advisory white criss-cross lines for 'pedestrian crossing area' road marking – you may cross on any path over the marking under green pedestrian signals.



The yellow criss-cross lines for 'box junction' road marking for driver – do not cross over the marking.

Crossing North-west Railway (light rail)

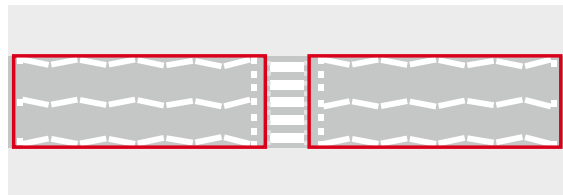
Light rail vehicles can run at very high speed and are quiet. When crossing light rail tracks, use proper crossing places including footbridges, subways and 'Green man' crossings.

Certain sections of the tracks are laid along lightly trafficked roads where no proper crossing places are provided. Under such circumstance, you should follow the Road Crossing Code and exercise extra care when crossing the tracks.



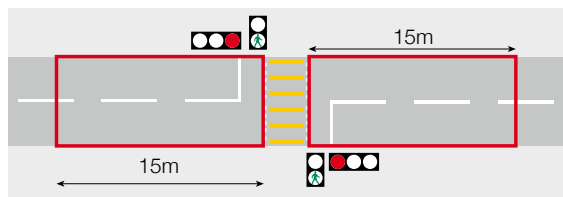
No-Crossing Zones

Within 'Zebra' controlled areas



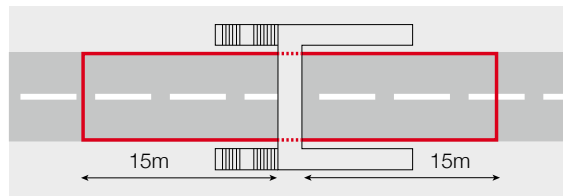
You must not cross a road within the controlled area marked by zigzag lines. Use the 'Zebra' crossing.

Near 'Green man' crossings



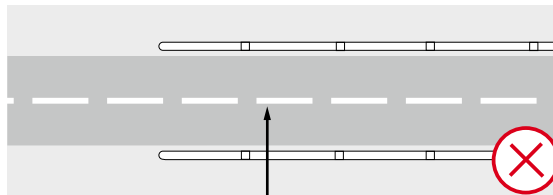
You must not cross within 15 metres on either side of a 'Green man' crossing. You should use the crossing when the pedestrian light shows a 'Green man' and it is safe to do so.

Near footbridges and subways



You must not cross within 15 metres on either side of a footbridge or subway. Use the footbridge or subway.

Guard rails



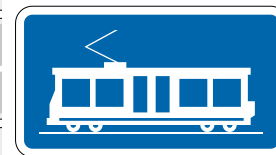
You must not climb through or over any guard rails or barriers onto the roadway.

Central reservations



You must not climb through or over any guard rails, barriers or central reservations.

Light rail vehicles and trams only



The sign permits the entry of light rail vehicles and trams only. You must not walk beyond the sign.

Handcarts, Animals, Marching Groups

Handcarts, trolleys

If you are using a handcart, trolley or any other pedestrian controlled vehicle, you need to take extra care to protect your safety and the safety of others.

Use the pavement whenever possible, particularly with a small cart, but do not endanger or inconvenience other pedestrians. Follow the rules and advice for pedestrians, particularly when crossing the road.

If you are using a large cart or the pavement is crowded or too narrow, you should use the roadway. Wearing bright, light-coloured, fluorescent or reflecting clothing will help other road users to see you, particularly at night or in poor visibility.

When using the roadway, keep to the left and follow the rules and advice for drivers; it is important for your safety to obey traffic light signals and traffic signs. Do not push or pull your cart or trolley the wrong way along a one-way road or on the right-hand side of a two-way road. Give way to pedestrians at pedestrian crossings. Keep looking

behind regularly when moving along the road.



You must not pass a traffic sign banning pedestrians or banning rickshaws and handcarts, or use the road to which the ban applies. You must not enter or use a tunnel area or control area (see the signs on page 73).

You must also not enter or use an expressway. Traffic signs are installed to mark the start and end points of an expressway (see the signs on page 71).

Try not to push your cart along busy roads. Do not use elevated roads, flyovers or underpasses.

Do not leave your cart or trolley unattended on a pavement or roadway or where it may cause obstruction or danger to any

person or traffic, for example by forcing pedestrians to step onto the roadway.

Looking after your animals on the road

Do not let your pet or animal out on its own. On the road, you must keep it on a lead or under proper control, and away from the roadway as far as practicable.

When you and your pet are on a pavement or the side of the road (when there is no pavement), walk between them and the traffic.

Riding a horse on roads with traffic should be avoided. However, if you have to ride a horse on the road, make sure you can control it in traffic.

Do not ride recklessly or negligently, or at a speed or in a manner which is dangerous to other road users.

When riding, keep to the left of the road. If you are leading a horse, on foot or while riding another, you should also keep to the left and keep the led animal on your left. On one-way roads, proceed only in the direction of the traffic and keep to the left. If you are riding a horse, you should



wear a hard hat and light-coloured, reflective or fluorescent clothing.

Marching groups and processions

If you are leading or herding animals, keep to the left of the road and look out for traffic particularly at places such as bends and brows of hills where drivers may not be able to see you. If you need to walk with your back to the traffic, keep looking behind you to watch out for traffic and keep listening at all times. Make sure approaching drivers can see you. After sunset, wear light-coloured or reflective clothing and carry lights which show white to the front and red to the rear.

Do not ride, lead or drive a horse or other large animal on a footpath or pavement by the side of the road.

Organisers of marching groups or public processions should make an application to the police well in advance and follow their advice given on using the roads. A group of people marching on the road should keep to the left. There should be look-outs in front and at the back wearing reflective clothing at night and fluorescent clothing by day. At night the look-out in front should carry a white or amber light, and the one at the back a bright red or amber light visible from the rear. Additional lights should be carried and reflective clothing worn by the out-side rank of long columns. It is preferable if all marchers wear reflective and/or fluorescent clothing.

Persons with Disabilities

Mobility impaired persons

Wheelchairs (manually or electrically propelled) and crutches are the most common walking aids for mobility impaired persons to travel around. Many facilities are provided on roads, such as pavements and road crossing places, for mobility impaired persons, in particular those using wheelchairs. Most of the rules and advice given to pedestrians also apply to mobility impaired persons using walking aids.

Barrier-free access facilities, like lifts, ramps and dropped kerbs, are provided to help you use the footbridges and subways to cross roads, and access premises and community facilities comfortably and safely. Use ramps or lifts provided at footbridges or subways. Some direction signs may help you locate the barrier-free access and nearby public facilities.



An international symbol of accessibility may appear on pedestrian direction signs to indicate facilities or routes for mobility impaired persons.

If using a wheelchair, you should take note of the following advice:

- Before going out, make sure your wheelchair is in a good condition and you are familiar with its operation. Wear the seat belt securely, if fitted. If you travel at night, wear bright, light-coloured or reflective clothing. It will help other road users to notice you.
- Do not use wheelchair if you are under the influence of alcohol or drugs as this will affect your judgement and control ability.
- When travelling on pavements, you should be considerate towards other road users and use the wheelchair attentively to avoid causing any nuisance, inconvenience or danger to them. You should move at a reasonable speed which at most should be comparable with that of the moving crowd around you. Look out for the road environment and the people moving around you, in particular the sudden movement of young children or the slow movement of the elderly.



- When crossing the road at-grade, always use dropped kerb crossings and follow the Road Crossing Code.



Visually impaired persons

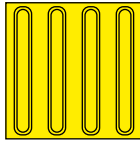
The following facilities are provided to help visually impaired persons in travelling around:

- Tactile guide path

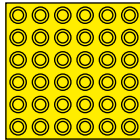
A path with continuous different tactile tiles used to link up public transport interchanges with nearby places of public interest.

- Tactile warning strip at dropped kerb crossing

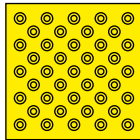
A strip with hazard warning tiles is used to warn users of potential hazards ahead.



Directional tile with parallel raised bars is used to guide users along an intended safe path.



Hazard warning tile with raised big dots (35mm in diameter) is used to give warning to users of potential hazards ahead, for example at road crossing place or beginning/end of staircase/ ramp/escalator.



Positional tile with raised small dots (23mm in diameter) is used to indicate possible change in walking directions, for example at junctions.

- Electronic audible traffic signals and tactile units

At most 'Green man' crossings, they are provided with electronic audible traffic signals specially designed for use by visually impaired persons. The audible traffic signals emit different sound pattern representing different pedestrian signal states, e.g. a continuous beeping sound to tell users when the steady 'Green man' light has started to show, an intermittent beeping for the flashing 'Green man' and a slow hammering tone for 'Red man'. A tactile unit attached to the traffic light poles may also be included to supplement the audible traffic signals. Users can touch a vibrator located at the bottom of the unit to receive different vibrating patterns corresponding to different pedestrian signal states and the directional arrow to know the direction of crossing the road.



Vibrator and directional arrow at the bottom

- Braille plates

To assist visually impaired persons, braille information on directional arrows and floor numbers are provided at the barrier-free access facilities such as the handrails or lifts.



Public Transport

Public Transport

Buses

Public buses provide scheduled services and run on fixed routes. They may only pick up or set down passengers at designated bus stops or termini.

Trams

Trams run on fixed tracks along the northern coast of the Hong Kong Island between Kennedy Town and Shau Kei Wan. They may only pick up or set down passengers at designated tram stops.

North-west railway (light rail)

Light rail vehicles (LRVs) run along fixed tracks in Tuen Mun and Yuen Long with designated stops. Most of the tracks and their reserve areas are fenced off. Unauthorised entry into such fenced areas is strictly prohibited on safety grounds.

Green minibuses (Public light buses providing scheduled services) Green minibuses run on fixed routes to provide scheduled services. Where the driver is allowed to do so you may hail

or request a Green minibus to stop.

On some roads with 'No-stopping' zones, the driver may be permitted to stop. The driver may also stop at a green minibus stop or stand. Green minibuses are yellow in colour with a green roof.

Red minibuses (Public light buses providing non-scheduled services) Red minibuses may operate on most roads except those with 'No public light buses' signs. You may hail or request a red minibus to stop anywhere the driver is allowed to do so. In addition to the stopping restrictions generally applying to all vehicles, there are 'No stopping' zones that apply only to public light buses. The driver may also stop at a red minibus stop or stand. Red minibuses are yellow in colour with a red roof.

Urban taxis (Red taxis) Urban taxis provide service to the whole of Hong Kong but cannot operate on the closed roads on Lantau Island including Tung Chung Road.



New Territories taxis (Green taxis)

New Territories (NT) taxis operate throughout most of the New Territories region except Tsuen Wan, Sha Tin, Tseung Kwan O, and Lantau Island. They are also permitted to provide service between the Air Passenger Terminals of the Hong Kong International Airport and certain districts in the New Territories. The driver cannot take you to destinations in the urban area except

a number of specified major infrastructures and railway stations via designated routes. Traffic signs 'End of permitted area for NT taxis' are erected at appropriate road junctions to advise drivers of NT taxis their operating boundaries.

Lantau taxis (Blue taxis) Lantau taxis serve only the whole Lantau Island and Chek Lap Kok including the Hong Kong International Airport.

Route planning

Transport Department's mobile application provides one-stop service of point-to-point public transport route enquiry for pre-trip planning. You can access it by your smartphone or desktop computer to search your route. (See 'Further Reference Materials')



Using Buses

Using buses

Do not get on or off a bus unless it is standing at a bus stop. When waiting by a bus stop, keep a good distance from the edge of the footpath. You should queue for the bus – this makes getting on the bus safer and quicker. When forming a queue, do not block the pavement. If queue railings/markings are provided, queue within the railings/markings. Do not stand on the roadway or force other pedestrians to step onto the roadway. Give passengers in wheelchairs and persons with disabilities priority in boarding the bus. Do not step onto the roadway to stop the bus when it is leaving.

If you want to get on a bus at a bus stop, give a clear signal for it to stop. When the bus approaches, stand well back and wait until it has stopped completely before getting on. If there is no separate entrance and exit, let the passengers get off first. Do not get on a crowded bus –

wait for the next one. Look out for cyclists riding between the bus and the pavement or side of the road.

After boarding a bus, move along, and sit down if a seat is available. Do not stand on the upper deck, at the staircase or beyond the yellow line near the bus entrance or exit. If you are a wheelchair user, you have to stabilise your wheelchair with locking device. The elderly, persons with disabilities, pregnant women or other people in need may use the priority seats, if available.

Hold on to a suitable handrail if you have to stand. Sit down and fasten the seat belt, if fitted. Offer your seat to those in need, such as the elderly, persons with disabilities, pregnant women and people travelling with young children. You must not talk to or distract the driver. Do not interfere with or try to operate the emergency exit door unless in emergency.



When you want to get off at next stop, use the bell-push, or similar device, in good time to signal the driver. Note the bus stop announcement. Do not alight while the door is opening or closing.

When you have got off the bus and want to cross the road, wait until the bus has moved off and you have a clear view of

the road in both directions.

If the bus remains at the bus stop or stand, cross the road well away from it. Do not cross in front or at the rear of the bus.

At a public transport interchange or bus terminus, watch out for buses and other vehicles that may be coming in or moving off.

Using Light Rail Vehicles or Trams

Using light rail vehicles (LRVs)



Light rail stops are located on raised platforms adjoining tracks. For going to or leaving a platform or the pavement, you should use proper crossing facilities, including footbridges, subways and 'Green man' crossings where they are provided. If there are no proper crossing facilities, you should follow the Road Crossing Code with extra care.

At a platform, you should queue up behind the yellow line while waiting for a LRV. Always let people alight first before you board the LRV. After boarding, you should move inside. Do not obstruct the door. The LRV has announcement of the next stop and also warning to passengers when the doors are opening or closing.

Using trams

Follow the rules and advice for using buses but you will need to take special care in reaching the tram or the tram stop.

To reach a tram stop located on an island, follow the Road Crossing Code to cross to the island. After leaving a tram, wait on the island and follow the Road Crossing Code to return to the pavement. Use a footbridge or pedestrian crossing where it is joined to the tram island.

If there is no island, wait on the pavement. Do not cross to the tram until it has stopped and other vehicles also stopped behind the yellow 'Stop' line (see pages 58 and 127). Likewise, do not leave the tram or cross the road until you are sure it is safe to do so.

You must not try to get on or off a moving tram.

You must not stand on the staircase of a tram, and should avoid standing on upper deck.

You must not talk to or distract the tram driver or touch the controls.



Using Public Light Buses, Taxis or Private Cars

For Passengers

Using public light buses or taxis

Find a safe place to wait before hailing a taxi or public light bus. If a taxi stand or a public light bus stand or stop for the route you want is nearby, go there and wait. Do not wait where there is a stopping restriction which may prevent the driver from stopping to pick you up, for example where there are double yellow lines or single yellow lines (within the restriction time).

Wait near the kerb but do not stand too close to it or on the roadway. When a taxi or public light bus approaches, give a clear signal to the driver.

Do not step on the roadway or try to get in until the vehicle has stopped and the driver has opened the door for you or knows you are getting in. If the vehicle stops on the other side of the road, be sure that the driver has stopped for you and not for some other reasons, and follow the Road Crossing Code to cross the road.



Where possible, get in or out of a public light bus or taxi on the pavement or side of the road.

You must wear a seat belt, if fitted, when travelling on a public light bus or taxi.

When travelling by taxi, give early alert to the driver of any instructions so that the driver can carry them out safely. Follow the rules and advice for private car passengers (see this page).

Do not speak to the driver other than to give instructions. Do not try to pay directly to the driver while the vehicle is still in motion.

When you wish to get off a public light bus, press the

call bell (if provided) or tell the driver well in advance so the driver can stop safely. Do not leave your seat until the public light bus has stopped.

If you are a taxi front seat passenger and it is necessary to get out onto the roadway, follow the advice for private car passengers getting out onto the roadway on this page.

(Chapter 8 'The Language of the Road' includes illustrations of traffic signs, traffic light signals and road markings referred to in this chapter.)

For private car passengers

Wait until the car has stopped before getting in or out.

Where possible get in or out on the pavement or side of the road. You must not open the door in a manner that puts anyone in danger or impedes pedestrians. Do not leave the door open.

If it is necessary to get out onto the roadway, do not open the car door until it is safe to do so. Ask the driver to help if necessary. Open the door a little, look all around, particularly behind, and listen. Watch out particularly for cyclists and motorcyclists. When there is no traffic, get out, stand by the car and close the door quickly. Look all around again and when there is no traffic nearby, walk around the back of the car to the pavement or the side of the road.

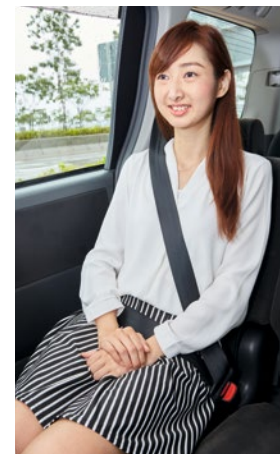
After sitting in a seat, buckle up. All passengers must always wear seat belts, if fitted (see page 43 for more information).

Do not distract the driver while the vehicle is in motion, or touch any of the controls or

door locks. Do not throw anything out of the window or put out any part of your body.

If the vehicle is installed with airbags, ensure that there is a good distance between you and the air bag outlet. Do not sit or lean unnecessarily close to the airbag outlet.

(For more information on seat belts and air bags, see pages 43 to 46.)



Persons with Disabilities

Public transport services

On public transport such as buses, public light buses, taxis, railways and tramways, various barrier-free facilities are provided to help persons with disabilities.

Visually impaired persons

Tactile guide paths will guide visually impaired persons (VIPs) to move around public transport interchanges and light rail platforms, and to/from nearby places of public interest.

Guide dog can accompany VIP on board. Once on board, VIP may sit on the closest priority seat, if available. Braille and tactile plates are available on buses, public light buses and taxis to inform them the vehicle registration number and/or the customer service hotline.

On buses and LRVs, there would be announcement of the next stop and also buzzers to warn passengers when the doors are opening/closing.

On some taxis, talking meter will inform passengers the vehicle registration number and the total fare.

Mobility impaired persons and wheelchair users

You may wait at the head of the queue with a yellow international symbol of accessibility marked on the ground at public transport interchanges, light rail platforms and some bus stops for easier boarding.



After boarding a bus or a LRV, you should park and lock your wheelchair at the reserved parking space and may choose to sit on the closest priority seat, if available.

When you hire a taxi including wheelchair accessible taxi, your crutches and wheelchair are carried free of charge.

Hearing impaired persons

The display panel of bus stop announcement system will show you the name of the next stop.

Special transport services

For persons with disabilities who are unable to use public transport, they may use Rehabus. Rehabus provides territory-wide transport services which enable mobility impaired persons to travel to work or school, attend medical appointment, or participate in social and recreational activities.

Certificate for picking up or setting down of passengers with disabilities in restricted zones

A passenger with disability or impaired vision can board and alight from a taxi, private car, private light bus or private bus in no-stopping restricted zones (except expressways and 24-hour no stopping restricted zones), provided that no hazard or major disruption is caused to other road users, by presenting a 'Certificate for Picking Up or Setting Down of Passengers with Disabilities in Restricted Zones' to the driver.

If you are

- persons with mobility problem, such as wheelchair users or users of walking aids; or
- visually impaired persons,

you can apply for the certificate from organisations under the coordination of the Hong Kong Council of Social Services.

You can fill in the journey information and vehicle registration number on the certificate and present it to the driver of taxi, private car, private light bus or private bus.

No.: 編號: CD3556L	No.: 編號: CD3556L
The Hong Kong Council of Social Service 香港社會服務聯會 Certificate for Picking Up or Setting Down of Passengers with Disabilities in Restricted Zones 殘疾乘客在限制區上落車隻執照	
(This certificate is only applicable to taxi, private car, private light bus and private bus (此證明書只適用於的士、私家車、私家小巴及私家巴士))	
Veh. Reg. No.: 車輛登記號碼: _____ <small>(taxi/private car/private light bus/ 的士/私家車/私家小巴/私家巴士)</small>	
Pick up place: 上車地點: _____	Veh. Reg. No.: 車輛登記號碼: _____
Set down place: 落車地點: _____	Name of Passenger: 乘客姓名: _____
Time: 時間: _____	Time: 時間: _____
Date: 日期: _____	Date: 日期: _____
	Pick up place: 上車地點: _____
	Set down place: 落車地點: _____
	Name of Contact Organization: 聯絡機構: _____
	Tel. No.: 電話: _____

Cycling

A cycle is regarded as a vehicle. A cyclist has the same obligation to follow the rules and regulations applicable to drivers when cycling on the road. Most of the rules and advice given to drivers in Chapter 5 apply to cyclists. The advice contained in this chapter is aimed primarily at those using bicycles. However some of the rules and advice also apply to those using tricycles or multi-cycles.

You must obey traffic signs, traffic signals, road markings and traffic rules that apply generally to vehicles.

Wear glasses if you need them to see properly.

Do not ride if you suffer from any disability or illness that makes it difficult for you to ride safely.

You must not ride when under the influence of alcohol or drugs.

If you are taking medication, consult your doctor to make sure that it will not affect your ability to ride.

Children should seek their parent's or guardian's



permission before riding on the road and, if under the age of 11, must cycle only with an adult.

Some road users may not be looking out for cyclists. In addition, cycles can be harder to be seen from end-on. Wearing bright, light-coloured, fluorescent or reflective clothing/belt will help other road users to see you. Reflective clothing/belt is the most effective safety gear to keep you visible by others, particularly in the dark or in poor light.

Ride where drivers and pedestrians will be looking and expect to see you.

Do not wear anything that may affect your proper control of your cycle or get caught in the wheels or chain. The legs of baggy trousers or shoelaces can get caught easily in the chain. Use a band to tie up trouser legs if needed.

Learning to ride

There is much you need to learn before riding on the road. Balancing and steering, starting and stopping are all extremely important but there is much more to safe cycling. As a new rider, you need to develop the ability to understand and anticipate the movements of other riders and drivers as well as pedestrians. You need to be able to recognise the signs and signals they use to communicate with each other and be sure that your own actions are always in the best interests of both yourself and of other road users.

Do not ride on the road until you can do so safely and competently and until you know and can follow the Road Users' Code.

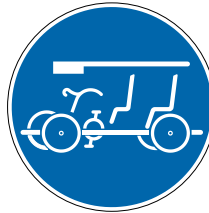
Reckless and careless cycling

You must not ride or use your cycle in a manner that endangers other road users or yourself, or that would increase the risk of a traffic accident or increase the risk of injury or death. You must ride or use your cycle with due care and attention and with reasonable consideration for other road users.

A person who rides or uses a bicycle, tricycle or multi-cycle on a road recklessly or carelessly commits an offence.

If you understand and follow the rules and advice in this chapter, as well as those in Chapter 5 that apply to cyclists, you will ride safely and with consideration for others.

Multi-cycles



Riding of multi-cycles is restricted to certain designated areas and cycle tracks indicated by the left sign. A child under the age of 11 who rides or steers a multi-cycle in such designated places must be accompanied by an adult.

You and Your Cycle

Cycles are of different types and sizes and usually the height of the handlebars and the saddle can be adjusted. To ride safely and competently, you must ride a cycle of the right type and size and make proper adjustments to suit you. Do not ride a cycle that is too small or too large for you. Check it with your local cycle dealers or experienced persons for further advice.

Check that you can just touch the ground with the tips of both feet while sitting on the saddle (see diagram below) and adjust it if necessary. If not, the cycle is too big or the saddle too high. If you can put both feet flat on the ground while sitting on the saddle, then the cycle is too small or the saddle is too low, giving you a cramped riding position.



Handlebars should be at about the same height or slightly higher than the saddle (see diagram below) so that your weight can be shared between the handlebars and the saddle.



Check that you can apply both brakes easily and fully with your fingers while still holding the handlebar grips and maintaining full steering control.

Check that you can operate the bell while holding and controlling the handlebars.

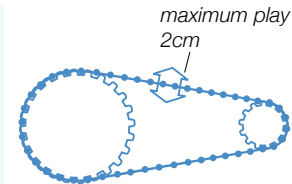


Safety checks

Make sure your cycle is suitable for you and safe to ride.

Wear a bright colour and correctly fitted safety helmet which complies with international standards (see 'Further Reference Materials'). Put on suitable clothing with reflective belt (see page 29) and wear personal protective equipment (for example, pads, gloves). Your cycle must be fitted with a warning bell.

For Cyclists



Check that the moving parts are oiled sufficiently and the chain is tight enough (2cm maximum play) with no sign of damage or rust.

If you prepare to ride at night or in poor visibility, your cycle must be fitted with a white lamp on the front and a red lamp on the rear. Make sure your lamps are in good condition; and if you use battery powered lamps, check that the batteries have sufficient energy for your journey. It is a good idea to carry spare batteries and lamps.

Your cycle must have a rear red reflector fitted.

Reflectors can increase your visibility to other road users. Fit white reflectors on the front or side of your cycle, and amber reflectors on the pedals.



Safe Cycling

Basic cycling skills

As a new rider, learn and practise the following basic skills at a suitable and safe place away from any traffic and where you can do so safely without causing any inconvenience or risk to others.

Do not ride on the road until you can ride your cycle with good balancing and steering, starting and stopping – well enough for you to concentrate on and cope with the dangers of the road and other traffic.

Moving off – practise this skill following a narrow path as you become more competent. Use a low gear, if fitted.

Slowing down and stopping – practise progressive and controlled braking, bringing your cycle to a stop smoothly and in the exact place required. Try it at speed. On a wet surface, it will be more difficult.

Pedalling, balancing and steering – use the balls of your feet to pedal. A smooth pedalling style that exerts force throughout the entire circle will help balancing the cycle. Even at low speeds,



do not freewheel but keep pedalling. Try and practise steering around markers or other obstacles.

Emergency braking – apply both front and rear brakes simultaneously. Try and practise emergency braking by stopping as quickly as you can (also see 'Braking' on right).

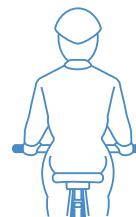
When you have mastered these skills, try them again and also practise looking behind and giving correct signals. Develop a constant awareness of all other vehicles and pedestrians around you, including their positions and speeds. You can find advice on what to do and when to do it in this chapter.

Braking

Learn which hand works the front brake and which hand works the rear brake. Apply the rear brake for smooth gradual slowing down. The front brake is more powerful and efficient. However, if you apply it too hard, the cycle will stop more abruptly and the rear wheel may lift off the ground causing you to lose control or even fly over the handlebars, particularly when going downhill at speed. In normal riding conditions, apply the rear brake first, then the front brake. Control your speed by braking appropriately when travelling downhill or before rounding a bend. Only brake when the front wheel is straight.

A system for safe cycling

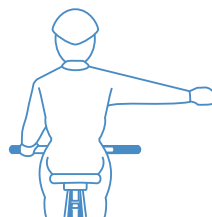
Before moving off, stopping, or turning, always carry out the following routine:



- Think: Think carefully what you want to do and allow sufficient time to do it.



- Look: Check if it is safe to manoeuvre; look ahead, behind and all around.



- Signal: Signal what you intend to do, provided it is safe. Arm signals must be correct, clear and given in good time.

It is only when the above steps have been taken that it is safe to move off, stop, or change speed or direction.

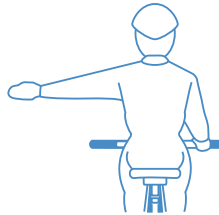
Giving Signals

Give your signals clearly and in good time. Give only the correct signals – the three illustrated on the right.

Giving an arm signal means riding with only one hand on the handlebars. As riding one-handed is dangerous, arm signal should not be given for longer than necessary and sometimes it is safer not to give a signal at all.

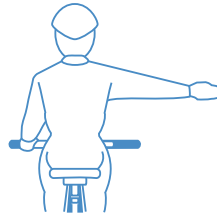
Always complete your signal and return your hand to the handlebars before carrying out the manoeuvre, such as changing direction or slowing down so as to maintain maximum control.

Left-turn signal



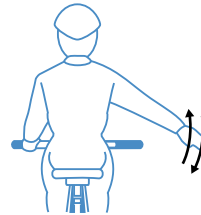
This signal indicates that the cyclist is going to move out to the left or turn left. The whole of the arm and hand is extended level with the shoulder, palm facing forwards. If you give the signal in this way, it can be more easily seen and understood by other road users.

Right-turn signal



This signal indicates that the cyclist is going to move out to the right or turn right.

Slowing down signal



This signal indicates that the cyclist is going to slow down or stop. The arm is extended level with the shoulder, palm facing downwards. Move the arm up and down at least three times, but not too fast.

Other vehicles can give signals throughout the manoeuvre because they are using direction indicator signals or stop light signals. These signals are more easily seen by other road users.

As a cyclist, you have to rely on arm signals only before the manoeuvre. Your signals are not easily seen by other road users, particularly at night or in poor visibility. Before changing direction or slowing down, make sure other road users have seen you and avoid abrupt changes that may bring you into conflict with them. Do not rely completely on your signals. Keep looking around to others.

Signals by other road users

Before riding on the road, not only should you know how to give signals, but also be able to recognise signals given by others and know what they mean (see pages 104 and 105 for more information on signals given by drivers and cyclists).

Riding on the Road

Starting

Before you move off from the side of the road, think which way you intend to go and look ahead, behind and all around, particularly over your right shoulder, for moving traffic. If there is traffic approaching, wait until it has passed. When the traffic has passed, signal clearly with your right arm and then move off.

Stopping

Except in an emergency, stopping must be done carefully and gradually. Decide where you wish to stop and look particularly to the rear over your right shoulder for following traffic. Signal that you are going to slow down and stop. When braking, keep both hands on the handlebars.

On wet roads, it will take you more time and much longer distance to stop, so allow at least twice the normal distance.

Emergency stop

Do not signal. Keep both hands on the handlebars to maintain control and use both brakes. Move your bodyweight lower and back if you can.

Riding along

Always cycle within your ability. In particular, you should be comfortable with the road and traffic conditions. Safe riding requires skills not only in controlling the cycle, such as balancing, steering, starting and stopping, but also in the following key areas:

- **Awareness** of cycles and vehicles ahead, behind and to the sides, as well as pedestrians, traffic signals, road surface and the entire vicinity;
- **Anticipation** of what is likely to happen by observing movement, watching out for hidden dangers and listening for engine sounds, etc; and
- **Positioning** yourself so that other drivers can see you and know what you intend to do.

Always keep both hands on the handlebars unless you are signalling.

You must keep at least one hand on the handlebars at all times.

Always keep both feet on the pedals.

In general, keep to the left side of the road in single file and move at a steady speed. Look out for potholes, drains, road expansion joints, covers and track, etc.

When you are about to make a turn or come to a narrow road, you may ride in the middle of the lane if it is safe to do so and without causing serious disruption to traffic. Look out for following traffic when you move out. If you ride on a long narrow road, try to make a stop at a lay-by or some wider area to allow following vehicles to pass where possible.

You must not enter a tunnel area, a control area or an expressway. The start and end of such area are marked by traffic signs (see pages 71 and 73).



Regulatory sign – cycling restriction

Cycling is prohibited beyond the above sign. Cyclists must dismount and push their bicycles or tricycles to proceed beyond the sign until the end of the restriction.



Regulatory sign – End of cycling restriction



You must not ride or push your bicycle or tricycle past the above regulatory traffic signs banning bicycle or tricycle. These signs are often found near elevated roads, flyovers and underpasses.

You must not ride on pavement. If there is a cycleway or cycle lane along the road, you must use it. Do not stay on the cycleway if you need to stop or take a rest.

You must ride in single file except when overtaking or riding on cycleway.

You must not ride a cycle in the opposite direction to traffic on road.

Watch out for pedestrians, particularly young children, who may step or run onto the road suddenly.

Watch out for other vehicles, particularly when approaching a junction. Other drivers may turn left across your path.

Keep a safe distance from any vehicle you are following. Never get close to it. Otherwise, if it stops suddenly, you may not have time to do so.

You must never be towed or hold on to a vehicle or tow another cycle or other vehicle.

You must not carry any passenger. You must not carry any animal or anything which might obstruct your view, affect your balance or complete control of your cycle, or get caught in the wheels or chain.

Do not wear earphones of any audio devices or use mobile phone.

Do not lead any animal.

If riding at night or in poor visibility, you must switch on your cycle lamps to show a white light to the front and a red light to the rear. Ensure the lamps are on during your trip. Even in daylight, switching on your cycle lamps can help other road users see you. Adjust suitably your cycle lamp to dip downwards so as not to dazzle other road users.

Use of the bell

Use your bell to warn other road users, especially pedestrians, of your presence, but only when it is necessary.

Other motorists may not hear your warning bell, so you should take safety precautions as necessary.

You must not use your bell to demand other road users, especially pedestrians, to clear the way – unless in emergency such as you are unable to stop.

Steep cycleway



Steep (downward)



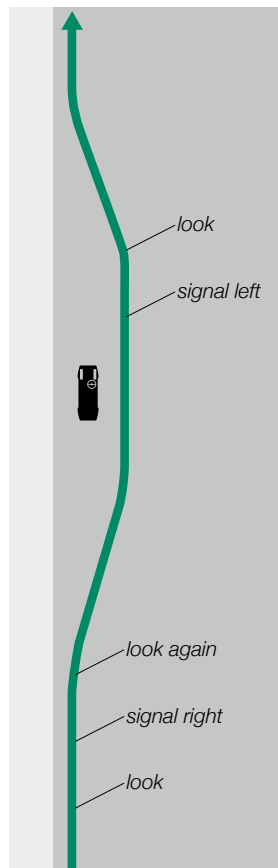
Steep (upward)

On steep sections of roads, take care of your speed – not to reach a speed from which you cannot stop safely. If you feel that you may not be able to control the cycle, you should dismount and push your cycle through that road section. The above signs indicate steep downward/upward cycleway sections ahead.



The sign above advises cyclists to dismount and walk down the steep road section ahead.

Overtaking



When riding along a road, you may need to overtake vehicles which are stopped or are moving more slowly than you, or to pass road works or stalls on the side of the road.

Before overtaking a parked or slow-moving vehicle, think of which line you wish to take. Look behind over your right shoulder for approaching vehicles and let them pass before moving out. Time your manoeuvre so that you are not overtaking, as they pass you. Ensure also that while overtaking, you will be in no danger from vehicles coming in the opposite direction. Signal with your right arm before moving out.

When you are about to overtake parked vehicles, you should look out for any pedestrians who may appear suddenly between the vehicles; also watch out for any driver or passenger of the stopped vehicle who are likely to open a door into your path. If possible, leave at least a door's width clearance between your cycle and the vehicle.

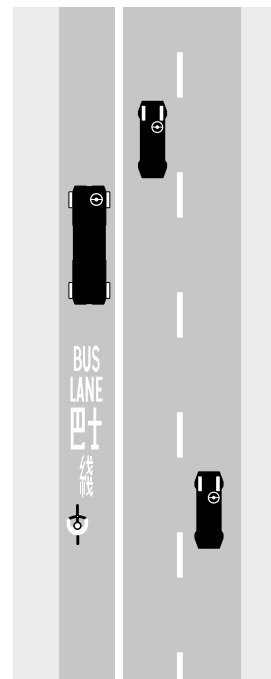
It is very dangerous to overtake a vehicle on its left. You however may overtake/pass on the left under the following situations only:

- When it is obvious from the vehicle's position, movement, speed and signals that it is going to turn right.
- On one-way road (but not dual carriageway) with stopped or slow-moving vehicle on the right-hand side of the road.

Do not pass between the kerb and a bus when the bus is at a stop. Wait until the bus moves off, unless it is safe to pass it on the other side and you can return to your normal path before the bus moves off.

You should never overtake on the left of or weave in and out of stationary or very slow moving traffic. It is often better to wait for the traffic to move.

Bus lanes



You may use bus lanes unless there are signs banning cyclists. However, buses at bus lane may be travelling faster than the traffic in other lanes. Allow bus to pass when situation permits.

Look out for pedestrians who may step unexpectedly onto the road and for drivers who may drive into a bus lane to gain access to premises or when taking evasive action. Be prepared to ride in normal traffic conditions at the end of the bus lane (for more information on bus lanes, see page 65).

Pedestrian crossings

You must give way to pedestrians on a 'Zebra' crossing. If there are pedestrians on the crossing, stop and wait behind the 'Give way' line. You must not weave through pedestrians on a crossing or try to force your way.

At 'Green man' crossings, you must stop and wait behind the 'Stop' line if the red light is showing. You may only go forward if the green light is showing and the way is clear. Give way to any pedestrians still on the crossing.

Turning and Junctions

At junctions, traffic may be moving in different directions. This makes such places particularly dangerous. Decide well in advance which way to go, then think of which line you wish to take. Look particularly to the rear for traffic. Before you turn, signal clearly and in good time the direction you wish to go.

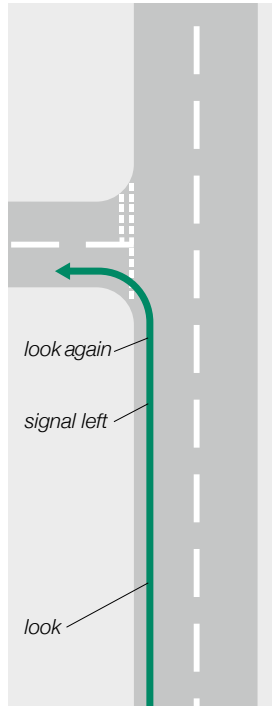
Always be ready to give way to pedestrians who may step onto the road near a junction.

You cannot be seen as easily as larger vehicles and other drivers may not be looking out for cyclists – whenever it is safe to do so, give clear arm signals to let drivers behind know your intended move.

Left-turn

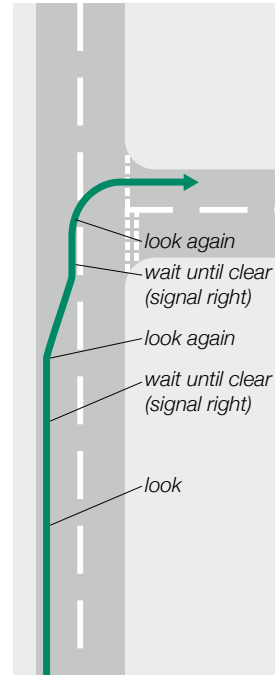
When approaching a junction, look behind and ahead. Watch out for vehicles turning in front of you. Do not ride near or beside a vehicle signalling or slowing down to turn left. They may not see you. Let them pass first.

As you approach the junction, keep to the left or you may move to the middle of the lane, if it is safe to do so.



Signal left before you turn. Look out for pedestrians crossing the road. After turning, keep to the left of the road.

Right-turn



Turning right is a potentially dangerous manoeuvre as you must cross the carriageway for oncoming traffic.

To turn right, signal right and then approach near the centre of the road, just to the left of the centre line. If there is a lane for right-turn, use it.

Wait until there is a safe gap in the oncoming traffic and take a final look before completing the turn. Beware of traffic coming out from the side road. Do not cut the corner during the turn. Begin to turn when you are opposite the centre of the road into which you intend to turn.

On busy roads or at night or in poor visibility, you may stop on the left side of the road and wait for a safe gap in the traffic in both directions before you make your turn. Signal before you turn. Do not wait in the middle of the road, especially at night.

In any case, or if you feel unsafe, you may dismount on the roadside and push your cycle across the road at a pedestrian crossing following the Road Crossing Code.

Turning into or crossing a main road

If there is a 'Stop' sign, you must stop even if there is no traffic coming. Stop behind the line, not over it.

Even where there is a 'Give way' sign, it is often better to stop and check carefully

the traffic condition before you turn.

Look to the right, left and right again before you turn into a main road. Look out for other cycles as well as cars and larger vehicles coming.

If there is any traffic coming, let it pass. Do not assume that a vehicle approaching from the right and signalling left will turn left. Wait to make sure. When all traffic lanes are clear, make your turn as quickly as possible.

If you feel safer using a pedestrian crossing place to cross a road, do so but push your cycle and follow the rules and advice for pedestrians.

Traffic light junctions

You must follow all traffic signals, traffic signs and road markings at traffic light junctions. You must wait behind the 'Stop' line if the traffic light is red, or 'red and amber'. You may continue only when the green traffic light is showing and it is safe to do so (see pages 106 and 107 for more information about traffic lights).

Using Roundabouts

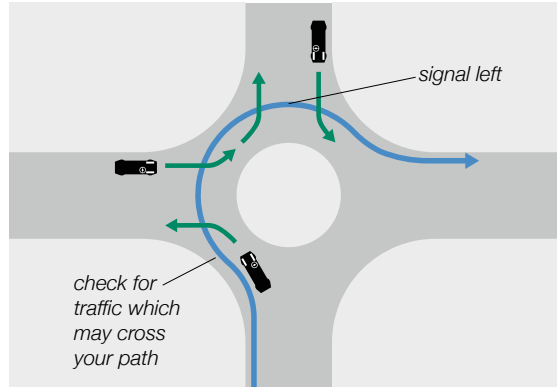
There are two types of roundabouts, conventional and spiral roundabouts (see page 81). When using any roundabout, follow the advice on this page.

At a roundabout, those approaching must give way to traffic already on the roundabout. Any exceptions to this rule are always clearly indicated by traffic signs and road markings.

Never try to use a roundabout unless you know:

- which way you intend to go long before you reach the junction. Any direction sign placed before the roundabout will be of help;
- the arm signal that you should give before manoeuvre; and
- the exact route and road position you should take throughout the manoeuvre.

Turning right



For turning right or going straight ahead, you should approach on the left, during and after the manoeuvre. Once riding on the roundabout, watch out for vehicles crossing your path to leave the roundabout; and traffic which is entering the roundabout ahead of you. Keep left and signal left as you approach your exit.

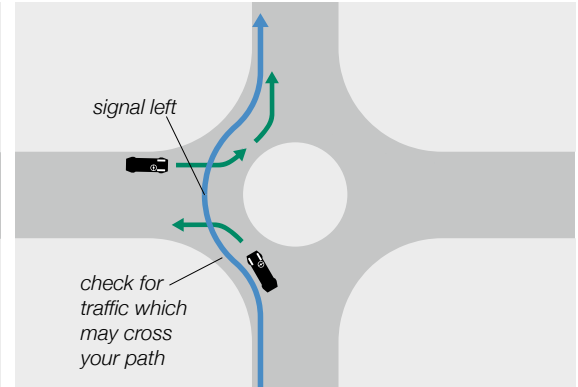
Keep to the outside of the roundabout paying particular attention to traffic on the right which may cut across your path to leave the roundabout; and traffic which is entering the roundabout ahead of you. Stop, if in doubt or necessary, before crossing an entrance or exit.

Signal left when you are about to reach your exit.

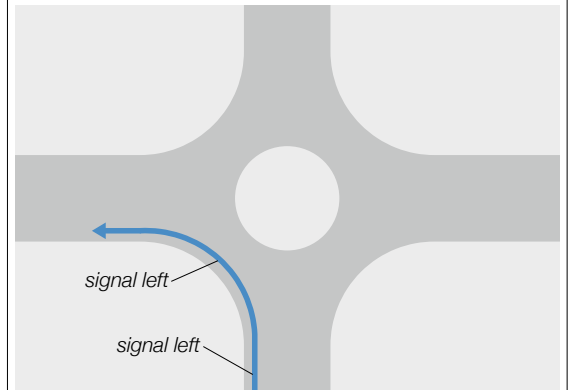
Other traffic also approaches in the right-hand lane but it is often safer for a cyclist to keep left.

If in doubt or you feel unsafe to negotiate the roundabout, get off and push your cycle along the pedestrian route.

Going straight ahead



Turning left



You should approach on the left signalling left as you get near the junction. You must give way to traffic on the roundabout. Once on the roundabout, keep left and signal left again as you approach your exit.

Cycleways



Regulatory signs marking the start of a cycleway, or an adjoining footpath and cycleway



Direction sign showing the route for cyclists

If there is a cycle lane, or an adjacent cycleway beside the roadway, you must ride on it and not on any other part of the roadway.

If there is a footpath and a cycleway side by side, you must ride on the cycleway only. Look out for any pedestrians, particularly young children, who may step or run onto the cycleway without looking.

When riding on cycleways, you must follow the rules and advice that apply to you on normal roads. Cycleways are also roads but motor vehicles are generally not permitted to enter and use cycleways.

Keep to the left of the cycleway and allow other cyclists to pass you on the right. Overtake only on the right.

Look out for pedestrians on or crossing the cycleway, or persons working or carrying out other activities near the cycleway. They may not see or hear you coming. Always give way to pedestrians.

Ride only in the direction indicated by traffic signs and road markings. If the backs of the traffic signs are facing you, you are probably riding the wrong way. On a two-way cycleway, keep to the left.

Be aware of vehicles at road crossings with cycleway, and prepared to stop or give way to other cyclists at junctions with other cycleways.

Riding on steep down ramps

It is potentially dangerous to travel down steep gradients (often found at cycle subways and bridges) at excessively high speed. Riding too fast down a steep ramp can cause a loss of control or even a crash, especially under inappropriate braking. Take great care and dismount if necessary. Be especially alert at:

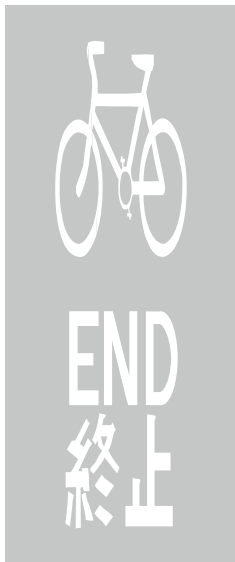
- a long steep downhill ramp combined with a sharp bend at the bottom
- an intersection within a subway
- a long steep scissor-type down-ramp



The following signs advise cyclists to dismount as there are potential conflicts or hazards ahead.



End of cycleway



An 'End' traffic sign or road marking may indicate the end of a cycleway. You have to join or return to the normal road and ride with other traffic. Be prepared to join traffic on the normal road. Look over your shoulder and wait for a safe gap in the traffic.

Crossing roads

A cycle route may cross a road with traffic, where drivers may not be alert and prepared for cyclists.

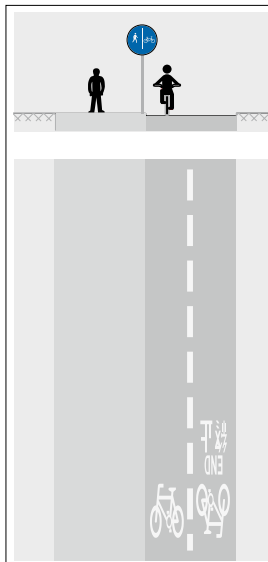
You should get off your cycle and push your cycle across the road, and follow the advice on Road Crossing Code given in Chapter 2 for pedestrians; but allow yourself more time and room to push and handle your cycle safely.

**Cyclists dismount
Use pedestrian crossing**
騎單車者到此下車
由附近行人綫過路

Regulatory sign indicating that you must get off your cycle and push it across the road by using a pedestrian crossing.

Crossing light rail tracks

A cycle route may cross a light rail track. Where it does so, you must get off your cycle and push it across the tracks using the 'Green man' crossing at a designated crossing point. You must obey the traffic lights for pedestrians. Do not cross until the steady 'Green man' shows.



This regulatory traffic sign or the concerned road marking indicates which side must be used by cyclists and which side must be used by pedestrians. No other road users are permitted.

Pushing your cycle

You may find it necessary or desirable to get off and push your cycle along, particularly if the traffic conditions are such that you do not feel safe to ride with the traffic or you may find it difficult to do so.

If you push your cycle along, do keep proper control of your cycle by pushing your cycle with both hands on the handlebars and use the brakes as necessary.

If you are pushing your cycle along the road, keep as close to the side of the road as possible and keep your cycle between you and the traffic. Follow the rules and advice as if you are riding on the road.

If you are pushing your cycle on the pedestrian crossing, pavement, verge or footpath, follow the rules and advice for pedestrians given in Chapter 2, particularly the advice given on page 21 for pedestrians with handcarts or trolleys.

Cycle parking



The rules and advice for the parking of vehicles generally apply to cycles. On a road with street lighting, you may only park your cycle in a parking place designated for pedal cycles. However, no cycle should be continually parked at the same parking place for more than 24 hours.

If you want to have a temporary stop, such as to take a rest, you may leave your cycle on a pavement, footpath or verge for a short period, provided that this would not cause any



obstruction to pedestrians, would not cause any danger, for example by forcing pedestrians to step onto the road, and does not make it more difficult for others to see clearly.



Cycle Parking Place- Parking Advice

1. This parking place is for pedal cycles only.
2. No parking is allowed for a continuous period of more than 24 hours.
3. Pedal cycles must be parked at the parking racks.
4. This parking place may be suspended for use from time to time to clear any pedal cycles left.

單車泊車處- 停泊須知

1. 此泊車處僅供單車停泊。
2. 單車不可連續停泊超過24小時。
3. 單車必須停放於停泊架。
4. 此泊車處會不定期被中止使用，以清理存放的單車。

Driving

You must be aged at least 18 and hold a valid driving licence which you must have with you whenever you are driving.

You must wear glasses if you need them to meet the driving test standard – to read at a distance of 23 metres in good daylight a vehicle number plate. You must not drive with uncorrected defective vision. If driving in bright sunlight is uncomfortable, use good quality sunglasses – but not at night or in conditions of poor visibility.

You should not drive if you suffer from any disability or illness that may make it difficult for you to drive safely. Your health affects your driving – even a cold can put you below par.

You should not drive, if you are tired, unwell or emotionally upset.

Drink driving is a criminal offence

It is an offence if you drive under the influence of alcohol to such an extent as to be incapable of having proper control of your motor vehicle. Even a small amount, the

alcohol can affect your driving ability. Do not drive after drinking. As an alternative, you can use taxi or other public transport services, or arrange a non-drinker to do the driving.

The police have the power to demand a screening breath test from any driver who is randomly stopped during roadblock operations or other traffic enforcement checks, or from any driver who is involved in a traffic accident, or has committed a moving traffic offence, or is suspected of drink-driving.

If the screening breath test result indicates a level above the prescribed limit. The driver must provide specimens of breath, blood or urine as required by police officer for alcohol analysis.

It is also an offence if you, without reasonable excuse, refuse or fail to provide specimens of breath, blood or urine for test/analysis.

Prescribed limit

The prescribed limit is set at 22 micrograms of alcohol per 100 millilitres (ml) of breath, or 50 milligrams (mg) of alcohol

per 100ml of blood, or 67mg of alcohol per 100ml of urine. Any driver of motor vehicle found exceeding the prescribed limit will face prosecution under the law. If the proportion of alcohol far exceeds the prescribed limit, the penalty will be more severe.

Drug driving is a criminal offence

It is an offence if you drive a motor vehicle with any concentration of specified illicit drugs – heroin, cocaine, ketamine ('k'), methamphetamine ('ice'), cannabis ('grass') and MDMA ('ecstasy') present in blood or urine.

You must also not drive under the influence of any drugs (other than the above-mentioned specified illicit drugs) to such an extent as to be incapable of having proper control of the motor vehicle.

Drugs can affect body and mind coordination, significantly impairing one's ability to drive. If taking drugs before driving cannot be avoided, make sure the drugs will not affect your driving ability. Consult healthcare professionals including

doctors, pharmacists or dentists if in doubt and ask for alternative medications when necessary.

Preliminary drug tests

You may be requested by police officer to undergo preliminary drug tests if you are involved in a traffic accident, or have committed a moving traffic offence, or are suspected of driving under the influence of drugs.

Your passengers

Front seat passengers should maintain a gap of not less than one quarter of a metre between their bodies and the dashboard. In case of accident or emergency braking, if their bodies are too close to the dashboard, they might be injured by hitting the dashboard first before the seat belts could hold them back.

Passengers must sit on properly provided and secured seats. You must not carry more passengers than the seating capacity indicated on your vehicle licence. (A child under the age of 3 years need not be counted. Three children aged

It is also an offence if you, without reasonable excuse, refuse or fail to undergo preliminary drug tests or to provide blood and/or urine specimens for drug analysis.

Smoking

Smoking will distract your driving. Avoid smoking while driving.

3 or above and under 1.3 metres tall can be counted as two passengers)

You should arrange passengers to get in or out of your vehicle from the pavement or the side of the road. Do not allow them to open the door in a manner that will put anyone in danger.

When you get out of your vehicle to help passengers boarding/alighting or load/unload goods, you must switch off the engine, engage the vehicle in first gear (manual) or park mode (automatic), and apply the parking brake first.

Safety Checks



Your vehicle must be covered by an effective insurance policy and have a valid vehicle licence displayed on the left-hand side of the windscreen.

You must keep your vehicle in good working order. Follow the advice in your vehicle owner's handbook on regular servicing and vehicle checks.

Make sure your vehicle doors and door latches are properly maintained in good working condition.

Make sure the window glass will not obscure the view of the interior. Also, your view should not be obscured by objects inside the vehicle.

Check the performance of steering wheel and brakes, including the parking brake.

Make sure windscreen, windows, number plates and reflectors are clean.

You must make sure all your lamps work and are clean, and your headlamps are properly adjusted. Badly adjusted headlamps will dazzle other drivers.

Check whether windscreen wipers and washers, warning

lights and instruments work properly.

Replace tyres before they become badly worn and never use a combination of cross-ply and radial-ply tyres. Ensure that your tyres are inflated to the correct pressure. The required minimum depth of tread is 1mm throughout at least three quarters of the breadth of the tread.

Make sure your seat belts are properly maintained and adjusted.

You must ensure that any loads carried or towed are secure and they do not obstruct your view.

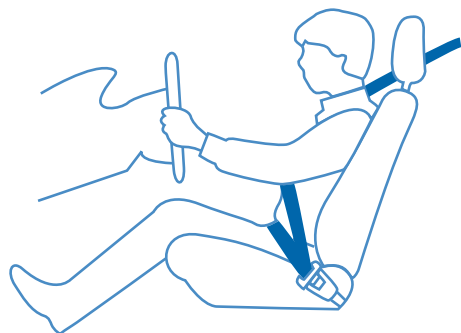
You must not start or run your engine with the fuel tank cover removed.

Driver assistance system

If your vehicle is equipped with driver assistance systems, you must fully understand their functions, operation and limitations before you use them. When using driver assistance

systems, you still have to keep watching the road and traffic conditions and keep your hands on the steering wheel, so that you can resume manual control of the vehicle immediately in emergency situation or when necessary.

Seat Belts



Private cars, taxis, light buses, goods vehicles and buses

You must wear an approved seat belt, if fitted, when driving except when you are carrying out a manoeuvre which involves reversing, for example a three-point turn, or moving forward and reversing into a parking place.

For private cars, you as a driver must make sure that all your passengers wear seat belts, if fitted. As private light bus and goods vehicle drivers, you are responsible for ensuring that your front seat passengers aged below 15 wear seat belts, if fitted.

Seat belts that are fitted to your vehicle must be of an approved type. The seat belt must be worn properly – it must securely fasten the wearer to the seat. Two or more persons must not share a seat belt at the same time.

A child passenger under the age of 3 must be securely fastened to the seat by means of an approved child restraint when travelling in the front seat of private car, goods vehicle or private light bus. It would be much safer to put your children in the rear seats of a vehicle than in the front seats. (For more information on child safety in cars, see page 45)

Legal requirements for wearing seat belts			
	Drivers	Front Seat Passengers	Rear Seat Passengers
Private Cars	Seat belt must be worn if fitted	Seat belt must be worn if fitted	Seat belt must be worn if fitted
Taxis			
Public Light Buses			Not applicable
Private Light Buses and Goods Vehicles			
Buses	Seat belt must be worn	Not applicable	

Exemption on medical grounds

The Commissioner for Transport may consider granting you an exemption from wearing a seat belt if you can present a valid medical certificate from a doctor. However, very few people could be exempted on medical grounds. There is no list of health reasons, including pregnancy, which will automatically exempt you.

Pregnant drivers or passengers are also subject to the above requirement of wearing seat belt. In case of a crash, pregnant women who wear seat belts sustain fewer injuries than those who do not, hence the risk to the baby is reduced.

Wearing a seat belt can reduce your chance of death or serious injury by about half. Seat belts are also very effective in reducing the

effects of traffic accidents occurring at quite low speeds. A head-on collision involving two vehicles each moving at only 25 km/h produces an impact speed of 50 km/h - the same as falling head first from the third floor window of a building.

Wearing your seat belts correctly

Most seat belts fit automatically. But there are still some points to watch. And these are more important with static type belts. The lap belt must restrain your hip bones by lying across the top of your thighs not stomach. The diagonal strap should lie mid-way across your shoulder, staying in contact with your chest up to about your collar bone. See that the buckle is well down to your side and not lying on your body. You may have to change the length of the straps. Make sure the straps are not twisted or trapped and then fasten the buckle. If necessary, tighten the belt – as tight as possible but allowing for comfort.

You must not put on clips onto the seat belt as this would seriously reduce the effectiveness of the seat belt and also be illegal.

Looking after your seat belts

Seat belts should be looked after and checked regularly. Worn, damaged or defective seat belt cannot protect you or your passenger, and is also illegal. Seat belts will wear, even if not used very much. Check your belts for signs of damage and make sure that they run freely through the upper anchorage guides. If you have inertia reel belts, check that the unused webbing goes back into the reel easily.

Make sure that no part of a belt becomes trapped in a door or under a seat. This can cause serious damage to the belt. If the buckles are on flexible stalks, do not bend them back behind the seats or out of the way when they are not in use.

If a seat belt is worn, damaged or defective, it should be replaced immediately.

Static belts should always be stowed on the clip provided. Do not allow them to dangle on the floor.

Making a seat belt more comfortable

Some people may find seat belts uncomfortable. For example, for smaller persons, the upper part of the belt may be across their neck instead of across the shoulder. Usually such problem may be overcome by using a booster seat.

Even if a seat belt is uncomfortable, it must be worn. It is safer to wear a seat belt that does not fit comfortably than to travel without using it. It will still protect you in an accident.

How to wear seat belts during pregnancy



Lap belts, as well as the lap portion of a lap-shoulder belt combination, should be placed low, across the hips, under the bump and over the upper thighs. They must lie snugly over the pelvis, one of the stronger bones of the body.

Never place the belt over the abdomen.

The shoulder strap should be placed between the breasts, above the bump. Adjust the shoulder belt for a snug fit. If it cuts across your neck, reposition your car seat for a better fit.

Give you and your baby the best protection available by buckling up.

Child Safety in Cars

Children under the age of 3 must be restrained by an approved child restraint device when travelling in the front seats of a private car, private light bus or goods vehicle. The requirement also applies to those children travelling in the rear seats of private car when such device is available for use.

Other young child passengers (aged 3 and above) travelling in private car should also use child restraint device to enhance the protection, if available. If child restraint device is not available, they must be restrained by seat belts when travelling in private cars.

Child restraint device must be correctly and securely fitted to the vehicle in accordance with the manufacturer's instructions. Always ensure that your children are fastened properly in the child restraint device.

A child must not be held in arms or allowed to sit on the lap of a front seat passenger. In an accident, the child would be crushed between the passenger and the vehicle dashboard or thrown out of the vehicle.

If children are in someone else's car or if you are carrying a lot of children, child restraints may not be available. In that case, children must wear seat belts instead of not being restrained at all.

Young children should be placed in the rear seats and approved restraining devices appropriate to their age and size should be used.

Child restraint device



Up to 12 months (or babies weighing under 9kg who cannot sit up by themselves)

They should be carried in the rear of the car lying down in a carrycot or infant carrier. If the carrycot is made for use in a car, fix it on the rear seat using the restraining straps provided and/or the appropriate anchor points in accordance with the manufacturer's instructions, and secure the child in the carrycot. If the carrycot is not made for use in car, place it across the car with the baby's head in the middle of the car. The carrycot should be held on the rear seat by special carrycot restraining straps. If this is not possible, the cot

should be placed on the floor, wedged between the front and rear seats. A folded blanket will help to level the floor or wedge the cot in place. Fasten a cover over the carrycot to help stop the baby from being thrown out.



9 months to 4 years (or children weighing 9 – 18kg who can sit up by themselves)

An appropriate child safety seat is the best. The child is held in the seat by a harness. Follow the manufacturer's instructions on fixing the child seat to the car structure.



3 to 12 years (or children weighing 15 – 36kg)

Use either a child harness made of a lap strap and two shoulder straps; or a booster seat together with the ordinary seat belt, which also has an extra strap running behind the child that acts as a guide to change the lie of the diagonal belt.

Over 12 years (or teenager weighing above 36kg)

The ordinary seat belt could be used.

Airbags



How to get maximum protection

- Remember to wear your seat belt properly.
- Airbags need space for inflating. So, ensure there is a good distance between yourself/your passengers and the airbag outlet. Do not sit or lean unnecessarily close to the airbag outlet.
- Do not place any objects over the airbag outlet or in between the outlet and you to avoid being hurt by these objects when the airbag inflates.
- Do not place young children in any front passenger seats installed with airbags when using rearward facing child restraint devices. Young children should be placed in the rear seats using approved restraining devices appropriate to their age and size.

How airbags protect you further

- Airbags are designed to supplement seat belt system, but cannot replace it.
- Seat belt is the most important restraining system. Always wear your seat belt.
- Airbags can enhance passenger safety in case of accident. Airbags can cushion your head and upper body from striking the dashboard. However, airbags inflate very fast and with great force. If you are too close to an inflating airbag, you could be seriously hurt.
- Seat belt can hold your entire body in your seat, and can reduce your chance of injury by the inflating airbag.
- Seat belt offers the best and most effective protection in all types of collisions or roll-over accidents. Airbags only function in particular collisions.

Driver Education

Learning to drive



'L-plate' – learner driver under instruction

If you start to learn driving a private car or a light goods vehicle, you must obtain a learner's driving licence for the respective class of vehicle. You must not drive without a licensed driving instructor until you have obtained a probationary driving licence after passing the written and practical driving tests.

To pass the written test, you have to demonstrate your knowledge and understanding of the Road Users' Code. To pass the practical driving test, you have to demonstrate your driving ability to drive safely and competently following the rules and advice in this Code. Learner drivers preparing for the practical driving tests are also advised to make reference to the 'Guide to Driving Test' published by the Transport Department. Such guide will be provided to persons who apply for the driving test.

As a learner driver, you must not drive on an expressway. Traffic signs on the right mark the start and end of an expressway.



Start and continuation of an expressway



End of an expressway



As a learner driver, you may drive only at certain times of the day and you are prohibited from using certain roads. You must not normally carry any passengers. Your vehicle must be fitted with 'L-plates'. Ask your driving instructor about these and other rules and advice for learner drivers.



Learner drivers must not drive past this sign or drive on the road to which the ban applies.

Information on different types of driving licences and driving tests may be obtained from any Licensing Office of the Transport Department. You may also see 'Further Reference Materials'.

Probationary driving licence scheme (motor cycles, motor tricycles, private cars and light goods vehicles)

You are only eligible to apply for a probationary driving licence to drive a motor cycle, motor tricycle, private car or light goods vehicle upon passing the respective driving tests. You have to undergo a probationary driving period of at least 12 months satisfactorily before applying for a full driving licence. During the period, you are required to display a 'P' plate at the front and rear of the vehicle; you are not allowed to drive your vehicle at a speed in excess of 70 km/h (on roads with speed limit greater than 70 km/h); and drive on the right most lane of expressways where three or more traffic lanes are open for use by traffic unless you are heading for a right side exit.

If you are a probationary rider of motor cycle or motor tricycle, you are not allowed to carry any passenger.

If you are convicted of road traffic offence that carries driving-offence points (DOPs) or relates to any of the above restrictions during the probationary driving period, your probationary driving period may be extended or your probationary driving licence may be cancelled (see 'Further Reference Materials' about driving licences).

To obtain a full driving licence, you must submit an application within 3 years from the date of satisfactory completion of the probationary driving period.



'P' plate for probationary drivers of motor cycles, motor tricycles, private cars and light goods vehicles to display on their vehicles.

Driving improvement course

The driving improvement course is specially designed to instill in drivers a stronger sense of road safety and good driving behaviour. Drivers who wish to improve their driving behaviour may attend the course in one of the designated driving improvement schools.

If you have been convicted of serious traffic offences, such as dangerous driving and drink driving, you are compulsorily required to attend and complete the driving improvement course.

If you have accumulated 10 DOPs incurred within the past 2 years, you are also required to attend the driving improvement course (i.e. for every 10 DOPs).

Upon your satisfactory attendance and completion of the course, 3 DOPs will be deducted from the total number of DOPs you have incurred. However, no DOP will be deducted if on the completion date of the course, you:

- have not incurred any DOPs;
- have accumulated 15 or more DOPs incurred within the past 2 years; or
- have within the past 2 years been deducted DOPs from the total number of DOPs incurred.



Driving-offence points system

The DOPs system is a measure designed to promote safety on the road. The main purposes are to deter habitual traffic offenders and to improve standards of driving in order to reduce the accident toll. Certain traffic offences will carry driving-offence points, in addition to other penalties. Committing any of these scheduled offences will result in the recording of the corresponding points. If 15 or more DOPs have been incurred within a period of 2 years, the driver can be disqualified by a court from holding or obtaining a driving licence for a certain period. Any scheduled offence committed as from that date attracts DOPs if the driver:

- is convicted by a court; or
- becomes liable to a fixed penalty of that offence.

For more information of DOPs system, scheduled offences and their corresponding DOPs, see 'Further Reference Materials'.

Before Moving Off

Before getting into your vehicle, check that there are no obstructions nearby which you would be unable to see when seated. In particular, check that there are no children near the vehicle. Pay particular attention to the blind spots at the rear.

Once seated, ensure that all doors, including the passenger doors, are securely shut and that child safety locks on doors, where fitted, are secured when children are in the vehicle, and that seat belts are being worn.

If you are going to drive an unfamiliar vehicle, make sure you know where the various controls are and also any difference in the way they operate.

If your pet or animal is in the vehicle, keep it under control and ensure that it cannot disturb you while driving. You must also not let it out of your vehicle onto the road unless it is under control.

Make sure no passenger or load obstructs your movement or view.

Wear secured footwear with full enclosure of foot when you drive. Do not wear any loose shoes, open back shoes, sandals, high heels, etc.

Pre-start routine



Are all the doors properly closed?



Is your driving seat in the right position?



Are the mirrors clean and properly adjusted?

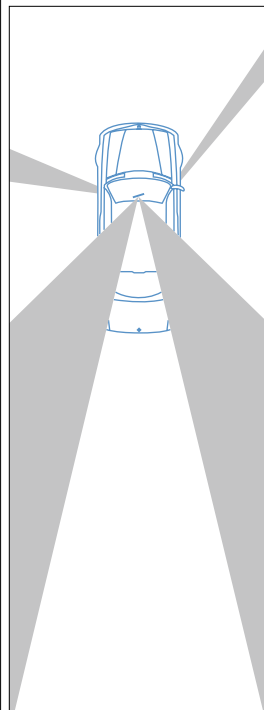


Have you, and your passengers, put on seat belts?

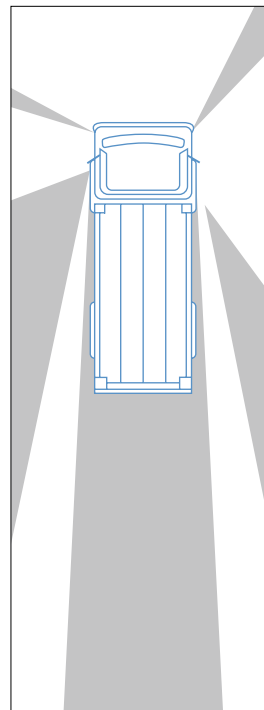


Is the hands-free kit of your mobile phone ready for use?

Blind spots



The grey areas are blind spots – areas a driver cannot see. Outside mirrors help to reduce blind spots.



A driver of a large vehicle, such as a bus or lorry, may not normally have the use of an inside mirror. The blind spots will be larger, particularly to the rear.

For All Drivers

Route planning



Before moving off, ensure that you know how to get to your destination. For example, Transport Department's mobile application can help you plan the route. You can access it by your smartphone or desktop computer (see 'Further Reference Materials').

A safe system for driving

Well before you carry out any manoeuvre – moving off, turning left, turning right, changing lanes, slowing down, stopping, reversing, overtaking or performing any other movement – always carry out the following routine:

Think – you should think carefully what you want to do in good time.

Look – you should check if it is safe to do it by looking ahead, looking behind in your mirrors or other monitoring displays, and looking all around.

Signal – when it is safe, signal what you intend to do. This signal must be correct, clear and given in good time.

Look again – check that it is still safe to carry out or complete your manoeuvre.

Always use the think – look – signal – look again routine well in advance of every manoeuvre.

On the Road

Moving off

Before moving off, you must use your mirrors or other monitoring displays, and look around as well for a final check. Look out for pedestrians who may be crossing or standing by your vehicle. A small child may be hidden from view. Signal before moving out. Move off only when you can do so safely without making other vehicles change speed or direction.

Driving along

Keep to the left except when traffic signs or road markings indicate you may do otherwise; when intending to overtake or turn right; or when you have to pass stationary vehicles or pedestrians on the road. Allow others to overtake if they want to. Do not drive on a footpath or pavement by the side of the road. Do not drive on a hard shoulder, hard strip or verge.

When driving, keep away from the edge of the road. Do not drive close to the pavement or verge; allow room for a pedestrian to step onto the roadway. When passing

parked vehicles, allow room for a door to be opened. Parts of your vehicle may overhang, such as mirrors. If so, allow more room.

You must not allow passengers to hold the steering wheel or to lean out of a window.

In a traffic hold-up or in slow moving traffic, do not try to jump the queue by cutting into another lane or by overtaking the vehicles waiting in front of you.

On narrow or winding roads, or roads where there is a lot of traffic following, drivers of large or slow-moving vehicles should be prepared to pull in, and slow down or stop, as soon as there is a suitable opportunity to do so, so as to give faster vehicles a chance to overtake.

Do not drive while wearing earphones. Do not play an audio device loudly as it would distract your attention towards emergency siren or horns. You must not watch television or video while driving.

While vehicle is in motion, you are prohibited from using

mobile phone or any other telecommunication equipment or their accessories by holding it in your hand, or holding it between your head and shoulder. Even if you are not holding your mobile phone, you should also avoid using it (e.g. reading or texting) while driving. You will be distracted by the use of mobile phone and will not have proper control of your vehicle. If you wish to use mobile phone while driving, either stop in a safe place or ask a passenger for assistance.

Drivers who have a real need to use mobile phone while driving must use hands-free device and are advised to keep the conversation short. Also, if you use mobile phone or other equipment as a driving aid such as navigation device, you must still focus on road conditions and are advised to use audio guide.

You must turn off the engine, engage the vehicle in first gear (manual) or park mode (automatic), and apply firmly the parking brake before vacating the vehicle, even though you just leave for a

short while, for example, to alight to help your passengers.

Avoid fatigue driving

- Do not drive if you are tired. Have a good rest before driving.
- Plan your trip well ahead particularly for a long journey.
- Do not drink alcohol or take drugs. Just a small amount will aggravate the effects of fatigue and impair significantly your driving ability. Drink or drug driving is also a criminal offence.
- Plan to take regular breaks during a long journey. Get out of the car, and have a snack or a stretch, if possible.
- If you feel tired while driving, lower the windows to let fresh air in or lower the temperature of the air-conditioning to keep you awake. Where condition permits, find a suitable parking space to stop and take a rest, but never stop on an expressway or a road with fast moving traffic.

- If possible, arrange a second driver with you.

Safe and courteous driving

Bad driving habits and manners are more than irksome and rude. They are often dangerous and sometimes illegal. You should be more courteous and co-operative. Bad driving adds to congestion and general aggravation.

Always avoid:

Travelling too fast –

Observe the speed limit and adjust your speed to suit the traffic flow, the road and weather conditions, and your ability. Remember that as speed increases, the stopping distance and the severity of any accident will increase.

Going too slow – Although some consider this to be safer driving, it may be irritating to other drivers. If you observe traffic building up behind you, look for an opportunity to move over or pull off the road to allow other motorists to pass. On a multi-lane road, merge quickly but safely, matching your speed with other traffic.

Following too close –

Following too close to the vehicle in front is a major cause of accidents. When driving, keep a suitable clear distance between you and the vehicle in front (see page 54 ‘Stopping Distance’).

Unsafe overtaking –

Keep left unless overtaking. Do not overtake unless it is safe to do so; indicate your intention during the manoeuvre and observe other traffic both behind and ahead of you. The manoeuvre should be done quickly but smoothly. When being overtaken, do not increase your speed, but be prepared to slow down if necessary. Overtake only on the right side of the other vehicle.

Failure to use direction indicators –

Accidents can be prevented if other drivers know your intentions to change direction. Therefore, use the direction indicators in good time before changing direction whether to turn, change lanes or overtake and observe traffic both ahead and behind before the actual manoeuvre. Remember to turn off the direction indicators after the manoeuvre.

Poor lane discipline –

The rules are simple, but widely ignored. Stay in your lane. Don't drive over the centre line, drift from side to side, zigzag through traffic, bully your way into another lane or stay unnecessarily in the fast lane. When changing lanes, remember ‘Think, Look, Signal, Look again’. Even with your mirrors, there are blind spots which they cannot cover, so it is important to take a quick glance over your shoulder for a final check.

Failure to give way –

If there is no ‘give way’ sign, the rules of the road dictate that cars entering from the minor road or access should give way to those already on the major road, and cars making a right-turn must give way to oncoming traffic. It is an offence not to pull over for an emergency vehicle with its lights flashing or siren on. Failure to give right-of-way immediately can endanger you, your passengers and the people the emergency vehicle is carrying or trying to reach. In addition, drivers should always show consideration to pedestrians, even if they are jaywalking; give motorcyclists

and cyclists the same rights and courtesy as any other drivers.

Bad manners – This includes a host of misbehaviour – cursing, obscene gestures, use of the horn unnecessarily, playing loud music, refusing to merge, littering (including cigarette butts) and any other act of rudeness or selfishness that may annoy others. A little more courtesy and consideration by all of us could make driving safer and more pleasurable.

Ignorance – Make sure you fully understand and comply with all traffic laws, signs and markings.

Be cautious of long/heavy vehicles

Don't brake abruptly or cut suddenly in front of vehicles, particularly heavy vehicles. Heavy vehicles need almost 50 percent more distance than cars to stop. Always leave a lot more distance between your car and a tractor-trailer. **You should:**

Pass with care – It takes longer to overtake a long vehicle, so allow yourself more room and time to pass. Start

the overtaking manoeuvre farther back to see that the road is clear, pass quickly and wait until you can see the front of the vehicle in your rear-view mirror before returning to the same lane. If it is raining, be extremely cautious. The water spray from long/heavy vehicles can impair your view.

Not drive too close –

If you drive too close to the vehicle in front, the driver in front may not see your vehicle and you also can't see any of the road ahead and anticipate any potential hazards. In bad weather, vehicle spray reduces visibility as well.

Be aware of air turbulence

– When passing, being passed or meeting long/heavy vehicles, be aware that they push a large volume of air, like the bow of a ship, causing air turbulence, particularly affecting small vehicles, motor cycles and cycles.

Allow long vehicles room to turn –

Long vehicles require a wide turning area. These vehicles need extra road space before making their turns. Watch out for signals and give them room.

Let heavy vehicles pass –

To conserve fuel, heavy vehicle drivers tend to maintain a steady speed. They need more braking time and accelerate more slowly than cars, and they usually go faster downhill and slower uphill. Many drivers don't like to follow them and sometimes speed up when the heavy vehicle tries to pass. The result is often 20 tonnes of heavy vehicle riding your bumper – definitely not a good situation and should be avoided.

Not travel in the long vehicle's blind spot –

Alongside a long vehicle, just behind its doors, is another blind spot. Don't hang around there. The driver of the long vehicle may not be able to see you when making a lane change. If you can, always allow long vehicles enough room to change lanes.

U-turns

You must not carry out a U-turn or turn your vehicle around on a road, unless you can do so without endangering or obstructing other road users.

U-turn may be banned at some junctions or along some length of road. 'No U-turn' signs (and may be with supplementary plates nos. 61 or 62 on page 113) will indicate this.



Regulatory sign – No U-turn

Use your mirrors often so that you know what is behind you.

Use of horn

You must not use your horn unless as a warning of danger to other road users. Never use it as a rebuke or when the traffic is temporarily stopped without danger.



Regulatory sign – marks the beginning of a 'Silent zone'

You must not sound your horn in a 'Silent zone'. An 'End' sign marks the end of a 'Silent zone'. 'Silent zones' are usually found near hospitals. A 'Time plate' may show the period of its operation.

Headlamp flashing

The flashing of headlamps has only one meaning – like sounding your horn, it lets other road users know you are there. Do not flash headlamps for any other reason.

Reversing

Before you reverse, make sure that there are no pedestrians – particularly children and elderly people – behind your vehicle. Pay particular attention to 'blind spots' behind you – that is, the parts of the road which cannot be seen from the driving seat. If there is any doubt, get out, or ask a passenger to check, to make sure.

A Reversing Video Device (RVD) can help you observe the back when you are reversing vehicle or about to do so. In low light conditions, you should switch on the auxiliary illumination when using RVD. Any dirt or rain drops on the camera may affect the image quality.

If you cannot see clearly behind or if you drive a large vehicle, get someone to guide you when you reverse. You must not reverse unless it can be done safely and you must also not reverse for an unreasonable distance or time. Never reverse from a side road into a main road.

Give way to other traffic and to pedestrians when reversing.

Do not rely on white reversing lights or reversing alarms to alert other road users that you are reversing or about to reverse. A pedestrian may not see the light or hear the alarm. Always look and listen. Only reverse if you can do so safely and without making other road users change speed or direction.

As a safety practice, you may also turn on the hazard warning lights when parking or reversing.

Dangerous and careless driving

You must not drive in a manner that creates an obvious and serious risk of causing death or injury to any person or causing serious damage to property

You will be regarded as driving dangerously if

- the way you drive falls far below what would be expected of a competent and careful driver; and
- it would be obvious to a competent and careful driver that driving in that way would be dangerous.

You must drive with due care and attention and with reasonable consideration for other road users and your passengers. Otherwise, you may be regarded as driving carelessly.

The rules and advice in this chapter will help you drive safely and with consideration for others.

Police signs



Temporary regulatory sign – you must stop before the sign.



Temporary informatory sign – be prepared to stop if signalled to do so by a police officer or if indicated by a traffic sign.

In an emergency, or for other purposes, the police may erect temporary signs and barriers. In addition to the temporary police signs shown, other traffic signs and flashing blue and amber lights may be used to warn and guide you.



Temporary regulatory sign – you must slow down to a speed, slower than normal, at which you can stop quickly and safely.

Switch off engines of idling vehicles

Allowing idling vehicles to run their engines causes air pollution, heat and noise nuisances and fuel wastage. It is an offence for a driver to allow the engine to operate for more than three minutes in aggregate within any continuous 60 minutes while the vehicle is stationary, unless an exemption applies. In general, exemptions are provided to drivers stopping due to traffic conditions or for boarding/alighting passengers, and also to drivers of certain classes of vehicle to meet their operational needs, etc.

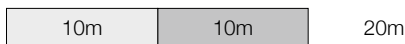
Further details of the restrictions and exemptions may be obtained from the Environmental Protection Department or its website (see 'Further Reference Materials').

Stopping Distance

Shortest stopping distance in metres

Thinking distance + braking distance = stopping distance

40km/h
vehicle speed



Thinking distance + braking distance = stopping distance

60km/h
vehicle speed



Thinking distance + braking distance = stopping distance

80km/h
vehicle speed



An average double-decker bus is about 12 metres long. Compare the distances shown with a line of buses



Wet roads – double braking distance

On a dry road, an alert driver with a car equipped with good brakes and tyres driving at speeds shown on the left, can stop in the distances shown on the right. These are the shortest stopping distances.

The stopping distance is the thinking distance plus the braking distance.

Thinking distance

– the distance the vehicle travels after the driver has seen the danger and before the brakes are on.

Thinking distance increases greatly for drivers suffering from slow reactions, tiredness, illness or lack of concentration.

Braking distance

– the distance the vehicle travels after the brakes have been put on before stopping.

Braking distance increases greatly with wet and slippery roads, poor brakes or tyres.

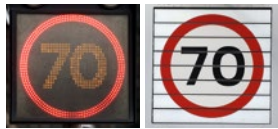
How Fast

You must obey the speed limits for the road and for your vehicle. A speed limit is the maximum speed allowed. It does not mean that it is safe to drive at that speed – always take into account all the conditions prevailing at the time.

Never drive so fast that you cannot stop well within the distance which you can see as being clear. Go much more slowly if the road is wet or if there is fog or mist. Do not brake sharply except in an emergency.



The maximum speed on all roads is 50km/h unless 'speed limit' signs show otherwise.



Variable speed limit signs

How big should a gap be?

Leave a big enough gap between you and the vehicle in front – big enough for you to stop safely if the vehicle suddenly slows down or stops.

Continuously try to anticipate the situation on the road ahead and leave yourself room to work – room to recognise a developing situation and to act.

If you have to take panic action because you have insufficient room to act smoothly, you are either going too fast or driving too close to the vehicle in front.

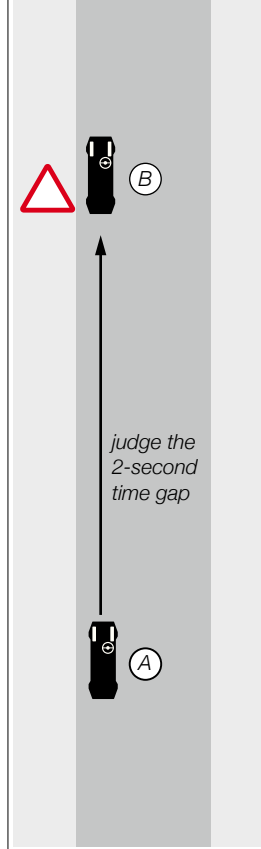
On wet roads, or if your tyres, brakes, or even your health, are below par, the gap should be much bigger than normal. And when a vehicle overtakes you and moves into the gap ahead, drop back to regain your safe gap.

The safe rule is to leave your stopping distance between your vehicle and the one in front. On roads with faster traffic it becomes much more important to keep a safe gap. Your stopping distance is still the only really safe gap but a

reasonable and practical rule to apply in good conditions is a two-second time gap – more if you are driving a heavy vehicle.

Note: km/h means kilometres per hour.

Two-second rule

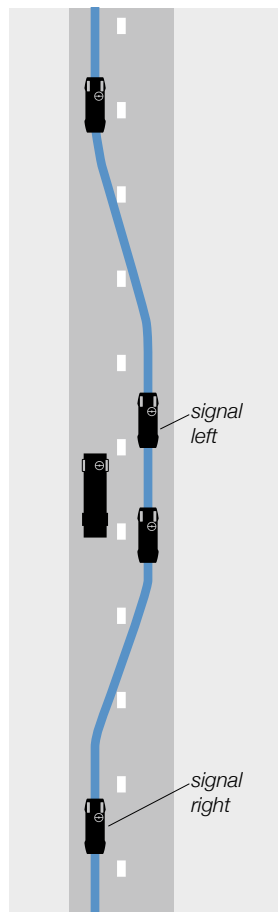


A simple aid to judging the distance of a two-second time gap – and one which can be practised by driver or passenger (e.g. 'A' car in the diagram) – is to select an easily identifiable mark on the road or roadside ahead and as the vehicle in front passes it (e.g. 'B' car in front just passes a roadside sign), say the phrase 'one thousand one, one thousand two' at a normal speaking rate, which should take about two seconds.

If the driver in the 'A' car reaches the traffic sign before finishing saying the phrase, the driver 'A' is too close to the 'B' car in front (less than the two-second time gap).

In bad conditions, double the count to four seconds, or even more.

Overtaking



Do not overtake unless you are sure you can do so without causing danger to others as well as yourself. Before you start to overtake, make sure the road is clear far enough ahead and behind. Use your mirrors and signal before you start to move out. Be particularly careful at dusk, at dawn, in the dark and in mist, when it is more difficult to judge speed and distance.

On faster roads, vehicles may be approaching much more quickly than you think. Make sure that the road is clear for a long way ahead.

Once you have started to overtake, move quickly past the vehicle you are overtaking and leave it plenty of room. Then move back to the left side of the road as soon as you can, but without cutting in.

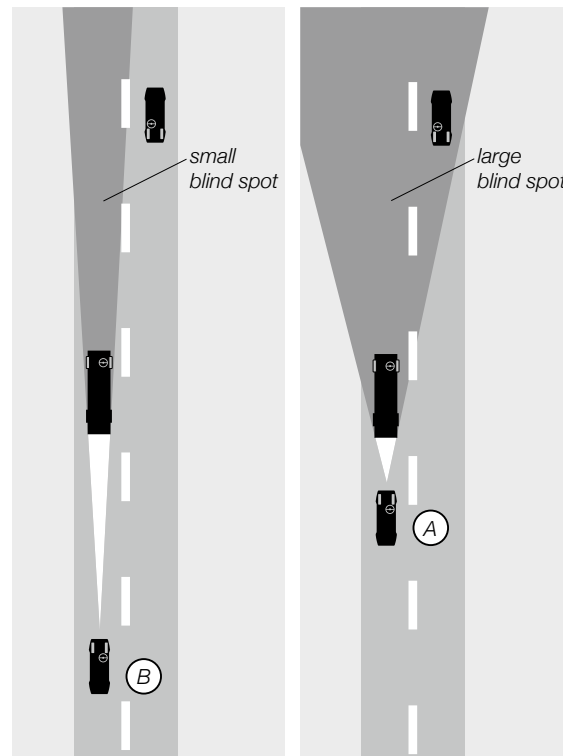
Overtaking only on the right.

If the vehicle you are overtaking increases speed, drop back if necessary and return to your normal lane behind it. Ensure that the road behind is still clear by using your mirrors.

On a normal two-lane road, give way to vehicles coming towards you before you pass parked vehicles or other obstructions on the left-hand side of the road.

Do not increase your speed while being overtaken. Slow down, if necessary, to let the overtaking vehicle pass.

Overtaking a large vehicle



Getting too close behind a large vehicle makes it impossible to see far enough ahead. The 'A' car is too close. The driver of the 'B' car, who is keeping much farther back, has a much better view.

Overtaking on dual carriageways

Overtake only on the right. Never move to a lane on the left to overtake. You must not use a hard shoulder for overtaking.

Do not overtake unless it is safe for yourself and others. Many accidents on dual carriageways are rear-end collisions. Before you start to overtake, make sure that the lane you will be joining is clear far enough ahead and behind. Traffic may be coming up from behind much more quickly than you think. Signal before you move out. Be particularly careful at dusk, in the dark and in fog or mist, when it is more difficult to judge speed and distance.

Get back to the left most lane as soon as possible after overtaking, but do not cut in right in front of the vehicle you have just overtaken. Leave plenty of room.

Overtaking on expressways

On expressways, it is an offence to overtake on the left (see page 71).

You must not overtake



Sign marking the beginning of 'No overtaking'

You must not overtake

- If you have to cross or drive on double white lines, with the solid line nearer to you.
- If you are within the zigzag area of a 'Zebra' crossing.
- After a 'No overtaking' sign and until the end of the ban.

You should not overtake

- Where you cannot see far enough ahead to be sure that it is safe to do so, for example, when at or coming to a corner or a bend or the brow of a hill.
- Where you might come into conflict with other road users, for example, at a junction, where the road narrows or on the approach to a pedestrian crossing.
- Where it would involve driving over an area marked with hatched white lines.
- On the approach to a tram stop.
- When to do so would force another vehicle to swerve or slow down.
- When to do so would force a pedestrian crossing the road to stop or run.

If in doubt – do not overtake.

You may overtake/pass on the left

- When the driver in front gives a right-turn signal and you may overtake that vehicle on the left without getting in the way of others and without entering a bus lane during its period of operation.
- When you want to turn left at a junction, you may pass on the left.
- On one-way road (but not dual carriageway), you may pass on either side.
- Where there are 'double white' lines along the road between you and the lane on the right, and both traffic streams are moving in the same direction, you may pass on the left.
- When using marked traffic lanes, you may pass a tram on the left, unless the tram is stationary at a tram stop where there is no tram stop island.
- When traffic is moving slowly in queues, and vehicles in a lane on the right are moving more slowly than you are, you may pass on the left.
- When traffic is moving slowly in queues, you may move to a lane on your left only in order to turn left or to park. Do not change lanes to the left in order to overtake.

Pedestrians



Beware of pedestrians

Drivers have the legal and moral responsibility to take proper care to avoid accidents with pedestrians at all times and places – even if the pedestrians are jaywalking. Always give way to pedestrians on the roadway.

Drive carefully and slowly when pedestrians are around particularly in crowded streets, or when you see a bus stop, or are near a stall. Look out for pedestrians entering the road suddenly, for example, from behind parked or stopped vehicles. In particular, when you are driving a relatively quiet vehicle (e.g. an electric/hybrid vehicle), pedestrians may not notice that you are approaching.

When entering or emerging from a place facing the road, wherever possible use proper driveways and avoid reversing onto the road. Give way to pedestrians.

Crossing the road

Junctions are a common place for pedestrians to cross the road, particularly across a side road where it joins a main road.

Give way to pedestrians crossing the road into which you are turning.

When approaching a major road, give way to pedestrians crossing or waiting to cross.

Look out for pedestrians crossing the road in front of or from behind parked vehicles.

Tram stops



When approaching a tram island, look out for pedestrians crossing to or from the island. Some may be looking for oncoming traffic and not for traffic from your direction. If a tram has stopped, look out for pedestrians who may appear from behind the tram.

If there is no tram island you must stop behind the yellow 'Stop' line (see page 127) and give way to pedestrians crossing to or from the tram. Wait until there are no more passengers getting on or off the tram and look out for people hurrying to catch the tram.

On the roadway



Warning sign – pedestrians on or crossing road ahead

On roads with no or very narrow pavements or footpaths, pedestrians, perhaps with children, may be walking on the roadway or crossing ahead. Be on the look-out and keep your speed down and be prepared to stop. Give pedestrians walking on the roadway plenty of room.

Look out for pedestrians forced to walk on the roadway when a pavement or footpath is closed or blocked by road works.

Pedestrian priority zone



Regulatory sign – pedestrian priority zone

You must give way to pedestrians on the roadway in a 'Pedestrian priority' zone. The traffic sign marks the beginning of the zone and an 'End' plate is added to indicate end of the zone.

Drive carefully to give way to pedestrians, pedestrians with handcars or trolleys, processions or other marching groups on the road. Give them plenty of room and keep your speed down. If there is insufficient room to pass, slow down or stop until the pedestrians move away and it is safe to do so.

Disabled pedestrians



Warning sign – disabled persons ahead

Look out for disabled pedestrians who may have mobility, visual or hearing impairment and give them plenty of time to cross the road.

Elderly pedestrians

As people grow older, their reaction time become longer and the likelihood of inattention increases together with a general physical or mental deterioration. The elderly may not judge speed very well or notice approaching traffic and may step onto the road unexpectedly. Give them plenty of time to cross the road.

Child pedestrians



Warning sign – children going to and from school ahead

Children cannot judge speed very well and young children also have difficulty in concentrating on and understanding the dangers of the road. Small children are also more easily hidden by parked vehicles, roadside objects or other pedestrians. Children may step or run onto the road unexpectedly.

Drive slowly near schools or children's playgrounds and look out for children crossing the road, or getting on or off buses.

Do not park or wait at or near school or playground entrance or exit, particularly when children are leaving or arriving.

Parked vehicles and vehicles reversing or moving off create risks for children. If taking a child from school, park in a safe place a little way from the school and then walk to the school entrance. Do not stop or wait on the opposite side of the road to the school entrance since the child may become excited to see you and run onto the road without following the Road Crossing Code.

School crossing patrols



School crossing patrol sign – you must stop at the sign (see page 14).

You must stop when signalled to do so by a school crossing patrol showing a hand-held 'Stop' sign. Give way to pedestrians who are still crossing even if the patrol allows vehicles to move. Pedestrians other than school children may use a school crossing patrol.

Advance warning of some school crossing patrols may be given by the 'children ahead' warning sign. A twin flashing amber light below the sign warns you that a patrol is operating ahead.

Safety of pedestrians

Pedestrians are not just 'traffic' – they are people. Their movements are unpredictable, and the younger they are the faster they are likely to move or change direction. Children, the elderly, the visually impaired and the disabled all need your special attention.

The rules and advice in this chapter often refer to or take into consideration the safety of pedestrians. Looking out and making allowances for pedestrians is a continuous task for a driver, particularly when driving along urban roads, near junctions, pedestrian crossings, bus stops or road works, in poor weather or at night.

The safety of pedestrians is also important when you stop or park your vehicle.

Cyclists

Look out for cyclists and make allowance for the differences between your vehicle and theirs. If you are driving behind a cyclist, be patient and do not attempt to overtake until there is sufficient room to do so without forcing the cyclist to move towards the kerbside. The younger they are, the more closely you should watch out for them, and be ready to slow down or stop. Cyclists looking over their shoulder or glancing around is a sign to you that they may be going to move out or turn.

Cyclists have the same rights to consideration as other road users and they are more vulnerable. Drivers (especially of large/long vehicles or of vehicles towing trailers) should take extra care when in the vicinity of cyclists – slow down and leave plenty of room for cyclists.

Cyclists may make sudden sideways movements due to road conditions, such as road debris, oil or surface damage – give them as much room as you could when passing any cyclists.

If you are driving a high-sided vehicle, slow down to pass and give extra room to cyclists to avoid unbalancing them with the air turbulence behind your vehicle. Cyclists may also be affected by cross-winds.

Cyclists may ride in the centre of the lane, especially when on a narrow road or approaching a junction. Watch out and be patient with them.

In headwinds or in wet weather, cyclists tend to keep their heads down. This creates risk; be alert for it and for the danger of cyclists skidding (side-slipping) on smooth wet surfaces.

Cyclists going uphill or carrying bulky loads, or who are young or inexperienced may move unexpectedly. Slow down and leave extra room for them.

When you are going to turn left, and especially if you have to wait at the corner, look out for cyclists who may have moved up between you and the roadside kerb. Look out for them (or who may be

using a cycleway or bus lane). Do not overtake a cycle before turning left. Instead, follow the cycle and then make the turn behind it.

Before opening your door, always look back to check that no approaching traffic, especially motorcyclists or cyclists, would be endangered. Ensure that your passengers do the same.



When you are turning into or waiting to enter a main road, look out not only for vehicles but also for cycles which may not be as noticeable. It is because your view of a cyclist head-on is much narrower than your view of a motor vehicle.

Child cyclists

Children on cycles, and others learning to ride, need plenty of room. Give them a wide berth when you are passing and always be ready in case they wobble or change direction suddenly.



Warning sign – Cycleway ahead (cyclists on or crossing road ahead)

Cycleways or cycle lanes

Cycleways or cycle lanes are indicated by traffic signs and road markings. All road users except cyclists must not enter a cycleway or cycle lane.

Cycle routes may cross normal roadway, particularly at junctions. Look out for cyclists entering the main roadway from a cycleway or cycle lane (see pages 38 and 39 for more information on the traffic signs and road markings that mark cycleways or cycle lanes).

Motorcyclists

There are many situations in which a two-wheeled vehicle is less stable than other vehicles, so leave plenty of room, especially for riders on less powerful machines.

As with cyclists, be on the look-out for motorcyclists who may move up on your left when you are preparing or waiting to turn left.

Keep a special look-out at junctions for motorcyclists. Motor cycles are much less easy to be seen than other vehicles, but may be going just as fast.

Other Road Users

Public transport

Try to give way to buses and public light buses waiting to move out from stops or stands if you can do so safely.

Do not drive on tram only lane (see page 127 for the road marking). Try to give way to trams, particularly at junctions. Give trams plenty of room – they cannot change direction to avoid you.

Taxis and public light buses

In the urban areas, taxis and public light buses make up a large part of the traffic. They have to pick up or set down passengers frequently, therefore they may stop suddenly or cut across traffic lanes. You should allow room for a taxi or public light bus to move or stop unexpectedly, without having to brake suddenly yourself.

Large vehicles

Large vehicles, especially if they are long or articulated, cannot always keep within traffic lanes when turning. The drivers of large vehicles also have a restricted view to

the rear and to the left of their vehicles.

When turning at junctions, large vehicles may need more room to manoeuvre and may not be able to adhere to the advice given in this chapter. A large vehicle may move to the right first when turning left, and sometimes it may even move into the adjacent right lane or use the full width of the roadway.

When turning, the rear end of a long vehicle or trailer may swing into your path – the rear end may swing out to the left if the vehicle is turning right. The rear of the vehicle may not follow the same path as the front of the vehicle. Keep clear of large vehicles when they are turning.

Drivers of large vehicles may find it difficult to cross or turn right onto a dual carriageway without stopping in the gap in the central reservation. If a long vehicle has to stop in a gap that is too short, part of the vehicle will block wholly or partly some of the traffic lanes of the dual carriageway.

If you are at the rear left of a large vehicle, because of the

limited view, the driver of the large vehicle may not be able to see you – the vehicle on the left and to the rear on the left. You should look out for the vehicle turning or changing lanes. If you get so close, you may not even see the driver's warning signals.

At all times give large vehicles plenty of room to manoeuvre and be ready to stop. Do not overtake on the left particularly at junctions – including the approach and exit – or when the vehicle is slowing down – the driver may be slowing down to turn left across your path. The larger and longer the vehicle, the greater the hazards.

In urban areas access by large vehicles may be made difficult or impossible by parked or stopped vehicles. Park your vehicle at a suitable parking place so as not to obstruct the passage of all types of vehicles.

Vehicle markings



Marking on the rear of a medium or heavy goods vehicle or its trailer, total length not longer than 13 metres



Marking on the rear of a goods vehicle, or its trailer, total length longer than 13 metres

The above markings may vary slightly in position or shape.

Emergency vehicles

You must give way and take all possible actions to make way for the passage of emergency vehicles, including police vehicle, fire services vehicle, ambulance or customs and excise service vehicle, which are sounding sirens or displaying flashing beacon. Your proper actions can help save the lives of those in emergency need.

Animals



Go slowly when you see animals on the road or roadside ahead. Give them plenty of room and be ready to stop if necessary. Do not frighten them by sounding your horn or revving up your engine. You must stop if requested to do so by a person in charge of the animals.

White Lines and Traffic Lanes

Along the road



Traffic lane line

Centre line

Warning line

The longer the marking, the greater the hazard.

Two-way roads



If there is a traffic island with a 'Keep left' sign in the middle of the road, pass to the left of the island. You must not drive to the right.

A single broken line in the middle of the road, with short markings and long gaps, is a centre line. You should normally drive to the left of this line except when overtaking.

A single broken line on the road with long markings and short gaps, is a warning line. This is to give warning of a hazard ahead. Do not cross it unless you can see the road ahead is clear. Drive with particular care.

Traffic lanes

Keep between the traffic lane lines – the short broken white lines which divide the road into lanes. Keep in the left most lane unless you are overtaking, turning right or passing parked vehicles.

The warning line may replace the normal lane line or centre line near a hazard.

Do not change lanes unless it is safe to do so.

Do not move unnecessarily from lane to lane. If you need to move to another lane, first look to see that it is safe to do so, remembering to use the mirrors. If it is safe to move over, signal before doing so. Make sure this will not force other drivers to swerve or slow down.

In a traffic hold-up or in slow moving traffic, do not try to jump the queue by cutting into another lane or by overtaking the vehicles waiting in front of you.

Along the edge of the road

Edge lines – on some roads, solid or broken white lines are marked on the edge of the roadway.

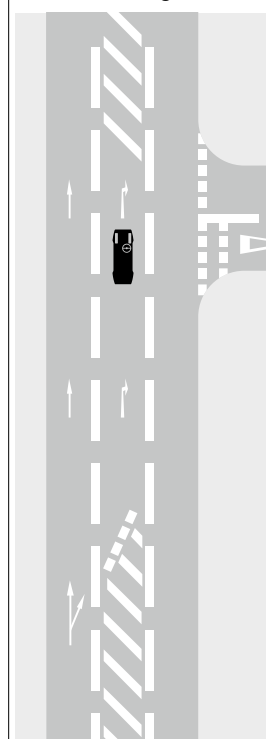
Hazard markers – these small discs or rectangular markers (see signs 65 to 67 on page 118) are found on roadside objects or special posts to indicate the edge of the road or an obstruction near the edge. Red markers are used on the left edge of a road; white markers are used on the right edge of a single carriageway and amber markers are used on the right edge of the central reservation of a dual carriageway.

Reflecting road studs

Road studs delineate the edges of a carriageway or the division of traffic lanes. These help drivers at night or in poor visibility.

White studs mark the lane lines and the centre of a road. Red studs mark the left edge of a carriageway. Amber studs mark the right edge of a carriageway adjacent to the central reservation. Green studs indicate the edge of the carriageway at a road junction, lay-by or passing place.

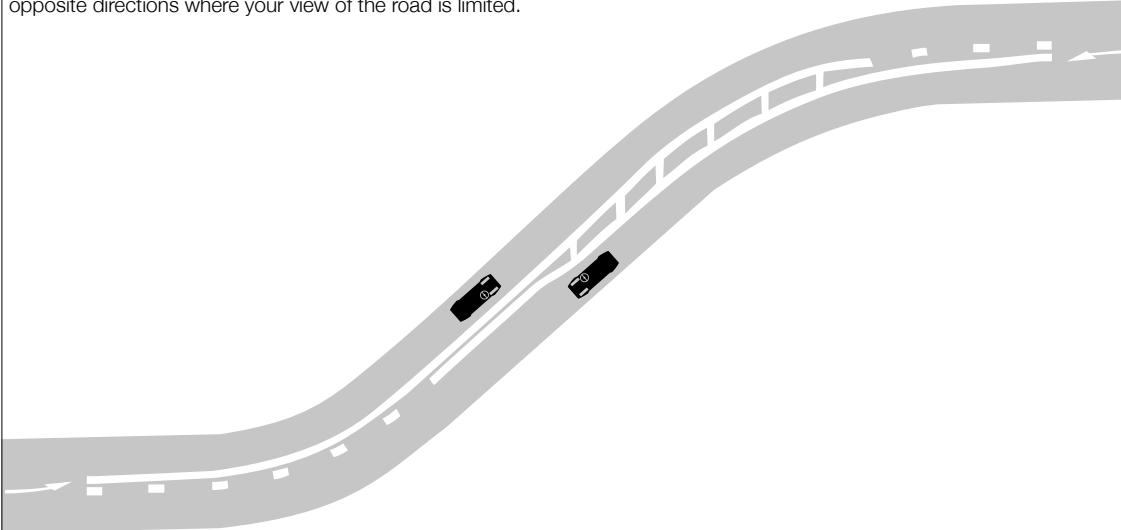
Hazard warning area



An area formed by warning lines and hatched marking. It is there to separate traffic streams liable to be a danger to one another or to protect traffic turning right. Do not drive over or enter the area.

Double White Lines

'Double white' lines are used to separate traffic travelling in opposite directions where your view of the road is limited.



A warning arrow marked on the road will give you time to 'get over to the left' before the 'Double white' lines begin.



If the line nearer to you is solid, you must not cross or drive on the lines.



Sometimes to increase the separation of opposing streams of traffic, the gap between the solid lines is widened with hatched markings. You must not drive on the lines or enter the hatched area.



If the line nearer to you is broken, you may cross or drive on the lines, but only if it is safe to do so.

You may cross the lines to overtake if you can do so before reaching a solid white line on your side.

Except where 'Double white' lines are used to separate traffic travelling in the same direction, you may cross 'Double white' lines to make a right-turn into or out of any road, premises or place adjacent to the carriageway.

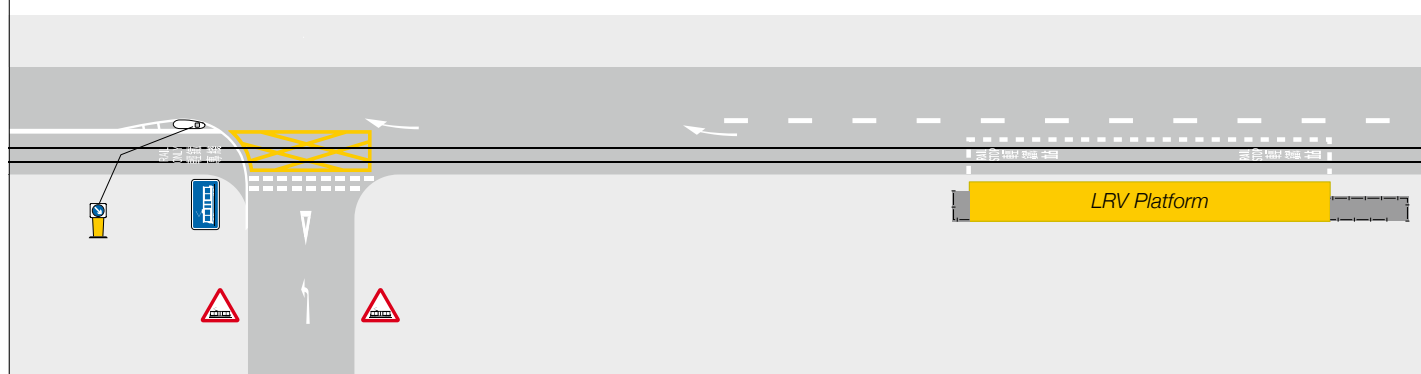
You should not stop – not even if the broken line is on your side. If there is no convenient lay-by, you may, however, stop briefly to load or unload goods or passengers.

You may cross 'Double white' lines to avoid an accident, or to conform with a direction given by a police officer, traffic warden, traffic sign or road marking.

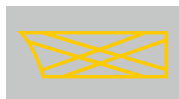
'Double white' lines are also used to control lane changing. If the 'Double white' lines are used to separate traffic travelling in the same direction and the line nearer to you is solid, you must not cross or drive on them, even though you are going to make a right-turn into or out of any road, premises or place adjacent to the carriageway.

Light Rail Lanes

A light rail lane which operates at all times is indicated by signs and markings.



'RAIL ONLY' lane markings and the thick solid white line mark the 'RAIL ONLY' area.



Box marking prohibits vehicles stopping on it. You must not enter the box unless the exit is clear.



'Keep right' bollard directs other traffic not to enter the 'RAIL ONLY' lane.



Warning sign indicates light rail vehicles in the road ahead.



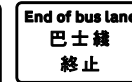
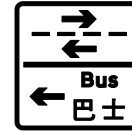
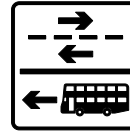
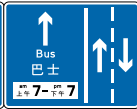
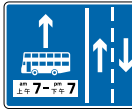
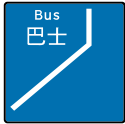
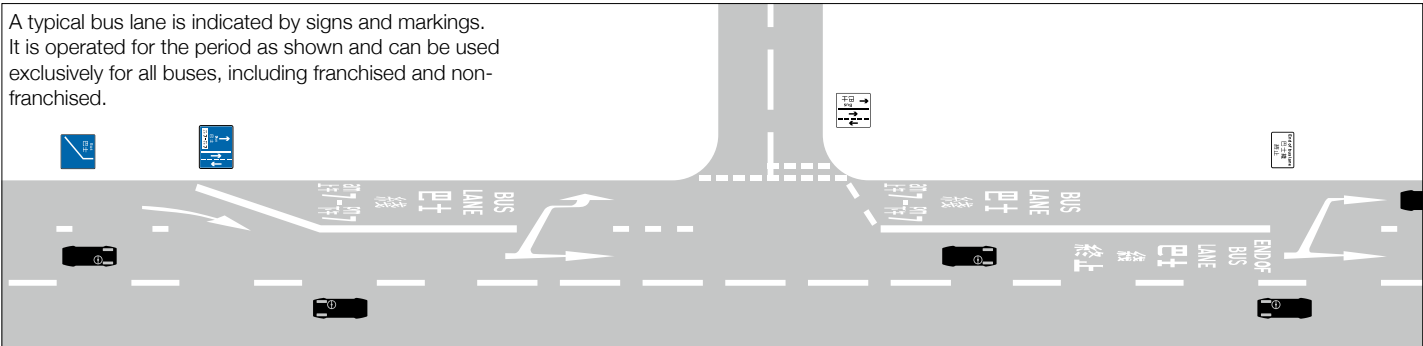
'Light rail vehicles only' sign indicates the start of a light rail lane. Other vehicles and pedestrians must not enter the 'RAIL ONLY' area.



'Light rail stop' marking

Bus Lanes

A typical bus lane is indicated by signs and markings. It is operated for the period as shown and can be used exclusively for all buses, including franchised and non-franchised.



Warning sign 'Bus lane ahead' in advance of a bus lane will give you time to move to an open traffic lane.

There are two types of bus lanes. For bus lanes that are exclusively used by franchised buses, the signs are marked with a bus symbol. For bus lanes that are open to all buses, including non-franchised buses, the signs are marked with the word 'Bus'.

Regulatory sign marks the beginning of a bus lane and specifies the period of its operation.

Outside its period of operation a bus lane may be used by all vehicles.

A thick solid white line on the road marks the edge of a bus lane.

Road marking marks the opening of a bus lane for turning traffic at a junction.

You may move across the bus lane to turn left at the junction ahead.

Signs warn side road traffic of a bus lane in the main road ahead.

'End of bus lane' sign and road marking indicate the end of a bus lane and that the lane is open to all traffic.

One-Way Roads

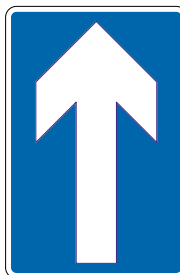
Traffic on one-way roads flows in one direction only. The 'One-way traffic' sign indicates the direction of the permitted traffic flow. You must not drive in the opposite direction. The sign can be found at the entry to a one-way road and at intervals along a one-way road.

'No entry' signs are generally erected at exit of a one-way road to prohibit all vehicles from entering.

It is not always easy to tell if you are about to enter or are on a one-way road, and perhaps your view of the sign is blocked by a parked vehicle. Look at the vehicles parked in the street. On a one-way road they will all be facing one way. Vehicles are normally parked facing the same direction as the traffic flow. Sometimes lane indication arrows may guide you.

Lane discipline on a one-way road is important. Select the lane which will lead to your destination, using either lane markings or direction signs for information, then stay in it. Keep to the left most lane if you are turning to the left; the right most lane if you are turning to the right. If you are going straight, be guided by road markings. When the road is not wide enough for a middle lane, you may choose the left or right of the road.

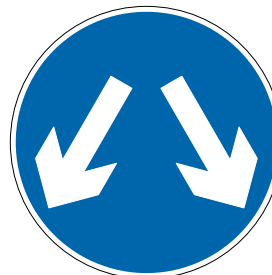
Having made your choice of lane, get into it as soon as you can do so safely and stay in it, but look out for other drivers who may change lanes suddenly. Traffic may overtake on either side on a one-way road.



'One-way traffic' sign – drive in the direction indicated.



'No entry' sign – no entry for all vehicles, do not drive past this sign.



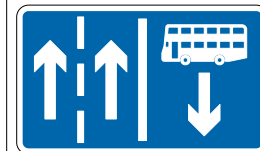
If there is a traffic island with a 'Pass either side' sign, there is no need to change lanes as the traffic lanes on both sides of the island will meet along the same route.

Side roads leading off a one-way road may also be one-way. You should expect traffic to join the road from either side, and if you are intending to turn off down a side road, look well ahead to check that entry to it is actually allowed.

Contra-flow bus lane

Bus lanes sometimes operate on one-way roads. Information on bus lanes can be found on the page before.

Contra-flow bus lanes are lanes that operate on one-way roads in the opposite direction to the normal traffic flow.



Contra-flow bus lane (franchised buses) sign – do not drive onto the bus lane on the opposite side of the road at any time.

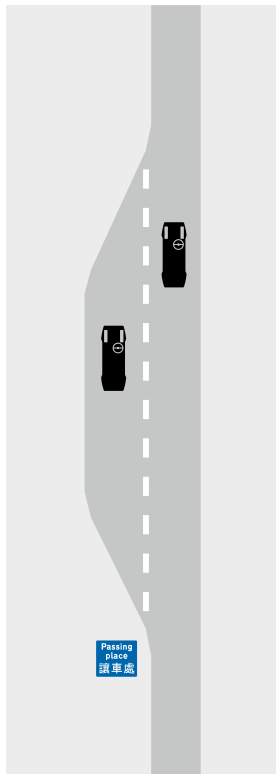


Except franchised buses
專利巴士例外

Sign placing at the beginning of a contra-flow bus lane (franchised buses) – No entry of motor vehicles except franchised buses.

Narrow Roads, Steep Hills

Narrow roads



Sign marking a passing place on a narrow or winding road

Some roads (often called single track roads) are only wide enough for vehicles to move in one direction at a time. They may have special passing places along the road. When you see a vehicle coming towards you, or the driver behind wants to overtake, and a nearby passing place is on your side (left side), pull in; if it is on the other side (right side), wait opposite it. Give way to vehicles coming uphill whenever possible. Do not park in passing places.

Vehicle waiting in a passing place to allow passage of oncoming vehicle or following vehicle to pass.



Warning sign – the road ahead narrows on both sides



Warning sign – the road ahead narrows on the left side

These warning signs are also used as temporary signs at road works when the normal road width is reduced.

Steep hills



Warning sign – a steep uphill section of road ahead

The ratio shows the gradient, the higher the ratio, the steeper the slope. For example, a 1:5 slope (or 20%) is steeper than a 1:10 slope (or 10%).

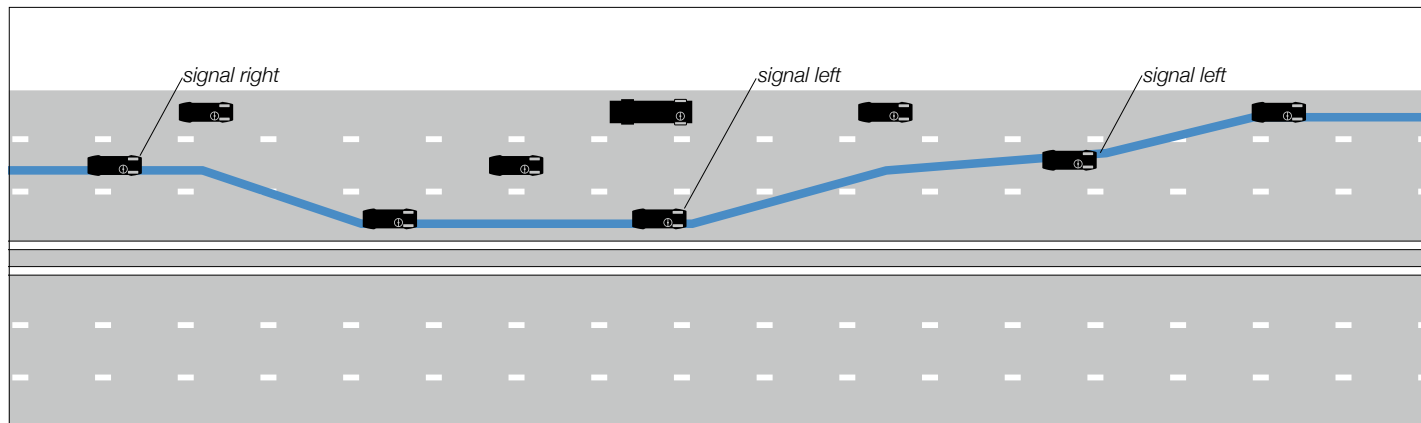


Warning sign – a steep downhill section of road ahead, with advice on selecting a low gear

When driving downhill, for other than a short distance, do not rely solely on your footbrake to slow down the vehicle. To maintain control, select and stay in a low gear and adjust speed with light pressure on the footbrake.

(For advice on parking on hills, see page 95.)

Dual Carriageways



A dual carriageway, or divided highway, is a road with a dividing strip between opposing traffic flows. The dividing strip is called the central reservation.

You must not reverse or turn on a dual carriageway, cross the central reservation, or drive against the traffic.

Even if you missed your turning at a junction or have taken the wrong route you must carry on until you reach the next junction.

On a two-lane carriageway, drive in the left lane except when overtaking.

On a three-lane carriageway the normal 'Keep to the left' rule still applies. You may, however, stay in the middle lane when there are slower vehicles in the left lane, but you should return to the left lane after passing them. Do not stay in the middle lane unnecessarily.

The right lane is intended for overtaking only. If you use it, move back to the middle lane and then into the left lane as soon as you can, but without cutting in.

At some junctions, the right most lane may be used by right-turning traffic or exit to specific destinations. Look out for direction signs, destination road markings or lane indication arrows and choose the correct lane for your route in approaching junctions.

Dual carriageway ahead



A sign can usually be seen in advance of a dual carriageway. A dual carriageway may cross the road you are on or your road may become a dual carriageway.

Roads with Faster Traffic

Traffic usually travels faster on dual carriageways and on some rural roads than on ordinary roads and you will need to assess traffic situations more quickly. Using your mirrors and concentrating all the time are even more important where traffic is faster.

In good visibility and weather conditions, drive at a steady cruising speed within the limits for the road and for your vehicle. You must not break the speed limit for the road or for your vehicle. On wet roads, or in fog or high winds, keep your speed down.

Looking well ahead will give you more information on traffic situation as well as more time to react to it.

Do not walk on the carriageway. In an emergency, be particularly careful to keep children off the carriageway, including the hard shoulder. You must turn on the hazard warning lights if your vehicle is stationary on an expressway or a road with speed limit exceeding 50 km/h because of breakdown or emergency. See Chapter 10 for advice on breakdowns and emergencies.

Keeping your distance from the vehicle in front is important to allow yourself time to react if any unexpected happens or in an emergency. If you follow close to vehicle in front, you may not be able to stop or move to other lane in time to avoid a possible collision when it slows down or stops suddenly.

Use the 'Two-second' rule – leave at least a two-second time gap between you and the vehicle in front.

(See page 55 for more information on the 'Two-second' rule.)

Speed limit

The speed limit for all roads is 50 km/h unless signed otherwise. On roads with faster traffic, the speed limit may be 70 km/h, 80 km/h, 100 km/h or 110 km/h. 'Speed limit' signs will be put up to mark the beginning of a change of speed limit and will be repeated along the road. A '50 km/h speed limit' sign will mark the end of the higher speed limit.

When you are about to leave a road with faster traffic, adjust your driving to suit the new conditions. Your speed will be higher than you think – 70 km/h on an open wide road may feel like 50 km/h – so be sure to check your speedometer.



Regulatory signs showing the speed limit for the road in kilometres per hour



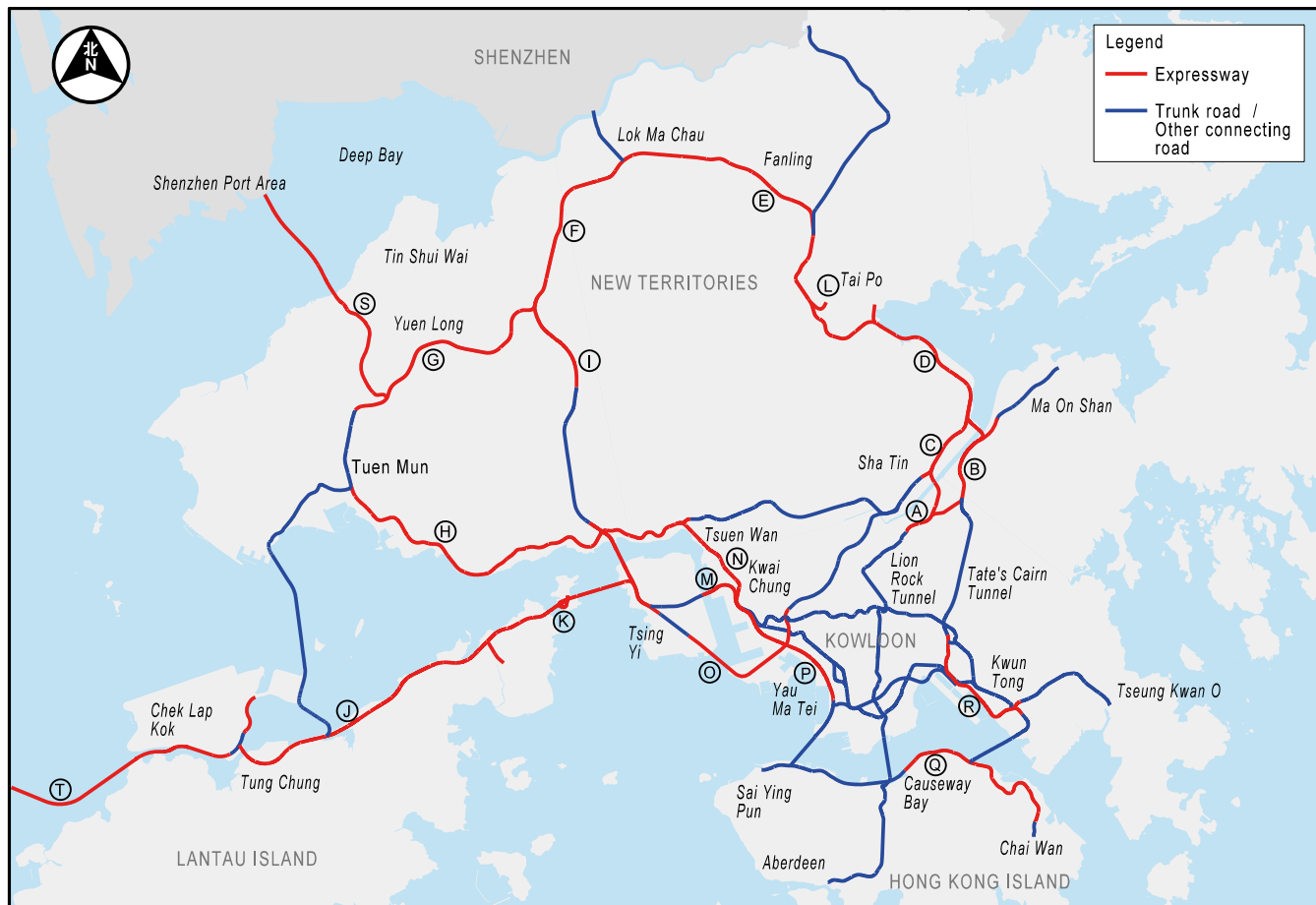
Warning sign – speed limit lowered to 50 km/h ahead



The 'Reduce speed now' plate is usually used with some warning signs on roads with faster traffic.

You need to start slowing down to a slow speed, or a speed lower than normal, so as to drive safely through the hazard ahead.

Expressways and Trunk Roads



Notes: For the latest list of expressways, see 'Further Reference Materials'.

Trunk roads are busy roads which link up areas and districts. Some trunk roads are designated as expressways.

All expressways and most of the trunk roads are high standard multi-lane dual carriageways with grade-separated interchanges and are designed to carry a high volume of traffic at a higher speed.

The following roads are presently designated as expressways:

- A** *Sha Tin Road*
- B** *Sha Lek Highway and Tate's Cairn Highway* (Sha Tin Road to Ma On Shan Road)
- C** *Tai Po Road – Sha Tin* (Tolo Highway to Wo Che Estate)
- D** *Tolo Highway*
- E** *Fanling Highway*
- F** *San Tin Highway*
- G** *Yuen Long Highway* (Lam Tei Interchange to Shap Pat Heung Interchange)

- H** *Tuen Mun Road* (Wong Chu Road to Tsuen Wan Road)
- I** *Tsing Long Highway* (excluding Tai Lam Tunnel)
- J** *North Lantau Highway* (Lantau Toll Plaza to Tung Chung Eastern Interchange)
- K** *Lantau Link and Ma Wan Road*
- L** *Tai Po Tai Wo Road* (Tolo Highway to Po Nga Road)
- M** *Tsing Kwai Highway*
- N** *Tsuen Wan Road*
- O** *Tsing Sha Highway* (Cheung Tsing Highway to Eagle's Nest Tunnel excluding Nam Wan Tunnel)
- P** *West Kowloon Highway*
- Q** *Island Eastern Corridor* (Victoria Park Road to Wing Tai Road)
- R** *Kwun Tong Bypass*
- S** *Kong Sham Western Highway*

T *Part of the Hong Kong-Zhuhai-Macao Bridge - Hong Kong Link Road* (excluding Scenic Hill Tunnel)(This expressway is 'a right-driving road'; you must fully understand and comply with the relevant legislation, rules and advice on right-driving road - See 'Further Reference Materials'.)



Start and continuation of an expressway



End of an expressway

Under the Road Traffic (Expressway) Regulations, there are special driving rules to enhance road safety and maintain smooth traffic flow on expressways:

- Keep to the left most lane of an expressway unless you are heading for a right side exit or overtaking another vehicle, and overtake only on the right.
- Medium goods vehicles, heavy goods vehicles and buses are prohibited from using the right most lane of an expressway where the carriageway has three or more traffic lanes available unless they are heading for a right side exit. Moreover, if you ride a motor cycle or motor tricycle, or drive a private car or light goods vehicle on an expressway while holding a probationary driving licence for the corresponding vehicle class, the same restriction applies to you.
- You must not drive on the hard shoulder, verge or central reservation of an expressway except during traffic diversion, breakdown or emergency. The boundary of the hard shoulder, verge or central reservation is normally indicated by a thick solid white line.
- You must not U-turn or reverse your vehicle on an expressway.
- You must not stop or park your vehicle on any part of an expressway except for breakdown or emergency, and in these situations, you must turn on the hazard warning lights, and if possible drive off the carriageway and stop on the verge or hard shoulder.
- Cyclists and pedestrians are prohibited from using expressways. Wire fences are erected along the boundaries of expressway areas.

- Vehicles driven by learner drivers, public light buses, special purpose vehicles and any vehicle with an engine of cylinder capacity under 125cc (or if the vehicles are solely propelled by an electric motor – electric private car with a rated power less than 7 kilowatts, and electric motor cycle or motor tricycle with a rated power less than 3 kilowatts) are not allowed to use an expressway, unless prior written permission has been obtained from the Commissioner for Transport.

The rules/advice below are also generally applicable to expressways and trunk roads:

- Vehicles tend to travel faster on expressways and trunk roads. The faster speeds on expressways and trunk roads mean that you need more time for many driving actions. You need more time to slow down and stop. You need more time to change direction. You should signal other road users your intention as early as possible. As with driving on any road, you need to be fit

and alert. You need to give yourself bigger margins than on ordinary roads, such as more space between your vehicle and the one in front.

- When driving on expressways and trunk roads, your speed may be higher than you think. You may not only underestimate the stopping distance for your actual speed but also easily exceed the speed limit. Although you may feel safe, you must not exceed the speed limit for the road, or for your vehicle. There may be hidden dangers.
- Higher noise levels, particularly in wet weather, may prevent other drivers from hearing your horn. Flashing your headlamps is usually a better warning of your presence when necessary. Be alert for such a warning yourself.
- Change lanes only when there is a need and it is safe to do so. Keep in the middle of the lane you are using and do not let your vehicle wander from side to side or into other lane.

In this chapter, you will find rules and advice that will help you drive safely on expressways and trunk roads.

Some of the more important points are:

- Making sure you are in good shape and your vehicle in good working condition – pages 41 and 42.

- Looking well ahead to give yourself more time to react – page 69.
- Using headlamps if visibility is reduced – page 87.
- Maintaining a safe gap – page 55.
- Lane discipline and overtaking – pages 56 and 68.

- Joining and leaving a dual carriageway or an expressway at intersections – pages 82 and 83.
- Breakdowns and emergencies – pages 133 and 134.
- Keeping left unless overtaking – page 71.
- Overtaking only on the right – page 68.

Trunk roads and expressways designated as strategic routes are assigned with route numbers and the exits along each route are also assigned with exit numbers. These route and exit numbers are shown on direction signs to assist you in finding your way. A full description of the route numbering system for strategic routes is provided on pages 128 and 129.



Exit number on a direction sign (the number shown in white on black)

Route number on a direction sign (the number shown in black on the yellow shield)

Tunnel Areas and Control Areas

Tunnel areas



Tunnel users must follow the rules set out in the concerned tunnel ordinance(s), regulation(s) and bylaw(s) (refer to the relevant legislation on page 5). These rules apply to tunnel areas or tunnels, which generally include the tunnel tubes and the roads leading to or from the tunnel tubes. Traffic signs above mark the start and end of a tunnel area.

You must obey all signals and directions given by police officers or tunnel officers.

Where there are two or more lanes open to traffic through a tunnel, select the appropriate lane you wish to approach and use in the tunnel. Keep in lane through the tunnel, and do not cross any 'Double white' lines, even if your lane is temporarily blocked.

In a tunnel, you must not

- Use headlamps on main beam.
- Use a horn.
- Drive less than 25km/h in normal traffic.
- Cross or drive on 'Double white' lines.
- Make a U-turn.
- Reverse.
- Push a vehicle either by hand or any other way.
- Drive a vehicle without enough fuel to pass through the tunnel.
- Drive a bus, coach, medium / heavy goods vehicle, or tow another vehicle other than in the left most lane (except Central - Wan Chai Bypass Tunnel).
- Drive a vehicle where your view to the front or sides is likely to be blocked.
- Carry passenger on the outside of a vehicle or seated so that any part of his/her body hangs over the sides or rear of the vehicle.
- Stop except in an emergency (for example, to avoid an accident), or breakdown, or when you are signalled to stop by a police officer, tunnel officer, traffic sign, or flashing red light signal.
- Get out of your vehicle except in an emergency or to fetch help.
- Change tyre or wheel, refuel or repair your vehicle.
- Allow an animal to enter the tunnel other than in your vehicle.
- Allow an animal to leave your vehicle.

In general, all tunnels have two tubes, one for each direction of travel. Under normal conditions the tubes are one-way roads, the same as a dual carriageway. However, if one tube is closed such as during maintenance at night, the other open tube may implement two-way operation

and special traffic arrangement and temporary signs will be used to guide you. You must not overtake or drive in the right most lane since in such circumstances it would be the oncoming lane.

Be prepared for any diversions and the unexpected.



Categories 1,2,5
第一、二、五類

No vehicles carrying specified dangerous goods

- Drive a vehicle carrying dangerous goods listed as 'Categories 1, 2 or 5 goods' under the Dangerous Goods (Application and Exemption) Regulations (Cap. 295A) without permission.
- Enter or exit on foot except in an emergency.

Emergencies and breakdowns

If your vehicle breaks down or you are involved in a traffic accident inside a tunnel, stop and do not move your vehicle. Refer to information and advice in Chapter 10 (page 133).

Autotoll



'Autotoll lane' guide mark



'Autotoll lane' sign displayed on top of a traffic lane with autotoll booth.

'Autotoll lane' guide marks are painted at regular intervals along traffic lanes leading to autotoll booths. Only vehicles with valid tag may use autotoll lanes.

Control Areas

When you enter a control area (for example, Tsing Ma Control Area or Tsing Sha Control Area), you must follow the rules set out in the concerned control area ordinance(s), regulation(s) and bylaw(s) (refer to the relevant legislation on page 5) and the instructions given by authorised personnel in such area. Signs below show the start and end of a control area.



Junctions

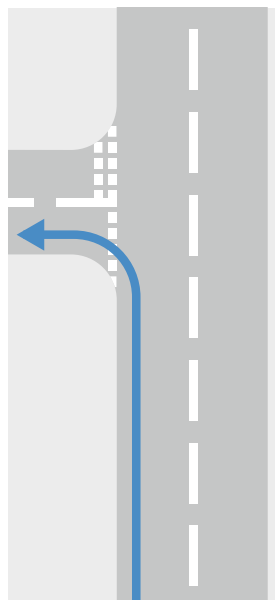
Approach junctions with great care. Consider your road position and your speed. Drive on only when you are sure it is safe to do so and you will not block the junction. Look out for long vehicles turning left or right which may have to use the whole width of the road to make the turn.

When waiting to enter a junction, do not assume that a vehicle coming from your right which is signalling with its left direction indicator will turn left. Wait to make sure.

Give way to pedestrians crossing or waiting to cross the road at junctions.

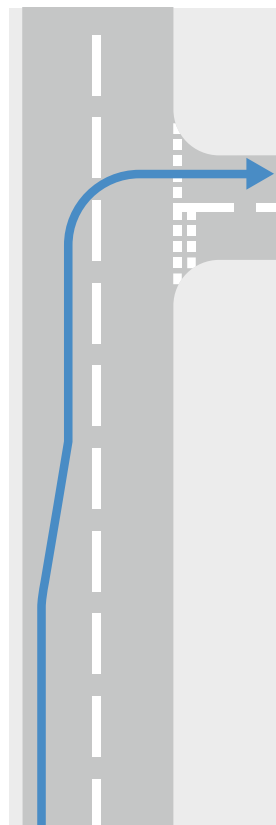
Look out for trams at junctions.

Turning left

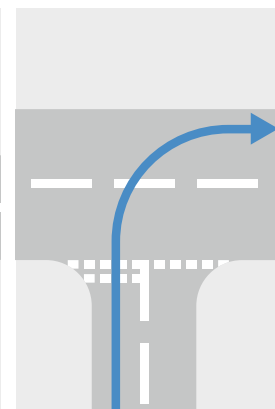


Well before you turn left, use your mirrors and give a left-turn signal. Before and after the turn keep as close to the left as safety and space will allow. Do not swing out to the right when making the turn. Make sure a cyclist or a motorcyclist is not coming from behind on your left. Look out for pedestrians suddenly coming out from pavement.

Turning right

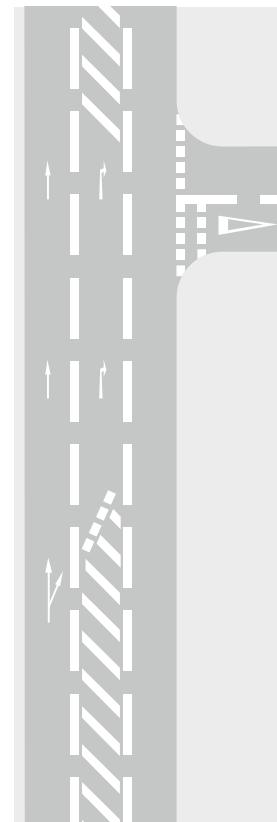


Turning right from a wide road

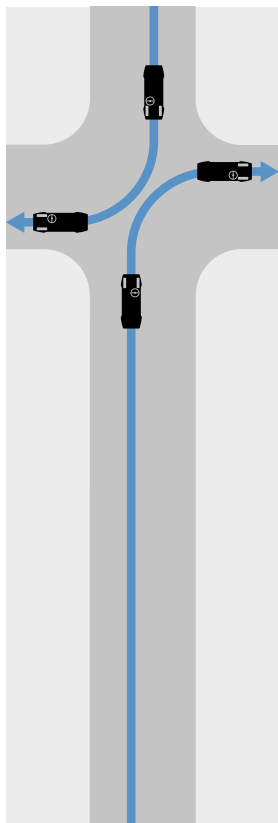


Turning right from a narrow road

Well before you turn right, use your mirrors to make sure you know the position and movement of traffic behind you. When it is safe, give a right-turn signal and take up the position just left of the 'centre' line or in the space marked for right-turn traffic. If you can, leave room for other vehicles to pass on the left. Wait until there is a safe gap between you and any oncoming vehicle. Then make the turn, but do not cut the corner.



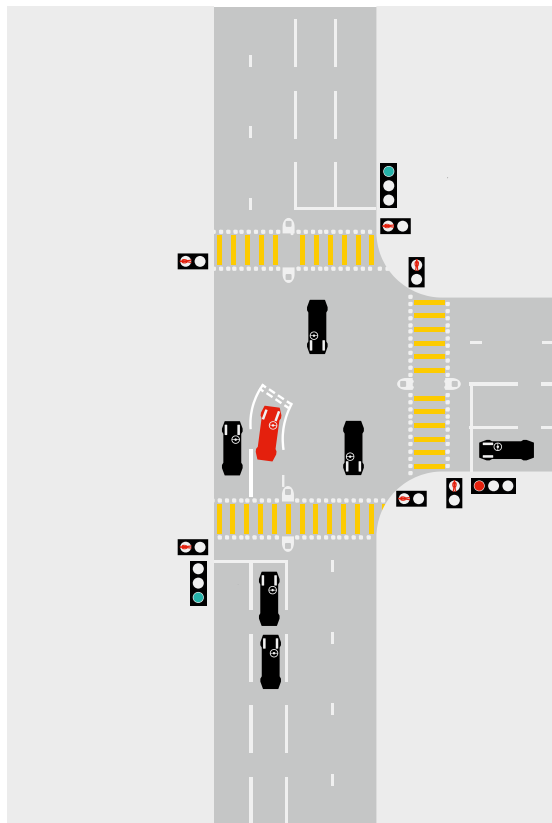
A right-turn lane formed with hatched markings to protect the right-turn traffic



When turning right at a junction where there is also an oncoming vehicle turning right, drive your vehicle so that you keep the oncoming vehicle to your left and pass in front of it (nearside-to-nearside) – unless traffic signs and road markings indicate otherwise or nearside-to-nearside passing is impractical.

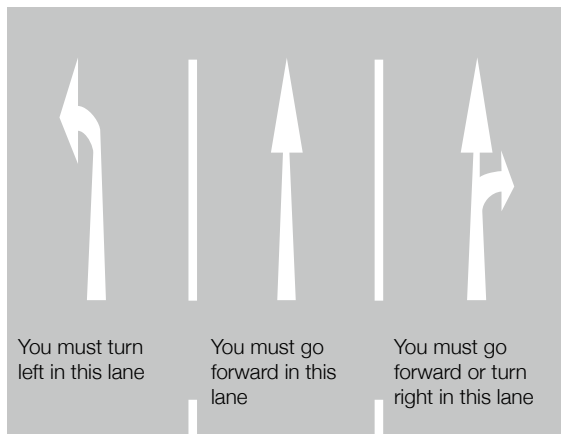
Before conducting the turn, find a safe gap in the oncoming traffic and look out for oncoming traffic approaching from behind the opposite right turning vehicle, as your view may be blocked by it.

Turning right (nearside-to-nearside)

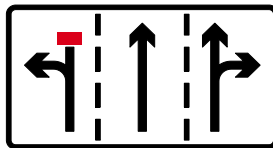


When turning right at a signalised junction with a right-turn pocket, you have to give way to the oncoming traffic. When the traffic light for you is green, you may proceed from the right-turn lane and wait inside the pocket for a safe gap between you and any oncoming vehicles. When waiting at the pocket, the traffic signals no longer apply to you. You should judge an enough safe space for you to pass and complete the turn if it is safe to do so.

Turning right (at a signalised junction with a right-turn pocket)



When coming to junctions, be guided by any lane indication arrows on the road or any signs. Think about which route you want to take and get into the appropriate lane. You must follow the direction given by the lane indication arrow for the lane in which you are driving after passing the transverse 'Stop' lines or 'Give way' lines. Do not change lanes suddenly or at the last moment.

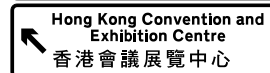


Traffic sign showing traffic lanes for different movements at junction ahead

Junction ahead



Advance direction sign showing the layout of the junction ahead – the more important the road from the junction, the thicker the line on the sign.



Advance direction signs (Local destinations are shown in black on white.)



Pointed direction sign at junction



Warning sign – the priority through the junction is shown by the broader line. The symbol will vary for different junction layouts.

Warning of a junction ahead is often given by an advance direction sign or a warning sign. On main roads, major junctions have a rectangular-shaped advance direction sign some way before the junction. Some of these signs show a simple map of the junction layout. At the junction, a pointed turn sign marks the turn.

	Turn right only		<p>At some junctions, you may not be allowed to turn into or enter one of the roads. Illustrated at the left side are some prohibitory signs (circular with red border) telling what you may not do. There are also mandatory signs (blue circular) and you may only go in the direction shown.</p>
	Turn left only		
	Ahead only		
	No left-turn		
	No right-turn		

Tuen Mun
屯門

An advance direction sign showing 'No entry' at the junction ahead.

You must turn left at the junction ahead.

Traffic Light Junctions

Do not go forward when traffic lights are green unless you are sure there is room to clear the junction safely. You must not go forward under red lights or when the red and amber lights are showing together.

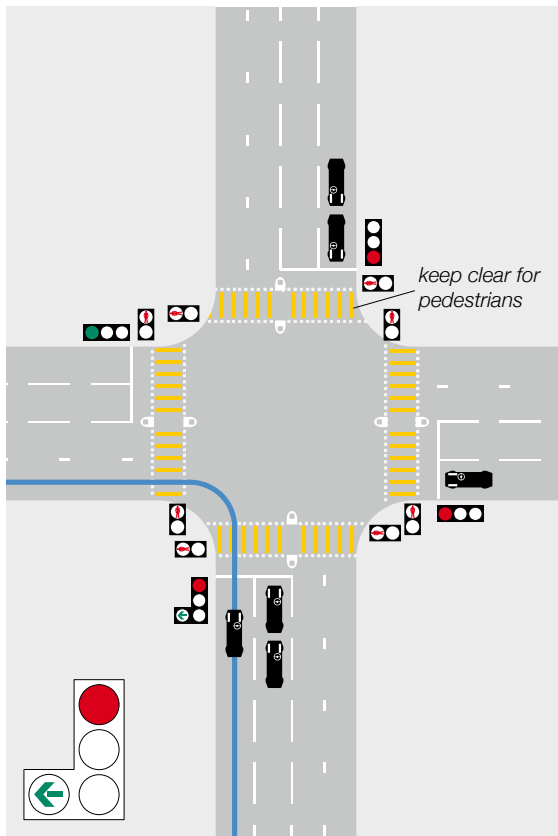
Where traffic lights show a green arrow filter signal, do not get into the lane where filtering is allowed unless you are sure there is room to clear the junction safely. You must not go forward under red lights or when the red and amber lights are showing together.

Give way to pedestrians crossing or look out for pedestrians waiting to cross the road into which you are turning.

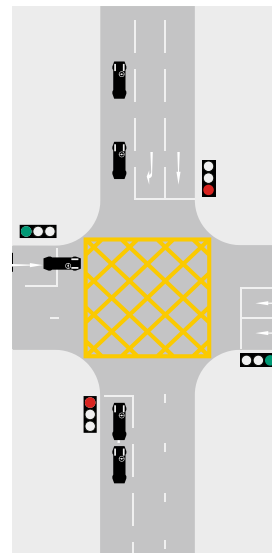
If traffic lights are not working, slow down or even stop as necessary, treat the junction as a non-signalised junction and proceed through the junction with extreme caution.

When you cannot go forward you must wait behind the 'Stop' line.

(For the meaning of traffic light signals and advice on what to do, see pages 106, 107 and 108)



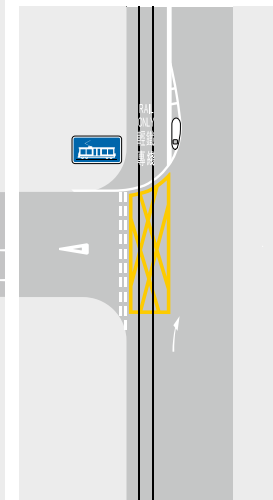
Box junctions



You must not enter the box if the exit road or lane from it is not clear.

You may however enter the box from a right-turn lane marked with 'Turn right' arrows if you want to turn right but are prevented from doing so by oncoming traffic or by other vehicles waiting to turn right.

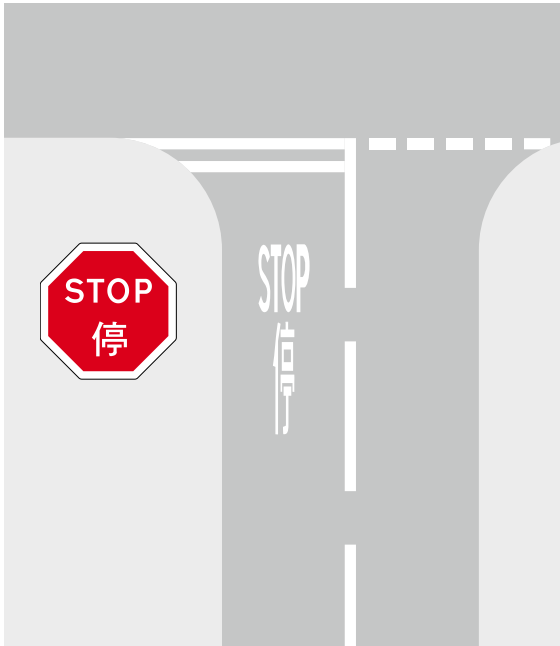
Tram and North-west railway (light rail) crossing box junctions



Where a road junction is crossed by tram tracks or light rail tracks and is marked with the crossing box marking, you must not enter the box junction from any approach lane, including a right-turn lane, unless the exit is clear.

Stop and Give Way Junctions

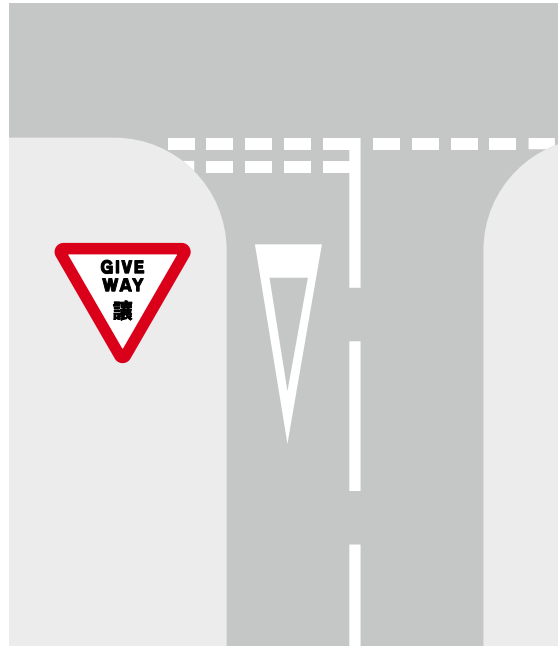
For All Drivers



'Stop' sign and road markings – you must stop behind the 'Stop' lines even if there is no traffic on the major road. Wait for a safe gap in the traffic before you move off. Give way to pedestrians crossing or waiting to cross the minor road.



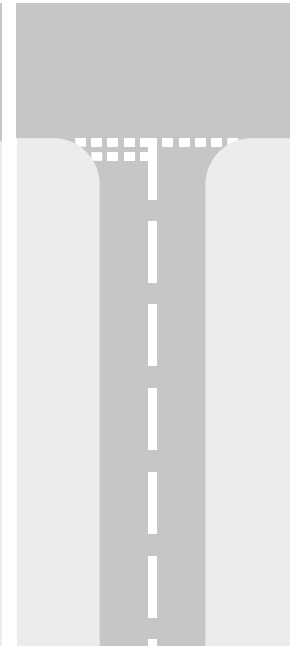
Warning sign showing the distance to the 'Stop' lines. This sign is used when the view of the junction is restricted.



'Give way' sign and road markings - you must give way behind the 'Give way' lines to traffic on the major road. Stop if necessary. Give way to pedestrians crossing or waiting to cross the minor road.



Warning sign showing the distance to the 'Give way' lines. This sign is used when the view of the junction is restricted.

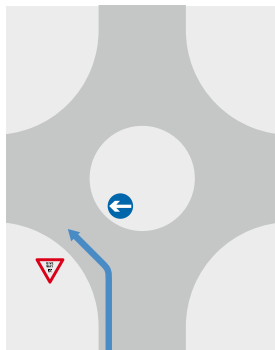


The upright 'Give way' sign and the 'triangle' road marking are not used at junctions with relatively little traffic.

Roundabouts



You must turn left at the entrance to a roundabout.



When approaching a roundabout, decide as early as possible which exit you will take and get into the correct lane. Reduce your speed. When entering a roundabout, give way to any traffic on your immediate right inside the roundabout unless road markings indicate otherwise; and keep moving if the way is clear. Do not enter a roundabout if you see your exit is blocked.

Give way to pedestrians crossing or waiting to cross.

Where there are two lanes at the entrance to a roundabout, follow the paths shown by the blue lines in the diagrams on page 81, unless signs or road markings indicate otherwise.

When on a roundabout, look out for and show consideration to other vehicles crossing in front of you, especially those intending to leave by the next exit. On a spiral roundabout, take note of the road marking guiding vehicles to leave the roundabout.

When you are leaving the roundabout, pay attention to any vehicles that may cross your path from behind on your left even if the road marking at a spiral roundabout is in your favour.

In case you have missed the exit, continue to circle around the roundabout until you reach that exit again and leave.

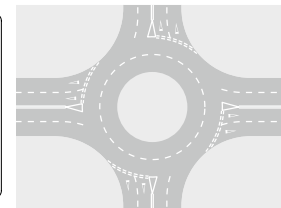
Look out for cyclists and motor cyclists, and give them more room. Look out for long vehicles which may have to take a different course, both on the approach to and on a roundabout.

Roundabout ahead

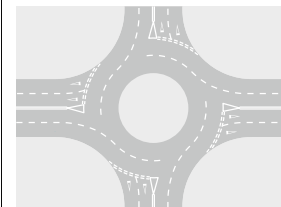


Warning sign – roundabout ahead

Advance direction sign and road markings for a conventional roundabout



Advance direction sign and road markings for a spiral roundabout



One of the above signs can usually be seen in advance of a roundabout.

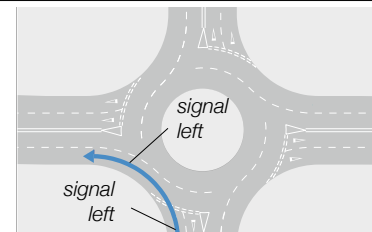
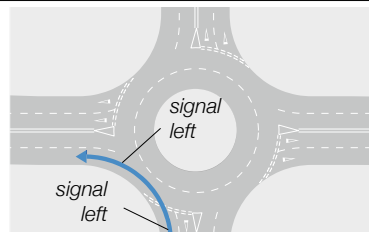
Conventional roundabout

Spiral roundabout

Turning left

Approach in the left lane and signal left.

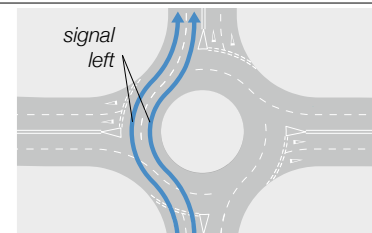
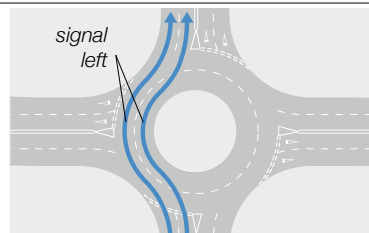
Keep travelling along the outer lane of the roundabout and continue to signal left to leave.



Going straight ahead

Approach in either the left or right lane (for 3-lane roundabout, left or middle lane). Do not signal. Keep to that lane on the roundabout.

After passing the exit before the one you want, signal left to leave.

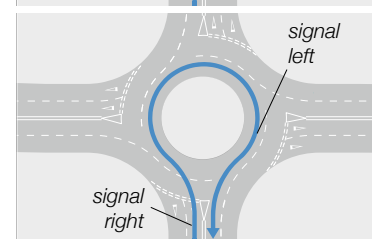
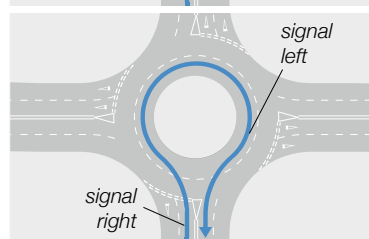
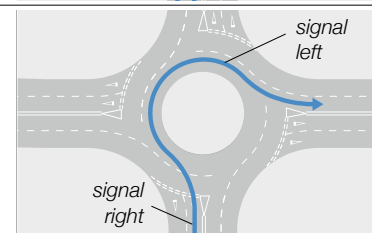
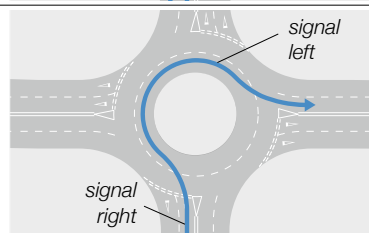


Turning right / U-turning

Approach in the right lane (for 3-lane roundabout, right or middle lane) and signal right.

Keep travelling along the inner lane of the roundabout (for 3-lane roundabout, inner or middle lane).

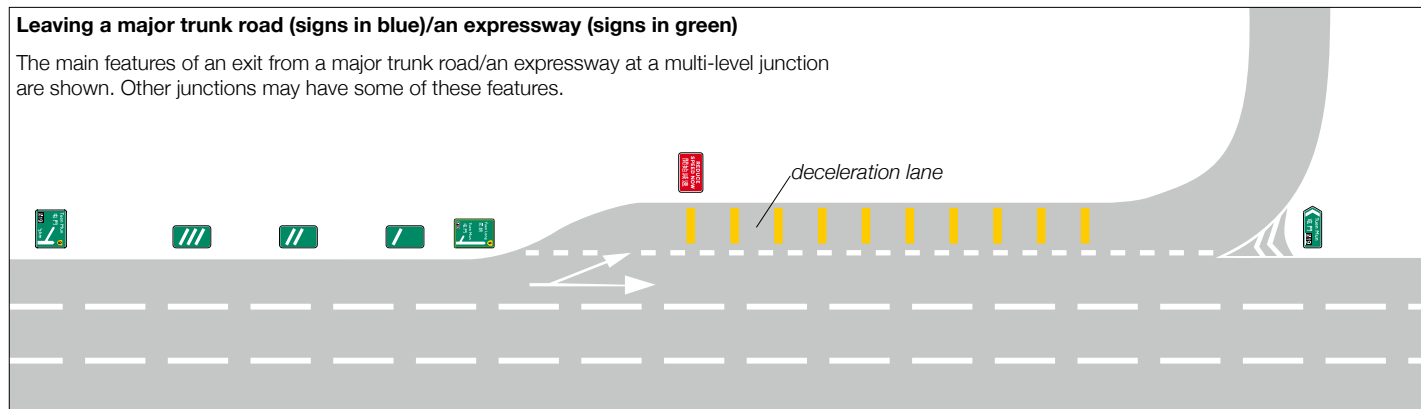
Continue signalling right until you have passed the exit before the one you want, then signal left to leave (inner lane user of 3-lane roundabout may change to the middle lane first when signalling left).



Junctions with Dual Carriageways

Leaving a major trunk road (signs in blue)/an expressway (signs in green)

The main features of an exit from a major trunk road/an expressway at a multi-level junction are shown. Other junctions may have some of these features.



Information about the junction ahead is usually given at least 500m in advance to give you time to move to the left most lane.



Countdown markers may also be used to indicate the distance in hundreds of metres to the start of the deceleration lane.



A direction sign is erected immediately before the junction to give information about the route and junction ahead.



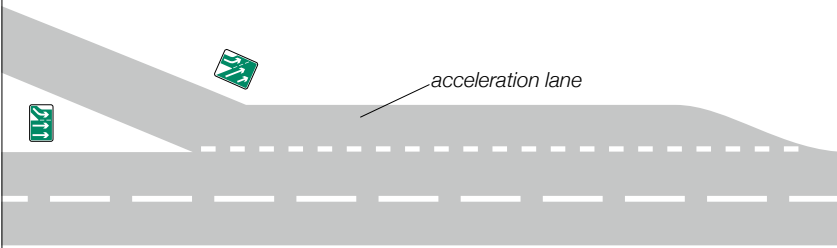
Deceleration arrow is used to indicate the start of a deceleration lane which gives you time and space to begin reducing your speed.



A direction sign is erected at the junction to provide information about the junction. The slip road leads you to a junction with an ordinary road or to another dual carriageway. Some slip roads may have sharp bends which can only be taken safely by further reducing your speed.

Joining a major trunk road (signs in blue)/an expressway (signs in green)

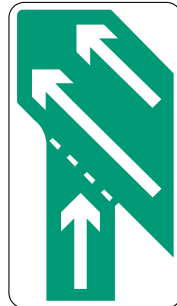
A slip road leads you into an acceleration lane. Watch the traffic on the trunk road and adjust your speed so that you can join the nearest lane in a suitable gap. After joining the lane, stay in the lane long enough to become accustomed to the speed of the traffic before trying to change lanes as necessary.



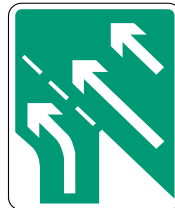
(erected on main road)



(erected on main road)



(erected on slip road)



(erected on slip road)

These are informatory merging signs used before the merge at junctions on expressways.

On wide busy roads, and particularly on expressways and trunk roads, direction signs may be placed on gantries above the road. On expressways, the direction signs are green in colour.

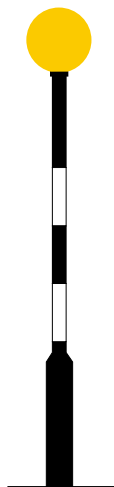


Arrows below the destinations mean 'Select your destination and get in lane'. Do so in good time. The sign above generally means there is a lane-drop for the exit and the number of lanes on the main road will be reduced from four to three.

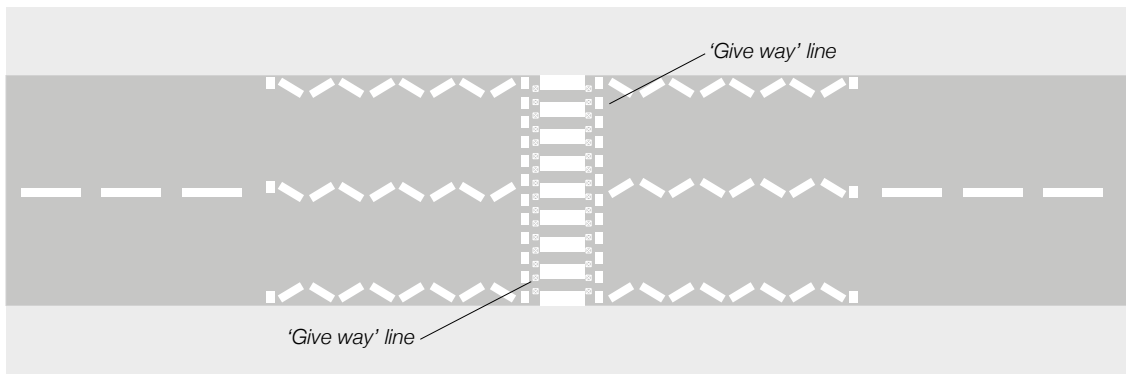


Where there is no loss of lane beyond the junction, the panel containing the sloping upward arrow in the sign above indicates the exit destinations, while the panel containing the downward facing arrows gives destinations for the main road. Keep left if you are leaving the main road.

'Zebra' Crossings



'Zebra' crossings are well marked with black and white stripes and zigzag lines on either side. These road markings not only control traffic by giving orders, but also warn you as a driver that there may be pedestrians crossing or waiting to cross the road. A yellow beacon, usually flashing, marks the location of the crossing.



When approaching a 'Zebra' crossing, look out for pedestrians waiting to cross (particularly children, the elderly and the disabled). Be ready to slow down or stop behind the 'Give way' line to let them cross.

You must give way to anyone who has stepped onto a 'Zebra' crossing. Signal to other drivers that you intend to slow down or stop. Do not signal pedestrians to cross; another vehicle may be approaching.

You must not stop on a 'Zebra' crossing. You must also not stop in the controlled area marked with zigzag lines except when giving way to pedestrians on the crossing or waiting to turn left or right.

Within the controlled area marked with zigzag lines, you must not pass ahead the moving vehicle nearest the crossing, or the leading vehicle which has stopped to give way to pedestrians on the crossing.

Never park, carry out loading/unloading, or overtake just before a 'Zebra' crossing.

Look out for pedestrians crossing the road across the zigzag lines.

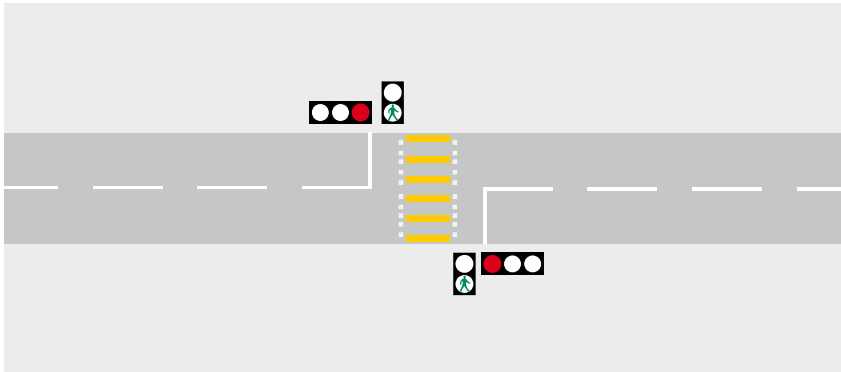
In traffic queues, leave 'Zebra' crossing clear and stop behind the 'Give way' line.

If there is an island in the middle of a crossing, the parts of the crossing on its either side are separate crossings.



Warning sign – pedestrian crossing ahead

'Green Man' Crossings



'Green man' crossings are marked by two rows of studs and have traffic lights for vehicles and pedestrian lights for pedestrians.

The crossings are marked with yellow stripes and you must not stop on the crossing.

'Green man' crossings can be found either independently on a length of road or as part of a traffic light junction.

Give way to any pedestrians on the crossings. The elderly, the disabled and children may need more time to cross. Do not harass pedestrians, for example by revving up your engine or creeping forward.

At 'Green man' crossings, the signals have the same meaning as traffic lights at a junction.

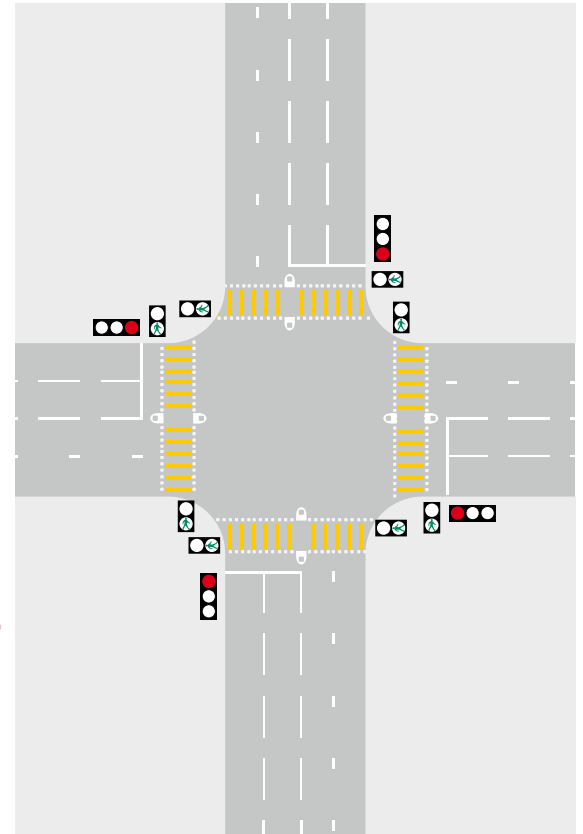
When the red light shows, you must stop or wait behind the 'Stop' line.

When the green light shows, you may go forward if there are no pedestrians on the crossing and there is room for you to do so – do not block the crossing.

If traffic lights are not working, slow down or even stop as necessary to give way to pedestrians, and proceed through the junction with extreme caution.

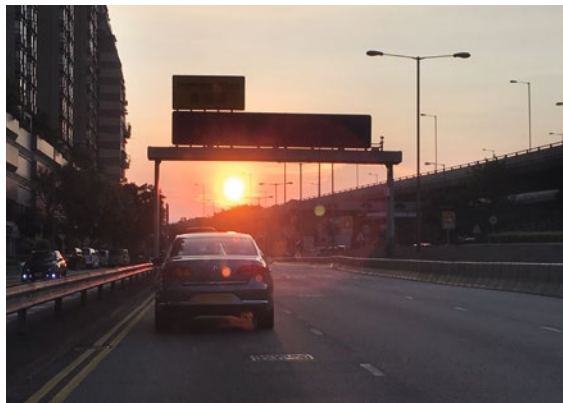


Warning sign – traffic lights or 'Green man' crossing ahead



Bright Sunlight, Driving at Night

Bright sunlight



In bright conditions, glare and dazzle can cause discomfort to some drivers. Dazzle is a serious hazard. You may not be able to see for a second or two and you will have to rely on what you have memorised the scene ahead.

You may find it difficult to read traffic sign if the sky behind the sign is bright. The shape of the sign will help you.

Entering or leaving a tunnel particularly under bright conditions outside needs special care. If you are wearing sunglasses when entering a tunnel, you may be unable to see at first.

On leaving a tunnel, drive with care, particularly if you are unfamiliar with the road layout or approaching a toll plaza.

Driving at night

When driving at night, you must use headlamps even if there are street lights. This will help other road users to see you more easily.

It is very difficult to see pedestrians at night, especially when the road surface is wet and shiny because of reflections and glare. At night, drivers and pedestrians become tired and find it more difficult to concentrate, judge speeds and distances, and see properly.

Driving at night or in the half-light of dusk and dawn can be more difficult than driving during the day. Stopping distances increase with speed but the range of your headlamps does not. Therefore reduce speed for night driving so that the overall stopping distance is well within the range of your headlamps.

You must switch on your headlamps in poor visibility or during the hours of darkness including dusk and dawn.

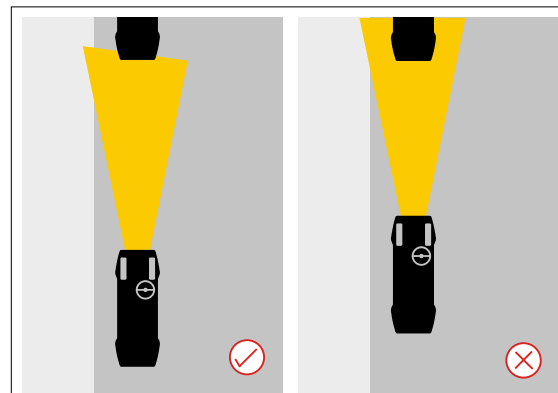
You must dip your headlamps where there are street lights or in the face of approaching traffic.

Divert your eyes, when you meet high beams head on. Don't stare into them. Look to the left edge of the road. Do not flick your high beams to warn the other drivers. Never, however, should you get even by leaving your own high beams on. This only increases the chance of an accident.

If dazzled by approaching traffic, slow down or even stop.

Dip your headlamps when passing other vehicles or road users and also when driving close behind another vehicle so as not to dazzle the driver.

Even if your headlamps are dipped, do not drive so close behind another vehicle as to dazzle the driver.



When you are following on dipped headlamps – the illustration on the left shows the right way, provided that your speed is low enough. The illustration on the right shows the wrong way as you are too close to the vehicle in front, the driver is dazzled by your headlamps through the rear window.

Rain, Fog, Wind

Rain and wet roads

When roads are wet, braking distances increase because tyre grip is reduced. Give yourself much more room for slowing down and stopping.

Your allowance for braking distance should be at least doubled.

Water on the roadway makes a slippery film, especially after a spell of dry weather.

Be on the look-out for difference in road surfaces which may reduce the grip of your tyres still more. The smoother your tyres, the greater the increase in braking distance on a wet road.

Pedestrians run the risk of slipping and falling when crossing the road.

See and be seen – You must use headlamps during the day whenever visibility is poor because of heavy rain, smoke, mist or fog or any similar condition.

Not only is your visibility cut down when it rains, it is also more difficult for pedestrians to see you if their views are hampered by umbrellas or headwear.

Rain can be so heavy that it forms a thin sheet of water on the roadway. Even good tyres cannot grip through this and you may have no control at all over steering or braking.

Slow down through pools of water. Water thrown up can block your view, affect your brakes and stop your engine. It may also affect the view of other drivers or drench pedestrians.

Beware of likely serious road flooding when red/black rainstorm warning signal is issued and take extreme care on the roads. If the road is flooded, try to stop in a safe place and find out how deep the water is. If it is not too deep and you decide to drive through, drive as slowly as you can but keep the engine speed up to avoid stalling. As soon as you have driven through a stretch of flooded road, try your brakes but be cautious to do so when there are vehicles behind.



Fog and mist

Slow down and keep a safe distance. You should always be able to stop within the distance of your view ahead.

Do not concentrate on someone else's rear lamps; it gives you a false sense of security.

Watch your speed and remember you may be going much faster than you think. Do not speed up to escape a vehicle which is too close behind you.

If you are driving a heavy vehicle, it may take you longer to stop than the vehicle ahead.

See and be seen – you should use your headlamps or fog lamps, and rear lamps. In fog, use fog lamps if fitted and your windscreen wipers as necessary. Avoid using fog lamps in other circumstances.

Check and clean windcreens, lamps, rear mirrors and windows whenever necessary.

If you have to drive in fog or mist, adjust your speed and allow more time for your trip.

Wind

Keeping control of your vehicle in strong winds, particularly near high-sided vehicles, demands quick and positive reactions.

Look out for fallen trees and other obstructions on the roadway.

Strong winds can blow pedestrians and cyclists off course, so give them plenty of room.

If there is a tropical cyclone near Hong Kong, pay attention to its latest news and forecast track to plan your trip.

Road Works

Sets of warning signs and sometimes flashing lights will give you warning of works on or near the road ahead. In many cases, normal speeds are impossible when travelling in the vicinity of road works, so you should slow down when seeing the first indication of road works. Be prepared for persons and vehicles working on or near the roadway moving unexpectedly close to or into the open traffic lanes.

Persons responsible for carrying out road works would follow the 'Code of Practice for the Lighting, Signing and Guarding for Road Works' published by the Highways Department (see 'Further References Materials') to set up temporary traffic arrangements and the associated warnings.

Be prepared for the unexpected, especially at night, even if you are familiar with the route or with the temporary traffic arrangements.

The temporary traffic arrangements may change from time to time as the works progress.

The temporary traffic signs and warning lights are often put on stands and may be easily knocked down or displaced.

Look out for pedestrians forced to step onto the roadway because a pavement or footpath may be closed or blocked by road works.

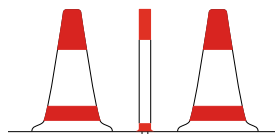


The 'Road works ahead' sign should be the first sign you see as you approach road works or other obstructions on the roadway.

Most road works involve temporary narrowing of the roadway and possibly lane closure or closure of the road itself. Warning signs and informatory signs will help guide you through the road works area or divert you around an obstruction.

(Many of the temporary traffic signs that may be seen at or

near road works are illustrated on pages 119 and 120.)



Traffic cones and cylinders are used to mark temporary traffic lanes or diversions. You must not drive over them.



The 'Road works ahead' sign with an 'End' plate marks the end of the road works.

Temporary traffic control

Temporary traffic lights may be set up to provide traffic control in/near a road works area. The lights may be used at a junction, a site access or where the roadway is narrowed to a single track for two-way traffic.

A 'Traffic lights ahead' sign may be used to warn you of temporary traffic lights (see sign 22 on page 119).

At temporary traffic lights, a temporary traffic sign (see below) may be used instead of a 'Stop' line. You must stop and stay before the sign if the red, or red and amber lights are showing (see pages 106 to 108 for the meaning of traffic light signals).



Manually operated 'Stop/Go' signs may be also used for control of one-lane-two-way traffic.

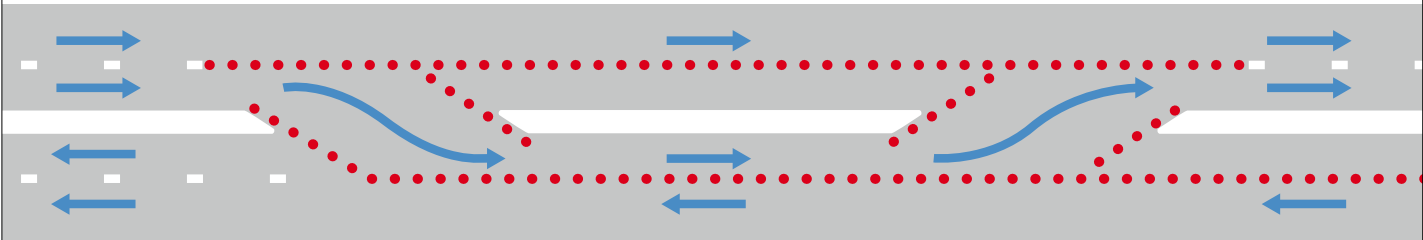
'Stop' and 'Go' signs – if the 'Stop' sign is showing, you must not drive past the sign; if the 'Go' sign is showing, you may go if the way is clear.



Warning of temporary traffic control by 'Stop/Go' signs ahead

Road Works on Dual Carriageways/in Tunnels

On dual carriageways, when the road works are extensive, some traffic lanes may be switched to the other carriageway.



Temporary signs give you information on the traffic lanes ahead and time to move to the correct traffic lane if necessary.

In general, drivers of large vehicles should use the left most lane.

Traffic signs warn you of the change to the other carriageway for one or more lanes of traffic. Stay in your lane and follow the traffic signs and traffic cones placed on or by the road to guide you. Take particular care when driving through the gap in the central reservation if your lane switches to the other carriageway.

On the carriageway with two-way traffic, water-filled barriers, traffic cylinders or traffic cones are used to separate traffic flows. Traffic lanes may be narrower than usual and there is little room for error so take extra care and keep your speed down.

Traffic signs warn you of the change back to the original carriageway.

On returning to the normal carriageway, stay in your lane until well past the road works unless traffic signs or road markings indicate otherwise.

One-tube-two-way operation in tunnels

One-tube-two-way operation is generally implemented in the small hours of morning for regular tunnel maintenance or cleansing works.

When implementing one-tube-two-way operation, the speed limit in tunnel tube will be lowered to 50km/h in general. You must strictly follow the traffic signals and signs of the temporary traffic arrangement, particularly the diversions at both ends of the tube. You must obey all signals and directions given by the tunnel officers and should pay attention to the advisory message displayed on variable message signs or broadcasted through radio broadcasting system.

Where Not to Stop

Where you must not stop

You must not stop, not even to pick up or set down passengers or to load or unload goods in the following places:

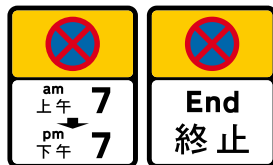
- On an expressway.
- In a 'No stopping' zone during the restriction time (see on this page).
- On a 'Zebra' or 'Green man' crossing.
- In a zebra controlled area marked with zigzag lines unless you are giving precedence to pedestrians or are waiting to make a left or right-turn.
- At a bus stop, public light bus stand or taxi stand (except permitted users).
- On parts of a roadway on which you are normally not allowed to enter, for example bus lanes, hard shoulders and cycleways.
- In a tunnel area or control area.
- On a yellow box marking or yellow striped 'green man' crossing.

The stopping ban does not apply in an emergency (for example, to avoid an accident), when your vehicle breaks down or stops to cope with traffic conditions, or when signalled to stop by a police officer, traffic warden, authorised personnel in tunnel area or control area, a traffic sign or traffic light.

'No stopping' zones



Regulatory sign – no stopping



- Traffic signs mark the beginning and end of 'No stopping' zones.
- The times during which the stopping ban applies are shown on the signs.
- Regulatory signs and road markings may be used within a zone to remind you of the stopping ban or to indicate a change in the time period.

- Where there is a single solid yellow line and 'No stopping' signs – do not stop during the time period shown. Sometimes the stopping ban is indicated by traffic signs only, and there may be no yellow lines marked on the road.
- Where there are double yellow lines and/or 'No stopping' signs – do not stop at any time.

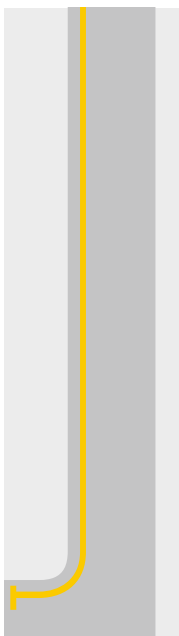
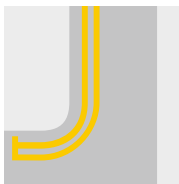
On trunk roads and other major roads, a 'No stopping' ban may be indicated by traffic signs only. The 'No stopping' ban will be marked at the beginning and end by signs with yellow background; signs with white background (repeaters) at intervals along the roads remind drivers of the ban in force.

On expressways, neither signs nor yellow line markings are used to indicate the no-stopping restrictions. Once you enter an expressway, you must not stop under normal traffic conditions.

The 'No stopping' signs may apply to certain class of vehicle only, such as public light buses, goods vehicles or buses (see traffic signs below).



Road markings



Regulatory signs and repeaters

No stopping at any time



Start sign

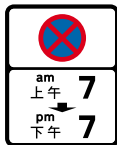


Repeater

No stopping at time period shown on the signs



Start sign



Repeater

Coloured sign post

Red, yellow and green colour sign posts are used to represent the three most common standard no-stopping restriction time periods for all motor vehicles - the colour of the sign post is for reference only. The no-stopping restriction time period should refer to the traffic sign.

Colour Time period

Red	7am – midnight
Yellow	7am – 7pm
Green	8am – 10am and 5pm – 7pm
Grey	for all other time periods

You should not stop

- Near a 'Green man' crossing.
- Near a pedestrian crossing place, for example where there is an island on the road.
- Near traffic lights.
- Near a school crossing patrol.
- On a major dual carriageway.
- Near or at a junction.
- Near or on a roundabout.
- Where you may cause danger to yourself, your passengers or other road users.

Certificate for picking up or setting down of passengers with disabilities in restricted zones

No.:
編號: CD638801

The Hong Kong Council of Social Service
香港社會服務聯合會

Certificate for Picking Up or Setting Down of Passengers with Disabilities in Restricted Zones
殘疾乘客在限制區上落車證明書

(This certificate is only applicable to taxi, private car, private light bus and private bus)
(此證明書只適用於的士、私家車、私家小巴及私家巴士)

Veh. Reg. No.: 車輛登記號碼:	Pick up place: 上車地點:
Name of Passenger: 乘客姓名:	Set down place: 落車地點:
Time: 時間:	Name of Contact 聯絡機構:
Date: 日期:	Tel. No.: 電話:

The police will exercise discretion to allow drivers of taxis, private cars, private light buses and private buses to pick up or set down passengers with disabilities in restricted zones (except expressways and 24-hour no stopping restricted zones), provided that no hazard or disruption is caused to other road users.

A person with disability can give to the driver a "Certificate for Picking Up or Setting Down of Passengers with Disabilities in Restricted Zones" (issued by The Hong Kong Council of Social Service) completed with

record of the journey. The following persons with disabilities are eligible to use the Certificate:

- persons with mobility problem such as wheelchair users or users of walking aids; or
- visually impaired persons.

The driver can present the certificate to a police officer to prove that he/she has picked up or set down a passenger with disabilities in the restricted zone in case he/she is interrogated by the officer.

Where Not to Park

Where you must not park

You must not park your vehicle:

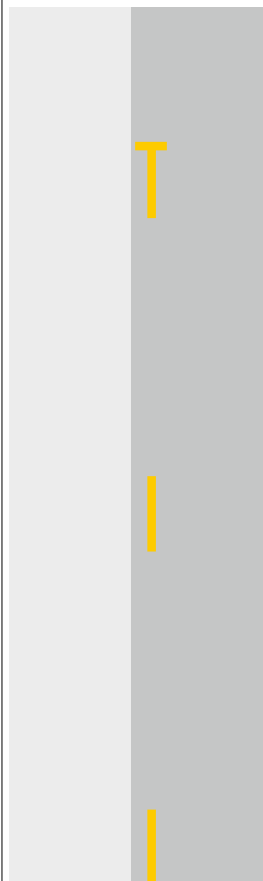
- Where your vehicle will cause obstruction or danger to other road users.
- On a road with street lighting – that is a road where the street lights are spaced not more than 200 metres apart – other than in a marked parking place.
- On, or partly on, a pavement, footpath, central reservation, verge, hard shoulder or traffic island.
- Where your vehicle would block a vehicular access to properties or car parks.
- Where your vehicle will obstruct access to a fire hydrant from the roadway.

Other than at no-stopping places as described on pages 90 and 91, you may stop to pick up or set down passengers, or load or unload goods – if you can do so without causing obstruction or danger.

You should not stop for longer than necessary to let passengers get on or off. You should only let your vehicle stand for a longer time if loading or unloading of goods is taking place.

Such loading or unloading activities should be carried out as quickly as possible. Your vehicle should not be left unattended or left standing when the loading or unloading of goods has been completed.

On a road without street lighting or a private road:



Mon - Sat 9 am - 6 pm
星期一至星期六
上午九時至下午六時

You must not park on the side of the roadway or on the pavement or verge along that side of the road where there is 'No parking' sign at any time, or at the time period shown on the 'Time plate' under the 'No parking' sign. A single broken yellow line may be added on the side of the roadway to indicate the parking restriction.

You must not park at any time on the side of the roadway or on the pavement or verge along that side of the road where there is a single broken yellow line near the edge of the road.



Temporary 'No parking' sign – arrows show the direction or directions to which the ban applies

You must not park where there are temporary 'No parking' signs or in a closed or suspended parking space.

Where you should not let your vehicle stand

You should not let your vehicle stand, wait, or load or unload goods where

- it would cause danger or inconvenience to other road users, or hold up traffic;
- it would cause difficulties for others to see clearly such as in vicinity of junctions or crossings;
- it would reduce the width of that part of the road generally used by traffic;
- emergency vehicles would stop, or go in or out of premises; and
- it would cause danger or inconvenience to pedestrians, particularly where pedestrians are likely to cross the road such as at a pedestrian crossing, at or near a junction or near a traffic island.

Do not let your vehicle stand

- At or near a school entrances/exits, not even to pick up or set down school children.
- Near a school crossing patrol.
- Where it would hide a traffic sign or road marking.
- At or near any bus stop, public light bus stand/ stop, or taxi stand.
- Near a 'Green man' crossing or pedestrian crossing place.
- On a two-way road with 'Double white' lines.
- At or near at a junction.
- Near or on a bend.
- Near or on the brow of a hill.
- Opposite a traffic island.
- Alongside another stationary vehicle.
- If this would narrow the road not enough for passage of two vehicles in opposite direction.
- Near road works.
- On a narrow or single track road.
- On a flyover or in an underpass.
- On main road with faster traffic.
- In a passing place.
- Where it would prevent properly parked vehicles from moving out.
- In hospital entrances/exits.
- In police, fire and ambulance station entrances/exits.
- On a major dual carriageway.
- On a slip road.
- On a hard shoulder, marginal strip or emergency lay-by (except in an emergency).
- In a bus bay.
- In a police lay-by.

If your vehicle breaks down, you must not repair, maintain or carry out any works on a vehicle on a road, except for works that are necessary to enable the vehicle to be removed without undue delay. You must not leave a broken down vehicle on a road unattended except while getting help.

Where to Park



Direction sign showing the direction to a car park or parking place

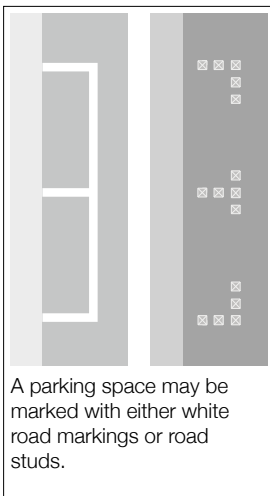
You should only park your vehicle where it will not cause any danger nor inconvenience to other road users. Walk a short distance rather than causing a danger.

Park in a parking place or a car park if you can.

On a road with street lighting – that is a road where the street lights are spaced not more than 200 metres apart – you may park only in a designated parking place.

Parking places

You must not park on the yellow hatched road markings between parking spaces of a parking place (see page 127).



A parking space may be marked with either white road markings or road studs.

A parking sign nearby will give information on what class/type of vehicle the parking place is designated for, and the allowed parking period. Some parking spaces may be designated for different classes/types of vehicles at different times (such as for private cars in daytime and for commercial vehicles at night).

You must not park in a space designated for vehicles of a different type from your vehicle. For example, you must not park a private car in a parking space for goods vehicles or reserved for specified users, such as ambulances.

You must not park over the lines marking out the parking space. You must not park in a parking place for more than 24 hours.

During the period of operation of a parking meter, you must pay the appropriate charge as shown on the meter. You must do this as soon as possible after parking your vehicle.

A 'Time plate' with the 'Parking' sign will tell you the maximum charging period and the operating time of the meters.

Parking signs



Vehicles other than medium/heavy goods vehicles, buses, coaches, motor cycles and pedal cycles



Goods vehicles only



Buses and coaches only



Motor cycles only



Pedal cycles only



Time plates with parking signs showing the operating time of the meters and the maximum charging period.



Specified classes of vehicles only such as refuse collection vehicles



Vehicles with disabled person's parking permit only

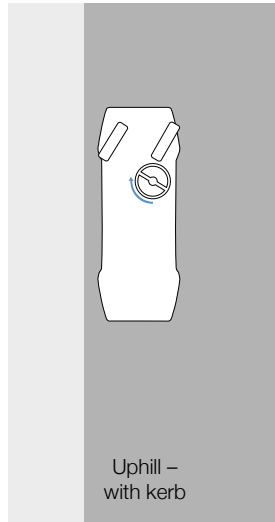
Parking

If you have to park on the road, stop as close as possible to the edge. Before leaving your vehicle, you must switch off the engine and engage the vehicle in first / reverse gear (manual) or park mode (automatic). Also, make sure the parking brake is on firmly. Always lock your vehicle and switch off all the lights.

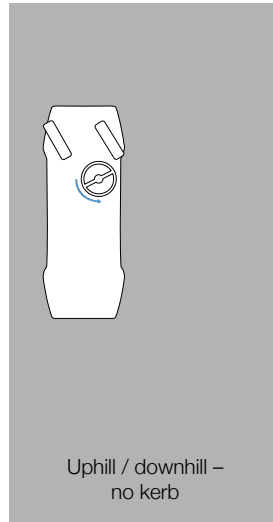
Before opening any door of a vehicle, make sure that there is no one on the road, pavement or footpath close enough to be hit by the door, or likely to walk into it. Be particularly careful about cyclists and motorcyclists. Remind your passengers especially children to take note of the above and arrange them to get out from the side of the pavement or kerb whenever possible.

Never park on the road at night if it can be avoided, unless there are designated parking places. It is particularly dangerous to park on unlit roads or roads in fog or mist. Lights should always be left on in fog or mist conditions.

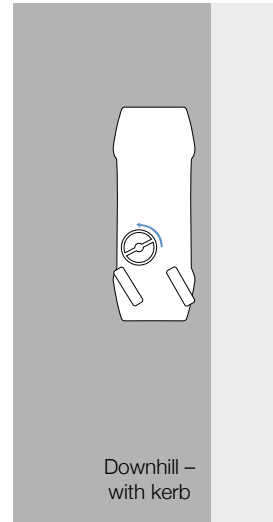
Parking on hills



Parking uphill – Stop as close as you can to the nearside kerb and leave your steering wheel turned to the right. Then, in case the vehicle rolls backwards, it will be checked by the front wheel coming against the kerb. Leave the vehicle in first gear or park mode (automatic), and apply the parking brake firmly.



Parking uphill or downhill with no kerb – Turn the steering wheel to the left. Leave the vehicle in first (uphill) or reverse (downhill) gear, or park mode (automatic), and apply the parking brake firmly. Then, at least, the vehicle will not run back down the road, in case it rolls.



Parking downhill – Stop as close as you can to the nearside kerb and turn the steering wheel to the left, so that any forward movement of the vehicle will be checked by the kerb. Leave the vehicle in reverse gear or park mode (automatic) and apply the parking brake firmly.

Leaving a gap – Moving in or out of a parking space is more difficult on a slope than on the flat and tends to take more room. So leave a bigger gap – It will help you and others.

Commercial Vehicles

Most of the rules and advice given to drivers in Chapter 5 apply to drivers of commercial vehicles.

To drive a commercial vehicle, you must have a valid driving licence for the appropriate vehicle class. To apply for a driving licence of relevant commercial vehicle class, you must be aged at least 21, have held a full driving licence for a private car or light goods vehicle for at least 3 years (or at least 2 years if the full driving licence was issued after the completion of probationary driving period) immediately preceding the application, and have not been convicted of dangerous driving causing death (or grievous bodily harm), drink, or drug driving within 5 years immediately preceding the application.

With effect from 1 October 2020, the requirement on the number of years of holding a valid private car or light goods vehicle full driving licence would be changed to at least 1 year (or having obtained the full driving licence after the completion of probationary driving period).

Further details on the requirements and application for the different types of driving licences for and driving tests of commercial vehicles may be obtained from any Licensing Office of the Transport Department (see 'Further Reference Materials').

In general, the heavier the vehicle, the longer the braking distance. For a heavy vehicle, the braking distance may be twice of the distance needed by a car. So keep a longer distance between your vehicle and the one in front (see pages 54 and 55).

Goods vehicles



The maximum speed limit for medium and heavy goods vehicles is 70km/h. You must not drive faster than the speed limit for the road or your vehicle, whichever is the lower.

Under the Road Traffic (Expressway) Regulations, medium and heavy goods vehicles are prohibited from using the right most lane of an expressway where there are three or more lanes available, unless you are heading for a right side exit.

The above restriction also applies to light goods vehicles driven by holders of probationary driving licence.

Dust, mud, oil and other debris blown off or dropped from a vehicle can be an inconvenience or a danger to other road users. You must properly secure a load - cover it if necessary. Always keep your vehicle clean, for example by sweeping the trailer floor or washing mud off the tyres before leaving a construction site.

For Professional Drivers

You must not smoke in or near a vehicle carrying inflammable or explosive goods.

Passengers, including members of any work crew, must be carried only on properly provided and secured seats. Passengers must not sit on loads or in the load-carrying part of the vehicle.

Do not allow passengers to get on or off your vehicle when it is in motion.

You should use a RVD, if fitted, to help you monitor the area behind the vehicle while reversing. In low light conditions, you should switch on the auxiliary illumination when using RVD. Any dirt or rain drops on the camera lens may affect the image quality. If necessary, you may arrange someone to check the traffic condition behind the vehicle.

As a safety practice, you may also turn on the hazard warning lights when parking or reversing.

Buses and public light buses



There are additional rules for the driving and operation of buses, coaches and public light buses. These rules are contained in the Road Traffic (Public Service Vehicles) Regulations and in the conditions for the passenger service licence for your respective vehicle. Ask your employer about the rules that apply to you if you are employed to drive a public service vehicle.

Under the Road Traffic (Expressway) Regulations, public light buses are prohibited from entering an expressway unless authorised

in writing and buses are prohibited from using the right most lane of an expressway where there are three or more lanes available, unless you are heading for a right side exit.

Any driving action you take, whether it be stopping, changing speed or direction, must be carried out in a manner that does not put your passengers and other vehicles at risk. You must drive with consideration for your passengers, as well as other road users.

After picking up passengers, do not move off until they are properly seated or, if allowed

to stand, are able to grasp a secure handrail or hand-hold. Passengers may change seats or move towards the exit door while the vehicle is moving. Therefore, driving actions should be carried out smoothly and gradually. You must observe the conditions near the door(s) carefully before opening or closing the door(s) to avoid trapping passengers. Do not open the door, or allow passengers to get on or off your vehicle, while it is still in motion.

The maximum speed limits for buses and public light buses are 70 km/h and 80 km/h respectively. You must not drive faster than 70km/h (buses) or 80km/h (public light buses), or the speed limit for the road on which you are travelling, whichever is the lower.

Taxis

There are additional rules for the driving and operation of taxis. Information about these rules can be obtained from any Licensing Office of the Transport Department (see 'Further Reference Materials').

Bus lanes



Bus lanes are for buses use only. The 'Franchised bus lane' signs indicate that buses other than franchised buses are not allowed to use such bus lane (see sign 63 on page 113).

When using a bus lane during its period of operation, look out for other road users.

Cyclists are permitted to use a bus lane - give them plenty of room when overtaking and be prepared for their sudden sideways movements. Pedestrians may step unexpectedly into the bus lane or wait at the edge of the bus lane marking when

crossing the road. Other drivers may also drive into a bus lane to gain access to premises or when taking evasive action. If the traffic in the normal lanes is moving slowly or is stationary, look out for pedestrians or motor cycles emerging from gaps between vehicles.

(See pages 65 and 66 for more information on bus lanes.)

Loads, Long Vehicles, Towing

Carrying loads

You must properly secure loads, and cover them if necessary.

You must not drive an overloaded vehicle (its permitted gross vehicle weight or maximum permitted axle weight is exceeded).

The permitted gross vehicle weight and maximum permitted axle weight of a goods vehicle are shown on the vehicle licence displayed on the windscreen or marked on both sides of the vehicle.

Gross vehicle or axle weight includes the weight of the vehicle and any passengers and load etc.

You must not carry or support any load on the tailgate.

You must not allow any load to touch the roadway.

You must make sure that your vehicle or trailer is loaded so as not to cause danger to you, your passengers or other road users; or to cause damage to the road or property. Jib, crane or similar attachments equipped on vehicles must be lowered and returned to its stowed position after use as recommended by the manufacturers.

Overloading has a detrimental effect on the brakes, suspension and steering, making the vehicle difficult to control. An overloaded vehicle will respond slowly and irregularly to the driver's controlling actions, thus causing danger to other road users.

(For rules and advice on where to stop on the road to load and unload goods, see pages 92 and 93.)

Overhanging loads

When driving a vehicle with an overhanging load, you must ensure that there is a red flag not less than 1 square metre at the rear extremity of the load in daytime with good visibility. During the hours of darkness or in poor visibility, you must install a white light showing ahead at each side of the front of the load and a red light showing to the rear of the load.

You must not load or drive a vehicle so that the load

- extends beyond the front of the vehicle by more than 1.5 metres;
- extends beyond the rear of the vehicle by more than 1.4 metres;

- extends sideways with an overall width (including the load and the vehicle) more than 2.5 metres;
- with the vehicle is higher than the overall height of the vehicle specified in the Road Traffic (Construction and Maintenance of Vehicles) Regulations (e.g. light goods vehicle: 3.5m, medium/heavy goods vehicle: 4.6m); or
- is at a height that may cause damage to any object or wires erected above the road.

Fallen or spilled loads

If a load or an object falls or spills from your vehicle, stop your vehicle in a safe place and try to remove the fallen load or deal with the spillage if it is safe and practicable to do so. If you are unable to quickly and safely remove the object, try to warn other road users and fetch help.

On major trunk roads and expressways, in tunnel areas and in control areas, use mobile phone to inform the police or control centre. Never try to retrieve a fallen load by yourself.

Long Vehicles

When driving a long vehicle, you may not be able to keep within the normal traffic lane or follow the path taken by smaller vehicles, particularly if the lane is narrow and your path is tightly curved. When carrying out unusual manoeuvres, look out for other road users, in particular pedestrians, motorcyclists or cyclists who may drive or step into the swept path of your vehicle or into one of your blind spots. Turning left or right has to be done with great care. On leaving a junction, stay in lane until you are well past the junction.

Before driving an articulated vehicle, check that all the twist locks are fully engaged and locked in position with the container and the trailer properly connected to the tractor including braking and electrical connections, in addition to the usual safety checks.

Additional rules for drivers of articulated vehicles can be obtained from any Licensing Office of the Transport Department (see 'Further Reference Materials').

Additional reference information for loading of vehicles is available in the 'Code of Practice for the Loading of Vehicles' (see 'Further Reference Materials').



Towing

'ON TOW' sign - the letters and characters must be at least 150mm high in white on a dark surface.

You must not tow another vehicle with a tow rope or chain if the gap between the two vehicles is greater than 4.5 metres. You must make sure the tow rope or chain is clearly visible to other road users.

The vehicle being towed must be under the control of a driver holding a valid driving licence for the class of the vehicle who is able to brake and steer the vehicle properly. A proper 'ON TOW' sign must be fitted to the rear of the vehicle being towed.

Other rules apply when using tow bars or towing vehicles capable of lifting vehicles.

Restrictions

Drivers of commercial vehicles may be subject to bans that do not apply to other vehicles. These bans may apply to particular vehicle classes or to larger vehicles. Regulatory traffic signs mark the beginning of the ban. If the ban applies to your vehicle (including any load), you must not drive past the sign or drive on the road to which it applies.

Supplementary plates may give additional information or exemptions to the ban.

Commercial vehicles may also be subject to stopping and parking restrictions (see pages 90 to 93).

Medium and heavy goods vehicles, buses, recovery vehicles, and any motor vehicles towing a trailer or another vehicle are prohibited from using the right most lane of an expressway where there are three or more lanes open for use, unless you are heading for a right side exit. The above restriction also applies to light goods vehicles driven by holders of probationary driving licence.



Width limit – no vehicles over width shown (including load)



Height limit – no vehicles over height shown (including load)



Axle weight limit – no vehicles with an axle weight over that shown (including load)



Weight limit – no vehicles with a gross vehicle weight over that shown (including load)



Length limit – no vehicles, or combination of vehicles, over length shown (including load) (applying to all vehicle classes)



Length over 10 m
車長逾 10 m

New signing arrangement to replace the sign at the left



Over 12 tonnes
逾十二公噸

Weight limit – No goods vehicles with a gross vehicle weight over that shown



No public light buses



No buses or coaches



No goods vehicles



No vehicles carrying dangerous goods of specified categories

Except for access
前往此區者
不在此限

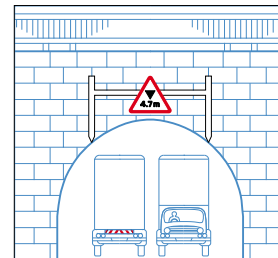
'Except for access' plate allows a vehicle to enter the road so as to gain access to premises or land adjacent to the road, to which the ban applies, where there is no alternative route.

am 7 - pm 7
上午 7 - 下午 7

'Time plate' indicates the time period during which the ban applies.

For Professional Drivers

Restricted headroom



A bridge or other structure over a road may restrict the actual headroom available. The restriction may be temporary due to bridge or other construction works. A warning sign will indicate the maximum headroom on that part of the road.



Advanced warning of restricted headroom may be given by a 'Restricted headroom ahead' warning sign with a supplementary plate showing the distance to the restriction. Alternatively, the warning sign may be shown on an advance direction sign.

Before You Ride

Most of the rules and advice given to drivers in Chapter 5 apply to riders of motor cycles and motor tricycles.

Safety helmets

When you ride a motor cycle, you and your passenger must wear and securely fasten a safety helmet of approved type. Riders and passengers of motor tricycles should also wear the safety helmets.

A safety helmet will not protect you in an accident unless it fits properly. When buying a helmet, you should aim for the closest fit that causes no discomfort, even for long periods. Replace a helmet that shows signs of damage or after a hard knock even though there is no sign of damage on the surface.

Look after your helmet. It can be weakened by accidental knocks when not in use.

It is recommended that you replace a helmet after four years' use, as it becomes weathered and aged in that time, and cannot guarantee full protection in an accident.

Eye protection

Eye protection is the important function of visors and goggles. You are strongly advised to use a visor or goggles at all times when riding. Avoid poor quality plastic visors or goggles that can be scratched easily and make sure the lenses are shatterproof.

If riding in bright light is uncomfortable, use a tinted visor or goggles, or wear good quality sunglasses if they fit comfortably under your helmet. But do not use tinted helmet visors or goggles at night or in conditions of poor visibility.

Look after your goggles and visors with care. They can be ruined by scratches. Keep them clean particularly when riding at night.

Clothing

The clothing you wear when riding should

- keep you dry;
- keep you warm in cold weather;
- be conspicuous; and
- protect you in an accident.

Wear light-coloured, reflective or fluorescent clothing. If you ride a motor cycle or motor tricycle as part of your job, ask your employer to provide you with suitable high visibility clothing.

Riding in hot weather in clothing such as shorts or short-sleeved shirts is not advisable, as your skin will have no protection in an accident if you fall and slide on the road surface.

Gloves should always be worn when riding, to protect your hands in an accident as well as for warmth. In hot weather, thin unlined gloves are the most comfortable and provide the best degree of control.

Wear strong shoes or boots.

Learner riders

If you are a new rider, enroll in a designated driving school to attend a compulsory training course. Having acquired the basic knowledge and skills to ride and manoeuvre in an off-road environment and passed the written test as well as the competence test, you can then apply for a learner's driving licence. The licence enables you to practise on roads, with or without a licensed driving instructor, but you are not allowed to carry any passenger. When practising on roads, you must display approved 'L' plates at the front and rear of your motor cycle or motor tricycle.

You must not ride at certain times of the day. You must not enter or ride on a road to which the 'No learner drivers' sign applies. Information about these rules can be obtained from any Licensing Office of the Transport Department (see 'Further Reference Materials').

For Riders of Motor Cycles and Motor Tricycles

Probationary driving licence

Upon passing the driving test for motor cycle or motor tricycle, you are eligible to apply for a probationary driving licence which is subject to additional driving restrictions. You can then apply for a full driving licence after satisfactory completion of the probationary driving period of at least 12 months.

(For rules, advice and information about the probationary driving licence scheme, see page 48)



'P' plate for probationary rider of motor cycle or motor tricycle

Riding Along

You and your passenger are more vulnerable than other vehicle drivers and passengers, as you do not have the protection given to them by their vehicles and seat belts – which you have to make up by the use of your skills.

The best way to remain upright and in complete control of your machine is to avoid abrupt changes – fierce braking, hard acceleration, bad gear changing, sudden changes of course – and this means thinking ahead so that each change is carried out smoothly and gradually. You cannot suddenly change direction at any but the lowest speed.

Using rear-view mirrors in good time will help you maintain awareness of traffic situation behind. No matter how good your mirrors are, look around and over your shoulder to check the blind spot before moving off, changing direction/lane or overtaking.

You must not ride a motor cycle or motor tricycle on a footway, pedestrian only road, footpath, or public open space.

If your motor cycle or motor tricycle has a cylinder capacity of less than 125cc, or rated power less than 3kW if it is solely propelled by an electric motor, you must not ride it on an expressway.

You must not wear earphones of any audio devices when riding a motor cycle on the road.

Road surfaces

The condition of the road surface is very important to riders of motor cycle or motor tricycle. You depend upon the grip of your tyres on the road surface for your stability and safety. Look out for danger from poor surfaces and potholes even in dry conditions. Surfaces become slippery not only when they are wet, but also when they are covered with loose gravel or sand, mud or oil. When wet, objects set in the roadway such as metal road studs or manhole covers, as well as road markings, can become slippery and may cause some types of front tyre to deviate uncomfortably off course. Good and well maintained tyres are essential for safe riding of a motor cycle

or motor tricycle.

If the road is flooded, beware of potholes or mud hidden below the surface of the water.

Motor cycles passing/overtaking

In slow moving or stopped traffic, you may only ride slowly through gaps that can be driven through without danger. Look out very closely for pedestrians and for vehicles that may move into your path. If in doubt, stay in the traffic lane in the normal position. On two-way roads with 'Double white' lines, when you wish to pass between the vehicle in front and the 'Double white' lines, only do so if it is safe. You must ensure that the driver in front also knows you are coming through and will not push you over the 'Double white' lines and into the oncoming traffic.

In other situations, do not overtake another vehicle by using the same traffic lane as that used by the vehicle. You should overtake in the normal way using the traffic lane on the right (for rules and advice for overtaking, see page 56).

For Riders of Motor Cycles and Motor Tricycles

Being seen



The rider of motor cycle or motor tricycle must turn on all front lamps, headlamps and rear lamps at all times (including daytime) while riding. You must dip your headlamps where there are street lights or in the face of approaching traffic.

It is difficult for other road users to see motor cycles because when seen end-on, they are 'thin' (a quarter the size of a car) and often dark in colour. You need to ensure that you can be seen by other road users, including pedestrians.

Switching on your headlamps will help other road users, including pedestrians, to see you coming; if necessary, flash your main beam. Your rear light will indicate your presence to drivers behind. Fluorescent or reflective clothing – or just a reflective belt – will help, day and night.

Good positioning – riding where other drivers and pedestrians will be looking and expect to see you – is very important.

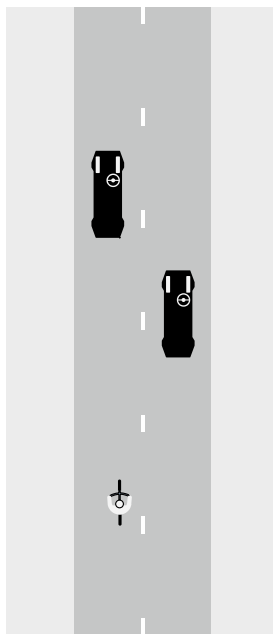
Positioning

If you position yourself well on the road, not only is it easier to avoid hazards and adjust your speed in time for changing conditions but it will also ensure you can get the best possible view of the road ahead.

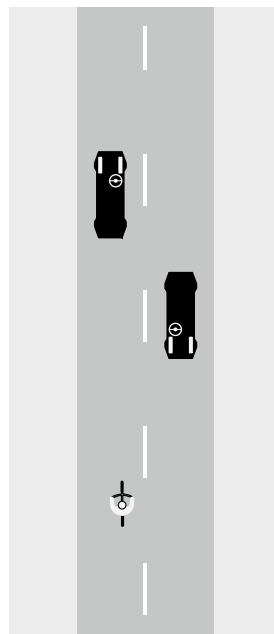
You need not follow the basic rule for drivers, 'Keep to the left', too closely – it is more important that you have the best possible view of the road ahead that safety permits.

If you ride near the kerb, look out for pedestrians stepping onto the road or emerging from behind parked vehicles. Also look out for people opening vehicle doors into your path. You are riding where they at least expect to see a vehicle and they may not see you. Other drivers may also turn left across your path.

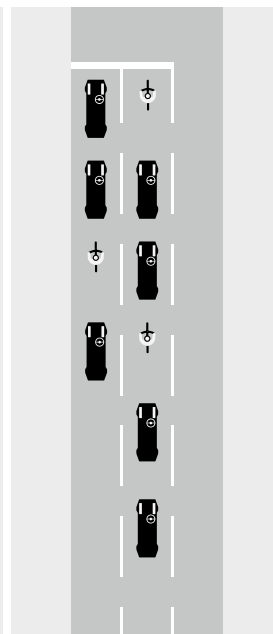
Under normal traffic conditions, ride on the right-hand side of the traffic lane, just to the left of the lane line or centre line.



On one-way roads or dual carriageways, use the correct traffic lane as for other drivers. But take up a similar position in the traffic lane – that is just to the left of the lane line so that you can see the road well ahead.



On normal two-way roads, ride near the centre of the road – but always be careful to check traffic behind and be sure that those coming in the other direction can see you. Move to the left to allow overtaking vehicles to pass you. Always keep the recommended safe distance from the vehicle in front - see page 55.



When in slow moving traffic or when waiting to go ahead, ride or stop near the centre of the lane.

For Riders of Motor Cycles and Motor Tricycles

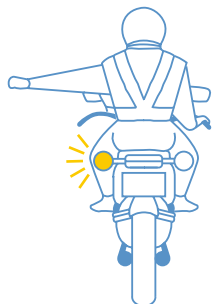
In approaching junctions with traffic lights, pedestrian crossings or other places where you need to stop or wait before proceeding, take up your position in the centre of the appropriate lane well in advance. This helps other drivers notice you and means that they are less likely to force you out of the lane than if you are riding close to the edge of the lane on the left or right. This position is also helpful in slow moving traffic making it easier for you to be prepared for pedestrians emerging from gap between stopped or slow moving vehicles in adjacent lanes.

Riding in these positions as opposed to keeping to the left or riding near the kerb also helps other drivers to see you - you will be in the centre of the view of a driver in the same lane and will also be where other drivers and pedestrians will expect to see you.

Signals, Passengers, and Carrying Loads

For Riders of Motor Cycles and Motor Tricycles

Signals to other road users



Use direction indicators if you intend to turn or move in or out. If it is safe to do, also give arm signals to emphasise your intentions to other road users and to help avoid confusion (see pages 104 and 105 for more on signals).

Cancel the direction indicator signal after the turn or manoeuvre has been completed.

Other road users may have difficulty in distinguishing between your left and right direction indicators, particularly if they are close together.

If you do not have direction indicators fitted to your machine, arrange to have a set fitted, if at all possible.

An arm signal in good visibility is more likely to be noticed by other road users than a flashing light but it does involve riding one-handed. As riding one-handed is dangerous, arm signals should not be given for longer than is necessary and at times not be given at all.

Use of the horn

You must not use your horn unless for warning other road users of danger. You may have to sound your horn more often than drivers of other vehicles as other road users may not have seen you – the use of the horn at the right time may help them become aware of your presence. But only use it when it is really necessary and you have taken every safety precaution.

Passengers

You must not carry more than one passenger unless there is a sidecar on the motor cycle.

You must ensure that your passenger sits astride the motor cycle on a fixed seat behind you with feet firmly on footrests; for motor tricycles, passengers should do the same if applicable.

You must not carry a passenger under the age of 8 on the motor cycle unless such passenger is carried on a fixed seat in a sidecar.

If you are carrying a pillion passenger, even an experienced person, it is better to ride with more caution than usual and avoid sudden changes in speed or course where possible. You will nearly always block the passenger's view of road giving little chance for your passenger to anticipate and be prepared for such changes.

Agree a signal, such as a firm tap on your shoulder, for your passenger to use when asking you to stop. Talking may be difficult or impossible.

For pillion passengers

You must wear an approved safety helmet as a motor cycle passenger. It must be securely worn. Do not wear a helmet that is uncomfortable or is not a good fit.

A pillion passenger who is inexperienced or nervous and behaves or moves the wrong way or suddenly is dangerous.

Avoid all sudden movements.

Keep your body in line with the rider, especially through bends and corners. Do not lean to the side to see ahead which might affect the balance and stability of the machine.

A motor cycle (or some types of motor tricycle) must be angled over to take bends and corners. It is not steered by the front wheel alone.

Keep your feet on the footrests at all times, particularly when the motor cycle or motor tricycle is stopping or has stopped.

You should always hold the rider's waist or hips, or the grab bar, seat strap, if equipped, with both hands. Avoid unnecessarily talking with the rider as this will distract the rider's attention, thereby causing danger.

Carrying loads

You must be aware that any additional load, weight and accessories on a motor cycle or motor tricycle may affect its stability, performance and handling, and you should adjust your driving style and speed accordingly. Ensure that your vehicle shall not exceed the maximum gross vehicle weight of 500kg (motor cycle) or 600kg (motor tricycle). Also ensure that the load is mounted securely

without loose parts/straps and is symmetrically positioned along the longitudinal axis of your vehicle. The carrying loads or the storage box should not be wider than the factory fitted handlebars. You must not allow any load to touch the road. Check regularly to ensure that all tyres are properly inflated and maintained (see the relevant guidelines in 'Further Reference materials').

Signals

Signals by drivers (include riders of motor cycles and motor tricycles) and cyclists to other road users

You should give signals when this would help or warn other road users. Give only the correct signals - those illustrated - and only for the purposes described. Give them clearly and in good time. Always be sure that your direction indicator signal is cancelled after a manoeuvre.

Arm signals are for use when direction indicator signals are not used; or when necessary to reinforce direction indicator signals and stop lights. They are also for use by pedal cyclists.

You should only give signals to indicate your intentions to other road users. Never use them as instructions.

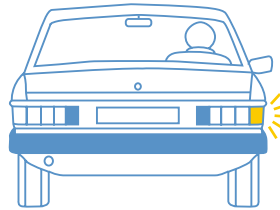
Do not drive or ride on the road until you know how to signal properly and what other people's signals mean.

Stop lights are red lights which come on at the rear of the vehicle when the driver puts on the brakes. They tell the following road users that the vehicle is slowing down or stopping. They must not be confused with the rear lights which are also red.

Horns are used only for warning any person on or near a road of danger. Never use them for any other reason.

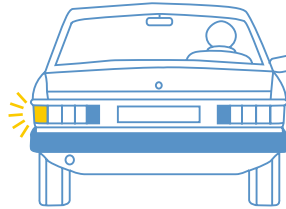
Headlamp flashing is also a warning to other road users.

Bells are used by pedal cyclists as a warning.

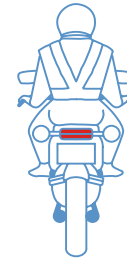
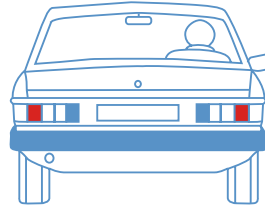


Direction indicator signals

I intend to move out to the right or turn right.

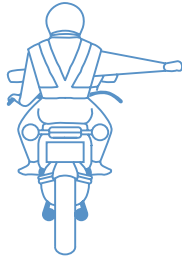
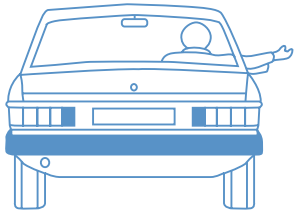


I intend to move out to the left or turn left.



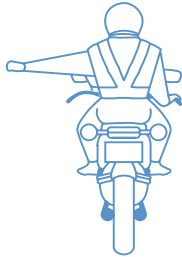
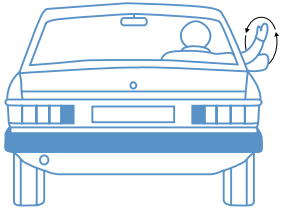
Stop light signals

I am slowing down or stopping.

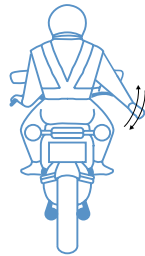
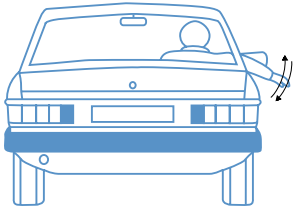


Arm signals

I intend to move out to the right or turn right.



I intend to move out to the left or turn left.



I intend to slow down or stop.

Signals by police officers and other authorised persons

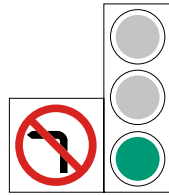
Signals given by a police officer, traffic warden, or other authorised person (for example, the authorised personnel at tunnel areas or control areas, or school crossing patrols) take precedence over all traffic signs, road markings and traffic light signals. Use your common sense before relying on signals given by any other person.

At junctions when all traffic is stopped by police officers or traffic wardens, you must not filter to the left or right until they signal you to do so.

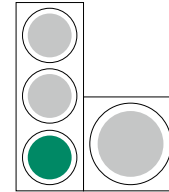
Two-tone horns and sirens, white, red or blue flashing lights are used by ambulances, fire engines, police and other authorised organisations in emergencies to warn of their presence and signal their right-of-way. Drivers must give way to emergency vehicles signalling their right-of-way.

Traffic Lights

Traffic lights control movements of all road users. They tell drivers and pedestrians when to stop or go. Traffic lights for drivers and cyclists are illustrated on this and the following two pages. Traffic lights for pedestrians are illustrated on page 17.



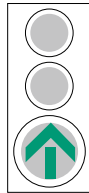
Traffic signs may also be used with traffic lights to qualify the meaning of the green light such as banning a turning movement or instructing traffic that it must move in a certain direction.



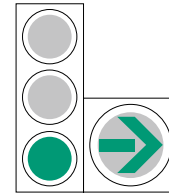
For some signalled junctions with right-turn pockets (see page 75), an indicative right-turn green arrow may be added.

When the full green light is on and the right-turn arrow is off, the right-turners can proceed into the pocket to wait for a safe gap in the opposing traffic stream and turn right when it is safe to do so. Other traffic movements are allowed to proceed.

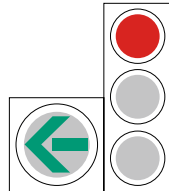
In the majority of cases, as well as the main traffic lights at the 'Stop' line, there are duplicate traffic lights known as secondary traffic lights. They are usually located on the opposite side of the junction (or crossing), but are sometimes placed on the same side of the junction. If the main traffic light fails, for example, a green lamp fails, you must obey the secondary traffic light as if it were the main traffic light. Once clear of the 'Stop' line you should continue with care, without reference to the traffic lights.



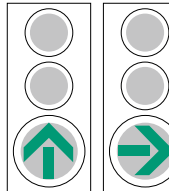
If movement is allowed only in one direction, a green arrow pointing in that direction may replace the full green light. Signs are often used with these signals to indicate this permitted movement direction.



When the right-turn arrow is on as well, it indicates the opposing traffic is stopped by red traffic light and you can turn right if safe to do so.

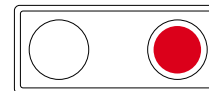
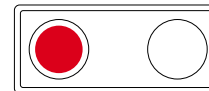


A green arrow may light up even though the red light is still showing. This means you can go in the direction shown by the arrow if it is safe to do so, whatever the other lights may be showing.



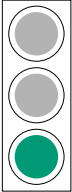
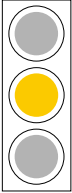
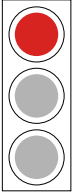
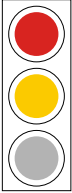
At some junctions, different traffic lanes may have separate traffic lights. You should only obey the traffic lights that apply to your lane.

Intermittent red light warning signals (wig-wag)



When red lights are flashing alternately, all approaching vehicles must stop, until both red lights have stopped flashing. These lights are used at places where traffic is only stopped infrequently - for example at fire station exits.

Traffic Lights for Drivers and Cyclists

	What they mean	What to do - if stationary	What to do - if approaching
	The green light means that you may move across the junction or crossing provided that it is safe to do so.	Go if way is clear. Give way to pedestrians still on crossing.	Cross carefully. Do not accelerate before the lights. Before you enter the junction, check right and left and right again. Give way to pedestrians who are still on crossing.
	The amber light follows the green light. You must stop unless you are so close to the junction or crossing that to do so suddenly might cause an accident.	Stay behind the 'Stop' line.	Slow down and stop behind the 'Stop' line in the correct lane.
	The red light follows the amber lights. You must stop behind the 'Stop' line.	Stay behind the 'Stop' line.	Slow down and stop behind the 'Stop' line in the correct lane.
	The amber light comes on while the red light is still on. You must remain stationary but you may get ready to move across the junction or crossing when the green light shows, provided that it is safe to do so.	Remain stationary but may prepare to move off.	Slow down and do not move across the junction or crossing until lights have changed to green.

Lane Signals

Lane signals in tunnel areas, control areas and trunk roads/expressways

Lane signals are often used in tunnel areas, control areas and trunk roads/expressways. In normal conditions, they are switched off or show a green downward arrow or a green light. In the occurrence of incidents, amber lights flash and the signal shows what action must be taken.

In most tunnels or on trunk roads/expressways, the lane signals are overhead, one applying to each lane. In some places, the signal is on the roadside, central reservation or on the tunnel wall alongside the traffic lane or slip road to which it applies.

Illustrated on the right are the displays of the overhead lane signals.

The lane signals are for safety. Always act on them - danger may be present even if you cannot see the reason.

Lane signals on trunk roads/expressways



A green downward arrow, a green light or a blank face means you may proceed in the lane if it is safe to do so.



The flashing amber light warns of danger ahead, for example, a traffic accident, an obstruction or adverse weather conditions. Drive with caution and be prepared to stop.



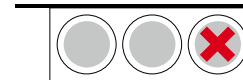
A green diagonal downward arrow pointing to the left (as shown) or right means you must leave the lane in the direction shown. Do not change lanes suddenly and do not move over unless it is safe to do so. If you reach the danger or obstruction or a red light before you can safely leave the lane, stop and wait in that lane until it is safe to change lanes.



A red cross or a red light means you must not proceed beyond the signal in the lane.



Lane signals in tunnels



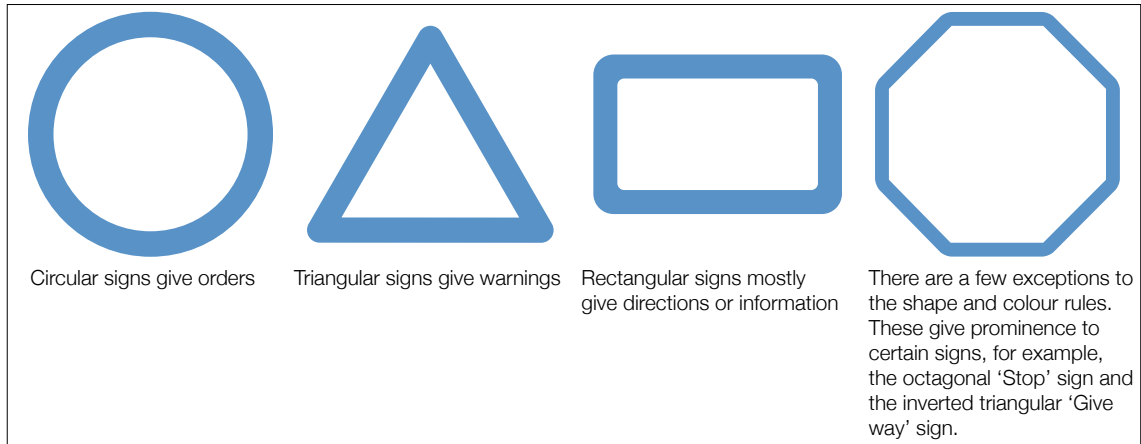
Signing System

You can see many different traffic signs and road markings on the roads. They give advance information about road conditions ahead.

Road markings also give orders, warning or guidance to drivers and cyclists.

Learn the meaning of these signs and markings and look out for them when on the road. You will not then be surprised by a bend, a one-way road or a junction ahead. Drivers and cyclists should be well prepared for the road condition ahead.

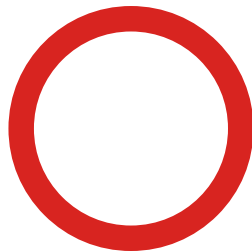
Most of the traffic signs and road markings are illustrated in this chapter.



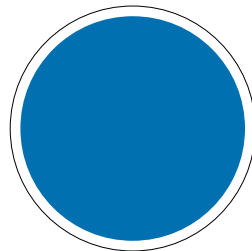
Signs that give orders

Traffic signs that give orders are called 'Regulatory signs'. They include all signs which give notice of requirements, prohibitions or restrictions. They may be either mandatory or prohibitory.

Regulatory signs are usually circular in shape and may be supplemented by plates beneath them augmenting the message given by the sign.



A prohibitory sign means that something must not be done. It usually has a red border.

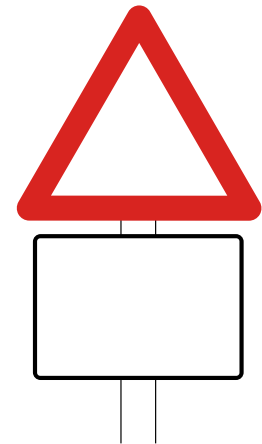


A mandatory sign means that something must be done. It is usually blue in colour.

Signs that give warning



These signs give warning of hazards ahead. Most of them are triangular, with the apex at the top. They are sometimes supplemented by rectangular plates giving additional information as may be necessary.

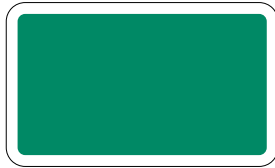


A warning sign with supplementary plate

Signs that give information



These signs normally give road users information or guidance about the route and about places and facilities of particular value or interest. Most informatory signs are rectangular in shape but signs giving route directions at a junction usually have one end pointed.



Advance direction signs and direction signs normally have a blue background but on expressways, they are green. When the signs are for local destinations or temporary diversions, they have a white or yellow background respectively.

Variable message signs



Variable message signs give general road information, including traffic conditions ahead and road safety messages.



Prismatic variable message signs are used at approaches to tunnels and major bridges to give information on temporary traffic arrangements for diversions due to incidents or adverse weather.

Journey time indication system

The journey time indication system provides the journey time information of different routes and assist you to make an informed route choice before arriving at the critical diversion points.



The displayed digits on the journey time indicators are shown in three colours for different traffic conditions: red represents congested traffic, amber represents slow traffic and green represents smooth traffic.

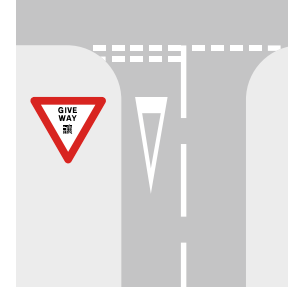
Speed map panels

Speed map panel systems are installed in the New Territories at critical diversion points of strategic routes to Kowloon

to provide real-time traffic information and estimated journey times. You can make use of the real-time information to choose the most appropriate route.























Road markings

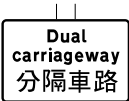
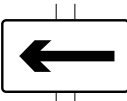
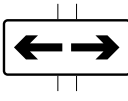

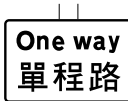
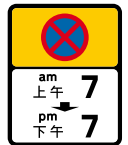
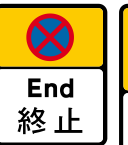





Road markings are a special type of traffic signs which are marked on the surface of the road. Like traffic signs, they can give orders, warning or information. Sometimes they are used with traffic signs.

Traffic Signs giving Orders

									
1. Give way to traffic on major road	2. Stop and give way	3. Ahead only	4. Keep left (keep right if symbol reversed)	5. Turn left (turn right if symbol reversed)	6. Turn left at junction ahead (turn right if symbol reversed)	7. No stopping	8. No parking	9. No entry for all vehicles	10. One way traffic

									
11. Vehicles must stop at the sign (sign used by police)	12. Vehicles must stop at the sign (sign used by school crossing patrol)	13. No lane changing	14. Segregated pedestrian and bicycle/tricycle route. No motor vehicles	15. Bicycle/tricycle route. No motor vehicles	16. Segregated pedestrian route and multi-cycle ground. No motor vehicles	17. Multi-cycle ground. No motor vehicles	18. Cycling restriction – cyclists must dismount and push their cycles	19. End of cycling restriction	20. Light rail vehicles and trams only

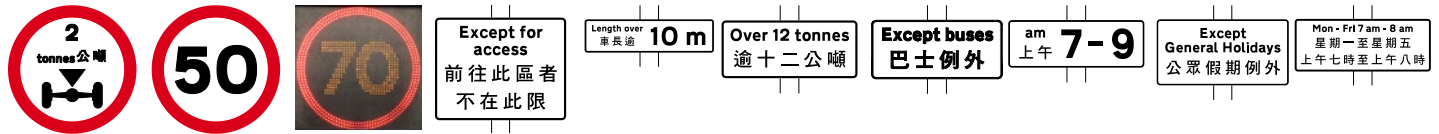
									
21. Dual carriageway ahead	22. Direction in which the prohibition or restriction applies (symbol may be reversed)	23. Prohibition or restriction applies in both directions	24. Prohibition or mandatory order applies to vehicle class shown	25. One way road ahead	26. No stopping during time shown	27. End of 'no stopping' restriction	28. No stopping for public light buses during time shown	29. End of public light buses 'no stopping' restriction	30. Restriction does not apply to vehicle classes shown to pick up or drop off passengers (wording may be varied to loading/unloading goods)



31. Pedestrian priority zone
32. Vehicles prohibited as indicated by supplementary plate
33. No motor vehicles
34. No motor vehicles except motor cycles and motor tricycles
35. No motor cycles and motor tricycles
36. No buses and coaches
37. No public light buses
38. No goods vehicles
39. No motor vehicles driven by learner drivers
40. No left-turn (No right-turn if symbol reversed)



41. No U-turn
42. No pedestrians
43. No pedestrians, pedestrian controlled vehicles, bicycles and tricycles
44. No bicycles and tricycles
45. No use of horn
46. No overtaking
47. No vehicles over width shown (including length shown)
48. No vehicles or combinations of vehicles over length shown (including load)
49. No vehicles over height shown (including load)
50. No vehicles over gross vehicle weight shown (including load)

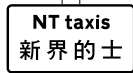


51. No vehicles over axle weight shown (including load)
52. Speed limit (in km/h)
53. Variable speed limit (in km/h)
54. Prohibition does not apply to vehicles gaining access to premises adjacent to the road (see page 99)
55. Prohibition or mandatory order applies to vehicles over the length shown
56. Prohibition or mandatory order applies to goods vehicles over the gross vehicle weight shown
57. Prohibition or mandatory order does not apply to vehicle classes shown
58. Time plate
59. Day plate
60. Time and day plate

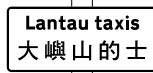
<p>61. Length over which the prohibition or hazard exists</p>	<p>62. End of the prohibition, restriction or warning</p>	<p>63. Left lane shows bus lane for franchised buses only during the time shown</p>	<p>64. Left lane shows bus lane for franchised and other buses during the time shown</p>	<p>65. Contra-flow bus lane for franchised buses only</p>	<p>66. End of bus lane</p>	<p>67. End of tram only lane</p>	<p>68. End of rail only lane for light rail vehicles</p>

<p>69. No wind susceptible vehicles (vehicles with an overall height exceeding 1.6m, motor cycles and motor tricycles)</p>	<p>70. Sign marking start of tunnel area</p>	<p>71. Sign marking end of tunnel area</p>	<p>72. No vehicles carrying dangerous goods of specified categories</p>	<p>73. Sign when used with Sign 72 to indicate the categories of dangerous goods</p>	<p>74. Parking place for specified vehicle class or type shown on sign</p>

<p>75. Parking place for vehicles other than medium and heavy goods vehicles, buses, coaches, motor cycles and pedal cycles</p>	<p>76. Parking place for goods vehicles only</p>	<p>77. Parking place for buses and coaches only</p>	<p>78. Parking place for motor cycles only</p>	<p>79. Parking place for pedal cycles only</p>	<p>80. Start and continuation of an expressway</p>	<p>81. End of an expressway</p>	<p>82. Taxi stand</p>	<p>83. Urban taxi stand used with Sign 82</p>



84. New Territories taxi stand, used with Sign 82



85. Lantau taxi stand, used with Sign 82



86. Cross-harbour taxi stand, used with Sign 82



87. End of New Territories taxis operating area



88. End of Lantau taxis operating area



89. Green minibus stop



90. Green minibus stand



91. Red minibus stop



92. Red minibus stand



93. Vehicle must use the left most lane except when overtaking



94. Time plate for taxi stand and taxis parking at other times



95. Time plate for public light bus stand and public light buses parking at other times



96. Hard shoulder – do not use except in an emergency



97. Lay-by, use in an emergency



98. Cyclists must dismount and use crossing to cross the road



99. Way out for vehicles



100. No exit for vehicles



101. Way in for vehicles



102. No entry for vehicles



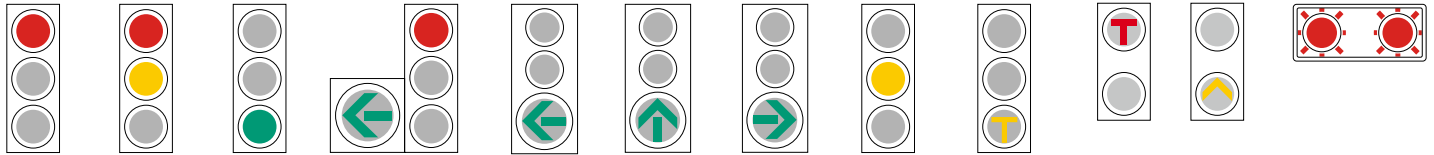
103. Autotoll booth



104. Autotoll traffic lane

(Signs 99 to 102 used at entrances or exits of car parks or petrol filling stations)

Traffic Signals giving Orders



1. Stop behind the 'Stop' line
2. Stop behind the 'Stop' line and prepare to start when green light shows
3. Go if way is clear
4. Go but only in the direction of the left arrow
5. Go, but turn left only
6. Go, but ahead only
7. Go, but turn right only
8. Stop behind the 'Stop' line unless unsafe to do so
9. Traffic light signal for trams only
10. Traffic light signal for light rail vehicles only
11. Stop behind the signals, when flashing alternately

Lane signals



12. Do not proceed beyond the signal in this lane
13. Proceed in this lane if it is safe to do so
14. Change lanes to left
15. Change lanes to right
16. Leave expressway at next exit on the left ahead
17. Leave expressway at next exit on the right ahead
18. Do not proceed beyond the signal in this lane
19. Warning signal – slow down and prepare to stop
20. Proceed in this lane if it is safe to do so

Lane signals

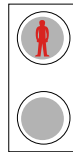


21. Drive with caution and prepare to change lanes or stop



22. No wind susceptible vehicles (vehicles with an overall height exceeding 1.6m in height, motor cycles and motor tricycles)

Pedestrian signals



23. Do not cross



24. Cross with care



25. Do not start to cross

Traffic Signs giving Warning



1. Stop or give way ahead
2. Distance to 'Give way' line, used with Sign 1
3. Distance to 'Stop' line, used with Sign 1
4. Bend to left ahead (right if symbol reversed)
5. Left bend sign with 'reduce speed now' (symbol may be reversed)
6. Double bend ahead first to right (symbol may be reversed)
7. Dual carriageway ends ahead
8. Roundabout ahead
9. Road narrows on right ahead (left if symbol reversed)
10. Road narrows on both sides ahead



11. Reduce speed now
12. Lowering of speed limit to that shown ahead
13. Sharp deviation of route to left (right if symbol reversed)
14. Traffic signals ahead
15. Steep hill upwards ahead
16. Steep hill downwards ahead
17. Use low gear
18. Use low gear for distance shown
19. Keep in low gear
20. Single file traffic ahead



21. Cyclists to keep left
22. Cyclists to walk on steep road
23. Traffic accident blackspot ahead
24. Pedestrian accident blackspot ahead
25. Cross roads ahead
26. Staggered junction ahead (symbol may be reversed)
27. Side road to right ahead (left if symbol reversed)



- 28. T-junction ahead
- 29. Traffic merging from left
- 30. Merging into main traffic on right
- 31. Slip road traffic merging from left
- 32. Merging into main traffic on right
- 33. Overhead electric cable ahead
- 34. Disabled persons ahead
- 35. Level crossing with barrier ahead
- 36. Quay-side or river bank ahead
- 37. Restricted headroom ahead

(Symbol may be reversed)

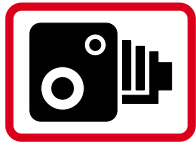
Merging traffic from slip road should give priority to main traffic on expressway (blue colour for trunk roads)



- 38. Pedestrian crossing ahead
- 39. Children ahead
- 40. Risk of falling or fallen rocks ahead
- 41. Horses ahead
- 42. Cattle ahead
- 43. Fog or mist ahead
- 44. Bus lane ahead (Franchised buses)
- 45. Bus lane ahead (All buses)
- 46. Bus lane (Franchised buses) on major road ahead
- 47. Bus lane (All buses) on major road ahead
- 48. Warning to pedestrians crossing road with bus lane



- 49. Light rail vehicles or trams ahead
- 50. Light rail vehicle lane or tram lane ahead
- 51. Light rail vehicle lane or tram lane on major road ahead
- 52. Pedestrians on or crossing road ahead
- 53. Cycleway ahead (cyclists on or crossing road ahead)
- 54. Cyclists ahead
- 55. Uneven road surface ahead
- 56. Road hump ahead
- 57. Two-way traffic across a one-way road ahead
- 58. Two-way traffic ahead



59. Red light/speed camera ahead



60. Red light camera control zone



61. Plate used with Sign 33 to state the safe height



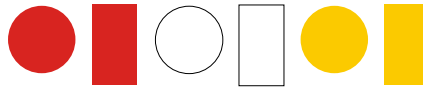
62. School ahead, plate used with Sign 39



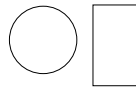
63. Playground ahead, plate used with Sign 39



64. Distance as shown to hazard



65. Red-on the left edge of a road



66. White-on the right edge of a single carriageway



67. Amber-on the right edge of the central reservation of a dual carriageway

(Hazard markers - facing drivers to indicate the edge of a carriageway or an obstruction near that edge)

Temporary Signs and Road Markings

Temporary signs

Temporary signs are used to give warning of temporary hazards, or information or guidance about temporary traffic arrangement. They can be regulatory, warning or informative. Temporary signs are as important as permanent signs. You should look out for them even if you are on a familiar road.

Temporary signs are usually mounted on portable stands but may also be found on posts like permanent signs. Some regulatory signs such as 'Stop' and 'Go' may be manually operated.

Temporary signs can be used for temporary traffic arrangements for major events or if a section of road is closed because of an emergency or road works.

They can also be used for warning of temporary road conditions or for short-term traffic control by the police.

1. Right lane closed ahead

2. Right lane closed ahead

3. Left lane only ahead

4. Left lane only ahead on two-way road

5. Road works ahead

6. Divert to another carriageway to right ahead (direction may be reversed)

7. Keep right (keep left if symbol reversed)

8. Vehicles may pass either side to reach same destination

(Red bars in signs 1 to 4 indicate that lanes are closed)

9. Road narrows on left ahead (right if symbol reversed)

10. End of road works, used with Signs 1 to 5

11. Used with Sign 5 to indicate line painting (wording may be varied to suit nature of road works)

12. Temporary closure of lane or road

13. Temporary sharp deviation to left (right if symbol reversed)

14. Manually operated 'Stop/Go' sign ahead

15. Manually operated temporary 'Stop' sign

16. Manually operated temporary 'Go' sign

17. Ramp or sudden change of road level ahead

18. Ramp or sudden change of road level

19. Temporary traffic cone

20. Temporary traffic cylinder

21. Temporary 'No parking' sign

22. Traffic signals ahead

Diversion signs guide you along an alternative route that will rejoin the normal route after passing the closed road or obstruction. Temporary direction signs may be used for temporary routes or for short-term events that likely attract much traffic. Diversion signs and temporary direction signs have a yellow background.

Sometimes a worded warning sign may be used for specific hazard when there is no suitable standard sign for use. The signs are usually of rectangular shape and have a red background.

Temporary road markings

Temporary road markings may also be used to delineate carriageway edges or to divide a carriageway into traffic lanes (see pages 124 to 127).

23. Road ahead closed to vehicles	24. Road closed to vehicles	25. Temporary route for vehicles	26. Temporary route for pedestrians	27. Used with temporary traffic signals. Vehicles must not proceed beyond the sign when red light shows.	28. Temporary closure of pedestrian crossing

29. Diversion ahead for all vehicles at distance shown	30. Temporary diversion for all vehicles	31. Temporary route for all diverted traffic	32. End of diversion	33. Slippery road ahead	34. Loose chippings ahead	35. Uneven road surface ahead	36. Slow (Sign used by police in emergency)

37. Warn of road surfacing works (wording may be varied to suit specific hazard)	38. Other danger ahead (used with plate to describe the hazard)	39. Used with Sign 38 (wording may be varied)	40. Single file traffic ahead (wording may be varied to 'Single track road')	41. Slow, road works	42. Reduce speed now, works ahead

Direction Signs

Direction signs guide you to your destination.

All important traffic routes have direction signs, most are blue with a white border, but signs on expressways are green.

Most strategic trunk roads have route numbers shown on shields on direction signs, which enable motorists to quickly find the most convenient and direct route from one district to another.

To change your mind in last minute or hesitation in choosing route at diverging point is dangerous.

Understanding the direction signing system, knowing well in advance which route you need to take and following direction signs in good time will enable you to drive safely and avoid unnecessary detour. Always plan your route before moving off (see the details of mobile applications for journey planning in 'Further Reference Materials').

Direction signs are normally provided on the approach to and at junctions. Those on the approach to junctions are 'advance direction signs'.



Left: A simple advance direction sign showing the destinations.

Far right and right: The advance direction signs may also show a simple map of the junction layout – the more important the road from the junction, the thicker the line on the sign.



Left: Advance direction signs for a roundabout showing the exit arrangement. Exit to expressway or local destination is shown in green or white background respectively.



Far right and right: At multi-level junctions on roads with faster traffic, information about the junction is usually given at least 500m in advance and repeated at the beginning of the deceleration lane.



(At 500m in advance)

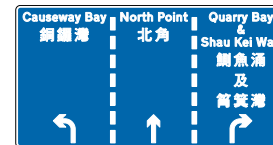


(At start of deceleration lane)



Left: Advance direction signs may also give advance indications of prohibitions or warning of dangers ahead.

Far right and right: Lane information may also be given on an advance direction sign or marked on the road.



Traffic Signs giving Information



On busy roads, signs may be placed on gantries above the roads. (The panel on the right indicates the lane to Sha Tin through a road tunnel.)

The arrow below the destinations points to the lane for these destinations, and you should select your destination and get in appropriate lane.



Symbols for the three cross-harbour tunnels are marked with E, C and W to indicate the directions to the Eastern Harbour Crossing, Cross-Harbour Tunnel and Western Harbour Crossing respectively.

The arrow below the destinations points to the lane for these destinations, and you should select your destination and get in appropriate lane. The middle two lanes can equally lead you to all destinations shown in the middle panel.



Chainage marker to give position along strategic routes (see page 133)



Direction sign showing exit number along strategic route



Direction sign showing destination and its associated exit number along strategic route



Direction sign to expressway. Destination, route number and expressway logo are shown.



Direction sign for local destination (black on white background)



Pointed direction sign at junction marks the turn to the destination shown



Route number along strategic route



Continuation of expressway with route number

(On major trunk roads, the signs are in blue background; on expressways, the signs are in green.)



Urban taxi pick up and drop off only



New Territories taxi pick up and drop off only



Lantau taxi pick up and drop off only



Give way to buses

Symbols may be used on direction signs to help you find your route quickly or direct you to a facility such as parking place. The symbols may also appear on their own.



Direction to parking place



Direction to airport



Direction to nearby hospital with accident and emergency services

Direction signs for cyclists or pedestrians

Direction signs for pedestrians or cyclists show a pedestrian or cycle symbol respectively and are also blue in colour with a white border. They may also show some of the symbols used on general direction signs (see page 122).



Route for cyclists



Direction to hillside escalators



Direction to subway



An international symbol of accessibility may appear on signs to indicate suitable routes or entrances to facilities for the disabled



Route for pedestrians



Direction to Mass Transit Railway (MTR) Station

Informatory signs



Carriageway narrows on right (background in green if on expressway)



No through road



No through road on left



No through road on right



300m

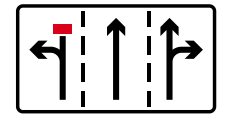


200m



100m

Countdown markers used to indicate the distance to an exit on the left side of a road (Background in green if on expressway) (Symbols may be reversed to indicate exit on right)



Sign showing lane indication arrows for each lane or temporary lane closure at junction ahead

**Worded
informatory signs**



Start of dual carriageway ahead



Place for temporary stopping of vehicle to allow others to pass



Sign at start of single track road



Private road



For use by police at accident site



Prepare to stop if signalled to do so



Stop at 'Census point'









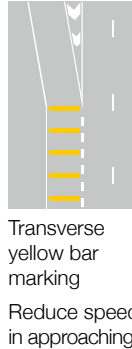









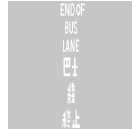







Census point













Advance warning of a need for lane selection

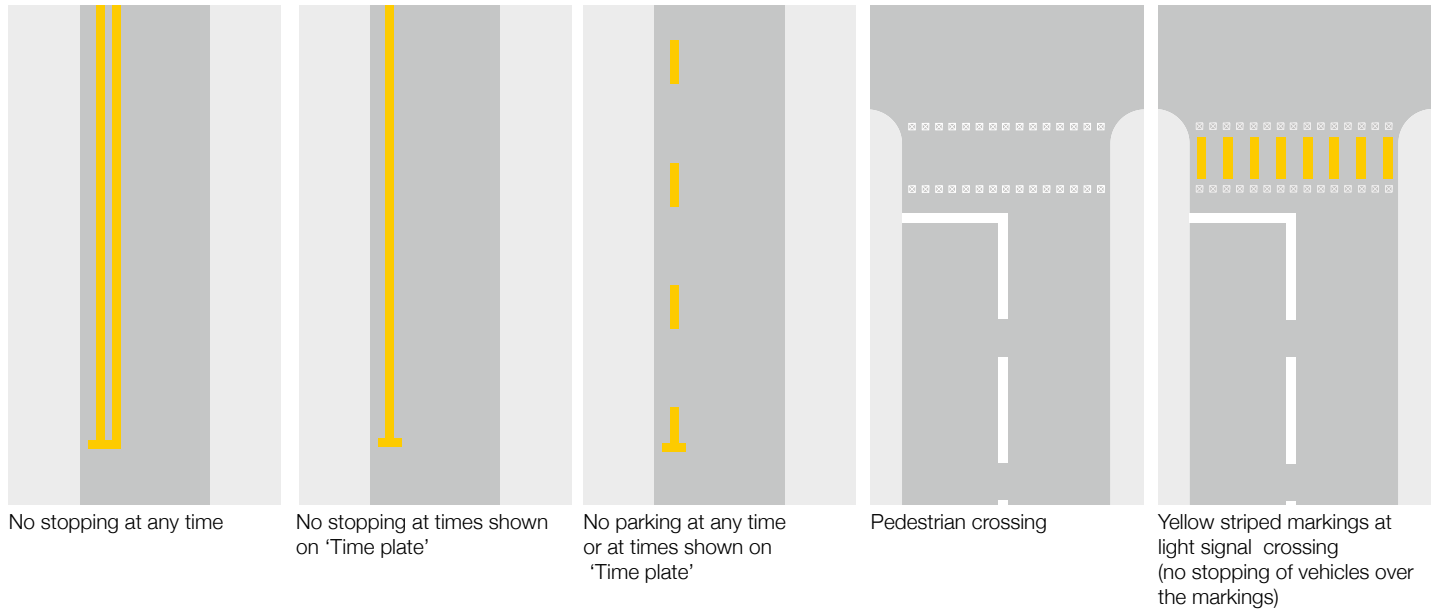
Road Markings giving Warning and Information

									
Lane line Line dividing traffic lanes	Centre line Line dividing two-way traffic	Warning line Replace lane or centre line near a hazard	Warning hatched marking	Edge line of carriageway (continuous)	Edge line of carriageway (broken)	Edge of the road at a junction	Edge of the road at a lay-by, passing place or bus stop	Transverse yellow bar marking Reduce speed in approaching exit to slip road/roundabout/toll plaza	Kerbside marking at pedestrian crossing Indicate to pedestrians direction looking for approaching traffic
									
Crossing area for pedestrians	Remind drivers to get into the appropriate lane	Lane information	Slow - Hazard ahead	Get over to the left (right if marking reversed)	Entrance to deceleration lane on the left (right if marking reversed)	Bus lane open for vehicles turning left	End of bus lane on left, open for all vehicles (right of marking reversed)	Marking at end of bus lane	Start of the speed limit as shown
									
Bicycles and tricycles only	Multi-cycles only	Keep clear	Give way to buses						

Road Markings giving Orders

									
Double white lines	Double white lines with hatching	Double white lines where the line nearest to you is solid	Double white lines where the line nearest to you is broken	Merging chevron marking	Diverging chevron marking	Hatched traffic island marking for two-way traffic	Start of bus lane marking with time period shown	Light rail vehicle only lane	Hard shoulder for emergency use only
Do not cross or drive on	Do not cross or enter hatched area	Do not cross or drive on	May cross to overtake	Do not cross or enter hatched area					

				
'Stop' line at traffic light junction	'Stop' lines and markings at 'Stop' priority junction		'Give way' lines and marking at 'Give way' priority junction	



No stopping at any time

No stopping at times shown on 'Time plate'

No parking at any time or at times shown on 'Time plate'

Pedestrian crossing

Yellow striped markings at light signal crossing (no stopping of vehicles over the markings)



Ahead only in this lane

Turn left in this lane

Turn right in this lane

Ahead or turn left in this lane

Ahead or turn right in this lane

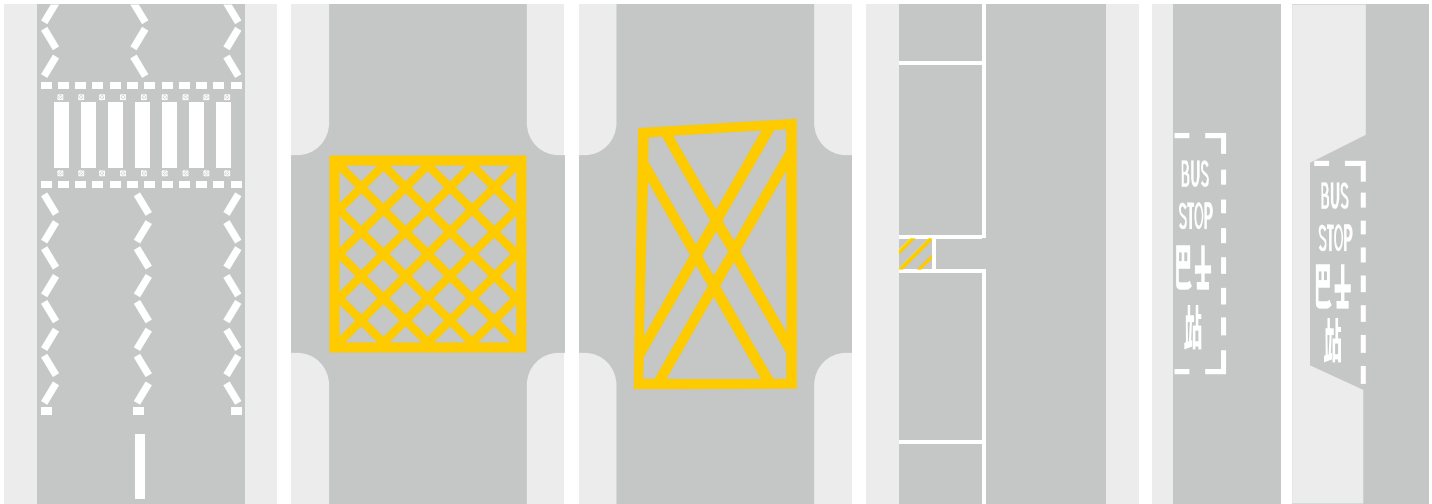
Turn left or right in this lane

Ahead, turn left or turn right in this lane

Parking space marked with lines

Parking space marked with road studs

Parking space for disabled person with parking permit only



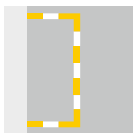
Zebra crossing including its 'Give way' lines and zebra controlled areas (marked with zigzag lines) markings

Box junction marking – do not enter unless exit is clear

Tram and North-west Railway crossing box marking – do not enter unless exit is clear

No parking on yellow hatched area

Bus stop area marked with lines



Public light bus stand or taxi stand



Light rail stop



Tram stop (stop and give way to pedestrians crossing to or from tram)



Buses only



Trams only



Light rail vehicles only



Taxi pick up and drop off only



'Autotoll lane' guide mark

Strategic Route Numbers



Notes: For more information on strategic routes and their update, see 'Further Reference Materials'.

Hong Kong strategic routes, including most trunk roads and expressways, have route numbers which enable drivers to quickly find the most convenient and direct route from one district to another. Route number shields as well as exit numbers are included on direction signs to guide drivers. Chainage markers are also installed at regular intervals to advise your position along the strategic routes.

Ten routes have been designated under the route numbering system. The three north-south routes (Routes 1, 2 and 3) pass through the three cross-harbour tunnels, and their numbering sequence follows the opening of the tunnels (i.e. Cross-Harbour Tunnel, Eastern Harbour Crossing and Western Harbour Crossing). The six east-west routes (Routes 4, 5, 6, 7, 8 and 10) have sequences starting from south to north. The circular Route 9 circumscribes the New Territories. Details of these ten routes are listed on the right:

Route 1

Aberdeen to Sha Tin

Aberdeen – Wong Chuk Hang – Aberdeen Tunnel – Causeway Bay – Cross-Harbour Tunnel – Hung Hom – Kowloon Tong – Lion Rock Tunnel – Sha Tin (to join Route 9)

Route 2

Quarry Bay to Ma Liu Shui

Quarry Bay – Eastern Harbour Crossing – Kwun Tong – Tate's Cairn Tunnel – Ma Liu Shui (to join Route 9)

Route 3

Sai Ying Pun to Yuen Long

Sai Ying Pun – Western Harbour Crossing – Container Port – Cheung Tsing Tunnel – Tsing Yi – Tai Lam Tunnel – Pat Heung – Yuen Long (to join Route 9)

Route 4

Chai Wan to Kennedy Town

Chai Wan – Causeway Bay – Wan Chai – Central – Sheung Wan – Sai Ying Pun – Kennedy Town

Route 5

Ngau Tau Kok to Tsuen Wan

Ngau Tau Kok – Kowloon Bay – Kai Tak Tunnel – Hung Hom – Yau Ma Tei – Lai Chi Kok – Kwai Chung – Tsuen Wan (to join Route 9)

Route 6

Tseung Kwan O to West Kowloon

Tseung Kwan O – Tseung Kwan O-Lam Tin Tunnel – Cha Kwo Ling – Kowloon Bay – Yau Ma Tei Interchange

Route 7

Tseung Kwan O to Kwai Chung

Tseung Kwan O – Tseung Kwan O Tunnel – Kwun Tong – Kowloon Bay – Wong Tai Sin – Sham Shui Po – Lai Chi Kok – Kwai Chung (to join Route 5)

Route 8

Sha Tin to Chek Lap Kok

Sha Tin – Tai Wai – Eagle's Nest Tunnel – Cheung Sha Wan – Ngong Shuen Chau – Tsing Yi – Nam Wan Tunnel – Tsing Ma Bridge – Tung Chung – Chek Lap Kok

Route 9

New Territories Circular Route

Shing Mun Tunnels – Tai Wai – Sha Tin – Ma Liu Shui – Tai Po – Fanling – Sheung Shui – Lok Ma Chau – Yuen Long – Hung Shui Kiu – Tuen Mun – Sham Tseng – Tsuen Wan

Route 10

Shenzhen Port Area to Lam Tei

Shenzhen Port Area – Tin Shui Wai – Yuen Long Highway

Children on the Road

Do not allow young children out alone on the road. Always go with them. If you cannot go, ask another adult to go with them. You should always hold their hands and walk between them and the traffic whenever you are on or near a road or pavement. If you cannot do this, use reins or secure them firmly in a pushchair or carry them. Do not let them run onto the road.

Children up to the age of 11 (those before secondary school age) should still be supervised on the roads, particularly the younger ones. You must hold their hands when crossing the road. If they must go on their own, tell them not to cross unless all the traffic from any direction has stopped or there is no traffic in sight. Do not allow them to make a journey unless they can cope with any dangers they might encounter.

Allow them plenty of time for their journey so they do not need to hurry, particularly when going to school. Try to ensure that they do not forget anything, as a worried or hurrying child may not take care.

You should set a good example when with children by following the Road Users' Code carefully and clearly so that they will learn the correct and safe way to use the road. For example, you should teach your children how to apply the Road Crossing Code properly to cross the road.

When using a pushchair, keep it away from the kerb particularly when waiting to cross a road, even though it may be more difficult to see if anything is coming. Before you cross to an island, make sure it has enough space for both you and the pushchair. If it is not, cross the whole road in one go when it is safe to do so.

You should allow children to play only in safe areas. Do not allow them to play on the roadway or the pavement. Do not allow them to play where they can easily reach a road or pavement, or where there is likelihood of moving or parked vehicles. Do not allow them to carry out any other activities, such as eating, drinking, playing mobile games, using a mobile phone, listening to any audio device or talking, when crossing the roads.

Never wait for children on the other side of the road, for example when they are leaving school or a bus. Children, excited to see you, may dash across without following the Road Crossing Code properly.

When getting in or out of vehicles, let children get in first and get out last. When you are dropping off a child alone, wherever possible stop at a location where the child will not have to cross the road.

Children as cyclists

You must not allow children under the age of 11 to cycle on a road without adult supervision.

Children should be advised to ride on cycle tracks and keep away from vehicular traffic.

Do not allow any children to cycle on the road until they have gained the skills to ride competently and safely, fully understood the driving rules, and are prepared to use and share the road with other road users.

You should also ensure that your children have put on suitable personal protective equipment, and the cycles suit their physical condition and are properly maintained (also see Chapter 4 'For Cyclists' on rules and advice for cyclists).

Riding multi-cycles

Riding of multi-cycles is restricted to certain designated areas and cycle tracks as indicated by the sign above.

A child under the age of 11 must be accompanied by an adult so as to ride or steer a multi-cycle in these places.



Teaching children the Road Crossing Code

The Road Crossing Code is a guide for all pedestrians. However, children need to be taught how to use it and should not be allowed to go out alone until they can fully understand and apply it correctly. The age at which they can apply the Road Crossing Code will vary; for instance, many children cannot fully understand and apply those parts of the Code requiring judgement of speed and distance of approaching vehicles.

Teaching children the Road Crossing Code, and the age at which parents allow them to go out and cross roads by themselves, should therefore be suited to the abilities of each child.

(For a full explanation of the Road Crossing Code and how to apply it in different road and traffic situations, see pages 8 to 20.)

Child safety in private cars

Children are more vulnerable in crashes. The best way to protect them from the impact of a crash is to put them in the rear seats and in suitable restraints (see page 45 for more details of the use of seat belt and child restraining devices). This will stop them from being thrown around or out of the car.

If you are the driver, it is your responsibility to ensure that all passengers are belted up. For children, you have to ensure (a) any front seat passenger under the age of 3 is securely fastened to the seat by means of an approved restraint for children (equally applies if the child passenger sits in the rear and such restraining device is available for use); and (b) any front seat or rear seat passenger of or over 3 years of age but under 15 years old must wear a seat belt (or a body restraining seat belt or a lap belt or a restraining device for a young person) if such seat belt is available for use. Such seat belt must be secured to anchorage points of the vehicle other than on the seat itself.

You must not hold a child in your arms or allow the child to sit on your lap when you are sitting in the front passenger seat. In an accident, the child can be crushed between you and the vehicle dashboard or thrown out of the vehicle.

If children are in someone else's car or if you are carrying a lot of children, suitable child restraints may not be available. In that case, children should wear seat belts rather than not be restrained at all.

Young children should be placed in the rear seats and restraining devices appropriate to their age and size should be used (see further information on page 45).

Elderly People on the Road

Eyesight and hearing deteriorate throughout adult life but judgement improves with experience. However, this experience is not enough and the elderly people need more time to cross the road safely to overcome slower movements and less ability to avoid the unexpected. Even a relatively minor accident may pose a serious threat to the elderly. This section gives some safety tips for the elderly people in travelling.

Elderly pedestrians

Before you go out, it is a good idea to plan in advance a safe route with proper crossing facilities such as footbridges, subways, signalised crossings or 'Zebra' crossings. Don't forget to bring along your glasses, hearing aids and sticks, or get someone to accompany you if necessary. You are reminded to note the following in crossing the road:

- Strictly follow traffic signals and allow sufficient time to cross the road. When the 'Green man' signal is flashing, do not start to cross but wait until the next steady 'Green man' shows. Never cross when the 'Red man' signal shows;

- Observe traffic condition carefully before crossing the road, and keep looking and listening for traffic while crossing;
- If there is no proper crossing facility, follow the Road Crossing Code (see pages 8 to 20) to cross the road; and
- It is dangerous to cross the road by simply waving hands to stop the approaching traffic, or by emerging from gaps of slow-moving or stationary vehicles.

Elderly passengers

On taking public transport, bringing along with bulky items may cause danger. The seats at bus stops or light rail platforms are provided for the elderly while waiting. Chasing buses, public light buses, etc. is very dangerous as people may fall down or forget the danger of traffic on the road.

Allow adequate time in boarding and alighting of vehicles, and pay attention to the possible great difference in level between the ground and the vehicle platform to avoid losing balance.

Once on board, sit on the closest priority seat and fasten seat belt, if available. Otherwise, hold the handrail at all times to prevent loss of balance.



Breakdowns and Emergencies

Breakdowns

If your vehicle breaks down, think first of your own safety. Switch on your hazard warning lights immediately. Get your vehicle off the roadway if possible, such as onto a lay-by, hard shoulder or hard strip if available. Switch off the engine. Never forget the danger of passing traffic.

Leave your vehicle (by the left-hand doors) only if you are sure you and your passengers can safely get clear of the roadway and have a safe place to wait for help. Animals, if any, should be left inside the vehicle (leaving some gaps in window for ventilation). If in doubt, you and your passengers should remain in the vehicle and wear seat belts until the emergency services arrive. You should then inform the police by mobile phone as soon as possible.

If you have come out of your vehicle, do not

- stay on the roadway,
- stand in front/at the rear of your vehicle, or
- attempt to check or repair your vehicle on the roadway.

Ensure that you and your passengers have kept away from the danger of passing traffic, and that children are kept under control.

On some roads, usually expressways and trunk roads, you can identify your location by making reference to the nearest chainage marker (route number, travel direction and chainage). Do not delay in obtaining assistance and do not leave the vehicle unattended for a long period. Wait at roadside near the rear of your vehicle where you can see the traffic coming but keep well away from the carriageway and hard shoulder (behind crash barriers if available).

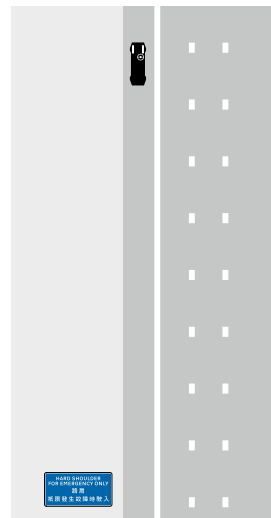
(See page 98 for rules on towing of vehicles.)

Breakdown inside tunnel

You must switch off the engine. Switch on the hazard warning lights immediately and seek help from the police. Stay in the car wearing seat belt and wait for assistance. Follow the instructions of tunnel officers or police officers.

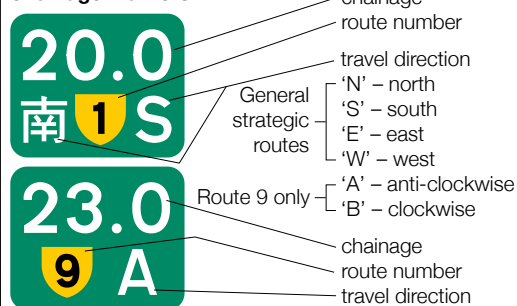
If there is smoke coming out or in the event of a fire, you and your passengers should leave the vehicle and move to a safe location as soon as possible but do not forget to watch out for moving traffic. Walk away from the direction of smoke.

Hard shoulders



On some roads, usually expressways, a hard shoulder may be provided for emergency use. A traffic sign marks the beginning of a hard shoulder and a thick solid white line marks the edge. You must not drive, park or stop onto a hard shoulder except in an emergency. When rejoining the normal traffic lanes, build up your speed first on the hard shoulder and then look for a safe gap in the traffic.

Chainage Markers



Chainage markers (at intervals of 100m) are installed along strategic routes and some trunk roads to provide information to motorists on their positions, including the route number, travel direction and chainage along the route (see the example on the left).

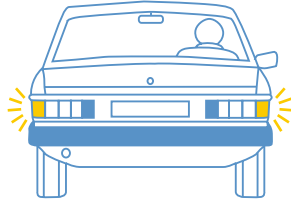
When on strategic routes, you should give accurately the information shown on the nearest marker to the police, and fire/ambulance/towing services in case of traffic accident or breakdown.

Warning other Drivers

Warn other drivers of an obstruction by switching on the four-way hazard warning lights. Ensure that nothing blocks the hazard warning lights from the sight of other drivers. If necessary, switch on other lights or use any other means of warning approaching traffic.

If you have a red warning triangle, display it at a suitable place behind your vehicle to warn other drivers (see this page). When the obstruction is cleared, do not forget to remove any warning signs/objects placed on the road. However, on expressways or roads with fast traffic (speed limit exceeding 50 km/h), do not attempt to place a warning triangle or any warning objects on the carriageway as it is a dangerous action and the objects placed may pose danger to other road users. Just switch on your hazard warning lights.

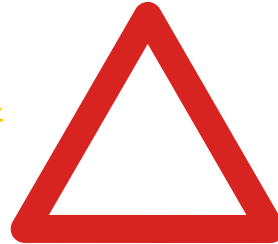
Hazard warning lights



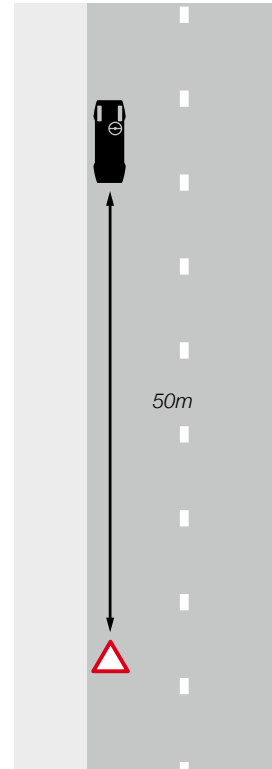
You must turn on the hazard warning lights if your vehicle is stationary on an expressway or a road with a speed limit exceeding 50 km/h because of a breakdown or an emergency to warn other drivers of your presence.

As a safety practice, you may also turn on the hazard warning lights when your vehicle is likely to be a hazard to other road users (e.g. when parking, carrying out temporary loading/unloading, or making sudden deceleration because of congestion ahead) whether the vehicle is stationary or in motion.

Warning triangles



Carry a suitable warning triangle for use in an emergency or when your vehicle breaks down on roads with speed limit up to 50 km/h to warn other drivers of your vehicle's presence or other obstruction. The triangle should have a red reflective or fluorescent surface so that it can be easily seen in all conditions.



If your vehicle could be an obstruction to traffic, under safe conditions, stand the warning triangle on the road, preferably in the same lane, at about 50 metres before the obstruction and on the same side of the road (see the diagram on the left). Always walk behind the roadside crash barriers, if available. If the road is not straight or level, stand the warning triangle where an oncoming driver will see it before coming to any bend or brow of a hill. However, if it is not safe for you to do so, place the triangle nearer the vehicle.

When the obstruction is cleared, do not forget to remove the warning triangle.

Traffic Accidents

If a traffic accident occurs, there are many things that have to be done at once, and there is more involved than merely helping the casualties – warning other drivers, sending for help and protecting the site from further accidents until the emergency services arrive. Never forget the danger of passing traffic.

What to do after a traffic accident

Stop if you are involved in a traffic accident when you are driving or riding any vehicle, including a cycle, even if your vehicle is not damaged.

You must stop, or remain stationary, if the accident involves (a) personal injuries or (b) damage to third party's vehicle, property or animal. You must give your name and address, the name and address of the vehicle owner and the vehicle registration number to any police officer or to anyone (such as the third party involved) who has reasonable grounds for wanting them. If you fail to do this in an accident involving only damage to third party's vehicle, property or animal, or if the accident involves

personal injuries, you must report it in person to any police officer or at the nearest police station as soon as reasonably practicable but not later than 24 hours after the accident, unless you are incapable of doing so because of injury.

If any person is killed or injured, or there is serious damage to any vehicle or property in the accident, you or any other person must not move or interfere with any vehicle involved without the permission of a police officer, except to save life, put out a fire or deal with any other emergency.

If the accident only involves slight damage to the vehicles or property without causing personal injury, you may, having discussed with other drivers and the third party involved, move the vehicle to a nearby safe place at the roadside so as not to cause any obstruction to traffic. It is not necessary to report such accident to the police unless there is a need to seek their assistance in handling the accident.

If you or any person received a severe blow in the accident,

particularly on the head, see a doctor even if there are no external injuries.

Getting help



Make an emergency **call 999** for the police, and request for fire and ambulance services immediately.

Give the following information:

- exact location of the accident;
- number and general condition of casualties;
- number and type of vehicles involved; and
- dangerous goods or fire hazards, if any.

Fire



Fire is one of the dangers following a traffic accident. Put out lighted cigarettes or other fire hazards, switch off your engine and warn others to do the same. Check any leaking from the oil tank if condition allows and it is safe to do so.

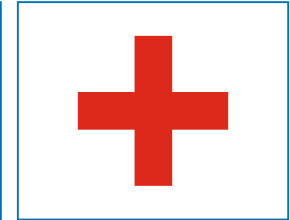
If you have a suitable fire extinguisher, make sure you know how to use it.

Dangerous goods

If the accident involves a vehicle containing dangerous goods, keep well away from the vehicle unless you have to approach to save life. Beware of dangerous liquid, dust or vapour concentration.

Look for as much information as possible from labels and other markings and arrange for the police or fire brigade to be told immediately.

First aid



For most people without any first aid training, it is better to do nothing and wait until medical help arrives. However, if further danger threatens, it may be necessary to help an injured person. For advice on what to do, see page 137.

Get some basic training in first aid so you can be of some help to injured people by giving them necessary first aid safely and without causing further risk to the injured.

You can learn first aid from the Hong Kong St. John Ambulance or from the Hong Kong Red Cross First Aid Training Centre.

Carry a clearly marked first aid kit. Keep it in a place, such as a glovebox, where it can be located if needed. It may not be possible to open the boot of a car after an accident.

Traffic accidents inside a tunnel

If you are involved in a traffic accident inside a tunnel, do not move your vehicle. You should follow the advice for breakdown inside tunnel on page 133.

Traffic accidents ahead



Warning signs used by emergency services at the site of a traffic accident. Slow down to a speed, slower than normal, at which you can stop quickly and safely. Prepared to stop if signalled to do so and give way to emergency vehicles.

Help others

When you see a traffic accident and wish to offer help, first consider your own safety and follow the advices on page 135.

Do not leave your vehicle where it could become a hazard to other traffic. Stop at the roadside at a safe distance behind the accident site and where your vehicle can easily be seen. Leave room for emergency vehicles. Use your hazard warning lights. At night you can light the accident site with your headlamps.

If you are at the scene of a traffic accident, see pages 137 and 138 for a checklist on what to do and for advice on first aid.

In an Emergency

Checklist on what to do in an emergency

Warn other traffic

- Switch on hazard warning lights.
- Display a warning triangle, if available and safe to do so (except roads with speed limit exceeding 50km/h).
- Switch on other lights and use any other means, if necessary.

Prevent fire

- Impose a 'No smoking' ban.
- Switch off vehicle engines.
- Deal with other fire hazards.

Assess conditions

- How many people involved?
- How many vehicles involved?
- Is anybody trapped inside vehicles?
- Is there danger of fire from leaking fuel?

- Is there danger from dangerous goods?
- Is there anybody present with first aid training?
- Locate first aid kits, if any.

Get help

- Use any phone to dial 999 to seek help with details of location and casualties.

Help the casualties

- Do not move injured people unless there is immediate danger.
- If they are breathing and not bleeding heavily – do nothing unless you are sure you know what you are doing.

- If you need to move injured people or they are having difficulty in breathing or are bleeding heavily, follow the advice on page 138.

Other action

- Help uninjured people get out of their vehicles and to a safe place, if necessary.
- Stay at a safe place near the scene until emergency services arrive.

First Aid on the Road – If You have no First Aid Training

See to unconscious people first



Do not move injured people unless there is immediate danger. You could make worse any internal, back or neck injuries.

If you are not sure what to do, leave them well alone, but try to help if they are having difficulty in breathing or are bleeding heavily.

Inside vehicle

- Do not move the injured people unless there is immediate danger, for example a fire.
- Support the head in case the injured people passes out and chokes.
- Remove any food, debris, fluid or false teeth from the mouth.
- If there is bleeding from mouth and nose then turn gently to his/her side.
- Look, listen and feel for breathing and chest movement. If you cannot detect breathing, try to restore the injured people by the mouth-to-mouth resuscitation. (See column 'mouth-to-mouth resuscitation to start breathing')

Mouth-to-mouth resuscitation to start breathing

Roll the injured people onto his/her back. Support the neck so that the head falls back to open the airway. Pinch the injured people's nose shut and hold the mouth open. Cover the mouth with yours and blow out firmly to inflate the lungs. Then release nose and mouth. Keep repeating until the injured people starts to breathe unaided.

Outside vehicle

- Do not move the injured people unless there is immediate danger, then only move them a short distance to a safer place. Do not allow his/her neck to move.
- Roll gently onto his/her side.
- Remove any food, debris, fluid or false teeth from the mouth.
- Look, listen and feel for breathing and chest movement. If you cannot detect breathing, try to restore the injured people by the mouth-to-mouth resuscitation. (See column 'mouth-to-mouth resuscitation to start breathing')

To stop serious bleeding

Wear a pair of rubber gloves if available and apply very firm hand pressure to the bleeding point to stem the flow of blood. Use a pad or apply a sterile dressing and bandage firmly.

If conscious and breathing

Look for broken bones and hidden injuries. Gently support the injured people in a position of least pain. Avoid unnecessary movement.

People in shock – pale and sweating – should lie down with legs raised, if possible. But only if they are not injured or there is no risk of internal injuries.

Keep all injured people, including those in shock, warm. Do not give them pain relievers, alcohol, other drinks, food or cigarettes – they may have internal injuries and will require medical treatment.

Reassure them confidently that help is coming.

Further Reference Materials

This section provides information on useful websites with further materials for reference. The contents of these websites do not form part of the Road Users' Code.

1. Relevant Transport Department's Website

Road Users' Code

The Road Users' Code is available at the Transport Department's homepage:

Transport Department's homepage > 'Transport in Hong Kong' > 'Road Safety' > 'Road Users' Code'



Relevant Codes of Practice

The following codes of practice are available at the Transport Department's homepage:

Transport Department's homepage > 'Publications and Press Releases' > 'Publications' > 'Code of Practice'



Examples are:

- Code of Practice for the Loading of Vehicles
- Code of Practice for Private Roads

Strategic Routes and Expressways

More information on strategic routes and their update: Transport Department's homepage > 'Transport in Hong Kong' > 'HK Strategic Route, Exit Number and Chainage Marker System' >



Latest list of expressways:

Transport Department's homepage > 'Traffic Notices' > 'Notices on Expressways' > 'Determination and Delineation of Boundaries of Expressways'

Information on Driving and Vehicle Licences

Transport Department's homepage > 'Public Services' > 'Licences & Permits'. Examples are:



- Licences & Permits
 - Driving Licences
 - Vehicle Licences
 - Driving Tests

Information on Vehicle Examination

Transport Department's homepage > 'Public Services' > 'Vehicle Type Approval and Examination' > 'Vehicle Examination'. Examples are:



- Vehicle Examinations
 - Alterations and Modifications to Vehicle - DO's and DON'Ts
 - Guidelines for Adding Non-factory Built Storage Box on Motorcycles
 - Tyres and Your Safety

Advisory Leaflets and Guidelines

There are many road safety related guidelines, newsletters, leaflets, pamphlets, etc. available at the Transport Department's homepage: Transport Department's homepage > 'Transport in Hong Kong' > 'Road Safety'. Examples are:



- Safe Cycling Guides
 - Cycling Information Centre
 - Safe Cycling: Rules and Tips
- Safe Motoring Guides
 - Roundabouts
 - Seat belts
 - Drink Driving
 - Drug Driving
- Road Safety Bulletins
- Newsletters, leaflets and pamphlets

Driving-offence points system

Transport Department's homepage > 'Transport in Hong Kong' > 'Road Safety' > 'Safe Motoring Guides' > 'Driving-offence points system'



Guidelines for Right-driving Road

In general, the Road Users' Code contains the rules, advice and information for all road users covering most road and traffic conditions, including the Hong Kong – Zhuhai – Macao Bridge – Hong Kong Link Road. However, users of the Hong Kong Link Road also need to fully understand and comply with the relevant legislation, rules and advice for right-driving road. More information on the use of right-driving road is available at the Transport Department's homepage:



Transport Department's homepage > 'Transport in Hong Kong' > 'Land-based Cross Boundary Transport' > 'Access to Hong Kong – Zhuhai – Macao Bridge (HZMB) Hong Kong Port'

Hong Kong eMobility

Transport Department's mobile application for journey planning is available at the Transport Department's homepage:

Transport Department's homepage > 'Public Services' > 'All-in-one Mobile Application "HKeMobility"'



2. Legislation

The legislation of Hong Kong are available at the Hong Kong e-Legislation website:
<https://www.elegislation.gov.hk>



3. Relevant Websites of the Government Departments and the Road Safety Council

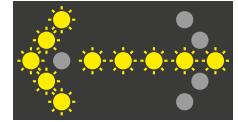
Transport Department	https://www.td.gov.hk
Hong Kong Police Force	https://www.police.gov.hk
Highways Department	https://www.hyd.gov.hk
Environmental Protection Department	https://www.epd.gov.hk
Road Safety Council	http://www.roadsafety.gov.hk

4. Further Advice from Highways Department

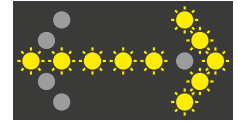
The Code of Practice for the Lighting, Signing and Guarding of Road Works (published by the Highways Department)

You can access the Code at the Highways Department's homepage:
Highways Department's homepage> 'Publications & Publicity' > 'Publications' > 'Technical Documents' >

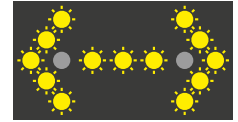
'Code of Practice for the Lighting, Signing and Guarding of Road Works'



Pass the vehicle on its left



Pass the vehicle on its right



Pass the vehicle on its right or left

Flashing Arrow Sign

The Code of Practice for the Lighting, Signing and Guarding of Road Works advises those responsible for road works to use 'Flashing Arrow Sign' to warn drivers of the presence of stationary or slowly moving works vehicle and lane closure on roads with speed limit of 70 km/h or above. Drivers should be alert and take special care once seeing the sign at distance - suitably reduce speed and follow the arrow direction to change lanes and pass the works vehicle carefully.



Hazard (amber lights at diagonal corners are flashing alternately) - the works vehicle intends to change or is changing lane.

Further enquiry

For enquiries, please contact the Transport Department through 1823 as follows:

Telephone hotline 1823

Fax hotline 2760 1823

E-mail address tellme@1823.gov.hk

**Major Revisions to Each Chapter of
the Revised Road Users' Code**

Chapter	Major Revisions	Page
Chapter 1 For All Road Users	1. To add references to relevant traffic-related legislation, for example: (a) Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Cap. 474); (b) Discovery Bay Tunnel Link Ordinance (Cap. 520); (c) Tsing Sha Control Area Ordinance (Cap. 594); and (d) Motor Vehicles Idling (Fixed Penalty) Ordinance (Cap. 611).	5
	2. To delete references to obsolete legislation: (a) Eastern Harbour Crossing Ordinance (Cap. 215); (b) North-West Railway By-laws (Cap. 372E); and (c) Tate's Cairn Tunnel Ordinance (Cap. 393).	5
Chapter 2 For Pedestrians	1. To add new advice, for example: (a) Remind pedestrians to watch out for the moving electric or hybrid vehicles, which may operate very quietly; and (b) Remind mobility impaired persons and visually impaired persons on the safe use of roads.	8 22 & 23
	1. To reflect new rules for legislation implemented since the last update, for example: (a) Public light bus and taxi passengers must wear seat belts fitted on their seats.	27
Chapter 3 For Passengers	2. To add new advice, for example: (a) Safety advice for persons with disabilities on the use of public transport services, such as guide dogs can accompany visually impaired persons on board, and wheelchair users	28

Chapter	Major Revisions	Page
	<p>should park and lock their wheelchairs at reserved parking spaces on buses or light rail vehicles, etc.</p> <p>3. To update information, for example:</p> <p>(a) Introduce the Transport Department (“TD”)’s mobile application (“Hong Kong eMobility”) for route planning.</p>	24
Chapter 4 For Cyclists	<p>1. To add new advice, for example:</p> <p>(a) Enhanced advice on safety checks; and</p> <p>(b) Enhanced safety advice for riding on road.</p>	30 33 & 34
Chapter 5 For All Drivers	<p>1. To reflect new rules for legislation implemented since the last update, for example:</p> <p>(a) Requirements in connection with drink driving and drug driving;</p> <p>(b) Requirement for public light bus and taxi passengers to wear seat belts fitted on their seats;</p> <p>(c) Rules of probationary driving licence scheme for motor cycles, motor tricycles, private cars and light goods vehicles;</p> <p>(d) Requirements of driving-offence points system and driving improvement courses;</p> <p>(e) Prohibition of the use of hand-held mobile phone while driving;</p> <p>(f) Dangerous driving offences;</p> <p>(g) Requirement for switching off the engines of idling vehicles;</p> <p>(h) Prohibition of electric private cars with power less than 7kW and electric motor cycles or motor tricycles with power less than 3kW from using expressways; and</p> <p>(i) Requirement for switching on headlamps while driving in poor visibility or during hours of darkness.</p> <p>2. To add new advice, for example:</p> <p>(a) Safety advice for proper use of driver assistance system;</p>	41 43 48 48 50 52 53 72 86 42

Chapter	Major Revisions	Page
	<ul style="list-style-type: none"> (b) Enhanced safety advice for child safety in cars; (c) Advice for drivers to check the hand-free kits of mobile phones before moving off; (d) Safety advice for avoidance of fatigue driving; (e) Safety advice for proper use of reversing video devices; (f) Safety advice for driving at signalised junctions with right-turn pocket; (g) Enhanced safety advice for use of roundabouts; and (h) Safety advice for driving in tunnels with one-tube-two-way operation. <p>3. To update information, for example:</p> <ul style="list-style-type: none"> (a) Update the diagram and the route information for expressways and trunk roads. 	<p>45</p> <p>49</p> <p>50</p> <p>52</p> <p>75</p> <p>80 & 81</p> <p>89</p> <p>70 & 71</p>
Chapter 6 For Professional Drivers	<p>1. To reflect new rules for legislation implemented since the last update, for example:</p> <ul style="list-style-type: none"> (a) Requirements in connection with application for a commercial vehicle driving licence; and (b) Maximum speed limit for public light bus (i.e. the speed limit on the road or 80 km/h, whichever is the lower). <p>2. To add new advice, for example:</p> <ul style="list-style-type: none"> (a) Safety advice for proper use of reversing video devices; and (b) Enhanced safety advice for carrying loads and the use of jib/crane equipped on vehicles, such as paying attention to the overall height of the vehicles with load and lower the jib/crane after use. 	<p>96</p> <p>97</p> <p>96</p> <p>98</p>
Chapter 7 For Riders of Motor Cycles and Motor	<p>1. To reflect new rules for legislation implemented since the last update, for example:</p> <ul style="list-style-type: none"> (a) Rules of probationary driving licence scheme for motor cycles and motor tricycles; (b) Requirement of turning on all front lamps, headlamps and rear lamps at all times while 	<p>100</p> <p>101</p>

Chapter	Major Revisions	Page
Tricycles	<p>riding; and</p> <p>(c) Prohibition of electric motor cycle or motor tricycle with power less than 3kW from using expressways.</p> <p>2. To add new advice, for example:</p> <p>(a) Safety advice for carrying loads on motor cycles and motor tricycles; and</p> <p>(b) Enhanced safety advice for pillion passengers of motor cycles.</p>	<p>101</p> <p>103</p> <p>103</p>
Chapter 8 The Language of the Road	<p>1. To update information, for example:</p> <p>(a) Introduce the journey time indication system, variable message signs and speed map panels on trunk roads or expressways;</p> <p>(b) Add traffic signs and road markings, for example:</p> <ul style="list-style-type: none"> • Traffic signs of parking places for motor cycles only, parking places for pedal cycles only, time plates for operation of taxi stand and public light bus stand and “no stopping” restriction in the part relating to “traffic signs giving orders”; • Traffic signs of bend ahead, pedestrian accident blackspot ahead, cyclists ahead in the part relating to “traffic signs giving warning”; • Traffic signs with the symbol for leading vehicles to nearby hospital with accident and emergency services and update the chainage markers, exit number along strategic routes in the part relating to “traffic signs giving information”; and • Road markings of keep clear, speed limit start point, taxi pick-up and drop-off only, Autotoll lane guide in the part relating to “road markings”; and <p>(c) Update the diagram, route numbers and routes for Hong Kong strategic routes.</p>	<p>110</p> <p>111-114</p> <p>116-118</p> <p>122 & 123</p> <p>124-127</p> <p>128 & 129</p>
Chapter 9	1. To add new advice, for example:	

Chapter	Major Revisions	Page
Children and Elderly People as Road Users	(a) Enhanced safety advice for children crossing the roads, such as do not play mobile games or use mobile phones when crossing the roads;	130
	(b) Enhanced safety advice for child safety in cars; and	131
	(c) Safety advice for elderly on roads.	132
Chapter 10 Emergencies	<p>1. To reflect new rules for legislation implemented since last update, for example:</p> <p>(a) Requirement of turning on the hazard warning lights immediately while a breakdown or an emergency on an expressway or a road with a speed limit above 50km/h.</p> <p>2. To add new advice, for example:</p> <p>(a) Enhanced safety advice for breakdowns or after traffic accidents inside tunnels; and</p> <p>(b) Updated safety advice when a traffic accident occurs.</p>	<p>133</p> <p>133 & 136 135</p>
Further Reference Materials	This is a new section, which does not form part of the Road Users' Code, for readers to obtain the latest or further information on specific related topics via two-dimensional barcodes/websites addresses. Such information includes relevant legislation, information on applying for driving licences and vehicle licences, TD's mobile application ("Hong Kong eMobility"), etc.	139 & 140