



# Cycling Safety



運輸署  
*Transport Department*

The Government of the  
Hong Kong Special Administrative Region

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# 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 of the Road Users' Code apply to cyclists. The advice contained in this booklet 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.

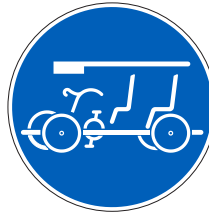
## Reckless and careless cycling

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 booklet, as well as those in Chapter 5 of the Road Users' Code 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.

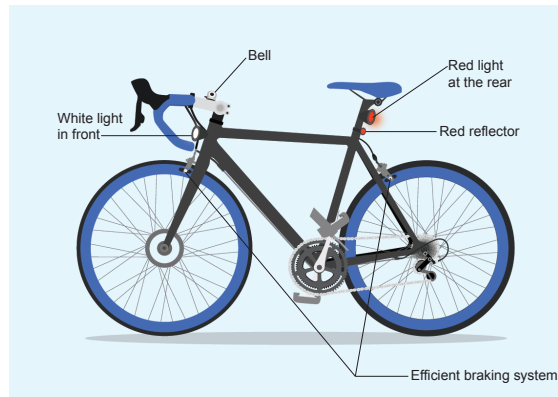


Handlebars should be at about the same height or slightly higher than the saddle (see diagram below) so that your weight can be shared between the handlebars and the saddle.



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

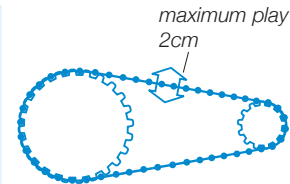
Check that you can operate the bell while holding and controlling the handlebars.



## 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 1) and wear personal protective equipment (for example, pads, gloves). Your cycle must be fitted with a warning bell.



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.

Peddalling, 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).

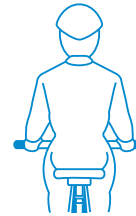
When you have mastered these skills, try them again and also practise looking behind and giving correct signals. Develop a constant awareness of all other vehicles and pedestrians around you, including their positions and speeds. You can find advice on what to do and when to do it in this booklet.

## Braking

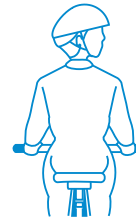
Learn which hand works the front brake and which hand works the rear brake. Apply the rear brake for smooth gradual slowing down. The front brake is more powerful and efficient. However, if you apply it too hard, the cycle will stop more abruptly and the rear wheel may lift off the ground causing you 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

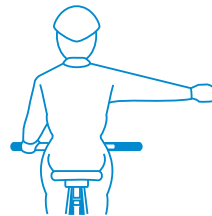
Before moving off, stopping, or turning, always carry out the following routine:



- 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.

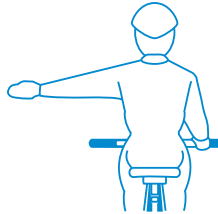
# Giving Signals

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.

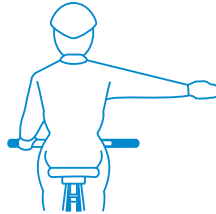
Always complete your signal and return your hand to the handlebars before carrying out the manoeuvre, such as changing direction or slowing down so as to maintain maximum control.

## Left-turn signal



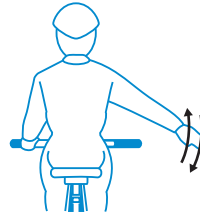
This signal indicates that the cyclist is going to move out to the left or turn left. The whole of the arm and hand is extended level with the shoulder, palm facing forwards. If you give the signal in this way, it can be more easily seen and understood by other road users.

## 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 of the Road Users' Code 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 of the Road Users' Code).



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.



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.



Regulatory sign – End of cycling restriction

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)

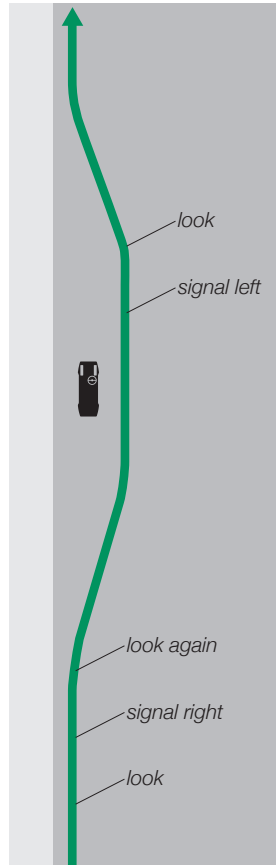
On steep sections of roads, take care of your speed – not to reach a speed from which you cannot stop safely. If you feel that you may not be able to control the cycle, you should dismount and push your cycle through that road section. The above signs indicate steep downward/upward cycleway sections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

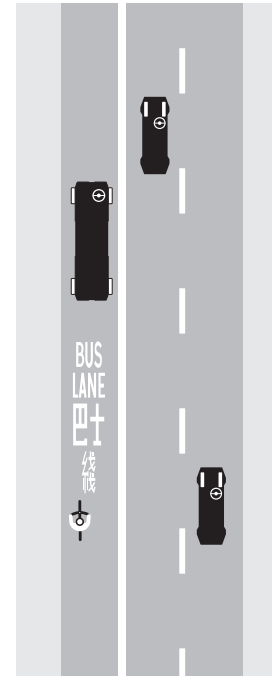
It is very dangerous to overtake a vehicle on its left. You however may overtake/pass on the left under the following situations only:

- 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 of the Road Users' Code).

## 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.

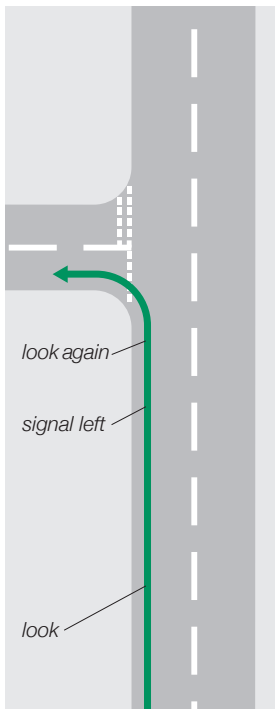
You cannot be seen as easily as larger vehicles and other drivers may not be looking out for cyclists – whenever it is safe to do so, give clear arm signals to let drivers behind know your intended move.

## Left-turn

When approaching a junction, look behind and ahead.

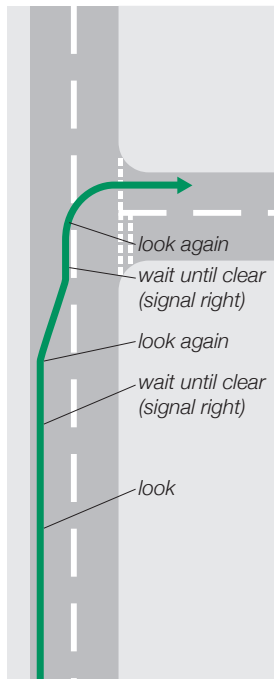
Watch out for vehicles turning in front of you. Do not ride near or beside a vehicle signalling or slowing down to turn left. They may not see you. Let them pass first.

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 given in Chapter 2 of the Road Users' 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 of the Road Users' Code for more information about traffic lights).

# Using Roundabouts

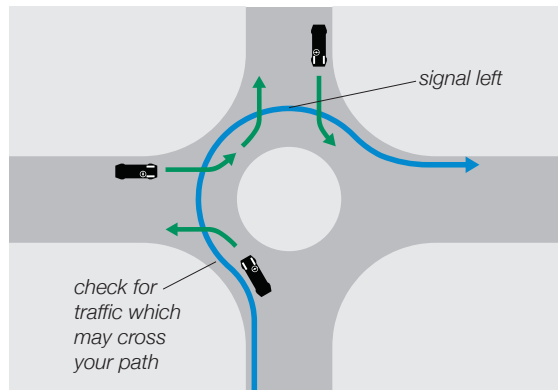
There are two types of roundabouts, conventional and spiral roundabouts (see page 81 of the Road Users' Code). When using any roundabout, follow the advice on this page.

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 or enter the roundabout. Keep left and signal left as you approach your exit.

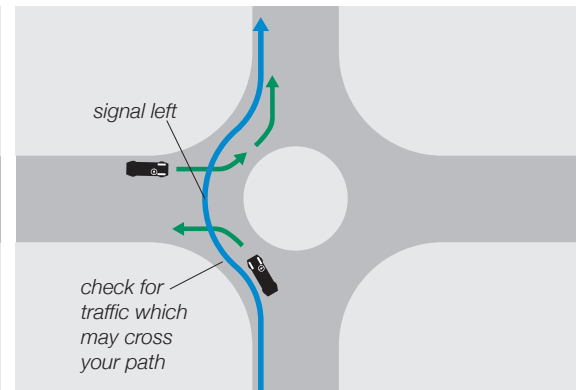
Keep to the outside of the roundabout paying particular attention to traffic on the right which may cut across your path to leave the roundabout; and traffic which is entering the roundabout ahead of you. Stop, if in doubt or necessary, before crossing an entrance or exit.

Signal left when you are about to reach your exit.

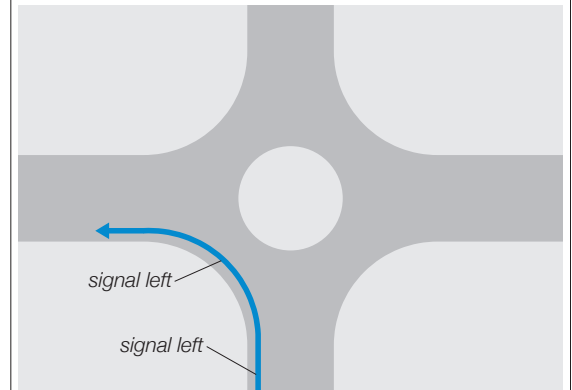
Other traffic also approaches in the right-hand lane but it is often safer for a cyclist to keep left.

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



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.



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



Direction sign showing the route for cyclists

## 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.

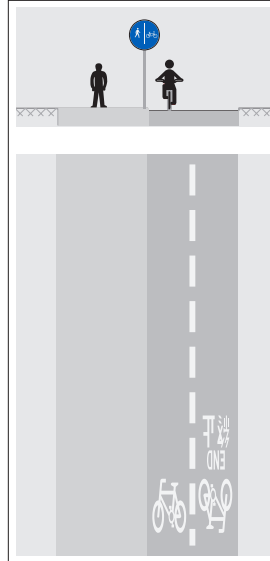
You should get off your cycle and push your cycle across the road, and follow the advice on Road Crossing Code given in Chapter 2 of the Road Users' Code for pedestrians; but allow yourself more time and room to push and handle your cycle safely.

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

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 of the Road Users' Code, 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。

# Children on 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.



# Further Reference Materials

## 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'



### 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"'



### 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'



## 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  
Hong Kong Police Force  
Highways Department  
Environmental Protection  
Department  
Road Safety Council

<https://www.td.gov.hk>

<https://www.police.gov.hk>

<https://www.hyd.gov.hk>

<https://www.epd.gov.hk>

<http://www.roadsafety.gov.hk>

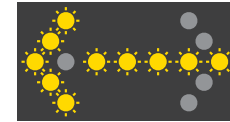
## 4. Further Advice from Highways Department

### 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' >

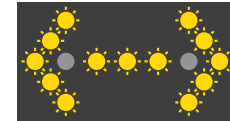
'Code of Practice for the Lighting, Signing and Guarding of Road Works'



Pass the vehicle on its left



Pass the vehicle on its right



Pass the vehicle on its right or left



Hazard (amber lights at diagonal corners are flashing alternately) - the works vehicle intends to change or is changing lane.

### 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.



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### **Further enquiry**

For enquiries, please contact the Transport Department through 1823 as follows:

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