

LegCo Panel on Transport
Measures to Combat Speeding

INTRODUCTION

This paper seeks Members' views on a revised package of measures to combat speeding.

BACKGROUND

2. In view of the seriousness of speeding offences, a package of proposals was presented to the LegCo Panel on Transport on 22 January 1999. The package of proposals included -

- (a) a review of the speed limits on major roads and the relevant signing arrangement;
- (b) a review of the fixed penalty and the Driving-Offence Points system;
- (c) improvements to the method of enforcement; and
- (d) the strengthening of education and publicity.

3. On the review of speed limits, a total of some 40 major road sections were reviewed, and the speed limits on 18 road sections have been revised in stages since 28 March 1999 in accordance with the implementation programme at **Annex A**.

4. The Police have been monitoring the traffic movements on the relevant major road sections. After the relaxation of the speed limits, there has not been a significant change in the number of traffic accidents on these road sections. However, more traffic accident data would need to be collected before a detailed statistical analysis could be made. The review on speed limits is an on-going exercise. Other road sections are being examined to see whether relaxation of speed limits is justified.

5. On the review of the fixed penalty and the Driving-Offence Points system, the following options were presented to the Panel in January 1999 -

Offences	Previous Proposal on Driving-Offence Points (as at Jan 99)		Previous Proposed Fixed-Penalty (as at 22.1.99)
	Option A	Option B	
Driving in excess of speed \leq 10 km/h	0	1	\$400
Driving in excess of speed >10 but \leq 20 km/h	3	4	\$600
Driving in excess of speed >20 but \leq 30 km/h	6	7	\$800
Driving in excess of speed >30 but \leq 40 km/h	10	10	\$1,000
Driving in excess of speed >40 km/h	disqualification	disqualification	Summons

6. While there was no consensus on the level of penalties for the less serious speeding offences, there was general public support for heavier penalties for excessive speeding (i.e. speeding in excess by more than 30 km/h) as such driving behaviour imposes serious threats to other road users.

THE REVISED PROPOSAL

7. Taking into account the public's views, a package which aims to combat excessive speeding is set out in the following paragraphs.

A. Penalty for speeding

Fixed Penalty

8. At present, the penalty for speeding in excess by 15 km/h or less is a fine of \$320, and the penalty for speeding in excess by more than 15 km/h is a fine of \$450. Under the current two-tier system, the level of fines is not directly proportional to the seriousness of the speeding offences. According to the enforcement statistics in the past three years (**Annex B**), the number of excessive speeding cases accounted for about 10% of the total number of speeding offences prosecuted, and there is no indication that the trend would be on the decrease. In order to deter the more serious speeding offences, it is recommended that the levels of fixed penalty fines should be adjusted as follows -

Offence	Existing Fixed Penalty	Proposed Fixed Penalty
Driving in excess of speed limit ≤ 15 km/h	\$320	\$320
Driving in excess of speed limit > 15 but ≤ 30 km/h	\$450	\$450
Driving in excess of speed limit > 30 but ≤ 45 km/h	\$450	\$600
Driving in excess of speed limit > 45 km/h	\$450	\$1000

Driving-Offence Points

9. As regards Driving-Offence Points for speeding offences, there is support that heavier penalties should be imposed for large excesses. A revised Driving-Offence Points proposal as follows is hence recommended -

Offence	Existing Driving-Offence Points	Revised Driving-Offence Points Proposal
Driving in excess of speed limit ≤ 15 km/h	0	0
Driving in excess of speed limit > 15 but ≤ 30 km/h	3	3
Driving in excess of speed limit > 30 but ≤ 45 km/h	5	6
Driving in excess of speed limit > 45 km/h	8	10 points ⁽¹⁾ or disqualification ⁽²⁾

⁽¹⁾ prosecution by fixed penalty

⁽²⁾ prosecution by summons

10. The revised proposal has the same tier structure as the existing one. In line with maintaining the fixed penalty fines for the two lower speeding tiers (i.e. driving in excess of speed limit by ≤ 15 km/h and 15-30 km/h), we do not recommend any changes to the Driving-Offence Points for these two tiers. For driving in excess of the speed limit by 30-45 km/h and over 45 km/h, we recommend raising the Driving-Offence Points from 5 to 6 and from 8 to 10 respectively to provide greater deterrent effect. For speeding in excess by more than 45 km/h, we also recommend introducing a mandatory

disqualification from driving for 6 months on conviction as an alternative to the fixed penalty option, which also carries 10 Driving Offence Points. This is to reflect the significantly higher potential danger such a kind of driving behaviour could cause to other road users.

11. The revised proposal targets excessive speeding activities through the heavier penalties imposed. It will not change the existing penalty structure for the less significant speeding offences.

B. Review of Enforcement Methods

12. Fully automated Speeding Enforcement Cameras have been installed on Tolo Highway and Fanling Highway. The cameras put long sections of the two expressways under 24-hour surveillance and substantially enhance the deterrent effect and enforcement capabilities. A 5-year expansion programme involving the installation of 20 camera sites and 4 cameras per year will be implemented. These camera sites will be set up at about 1.5-2.0 km intervals along a considerable length of road on Tuen Mun Road, Island Eastern Corridor, North Lantau Highway and the remaining sections of Tolo Highway and Fanling Highway. Speeding Enforcement Cameras will be mounted at the camera sites on a rotational basis. Funding approval has been given by the Finance Committee to proceed with Phase I of the proposed expansion (a 2 1/2 year expansion programme).

13. To improve the transparency in enforcement, advisory signs about the installation of automated speeding enforcement cameras along the roads have been installed to forewarn drivers. The Administration will continue to install adequate advisory signs to forewarn drivers.

14. The Speeding Enforcement Camera only automates the detection part of the enforcement process, prosecution (identification of drivers, issue of fixed penalty tickets and paper work for court proceedings if necessary) will continue to be handled by the Police. On average, it takes about three months to process a speeding case. The Government is examining the feasibility of further automation to provide an integrated processing system that will lead to improvements in the enforcement process.

ADVICE SOUGHT

15. Members' views are invited on the revised package of measures to combat speeding as set out in paragraphs 7 to 11 above.

Government Secretariat
Transport Bureau
TRAN 3/09/21 Pt 5
22 November 1999

Implementation programme of the results of Phases I & II review of speed limit

Section of Roads	Speed Limit	Implementation Date
Fanling Highway (Eastbound between San Tin Interchange and Sheung Shui Interchange)	80 → 100 km/h	28 March 1999
West Kowloon Highway	80 → 100 km/h	
West Kowloon Corridor (Southbound Tong Mei Road section)	50 → 70 km/h	
Tuen Mun Road (between Sham Tseng Interchange and Wong Chu Road)	70 → 80 km/h	18 April 99
Yuen Long Highway (between Lam Tei and Pok Oi Interchange)	70 → 80 km/h	
Castle Peak Road (between Lam Tei Main Street and Tan Kwai Tsuen Road, and between Ping Ha Road and Long Tin Road)	50 → 70 km/h	
Princess Margaret Road (between PMR Flyover and Ho Man Tin Interchange)	50 → 70 km/h	
North Lantau Highway (between Toll Plaza and Tung Chung)	100 → 110 km/h	2 May 99
New Clear Water Bay Road (between Clear Water Bay Road at Choi Wan Estate and Shun Lee Tsuen Road)	50 → 70 km/h	
Lung Cheung Road (Eastbound between Fung Mo Street and Hammer Hill Road)	50 → 70 km/h	
Kwai Chung Road (between Lai Chi Kok Bridge and West Kowloon Corridor)	50 → 70 km/h	
Aberdeen Praya Road (between Wong Chuk Hang Road and the slip road to Aberdeen Main Road)	50 → 70 km/h	1 October 99
Lion Rock Tunnel Road (between toll plaza and Sha Tin Road)	70 → 80 km/h	
Sha Tin Road (between Lion Rock Tunnel Road and Pok Hong Estate)	70 → 80 km/h	
Sai Sha Road (between Hang Hong Street and Ma On Shan Road)	50 → 70 km/h	
Tai Po Road - Shatin (between Shing Mun Tunnel Road and Fo Tan Road)	70 → 80 km/h	3 October 99
Shing Mun Tunnel Road (between tunnel portal and Tai Po Road – Shatin)	70 → 80 km/h	17 October 99
Lantau Link Toll Plaza (Airport bound)	50 → 80 km/h	10 November 99

Enforcement statistics on speeding offences in 1996 to 1998

Offence	1996			1997			1998		
	Summon/ Arrest	FPT*	Percentage of offence	Summon/ Arrest	FPT*	Percentage of offence	Summon/ Arrest	FPT*	Percentage of offence
Speeding in excess of speed limit by ≤ 15 km/h	299	50,016	23.3%	147	32,755	15.9%	226	26,578	13.8%
Speeding in excess of speed limit by >15 km/h but ≤ 30 km/h	2,233	142,470	67.0%	2,141	149,421	73.4%	2,592	147,346	77.0%
Speeding in excess of speed limit by >30 km/h but ≤ 45 km/h	597	17,661	8.5%	462	18,451	9.2%	386	15,290	8%
Speeding in excess of speed limit by >45 km/h	430	2,147	1.2%	440	2,550	1.5%	264	2,079	1.2%
Sub-total	3,559	212,294	100%	3,190	203,177	100%	3,468	191,293	100%
Total	215,853		100%	206,367		100%	194,761		100%

*FRT - Fixed Penalty Ticket