

香港特別行政區政府
The Government of the Hong Kong Special Administrative Region

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Mr Lemuel WOO
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By email and fax
(Email: kkychan@legco.gov.hk)

31 May 2018

Dear Mr WOO,

Panel on Transport

Meeting on 19 January 2018
Follow-up Items Concerning the Implementation of a
New Generation of On-street Parking Meter System

As requested by Members, we wish to provide written responses to the views expressed by Members on the New Generation of Parking Meter System at the above meeting.

1. Oppose the Administration's proposed upward adjustment of the maximum fee for metered parking

The maximum fee for use of on-street metered parking spaces has been set at \$2 per 15 minutes since 1994. The Transport Advisory Committee submitted the "Report on Study of Road Traffic Congestion in Hong Kong" to the Government in December 2014, suggesting 12 short, medium and long-term additional mitigation measures. One of the measures is to increase metered parking fee. The maximum fee for use of on-street metered parking spaces has not been adjusted for over 20 years, and is on the low side and unable to encourage the turnover of metered parking spaces. This causes some motorists to circulate/double park on roads waiting for on-street parking spaces, thereby causing traffic congestion. The Government thus proposes raising the maximum fee for on-street parking meters to \$4 or \$5 per 15 minutes. The proposed fee will be the maximum fee which can be set for parking meters. It does not mean that all parking meters across the territory will be set at such a level. The TD will set the on-street metered parking fee at an appropriate level having regard to the traffic conditions and parking demands in individual areas.

2. Request to review the relevant provisions in the Road Traffic (Parking) Regulations (Cap. 374C, Laws of Hong Kong), which allow a motorist to park a vehicle in a parking space for a continuous period of not more than 24 hours

Pursuant to section 8 of the Road Traffic (Parking) Regulations (Cap. 374C), any person who parks a vehicle in a parking place for a continuous period of more than 24 hours commits an offence and is liable to a fine of \$2,000. This provision is intended to discourage the prolonged occupation of a parking space by the same motorist. We note Members' views and will review the provision at a suitable juncture.

On the management of short-term parking, since the traffic conditions and parking demands in individual areas vary, in order to enable more motorists to use on-street parking spaces, the TD will fix the longest parking period allowed for metered parking spaces at 30 minutes, 1 hour or 2 hours in the light of the circumstances of the concerned road sections, so as to achieve the objective of encouraging turnover of parking spaces. The new generation parking meters will each be equipped with a vehicle sensor to detect whether the relevant on-street parking space is occupied. The TD can adjust the longest parking period of parking spaces for a particular area or road section having regard to the utilisation rate of parking spaces recorded by the new parking meters, with a view to meeting local traffic management needs in a more effective manner.

3. How enforcement action would be taken against prolonged occupation of parking spaces through repeated payment of parking fees in person

The policy intent of providing on-street parking spaces is to cater for the short-term parking needs of motorists and the installation of parking meters is to discourage prolonged parking. By fixing the longest parking period allowed for each transaction of metered parking spaces (currently at 30 minutes, 1 hour or 2 hours respectively) and setting the parking fee at the appropriate level, we consider that these measures should be able to discourage motorists from unnecessary prolonged occupation of on-street parking spaces, thus enhancing the turnover of these parking spaces.

Yours sincerely,



(Emily SOM)

for Secretary for Transport and Housing

cc.:

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