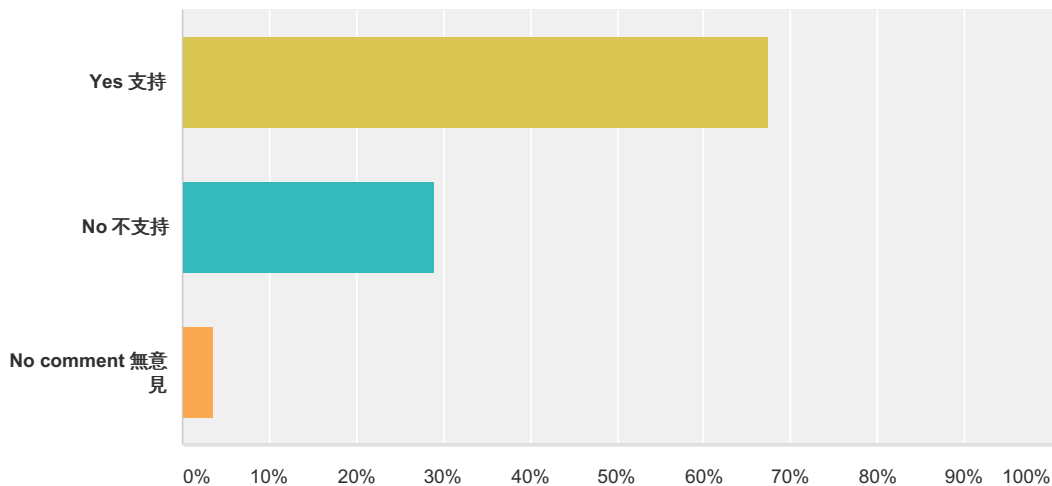


Q1 Do you support government's Electronic Road Pricing Pilot Scheme in Central? 你支持政府提出的中環電子道路收費先導計劃嗎?

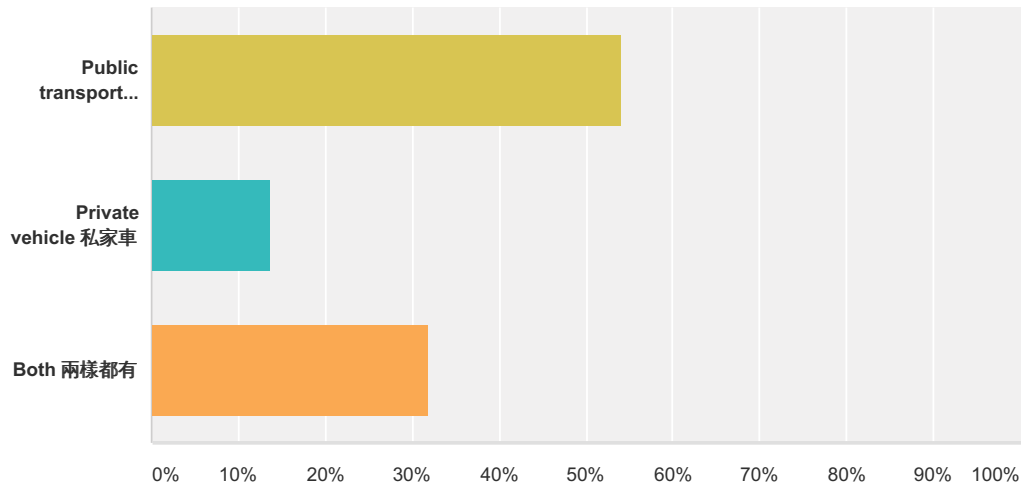
Answered: 375 Skipped: 0



Answer Choices	Responses
Yes 支持	67.47% 253
No 不支持	29.07% 109
No comment 無意見	3.47% 13
Total	375

Q2 Do you usually commute via public transport or private vehicle? 你通常以公共交通工具或私家車出入?

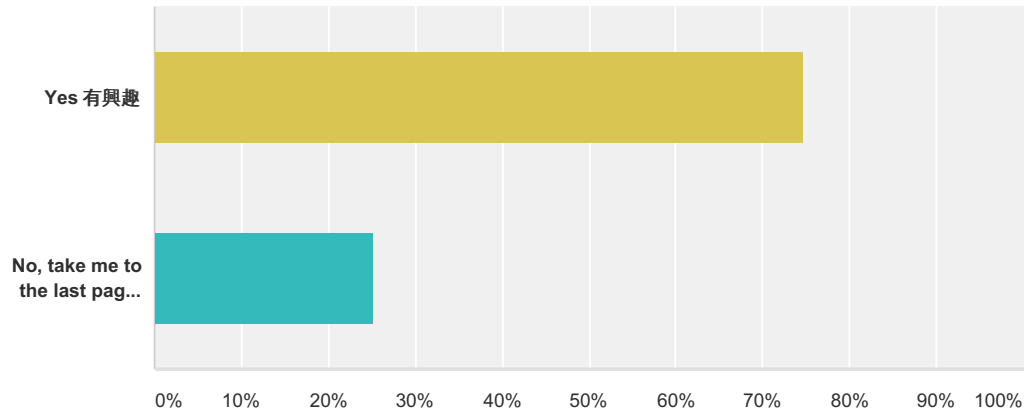
Answered: 375 Skipped: 0



Answer Choices	Responses
Public transport 公共交通工具	54.13% 203
Private vehicle 私家車	13.87% 52
Both 兩樣都有	32.00% 120
Total	375

Q3 Do you wish to proceed to the detailed 13 questions asked by the government? 你有興趣就政府提出的13條具體問題提出意見嗎？

Answered: 375 Skipped: 0



Answer Choices	Responses
Yes 有興趣	74.67% 280
No, take me to the last page of this survey 沒有興趣，請跳到最後一頁。	25.33% 95
Total	375

Pages 4 to 22 have been removed as they contain personal information.

Q5 Do you have any views on how the boundary of the Central District ERP Pilot Scheme should be drawn up, and what are your reasons? 你對於如何劃設「中區電子道路收費先導計劃」的收費區界線有何意見？原因為何？

Answered: 166 Skipped: 209

#	Responses	Date
1	It should not affect residents of Mid Levels.	3/15/2016 5:59 PM
2	No strong views subject to the provision of adequate relief roads. It is important that the boundary can be adjusted in the light of practical experience.	3/14/2016 1:53 PM
3	The boundary of the area to be covered by the ERP Pilot Scheme should ensure that through traffic i.e. traffic whose final destination is not within the area, is not unnecessarily penalised and there are sufficient relief roads for such traffic. However, the use of these roads needs to be carefully monitored to ensure that they do not become congested at certain times. If necessary, the boundary should be adjusted to reflect traffic conditions on the ground.	3/14/2016 1:40 PM
4	I think it should ONLY confine to the very central area in Central. Those roads along the harbour should leading to other places should allow people to drive through to other area since they are not going to the Central.	3/14/2016 12:34 PM
5	No, should not be existed	3/13/2016 9:04 PM
6	Bottom of Garden Road, Admiralty end of Chater Road. DVR totally pedestrian zone + trams. Hollywood Road,	3/13/2016 7:19 PM
7	不應收費，政府應先限制境外車輛進入本港;2.只限公共汽車進入該區域，減低流量;3.打擊違規停車/泊車，並且拖走違法車輛，罰款已經過時失效	3/12/2016 4:16 PM
8	I live in Central. One of the biggest issues contributing to Central traffic (I cannot speak to TST situations) is the Police's apparent unwillingness to ticket, tow, boot, etc. loitering / improperly parked vehicles (private cars, delivery trucks, taxis, tour buses, etc) that clog the various arteries into and out of Central especially in the afternoon rush hours. This issue should be managed first and immediately - regardless of an ERP scheme. Many intersections have grids painted but in 22 years in HK I have never heard of anyone being ticketed for "blocking the box" - a practice used in New York City years ago to great impact to alleviate gridlock problems. The fine was USD 200 or about HK 1,500. Likewise bus only lanes for ONLY franchised buses (not tour buses...) and emergency vehicles would speed public transport and discourage private car use. As for the boundary issue: However, the borders are drawn, taxi/car "loitering" within the covered area need to be taken into account. In Singapore, much of the Covered Area is wide streets with multiple lanes. Taxis and others attempting to stay inside the Cordons to avoid multiple charges very often have route options and space to maneuver to stay inside before collecting a passenger and leaving the Covered Area. In HK, these loitering vehicles will be met with our very narrow streets and very few options for where to go to stay inside the area, thus with ERP the loitering vehicle problem in Central could become much worse than it currently is.	3/12/2016 3:20 PM
9	Connaught Road Central should be excluded but Queens Road Central, Des Voeux Road Ice House Street, Chater Road, the lower parts of Garden Road and Cotton Tree Drive should all be included	3/10/2016 7:40 PM
10	It should extend through Central to Admiralty and south Wanchai (Queen's Rd East). Traffic along Queen's Rd East is very heavy and illegal parking a major problem	3/9/2016 7:28 PM
11	• As noted above the starting point is to set objectives for traffic flow at certain key points. The authority which manages the ERP should then be given an operating area which is ample for achieving this objective but may initially try using only part of this area.	3/9/2016 2:30 PM
12	no specific views, but have to balance how it affects professional vehicles/drivers (e.g. delivery trucks, vans...etc.) and private cars. With the government famous (or infamous) or creating policies that carry a lot of loopholes for big businesses/wealthy individuals, we have to make sure that the scheme really achieves what it sets out to do and not end up becoming another white elephant project from which to take from the poor and giving to the rich.	3/9/2016 1:50 PM
13	No	3/8/2016 11:29 AM
14	Waste time Waste money for this public survey Only harm for the general simple citizens but no harm for the riches	3/7/2016 11:45 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

15	No, but Government should ensure enough car parking space is in the area, otherwise, cars that entered will double or triple park to stay in the zone.	3/7/2016 3:26 PM
16	The agency charged with administering the ERP should be given traffic flow speed objectives for key roads and the power to amend the area and charges if, after consultation, it considers the amendment will better achieve these objectives.	3/6/2016 11:53 PM
17	Any kind of boundary will not solve congestion if illegal parking/ waiting , delivery vehicles are not properly prevented from obstructing traffic. Also some of the buses could and should be diverted from using Des Voeux road . More .underpass/ bridges could help human traffic at busy spots.	3/6/2016 8:29 PM
18	Nil	3/6/2016 6:11 PM
19	The boundary should be set so as to ensure that the charge is not 'enforced' on vehicles which are simply seeking to pass from one side of the island to the other. Otherwise, for me a key consideration would be to cover those areas in which there is significant pedestrian traffic and shopping areas etc...	3/6/2016 4:54 PM
20	根據香港的經濟發展和租金走向，更多的大型公司已搬離中環核心區域。留下的大部分為金融、股票、律師和會計師和外交使節等。此部份公司和人士已經承擔了香港大部分的稅收和支付高昂的成本，應該有權益免費使用相關設施和道路。其他人士亦然。	3/6/2016 4:44 PM
21	德輔道和皇后大道由砵甸乍街開始. 皇后大道中由匯豐銀行至砵甸乍街既塞車極嚴重.	3/5/2016 7:36 PM
22	the boundary needs to be logical in how it creates the ERP zone - busiest roads that are smaller and older the most, but it may take some time to get this right.	3/5/2016 6:03 PM
23	no, no decisions about boundaries. What I do know is that most of the cars driving around the central areas are drivers driving around, or just idling thier cars, waiting to pick up their bosses.	3/5/2016 5:27 PM
24	Should take into account the new Central-Wanchai Bypass, and also should instigate the implementation of the Des Voeux Road Pedestrianisation Scheme. Uphill, the boundary needs to take into account the bad traffic situation in Mid-Levels, owing to poor city planning in the past.	3/5/2016 3:35 PM
25	Because I object to the proposal, therefore the boundary issue is irrelevant.	3/5/2016 1:53 PM
26	Internal Central Roads should be no private cars during daylight hours. More Parking wardens should be employed from 7-midnight. The pricing should go up every day to a max in a month. Day 1-\$50, day 2 \$100, day 3 \$150 etc. the rich will not care!	3/5/2016 11:42 AM
27	No ERP for me.	3/4/2016 11:54 PM
28	Based on traffic congestion rates and road capacity as well as with consideration of alternative routes to by pass areas - it may just end up transferring the problem and we end up with another cross harbour tunnel situation....	3/4/2016 10:02 PM
29	There should be none! Or not until other aspects have been sorted like more parking spaces first	3/4/2016 11:38 AM
30	Depend on how and why busy of the road / street	3/4/2016 10:48 AM
31	無意見，因為並不同意推行「中區電子道路收費先導計劃」	3/4/2016 9:58 AM
32	Not particularly	3/4/2016 8:24 AM
33	Connaught Road / Gloucester Road should not be included, likewise Cotton Tree Drive should not be included. These routes are currently through route which must be used to transit east to west or north to south on HK Island.	3/4/2016 7:36 AM
34	As a pilot scheme, inner roads of Central should be covered. Main throughways/highways should not be covered. If the scheme is intended to target congestion, pricing should vary between lower capacity and higher capacity roads.	3/4/2016 3:00 AM
35	All of Central. To ease traffic of the entire area.	3/3/2016 10:31 PM
36	Wanchai to Kennedy Town	3/3/2016 10:06 PM
37	Exclude Gloucester road. All of central, sheung wan, Sai ying pun.	3/3/2016 10:02 PM
38	no	3/3/2016 9:15 PM
39	富豪通行無限，貧困繞道而行	3/3/2016 9:04 PM
40	The boundary should extend to areas or streets other than Central, otherwise, the traffic jam will just worsen in the outskirts.	3/3/2016 9:04 PM
41	The whole of central at a minimum	3/3/2016 8:51 PM
42	I agree with Paul Zimmerman that there should be no charge for the use of Connaught/Gloucester Road Corridor, but for the use of the inner areas only	3/3/2016 8:33 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

43	Certainly the blocks including 9 Queen's Road Central, the Landmark, Alexander House, Prince's Building, Chater House and the Mandarin. Chauffeured vehicles double/triple park around these buildings which cause traffic to backup in every direction in and out of Central.	3/3/2016 7:56 PM
44	No	3/3/2016 7:53 PM
45	Private car vehicles are polluting and selfish	3/3/2016 7:52 PM
46	No	3/3/2016 7:45 PM
47	No, I don't.	3/3/2016 6:42 PM
48	there should be NO ERP in HK, regardless of the cost, the richer road users will just drive into Central. it is the poorer road user that will be hurt. the poorer are the only ones that will stop entering Central.	3/3/2016 6:38 PM
49	A boundary line should be drawn around the areas where congestion is greatest, residential buildings are situated, and where pollution concentrations are highest.	3/3/2016 6:32 PM
50	from Admiralty to Sheung Wan MTR Station and HK Station to Robinson Road	3/3/2016 5:35 PM
51	From Gloucester Rd at the bottom of Cotton Tree Drive, and Queen's Rd outside the Bank of China, to Ice House St at the junction with Lower Albert Rd, to Wyndham St at its junction with Glenealy, to all the streets in SoHo, accross to Sheung Wan, accross to Shun Tak, and including all the area around IFC and City Hall, and Tamar GO.	3/3/2016 5:20 PM
52	the scheme should include those areas which are heavily congested and subject to intense roadside pollution	3/3/2016 4:31 PM
53	Extend it under yearly review to cover all areas where chronic congestion is experienced.	3/3/2016 3:59 PM
54	There should be a clean slate on the traffic management measures for the whole of this area. Forget about present old measures that will no longer be appropriate. Everything should be considered as a holistic approach - parking, one way roads, time limitations, dead end roads, etc should all be designed from scratch. Simply adding another level of control to an ancient legacy of controls is not viable.	3/3/2016 3:55 PM
55	main thoroughfares	3/3/2016 3:40 PM
56	no extra idea	3/3/2016 3:31 PM
57	It should include a larger area	3/3/2016 3:13 PM
58	No	3/3/2016 3:08 PM
59	ERP should not be introduced at all	3/3/2016 3:07 PM
60	對於這個計劃,我持反對意見。原因主要是這個計劃的不公平性。道路使用者來自不同階層,不同工作和身分,用途亦大相徑庭,故每個道路使用者對該區道路的依賴性亦有不同。這會導致高依賴性的使用者被收費的機會大大提高,而這批使用者不局限於各類運輸用途的車輛。相反,如計劃必定要推行,折衷方法是對所有私家車使用者收費,鼓勵市民使用公共交通工具,減少道路上多餘的使用。	3/3/2016 2:59 PM
61	應根據實際道路車輛流量的數量,以最高車流量的道路的最外圍為界線,這樣才可達到減少車輛進入繁忙路段的目的	3/3/2016 2:55 PM
62	I am against the proposal.	3/3/2016 2:23 PM
63	Areas which are well served by public transport options have no reason not to be included	3/3/2016 2:06 PM
64	No	3/3/2016 2:01 PM
65	沒有意見,因為不贊成。	3/3/2016 1:50 PM
66	Cover queens road central Hollywood soho Wellington Stanley street and des voeux rd	3/3/2016 1:40 PM
67	The boundary should be as wide as possible to reduce congestion	3/3/2016 1:30 PM
68	I believe that Connaught Road should be excluded from the scheme as it is a main thoroughfare, but all other roads within Central should be included.	3/3/2016 1:26 PM
69	the boundary can be as big as possible	3/3/2016 1:21 PM
70	I support Paul Zimmermans paper	3/3/2016 1:06 PM
71	No but I am concerned that people will congest other parts of the city to avoid the boundaries	3/3/2016 12:25 PM
72	劃出最繁忙及違規嚴重之範圍,以減少劑塞及便利公共交通系統。	3/3/2016 12:18 PM
73	No	3/3/2016 12:15 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

74	It should be done in did a way that private limosines who are circling in central waiting for their employers should be charged each time they circle, to discourage waiting in the area. It should be their employers responsibility to be downstairs waiting for their drivers, not the other way around. Also feeder roads into central should be covered to discourage illegal parking - for example, Ice House Street.	3/3/2016 12:10 PM
75	no	3/3/2016 12:10 PM
76	it affect the poor way more then the riches.	3/3/2016 12:03 PM
77	I would say no large vehicles on the roads between 8am and 8pm.	3/3/2016 12:00 PM
78	Allow free access on the main corridors (freeways) but charge vehicles for entering areas where there are pedestrians (side roads etc.)	3/3/2016 11:48 AM
79	Hmm... the bigger the better. Fewer cars means less air pollution and congestion for those on buses/trams/etc.	3/3/2016 11:42 AM
80	yes, to reduce traffic congestion and pollution	3/3/2016 11:36 AM
81	It is there for the riches - only those we can and willing to pay can drive to Central!	3/3/2016 11:20 AM
82	No views on this.	3/3/2016 11:17 AM
83	Not per se, but this has to be studied and adjusted after the scheme is trailed. Can't get it right right off the bat.	3/3/2016 11:11 AM
84	It should be (a) for the most heavily congested areas, and (b) allowing multiple bypasses and exits before the chargeable area.	3/3/2016 11:11 AM
85	exclude the highway. This should be about charging to go into the smaller streets in central.	3/3/2016 11:09 AM
86	No	3/3/2016 11:08 AM
87	All for it and traffic congestion there is appalling	3/3/2016 11:04 AM
88	由禧利街 至 添美道	3/3/2016 10:58 AM
89	central district ERP should be somewhere between Western district and Wan Chai	3/3/2016 10:57 AM
90	keep cars off small and congested roads in Central and Wanchai.	3/3/2016 10:55 AM
91	The scheme should be applied to all areas of Central Hong Kong, because traffic congestion is everywhere.	3/3/2016 10:50 AM
92	It should be as wide as possible.	3/3/2016 10:49 AM
93	No	3/3/2016 10:47 AM
94	no	3/3/2016 10:42 AM
95	Hk is a mature city that can afford ERP. My only concern is how they are going to provide alternative route if drivers who doesn't want to pay. If there is no alternatives, then the entire scheme wouldn't work.	3/3/2016 10:41 AM
96	Core area of Central only, not the Gloucester Road/Connaught Road corridors.	3/3/2016 10:35 AM
97	The ERP will cost too much in implementing and maintainence, if the real intention is to reduce traffic then shut the roads or restrict access.	3/3/2016 10:24 AM
98	Have to work on a map. Not practical to describe in words.	3/3/2016 10:15 AM
99	不應該劃設, 因為現時不是因為太多車輛駛入而導致擠塞, 而只是太多非法泊車等候	3/3/2016 10:13 AM
100	The aim should be to reduce and restrict all vehicles except teams and electric buses in the causeway bay /wanchai to sheung wan area. Pedestrians and cyclists should have priority. pollution reduction is the priority	3/3/2016 10:11 AM
101	No	3/3/2016 9:53 AM
102	All the way up Garden Road to Robinson Road as areas of high congestion	3/3/2016 9:52 AM
103	Road pricing based on known congestion black spots especially one way streets for the central urban area	3/3/2016 9:51 AM
104	No	3/3/2016 9:46 AM
105	The borders should be drawn as wide as possible.	3/3/2016 9:44 AM
106	Yes, only certain black spots should have ERP, namely, the stretch of Queen's Road Central between Garden Road and Pedder Street, and other such stretches where there are always traffic jams AND ways around them	3/3/2016 9:43 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

107	Yes. It now takes considerably more time to travel short distances in Hong Kong. ***Another major issue the government must address is illegal double (and triple) parking. Police officers just walk by these infractions and do nothing to move those cars along. It causes a lot of congestion all over Hong Kong. It is also impacts the environment and air pollution as many of the cars have their engines running.***	3/3/2016 9:42 AM
108	I feel the scheme should cover Queens Rd Central, Connaught/Gloucester Rd (starting at the exit to the Cross Harbour Tunnel) during peak hours (possibly 7.30 - 9.30 and 17.30 19.30). As a Cross Harbour Tunnel user nearly all private buses using that tunnel during morning rush hour are empty. These empty buses are tourist buses making the trip to the Island during rush time only to park on the island. These tourist buses may be decide to start their tours later.	3/3/2016 9:41 AM
109	All of Central, and Main Roads into the CBD. Too many private cars...	3/3/2016 9:38 AM
110	It should reduce traffic in: - the smallest and most congested road - with a priority for roads / areas that could easily become more busy with pedestrians once the traffic has reduced, i.e. shopping and tourism areas (Central, Sheung Wan, but then also Causeway Bay and Tsi Sha Tsui) - the ERP should leave free corridors for bypassing the areas targeted for traffic reduction	3/3/2016 9:36 AM
111	None of the above, because the ERP scheme will not prevent cars being driven on the road, road users will pay regardless and I think this is just another source of tax revenue for the government.	3/3/2016 9:30 AM
112	Illegal parking, private buses and waiting limousines cause huge traffic jams on the block around on queens rd central, peddler st, ice house st, charter rd so a time based toll that may be free for the 1st 10 min but if you stay in that area of roads the toll should increase exponentially to provide an incentive for cars to stay off the roads in that area	3/3/2016 9:20 AM
113	Between Cotton Tree Drive and Jubilee Street	3/3/2016 9:20 AM
114	I have no firm views on the specific area. However, I live in the New Territories and use my car for specific trips to Hong Kong Island when using public transport would take too long on days when I am pressed for time. My suggesting would be to establish a Park & Ride scheme at select MTR stations that deserve the name. At present, the walks from car parking to trains as well as going to manned MTR info booths to get a parking refund takes too long.	3/3/2016 9:19 AM
115	No, since I'm oppose to it.	3/3/2016 9:13 AM
116	No comments, district council should come up with a better plan.	3/3/2016 9:10 AM
117	This should cover the Queen's Rd area in front of Cheung Kong Centre up to the point where it meets Hollywood Rd in Sheung Wan (so that it includes Pedder Street) and the parallel area along Des Voerus Rd. These seem to be the busiest sections and also hazard hotspots for pedestrians.	3/3/2016 9:01 AM
118	No	3/3/2016 8:59 AM
119	No	3/3/2016 8:59 AM
120	Admiralty to Sheung Wan	3/3/2016 8:58 AM
121	Boundary line should define somewhere	3/3/2016 8:53 AM
122	no charging for the use of Connaught/Gloucester Road Corridor, but for the use of the inner areas only.	3/3/2016 8:48 AM
123	No	3/3/2016 8:47 AM
124	I don't have views because it is so diffuse. Traffic is backed up in Wan Chai and Causeway Bay sometimes so where to draw the line?	3/3/2016 8:41 AM
125	Connaught/Gloucester Road should be exempt from the congestion charge as this, in addition to the new Central/Wan Chai by pass, should be seen as the main thoroughfares for East - West traffic.	3/3/2016 8:37 AM
126	Trunk roads (e.g. Connaught & Gloucester Road) should be no charges; inner roads throughout all of HK should be charged.	3/3/2016 8:26 AM
127	Key "trunk" roads (e.g. Central's Gloucester Road) should be free and NOT have any charges. Inside all traffic congested inner city roads there should be charges across all of HK.	3/3/2016 8:21 AM
128	Admiralty to Sheungwan	3/3/2016 8:17 AM
129	It should all of Central, up to Tin Hau and Kennedy Town, including Kowloon, ETST up to Jordan.	3/3/2016 8:14 AM
130	Exclude Gloucester Rd	3/3/2016 8:02 AM
131	Should include Wanchai and Causeway Bay	3/3/2016 7:42 AM
132	evidence based decision making - that's what's required	3/3/2016 7:42 AM
133	中環內街	3/3/2016 7:20 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

134	as big as possible	3/3/2016 7:20 AM
135	No.	3/3/2016 7:18 AM
136	No.	3/3/2016 7:12 AM
137	Scheme should be scalable to cover the entire HK. Charge should be applied on roads based on traffic flow and speed vs designed flow and speed of roads. A	3/3/2016 7:09 AM
138	原因車輛按年遞增，但新建道路百分比追不上車輛增加百分比！	3/3/2016 7:07 AM
139	No specific views but I agree access to inner Central should be priced/restricted.	3/3/2016 6:48 AM
140	No boundry	3/3/2016 6:41 AM
141	No	3/3/2016 6:31 AM
142	Yes, entire district should be road priced including queens road and small roads and mid levels roads except for largest through roads	3/3/2016 6:19 AM
143	Make it as broad as possible	3/3/2016 5:55 AM
144	Cover maximum area to charge a levy on people using car in HK island during the week.	3/3/2016 5:33 AM
145	Tunnels from Kowloon, North Point to Kennedy Town. No need for cars unless emergency. MTR and buses adequate.	3/3/2016 4:48 AM
146	No specific views except that the goal should be a less congested, safer and more environmentally friendly Central.	3/3/2016 4:42 AM
147	No	3/3/2016 4:16 AM
148	中環塞車是因為老闊車，政府不抄牌欺騙市民收錢有用	3/3/2016 4:16 AM
149	At its core, it should be drawn up to reduce as much congestion (particularly from private cars) as possible in and around Central, and to encourage the use of off-peak hours for goods and other delivery.	3/3/2016 2:28 AM
150	Inner roads only. Main roads should be excluded, such as Connaught or Gloucester Road. This would be similar to a ring road to allow users to avoid the congested areas.	3/3/2016 2:11 AM
151	no	3/3/2016 1:59 AM
152	Inner areas only. Not main roads like Connaught or Gloucester Road.	3/3/2016 1:58 AM
153	The initial plan is too cautious. Traffic congestion between Causeway Bay and Sheung Wan is uniformly awful during peak hours, and the ERP area should be expanded to reflect and manage this.	3/3/2016 1:16 AM
154	whatever the planned size, make it bigger....	3/2/2016 11:38 PM
155	Think whole HK, should be in the scheme, for private cars. Working trucks and other vehicles keeping Hong Kong running excepted.	3/2/2016 10:44 PM
156	Should target the most congested areas but as a first phase of a bigger integrated plan to make the whole area more pedestrian and bike friendly.	3/2/2016 10:06 PM
157	反對，中區電子道路收費先導計劃對交通完全無幫助	3/2/2016 10:03 PM
158	It should cover the whole of the urban area of HKI and K as proposed 30 years ago!	3/2/2016 9:57 PM
159	在上午 7 時至凌晨 12 時，禁止私家車進入德輔道中，禁止私家車在干軒道中停泊，及重組巴士路線，令德輔道中成為電車單車行人專區。這能改善中區空氣質素及德輔道中的交通情況。汽車只可經過干諾道中前往西區。重組巴士線後，應不在皇后大道東停站。私家車只可在上落乘客。	3/2/2016 8:49 PM
160	Between Des Voeux Road Central and Queens Road Central inclusive	3/2/2016 8:36 PM
161	It should include a wide as area as possible	3/2/2016 8:33 PM
162	At least, there is an alternative route for drivers.	3/2/2016 7:45 PM
163	the area bounded by and including Lung Wo Road, Hollywood road and Queensway	3/2/2016 7:35 PM
164	Should be a larger area to cover all related road into central. Current the traffic congestion is serious, especially the area near ifc. The ERP will definitely reduce the willingness of driving private cars into that area	3/2/2016 7:16 PM
165	減少塞車狀況	3/2/2016 6:49 PM
166	it is good however i think it should have a different pricing scheme for different types of vehicles. for example public transport should be free of charge, followed by with a minimal charge on commercial vehicle and heavy charge on private cars and vans.	3/2/2016 6:04 PM

Q6 Do you think some neighbouring areas of Central, say some parts of Admiralty or Sheung Wan, should be covered in the Central District ERP Pilot Scheme? If so, which area(s)?你認為鄰近中環的其他地區，如金鐘或上環的部分地方，是否應納入「中區電子道路收費先導計劃」內？如同意，應包括哪些地區？

Answered: 186 Skipped: 189

#	Responses	Date
1	Only Sheung Wan. Traffic is very bad there as well	3/15/2016 5:59 PM
2	As Admiralty and Sheung Wan are immediately adjacent to Central and are, to all intents and purposes, part of the CBD, they should be included in the ERP Pilot Scheme to enhance its impact. The inclusion of additional areas to the east and west would be dependent on the success of the Pilot Scheme.	3/14/2016 1:53 PM
3	In principle, some parts of Admiralty and Sheung Wan should be covered by the ERP Pilot Scheme given the proximity of these areas to the CBD and they are to all intents and purposes part of the CBD. The detailed delineation of these areas should ensure the exclusion of the relief roads which would need to relate to which relief roads were excluded from the boundary of the Central District ERP Pilot Scheme.	3/14/2016 1:40 PM
4	I think probably only Admiralty which is more heavily congested.	3/14/2016 12:34 PM
5	No	3/13/2016 9:04 PM
6	Sheung Wan yes Admiralty No as exits to Cotton Tree drive necessary	3/13/2016 7:19 PM
7	不應該，政府從未努力防止問題惡化，只將責任推向市民	3/12/2016 4:16 PM
8	The above point about providing room to maneuver for vehicles within the Covered Area leads to a preference for a larger Covered Area. With the above point in mind, I believe the Covered Area should be larger to include parts of Admiralty, Sheung Wan and potentially Wanchai as well. However, unintended consequences of the boundary choices need to be carefully considered. Hong Kong drivers have for decades demonstrated extreme sensitivity to road costs as seen by the way the Central Tunnel is used even when the traffic delay at the lowest cost tunnel is longer than the time to drive around using one of the other tunnels. I believe Hong Kong people will definitely change their behavior to adapt to ERP (a positive outcome) but potentially in illogical and unexpected ways that could negate the positives. In addition, the choice of smaller or larger area raises two issues: 1) How residents living within the area will be treated/managed/affected; and 2) The available locations to drop off and pick up passengers at the edges of the Covered Area. If a 'small' Coverage Area is used, sufficient drop off and pick space will be needed at its edges - as these will spontaneously appear by popular use regardless of police / legality to avoid the ERP charges. This in turn is likely to generate traffic and loitering car issues at the edges of the Covered Area merely moving the problem a few blocks and potentially generating a worse situation than the status quo. If a larger Covered Area is used then residents living within it need special consideration - a discount or other mechanism may address this as it will be impossible to avoid the Covered Area for some people going about their normal lives. For example, I live on Conduit Road. Many of the local businesses my family frequent are in Central and would be within both a smaller or larger Coverage area as these are all close to our home. There is limited bus service (one minibus only) to and from Conduit Road and Central. Robinson Road offers options to Central but far fewer coming back up hill (often only coming to Caine Road). Walking / the escalator is not always an option. When driving, even if I actively stay off smaller surface streets and out of downtown Central, it is almost impossible to avoid certain choke points like Cotton Tree drive when returning home (I would assume definitely part of the Covered Area in the afternoon rush hour) without me driving well out of the way via Kennedy Road, Hospital Road, Pokfulam Road, Magazine Gap Rd. Ignoring that some or all of these roads may also be subject to ERP and that pushing more traffic onto smaller roads may create new problems, very often using these alternative routes will increase the time my car is on the road, the associated pollution created and increased use of fossil fuels (in my case).	3/12/2016 3:20 PM
9	yes- area around Justice Drive and Admiralty station should be included and in Sheung Wan all the small and narrow streets around the Wing on Department Store such as Bonham Strand, Wing Lok Street etc	3/10/2016 7:40 PM
10	Yes, see above regarding Admiralty and Wanchai.	3/9/2016 7:28 PM

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11	• Yes. These should be in the area the authority managing the ERP can put cordons on.	3/9/2016 2:30 PM
12	Pretty much where the "big boss" cars are always blocking traffic.	3/9/2016 1:50 PM
13	Yes	3/8/2016 11:29 AM
14	No need Only control the prc ppls come to HK then less crowded Everything turns better	3/7/2016 11:45 PM
15	It will be better to trial within Central District first.	3/7/2016 10:32 PM
16	Yes - from Sheung Wan to Admiralty.	3/7/2016 8:39 PM
17	No.	3/7/2016 3:26 PM
18	Yes - as part of meeting the objectives - see my answer to question 5	3/6/2016 11:53 PM
19	No	3/6/2016 8:29 PM
20	Nil	3/6/2016 6:11 PM
21	I am personally in favour of reducing traffic in as much of Hong Kong island as possible. Without being a scientist or expert on these matters it would seem a no-brainer to want to reduce traffic from the perspective of improved air quality and improving the pedestrian experience. That said, consideration must be given to not disrupting businesses and imposing additional costs, particularly on small businesses.	3/6/2016 4:54 PM
22	不同意	3/6/2016 4:44 PM
23	應該, 由上環西港城開始去到銅鑼灣波斯富街. 灣仔塞車嚴重	3/5/2016 7:36 PM
24	yes - they're becoming more congested, but perhaps the charges could be less than Central.	3/5/2016 6:03 PM
25	yes	3/5/2016 5:27 PM
26	Admiralty. Wanchai. For now, Sheung Wan could be left out of the boundary,	3/5/2016 3:35 PM
27	Object to the proposal	3/5/2016 1:53 PM
28	Anywhere where traffic is an issue.	3/5/2016 11:42 AM
29	No ERP for me.	3/4/2016 11:54 PM
30	Yes. Due consideration should be given to all highly congested areas.	3/4/2016 10:02 PM
31	Yes Areas along the victoria harbour, e.g. wan chai, causeway bay, TST	3/4/2016 5:06 PM
32	No	3/4/2016 11:38 AM
33	Not agree	3/4/2016 10:48 AM
34	Sheung Wan, Admiralty, Wan Chai. Particularly along smaller roads. Consider potential unintended consequences like increased traffic and parking outside of chargeable area, and the need for infrastructure to deal with this.	3/4/2016 10:32 AM
35	不應該	3/4/2016 9:58 AM
36	Agree that the area should cover at least from Sheung Wan to possibly Causeway Bay - Central is too small an area	3/4/2016 8:24 AM
37	Start with Central and review after 6 months of implementation.	3/4/2016 7:36 AM
38	For a pilot scheme, Central should just be the starting point.	3/4/2016 3:00 AM
39	Yes, definitely both should be covered.	3/3/2016 10:31 PM
40	Yes. Admiralty is a traffic bottleneck.	3/3/2016 10:06 PM
41	Sheung wan and Sai ying pun	3/3/2016 10:02 PM
42	no	3/3/2016 9:15 PM
43	否	3/3/2016 9:04 PM
44	Yes, but it very depends on the roads.	3/3/2016 9:04 PM
45	If those areas are congested then yes.	3/3/2016 9:03 PM
46	The whole of Causeway Bay to Sheung Wan	3/3/2016 8:51 PM
47	Sheung Wan	3/3/2016 8:33 PM
48	No comment.	3/3/2016 7:56 PM

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49	No	3/3/2016 7:53 PM
50	If you don't like it move to the NT	3/3/2016 7:52 PM
51	No	3/3/2016 7:45 PM
52	No, I don't.	3/3/2016 6:42 PM
53	if you do ERP, you might as well cover from Sheung Wan all the way to Causeway Bay.	3/3/2016 6:38 PM
54	Yes, I suggest that on the north side of Hong Kong Island, the ERP pilot scheme should span from the vicinity of Kennedy Town MTR, through to Chai Wan. This would allow those wishing to avoid charges to take convenient & rapid public transportation.	3/3/2016 6:32 PM
55	Yes, expands the area between the two harbour tunnels. Congestion does not only take place in Central.	3/3/2016 6:22 PM
56	Sheung Wan	3/3/2016 5:36 PM
57	from Admiralty to Sheung Wan MTR Station and HK Station to Robinson Road	3/3/2016 5:35 PM
58	From Pacific Place to Water Street	3/3/2016 5:28 PM
59	Yes	3/3/2016 5:20 PM
60	not sure	3/3/2016 4:31 PM
61	Yes. Would include all of the above and all tunnel approaches on both sides of C and E tunnels. W tunnel exempted. Would also add some areas of TST & Mong Kok which suffer from chronic traffic density.	3/3/2016 3:59 PM
62	Without data to show present journey routes and traffic concentrations, you cannot answer this question.	3/3/2016 3:55 PM
63	Yes, I view this as meaning 'CENTRAL HONG KONG' not just central district. Should also include Kowloon main thoroughfares!	3/3/2016 3:40 PM
64	Yes. Should include Admiralty.	3/3/2016 3:31 PM
65	No	3/3/2016 3:27 PM
66	Yes, the most congested areas	3/3/2016 3:13 PM
67	Not sure	3/3/2016 3:08 PM
68	ERP should not be introduced at all	3/3/2016 3:07 PM
69	如有關道路只能通往中環，則該段道路亦應劃為收費區 (理念類似隧道收費區)	3/3/2016 2:55 PM
70	I am against the proposal. Say, I live in Sai kung and work in central. And I need to drive or there is no way I can go to work. With the new scheme are you referring me to stop my car nearby then take public transport to work? That's going to jam up car park in the neighbouring areas without addressing the core issue. Stupid	3/3/2016 2:23 PM
71	It should be predominantly commercial areas. Sheung Wan is more mixed so other areas are more suited	3/3/2016 2:06 PM
72	No	3/3/2016 2:01 PM
73	不應該，該兩區非常少機會塞車	3/3/2016 1:50 PM
74	Yes Sheung wan	3/3/2016 1:40 PM
75	Yes - Sheung Wan to Wan Chai	3/3/2016 1:40 PM
76	Yes. All areas.	3/3/2016 1:30 PM
77	Admiralty from Pacific Place onwards should be included and Sheung Wan to around the end of Hollywood Road.	3/3/2016 1:26 PM
78	Yes, Admiralty, Sheung Wan	3/3/2016 1:21 PM
79	See P Zimmerman	3/3/2016 1:06 PM
80	Central mainly	3/3/2016 1:04 PM
81	possibly - relates to previous answer	3/3/2016 12:25 PM
82	可列入考慮加入範圍，再因應核心地區成效及影響再推及。	3/3/2016 12:18 PM
83	all of them	3/3/2016 12:15 PM
84	Yes it should be too. Traffic should be dispersed, with more encouragement of the use of public transportation at peak hours	3/3/2016 12:10 PM

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85	yes, the highway in front of the government headquarters leading to Gloucester Rd and Gloucester Rd.	3/3/2016 12:10 PM
86	NO	3/3/2016 12:03 PM
87	Yes.	3/3/2016 12:00 PM
88	Yes, these areas are interlinked.	3/3/2016 11:48 AM
89	I'm not a driver myself, so I'm not sure how hard it is to connect from one area to another via road. Therefore I don't feel equipped to answer this question.	3/3/2016 11:42 AM
90	yes to both Admiralty and Sheung Wan. the study should also include what will happen to other adjacent areas if the ERP is implemented. let us remember that areas that now do not need it may be affected by traffic rerouting once the ERP is implemented	3/3/2016 11:36 AM
91	See above.	3/3/2016 11:20 AM
92	I believe Admiralty should be included; traffic on Queensway is frequently bad enough to severely delay buses passing through the area, and my view is that priority must be given to mass transport means.	3/3/2016 11:17 AM
93	It depends. Probably yes -- there is likely to be spillover into the adjacent areas as chauffeurs will linger in these areas before driving into Central to pick up their masters. For Central, one would have to consider these drivers using the midlevels as their new parking lot if a congestion charge is to be implemented.	3/3/2016 11:11 AM
94	No.	3/3/2016 11:11 AM
95	Not at first, can always extend depending on the success and where traffic goes. Best to start small.	3/3/2016 11:09 AM
96	No	3/3/2016 11:08 AM
97	Yes, Central, Sheung Wan, Admiralty, even Wanchai and Causeway Bay	3/3/2016 11:04 AM
98	應該	3/3/2016 10:58 AM
99	yes, Admiralty	3/3/2016 10:57 AM
100	yes - sheung wan area and midlevels	3/3/2016 10:55 AM
101	Yes absolutely, these areas are an extension of Central, and suffer from the same traffic problems. In Sheung Wan it should be from Hillier St eastward. In Admiralty, every area west of Justice Dr.	3/3/2016 10:50 AM
102	As much as possible.	3/3/2016 10:49 AM
103	No	3/3/2016 10:47 AM
104	yes	3/3/2016 10:42 AM
105	Sheung Wan no, Admiralty Yes.	3/3/2016 10:41 AM
106	No.	3/3/2016 10:35 AM
107	No to the ERP	3/3/2016 10:24 AM
108	Yes. The area should not be too small.	3/3/2016 10:15 AM
109	NO	3/3/2016 10:13 AM
110	Causeway bay to sheung wan.	3/3/2016 10:11 AM
111	Probably Central first as	3/3/2016 10:04 AM
112	No	3/3/2016 9:53 AM
113	Should cover Wanchai all the way to the Central Harbour Tunnel to force greater use of the East and West Cross Harbour Tunnel	3/3/2016 9:52 AM
114	Maybe no need once the core volume is reduced to to road pricing of the inner core. Better to wait for further initiatives.	3/3/2016 9:51 AM
115	Yes. Admiralty, Wanchai and Causeway Bay	3/3/2016 9:46 AM
116	Both Admiralty and Sheung Wan should be included in the EPR scheme. In addition, the scheme should be extended to Causeway Bay, Tsim Sha Tsui, and Mongkok, all of which are notoriously overcrowded and suffer greatly from air and noise pollution from vehicles.	3/3/2016 9:44 AM
117	No	3/3/2016 9:43 AM
118	Central and Sheung Wan	3/3/2016 9:42 AM

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119	Cannot comment	3/3/2016 9:41 AM
120	Yes, it should be extended to Admiralty near Pacific Place.	3/3/2016 9:38 AM
121	Yes, Some of Sheung Wan, All of Admiralty, and Parts of Wan Chai, as these roads all lead into the CBD, and is a 'bottleneck' of Traffic Flow.	3/3/2016 9:38 AM
122	- Sheung Wan: yes, it has good potential for tourism and commerce development, once traffic has reduced. - Admiralty: no: this is a newer built district and the roads are large enough and the potential for touristic development is limited	3/3/2016 9:36 AM
123	No.	3/3/2016 9:30 AM
124	不應該	3/3/2016 9:29 AM
125	No	3/3/2016 9:20 AM
126	Parts of Admiralty.	3/3/2016 9:20 AM
127	I think a better crack down on illegal parking in conjunction with giving people better alternatives (see above for one example) would reduce traffic in these areas just as well.	3/3/2016 9:19 AM
128	Wanchai, Causeway Bay	3/3/2016 9:19 AM
129	Actually traffic starts to get thick from Wanchai. The ERP area should include Admiralty up to Sheung Wan. The wider net should be casted.	3/3/2016 9:18 AM
130	金鐘，上環	3/3/2016 9:18 AM
131	No	3/3/2016 9:13 AM
132	yes, but the charges should be lower than central	3/3/2016 9:10 AM
133	Ideally yes but not sure if this is practical. The inner city areas are of most concern	3/3/2016 9:01 AM
134	Admiralty	3/3/2016 8:59 AM
135	Yes. Sheung Wan and further West.	3/3/2016 8:59 AM
136	No I believe the ERP should be at the border of Admiralty/Central and Central/Sheungwan otherwise the desired effect of reducing vehicles in central may be reduced	3/3/2016 8:58 AM
137	Wan Chai, Admiralty, Kennedy Town, Sheung Wan, Kowloon	3/3/2016 8:55 AM
138	Not initially but could be expanded later	3/3/2016 8:48 AM
139	Admiralty	3/3/2016 8:47 AM
140	Yes, I think so. I would say parts of highway 4, some of the access roads...	3/3/2016 8:41 AM
141	No - there are enough road taxes in Hong Kong already.	3/3/2016 8:37 AM
142	yes inner roads should be charged	3/3/2016 8:26 AM
143	Yes inside all congested inner city roads in all of HK there should be charges	3/3/2016 8:21 AM
144	No	3/3/2016 8:17 AM
145	Yes, Admiralty up to CWB.	3/3/2016 8:14 AM
146	Yes, Causeway Bay	3/3/2016 8:02 AM
147	Yes, absolutely -- the whole area, from Admiralty to Western should be included in the ERP Pilot Scheme - to reduce traffic and cut air pollution. Singapore did this DECADES ago - the HK Government should get off its ass.	3/3/2016 7:45 AM
148	Yes	3/3/2016 7:42 AM
149	see above	3/3/2016 7:42 AM
150	不同意	3/3/2016 7:20 AM
151	yes as big as possible	3/3/2016 7:20 AM
152	Yes, Admiralty. (All).	3/3/2016 7:18 AM
153	All of Admiralty.	3/3/2016 7:12 AM
154	All of Sheung Wan and Wanchai	3/3/2016 7:09 AM

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155	首先罰則未能追上通漲，致令違泊嚴重引至擠塞，提高罰則理應減小違泊！	3/3/2016 7:07 AM
156	No opinion	3/3/2016 6:48 AM
157	No	3/3/2016 6:41 AM
158	Yes. Admiralty	3/3/2016 6:31 AM
159	yes all	3/3/2016 6:19 AM
160	Causeway Bay to Sheung Wan. Central is too small an area	3/3/2016 5:55 AM
161	Yes	3/3/2016 5:33 AM
162	No	3/3/2016 4:53 AM
163	Yes, As above.	3/3/2016 4:48 AM
164	Not Admiralty. I do not really know Sheung wan to comment	3/3/2016 4:42 AM
165	Admiralty, Midlevels, Sheung wan	3/3/2016 4:16 AM
166	否	3/3/2016 4:16 AM
167	I agree with Paul Zimmerman's view that the zone should extend from Sheung Wan to Causeway Bay south of the Gloucester Road/Connaught Road corridor. However, if this is not practical then it should at least be extended eastward to include at least a part of Admiralty.	3/3/2016 2:28 AM
168	Only if it is clear what the boundaries are; where does central start and finish?	3/3/2016 2:11 AM
169	no	3/3/2016 1:59 AM
170	Where does central start and finish? Can't comment without this information.	3/3/2016 1:58 AM
171	The pilot scheme should cover the major roads between the Western Harbour Tunnel and the Cross Harbour Tunnel. This would enable traffic to still use those tunnels	3/3/2016 1:16 AM
172	Sheung Wan at least as far as Western Market in West and as far as Wanchai border in East (Arsenal St?)	3/2/2016 11:38 PM
173	I think that Admiralty,Wan Chai and Caiseway Bay should be covered in th Central District ERP Pilot Scheme as those streets are always congested by cars.To reduce the number of cars and improve the air quality,it is necessary to do that	3/2/2016 11:33 PM
174	Same as above, maybe cars from urban areas where public transport is less available can be discounted but not excepted	3/2/2016 10:44 PM
175	Definitely include Admiralty and parts of Sheung Wan at least up to the corner of Hillier St and Bonham Strand East.	3/2/2016 10:06 PM
176	反對，中區電子道路收費先導計劃"原意"希望可以收費來改善中環區交通堵塞問題，但根本上收費無助解決問題，無需納入其他地方	3/2/2016 10:03 PM
177	YES	3/2/2016 9:57 PM
178	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM
179	Yes - Admiralty between Harcourt Garden to Lippo Centre	3/2/2016 8:36 PM
180	The area around the British Consulate, the very narrow streets in Sheung Wan such as Jervois Street.	3/2/2016 8:33 PM
181	Queensway	3/2/2016 7:56 PM
182	No, it should concentrate in Central first.	3/2/2016 7:45 PM
183	As noted above	3/2/2016 7:35 PM
184	Not necessary	3/2/2016 7:16 PM
185	蘭桂坊、皇后大道、德輔道...	3/2/2016 6:49 PM
186	admiralty maybe, do not think sheung wan is needed.	3/2/2016 6:04 PM

Q7 Do you prefer an area-based or cordon-based charging mechanism for the Central District ERP Pilot Scheme? Why?你認為「中區電子道路收費先導計劃」應採用區域為本收費機制，還是周界為本收費機制？原因為何？

Answered: 163 Skipped: 212

#	Responses	Date
1	I would prefer the adoption of a cordon-based scheme as it provides the flexibility to adjust charges according to traffic volumes and the time of day and is inherently fairer than an area-based system.	3/14/2016 1:53 PM
2	Both are not acceptable	3/13/2016 9:04 PM
3	cordon based. Stops abuse of multi-entry	3/13/2016 7:19 PM
4	兩者皆不可取。應採用車輛類別為本，所有私家車，政府車（急救車輛除外），皆不可進入該區，其他搵食車/工作車按車牌號碼分日子進入	3/12/2016 4:16 PM
5	I prefer a Cordon based charge for the following reasons: 1. Different vehicle types could be charged different rates at different times. Delivery trucks for example could be very expensive at morning rush hour, free from 9:30am to noon every day and then very expensive through the evening rush hour managing when these vehicles will seek to access the area. Many cities in the world ban deliveries at certain hours of the day. 2. As a big part of the current traffic problem is private cars coming in and out of the Covered Area, they should be charged every time they pass a gantry. Strict enforcement against loitering is needed to manage them within the cordon. 3. Dynamic pricing - charging different rates at different times of the day based on volume etc (like Singapore) - is possible with a Cordon system and not with a Area based charge. A cordon system with dynamic pricing will also encourage people not on the roads at peak times to stay off them. With an area charge there is no incentive to stay off the roads once the charge is paid.	3/12/2016 3:20 PM
6	no views	3/10/2016 7:40 PM
7	• I strongly favour cordon-based as I believe that some vehicles enter the District multiple times in a day. A cordon based scheme would provide an incentive to reduce the number of visits. • One significant cause of congestion is chauffeurs circling in traffic while they wait to pick up their owner. To disincentivise this the authority managing the ERP may need to (a) have cordons across some roads within the area cover by the ERP; (b) have a system for charging higher fees after, say, the first five cordons crossed in a day. Further given the wealth of the people with chauffeurs the fees should probably increase at an exponential rate after the first five cordons crossed in a day.	3/9/2016 2:30 PM
8	no specific preference	3/9/2016 1:50 PM
9	I prefer area-based charging for minimizing privacy intrusion concerns of drivers	3/8/2016 3:03 PM
10	No need to think abt this point We need to think about the principal of the problems come from	3/7/2016 11:45 PM
11	I would prefer Cordon-based charging because it allows control to varies by time, direction, etc. Those who enters at peak hours should contribute more to the charge.	3/7/2016 10:32 PM
12	Cordon based. Should reduce traffic more.	3/7/2016 8:39 PM
13	I think cordon-based better. I think if not handled correctly, an area-based ERP could cause more congestion in the area.	3/7/2016 3:26 PM
14	Cordon-based. Further: (1) besides the external cordon there should be gates within the cordon to place extra charges on cars which are circling waiting to pick up their owners; and (2) the charge rate should increase exponentially after the first, say, five crossings of a cordon per day. REASON: A noticeable amount of current congestion comes from chauffeur driven cars circling waiting to pick-up their owners. The higher charges for multiple cordon crossings should discourage this circling of chauffeur driven cars.	3/6/2016 11:53 PM
15	Nil	3/6/2016 6:11 PM
16	No comment.	3/6/2016 4:54 PM
17	不需要討論	3/6/2016 4:44 PM
18	周界. 可以有針對性	3/5/2016 7:36 PM

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19	what's the difference?	3/5/2016 6:03 PM
20	area based	3/5/2016 5:27 PM
21	Cordon-based. To discourage private vehicles parking or standing, especially those with hired drivers.	3/5/2016 3:35 PM
22	Object to the proposal	3/5/2016 1:53 PM
23	No comment	3/5/2016 11:42 AM
24	No ERP for me.	3/4/2016 11:54 PM
25	Cordon seems fairer, especially if you're just going to pass through rather than be in and out and contribute continually to the problem	3/4/2016 10:02 PM
26	No	3/4/2016 11:38 AM
27	Area	3/4/2016 10:48 AM
28	not sure	3/4/2016 10:32 AM
29	Should adopt area-based as this will charge on the persons whose destination really fall within the area.	3/4/2016 9:58 AM
30	No preference	3/4/2016 8:24 AM
31	Cordon based charged per hour. This seems the fairest and most effective at reducing traffic.	3/4/2016 7:36 AM
32	I am open to this but in terms of pricing, I think it should depend on the distance travelled rather than times visited by a vehicle in a particular area.	3/4/2016 3:00 AM
33	Area based	3/3/2016 10:31 PM
34	?? Don't understand the question.??	3/3/2016 10:31 PM
35	Not sure	3/3/2016 10:06 PM
36	no	3/3/2016 9:15 PM
37	區域為本	3/3/2016 9:04 PM
38	I prefer cordon-based. Because it's simple.	3/3/2016 9:04 PM
39	Not sure	3/3/2016 8:51 PM
40	I prefer area-based charging mechanism	3/3/2016 8:33 PM
41	A cordon-based scheme may allow for easier fine tuning of bottom necks or neighbouring areas of abuse.	3/3/2016 7:56 PM
42	Area based. Believe easier to administer.	3/3/2016 7:53 PM
43	No stop driving private fossil fueled cars	3/3/2016 7:52 PM
44	Prefer no scheme	3/3/2016 7:45 PM
45	I prefer a cordon-based charging mechanism because I think it is simpler to be implemented.	3/3/2016 6:42 PM
46	cordon based	3/3/2016 6:38 PM
47	I agree with the cordon-based approach. Ideally, the scheme will start to limit the number of private vehicles in the area, but the cordon approach appears more equitable and likely to succeed.	3/3/2016 6:32 PM
48	Area-based. It is much simpler to understand and to apply.	3/3/2016 6:22 PM
49	area based	3/3/2016 5:36 PM
50	area based	3/3/2016 5:35 PM
51	Cordon based... easier to check... no exceptions	3/3/2016 5:20 PM
52	the charging scheme should be area based, to avoid that cars enter the zone and just stay inside.	3/3/2016 4:31 PM
53	Area - easier to understand & to inform the public. Easier to monitor and impose.	3/3/2016 3:59 PM
54	Again, without the data, you can only get opinions rather than solutions based on scientific data. This invalidates the survey.	3/3/2016 3:55 PM
55	cordon based is preferred but still cannot solve the problem of illegal parking at the road side. Thus the car flow in and out the area is still as low as today that we suffered today.	3/3/2016 3:31 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

56	Area based. It is more precise.	3/3/2016 3:27 PM
57	Not sure	3/3/2016 3:13 PM
58	Area-based, I suppose.	3/3/2016 3:08 PM
59	ERP should not be introduced at all	3/3/2016 3:07 PM
60	周界為本，因更符合「用者自付」原則。為避免駕駛者在收費區內逗留，可參考「哥德堡計劃」和「新加坡計劃」。	3/3/2016 2:55 PM
61	cordon based seems more fair	3/3/2016 2:06 PM
62	Neither	3/3/2016 2:01 PM
63	不贊成收費	3/3/2016 1:50 PM
64	Not sure	3/3/2016 1:40 PM
65	Area. Blanket reduce cars and congestion.	3/3/2016 1:30 PM
66	Area based to prevent abuse of the system.	3/3/2016 1:26 PM
67	Area-based	3/3/2016 1:21 PM
68	Cordon based-simplicity	3/3/2016 1:06 PM
69	區域。在顧及道路上應較容易。	3/3/2016 12:18 PM
70	Yes.Worked well in London	3/3/2016 12:15 PM
71	No opinion	3/3/2016 12:10 PM
72	area	3/3/2016 12:10 PM
73	NO	3/3/2016 12:03 PM
74	Area based.	3/3/2016 12:00 PM
75	Area based because a cordon would apply cost to the main vehicle corridors. Area based allows specific problem areas to be targeted.	3/3/2016 11:48 AM
76	Cordon-based. Because Singapore uses it!	3/3/2016 11:42 AM
77	no opinion	3/3/2016 11:36 AM
78	Cordon-based charging mechanism - they have the money so might as well pay more. To the riches, paying once is just like a free pass!	3/3/2016 11:20 AM
79	I believe a cordon-based charging mechanism is preferable; and area-based mechanism will not have a sufficient traffic reduction effect within the target area, as once a motorist enters, further movements for the rest of the day are "free."	3/3/2016 11:17 AM
80	cordon-based. You want to stop the chauffeurs sitting around and blocking traffic - which is what they do now. They should be charged based on time in the congestion zone as well as entries.	3/3/2016 11:11 AM
81	No preference, but whatever is chosen should be scaleable for the larger areas of Hong Kong.	3/3/2016 11:11 AM
82	Cordon based please so boundaries are clearer.	3/3/2016 11:08 AM
83	Area-based, fairer	3/3/2016 11:04 AM
84	應採用周界為本收費機制	3/3/2016 10:58 AM
85	no comment	3/3/2016 10:57 AM
86	cordon based. allowing more flexibility	3/3/2016 10:55 AM
87	No preference	3/3/2016 10:50 AM
88	Cordon.	3/3/2016 10:49 AM
89	No	3/3/2016 10:47 AM
90	cordon based; easier to handle	3/3/2016 10:42 AM
91	cordon-based, more flexible to change the scope in the future. Scale is smaller so that the boundary will be more accurately defined.	3/3/2016 10:41 AM
92	No to the ERP	3/3/2016 10:24 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

93	Area base for easy identification and administration.	3/3/2016 10:15 AM
94	不應該設立中區電子道路收費	3/3/2016 10:13 AM
95	Unsure.	3/3/2016 10:11 AM
96	No	3/3/2016 9:53 AM
97	Area based as it may cause problems for delivery driver's and at places close to the charging zone	3/3/2016 9:52 AM
98	Cordon based to target black spots but with a very limited number of well defined cordons.	3/3/2016 9:51 AM
99	No opinion	3/3/2016 9:46 AM
100	I prefer a cordon-based scheme because visibility, both for drivers and pedestrians, is an important feature of the scheme.	3/3/2016 9:44 AM
101	Please see answer to # 5 above	3/3/2016 9:43 AM
102	Don't know.	3/3/2016 9:42 AM
103	What is the difference?	3/3/2016 9:41 AM
104	The main congestion of private cars in Central are chauffeur driven cars, who may access Central multiple times per day and wait until passengers are ready, adding to the congestion of vehicles. As a result the rate charged should be a high per day area based fee to discourage these users.	3/3/2016 9:38 AM
105	Area Based, as we can pay the fee required for accessing the specific area. Similar to Singapore...	3/3/2016 9:38 AM
106	No opinion	3/3/2016 9:36 AM
107	None of the above, because the ERP scheme will not prevent cars being driven on the road, road users will pay regardless and I think this is just another source of tax revenue for the government.	3/3/2016 9:30 AM
108	Cordon. Some roads are through fares passing through central so should be excluded	3/3/2016 9:20 AM
109	Cordon based; one fee for everyone	3/3/2016 9:20 AM
110	The Central District already has a defacto cordon-based charging mechanism via the tunnel charges. Any discussion about managing traffic on HK island should include the tunnels where the infrastructure is already in place. So from that point of view, cordon-based charging is already in place, if the government sees the need for further micromanaging it would need to be area based.	3/3/2016 9:19 AM
111	Cordon-based and Size of Engine	3/3/2016 9:19 AM
112	Cordon-based seems fairer.	3/3/2016 9:18 AM
113	周界收費	3/3/2016 9:18 AM
114	cordon based, it still leaves some areas accessible to traffic.	3/3/2016 9:13 AM
115	area based	3/3/2016 9:10 AM
116	They both have merits. Perhaps by having an area-based mechanism, there would be more promotion/awareness of the areas t avoid? I think that both schemes seem to have had benefits in places like London and Singapore.	3/3/2016 9:01 AM
117	No	3/3/2016 8:59 AM
118	Area based on time in the road. The idea is to esse congestion. Entering and parking within the cordon should attract a lesser charge	3/3/2016 8:59 AM
119	Cordon based - which allows for the free flow of traffic transiting Central on the Connaught/Gloucester Road Corridor,	3/3/2016 8:48 AM
120	Similar to London	3/3/2016 8:47 AM
121	I'm not sure.	3/3/2016 8:41 AM
122	Neither. As above	3/3/2016 8:37 AM
123	cordon as it defines specific inner orads	3/3/2016 8:26 AM
124	area based is broader and more effective	3/3/2016 8:21 AM
125	Area based	3/3/2016 8:17 AM
126	Area based, since it would increase the public transport use.	3/3/2016 8:14 AM
127	Area based, daily charge	3/3/2016 8:02 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

128	Cordon-based	3/3/2016 7:45 AM
129	yes - make it fair	3/3/2016 7:42 AM
130	周界為本 原因這是引導式問題	3/3/2016 7:20 AM
131	a combination of both	3/3/2016 7:20 AM
132	Don't know the distinction.	3/3/2016 7:18 AM
133	Unsure.	3/3/2016 7:12 AM
134	同上	3/3/2016 7:07 AM
135	No opinion	3/3/2016 6:48 AM
136	No	3/3/2016 6:41 AM
137	cordon-based	3/3/2016 6:31 AM
138	The option that charges more for more distance travelled	3/3/2016 6:19 AM
139	No preference	3/3/2016 5:55 AM
140	Area base to be as large as possible	3/3/2016 5:33 AM
141	No view at present	3/3/2016 4:48 AM
142	Not sure	3/3/2016 4:42 AM
143	Cordon-based - more readily defined.	3/3/2016 4:16 AM
144	不應該收費	3/3/2016 4:16 AM
145	Cordon AND area-based charging would be best. So a private car which enters should be charged a minimum amount per-entry, which would increase depending on how long is spent in the area over the next 24 hours. This would deter private drivers either entering the area and waiting within it (which gets around cordon entry), or circling meanlessly (which gets around area entry within a day).	3/3/2016 2:28 AM
146	Cordon is better. However, congestion is caused by the rich and wealthy. They will still enter the area and congest the roads as they have complete disregard for the public as a whole (they believe they have a right to inconvenience others). Also, their "drivers" may wait in surrounding areas causing congestion there! Either way, having worked in central for many years, it is crystal clear that congestion is caused by wealthy vehicle owners who stop and park on the street - take a look at Bank Street or outside Landmark as an example. How many of those vehicles belong to the wealthy? Road pricing will not dissuade them from their current actions because the additional cost will not effect them and it is probably tax deductible! Besides, road pricing will simply make driving a luxury and something that only the wealthy can afford. Wouldn't that simply expand the rich poor divide??	3/3/2016 2:11 AM
147	Cordon based. Keep cars out of core area. make it more friendly for humans.	3/3/2016 1:59 AM
148	Cordon is preferred but neither will be helpful because of the actual vehicle users / owners. Persons entering central by private car are usually of wealth. They can pay for the higher fees. If the fees are too high, their drivers will park at the periphery causing congestion in neighbouring areas. So neither situation helps. What is actually required is proper enforcement. Rarely are laws governing use of public roads, mainly illegal parking, enforced by the police. If laws are regularly enforced, congestion can be eliminated. Another suggestion may be to deduct points from the drivers of such vehicles if they repeatedly offend illegal parking and stopping laws. Unfortunately, HK requires the stick more than the carrot - and the stick has to be used!	3/3/2016 1:58 AM
149	Area-based would raise less resistance among drivers, since some drivers could end up paying huge fees for cordon-based charging.	3/3/2016 1:16 AM
150	Area-based is fairer to commercial traffic - such as delivery vehicles - that may need to make multiple entries.	3/2/2016 11:38 PM
151	District.As cordon-based will also cause congestion in Central	3/2/2016 11:33 PM
152	Area based, start with most congested areas measured by worst air pollution	3/2/2016 10:44 PM
153	Cordon based system seems to be more flexible and leaves room for adjustments.	3/2/2016 10:06 PM
154	反對，中區電子道路收費先導計劃"原意"希望可以收費來改善中環區交通堵塞問題，但根本上收費無助解決問題，無需使用區域／周界	3/2/2016 10:03 PM
155	Area: whole HKI and K	3/2/2016 9:57 PM
156	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

157	Area based	3/2/2016 8:36 PM
158	Area based	3/2/2016 8:33 PM
159	Area-based	3/2/2016 7:45 PM
160	It should be an automatic charge when you cross certain points. This should be relatively easy to set up and apply	3/2/2016 7:35 PM
161	Boundary, easier to follow	3/2/2016 7:16 PM
162	周界為本，因為區域為本未必減少塞車狀況	3/2/2016 6:49 PM
163	cordonbased seems more appericated as it should be marked according to density of traffic	3/2/2016 6:04 PM

Q8 Do you agree that ERP charges for the Central District ERP Pilot Scheme should be imposed throughout the hours in a day when the traffic flow is high in the charging area? 你是否認同「中區電子道路收費先導計劃」須在收費區交通流量高的時段內收費？

Answered: 190 Skipped: 185

#	Responses	Date
1	Yes	3/15/2016 6:00 PM
2	Yes.	3/14/2016 1:55 PM
3	Yes, only when the traffic flow is high.	3/14/2016 12:35 PM
4	No	3/13/2016 9:05 PM
5	yes	3/13/2016 7:21 PM
6	Yes	3/12/2016 9:45 PM
7	不認同，應擱置	3/12/2016 4:22 PM
8	Yes. See answer above. Dynamic pricing with higher rates when traffic is worse.	3/12/2016 3:21 PM
9	yes	3/10/2016 7:40 PM
10	Yes	3/9/2016 7:29 PM
11	Yes	3/9/2016 2:31 PM
12	Yes	3/9/2016 1:51 PM
13	Yes	3/8/2016 3:05 PM
14	No need too	3/7/2016 11:46 PM
15	Yes. I believe this is the purpose of the scheme.	3/7/2016 10:37 PM
16	Yes	3/7/2016 8:40 PM
17	Yes	3/7/2016 3:27 PM
18	The authority managing the scheme should have the power to vary the charges as part of meeting the congestion targets which it has been set.	3/6/2016 11:55 PM
19	Yes, it's because it could further discourage the people to drive during the rush hours	3/6/2016 6:12 PM
20	Yes. There is, however, a risk that the scheme simply defers traffic from entering area in the current 'high flow' times and making other times much busier. Although in sum this should hopefully at least distribute the traffic more evenly, although of course reducing traffic as a whole an encouraging use of public transport (which is good in Hong Kong) should be the imperative.	3/6/2016 4:57 PM
21	不同意	3/6/2016 4:45 PM
22	Yes, agreed	3/6/2016 6:10 AM
23	是	3/5/2016 7:38 PM
24	charges should be higher in peak hours, less in off peak during the day, v cheap if not free at night.	3/5/2016 6:05 PM
25	yes, but only on week days	3/5/2016 5:28 PM
26	Yes.	3/5/2016 3:36 PM
27	Yes	3/5/2016 3:08 PM
28	Irrelevant. Object to the proposal.	3/5/2016 1:55 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

29	Yes up to midnight in Central.	3/5/2016 11:43 AM
30	No ERP for me.	3/4/2016 11:54 PM
31	Yes	3/4/2016 10:02 PM
32	Yes	3/4/2016 5:09 PM
33	yes	3/4/2016 5:06 PM
34	Only during rush hours, 8-10 in morning and 17-19 in evening	3/4/2016 11:39 AM
35	Yes, on peak hour	3/4/2016 10:51 AM
36	Yes	3/4/2016 10:34 AM
37	No, traffic flow may adjust according to charging time if the charge only imposed throughout the hours when traffic flow is high. Charge should be imposed throughout 24 hours if the ERP is to be implemented.	3/4/2016 10:02 AM
38	Yes agree	3/4/2016 8:24 AM
39	Yes , but the charging hours should be publicly known and should not be adjusted on a day to day basis.	3/4/2016 7:38 AM
40	It should be all day.	3/4/2016 6:16 AM
41	Yes, it should be charged whenever there is high traffic flow.	3/4/2016 3:01 AM
42	Yes, I agree.	3/3/2016 10:33 PM
43	Yes.	3/3/2016 10:32 PM
44	They should be imposed 24 hours, with fees highest during working hours	3/3/2016 10:07 PM
45	Yes	3/3/2016 10:03 PM
46	yes	3/3/2016 9:15 PM
47	否	3/3/2016 9:05 PM
48	Absolutely	3/3/2016 9:05 PM
49	Yes	3/3/2016 8:52 PM
50	I agree	3/3/2016 8:34 PM
51	Yes.	3/3/2016 7:57 PM
52	Nuke em	3/3/2016 7:54 PM
53	Yes	3/3/2016 7:54 PM
54	yes	3/3/2016 7:50 PM
55	No	3/3/2016 7:45 PM
56	Yes I do.	3/3/2016 6:42 PM
57	sure	3/3/2016 6:40 PM
58	Yes	3/3/2016 6:35 PM
59	Yes.	3/3/2016 6:33 PM
60	Maybe 6am - 9pm.	3/3/2016 6:25 PM
61	Yes pending the traffic flow	3/3/2016 5:36 PM
62	Yes	3/3/2016 5:29 PM
63	Yes, but this is from 07:00 to 20:00!	3/3/2016 5:22 PM
64	No	3/3/2016 4:44 PM
65	yes	3/3/2016 4:31 PM
66	Yes	3/3/2016 4:21 PM
67	Yes	3/3/2016 4:07 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

68	Why does there have to be a charge associated with this? Financial disincentives will NOT prevent congestion - it will discriminate against the poorer citizens only.	3/3/2016 4:00 PM
69	Yes. There is no need to charge for four a.m.	3/3/2016 4:00 PM
70	Yes, should be adjusted respectively.	3/3/2016 3:40 PM
71	Yes, but no matter we choose area based or cordon based charging method, private cars can choose to drive into the area , park illegally to the roadside with their own driver till the end of the day. High charge in busy period only reduced trucks and vans which bring products to the shops for business.	3/3/2016 3:31 PM
72	Yes	3/3/2016 3:27 PM
73	Yes	3/3/2016 3:15 PM
74	Yes	3/3/2016 3:14 PM
75	ERP should not be introduced at all	3/3/2016 3:07 PM
76	同意	3/3/2016 2:58 PM
77	yes	3/3/2016 2:06 PM
78	No	3/3/2016 2:01 PM
79	Yes	3/3/2016 1:52 PM
80	不贊成收費	3/3/2016 1:50 PM
81	Yes for some areas but some areas should be traffic free all the time and fully pedestrianised - in the shopping areas of central including des voeux road	3/3/2016 1:42 PM
82	No. Just charge all the time.	3/3/2016 1:32 PM
83	Yes	3/3/2016 1:27 PM
84	Yes	3/3/2016 1:06 PM
85	Only for busy hours	3/3/2016 1:05 PM
86	認同	3/3/2016 12:38 PM
87	Yes.	3/3/2016 12:30 PM
88	NO - I think ILLEGAL PARKING throughout Central should be tackled first!	3/3/2016 12:25 PM
89	Yes	3/3/2016 12:16 PM
90	Yes	3/3/2016 12:16 PM
91	It should vary by hour, and free at lowest hours. That would encourage delivery trucks to do their deliveries at night.	3/3/2016 12:12 PM
92	yes.	3/3/2016 12:10 PM
93	it should just be rush hours. a constant time period every weekdays.	3/3/2016 12:04 PM
94	Yes.	3/3/2016 12:00 PM
95	Yes	3/3/2016 11:50 AM
96	Yes!	3/3/2016 11:43 AM
97	yes	3/3/2016 11:37 AM
98	Yes.	3/3/2016 11:22 AM
99	Yes	3/3/2016 11:18 AM
100	yes	3/3/2016 11:13 AM
101	Yes.	3/3/2016 11:12 AM
102	yes	3/3/2016 11:10 AM
103	Yes.	3/3/2016 11:09 AM
104	Should be 24/7	3/3/2016 11:05 AM
105	早上 7:30am-9:00pm	3/3/2016 11:01 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

106	yes	3/3/2016 10:58 AM
107	Yes	3/3/2016 10:55 AM
108	It should be imposed throughout the day regardless of traffic flow. Hong Kong is much denser than London, and traffic will just shift to non-charge hours otherwise.	3/3/2016 10:54 AM
109	No	3/3/2016 10:48 AM
110	at all times = 24 hours / seven days a weeeek	3/3/2016 10:43 AM
111	Yes	3/3/2016 10:42 AM
112	Yes.	3/3/2016 10:36 AM
113	yes	3/3/2016 10:27 AM
114	No to the ERP	3/3/2016 10:25 AM
115	Yes	3/3/2016 10:22 AM
116	Yes.	3/3/2016 10:15 AM
117	Yes	3/3/2016 10:13 AM
118	不應該中區電子道路收費	3/3/2016 10:13 AM
119	Fee should be applicable throughout the working day and rush hour periods, e.g. 8am - 9pm for example	3/3/2016 9:55 AM
120	I agree; however, I believe that the scheme should be applied 24 hours a day. Delivery vehicles could seek reimbursement through tax exemptions, for example. A stricter scheme with fewer exceptions will be easier to enforce, will have a stronger impact, and will send a clearer signal to the population.	3/3/2016 9:47 AM
121	Charges should be imposed 24 hours a day within the scheme. Otherwise, there will be a horrible traffic jam outside the scheme waiting to get in	3/3/2016 9:46 AM
122	Yes	3/3/2016 9:46 AM
123	Yes and the charging hours should be fixed	3/3/2016 9:44 AM
124	During busy hours/days.	3/3/2016 9:43 AM
125	I think it should be charged from 0730-2330, but with pricing fluctuations throughout the day. With higher charges at peak hours, and lower prices at non-peak hours.	3/3/2016 9:40 AM
126	It should be imposed all day from 7am to 8pm.	3/3/2016 9:38 AM
127	Yes	3/3/2016 9:37 AM
128	No, the ERP should not even be enforced at all.	3/3/2016 9:30 AM
129	Sure, for people using the car to get to work that would help, but for weekend traffic it would probably not.	3/3/2016 9:24 AM
130	Tackling waiting vehicles and providing better options for trucks and private buses to load unload would be a more practical solution	3/3/2016 9:24 AM
131	no - should be the whole day - My opinion is rather to close certain areas completely for traffic and let deliveries go in in early and late hours. many cities did do that successful	3/3/2016 9:22 AM
132	Should charge always, no matter of time	3/3/2016 9:21 AM
133	Of course.	3/3/2016 9:19 AM
134	要收費	3/3/2016 9:19 AM
135	yes to reduce the congestion, but it will be congested in other areas instead.	3/3/2016 9:15 AM
136	yes	3/3/2016 9:10 AM
137	Yes	3/3/2016 9:06 AM
138	yes; rush hour periods.	3/3/2016 9:02 AM
139	7:00am to 8:00pm	3/3/2016 9:01 AM
140	Yes	3/3/2016 9:00 AM
141	Yes	3/3/2016 8:59 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

142	8.00 am to 7.00pm	3/3/2016 8:59 AM
143	Yes.	3/3/2016 8:57 AM
144	yes	3/3/2016 8:48 AM
145	Yes	3/3/2016 8:48 AM
146	Yes, isn't that the point?	3/3/2016 8:42 AM
147	No - Hong Kong has high enough road taxes as it is - the additional charges will not do enough to deter traffic on Hong Kong's roads and it will end up as another revenue generator for the government.	3/3/2016 8:39 AM
148	yes	3/3/2016 8:27 AM
149	yes	3/3/2016 8:22 AM
150	Double rate between noon-2pm and 5pm-7pm, or just outright ban in these periods.	3/3/2016 8:19 AM
151	Yes, but it quite late for this in HK, it should be 24 Hrs.	3/3/2016 8:15 AM
152	Yes	3/3/2016 8:03 AM
153	Yes.	3/3/2016 7:46 AM
154	yes	3/3/2016 7:43 AM
155	同意	3/3/2016 7:21 AM
156	yes	3/3/2016 7:21 AM
157	Yes.	3/3/2016 7:18 AM
158	Yes.	3/3/2016 7:14 AM
159	Yes	3/3/2016 7:11 AM
160	同上	3/3/2016 7:07 AM
161	Yes	3/3/2016 6:49 AM
162	No	3/3/2016 6:42 AM
163	yes	3/3/2016 6:32 AM
164	yes	3/3/2016 6:19 AM
165	Yes	3/3/2016 5:55 AM
166	Yes	3/3/2016 5:34 AM
167	Yes	3/3/2016 4:49 AM
168	Yes but for Central this is really most of the time	3/3/2016 4:44 AM
169	Yes	3/3/2016 4:16 AM
170	不認同	3/3/2016 4:16 AM
171	Yes.	3/3/2016 2:28 AM
172	Yes	3/3/2016 2:12 AM
173	All the time	3/3/2016 2:00 AM
174	Yes	3/3/2016 1:59 AM
175	Yes	3/3/2016 1:18 AM
176	yes, but not limited to	3/2/2016 11:40 PM
177	I think it should be imposed all the time	3/2/2016 11:34 PM
178	No, pollution don't go away just because it is nighttime	3/2/2016 10:46 PM
179	yes	3/2/2016 10:06 PM
180	反對	3/2/2016 10:05 PM
181	Yes	3/2/2016 9:58 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

182	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM
183	Yes 8am to 7pm	3/2/2016 8:37 PM
184	No as it would make the scheme difficult to enforce and pollution and traffic is too high throughout the day.	3/2/2016 8:35 PM
185	Yes	3/2/2016 7:57 PM
186	Yes	3/2/2016 7:47 PM
187	Yes	3/2/2016 7:37 PM
188	Yes, all day time from 7am to 9pm	3/2/2016 7:17 PM
189	不認同	3/2/2016 6:50 PM
190	yes	3/2/2016 6:05 PM

Q9 Do you agree that Sundays and public holidays should be excluded from the ERP charges for the Central District ERP Pilot Scheme? Do you have any other views on the charging period? 你是否認同「中區電子道路收費先導計劃」不須在星期日和公眾假期收費？你對於收費時段有何其他意見？

Answered: 194 Skipped: 181

#	Responses	Date
1	Yes	3/15/2016 6:00 PM
2	Yes. There should also be no charges from, say midnight to 6.00 a.m.	3/14/2016 1:55 PM
3	Should be excluded on Sundays and public holidays.	3/14/2016 12:35 PM
4	Yes	3/13/2016 9:05 PM
5	No - should remain every day.	3/13/2016 7:21 PM
6	現時反對任何收費，這個計劃是政府欺騙市民，詐取收費方式，香港市民堅決反對電子道路收費	3/12/2016 4:22 PM
7	No. Traffic volume should dictate when the charges are imposed. Central is often very crowded on weekends and public holidays. This is a change from 15 years ago when it was deserted on weekends and holidays.	3/12/2016 3:21 PM
8	yes	3/10/2016 7:40 PM
9	Charges should be levied on Sundays too	3/9/2016 7:29 PM
10	• Yes exclude Sundays and public holidays. • The authority managing the ERP should have the power to vary charges according to the time of day.	3/9/2016 2:31 PM
11	No	3/9/2016 1:51 PM
12	No, environmental cost of road congestion is not exempted even during holidays.	3/8/2016 3:05 PM
13	God The problem is HK to crowded by prc ppls	3/7/2016 11:46 PM
14	For central where business traffic dominate it is understandable not to charge at weekend at the beginning. It will be nice to extend charging to weekend once people get use to the charge. It will help create better environment for leisure seekers on weekend, especially around SOHO district.	3/7/2016 10:37 PM
15	No, think there should be charges every day but Sundays and public holidays can be lower as less traffic.	3/7/2016 8:40 PM
16	Yes, No.	3/7/2016 3:27 PM
17	yes, to allow for all to have access to Central District	3/7/2016 10:43 AM
18	Yes they should be excluded initially. BUT the authority managing the scheme should have the power to introduce charges at whatever rate it thinks best if it deems this necessary to meet congestion level objectives.	3/6/2016 11:55 PM
19	Yes	3/6/2016 8:30 PM
20	It's okay not to make charges during Sunday and PH because the traffic condition of Central during the above-mentioned days are capable	3/6/2016 6:12 PM
21	I support an overall reduction in traffic full stop. But of course there must be some consideration of business needs.	3/6/2016 4:57 PM
22	不同意	3/6/2016 4:45 PM
23	Yes, agreed	3/6/2016 6:10 AM
24	沒有意見	3/5/2016 7:38 PM
25	yes, unless it gets too busy on Sundays/PHs, in which case flexible pricing could be introduced. it depends on how people respond to the system.	3/5/2016 6:05 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

26	I agree	3/5/2016 5:28 PM
27	Yes.	3/5/2016 3:36 PM
28	Yes	3/5/2016 3:08 PM
29	Irrelevant. Object to the proposal.	3/5/2016 1:55 PM
30	Sunday's only.	3/5/2016 11:43 AM
31	No ERP for me.	3/4/2016 11:54 PM
32	Seems reasonable. - traffic never seems quite so bad on those days	3/4/2016 10:02 PM
33	Yes	3/4/2016 5:09 PM
34	yes	3/4/2016 5:06 PM
35	Yes, do not include weekends	3/4/2016 11:39 AM
36	Yes, because not much people work on Sunday and Public holiday	3/4/2016 10:51 AM
37	Would be great if charges applied during weekends as well as congestion is a big problem every day. However, if too difficult starting with weekdays is acceptable.	3/4/2016 10:34 AM
38	Agree. Charging should apply to all areas of HK if Sunday and public holiday is not exempted.	3/4/2016 10:02 AM
39	Yes agree	3/4/2016 8:24 AM
40	Agreed at present. This should be reviewed through the lit of the scheme.	3/4/2016 7:38 AM
41	No. Traffic is still high on a Sunday.	3/4/2016 6:16 AM
42	No, they should not be excluded per se. Charging should depend on if there is high traffic during those days in Central.	3/4/2016 3:01 AM
43	不認同	3/4/2016 1:34 AM
44	No, I do not agree.	3/3/2016 10:33 PM
45	Yes	3/3/2016 10:32 PM
46	No. The charging scheme should be 24 hours, 7 days a week, with the fee fluctuating based on time of day	3/3/2016 10:07 PM
47	Yes	3/3/2016 10:03 PM
48	yes	3/3/2016 9:15 PM
49	是	3/3/2016 9:05 PM
50	No, not necessarily.	3/3/2016 9:05 PM
51	No only Sunday should be excluded	3/3/2016 8:52 PM
52	I agree	3/3/2016 8:34 PM
53	Yes. In any case traffic on Sundays and public holidays is far less.	3/3/2016 7:57 PM
54	No drive them nuts all days of the week.	3/3/2016 7:54 PM
55	Yes	3/3/2016 7:54 PM
56	no	3/3/2016 7:50 PM
57	na	3/3/2016 7:45 PM
58	Yes I do.	3/3/2016 6:42 PM
59	absolutely. why don't you take a look at the traffic density? the entire reason behind ERP is so that it will ease congestion. HOWEVER, ERP WILL NOT ease congestion in Hong Kong	3/3/2016 6:40 PM
60	No	3/3/2016 6:35 PM
61	No. The charges should disincentivise vehicles being used in the designated areas at all times.	3/3/2016 6:33 PM
62	Yes. Sunday all day excluded. Monday to Saturday, 6am - 9pm Local residents living within the zone should have a discount.	3/3/2016 6:25 PM
63	No they shouldnt	3/3/2016 5:37 PM

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64	No only different times	3/3/2016 5:36 PM
65	Yes.	3/3/2016 5:29 PM
66	No	3/3/2016 5:22 PM
67	Yes	3/3/2016 4:54 PM
68	Yes	3/3/2016 4:44 PM
69	yes	3/3/2016 4:31 PM
70	Agree - Waived Sundays & PH	3/3/2016 4:21 PM
71	No	3/3/2016 4:07 PM
72	ERP does NOT have to be a "charging scheme". Electronic Road Control is FAR more effective. Register cars that are authorised for utilisation of the restricted roads will be far better. Those cars that qualify for using the restricted roads will have electronic tags that will exempt them from penalty. By taking this approach, a resident or owner that has off road parking in the area concerned would have access appropriate to the circumstances.	3/3/2016 4:00 PM
73	No I do not. Include these days. Open the city up to a little fresh air. We get many things right in HK and air quality is one area which we can easily improve.	3/3/2016 4:00 PM
74	Yes - would automatically be the case if point 8 is taken into consideration.	3/3/2016 3:40 PM
75	I dont agree to exclude sundays and public holidays. I suggest to provide a reduced charge instead to encourage our citizen to use the public transport, and help to reduce air pollution over these heavily affected area.	3/3/2016 3:31 PM
76	Yes, less traffic	3/3/2016 3:27 PM
77	Yes	3/3/2016 3:15 PM
78	Yes	3/3/2016 3:14 PM
79	ERP should not be introduced at all	3/3/2016 3:07 PM
80	應根據以往實際車輛流量的平均數據來決定，如星期日和公眾假期的個別時段在中區亦出現嚴重擠塞問題，則該等時段亦應設定為收費時段	3/3/2016 2:58 PM
81	yes	3/3/2016 2:06 PM
82	Yes	3/3/2016 2:01 PM
83	yes	3/3/2016 1:52 PM
84	不贊成收費	3/3/2016 1:50 PM
85	See above	3/3/2016 1:42 PM
86	No, I do not agree. Include Sundays and public holidays.	3/3/2016 1:32 PM
87	Yes	3/3/2016 1:27 PM
88	Yes	3/3/2016 1:06 PM
89	Yes excluded	3/3/2016 1:05 PM
90	不認同。週末亦可以是高流量。需實行後觀察	3/3/2016 12:38 PM
91	Yes.	3/3/2016 12:30 PM
92	NO!	3/3/2016 12:25 PM
93	Yes	3/3/2016 12:16 PM
94	Yes	3/3/2016 12:16 PM
95	Depending on the circumstance, for example, if there is an event in central, ERP should be imposed. Otherwise it should be free.	3/3/2016 12:12 PM
96	yes	3/3/2016 12:10 PM
97	yeah, there is no tragic during the weekends. only the maids.	3/3/2016 12:04 PM
98	Yes.	3/3/2016 12:00 PM
99	Sundays and public holidays should not be excluded. It may be necessary to consider a charge free period for commercial delivery vehicles such as 05:00 to 07:00.	3/3/2016 11:50 AM

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100	Yes.	3/3/2016 11:43 AM
101	yes Sundays and public holidays should be excluded. no views other than those already considered in the scheme	3/3/2016 11:37 AM
102	The purpose of the scheme is to reduce traffic, so why charge when the traffic is low?	3/3/2016 11:22 AM
103	Fees should be imposed when traffic is high. My observations are that on Sundays and PH, traffic in Central is not high.	3/3/2016 11:18 AM
104	probably yes - exempt Sundays and public holidays.	3/3/2016 11:13 AM
105	No. The charging period for should be at times of highest congestion regardless of the day of week.	3/3/2016 11:12 AM
106	Agree, exclude Sundays and PHs.	3/3/2016 11:10 AM
107	Yes because traffic is light during the weekend anyway.	3/3/2016 11:09 AM
108	24/7	3/3/2016 11:05 AM
109	同意不須在星期日和公眾假期收費	3/3/2016 11:01 AM
110	No	3/3/2016 10:58 AM
111	No exceptions except for commercial vehicles.	3/3/2016 10:55 AM
112	I do not agree. Drivers should still be charged on SAT and SUN too. There is no real need to drive in Central HK, and if someone wants the privilege to do so, he should pay.	3/3/2016 10:54 AM
113	No	3/3/2016 10:48 AM
114	no	3/3/2016 10:43 AM
115	The driving criteria should not be weekends or weekdays, it should depend on the statistical results when the route is busy. The government should hire consultancy company to get the data.	3/3/2016 10:42 AM
116	Yes. The traffic flow, especially as some roads are closed on Sundays and Public Holidays, does not require charging on those days.	3/3/2016 10:36 AM
117	yes	3/3/2016 10:27 AM
118	No to the ERP scheme	3/3/2016 10:25 AM
119	Yes	3/3/2016 10:22 AM
120	Yes.	3/3/2016 10:15 AM
121	Possibly but allowing for greater use of pedestrianized areas to exclude vehicles.	3/3/2016 10:13 AM
122	不應該中區電子道路收費	3/3/2016 10:13 AM
123	Yes. Charge only from Mon - Sat (although the cut-off on Saturday PM could be pulled back to say 7pm)	3/3/2016 9:55 AM
124	I disagree; ERP charges should be levied on any day, for the entire day (24 hours). Only a scheme that is extensive will be effective.	3/3/2016 9:47 AM
125	Agree	3/3/2016 9:46 AM
126	Yes	3/3/2016 9:46 AM
127	Yes Sundays and PH should be excluded. Charging hours could be from 7.30 to 9.30 and 17.30 to 19.30	3/3/2016 9:44 AM
128	No. It depends on the area and traffic flow. EG Some mainland tour buses are more active on Sundays and public holidays.	3/3/2016 9:43 AM
129	Yes, as less commuters are concentrated in the CBD area.	3/3/2016 9:40 AM
130	Yes, I agree Sundays and PH should be excluded.	3/3/2016 9:38 AM
131	No, I do not agree. The ERP scheme should also charge on the week end, which is the time when pedestrian flow will increase.	3/3/2016 9:37 AM
132	No, the ERP should not even be enforced at all.	3/3/2016 9:30 AM
133	No, they shouldn't. In fact, I would argue that's exactly the traffic that should be reduced. People coming to Central during their leisure time, when they could perfectly well take the time to use public transport.	3/3/2016 9:24 AM
134	If we can afford to close roads for domestic helpers and vehicles need to pay to use the roads on weekends then it would make sense other users including domestic helpers should also pay	3/3/2016 9:24 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

135	no, no - also on sundays and public holidays we need clean air and a better traffic situation	3/3/2016 9:22 AM
136	Can be excluded	3/3/2016 9:21 AM
137	In the mean time, yes to exclude. But the exclusion should be reviewed after a period to decide if this exclusion is justified.	3/3/2016 9:19 AM
138	同意	3/3/2016 9:19 AM
139	yes	3/3/2016 9:15 AM
140	no, please do not charge on Saturday and Sunday !	3/3/2016 9:10 AM
141	Yes, excluded	3/3/2016 9:06 AM
142	yes	3/3/2016 9:02 AM
143	Charges should apply every day	3/3/2016 9:01 AM
144	No, it should always be imposed.	3/3/2016 9:00 AM
145	No	3/3/2016 8:59 AM
146	Yes this allows people from out of town to frequent central's attractions	3/3/2016 8:59 AM
147	Why exclude Sundays and public holidays. That is when traffic is the worst.	3/3/2016 8:57 AM
148	yes	3/3/2016 8:48 AM
149	No	3/3/2016 8:48 AM
150	If there is evidence of traffic on Sundays and public holidays (e.g. dragon boat festival) then I think charging should still happen.	3/3/2016 8:42 AM
151	No, ERP should be scrapped all together	3/3/2016 8:39 AM
152	yes	3/3/2016 8:27 AM
153	yes	3/3/2016 8:22 AM
154	A lower rate on Sunday & holidays.	3/3/2016 8:19 AM
155	No, any day there is too much traffic in all of the area.	3/3/2016 8:15 AM
156	Yes	3/3/2016 8:03 AM
157	No, the scheme should include weekends - to reduce traffic AND cut air pollution.	3/3/2016 7:46 AM
158	No	3/3/2016 7:43 AM
159	it should be based on flows - flexible	3/3/2016 7:43 AM
160	同意。朝七晚十一	3/3/2016 7:21 AM
161	well we need to look at the traffic jam situation on those days and adjust accordingly	3/3/2016 7:21 AM
162	Yes.	3/3/2016 7:18 AM
163	Yes. Saturdays should have rates lower than weekdays, higher than Sundays.	3/3/2016 7:14 AM
164	No	3/3/2016 7:11 AM
165	同上	3/3/2016 7:07 AM
166	No opinion	3/3/2016 6:49 AM
167	No scheme	3/3/2016 6:42 AM
168	yes	3/3/2016 6:32 AM
169	no, Vehicles should be excluded completely on these days	3/3/2016 6:19 AM
170	Yes	3/3/2016 5:55 AM
171	Yes	3/3/2016 5:55 AM
172	Agreed	3/3/2016 5:34 AM
173	Yes	3/3/2016 4:49 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

174	Yes that would be reasonable though maybe confusing for pedestrians/ tourists?	3/3/2016 4:44 AM
175	Yes	3/3/2016 4:16 AM
176	不應收費	3/3/2016 4:16 AM
177	Yes, because there is little traffic in Central on Sundays and public holidays. That said, that is most likely because much of Central is (thankfully) highly pedestrianised on those days, which results in a much more pleasant atmosphere generally.	3/3/2016 2:28 AM
178	Yes	3/3/2016 2:12 AM
179	no. No.	3/3/2016 2:00 AM
180	Yes. Since there is rarely congestion during such periods.	3/3/2016 1:59 AM
181	There may be a fair argument that as there is less traffic on those days, there could be lower charges, but there should still be charges.	3/3/2016 1:18 AM
182	yes	3/2/2016 11:40 PM
183	No, Sunday is the time most people is off work and out enjoying life.	3/2/2016 10:46 PM
184	yes	3/2/2016 10:06 PM
185	反對設立收費計劃，交通問題不能用收費先導計劃解決	3/2/2016 10:05 PM
186	Yes but flexible for special events	3/2/2016 9:58 PM
187	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM
188	Yes - Sunday and public holiday excluded	3/2/2016 8:37 PM
189	No, these are the days when the public could benefit most from reduced traffic	3/2/2016 8:35 PM
190	Yes and only day time in weekdays	3/2/2016 7:47 PM
191	It would be even better to see the pedestrian only area that has been proposed applied for the weekends	3/2/2016 7:37 PM
192	Can be excluded	3/2/2016 7:17 PM
193	不認同 收費時段應全天候	3/2/2016 6:50 PM
194	yes	3/2/2016 6:05 PM

Q10 Which charging approach do you prefer for the Central District ERP Pilot Scheme – a unified charge for all vehicles, differential charges based on vehicle sizes (i.e. larger vehicles to be charged more), or differential charges based on a vehicle's carrying capacity (i.e. vehicles with higher carrying capacities to be charged at lower levels)?你認為「中區電子道路收費先導計劃」應採用哪一個收費模式 – 對所有車輛劃一收費、根據車輛大小收取不同費用(即較大型的車輛需繳付較高的費用)或根據車輛的載客量收取不同費用(即載客量較高的車輛可付較低的費用)？

Answered: 188 Skipped: 187

#	Responses	Date
1	I would prefer a differential charge based on a vehicle's carrying capacity so that public transport vehicles such as double-decker buses with far higher carrying capacities than private cars are charged at lower levels.	3/14/2016 2:02 PM
2	simple approach, a unified charge.	3/14/2016 12:36 PM
3	Disagree with ERP Pilot Scheme	3/13/2016 9:07 PM
4	Charge should be based on amount of road vehicle uses ..as this is what creates congestion	3/13/2016 7:23 PM
5	所有私家車旅遊巴不應入該區，只有救援車巴士，小巴單車可進入，其他車輛應按類別收費（包括的士屋邨車輛，貨車大型車輛）	3/12/2016 4:34 PM
6	I think the charges should be based on vehicle class (which could also relate to size) as physical occupation of space on the road is the issue. Also, charging by class allows for behavioral incentives for different classes of vehicles (delivery trucks versus private cars, for example).	3/12/2016 3:24 PM
7	unified charge for all vehicles	3/10/2016 7:42 PM
8	Charges based on carrying capacity, public buses to pay less than private buses, cross-border vehicles to pay more than locally registered vehicles	3/9/2016 7:35 PM
9	• The charge should be based on the amount of road space a vehicle takes. This should be calculated as its size plus its share of a safe separation from other vehicles. It should not be based on the carrying capacity of the vehicle.	3/9/2016 2:31 PM
10	Differential based on both type (e.g. motorcycle, private car, van trucks...etc.) and engine size. Essentially we have to discourage people from driving into the area altogether, and if they must, then they should pay according to the engine size. Much like the registration tax, the smaller the engine the cheaper the price to encourage people to drive, if they must, more efficient cars. Perhaps an index can be created for each vehicle (e.g. carbon footprint or even an 'efficiency' index or emissions/passenger) and charge is based on which class of this index the vehicle falls under.	3/9/2016 2:09 PM
11	Think vehicles with higher carrying capacities should be charged cheaper.	3/8/2016 3:15 PM
12	If did, please control the corporate cars waiting for their bosses in central	3/7/2016 11:47 PM
13	I prefer charges based on vehicle's carrying capacity (for passenger vehicle). It will help discourage those private cars waiting for their boss, while minimizing impact on public transport operator. For goods vehicle it will be nice if the approach help encourage smaller vehicle, but I am not sure if any discrimination should be introduce as smaller operators hardly have choice over their vehicle size.	3/7/2016 10:47 PM
14	Differential charges based on vehicle sizes.	3/7/2016 9:25 PM
15	differential charge	3/7/2016 3:29 PM

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16	The charge should be based on the road space, including safe vehicle separation, that the vehicle takes.	3/6/2016 11:58 PM
17	Private cars should have the highest charges as they have occupied the greatest road capacity with the lowest efficiency. Franchised buses are always not the root of traffic disruption, they should not be charged	3/6/2016 6:14 PM
18	Although perhaps difficult to police, a scheme based on vehicle 'usage' might be considered i.e. charging more where there is only a single person in the car etc... Any costs for taxis should be borne by the customer. Consideration should also be given to the fact that larger vehicles are likely to be business vehicles and so they shouldn't be affected disproportionately. For me the target should be to capture people making unnecessary journeys that could otherwise be taken on public transport.	3/6/2016 5:01 PM
19	不需要討論	3/6/2016 4:45 PM
20	Vehicles Size	3/6/2016 6:17 AM
21	2 dimensions, with both different sizes and different capacity	3/5/2016 7:39 PM
22	smaller vehicles should pay less, larger ones more, especially lorries - if they want to deliver it's because they're profit-making businesses. cheaper for electric and hybrid cars. cheaper for vehicles registered by resident, or more expensive for non-residents - France has a great Autoroute network paid for in large part by Brits (seeking better weather)!!	3/5/2016 6:09 PM
23	all busses and taxis should be charged less than private cars. Private cars cause the most congestion; especially private cars with drivers.	3/5/2016 5:32 PM
24	Larger vehicles charged more, to discourage goods vehicles, which are particularly culprits in causing congestion. However, I would exempt public buses, and not exempt mini-buses.	3/5/2016 3:37 PM
25	Not applicable	3/5/2016 1:55 PM
26	Pricing only for private cars.	3/5/2016 11:44 AM
27	No ERP for me.	3/4/2016 11:54 PM
28	Charging based on vehicle capacity. Concessions for residents in the charging area (or immediately adjacent areas that have to use those routes) should be made	3/4/2016 10:03 PM
29	Differential based on vehicle size	3/4/2016 5:10 PM
30	based on carrying capacities	3/4/2016 5:07 PM
31	Unified	3/4/2016 11:40 AM
32	By the car size, bigger more expensive	3/4/2016 10:53 AM
33	If the objective is to reduce the number of cars, charges should be the same across the board. Public transport should not be charged. Maybe lorries should be charged more.	3/4/2016 10:38 AM
34	Unified charge for all vehicles	3/4/2016 10:04 AM
35	Vehicle size should be considered	3/4/2016 8:26 AM
36	Commercial goods vehicles should be charged more. Buses and taxis should be charged less.	3/4/2016 7:40 AM
37	Unified charge per vehicle	3/4/2016 6:18 AM
38	Charge should depend on the horsepower of the vehicle, just like vehicle license fees.	3/4/2016 3:01 AM
39	根據車輛的載客量收取不同費用	3/4/2016 1:34 AM
40	I prefer differential charges based on a vehicle's carrying capacity	3/3/2016 10:50 PM
41	Only private cars should be charged.	3/3/2016 10:36 PM
42	Differential charges based on vehicle sizes.	3/3/2016 10:34 PM
43	Based on vehicle size (number of axles, or weight)	3/3/2016 10:09 PM
44	Vehicle carrying capacity - too many minivans on road!	3/3/2016 10:04 PM
45	Differential charging based on size.	3/3/2016 9:16 PM
46	I prefer unified charging.	3/3/2016 9:07 PM
47	根據車輛的載客量收取不同費用(即載客量較高的車輛可付較低的費用)	3/3/2016 9:05 PM
48	More for larger size, but public transportation vehicles should be excluded	3/3/2016 8:54 PM

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49	A ERP scheme is never going to be equitable. One car, irrespective of size is one car. Carrying capacity? The typical Alphard is going to be carrying no more than the boss, his wife and the driver. In my opinion, carrying capacity anywhere between 2-10 is equally offensive. Any carrying capacity above 10 is likely to be a publicly used minibus/ shuttle bus or double deckers. The latter types of vehicles are shared and ought to enjoy a discount if not free.	3/3/2016 8:14 PM
50	Cut the drivers legs off	3/3/2016 7:57 PM
51	Unified	3/3/2016 7:56 PM
52	unified charge	3/3/2016 7:52 PM
53	This scheme is not the best way to achieve the aim, which should be to reduce the number of private cars on the roads. The better way would be to double/triple the taxes on private cars. The tax could be modulated based on car emissions; so, 0 emissions would pay maybe 50% tax premium, while a highly emitting vehicle would pay triple	3/3/2016 7:50 PM
54	I prefer a unified charge for all vehicles.	3/3/2016 6:42 PM
55	only charges private cars. and it is based on the first registration tax of the vehicle.	3/3/2016 6:42 PM
56	Larger vehicles charged more	3/3/2016 6:36 PM
57	A differential approach. Larger vehicles, often with older mechanisms, and greater loads should be charged in accordance with their size and emissions.	3/3/2016 6:35 PM
58	Public transport should have a lower charge. All private vehicles should be charged the same, except delivery vehicles (commercial license).	3/3/2016 6:27 PM
59	yes on model	3/3/2016 5:38 PM
60	diferential	3/3/2016 5:37 PM
61	It should be charged based on how much pollution is emitted by each vehicle.	3/3/2016 5:30 PM
62	Differential charges ... the larger the vehicle the more the charge!	3/3/2016 5:24 PM
63	differential charges based on costs of vehicle plus actual number of passengers riding in the vehicle (one passenger is charged more than two)	3/3/2016 4:58 PM
64	Do not support ERP	3/3/2016 4:45 PM
65	vehicle size	3/3/2016 4:33 PM
66	Ref to Tunnel Fee	3/3/2016 4:22 PM
67	Goods and delivery vehicles and taxis should be exempt. Larger vehicles should pay more	3/3/2016 4:11 PM
68	Public transport vehicles should be exempt - this importantly includes taxis. Vehicles without off-road parking should require authorisation. Vehicles WITH off-road parking should be exempt.	3/3/2016 4:07 PM
69	Impose vehicle classes and charge more polluting vehicles more. Exempt EVs until such time as these are the majority vehicle. Exempt all forms of public transport including Uber and similar. Impose punitive charges on congestion-causing bad parking practices - especially by blue trucks and taxis.	3/3/2016 4:03 PM
70	Based on noise pollution & vehicle emissions.	3/3/2016 3:43 PM
71	both are not preferred. I suggest ascending charges based on a vehicle's carrying capacity (i.e. vehicles with HIGHER carrying capacities to be charged at HIGHER levels)	3/3/2016 3:31 PM
72	Large vehicle charge more but more capacity charge less.	3/3/2016 3:28 PM
73	Different charges is fairer	3/3/2016 3:16 PM
74	Higher carrying capacity to be charged less	3/3/2016 3:16 PM
75	根據車輛的種類，如屬大眾運輸的交通工具如巴士小巴，都應豁免收費。另外，可根據私人車輛劃一收費。	3/3/2016 3:08 PM
76	ERP should not be introduced at all	3/3/2016 3:07 PM
77	可採用混合模式，既根據車輛大小(即佔用路面面積大小)，亦根據載客量收取不同費用	3/3/2016 3:01 PM
78	Keep it simple - one charge. Vehicles with higher carrying capacity often only has one person in them	3/3/2016 2:09 PM
79	No approach as most of the core Central congestion is caused by drivers going round and round in circles waiting for their employers. Price will not change this.	3/3/2016 2:05 PM
80	yes	3/3/2016 1:53 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

81	不如想想怎樣令那些停車等候的車輛不再罔顧交通地停下等候，例如停車等候超過三分鐘便定額罰款。	3/3/2016 1:50 PM
82	Based on contribution to pollution	3/3/2016 1:44 PM
83	Unified charge. Make it hurt. HOV vehicles usually only have one person in them anyway.	3/3/2016 1:35 PM
84	Differential. With a preference for public transport to be excluded from charging	3/3/2016 1:28 PM
85	Differential charges to target "fat cat" personalized Alphard type and chauffeured limos without affecting genuine users such as apartment block buses.	3/3/2016 1:13 PM
86	Unified charge	3/3/2016 1:07 PM
87	載客量	3/3/2016 12:38 PM
88	Differential charges based on vehicle sizes (i.e. larger vehicles to be charged more).	3/3/2016 12:32 PM
89	Differential charges. Delivery trucks buses etc and disabled vehicles, motorbikes all need to be charged differently	3/3/2016 12:26 PM
90	Unified charge	3/3/2016 12:20 PM
91	Unified but exemptions or concessions for bona fide deliveries	3/3/2016 12:17 PM
92	No - same charge for private cars.	3/3/2016 12:13 PM
93	charges based on vehicles carrying capacity.Buses and minibuses should be exempt.	3/3/2016 12:13 PM
94	capacity	3/3/2016 12:05 PM
95	All vehicles should pay, but not electric or motorcycles.	3/3/2016 12:02 PM
96	Differential charges based on both vehicle size and vehicle carrying capacity.	3/3/2016 11:53 AM
97	Based on vehicle sizes. I see so many luxury vans that are empty while the chauffeurs are waiting for their charges! Those car owners should be penalized.	3/3/2016 11:44 AM
98	vehicles carrying higher capacities at lower levels	3/3/2016 11:41 AM
99	Engine displacement for passenger vehicles, larger engine = higher price. lower or no charges for commercial vehicles (light goods, etc).	3/3/2016 11:36 AM
100	A unified charge for all vehicles.	3/3/2016 11:28 AM
101	Vehicles carrying more PASSENGERS as part of a public transport service should be charged LESS. Other than that, I favor differential charges based on vehicle size.	3/3/2016 11:19 AM
102	based on carrying capacity	3/3/2016 11:15 AM
103	Charging should be based primarily on impact to the road system, but also based on pollution from the vehicle (concessions for low-polluting vehicles as per other countries with such schemes).	3/3/2016 11:14 AM
104	Vehicles with higher carrying capacities like Alphards generally only have one passenger (plus driver) so they should not be encouraged, occupancy rather than capacity would be better. However, I think a unified charge is best.	3/3/2016 11:13 AM
105	Fully electric vehicles should be exempt. This would encourage less pollution in the Central area. Exemptions for taxis should also only apply to fully electric taxis too.	3/3/2016 11:11 AM
106	Differential charges based on a vehicles's carrying capacity	3/3/2016 11:06 AM
107	應採用所有車輛劃一收費, 亦要係一個高的收費	3/3/2016 11:04 AM
108	I agree with the the scheme of charges based on a vehicle's carrying capacity	3/3/2016 11:00 AM
109	Larger vehicles to be charged more. It is dangerous to charge less for higher capacity vehicles, as it may lead people to buy larger vehicles for the purpose of paying less charges.	3/3/2016 10:56 AM
110	None	3/3/2016 10:48 AM
111	unified charge for all vehicles, otherwise administration cost is too high and not easy to justified.	3/3/2016 10:46 AM
112	public vehicles to be exempted, goods and trucks charge , with private large capacity passenger vehicles maximum	3/3/2016 10:45 AM
113	Differential charge based on vehicle size, excluding public transport.	3/3/2016 10:39 AM
114	public transport with priority more charges on private use cars	3/3/2016 10:28 AM
115	No charging	3/3/2016 10:26 AM
116	Charge should depend on how much space a vehicle occupies	3/3/2016 10:23 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

117	No charge for electric buses and trams. Delivery vehicles and construction should have time limitations. Buses could be charged less but quotas on numbers allowed .private cars should pay more and enforcement of loitering should be strict.	3/3/2016 10:21 AM
118	To base on size.	3/3/2016 10:17 AM
119	不應該中區電子道路收費	3/3/2016 10:13 AM
120	Unified otherwise empty buses (with large carrying capacity) will not be discouraged from driving to Central at peak times. If a differential charge is applied, there would need to be system to ensure large capacity vehicles have more than one person in the vehicle.	3/3/2016 10:02 AM
121	Differential charging for higher carrying capacities will encourage use of higher capacity vehicles rather than single occupancy. Franchise buses & taxis should be free (but not private buses) to encourage their use.	3/3/2016 10:01 AM
122	Additional Charges for Commercial vehicles. Exemption for electric vehicles.	3/3/2016 9:50 AM
123	Pricing should be done by carrying capacity, by function of the vehicle (private/company vehicles), and by emission, with vehicles with higher emissions paying higher charges.	3/3/2016 9:49 AM
124	Unregulated delivery vehicles and delivery times is a major problem. The government should impose mandated delivery times. IE Deliveries can only be made during specified hours. Delivery vehicles should be charged MORE. They take up more road space, more parking space and cause more obstructions to traffic. The Hong Kong government should legislate based on the well-being of its entire population, not just business.	3/3/2016 9:47 AM
125	Differential. Trucks and buses cause a lot worse traffic jams.	3/3/2016 9:47 AM
126	Commercial Vehicles (HGVs, Buses) should be waived, while Private Cars should be charged the most.	3/3/2016 9:42 AM
127	Larger vehicles to be charged more. Encourage smaller 5 seater cars over SUV! Encourage 16 seater private buses over giant private buses!	3/3/2016 9:40 AM
128	It should be a unified charge.	3/3/2016 9:39 AM
129	Carrying capacity makes sense	3/3/2016 9:33 AM
130	I would prefer a unified pricing scheme with reductions for lorries that meet strict environmental criteria. It's time to get the stinkers off HK's roads.	3/3/2016 9:28 AM
131	private limousines must pay the most	3/3/2016 9:24 AM
132	私家車 要收費	3/3/2016 9:23 AM
133	Large vehicles should pay more. Our street is jammed with tourist coaches ferrying chinese tourists. One coach is as long as two cars. This is another harm the chinese have brought to Hong Kong. A lot of problems are actually caused by chinese. They should pay and pay heavily to discourage them from coming. I am sick of them.	3/3/2016 9:22 AM
134	differential charges based on vehicle sizes; encourages use of smaller cars	3/3/2016 9:22 AM
135	unified charge, fair to all vehicles.	3/3/2016 9:17 AM
136	vehicle size	3/3/2016 9:10 AM
137	different charges based on a vehicle's carrying capacity	3/3/2016 9:07 AM
138	unified charge	3/3/2016 9:04 AM
139	Trucks should be charged the most as they stop for deliveries and block the traffic.	3/3/2016 9:04 AM
140	It would be nice to charge vehicles with carrying more people less and vehicles with empty seats charging more. But I guess that is difficult to implement.	3/3/2016 9:02 AM
141	Unified charges. As many large capacity vehicles still have only one person in them.	3/3/2016 9:02 AM
142	Differential based on size, capacity and emissions.	3/3/2016 9:01 AM
143	Taxis and buses should be free. Larger trucks charged more to encourage them to pass though/deliver later.	3/3/2016 8:52 AM
144	Unified	3/3/2016 8:48 AM
145	Larger vehicles should be charged more.	3/3/2016 8:44 AM
146	If the ERP was to be implemented, public transport should not be charged. The fare should be tied to environmental efforts to reduce carbon emissions; therefore vehicles emitting less CO2 should pay a smaller fee.	3/3/2016 8:41 AM
147	differential charges	3/3/2016 8:28 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

148	Differentiate on vehicle class, SUV & 7seaters pay maximum.	3/3/2016 8:21 AM
149	Differential charges are the smartest approach, the more Passenger it can carry, or the less space it occupies, the lower the pricing should be.	3/3/2016 8:17 AM
150	Larger vehicles charged more.	3/3/2016 8:03 AM
151	Charges should be based on size.	3/3/2016 7:47 AM
152	differential charges based on axel size	3/3/2016 7:43 AM
153	車輛種類分別收不同費用	3/3/2016 7:24 AM
154	motorbikes free	3/3/2016 7:22 AM
155	Charges should be based on vehicle size. A reduction or capacity could be a problem as much of the congestion now is caused by minivans used a chauffeured cars. .	3/3/2016 7:20 AM
156	Based on vehicle size.	3/3/2016 7:18 AM
157	Size of car	3/3/2016 7:13 AM
158	同上	3/3/2016 7:08 AM
159	Public buses could be charged at a lower rate.	3/3/2016 6:50 AM
160	No scheme at all	3/3/2016 6:44 AM
161	a	3/3/2016 6:32 AM
162	differential charges based on vehicle sizes	3/3/2016 6:20 AM
163	Unified charge	3/3/2016 5:56 AM
164	Unified charge	3/3/2016 5:56 AM
165	Unified	3/3/2016 5:35 AM
166	Larger vehicles should be charged more	3/3/2016 4:51 AM
167	A unified charge	3/3/2016 4:46 AM
168	Differential charges based on combination of vehicle size and usage i.e. delivery vehicles should be charged less than private cars.	3/3/2016 4:19 AM
169	反對	3/3/2016 4:17 AM
170	Differential charges based on vehicle sizes. However, multiple-capacity vehicles such as licenced shuttlebuses should be treated more favourably.	3/3/2016 2:28 AM
171	Public transportation should not be charged otherwise they will pass on the cost to users, which is counter productive if you want to encourage use of public transportation. Goods deliveries should be charged but they should be given "free periods" to encourage deliveries outside of peak hours. All other vehicles - especially the wealthy ones, charge them the most! However, how do you focus on wealthy road users? They are the culprits and cause of the congestion. But they can afford the additional cost! So what is actually required is more enforcement action to penalise these "congesters". Perhaps measures should be taken to deduct points from these persons as well for repeat offending. As an aside, measures should be taken to register a "person" as an owner of a vehicle (not an entity), since the wealthy usually use legal entities to own vehicles so that they can avoid fines.	3/3/2016 2:19 AM
172	High charge for all vehicles except public transport and delivery vehicles at specified times	3/3/2016 2:02 AM
173	Charge for vehicle size. It is ridiculous to see the number of seven-seater cars in Central, usually with no more than one or two people. Drivers should be encouraged to use smaller, and cleaner vehicles.	3/3/2016 1:21 AM
174	unified charge for all vehicles but with exemptions	3/2/2016 11:42 PM
175	I think private car should pay the highest cost	3/2/2016 11:34 PM
176	Charged on miles pr liter for the car, that way the electric cars is favored.	3/2/2016 10:51 PM
177	Differential charges based on carry capacity.	3/2/2016 10:08 PM
178	反對設立收費計劃，交通問題不能用收費先導計劃解決	3/2/2016 10:05 PM
179	Keep it simple; the system would be unable to identify number of passengers so go by Reg No/vehicle type	3/2/2016 10:00 PM
180	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

181	Differential based on weight of vehicle - electric vehicle excluded	3/2/2016 8:38 PM
182	Differential charges based on size.	3/2/2016 8:36 PM
183	Differential charges based on vehicle sizes and emissions standards	3/2/2016 7:57 PM
184	Unified charge	3/2/2016 7:49 PM
185	Unified charge	3/2/2016 7:39 PM
186	Truck and private act should have different charging scheme. For truck, it should be depends on size, while private car should depends on number of people inside the car. If only depends on carrying capacity but not looking into how many persons actually inside, this charging mechanism is not fair enough	3/2/2016 7:21 PM
187	根據車輛大小較為可取	3/2/2016 6:52 PM
188	public transport - free Commercial vehicle - minimal and classed by physical size private cars and van - high charging (as they are luxurious form of transportation)	3/2/2016 6:07 PM

Q11 Do you have any suggestion on the range of ERP charge which you believe could induce motorists to adjust their travel behaviour when (a) ERP charge is levied on a per day basis; or (b) ERP charge is levied on a per pass basis (charging at each and every charging point)?你認為電子道路收費應定於哪一個水平[(甲)假如是按日收費;或(乙)假如是按每次駛經收費(即每次經過收費點均收費一次)],才能令駕駛者改變其駕駛行為?

Answered: 180 Skipped: 195

#	Responses	Date
1	a) ~ 100 b) ~30-50	3/15/2016 6:01 PM
2	Price sensitivity will vary from person to person depending on their financial means. Very crudely, an ERP charge of \$250.00 per day or \$50.00 per pass (similar to the current Western Tunnel toll) may induce motorists to adjust their travel behaviour.	3/14/2016 2:02 PM
3	charging each time on charging point if it is to serve its purpose.	3/14/2016 12:36 PM
4	Disagree on ERP	3/13/2016 9:07 PM
5	HK\$100 per pass ..area charge is not good method	3/13/2016 7:23 PM
6	應按車輛類別收費。而且政府不應只著眼於收費多少，應致力解決問題，疏導矛盾。政府應為市民，不應詐取市民金錢	3/12/2016 4:34 PM
7	I disagree with a per-day area charge. I think a Singapore style modest charge per pass is the correct approach. This should be designed to MANAGE road use, not punish road use.	3/12/2016 3:24 PM
8	I think HK\$ 500 per day basis	3/10/2016 7:42 PM
9	If ERP is charged on every pass, drivers will be encouraged to park rather than circle around waiting to pick up their passengers	3/9/2016 7:35 PM
10	• I favour a cordon system with a charge per pass. • I do not know what level of fee is needed to change behaviour. It is important that the authority managing the scheme has the ability to frequently change fee levels as it seeks to meet traffic flow objectives.	3/9/2016 2:31 PM
11	Just off the top of my head (a) \$100 (b) \$25 Again, we need to make sure that this scheme, however we price, targets the worse offenders and the most "inefficient" vehicles, i.e. "big boss" cars with the driver waiting for their bosses and carrying only 1 or 2 passengers at a time	3/9/2016 2:09 PM
12	Actually no use	3/7/2016 11:47 PM
13	I don't drive so I am not sure over the range, but I would suggest (a)\$100, or equivalent to cost to park in the area for a day; for (b), around \$20?	3/7/2016 10:47 PM
14	Unclear question - \$ range??	3/7/2016 9:25 PM
15	No.	3/7/2016 3:29 PM
16	per pass	3/7/2016 10:43 AM
17	The charge should be per pass basis. Further, as noted in my answer to an earlier question, it should increase exponentially after the first, say, 5 passes. The authority managing the scheme should have the power to change the charge rate in order to meet the congestion objectives it is set. (NB: We do not want to be stuck with a position similar to the Central Cross Harbour tunnel where the authorities seem incapable of raising the charge to reduce congestion.)	3/6/2016 11:58 PM
18	Choice B would be better	3/6/2016 6:14 PM
19	No strong views on most effective approach.	3/6/2016 5:01 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

20	不需要討論	3/6/2016 4:45 PM
21	Per Pass Basis	3/6/2016 6:17 AM
22	per pass basis	3/5/2016 7:39 PM
23	depends on how many ERP charging points there are.	3/5/2016 6:09 PM
24	I don't have an answer for this question	3/5/2016 5:32 PM
25	no view.	3/5/2016 3:37 PM
26	Charge per day	3/5/2016 3:09 PM
27	Not applicable	3/5/2016 1:55 PM
28	As stated. Increase the charge on a daily basis for a month. \$50,\$100,150 etc.	3/5/2016 11:44 AM
29	No ERP for me.	3/4/2016 11:54 PM
30	No	3/4/2016 10:03 PM
31	per pass	3/4/2016 5:10 PM
32	ERP charge is levied on a per pass basis	3/4/2016 5:07 PM
33	Per day basis, low charge so as not to discriminate against lower income, \$5 per day max	3/4/2016 11:40 AM
34	Daily	3/4/2016 10:53 AM
35	Biggest behaviour change will result from charging at every charging point, but administratively may be easier to charge per day.	3/4/2016 10:38 AM
36	To be levied on a per pass basis	3/4/2016 10:04 AM
37	A daily pass is a good idea	3/4/2016 8:26 AM
38	I think \$50 per cordon pass per hour.	3/4/2016 7:40 AM
39	Per pass basis.	3/4/2016 6:18 AM
40	Think per distance travelled would be best.	3/4/2016 3:01 AM
41	每次駛經收費	3/4/2016 1:34 AM
42	Quota based approach (frequency)	3/3/2016 10:50 PM
43	ERP charge is levied on a per pass basis.	3/3/2016 10:36 PM
44	b	3/3/2016 10:34 PM
45	Should be \$88 at every charging point. Per day charge is a BAD idea, since the worst offenders will consider it a fixed part of overhead.	3/3/2016 10:09 PM
46	No	3/3/2016 10:04 PM
47	Per day charge.	3/3/2016 9:16 PM
48	Per pass basis is better	3/3/2016 9:07 PM
49	按每次駛經收費	3/3/2016 9:05 PM
50	Per pass	3/3/2016 8:54 PM
51	We need a system to discourage vehicles entering and loitering in a ERP zone. Neither the per day or per pass would discourage loitering. There should be a time element included, such as what taxis have for being stuck in traffic.	3/3/2016 8:14 PM
52	Hang them and then shoot them	3/3/2016 7:57 PM
53	b)	3/3/2016 7:56 PM
54	per pass charging - 20 to 50 \$ depending on the time of day. more at congested times	3/3/2016 7:52 PM
55	as per above, zone levy is not the most cost/result efficient way of dealing with this problem	3/3/2016 7:50 PM
56	A quarter of the charge for illegal parking on a per day basis.	3/3/2016 6:42 PM
57	ERP charge is levied on a per pass basis. Personally, I still believe that ERP will affect the poor. while it is the rich that drives and cause congestion in Hong Kong.	3/3/2016 6:42 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

58	HK\$55 per hour seems fair to me, if this is designed to regulate and reduce vehicle usage in the target regions.	3/3/2016 6:35 PM
59	b) per pass	3/3/2016 6:27 PM
60	B passing	3/3/2016 5:38 PM
61	Per pass basis is more fair.	3/3/2016 5:30 PM
62	Per pass charging, so a second entry during the charging period doubles the base charge, and a third quadruples it, etc.	3/3/2016 5:24 PM
63	per pass	3/3/2016 4:58 PM
64	per pass basis.	3/3/2016 4:33 PM
65	Per visit/pass	3/3/2016 4:22 PM
66	Per day	3/3/2016 4:11 PM
67	Stop implying that "levying money for the government or an authorised operator of the scheme" is the best manner to regulate traffic - it isn't. Put the entry cost at \$100,000 per event will have "some" effect but the market won't decide this. The government has to make sensible provisions for ALL its citizens, not just the wealthy and privileged. Have you not learned anything from the disenfranchisement displayed in Hong Kong over the past 2-3 years?	3/3/2016 4:07 PM
68	Increase the charge exponentially for luxury car owners when they are considered to have repeatedly ignored the rules. How many times does one see a Bugatti or Maserati illegally parked? I think this would not be the case if, following several offences *each repeat offence saw the fine doubled*	3/3/2016 4:03 PM
69	I think the effect would be better and more educational on a per pass basis. The per day basis will not alleviate any traffic, as just a extra cost of driving and rush hour will remain as is but hit those less affluent harder. There should not be any toll booths, this must be solved electronically.	3/3/2016 3:43 PM
70	(a) only charge as high as possible can be effective i.e. over \$200 (b) higher charge to west crossharbour tunnel fee.	3/3/2016 3:31 PM
71	Per pass	3/3/2016 3:28 PM
72	No	3/3/2016 3:16 PM
73	Levied on a per pass basis	3/3/2016 3:16 PM
74	這牽涉到被收費的車輪種類。	3/3/2016 3:08 PM
75	ERP should not be introduced at all	3/3/2016 3:07 PM
76	乙，同時參考「哥德堡計劃」及「新加坡計劃」	3/3/2016 3:01 PM
77	It needs to be high enough to introduce change (note current low cost of parking fines doesn't impact behaviour)	3/3/2016 2:09 PM
78	Neither it will not work	3/3/2016 2:05 PM
79	b) better and Larger trucks and commercial vehicles restricted during the day	3/3/2016 1:53 PM
80	不如想下怎樣治標啦，香港實在太細，道路嘅設計有時要兜圈才能到目的地，所以就算唔想，都可能需要進入你嘅收費範圍，才能到目的地。所以好多時都出現"唔公平"嘅存在。	3/3/2016 1:50 PM
81	charge per point not per day	3/3/2016 1:44 PM
82	Both. But if I was forced to choose I would say (b) per pass, and try to maximise charges.	3/3/2016 1:35 PM
83	A per pass basis.	3/3/2016 1:28 PM
84	Chose the best method as deterrent .	3/3/2016 1:13 PM
85	按鐘收費，由進入至離開，如停車場。	3/3/2016 12:38 PM
86	Charge by the hour so it is too expensive for people to park all over Central like they are currently doing.	3/3/2016 12:26 PM
87	HK\$30 per entry within a 2-hour period	3/3/2016 12:20 PM
88	Per day	3/3/2016 12:17 PM
89	Per pass basis, to discourage people from using cars at peak hours. Otherwise most private cars will just pay the daily rate and there will be no change to traffic.	3/3/2016 12:13 PM
90	b) per pass basis.	3/3/2016 12:13 PM
91	per basis	3/3/2016 12:05 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

92	\$50 per two axle vehicles, then \$20 for each axle.	3/3/2016 12:02 PM
93	ERP charge should be levied on a per pass basis because if it is levied on a per day basis it will be treated in a similar manner to a fixed parking fee. It will not discourage motorists sufficiently.	3/3/2016 11:53 AM
94	I don't understand this question :(3/3/2016 11:44 AM
95	no specific suggestion but it should be at a level that will actually make people concerned think about the choices of how to get to the areas covered. If the charge is too low then it will only be a nuisance if too high then there is a risk of resistance. a probable approach would be to make it more expensive than riding public transport.	3/3/2016 11:41 AM
96	Per pass.	3/3/2016 11:36 AM
97	Only when it is the latter will motorists (even the riches) think twice about the necessity of driving to those areas. Having said that, the drivers may just hang around the areas to wait for their bosses if the police continue to tolerate them.	3/3/2016 11:28 AM
98	No views on this.	3/3/2016 11:19 AM
99	definitely B - per pass basis and time-based since chauffeur driven cars are culprits in clogging roads during the day -- self-driven cars would be parked - they are not the problem.	3/3/2016 11:15 AM
100	No preference, as depends on the technical implementation.	3/3/2016 11:14 AM
101	a) HKD 120? b) HKD 60?	3/3/2016 11:13 AM
102	Maybe HKD20 per pass?	3/3/2016 11:11 AM
103	Chaging at each and every charging point	3/3/2016 11:06 AM
104	按每次駛經收費	3/3/2016 11:04 AM
105	I think ERP charge levied on a per pass basis would change the driver's behavior	3/3/2016 11:00 AM
106	Per pass basis. At least 10 HKD per pass.	3/3/2016 10:56 AM
107	None	3/3/2016 10:48 AM
108	(b) ERP charge is levied on a per pass basis (charging at each and every charging point)?	3/3/2016 10:46 AM
109	per pass basis	3/3/2016 10:45 AM
110	I would think per pass basis is appropriate to stop vehicles continually driving around the block whilst waiting to pick up passengers.	3/3/2016 10:39 AM
111	per pass basis	3/3/2016 10:28 AM
112	No to the entire scheme	3/3/2016 10:26 AM
113	B is better.	3/3/2016 10:21 AM
114	Per pass basis.	3/3/2016 10:17 AM
115	不應該中區電子道路收費	3/3/2016 10:13 AM
116	If the fee is priced at a level higher than the harbor tunnel fees, then I expect driver will be discouraged. I would think a per pass basis during peak times at a rate that exceeds say the Western Tunnel rate would be a deter drivers. I would think a day pass fee would not deter drivers to stay away from Central during peak times since they have no choice but to pay the fee if they need to be in Central at any time during the day. I believe a per pass charge during peak times will be more effective.	3/3/2016 10:02 AM
117	Making it a 1-off fixed charge, as long as it is sufficient to make people think (e.g. \$200 per day) would be more appriate for discouraging private car use. Business users can ammortise this over their days work.	3/3/2016 10:01 AM
118	a) \$50 b) \$50	3/3/2016 9:50 AM
119	While I rather not comment on the exact charges that would be effective, I think that road pricing should be done on a per-pass basis, that is, charging at every charging point.	3/3/2016 9:49 AM
120	Many cities have specific days when traffic is strictly limited in certain areas, eg historic city centres in Europe. Hong Kong should consider this.	3/3/2016 9:47 AM
121	The ERP charge will be much more effective if it is on a per-pass basis, and it should be something like HK\$50 or no one will pay attention to it.	3/3/2016 9:47 AM
122	ERP per pass is better. As someone may only need to pick someone up in the CBD, they only have to pay a small charge. The only exception is Francished Buses, as they need to pass through the gantries multiple times.	3/3/2016 9:42 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

123	HKD 10 per pass or HKD 30 per day would start being effective. If taxis are exempted, they would become a more attractive alternative.	3/3/2016 9:40 AM
124	1) per day basis of \$150 HK would be a discouragement for most drivers. 2) per pass should be \$40 per charging point.	3/3/2016 9:39 AM
125	Charge based on time in the cordoned streets that increasing expo exponentially to encourage drivers to pass through as efficiently as possible. Once a vehicle enters the cordoned streets the clock starts ticking once they get off the street eg into a parking lot or exit the area the charge stops. Waiting buses, cars and unloading trucks turn queens road central into a one lane road. When you have 5 lanes of traffic coming from Hennessy rd and queens rd east as well as cotton tree drive and garden rd you potentially have 7+ lanes of traffic merging into 1 lane. Encourage people to keep queens rd central as a 3 lane road by Charing people for staying in that area	3/3/2016 9:33 AM
126	No I don't personally, but I bet the present usage levels for tunnels give an indication the government could use.	3/3/2016 9:28 AM
127	should be difficult and troublesome for the drivers and for the owners - we have a lot of driver driven cars specially in Central - they don't care how much and how to pay - how do we stop them?	3/3/2016 9:24 AM
128	星期一至六收費，星期日及公眾假期免費	3/3/2016 9:23 AM
129	no suggestions	3/3/2016 9:22 AM
130	Day basis, so people can adjust to getting public transport	3/3/2016 9:17 AM
131	per pass	3/3/2016 9:10 AM
132	(b)	3/3/2016 9:07 AM
133	The charge should be a deterrent. Western Tunnel at HKD 45 is not used much compared to Cross Harbour at HKD 15. The charge should be at least HKD per pass or HKD 150 for the day for multiple passes over 3	3/3/2016 9:04 AM
134	I don't know	3/3/2016 9:02 AM
135	\$50 for the zone and \$10 on a per pass basis	3/3/2016 9:02 AM
136	Entry and time on the road within the charging area.	3/3/2016 9:01 AM
137	Just follow the UK or Singapore. Sell a pass. and those without passes who enter can call up and pay on a daily basis	3/3/2016 8:52 AM
138	No	3/3/2016 8:48 AM
139	If motorists can afford a car, they can afford to pay. I think the ERP charge should be somewhere in the range of \$10-20 HKD per pass or \$50-100 HKD per day.	3/3/2016 8:44 AM
140	per pass basis	3/3/2016 8:28 AM
141	Per pass to catch those that patrol endlessly waiting for their employers.	3/3/2016 8:21 AM
142	100HKD per day, 50 HKD per pass could change their behaviour.	3/3/2016 8:17 AM
143	Daily basis	3/3/2016 8:03 AM
144	On a per day basis.	3/3/2016 7:47 AM
145	per pass basis	3/3/2016 7:43 AM
146	按次及有時限，如同入咪錶	3/3/2016 7:24 AM
147	the more expensive the vehicle the higher the charge small cars pay less motorbikes are free	3/3/2016 7:22 AM
148	It should be a per pass basis but HK can look to other cities experience.	3/3/2016 7:20 AM
149	Should be charged on a per pass basis according to time of day.	3/3/2016 7:18 AM
150	Time spent in the zone and without putting car in car park. Scheme has to link to car parks in the zone electronically	3/3/2016 7:13 AM
151	同上	3/3/2016 7:08 AM
152	Not really. maybe \$50	3/3/2016 6:50 AM
153	Charges do not solve the problem.	3/3/2016 6:44 AM
154	no	3/3/2016 6:32 AM
155	per pass	3/3/2016 6:20 AM
156	No views	3/3/2016 5:56 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

157	Per pass	3/3/2016 5:56 AM
158	100hkd per day	3/3/2016 5:35 AM
159	Per pass basis. \$10 per pass	3/3/2016 4:51 AM
160	per day otherwise people will get their drivers to circumnavigate central to avoid the charging points!	3/3/2016 4:46 AM
161	No, but I would favour a "per pass" basis	3/3/2016 4:19 AM
162	1415 億元	3/3/2016 4:17 AM
163	(a) Per day basis: This should be at least HK\$500 as anyone who can afford a car that costs around HK\$400,000++ (which figure represents the vast majority of the vehicles that I see in Central everyday) should be able to pay HK\$500/day if they really want to use it and cause congestion and on-street pollution (b) Per-pass basis, HK\$180 per entry as realistically there is no reason why anyone would need to enter and leave Central more than 2-3 times a day unless their private driver is circling round and round to avoid having to pay parking fees (in which case they should pay for clogging the roads).	3/3/2016 2:28 AM
164	The wealthy are the main culprits. How do you charge so that they change their driving habits?? Actually, probably parking and waiting habits!! At the same time, you cannot make it overly onerous for the average person otherwise driving becomes a luxury for thr wealthy only that will polarise society. Get the police to stop being lazy and regularly enforce the law - especially against wealthy vehicle owners! Too often have I seen police officers ticket "grass roots" drivers but they make a conscious effort to avoid vehicles that appear to be owned by "connected" persons. I wonder why....	3/3/2016 2:19 AM
165	no	3/3/2016 2:02 AM
166	No.	3/3/2016 1:21 AM
167	no	3/2/2016 11:42 PM
168	If only charged or day charge will be too low, and ppl will not care about that small money. It will be same as low parking fines ppl don't care. It cost 1500hkd to litter but only 500 to park illegal.	3/2/2016 10:51 PM
169	no suggestion	3/2/2016 10:08 PM
170	反對設立收費計劃，交通問題不能用收費先導計劃解決	3/2/2016 10:05 PM
171	just copy Singapore and get on with it!	3/2/2016 10:00 PM
172	完全不同意電子道路收費計劃。	3/2/2016 8:49 PM
173	Per pass basis	3/2/2016 8:38 PM
174	Charging per pass basis	3/2/2016 8:36 PM
175	Per pass basis	3/2/2016 7:57 PM
176	(b)	3/2/2016 7:49 PM
177	HK\$150	3/2/2016 7:39 PM
178	It has to be charged everytime going to the boundary.	3/2/2016 7:21 PM
179	乙	3/2/2016 6:52 PM
180	no comments	3/2/2016 6:07 PM

Q12 Do you support providing exemption / concession to vehicles other than emergency vehicles for the Central District ERP Pilot Scheme? If so, what are the type(s) of vehicles and why do you choose them? 除緊急車輛外，你是否支持「中區電子道路收費先導計劃」向其他類型的車輛提供豁免／優惠？如果同意，哪些類型的車輛應獲豁免／優惠？原因為何？

Answered: 188 Skipped: 187

#	Responses	Date
1	No	3/15/2016 6:02 PM
2	Apart from emergency vehicles, I cannot think of any other types of vehicle which could/should be given exemption/concessions from charging under the ERP Pilot Scheme.	3/14/2016 2:07 PM
3	excmptions to those who are in needs and they have to apply for that, e.g. those who are disabled.	3/14/2016 12:37 PM
4	No	3/13/2016 9:08 PM
5	No	3/13/2016 7:24 PM
6	除公共車輛外，所有車輛不應豁免	3/12/2016 4:59 PM
7	No, only emergency / police / fire / ambulance vehicles should be exempt. NO other vehicle (HK govt, consular, etc) exemptions should exist. A Residency discount should apply to those who live inside the boundary and those who live within a certain distance of the boundary	3/12/2016 3:29 PM
8	Apart from emergency vehicles and public transport, I would give no exemptions since it will only be abused.	3/10/2016 7:43 PM
9	No	3/9/2016 7:37 PM
10	• No. Even buses should be charged. This may provide an incentive for bus companies to try and run buses full. • Taxis should have DSRC technology enabled to allow them to charge their passengers twice the charges per pass they incur while the meter is running for the passenger.	3/9/2016 2:31 PM
11	Concession for delivery trucks/vans and motorcycles.	3/9/2016 2:11 PM
12	NA	3/7/2016 11:48 PM
13	I don't support exemption. If there has to be I would say small, electric vehicle for the principle here is to reduce pollution and a better walking environment, besides reducing number of traffic	3/7/2016 10:59 PM
14	Yes. All public transport. School buses, old people's home buses etc. Buses of apartment complexes. Possibly taxis or maybe do a reduced rate for taxis.	3/7/2016 9:26 PM
15	Taxi but only if they depart the are within 15 minutes of entering	3/7/2016 3:33 PM
16	no	3/7/2016 10:45 AM
17	Yes for buses, minibuses. Taxis should be able to charge their customers for twice the congestion charge incurred while they are hired. The charge should be based on road space used (including safe separation distance) so two-wheelers will pay less.	3/7/2016 12:04 AM
18	Franchised buses should be exempted from the plan	3/6/2016 6:15 PM
19	Some consideration for business use. Taxi drivers should not suffer; costs should be borne by operators/customers.	3/6/2016 5:05 PM
20	不需要討論	3/6/2016 4:46 PM
21	No	3/6/2016 6:22 AM
22	all public transport (bus, minibus, taxi) shuttle bus 穿梭巴士 is controversial.....	3/5/2016 7:41 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

23	Yes - concessions for electric/hybrid vehicles, perhaps for handicapped drivers, etc. EVs go free - everyone should get as far out of their way as possible (says someone who has been in the back of an Ambulance!)	3/5/2016 6:15 PM
24	specially designated transport for the handicapped	3/5/2016 5:36 PM
25	I support exempting trams and public buses, but not exempting mini-buses.	3/5/2016 3:39 PM
26	Electric vehicles should be free of charge because they produce no pollution	3/5/2016 3:10 PM
27	No vehicles of any kind should be charged for use of the roads	3/5/2016 1:57 PM
28	Public transport delivery vehicles between certain hours.	3/5/2016 11:48 AM
29	No ERP for me.	3/4/2016 11:55 PM
30	see previous comments re residents. Unfair to tax people continually just because they live somewhere	3/4/2016 10:06 PM
31	no. this will likely be abused.	3/4/2016 5:11 PM
32	no other cars should be exempted everyone should contribute to the pollution they made	3/4/2016 5:10 PM
33	No exceptions	3/4/2016 11:42 AM
34	No, in fact gov. car should need to pay too, some gov. car always park and wait at peak hour.	3/4/2016 10:58 AM
35	Concession for electric vehicles Exemption for people with disabilities who are too sick to travel by public transport (see London congestion charge exemptions)	3/4/2016 10:43 AM
36	Vehicles registered under disabled drivers and hospials / elderly centre etc.	3/4/2016 10:11 AM
37	Buses transporting disabled/elderly and school children could be exempt - because their occupants should not be charged as their journeys are unavoidable whereas the average car driver could take the MTR or a bus Electric vehicles (not hybrids)could be excluded	3/4/2016 8:29 AM
38	buses and trams should not be charged	3/4/2016 7:42 AM
39	Taxis carrying passengers with limited mobility should be exempt.	3/4/2016 6:21 AM
40	No, there should be no exemption.	3/4/2016 3:02 AM
41	public bus	3/4/2016 1:35 AM
42	Yes upon carrying capacity	3/3/2016 10:55 PM
43	Public vehicles should be exempted.	3/3/2016 10:38 PM
44	No	3/3/2016 10:38 PM
45	No exemptions.	3/3/2016 10:11 PM
46	Yes. Fire and ambulance	3/3/2016 10:06 PM
47	no there should be no exemptions	3/3/2016 9:18 PM
48	否	3/3/2016 9:11 PM
49	Someone like disabled should also be exempted	3/3/2016 9:09 PM
50	Public transportation vehicles to be exempted	3/3/2016 8:55 PM
51	Public buses definitely should be exempt. Hard to judge would be delivery vehicles.	3/3/2016 8:38 PM
52	Sai Kung is being ruined because of the HK government	3/3/2016 8:01 PM
53	Fully electric vehicles should be exempt! They do not create roadside emissions. Furthermore such exemption would further promote EV adoption.	3/3/2016 8:00 PM
54	exemptions for public transport buses and handicapped drivers	3/3/2016 7:54 PM
55	No	3/3/2016 7:50 PM
56	exemption / concession to vehicles other than emergency vehicles: all commercial vehicles.	3/3/2016 6:45 PM
57	No, I don't.	3/3/2016 6:42 PM
58	Those of disabled individuals, or those with limited mobility. Elderly individuals may be considered, if they are incapable of driving themselves. Public buses, which alleviate congestion with large carrying capacities should also be exempt.	3/3/2016 6:38 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

59	Public transport should be exempt	3/3/2016 6:37 PM
60	No	3/3/2016 5:39 PM
61	No	3/3/2016 5:38 PM
62	None.	3/3/2016 5:31 PM
63	Absolutely no exceptions!	3/3/2016 5:26 PM
64	vehicle carrying handicapped passengers or elderlies with walking difficulties	3/3/2016 5:01 PM
65	Disabled and drivers over 65	3/3/2016 4:48 PM
66	No exemption	3/3/2016 4:39 PM
67	exception/concession to public buses and emergency vehicle. NO concession/exemption to delivery vehicles and light vans.	3/3/2016 4:34 PM
68	Taxis, motorbikes, delivery vans(not large trucks) school buses,	3/3/2016 4:13 PM
69	Buses, taxis, residents vehicles.	3/3/2016 4:12 PM
70	All public transport. All EVs. All services like UBER etc.	3/3/2016 4:07 PM
71	If different emmission levels are taken into account this solves it for the business & private drivers. Emergency vehicles should certainly be exempt but counted, i.e. the system must electronically register. This will also give the departments the necessary evaluation parameters for congestion.	3/3/2016 3:46 PM
72	Yes. 1. cars and taxi which drive disabled person, providing medical evidence by doctor, into and leaving the area. 2. Trams	3/3/2016 3:35 PM
73	Police, fire engine and ambulance should be exempted.	3/3/2016 3:31 PM
74	Taxis because the charge would be passed on to the passenger. Reduced rate for vehicles registered to businesses in the area	3/3/2016 3:19 PM
75	Transport for the disabled	3/3/2016 3:18 PM
76	向以下車輛提供豁免/優惠: 1. 已登記只限接載傷殘人士車輛, 因可方便傷殘人士 2. 巴士/小巴等大型公共交通工具, 因可鼓勵公眾使用公共交通工具前往中區, 減少進入中區的其他車輛 (的士絕對不能豁免, 但可容許司機向乘客收取道路收費)	3/3/2016 3:16 PM
77	巴士、小巴、旅遊巴等大眾運輸工具	3/3/2016 3:15 PM
78	ERP should not be introduced at all	3/3/2016 3:08 PM
79	Only to public transport - buses, minibuses and trams!	3/3/2016 2:11 PM
80	No	3/3/2016 2:06 PM
81	no	3/3/2016 1:54 PM
82	不如用車牌識別, 每輛車每個月可以免費進入這些區域20次, 係免費的。	3/3/2016 1:50 PM
83	Non-polluting card charged less Tram and non-polluting buses should be allowed	3/3/2016 1:46 PM
84	No.	3/3/2016 1:40 PM
85	Public transport should be excluded.	3/3/2016 1:29 PM
86	Motorcycles etc.	3/3/2016 1:16 PM
87	Disabled	3/3/2016 1:07 PM
88	公共交通可獲豁免。可吸引部分人使用。	3/3/2016 12:40 PM
89	No.	3/3/2016 12:33 PM
90	Parking needs to be sorted out before the pilot scheme. If traffic is no better then run the pilot scheme	3/3/2016 12:27 PM
91	Exemption for valid disabled card holders	3/3/2016 12:23 PM
92	Bona fide deliveries if possible to police	3/3/2016 12:19 PM
93	Yes. Exemption to fire, police, ambulance, gas services. Exemption to public transportation including taxis.	3/3/2016 12:17 PM
94	yes, buses and mini buses only.	3/3/2016 12:15 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

95	NO	3/3/2016 12:06 PM
96	Electric and motorcycles.	3/3/2016 12:02 PM
97	Yes, concessions for taxis and public light buses in order to encourage the public to use public transport. A motorist will not give up his car if it costs the same to enter the Central District ERP on public transport.	3/3/2016 11:59 AM
98	No.	3/3/2016 11:49 AM
99	no exemptions	3/3/2016 11:44 AM
100	Vehicles that are essential to businesses in Central should be exempt, as should public transport including taxis. Light goods, taxis, minibuses, construction vehicles.	3/3/2016 11:41 AM
101	Only public transport vehicles and vehicles for the disabled.	3/3/2016 11:35 AM
102	Yes fully electric vehicles. This will encourage the greater adoption of EVs and eventually a cleaner environm	3/3/2016 11:25 AM
103	Comprehensive coverage is important. All vehicles other than emergency vehicles should be charged. Specifically, all GOVERNMENT vehicles should be charged. (Even if this smacks of left hand putting money into right hand, the charges will induce the various departments and agencies to take action to reduce vehicle trips through the charged area, and that is the desired outcome.)	3/3/2016 11:23 AM
104	no exemptions -- this is a congestion charge.	3/3/2016 11:16 AM
105	Taxis are exempt too I assume? They should be.	3/3/2016 11:15 AM
106	Yes. Low polluting vehicles should have concessions, similar to those offered in other countries with such schemes.	3/3/2016 11:14 AM
107	同意環保單車類型的車輛應獲豁免	3/3/2016 11:12 AM
108	Except emergency vehicles and no exemption provided. O	3/3/2016 11:08 AM
109	no	3/3/2016 11:05 AM
110	Electric vehicles	3/3/2016 10:58 AM
111	public transport and transportation for disables. They shouldn't be penalized by the ERP systems.	3/3/2016 10:51 AM
112	No	3/3/2016 10:50 AM
113	public exempted	3/3/2016 10:47 AM
114	Yes. Public transport vehicles should be exempted as they carry more passengers and by not paying ERP will not require the franchised buses to increase fares.	3/3/2016 10:41 AM
115	None other than emergency and road maintainence	3/3/2016 10:30 AM
116	public transportation - public interests	3/3/2016 10:30 AM
117	Electric taxis should be exempt.	3/3/2016 10:25 AM
118	No, except Govt. vehicles and franchased vehicles. However, taxis may deserve a separate consideration.	3/3/2016 10:25 AM
119	No exemptions	3/3/2016 10:24 AM
120	不應該中區電子道路收費	3/3/2016 10:14 AM
121	Rehabilitation buses, special needs passengers and buses for the elderly day care centres. Public buses, including mini buses.	3/3/2016 10:05 AM
122	Franchise (not private) buses, taxis and possible green minibuses (not red) on scheduled routes	3/3/2016 10:04 AM
123	Yes. Exemption for Electric Powered Vehicles - To encourage the adoption of non-polluting vehicles in Hong Kong in line with existing government policy	3/3/2016 9:53 AM
124	No exceptions should apply, other than to emergency vehicles.	3/3/2016 9:52 AM
125	There should also be an exemption for taxis and vans designed for wheelchairs.	3/3/2016 9:50 AM
126	Public buses. (NOT commercial/deliver vehicles. NOT tour buses.)	3/3/2016 9:49 AM
127	Buses, Commercial Vehicles, and Residents. These vehicles will have to inevitably pass through the ERP area multiple times a day, and will incur sky-high charges.	3/3/2016 9:47 AM
128	We could exempt taxis to encourage people to leave their cars at home.	3/3/2016 9:42 AM
129	No vehicles should be exempt except for emergency vehicles including taxis.	3/3/2016 9:41 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

130	Black audi's because I own one	3/3/2016 9:36 AM
131	I would propose a concession to delivery vehicles that have high environmental standards. I think it would be a good incentive for companies to upgrade polluting lorries to newer versions.	3/3/2016 9:35 AM
132	No exemption to avoid abuse of the concession. There are organizations registered as charity but they are not really charity. Same as some vehicles with disabled plates but a lot of times they are driven by abled body. There are definitely people cheating. To give exemption means giving them another channel to cheat.	3/3/2016 9:26 AM
133	disabled	3/3/2016 9:26 AM
134	Exemption only for disabled people who rely on the car since the MTR system is not very user friendly for disabled	3/3/2016 9:24 AM
135	Yes, public transport only.	3/3/2016 9:19 AM
136	No exemption please.	3/3/2016 9:10 AM
137	Yes, vehicles with disabled stickers. Disabled drivers may not be able to use public transport etc	3/3/2016 9:09 AM
138	Public Transport, Deliveries, Bikes, Motorbikes because we need public transport and delivery transport and because bikes and motorbikes are less a problem in traffic.	3/3/2016 9:06 AM
139	public transport: minibuses and large buses as this encourages people to use them and get out of their private cars	3/3/2016 9:06 AM
140	No exemption other than emergency vehicles, Buses should pay as well. Take the MTR is bus is too expensive	3/3/2016 9:06 AM
141	Public transport. But on a sliding scale. Empty busses should not benefit. Given the prevalent use of the octopus card to collect fares it should not be difficult to calibrate.	3/3/2016 9:04 AM
142	Possibly electric vehicles, akin to London	3/3/2016 9:03 AM
143	Taxis, buses, cars carrying disabled people	3/3/2016 8:55 AM
144	No	3/3/2016 8:50 AM
145	No, only emergency vehicles should be exempt.	3/3/2016 8:45 AM
146	Yes, public transport should be exempt to encourage members of the public to use this. Otherwise the cost of travelling on PT will increase, dissuading members of the public from using this. Also emergency services should be exempt.	3/3/2016 8:44 AM
147	Support exemption vehicles; owned by handicapped persons; all vehicles exempted should have full seating with passengers. Public transport buses should be exempted, also emergency vehicles. All other vehicles including electric cars should NOT be exempted. (i.e. rich people do not have unfair advantage being able to buy electric cars; an electric car is still pollution for generation of electric!)	3/3/2016 8:34 AM
148	Trams ! & all other Electric vehicles.	3/3/2016 8:23 AM
149	Yes, motorcycles and bicycles.those use the least space in a crowded city.	3/3/2016 8:20 AM
150	Buses, taxi, uber	3/3/2016 8:04 AM
151	NO, no, NO exceptions ONLY EMERGENCY vehicles.	3/3/2016 7:50 AM
152	No	3/3/2016 7:46 AM
153	no	3/3/2016 7:45 AM
154	不同意	3/3/2016 7:29 AM
155	motorbikes	3/3/2016 7:23 AM
156	Yes, but the list should be very narrowly drawn --vehicles for the handicapped, etc. There should be no exemption for government officials.	3/3/2016 7:22 AM
157	No.	3/3/2016 7:19 AM
158	No	3/3/2016 7:14 AM
159	反對任何形式電子道路收費！	3/3/2016 7:09 AM
160	Maybe buses - especially electric ones!	3/3/2016 6:51 AM
161	No charges at all.	3/3/2016 6:47 AM
162	no	3/3/2016 6:33 AM
163	No. Hong Kong people are notorious for exploiting loopholes.	3/3/2016 6:23 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

164	Disabled drivers' cars.	3/3/2016 5:59 AM
165	Taxis, buses, self driving vehicles	3/3/2016 5:58 AM
166	Yes. Public transport. Taxi. Light private bus. Any vehicle which will reduce the use of personal car.	3/3/2016 5:37 AM
167	Electric vehicles	3/3/2016 4:53 AM
168	Not really, except maybe those with disabilities so long as this is not abused.	3/3/2016 4:50 AM
169	Exemption, no, but as I said above recognition should be given by reduced tariffs for "commercial" e.g. delivery vehicles which have no alternative to being there compared with private vehicles which are there optionally. ??no charge for buses, PLBs and taxis?	3/3/2016 4:23 AM
170	全部豁免	3/3/2016 4:17 AM
171	Yes. Taxis should be given 30% off. Public buses, and private shuttlebuses should be given 50% concessions as they run on a fixed schedule and do not generally obstruct traffic. Motorcycles and bicycles should be fully exempted. Goods and other delivery vehicles can be given 50-75% exemptions if they deliver at off-peak hours, and possibly even full exemptions if they deliver between 9pm and 7am. Cars which are tagged as being registered to a disabled driver (disabled sticker?) should be fully exempted, as should taxis serving the disabled.	3/3/2016 2:29 AM
172	Public transport. If the goal is to encourage use of public transport, isn't this self explanatory?	3/3/2016 2:21 AM
173	delivery/freight at certain times and public transport. All other exemptions will be exploited by someone.	3/3/2016 2:04 AM
174	Drivers with registered disabilities should still be able to get in to Central. Concessions should also be made for taxis. It would be worth considering low-cost or free access to drivers of very small sub-compact cars such as the Smart Fortwo or Toyota IQ, since they take up little road space and are very low emission vehicles.	3/3/2016 1:34 AM
175	motorcycles, taxis. Continuing provision of taxis may encourage private car owners to not bother driving in. Motorbikes should just be exempt as a matter of principle.	3/2/2016 11:46 PM
176	Buses and minibuses as they are public transport	3/2/2016 11:35 PM
177	The vehicles that makes Hong Kong running, can be excepted. And private cars does do that.	3/2/2016 10:56 PM
178	Commercial vehicles could be exempt because the cost of entering the area is unavoidable in many situations.	3/2/2016 10:10 PM
179	反對設立收費計劃，交通問題不能用收費先導計劃解決	3/2/2016 10:06 PM
180	School bus and similar	3/2/2016 10:02 PM
181	完全不同意電子道路收費計劃。應禁止私家車在上午7時至凌晨12時，進入德輔道中。	3/2/2016 8:52 PM
182	Yes exclusion for electric vehicles	3/2/2016 8:40 PM
183	Delivery vehicles but delivery should be restricted to certain times.	3/2/2016 8:37 PM
184	Vehicle with disabled license	3/2/2016 7:54 PM
185	No	3/2/2016 7:40 PM
186	Disable	3/2/2016 7:23 PM
187	任何車輛都不可豁免 因為，減少空氣污染和道路阻塞	3/2/2016 6:55 PM
188	public transport should exempt from it	3/2/2016 6:09 PM

Q13 DSRC technology requires the installation of an IVU in each vehicle entering the charging area for ERP payment, while ANPR technology captures the licence number plate of a vehicle every time when it enters / leaves / circulates in the charging area. On the whole, would you say that ANPR or DSRC is a more preferable technology for the Central District ERP Pilot Scheme? 短距離微波通訊科技需要每部車輛在進入收費區前安裝車內裝置以繳付電子道路收費；而自動車牌識別科技則需要在車輛每次駛進／駛離收費區或在收費區內道路行駛時拍攝其車牌。整體而言，你認為「中區電子道路收費先導計劃」應較適合採用短距離微波通訊科技，還是自動車牌識別科技？

Answered: 176 Skipped: 199

#	Responses	Date
1	I would prefer the introduction of ANPR technology as this could be implemented more quickly than the installation of IVUs in potentially thousands of vehicles.	3/14/2016 2:07 PM
2	Don't know	3/13/2016 9:08 PM
3	DSRC is better	3/13/2016 7:24 PM
4	現時應暫緩計劃，政府應該先面對/承認問題，然後疏導，收費是最差手段	3/12/2016 4:59 PM
5	Autotoll is already VERY popular and incorporates both technologies. No point in excluding one or the other...	3/12/2016 3:29 PM
6	no views	3/10/2016 7:43 PM
7	ANPR	3/9/2016 7:37 PM
8	• Use DSRC as it probably more reliable in heavy traffic and provides drivers with a more instantaneous message of the ERP cost they are incurring.	3/9/2016 2:31 PM
9	IVU	3/9/2016 2:11 PM
10	DSRC	3/8/2016 3:26 PM
11	NA	3/7/2016 11:48 PM
12	ANPR technology would be more convenient for ad-hoc traveler who don't usually need to enter Central? Also, without the need to apply for an IVU first it would be more easily acceptable for the drivers	3/7/2016 10:59 PM
13	DSRC	3/7/2016 9:26 PM
14	ANPR, we already have too many machines in the car, autotoll, cross-border and auto cameras.	3/7/2016 3:33 PM
15	DSRC	3/7/2016 10:45 AM
16	DSRC is preferred. I believe it provides a more instantaneous transaction. This will allow taxis to charge users.	3/7/2016 12:04 AM
17	IVU	3/6/2016 8:31 PM
18	Nil	3/6/2016 6:15 PM

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19	ANPR seems the 'fairer' approach minimising impact on those charged, but I do not having any detailed understanding of the underlying cost implications.	3/6/2016 5:05 PM
20	不需要討論	3/6/2016 4:46 PM
21	Can't decide. Too little information be provided on the costs, time of implementation, etc. On the two methods.	3/6/2016 6:22 AM
22	自動車牌識別科技	3/5/2016 7:41 PM
23	number plate recognition seems more straightforward but may be more susceptible to abuse in which case IVU like Autotoll seems a good idea - but the smaller the better and preferably can utilise Autotoll or replace Autotoll IVUs. BTW, you need to explain the abbreviations better (e.g. IVU = in-vehicle unit, right? What's DSRC or ANPR?!?!?)	3/5/2016 6:15 PM
24	ANPR technology	3/5/2016 5:36 PM
25	ANPR.	3/5/2016 3:39 PM
26	Not applicable	3/5/2016 1:57 PM
27	Arp- it's not transferable and cannot be cheated.	3/5/2016 11:48 AM
28	No ERP for me.	3/4/2016 11:55 PM
29	ANPR seems to have less privacy risk	3/4/2016 10:06 PM
30	DSRC would be FAR more efficient	3/4/2016 5:11 PM
31	Just use the same tag we have for the tunnels already! Leverage what already exists.	3/4/2016 11:42 AM
32	Short Range Wave	3/4/2016 10:58 AM
33	ANPR - harder to cheat the system	3/4/2016 10:43 AM
34	Why not use the existing Autotoll?	3/4/2016 10:11 AM
35	IVU sounds like a better system	3/4/2016 8:29 AM
36	ANPR is better.	3/4/2016 7:42 AM
37	ANPR. It is less open to abuse and likely to cost less to implement.	3/4/2016 6:21 AM
38	DSRC would be the preferable technology.	3/4/2016 3:02 AM
39	短距離微波通訊科技	3/4/2016 1:35 AM
40	ANPR technology	3/3/2016 10:55 PM
41	Both.	3/3/2016 10:38 PM
42	IVU	3/3/2016 10:38 PM
43	DSRC would be harder to evade.	3/3/2016 10:11 PM
44	Anpr	3/3/2016 10:06 PM
45	IVU so it can be used for all such charges.	3/3/2016 9:18 PM
46	短距離微波通訊科技	3/3/2016 9:11 PM
47	No preference	3/3/2016 9:09 PM
48	Don't know	3/3/2016 8:55 PM
49	ANPR would be preferable. But both would be better. For examples taxis should have IVU to pass on the charge to passengers.	3/3/2016 8:38 PM
50	Bring in BIPV to all new buildings	3/3/2016 8:01 PM
51	DSRC	3/3/2016 8:00 PM
52	ANPR as drivers can tamper with DRSC	3/3/2016 7:54 PM
53	na	3/3/2016 7:50 PM
54	DSRC technology, you also install ANPR technology to fine vehicles without a IVU. just use existing Autotoll technology.	3/3/2016 6:45 PM
55	ANPR is more preferable.	3/3/2016 6:42 PM

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56	ANPR sounds more practical.	3/3/2016 6:38 PM
57	not sure	3/3/2016 6:28 PM
58	DSRC	3/3/2016 5:39 PM
59	ANRP	3/3/2016 5:38 PM
60	Don't know	3/3/2016 5:31 PM
61	ANPR, because not as easy to fiddle!	3/3/2016 5:26 PM
62	ANPR	3/3/2016 5:01 PM
63	I choose the cheaper one's method	3/3/2016 4:39 PM
64	license recording, as it is less invasive	3/3/2016 4:34 PM
65	DSRC	3/3/2016 4:13 PM
66	DSRC is suitable but linked with the ANPR for validation. Otherwise you will get vehicles using IVUs linked to another car.	3/3/2016 4:12 PM
67	I have no strong opinion. Would choose the cheapest if effective and the most effective if differential will impact effectiveness. Perhaps use DSRC but put ANPR checkpoints up at random intervals to capture cheats.	3/3/2016 4:07 PM
68	ANPR sounds good but may have privacy issues?	3/3/2016 3:46 PM
69	ANPR technology in the initial stage of implementation	3/3/2016 3:35 PM
70	IVU is better. Just like the auto pass for the tunnels.	3/3/2016 3:31 PM
71	ANPR	3/3/2016 3:19 PM
72	Don't know	3/3/2016 3:18 PM
73	各有好處，自動車牌識別方便實施，而為減低識別錯誤()，應保留有關影片一段時間以供有需要時作核實用途，但此方法會涉及私隱問題。DSRC相對較準確，但未必每部進入收費區車輛都會裝置，實施會很困難	3/3/2016 3:16 PM
74	自動車牌識別系統。這個保障私隱的程度較高，而且技術成本亦較低。	3/3/2016 3:15 PM
75	ERP should not be introduced at all	3/3/2016 3:08 PM
76	ANPR - can do it straightaway!	3/3/2016 2:11 PM
77	Neither	3/3/2016 2:06 PM
78	不如用車牌識別，每輛車每個月可以免費進入這些區域20次，係免費的。	3/3/2016 1:50 PM
79	Not sure	3/3/2016 1:46 PM
80	DSRC. And levy heavy fines on anyone who does not install, based on a percentage of their income/registered company's net worth.	3/3/2016 1:40 PM
81	I have no issues with either.	3/3/2016 1:29 PM
82	Whichever serves the stated ends and is simple to operate.	3/3/2016 1:16 PM
83	無意見	3/3/2016 12:40 PM
84	No comment - I would need more information	3/3/2016 12:27 PM
85	Yes	3/3/2016 12:23 PM
86	DSRC	3/3/2016 12:19 PM
87	DSRC, with integration to AutoToll and other systems like carpark payment. Unified system again increases efficiency. Can even be linked to Octopus.	3/3/2016 12:17 PM
88	ANPR as drivers cannot dispute being within the charging zone or that the DSRC device was faulty or they left it in another car.	3/3/2016 12:15 PM
89	ANPR for privacy issue	3/3/2016 12:06 PM
90	Yes.	3/3/2016 12:02 PM
91	DSRC might encourage more motorists to avoid the ERP area as they may not want to go to the trouble of installing an IVU.	3/3/2016 11:59 AM

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92	I think DSRC will be more difficult to onboard people onto, but in the long run probably easier to maintain, and better for privacy.	3/3/2016 11:49 AM
93	i am not familiar with this system. the ideal system should be easy to implement and cause the least inconvenience to the people who will be paying and those that are responsible for enforcing	3/3/2016 11:44 AM
94	Either sounds fine. Can it not be merged with the ETC toll system for the tunnels?	3/3/2016 11:41 AM
95	Whichever that is cheaper to install and maintain.	3/3/2016 11:35 AM
96	DSRC or IVU	3/3/2016 11:25 AM
97	DSRC technology would be preferable from the point of view of individual privacy, as the IVU units can be set up to utilize anonymous cash cards (like an anonymous Octopus card).	3/3/2016 11:23 AM
98	both are ok -- ANPR probably easier for drivers	3/3/2016 11:16 AM
99	don't know	3/3/2016 11:15 AM
100	ANPR	3/3/2016 11:14 AM
101	採用短距離微波通訊科技	3/3/2016 11:12 AM
102	ANPR	3/3/2016 11:08 AM
103	No because it is costly and against privacy	3/3/2016 11:05 AM
104	I do not know.	3/3/2016 10:58 AM
105	Too technical, I don't know.	3/3/2016 10:51 AM
106	None	3/3/2016 10:50 AM
107	use DSRC	3/3/2016 10:47 AM
108	ANPR.	3/3/2016 10:41 AM
109	The ERP will cost too much in implementing and maintenance, if the real intention is to reduce traffic then shut the roads or restrict access.	3/3/2016 10:30 AM
110	DSRC	3/3/2016 10:30 AM
111	Don't know.	3/3/2016 10:25 AM
112	I prefer DSRC because this will cause less problem on privacy.	3/3/2016 10:25 AM
113	不應該中區電子道路收費	3/3/2016 10:14 AM
114	I'm indifferent	3/3/2016 10:05 AM
115	Both have their pros and cons but the system used in London appears to work well	3/3/2016 10:04 AM
116	ERP to be combined with Autotoll tag	3/3/2016 9:53 AM
117	DSRC will be a more effective way of implementing--and enforcing--road pricing, given that it will be the responsibility of drivers to install the necessary technology in their vehicles. In addition, ensuring payment will be easier this way.	3/3/2016 9:52 AM
118	DSRC, preferably, integrated into the Autotoll device I already have in my car	3/3/2016 9:50 AM
119	Don't know	3/3/2016 9:49 AM
120	I would say DSRC with ANPR as a backup, as some may evade payment by not installing a terminal, ANPR can capture the Registration Number, and send out a payment notice to the owner. DSRC is preferred as it would be easier to implement with the existing AutoToll system.	3/3/2016 9:47 AM
121	Whichever is more reliable and not too ugly!	3/3/2016 9:42 AM
122	I do not have a preference except to pick the lowest cost method.	3/3/2016 9:41 AM
123	No idea	3/3/2016 9:36 AM
124	DSRC.	3/3/2016 9:35 AM
125	ANPR please.	3/3/2016 9:26 AM
126	無意見	3/3/2016 9:24 AM
127	DSRC technology preferred	3/3/2016 9:24 AM

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128	DSRC perfered	3/3/2016 9:19 AM
129	ANPR is good	3/3/2016 9:10 AM
130	ANPR	3/3/2016 9:09 AM
131	Probably ANPR	3/3/2016 9:06 AM
132	DSCR might be the easier option for payment?	3/3/2016 9:06 AM
133	DRSC. It allows for greater flexibility for the scheme to evolve.	3/3/2016 9:04 AM
134	I believe the licence plate style is much more efficient for all involved	3/3/2016 9:03 AM
135	If its a choice then ANPR will capture every vehicle but I suspect you need both if you are to offer a pass for regular vehicles but be able to charge for the occasional user	3/3/2016 8:55 AM
136	DSRC	3/3/2016 8:50 AM
137	ANPR seems like it would be more efficient.	3/3/2016 8:45 AM
138	ANPR	3/3/2016 8:44 AM
139	IVU seems more developed	3/3/2016 8:34 AM
140	Anpr	3/3/2016 8:23 AM
141	Both should work fine, why don't you combine the toll bridge and tunnel electronic device?	3/3/2016 8:20 AM
142	Installation of IVU in EACH vehicle.	3/3/2016 7:50 AM
143	DSCR	3/3/2016 7:46 AM
144	DSRC - anomnyous	3/3/2016 7:45 AM
145	自動識別，首次裝置政府付費	3/3/2016 7:29 AM
146	do not know	3/3/2016 7:23 AM
147	ANPR seems less intrusive.	3/3/2016 7:22 AM
148	ANPR	3/3/2016 7:19 AM
149	同上	3/3/2016 7:09 AM
150	No opinion	3/3/2016 6:51 AM
151	No tecnogy scheme.	3/3/2016 6:47 AM
152	ANPR	3/3/2016 6:33 AM
153	DSRC	3/3/2016 6:23 AM
154	Anpr	3/3/2016 5:58 AM
155	Yes	3/3/2016 5:37 AM
156	No view	3/3/2016 4:53 AM
157	Would need to know more about each type	3/3/2016 4:50 AM
158	DSRC	3/3/2016 4:23 AM
159	肉眼，好似隧道收費用收費亭	3/3/2016 4:17 AM
160	DSRC is preferable as, given the lack of respect for the law and traffic laws nowadays, I would not be surprised if people sought to defeat ANPR technology by the use of false number plates. Moreover, drivers are already used to DSRC-type technology by reason of Autotoll tags.	3/3/2016 2:29 AM
161	ANPR - cars already have two coloured plates for this purpose.	3/3/2016 2:21 AM
162	yes	3/3/2016 2:04 AM
163	Both have their benefits and challenges.	3/3/2016 1:34 AM
164	ANPR - this way the driver can't complain about the inconvenience of having a IVU installed and negates the chance that (always happens) people will try and subvert by tampering etc	3/2/2016 11:46 PM
165	Anpr	3/2/2016 10:56 PM

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166	ANPR	3/2/2016 10:10 PM
167	反對設立收費計劃，交通問題不能用收費先導計劃解決	3/2/2016 10:06 PM
168	ANPR which can be used territory wide to catch unregistered vehicles as well	3/2/2016 10:02 PM
169	完全不同意電子道路收費計劃。	3/2/2016 8:52 PM
170	ANPR will be a better option (less time for implementation and lower overall cost)	3/2/2016 8:40 PM
171	IVU	3/2/2016 8:37 PM
172	For privacy issue, DSRC and on-board unit with Octopus card capability shall be used.	3/2/2016 7:54 PM
173	ANPR	3/2/2016 7:40 PM
174	DSRC	3/2/2016 7:23 PM
175	自動車牌識別科技	3/2/2016 6:55 PM
176	IVU.	3/2/2016 6:09 PM

Q14 Do you have any concern over the protection of privacy in the Central District ERP Pilot Scheme? What are your concern(s) and how do you think it/they could be addressed? 你對「中區電子道路收費先導計劃」的私隱保護有關注嗎？你的關注是甚麼？你認為這些關注應如何解決？

Answered: 181 Skipped: 194

#	Responses	Date
1	I do not have any particular concerns.	3/14/2016 2:07 PM
2	No concern	3/13/2016 9:08 PM
3	NO...there are none..this is a red herring	3/13/2016 7:24 PM
4	政府從未尊重個人私隱，談何保護？	3/12/2016 4:59 PM
5	None specific to ERP that do not already exist with cell phones, etc.	3/12/2016 3:29 PM
6	this is a nonsense argument and should be dismissed.	3/10/2016 7:43 PM
7	No	3/9/2016 7:37 PM
8	• No. If London can solve this then so can Hong Kong.	3/9/2016 2:31 PM
9	Not really.	3/9/2016 2:11 PM
10	NA	3/7/2016 11:48 PM
11	I don't have particular concern. Captures of licence number plate has been in place for traffic control. The system is not tracking down vehicle real-time, it's the same as passing through current toll-facilities on road.	3/7/2016 10:59 PM
12	No	3/7/2016 9:26 PM
13	Should be only the same information as autotoll and vehicle registration information.	3/7/2016 3:33 PM
14	The mechanism of inserting a card similar to octopus card to the device would be best, this would allow for anonymity	3/7/2016 10:45 AM
15	No. London has managed it so I'm sure HK can.	3/7/2016 12:04 AM
16	Yes	3/6/2016 8:31 PM
17	Nil	3/6/2016 6:15 PM
18	I do not have a detailed enough understanding to provide any potentially useful input on this.	3/6/2016 5:05 PM
19	不需要討論	3/6/2016 4:46 PM
20	No	3/6/2016 6:22 AM
21	no concern	3/5/2016 7:41 PM
22	Nope. Get over it, move along the bus, stop being paranoid.	3/5/2016 6:15 PM
23	No	3/5/2016 5:36 PM
24	ANPR would overcome my privacy concerns. We already have tunnel charging based on similar technology/privacy issues.	3/5/2016 3:39 PM
25	No	3/5/2016 3:10 PM
26	Irrelevant question	3/5/2016 1:57 PM
27	None. If people know about it, it's their choice to be there.	3/5/2016 11:48 AM
28	No ERP for me.	3/4/2016 11:55 PM

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29	Not if no devices have to actually be installed in the vehicle	3/4/2016 10:06 PM
30	similar systems are used for tunnels in HK already As long as no other departments have access to the data is fine	3/4/2016 5:10 PM
31	There is no privacy with such a scheme.	3/4/2016 11:42 AM
32	Car / Drive information should hidden	3/4/2016 10:58 AM
33	No	3/4/2016 10:43 AM
34	Users should undertake the risk by themselves.	3/4/2016 10:11 AM
35	No	3/4/2016 8:29 AM
36	None.	3/4/2016 7:42 AM
37	No	3/4/2016 6:21 AM
38	No.	3/4/2016 3:02 AM
39	冇	3/4/2016 1:35 AM
40	Yes, the scheme should be charged upon carrying capacity and quota based in peak hours	3/3/2016 10:55 PM
41	No concern	3/3/2016 10:38 PM
42	All records should be encrypted and absolutely be unavailable to police or other departments, for any reason.	3/3/2016 10:11 PM
43	No	3/3/2016 10:06 PM
44	No concerns	3/3/2016 9:18 PM
45	關注出入私隱	3/3/2016 9:11 PM
46	No concern on this.	3/3/2016 9:09 PM
47	Yes concerned. Not sure how to address	3/3/2016 8:55 PM
48	Privacy? Are you serious? This would be no different to tolls/auto tolls at all the cross harbour tunnels. No, I have no privacy issue with ERP.	3/3/2016 8:38 PM
49	Central in HK is a waste of time	3/3/2016 8:01 PM
50	No concern	3/3/2016 8:00 PM
51	no concerns	3/3/2016 7:54 PM
52	no	3/3/2016 7:50 PM
53	you a road user has privacy issues, he/she/it should not drive into the ERP area	3/3/2016 6:45 PM
54	No, I don't.	3/3/2016 6:42 PM
55	None.	3/3/2016 6:38 PM
56	no concerns. it's been done all around the world.	3/3/2016 6:28 PM
57	No	3/3/2016 5:39 PM
58	No.	3/3/2016 5:31 PM
59	They are cars, not people, so privacy doesn't apply!	3/3/2016 5:26 PM
60	Yes but do not see any solution as long as the authorities has access to the database	3/3/2016 5:01 PM
61	Yes Do not implement ERP	3/3/2016 4:48 PM
62	I don't thing that is a matter.	3/3/2016 4:39 PM
63	no privacy concern.	3/3/2016 4:34 PM
64	No	3/3/2016 4:13 PM
65	Enormous concerns. What security is going to be used to protect this data? What legal rights to data privacy is available? Will the police or security services have access to this data? Will the data be available through court disclosure requests? Etc, etc, etc.	3/3/2016 4:12 PM

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66	I have no concern over this. Government is a collective action and anyone who has such concerns misunderstands the nature of legislation and seeks to exempt his or herself from society's rules. These are the people who will likely break any social rule and need watching by the rest of us!	3/3/2016 4:07 PM
67	Yes, see reply in 13. Could be addressed by having a mobile phone scheme like in the UK where you buy a pass when needed? Not sure the 2 options outlined here are the only ones viable.	3/3/2016 3:46 PM
68	ANPR tech data can be stored 5 years as encrypt data by the government. data over 5 years should be discarded , permanently removed, destroyed form the database.	3/3/2016 3:35 PM
69	Privacy is not an issue.	3/3/2016 3:31 PM
70	No concerns at all.	3/3/2016 3:19 PM
71	No	3/3/2016 3:18 PM
72	類似「儲值咭」的即時直接收費模式可有助保護私隱，只有當「儲值咭」餘額不足時才以自動車牌識別科技方式收費。關注私隱問題的駕駛者可預先確保其「儲值咭」有足夠餘額，減低私隱問題。	3/3/2016 3:16 PM
73	車主或使用會否被記錄使用道路的情況或行蹤。交通工具以及八達通公司亦可以記錄使用者的行蹤。	3/3/2016 3:15 PM
74	ERP should not be introduced at all yes i do have such concerns about privacy	3/3/2016 3:08 PM
75	No concerns	3/3/2016 2:11 PM
76	Yes. Billing and therefore knowledge of one's whereabouts is an invasion of privacy.	3/3/2016 2:06 PM
77	yes	3/3/2016 1:54 PM
78	不明白，這麼簡單嘅系統為何會洩漏私隱？又或者這麼說，為何會"有機會"洩漏私隱？我認為政府做這類事情，應該完全會有這類問題係咪出現。	3/3/2016 1:50 PM
79	None	3/3/2016 1:46 PM
80	No. I just want to nail all drivers. Post their names on a public website for all I care.	3/3/2016 1:40 PM
81	None.	3/3/2016 1:29 PM
82	No.	3/3/2016 1:16 PM
83	無	3/3/2016 12:40 PM
84	NO!	3/3/2016 12:27 PM
85	No concerns	3/3/2016 12:23 PM
86	Sufficient restrictions on disclosure of data can be imposed	3/3/2016 12:19 PM
87	No. The traffic in congested areas is a concern to all the public, including pedestrians and those who use public transportation, whereas private vehicle traffic in these highly congested areas benefit only a very privileged few. They should pay for the benefit, and compromise on their privacy.	3/3/2016 12:17 PM
88	No concerns.	3/3/2016 12:15 PM
89	it all comes down to the trust of the government. and i think that's at an all time low	3/3/2016 12:06 PM
90	No.	3/3/2016 12:02 PM
91	No concern. Anyone in the area for legitimate reasons should not have anything to fear.	3/3/2016 11:59 AM
92	Slightly - it's creepy to think that if I were a car owner, somebody could track where I was going. But... I think the benefits to the greater population outweigh that. In fact the fact that my privacy might be violated would DETER me from driving all the time!	3/3/2016 11:49 AM
93	no concerns. i am sure there will be those that will complain about the right to privacy and my response will be take public transport or walk. since there are choices there is no right that is being violated	3/3/2016 11:44 AM
94	No concerns. If people want to hide their movements they can take a streetcar and pay cash...	3/3/2016 11:41 AM
95	Nothing whatsoever - those who are concerned about their privacy can take public transport.	3/3/2016 11:35 AM
96	No I don't care if the Govt knows when I'm in Central	3/3/2016 11:25 AM
97	Yes. See above answer.	3/3/2016 11:23 AM
98	no concerns at all about privacy	3/3/2016 11:16 AM
99	no concerns	3/3/2016 11:15 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

100	None.	3/3/2016 11:14 AM
101	沒有	3/3/2016 11:12 AM
102	No concern at all	3/3/2016 11:08 AM
103	I think a public policy such as ERP should balance the public good and privacy	3/3/2016 11:05 AM
104	No concerns.	3/3/2016 10:58 AM
105	no particular knowledge on privacy issues created by ERP scheme. Should take references from case of other countries.	3/3/2016 10:51 AM
106	Yes	3/3/2016 10:50 AM
107	no	3/3/2016 10:47 AM
108	No. These are public roads.	3/3/2016 10:41 AM
109	Yes , they can't be addressed but they can be hacked.	3/3/2016 10:30 AM
110	Do not think this is worse than other data collection methods.	3/3/2016 10:25 AM
111	Please see above.	3/3/2016 10:25 AM
112	No	3/3/2016 10:24 AM
113	不應該中區電子道路收費	3/3/2016 10:14 AM
114	I am not concerned about privacy issues	3/3/2016 10:05 AM
115	Are there not already traffic cams on the TD website? Surely no difference.	3/3/2016 10:04 AM
116	No	3/3/2016 9:53 AM
117	I have no concerns about privacy; after all, the scheme can be designed similar to the auto toll scheme used for tunnels in HK, which does not appear to cause much concern for privacy, either.	3/3/2016 9:52 AM
118	No privacy concerns. No one has a reasonable expectation that his vehicle plate is a private matter.	3/3/2016 9:50 AM
119	Yes. Follow international standards.	3/3/2016 9:49 AM
120	No. Licensed Drivers should not be afraid of having their car and driving details captured. But I think a privacy policy should be in place.	3/3/2016 9:47 AM
121	No concern	3/3/2016 9:42 AM
122	No	3/3/2016 9:36 AM
123	Yes, I do, but on the other hand, my movements are already trackable through the present tunnel charging system and CCTV cameras all over the city.	3/3/2016 9:35 AM
124	Privacy is always a big concern but in this case I can't think of how our privacy could be protected.	3/3/2016 9:26 AM
125	no concerns	3/3/2016 9:26 AM
126	無意見	3/3/2016 9:24 AM
127	yes there are concerns.	3/3/2016 9:24 AM
128	If using DSRC then the licence number wont be taken everytime.	3/3/2016 9:19 AM
129	no concern at all	3/3/2016 9:10 AM
130	No	3/3/2016 9:09 AM
131	no concerns	3/3/2016 9:06 AM
132	no concerns	3/3/2016 9:06 AM
133	No concern on privacy	3/3/2016 9:06 AM
134	No	3/3/2016 9:04 AM
135	Not really	3/3/2016 9:03 AM
136	No	3/3/2016 8:55 AM
137	No concerns	3/3/2016 8:50 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

138	None.	3/3/2016 8:45 AM
139	Tagging with GPS capabilities could lead to unnecessary data collection and privacy invasion.	3/3/2016 8:44 AM
140	Mobile phones are already trackable. There is a greater problem with ID cards which can be remotely monitored by Police! no concerns as there is simply too much private data out there in the open.	3/3/2016 8:34 AM
141	No, not an issue. Being on the road is a public act, not private.	3/3/2016 8:23 AM
142	We really need to address this problem, if it includes making my voice be heard publicly or my travel data to be published, mother I welcome it for a better HK.	3/3/2016 8:20 AM
143	No different from the e tag for the tunnels	3/3/2016 8:04 AM
144	NO concerns whatsoever over privacy concerns - this is a completely bogus issue. Get on with it, we have been discussing this solution to traffic for some 30 years!	3/3/2016 7:50 AM
145	No	3/3/2016 7:46 AM
146	am always concerned when personal data is being collected, by whom ever	3/3/2016 7:45 AM
147	關注，不被警方取得除得法庭許可	3/3/2016 7:29 AM
148	no problem for me	3/3/2016 7:23 AM
149	No.	3/3/2016 7:22 AM
150	No.	3/3/2016 7:19 AM
151	Not concerned	3/3/2016 7:14 AM
152	同上	3/3/2016 7:09 AM
153	No concerns at all.	3/3/2016 6:51 AM
154	The scheme will have little or no long term effect.	3/3/2016 6:47 AM
155	NO	3/3/2016 6:33 AM
156	If vehicle drivers want privacy they can take public transport.	3/3/2016 6:23 AM
157	No	3/3/2016 5:59 AM
158	No concerns	3/3/2016 5:58 AM
159	No	3/3/2016 5:37 AM
160	No access to Security services or similar	3/3/2016 4:53 AM
161	Cant think of any.	3/3/2016 4:50 AM
162	None whatsoever! If you want to use the road, you use the system attached to access. Pandering to this sort of political correctness is nonsense.	3/3/2016 4:23 AM
163	取消收費	3/3/2016 4:17 AM
164	No.	3/3/2016 2:29 AM
165	No. People worry too much about privacy. It's blown out of proportion.	3/3/2016 2:21 AM
166	none	3/3/2016 2:04 AM
167	No concern. Drivers will need reassurance that details of their journeys are not retained beyond a short charging and appeals period, nor will they be shared with any third-party.	3/3/2016 1:34 AM
168	no	3/2/2016 11:46 PM
169	They do not need to keep information longer than until bill is send to the vehicle owner and payed. Then it is settled and both parties agreeing on the bill need to pay	3/2/2016 10:56 PM
170	no concern	3/2/2016 10:10 PM
171	取消收費計劃	3/2/2016 10:06 PM
172	NO; this was the excuse for not introducing ERP before.	3/2/2016 10:02 PM
173	完全不同意電子道路收費計劃。	3/2/2016 8:52 PM
174	Personal details should not be referenced in any government or downstream consultation documentation	3/2/2016 8:40 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

175	No concerns	3/2/2016 8:37 PM
176	Not a priority. Adequate regulatory safeguards are welcome but location-based data is already very prevalent in this day and age.	3/2/2016 7:59 PM
177	Yes, I'm very concerned about the privacy issue especially the current government is not trustable.	3/2/2016 7:54 PM
178	No	3/2/2016 7:40 PM
179	Cannot avoid this problem, and it should not be a concern. Just like passing through tunnel.	3/2/2016 7:23 PM
180	有該車輛交費後，資料即銷毀	3/2/2016 6:55 PM
181	I do not think it has any implications on privacy	3/2/2016 6:09 PM

Q15 What indicators do you think we should use to evaluate the effectiveness of the Central District ERP Pilot Scheme?你認為在評估「中區電子道路收費先導計劃」的成效時，應該採用甚麼指標？

Answered: 164 Skipped: 211

#	Responses	Date
1	- Average speed of traffic - # of vehicles per day	3/15/2016 6:04 PM
2	Reductions in road congestion, increases in vehicle speed facilitation of public transport and impact on roadside pollution levels.	3/14/2016 2:11 PM
3	No idea	3/13/2016 9:09 PM
4	Less congestion, and better environment for pedestrians	3/13/2016 7:26 PM
5	根本應該擱置計劃，何來成效	3/12/2016 5:11 PM
6	the clean air index would be a good start.	3/10/2016 7:44 PM
7	Increased average vehicle speeds and improved air quality	3/9/2016 7:40 PM
8	Road congestion level (travel time, local AQL or pollution levels	3/9/2016 2:41 PM
9	• As mentioned at the start of this reply, objectives should be set for the speed of traffic on key roads. The extent to which this is achieved should be the prime indicator of the success of the scheme.	3/9/2016 2:32 PM
10	Deduction of corporate pool cars wait in central areas	3/7/2016 11:49 PM
11	Reduction of numbers of traffic Distribution of traffic over the time of a day (if it encourage more evenly distributed use) Roadside pollution index Average traffic speed in the district Number of traffic-related accident in the district If possible, number of pedestrian/ public gathering in the district (if improved environment attracts more pedestrian/ public use)	3/7/2016 11:05 PM
12	Traffic volume, amount of congestion (not sure how to measure that).	3/7/2016 9:28 PM
13	environmental, economic, social	3/7/2016 10:45 AM
14	The speed of traffic in key roads. NB: As previously mentioned these should be built into the objectives set for the authority managing the scheme.	3/7/2016 12:08 AM
15	Whether the number of private cars have been reduced or not after the launch of the scheme	3/6/2016 6:16 PM
16	Reduction in number of car journeys through the charging area; increase in average speed; survey on pedestrian satisfaction on traffic through the charging area; effectiveness of alternative arrangements to circumvent the charging area.	3/6/2016 5:08 PM
17	做多錯多，不要再做不切實際的東西	3/6/2016 4:47 PM
18	Traffic flow of the pilot area and the neighborhood area	3/6/2016 6:24 AM
19	繁忙時間車流量	3/5/2016 7:42 PM
20	reduced congestion, reduced POLLUTION (please!)	3/5/2016 6:18 PM
21	no comment	3/5/2016 5:37 PM
22	Reduction in traffic flow rate of private vehicles. Reduction in measured roadside emissions. Speed of flow in the boundary area.	3/5/2016 3:44 PM
23	Irrelevant question	3/5/2016 1:58 PM
24	Pollution, traffic movement. Safety. Pedestrianisation.	3/5/2016 11:55 AM
25	No ERP for me.	3/4/2016 11:55 PM
26	Congestion.... Duh?	3/4/2016 10:07 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

27	traffic jam duration, average car speeds, amount of parked / waiting cars along the road	3/4/2016 5:12 PM
28	traffic flow, times of peak traffic flow before/after	3/4/2016 5:12 PM
29	Lower congestion	3/4/2016 11:42 AM
30	Traffic flow	3/4/2016 10:59 AM
31	Reduction of number of cars entering area Reduced congestion during peak hours Improved roadside air quality	3/4/2016 10:48 AM
32	Enforcement by police on illegal parking should be strengthened and should evaluate the effectiveness by monitoring the number of vehicle fined for illegal parking or broading	3/4/2016 10:29 AM
33	Doing a driver survey through the Govt department might be a good idea once the system is up and running	3/4/2016 8:31 AM
34	Amount of traffic on the roads of Central and the ease of traffic flow.	3/4/2016 7:44 AM
35	Traffic numbers	3/4/2016 6:21 AM
36	Time shortened travelling through Central and pollution and congestion levels.	3/4/2016 3:03 AM
37	The scheme should be evaluated on quota based and carrying capacity	3/3/2016 11:04 PM
38	N/A	3/3/2016 10:43 PM
39	Traffic density and air quality, as well as public surveys	3/3/2016 10:12 PM
40	Congestion	3/3/2016 9:23 PM
41	道路流通行駛時間	3/3/2016 9:12 PM
42	Measure of total number of cars in relevant districts	3/3/2016 8:56 PM
43	Air quality. Car count.	3/3/2016 8:38 PM
44	I hate central HK	3/3/2016 8:04 PM
45	Traffic volume	3/3/2016 8:01 PM
46	road markings and signs like London and Singapore	3/3/2016 7:57 PM
47	Reduction in absolute number of cars during peak periods	3/3/2016 7:51 PM
48	Number of cars on the road. Particularly the mix between electric and petrol.	3/3/2016 7:49 PM
49	if there is any easing of traffic congestion. traffic congestion has to be significantly reduced.	3/3/2016 6:50 PM
50	Traffic moving speed.	3/3/2016 6:42 PM
51	Reduction of emissions; increased number of people utilising mass transit systems; decrease petrol/gasoline/diesel sales in the targeted regions; decline in sales of cars registered to inhabitants of target regions	3/3/2016 6:40 PM
52	Air quality and traffic flow	3/3/2016 5:43 PM
53	The pollution emissions.	3/3/2016 5:33 PM
54	Traffic is reduced by at least 50%, and illegal parking is eliminated...	3/3/2016 5:29 PM
55	No comment	3/3/2016 4:39 PM
56	traffic flow (average speed) and roadside pollution level.	3/3/2016 4:34 PM
57	The minimum cost to the public with the maximum effect to traffic flows.	3/3/2016 4:15 PM
58	Pollution levels	3/3/2016 4:14 PM
59	Traffic levels only. Measure travel time from peripheral locations in and out of Central & measure travel time from peripheral locations to other peripheral locations. These metrics are the only true indicators. As a quality indicator measure air quality.	3/3/2016 4:10 PM
60	KPIs: less noise pollution, less congestion, lower pollution levels	3/3/2016 3:51 PM
61	vehicle flow in different period of a day in charged area and the Central Wan Chai bypass No. of illegal parking vehicles in charged area average time that a vehicle stay in the area with/without being in a car park Average speed that Tram can travel in the charged area	3/3/2016 3:35 PM
62	If less crowded, then successful.	3/3/2016 3:32 PM
63	Instruments to measure air quality	3/3/2016 3:20 PM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

64	Reduction in travelling times and air pollution	3/3/2016 3:20 PM
65	中區及附近區域的道路車輛流量，如會否因為實施收費計劃反而引致周邊地區車流量增加甚至引發嚴重擠塞問題	3/3/2016 3:19 PM
66	私人使用者收費為重點。該區交通問題主因是私人車輪數目過多令道路出現擠塞。而公共交通工具是政府提倡的交通方案，故這些大眾運輸車輛不應該被收費。而的士的流動性與私人車輛相差不大，但前者按使用者的使用方法而收費，故它們進入道路收費區，仍然是按私人使用者收費。	3/3/2016 3:18 PM
67	ERP should not be introduced at all	3/3/2016 3:14 PM
68	Traffic levels in and outside the areas, pollution levels, footfall levels inside the area	3/3/2016 2:13 PM
69	Vehicle count	3/3/2016 2:08 PM
70	congestion, air pollution levels	3/3/2016 1:54 PM
71	Revenue.	3/3/2016 1:42 PM
72	Traffic flow and pollution reduction.	3/3/2016 1:30 PM
73	Standard monitoring techniques once scheme operative.	3/3/2016 1:19 PM
74	使用人車流及成效	3/3/2016 12:40 PM
75	Before and after surveys of vehicle flows	3/3/2016 12:28 PM
76	Air quality and emission levels	3/3/2016 12:27 PM
77	Decrease in traffic!	3/3/2016 12:20 PM
78	Congestion, subscription to the service, frequency of how many times a single car will make the trip.	3/3/2016 12:18 PM
79	don't know.	3/3/2016 12:17 PM
80	What do you think?	3/3/2016 12:07 PM
81	who cares? it won't change a thing.	3/3/2016 12:07 PM
82	Traffic volume; air pollution index; noise pollution; quality of pedestrian experience.	3/3/2016 12:01 PM
83	Traffic volume and roadside emission levels.	3/3/2016 11:51 AM
84	Air quality!!!	3/3/2016 11:49 AM
85	a combination of reduce traffic flow, reduced pollution and cost benefit of having implemented the program	3/3/2016 11:46 AM
86	Reduction in number of vehicles. Revenue targets should NOT be used (or even considered.)	3/3/2016 11:24 AM
87	要收費高才會小車輛進入	3/3/2016 11:19 AM
88	traffic volume, revenue raised for improving public transport	3/3/2016 11:18 AM
89	number of cars in the zone during peak hours	3/3/2016 11:17 AM
90	Primarily traffic congestions, but also roadside air quality.	3/3/2016 11:15 AM
91	Less congestion and pollution	3/3/2016 11:09 AM
92	such indicators as reducing traffic congestion and environmental protection (i.e. noise, air etc.)	3/3/2016 11:08 AM
93	Measure of traffic flow, measure of public transport usage	3/3/2016 11:02 AM
94	traffic jam occurrence at peak hours	3/3/2016 10:58 AM
95	None	3/3/2016 10:50 AM
96	na	3/3/2016 10:47 AM
97	Free flow of traffic and end of illegal (and double) parking.	3/3/2016 10:44 AM
98	Price effectiveness. If traffic is not significantly reduced more should be charged.	3/3/2016 10:34 AM
99	Any such evaluation is a waste of money.	3/3/2016 10:34 AM
100	Degree of congestion, by timing the time for passing through the area.	3/3/2016 10:25 AM
101	不應該中區電子道路收費	3/3/2016 10:14 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

102	Measure franchise bus journey times (actually the companies can do this for you) - these should now fall with road pricing thereby reducing the time engines are spent idling thus reducing roadside emissions and making passenger journey times shorter, an all round win-win. Roadside monitoring of NoX and PMs should also show this.	3/3/2016 10:09 AM
103	None	3/3/2016 9:58 AM
104	Take a sample of the traffic jam in front of the Landmark Mandarin before and after the implementation of the scheme	3/3/2016 9:55 AM
105	Number of vehicles traveling in the ERP area per day, and air pollution measurements.	3/3/2016 9:55 AM
106	Improved air quality. Improved traffic flow.	3/3/2016 9:51 AM
107	Roadside emissions, Vehicle Count, and Travelling time through the CBD.	3/3/2016 9:49 AM
108	Reduced number of cars in the targeted areas.	3/3/2016 9:46 AM
109	The indicators should include neighbouring areas. It's not good to reduce traffic in one area, just to have it doubled in the next. There should also be frequent surveys of people on how it affects their travel decisions and what improvements/ alternatives they want to see after the scheme is in place.	3/3/2016 9:45 AM
110	Monitor traffic flow	3/3/2016 9:41 AM
111	A reduction in the time a vehicle spends in the cordoned area. This may be caused by reduction of traffic, faster through fare, less time vehicles wait all of which are good	3/3/2016 9:40 AM
112	Reduction in traffic jam. How smooth are cars moving along the way.	3/3/2016 9:30 AM
113	交通預預有改善	3/3/2016 9:29 AM
114	data analysis such as actual usage of the roads, trends and air quality	3/3/2016 9:28 AM
115	no opinion	3/3/2016 9:24 AM
116	Rich people wont care so I'm against the scheme.	3/3/2016 9:21 AM
117	Average speed. Number of vehicles entering.	3/3/2016 9:12 AM
118	emission and API data	3/3/2016 9:10 AM
119	travel times after implementation of ERP	3/3/2016 9:10 AM
120	how it affects the schedules of the public transport	3/3/2016 9:08 AM
121	traffic count; travel time; pollution indicators	3/3/2016 9:08 AM
122	It is unlikely to affect behaviour / useage in the medium to long term. People will become used to being charged. I'm in favour for the simple reason that the user should pay.	3/3/2016 9:07 AM
123	a decrease AQHI in Central during peak hours, an ease in traffic flow	3/3/2016 9:01 AM
124	Reduced traffic flow and cash raised	3/3/2016 8:56 AM
125	How much traffic flows improve	3/3/2016 8:51 AM
126	Car counts would make sense.	3/3/2016 8:45 AM
127	local street level air quality	3/3/2016 8:35 AM
128	Complaints from private car owners, if they don't complain the price is too low to discourage wasteful journey.	3/3/2016 8:26 AM
129	Pollution and noise reduction. Gridlock reduction, accident reduction.	3/3/2016 8:23 AM
130	Travel time, road side pollution	3/3/2016 8:05 AM
131	Measure the traffic before and then during. It's not rocket science. Also, detail the revenue earned as a result/	3/3/2016 7:52 AM
132	Pedestrian convenience	3/3/2016 7:48 AM
133	measure base flow prior to ERP launch - measure afterwards	3/3/2016 7:46 AM
134	會否只為有錢者提供方便	3/3/2016 7:32 AM
135	Reduction in traffic flow in central; air pollution levels.	3/3/2016 7:23 AM
136	report about traaffic	3/3/2016 7:23 AM
137	Traffic volume during peak times.	3/3/2016 7:21 AM
138	Elasticity of demand.	3/3/2016 7:19 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

139	同上	3/3/2016 7:10 AM
140	Reduced traffic	3/3/2016 6:52 AM
141	There are none.	3/3/2016 6:48 AM
142	DON'T KNOW	3/3/2016 6:34 AM
143	reduction of vehicles, air quality, noise levels	3/3/2016 6:26 AM
144	Traffic delay reduction. Air Pollution reduction	3/3/2016 5:59 AM
145	Vehicle per road per day	3/3/2016 5:37 AM
146	Air pollution, numbers of vehicles, convictions for illegal waiting or parking by chauffeurs	3/3/2016 4:55 AM
147	Safety, pedestrian feedback, air quality.	3/3/2016 4:54 AM
148	局長問責下台	3/3/2016 4:18 AM
149	Effect on air pollution, average speed, number of vehicles entering/exiting/being in Central at any one time or over a period. Subjective enjoyment.	3/3/2016 2:30 AM
150	- travel time to get from one point to another via central; - vehicle numbers waiting at traffic lights; - number of illegally parked or waiting vehicles on roads; - monitor public transport destination and route times since they always travel the same roads. All it takes is to monitor their GPS signals. This is similar to the first point.	3/3/2016 2:28 AM
151	absence of private cars	3/3/2016 2:06 AM
152	A reduction in traffic volume; increased traffic speed; reduction in road side pollution.	3/3/2016 1:39 AM
153	reduced traffic	3/2/2016 11:47 PM
154	Air quality, traveling time, noise level, etc.	3/2/2016 10:59 PM
155	air quality, number of vehicles	3/2/2016 10:11 PM
156	Traffic volume/congestion	3/2/2016 10:03 PM
157	完全不同意電子道路收費計劃。	3/2/2016 8:52 PM
158	1) Improved air quality 2) Number of vehicles per day in the chargeable area 3) Overall time of travel	3/2/2016 8:44 PM
159	Reduction in traffic, reduction in roadside pollution level	3/2/2016 8:39 PM
160	1. Protection of privacy 2. Easy of use 3. Investment 4. Accuracy Rate	3/2/2016 8:00 PM
161	Congestion levels	3/2/2016 7:43 PM
162	Vehicle flow speed	3/2/2016 7:24 PM
163	空氣污染、道路阻塞有沒有改善	3/2/2016 6:57 PM
164	reduction of number of cars in a certain hour in those areas	3/2/2016 6:11 PM

Q16 Do you agree that the charging level should be reviewed regularly and adjusted where necessary in order to maintain the effectiveness of the Central District ERP Pilot Scheme? 你是否同意「中區電子道路收費先導計劃」的收費水平需要定期檢討，並在有需要時作出調整，以維持其成效？

Answered: 182 Skipped: 193

#	Responses	Date
1	Yes	3/15/2016 6:04 PM
2	Yes.	3/14/2016 2:11 PM
3	need to be reviewed regularly.	3/14/2016 12:37 PM
4	Disagree on ERP	3/13/2016 9:09 PM
5	Yes - the tunnel tolls are a COMPLETE JOKE	3/13/2016 7:26 PM
6	政策本未倒置，何言成效？	3/12/2016 5:11 PM
7	yes	3/10/2016 7:44 PM
8	Of course!	3/9/2016 7:40 PM
9	Yes	3/9/2016 2:41 PM
10	• Emphatically yes. See 'Other Comments'.	3/9/2016 2:32 PM
11	Yes	3/8/2016 3:28 PM
12	Should stay for a long period No need to change frequently	3/7/2016 11:49 PM
13	Yes, it should be adjust to inflation and the changing need for traffic re-distribution/ control in the district	3/7/2016 11:05 PM
14	Yes. I think different charging levels during different times of the day is good too.	3/7/2016 9:28 PM
15	Yes	3/7/2016 3:35 PM
16	sure	3/7/2016 10:45 AM
17	Yes.	3/7/2016 12:08 AM
18	Nil	3/6/2016 6:16 PM
19	Yes.	3/6/2016 5:08 PM
20	不需要討論	3/6/2016 4:47 PM
21	Yes	3/6/2016 6:24 AM
22	yes	3/5/2016 7:42 PM
23	yes, but can you please sort out the pricing for the Cross Harbour Tunnel first - it's way too cheap and creates traffic (d-errh!)	3/5/2016 6:18 PM
24	yes	3/5/2016 5:37 PM
25	Yes, and I would ONLY support the scheme if the funds raised flow directly into rail, tram and/or water taxi public transit development.	3/5/2016 3:44 PM
26	Yes	3/5/2016 3:10 PM
27	Irrelevant question	3/5/2016 1:58 PM
28	Yes. Increase it until it's effective.	3/5/2016 11:55 AM

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29	No ERP for me.	3/4/2016 11:55 PM
30	Yup	3/4/2016 10:07 PM
31	Yes, must be more expensive than average parking fee	3/4/2016 5:12 PM
32	yes	3/4/2016 5:12 PM
33	No	3/4/2016 11:42 AM
34	Yes, but only decrease	3/4/2016 10:59 AM
35	Yes	3/4/2016 10:48 AM
36	No. Rich people simply don't care about the charge.	3/4/2016 10:29 AM
37	Yes but I'm sure it won't go down once it is set	3/4/2016 8:31 AM
38	Agreed, with public consultation.	3/4/2016 7:44 AM
39	Yes	3/4/2016 6:21 AM
40	Yes.	3/4/2016 3:03 AM
41	Yes, the charging level should be reviewed periodically	3/3/2016 11:04 PM
42	Yes	3/3/2016 10:43 PM
43	Yes, I agree.	3/3/2016 10:38 PM
44	Yes.	3/3/2016 10:12 PM
45	Yes	3/3/2016 10:06 PM
46	Yes	3/3/2016 9:23 PM
47	同意	3/3/2016 9:12 PM
48	Yes	3/3/2016 8:56 PM
49	Absolutely. Sadly the main offenders are also the wealthiest.	3/3/2016 8:38 PM
50	Nuke em all	3/3/2016 8:04 PM
51	Yes	3/3/2016 8:01 PM
52	yes, charging levels should also vary by time of day	3/3/2016 7:57 PM
53	No	3/3/2016 7:51 PM
54	Yes	3/3/2016 7:49 PM
55	NO	3/3/2016 6:50 PM
56	Yes, I do.	3/3/2016 6:42 PM
57	Yes. Absolutely. Continual review should be implemented.	3/3/2016 6:40 PM
58	Yes	3/3/2016 6:37 PM
59	yes, annually	3/3/2016 6:29 PM
60	On annual base	3/3/2016 5:43 PM
61	Yes	3/3/2016 5:38 PM
62	Any program needs regular review.	3/3/2016 5:33 PM
63	Yes! Annually...	3/3/2016 5:29 PM
64	Yes	3/3/2016 5:04 PM
65	Yes	3/3/2016 4:39 PM
66	yes	3/3/2016 4:34 PM
67	As stated, I don't think that the charging scheme is the primary solution. Authorise certain vehicles to enter/exit without charge. For one off trips, a charge MAY be appropriate.	3/3/2016 4:15 PM
68	Yes	3/3/2016 4:14 PM

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69	Yes.	3/3/2016 4:10 PM
70	Yes	3/3/2016 3:51 PM
71	Yes.	3/3/2016 3:35 PM
72	Yes	3/3/2016 3:32 PM
73	Yes	3/3/2016 3:20 PM
74	Yes	3/3/2016 3:20 PM
75	絕對同意	3/3/2016 3:19 PM
76	當然	3/3/2016 3:18 PM
77	ERP should not be introduced at all	3/3/2016 3:14 PM
78	Yes	3/3/2016 2:13 PM
79	No	3/3/2016 2:08 PM
80	yes	3/3/2016 1:54 PM
81	Air quality Residents views Business sales	3/3/2016 1:49 PM
82	Yes. Monthly. Keep them on their toes, make is as inconvenient as possible to drive here.	3/3/2016 1:42 PM
83	Yes.	3/3/2016 1:30 PM
84	Yes.	3/3/2016 1:19 PM
85	贊同	3/3/2016 12:40 PM
86	Yes.	3/3/2016 12:34 PM
87	Annual reviews with price adjustments limited to one time within a 3 year period	3/3/2016 12:28 PM
88	Absolutely	3/3/2016 12:27 PM
89	Yes	3/3/2016 12:20 PM
90	Yes.	3/3/2016 12:18 PM
91	yes.	3/3/2016 12:17 PM
92	Like everything else.	3/3/2016 12:07 PM
93	NO. unless it can go down to ZERO, which won't happen. once they start charging, it will only go up. look at the MTR scam	3/3/2016 12:07 PM
94	Yes.	3/3/2016 12:03 PM
95	Yes	3/3/2016 12:01 PM
96	Yes of course.	3/3/2016 11:51 AM
97	Yes	3/3/2016 11:49 AM
98	by all means. nothing in this world is static so neither should the charges be.	3/3/2016 11:46 AM
99	Yes.	3/3/2016 11:24 AM
100	要	3/3/2016 11:19 AM
101	yes of course	3/3/2016 11:18 AM
102	YES	3/3/2016 11:17 AM
103	Yes.	3/3/2016 11:15 AM
104	To be reviewed regularly	3/3/2016 11:09 AM
105	yes	3/3/2016 11:08 AM
106	Yes, adjustments to perfect it should be always welcome	3/3/2016 11:02 AM
107	yes definitely, all our policy should have a governance of continuous review	3/3/2016 10:58 AM
108	No	3/3/2016 10:50 AM

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109	yes	3/3/2016 10:47 AM
110	Yes.	3/3/2016 10:44 AM
111	Yes	3/3/2016 10:34 AM
112	This scheme will put pressure on all the roads that don't use a charging scheme.	3/3/2016 10:34 AM
113	yes	3/3/2016 10:31 AM
114	Yes.	3/3/2016 10:25 AM
115	不應該中區電子道路收費	3/3/2016 10:14 AM
116	Absolutely. I am sure initially the price may need to fluctuate to find it's effective level to achieve objectives	3/3/2016 10:09 AM
117	No	3/3/2016 9:58 AM
118	Of course	3/3/2016 9:55 AM
119	Yes.	3/3/2016 9:55 AM
120	Yes.	3/3/2016 9:51 AM
121	Yes.	3/3/2016 9:49 AM
122	Yes	3/3/2016 9:46 AM
123	Yes	3/3/2016 9:45 AM
124	Yes	3/3/2016 9:41 AM
125	Yes	3/3/2016 9:40 AM
126	Certainly. The adjustment should be either up or down based on result. However I fear that the government will only hike the fee.	3/3/2016 9:30 AM
127	同意	3/3/2016 9:29 AM
128	yes - and charges should be rather high - specially for private cars with big engines	3/3/2016 9:28 AM
129	yes needs yearly review	3/3/2016 9:24 AM
130	nope	3/3/2016 9:21 AM
131	Charges to increase every year to at least inflation level and more or much more if no effect until it hurts and it has an effect	3/3/2016 9:12 AM
132	yes	3/3/2016 9:10 AM
133	Yes	3/3/2016 9:10 AM
134	yes	3/3/2016 9:08 AM
135	yes, after a few years	3/3/2016 9:08 AM
136	Yes.	3/3/2016 9:07 AM
137	Yes from time to time	3/3/2016 9:04 AM
138	Yes.	3/3/2016 9:01 AM
139	Annually	3/3/2016 8:56 AM
140	No	3/3/2016 8:51 AM
141	If implemented, yes - in order to maintain the correct balance between number of road users and revenue generated.	3/3/2016 8:46 AM
142	Yes.	3/3/2016 8:45 AM
143	yes and charges should be high and a deterrent	3/3/2016 8:35 AM
144	Yes.	3/3/2016 8:26 AM
145	Sure, look at other cities.	3/3/2016 8:23 AM
146	Yes	3/3/2016 8:05 AM
147	The pricing level should be gradually increased.	3/3/2016 7:52 AM

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148	Yes	3/3/2016 7:48 AM
149	yes	3/3/2016 7:46 AM
150	需要	3/3/2016 7:32 AM
151	yes.	3/3/2016 7:23 AM
152	yes	3/3/2016 7:23 AM
153	Yes.	3/3/2016 7:21 AM
154	Definite. This is most important. It can even be real time n published hourly	3/3/2016 7:19 AM
155	同上	3/3/2016 7:10 AM
156	Yes	3/3/2016 6:52 AM
157	No charge at all.	3/3/2016 6:48 AM
158	YES	3/3/2016 6:34 AM
159	yes	3/3/2016 6:26 AM
160	Yes	3/3/2016 5:59 AM
161	Yes	3/3/2016 5:37 AM
162	yes	3/3/2016 4:55 AM
163	Reviewed but not adjusted too often as this would not be viewed positively by drivers.	3/3/2016 4:54 AM
164	It should be reviewed, yes, but at sensible time intervals	3/3/2016 4:24 AM
165	不應該開始	3/3/2016 4:18 AM
166	Yes, of course. At least every year (unlike the fines for illegal parking, which when enforced are ridiculously low and which results in the absurd situation of streets being totally clogged at night by illegally parked cars).	3/3/2016 2:30 AM
167	Yes. But it goes back to how does one stop the wealthy from causing congestion??	3/3/2016 2:28 AM
168	annually	3/3/2016 2:06 AM
169	Absolutely.	3/3/2016 1:39 AM
170	yes	3/2/2016 11:47 PM
171	Yes	3/2/2016 11:35 PM
172	Yes, if no effect the price is too low	3/2/2016 10:59 PM
173	yes definitely	3/2/2016 10:11 PM
174	Yes	3/2/2016 10:03 PM
175	完全不同意電子道路收費計劃。	3/2/2016 8:52 PM
176	Yes - charging should be based on demand as to maintain a target quota of vehicles in the area per day	3/2/2016 8:44 PM
177	Yes	3/2/2016 8:39 PM
178	Yes	3/2/2016 8:00 PM
179	Yes	3/2/2016 7:43 PM
180	Yes review every year	3/2/2016 7:24 PM
181	需要	3/2/2016 6:57 PM
182	yes	3/2/2016 6:11 PM

Q17 Do you have any suggestions on measures which could complement the implementation of the Central District ERP Pilot Scheme? 你對「中區電子道路收費先導計劃」所需的配套措施有何建議？

Answered: 157 Skipped: 218

#	Responses	Date
1	- STRICT ENFORCEMENT OF ILLEGAL PARKING AND GOODS LOADING. - Bike lanes. Look how successful it is in London and NYC.	3/15/2016 6:04 PM
2	Further enhancement of express bus services to and from the CBD.	3/14/2016 2:11 PM
3	Disagree on ERP	3/13/2016 9:09 PM
4	DVRC pedestrian zone	3/13/2016 7:26 PM
5	1.立法禁止境外車輛入境 2.如何限制車輛進入/如有境外車輛違法,要如何有效執法? 3.收費後,對於其他區域	3/12/2016 5:11 PM
6	no	3/10/2016 7:44 PM
7	Use licence plate recognition technology to tackle illegal parking, which also impedes traffic flow	3/9/2016 7:40 PM
8	no at this moment	3/9/2016 2:41 PM
9	<ul style="list-style-type: none"> • The Central ERP pilot should be seen as the first step in a wider implementation so (a) consideration should be given regarding charges for tunnel use; (b) other congested areas should be measured with a view to planning additional ERP schemes. • Consideration should be given to improving non-road vehicle transport. In particular (a) easier access to the MTR for people with luggage and handicaps; (b) pedestrianisation. • Experiments should be done with 'higher quality' minibuses as a way of substituting for taxis and chauffeured cars. 	3/9/2016 2:32 PM
10	NA	3/7/2016 11:49 PM
11	Excess/empty-running bus service is a major problem in the main road in the district, bus route optimization is needed (or more urgent than the ERP scheme) There should be enough parking and transfer facilities on the boarder. IT will be nice to address public concern if there will be free public transport shuttle provided (e.g. free tram/bus shuttle?)	3/7/2016 11:05 PM
12	No.	3/7/2016 9:28 PM
13	Reduce the bottlenecks, like allowing cars to stop and park in front of New World Tower, Queen's Road Centre. Ensure that adequate parking is available on the fringe of the ERP zone	3/7/2016 3:35 PM
14	The authority managing the scheme should be set up with objectives in terms of traffic flow on key roads and the power to change the charges and charging points in order to meet these objectives. This authority should be able to make these changes after due consultation but without obtaining approval from the Transport Dept or Legco.	3/7/2016 12:08 AM
15	All three cross Harbour tunnels charge the same	3/6/2016 8:33 PM
16	Nil	3/6/2016 6:16 PM
17	Consideration of improving pedestrian experience in Central / charging areas more effectively. Might include identifying pedestrian-only areas.	3/6/2016 5:08 PM
18	取消比先導計劃	3/6/2016 4:47 PM
19	no	3/5/2016 7:42 PM
20	yes, can you please sort out the pricing for the Cross Harbour Tunnel first - it's way too cheap and creates traffic (d-errh!)	3/5/2016 6:18 PM
21	no	3/5/2016 5:37 PM
22	Ultimately, this may also allow for the optimisation of bus routes, number of buses & bus occupancy rates. If so, TD must play hardball with the bus companies. To date, the bus companies seem to rule TD.	3/5/2016 3:44 PM
23	Object to the scheme	3/5/2016 1:58 PM

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24	Good and plentiful taxi ranks with seating for special needs. Escalator and lift access to the MTR.	3/5/2016 11:55 AM
25	No ERP for me.	3/4/2016 11:55 PM
26	Better control of illegal parking and 'waiting'. To be honest, this is the problem, not the traffic levels, the amount of cars sat there waiting and blocking lanes as a result	3/4/2016 10:07 PM
27	stringent control of waiting/parked cars in central	3/4/2016 5:12 PM
28	No	3/4/2016 10:59 AM
29	1. Conduct regular engagement with stakeholders (both car owners and non-car owners) to check progress and gather feedback about the scheme 2. Ensure effective communication of the benefits (e.g. reduced air pollution, reduced congestion) of the scheme with supporting figures to substantiate. 3. Would be great if the government could introduce some bicycle lanes and pedestrian roads to encourage people to walk/ cycle to work	3/4/2016 10:48 AM
30	Government should exhaust all other possible ways on easing traffic in central such as the Central Wanchai by-pass before implementing the ERP. Government cannot prove there is no other option.	3/4/2016 10:29 AM
31	No	3/4/2016 8:31 AM
32	Reduce the Western Harbour toll and increase the Cross Harbour toll to allow a more balanced usage of the two tunnels.	3/4/2016 7:44 AM
33	ERP should focus on both congestion and pollution as indicators.	3/4/2016 3:03 AM
34	Any car users whom also implement pollution measures with quota based approach and carrying capacity	3/3/2016 11:04 PM
35	N/A	3/3/2016 10:43 PM
36	Government vehicles should NOT be exempt from the charging scheme, including ministers' public or private vehicles.	3/3/2016 10:12 PM
37	We need more taxis or private hire cars to ensure the public can call a taxi to arrive within a reasonable time. arrange for low cost parking to be available for private hire cars or cars with drivers to wait and pay a reasonable fee, More park and ride arrangements at MTR stations with reasonable charges.	3/3/2016 9:23 PM
38	無	3/3/2016 9:12 PM
39	No	3/3/2016 8:56 PM
40	Park and ride.	3/3/2016 8:38 PM
41	central HK is a disease get rid of it	3/3/2016 8:04 PM
42	No	3/3/2016 8:01 PM
43	possibly introduce some parking information (where spaces are available and how many) for cars to go to available parking garages outside the zone	3/3/2016 7:57 PM
44	Restating: this measure is going to be costly to implement and eventually not the most efficient. This scheme is not the best way to achieve the aim, which should be to reduce the number of private cars on the roads. The better way would be to double/triple the taxes on private cars. The tax could be modulated based on car emissions; so, 0 emissions would pay maybe 50% tax premium, while a highly emitting vehicle would pay triple	3/3/2016 7:51 PM
45	Exemptions from charges for electric vehicles to promote a greener Hong Kong	3/3/2016 7:49 PM
46	I recommend that the government not waste time. I drive a private car, I use the cross harbour tunnel most of the time. when necessary, I will use the Eastern or western harbour crossing IF i felt that it will save me the time. the same attitude will be applied to when I have to drive to Central. regardless of ERP, i will drive into Central. Here is your additional problem, if you charge the public transportation and commercial vehicles, the cost will be passed on to the consumers. => like I keep saying, it will be the poor that ends up suffering.	3/3/2016 6:50 PM
47	Increase	3/3/2016 6:42 PM
48	None at present, though public consultations on the effectiveness of the scheme should be continued.	3/3/2016 6:40 PM
49	We need to impose charges on ships that emit pollution when they come to our Harbour. It's as urgent as road vehicles	3/3/2016 5:33 PM
50	Make vast swathes of Central a pedestrian zone	3/3/2016 5:29 PM
51	Bicycle and/or personal electric transport specific lanes	3/3/2016 5:04 PM
52	I've no idea	3/3/2016 4:39 PM

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53	same trial for Mongkok!	3/3/2016 4:34 PM
54	Make an hourly charge for any vehicle within the zone that isn't parked in off-road parking.	3/3/2016 4:15 PM
55	Do it as quickly as possible	3/3/2016 4:14 PM
56	Too many to list here. Just give me a policy coordinating role! :-) 1. Gamify the system so that effective players can be exemplified publicly and rewarded with vehicle tax credits making their sociable motoring cheaper. 2. Punish offenders with reference to the value of their vehicles and increase the fine if repeat offenders. 3. Many more suggestions...	3/3/2016 4:10 PM
57	(1) In Germany I can drive to the city (Frankfurt) from my house in 15 mins as they fully co-ordinate the traffic light system and if you drive the speed limit - 50 - you can get to Central Frankfurt without ever having to stop once. The HK traffic light system is totally uncoordinated and there are several road where you basically have to stop at 'every' light because the are not interlinked. This could ease a huge amount of congestion. Nowadays it should be easy to co-ordinate this via wireless technology. (2) Provide parking information for major parking spaces (IFC, CITY HALL, CHEUNG KONG, ETC) at the Central entry points - also practiced in most Germany Cities - so cars do not circulate around to try to find a parking space but head to the one convenient and with respective parking available (so they do not idle).	3/3/2016 3:51 PM
58	I am not familiar with the technology	3/3/2016 3:35 PM
59	No	3/3/2016 3:20 PM
60	Not yet	3/3/2016 3:20 PM
61	如路面空間不足，可考慮採用架空方式	3/3/2016 3:19 PM
62	ERP should not be introduced. Instead 1. the Central Wan Chai by pass should be completed, 2. the police should crack down on double parking by vehicles with and without drivers in them and 3. the government should buy eastern and western tunnels and manage and price the western, central and eastern tunnels in a coordinated way so that the western tunnel in particular is properly utilised and traffic through Central and Wan Chai and Causeway Bay is reduced	3/3/2016 3:14 PM
63	More pedestrianisation in central	3/3/2016 2:13 PM
64	No	3/3/2016 2:08 PM
65	Parking will be needed so there can be completely traffic free zones. Buses should be allowed but electrified. Trams allowed. I would like to see air pollution management as part of it.	3/3/2016 1:49 PM
66	Yes, I think Driver and vehicle licences should be charged as prohibitive a fee as can be levied, perhaps as a percentage of income or company net worth.	3/3/2016 1:42 PM
67	None.	3/3/2016 1:30 PM
68	Strict enforcement of existing regulations.Review fines and fees.Review a clamping and towing policy such as Central London.	3/3/2016 1:19 PM
69	未有	3/3/2016 12:40 PM
70	Entry / exit points to be strategically aligned with car parks to facilitate the option of parking outside the charging zone.	3/3/2016 12:28 PM
71	Pedestrianisation of areas	3/3/2016 12:20 PM
72	Study Singapore. It works.	3/3/2016 12:18 PM
73	No.	3/3/2016 12:17 PM
74	The AM license plates should pay too and a record of how much they run up should be made public! Other than the above I will leave it to those who are paid to do the job do their job (so long as they don't cave in to the riches).	3/3/2016 12:07 PM
75	it's useless	3/3/2016 12:07 PM
76	None.	3/3/2016 12:03 PM
77	Extremely strict policing of parking offences.	3/3/2016 12:01 PM
78	High Occupany Vehicle (HOV) lanes are a good idea and used in many cities. A big part of HK's Central Congestion is the number of vehicles (often large private cars) with a driver and a single occupant in the back. If it were technically possible, the HOV lanes should attract lower tolls. Also, ERP rates should be lower for electric or hybrid vehicles. Lastly, illegal roadside parking should be more strictly policed.	3/3/2016 11:51 AM
79	BIKE LANES!!!!!!	3/3/2016 11:49 AM
80	none for now	3/3/2016 11:46 AM

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81	Charges should be high enough to seriously defer vehicle use, and exemptions should be ONLY for emergency vehicles being used for emergency response purposes.	3/3/2016 11:24 AM
82	加入環保單車徑	3/3/2016 11:19 AM
83	enforcement of parking/waiting restrictions. More often than not the roads are clogged up by delivery vans or private chauffers waiting for their bosses. They need to be fined on the spot to eliminate this behaviour and get traffic moving. Queens Road Central is a good example.	3/3/2016 11:18 AM
84	Not off-hand	3/3/2016 11:17 AM
85	Nil	3/3/2016 11:09 AM
86	no comment	3/3/2016 11:08 AM
87	A user's charges should be visible to him, so that he can see the amount that he spends. If charges are invisible (or visible only once a month or so) then the scheme will have a lesser effect.	3/3/2016 11:02 AM
88	I am not a specialist in this area. No.	3/3/2016 10:58 AM
89	Just enforce parking laws. Fine them. Tow them. Simple.	3/3/2016 10:50 AM
90	na	3/3/2016 10:47 AM
91	Strict enforcement of the no parking regulations, more use of clamps/towing and substantial increase in the fines for illegal parking.	3/3/2016 10:44 AM
92	I leave that to experts.	3/3/2016 10:34 AM
93	Restrict access to the roads. Those who use the roads can afford to pay the charge and the scheme will be without benefit or effect. Prevent cars stopping in the central area because that is the main cause of the congestion.	3/3/2016 10:34 AM
94	Free installation of the IVU for volunteers.	3/3/2016 10:25 AM
95	Goods vehicles should deliver goods at night in Central, no it during the daytime	3/3/2016 10:25 AM
96	The obvious one is illegal parking. I feel this is a major contribution to traffic congestion in Central and Wan Chai. I work in Harbour Road, the left hand lane in both directions of which is blocked by Drivers the entire day. It seems the people who can most afford to pay for parking (since they can afford a Driver and luxury cars) have no concern at all for the misery and economic impact of jamming the roads with their cars. Illegal parking fines should be steeply increased in the short term and in the long term, I would hope technology could be used to issue parking tickets to illegally parked cars in the same way red light cameras or speed cameras capture number plates. The owners and employed Drivers who park illegally are not concerned at all about the police moving them on. The Driver drives the car around the block and parks the car in exactly the same place again. I see it all day every day outside my office window.	3/3/2016 10:14 AM
97	不應該中區電子道路收費	3/3/2016 10:14 AM
98	Ban all commercial vehicles that are pre Euro-4 diesel engines.	3/3/2016 10:09 AM
99	Combine tag with Autotoll. Close and Pedestrianise streets. Build more carparks to allow commuters to park and ride.	3/3/2016 9:58 AM
100	Ideally, the charging device in the car should "beep" and the amount of the charge should be displayed in LED (not LCD) so that drivers know how much their trip into the ERP zone has just cost them	3/3/2016 9:55 AM
101	Turning Des Voeux Road Central into a pedestrian zone would greatly complement the ERP scheme.	3/3/2016 9:55 AM
102	Enforce rules about double-parking! Monitor cars emitting fumes.	3/3/2016 9:51 AM
103	Warning signs that are clear to motorists that they are entering a Toll Zone, and showing a alternative toll free route.	3/3/2016 9:49 AM
104	1. In the same time as we try to reduce the car traffic, we should give more space to the pedestrians (larger sidewalks, more pedestrian crossings). Many cities have successfully implemented this, e.g. Paris. 2. We should make other similar pilots in Causeway Bay and in Tsi Sha Tsui, which have great potential for pedestrian shopping, leasure and tourism development if car traffic is reduced and pedestrian space is increased.	3/3/2016 9:46 AM
105	As stated above, I suggest to improve the present Park & Ride MTR scheme. Make the walk between car and train shorter and simplify claiming the P&R concession. Also build more P&R points.	3/3/2016 9:45 AM
106	Think about moving loading and unloading zones, prevent waiting vehicles from stopping areas blocking traffic, move private bus stops to areas not effecting traffic	3/3/2016 9:40 AM
107	Reduce the number of parking space on the street. Anyone wants to park, go find a carpark.	3/3/2016 9:30 AM
108	控制使用道路車輛的數量	3/3/2016 9:29 AM

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109	transform some areas of central, wanchai, TST into pedestrian areas and close them for traffic	3/3/2016 9:28 AM
110	no suggestions	3/3/2016 9:24 AM
111	No	3/3/2016 9:21 AM
112	ENFORCE parking regulations. Change the illegal parking fine to HKD 1,500 for first offense and HKD 3,000 for second offense. The fine for littering is HKD 1,500. Why not for illegal parking? Hire hundreds of Traffic Wardens. Pay Police and Traffic Wardens bonuses based on the number of fines they give. Police is not doing their job. All across HK, you can always see illegally parked vehicles under the sign "Illegally parked vehicles will be prosecuted without warning". Check in front of Prince Building the double or triple parking, every single day.	3/3/2016 9:12 AM
113	no at this moment	3/3/2016 9:10 AM
114	No	3/3/2016 9:10 AM
115	no	3/3/2016 9:08 AM
116	pedestrian only zones	3/3/2016 9:08 AM
117	No	3/3/2016 9:07 AM
118	Yes - Central tunnel to charge more or at least the same as the other tunnels	3/3/2016 8:56 AM
119	Car pooling	3/3/2016 8:51 AM
120	Any revenue generated should be used to improve the standard of living for those in need in Hong Kong. ie - those living in caged accommodation	3/3/2016 8:46 AM
121	covers all of HK	3/3/2016 8:35 AM
122	Pedestrian only periods in central, noon to 2pm and 5pm to 7pm daily.	3/3/2016 8:26 AM
123	Look at New York: they just painted bike lanes on the street to get rid of everlasting parking vehicles and it brought lots of quality into urban life style.	3/3/2016 8:23 AM
124	Stronger traffic enforcement by police in Central. Currently it is completely slipshod.	3/3/2016 7:52 AM
125	Also, already-existing traffic regulations, which are now largely ignored, should be rigorously enforced -- no need to wait for road pricing.	3/3/2016 7:48 AM
126	none - sorry	3/3/2016 7:46 AM
127	政府須作詳細“真”諮詢	3/3/2016 7:32 AM
128	There must also be a crack down on illegal parking and an increase in the amount of parking fines which have been the same for a long time.	3/3/2016 7:23 AM
129	no	3/3/2016 7:23 AM
130	No.	3/3/2016 7:21 AM
131	Elasticity of demand and real time charge changes n update. Use technology used by uber	3/3/2016 7:19 AM
132	同上	3/3/2016 7:10 AM
133	No	3/3/2016 6:52 AM
134	Skirt Central with new roadways.	3/3/2016 6:48 AM
135	TIGHTER POLICE CONTROL	3/3/2016 6:34 AM
136	Introduce effective policing. Currently drivers misbehave with impunity. Introduce vehicle free days.	3/3/2016 6:26 AM
137	No	3/3/2016 5:59 AM
138	No	3/3/2016 5:37 AM
139	Pedestrianize Central as far as possible	3/3/2016 4:55 AM
140	Ensure that illegal parking is monitored and dealt with more efficiently. Some of the congestion is caused by illegal parking which is not followed up by police/ traffic wardens.	3/3/2016 4:54 AM
141	Not until it is determined whether this scheme, which is the most obvious by far, has succeeded	3/3/2016 4:24 AM
142	局長下台	3/3/2016 4:18 AM

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143	There should be initiatives and developments to encourage alternative modes of transport, such as making existing roads more cycle-friendly and developing a cycleway all along HK Island's Northern Harbourfront to enable people to commute to Central by bike. Relevant bicycle parking/storage facilities at various areas to support this. Moreover, more portions of Central should also be pedestrianised at least 1 weekday per week (say Friday), including Des Voeux Road Central and/or access only allowed to emergency/disabled sticker vehicles. This can initially be implemented on a trial basis. The Des Voeux Road Central Initiative is highly laudable. Finally, existing pedestrian links should be improved and expanded to deal with added pedestrian traffic.	3/3/2016 2:30 AM
144	Law enforcement!! This is the only way. I have mentioned others under the other questions. Eg: - enforcing the law regularly to deter the culprits from causing congestion; - enforce the law fairly - all vehicles should be penalised without exception! The police should not avoid enforcing the law against vehicles that appear or are known to be owned by "connected" persons; - change the law to deduct points from repeat offenders. HK is a small place. We cannot congest the roads; - the infrastructure is already in place. The police just have to be proactive (not an issue of more since they are NOT proactive). For some reason, they don't think it's their job to enforce laws governing use of public roads.	3/3/2016 2:28 AM
145	improve parking provisions outside restricted area	3/3/2016 2:06 AM
146	The proposal already notes, it will be critical that the scheme is not launched in isolation. Drivers will need the reassurance that car parks are being built at public transport hubs, particularly MTR stations outside the Central area. Parking fees at stations should be kept at affordable levels, and should be significantly lower than in the ERP area.	3/3/2016 1:39 AM
147	proper road traffic law enforcement by the police and transport dept. There is too much lax enforcement all over HK from all quarters.	3/2/2016 11:47 PM
148	No, people with cars will be difficult to convince that this is a good idea	3/2/2016 10:59 PM
149	Bike lanes, bike lanes, bike lanes. Pedestrian area plan as set out by the Civic Exchange.	3/2/2016 10:11 PM
150	Extend system HKI and K	3/2/2016 10:03 PM
151	完全不同意電子道路收費計劃。	3/2/2016 8:52 PM
152	Strict enforcement of illegal parking in the Central/Admiralty/Sheung Wan area from now until implementation of pilot scheme	3/2/2016 8:44 PM
153	Illegal parking must also be tackled. Promote walking and cycling by rewarding people who use these types of transport and making it easier and safer to do both.	3/2/2016 8:39 PM
154	Improvement on existing public transportation services and enhancement of park & ride scheme	3/2/2016 8:00 PM
155	Tighter emissions standards in central area	3/2/2016 8:00 PM
156	Pedestrian area expansion	3/2/2016 7:43 PM
157	we have a great transportation system already in place. I do not believe that we need any other measure to complement the implementation.	3/2/2016 6:11 PM

**Q18 I have the following comments on
Electronic Road Pricing Pilot Scheme in
Central:我對中環電子道路收費先導計劃有下列
意見：**

Answered: 162 Skipped: 213

#	Responses	Date
1	Solve the problem of serious illegal parking and consider to implement 'no stopping restriction' in some central area first, see the result, and then consider next step.	3/14/2016 6:07 PM
2	The ERP Pilot Scheme is long overdue as the first proposals for electronic road pricing were made over 30 years in 1984 and other major cities such as Singapore and London have already proved the success of ERP.	3/14/2016 2:13 PM
3	The roads will belong to those rich people. The police should enforce traffic regulations regularly to avoid people using the roads unfairly.	3/13/2016 9:12 PM
4	I fully support and think that this should have been implemented ages ago. Transport Department is so SLOW and shows no initiative !!!	3/13/2016 7:27 PM
5	none	3/10/2016 7:45 PM
6	I am not in favour of Electronic Road Pricing for the use of the Connaught/Gloucester Road Corridor, I am in favour of Electronic Road Pricing for the use of the inner areas only.	3/10/2016 6:06 PM
7	We absolutely need to move away from the heavily car-centric transportation infrastructure that have today. We need to be flexible (and be open-minded) in supporting other more environmentally sustainable modes of transportation - EVs, LEVs, e-bikes, bicycles...etc. For crying out loud, the electric Renault Twizy is the ideal urban vehicle yet it cannot be legally registered in Hong Kong (due to some archaic requirements about the A pillar or something) - but it's legal in Macau!!!!	3/9/2016 2:48 PM
8	1. The following benefits will justify a well-designed , well-managed and hence effective ERP system: a. Reduced congestion due to: i. People switching from private cars and taxis to forms of transport such as buses which make better use of road space or MTR and foot which use no road space. ii. Less circling of chauffer driven cars waiting to pick-up their owners. This reduced congestion will have substantial financial benefit. b. Reduced air pollution and carbon emissions - as noted in para 2.3.5 of the consultation document. Note: i. The reduction in air pollution should improve health. The Consultation document seems to leave out mention of this health benefit. I hope the final document will include it. ii. The carbon emissions have an 'external cost' in the damage they do to the climate. A carbon price should be applied to the reduction in emissions as part of the benefit to the public of the ERP scheme. c. The switch to public transport and reduction in traffic will make it more feasible to (a) avoid building further roads with substantial cost savings; and (b) pedestrianise some roads and allow freer pedestrian crossings in others. 2. Features needed for the ERP system to be well-designed: a. Clear objectives: The system should be designed and managed around targets to increase the speed of traffic flow by a certain amount on key roads. b. Insulation of the management authority from political pressure: The system should have a managing authority which is given an area which is larger than the initial scheme and the power, after appropriate consultation, to alter the number and location of cordons within this area and the charges. [NB: The Central Cross Harbour Tunnel appears to provide an example of political pressures preventing the alteration of charges to reduce congestion.] c. Flexibility to change the cordons and charging system: As noted in point b the authority managing the scheme should be able to change cordons and fees. Frequent modest changes should be an acceptable part of optimising the scheme.	3/9/2016 2:33 PM
9	If the police quickly gave fines to the private cars with chauffeurs, as well as the lorries blocking the roads between 08:00 to 20:00 there would be way less traffic jams	3/8/2016 9:59 AM
10	Please think about the general citizens We have right to use the roads in HK But have no money to against this It's only harm to the poor but not to the rich Not fair	3/7/2016 11:51 PM
11	It is always better to also think about how to improve short-distance mobility for people and goods in the district to compensate for the control/ban of vehicle (people mover, personal rapid transit etc.). But I understand it is too much to ask for in practice at the moment. It also the safest to stick with existing technology.	3/7/2016 11:12 PM
12	Fully support and should be implemented as soon as possible.	3/7/2016 9:15 AM
13	Sooner the better as long as it is 'well done'.	3/7/2016 12:08 AM
14	Unnecessary and ineffective	3/6/2016 8:34 PM

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15	Nil	3/6/2016 6:16 PM
16	N/A	3/6/2016 5:08 PM
17	不需要討論	3/6/2016 4:48 PM
18	I do not support ERP anywhere in Hong Kong. What will happen if after having the ERP, the traffic congestion in Central does not improve?	3/6/2016 12:49 AM
19	great idea, but let's not be too rapacious, let's think positively and holistically about how it can benefit ALL of society (including clean air), and if it isn't working close more roads!	3/5/2016 6:20 PM
20	If this scheme is effective, then I hope that you can use it in other parts of Hong Kong which are seriously congested.	3/5/2016 5:39 PM
21	I agree with Paul Zimmerman's view as published in Southside magazine	3/5/2016 3:50 PM
22	It is overdue! Let's not let this become yet another "Public Consultation" that is merely lip service.	3/5/2016 3:45 PM
23	it's infringing the privacy	3/5/2016 2:21 PM
24	Forget about the scheme. Penalise illegal parking. Privatised the duties of traffic police to relieve the police workload. I can guarantee the free flow of traffic.	3/5/2016 2:03 PM
25	Central roads should be no private cars between 8am - 8pm.	3/5/2016 11:55 AM
26	One can only lament the lack of initiative that has delayed even consideration of road pricing so long after other cities have inaugurated their schemes.	3/5/2016 1:05 AM
27	No ERP for me.	3/4/2016 11:55 PM
28	Don't do it, this is a last solution, there are many other things that should be implemented first.	3/4/2016 11:43 AM
29	The sooner the better.	3/4/2016 10:58 AM
30	Can we bring forward the timeline so that we start sooner? Hong Kong needs this.	3/4/2016 10:49 AM
31	1. Government cannot prove ERP is effective to ease traffic problem in the area. 2. Rich people simply don't care about the charge, only those in real need will suffer. 3. Enforcement should be strengthened as the current congestion is due to fail on enforcement. 4. Should wait until proving Central Wanchai By-pass cannot ease the traffic then ERP.	3/4/2016 10:33 AM
32	I'm concerned that the small back streets round the edges of Central/WanChai/Sheung Wan will be clogged with traffic trying to avoid the pricing scheme. Need to think carefully how to avoid that	3/4/2016 8:31 AM
33	there are too many double parked private cars waiting, loading and unloading in congested areas of the streets in central. keep them out and the problem of congestion in the streets of central area will be much better. assign areas for waiting, loading and unloading of private cars in less congested streets.	3/3/2016 11:15 PM
34	The entire scheme should alleviate pollution problems	3/3/2016 11:06 PM
35	I think the method of charging should be on hourly basis, thus, to discourage drivers/vehicles to linger too long in the chargeable area.	3/3/2016 10:43 PM
36	It is long overdue. It has been a success in Singapore and elsewhere. Bring it in NOW.	3/3/2016 10:12 PM
37	In favor	3/3/2016 10:06 PM
38	The problem of congestion in Causeway Bay and Central is exacerbated by the inability for people living in certain areas of Hong Kong to get a taxi or high quality private hire car. These areas are often locations where people can afford to buy a car and employ a driver and the only way to get into town is by using a private car.	3/3/2016 9:27 PM
39	None	3/3/2016 8:56 PM
40	It is about time!	3/3/2016 8:39 PM
41	Get a life and walk	3/3/2016 8:08 PM
42	it's long overdue to reduce congestion and pollution	3/3/2016 7:57 PM
43	Not the best idea	3/3/2016 7:51 PM
44	Please provide an exemption for electric vehicles to promote a greener HK.	3/3/2016 7:49 PM

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45	there should be NO ERP in HK, regardless of the cost, the richer road users will just drive into Central. it is the poorer road user that will be hurt. the poorer are the only ones that will stop entering Central. I recommend that the government not waste time. I drive a private car, I use the cross harbour tunnel most of the time. when necessary, I will use the Eastern or western harbour crossing IF i felt that it will save me the time. the same attitude will be applied to when I have to drive to Central. regardless of ERP, i will drive into Central. Here is your additional problem, if you charge the public transportation and commercial vehicles, the cost will be passed on to the consumers. => like I keep saying, it will be the poor that ends up suffering. the solution to prevention of the Rich from going into Central... is to let the congestion worsen. when it gets bad enough, everyone will say it is more reliable to use public transportation. ESPECIALLY the MTR. Focus on how you can hurt the rich, that is how you will reduce congestion in the central area. Have stronger enforcement on traffic violations as well.	3/3/2016 6:53 PM
46	Increase parking spaces at nearby areas to facilitate a "park'n walk" environment.	3/3/2016 6:51 PM
47	I think it is an excellent plan, as it will promote greater reliance on our already exemplary mass transit system, whilst decreasing our dependence on private vehicles. A closer system for monitoring traffic flow is to be encouraged. Based on the findings of such research, it would be ideal to begin pedestrianising areas where vehicles are ultimately found to be unnecessary,	3/3/2016 6:42 PM
48	This has been discussed and discussed. It doesn't need to be perfect to be implemented. Just do it! Some areas of Central should be car free, too.	3/3/2016 5:34 PM
49	Forget about ERP, just ban all private vehicles into the area during office hours	3/3/2016 5:05 PM
50	ASAP	3/3/2016 4:40 PM
51	ERP doesn't work by itself or in isolation. Authorisation is better. Stop your addiction to revenue raising when the HKSAR Government has such a massive reserve that isn't being used for the benefit of the people.	3/3/2016 4:17 PM
52	It is an inevitability until we have MTR stations everywhere and self driving vehicles. I support the scheme.	3/3/2016 4:11 PM
53	Great, even better would be to ban all petrol & diesel driven vehicles from the Central Districts and make HK the first electric & LPG city centre in the world. Now that would positively put us on the map!	3/3/2016 3:52 PM
54	The scheme should consider measures that can reduced illegal parking, reduce no. of vehicles with drivers waiting their master at the roadside, reduce vehicle that send goods and products to the shops and companies in busy periods.	3/3/2016 3:37 PM
55	it is high time that we have electronic road pricing. it work in many cities in the world and cuts road pollution. JUST GET ON WITH IT!!!	3/3/2016 3:37 PM
56	絕對應該實施電子道路收費計劃，同時應再設法阻止「老細車」在區內停泊(無論是合法或非法)，嚴重影響其他道路使用者	3/3/2016 3:22 PM
57	If it is successful in other major cities why is it taking so long to carry out the trial?	3/3/2016 3:21 PM
58	No	3/3/2016 3:20 PM
59	Instead of introducing ERP which is unnecessary and intrusive, the government must take control of all three tunnels, harmonise their pricing, complete the central wanchai bypass, crack down on double parking and loitering of vehicles with and without drivers in them	3/3/2016 3:17 PM
60	I fully support it for many reasons. They include: better air quality, reduce unnecessary car travel, promote public transportation, reduce road traffic, and with all other 'world cities', it just makes good common sense. Thank you for taking this issue on!	3/3/2016 2:56 PM
61	Using electronic road pricing to control the traffic in HK is a very stupid measure. Best would be for everyone to live in MidLevels and take train to work. But the property price has forced HK citizens to move further from city. And to even places that public transport is not accessible. Government should look at the core of issue by means of road extension and provision of more public transport. Instead of punishing poor people who can't afford to live in city but places with no public transport accessible. The more adverse condition we are in, our government earns more out of it.	3/3/2016 2:32 PM
62	Lets do it!	3/3/2016 2:14 PM
63	I do not support this and do not believe it will achieve anything but penalise the less well off and raise money for government. The rich will not care and will continue to drive. Did the first registration tax work to reduce vehicles on the road? Of course not as you now want to introduce ERP as their are too many cars!	3/3/2016 2:12 PM
64	I'm in favour of the scheme so long as it is implemented correctly. Unfortunately, I don't believe that this government will listen to anything that the public wants. I'm sure they have already decided what they will do and this survey is a waste of time. Our government officials are incapable of organising sexual intercourse in a brothel, how could they possibly organise a road pricing system?	3/3/2016 2:08 PM

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65	中環塞車其實係因為好多司機停車等候，另交通緩慢，以致交通不暢通而擠塞，這些車的車主當然唔介意收費，對他們來說，少些車更加好，但係收費就影響咗好多唔想比錢嘅市民，使他們生活百上加斤。所以先想想怎樣治標，才是對應方法，否則，全個方案，只會方便了很小部分的人士。	3/3/2016 1:52 PM
66	Excellent idea - please also measure air quality. Buses should be allowed but speeding must be controlled and ideally the buses should be electrified.	3/3/2016 1:50 PM
67	I would like to endorse Cllr Paul Zimmerman's personal view upon what should and should not be done.	3/3/2016 1:46 PM
68	It's great, expand it.	3/3/2016 1:43 PM
69	Should be carried out asap.	3/3/2016 1:28 PM
70	One should have been implemented in 1980s when first mooted. Try not to take another 30 years. Target selfish users who should be on public transport.	3/3/2016 1:23 PM
71	Whatever we ask for, we will not get. The Govt. does not react to the people and pollution gets worse by the day.	3/3/2016 1:09 PM
72	Align with urban planning of pedestrianization schemes.	3/3/2016 12:29 PM
73	Please do look at the parking situation throughout Central. People seem to think it is their right to park wherever they need to sometimes. This problem should be illuminated first before the road pricing system is even taken any further.	3/3/2016 12:28 PM
74	This should be introduced without further delay. It's 30 years since Sir Alan Scott proposed it!	3/3/2016 12:21 PM
75	This should only be implemented once the central - North Point bypass is complete and in operation.	3/3/2016 12:17 PM
76	the problem is the roads. why is it real estate value so highly concentrated on that area? just develop new business area will be a lot more helpful then charging for the road.	3/3/2016 12:09 PM
77	Central is not the only place where ERP needs to be implemented.	3/3/2016 12:02 PM
78	Thanks for putting this proposal together! I hope my answers were helpful in some way.	3/3/2016 11:49 AM
79	none	3/3/2016 11:46 AM
80	若是進行計劃，公營交通工具如小巴士應作豁免	3/3/2016 11:45 AM
81	盡快進行	3/3/2016 11:20 AM
82	Encourage walking/public transportation. Create pedestrian shopping zone like in many European capitals. Des Voeux Road? Trams should be used to get people through the congestion zone quickly and efficiently -- when the tram does not have to contend with car/bus traffic.	3/3/2016 11:19 AM
83	I am in favour	3/3/2016 11:18 AM
84	Something must be done to stop all these private cars blocking up Central. Is a problem with private cars bring patients to one of the numerous doctor's surgeries there. Surely our public transport: buses, PLB's and taxi's are good and the envy of many Cities in the world.	3/3/2016 11:18 AM
85	付得起的人不會受影響，對中下階層或從事運輸物流行業的人最受打擊，即收費區等同富人區。政府應須在繁忙時段加強執法取締違法泊車及停車等候行為。即使實施收費，停車等候行為仍不會因此而減少，相反會鼓勵駕駛者停在路邊等客，以避免多次經過收費點，增加路面負擔。	3/3/2016 11:17 AM
86	No further comments	3/3/2016 11:10 AM
87	no comment	3/3/2016 11:09 AM
88	Please do this.	3/3/2016 11:02 AM

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89	<p>Whilst it may prove a necessary or worthwhile measure in the future, there are two obvious things that first could and should be addressed to alleviate HK's traffic congestion problems. Firstly, the Cross-Harbour Tunnel. The fact that the CHT is the most centrally located tunnel, and is also the cheapest, makes no sense whatsoever from a town-planning perspective. The fact is the CHT backs us appallingly and causes knock-on congestion in not just in CWB, but inland into Happy Valley, west into Tai Hang / Tin Hau, and east into Wanchai and Admiralty. I have no idea what the actual traffic flow statistics are, but I am certain that the CHT carries more traffic daily than either the eastern and western tunnels, and probably more than both combined. The fact is, HK needs to ensure that traffic is evenly distributed across those three tunnels, and given that the eastern and western tunnels are further away from the CBD, then they should be cheaper than the CHT to incentivise drivers to use them, not more expensive! The cost of using the CHT should be significantly increased, and the costs of using the E + W should be significantly decreased. Of course, there is an issue of cost of construction, return on investment, and financial interests of the investors in the tunnel holding companies. But there are various ways to approach these issues. With CHT costs going up and E + W costs going down, it may prove that with the expected change in traffic flows, each tunnel still generates the same revenue and thus the financial interests are unaffected. However, whatever impact on revenues there may be, the HK government can (a) put in place the contractual framework between all parties to redistribute revenue being the tunnel companies, or (b) subsidise the use of one of more of the tunnels out of our regular and considerable budget surplus. Either way, until the overflow congestion from the CHT is resolved, HK's traffic from Central to Tin Hau and within Kowloon will not meaningfully improve. The second issue is illegally stopping / parked vehicles in central, and the incredibly weak response by HK police and government to address this. Queen's Road Central, Wellington Street / Lyndhurst Terrace, Chater Road, Pedder Street are all hot-spots for this, and it caused chaos. Take Wellington for example; I regularly see lines of chauffeur-driven cars double-parked on Lyndhurst Terrace, reducing the road width so much that the buses and trucks that need to use this route cannot turn the corner from Wellington into Lyndhurst. Do they move? No. Why not? Because there is no one there to make them. You see the same practice happening on all the streets I mentioned above. It is always chauffeur-driven vehicles, and the dynamic here is obvious. (A) The owners want the convenience of having their car just around the corner so they can have it to them at a moment's notice, so the drivers do not leave the CBD to find a real parking location in a less congested area. (B) The police make very little effort whatsoever to clamp down on this sort of antisocial behaviour, and are rarely a presence on the streets in this regard. (C) Even if the police are on their once-a-month ticketing day, it's clearly such a rare occasion and the costs of the fines are so low, that they act as no deterrent whatsoever, especially to those citizens wealthy enough to afford the luxury of chauffeur driven vehicles. The fact is that Hong Kong's parking restriction planning is a mess. There are countless streets that are unclear in terms of signs and road markings (or the total lack thereof) as to whether parking is allowed. The ERP proposal references London as a model; what HK should do is emulate London in its deployment of single-yellow / double-yellow / red-route / loading-only / taxi-only / free 20 min stopping / paid-parking, on essentially every single foot of road in the CBD. Nowhere should be unclear as to the parking restrictions. And to enforce this, the police either need to be a lot more proactive, and be armed with the right to issue much higher fines, or HK needs to consider placing traffic-related CCTV in key areas. Obviously, the use of CCTV entails a much wider debate on civil liberties and surveillance culture, and in many ways London is an example of an overly-surveilled 'police state', however, one reason why the traffic has massively improved in the last decade on key thoroughfares is the deployment of 'red routes' (i.e. no stopping whatsoever between peak times, or use of bus lanes) and the fact that cameras are there to insure that any misuse is detected and punished, without fail. There is a third more minor issue of taxi drivers being properly educated that it's not appropriate or acceptable to just stop in the middle of a road of flowing traffic because the passenger has asked him to, but that it's necessary to continue to the first point where they can conveniently pull to the side of the road to avoid blocking traffic. But this is just obvious common sense. If HK can address these twin issues - the congestion epicentre that is the CHT, and the antisocial and frankly highly entitled behaviour of double-parking, then HK's traffic problems will surely be alleviated and perhaps ERP will not be necessary. So let's do the easy things first, and then save the hard things for later if they do unfortunately prove to be necessary. PS - I am of course aware that the vested interests in HK would love ERP to be instigated as there will clearly be money to be made from the cost of its installation, and its existence will not affect them one bit, given that the proposed costs to drivers are so pitifully small, so much that the only people it will impact on are average Hong Kong folk (riding in taxis and with the inevitable passing on of costs by businesses in the CBD), leaving them in their chauffeur-driven Alphards unaffected and free to continue blocking Central's streets as they already do.</p>	3/3/2016 10:53 AM
90	Just tow the offending vehicles. They'll never park illegally again.	3/3/2016 10:52 AM
91	asap	3/3/2016 10:47 AM
92	Abandon the idea and address the real causes of the congestion. The ERP will cost too much in implementing and maintenance, if the real intention is to reduce traffic then shut the roads or restrict access and prevent cars from stopping without having good reason to do so.	3/3/2016 10:38 AM
93	Besides imposing the Electronic Road Pricing Pilot Scheme, the HKSAR Government should at the same time raise the "Motor Vehicles First Registration Tax", so as to mitigate the long-term traffic growth in Central area in a concerted manner.	3/3/2016 10:36 AM
94	Taxi drivers are concerned about their possible problem of receiving a call from someone in Central but failing to show up. Who is to compensate their loss. I think this is a genuine question deserving consideration.	3/3/2016 10:29 AM

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95	its a good idea. Bad / selfish parking penalties need to be much higher too.	3/3/2016 10:26 AM
96	I feel illegal parking is largely a problem created by the elite in HK. I feel serious efforts to tackle illegal parking must be addressed at the same time the ERP system is implemented	3/3/2016 10:17 AM
97	不應該中區電子道路收費	3/3/2016 10:14 AM
98	Can't start soon enough!!	3/3/2016 10:09 AM
99	Guess the root cause of the congestion remains many private cars driving in circles while waiting for bosses. A step-up charges on the time spent in the paid area may alleviate part of the problems.	3/3/2016 10:06 AM
100	The scheme should seek to remove polluting vehicles fro urban areas and encourage environmentally friendly electric cars.	3/3/2016 9:59 AM
101	ERP has a bad name from the first time it was proposed during the late British era, wrongly in my opinion. We use it in the U.S. for bridges and it's fine.	3/3/2016 9:58 AM
102	It is absolutely crucial that this scheme is implemented in order to finally curb the excessive and unnecessary traffic in Central District.	3/3/2016 9:55 AM
103	I doubt it will have much effect on reduction of traffic & for those operating delivery services will then have to absorb this new cost.	3/3/2016 9:55 AM
104	n/a	3/3/2016 9:51 AM
105	I think that the Singapore scheme is the best in terms of suitability for Hong Kong's Roads. ERP can also help the police in detecting unlawful driving in the CBD and possibly in more parts of Hong Kong.	3/3/2016 9:50 AM
106	Go ahead with it!	3/3/2016 9:46 AM
107	ERP should apply to inner roads, like Queen's Road Central and Des Voeux Road Central and the connecting roads only.	3/3/2016 9:46 AM
108	越搞越複習	3/3/2016 9:45 AM
109	反對。中環塞車是因為路窄之餘還有人違例泊車。	3/3/2016 9:30 AM
110	no comments	3/3/2016 9:25 AM
111	I'm against this scheme, like I said rich people dont care if there is a charge or not it is just to prevent other people from travelling to Central and just creates and divide between rich and poor even more prominent.	3/3/2016 9:24 AM
112	We have to reduce our dependency on cars. We have to stop drivers waiting for their rich employers and blocking bus access in Causeway Bay.	3/3/2016 9:23 AM
113	中環多建停車場，嚴格執行禁止停車，即可大大改善。	3/3/2016 9:19 AM
114	It should be expensive to drive a car into Central and ANY other area where the traffic is bad. It is too cheap to drive around HK. Make it expensive to the point where people take buses and the MTR. Money collected by the scheme should go to improve public transports, promote electric vehicles.	3/3/2016 9:14 AM
115	Difficult to implement and would allow mainly the rich people occupy central.....i always have mixed feeling on this, so the charges should not be high, say 20-30 HKD per pass will be good enough.	3/3/2016 9:12 AM
116	Hurry it up!	3/3/2016 9:10 AM
117	It is long overdue. The car-ownership issue in HK is a real problem, especially with large cars travelling with very few people. There are many places in Central where cars pick up and park people, blocking traffic further.	3/3/2016 9:09 AM
118	None	3/3/2016 9:07 AM
119	Get it done	3/3/2016 9:04 AM
120	My query is what about owners of cars who own carparks in the areas near Central (e.g. Arbuthnot Road)? Does that mean everytime we use our car we will be charged or are there plans for concessions for people who live in those areas? Thank you for a response or clarification in this matter.	3/3/2016 8:59 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

121	I do not believe that the ERP will significantly reduce traffic in Central - those in Hong Kong who have cars will drive regardless. People will be forced to use other roads on the island that are already congested, thus shifting the problem from one area, to another. Therefore, this will just become another revenue generating scheme for a government that already has a HK\$95bn surplus. Perhaps a better use of this period is to look at the cause of traffic, for example poorly designed intersections with multiple unnecessary traffic lights where traffic movement is limited. Additionally cracking down on drivers who park illegally on the side of the road, or stop in hatched areas at junctions, will increase the capacity of the roads. Simple technology as proposed in the ERP (ANPR) can be utilised to implement these schemes. By improving these areas traffic flow will be increased without additional costs to motorists.	3/3/2016 8:54 AM
122	Pricing scheme has to be flexible to suit all holiday-drivers and daily drivers.	3/3/2016 8:54 AM
123	Should have been introduced years ago	3/3/2016 8:51 AM
124	A similar scheme should be introduced in other congested and polluted areas of town	3/3/2016 8:40 AM
125	should have been done 30 years ago along with electric trolley buses in Central and more pedestrian roads (no traffic) inside all cities in HK	3/3/2016 8:37 AM
126	Should have been implemented when first proposed 30 years ago.	3/3/2016 8:27 AM
127	Looking at London, it won't change much, but making more liveable urban space for people is the priority. If it does not work, then transform at least some main streets into pedestrian areas, or paint some bike lanes where parking cars just could park inside a car lot in almost any building.	3/3/2016 8:25 AM
128	支持	3/3/2016 8:18 AM
129	against electronic road pricing pilot scheme	3/3/2016 8:14 AM
130	Get it done, get it done NOW. We have been putting it off for decades, while other modern cities around the world - including Singapore, have already achieved a very high level of success with Road Pricing Schemes.	3/3/2016 7:53 AM
131	本人不贊成道路收費。	3/3/2016 7:51 AM
132	it's been a long time coming - 20+ years the discussion has been going on, it's about time to return the streets to the pedestrians, and not just the cars!	3/3/2016 7:47 AM
133	reduce 4 wheel traffic but not for two wheel vehicles	3/3/2016 7:24 AM
134	I support Paul Z's personal view as written in Southside Magazine	3/3/2016 7:22 AM
135	反對任何形式收費！	3/3/2016 7:10 AM
136	Great idea and hopefully can be extended to other areas such as Causeway Bay and TST	3/3/2016 6:53 AM
137	It will not alleviate the problem. Charging vehicles more money has never worked from increase in tunnel fees to very high import duties on cars. It is taxation with no advantage.	3/3/2016 6:52 AM
138	Please introduce as soon as possible.	3/3/2016 6:27 AM
139	Just do it!	3/3/2016 6:00 AM
140	None	3/3/2016 5:59 AM
141	Perhaps a good way to alleviate traffic congestion	3/3/2016 5:45 AM
142	Long overdue. Should provide savings in road construction Improve quality of life. Encourage cycling and walking	3/3/2016 4:56 AM
143	Long overdue. There is way too much totally unnecessary usage of private vehicles driven by laziness, smugness and/or arrogance	3/3/2016 4:26 AM
144	張炳良立即下台	3/3/2016 4:18 AM
145	沒有	3/3/2016 3:50 AM
146	It is long overdue, given the explosion of the number of cars in HK in recent years, which has caused substantial congestion at all times not just in Central but on the north of HK island from Sheung Wan all the way to Causeway Bay. Many other cities have implemented it to great success. The charge has to be high enough to deter people from driving into Central, remembering that they can already afford to pay HK\$400,000+ for a car (and possibly HK\$20,000 per month for a driver to drive it).	3/3/2016 2:32 AM
147	See comments above.	3/3/2016 2:28 AM
148	Widen pavements, remove railings, allow outdoor cafe-style seating, encourage awnings and rain-shelter, reduce speed limits for all vehicles and police infractions severely	3/3/2016 2:09 AM

Designing Hong Kong Survey: Electronic Road Pricing 意見調查：電子道路收費

149	This initiative is long-overdue. The vast majority of Hong Kong people do not own cars, and most private car owners do not need to drive in Central. Cities around the world are rapidly learning that as their populations increase, they cannot afford uncontrolled private car ownership. Cities that do impose restrictions on private car access enjoy cleaner air, more efficient and profitable public transport and a healthier environment.	3/3/2016 1:48 AM
150	Long overdue and badly needed. HK has too many cars already	3/2/2016 11:47 PM
151	Perfect	3/2/2016 10:59 PM
152	Hong Kong is decades behind other major cities in terms of walkability. On Gilman St and around the corner on Connaught Road Central. There are ALWAYS illegally parked luxury cars with just the driver inside waiting for the boss. Seniors citizens are forced to step out onto the road just to catch the bus. This is unacceptable and I have never seen any police there to enforce the law.	3/2/2016 10:14 PM
153	完全無成效，交通問題在於中區所謂"老闆車"長期在中區，金鐘，灣仔等待而做成交通堵塞，只需要針對性令老闆車不能長期在中區，金鐘，灣仔等候，交通堵塞問題一定得到改善	3/2/2016 10:09 PM
154	Get the **** on with it!!	3/2/2016 10:03 PM
155	Burden of poors.	3/2/2016 9:21 PM
156	Tie in with pedestrianisation schemes.	3/2/2016 9:17 PM
157	收費只增加道路擠擁	3/2/2016 9:13 PM
158	完全不同意電子道路收費計劃。應禁止私家車在上午7時至凌晨12時進入德輔道中。	3/2/2016 8:54 PM
159	Have this scheme implemented as soon as possible	3/2/2016 8:45 PM
160	In order to be effective there should not be too many exemptions	3/2/2016 8:40 PM
161	Waste of time and money!	3/2/2016 8:01 PM
162	收費	3/2/2016 7:17 PM