

**For information**

**Legislative Council Panel on Transport  
Expansion of the Red Light Camera System**

**PURPOSE**

This paper informs Members of our proposal to procure 75 digital red light camera units and install 75 camera housings.

**BACKGROUND**

2. Red light jumping is a serious offence that can bring about grave consequences. It endangers not only the driver and passengers of the vehicle concerned, but also other road users, especially pedestrians.

3. The red light camera system was first introduced in Hong Kong in the 1990s to deter red light jumping. Currently, there are 131 signalised junctions installed with camera housings, with 96 cameras operating on a rotational basis<sup>1</sup>. The red light camera system is an effective means to deter red light jumping. In view of the prevalence of such inappropriate driving behaviour and the serious consequences of red light jumping accidents, we propose to further expand the red light camera system to further enhance the deterrent effect.

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<sup>1</sup> The present red light camera system comprises the following :

	No. of cameras	No. of housing sites
Wet-film	16	51
Digital	80	80
<b>Total</b>	<b>96</b>	<b>131</b>

## PROPOSAL

4. We propose to acquire digital red light cameras and camera housings, at a total estimated cost of **\$86.34 million**, as set out below :

- (a) to install 75 camera housing sites with ancillary equipment (51 to replace the exiting wet-film camera housings<sup>2</sup> and 24 at new housing sites), and
- (b) to procure 75 digital red light camera units (16 to replace the existing wet-film cameras; 35 to be installed at existing wet-film camera housings which are to be replaced by digital ones; and 24 to be installed at new housing locations).

## JUSTIFICATION

5. Red light jumping has been a significant problem in Hong Kong. To enhance road safety and strengthen the deterrent effect for red light jumping, legislative amendments were passed in July 2005 to increase the driving-offence points for red light jumping from 3 to 5 and the fixed penalty from \$450 to \$600. The new penalties took effect on 1 January 2006. In 2005, we also sought funding approval from the Finance Committee for the Phase 2 expansion of the red light camera system<sup>3</sup>. With the completion of the expansion project in late 2006, there are now 96 cameras at 131 housings.

6. The new penalties and the expansion of the red light camera system have proven to be effective to combat red light jumping, resulting in a reduction in the number of traffic accidents. In 2006, the number of traffic accidents involving drivers disobeying traffic signals was 256, representing a reduction of over 23% when compared with 331 in 2005. The number of casualties involved in these accidents also dropped by nearly 29%, from 608 in 2005 to

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<sup>2</sup> Wet-film and digital camera housings are different in configurations.

<sup>3</sup> Originally, there were 111 red light camera housings with 28 cameras operating on a rotational basis. Under the Phase 2 expansion project, we procured 68 additional cameras and installed camera housings at 20 new junctions, making a total of 96 cameras and 131 housing sites.

434 in 2006<sup>4</sup>. However, the number of prosecutions against red light jumping remains high. We see the need to further expand the red light camera system to enhance the deterrent effect.

7. If the proposal in paragraph 4 is approved, there will altogether be 155 cameras at 155 housings, representing 61% increase in the number of cameras and 18% increase in camera housings. The camera-to-housing ratio will reach 1 to 1, putting all the relevant signalized junctions under 24-hour surveillance. In addition, the wet-film camera system will be fully replaced by the digital camera system, resulting in better quality data and more efficient data collection and processing. Moreover, the proportion of electronic prosecution<sup>5</sup> which currently stands at about 88% of all prosecutions on red light jumping, is expected to increase to over 95% after the installation of all the proposed cameras.

8. The locations of the existing and future cameras housings are at the **Annex**. The following criteria are used in selecting these locations :

- (a) accident records with particular emphasis on accidents caused by red light jumping;
- (b) prevalence of red light jumping activities at the junctions;

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<sup>4</sup> Accident and prosecution figures for the past three years are as follows:

Year	No. of accidents	No. of casualties	No. of prosecutions
2004	355	675	39 376
2005	331	608	41 743
2006	256	434	42 916 *

\* It is worth noting that the number of prosecutions in 2006 reflected the combined effect of increased penalties and the phased completion of the Phase 2 expansion project. The total number of prosecutions in the first six months of 2006 was 14 014, representing a decrease of nearly 30% when compared with that of 19 845 in the same period in 2005, indicating the impact of increased penalties. However, with the phased completion of the Phase 2 expansion project resulting in more than a twofold increase in cameras in the 4th quarter of 2006, the number of prosecutions increased.

<sup>5</sup> Electronic prosecution refers to prosecution using evidence from the red light camera system against Police's manual operations. The use of red light cameras would be able to capture red light jumping offences at a junction round the clock so that considerable police manpower can be released for actions against other undesirable driving behaviour.

- (c) the need for an even distribution of red light camera housing locations to provide an area-wide deterrent effect; and
- (d) site conditions.

9. The red light camera system operates with a portable digital camera unit, a camera pole with housing and a police central computer system. The camera pole with housing is installed on the footpath of a road at about 15 metres upstream of the junction, with detection devices laid on the carriageway near the stop line. The camera unit will take photographs of red light jumping vehicles. The photographs, together with the violation data, will be stored in the storage device of the cameras. Such data will then be downloaded onto the police central computer system for identification of the offending vehicles and responsible drivers, and follow-up prosecution actions including fixed penalty tickets or summons applications.

## **IMPLEMENTATION PROGRAMME**

10. We plan to commence the tendering process as soon as possible after Finance Committee has approved the proposal. The proposed programme is as follows :

<b>Activity</b>	<b>Target Date</b>
Tendering exercise	January 2008 to July 2008
Contract commencement	August 2008
Commissioning of 1 <sup>st</sup> batch of 30 cameras and 30 replaced housings	August 2009
Commissioning of 2 <sup>nd</sup> batch of 30 cameras, 21 replaced housings and 9 new housings	April 2010
Commissioning of the remaining 15 cameras and 15 new housings	November 2010

## FINANCIAL IMPLICATIONS

11. We estimate the cost of procuring and installing the proposed red light cameras and housings to be \$86.34 million, with the breakdown as follows:

	\$ million
(a) Camera system with housing & ancillary equipment	41.52
(i) Digital camera units	30.00
(ii) Camera poles and housings	8.47
(iii) Power cubicles	3.05
(b) Computer system, software & ancillary equipment	2.32
(c) On-site installation (including civil works), testing, commissioning and training	24.10
(d) Electrical and Mechanical Services Trading Fund project management charges	10.55
(e) Contingencies (10% of items (a) to (d))	<u>7.85</u>
<b>Total</b>	<b>86.34</b>

12. We estimate that the additional annual recurrent expenditure for operating the new red light cameras and housings would be in the order of \$16 million.

## WAY FORWARD

13. We will seek the Finance Committee's funding approval on 6 July 2007 to fund the proposed acquisition of 75 red light camera units and installation of 75 camera housings.

## **ADVICE SOUGHT**

14. Members are invited to note the proposal to acquire 75 red light cameras and install 75 camera housings to combat red light jumping.

**Environment, Transport and Works Bureau**  
**June 2007**

**Red Light Camera Housing Locations**

**Hong Kong Island**

**Existing wet film camera housings (to be replaced by digital ones)**

1. Hennessy Road / Fleming Road
2. Java Road / Tong Shui Road
3. King's Road / Healthy Street Central
4. King's Road / Cheung Hong Street
5. King's Road / Tin Chiu Street
6. House No. 126 Pokfulam Road
7. House No. 137 Pokfulam Road
8. Pokfulam Road / Victoria Road

**Existing digital camera housings**

9. Chai Wan Road / Sun Yip Street
10. Connaught Road Central / Hillier Street
11. Des Voeux Road West (Wing Lok Street) / Connaught Road West
12. Gloucester Road / Cleveland Street
13. Hing Fat Street / Victoria Park Road
14. King's Road / Healthy Street East
15. King's Road / Hong On Street
16. Queen's Road East / Queensway
17. Shing Sai Road / Sai Cheung Street North
18. Wing Hing Street / Electric Road

**Proposed new digital camera housings**

19. Garden Road / Queensway
20. Morrison Hill Road / Sports Road

## **Kowloon**

### Existing wet film camera housings (to be replaced by digital ones)

21. Austin Road / Nathan Road
22. Boundary Street / La Salle Road
23. Boundary Street / Nathan Road
24. Boundary Street / Tai Hang Tung Road
25. Chatham Road South / Austin Road
26. Chatham Road / Granville Road
27. Cheung Sha Wan Road / Butterfly Valley Road
28. Cheung Sha Wan Road / Tonkin Street
29. Hip Wo Street / Yuet Wah Street (lower junction)
30. Lai Chi Kok Road (eastbound) / Tonkin Street
31. Nathan Road / Argyle Street
32. Nathan Road / Dundas Street
33. Nathan Road / Gascoigne Road
34. Nathan Road / Humphreys Avenue
35. Nathan Road / Jordan Road
36. Nathan Road / Mongkok Road
37. Nathan Road (northbound) / Waterloo Road
38. Prince Edward Road West / Sai Yee Street
39. Princess Margaret Road / Argyle Street
40. Shanghai Street / Kansu Street
41. Tai Kok Tsui Road / Pok Man Street
42. Wang Chiu Road / Sheung Yee Road
43. Waterloo Road / Junction Road

### Existing digital camera housings

44. Argyle Street / Lomond Road
45. Argyle Street / Tin Kwong Road
46. Argyle Street / Sai Yee Street
47. Berwick Street / Nam Cheong Street
48. Cha Kwo Ling Road / Lei Yue Mun Road

49. Canton Road / Kansu Street
50. Chatham Road / San Lau Street
51. Cherry Street / Hoi Wan Road
52. Cheung Sha Wan Road / Cheung Wah Street
53. Cheung Sha Wan Road / Mei Lai Road
54. Cheung Sha Wan Road / Wong Chuk Street
55. Choi Hung Road / Sze Mei Street
56. Choi Hung Road / Tseuk Luk Street
57. Clear Water Bay (lower) / New Clear Water Bay Road
58. Hong Ning Road / Shung Yan Street
59. Hung Hom Road / Tak Man Street
60. Jordan Road / Cox's Road
61. Jordan Road / Shanghai Street
62. Kowloon Park Drive / Canton Road
63. Kwun Tong Road / Elegance Road
64. Lai Chi Kok Road (westbound) / Tonkin Street
65. Lei Yue Mun Road / Wai Fat Street
66. Ma Tau Chung Road / Fu Ning Street
67. Ma Tau Wai Road / Chi Kiang Street
68. Ma Tau Wai Road / Tam Kung Road
69. Nam Cheong Street / Un Chau Street
70. Nathan Road / Austin Road
71. Nathan Road / Granville Road
72. Nathan Road / Prince Edward Road West
73. Nathan Road (southbound) / Waterloo Road
74. New Clear Water Bay Road / Clear Water Bay (lower)
75. Po Kong Village Road / Fung Tak Road
76. Po Kong Village Road / Lung Cheung Road (near Shek On Building)
77. Prince Edward Road West / Junction Road
78. Prince Edward Road West / Lai Chi Kok Road
79. Sai Yee Street / Mong Kok Road

80. Sau Mau Ping Road / Sau Ming Road
81. Shun Lee Tsuen Road / Sau Mau Ping Road
82. Tai Po Road / Castle Peak Road
83. To Kwa Wan Road / Chi Kiang Street
84. To Kwa Wan Road / Lok Shan Road
85. To Kwa Wan Road / Mok Cheong Street
86. Tong Mei Road / Mong Kok Road
87. Wai Yip Street / Shun Yip Street
88. Wang Chiu Road / Cheung Yip Street (Hoi Bun Road)
89. Wuhu Street / Gillies Avenue South
90. Waterloo Road / Lancashire Road
91. Waterloo Road / Reclamation Street
92. Waterloo Road / Rutland Quadrant

Proposed new digital camera housings

93. Argyle Street / Shanghai Street
94. Argyle Street / Tung Choi Street
95. Argyle Street / Yim Po Fong Street
96. Austin Road / Chatham Road South
97. Austin Road / Canton Road
98. Boundary Street / Sai Yeung Choi Street North
99. Cheung Sha Wan Road / Tai Nan West Street
100. Cheung Sha Wan Road / Yen Chow Street
101. Ferry Street / Waterloo Road
102. Hip Wo Street / Wan Hon Street
103. Jordan Road / Lin Cheung Road
104. Lin Cheung Road / Wui Cheung Road
105. Ma Tau Chung Road / Sung Wong Toi Road
106. Nam Cheong Street / Cheung Sha Wan Road
107. Nathan Road / Public Square Street
108. Nathan Road / Salisbury Road
109. New Clear Water Bay Road / Lee On Road

110. Prince Edward Road West / Waterloo Road
111. Prince Edward Road West / Yuen Ngai Street

### **New Territories West**

#### Existing wet film camera housings (to be replaced by digital ones)

112. Castle Peak Road / Hung Shui Kiu Main Street
113. Castle Peak Road / Ma Wang Road / Wang Tat Road
114. Castle Peak Road / On Lok Road
115. Castle Peak Road / Ping Ha Road
116. Castle Peak Road / San Hui Path
117. Castle Peak Road / Tai Chung Road
118. Castle Peak Road (Castle Peak Bay) / Tuen Hing Road
119. Jockey Club Road / Lung Sum Avenue
120. Lung Mun Road / Access to San Shek Wan Village
121. Lung Mun Road / Wu Chui Road
122. Ming Kum Road / Shan King Estate Road
123. Ming Kum Road / Ting King Road / Tsing Tin Road
124. Pui To Road / LRT Reserve (near Nullah)
125. Tin Shui Road / Tin Wing Road
126. Tsing Lun Road / Fu Tei Roundabout
127. Tsing Wun Road / Hing Choi Street
128. Tsing Wun Road / Ming Kum Road / Pui To Road
129. Tsun Wen Road / Tai Fong Street / Tsing Chung Koon Road
130. Tuen Mun Heung Sze Wui Road / Hoi Chu Road
131. Wu Shan Road / Wu King Road

#### Existing digital camera housings

132. Castle Peak Road - Castle Peak Bay / Hoi Wing Road
133. Castle Peak Road - Tai Lam / Lok Chui Street
134. Chuen Lung Street / Sha Tsui Road
135. Hing Fong Road / Wing Fong Road
136. Lei Muk Road / Wo Yi Hop Road

- 137. Sha Tsui Road / Ham Tin Street
- 138. Sha Tin Wai Road / Sha Tin Road
- 139. Wang Tat Road / Ma Miu Road

Proposed new digital camera housings

- 140. Cheung Wing Road / Castle Peak Road
- 141. Sha Tsui Road / Tai Ho Road
- 142. Tin Shui Road / Tin Sau Road

**New Territories East**

Existing digital camera housings

- 143. Ma On Shan Road / On Chiu Street / Sai Sha Road
- 144. Nam Wan Road / Tai Po Tai Wo Road
- 145. Ngan Shing Street / Chap Wai Kon Street
- 146. Po Lam Road North / Yau Yue Wan Village Road
- 147. Po Hong Road / Wan Hang Road
- 148. Po Shek Wu Road / Po Wan Road
- 149. Po Yap Road / Tong Chun Street
- 150. Sha Tin Road / Tai Chung Kiu Road
- 151. Tai Chung Kiu Road / On Lai Street
- 152. Tai Chung Kiu Road / Sha Tin Wai Road
- 153. Tai Chung Kiu Road / Siu Lek Yuen Road
- 154. Ting Kok Road / Dai Kwai Street
- 155. Ting Kok Road / Ting Tai Road