

For information

Legislative Council Panel on Transport

Supplementary Information on

Expansion of the Red Light Camera System, Phase 4

At the meeting of the Legislative Council Panel on Transport held on 5 January 2012, Members discussed the “Expansion of the Red Light Camera System, Phase 4” proposal. Members generally supported the use of red light cameras to combat red light jumping. They also requested the Administration to advise whether the proposed camera locations covered all traffic accident blacksites, and to consider the feasibility of using also portable red light cameras for enforcement. The Administration’s response is set out in the following paragraphs.

Whether the proposed camera locations have covered all traffic accident blacksites

2. Whether a road junction is a traffic accident blacksite is determined by the Transport Department based on the following criteria:

- (a) there were 6 or more pedestrian injury accidents in the past year; or
- (b) there were 9 or more injury accidents in the past year; or
- (c) there were 2 or more fatal traffic accidents in the past 5 years.

3. The occurrence of traffic accidents could be attributed to many different factors, and red light jumping is just one of them. Therefore, whether a road junction is a traffic accident blacksite is not solely determined by the number of accidents caused by red light jumping at the junction, but the number of all types of traffic accidents. Road junctions with higher frequency of red light jumping are not necessarily traffic accident blacksites.

4. The objective of the expansion of the red light camera system is to enhance the combating of red light jumping behaviour thereby reducing traffic accidents caused by such behaviour. The new locations for installation of red light cameras are determined by the Administration having regard to the following factors:

- (a) accident records, with particular attention to accidents involving drivers disobeying traffic signals;
- (b) prevalence of red light jumping activities;
- (c) the need for an even distribution of red light camera locations to provide a territory-wide deterrent effect; and
- (d) preliminary assessment of the suitability of the location for installing red light camera.

5. The 40 new camera locations proposed under the expansion project are determined based on the above factors. 23 of these locations (see Annex) are road junctions which are either current or former traffic accident blackspots. We believe that strategically locating new red light cameras based on the above factors is a cost-effective and efficient way to deploy the said equipment in combating red light jumping.

Feasibility of using portable red light cameras for enforcement

6. Red light cameras must capture, for use as evidence, clear images of the red light jumping vehicle and the relevant traffic signals. Unlike mobile speed enforcement devices (commonly known as “laser gun”), there are technical limitations in the use of portable or mobile red light camera systems:

- (a) Most of the red light camera systems rely on induction loops embedded in the road surface as sensors to detect vehicles, and these loops have to be linked up with the traffic signal system to ascertain whether the vehicle has jumped a red light. There are technical issues such as how to set up and calibrate the sensors accurately within a short period of time.
- (b) If other types of sensor, such as radar, laser or infra-red, are adopted for vehicle detection instead of induction loop, a larger space on the carriageway or footway will be required

for setting up the equipment. Detailed adjustments and other complicated procedures are needed every time after setting up the camera, to ensure that the system can satisfy the evidential requirements.

7. Because of the above reasons, the use of mobile red light cameras is not considered practicable. We will however continue to monitor the development of such systems and consider testing such systems when there are proven and practicable models in the market.

ADVICE SOUGHT

8. Members are invited to note the content of the paper.

Transport and Housing Bureau
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Proposed Red Light Camera Locations

Hong Kong Island

1. Connaught Road Central / Hiller Street *
2. Harbour Road / Fleming Road ^
3. Connaught Road Central / Pedder Street *
4. Queen's Road East / Stubbs Road
5. Man Cheung Street / Man Yiu Street
6. Des Voeux Road Central / Queen Victoria Street
7. King's Road / Healthy Street Central
8. Connaught Road West / Eastern Street / Eastern Street North ^
9. Water Street / Connaught Road West

Kowloon

10. Kowloon Park Drive / Middle Road *
11. Princess Margaret Road / Argyle Street *
12. Pui Ching Road / Fat Kwong Street / Sheung Hing Street
13. Cheung Sha Wan Road / Tonkin Street *
14. Kwun Tong Road / Hong Ning Road *
15. Argyle Street / Yim Po Fong Street / Luen Wan Street *
16. Lai Chi Kok Road / Tonkin Street ^
17. Tai Po Road / Nam Cheong Street *
18. Canton Road / Austin Road / Austin Road West *
19. Chatham Road South / Granville Road ^
20. Kowloon Park Drive / Peking Road
21. Lei Yue Mun Road / Ko Chiu Road *
22. Waterloo Road / Shanghai Street
23. Gascoigne Road / Jordan Road ^
24. Choi Hung Road / Po Kong Village Road ^

25. Waterloo Road / Cornwall Street ^
26. Castle Peak Road / Tonkin Street ^
27. Cheung Sha Wan Road / Tai Nan West Street ^
28. Hung Hom Road / Tak On Street / Tak Man Street
29. Fung Tak Road / Po Kong Village Road ^
30. Kowloon City Road / Ma Tau Kok Road ^
31. Chatham Road North / Wuhu Street ^
32. Nathan Road / Mong Kok Road *

New Territories West

33. Castle Peak Road / Tai Ho Road
34. Ma Wang Road / Ping Wui Street
35. Wang Tat Road / Fung Chi Road
36. Castle Peak Road / Hoi Wing Road
37. Yuen Long Tung Tai Street / Yuen Long On Lok Road

New Territories East

38. Kwong Fuk Road / Nam Wan Road / Tai Po Road
39. Tai Po Road / Fo Tan Road / Lok King Street
40. Yu Tung Road / Shun Tung Road

Remarks: * Junction which is a current traffic accident blacksite
^ Junction which is a former traffic accident blacksite in past 10 years