

**For discussion
on 5 January 2012**

**Legislative Council Panel on Transport
Expansion of the Red Light Camera System, Phase 4**

PURPOSE

This paper seeks Members' views on the Administration's proposal to procure and install 40 digital red light cameras with camera housings at 40 signalised road junctions.

PROBLEM

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

PROPOSAL

3. The Commissioner for Transport, with the support of the Secretary for Transport and Housing, proposes to create a new commitment of \$48.135 million to expand the existing red light camera system by installing 40 additional digital red light cameras at 40 new locations throughout the territory.

4. Each digital red light camera unit will be installed in a housing sitting on top of a camera pole normally planted on the footpath of a road at about 15 metres upstream of a signalised junction, with detection devices laid on the carriageway near the stop line. The digital camera will take photographs of red light jumping vehicles. The captured data will be processed by a central computer system for identification of the offending vehicles and responsible drivers. Prosecution actions include issuance of fixed penalty tickets or summons. The details of installation will be reviewed taken into consideration the circumstances of the locations.

JUSTIFICATION

5. The red light camera system was first introduced in Hong Kong in the 1990s to deter red light jumping. It has been proven to be an effective means to deter red light jumping.

6. To enhance road safety and deter red light jumping, legislative amendments were passed in July 2005 to increase the driving-offence points for failing to comply with traffic signals from 3 to 5 and the fixed penalty fine from \$450 to \$600. The new penalties took effect on 1 January 2006. In July 2007, we secured funding from the Finance Committee for the Phase 3 expansion of the red light camera system. With the completion of the Phase 3 expansion project in 2010, there are now 155 signalised junctions installed with red light cameras¹.

7. The new penalties and the expansion of the red light camera system have proven to be effective in combating red light jumping, resulting in a reduction in the numbers of traffic accidents and prosecutions starting from 2007². In 2010, the number of traffic accidents involving drivers disobeying traffic signals was 206, representing a reduction of nearly 31% when compared with 298 accidents in 2007. Despite the declining trend, the number of prosecutions, traffic accidents and casualties remains high. There are calls from the public for more red light cameras to be installed. We consider it necessary to further expand the red light camera system to enhance the deterrent effect to further bring down the number of red light jumping and traffic accidents resulting from such behaviour.

¹ Before Phase 3 expansion of the system, there were 131 red light camera housings with 96 cameras operating on a rotational basis. Under the Phase 3 expansion project completed in 2010, we procured 59 additional cameras and installed camera housings at 24 new junctions, so that each camera housing is equipped with a camera.

² Relevant accident, prosecution and casualty figures in the past five years are tabulated as follows –

Year	No. of accidents	No. of prosecutions*	No of casualties
2006	256	42 916	434
2007	298	71 643	507
2008	274	54 598	526
2009	213	43 661	370
2010	206	32 847	455

* It is worth noting that with the completion of the Phase 2 expansion project in the 4th quarter of 2006 increasing the number of red light cameras from 28 to 96, the number of prosecutions in 2007 increased significantly. Since 2007, with the introduction of the new penalties and the expansion of the red light camera system, there has been a reduction in the numbers of traffic accidents and prosecutions in the subsequent years.

8. The locations proposed for installing the additional red light cameras are at the **Annex**. They are drawn up 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.

These proposed locations are subject to review when more information on site conditions, such as the presence of underground utilities, is obtained.

IMPLEMENTATION PROGRAMME

9. We plan to commence the tendering process as soon as possible after the Finance Committee has given funding approval. The proposed programme is as follows –

	Activity	Target date
(a)	Tendering exercise	April 2012 to December 2012
(b)	Contract commencement	January 2013
(c)	Commissioning of the first batch of 20 cameras	February 2014
(d)	Commissioning of the second batch of 20 cameras	March 2015

FINANCIAL IMPLICATIONS

10. We estimate that the capital cost of the proposal to be \$48.135 million, with the breakdown as follows –

	\$ million
(a) Camera system with housing and ancillary equipment	26.840
(b) Computer system, software and ancillary equipment	3.320
(c) On-site installation (including civil works), testing, commissioning and training	7.700
(d) Electrical and Mechanical Services Trading Fund (EMSTF) project management charges	5.899
(e) Contingencies (10% of items (a) to (d))	<u>4.376</u>
Total	<u>48.135</u>

11. We intend to phase the expenditure as follows –

Year	\$ million
2012-2013	2.050
2013-2014	18.990
2014-2015	19.556
2015-2016	<u>7.539</u>
Total	<u>48.135</u>

12. We estimate that the additional annual recurrent expenditure for operating the new red light cameras would be about \$10.111 million.

WAY FORWARD

13. Subject to Members' views on the proposal, we plan to seek the Finance Committee's funding approval in April 2012 to implement this proposal.

ADVICE SOUGHT

14. Members are invited to comment on and support the proposal to install 40 new red light cameras with camera housings to combat red light jumping.

**Transport and Housing Bureau
January 2012**

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