

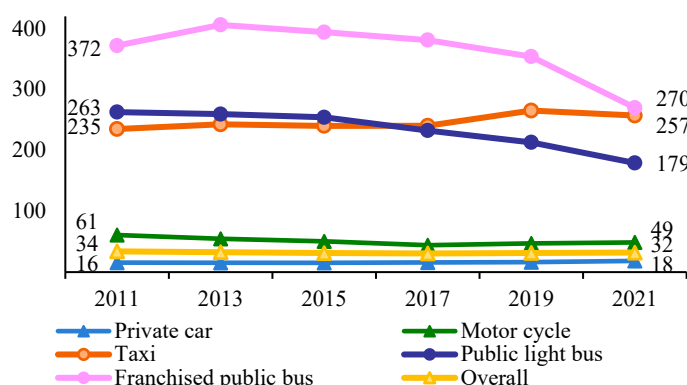
Road safety

Figure 1 – Licensed motor vehicle figures⁽¹⁾

	2011 (*000)	2016 (*000)	2021 (*000)	2021 vs. 2011
Private car	434.8	536.0	581.0	+ 33.6%
Motor cycle	38.6	50.2	71.9	+ 86.2%
Public bus	12.8	12.9	12.4	- 3.3%
Public light bus	4.3	4.3	4.2	- 2.7%
Taxi	18.1	18.2	18.1	- 0.4%
Goods vehicle	111.2	112.4	117.4	+ 5.6%
Others ⁽²⁾	10.4	11.6	12.9	+ 23.8%
Total	630.3	745.7	817.9	+ 29.8%

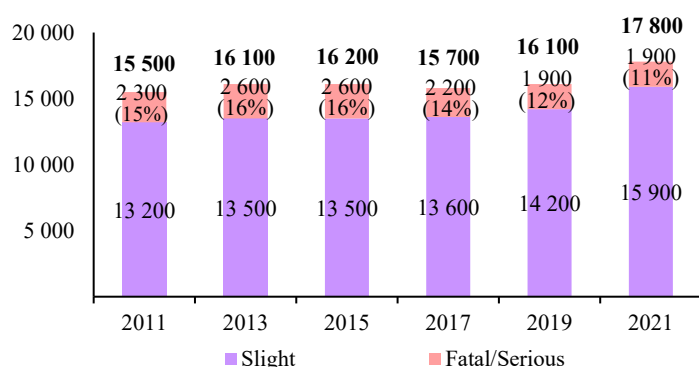
Notes: (1) Figures are as at year end and rounded to the nearest hundred.
(2) Over half of the motor vehicles under this category were government vehicles during the period.

Figure 2 – Motor vehicle involvement rates, 2011-2021⁽¹⁾



Note: (1) Mid-year figures of vehicle licensing are used in the calculation of involvement rate.

Figure 3 – Number of road traffic accidents involving casualties, 2011-2021^{(1), (2)}



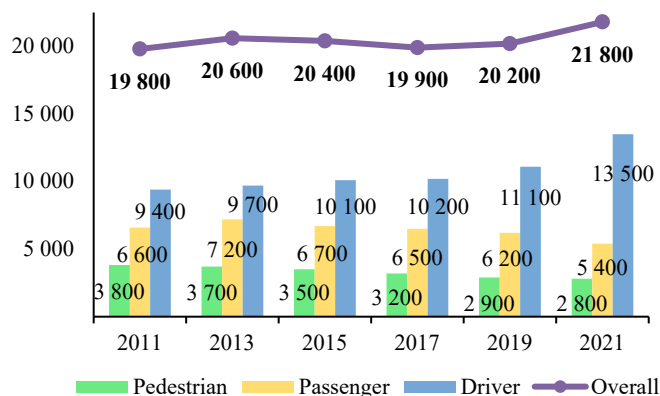
Notes: (1) Road traffic accidents refer to incidents involving personal injury occurring on roads in which one or more vehicles including bicycles are involved.
(2) Figures are rounded to the nearest hundred.

Highlights

- Between end-2011 and end-2021, the total number of licensed motor vehicles increased by 29.8% to 817 900 (**Figure 1**). While private cars remain the majority of licensed vehicles, motor cycles saw the highest growth rate of 86.2%, which became even more rapidly after 2019 (an average increase of 6 500 per annum in 2020 and 2021 vs. 2 500 per annum between end-2011 and end-2019), probably partly because more people worked as food delivery motor cyclists during the COVID-19 pandemic.
- Regarding road traffic accidents, motor vehicle involvement rate measures the number of vehicles involved in accidents per 1 000 licensed vehicles. The figures and their recent trends varied across types of vehicles (**Figure 2**). While accident involvement rate of motor cycles was down from 61 to 49 between 2011 and 2021, the sharp increase in the number of such vehicles on the road means that the number of accident-involved motor cycles actually jumped from 2 300 to 3 400. Among public transport vehicles, only taxi's involvement rate increased over the past decade, to 257 in 2021 and surpassed that of public light bus since 2017. To address the safety and quality issues of taxi services, since October 2020, the requirement of completing the designated pre-service course covering road safety for applicants for public light bus full driving licences has been extended to taxi driving licence applications to improve taxi drivers' driving skills and attitude.
- In overall terms, the annual number of road traffic accidents remained rather steady for most of the 2010s, before bouncing up to 17 800 in 2021. While fatal/serious accidents gradually reduced from the peak of 2 600 cases to 1 900 cases, slight accidents were more prevalent than before (**Figure 3**). A fall in the former might be explained partly by the decline in vehicle-pedestrian collisions which often lead to serious injuries (the share of such cases in all accidents dropped from 22% in 2011 to 20% in 2016, and further to 15% in 2021). Indeed, the Government has been tapping technology in recent years to improve pedestrian safety. For instance, since 2018, smart devices have been installed at pedestrian traffic signal poles at 21 locations to allow the elderly and persons with disabilities to extend the pedestrian flashing green time by tapping their Octopus Cards on the devices. Being on trial is the recent installation of auxiliary devices at selected traffic signal poles for projecting red light onto crossing to remind pedestrians, especially those focusing on their mobile phones, not to cross the road.

Road safety (cont'd)

Figure 4 – Number of road traffic casualties, 2011-2021^{(1), (2)}



Notes: (1) Including casualties that involved bicycles.
(2) Figures are rounded to the nearest hundred.

Figure 5 – Causes of road traffic accidents, 2011-2021

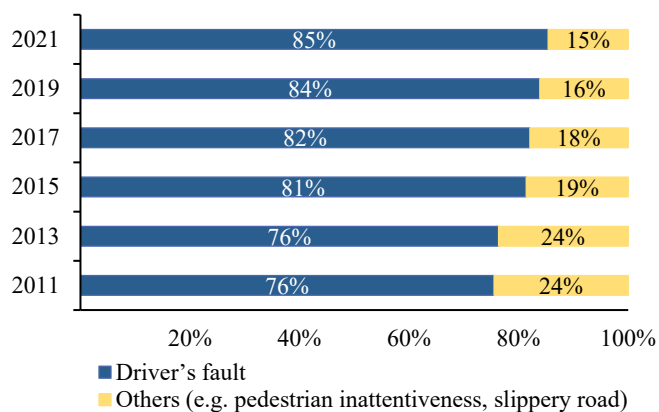
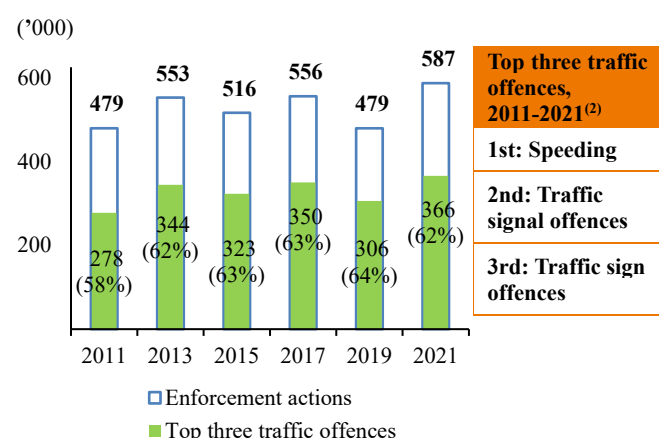


Figure 6 – Traffic enforcement figures, 2011-2021⁽¹⁾



Notes: (1) Excluding illegal parking.
(2) Traffic offences grouped by HKPF as "Others" are excluded.

Highlights

- In terms of casualties arising from road traffic accidents, the total number of injuries/deaths leapt to 21 800 in 2021. Whereas descending casualty trends were observed for both pedestrians and passengers involved, the number of casualties among drivers rose persistently to 13 500 in 2021 (Figure 4). Within the drivers' total, 44% involved motor cyclists or cyclists in 2021 compared to 37%-38% between 2017 and 2019. The HK\$1 billion Smart Traffic Fund launched by the Government in March 2021 provides funding support to local organizations and enterprises for conducting innovation and technology research. Of the 10 projects approved in the first two batches, six are related to road safety (e.g. 3D geo-spatial model for identifying accident-prone locations, online data-driven system to predict drivers' risk-taking behaviour). These projects are expected to be completed by 2023-2024.
- According to information compiled by the Hong Kong Police Force ("HKPF"), driver's fault was the cause of most of the road traffic accidents with its share increasing from 76% in 2011 to 85% in 2021 (Figure 5), alongside the rise in the number of drivers involved in accidents causing casualties over the past decade. In addition, the most common drivers' contributory factors of traffic accidents were consistently "driving inattentively", followed by "driving too close to vehicle in front", and "losing control of vehicle". As one of the measures to raise the level of driver attention to road conditions, the Government has proposed a legislative amendment to tighten the use of mobile communication devices (in terms of quantity, size and position) by drivers while driving. The Panel on Transport of the Legislative Council ("LegCo") was consulted in July 2022 on the proposal and the Panel members generally expressed support. The Government aims at submitting the proposal to LegCo for approval within 2023.
- Information from HKPF also indicates that enforcement cases against traffic offence hovered between 450 000 and 600 000 in the past decade with the figure standing at 587 000 in 2021 (Figure 6). The top three traffic offences were (a) speeding, (b) traffic signal offences, and (c) traffic sign offences, together making up about 60% of all traffic offences in each year. According to the Government, in addition to the deployment of speed enforcement cameras and red light cameras, etc., it has been conducting technical testing of the average speed camera system ("ASCS") in selected road sections which conceivably can make drivers pay greater attention to their speed in the whole road section instead of particular locations. The Government has stated that upon completion of the testing, it will go further to look at the ASCS application details and implementation arrangement, and will announce it to the public in due course.

Data sources: Latest figures from Hong Kong Police Force, Transport and Housing Bureau, Transport and Logistics Bureau, and Transport Department.

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