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Panel on Transport

Meeting on 23 May 2016

Background brief on installation of traffic detectors

Purpose

This paper provides background information on installation of traffic detectors. It also summarizes the major views and concerns expressed by members during previous discussions on this subject.

Background

Current systems

Traffic Control and Surveillance Systems

2. Since early 1980's, most road tunnels and the Tsing Ma Control Area, i.e. the link road to the Hong Kong International Airport, have been equipped with comprehensive Traffic Control and Surveillance facilities including closed circuit television cameras, automatic vehicle detection, lane control signals, variable message signs and so on for efficient and effective traffic and incident management¹ (see **Appendix I**). Traffic Control and Surveillance Systems ("TCSS") have been installed at various locations, such as the Aberdeen Tunnel and the Cross Harbour Tunnel, and will also be installed at the Central Wanchai Bypass and the Tolo Highway between Tai Po near Hong Lok Yuen and Fanling².

¹ Source: The Transport Department's website
http://www.td.gov.hk/en/transport_in_hong_kong/its/its_achievements/traffic_control_and_surveillance_systems/index.html

² Source: Replies to initial written questions raised by the Finance Committee members in examining the Estimates of Expenditure 2016-2017 (Session No.: 14) (Question Serial No.1441)

Speed Map Panels System

3. Speed Map Panels ("SMP") System, covering the southbound of strategic routes from the New Territories to Kowloon, provides motorists with real-time traffic information and estimated journey time³ (see **Appendix II**). Each set of Speed Map Panel consists of a series of speed map display and journey time indicators. Three sets of the Panels are now installed at New Territories East while two sets are installed at New Territories West. Motorists can make use of the real-time information to choose the most appropriate routes.

4. Locations being installed with TCSS or covered by SMP System are summarized in **Appendix III**.

Way forward

5. According to paragraph 52 of the Budget Speech⁴ announced in February 2016, the Administration would allocate an additional \$200 million to install traffic detectors along some strategic routes to provide the public with more real-time traffic information and enhance transport efficiency ("the Project").

6. Subject to the approval of funding by the Finance Committee ("FC"), the Administration plans to commence the study and design work in early 2017 for completion by 2018. The site installation and implementation works are targeted to commence in 2018 for completion in 2021. The estimated breakdown of the expenditure of the Project as at April 2016 is as follows:

Item	\$ million
Design and Consultancy Services	12
Construction and Installation Works Contract	160
Contingencies	28
Total	200

7. In April 2016, the Administration⁵ further said that they plan to install in phases about 400 sets of real-time traffic detectors along major routes that are not currently equipped with these detectors. The traffic detectors would be installed in some sections of the strategic routes which

³ Source: The Transport Department's website
http://www.td.gov.hk/en/transport_in_hong_kong/its/its_achievements/speed_map_panels/index.html

⁴ Source: http://www.budget.gov.hk/2016/eng/pdf/e_budgetspeech2016-17.pdf

⁵ Source: The Administration's press release on "Opening remarks by STH on transport at LegCo Finance Committee special meeting" on 7 April 2016

have relatively higher traffic volumes but are not covered by the abovementioned TCSS or SMP System.

Major concerns raised by members

8. In the Fourth and Fifth Term of the Legislative Council, members have expressed views and concerns on the installation of traffic detectors at the Panel on Transport ("the Panel") meeting on 9 March 2012 and special FC meeting on 7 April 2016. Their major views and concerns are summarized below.

Proposed locations for installing traffic detectors

9. Some members at the special FC meeting raised concern about the proposed locations to be installed with real-time traffic detectors as mentioned in paragraph 7. They asked why the traffic detectors were to be installed along some, instead of all, strategic routes at the current stage; and whether the Administration would extend to all strategic routes in the later stage. In response, the Administration explained that they would review and consider expanding the detector installation to the remaining sections of the strategic routes after completion of the Project.

Dissemination of real-time traffic information to the public

10. At the special FC meeting, some members expressed concern about the measures that the Administration would take to strengthen publicity with a view to enabling the public to get hold of and use the traffic information collected under the Project. The Administration replied that the Transport Department had been disseminating real-time traffic information through electronic platforms, such as websites and mobile applications of the "Hong Kong eRouting" and "Hong Kong eTransport", to the public. After the installation of traffic detectors under the Project had been completed, the traffic information collected would also be disseminated through these electronic platforms to the public. The additional expenditure for enhancing these existing platforms was about \$50,000. The Administration would publicize the arrangement through press release, announcements on the Transport Department's website and notifications through mobile applications. The Administration would also inform the public that datasets containing such information were also available on the Administration's "Data.Gov.Hk" website, so that interested parties might use the datasets to develop mobile applications for wider use.

Concern about protection of personal data

11. When discussing matters in relation to advanced traffic detection technologies at the Panel meeting in March 2012, members expressed concern about the measures to be taken to prevent leakage of personal data collected, such as licence plate numbers of relevant parties. They considered it important to ensure protection of data privacy in adopting traffic detection technologies.

Recent developments

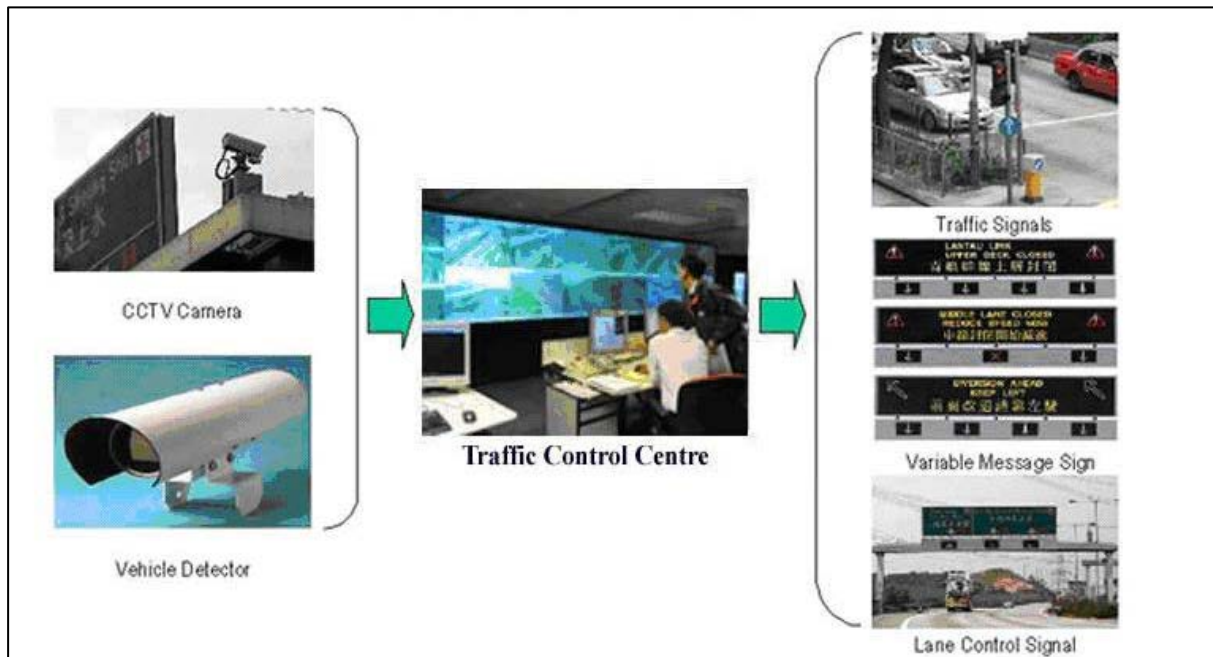
12. The Administration plans to seek support for the funding application for installing traffic detectors in some of the strategic routes at the Panel meeting to be held on 23 May 2016.

Relevant papers

13. A list of relevant papers is in **Appendix IV**.

Council Business Division 4
Legislative Council Secretariat
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Traffic Control and Surveillance Systems



Source: The Transport Department's website

http://www.td.gov.hk/en/transport_in_hong_kong/its/its_achievements/traffic_control_and_surveillance_systems/index.html

Speed Map Panel



Source: The Transport Department's website
http://www.td.gov.hk/en/transport_in_hong_kong/its/its_achievements/speed_map_panels/index.html

Locations being installed with Traffic Control and Surveillance Systems or covered by Speed Map Panels System

<i>Locations installed with the Traffic Control and Surveillance Systems</i>	<ul style="list-style-type: none"> (1) Aberdeen Tunnel (2) Cross Harbour Tunnel (3) Lion Rock Tunnel (4) Eastern Harbour Tunnel (5) Tate's Cairn Tunnel (6) Tai Lam Tunnel (7) Kai Tak Tunnel (8) Tseung Kwan O Tunnel (9) Shing Mun Tunnel (10) Tsing Ma Control Area (11) Tsing Sha Control Area (12) Shenzhen Western Corridor (13) Tolo Highway between Sha Tin and Tai Po near Hong Lok Yuen (14) Central Wanchai Bypass (<i>to be installed</i>) (15) Tolo Highway between Tai Po near Hong Lok Yuen and Fanling (<i>to be installed</i>)
<i>Locations covered by Speed Map Panels System</i>	<ul style="list-style-type: none"> (1) Tolo Highway near the Science Park to the Lion Rock Tunnel (Kowloon Exit) (2) Tate's Cairn Highway to the Tate's Cairn Tunnel (Kowloon Exit) (3) Tai Po Road (Sha Tin) from the Tolo Highway to the Eagle's Nest Tunnel (Kowloon Exit) (4) Shing Mun Tunnel Road to the Shing Mun Tunnel (Kowloon Exit) (5) San Tin Highway near Fairview Park to Ting Kau via the Tai Lam Tunnel (6) Yuen Long Highway to Tsuen Wan via Tuen Mun Road (7) Castle Peak Road from Pui To Road to Tsuen Wan (West)

Installation of traffic detectors

List of relevant papers

Date of meeting	Panel/Committee	Minutes/Paper	LC Paper No.
9.3.2012	Panel on Transport	Administration's paper on trial of advanced traffic detection technologies	CB(1)1157/11-12(03) http://www.legco.gov.hk/yr11-12/english/panels/tp/papers/tp0309cb1-1157-3-e.pdf
		Minutes of meeting	CB(1)2490/11-12 http://www.legco.gov.hk/yr11-12/english/panels/tp/minutes/tp20120309.pdf
7.4.2016	Finance Committee (Special meeting)	Replies to initial written questions raised by Finance Committee members in examining the Estimates of Expenditure 2016-2017 (Session No.: 14) (Question Serial Nos. 0467, 1414, 1441, 3458, 4721 and 6664)	http://www.legco.gov.hk/yr15-16/english/fc/fc/wq/thb-t-e.pdf