



# TRAFFIC REPORT 2022

TRAFFIC BRANCH HEADQUARTERS  
HONG KONG POLICE FORCE



路上零意外 香港人人愛  
Zero Accidents on the Road,  
Hong Kong's Goal

切勿酒後駕駛  
If you drink, don't drive!



# Traffic Report 2022

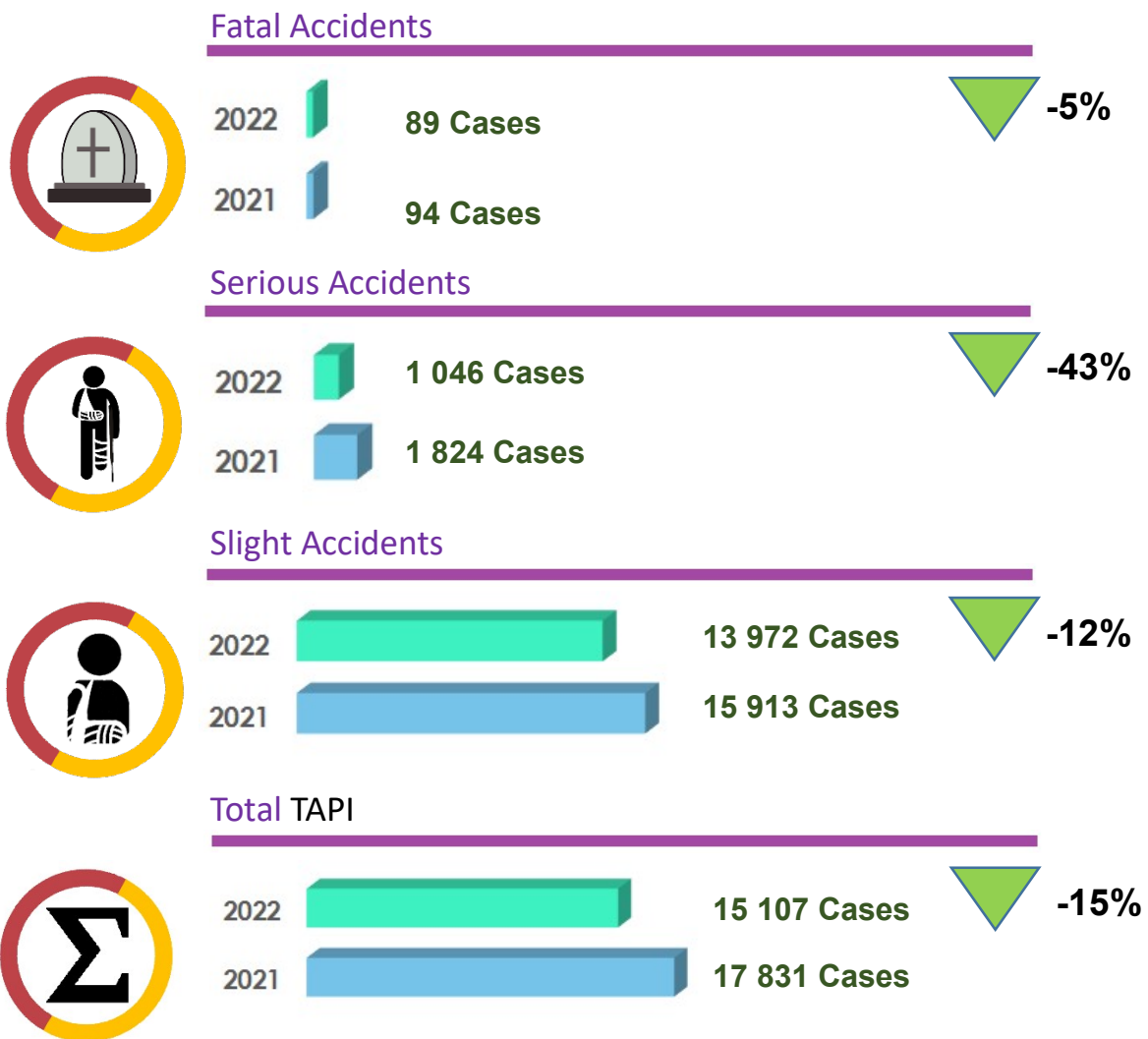
## Introduction

This report provides a review on the traffic accidents and casualties in 2022, and details of police enforcement actions taken in the same period.

The objectives of this report are threefold :

- (a) provide a statistical illustration of traffic accidents and casualty figures and the overall enforcement actions during the period under review;
- (b) enable Regional / District management and traffic teams to evaluate the effectiveness of their own enforcement actions in promoting road safety; and
- (c) provide data for research and analysis of traffic accidents by interested bodies.

## Traffic Accidents with Person Injured (TAPI)



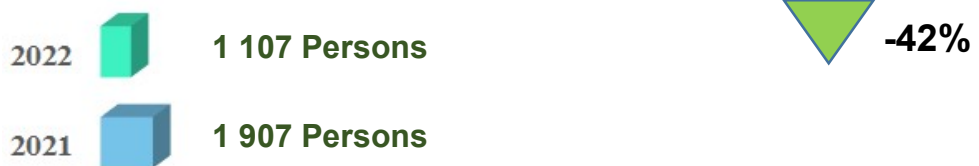
[Relevant statistics at Tables 1 - 13 (P.9 - 16)]

## Traffic Casualties

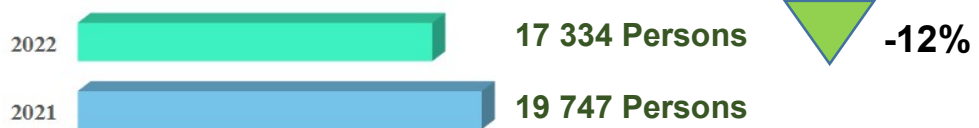
### Fatalities



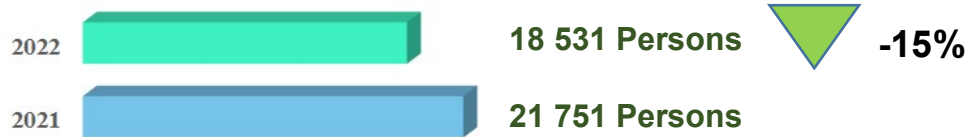
### Serious Casualties



### Slight Casualties



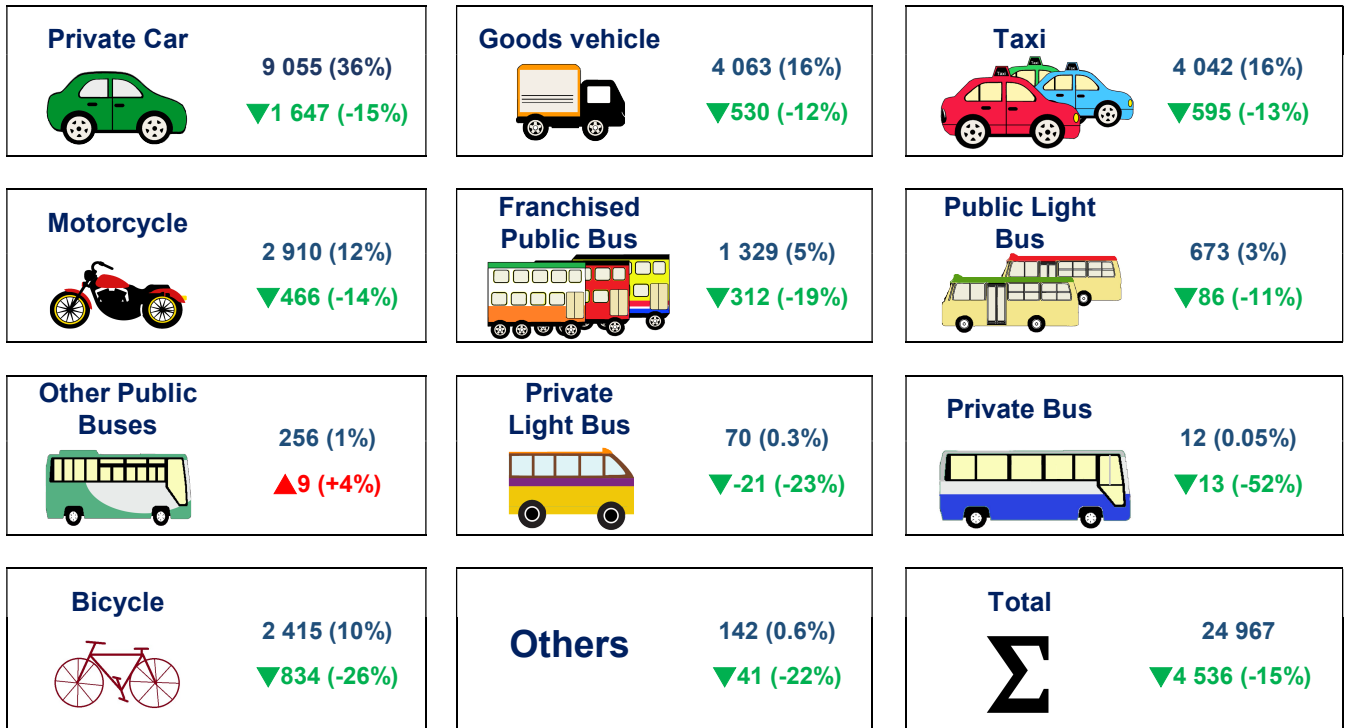
### Total Casualties



[Relevant statistics at Tables 14 - 26 (P.17 - 23)]

## Vehicle Class

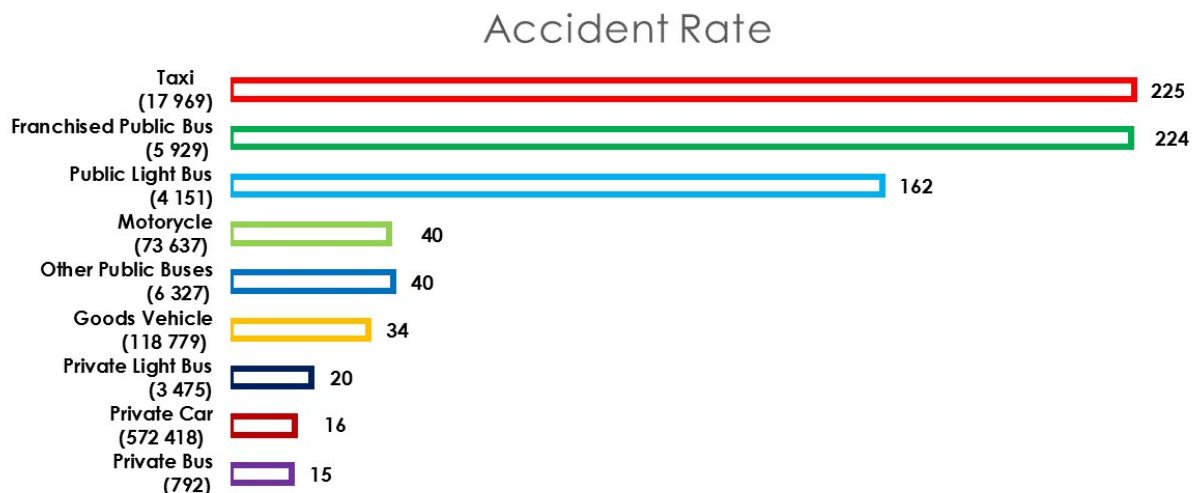
In respect of the class of vehicle involved in TAPI, “private car” formed the largest group at 9 055 (36%), followed by “goods vehicle” at 4 063 (16%) and “taxi” at 4 042 (16%).



[Relevant statistics at Tables 27 - 28 (P.24 - 25)]

## Accident Rate Per 1 000 Licensed Vehicles

Working on the accident rate per 1 000 licensed vehicles, the most accident prone vehicle class was “taxi” at 225, followed by “franchised public bus” at 224 and “public light bus” at 162.

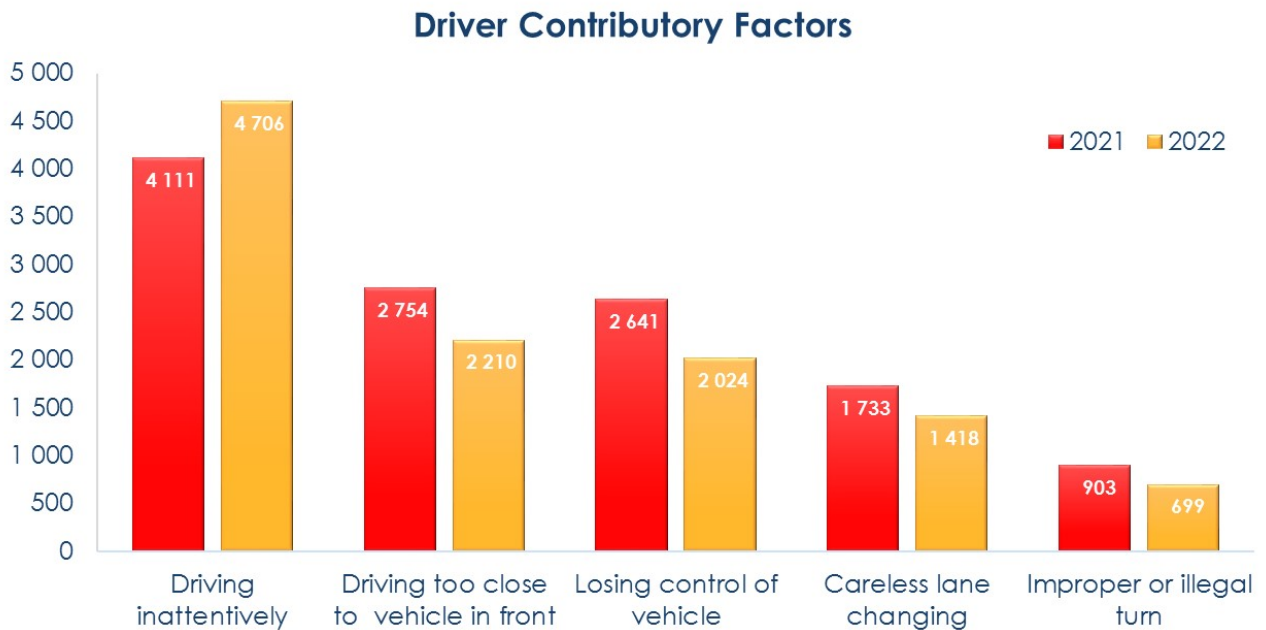


Remark : Figures in brackets denote the number of vehicles licensed in 2022 (mid-year).

[Relevant statistics at Table 28 (P.25)]

## Driver Contributory Factors

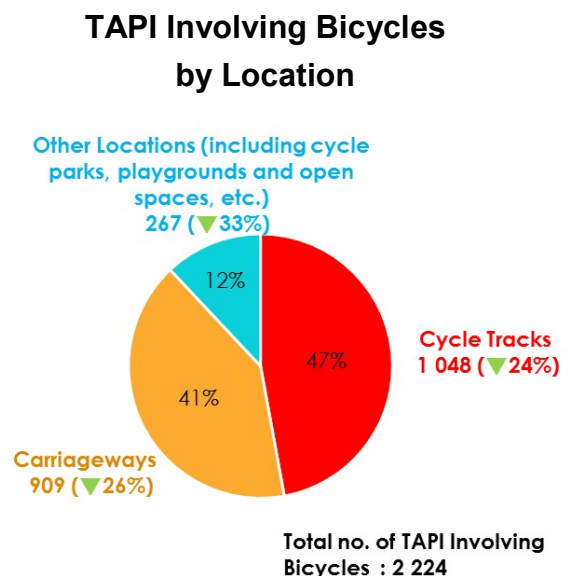
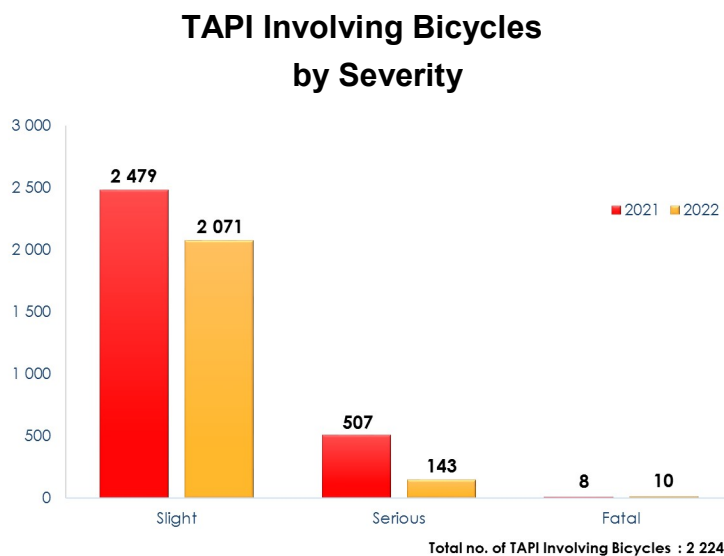
The top 5 driver contributory factors of TAPI were “driving inattentively”, “driving too close to vehicle in front”, “losing control of vehicle”, “careless lane changing” and “improper or illegal turn”.



[Relevant statistics at Tables 29 - 30 (P.26)]

## TAPI Involving Bicycles

The numbers of TAPI involving bicycles decreased from 2 994 in 2021 to 2 224 in 2022 (-26%), of which the killed and seriously injured (KSI) accidents recorded a significant reduction of 70%, from 515 in 2021 to 153 in 2022. In 2022, 47% and 41% of TAPI involving bicycles occurred at cycle tracks and carriageways respectively.



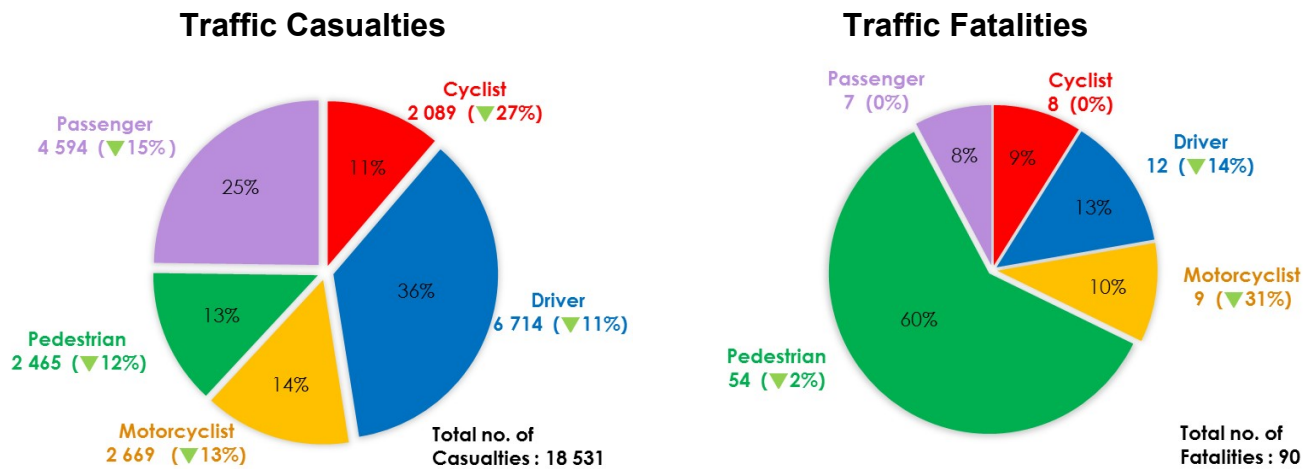
Remark: (▲ / ▼ compared with 2021)

Note: Individual figures may not add up to 100% due to rounding up.

[Relevant statistics at Tables 31 - 32 (P.27 - 28)]

## Traffic Casualties Categorised by Class of Road User

Concerning the types of casualty involved in TAPI, “driver” formed the largest group at 6 714 persons (36%), followed by “passenger” 4 594 persons (25%). For the types of fatality involved in TAPI, “pedestrian” accounted for 54 persons (60%).



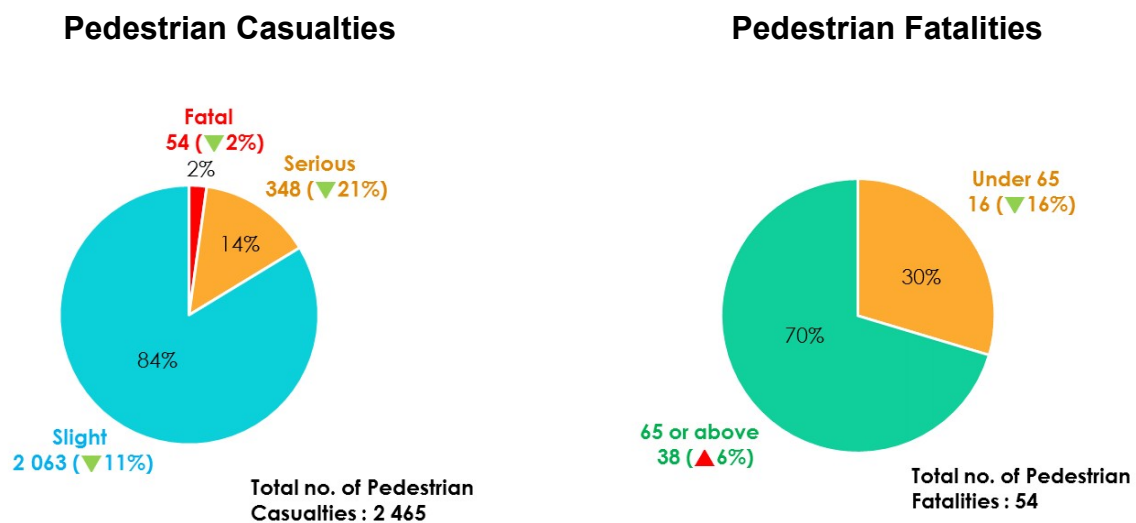
Remark: (▲ / ▼ compared with 2021)

Note: Individual figures may not add up to 100% due to rounding up.

[Relevant statistics at Tables 19 - 20 (P.20)]

## Traffic Pedestrian Casualties

In 2022, there were 2 465 pedestrian casualties and 54 pedestrian fatalities. Elderly pedestrian (aged 65 or above) was the most vulnerable group in TAPI, accounting for 70% of the total pedestrian fatalities.



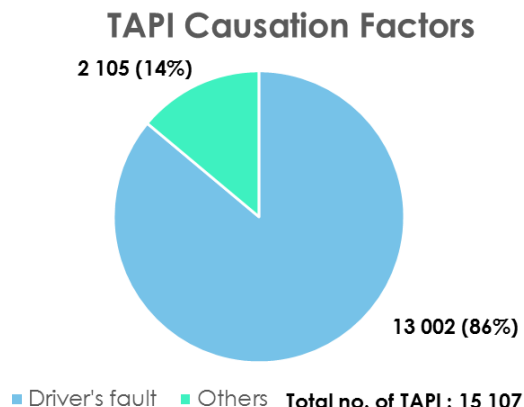
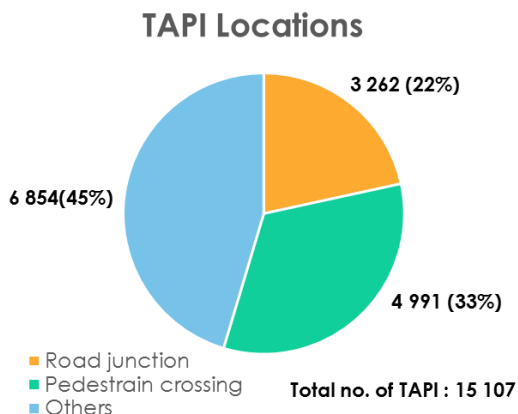
Remark: (▲ / ▼ compared with 2021)

Note: Individual figures may not add up to 100% due to rounding up.

[Relevant statistics at Tables 23 - 26 (P.22 - 23)]

## Location & Causation of Accidents

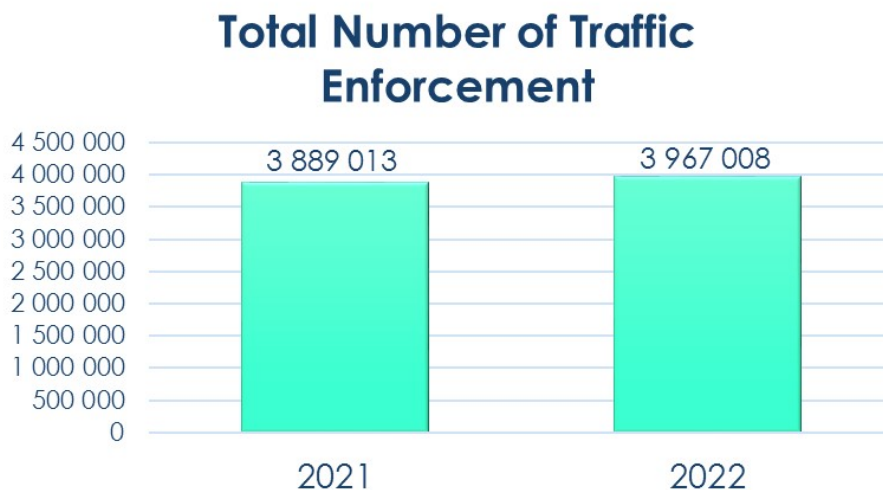
Pedestrian crossings and road junctions continued to be the locations that TAPI most likely to occur. Of the 15 107 accidents, 4 991 cases (33%) occurred at or near pedestrian crossings, while 3 262 cases (22%) occurred at or in the vicinity of road junctions. Drivers' fault accounted for 86% (13 002 cases) of all accidents.



Note: Individual figures may not add up to 100% due to rounding up.

## Traffic Enforcement (including Arrest, Summons & Fixed Penalty Ticket)

Police enforcement actions during 2022 continued to focus on reducing traffic accidents and improving traffic flow. When compared with 2021, the overall enforcement increased by 2% to 3 967 008.



[Relevant statistics at Tables 33 - 39 (P.29 – 34)]



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## **Part A**

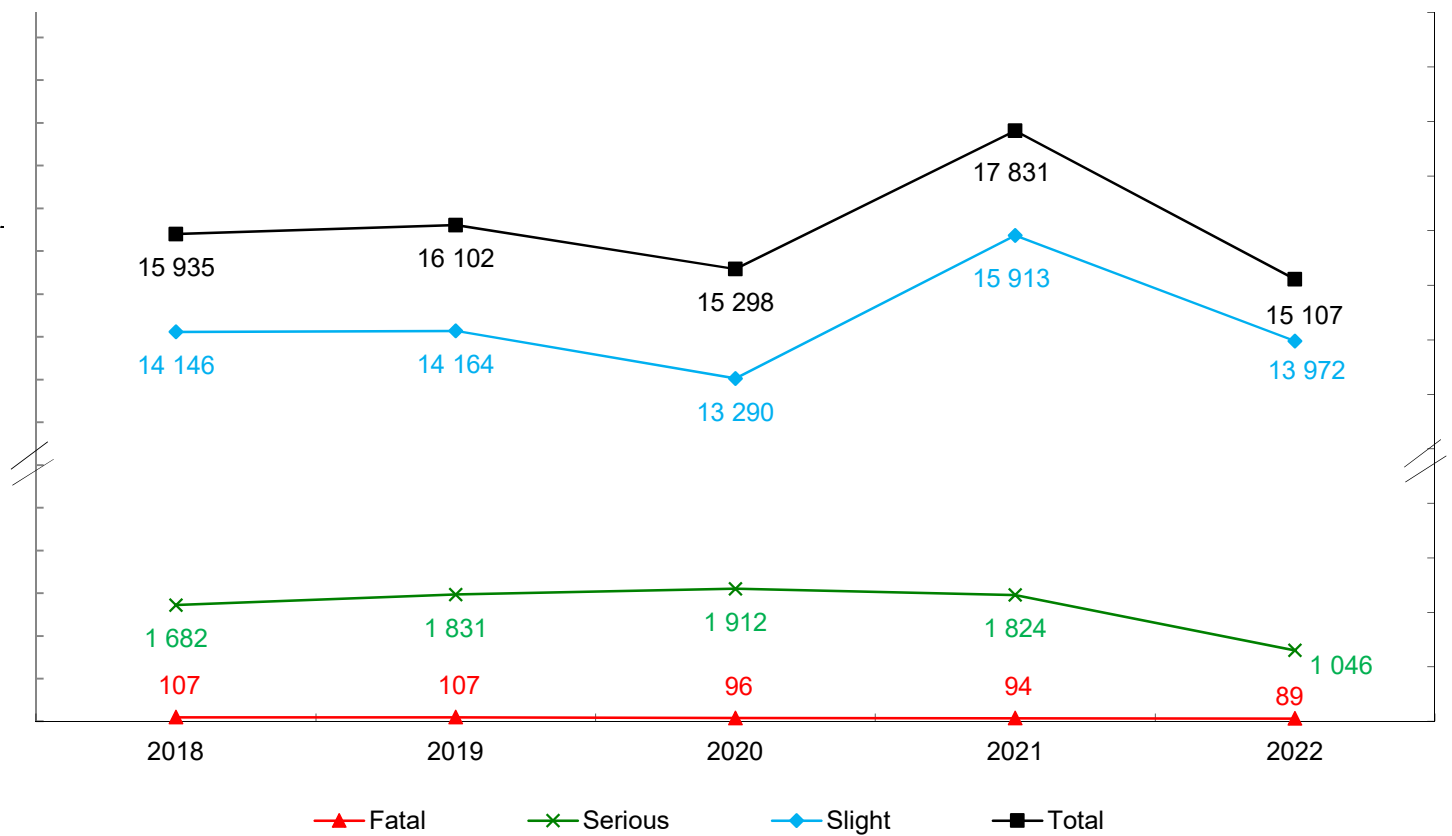
### **TAPI and Casualties**



**Table 1 - TAPI by Severity from 2018 to 2022**

Year	Severity				±% change compared with last year
	Fatal	Serious	Slight	Total	
2018	107	1 682	14 146	<b>15 935</b>	+1%
2019	107	1 831	14 164	<b>16 102</b>	+1%
2020	96	1 912	13 290	<b>15 298</b>	-5%
2021	94	1 824	15 913	<b>17 831</b>	+17%
2022	89	1 046	13 972	<b>15 107</b>	-15%

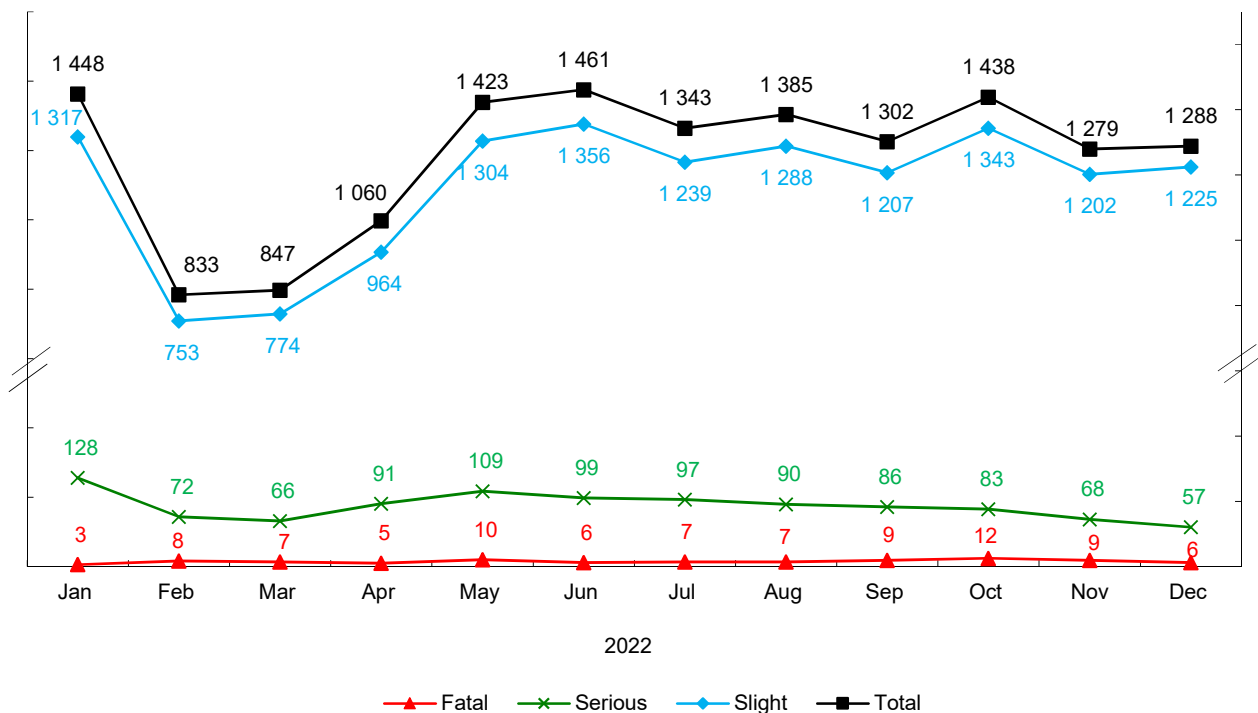
**Table 2 - Trends of TAPI by Severity from 2018 to 2022**



**Table 3 - Monthly Figures for TAPI**

Year Month \ Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
January	15	157	1 215	1 387	7	183	1 175	1 365	3	128	1 317	1 448	+6%
February	8	109	829	946	9	186	1 152	1 347	8	72	753	833	-38%
March	8	147	1 047	1 202	5	187	1 245	1 437	7	66	774	847	-41%
April	5	135	886	1 026	6	166	1 299	1 471	5	91	964	1 060	-28%
May	10	172	1 117	1 299	3	174	1 407	1 584	10	109	1 304	1 423	-10%
June	9	167	1 277	1 453	8	160	1 313	1 481	6	99	1 356	1 461	-1%
July	9	173	1 118	1 300	7	160	1 330	1 497	7	97	1 239	1 343	-10%
August	9	134	1 015	1 158	9	124	1 363	1 496	7	90	1 288	1 385	-7%
September	4	179	1 163	1 346	11	154	1 357	1 522	9	86	1 207	1 302	-14%
October	5	202	1 296	1 503	12	123	1 354	1 489	12	83	1 343	1 438	-3%
November	5	193	1 197	1 395	6	121	1 464	1 591	9	68	1 202	1 279	-20%
December	9	144	1 130	1 283	11	86	1 454	1 551	6	57	1 225	1 288	-17%
<b>Total</b>	<b>96</b>	<b>1 912</b>	<b>13 290</b>	<b>15 298</b>	<b>94</b>	<b>1 824</b>	<b>15 913</b>	<b>17 831</b>	<b>89</b>	<b>1 046</b>	<b>13 972</b>	<b>15 107</b>	<b>-15%</b>

**Table 4 - Monthly TAPI Trends in 2022**



**Table 5 - TAPI by Police Region**

Region \ Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Hong Kong Island	17	396	1 992	<b>2 405</b>	19	369	2 481	<b>2 869</b>	13	244	2 172	<b>2 429</b>	-15%
Kowloon East	22	268	2 145	<b>2 435</b>	16	244	2 608	<b>2 868</b>	18	160	2 200	<b>2 378</b>	-17%
Kowloon West	15	130	2 829	<b>2 974</b>	15	97	3 337	<b>3 449</b>	17	63	3 022	<b>3 102</b>	-10%
New Territories South	18	419	3 025	<b>3 462</b>	21	439	3 431	<b>3 891</b>	14	401	3 219	<b>3 634</b>	-7%
New Territories North	24	699	3 299	<b>4 022</b>	23	675	4 056	<b>4 754</b>	27	178	3 359	<b>3 564</b>	-25%
<b>Total</b>	<b>96</b>	<b>1 912</b>	<b>13 290</b>	<b>15 298</b>	<b>94</b>	<b>1 824</b>	<b>15 913</b>	<b>17 831</b>	<b>89</b> (-5%)	<b>1 046</b> (-43%)	<b>13 972</b> (-12%)	<b>15 107</b> (-15%)	<b>-15%</b>

Figures in brackets denote the % change compared with last year.

**Table 6 - TAPI by Police Division - HKI**

Division \ Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Central	3	46	314	<b>363</b>	4	50	398	<b>452</b>	3	26	366	<b>395</b>	-13%
Peak	1	4	15	<b>20</b>	0	3	24	<b>27</b>	0	4	22	<b>26</b>	-4%
Western	1	46	254	<b>301</b>	2	37	278	<b>317</b>	2	27	225	<b>254</b>	-20%
Aberdeen	2	57	217	<b>276</b>	1	40	252	<b>293</b>	1	39	241	<b>281</b>	-4%
Stanley	0	8	56	<b>64</b>	1	10	54	<b>65</b>	0	7	48	<b>55</b>	-15%
Happy Valley	1	29	163	<b>193</b>	0	18	232	<b>250</b>	0	22	175	<b>197</b>	-21%
Wanchai	2	53	380	<b>435</b>	3	64	484	<b>551</b>	0	29	398	<b>427</b>	-23%
North Point	4	55	264	<b>323</b>	3	68	357	<b>428</b>	3	32	338	<b>373</b>	-13%
Chai Wan	3	89	311	<b>403</b>	5	75	380	<b>460</b>	4	56	346	<b>406</b>	-12%
Cheung Chau *	0	9	18	<b>27</b>	0	4	22	<b>26</b>	0	2	13	<b>15</b>	-42%
<b>Total</b>	<b>17</b>	<b>396</b>	<b>1 992</b>	<b>2 405</b>	<b>19</b>	<b>369</b>	<b>2 481</b>	<b>2 869</b>	<b>13</b>	<b>244</b>	<b>2 172</b>	<b>2 429</b>	<b>-15%</b>

\* Traffic accidents on Islands less Lantau District are included in Hong Kong Island Police Region.

**Table 7 - TAPI by Police Division - KE**

Division \ Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Wong Tai Sin	4	60	530	594	2	74	644	720	5	35	543	583	-19%
Sai Kung	3	14	117	134	2	10	157	169	2	7	125	134	-21%
Kwun Tong	7	56	451	514	6	47	573	626	3	34	484	521	-17%
Tseung Kwan O	4	65	529	598	2	64	599	665	3	39	515	557	-16%
Ngau Tau Kok	0	35	309	344	3	28	397	428	2	25	322	349	-18%
Sau Mau Ping	4	38	209	251	1	21	238	260	3	20	211	234	-10%
<b>Total</b>	<b>22</b>	<b>268</b>	<b>2 145</b>	<b>2 435</b>	<b>16</b>	<b>244</b>	<b>2 608</b>	<b>2 868</b>	<b>18</b>	<b>160</b>	<b>2 200</b>	<b>2 378</b>	<b>-17%</b>

**Table 8 - TAPI by Police Division - KW**

Division \ Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Yau Ma Tei	1	18	430	449	3	15	530	548	1	6	478	485	-11%
Tsim Sha Tsui	0	9	192	201	0	5	246	251	0	3	236	239	-5%
Mong Kok	3	26	526	555	7	11	552	570	1	12	532	545	-4%
Sham Shui Po	3	17	317	337	2	19	312	333	2	11	304	317	-5%
Cheung Sha Wan	4	26	544	574	1	21	661	683	7	14	568	589	-14%
Kowloon City	1	16	501	518	0	10	615	625	4	8	578	590	-6%
Hung Hom	3	18	319	340	2	16	421	439	2	9	326	337	-23%
<b>Total</b>	<b>15</b>	<b>130</b>	<b>2 829</b>	<b>2 974</b>	<b>15</b>	<b>97</b>	<b>3 337</b>	<b>3 449</b>	<b>17</b>	<b>63</b>	<b>3 022</b>	<b>3 102</b>	<b>-10%</b>



**Table 9 - TAPI by Police Division - NTS**

Division \ Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Tsuen Wan	6	136	799	941	6	121	848	975	4	92	855	951	-2%
Kwai Chung	3	56	335	394	2	49	367	418	2	59	317	378	-10%
Tsing Yi	2	50	362	414	5	64	428	497	3	71	393	467	-6%
Shatin	5	61	458	524	1	53	572	626	1	44	531	576	-8%
Tin Sum	0	44	337	381	4	48	415	467	1	42	365	408	-13%
Ma On Shan	1	31	449	481	0	47	472	519	1	46	416	463	-11%
Lantau North	1	29	210	240	2	32	238	272	2	26	252	280	+3%
Lantau South	0	3	25	28	0	11	42	53	0	7	37	44	-17%
Airport	0	9	50	59	1	14	49	64	0	14	53	67	+5%
<b>Total</b>	<b>18</b>	<b>419</b>	<b>3 025</b>	<b>3 462</b>	<b>21</b>	<b>439</b>	<b>3 431</b>	<b>3 891</b>	<b>14</b>	<b>401</b>	<b>3 219</b>	<b>3 634</b>	<b>-7%</b>

**Table 10 - TAPI by Police Division - NTN**

Division \ Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Tuen Mun	4	44	283	331	1	44	372	417	4	14	297	315	-24%
Castle Peak	1	54	345	400	1	58	447	506	3	12	342	357	-29%
Tin Shui Wai	1	52	290	343	0	63	296	359	2	14	276	292	-19%
Yuen Long	3	131	643	777	10	101	861	972	6	27	700	733	-25%
Pat Heung	5	62	209	276	1	53	301	355	3	10	215	228	-36%
Tai Po	5	160	860	1 025	3	189	951	1 143	3	42	810	855	-25%
Sheung Shui	0	109	425	534	4	106	558	668	4	37	483	524	-22%
Lok Ma Chau	1	65	183	249	1	51	197	249	1	10	186	197	-21%
Ta Kwu Ling	2	7	35	44	0	4	40	44	0	7	27	34	-23%
Sha Tau Kok	2	15	26	43	2	6	33	41	1	5	23	29	-29%
<b>Total</b>	<b>24</b>	<b>699</b>	<b>3 299</b>	<b>4 022</b>	<b>23</b>	<b>675</b>	<b>4 056</b>	<b>4 754</b>	<b>27</b>	<b>178</b>	<b>3 359</b>	<b>3 564</b>	<b>-25%</b>

**Table 11 - Average TAPI by Hour of the Day**

Year Region Hour	2020						2021						2022						±% change between 2021 and 2022
	HKI	KE	KW	NTS	NTN	Total	HKI	KE	KW	NTS	NTN	Total	HKI	KE	KW	NTS	NTN	Total	
0001-0100	0.12	0.14	0.19	0.20	0.23	<b>0.88</b>	0.11	0.18	0.21	0.22	0.24	<b>0.95</b>	0.13	0.15	0.23	0.22	0.19	<b>0.92</b>	-3%
0101-0200	0.10	0.10	0.14	0.12	0.15	<b>0.61</b>	0.11	0.08	0.17	0.10	0.13	<b>0.59</b>	0.08	0.07	0.20	0.14	0.10	<b>0.59</b>	-0.5%
0201-0300	0.05	0.07	0.14	0.07	0.10	<b>0.44</b>	0.07	0.07	0.12	0.08	0.09	<b>0.44</b>	0.10	0.07	0.11	0.10	0.07	<b>0.45</b>	+4%
0301-0400	0.03	0.04	0.09	0.08	0.10	<b>0.34</b>	0.04	0.05	0.08	0.06	0.11	<b>0.34</b>	0.06	0.05	0.11	0.08	0.08	<b>0.38</b>	+10%
0401-0500	0.05	0.04	0.11	0.07	0.07	<b>0.34</b>	0.05	0.07	0.12	0.05	0.05	<b>0.35</b>	0.05	0.03	0.09	0.06	0.02	<b>0.25</b>	-27%
0501-0600	0.06	0.06	0.09	0.09	0.06	<b>0.36</b>	0.06	0.10	0.10	0.10	0.06	<b>0.40</b>	0.03	0.03	0.07	0.07	0.07	<b>0.27</b>	-33%
0601-0700	0.11	0.16	0.10	0.15	0.15	<b>0.67</b>	0.14	0.16	0.15	0.17	0.22	<b>0.85</b>	0.06	0.11	0.13	0.15	0.14	<b>0.60</b>	-29%
0701-0800	0.18	0.26	0.30	0.40	0.49	<b>1.63</b>	0.24	0.32	0.31	0.53	0.58	<b>1.98</b>	0.22	0.33	0.29	0.41	0.43	<b>1.68</b>	-15%
0801-0900	0.34	0.37	0.36	0.48	0.47	<b>2.02</b>	0.42	0.44	0.43	0.62	0.65	<b>2.57</b>	0.33	0.30	0.42	0.62	0.50	<b>2.16</b>	-16%
0901-1000	0.39	0.32	0.37	0.50	0.45	<b>2.03</b>	0.46	0.38	0.41	0.62	0.57	<b>2.44</b>	0.35	0.32	0.42	0.55	0.44	<b>2.08</b>	-15%
1001-1100	0.31	0.41	0.33	0.49	0.44	<b>1.98</b>	0.45	0.36	0.43	0.54	0.67	<b>2.45</b>	0.36	0.31	0.37	0.47	0.46	<b>1.96</b>	-20%
1101-1200	0.44	0.35	0.38	0.54	0.63	<b>2.33</b>	0.49	0.45	0.48	0.58	0.70	<b>2.69</b>	0.42	0.37	0.40	0.63	0.50	<b>2.32</b>	-14%
1201-1300	0.48	0.36	0.54	0.53	0.69	<b>2.59</b>	0.56	0.39	0.58	0.65	0.90	<b>3.07</b>	0.55	0.41	0.56	0.64	0.56	<b>2.72</b>	-11%
1301-1400	0.46	0.40	0.48	0.62	0.71	<b>2.67</b>	0.56	0.49	0.68	0.62	0.93	<b>3.28</b>	0.44	0.42	0.53	0.67	0.64	<b>2.70</b>	-18%
1401-1500	0.43	0.42	0.47	0.63	0.80	<b>2.75</b>	0.52	0.48	0.58	0.72	0.92	<b>3.22</b>	0.45	0.40	0.58	0.64	0.67	<b>2.72</b>	-15%
1501-1600	0.45	0.37	0.53	0.69	0.81	<b>2.85</b>	0.55	0.50	0.65	0.69	0.92	<b>3.32</b>	0.41	0.40	0.53	0.62	0.73	<b>2.68</b>	-19%
1601-1700	0.42	0.41	0.56	0.68	0.79	<b>2.86</b>	0.48	0.55	0.61	0.74	0.97	<b>3.35</b>	0.40	0.41	0.61	0.64	0.80	<b>2.86</b>	-15%
1701-1800	0.45	0.47	0.58	0.67	0.95	<b>3.12</b>	0.53	0.57	0.61	0.75	1.04	<b>3.51</b>	0.39	0.41	0.47	0.67	0.78	<b>2.73</b>	-22%
1801-1900	0.48	0.52	0.68	0.65	0.87	<b>3.21</b>	0.53	0.55	0.67	0.78	0.98	<b>3.52</b>	0.50	0.49	0.63	0.74	0.73	<b>3.09</b>	-12%
1901-2000	0.36	0.39	0.49	0.53	0.56	<b>2.33</b>	0.45	0.44	0.64	0.58	0.63	<b>2.74</b>	0.41	0.40	0.48	0.52	0.53	<b>2.35</b>	-14%
2001-2100	0.25	0.28	0.38	0.35	0.43	<b>1.68</b>	0.32	0.34	0.40	0.44	0.47	<b>1.97</b>	0.29	0.27	0.33	0.35	0.36	<b>1.60</b>	-19%
2101-2200	0.24	0.24	0.36	0.34	0.38	<b>1.55</b>	0.27	0.32	0.39	0.36	0.45	<b>1.78</b>	0.23	0.29	0.28	0.34	0.31	<b>1.46</b>	-18%
2201-2300	0.20	0.33	0.26	0.37	0.39	<b>1.54</b>	0.25	0.33	0.41	0.38	0.39	<b>1.76</b>	0.24	0.30	0.38	0.35	0.37	<b>1.65</b>	-6%
2301-2400	0.17	0.19	0.24	0.24	0.29	<b>1.13</b>	0.18	0.24	0.23	0.28	0.35	<b>1.28</b>	0.16	0.19	0.25	0.29	0.27	<b>1.16</b>	-9%

**Table 12 - Average TAPI by Day of the Week**

Year Region Day	2020						2021						2022						±% change between 2021 and 2022
	HKI	KE	KW	NTS	NTN	Total	HKI	KE	KW	NTS	NTN	Total	HKI	KE	KW	NTS	NTN	Total	
Sun	5.37	5.90	6.38	9.25	11.65	<b>38.56</b>	7.06	7.94	8.13	10.42	15.21	<b>48.77</b>	5.85	6.00	6.65	10.33	10.77	<b>39.60</b>	-19%
Mon	7.00	6.19	7.98	9.48	9.85	<b>40.50</b>	7.42	7.27	9.15	9.96	11.44	<b>45.25</b>	6.65	6.48	7.69	9.52	9.04	<b>39.38</b>	-13%
Tue	6.33	6.35	7.83	8.75	9.58	<b>38.83</b>	8.56	7.56	9.50	11.02	10.79	<b>47.42</b>	6.85	6.60	8.17	9.08	8.79	<b>39.48</b>	-17%
Wed	7.08	6.72	8.28	8.08	10.09	<b>40.25</b>	8.06	7.23	9.29	9.77	12.00	<b>46.35</b>	6.42	6.17	9.06	9.98	9.15	<b>40.79</b>	-12%
Thu	5.98	7.43	7.72	9.04	11.09	<b>41.26</b>	7.63	7.92	9.87	10.40	12.10	<b>47.92</b>	6.98	6.29	9.58	9.56	9.04	<b>41.44</b>	-14%
Fri	7.25	7.29	9.52	10.42	11.60	<b>46.08</b>	8.70	8.60	9.75	11.04	12.75	<b>50.85</b>	7.08	7.33	8.71	10.92	9.71	<b>43.75</b>	-14%
Sat	7.00	6.67	9.17	11.23	13.08	<b>47.15</b>	7.58	8.46	10.42	12.00	16.90	<b>55.37</b>	6.75	6.74	9.60	10.30	11.81	<b>45.21</b>	-18%

**Table 13 - TAPI on Expressways**

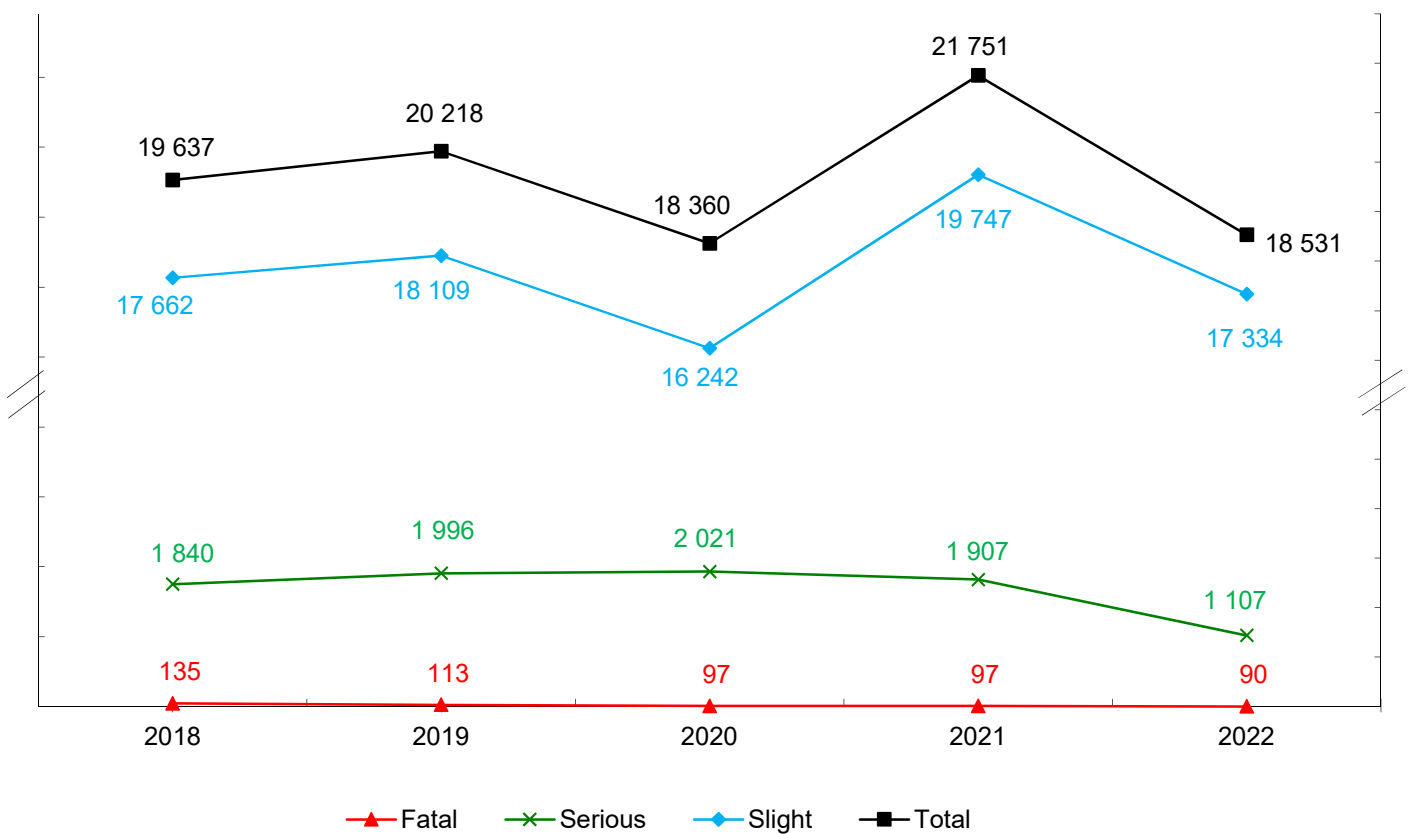
Expressway	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Sha Tin Road	0	2	16	18	0	1	12	13	0	0	20	20	+54%
Tolo Highway	1	35	195	231	0	37	198	235	1	15	177	193	-18%
Fanling Highway	0	11	46	57	0	7	77	84	0	6	65	71	-15%
San Tin Highway	1	8	33	42	0	5	38	43	0	2	42	44	+2%
Yuen Long Highway	0	3	55	58	1	9	73	83	0	6	74	80	-4%
Tuen Mun Road	2	45	204	251	1	29	216	246	2	17	203	222	-10%
Tsuen Wan Road	0	7	68	75	1	14	79	94	0	5	68	73	-22%
Tai Po Road - Sha Tin *	0	6	39	45	0	5	44	49	0	4	37	41	-16%
Tate's Cairn Highway	0	5	38	43	0	4	39	43	0	1	40	41	-5%
Kwun Tong Bypass	0	8	54	62	0	7	86	93	1	3	62	66	-29%
Island Eastern Corridor	0	27	102	129	0	17	131	148	0	8	102	110	-26%
North Lantau Highway	1	5	26	32	0	7	26	33	1	5	29	35	+6%
Tsing Kwai Highway	0	3	20	23	0	8	27	35	0	2	28	30	-14%
West Kowloon Expressway	0	1	27	28	0	1	37	38	0	2	37	39	+3%
Cheung Tsing Highway	0	0	8	8	0	3	12	15	0	1	7	8	-47%
Tsing Long Highway	1	3	28	32	0	5	31	36	0	3	28	31	-14%
Tsing Sha Highway	1	2	29	32	2	1	24	27	1	4	23	28	+4%
<b>Total</b>	<b>7</b>	<b>171</b>	<b>988</b>	<b>1 166</b>	<b>5</b>	<b>160</b>	<b>1 150</b>	<b>1 315</b>	<b>6</b>	<b>84</b>	<b>1 042</b>	<b>1 132</b>	<b>-14%</b>

\* Section between Sha Tin Racecourse and HK Institute of Vocational Ed. (VTC) - Sha Tin.

**Table 14 - Traffic Casualties by Severity from 2018 to 2022**

Year	Severity				±% change compared with last year
	Fatal	Serious	Slight	Total	
2018	135	1 840	17 662	19 637	-1%
2019	113	1 996	18 109	20 218	+3%
2020	97	2 021	16 242	18 360	-9%
2021	97	1 907	19 747	21 751	+18%
2022	90	1 107	17 334	18 531	-15%

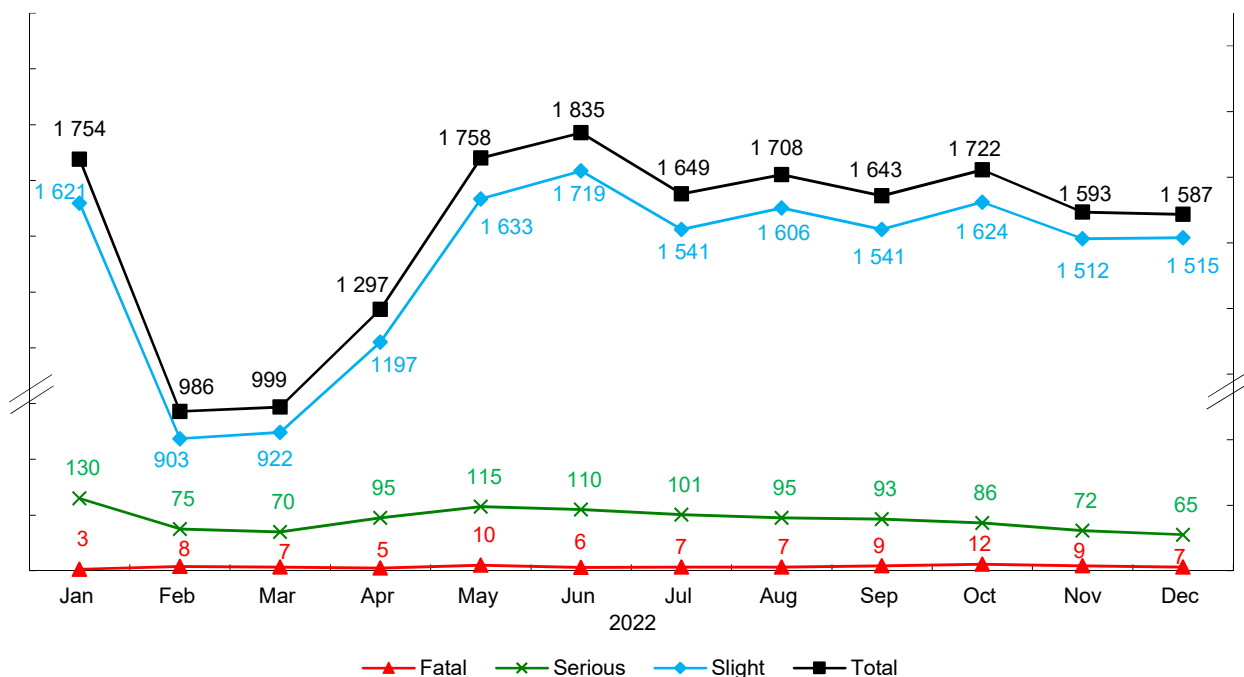
**Table 15 - Trends of Traffic Casualties by Severity from 2018 to 2022**



**Table 16 - Monthly Figures for Traffic Casualties**

Year \ Month Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
January	15	174	1 559	1 748	7	185	1 448	1 640	3	130	1 621	1 754	+7%
February	9	119	1 007	1 135	9	189	1 467	1 665	8	75	903	986	-41%
March	8	154	1 278	1 440	5	192	1 541	1 738	7	70	922	999	-43%
April	5	136	1 042	1 183	6	170	1 610	1 786	5	95	1 197	1 297	-27%
May	10	182	1 389	1 581	3	182	1 766	1 951	10	115	1 633	1 758	-10%
June	9	172	1 592	1 773	8	173	1 659	1 840	6	110	1 719	1 835	-0.3%
July	9	186	1 360	1 555	7	171	1 652	1 830	7	101	1 541	1 649	-10%
August	9	139	1 204	1 352	10	135	1 688	1 833	7	95	1 606	1 708	-7%
September	4	193	1 423	1 620	11	157	1 677	1 845	9	93	1 541	1 643	-11%
October	5	216	1 601	1 822	13	133	1 670	1 816	12	86	1 624	1 722	-5%
November	5	202	1 473	1 680	6	127	1 771	1 904	9	72	1 512	1 593	-16%
December	9	148	1 314	1 471	12	93	1 798	1 903	7	65	1 515	1 587	-17%
<b>Total</b>	<b>97</b>	<b>2 021</b>	<b>16 242</b>	<b>18 360</b>	<b>97</b>	<b>1 907</b>	<b>19 747</b>	<b>21 751</b>	<b>90</b>	<b>1 107</b>	<b>17 334</b>	<b>18 531</b>	<b>-15%</b>

**Table 17 - Monthly Traffic Casualty Trends in 2022**



**Table 18 - Traffic Casualties by Police Region**

Region \ Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Hong Kong Island	17	411	2 352	<b>2 780</b>	19	381	2 938	<b>3 338</b>	13	254	2 550	<b>2 817</b>	-16%
Kowloon East	22	281	2 691	<b>2 994</b>	17	255	3 255	<b>3 527</b>	18	164	2 727	<b>2 909</b>	-18%
Kowloon West	15	141	3 371	<b>3 527</b>	15	100	4 078	<b>4 193</b>	17	69	3 747	<b>3 833</b>	-9%
New Territories South	19	460	3 704	<b>4 183</b>	21	471	4 309	<b>4 801</b>	15	431	4 202	<b>4 648</b>	-3%
New Territories North	24	728	4 124	<b>4 876</b>	25	700	5 167	<b>5 892</b>	27	189	4 108	<b>4 324</b>	-27%
<b>Total</b>	<b>97</b>	<b>2 021</b>	<b>16 242</b>	<b>18 360</b>	<b>97</b>	<b>1 907</b>	<b>19 747</b>	<b>21 751</b>	<b>90</b> (-7%)	<b>1 107</b> (-42%)	<b>17 334</b> (-12%)	<b>18 531</b> (-15%)	<b>-15%</b>

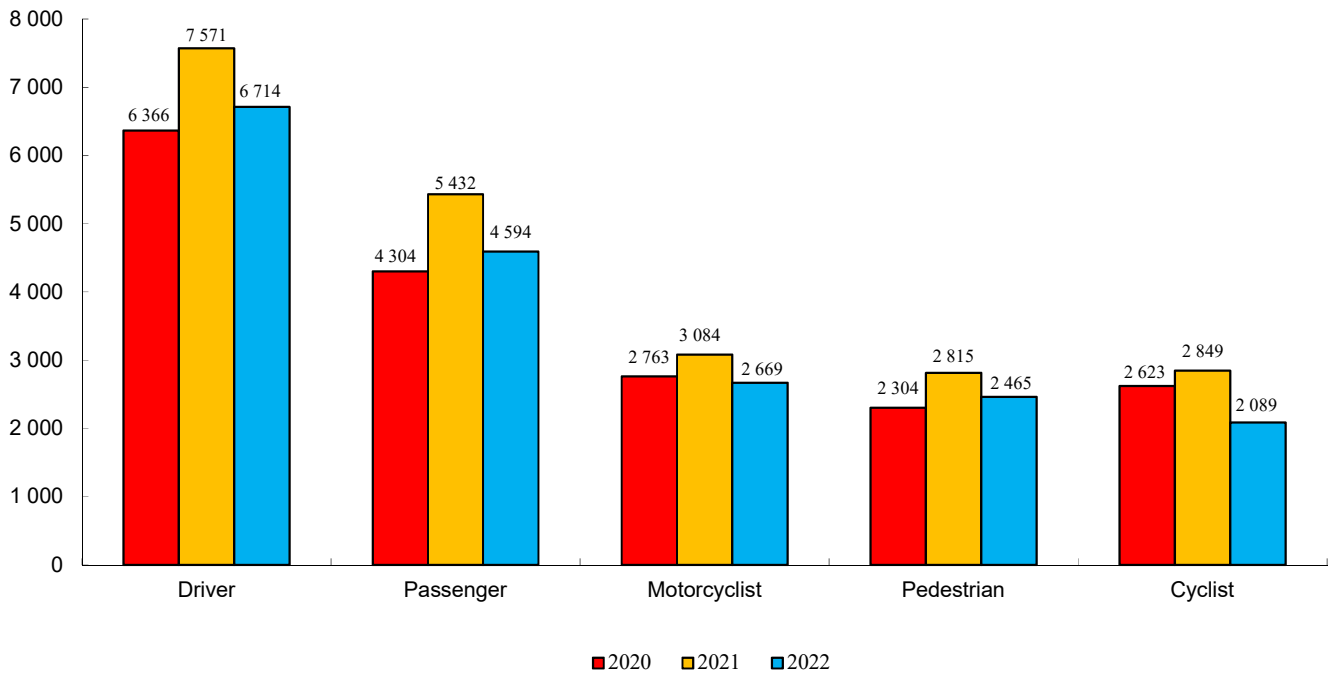
Figures in brackets denote the % change compared with last year.

**Table 19 - Traffic Casualties by Class of Road User**

Year Severity Class	2020						2021						2022						±% change between 2021 and 2022
	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	
Driver	9	9%	356	6 001	<b>6 366</b>	<b>35%</b>	14	14%	326	7 231	<b>7 571</b>	<b>35%</b>	12	13%	195	6 507	<b>6 714</b>	<b>36%</b>	-11%
Motorcyclist	13	13%	468	2 282	<b>2 763</b>	<b>15%</b>	13	13%	410	2 661	<b>3 084</b>	<b>14%</b>	9	10%	280	2 380	<b>2 669</b>	<b>14%</b>	-13%
Cyclist	16	16%	430	2 177	<b>2 623</b>	<b>14%</b>	8	8%	482	2 359	<b>2 849</b>	<b>13%</b>	8	9%	128	1 953	<b>2 089</b>	<b>11%</b>	-27%
Pedestrian	52	54%	475	1 777	<b>2 304</b>	<b>13%</b>	55	57%	439	2 321	<b>2 815</b>	<b>13%</b>	54	60%	348	2 063	<b>2 465</b>	<b>13%</b>	-12%
Passenger	7	7%	292	4 005	<b>4 304</b>	<b>23%</b>	7	7%	250	5 175	<b>5 432</b>	<b>25%</b>	7	8%	156	4 431	<b>4 594</b>	<b>25%</b>	-15%
<b>Total</b>	<b>97</b>	<b>100%</b>	<b>2 021</b>	<b>16 242</b>	<b>18 360</b>	<b>100%</b>	<b>97</b>	<b>100%</b>	<b>1 907</b>	<b>19 747</b>	<b>21 751</b>	<b>100%</b>	<b>90</b>	<b>100%</b>	<b>1 107</b>	<b>17 334</b>	<b>18 531</b>	<b>100%</b>	<b>-15%</b>

Individual figures may not add up to 100% due to rounding up.

**Table 20 - Comparison of Traffic Casualties by Class of Road User**



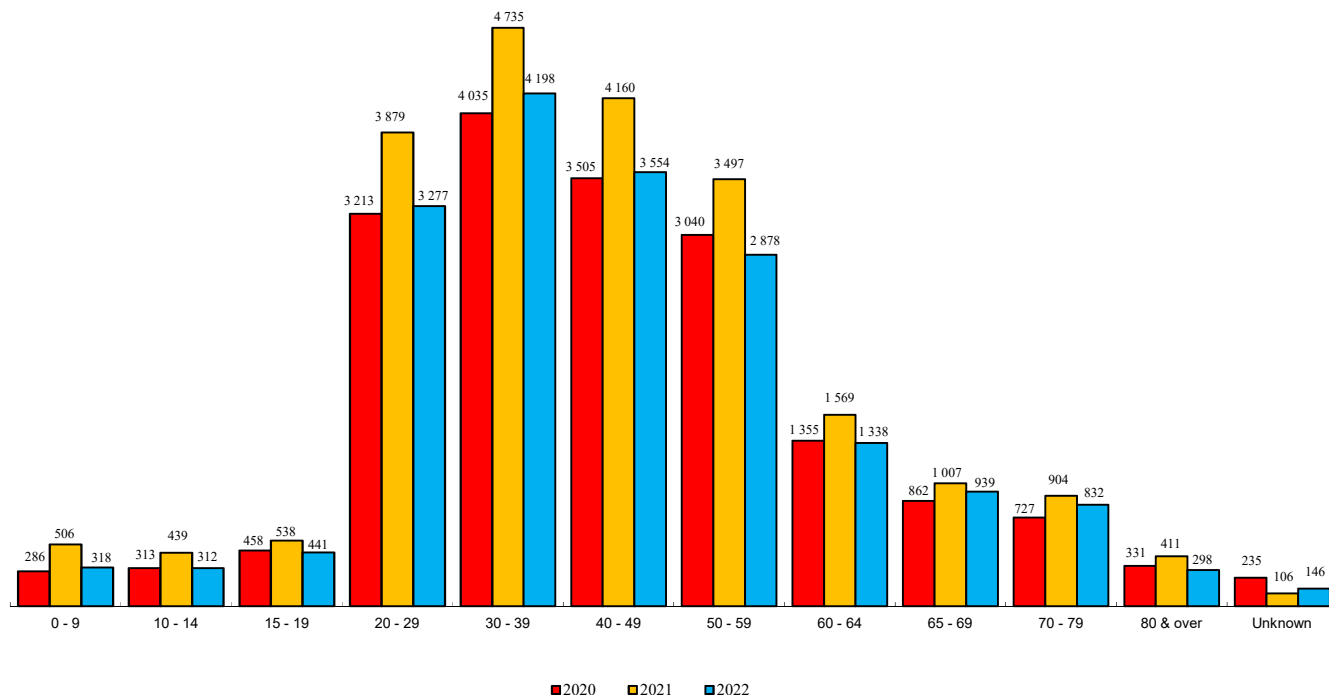


**Table 21 - Traffic Casualties by Age Group**

Year Severity Age	2020						2021						2022						+/- % change between 2021 and 2022
	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	
0 - 9	0	0%	25	261	286	2%	0	0%	18	488	506	2%	0	0%	9	309	318	2%	-37%
10 - 14	1	1%	35	277	313	2%	0	0%	40	399	439	2%	0	0%	18	294	312	2%	-29%
15 - 19	0	0%	56	402	458	2%	0	0%	52	486	538	2%	2	2%	22	417	441	2%	-18%
20 - 29	12	12%	278	2 923	3 213	18%	10	10%	236	3 633	3 879	18%	5	6%	156	3 116	3 277	18%	-16%
30 - 39	12	12%	346	3 677	4 035	22%	5	5%	305	4 425	4 735	22%	4	4%	196	3 998	4 198	23%	-11%
40 - 49	10	10%	374	3 121	3 505	19%	6	6%	342	3 812	4 160	19%	8	9%	183	3 363	3 554	19%	-15%
50 - 59	11	11%	385	2 644	3 040	17%	16	16%	390	3 091	3 497	16%	12	13%	214	2 652	2 878	16%	-18%
60 - 64	5	5%	171	1 179	1 355	7%	14	14%	202	1 353	1 569	7%	11	12%	94	1 233	1 338	7%	-15%
65 - 69	7	7%	130	725	862	5%	13	13%	125	869	1 007	5%	13	14%	79	847	939	5%	-7%
70 - 79	17	18%	140	570	727	4%	13	13%	120	771	904	4%	21	23%	75	736	832	4%	-8%
80 & over	22	23%	81	228	331	2%	20	21%	76	315	411	2%	14	16%	61	223	298	2%	-27%
Unknown	0	0%	0	235	235	1%	0	0%	1	105	106	0.5%	0	0%	0	146	146	1%	38%
<b>Total</b>	<b>97</b>	<b>100%</b>	<b>2 021</b>	<b>16 242</b>	<b>18 360</b>	<b>100%</b>	<b>97</b>	<b>100%</b>	<b>1 907</b>	<b>19 747</b>	<b>21 751</b>	<b>100%</b>	<b>90</b>	<b>100%</b>	<b>1 107</b>	<b>17 334</b>	<b>18 531</b>	<b>100%</b>	<b>-15%</b>

Individual figures may not add up to 100% due to rounding up.

**Table 22 - Comparison of Traffic Casualties by Age Group**



**Table 23 - Traffic Pedestrian Casualties by Police Region**

Region \ Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Hong Kong Island	12	128	373	513	15	123	537	675	11	100	444	555	-18%
Kowloon East	15	77	297	389	12	71	329	412	10	48	325	383	-7%
Kowloon West	12	73	491	576	10	46	588	644	10	41	589	640	-1%
New Territories South	5	91	289	385	9	106	369	484	10	114	331	455	-6%
New Territories North	8	106	327	441	9	93	498	600	13	45	374	432	-28%
<b>Total</b>	<b>52</b>	<b>475</b>	<b>1 777</b>	<b>2 304</b>	<b>55</b>	<b>439</b>	<b>2 321</b>	<b>2 815</b>	<b>54</b> <b>(-2%)</b>	<b>348</b> <b>(-21%)</b>	<b>2 063</b> <b>(-11%)</b>	<b>2 465</b> <b>(-12%)</b>	<b>-12%</b>

Figures in brackets denote the % change compared with last year.

**Table 24 - Traffic Elderly Pedestrian Casualties (Aged 65 or above) by Police Region**

Region \ Severity	2020				2021				2022				±% change between 2021 and 2022
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Hong Kong Island	9	63	85	157	10	49	121	180	9	43	117	169	-6%
Kowloon East	13	31	62	106	7	25	85	117	8	24	92	124	+6%
Kowloon West	5	33	129	167	8	21	172	201	8	18	168	194	-3%
New Territories South	4	29	70	103	5	43	95	143	3	45	82	130	-9%
New Territories North	4	32	86	122	6	29	105	140	10	12	93	115	-18%
<b>Total</b>	<b>35</b>	<b>188</b>	<b>432</b>	<b>655</b>	<b>36</b>	<b>167</b>	<b>578</b>	<b>781</b>	<b>38</b> <b>(+6%)</b>	<b>142</b> <b>(-15%)</b>	<b>552</b> <b>(-4%)</b>	<b>732</b> <b>(-6%)</b>	<b>-6%</b>

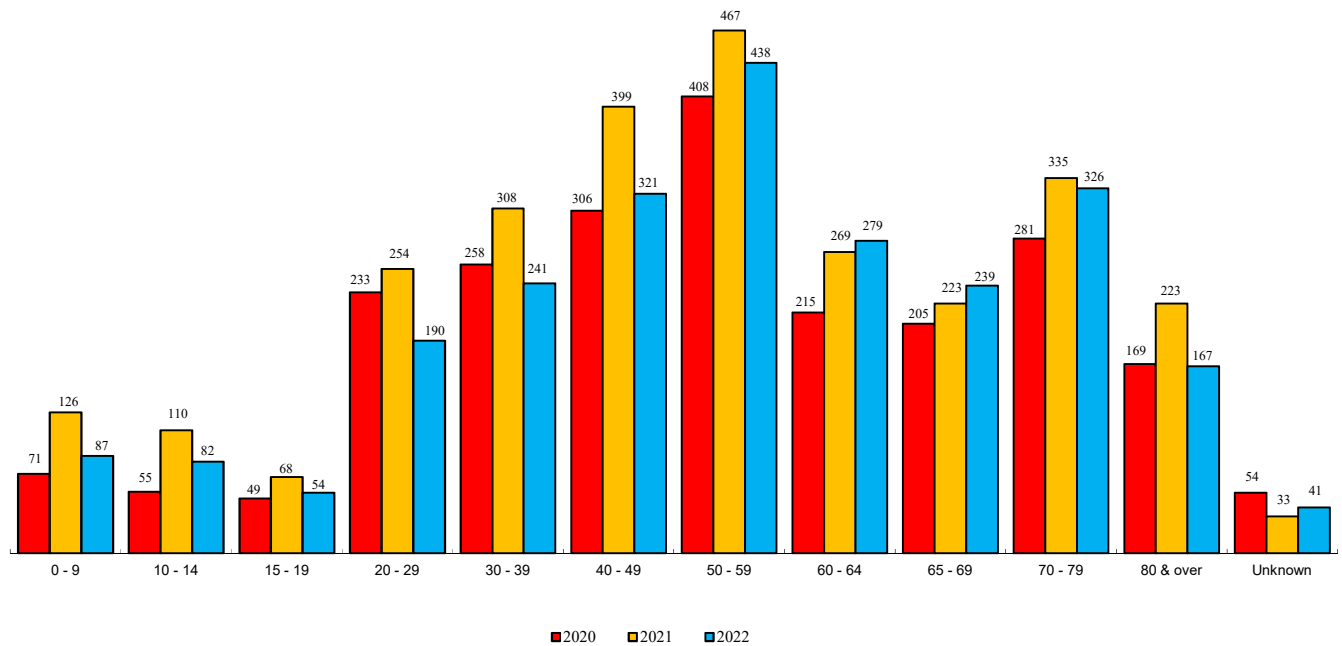
Figures in brackets denote the % change compared with last year.

**Table 25 - Traffic Pedestrian Casualties by Age Group**














Year Severity Age	2020						2021						2022						+/- change between 2021 and 2022
	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	
0 - 9	0	0%	17	54	71	3%	0	0%	10	116	126	4%	0	0%	7	80	87	4%	-31%
10 - 14	0	0%	11	44	55	2%	0	0%	16	94	110	4%	0	0%	13	69	82	3%	-25%
15 - 19	0	0%	11	38	49	2%	0	0%	10	58	68	2%	0	0%	7	47	54	2%	-21%
20 - 29	3	6%	38	192	233	10%	3	5%	15	236	254	9%	0	0%	16	174	190	8%	-25%
30 - 39	2	4%	41	215	258	11%	0	0%	31	277	308	11%	1	2%	25	215	241	10%	-22%
40 - 49	4	8%	44	258	306	13%	1	2%	54	344	399	14%	1	2%	29	291	321	13%	-20%
50 - 59	6	12%	82	320	408	18%	7	13%	79	381	467	17%	7	13%	69	362	438	18%	-6%
60 - 64	2	4%	43	170	215	9%	8	15%	57	204	269	10%	7	13%	40	232	279	11%	4%
65 - 69	5	10%	55	145	205	9%	7	13%	58	158	223	8%	9	17%	37	193	239	10%	7%
70 - 79	14	27%	79	188	281	12%	10	18%	60	265	335	12%	16	30%	55	255	326	13%	-3%
80 & over	16	31%	54	99	169	7%	19	35%	49	155	223	8%	13	24%	50	104	167	7%	-25%
Unknown	0	0%	0	54	54	2%	0	0%	0	33	33	1%	0	0%	0	41	41	2%	24%
<b>Total</b>	<b>52</b>	<b>100%</b>	<b>475</b>	<b>1 777</b>	<b>2 304</b>	<b>100%</b>	<b>55</b>	<b>100%</b>	<b>439</b>	<b>2 321</b>	<b>2 815</b>	<b>100%</b>	<b>54</b>	<b>100%</b>	<b>348</b>	<b>2 063</b>	<b>2 465</b>	<b>100%</b>	<b>-12%</b>

Individual figures may not add up to 100% due to rounding up.

**Table 26 - Comparison of Traffic Pedestrian Casualties by Age Group**
















**Table 27 - Number of Vehicles Involved in TAPI in 2021**

Region	Severity														Other Vehicles #	Total
		Private Car	Taxi	Goods Vehicle	Motorcycle	Franchised Public Bus *	Public Light Bus	Other Public Buses @	Private Light Bus	Private Bus	Bicycle	Tram	Handcart	Light Rail Transit		
Hong Kong Island	Fatal	8	3	4	4	1	0	0	0	0	0	1	0	0	0	21
	Serious	152	93	58	116	52	12	2	3	0	24	16	0	0	2	530
	Slight	1 492	772	520	548	375	83	24	19	1	112	44	7	0	13	4 010
	<b>Total</b>	<b>1 652</b>	<b>868</b>	<b>582</b>	<b>668</b>	<b>428</b>	<b>95</b>	<b>26</b>	<b>22</b>	<b>1</b>	<b>136</b>	<b>61</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>4 561</b>
Kowloon East	Fatal	3	8	7	3	0	1	0	0	0	0	0	0	0	0	22
	Serious	100	60	53	88	28	10	0	1	2	26	0	0	0	1	369
	Slight	1 653	787	684	594	235	173	36	17	2	290	0	0	0	8	4 479
	<b>Total</b>	<b>1 756</b>	<b>855</b>	<b>744</b>	<b>685</b>	<b>263</b>	<b>184</b>	<b>36</b>	<b>18</b>	<b>4</b>	<b>316</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4 870</b>
Kowloon West	Fatal	3	1	9	2	1	1	1	0	0	1	0	0	0	0	19
	Serious	35	33	19	27	13	4	1	3	0	3	0	0	0	1	139
	Slight	2 473	1 158	875	632	428	118	40	18	4	85	0	3	0	22	5 856
	<b>Total</b>	<b>2 511</b>	<b>1 192</b>	<b>903</b>	<b>661</b>	<b>442</b>	<b>123</b>	<b>42</b>	<b>21</b>	<b>4</b>	<b>89</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>6 014</b>
NT South	Fatal	6	5	10	5	4	1	1	0	0	3	0	0	0	0	35
	Serious	197	103	131	105	37	23	6	2	2	80	0	0	0	14	700
	Slight	1 924	813	1 034	564	293	152	42	14	9	819	0	0	0	22	5 686
	<b>Total</b>	<b>2 127</b>	<b>921</b>	<b>1 175</b>	<b>674</b>	<b>334</b>	<b>176</b>	<b>49</b>	<b>16</b>	<b>11</b>	<b>902</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>6 421</b>
NT North	Fatal	8	4	11	4	1	1	1	0	0	7	0	0	0	2	39
	Serious	182	61	98	109	14	18	9	1	0	412	0	1	2	5	912
	Slight	2 466	736	1 080	575	159	162	84	13	5	1 387	0	0	3	16	6 686
	<b>Total</b>	<b>2 656</b>	<b>801</b>	<b>1 189</b>	<b>688</b>	<b>174</b>	<b>181</b>	<b>94</b>	<b>14</b>	<b>5</b>	<b>1 806</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>23</b>	<b>7 637</b>
Total	Fatal	28	21	41	18	7	4	3	0	0	11	1	0	0	2	136
	Serious	666	350	359	445	144	67	18	10	4	545	16	1	2	23	2 650
	Slight	10 008	4 266	4 193	2 913	1 490	688	226	81	21	2 693	44	10	3	81	26 717
	<b>Total</b>	<b>10 702</b>	<b>4 637</b>	<b>4 593</b>	<b>3 376</b>	<b>1 641</b>	<b>759</b>	<b>247</b>	<b>91</b>	<b>25</b>	<b>3 249</b>	<b>61</b>	<b>11</b>	<b>5</b>	<b>106</b>	<b>29 503</b>
% share		36%	16%	16%	11%	6%	3%	0.8%	0.3%	0.1%	11%	0.2%	0.04%	0.02%	0.4%	100%
Accident rate per 1 000 licensed vehicles		18	257	39	49	270	179	38	26	33	← N.A. →					32

N.B.  
 \* : Kowloon Motor Bus, Franchised City Bus, New Lantao Bus, New World First Bus, Long Win Bus and unconfirmed franchised bus  
 @ : Other Public Buses include non-franchised Public Bus and MTR Bus  
 # : Other vehicles include trailer, village vehicle, unknown vehicle and other vehicles

**Table 28 - Number of Vehicles Involved in TAPI in 2022**

Region	Severity														Other Vehicles #	Total
		Private Car	Goods Vehicle	Taxi	Motorcycle	Franchised Public Bus *	Public Light Bus	Other Public Buses @	Private Light Bus	Private Bus	Bicycle	Tram	Light Rail Transit	Handcart		
Hong Kong Island	Fatal	2	5	0	5	1	0	2	0	0	0	1	0	0	0	16
	Serious	78	49	55	83	19	8	4	0	0	19	1	0	0	1	317
	Slight	1 253	440	703	502	314	92	32	7	3	81	37	0	1	12	3 477
	<b>Total</b>	<b>1 333</b>	<b>494</b>	<b>758</b>	<b>590</b>	<b>334</b>	<b>100</b>	<b>38</b>	<b>7</b>	<b>3</b>	<b>100</b>	<b>39</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>3 810</b>
Kowloon East	Fatal	5	10	4	6	1	3	2	0	0	0	0	0	0	0	31
	Serious	63	32	29	68	9	10	3	1	0	11	0	0	0	3	229
	Slight	1 308	549	695	531	218	151	28	16	2	225	0	0	0	5	3 728
	<b>Total</b>	<b>1 376</b>	<b>591</b>	<b>728</b>	<b>605</b>	<b>228</b>	<b>164</b>	<b>33</b>	<b>17</b>	<b>2</b>	<b>236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3 988</b>
Kowloon West	Fatal	3	7	2	3	1	2	1	1	0	3	0	0	0	0	23
	Serious	32	12	14	12	5	1	1	0	0	6	0	0	0	0	83
	Slight	2 166	868	1 135	532	313	102	38	19	3	80	0	0	2	26	5 284
	<b>Total</b>	<b>2 201</b>	<b>887</b>	<b>1 151</b>	<b>547</b>	<b>319</b>	<b>105</b>	<b>40</b>	<b>20</b>	<b>3</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>5 390</b>
NT South	Fatal	3	13	0	1	2	2	0	0	0	0	0	0	0	0	21
	Serious	181	135	89	113	20	27	5	4	0	57	0	0	0	4	635
	Slight	1 939	1 032	779	511	276	152	63	7	3	646	0	0	0	22	5 430
	<b>Total</b>	<b>2 123</b>	<b>1 180</b>	<b>868</b>	<b>625</b>	<b>298</b>	<b>181</b>	<b>68</b>	<b>11</b>	<b>3</b>	<b>703</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>6 086</b>
NT North	Fatal	8	12	3	3	2	1	1	0	0	7	0	0	1	0	38
	Serious	62	56	25	41	8	11	4	0	0	72	0	1	0	4	284
	Slight	1 952	843	509	499	140	111	72	15	1	1 208	0	5	0	16	5 371
	<b>Total</b>	<b>2 022</b>	<b>911</b>	<b>537</b>	<b>543</b>	<b>150</b>	<b>123</b>	<b>77</b>	<b>15</b>	<b>1</b>	<b>1 287</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>20</b>	<b>5 693</b>
Total	Fatal	21	47	9	18	7	8	6	1	0	10	1	0	1	0	129
	Serious	416	284	212	317	61	57	17	5	0	165	1	1	0	12	1 548
	Slight	8 618	3 732	3 821	2 575	1 261	608	233	64	12	2 240	37	5	3	81	23 290
	<b>Total</b>	<b>9 055</b>	<b>4 063</b>	<b>4 042</b>	<b>2 910</b>	<b>1 329</b>	<b>673</b>	<b>256</b>	<b>70</b>	<b>12</b>	<b>2 415</b>	<b>39</b>	<b>6</b>	<b>4</b>	<b>93</b>	<b>24 967</b>
<b>% share</b>		<b>36%</b>	<b>16%</b>	<b>16%</b>	<b>12%</b>	<b>5%</b>	<b>3%</b>	<b>1.0%</b>	<b>0.3%</b>	<b>0.05%</b>	<b>10%</b>	<b>0.2%</b>	<b>0.02%</b>	<b>0.02%</b>	<b>0.4%</b>	<b>100%</b>
<b>Accident rate per 1 000 licensed vehicles</b>		<b>16</b>	<b>34</b>	<b>225</b>	<b>40</b>	<b>224</b>	<b>162</b>	<b>40</b>	<b>20</b>	<b>15</b>	<b>← N.A. →</b>					<b>28</b>

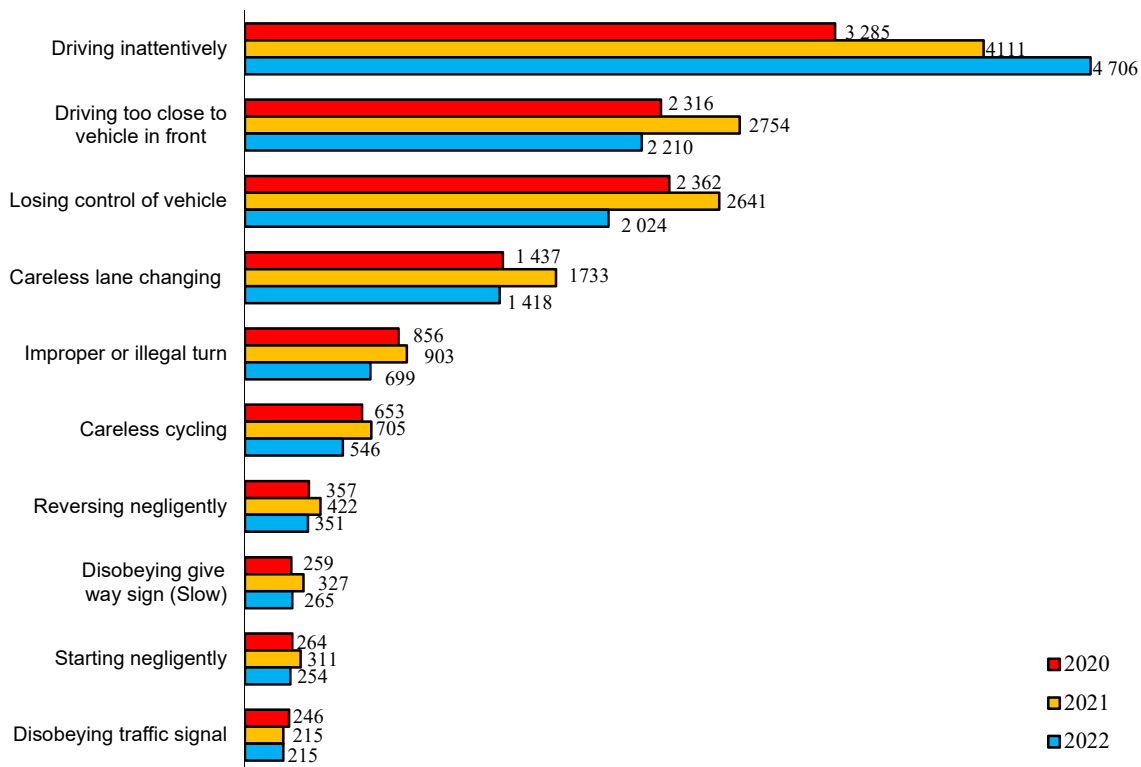
N.B.  
 \* : Kowloon Motor Bus, Franchised City Bus, New Lantao Bus, New World First Bus, Long Win Bus and unconfirmed franchised bus  
 @ : Other Public Buses include non-franchised Public Bus and MTR Bus.  
 # : Other vehicles include trailer, village vehicle, unknown vehicle and other vehicles.

**Table 29 - Major Driver Contributory Factors of TAPI**

Factor	2020	2021	2022	±% change between 2021 and 2022
1. Driving inattentively	3 285 ( 3 087 )	4 111 ( 3 868 )	4 706 ( 4 058 )	+14% +5%
2. Driving too close to vehicle in front	2 316 ( 2 054 )	2 754 ( 2 525 )	2 210 ( 2 016 )	-20% -20%
3. Losing control of vehicle	2 362 ( 2 355 )	2 641 ( 2 625 )	2 024 ( 2 010 )	-23% -23%
4. Careless lane changing	1 437 ( 1 367 )	1 733 ( 1 665 )	1 418 ( 1 344 )	-18% -19%
5. Improper or illegal turn	856 ( 842 )	903 ( 892 )	699 ( 685 )	-23% -23%
6. Careless cycling	653 ( 642 )	705 ( 693 )	546 ( 535 )	-23% -23%
7. Reversing negligently	357 ( 354 )	422 ( 419 )	351 ( 350 )	-17% -16%
8. Disobeying give way sign (Slow)	259 ( 255 )	327 ( 322 )	265 ( 260 )	-19% -19%
9. Starting negligently	264 ( 261 )	311 ( 308 )	254 ( 253 )	-18% -18%
10. Disobeying traffic signal	246 ( 239 )	215 ( 209 )	215 ( 202 )	0% -3%

Figures on top are the number of drivers and figures in brackets denote the numbers of traffic accidents involved.

**Table 30 - Comparison of Major Driver Contributory Factors of TAPI**

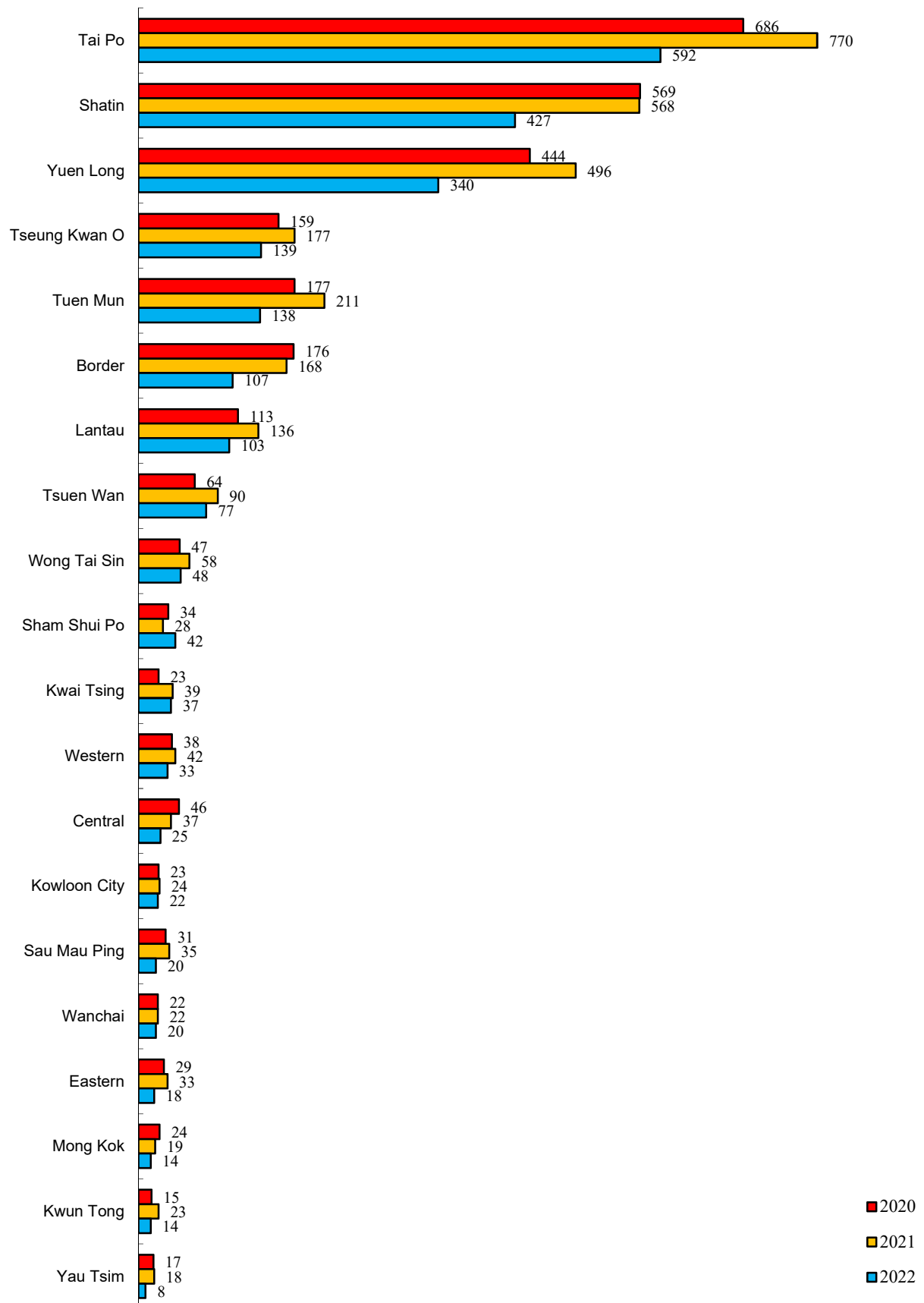


**Table 31 - TAPI Involving Bicycles by Police Region**

Year	Happened		Cycle Tracks				Carriageways				Other Locations *				Grand Total
	Region	Severity	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2020	Hong Kong Island		0	0	0	0	1	29	73	103	0	8	24	32	135
	Kowloon East		1	3	112	116	3	14	77	94	0	5	37	42	252
	Kowloon West		0	0	0	0	0	4	86	90	0	0	8	8	98
	New Territories South		0	16	423	439	3	24	199	226	1	10	93	104	769
	New Territories North		1	139	518	658	6	153	465	624	1	52	148	201	1 483
	<b>Total</b>		<b>2</b>	<b>158</b>	<b>1 053</b>	<b>1 213</b>	<b>13</b>	<b>224</b>	<b>900</b>	<b>1 137</b>	<b>2</b>	<b>75</b>	<b>310</b>	<b>387</b>	<b>2 737</b>
2021	Hong Kong Island		0	0	0	0	0	21	84	105	0	3	26	29	134
	Kowloon East		0	5	119	124	0	14	87	101	0	3	65	68	293
	Kowloon West		0	0	0	0	1	3	72	76	0	0	13	13	89
	New Territories South		1	22	445	468	1	39	221	261	0	13	91	104	833
	New Territories North		1	188	593	782	3	149	527	679	1	47	136	184	1 645
	<b>Total</b>		<b>2</b>	<b>215</b>	<b>1 157</b>	<b>1 374</b>	<b>5</b>	<b>226</b>	<b>991</b>	<b>1 222</b>	<b>1</b>	<b>66</b>	<b>331</b>	<b>398</b>	<b>2 994</b>
2022	Hong Kong Island		0	0	0	0	0	17	68	85	0	1	10	11	96
	Kowloon East		0	5	98	103	0	1	72	73	0	3	42	45	221
	Kowloon West		0	0	0	0	3	6	63	72	0	0	14	14	86
	New Territories South		0	19	370	389	0	24	163	187	0	10	58	68	644
	New Territories North		1	24	531	556	4	29	459	492	2	4	123	129	1 177
	<b>Total</b>		<b>1</b>	<b>48</b>	<b>999</b>	<b>1 048</b>	<b>7</b>	<b>77</b>	<b>825</b>	<b>909</b>	<b>2</b>	<b>18</b>	<b>247</b>	<b>267</b>	<b>2 224</b>
±% change			<b>-50%</b>	<b>-78%</b>	<b>-14%</b>	<b>-24%</b>	<b>+40%</b>	<b>-66%</b>	<b>-17%</b>	<b>-26%</b>	<b>+100%</b>	<b>-73%</b>	<b>-25%</b>	<b>-33%</b>	<b>-26%</b>

\* Other locations refer to places such as cycle parks, playgrounds and open spaces.

**Table 32 - Comparison of TAPI Involving Bicycles by Police District**



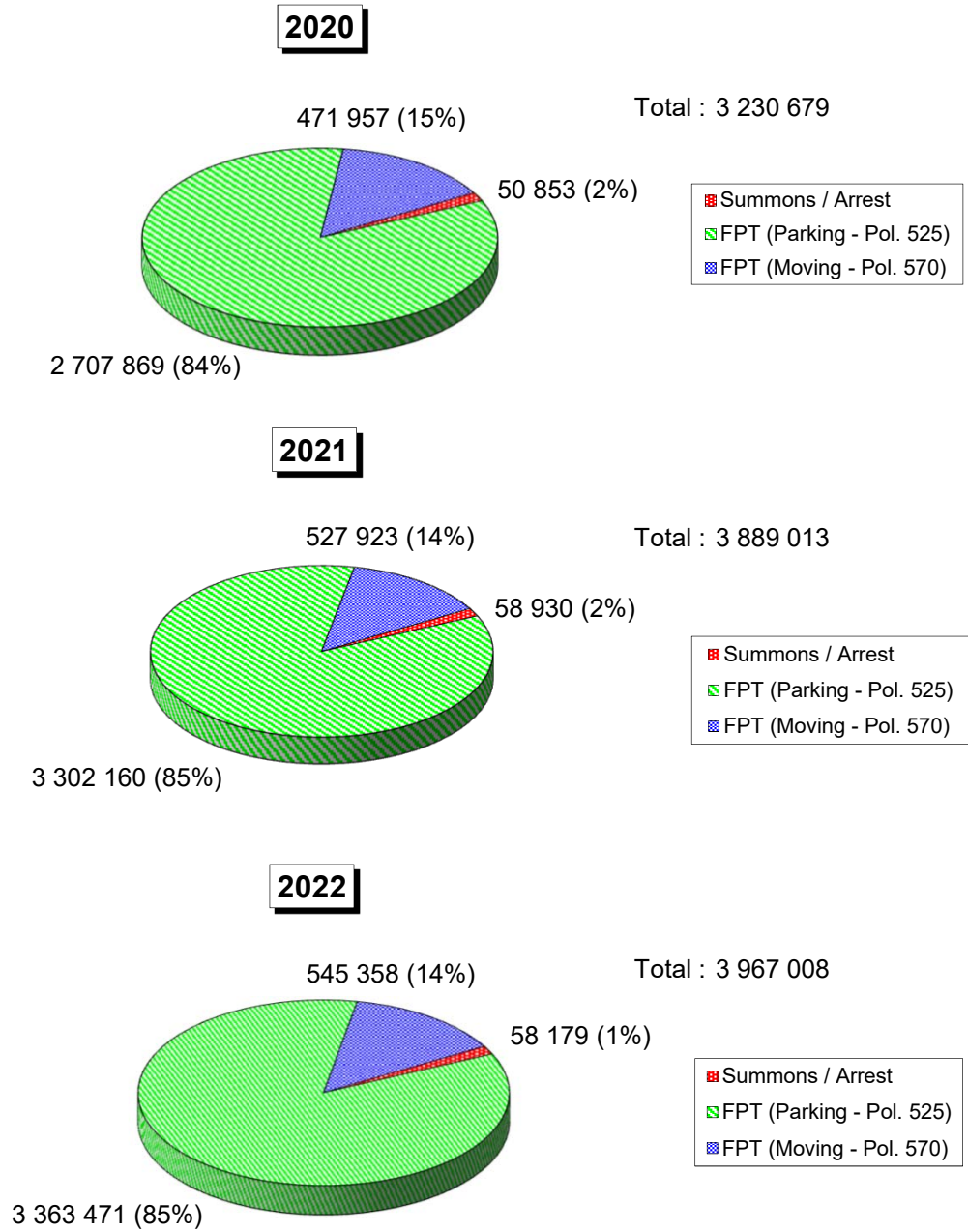


## **Part B**

### **Traffic Enforcement Statistics**



**Table 33 - Comparison of Traffic Enforcement**



**Table 34 - Comparison of Fixed Penalty Ticket (FPT) / Summons / Arrest**

	2020	2021	2022	±% change between 2021 and 2022
FPT (Parking - Pol. 525)	2 707 869	3 302 160	3 363 471	+2%
FPT (Moving - Pol. 570)	471 957	527 923	545 358	+3%
Summons / Arrest	50 853	58 930	58 179	-1%
<b>Total</b>	<b>3 230 679</b>	<b>3 889 013</b>	<b>3 967 008</b>	<b>+2%</b>

**Table 35 - Comparison of Traffic Enforcement by Offence**

	Offence	2020	2021	2022	±% change between 2021 and 2022
1	Offences by pedestrians	4 473	8 814	6 692	-24%
2	Offences by cyclists	4 018	6 768	5 832	-14%
3	Drink driving	694	838	772	-8%
4	Drug driving	18	121	73	-40%
5	Careless driving	16 238	17 075	18 035	+6%
6	Dangerous driving (includes causing death)	1 062	1 134	1 164	+3%
7	Insecure load	962	738	837	+13%
8	Overloading	2 636	2 796	3 136	+12%
9	Traffic signal offences	54 156	53 499	53 275	-0.4%
10	Traffic sign offences	26 131	46 076	49 336	+7%
11	Using handheld mobile phone/telecommunications equipment while vehicle is in motion	23 919	25 574	25 298	-1%
12	Failing to give precedence to pedestrian on zebra crossing	437	568	780	+37%
13	Double white line offences	16 398	20 938	24 106	+15%
14	Yellow stripe crossing	158	409	422	+3%
15	Box junction offence	1 210	1 281	2 036	+59%
16	U turn causing obstruction	22	21	26	+24%
17	Seat belt offences	5 723	7 458	7 458	+0%
18	Soliciting passenger	0	0	1	N.A.
19	Refusing hire	16	27	65	+141%
20	Overcharging	22	11	17	+55%
21	Taximeter offences	13	0	26	N.A.
22	Driving in a motor race or speed trail	7	24	11	-54%
23	Speeding	245 994	266 333	265 283	-0.4%
24	Others	118 503	126 350	138 856	+10%
<b>A1</b>	<b>Grand total</b>	<b>522 810</b>	<b>586 853</b>	<b>603 537</b>	<b>+3%</b>

<b>B1</b>	<b>Total Pol. 525</b>	<b>2 707 869</b>	<b>3 302 160</b>	<b>3 363 471</b>	<b>+2%</b>
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25	Verbal warning - Driver	23 651	16 333	13 734	-16%
26	Verbal warning - Cyclist	740	940	909	-3%
27	Verbal warning - Pedestrian	847	923	730	-21%
<b>C1</b>	<b>Total Warnings</b>	<b>25 238</b>	<b>18 196</b>	<b>15 373</b>	<b>-16%</b>

**Table 36 - Enforcement Statistics by Police Region in 2022**

	Offence	HKI	KE	KW	NTS	NTN	Others	Total
1	Offences by pedestrians	1 351	809	1 923	1 249	1 360	0	6 692
2	Offences by cyclists	76	685	317	685	4 027	42	5 832
3	Drink driving	76	147	136	268	145	0	772
4	Drug driving	4	15	9	35	10	0	73
5	Careless driving	3 124	3 167	4 529	3 727	3 486	2	18 035
6	Dangerous driving (includes causing death)	113	202	392	188	269	0	1 164
7	Insecure load	67	93	22	333	322	0	837
8	Overloading	42	956	255	1 285	591	7	3 136
9	Traffic signal offences	7 419	9 211	21 178	5 357	10 108	2	53 275
10	Traffic sign offences	12 801	7 504	10 583	11 443	7 005	0	49 336
11	Using handheld mobile phone/telecommunications equipment while vehicle is in motion	1 094	2 727	1 932	12 195	7 350	0	25 298
12	Failing to give precedence to pedestrian on zebra crossing	194	133	243	145	65	0	780
13	Double white line offences	5 184	6 129	5 017	4 414	3 361	1	24 106
14	Yellow stripe crossing	149	9	241	13	10	0	422
15	Box junction offence	691	242	748	157	198	0	2 036
16	U turn causing obstruction	11	2	1	5	7	0	26
17	Seat belt offences	387	472	1 695	3 339	1 565	0	7 458
18	Soliciting passenger	1	0	0	0	0	0	1
19	Refusing hire	47	9	3	4	2	0	65
20	Overcharging	15	0	1	0	1	0	17
21	Taximeter offences	18	0	8	0	0	0	26
22	Driving in a motor race or speed trail	0	0	0	0	11	0	11
23	Speeding	29 378	43 132	70 508	47 211	75 052	2	265 283
24	Others	24 936	16 637	28 291	40 159	28 699	134	138 856
<b>A1</b>	<b>Grand total</b>	<b>87 178</b>	<b>92 281</b>	<b>148 032</b>	<b>132 212</b>	<b>143 644</b>	<b>190</b>	<b>603 537</b>
<b>B1</b>	<b>Total Pol. 525</b>	<b>624 000</b>	<b>555 417</b>	<b>1 011 084</b>	<b>570 895</b>	<b>602 075</b>	<b>0</b>	<b>3 363 471</b>
25	Verbal warning - Driver	161	391	1 116	3 587	8 479	0	13 734
26	Verbal warning - Cyclist	0	8	4	721	176	0	909
27	Verbal warning - Pedestrian	12	30	1	672	15	0	730
<b>C1</b>	<b>Total Warnings</b>	<b>173</b>	<b>429</b>	<b>1 121</b>	<b>4 980</b>	<b>8 670</b>	<b>0</b>	<b>15 373</b>

**Table 37 - Complaints Against Taxi Related Offences in 2022**

Complaints received for	Complaints reported to Police (including TCU referrals)						Complaints reported to TCU	Referral from TCU to Police
	HKI	KE	KW	NTS	NTN	Total		
Soliciting passengers	0	0	0	0	0	0	8	1
Refusing hire	260	100	139	151	95	745	1 745	356
Refusing to drive to destination	34	26	17	30	23	130	263	60
Failing to drive to destination by direct route	13	107	181	137	67	505	1 366	262
Overcharging	106	95	104	86	52	443	709	177
Taximeter offences *	0	0	4	2	1	7	165	31
Behaving other than in a civil and orderly manner	14	60	128	98	89	389	1 304	257
Others	40	1 631	33	1 729	21	3 454	1 700	462
<b>Total</b>	<b>467</b>	<b>2 019</b>	<b>606</b>	<b>2 233</b>	<b>348</b>	<b>5 673</b>	<b>7 260</b>	<b>1 606</b>

Note : \* As the Police reclassified, number of "Complaints reported to Police" cases are less than "Referral cases from TCU to Police".

**Table 38 - Enforcement Against Taxi Related Offences in 2022**

Action	Offence	HKI	KE	KW	NTS	NTN	Total
Pol. 570 (FPT)	Taxi driver not moving forward at taxi stand	0	0	0	0	0	0
	Taxi driver of first or second taxi at taxi stand not sitting in or standing beside his taxi	2	0	0	1	0	3
	Taxi driver at stand accepting hire out of turn	0	1	0	1	0	2
	Not setting taximeter to recording position	0	0	0	0	0	0
	Seatbelt offences	28	64	77	297	79	545
	<b>Sub-total</b>	<b>30</b>	<b>65</b>	<b>77</b>	<b>299</b>	<b>79</b>	<b>550</b>
Summons or Arrest	Soliciting passenger	1	0	0	0	0	1
	Refusing hire	47	9	3	4	2	65
	Refusing to drive to destination	18	3	6	1	2	30
	Failing to drive to destination by the most direct and practicable route	4	0	9	0	0	13
	Overcharging	15	0	1	0	1	17
	Taximeter offences	18	0	8	0	0	26
	Stopping elsewhere than at taxi stand	12	0	0	0	0	12
	Behaving other than in a civil and orderly manner	7	7	5	4	2	25
	Seatbelt offences	2	1	1	1	0	5
	Taxi stand offences	34	1	3	134	0	172
	Taxi driver identity plate offences	5	0	4	0	2	11
	Others	25	4	35	11	0	75
<b>Sub-total</b>	<b>188</b>	<b>25</b>	<b>75</b>	<b>155</b>	<b>9</b>	<b>452</b>	
<b>Grand Total</b>		<b>218</b>	<b>90</b>	<b>152</b>	<b>454</b>	<b>88</b>	<b>1 002</b>

**Table 39 - Enforcement Arising from Traffic Accidents**

Offence	2020	2021	2022	±% change between 2021 and 2022
Dangerous Driving Causing Death	59	50	43	-14%
Dangerous Driving	673	773	593	-23%
Careless Driving	14 688	14 632	13 734	-6%
Speeding	11	10	20	+100%
Drink Driving	180	175	201	+15%
Defective Vehicles	355	222	277	+25%
Others	2 095	2 114	1 707	-19%
<b>Total (Summons/Arrest)</b>	<b>18 061</b>	<b>17 976</b>	<b>16 575</b>	<b>-8%</b>



## **Explanatory Notes**

### Accident

An incident reported to the Police, involving personal injury occurring on roads in the Territory, in which one or more vehicles are involved

### Casualty

A person killed or injured in an accident in which there may be more than one casualty.

### Fatal accident

Traffic accident in which one or more persons dies within 30 days of the accident.

### Serious accident

Traffic accident in which one or more persons injured and detained in hospital for more than 12 hours.

### Slight accident

Traffic accident in which all persons involved are either not detained in hospitals or detained for not more than 12 hours.

### Fatal casualty

Sustained injury causing death within 30 days of the accident.

### Serious injury

An injured for which a person is detained in hospital as an 'in-patient' for more than 12 hours. Injuries causing death more than 30 days after the accident are also included in this category.

### Slight injury

An injury of a minor character such as a sprain, bruise or cut not judged to be severe, or slight shock requiring roadside attention and detention in hospital is less than 12 hours, or not required.

### Road users

Pedestrians and vehicle users which include all occupants (i.e. drivers and passengers, including persons injured while boarding or alighting from the vehicle).

### Vehicles involved

Vehicles whose drivers or passengers are injured, which hit a pedestrian or another vehicle whose driver or passengers are injured, or which contribute to the accident.