



2015 Statistical Report

Covering the reporting period
1st January 2015 – 31st December 2015

Published 5th August 2016

The Northern Ireland Road Safety Partnership

42 Montgomery Road
Belfast
BT6 9LD

info@nisafetypartnership.org



Introduction

This report presents key statistics relating to the activity of the Northern Ireland Road Safety Partnership (NIRSP) for the calendar year 2015. The aim of the Partnership is:

- To support Northern Ireland's Road Safety Strategy to 2020 by reducing speeding, which has a direct impact upon casualty reduction, through targeted enforcement using a range of approved detection equipment, including safety camera technology.
- To support Northern Ireland's Road Safety Strategy to 2020 by the delivery of educational campaigns and initiatives including education of offending drivers.

There are currently 90 permanently signed locations where eight safety camera vehicles operate. In addition there are also four fixed safety cameras, six fixed red light running cameras and one average speed enforcement camera system. These have been introduced over three phases. Phase 1 was introduced in July 2003; this is when enforcement began at 61 permanently signed locations and the four fixed safety camera sites. Five of the red light running sites was introduced in 2007 while the sixth site followed in 2008. A further 10 locations were introduced in Phase 2 in 2010 that are enforced by the safety camera vehicles. Phase 3 was introduced in late 2014 and it incorporates a further 26 locations that will be enforced by the safety camera vehicles.

Further information about the Partnership including the location of sites can be obtained from the [Northern Ireland Road Safety Partnership website](#)

This report provides statistics from the NIRSP from 1st January 2015 up to and including 31st December 2015. These include –

- Detections by NIRSP for Speeding¹
- Detections by NIRSP for Red Light Running
- Numbers of people who have completed the Speed Awareness Course
- Collision statistics at safety camera sites
- The number of times NIRSP vans were deployed at safety camera sites.

For the purpose of this report a detection is defined as when a driver is caught speeding or in breach of a red light running camera and is subsequently dealt with by any of the following;

- completing a Speed Awareness Course,
- being referred for a fixed penalty,
- being referred for prosecution.

¹ Figures relating to persons caught speeding by PSNI Officers are not included in this report as the Northern Ireland Road Safety Partnership is a separate organisation.

Key Findings

- 46,500 people were detected by the Northern Ireland Road Safety Partnership in 2015 either speeding or running a red light. This is a 9.6% increase on the number of detections in 2014 (42,429).
- The number of detections in 2015 is more than 4 times the number of detections recorded by NIRSP in 2004. The main reason for this increase is because the NIRSP reduced the threshold at which a driver can be detected speeding during 2010 and again in 2012 (see Figure 1, page 9 for more details).
- Of the 46,500 persons detected, 23,970 (51.5%) resulted in the driver attending a Speed Awareness Course, a further 20,870 (44.9%) were referred for a Fixed Penalty Notice (FPN) while the remaining 1,660 (3.6%) were referred to the Public Prosecution Service (PPS) for prosecution.
- Three quarters (74.6%, 34,692) of the detections in 2015 were made by mobile speed cameras. This is up from 2014 when 70.7% of all detections were made by mobile cameras.
- Of the 10,318 drivers detected by fixed cameras, the fixed site on the Saintfield Road, Belfast accounted for one third of all detections, followed by Antrim Road, Belfast (31.9%), Upper Newtownards Road, Belfast (20.2%) and Springfield Road, Belfast (14.7%).
- The highest speed recorded in 2015 was 99mph; there were 4 detections at this speed.
- In 2015, 590 people were detected by one of the six red right running cameras across Northern Ireland, a decrease of 11.7% compared with 2014. This decrease is most likely due to a number of the cameras being out of operation in 2015.
- The site that recorded the most red light running detections in 2015 was at the junction of Nelson Street, Belfast where 205 drivers were detected for running the red light (34.7% of all red light running detections).
- There were 3,639 deployments of the Road Safety Partnership vans in 2015, a 12.1% increase on the number of deployments in 2014.
- There were 809 injury collisions recorded at safety camera sites in 2015, a decrease of 4% on the number recorded in 2014. There were 775 at fixed and mobile camera sites and 34 at red light running sites in 2015 compared with 818 at fixed and mobile camera sites and 22 at red light running sites in 2014 (2014 figures will differ to that previously published as collisions at phase 3 sites have now been included. Please see pages 11 - 14 for further details).

Table 1: Detections at Northern Ireland Road Safety Partnership Sites

| | 2015 |
|---------------------------|---------------|
| Mobile Speed Cameras | 34,692 |
| Fixed Speed Cameras | 10,318 |
| SPECs (Average Speed) | 900 |
| Red Light Running Cameras | 590 |
| Total | 46,500 |

- There were 46,500 detections by the Road Safety Partnership in 2015 (approximately 127 per day); this is an increase of 9.6% on the 42,429 detections made in 2014 (approximately 116 per day).
- Fixed camera detections decreased by 10.2% when compared with 2014. One of the fixed cameras was out of operation for four of the twelve months.
- SPECs (Average Speed) camera detections increased by 239.6% in 2015 when compared with 2014. The SPECs (Average Speed) cameras were out of operation for a number of months in 2014.
- There was a 15.6% increase in the number of detections at mobile cameras sites; the time taken to fully train new Safety Camera Operators had an impact on the deployments and subsequent detections in 2014 and most likely explains the increase seen in 2015.
- May was the month with highest number of detections (4,904), while December had the lowest number (2,644).
- Of the 45,910 speed related detections in 2015 over half of the drivers detected completed a speed awareness course (23,970, 52.2%). This is similar to previous years.

Table 2: Detections at Fixed Camera Sites²

| | 2015 |
|-------------------------------|---------------|
| Antrim Rd, Belfast | 3,293 |
| Saintfield Rd, Belfast | 3,433 |
| Springfield Rd, Belfast | 1,512 |
| Upper Newtownards Rd, Belfast | 2,080 |
| Total | 10,318 |

- The Saintfield Road, Belfast was the fixed camera site with the most detections. It accounted for one third of all detections at fixed camera sites.
- April was the month with highest number of detections at fixed camera sites (1,433, 13.9%).

² During 2015 the fixed camera sites occasionally become unserviceable and need to be repaired by specialist engineers which can affect the number of detections achieved.

Table 3: Detections at Mobile Camera Sites / Routes³

| Site Description | 2015 |
|---|-------|
| P1 A1 Sprucefield Rbt to Sheepbridge Rd | 1,949 |
| P1 A2 Ballyreagh Rd, Portrush | - |
| P1 A2 Belfast to Bangor Road | 528 |
| P1 A2 Newcastle Rd, Kilkeel | 4 |
| P1 A20 Portaferry Rd, Kircubbin | 147 |
| P1 A25 Newry to Beleek | 129 |
| P1 A29 Cookstown Rd | 42 |
| P1 A55 Outer Ring, Belfast | 561 |
| P1 A7 Saintfield Rd/Belfast Rd, Carryduff | 1 |
| P1 A8, Larne | 555 |
| P1 Armagh - Monaghan Rd, Middletown | 338 |
| P1 Armagh Rd, Portadown | 629 |
| P1 Ballybogey Rd, Ballymoney | - |
| P1 Ballycastle Rd, Coleraine | - |
| P1 Ballyclare Rd, Glengormley | 31 |
| P1 Ballyquin Rd, Limavady | 224 |
| P1 Ballysillan Rd, Belfast | 284 |
| P1 Bangor Rd, Nards | 256 |
| P1 Bangor Ring Rd | 414 |
| P1 Castlereagh Rd, Belfast | 26 |
| P1 Cliftonville Rd, Belfast | 5 |
| P1 Comber Rd, Dundonald | 300 |
| P1 Cornagrade Rd A32, Enniskillen | 241 |
| P1 Crumlin Rd, Belfast | 83 |
| P1 Culmore Rd, LDerry | 961 |
| P1 Donaghadee Rd, Bangor | 247 |
| P1 Doogary to Ballygawley Rbt A5 | 348 |
| P1 Drum Rd A505, Cookstown | 381 |
| P1 Dublin Rd, Newry | 683 |
| P1 Dublin Road, Antrim | 1 |
| P1 Dundrum Rd, Newcastle | 13 |
| P1 Dungiven Rd, LDerry | 805 |
| P1 Dunhill Rd, Limavady | - |
| P1 Enniskillen - Derrylin Rd A509 | - |
| P1 Enniskillen - Lisbellaw A4 | 66 |
| P1 Falls/Andersonstown/Stewartstown Rd, Belfast | 85 |
| P1 Foreglen Rd A6 Dungiven | 10 |
| P1 Frosses/Crankhill Rd Ballymena/Ballymoney | 1,574 |
| P1 Galgorm Rd, Ballymena | 18 |
| P1 Glen Rd, Belfast | 57 |
| P1 Glenshane Rd A6 LDerry | - |
| P1 Glenshane Rd, Maghera | 566 |
| P1 Killyclougher Rd A505, Omagh | 23 |
| P1 Knockmore Rd, Lisburn | 1 |
| P1 Magherafelt Rd, Moneymore | 37 |
| P1 Malone/University/Milltown Rd, Belfast | 1,053 |
| P1 Mill Hill, Castletwellan | 16 |
| P1 Moyarget Rd, Ballycastle | 499 |
| P1 Moyarget Rd/Ballinea Rd, Ballycastle | - |
| P1 Newry Rd, Warrenpoint | 680 |

³ Where a – is shown, it means this site was dormant throughout 2015 and no enforcement took place at this site

| | |
|---|---------------|
| P1 Old Holywood Rd, Belfast | - |
| P1 Portaferry Rd, Nards | 22 |
| P1 Saintfield Rd, Carryduff | 8 |
| P1 Saintfield Rd, Upp Galwally, Belfast | 990 |
| P1 Scarva Rd, Banbridge | 300 |
| P1 Springfield Rd, Belfast | 365 |
| P1 Tandragee Rd, Bessbrook | - |
| P1 Tobermore Rd, Maghera | - |
| P1 Upper Lisburn Rd, Belfast | 158 |
| P1 Warrenpoint Rd, Newry | - |
| P1 Woodburn Rd, Carrickfergus | 97 |
| P2 Antrim Rd, Belfast | 68 |
| P2 Belfast Rd, Maguiresbridge | 6 |
| P2 Downpatrick Rd, Ardglass | - |
| P2 Gosford Rd, Tandragee | 10 |
| P2 Moorlough Rd, Lisnaskea | - |
| P2 North Rd, Carrickfergus | 110 |
| P2 Prince William Rd, Lisburn | 0 |
| P2 Prospect Rd, Carrickfergus | 167 |
| P2 Saintfield Rd, Lisburn | 0 |
| P2 Shore Rd Eden to Belfast | 1,446 |
| P3 Antrim Rd, Glengormley | 81 |
| P3 Ballynahinch Rd, Carryduff | 623 |
| P3 Balmoral Ave, Belfast | 126 |
| P3 Belmont Rd, Belfast | 819 |
| P3 Blacks Rd, Belfast | 198 |
| P3 Carnmoney Rd, Glengormely | 334 |
| P3 Castlehill Rd, Belfast | 190 |
| P3 Castlewellan Rd, Hilltown | 251 |
| P3 Clooney Rd, L'Derry | 253 |
| P3 Crawfordsburn Rd, Bangor | 156 |
| P3 Cromore Rd, Coleriane | 200 |
| P3 Crumlin Rd, Belfast | 215 |
| P3 Cushendall Rd, Ballymena | 144 |
| P3 Doagh Rd, Newtownabbey | 83 |
| P3 Donaghadee Rd, Newtownards | 289 |
| P3 Glenravel Rd, Cargan | 130 |
| P3 Kings Rd, Belfast | 638 |
| P3 Main St, Derrylin | 110 |
| P3 Old Glenarm Rd, Larne | 219 |
| P3 Rathfriland Rd, Hilltown | 56 |
| P3 Stiles Way, Antrim | 142 |
| P3 Upper Lisburn Rd, Belfast | 0 |
| P3 Victoria Rd, Magheramason | 14 |
| P3 Westland Rd, Belfast | 46 |
| P3 Whiterock Rd, Belfast | 15 |
| P3 Whitewell Rd, Belfast | 55 |
| Community Concern Site ⁴ | 10,687 |
| Total | 34,692 |

⁴ Community Concern sites are enforced where there is a well-founded concern, raised via the Policing and Community Safety Partnerships (PCSPs) or the PSNI Area Commander, that a failure to reduce speeds will result in KSI (Killed or Serious Injury) collisions and that the location poses a significant risk to road safety. Once approved for enforcement, camera operators use temporary signs at these locations.

- More than two thirds of all detections at mobile camera sites (24,005, 69.2%) in 2015 were at permanent sites and the remaining 30.8% were at community concern sites.
- The Sprucefield to Sheepbridge Road route, had the most detections with 1,949 in 2015 while there a small number of sites with 0 (zero) detections. There are a variety of reasons for certain sites having low level of detections including; low numbers of drivers breaching the speed threshold on sites where a higher speed limit is in force (60 mph+), changes to the road layout since the site was first adopted resulting in less speeding (e.g. introduction of a roundabout on a previously straight stretch of road), the opening of new roads providing alternative routes for drivers or road works in the area preventing deployment of the safety camera van.

Table 4: Speeding detections by speed limit: 2015

| Speed Limit (mph) | Number of detections | Highest speed recorded (mph) |
|-------------------|----------------------|------------------------------|
| 30 | 32,573 | 87 |
| 40 | 7,309 | 83 |
| 50 | 696 | 77 |
| 60 | 5,232 | 99 |
| 70 | 100 | 99 |
| Total | 45,910 | |

- More than two thirds (70.9%) of all speed related detections were on 30mph roads.
- The highest speed recorded in 2015 was 99mph; there were 4 detections made at this speed on the following roads
 - Frosses / Crankill Road Ballymena / Ballymoney (a 70mph road)
 - Glenshane Rd Maghera (a 60mph road)
 - A1 Sprucefield to Sheepbridge Road (a 60mph road)
 - A2 Belfast to Bangor Road (a 60mph road)

Table 5: Detections at Red Light Running Camera Sites

| | 2015 |
|------------------------------------|------------|
| Castle St, Belfast | 17 |
| Glenshane Rd, L'Derry | 66 |
| Middlepath St, Belfast | 69 |
| Millfield at Peter's Hill, Belfast | 140 |
| Nelson St, Belfast | 205 |
| York St, Belfast | 93 |
| Total | 590 |

- There was a decrease of 11.7% on the number of detections at red light running sites in 2015 when compared with 2014. This is mainly due to a number of the cameras being out of operation for a period of time in 2015.

Table 6: Age of drivers detected by camera type 2015

| Age of driver | Mobile Speed Cameras | Fixed Speed Cameras | SPECs (Average Speed) | Red Light Running Camera | Total |
|---------------|----------------------|---------------------|-----------------------|--------------------------|---------------|
| Under 25 | 2,589 | 1,150 | 161 | 75 | 3,975 |
| 25 - 39 | 9,001 | 2,895 | 348 | 107 | 12,351 |
| 40 - 54 | 9,939 | 2,953 | 187 | 122 | 13,201 |
| 55 - 69 | 5,487 | 1,383 | 66 | 48 | 6,984 |
| 70+ | 1,534 | 274 | 3 | 13 | 1,824 |
| Unknown | 6,142 | 1,663 | 135 | 225 | 8,165 |
| Total | 34,692 | 10,318 | 900 | 590 | 46,500 |

- Where age was known, over one third of all persons detected by the RSP in 2015 were aged 40 – 54 (34.4%), a further 32.2% were aged 25 – 39.
- Persons aged under 25 accounted for 10.4% of all those detected, where the age is known, however they account for one in five (21.0%) of all those detected by the average speed camera (SPECs) and a further one in five of those detected by a red light running camera.

Table 7: Detections by time of day

| Time of Day | 2015 |
|--------------|---------------|
| 0000-0259 | 911 |
| 0300-0559 | 447 |
| 0600-0859 | 2,708 |
| 0900-1159 | 14,984 |
| 1200-1459 | 16,160 |
| 1500-1759 | 6,388 |
| 1800-2059 | 3,523 |
| 2100-2359 | 1,379 |
| Total | 46,500 |

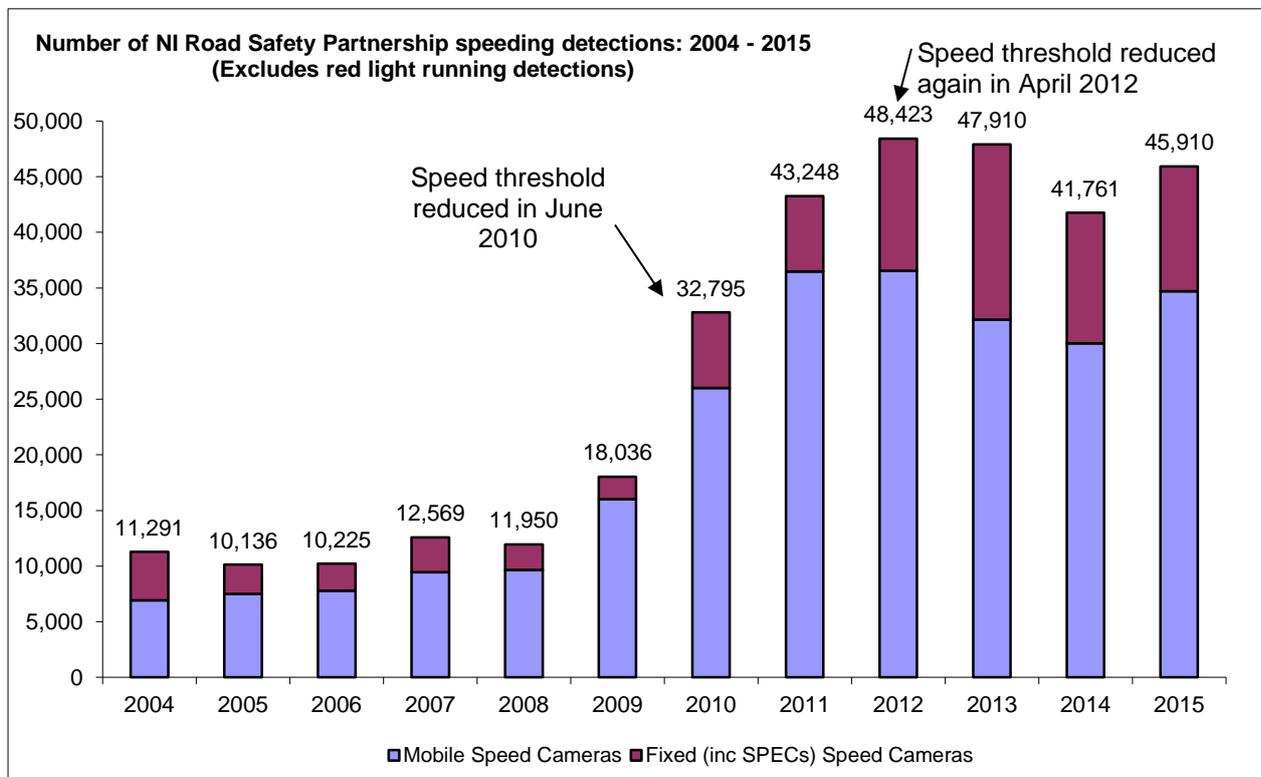
- Just over one in three detections in 2015 (34.8%) were between midday and 3pm, followed by a further one third (32.2%) between 9am and midday.

Table 8: Detections at Northern Ireland Road Safety Partnership Sites 2004 – 2015

| | Mobile Speed Cameras | Fixed Speed Cameras | SPECs (Average Speed) ⁵ | Red Light Running Camera ⁶ | Total |
|------|----------------------|---------------------|------------------------------------|---------------------------------------|--------|
| 2004 | 6,915 | 4,376 | - | - | 11,291 |
| 2005 | 7,501 | 2,635 | - | - | 10,136 |
| 2006 | 7,781 | 2,440 | 4 | - | 10,225 |
| 2007 | 9,450 | 3,095 | 24 | 109 | 12,678 |
| 2008 | 9,642 | 2,300 | 8 | 519 | 12,469 |
| 2009 | 16,016 | 2,020 | 0 | 605 | 18,641 |
| 2010 | 26,006 | 6,709 | 80 | 736 | 33,531 |
| 2011 | 36,467 | 6,651 | 130 | 363 | 43,611 |
| 2012 | 36,546 | 11,413 | 464 | 484 | 48,907 |
| 2013 | 32,154 | 15,157 | 599 | 422 | 48,332 |
| 2014 | 30,012 | 11,484 | 265 | 668 | 42,429 |
| 2015 | 34,692 | 10,318 | 900 | 590 | 46,500 |

- There was more than 4 times the number of detections in 2015 than were made 11 years ago in 2004. The main reason for this increase is because the NIRSP reduced the speed threshold at which a driver can be detected speeding (see Figure 1 below).
- The first pointed increase in the number of detections was in 2009 prior to any changes in the threshold. The main reason for this was that operators became civilianised in December 2008. Prior to this the vans were operated by PSNI officers.

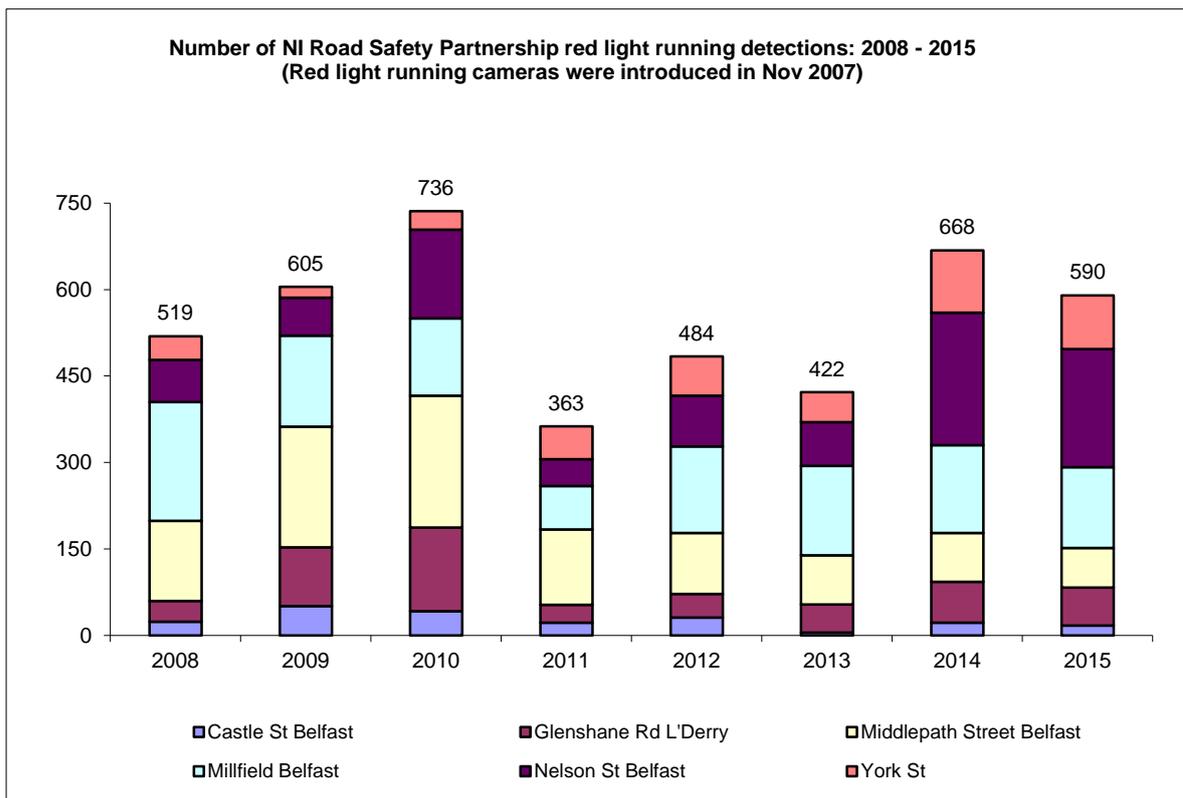
Figure 1



⁵ SPECs (Average Speed) first launched 7th August 2006

⁶ Red Light Running cameras first launched 26th November 2007

Figure 2⁷



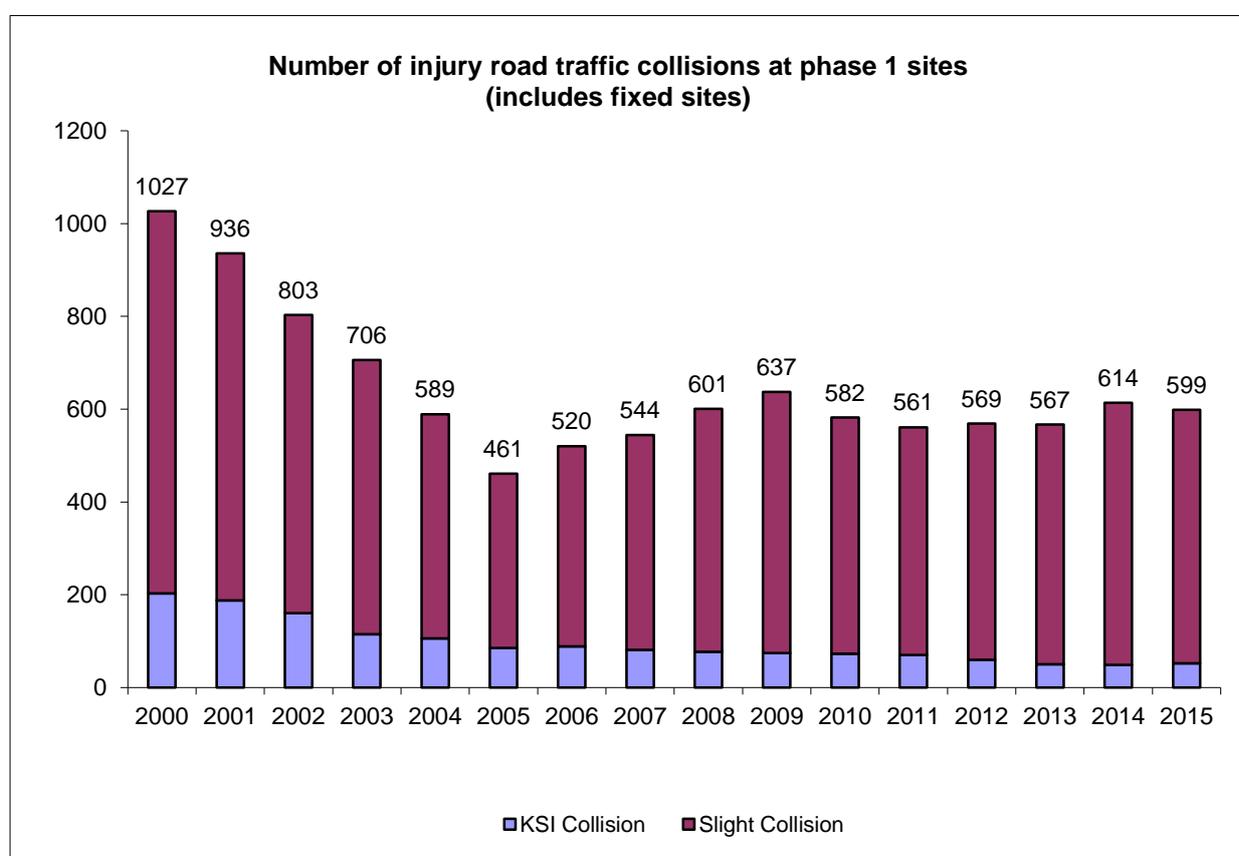
- The site that recorded the most red light running detections was at the junction of Nelson Street, Belfast where 205 drivers were detected for running the red light (34.7% of all red light running detections).

⁷ The red light running site at Glenshane Road, L'Derry launched in September 2008

Injury road traffic collisions at RSP sites

- There were 809 injury collisions recorded at safety camera sites in 2015, a decrease of 3.7% on the number recorded in 2014. There were 775 at fixed and mobile camera sites and 34 at red light running sites in 2015 compared with 818 at fixed and mobile camera sites and 22 at red light running sites in 2014. (2014 figures will differ to that previously published as collisions at phase 3 sites have now been included.)
- There were 68 KSI injury collisions recorded at safety camera sites in 2015, 4 more than in 2014. There were 67 at fixed and mobile camera sites and 1 at red light running sites in 2015, compared with 64 at fixed and mobile camera sites and 0 (zero) at red light running sites in 2014.

Figure 3

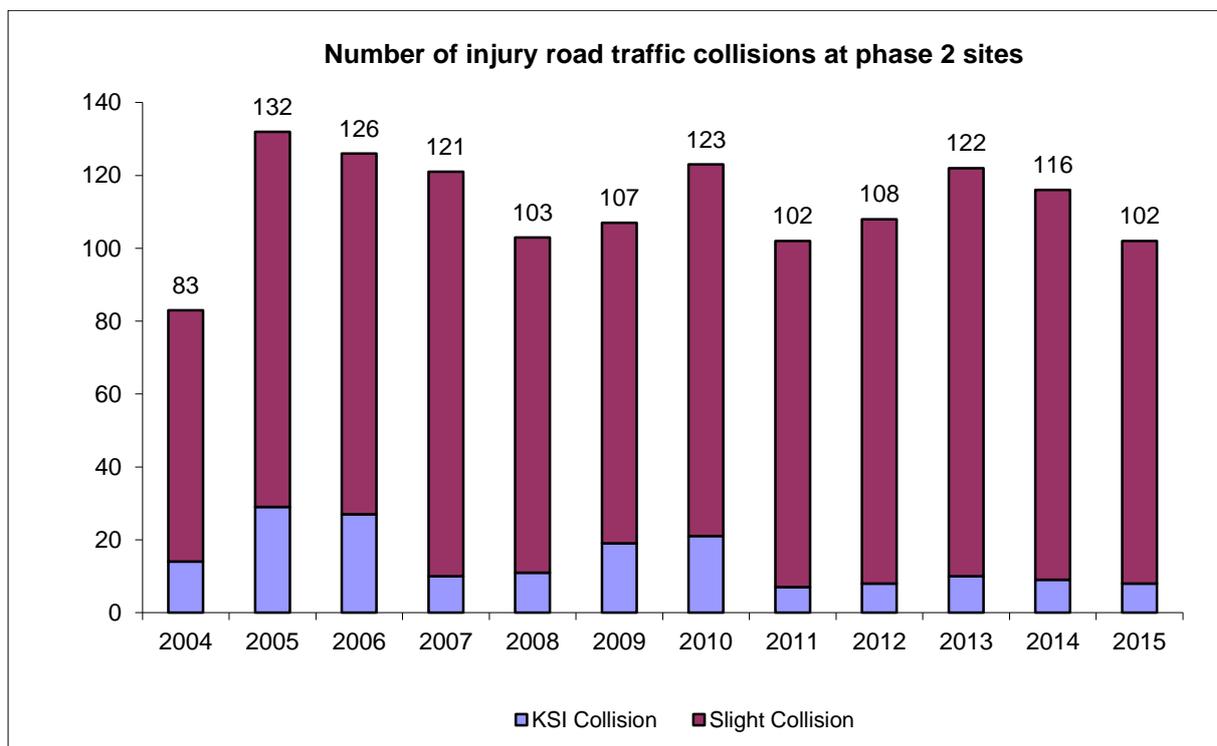


Phase 1 sites

- There were 599 injury collisions recorded at phase 1 sites in 2015, a decrease of 2.4% on the number recorded in 2014. There were 52 KSI collisions recorded at phase 1 sites in 2015, three more than in 2014.
- Looking at the collisions recorded at phase 1 RSP sites over the period 2013 – 2015 there is a reduction in KSI collisions of 72.6% at phase 1 sites when compared with the three year period prior to the launch of the Partnership (2000 – 2002). However not all of this decrease can be directly attributable to the presence of safety cameras as there also has been a general decrease in KSI collisions in Northern Ireland in the three year

period 2013 – 2015 compared with the three year period prior to the launch of Partnership (51.5%).

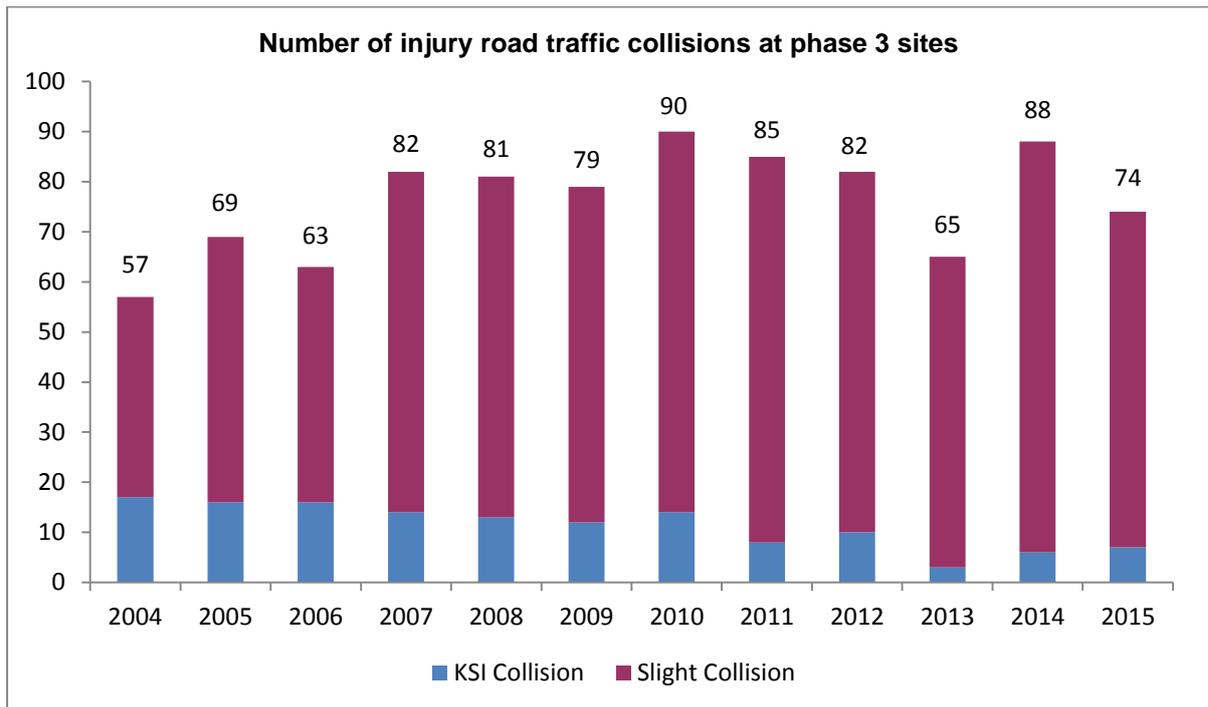
Figure 4



Phase 2 sites

- There were 102 injury collisions recorded at phase 2 sites in 2015, a 12.1% decrease on the number recorded in 2014.
- When looking at phase 2 sites over the same time period of 2013 – 2015 it shows a reduction in KSI collisions of 37.5% when compared with the three year period prior to the launch of phase 2 (2007 – 2009). As with the phase 1 sites not all of this decrease can be directly attributable to the presence of safety cameras as there also has been a general decrease in KSI collisions in Northern Ireland in the three year period 2013 – 2015 compared with the three year period prior to the launch of phase 2 (29.6%).

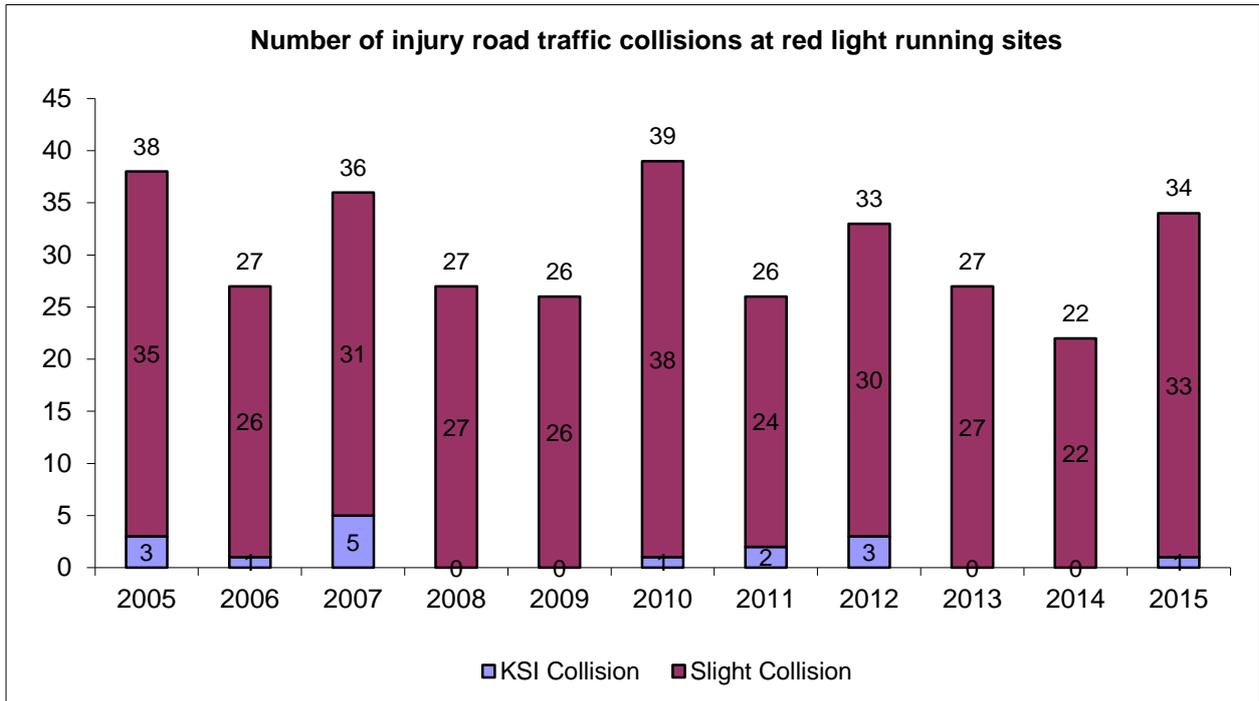
Figure 5



Phase 3 sites

- There were 74 injury collisions recorded at phase 3 sites in 2015, a 15.9% decrease on the number recorded in 2014.
- As phase 3 was only launched in late 2014 three year comparisons cannot be made. However when looking at phase 3 sites over the year 2015 it shows an increase of 4 KSI collisions when compared with 2013 (the year period prior to the launch of phase 3).

Figure 6



Red light running sites

- There were 34 injury collisions recorded at red light running sites in 2015, an increase of 12 on the 22 injury collisions recorded in 2014.

Regression to the Mean

In addition to the general decrease in injury collisions another important factor to be considered when evaluating safety camera sites is the regression to the mean (RTM) effect. This is a statistical term that refers to the fact that road traffic collisions are random events and their incidence at any location can vary over time. Due to the very nature of how safety camera sites are identified (i.e. based on their high KSI collision history over the previous 3 years) some of the sites selected could have an abnormally high level of KSI collisions by chance (randomly). Therefore when identified as a safety camera site and enforced, the same high level of KSI collisions is unlikely to be repeated in subsequent years and it is argued that KSI collisions would decrease at these sites as they ‘regress to the mean’ regardless of safety camera enforcement.

The Northern Ireland Road Safety Partnership is unable to quantify the contribution of the RTM effect as we don’t have access to all the required data variables in order to replicate the complex statistical modelling approach adopted by the Department of Transport (DfT) in their examination of the RTM effect in 2005⁸. Whilst we can’t calculate the effect of safety cameras

⁸ The National Safety Camera Programme Four Year Evaluation Report December 2005
http://webarchive.nationalarchives.gov.uk/20090104005813/http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/nscp/nscp/coll_the_national_safety_camera_program/the_national_safety_camera_program_4598

in reducing collisions in Northern Ireland, we have attempted to minimise the RTM effect by increasing the time period used to identify RSP safety camera sites (we use 5 year collision histories instead of the 3 year period normally adopted across the rest of the UK).

In the absence of a measure for the RTM effect in Northern Ireland the Northern Ireland Road Safety Partnership believe that the findings of the research conducted in 2005 for DfT in England and Wales and other similar related research would be equally applicable to the scheme in Northern Ireland. All the relevant research would indicate that whilst regression-to-mean effect does appear to account for some of the reduction in collisions at camera sites, the safety effects of the cameras still remain substantial.

Deployment

There are currently 8 highly visible mobile speed camera vans that operate 7 days a week throughout Northern Ireland at 90 permanently signed locations as well as community concern sites.

Table 9: Number of deployments by day of week and month of year

| 2015 | | | | | | | | |
|--------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Total |
| January | 20 | 68 | 56 | 46 | 54 | 65 | 42 | 351 |
| February | 28 | 67 | 57 | 53 | 62 | 56 | 28 | 351 |
| March | 16 | 59 | 68 | 37 | 30 | 43 | 35 | 288 |
| April | 27 | 39 | 42 | 57 | 66 | 49 | 35 | 315 |
| May | 37 | 51 | 40 | 53 | 44 | 59 | 46 | 330 |
| June | 21 | 52 | 56 | 44 | 32 | 42 | 26 | 273 |
| July | 27 | 36 | 45 | 59 | 64 | 57 | 21 | 309 |
| August | 28 | 55 | 40 | 35 | 50 | 43 | 41 | 292 |
| September | 20 | 45 | 56 | 71 | 42 | 36 | 32 | 302 |
| October | 19 | 58 | 52 | 51 | 60 | 52 | 55 | 347 |
| November | 26 | 58 | 47 | 43 | 49 | 45 | 20 | 288 |
| December | 14 | 22 | 45 | 35 | 42 | 24 | 11 | 193 |
| Total | 283 | 610 | 604 | 584 | 595 | 571 | 392 | 3,639 |

- There were 3,639 deployments of the NIRSP vans in 2015.
- Monday was the day of the week with the highest number of deployments (610, 16.8%), while Sunday had the lowest number (283, 7.8%).

Appendix 1: Detection breakdown by month

Detections at Northern Ireland Road Safety Partnership Sites

| | 2015 | | | | | | | | | | | | | 2014 |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total | Total |
| Mobile Speed Cameras | 2,656 | 2,719 | 2,456 | 2,885 | 3,390 | 2,752 | 3,437 | 3,434 | 3,056 | 3,614 | 2,601 | 1,692 | 34,692 | 30,012 |
| Fixed Speed Cameras | 577 | 871 | 1,073 | 1,433 | 1,280 | 931 | 739 | 512 | 256 | 895 | 877 | 874 | 10,318 | 11,484 |
| SPECs (Average Speed) | 128 | 38 | 68 | 245 | 160 | 15 | 24 | 41 | 56 | 34 | 33 | 58 | 900 | 265 |
| Red Light Running Camera | 60 | 56 | 66 | 57 | 74 | 48 | 46 | 30 | 51 | 55 | 27 | 20 | 590 | 668 |
| Total | 3,421 | 3,684 | 3,663 | 4,620 | 4,904 | 3,746 | 4,246 | 4,017 | 3,419 | 4,598 | 3,538 | 2,644 | 46,500 | 42,429 |

Detections at Fixed Camera Sites⁹

| | 2015 | | | | | | | | | | | | | 2014 |
|-------------------------------|------------|------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|------------|------------|---------------|---------------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total | Total |
| Antrim Rd, Belfast | 241 | 275 | 317 | 398 | 313 | 287 | 311 | 368 | 105 | 241 | 205 | 232 | 3,293 | 4,229 |
| Saintfield Rd, Belfast | 45 | 290 | 296 | 559 | 549 | 466 | 428 | 56 | 0 | 322 | 231 | 191 | 3,433 | 2,818 |
| Springfield Rd, Belfast | 43 | 81 | 224 | 178 | 237 | 178 | 0 | 88 | 151 | 97 | 128 | 107 | 1,512 | 2,397 |
| Upper Newtownards Rd, Belfast | 248 | 225 | 236 | 298 | 181 | 0 | 0 | 0 | 0 | 235 | 313 | 344 | 2,080 | 2,040 |
| Total | 577 | 871 | 1,073 | 1,433 | 1,280 | 931 | 739 | 512 | 256 | 895 | 877 | 874 | 10,318 | 11,484 |

Detections at SPECs (Average Speed Camera) Site

| | 2015 | | | | | | | | | | | | | 2014 |
|-----------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------------|------------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total | Total |
| SPECs (Average Speed) | 128 | 38 | 68 | 245 | 160 | 15 | 24 | 41 | 56 | 34 | 33 | 58 | 900 | 265 |

⁹ During 2015 the fixed camera sites occasionally become unserviceable and need to be repaired by specialist engineers which can affect the number of detections achieved.

Detections at Mobile Camera Sites

| | 2015 | | | | | | | | | | | | | 2014 |
|---|------|-----|-----|-----|-----|-----|------|-------|-------|-------|-----|-----|--------|-------|
| | Jan | Feb | Mar | Apr | May | Jun | July | Aug | Sep | Oct | Nov | Dec | Total | Total |
| Community Concern Site | 706 | 748 | 736 | 905 | 906 | 973 | 951 | 1,057 | 1,067 | 1,271 | 872 | 495 | 10,687 | 8,978 |
| P1 A1 Sprucefield Rbt to Sheepbridge Rd | 149 | 66 | 129 | 167 | 200 | 86 | 266 | 258 | 119 | 249 | 115 | 145 | 1,949 | 604 |
| P1 A2 Ballyreagh Rd, Portrush | - | - | - | - | - | - | - | - | - | - | - | - | - | 102 |
| P1 A2 Belfast to Bangor Road | 17 | 14 | 12 | 16 | 48 | 45 | 52 | 72 | 84 | 82 | 40 | 46 | 528 | 402 |
| P1 A2 Newcastle Rd, Kilkeel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 32 |
| P1 A20 Portaferry Rd, Kircubbin | 9 | 28 | 3 | 12 | 10 | 2 | 12 | 18 | 24 | 23 | 3 | 3 | 147 | 338 |
| P1 A25 Newry to Beleek | 0 | 0 | 42 | 0 | 0 | 55 | 0 | 0 | 32 | 0 | 0 | 0 | 129 | 0 |
| P1 A29 Cookstown Rd | 6 | 0 | 0 | 6 | 14 | 5 | 7 | 2 | 0 | 2 | 0 | 0 | 42 | 32 |
| P1 A55 Outer Ring, Belfast | 21 | 14 | 15 | 38 | 62 | 50 | 83 | 54 | 79 | 73 | 21 | 51 | 561 | 162 |
| P1 A7 Saintfield Rd/Belfast Rd, Carryduff | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| P1 A8, Larne | 52 | 89 | 46 | 11 | 79 | 64 | 38 | 79 | 15 | 17 | 30 | 35 | 555 | 527 |
| P1 Armagh - Monaghan Rd, Middletown | 25 | 23 | 15 | 34 | 30 | 30 | 42 | 18 | 56 | 36 | 16 | 13 | 338 | 183 |
| P1 Armagh Rd, Portadown | 67 | 50 | 83 | 63 | 73 | 41 | 65 | 47 | 59 | 27 | 34 | 20 | 629 | 506 |
| P1 Ballybogey Rd, Ballymoney | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| P1 Ballycastle Rd, Coleraine | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| P1 Ballyclare Rd, Glengormley | 2 | 2 | 1 | 3 | 0 | 3 | 5 | 3 | 5 | 0 | 7 | 0 | 31 | 48 |
| P1 Ballyquin Rd, Limavady | 7 | 33 | 18 | 8 | 41 | 0 | 27 | 25 | 13 | 12 | 18 | 22 | 224 | 244 |
| P1 Ballysillan Rd, Belfast | 27 | 30 | 14 | 16 | 11 | 36 | 19 | 20 | 49 | 26 | 7 | 29 | 284 | 618 |
| P1 Bangor Rd, Nards | 10 | 15 | 3 | 40 | 9 | 21 | 20 | 45 | 37 | 32 | 4 | 20 | 256 | 305 |
| P1 Bangor Ring Rd | 21 | 52 | 24 | 21 | 18 | 87 | 12 | 41 | 45 | 25 | 21 | 47 | 414 | 332 |
| P1 Castlereagh Rd, Belfast | 1 | 10 | 6 | 0 | 1 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 26 | 65 |
| P1 Cliftonville Rd, Belfast | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 |
| P1 Comber Rd, Dundonald | 0 | 0 | 0 | 0 | 61 | 32 | 66 | 34 | 42 | 39 | 17 | 9 | 300 | 0 |
| P1 Cornagrade Rd A32, Enniskillen | 18 | 18 | 20 | 37 | 9 | 24 | 11 | 21 | 11 | 23 | 35 | 14 | 241 | 362 |
| P1 Crumlin Rd, Belfast | 14 | 12 | 0 | 15 | 3 | 8 | 1 | 3 | 9 | 0 | 13 | 5 | 83 | 190 |
| P1 Culmore Rd, LDerry | 90 | 44 | 124 | 92 | 186 | 33 | 90 | 44 | 9 | 50 | 143 | 56 | 961 | 1,396 |
| P1 Donaghadee Rd, Bangor | 8 | 7 | 8 | 48 | 16 | 8 | 17 | 35 | 49 | 14 | 16 | 21 | 247 | 227 |
| P1 Doogary to Ballygawley A5 | 34 | 24 | 22 | 41 | 24 | 46 | 33 | 23 | 24 | 26 | 31 | 20 | 348 | 510 |
| P1 Drum Rd A505, Cookstown | 11 | 52 | 37 | 67 | 21 | 0 | 13 | 64 | 0 | 54 | 34 | 28 | 381 | 397 |

| | | | | | | | | | | | | | | |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|--------------|--------------|
| P1 Dublin Rd, Newry | 144 | 95 | 53 | 69 | 53 | 24 | 50 | 0 | 63 | 37 | 65 | 30 | 683 | 121 |
| P1 Dublin Road, Antrim | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 |
| P1 Dundrum Rd, Newcastle | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 1 | 1 | 0 | 13 | 9 |
| P1 Dungiven Rd, LDerry | 91 | 91 | 160 | 50 | 87 | 51 | 77 | 69 | 23 | 64 | 29 | 13 | 805 | 1,637 |
| P1 Dunhill Rd, Limavady | - | - | - | - | - | - | - | - | - | - | - | - | - | 20 |
| P1 Enniskillen - Derrylin Rd A509 | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 |
| P1 Enniskillen - Lisbellaw A4 | 4 | 10 | 0 | 2 | 9 | 3 | 3 | 6 | 11 | 10 | 6 | 2 | 66 | 75 |
| P1 Falls/Andersonstown/Stewartstown Rd, Belfast | 10 | 4 | 8 | 16 | 0 | 13 | 12 | 11 | 1 | 5 | 0 | 5 | 85 | 144 |
| P1 Foreglen Rd A6 Dungiven | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 346 |
| P1 Frosses/Crankhill Rd Ballymena/Ballymoney | 81 | 180 | 184 | 174 | 163 | 100 | 180 | 113 | 120 | 94 | 120 | 65 | 1,574 | 1,807 |
| P1 Galgorm Rd, Ballymena | 0 | 3 | 6 | 6 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 18 | 12 |
| P1 Glen Rd, Belfast | 7 | 13 | 0 | 21 | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 57 | 85 |
| P1 Glenshane Rd A6 LDerry | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 |
| P1 Glenshane Rd, Maghera | 28 | 86 | 17 | 13 | 120 | 0 | 149 | 83 | 10 | 30 | 1 | 29 | 566 | 1,339 |
| P1 Killyclougher Rd A505, Omagh | 0 | 2 | 0 | 1 | 2 | 0 | 7 | 0 | 0 | 4 | 5 | 2 | 23 | 24 |
| P1 Knockmore Rd, Lisburn | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| P1 Magherafelt Rd, Moneymore | 0 | 4 | 0 | 4 | 4 | 9 | 0 | 5 | 6 | 5 | 0 | 0 | 37 | 116 |
| P1 Malone/University/Milltown Rd, Belfast | 36 | 39 | 22 | 115 | 194 | 43 | 146 | 149 | 78 | 77 | 75 | 79 | 1,053 | 458 |
| P1 Mill Hill, Castlewellan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 4 | 16 | 21 |
| P1 Moyarget Rd, Ballycastle | 40 | 32 | 28 | 44 | 43 | 48 | 110 | 49 | 44 | 23 | 38 | 0 | 499 | 709 |
| P1 Moyarget Rd/Ballinea Rd, Ballycastle | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| P1 Newry Rd, Warrenpoint | 70 | 97 | 48 | 73 | 42 | 7 | 45 | 64 | 41 | 74 | 42 | 77 | 680 | 340 |
| P1 Old Holywood Rd, Belfast | - | - | - | - | - | - | - | - | - | - | - | - | - | 11 |
| P1 Portaferry Rd, Nards | 4 | 4 | 0 | 2 | 4 | 1 | 0 | 2 | 3 | 1 | 0 | 1 | 22 | 39 |
| P1 Saintfield Rd, Carryduff | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 2 | 8 | 10 |
| P1 Saintfield Rd, Upp Galwally, Belfast | 0 | 0 | 0 | 0 | 131 | 158 | 67 | 218 | 122 | 142 | 86 | 66 | 990 | 26 |
| P1 Scarva Rd, Banbridge | 18 | 12 | 19 | 49 | 19 | 27 | 42 | 24 | 35 | 22 | 18 | 15 | 300 | 203 |
| P1 Springfield Rd, Belfast | 1 | 42 | 50 | 0 | 18 | 103 | 0 | 32 | 21 | 50 | 27 | 21 | 365 | 433 |
| P1 Tandragee Rd, Bessbrook | - | - | - | - | - | - | - | - | - | - | - | - | - | 15 |
| P1 Tobermore Rd, Maghera | - | - | - | - | - | - | - | - | - | - | - | - | - | 60 |
| P1 Upper Lisburn Rd, Belfast | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 86 | 30 | 25 | 158 | 0 |
| P1 Warrenpoint Rd, Newry | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 |

| | | | | | | | | | | | | | | |
|-------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|
| P1 Woodburn Rd, Carrickfergus | 13 | 11 | 9 | 11 | 9 | 0 | 13 | 13 | 6 | 10 | 0 | 2 | 97 | 97 |
| P2 Antrim Rd, Belfast | 9 | 7 | 7 | 15 | 0 | 2 | 0 | 0 | 12 | 4 | 8 | 4 | 68 | 335 |
| P2 Belfast Rd, Maguiresbridge | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 12 |
| P2 Downpatrick Rd, Ardglass | - | - | - | - | - | - | - | - | - | - | - | - | - | 4 |
| P2 Gosford Rd, Tandragee | 3 | 1 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 10 | 35 |
| P2 Moorlough Rd, Lisnaskea | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| P2 North Rd, Carrickfergus | 14 | 4 | 7 | 15 | 8 | 18 | 5 | 5 | 8 | 6 | 18 | 2 | 110 | 126 |
| P2 Prince William Rd, Lisburn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P2 Prospect Rd, Carrickfergus | 45 | 19 | 20 | 12 | 6 | 6 | 0 | 21 | 6 | 16 | 5 | 11 | 167 | 156 |
| P2 Saintfield Rd, Lisburn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P2 Shore Rd Eden to Belfast | 265 | 208 | 149 | 97 | 117 | 40 | 146 | 61 | 157 | 87 | 82 | 37 | 1,446 | 2,236 |
| P3 Antrim Rd, Glengormley | 4 | 0 | 0 | 9 | 6 | 0 | 15 | 0 | 0 | 42 | 5 | 0 | 81 | 0 |
| P3 Ballynahinch Rd, Carryduff | 37 | 28 | 21 | 19 | 119 | 65 | 26 | 105 | 59 | 98 | 46 | 0 | 623 | 462 |
| P3 Balmoral Ave, Belfast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 32 | 23 | 22 | 126 | 0 |
| P3 Belmont Rd, Belfast | 30 | 12 | 39 | 77 | 0 | 30 | 174 | 98 | 76 | 185 | 74 | 24 | 819 | 594 |
| P3 Blacks Rd, Belfast | 10 | 11 | 27 | 30 | 25 | 26 | 9 | 23 | 0 | 10 | 11 | 16 | 198 | 0 |
| P3 Carnmoney Rd, Glengormely | 45 | 67 | 23 | 25 | 73 | 0 | 0 | 45 | 0 | 41 | 15 | 0 | 334 | 0 |
| P3 Castlehill Rd, Belfast | 20 | 18 | 16 | 17 | 29 | 13 | 16 | 18 | 1 | 21 | 17 | 4 | 190 | 177 |
| P3 Castlewellan Rd, Hilltown | 33 | 26 | 45 | 11 | 10 | 0 | 33 | 23 | 27 | 28 | 8 | 7 | 251 | 78 |
| P3 Clooney Rd, L'Derry | 26 | 24 | 6 | 27 | 57 | 6 | 32 | 45 | 11 | 12 | 2 | 5 | 253 | 242 |
| P3 Crawfordsburn Rd, Bangor | 5 | 7 | 10 | 12 | 11 | 35 | 20 | 14 | 3 | 33 | 6 | 0 | 156 | 184 |
| P3 Cromore Rd, Coleriane | 37 | 18 | 8 | 30 | 24 | 17 | 25 | 0 | 16 | 13 | 12 | 0 | 200 | 48 |
| P3 Crumlin Rd, Belfast | 17 | 0 | 14 | 0 | 0 | 35 | 8 | 19 | 44 | 34 | 21 | 23 | 215 | 0 |
| P3 Cushendall Rd, Ballymena | 28 | 27 | 18 | 23 | 0 | 0 | 3 | 0 | 7 | 14 | 24 | 0 | 144 | 12 |
| P3 Doagh Rd, Newtownabbey | 14 | 4 | 10 | 15 | 5 | 6 | 12 | 3 | 13 | 1 | 0 | 0 | 83 | 0 |
| P3 Donaghadee Rd, Newtownards | 9 | 42 | 12 | 20 | 18 | 55 | 22 | 26 | 40 | 29 | 10 | 6 | 289 | 0 |
| P3 Glenravel Rd, Cargan | 1 | 19 | 9 | 16 | 5 | 8 | 20 | 13 | 8 | 11 | 11 | 9 | 130 | 207 |
| P3 Kings Rd, Belfast | 25 | 10 | 7 | 37 | 116 | 51 | 92 | 93 | 52 | 26 | 126 | 3 | 638 | 0 |
| P3 Main St, Derrylin | 11 | 12 | 10 | 7 | 7 | 9 | 15 | 1 | 11 | 11 | 16 | 0 | 110 | 115 |
| P3 Old Glenarm Rd, Larne | 40 | 46 | 22 | 39 | 8 | 24 | 9 | 8 | 9 | 0 | 14 | 0 | 219 | 37 |
| P3 Rathfriland Rd, Hilltown | 11 | 8 | 0 | 11 | 0 | 7 | 0 | 0 | 9 | 0 | 10 | 0 | 56 | 43 |
| P3 Stiles Way, Antrim | 48 | 23 | 0 | 9 | 4 | 4 | 13 | 10 | 3 | 28 | 0 | 0 | 142 | 0 |
| P3 Upper Lisburn Rd, Belfast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P3 Victoria Rd, Magheramason | 1 | 0 | 3 | 0 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 2 | 14 | 4 |
| P3 Westland Rd, Belfast | 8 | 12 | 0 | 8 | 4 | 0 | 0 | 0 | 8 | 0 | 6 | 0 | 46 | 67 |
| P3 Whiterock Rd, Belfast | 1 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 |
| P3 Whitewell Rd, Belfast | 17 | 0 | 7 | 0 | 7 | 10 | 2 | 1 | 11 | 0 | 0 | 0 | 55 | 82 |
| Total | 2,656 | 2,719 | 2,456 | 2,885 | 3,390 | 2,752 | 3,437 | 3,434 | 3,056 | 3,614 | 2,601 | 1,692 | 34,692 | 30,012 |

Detections at Red Light Running Camera Sites

| | 2015 | | | | | | | | | | | | | 2014 |
|------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total | Total |
| Castle St, Belfast | 1 | 1 | 3 | 0 | 3 | 0 | 2 | 2 | 2 | 2 | 1 | 0 | 17 | 22 |
| Glenshane Rd, L'Derry | 2 | 6 | 17 | 8 | 1 | 0 | 0 | 0 | 0 | 9 | 10 | 13 | 66 | 71 |
| Middlepath St, Belfast | 10 | 15 | 5 | 0 | 0 | 0 | 0 | 2 | 6 | 16 | 10 | 5 | 69 | 85 |
| Millfield at Peter's Hill, Belfast | 22 | 14 | 18 | 19 | 16 | 15 | 11 | 8 | 7 | 8 | 0 | 2 | 140 | 152 |
| Nelson St, Belfast | 20 | 18 | 21 | 26 | 29 | 22 | 24 | 11 | 28 | 6 | 0 | 0 | 205 | 230 |
| York St, Belfast | 5 | 2 | 2 | 4 | 25 | 11 | 9 | 7 | 8 | 14 | 6 | 0 | 93 | 108 |
| Total | 60 | 56 | 66 | 57 | 74 | 48 | 46 | 30 | 51 | 55 | 27 | 20 | 590 | 668 |

Number of persons who completed a speed awareness course following a detection for speeding by NIRSP in 2015¹⁰

| | 2015 | | | | | | | | | | | | | 2014 |
|----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Total | Total |
| Speed Awareness Course Completed | 1,757 | 1,870 | 1,913 | 2,469 | 2,659 | 1,954 | 2,121 | 2,074 | 1,705 | 2,321 | 1,732 | 1,395 | 23,970 | 23,534 |

¹⁰ Figures refer to the month of detection and not the date the driver completed the course

Notes

The Northern Ireland Road Safety Partnership (NIRSP) was established in July 2003 as the Northern Ireland Safety Camera Scheme. The aim of the scheme is to reduce the number of casualties on Northern Ireland's roads through targeted enforcement at sites with a history of collisions using safety cameras.

The partnership includes both mobile and fixed speed cameras which record vehicles passing in excess of a pre-defined speed, speed enforcement camera system (SPECS) which measures average speed travelled between two cameras and red light running (RLR) cameras which record vehicles that pass through red traffic lights - hence the collective term 'safety' cameras.

The Scheme covers only those detections made by safety cameras and not detections made by PSNI officers using other speed measuring devices, e.g. Detections made using Laser, Radar or Vascar.

The enforcement of these sites is conducted by operators employed on behalf of the Northern Ireland Road Safety Partnership. The operators are trained in using the mobile cameras and operate in vans that are marked with the Northern Ireland Road Safety Partnership logo. Detections from fixed cameras and from red light running cameras under the scheme are also operated by the Northern Ireland Road Safety Partnership (and not the PSNI). The detection figures contained in this report relate solely to those enforced by the Northern Ireland Road Safety Partnership and exclude any other detections recorded by the PSNI for motoring offences outside the scheme.

Currently, there are 90 permanently signed locations at which the mobile speed camera vans can deploy, 4 fixed speed cameras, 1 average speed SPECS system and 6 red light running cameras.

The Northern Ireland Road Safety Partnership involves the co-operation of a number of government departments and agencies.

On the basis of common interest in the Partnership, delivery is overseen by the Partnership Board consisting of representatives from –

- Police Service of Northern Ireland
- Department for Infrastructure
- Department of Justice
- Northern Ireland Courts and Tribunal Service
- Northern Ireland Policing Board

Speed Enforcement Camera System (SPECS)

SPECS systems are highly visible and are mounted on over-hanging poles in pairs. The system measures the average speed which a vehicle travels between the two cameras.

Fixed Safety Cameras

Fixed safety cameras measure the speed of a vehicle at a given point. The cameras, which are marked yellow, are mounted at the roadside on grey coloured poles.

Fixed Red Light Running Cameras

Fixed red light running cameras, which are located at junctions governed by traffic lights which have a high incidence of collisions, are similar in appearance to fixed safety cameras.

Mobile Safety Camera Vehicles

There are currently eight mobile Safety Camera vehicles which utilise the latest digital photographic and laser technology to accurately measure and record vehicle speeds. The vehicles, which are clearly marked and highly visible, are used on designated routes throughout Northern Ireland.

Community Concern Sites

Community concern sites are enforced where there is a well-founded concern, raised via the Policing and Community Safety Partnerships (PCSPs) or the PSNI Area Commander, that a failure to reduce speeds will result in KSI (killed or seriously injured) collisions and that the location poses a significant risk to road safety. Once approved for enforcement, camera operators use temporary signs at these locations.

Reliability of evidence

All speed detection equipment operated by the Northern Ireland Road Safety Partnership is type approved by the Department for Infrastructure for Northern Ireland (DfI) in accordance with the provisions of Article 23 of the Road Traffic Offenders (Northern Ireland) Order 1996 before it can be used for enforcement purposes.

In order to obtain type approval, the equipment is subjected to rigorous testing to the standards set by the Home Office Scientific Development Branch.

The type approval provides a public reassurance of the equipment's accuracy and reliability. In addition, there are a range of strict procedures for operating the equipment that further assures accuracy of operation and information providing an audit trail of evidence.

Human Rights Act

In keeping with the Human Rights Act 2000, the registered keeper of a vehicle can be required to give the details of who was driving at the time the vehicle was speeding. This is not a breach of the individual's right to a fair trial.

Speed Awareness Courses

Drivers, depending on the speed at which they were detected, may be offered an opportunity to attend a Speed Awareness Course as an alternative to penalty points. The course which is available at eight locations throughout Northern Ireland and delivered and managed by an

appointed contractor must be attended within a period of 120 days from the date of detection. This method of disposal was introduced in June 2010. Certain restrictions apply to who can qualify for the speed awareness course option.

Regression to the Mean Effect

Not all of the decrease in KSI collisions can be directly attributable to the presence of safety cameras. For one thing there was a general decrease in KSI collisions in Northern Ireland in the 3 year period of January 2013 – December 2015 compared with the 3 year period prior to the launch of the Partnership (51.5%). Another potential contributory factor is the regression to the mean (RTM) effect. This is a statistical term that refers to the fact that road traffic collisions are random events and their incidence at any location can vary over time. Due to the very nature of how safety camera sites are identified (i.e. based on their high KSI collision history over the previous 3 years) some of the sites selected could have an abnormally high level of KSI collisions by chance (randomly). Therefore when identified as a safety camera site and enforced, the same high level of KSI collisions is unlikely to be repeated in subsequent years and it is argued that KSI collisions would decrease at these sites as they 'regress to the mean' regardless of safety camera enforcement.

- The NI Road Safety Partnership were unable to quantify the contribution of the RTM effect in this 3 year evaluation - we do not have the resources nor all the required data to develop a statistical model to predict the effect.
- No individual force in England & Wales would be likely to estimate the RTM effect in their evaluation of their own schemes.
- In the absence of a measure for the RTM effect in Northern Ireland, the Partnership believe that the findings of the 4 Year Evaluation Report conducted in England & Wales and other similar research would be equally applicable to the scheme in Northern Ireland: i.e. 'Whilst regression-to-mean effects does appear to account for some of the reduction in collisions at cameras, the safety effects of cameras still remain substantial'

While these reductions in KSI collisions at safety camera sites/routes are welcome, we do recognise that not all of the reduction is due solely to the use of safety cameras. There has been a general decrease in KSI collisions in the period in question and it is possible that a regression to the mean effect may also have contributed to the reduction. However, recent research in the UK indicates when these factors are controlled for; safety cameras make a substantial contribution to the reduction in collisions (thought to be a reduction of around 20% fewer collisions depending on area and camera type).

Further information

Further information including camera locations and information about speed limits are available from the NI Direct website –

[Northern Ireland Road Safety Partnership website](#)

Contact

If you have any queries regarding this report please contact -

NI RSP Statistician
Northern Ireland Road Safety Partnership
42 Montgomery Road
Belfast
BT6 9LD

You can contact the NI Road Safety Partnership by e mail:
info@nisafetypartnership.org