



2016 Statistical Report

Covering the reporting period
1st January 2016 – 31st December 2016

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The Northern Ireland Road Safety Partnership

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Introduction

This report presents key statistics relating to the activity of the Northern Ireland Road Safety Partnership (NIRSP) for the calendar year 2016. 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 87 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 (P1) 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 were introduced in 2007 while the sixth site followed in 2008. A further 10 locations were introduced in Phase 2 (P2) in 2010 that are enforced by the safety camera vehicles. Phase 3 (P3) was introduced in late 2014 and it incorporates a further 26 locations that are enforced by the safety camera vehicles.

In addition to the permanently signed locations the Partnership enforces at Community Concern sites. Community concern sites are enforced where there is a well-founded concern, raised through the local Policing and Community Safety Partnership or the PSNI Area Commander, that a failure to reduce speeds will result in collisions causing death or serious injury. Once approved for enforcement, camera operators use temporary signs at these locations.

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

This report covers statistics relating to:

- Detections by NIRSP for speeding¹
- Detections by NIRSP for red light running
- Numbers of people who have completed the speed awareness course
- Injury 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;

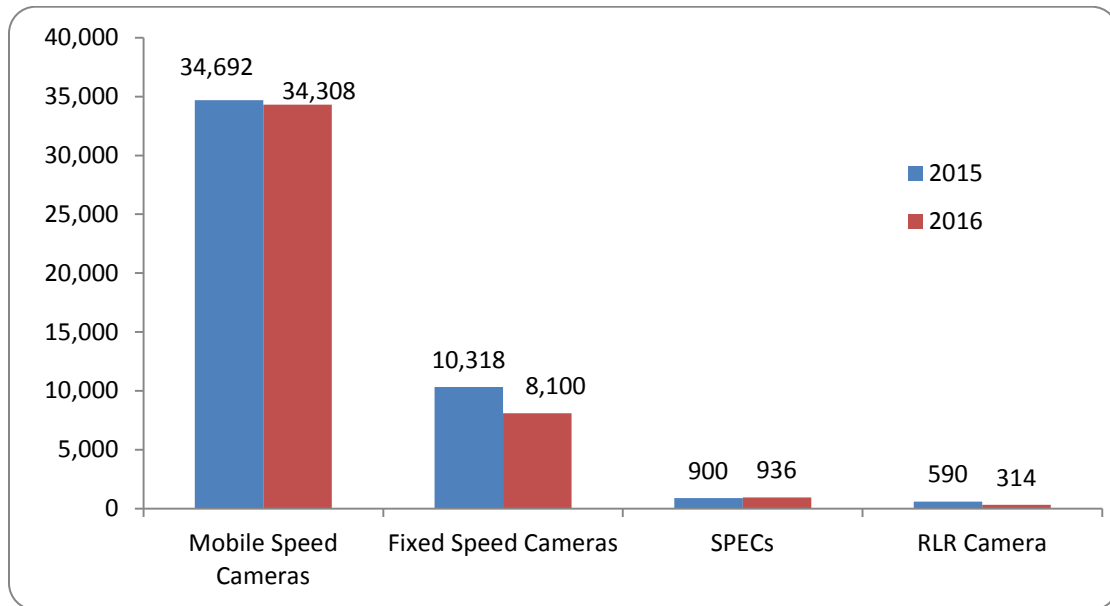
- completing a speed awareness course,
- being referred for a fixed penalty,
- being referred for prosecution.

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

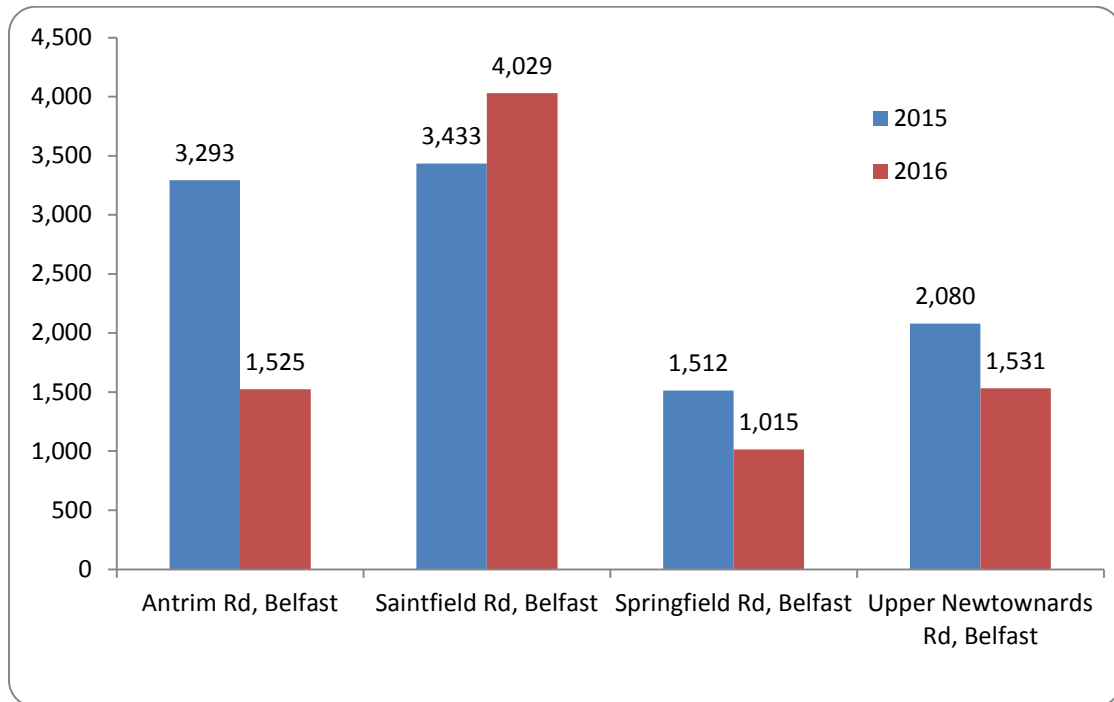
- A total of 43,658 people were detected by the Northern Ireland Road Safety Partnership in 2016 either speeding or running a red light. This was a 6.1% decrease on the number of detections in 2015 (46,500).
- The number of detections in 2016 was almost 4 times the number of detections recorded by NIRSP in 2004. This increase was primarily due to the NIRSP reductions in the threshold at which a driver can be detected speeding during 2010 and again in 2012 (see Figure 3, page 9 for more details).
- Of the 43,658 persons detected, 23,071 (52.8%) resulted in the driver attending a speed awareness course, a further 18,778 (43.0%) were referred for a fixed penalty notice (FPN) while the remaining 1,809 (4.1%) were referred to the Public Prosecution Service (PPS) for prosecution.
- Over three quarters (78.6%, 34,308) of all detections in 2016 were made by mobile speed cameras. This was up from 2015 when 74.6% of all detections were made by mobile cameras.
- Of the 8,100 drivers detected speeding by fixed cameras, the fixed site on the Saintfield Road, Belfast accounted for half of these, followed by Upper Newtownards Road, Belfast (18.9%), Antrim Road, Belfast (18.8%) and Springfield Road, Belfast (12.5%).
- The highest speed recorded in 2016 was 109mph.
- In 2016, 314 people were detected by the red light running cameras across Northern Ireland, a decrease of 46.8% compared with 2015. This decrease was most likely due to a number of the cameras being out of operation in 2016.
- There were 3,857 deployments of the Road Safety Partnership vans in 2016, a 6.0% increase on the number of deployments in 2015.
- There were 800 injury collisions recorded at safety camera sites in 2016, a decrease of 1.1% on the number recorded in 2015. There were 768 at fixed and mobile camera sites and 32 at red light running sites in 2016 compared with 775 and 34 respectively in 2015.

Figure 1: Detections at Northern Ireland Road Safety Partnership Sites



- There were 43,658 detections by the Road Safety Partnership in 2016 (approximately 120 per day). This was a decrease of 6.1% on the 46,500 detections made in 2015 (approximately 127 per day).
- Fixed camera detections decreased by 21.5% when compared with 2015. Three of the fixed cameras were out of operation for large periods of time during 2016.
- SPECs (Average Speed) camera detections increased by 4.0% in 2016 when compared with 2015.
- There was a 1.1% decrease in the number of detections at mobile cameras sites in 2016 when compared with 2015.
- Of the 43,344 speed related detections in 2016, over half of the drivers detected completed a speed awareness course (23,071, 53.2%). This was similar to previous years.

Figure 2: Detections at Fixed Camera Sites²



- The Saintfield Road, Belfast was the fixed camera site with the most detections. It accounted for half of all detections at fixed camera sites.
- July was the month with highest number of detections at fixed camera sites (1,169, 14.4%).

² During 2016 the fixed camera sites occasionally become unserviceable and needed to be repaired by specialist engineers which can affect the number of detections achieved.

Table 1: Detections at Mobile Camera Sites / Routes³

Site Description	2016
P1 A1 Sprucefield Rbt to Sheepbridge Rd	2,085
P1 A2 Belfast to Bangor Road	283
P1 A2 Bloody Bridge to Ballymartin	425
P1 A20, Greyabbey to Loughdoo Rd	89
P1 A25 Newry to Beleek	1,056
P1 A29 Cookstown Rd	36
P1 A55 Outer Ring, Belfast (Parkway to Belvoir Rd)	688
P1 A7 Saintfield Rd/Belfast Rd, Carryduff	1
P1 A8, Larne	602
P1 Armagh - Monaghan Rd, Middletown	492
P1 Armagh Rd, Portadown	550
P1 Ballyclare Rd, Glengormley	26
P1 Ballyquin Rd, Limavady	205
P1 Ballysillan Rd, Belfast	226
P1 Bangor Rd, Nards	122
P1 Bangor Ring Rd	91
P1 Castlereagh Rd, Belfast	9
P1 Cliftonville Rd, Belfast	26
P1 Comber Rd, Dundonald	141
P1 Cornagrade Rd A32, Enniskillen	352
P1 Crumlin Rd, Belfast	18
P1 Culmore Rd, LDerry	730
P1 Donaghadee Rd, Bangor	226
P1 Doogary to Ballygawley Rbt A5	247
P1 Drum Rd A505, Cookstown	71
P1 Dublin Rd, Newry	1,123
P1 Dublin Road, Antrim	4
P1 Dundrum Rd, Newcastle	6
P1 Dungiven Rd, LDerry	452
P1 Enniskillen - Lisbellaw A4	54
P1 Falls/Andersonstown/Stewartstown Rd, Belfast	56
P1 Frosses/Crankhill Rd Ballymena/Ballymoney	1,057
P1 Glen Rd, Belfast	23
P1 Glenshane Rd A6 LDerry	56
P1 Glenshane Rd, Maghera	341
P1 Killyclougher Rd A505, Omagh	7
P1 Knockmore Rd, Lisburn	0
P1 Magherafelt Rd, Moneymore	25
P1 Malone/University/Milltown Rd, Belfast	523
P1 Mill Hill, Castlewellan	79

³ Where ‘-’ is shown, it means this site was dormant throughout 2016 and no enforcement took place

P1 Moyarget Rd, Ballycastle	280
P1 Newry Rd, Warrenpoint	599
P1 Saintfield Rd, Carryduff	4
P1 Saintfield Rd, Upp Galwally, Belfast	637
P1 Scarva Rd, Banbridge	127
P1 Springfield Rd, Belfast	447
P1 Upper Lisburn Rd, Belfast	88
P1 Warrenpoint Rd, Newry	-
P1 Woodburn Rd, Carrickfergus	59
P2 Antrim Rd, Belfast	33
P2 Belfast Rd, Maguiresbridge	8
P2 Gosford Rd, Tandragee	28
P2 North Rd, Carrickfergus	42
P2 Prince William Rd, Lisburn	0
P2 Prospect Rd, Carrickfergus	46
P2 Saintfield Rd, Lisburn	5
P2 Shore Rd Eden to Belfast	1,584
P3 Antrim Rd, Glengormley	163
P3 Ballynahinch Rd, Carryduff	445
P3 Balmoral Ave, Belfast	109
P3 Belmont Rd, Belfast	543
P3 Blacks Rd, Belfast	160
P3 Carnmoney Rd, Glengormely	392
P3 Castlehill Rd, Belfast	90
P3 Castlewellan Rd, Hilltown	388
P3 Clooney Rd, L'Derry	368
P3 Crawfordsburn Rd, Bangor	89
P3 Cromore Rd, Coleriane	74
P3 Crumlin Rd, Belfast	359
P3 Cushendall Rd, Ballymena	267
P3 Doagh Rd, Newtownabbey	45
P3 Donaghadee Rd, Newtownards	102
P3 Glenravel Rd, Cargan	57
P3 Kings Rd, Belfast	295
P3 Main St, Derrylin	116
P3 Old Glenarm Rd, Larne	127
P3 Rathfriland Rd, Hilltown	137
P3 Stiles Way, Antrim	151
P3 Upper Lisburn Rd, Belfast	143
P3 Victoria Rd, Magheramason	23
P3 Westland Rd, Belfast	63
P3 Whiterock Rd, Belfast	0
P3 Whitewell Rd, Belfast	72
Community Concern Site	12,940
Total	34,308

- More than three fifths of all detections at mobile camera sites (21,368, 62.3%) in 2016 were at permanent sites and the remaining 37.7% were at community concern sites.
- The Sprucefield to Sheepbridge Road route had the most detections with 2,085 in 2016 while there were a small number of sites with no 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 2: Speeding detections by speed limit: 2016

Speed Limit (mph)	Number of detections	Highest speed recorded (mph)
30	29,851	83
40	8,097	84
50	997	79
60	4,233	104
70	166	109
Total	43,344	

- More than two thirds (68.9%) of all speed related detections were on 30mph roads.
- The highest speed recorded in 2016 was 109mph; this detection was made on A1 Sprucefield to Sheepbridge Road (a 70mph road).

Table 3: Detections at Red Light Running Camera Sites

	2016
Castle St, Belfast	4
Glenshane Rd, L'Derry	49
Middlepath St, Belfast	55
Millfield at Peter's Hill, Belfast	97
Nelson St, Belfast	109
York St, Belfast	0
Total	314

- There was a decrease of 46.8% on the number of detections at red light running sites in 2016 when compared with 2015. This was mainly due to a number of the cameras being out of operation for a period of time in 2016.

Table 4: Age of drivers detected by camera type 2016

Age of driver	Mobile Speed Cameras	Fixed Speed Cameras	SPECs (Average Speed)	Red Light Running Camera	Total
Under 25	2,513	995	149	22	3,679
25 - 39	9,382	2,388	367	80	12,217
40 - 54	9,967	2,285	230	65	12,547
55 - 69	5,893	1,147	65	32	7,137
70+	1,631	206	10	11	1,858
Unknown	4,922	1,079	115	104	6,220
Total	34,308	8,100	936	314	43,658

- Where age was known, over one third of all persons detected by the RSP in 2016 were aged 40 – 54 (33.5%), a further 32.6% were aged 25 – 39, and this was similar to the age breakdown in 2015.
- Persons aged under 25 accounted for 9.8% of all those detected, where the age was known, however they accounted for almost one in five (18.1%) of all those detected by the average speed camera (SPECs).

Table 5: Detections by time of day

Time of Day	2016
0000-0259	676
0300-0559	399
0600-0859	3,197
0900-1159	14,166
1200-1459	13,633
1500-1759	6,960
1800-2059	3,517
2100-2359	1,110
Total	43,658

- Just under one in three detections in 2016 (32.4%) were between 9am and midday, followed by a further 31.2% between midday and 3pm.

Table 6: Detections at Northern Ireland Road Safety Partnership Sites 2004 – 2016

	Mobile Speed Cameras	Fixed Speed Cameras	SPECs (Average Speed) ⁴	Red Light Running Camera ⁵	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
2016	34,308	8,100	936	314	43,658

- There was almost 4 times the number of detections in 2016 than were made 11 years ago in 2004. The main reason for this increase was the reduction in the speed threshold at which a driver can be detected speeding (see Figure 1 below).
- The first marked 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 camera vans were operated by PSNI officers.
- By way of further context, Northern Ireland Transport Statistics (Department of Infrastructure) show that the number of vehicles licensed in Northern Ireland increased by 5% over the period 2011 to 2015 (the latest year currently available). During the same period, total detections at NI RSP sites increased by almost 7%. The chart below provides further information on factors contributing to changes in detection levels over recent years.

⁴ SPECs (Average Speed) first launched 7th August 2006

⁵ Red Light Running cameras first launched 26th November 2007

Figure 3: Number of NI Road Safety Partnership speeding detections 2004 – 2016 (Excludes red light running detections)

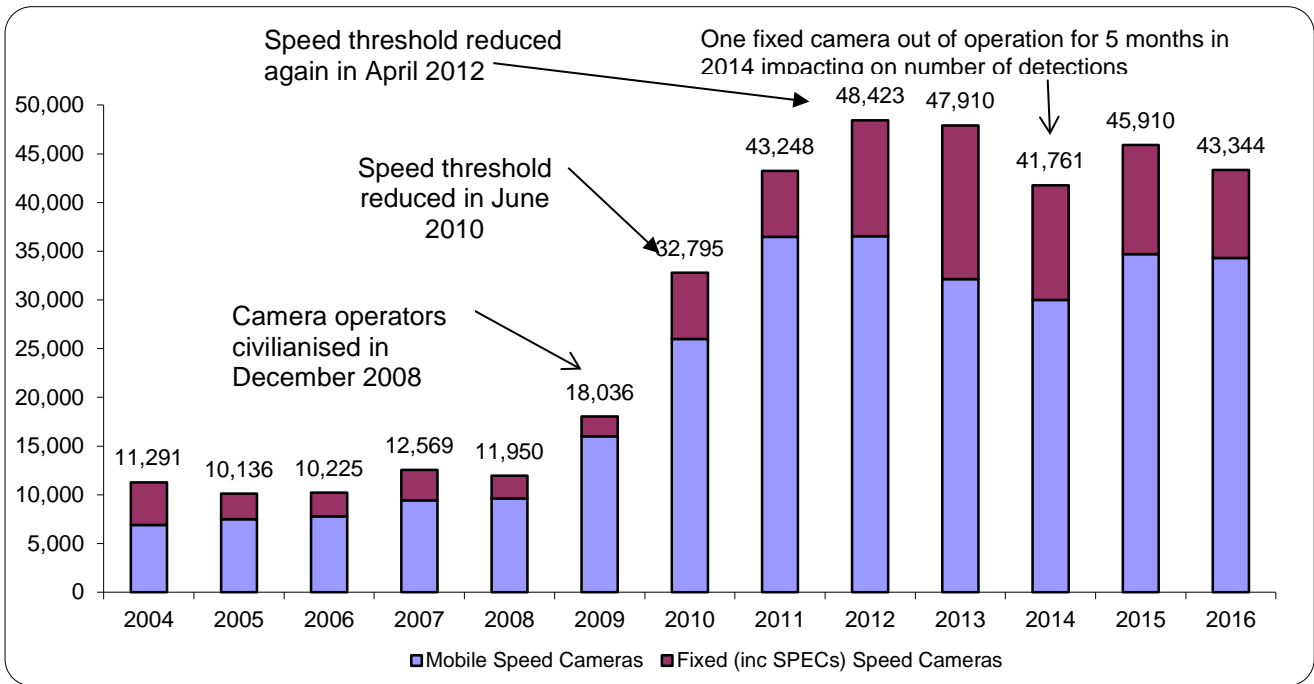
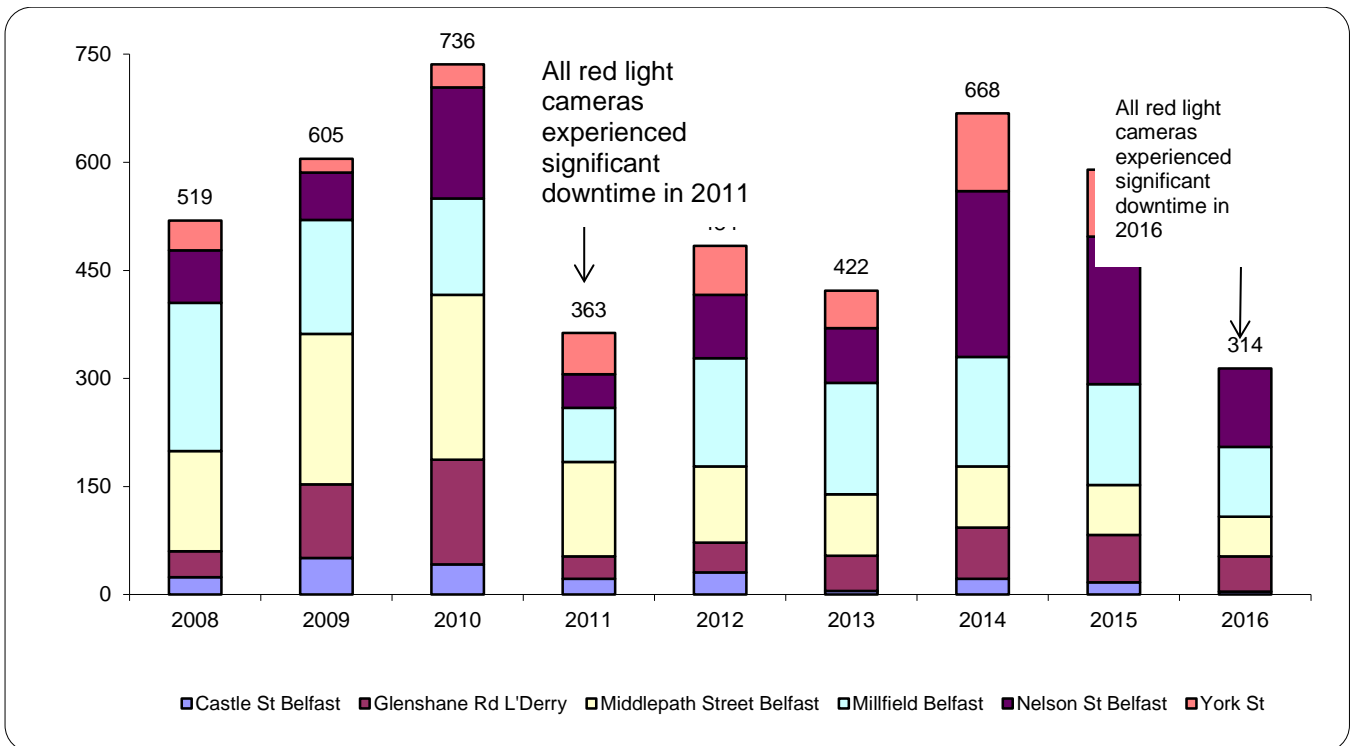


Figure 4⁶: Number of NI Road Safety Partnership red light running detections: 2008 – 2016 (Red light running cameras were introduced in Nov 2007)



- The site that recorded the most red light running detections was at the junction of Nelson Street, Belfast where 109 drivers were detected for running the red light (34.7% of all red light running detections).

⁶ The red light running site at Glenshane Road, Londonderry launched in September 2008

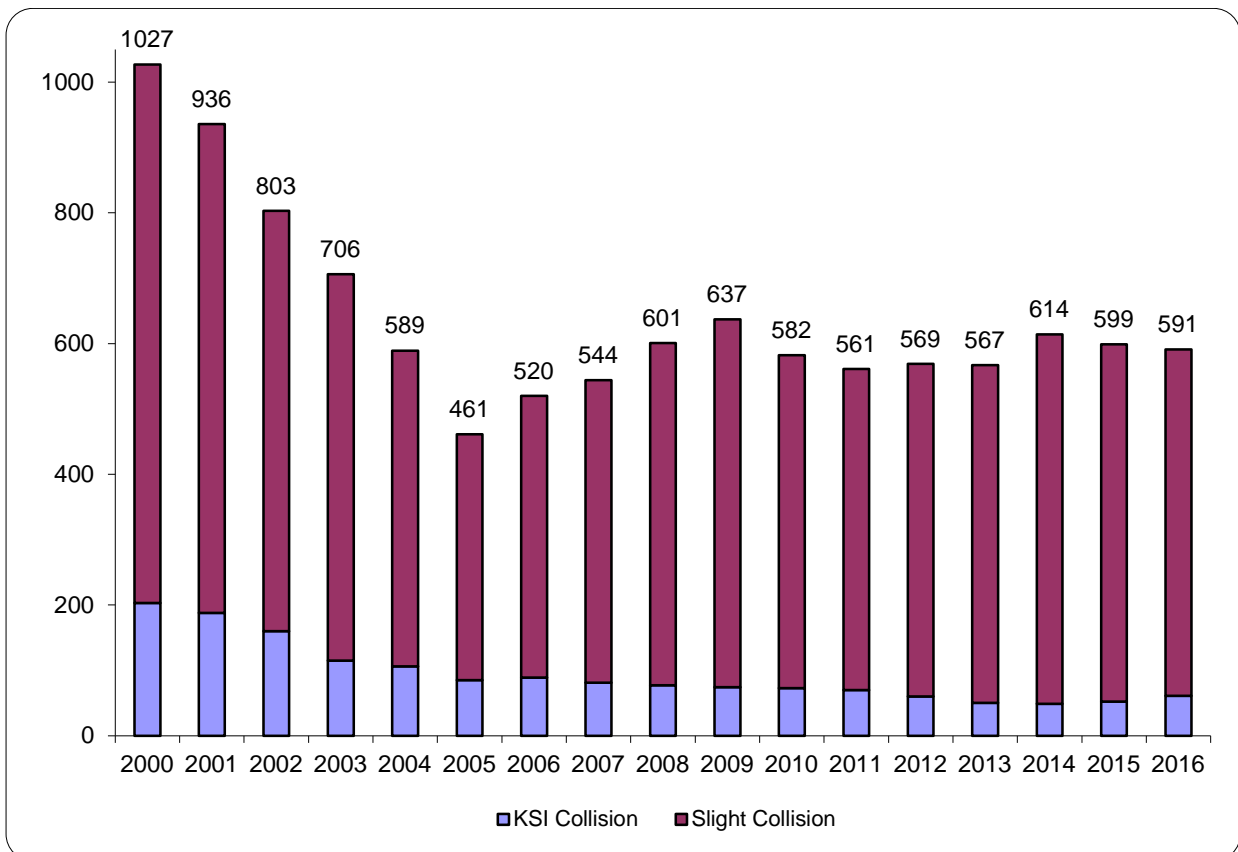
Injury road traffic collisions at RSP sites

- There were 800 injury collisions recorded at safety camera sites in 2016, a decrease of 1.1% on the number recorded in 2015. There were 768 at fixed and mobile camera sites and 32 at red light running sites in 2016 compared with 775 at fixed and mobile camera sites and 34 at red light running sites in 2015.
- There were 83 fatal or serious (KSI) injury collisions recorded at safety camera sites in 2016, a 22.1% increase on the 68 recorded in 2015. All of these were at fixed and mobile camera sites while none occurred at red light running sites in 2016, compared with 67 at fixed and mobile camera sites and 1 at red light running sites in 2015.

Phase 1 sites

- There were 591 injury collisions recorded at phase 1 sites in 2016, a decrease of 1.3% on the number recorded in 2015. There were 61 KSI collisions recorded at phase 1 sites in 2016, a 17.3% increase on the number of KSI collisions in 2015.
- Looking at the collisions recorded at phase 1 RSP sites over the period 2014 – 2016 there was a reduction in KSI collisions of 70.6% 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 was also a general decrease (49.4%) in KSI collisions in Northern Ireland when the same three year periods are compared.

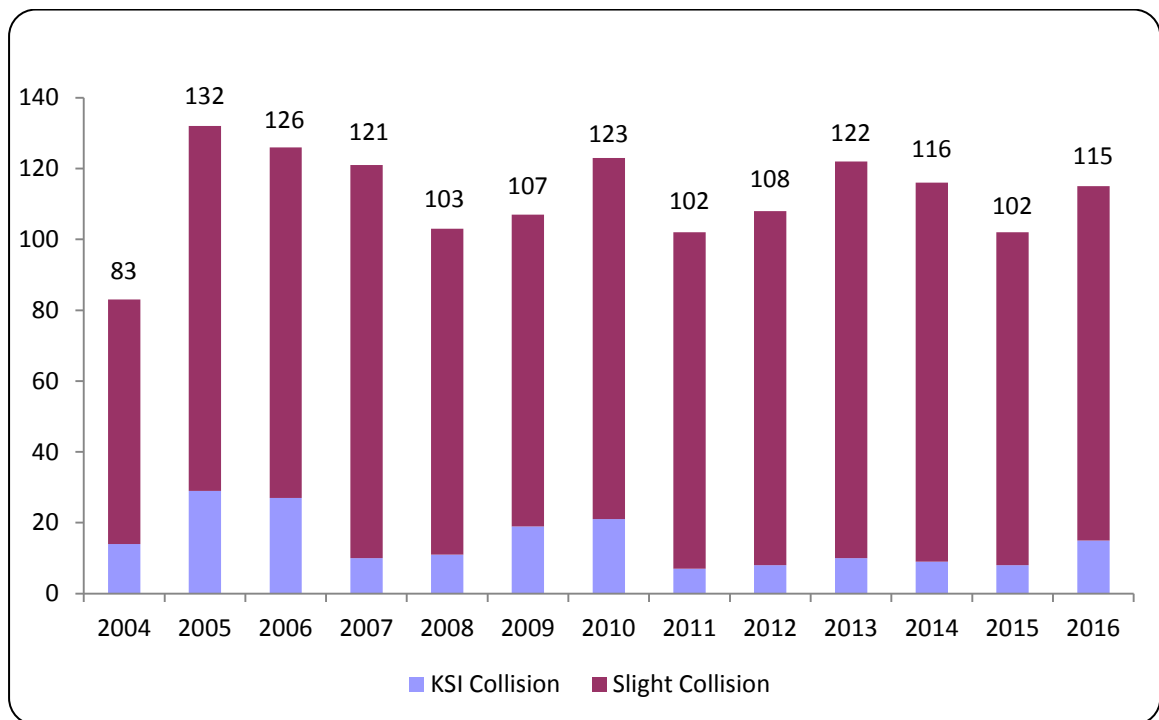
Figure 5: Number of injury road traffic collisions at phase 1 sites (includes fixed sites)



Phase 2 sites

- There were 115 injury collisions recorded at phase 2 sites in 2016, a 12.7% increase on the number recorded in 2015.
- When looking at phase 2 sites over the same time period of 2014 – 2016 it showed a reduction in KSI collisions of 20.0% 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 2014 – 2016 compared with the three year period prior to the launch of phase 2 (26.5%).

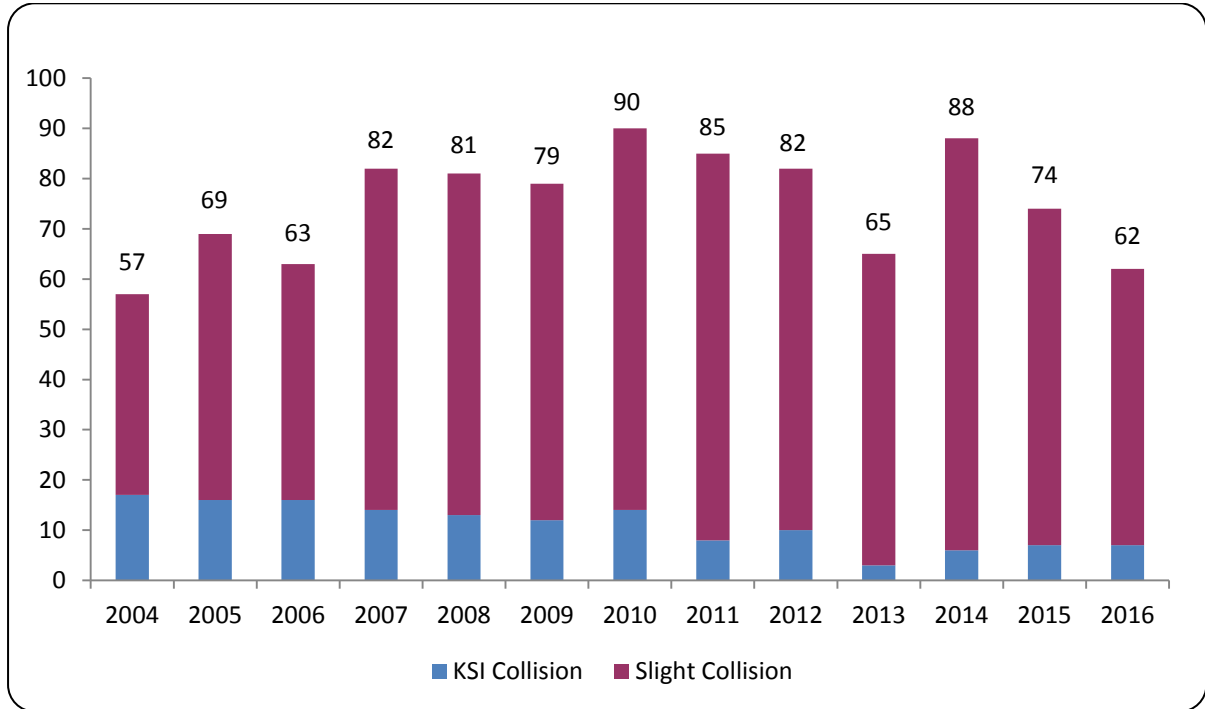
Figure 6: Number of injury road traffic collisions at phase 2 sites



Phase 3 sites

- There were 62 injury collisions recorded at phase 3 sites in 2016, a 16.2% decrease on the number recorded in 2015.
- As phase 3 was only launched in late 2014 three year comparisons cannot be made. However, looking at phase 3 sites over the year 2016 showed an increase of 4 KSI collisions when compared with 2013 (the year period prior to the launch of phase 3).

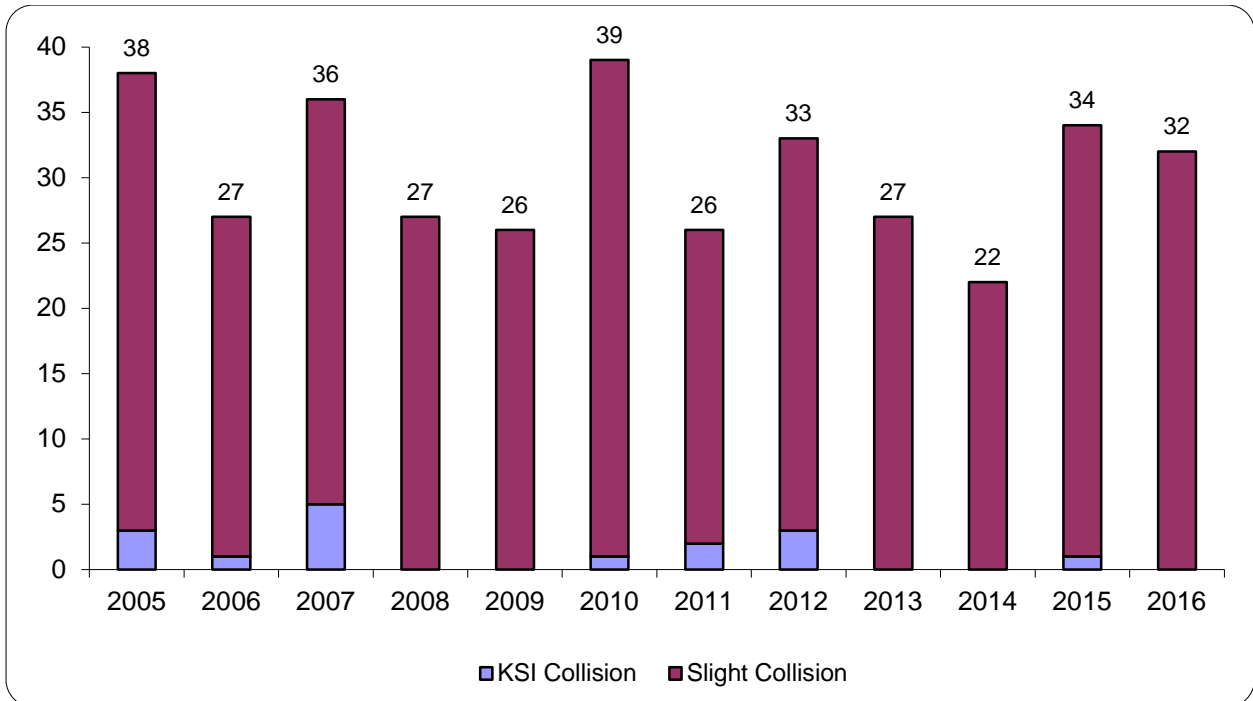
Figure 7: Number of injury road traffic collisions at phase 3 sites



Red light running sites

- There were 32 injury collisions recorded at red light running sites in 2016, a decrease of 2 on the 34 injury collisions recorded in 2015.

Figure 8: Number of injury road traffic collisions at red light running site



Regression to the Mean

While these reductions in KSI collisions at safety camera sites/routes are welcome, it is recognised 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. (see notes for more detail). 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).

The Northern Ireland Road Safety Partnership is unable to quantify the contribution of the RTM effect due to lack of 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 2005⁷. Whilst the effect of safety cameras in reducing collisions in Northern Ireland cannot be calculated, attempts have been made to minimise the RTM effect, by increasing the time period used to identify RSP safety camera sites (5 year collision histories are used instead of the 3 year period normally adopted across the rest of the UK).

⁷ 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_prog/the_national_safety_camera_prog4598

Deployment

There are currently 8 highly visible mobile speed camera vans that operate 7 days a week throughout Northern Ireland at 87 permanently signed locations as well as community concern sites.

Table 7: Number of deployments by day of week and month of year

2016								
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
January	45	43	45	25	57	48	34	297
February	28	65	55	43	39	47	28	305
March	24	39	66	61	57	48	28	323
April	35	58	53	61	52	78	31	368
May	26	66	61	46	43	34	32	308
June	29	46	48	57	66	62	17	325
July	14	30	24	41	41	56	37	243
August	15	59	60	57	60	54	30	335
September	17	53	50	40	77	70	39	346
October	45	60	57	56	49	45	34	346
November	23	52	83	73	56	51	22	360
December	22	38	44	43	54	60	40	301
Total	323	609	646	603	651	653	372	3,857

- There were 3,857 deployments of the NIRSP vans in 2016.
- Friday was the day of the week with the highest number of deployments (653, 16.9%), while Sunday had the lowest number (323, 8.4%).

Appendix 1: Detection breakdown by month, 2016

Detections at Northern Ireland Road Safety Partnership Sites

	2016													2015
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Mobile Speed Cameras	2,556	2,516	2,735	3,375	3,568	2,717	2,731	3,645	2,612	2,880	3,234	1,739	34,308	34,692
Fixed Speed Cameras	778	591	684	538	637	820	1,169	618	552	639	534	540	8,100	10,318
SPECs (Average Speed)	41	45	72	74	55	155	102	130	79	64	79	40	936	900
Red Light Running Cameras	14	10	6	3	0	23	31	50	43	32	50	52	314	590
Total	3,389	3,162	3,497	3,990	4,260	3,715	4,033	4,443	3,286	3,615	3,897	2,371	43,658	46,500

Detections at Fixed Camera Sites⁸

	2016													2015
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Antrim Rd, Belfast	183	84	219	192	240	201	280	126	0	0	0	0	1,525	3,293
Saintfield Rd, Belfast	236	260	334	341	397	428	464	364	330	377	281	217	4,029	3,433
Springfield Rd, Belfast	129	100	113	5	0	174	148	0	0	134	97	115	1,015	1,512
Upper Newtownards Rd, Belfast	230	147	18	0	0	17	277	128	222	128	156	208	1,531	2,080
Total	778	591	684	538	637	820	1,169	618	552	639	534	540	8,100	10,318

Detections at SPECs (Average Speed Camera) Site

	2016													2015
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
SPECs (Average Speed)	41	45	72	74	55	155	102	130	79	64	79	40	936	900

⁸ During 2016 the fixed camera sites occasionally become unserviceable and needed to be repaired by specialist engineers which can affect the number of detections achieved.

Detections at Mobile Camera Sites

	2016													2015
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
P1 A1 Sprucefield Rbt to Sheepbridge Rd	67	197	186	125	331	208	244	223	151	137	166	50	2,085	1,949
P1 A2 Belfast to Bangor Road	50	29	30	6	8	28	54	40	4	0	7	27	283	528
P1 A2 Bloody Bridge to Ballymartin	15	12	26	19	60	12	59	31	29	70	60	32	425	4
P1 A20, Greyabbey to Loughdoo Rd	12	0	13	19	0	0	5	25	15	0	0	0	89	147
P1 A25 Newry to Beleek	14	32	32	161	201	54	20	108	72	123	185	54	1,056	129
P1 A29 Cookstown Rd	0	6	2	7	2	4	3	1	2	0	7	2	36	42
P1 A55 Outer Ring, Belfast (Parkway to Belvoir Rd)	22	39	26	14	15	28	197	122	47	38	126	14	688	561
P1 A7 Saintfield Rd/Belfast Rd, Carryduff	1	0	0	0	0	0	0	0	0	0	0	0	1	1
P1 A8, Larne	11	28	51	68	93	104	22	55	31	49	67	23	602	555
P1 Armagh - Monaghan Rd, Middletown	19	14	19	78	57	63	50	41	40	45	36	30	492	338
P1 Armagh Rd, Portadown	31	12	2	94	39	65	59	44	69	49	52	34	550	629
P1 Ballyclare Rd, Glengormley	2	0	6	4	0	1	6	3	0	0	3	1	26	31
P1 Ballyquin Rd, Limavady	8	50	19	18	22	16	6	22	0	34	10	0	205	224
P1 Ballysillan Rd, Belfast	30	41	25	22	8	0	12	27	0	20	36	5	226	284
P1 Bangor Rd, Nards	16	2	16	14	7	22	3	26	12	4	0	0	122	256
P1 Bangor Ring Rd	2	0	0	23	9	9	0	15	8	25	0	0	91	414
P1 Castlereagh Rd, Belfast	0	1	0	0	0	2	0	6	0	0	0	0	9	26
P1 Cliftonville Rd, Belfast	0	0	8	0	0	0	2	0	10	4	2	0	26	5
P1 Comber Rd, Dundonald	23	7	42	2	0	5	20	11	5	0	0	26	141	300
P1 Cornagrade Rd A32, Enniskillen	37	26	47	23	29	49	10	30	27	56	18	0	352	241
P1 Crumlin Rd, Belfast	3	0	0	0	6	4	0	0	1	4	0	0	18	83
P1 Culmore Rd, LDerry	66	68	101	115	95	32	29	28	22	27	77	70	730	961
P1 Donaghadee Rd, Bangor	38	30	29	11	16	8	34	11	18	1	0	30	226	247
P1 Doogary to Ballygawley Rbt A5	17	9	17	20	23	26	24	24	28	45	14	0	247	348

P1 Drum Rd A505, Cookstown	12	25	19	15	0	0	0	0	0	0	0	0	71	381
P1 Dublin Rd, Newry	147	125	41	29	113	54	160	135	146	68	71	34	1,123	683
P1 Dublin Road, Antrim	0	0	0	0	0	0	0	0	0	2	1	1	4	1
P1 Dundrum Rd, Newcastle	0	0	0	2	0	1	0	1	0	1	0	1	6	13
P1 Dungiven Rd, LDerry	79	20	57	62	33	40	9	67	15	23	33	14	452	805
P1 Enniskillen - Lisbellaw A4	4	1	3	2	6	5	0	19	9	3	2	0	54	66
P1 Falls/Andersonstown/Stewartstown Rd, Belfast	7	6	0	9	2	2	4	6	0	1	10	9	56	85
P1 Frosses/Crankhill Rd Ballymena/Ballymoney	72	101	137	122	156	55	35	78	97	73	83	48	1,057	1,574
P1 Glen Rd, Belfast	0	0	7	5	0	4	0	0	1	2	4	0	23	57
P1 Glenshane Rd A6 LDerry	0	0	0	0	0	0	0	29	13	12	1	1	56	-
P1 Glenshane Rd, Maghera	38	48	11	4	30	58	21	49	0	76	3	3	341	566
P1 Killyclougher Rd A505, Omagh	0	0	4	2	0	0	0	0	0	1	0	0	7	23
P1 Knockmore Rd, Lisburn	0	0	0	0	0	0	0	0	0	0	0	0	0	1
P1 Magherafelt Rd, Moneymore	0	0	2	11	0	0	1	8	2	1	0	0	25	37
P1 Malone/University/Milltown Rd, Belfast	14	45	32	37	13	17	111	127	49	24	54	0	523	1,053
P1 Mill Hill, Castlewellingan	8	24	0	4	0	16	7	9	1	2	0	8	79	16
P1 Moyarget Rd, Ballycastle	34	18	19	14	48	32	10	13	43	8	37	4	280	499
P1 Newry Rd, Warrenpoint	56	60	48	7	45	45	47	57	103	52	36	43	599	680
P1 Saintfield Rd, Carryduff	1	0	0	1	0	0	0	1	1	0	0	0	4	8
P1 Saintfield Rd, Upp Galwally, Belfast	21	26	68	67	7	81	145	61	19	81	43	18	637	990
P1 Scarva Rd, Banbridge	13	14	23	27	29	21	0	0	0	0	0	0	127	300
P1 Springfield Rd, Belfast	45	18	53	33	33	37	26	77	32	48	45	0	447	365
P1 Upper Lisburn Rd, Belfast	0	17	0	6	3	3	26	8	8	0	17	0	88	158
P1 Warrenpoint Rd, Newry	-	-	-	-	-	-	-	-	-	-	-	-	-	-
P1 Woodburn Rd, Carrickfergus	5	6	8	23	0	4	0	0	3	1	0	9	59	97
P2 Antrim Rd, Belfast	0	0	1	0	10	0	0	0	15	0	7	0	33	68
P2 Belfast Rd, Maguiresbridge	0	0	1	4	0	1	0	0	1	1	0	0	8	6
P2 Gosford Rd, Tandragee	0	0	3	8	6	1	2	1	2	2	1	2	28	10
P2 North Rd, Carrickfergus	0	0	21	9	2	2	0	0	8	0	0	0	42	110
P2 Prince William Rd, Lisburn	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P2 Prospect Rd, Carrickfergus	3	5	0	11	24	3	0	0	0	0	0	0	46	167

P2 Saintfield Rd, Lisburn	0	0	0	1	2	0	0	0	1	1	0	0	5	0
P2 Shore Rd Eden to Belfast	142	127	164	75	67	157	122	203	126	166	151	84	1,584	1,446
P3 Antrim Rd, Glengormley	10	9	12	36	13	0	0	12	7	20	30	14	163	81
P3 Ballynahinch Rd, Carryduff	74	28	48	35	50	46	34	4	45	26	40	15	445	623
P3 Balmoral Ave, Belfast	13	1	19	18	2	5	19	0	28	0	4	0	109	126
P3 Belmont Rd, Belfast	10	55	30	0	38	76	40	89	118	27	34	26	543	819
P3 Blacks Rd, Belfast	23	15	4	13	10	20	9	25	15	16	5	5	160	198
P3 Carnmoney Rd, Glengormely	9	27	16	85	50	18	8	45	16	39	49	30	392	334
P3 Castlehill Rd, Belfast	0	5	1	3	9	12	17	19	7	4	6	7	90	190
P3 Castlewellan Rd, Hilltown	14	29	0	40	52	34	21	32	69	54	25	18	388	251
P3 Clooney Rd, L'Derry	11	10	28	45	89	17	32	57	0	26	15	38	368	253
P3 Crawfordsburn Rd, Bangor	30	13	5	0	5	1	17	10	2	0	0	6	89	156
P3 Cromore Rd, Coleriane	7	0	5	12	14	0	0	7	10	13	0	6	74	200
P3 Crumlin Rd, Belfast	51	29	17	28	58	16	15	10	35	35	51	14	359	215
P3 Cushendall Rd, Ballymena	17	22	16	12	30	41	0	25	38	34	23	9	267	144
P3 Doagh Rd, Newtownabbey	3	0	8	1	8	4	5	0	2	3	10	1	45	83
P3 Donaghadee Rd, Newtownards	11	0	7	4	4	6	7	37	1	8	0	17	102	289
P3 Glenravel Rd, Cargan	0	0	4	0	7	13	0	5	6	14	1	7	57	130
P3 Kings Rd, Belfast	32	34	6	28	112	1	33	1	6	4	14	24	295	638
P3 Main St, Derrylin	16	4	10	14	10	11	9	7	20	4	9	2	116	110
P3 Old Glenarm Rd, Larne	16	5	8	34	0	8	0	24	14	3	13	2	127	219
P3 Rathfriland Rd, Hilltown	3	0	7	20	4	0	0	6	23	36	26	12	137	56
P3 Stiles Way, Antrim	33	4	13	4	16	0	20	15	20	14	8	4	151	142
P3 Upper Lisburn Rd, Belfast	11	0	12	7	11	11	15	28	25	5	15	3	143	0
P3 Victoria Rd, Magheramason	0	1	2	4	2	7	0	4	0	1	2	0	23	14
P3 Westland Rd, Belfast	7	3	7	2	7	0	12	3	5	10	7	0	63	46
P3 Whiterock Rd, Belfast	0	0	0	0	0	0	0	0	0	0	0	0	0	15
P3 Whitewell Rd, Belfast	20	2	0	12	5	10	5	3	0	4	11	0	72	55
Community Concern Site	950	931	1,031	1,485	1,312	981	828	1,335	814	1,100	1,371	802	12,940	10,687
Total	2,556	2,516	2,735	3,375	3,568	2,717	2,731	3,645	2,612	2,880	3,234	1,739	34,308	34,692

Detections at Red Light Running Camera Sites

	2016													2015
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total ⁹	Total
Castle St, Belfast	0	0	1	3	0	0	0	0	0	0	0	0	4	17
Glenshane Rd, L'Derry	7	0	0	0	0	2	9	8	3	4	6	10	49	66
Middlepath St, Belfast	5	0	0	0	0	1	17	5	11	7	3	6	55	69
Millfield at Peter's Hill, Belfast	1	0	5	0	0	0	3	11	9	12	27	29	97	140
Nelson St, Belfast	1	10	0	0	0	20	2	26	20	9	14	7	109	205
York St, Belfast	0	0	0	0	0	0	0	0	0	0	0	0	0	93
Total	14	10	6	3	0	23	31	50	43	32	50	52	314	590

Number of persons who completed a speed awareness course following a detection for speeding by NIRSP¹⁰

	2016													2015
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Speed Awareness Course Completed	1,774	1,676	1,887	2,021	2,203	1,949	2,123	2,399	1,757	1,871	2,105	1,306	23,071	23,970

⁹ A number of the cameras were out of operation for a period of time in 2016.

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. 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 87 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 2014 – December 2016 compared with the 3 year period prior to the launch of the Partnership (49.4%). 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 – due to insufficient resources and lack of 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'

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 -

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