



2017 Statistical Report

Covering the reporting period
1st January 2017 – 31st December 2017

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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 2017. 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 86 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 were enforced by the safety camera vehicles. Phase 3 (P3) was introduced in late 2014 and incorporated a further 26 locations that were 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;

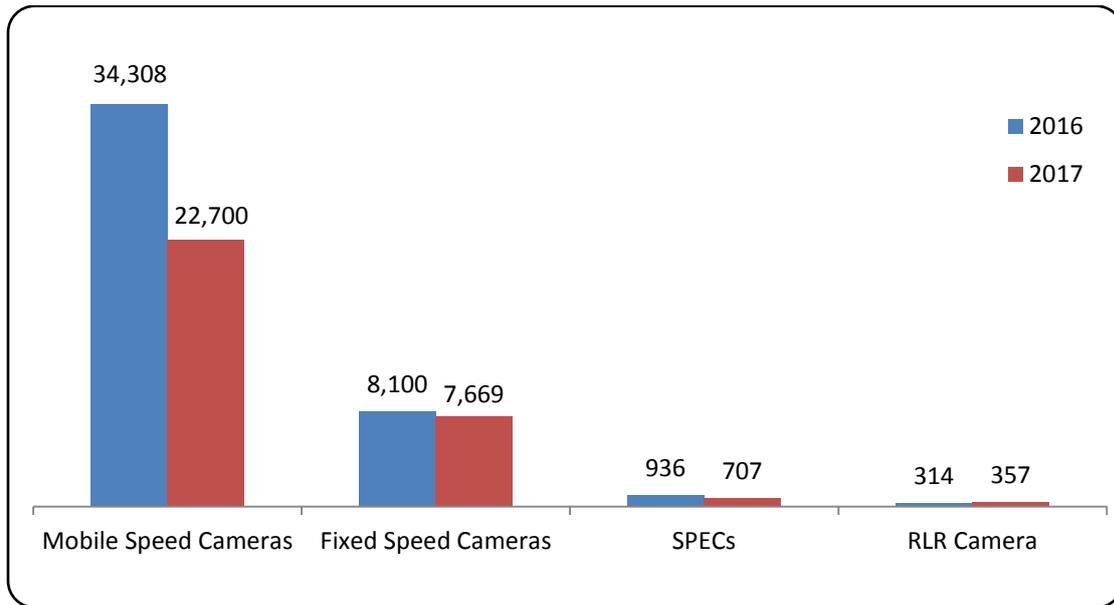
- completing a speed awareness course,
- being referred for a fixed penalty,
- being referred for prosecution.

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

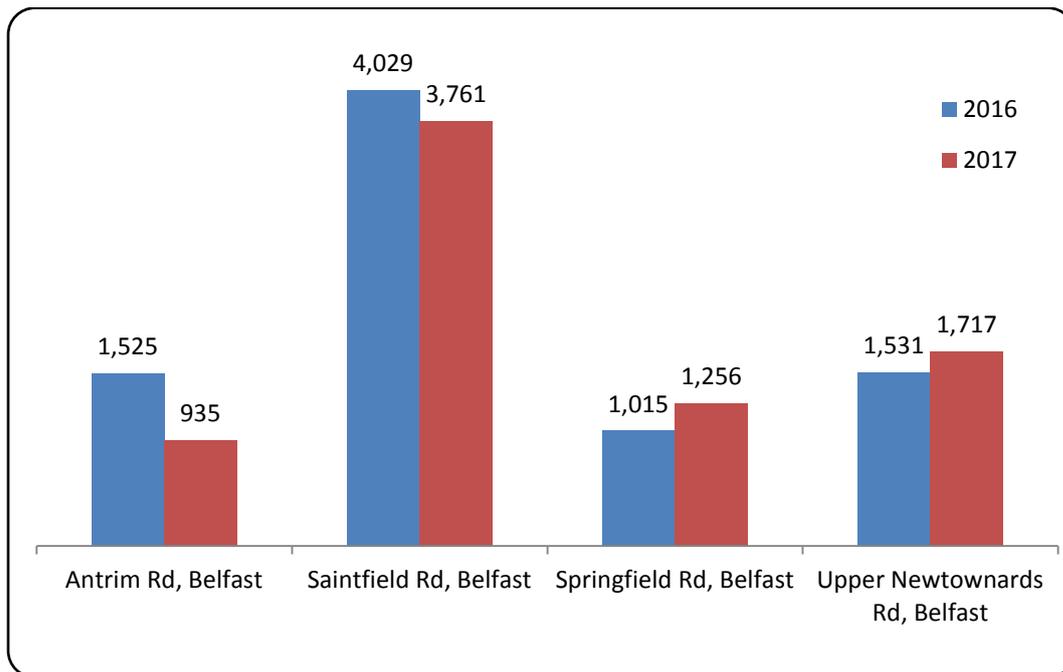
- A total of 31,433 detections were made by the Northern Ireland Road Safety Partnership in 2017, either for speeding or running a red light. This was a 28.0% decrease on the number of detections in 2016 (43,658).
- The number of speeding detections in 2017 was almost 3 times the number of detections recorded by NIRSP in 2004. Different factors are likely to have contributed to this increase including the expansion of the scheme over the years and the NIRSP reductions in the threshold at which a driver can be detected speeding, which were implemented in 2010 and 2012 (see Figure 3, page 11 for more details).
- Of the 31,433 detections, 17,035 (54.2%) resulted in the driver attending a speed awareness course, a further 12,724 (40.5%) were referred for a fixed penalty notice (FPN) while the remaining 1,674 (5.3%) were referred to the Public Prosecution Service (PPS) for prosecution.
- Almost three quarters (72.2%, 22,700) of all detections in 2017 were made by mobile speed cameras. This was down from 2016 when 78.6% of all detections were made by mobile cameras.
- The fixed site on the Saintfield Road, Belfast accounted for almost half (49.0%) of the 7,669 speeding detections by fixed cameras in 2017.
- The highest speed recorded in 2017 was 100mph.
- In 2017, 357 detections were made by the red light running cameras across Northern Ireland, an increase of 13.7% compared with 2016. However it should be noted that a number of the cameras were out of operation in 2016.
- There were 3,349 deployments of the Road Safety Partnership vans in 2017, a decrease of 13.2% on the number of deployments in 2016.
- There were 789 injury collisions recorded at safety camera sites in 2017, a decrease of 1.4% on the number recorded in 2016. There were 758 at fixed and mobile camera sites and 31 at red light running sites in 2017, compared with 768 at fixed and mobile camera sites and 32 at red light running sites in 2016.

Figure 1: Detections at Northern Ireland Road Safety Partnership Sites



- There were 31,433 detections by the Road Safety Partnership in 2017 (approximately 86 per day). This was a decrease of 28.0% on the 43,658 detections made in 2016 (approximately 120 per day).
- Fixed camera detections decreased by 5.3% when compared with 2016. The fixed camera on Antrim Road experienced significant downtime throughout 2017.
- SPECs (Average Speed) camera detections decreased by 24.5% in 2017 when compared with 2016.
- The number of detections at mobile cameras sites decreased by one-third (33.8%) between 2016 and 2017.
- Of the 31,076 speed related detections in 2017, a total of 17,035 drivers completed a speed awareness course. This equated to over half (54.8%) of the drivers detected and was similar to previous years.

Figure 2: Detections at Fixed Camera Sites²



- The fixed site on the Saintfield Road, Belfast accounted for almost half (49.0%) of the 7,669 speeding detections by fixed cameras, followed by Upper Newtownards Road, Belfast (22.4%), Springfield Road, Belfast (16.4%) and Antrim Road, Belfast (12.2%).
- August was the month with the highest number of detections at fixed camera sites (917), accounting for 12.0% of the total.

² During 2017 the fixed camera sites occasionally became unserviceable and needed to be repaired by specialist engineers which can affect the number of detections achieved.

Table 1: Detections at Mobile Camera Sites / Routes, 2017

Site description	2017
P1 A1 Sprucefield Rbt to Sheepbridge Rd	1,271
P1 A2 Belfast to Bangor Road	80
P1 A2 Bloody Bridge to Ballymartin	260
P1 A20, Greyabbey to Loughdoo Rd	20
P1 A25 Newry to Beleek	338
P1 A29 Cookstown Rd	251
P1 A55 Outer Ring, Belfast (Parkway to Belvoir Rd)	268
P1 A7 Saintfield Rd/Belfast Rd, Carryduff	0
P1 A8, Larne	408
P1 Armagh - Monaghan Rd, Middletown	34
P1 Armagh Rd, Portadown	261
P1 Ballyclare Rd, Glengormley	13
P1 Ballyquin Rd, Limavady	119
P1 Ballysillan Rd, Belfast	290
P1 Bangor Rd, Nards	29
P1 Bangor Ring Rd	75
P1 Castlereagh Rd, Belfast	3
P1 Cliftonville Rd, Belfast	38
P1 Comber Rd, Dundonald	50
P1 Cornagrade Rd A32, Enniskillen	216
P1 Crumlin Rd, Belfast	23
P1 Culmore Rd, LDerry	631
P1 Donaghadee Rd, Bangor	30
P1 Doogary to Ballygawley Rbt A5	170
P1 Dublin Rd, Newry	704
P1 Dublin Road, Antrim	2
P1 Dundrum Rd, Newcastle	3
P1 Dungiven Rd, LDerry	410
P1 Enniskillen - Lisbellaw A4	36
P1 Falls/Andersonstown/Stewartstown Rd, Belfast	46
P1 Frosses/Crankhill Rd Ballymena/Ballymoney	787
P1 Glen Rd, Belfast	59
P1 Glenshane Rd A6 LDerry	194
P1 Glenshane Rd, Maghera	196
P1 Killyclougher Rd A505, Omagh	0
P1 Knockmore Rd, Lisburn	0
P1 Magherafelt Rd, Moneymore	4
P1 Malone/University/Milltown Rd, Belfast	205
P1 Mill Hill, Castlewellan	19
P1 Moyarget Rd, Ballycastle	262
P1 Newry Rd, Warrenpoint	455
P1 Saintfield Rd, Carryduff	2
P1 Saintfield Rd, Upp Galwally, Belfast	311
P1 Springfield Rd, Belfast	317
P1 Upper Lisburn Rd, Belfast	62
P1 Woodburn Rd, Carrickfergus	62
P2 Antrim Rd, Belfast	49
P2 Belfast Rd, Maguiresbridge	11
P2 Gosford Rd, Tandragee	11

P2 North Rd, Carrickfergus	101
P2 Prince William Rd, Lisburn	1
P2 Prospect Rd, Carrickfergus	93
P2 Saintfield Rd, Lisburn	0
P2 Shore Rd Eden to Belfast	1,195
P3 Antrim Rd, Glengormley	145
P3 Ballynahinch Rd, Carryduff	75
P3 Balmoral Ave, Belfast	63
P3 Belmont Rd, Belfast	180
P3 Blacks Rd, Belfast	84
P3 Carnmoney Rd, Glengormely	212
P3 Castlehill Rd, Belfast	35
P3 Castlewellan Rd, Hilltown	200
P3 Clooney Rd, L'Derry	164
P3 Crawfordsburn Rd, Bangor	71
P3 Cromore Rd, Coleriane	40
P3 Crumlin Rd, Belfast	181
P3 Cushendall Rd, Ballymena	271
P3 Doagh Rd, Newtownabbey	41
P3 Donaghadee Rd, Newtownards	18
P3 Glenravel Rd, Cargan	91
P3 Kings Rd, Belfast	65
P3 Main St, Derrylin	83
P3 Old Glenarm Rd, Larne	86
P3 Rathfriland Rd, Hilltown	95
P3 Stiles Way, Antrim	77
P3 Upper Lisburn Rd, Belfast	33
P3 Victoria Rd, Magheramason	18
P3 Westland Rd, Belfast	44
P3 Whiterock Rd, Belfast	19
P3 Whitewell Rd, Belfast	52
Community Concern Site	9,782
Total	22,700

- Of the total detections at mobile camera sites in 2017, 12,918 were at permanent sites – accounting for over half (56.9%) of these detections, while the remaining 43.1% were at community concern sites.
- The Sprucefield to Sheepbridge Road route had the most detections with 1,271 in 2017 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, 2017

Speed Limit (mph)	Number of detections	Highest speed recorded (mph)
30	20,472	71
40	6,338	85
50	643	81
60	3,500	98
70	123	100
Total	31,076	

- Two thirds (65.9%) of all speed related detections were on 30mph roads.
- The highest speed recorded in 2017 was 100mph; this detection was made on A1 Sprucefield to Sheepbridge Road (a 70mph road).

Table 3: Detections at red light running camera sites, 2017

Red light running camera site	2017
Castle St, Belfast	0
Glenshane Rd, L'Derry	61
Middlepath St, Belfast	45
Millfield at Peter's Hill, Belfast	142
Nelson St, Belfast	89
York St, Belfast	20
Total	357

- There was an increase of 13.7% on the number of detections at red light running sites in 2017 when compared with 2016. This can mainly attributed to a number of the cameras being out of operation for a period of time in 2016 but were active in 2017.

Table 4: Age of drivers detected by camera type, 2017

Age of driver	Mobile Speed Cameras	Fixed Speed Cameras	SPECs (Average Speed)	Red Light Running Camera	Total
Under 25	1,768	953	132	56	2,909
25 - 39	6,744	2,564	296	122	9,726
40 - 54	7,646	2,456	191	81	10,374
55 - 69	4,791	1,312	60	72	6,235
70+	1,482	227	9	15	1,733
Unknown	269	157	19	11	456
Total	22,700	7,669	707	357	31,433

- Where age was known, one third of all persons detected by the RSP in 2017 were aged 40 – 54 (33.5%), a further 31.4% were aged 25 – 39, which was similar to the age breakdown in 2016.
- Persons aged under 25 accounted for 9.4% of all those detected, where the age was known, however they accounted for almost one in five (19.2%) of all those detected by the average speed camera (SPECs).

Table 5: Detections by time of day, 2017

Time of Day	2017
0000-0259	727
0300-0559	434
0600-0859	2,338
0900-1159	11,120
1200-1459	9,957
1500-1759	3,890
1800-2059	2,087
2100-2359	880
Total	31,433

- Just over one in three detections in 2017 (35.3%) were between 9am and midday, followed by a further 31.7% between midday and 3pm.

Deployment by NIRSP

There are currently 8 highly visible mobile speed camera vans that operate 7 days a week throughout Northern Ireland at 86 permanently signed locations as well as community concern sites.

Table 6: Number of deployments by day of week and month of year, 2017

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
January	41	80	81	56	59	64	33	414
February	33	59	48	68	48	46	22	324
March	30	49	52	51	61	50	24	317
April	38	50	54	41	50	54	35	322
May	19	71	68	50	41	42	25	316
June	12	45	41	28	36	47	26	235
July	16	48	30	22	32	42	29	219
August	15	44	44	36	45	33	22	239
September	17	40	38	33	61	53	29	271
October	21	53	51	44	28	38	24	259
November	10	44	50	41	48	40	32	265
December	3	29	36	30	18	31	21	168
Total	255	612	593	500	527	540	322	3,349

- There were 3,349 deployments of the NIRSP vans in 2017.
- The highest number of deployments was on a Monday with 612, accounting for 18.3% of all deployments, while Sunday had the lowest number with 255 (7.6%).

Table 7: Detections at Northern Ireland Road Safety Partnership Sites 2004 – 2017

Year	Mobile Speed Cameras	Fixed Speed Cameras	SPECs (Average Speed) ³	Red Light Running Camera ⁴	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
2017	22,700	7,669	707	357	31,433

- There was almost 3 times the number of detections in 2017 when compared with 2004. The main reason for this increase was the reduction in the speed threshold at which a driver can be detected speeding (see Figure 3 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) reported that the number of vehicles licensed in Northern Ireland increased by 7% over the period 2012 to 2016 (the latest year currently available). In contrast, total detections at NI RSP sites decreased by 10.7% over the same period. The chart below provides further information on factors contributing to changes in detection levels over recent years.

³ SPECs (Average Speed) first launched 7th August 2006.

⁴ Red Light Running cameras first launched 26th November 2007.

**Figure 3: Number of NI Road Safety Partnership speeding detections 2004 – 2017
(Excludes red light running detections)**

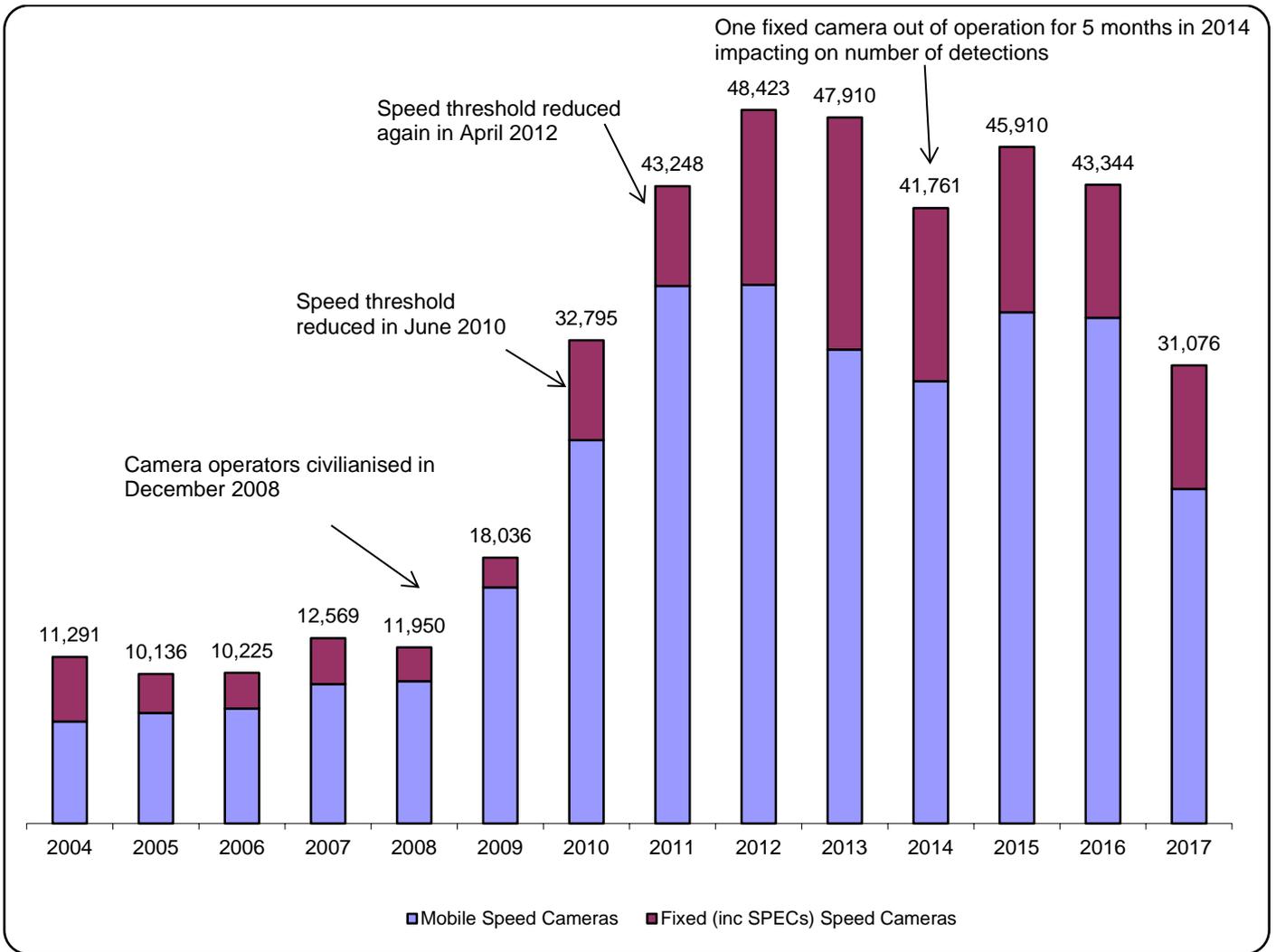
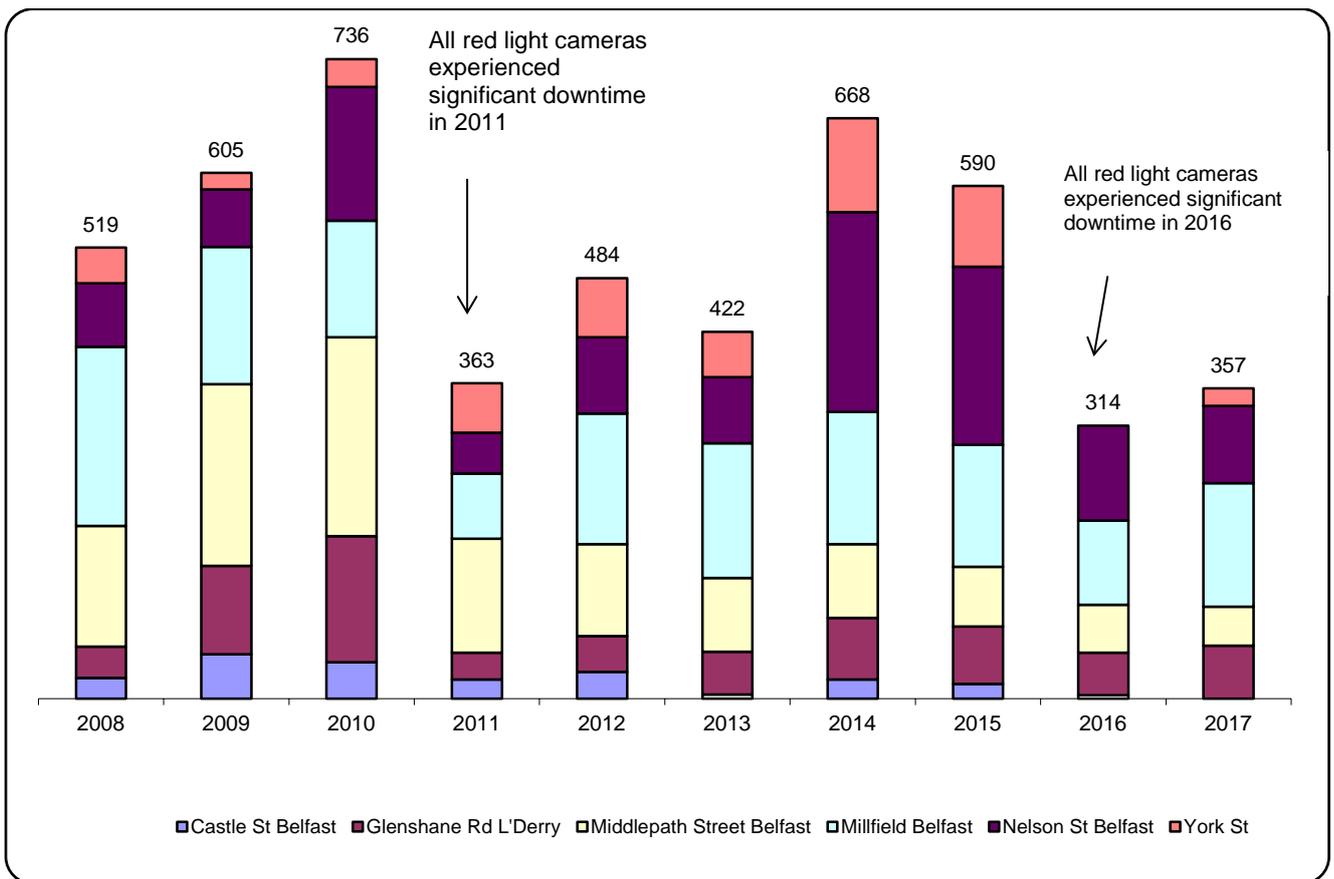


Figure 4⁵: Number of NI Road Safety Partnership red light running detections: 2008 – 2017 (Red light running cameras were introduced in Nov 2007)



- The site that recorded the most red light running detections in 2017 was at the junction of Millfield and Peter's Hill, Belfast where 142 drivers were detected for running the red light (39.8% of all red light running detections).

⁵ The red light running site at Glenshane Road, Londonderry launched in September 2008.

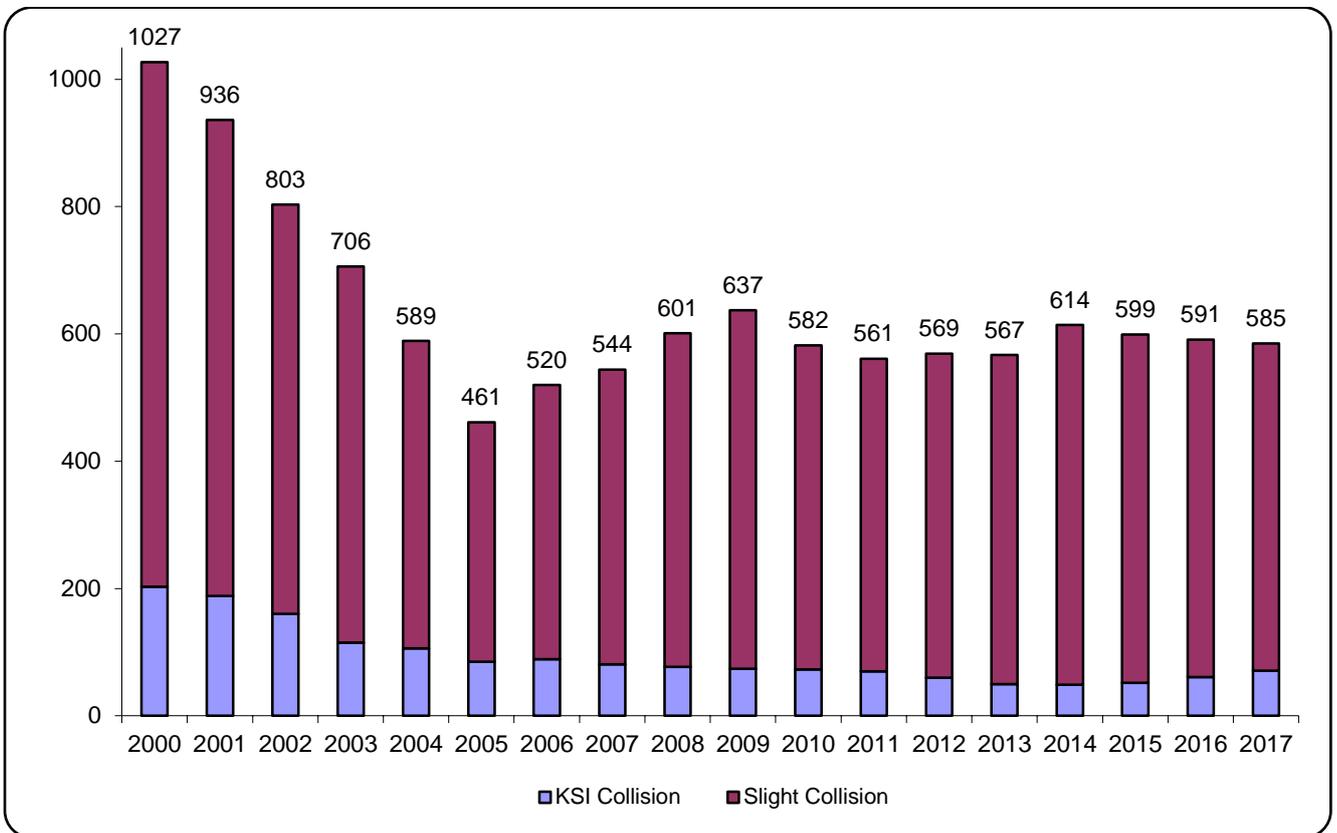
Injury road traffic collisions at RSP sites

- There were 789 injury collisions recorded at safety camera sites in 2017, a decrease of 1.4% on the number recorded in 2016. There were 758 at fixed and mobile camera sites and 31 at red light running sites in 2017, compared with 768 at fixed and mobile camera sites and 32 at red light running sites in 2016.
- There were 90 fatal or serious (KSI) injury collisions recorded at safety camera sites in 2017, an 8.4% increase on the 83 recorded in 2016. Most of these were at fixed and mobile camera sites while one occurred at a red light running site in 2017, compared with 83 at fixed and mobile camera sites and none at red light running sites in 2016.

Phase 1 sites

- There were 585 injury collisions recorded at phase 1 sites in 2017, a decrease of 1.0% on the number recorded in 2016. There were 71 KSI collisions recorded at phase 1 sites in 2017, a 16.4% increase on the number of KSI collisions in 2016.
- Looking at the collisions recorded at phase 1 RSP sites over the period 2015 – 2017 there was a reduction in KSI collisions of 66.6% 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 (48.1%) in KSI collisions in Northern Ireland when the same three year periods are compared.

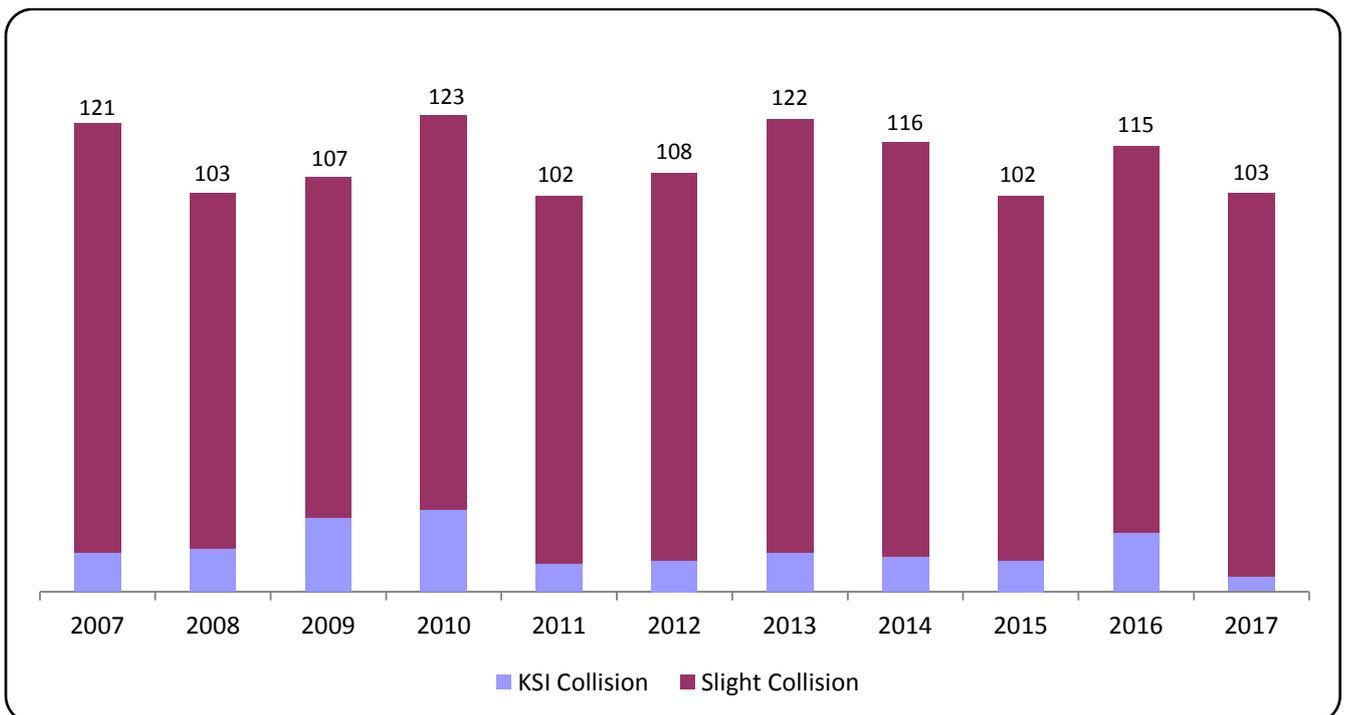
Figure 5: Number of injury road traffic collisions at phase 1 sites (includes fixed sites)



Phase 2 sites

- There were 103 injury collisions recorded at phase 2 sites in 2017, a 10.4% decrease on the number recorded in 2016.
- When looking at phase 2 sites over the same time period of 2015 – 2017 it showed a reduction in KSI collisions of 32.5% 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 2015 – 2017 compared with the three year period prior to the launch of phase 2 (24.7%).

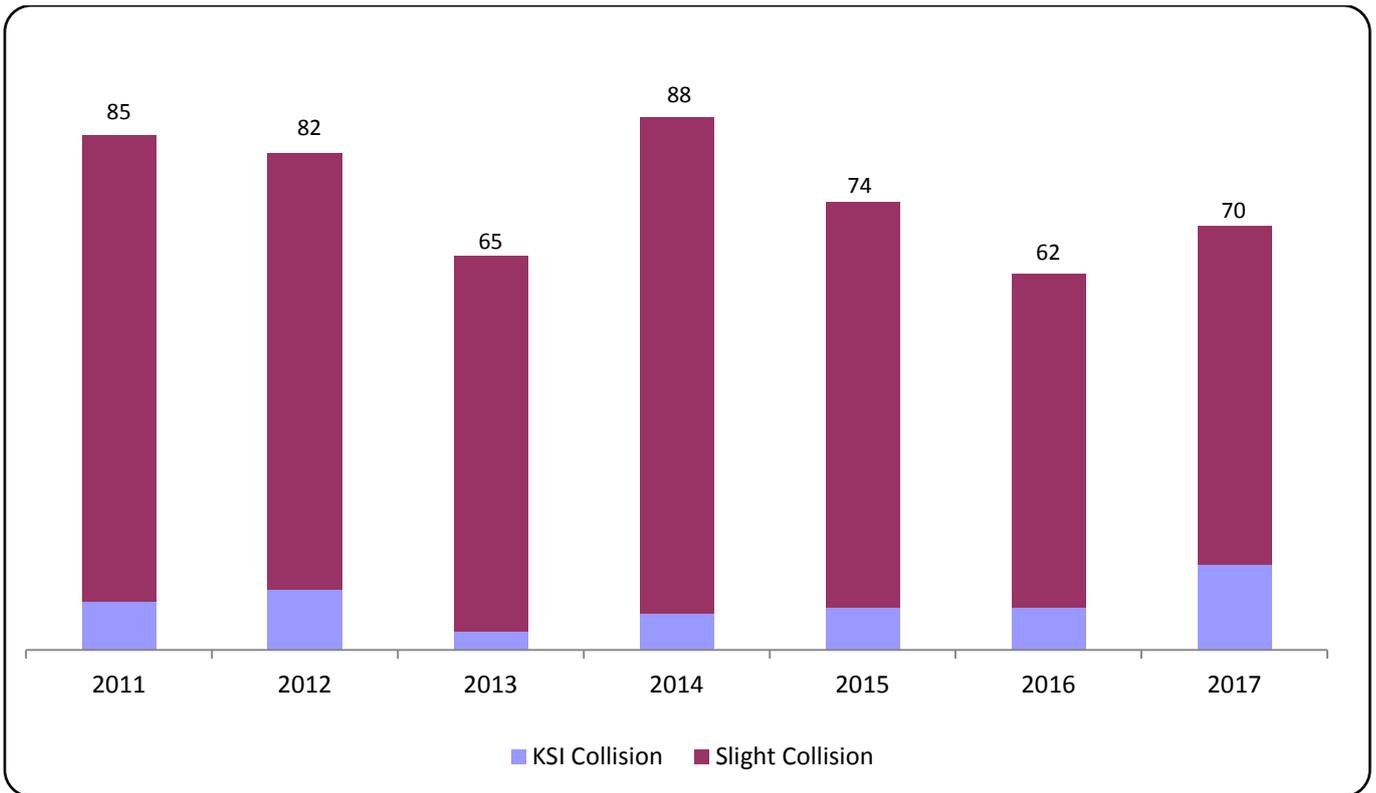
Figure 6: Number of injury road traffic collisions at phase 2 sites



Phase 3 sites

- There were 70 injury collisions recorded at phase 3 sites in 2017, a 12.9% increase on the number recorded in 2016.
- Phase 3 sites were the only ones to show an increase overall (33.3%) in KSI collisions between 2015 – 2017 and the three year period prior to the launch of phase 2 (2011-2013). Comparing the same two periods, there was a 2.3% decrease in KSI collisions in Northern Ireland as a whole, from 2,147 to 2,098.

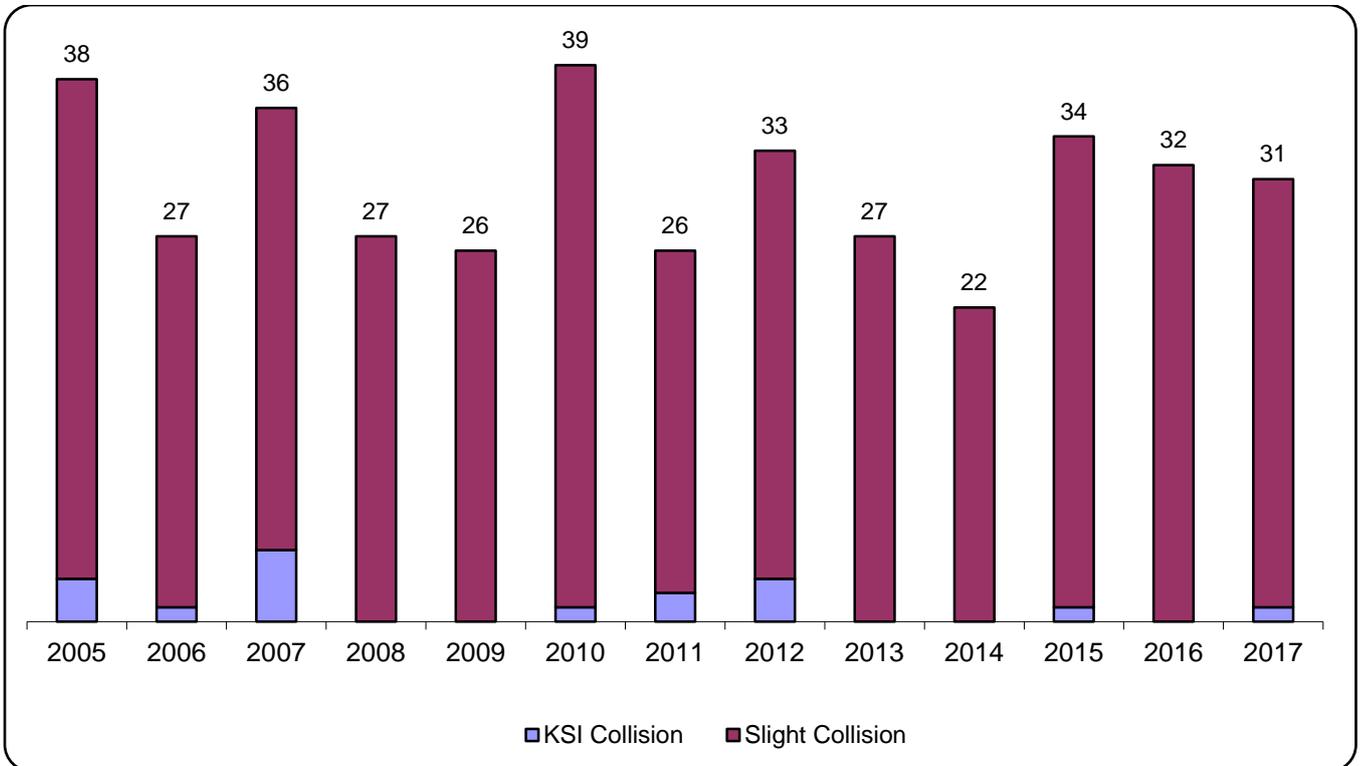
Figure 7: Number of injury road traffic collisions at phase 3 sites



Red light running sites

- There were 31 injury collisions recorded at red light running sites in 2017, a decrease of 1 on the 32 injury collisions recorded in 2016.

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



Regression to the Mean

While these general 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, 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 2005⁶. 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).

⁶ 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 nationalsafetycameraprogram/the nationalsafetycameraprogr4598

Appendix 1: Detection breakdown by month, 2017

Detections at Northern Ireland Road Safety Partnership Sites

	2017													2016
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Mobile Speed Cameras	2,877	2,464	2,339	1,587	2,168	2,178	1,717	1,710	1,829	1,573	1,527	731	22,700	34,308
Fixed Speed Cameras	518	378	636	905	755	587	875	917	706	615	326	451	7,669	8,100
SPECs	53	27	105	135	26	70	169	0	0	29	70	23	707	936
RLR Camera	30	37	20	15	23	12	20	38	61	35	23	43	357	314
Total	3,478	2,906	3,100	2,642	2,972	2,847	2,781	2,665	2,596	2,252	1,946	1,248	31,433	43,658

Detections at Fixed Camera Sites⁷

	2017													2016
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Antrim Rd, Belfast	0	0	0	59	274	204	310	22	0	6	0	60	935	1,525
Saintfield Rd, Belfast	210	161	284	418	373	383	432	409	321	322	246	202	3,761	4,029
Springfield Rd, Belfast	105	52	128	211	97	0	0	186	151	162	80	84	1,256	1,015
Upper Newtownards Rd, Belfast	203	165	224	217	11	0	133	300	234	125	0	105	1,717	1,531
Total	518	378	636	905	755	587	875	917	706	615	326	451	7,669	8,100

Detections at SPECs (Average Speed Camera) Site

	2017													2016
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
SPECs	53	27	105	135	26	70	169	0	0	29	70	23	707	936

⁷ During 2017 the fixed camera sites occasionally became unserviceable and needed to be repaired by specialist engineers which can affect the number of detections achieved.

Detections at Mobile Camera Sites

	2017													2016
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
P1 A1 Sprucefield Rbt to Sheepbridge Rd	168	138	148	110	127	99	73	94	117	78	75	44	1,271	2,085
P1 A2 Belfast to Bangor Road	22	16	7	0	21	7	0	0	7	0	0	0	80	283
P1 A2 Bloody Bridge to Ballymartin	46	25	36	14	20	11	13	20	28	19	18	10	260	425
P1 A20, Greyabbey to Loughdoo Rd	8	0	0	0	8	4	0	0	0	0	0	0	20	89
P1 A25 Newry to Beleek	125	85	39	0	0	0	0	16	0	23	27	23	338	1,056
P1 A29 Cookstown Rd	18	12	18	44	16	25	39	32	4	15	24	4	251	36
P1 A55 Outer Ring, Belfast (Parkway to Belvoir Rd)	102	85	46	7	6	10	0	4	3	0	0	5	268	688
P1 A7 Saintfield Rd/Belfast Rd, Carryduff	0	0	0	0	0	0	0	0	0	0	0	0	0	1
P1 A8, Larne	33	27	34	39	12	34	16	46	29	65	56	17	408	602
P1 Armagh - Monaghan Rd, Middletown	34	0	0	0	0	0	0	0	0	0	0	0	34	492
P1 Armagh Rd, Portadown	39	23	63	18	1	1	21	15	16	30	26	8	261	550
P1 Ballyclare Rd, Glengormley	3	0	4	4	0	1	0	0	1	0	0	0	13	26
P1 Ballyquin Rd, Limavady	11	17	19	19	21	0	32	0	0	0	0	0	119	205
P1 Ballysillan Rd, Belfast	11	22	22	17	34	5	43	67	32	12	15	10	290	226
P1 Bangor Rd, Nards	4	0	3	1	11	2	0	0	8	0	0	0	29	122
P1 Bangor Ring Rd	6	13	17	0	12	0	8	1	10	8	0	0	75	91
P1 Castlereagh Rd, Belfast	1	0	0	2	0	0	0	0	0	0	0	0	3	9
P1 Cliftonville Rd, Belfast	0	2	10	0	7	0	0	6	0	7	0	6	38	26
P1 Comber Rd, Dundonald	24	8	0	0	0	0	0	0	12	5	0	1	50	141
P1 Cornagrade Rd A32, Enniskillen	20	11	16	17	21	13	14	21	13	21	34	15	216	352
P1 Crumlin Rd, Belfast	0	0	0	0	5	0	10	0	0	8	0	0	23	18
P1 Culmore Rd, LDerry	61	51	36	17	81	96	62	41	61	84	41	0	631	730
P1 Donaghadee Rd, Bangor	12	9	1	0	0	2	2	0	0	0	0	4	30	226
P1 Doogary to Ballygawley Rbt A5	27	10	17	11	14	9	12	20	4	18	16	12	170	247
P1 Dublin Rd, Newry	87	90	54	52	65	70	66	43	69	51	38	19	704	1,123
P1 Dublin Road, Antrim	0	0	0	0	0	2	0	0	0	0	0	0	2	4
P1 Dundrum Rd, Newcastle	2	1	0	0	0	0	0	0	0	0	0	0	3	6
P1 Dungiven Rd, LDerry	2	40	20	60	49	53	43	16	54	30	30	13	410	452
P1 Enniskillen - Lisbellaw A4	6	0	1	1	2	0	0	2	9	12	1	2	36	54

P1 Falls/Andersonstown/Stewartstown Rd, Belfast	6	5	0	0	0	12	0	6	0	13	0	4	46	56
P1 Frosses/Crankhill Rd Ballymena/Ballymoney	44	16	60	37	63	70	90	100	80	79	76	72	787	1,057
P1 Glen Rd, Belfast	0	15	7	0	5	9	0	0	6	0	17	0	59	23
P1 Glenshane Rd A6 LDerry	0	2	7	15	47	53	21	20	13	7	0	9	194	56
P1 Glenshane Rd, Maghera	29	45	49	0	27	24	0	22	0	0	0	0	196	341
P1 Killyclougher Rd A505, Omagh	0	0	0	0	0	0	0	0	0	0	0	0	0	7
P1 Knockmore Rd, Lisburn	0	0	0	0	0	0	0	0	0	0	0	0	0	0
P1 Magherafelt Rd, Moneymore	0	0	0	3	0	0	1	0	0	0	0	0	4	25
P1 Malone/University/Milltown Rd, Belfast	39	68	24	24	24	0	0	5	0	10	0	11	205	523
P1 Mill Hill, Castlewellan	7	1	5	0	4	0	0	0	0	0	0	2	19	79
P1 Moyarget Rd, Ballycastle	20	0	8	13	34	0	59	81	6	14	18	9	262	280
P1 Newry Rd, Warrenpoint	48	37	48	47	49	37	46	49	21	28	36	9	455	599
P1 Saintfield Rd, Carryduff	0	0	0	0	0	0	0	2	0	0	0	0	2	4
P1 Saintfield Rd, Upp Galwally, Belfast	114	86	5	18	21	3	0	19	5	17	0	23	311	637
P1 Springfield Rd, Belfast	28	40	63	20	58	12	43	10	0	27	16	0	317	447
P1 Upper Lisburn Rd, Belfast	5	27	4	0	5	0	2	0	5	2	0	12	62	88
P1 Woodburn Rd, Carrickfergus	1	10	6	6	5	0	16	10	0	5	0	3	62	59
P2 Antrim Rd, Belfast	7	2	0	3	1	4	0	1	21	8	2	0	49	33
P2 Belfast Rd, Maguiresbridge	0	0	1	2	2	1	2	0	1	1	1	0	11	8
P2 Gosford Rd, Tandragee	0	1	0	0	1	1	0	0	4	2	2	0	11	28
P2 North Rd, Carrickfergus	9	1	4	4	6	4	14	18	19	5	6	11	101	42
P2 Prince William Rd, Lisburn	0	0	0	0	0	0	0	0	1	0	0	0	1	0
P2 Prospect Rd, Carrickfergus	0	0	0	9	0	8	6	33	19	8	10	0	93	46
P2 Saintfield Rd, Lisburn	0	0	0	0	0	0	0	0	0	0	0	0	0	5
P2 Shore Rd Eden to Belfast	232	43	88	75	121	85	85	81	81	82	119	103	1,195	1,584
P3 Antrim Rd, Glengormley	15	4	22	26	10	0	10	7	24	17	3	7	145	163
P3 Ballynahinch Rd, Carryduff	21	48	0	0	0	6	0	0	0	0	0	0	75	445
P3 Balmoral Ave, Belfast	3	55	0	1	0	0	0	0	4	0	0	0	63	109
P3 Belmont Rd, Belfast	54	27	38	6	3	14	0	7	26	0	0	5	180	543
P3 Blacks Rd, Belfast	0	14	3	0	31	20	2	4	5	0	5	0	84	160
P3 Carnmoney Rd, Glengormely	46	0	32	18	22	28	0	8	20	17	17	4	212	392
P3 Castlehill Rd, Belfast	3	7	11	3	1	3	0	0	0	6	0	1	35	90
P3 Castlewellan Rd, Hilltown	25	27	27	18	23	17	7	13	11	12	14	6	200	388

P3 Clooney Rd, L'Derry	12	7	0	34	43	28	10	0	19	5	6	0	164	368
P3 Crawfordsburn Rd, Bangor	0	0	5	0	4	0	2	3	30	27	0	0	71	89
P3 Cromore Rd, Coleriane	3	6	4	5	0	0	10	5	0	1	0	6	40	74
P3 Crumlin Rd, Belfast	59	12	20	17	15	0	0	0	0	13	27	18	181	359
P3 Cushendall Rd, Ballymena	20	47	7	13	43	30	7	14	45	7	38	0	271	267
P3 Doagh Rd, Newtownabbey	3	4	2	2	3	13	6	1	5	2	0	0	41	45
P3 Donaghadee Rd, Newtownards	18	0	0	0	0	0	0	0	0	0	0	0	18	102
P3 Glenravel Rd, Cargan	4	0	13	11	14	0	18	4	15	8	0	4	91	57
P3 Kings Rd, Belfast	16	19	7	5	10	4	0	2	0	0	0	2	65	295
P3 Main St, Derrylin	14	6	3	11	2	2	8	7	9	9	12	0	83	116
P3 Old Glenarm Rd, Larne	10	4	8	5	1	3	10	22	8	6	5	4	86	127
P3 Rathfriland Rd, Hilltown	17	4	6	5	4	7	8	20	11	10	3	0	95	137
P3 Stiles Way, Antrim	10	1	4	2	5	11	18	3	8	11	4	0	77	151
P3 Upper Lisburn Rd, Belfast	22	8	0	0	0	0	3	0	0	0	0	0	33	143
P3 Victoria Rd, Magheramason	0	0	3	6	0	9	0	0	0	0	0	0	18	23
P3 Westland Rd, Belfast	0	2	3	2	0	8	15	11	0	0	3	0	44	63
P3 Whiterock Rd, Belfast	0	0	0	0	0	5	10	0	3	1	0	0	19	0
P3 Whitewell Rd, Belfast	7	2	0	0	10	5	10	5	6	7	0	0	52	72
Community Concern Site	1,034	1,076	1,131	688	918	1,198	724	673	821	620	686	213	9,782	12,940
Total	2,877	2,464	2,339	1,587	2,168	2,178	1,717	1,710	1,829	1,573	1,527	731	22,700	34,308

Detections at Red Light Running Camera Sites

	2017													2016	
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total	
Castle St, Belfast	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Glenshane Rd, L'Derry	5	7	0	2	11	9	1	0	6	7	2	11	61	49	
Middlepath St, Belfast	3	5	1	1	6	3	3	9	8	5	1	0	45	55	
Millfield at Peter's Hill, Belfast	22	13	19	12	6	0	2	0	16	15	20	17	142	97	
Nelson St, Belfast	0	12	0	0	0	0	14	29	30	0	0	4	89	109	
York St, Belfast	0	0	0	0	0	0	0	0	1	8	0	11	20	0	
Total	30	37	20	15	23	12	20	38	61	35	23	43	357	314	

Number of persons who completed a speed awareness course following a detection for speeding by NIRSP ⁸

	2017													2016
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Speed Awareness Course Completed	2,025	1,690	1,710	1,449	1,603	1,507	1,456	1,392	1,366	1,164	1,026	647	17,035	23,071

⁸ 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 86 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 2015 – December 2017 compared with the 3 year period prior to the launch of the Partnership (48.1%). 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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