

Northern Ireland **ROAD SAFETY PARTNERSHIP**



Community support for saving lives

2018 Annual Report

Date of Publication:

27th June 2019

Frequency:

Annual

Issued by:

NI Road Safety Partnership
42 Montgomery Road
Belfast
BT6 9LD

<https://www.nidirect.gov.uk/articles/ni-road-safety-partnership>

Email:

info@nisafetypartnership.org

- A total of 41,417 detections were made by the Northern Ireland Road Safety Partnership in 2018, either for speeding or running a red light. This was a 31.8% increase on the number of detections in 2017 (31,433). However the number of detections in 2017 was unusually low mainly as a result of staffing issues.
- The fixed site on the Upper Newtownards Road, Belfast accounted for over two-fifths (42.6%) of the 5,970 speeding detections by fixed cameras in 2018.
- The highest speed recorded in 2018 was 108mph.
- In 2018, 448 detections were made by the red light running cameras across Northern Ireland, an increase of 25.5% compared with 2017.
- Average speed detections increased by 389.5% in 2018 when compared with 2017. This increase can be primarily attributed to an upgrade of average speed cameras on the A2.
- There were 3,782 deployments of the Road Safety Partnership vans in 2018, an increase of 12.9% on the number of deployments in 2017.
- There were 748 injury collisions recorded at safety camera sites in 2018, a decrease of 5.2% on the number recorded in 2017. There were 714 at fixed and mobile camera sites and 34 at red light running sites in 2018.

Table of contents

1. Things you need to know about this release	2
2. Summary	2
3. Trends	2
4. Detections	2
5. Deployment.....	2
6. Injury road traffic collisions.....	2
7. Notes	2
8. Appendix	2

This bulletin is an Official Statistics Publication meaning it complies with all aspects of the [Code of Practice](#) for Official Statistics. More information on Official Statistics is available on the [UK statistics authority](#) website.

1. Things you need to know about this release

This report presents key statistics relating to the activity of the Northern Ireland Road Safety Partnership (NIRSP) for the calendar year 2018. 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.

In Northern Ireland there are four fixed speed cameras, six fixed red light running cameras and one average speed enforcement camera system. In addition there are eight speed camera vehicles which operate at various signed locations throughout Northern Ireland. 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 District 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.

Section 7 provides further background information about the NI RSP.

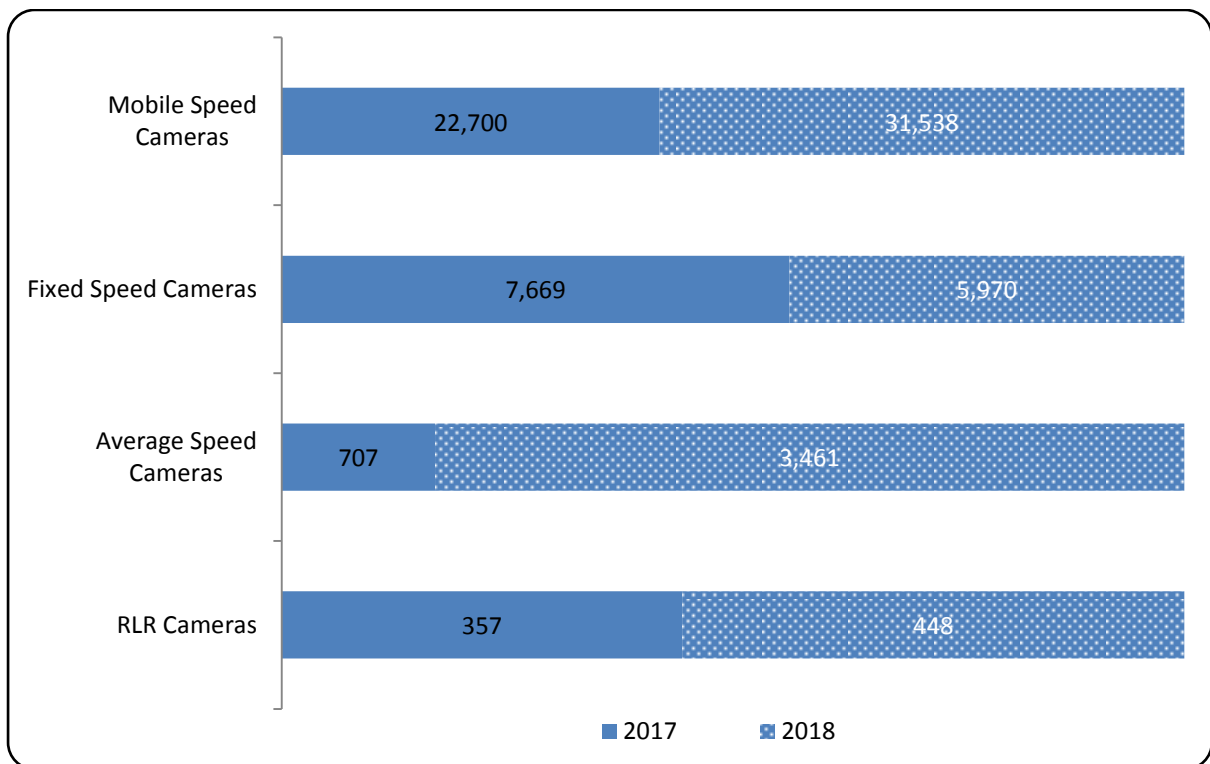
¹ Figures relating to persons caught speeding by PSNI officers are not included in this report as the Northern Ireland Road Safety Partnership is a separate organisation. Figures relating to motoring offences detected by PSNI are available on [PSNI website](#).

2. Summary

Over the last 12 months:

- The overall number of Road Safety Partnership detections increased by 31.8% (9,984)
- Fixed camera detections decreased by 22.2% (1,699)
- Average speed camera detections increased by almost 400% (2,754), primarily due to a camera upgrade
- Detections at red light running sites increased by 25.5% (91)

Figure 1: Detections by camera type, 2017 and 2018



3. Trends

Table 1: Detections at Northern Ireland Road Safety Partnership sites 2004 – 2018

	Mobile Speed Cameras	Fixed Speed Cameras	Average Speed Cameras	RLR Cameras	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
2018	31,538	5,970	3,461	448	41,417

- There was almost 4 times the number of detections in 2018 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. Additional sites for enforcement were also added in 2010 and 2014 (see Figure 2 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, Driver and Vehicle Agency (Department of Infrastructure) reported that the number of vehicles licensed in Northern Ireland increased by 9.1% over the period 2014 to 2018. In contrast, total detections at NI RSP sites decreased by 2.4% over the same period. The chart below provides further information on factors contributing to changes in detection levels over recent years.

Figure 2: Number of NI Road Safety Partnership speeding detections 2004 – 2018

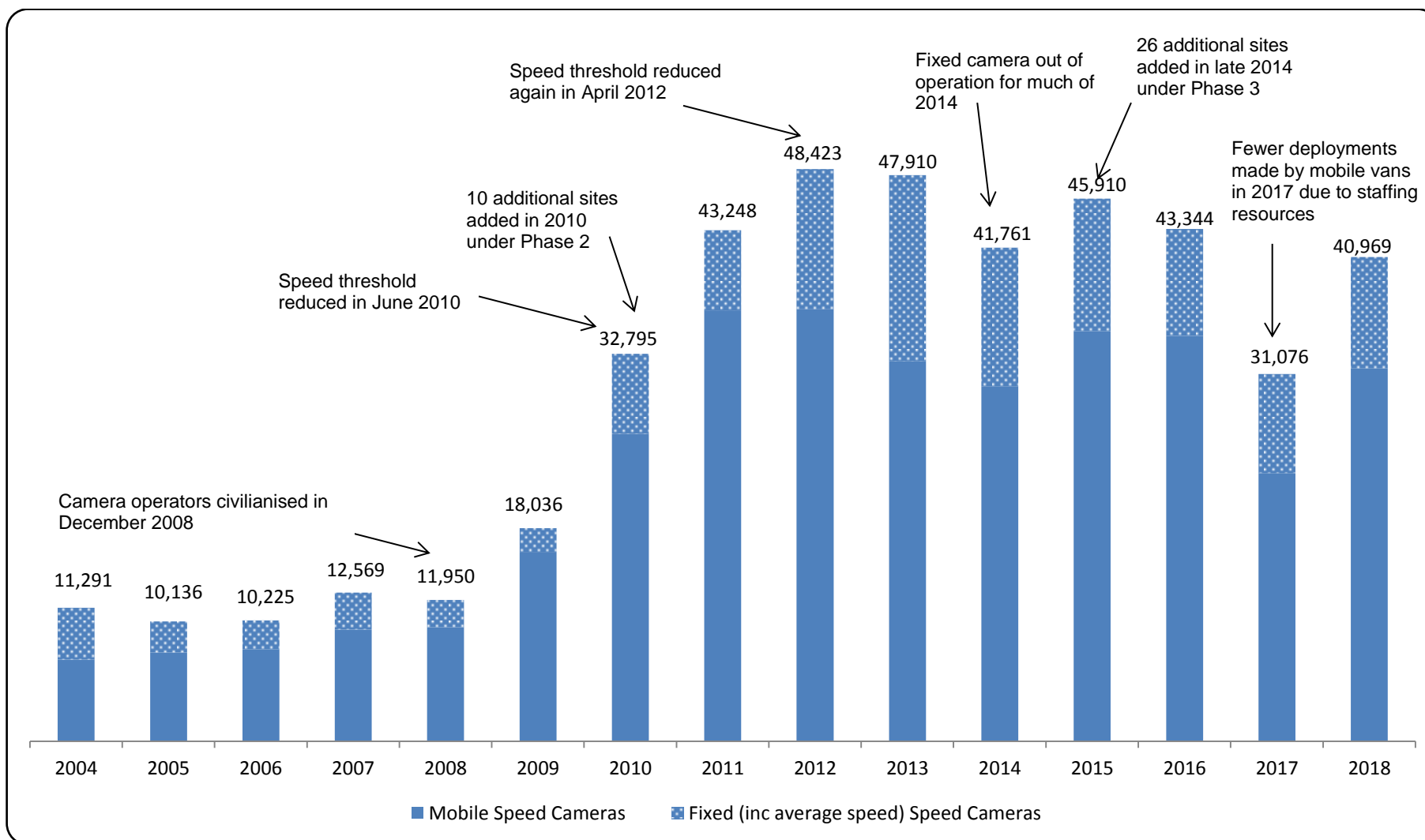
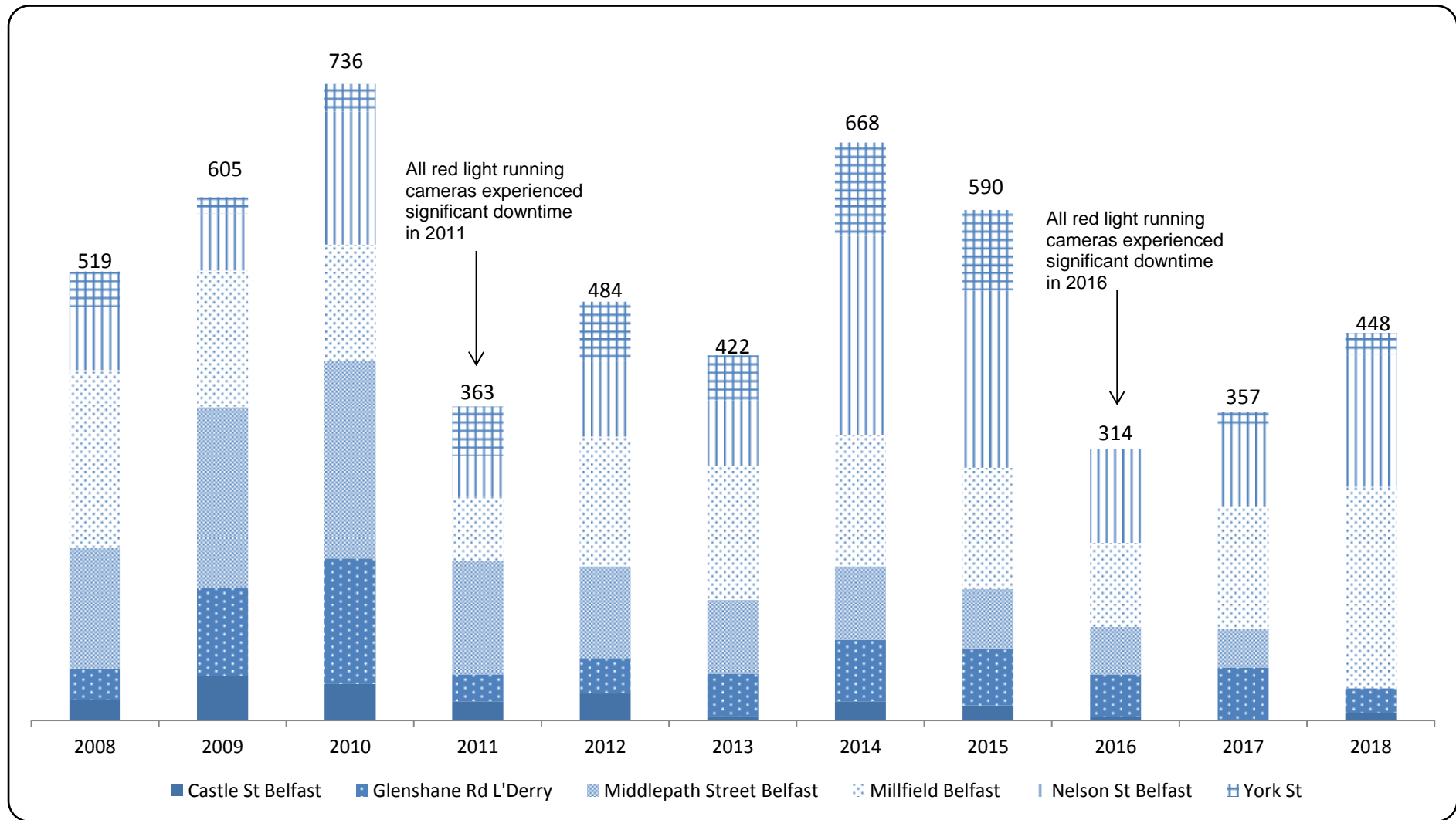


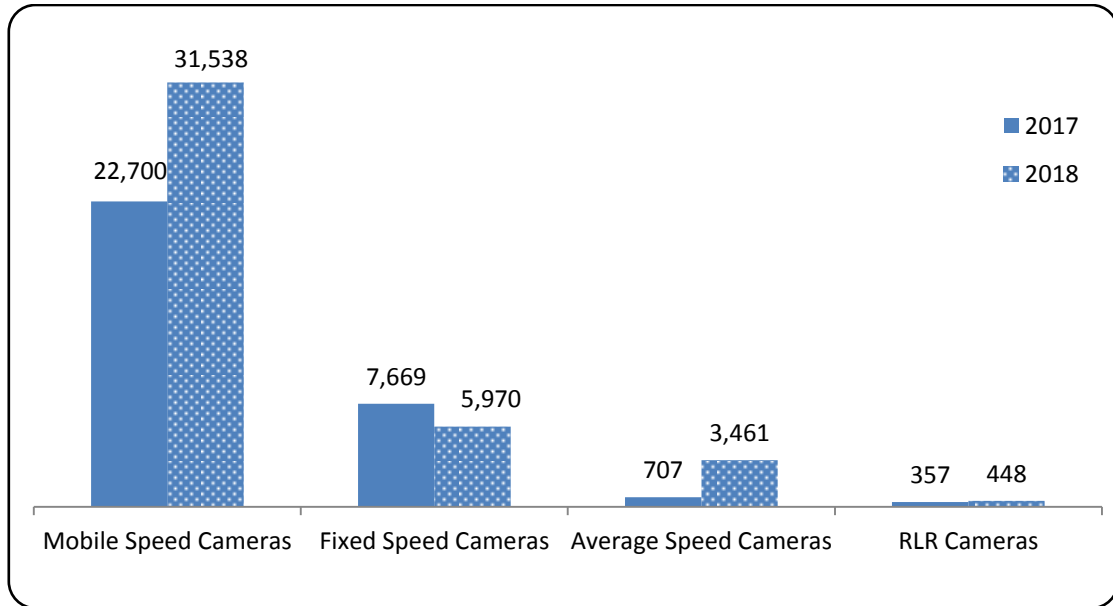
Figure 3²: Number of NI Road Safety Partnership red light running detections: 2008 – 2018



² Red light running cameras introduced in November 2007, the red light running site at Glenshane Road, Londonderry launched in September 2008.

4. Detections

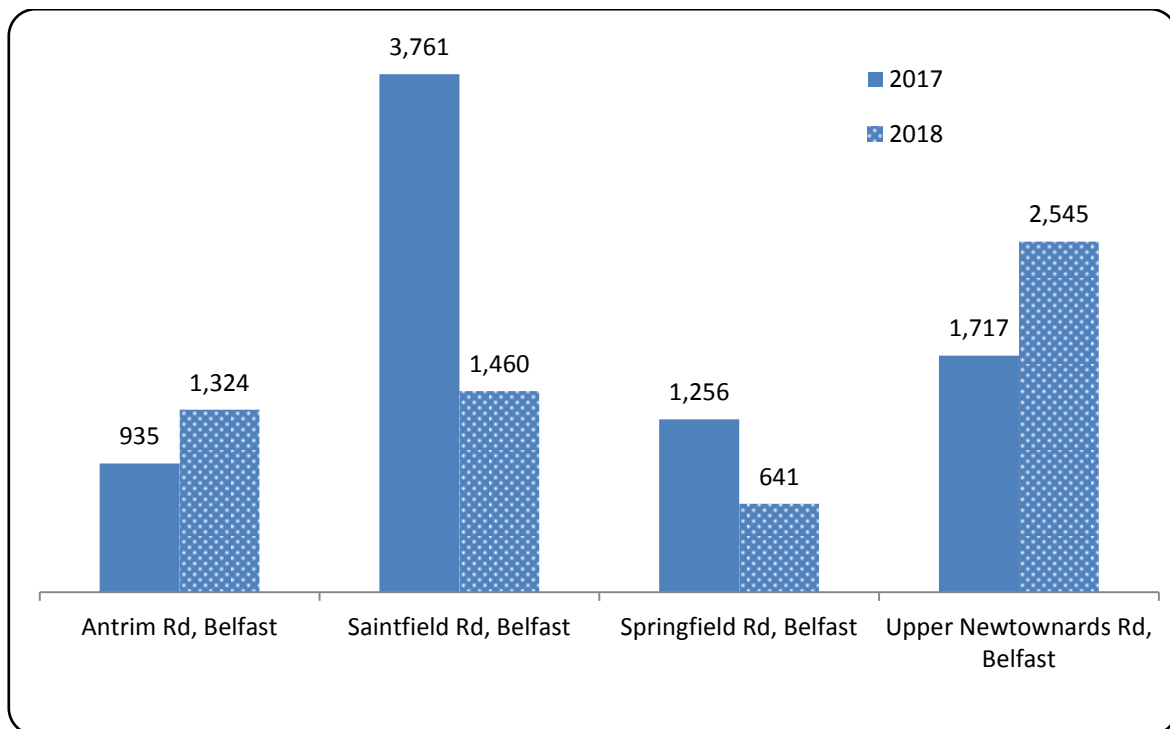
Figure 4: Detections at Northern Ireland Road Safety Partnership sites



- There were 41,417 detections by the Road Safety Partnership in 2018 (approximately 113 per day). This was an increase of 31.8% on the 31,433 detections made in 2017 (approximately 86 per day).
- Fixed camera detections decreased by 22.2% when compared with 2017. The fixed cameras on Springfield Road and Saintfield Road experienced significant downtime throughout 2018.
- Average speed camera detections increased by 389.5% in 2018 when compared with 2017. The cameras were upgraded on A2 Belfast to Bangor in June 2018 having a big impact on the number of detections.
- The number of detections at mobile cameras sites increased by almost two-fifths (38.9%) between 2017 and 2018. This can be partly attributed to the staffing issues experienced in 2017 which led to a reduction in the number of deployments of safety camera vans and resulting detections in 2017.
- Of the 40,969 speed related detections in 2018, a total of 21,392 drivers completed a speed awareness course. This equated to over half (52.2%) of the drivers detected and was a similar proportion to previous years.

4.1 Fixed camera sites

Figure 5: Detections at Fixed Camera Sites³



- The fixed site on the Upper Newtownards Road, Belfast accounted for over two-fifths (42.6%) of the 5,970 speeding detections by fixed cameras, followed by Saintfield Road, Belfast (24.5%), Antrim Road, Belfast (22.2%) and Springfield Road, Belfast (10.7%).
- May was the month with the highest number of detections at fixed camera sites (744), accounting for 12.5% of the total.

4.2 Mobile camera sites

- Of the total detections at mobile camera sites in 2018, 20,569 were at permanent sites – accounting for almost two-thirds (65.2%) of these detections, while the remaining 34.8% were at community concern sites.
- The Frosses Road / Crankill Road route had the most detections with 1,946 in 2018 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+), the site was dormant over last 12 months or part thereof meaning that it had not met the criteria for enforcement. (A full breakdown of mobile camera detections by site is available in the Appendix).

³ During 2018 the fixed camera sites occasionally became unserviceable and needed to be repaired by specialist engineers which can affect the number of detections achieved.

4.3 Red light running camera sites

Table 2: Detections at red light running camera sites, 2018

Red light running camera site	2018
Castle St, Belfast	8
Glenshane Rd, L'Derry	29
Middlepath St, Belfast	0
Millfield at Peter's Hill, Belfast	233
Nelson St, Belfast	153
York St, Belfast	25
Total	448

- There was an increase of 25.5% on the number of detections at red light running sites in 2018 when compared with 2017.
- The camera at Middlepath Street, Belfast was out of order throughout all of 2018 due to roadworks in the area.

4.4 Speed limit

Table 3: Speeding detections by speed limit, 2018

Speed Limit (mph)	Number of detections	Highest speed recorded (mph)
30	23,875	74
40	6,423	78
50	3,017	85
60	7,468	102
70	186	108
Total	40,969	

- Over half (58.3%) of all speed related detections were on 30mph roads.
- The highest speed recorded in 2018 was 108mph, which was detected on the A1 (a 70mph road).

4.5 Age of drivers

Table 4: Age of drivers detected by camera type, 2018

Age of Driver	Mobile Speed Cameras	Fixed Speed Cameras	Average Speed Cameras	RLR Cameras	Total
Under 25	2,553	879	451	55	3,938
25 - 39	9,577	1,942	1,331	151	13,001
40 - 54	10,498	1,803	1,080	144	13,525
55 - 69	6,486	965	436	66	7,953
70+	2,065	223	55	21	2,364
Unknown	359	158	108	11	636
Total	31,538	5,970	3,461	448	41,417

- Where age was known, one third of all persons detected by the RSP in 2018 were aged 40 – 54 (33.2%), a further 31.9% were aged 25 – 39, which was similar to the age breakdown in 2017.
- Persons aged under 25 accounted for 9.7% of all those detected, where the age was known, however they accounted for 15.1% of all those detected by the fixed cameras.

4.6 Time of day

Table 5: Detections by time of day, 2018

Time of Day	Mobile Speed Cameras	Fixed Speed Cameras	Average Speed Cameras	RLR Cameras	Total
0000-0259	0	769	274	44	1,087
0300-0559	0	385	223	26	634
0600-0859	1,350	1,054	535	51	2,990
0900-1159	13,348	1,002	520	56	14,926
1200-1459	11,899	778	411	71	13,159
1500-1759	3,691	503	393	69	4,656
1800-2059	1,250	618	651	59	2,578
2100-2359	0	861	454	72	1,387
Total	31,538	5,970	3,461	448	41,417

- Just over one in three detections in 2018 (36.0%) were between 9am and midday, followed by a further 31.8% between midday and 3pm.

5. Deployment

There are currently 8 highly visible mobile speed camera vans that operate 7 days a week throughout Northern Ireland at over 80 permanently signed locations as well as community concern sites.

Table 6: Number of deployments by day of week and month of year, 2018

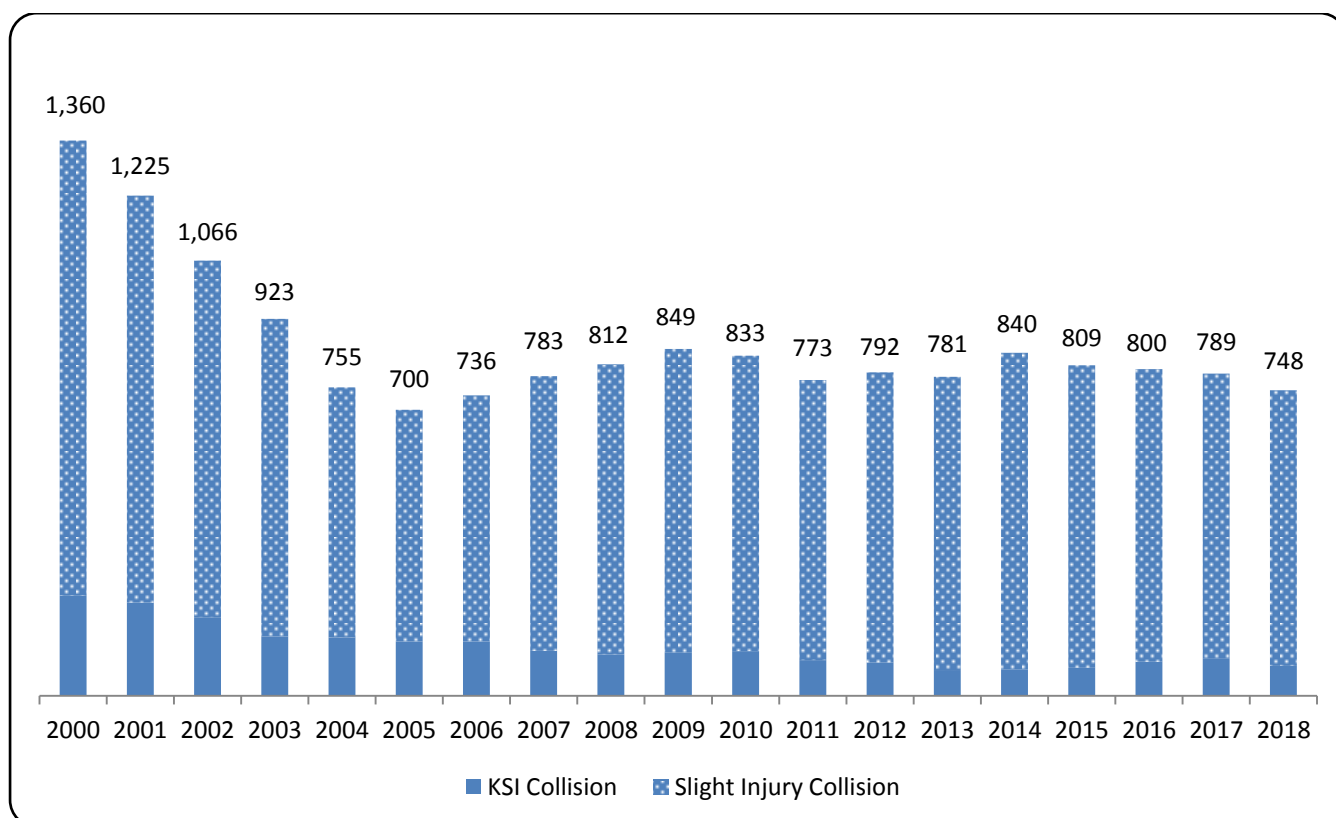
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
January	31	41	53	52	47	53	22	299
February	20	42	48	27	44	44	32	257
March	25	52	47	45	56	50	47	322
April	29	50	52	45	50	64	27	317
May	13	19	40	34	36	25	26	193
June	27	56	49	45	47	75	51	350
July	31	60	66	50	42	55	28	332
August	36	45	68	72	76	81	33	411
September	42	51	57	52	72	56	37	367
October	30	65	71	64	56	60	36	382
November	27	58	57	46	61	61	36	346
December	12	45	35	30	35	26	23	206
Total	323	584	643	562	622	650	398	3,782

- There were 3,782 deployments of the NIRSP vans in 2018.
- The highest number of deployments was on a Friday with 650, accounting for 17.2% of all deployments, while Sunday had the lowest number with 323 (8.5%).

6. Injury road traffic collisions

- There were 748 injury collisions recorded at safety camera sites in 2018, a decrease of 5.2% on the number recorded in 2017. There were 714 at fixed and mobile camera sites and 34 at red light running sites in 2018, compared with 758 at fixed and mobile camera sites and 31 at red light running sites in 2017.
- There were 73 fatal or serious (KSI) injury collisions recorded at safety camera sites in 2018, an 18.9% decrease on the 90 recorded in 2017.
- The work of the RSP is to support the NI Road Safety Strategy (RSS) 2020 by using targeted enforcement to reduce the casualties on the roads. Looking at the collisions recorded at RSP sites over the period 2014 – 2018 there was a reduction in KSI collisions of 39.0% when compared with 2004 – 2008 (the baseline used in the NI RSS). However not all of this decrease can be directly attributable to the presence of safety cameras as there was also a general decrease (29.3%) in KSI collisions in Northern Ireland when the same five year periods are compared.
- 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 as there has been a general decrease in KSI collisions in Northern Ireland as a whole in the period in question. It is also possible that a regression to the mean effect may have contributed to the reduction (see section 7 for more detail). However, research in the UK indicates that 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).

Figure 6: Number of injury road traffic collisions at safety camera sites, 2000 - 2018



7. 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, camera systems which measure 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 Partnership 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 the RSP sites is conducted by operators employed on behalf of the organisation. 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 over 80 permanently signed locations at which the mobile speed camera vans can deploy, 4 fixed speed cameras, 1 average speed 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

Average Speed Camera System

Average speed systems are highly visible and are mounted on over-hanging poles in pairs. The system measures the average speed at 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 District 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

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 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 2005⁴.
- 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'.
- 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).

⁴ 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_prog_r4598

8. Appendix

Detections at Northern Ireland Road Safety Partnership sites

	2018													2017
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Mobile Speed Cameras	1,463	1,274	1,635	1,677	1,751	3,303	3,386	4,638	3,316	3,758	3,462	1,875	31,538	22,700
Fixed Speed Cameras	542	573	725	637	744	484	250	207	503	473	391	441	5,970	7,669
Average Speed Cameras	9	7	10	7	0	282	882	645	501	442	314	362	3,461	707
RLR Cameras	39	48	44	29	7	24	36	31	36	49	64	41	448	357
Total	2,053	1,902	2,414	2,350	2,502	4,093	4,554	5,521	4,356	4,722	4,231	2,719	41,417	31,433

Detections at fixed camera sites⁵

	2018													2017
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Antrim Rd, Belfast	141	165	116	23	160	9	0	0	114	160	221	215	1,324	935
Saintfield Rd, Belfast	59	83	240	240	279	266	0	0	170	123	0	0	1,460	3,761
Springfield Rd, Belfast	122	123	140	163	93	0	0	0	0	0	0	0	641	1,256
Upper Newtownards Rd, Belfast	220	202	229	211	212	209	250	207	219	190	170	226	2,545	1,717
Total	542	573	725	637	744	484	250	207	503	473	391	441	5,970	7,669

⁵ During 2018 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 average speed camera site

	2018													2017
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
A2 Belfast to Bangor	9	7	10	7	0	282	882	645	501	442	314	362	3,461	707

Detections at mobile camera sites

	2018													2017
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
A1 Sprucefield Rbt to Sheepbridge	32	41	21	64	34	176	228	177	142	149	249	33	1,346	1,271
A2 Belfast to Bangor Road	24	1	13	29	48	12	32	68	102	22	54	8	413	80
A2 Bloody Bridge to Ballymartin	5	0	3	10	0	73	49	60	62	78	25	12	377	260
A20, Greyabbey to Loughdoo Rd	16	15	0	8	2	0	4	26	17	0	0	3	91	20
A25 Newry to Beleek	19	0	22	26	0	42	61	110	110	49	48	49	536	338
A29 Cookstown Rd	6	7	15	8	54	63	28	65	62	66	38	11	423	251
A55 Outer Ring, Belfast (Parkway to Belvoir Rd)	21	31	27	19	44	13	9	164	106	118	58	25	635	268
A7 Saintfield Rd/Belfast Rd, Carryduff	0	0	0	0	0	0	0	0	0	1	0	0	1	0
A8, Larne	38	47	68	27	113	102	43	103	70	173	113	78	975	408
Armagh - Monaghan Rd, Middletown	0	0	0	0	0	18	40	25	36	37	13	30	199	34
Armagh Rd, Portadown	9	9	14	11	0	35	36	55	72	33	14	14	302	261
Ballyclare Rd, Glengormley	0	0	0	0	0	1	0	4	4	0	7	3	19	13
Ballyquin Rd, Limavady	0	0	0	0	0	0	0	0	0	0	0	0	0	119
Ballysillan Rd, Belfast	32	11	8	0	0	49	20	31	29	22	11	12	225	290
Bangor Rd, Nards	0	6	6	4	0	27	37	107	39	33	24	21	304	29
Bangor Ring Rd	0	10	0	0	51	9	18	154	69	38	26	33	408	75
Castlereagh Rd, Belfast	3	1	1	3	9	0	3	0	0	1	7	0	28	3
Cliftonville Rd, Belfast	0	0	0	0	0	18	0	5	7	5	2	1	38	38
Comber Rd, Dundonald	21	29	15	18	19	26	0	32	13	5	15	0	193	50

Cornagrade Rd A32, Enniskillen	34	29	17	20	33	26	17	30	8	47	21	7	289	216
Crumlin Rd, Belfast	0	10	5	0	0	0	5	7	6	3	0	0	36	23
Culmore Rd, LDerry	79	55	85	77	43	115	205	82	94	107	107	89	1,138	631
Donaghadee Rd, Bangor	0	0	4	4	0	0	17	16	28	23	0	4	96	30
Doogary to Ballygawley Rbt A5	11	10	17	11	14	18	9	27	78	90	73	29	387	170
Dublin Rd, Newry	26	0	45	20	0	33	70	71	7	57	52	22	403	704
Dublin Road, Antrim	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Dundrum Rd, Newcastle	0	1	1	0	0	0	0	5	0	0	0	0	7	3
Dungiven Rd, LDerry	37	27	41	14	47	92	53	72	25	77	59	9	553	410
Enniskillen - Lisbellaw A4	1	0	12	0	11	31	37	12	19	15	20	9	167	36
Falls/Andersonstown/Stewartstown Rd, Belfast	0	0	13	5	0	0	0	42	0	27	14	10	111	46
Frosses/Crankhill Rd Ballymena/Ballymoney	104	21	71	85	290	253	213	210	169	140	239	151	1,946	787
Glen Rd, Belfast	22	0	15	6	0	0	0	12	0	10	0	0	65	59
Glenshane Rd A6 LDerry	34	13	24	36	36	38	47	62	39	62	38	30	459	194
Glenshane Rd, Maghera	0	0	0	0	0	0	0	0	26	20	101	89	236	196
Killyclougher Rd A505, Omagh	0	1	0	0	0	0	0	0	4	0	2	0	7	0
Knockmore Rd, Lisburn	0	0	0	0	0	0	1	0	0	0	0	0	1	0
Magherafelt Rd, Moneymore	0	0	0	1	3	9	0	0	0	0	0	0	13	4
Malone/University/Milltown Rd, Belfast	5	14	26	33	8	9	29	68	30	32	20	0	274	205
Mill Hill, Castlewellan	7	9	5	10	0	0	0	24	0	0	5	0	60	19
Moyarget Rd, Ballycastle	16	6	3	22	11	0	77	71	35	45	47	13	346	262
Newry Rd, Warrenpoint	28	0	9	15	7	39	89	65	8	47	32	19	358	455
Saintfield Rd, Carryduff	0	0	1	0	0	0	3	3	0	0	2	0	9	2
Saintfield Rd, Upp Galwally, Belfast	26	38	12	68	60	25	30	152	92	99	33	0	635	311
Springfield Rd, Belfast	6	17	0	0	0	0	0	27	0	64	39	2	155	317
Upper Lisburn Rd, Belfast	6	0	3	5	2	9	0	24	6	10	19	9	93	62
Woodburn Rd, Carrickfergus	5	8	0	0	11	0	0	29	30	36	12	0	131	62
Antrim Rd, Belfast	0	3	0	3	0	0	8	14	11	16	11	4	70	49
Belfast Rd, Maguiresbridge	0	0	0	1	2	0	0	0	2	1	7	0	13	11

Gosford Rd, Tandragee	1	0	0	2	0	18	11	16	7	7	6	2	70	11
North Rd, Carrickfergus	3	0	11	2	0	16	0	43	14	39	23	0	151	101
Prince William Rd, Lisburn	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Prospect Rd, Carrickfergus	10	15	4	15	25	38	10	51	39	36	86	18	347	93
Saintfield Rd, Lisburn	0	0	0	0	0	0	2	0	0	0	0	0	2	0
Shore Rd Eden to Belfast	77	89	76	100	23	55	109	114	122	127	127	55	1,074	1,195
Antrim Rd, Glengormley	17	0	9	17	4	28	19	23	25	16	7	12	177	145
Ballynahinch Rd, Carryduff	0	0	0	0	0	0	0	0	13	36	0	0	49	75
Balmoral Ave, Belfast	0	1	19	20	21	5	4	13	16	26	14	10	149	63
Belmont Rd, Belfast	13	21	38	39	38	47	32	124	0	60	69	0	481	180
Blacks Rd, Belfast	0	0	0	2	0	0	0	9	0	11	10	5	37	84
Carnmoney Rd, Glengormely	6	18	0	31	0	46	32	20	31	33	25	11	253	212
Castlehill Rd, Belfast	0	2	10	11	19	0	5	29	21	9	12	11	129	35
Castlewellan Rd, Hilltown	9	0	8	9	0	15	17	43	31	27	15	8	182	200
Clooney Rd, L'Derry	4	6	13	8	26	108	42	201	41	120	98	83	750	164
Crawfordsburn Rd, Bangor	3	0	0	2	11	0	4	57	11	13	4	16	121	71
Cromore Rd, Coleriane	6	23	0	9	2	4	4	12	0	0	0	0	60	40
Crumlin Rd, Belfast	12	18	36	16	10	58	15	12	18	9	5	11	220	181
Cushendall Rd, Ballymena	10	28	52	0	20	29	61	52	56	105	61	99	573	271
Doagh Rd, Newtownabbey	2	0	0	1	0	5	5	1	0	0	4	1	19	41
Donaghadee Rd, Newtownards	0	10	12	24	0	0	0	27	0	14	0	0	87	18
Glenravel Rd, Cargan	2	5	18	12	0	0	28	13	14	19	7	2	120	91
Kings Rd, Belfast	9	4	6	3	3	0	0	48	16	8	10	0	107	65
Main St, Derrylin	4	2	20	7	9	10	15	7	4	8	7	3	96	83
Old Glenarm Rd, Larne	8	1	8	8	0	24	11	12	16	21	21	11	141	86
Rathfriland Rd, Hilltown	5	0	0	0	0	26	40	43	27	12	23	4	180	95
Stiles Way, Antrim	6	3	0	0	0	24	43	13	7	14	21	15	146	77
Upper Lisburn Rd, Belfast	0	3	0	7	0	10	0	17	9	0	1	7	54	33
Victoria Rd, Magheramason	0	2	0	0	4	6	2	6	1	11	6	5	43	18

Westland Rd, Belfast	4	1	0	0	0	7	5	8	14	15	6	4	64	44
Whiterock Rd, Belfast	0	0	0	1	0	0	0	0	0	18	8	6	33	19
Whitewell Rd, Belfast	6	0	0	10	0	5	2	10	11	13	11	14	82	52
Community Concern Sites	573	552	673	658	584	1,358	1,350	1,303	1,095	1,073	1,117	633	10,969	9,782
Total	1,463	1,274	1,635	1,677	1,751	3,303	3,386	4,638	3,316	3,758	3,462	1,875	31,538	22,700

Detections at red light running camera sites

	2018													2017
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Castle St, Belfast	0	0	1	4	2	0	0	0	1	0	0	0	8	0
Glenshane Rd, L'Derry	4	12	9	4	0	0	0	0	0	0	0	0	29	61
Middlepath St, Belfast	0	0	0	0	0	0	0	0	0	0	0	0	0	45
Millfield at Peter's Hill, Belfast	15	8	15	9	0	19	22	31	24	27	31	32	233	142
Nelson St, Belfast	19	28	19	12	0	0	0	0	11	22	33	9	153	89
York St, Belfast	1	0	0	0	5	5	14	0	0	0	0	0	25	20
Total	39	48	44	29	7	24	36	31	36	49	64	41	448	357

Number of persons who completed a speed awareness course following a detection for speeding by NIRSP⁶

	2018													2017
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Speed Awareness Course Completed	1,094	1,012	1,231	1,250	1,293	2,065	2,385	2,844	2,216	2,457	2,136	1,409	21,392	17,035

⁶ Figures refer to the month of detection and not the date the driver completed the course.