



## 2013 Statistical Report

Covering the reporting period  
1<sup>st</sup> January 2013 – 31<sup>st</sup> December 2013

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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 2013. 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 the Northern Ireland's Road Safety Strategy to 2020 by the delivery of educational campaigns and initiatives including education of offending drivers.

This report provides statistics from the NI RSP from 1<sup>st</sup> January 2013 up to and including 31<sup>st</sup> December 2013. These include –

- Detections by NIRSP for Speeding<sup>1</sup>
- Detections by NIRSP for Red Light Running
- Numbers of people who have completed the Speed Awareness Course
- Collision statistics at safety camera sites
- The number of times NIRSP vans were deployed at safety camera sites.

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

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

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<sup>1</sup> Figures relating to persons caught speeding by PSNI Officers are excluded from this report

## **Key Findings**

- 48,332 people were detected by the Northern Ireland Road Safety Partnership in 2013 either speeding or running a red light. This is a 1.2% decrease on the number of detections in 2012 (48,907). Whilst the number of detections is down slightly on the previous year they are more than 3 times the number of detections recorded by NIRSP in 2004. The main reason for this increase is because the NIRSP reduced the threshold at which a driver can be detected speeding during 2010 and again in 2012 (see Figure 1, page 8 for more details).
- Of the 48,332 persons detected, 59.0% resulted in the driver attending a speed awareness course and a further 36.5% being referred for a fixed penalty notice while the remaining 4.6% were referred to the PPS for prosecution.
- Two thirds (66.5%, 32,154) of the detections in 2013 were made by mobile speed cameras. This is down from 2012 when three quarters of all detections were made by mobile cameras.
- Of the 15,157 drivers detected by fixed cameras, the fixed site on the Saintfield Road, Belfast accounted for 43.1% of all detections, followed by Upper Newtownards Road, Belfast (28.5%), Antrim Road Belfast (20.5%) and Springfield Road, Belfast (7.9%).
- The highest speed recorded in 2013 was 103mph; this detection was made on the Frosses Rd / Crankill Rd Ballymena (a 70mph road).
- In 2013, 422 people were detected by one of the six red right running cameras across Northern Ireland, a 12.8% reduction on the number of red light running detections in 2012.
- The site that recorded the most red light running detections in 2013 was at the junction of Millfield at Peter's Hill, Belfast where 155 drivers were detected for running the red light (36.7% of all red light running detections).
- There were 3,390 deployments of the Road Safety Partnership vans in 2013 (figures on the number of deployments in previous years are not readily available).
- There were 716 injury collisions recorded at safety camera sites in 2013, 6 more than in 2012. There were 689 at fixed and mobile camera sites and 27 at red light running sites in 2013, compared with 677 at fixed and mobile camera sites and 33 at red light running sites in 2012 (please see pages 10 - 12 for further details).

**Table 1: Detections at Northern Ireland Road Safety Partnership Sites**

	2013
Mobile Speed Cameras	32,154
Fixed Speed Cameras	15,157
SPECs	599
RLR Camera	422
Total	<b>48,332</b>

- There were 48,332 detections by the Road Safety Partnership in 2013 (approximately 132 per day); this is a decrease of 1.2% on the 48,907 detections made in 2012.
- Fixed camera detections increased by 32.8% when compared with 2012.
- SPECs cameras detections increased by 29.1% in 2013 when compared with 2012.
- There was a 12% decrease in the number of detections at mobile cameras sites; the appointment of new Safety Camera Operators is most likely the main reason for this.
- July was the month with highest number of detections (5,374, 11.1%), while February had the lowest number (2,954, 6.1%).
- Of the 47,910 speed related detections in 2013 over half of the drivers detected completed a speed awareness course (28,503, 59.5%). This was a decrease of 4.3% on the number who completed a course following detection in 2012.

**Table 2: Detections at Fixed Camera Sites<sup>2</sup>**

	2013
Antrim Rd, Belfast	3,111
Saintfield Rd, Belfast	6,534
Springfield Rd, Belfast	1,191
Upper Newtownards Rd, Belfast	4,321
Total	<b>15,157</b>

- The Saintfield Road, Belfast remained the fixed camera site with the most detections. It accounted for 43.1% of all detections at fixed camera sites.
- July was the month with highest number of detections at fixed camera sites (2,255, 14.9%).

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<sup>2</sup> During 2013 the fixed camera sites occasionally become unserviceable and need to be repaired by specialist engineers which can affect the number of detections achieved.

**Table 3: Detections at Mobile Camera Sites / Routes**

	2013		2013
P1 A1 Sprucefield Rbt to Sheepbridge Rd	378	P1 Frosses/Crankhill Rd Ballymena/Ballymoney	2,283
P1 A2 Ballyreagh Rd, Portrush	817	P1 Galgorm Rd, Ballymena	4
P1 A2 Belfast to Bangor Road	429	P1 Glen Rd, Belfast	177
P1 A2 Newcastle Rd, Kilkeel	130	P1 Glenshane Rd A6 LDerry	134
P1 A20 Portaferry Rd, Kircubbin	335	P1 Glenshane Rd, Maghera	651
P1 A25 Newry to Beleek	25	P1 Killyclougher Rd A505, Omagh	10
P1 A29 Cookstown Rd	36	P1 Knockmore Rd, Lisburn	1
P1 A55 Outer Ring, Belfast	183	P1 Magherafelt Rd, Moneymore	99
P1 A7 Saintfield Rd/Belfast Rd, Carryduff	0	P1 Malone/University/Milltown Rd, Belfast	675
P1 A8, Larne	349	P1 Mill Hill, Castlewellan	93
P1 Armagh - Monaghan Rd, Middletown	366	P1 Moyarget Rd, Ballycastle	127
P1 Armagh Rd, Portadown	522	P1 Moyarget Rd/Ballinlea Rd, Ballycastle	2
P1 Ballybogey Rd, Ballymoney	13	P1 Newry Rd, Warrenpoint	214
P1 Ballycastle Rd, Coleraine	0	P1 Old Hollywood Rd, Belfast	373
P1 Ballyclare Rd, Glengormley	38	P1 Portaferry Rd, Nards	33
P1 Ballyquin Rd, Limavady	286	P1 Saintfield Rd, Carryduff	20
P1 Ballysillan Rd, Belfast	562	P1 Saintfield Rd, Upp Galwally, Belfast	529
P1 Bangor Rd, Nards	144	P1 Scarva Rd, Banbridge	357
P1 Bangor Ring Rd	255	P1 Springfield Rd, Belfast	749
P1 Castlereagh Rd, Belfast	43	P1 Tandragee Rd, Bessbrook	238
P1 Cliftonville Rd, Belfast	16	P1 Tobermore Rd, Maghera	714
P1 Comber Rd, Dundonald	231	P1 Upper Lisburn Rd, Belfast	547
P1 Cornagrade Rd A32, Enniskillen	496	P1 Warrenpoint Rd, Newry	18
P1 Crumlin Rd, Belfast	126	P1 Woodburn Rd, Carrickfergus	119
P1 Culmore Rd, LDerry	1,574	P2 Antrim Rd, Belfast	274
P1 Donaghadee Rd, Bangor	119	P2 Belfast Rd, Maguiresbridge	8
P1 Doogary to Ballygawley Rbt A5	587	P2 Downpatrick Rd, Ardglass	92
P1 Drum Rd A505, Cookstown	566	P2 Gosford Rd, Tandragee	69
P1 Dublin Rd, Antrim	1	P2 Moorlough Rd, Lisnaskea	0
P1 Dublin Rd, Newry	0	P2 North Rd, Carrickfergus	138
P1 Dundrum Rd, Newcastle	0	P2 Prince William Rd, Lisburn	0
P1 Dungiven Rd, LDerry	2,343	P2 Prospect Rd, Carrickfergus	128
P1 Dunhill Rd, Limavady	160	P2 Saintfield Rd, Lisburn	5
P1 Enniskillen - Derrylin Rd	121	P2 Shore Rd Eden to Belfast	1,414
P1 Enniskillen - Lisbellaw A4	172	Community Concern Sites	9,919
P1 Falls/Andersonstown/Stewartstown Rd, Belfast	109	Total	32,154
P1 Foreglen Rd A6 Dungiven	408		

- Two thirds of all detections were made at mobile camera sites (32,154) in 2013, 69.2% were at permanent sites and the remaining 30.8% were at community concern sites.
- The site on Dungiven Road, Derry/Londonderry had the most detections with 2,343 in 2013 while there a small number of sites with 0 (zero) detections. There are a variety of reasons for certain sites having low level of detections including; low numbers of drivers breaching the speed threshold on sites where a higher speed limit is in force (60 mph+), changes to the road layout since the site was first adopted resulting in less speeding (e.g. introduction of a roundabout on a previously straight stretch of road) or the opening of new roads providing alternative routes for drivers.

**Table 4: Speeding detections by speed limit**

Speed Limit (mph)	Number of detections	Highest speed recorded (mph)
30	32,098	63
40	9,654	77
50	1,027	79
60	4,580	102
70	551	103
<b>Total</b>	<b>47,910</b>	

- Two thirds of all speed related detections were on 30mph roads.
- The highest speed recorded in 2013 was 103mph; this detection was made on the Frosses Rd / Crankill Rd Ballymena (a 70mph road).

**Table 5: Detections at Red Light Running Sites**

	2013
Castle St, Belfast	5
Glenshane Rd, L'Derry	49
Middlepath St, Belfast	85
Millfield at Peter's Hill, Belfast	155
Nelson St, Belfast	76
York St, Belfast	52
<b>Total</b>	<b>422</b>

- There was a reduction of 12.8% on the number of detections at red light running sites in 2013 when compared with 2012.
- The site that recorded the most red light running detections was at the junction of Millfield at Peter's Hill, Belfast where 155 drivers were detected for running the red light (36.7% of all red light running detections).

**Table 6: Age of drivers detected by camera type**

Age of driver	Mobile Speed Cameras	Fixed Speed Cameras	SPECs	RLR Camera	Total
Under 17	1	0	0	0	<b>1</b>
17 - 24	2,409	1,621	119	65	<b>4,214</b>
25 - 39	9,391	4,694	243	144	<b>14,472</b>
40 - 54	11,487	5,639	172	114	<b>17,412</b>
55 - 69	6,577	2,528	46	55	<b>9,206</b>
70+	1,930	478	8	27	<b>2,443</b>
Unknown	359	197	11	17	<b>584</b>
<b>Total</b>	<b>32,154</b>	<b>15,157</b>	<b>599</b>	<b>422</b>	<b>48,332</b>

- Over one third of all persons detected by the RSP in 2013 were aged 40 – 54 (36.0%), a further 29.9% were aged 25 – 39.
- Persons aged under 25 accounted for 8.7% of all those detected, however they account for one in five (19.9%) of all those detected by the average speed camera.

**Table 7: Detections by time of day**

Time of Day	2013
0000-0259	1,092
0300-0559	596
0600-0859	2,656
0900-1159	19,095
1200-1459	16,955
1500-1759	3,648
1800-2059	2,478
2100-2359	1,812
<b>Total</b>	<b>48,332</b>

- Almost two fifths of all detections (39.5%) were between 9am and midday, followed by a further one third (35.1%) between midday and 3pm.

**Table 8: Detections at Northern Ireland Road Safety Partnership Sites 2004 – 2013**

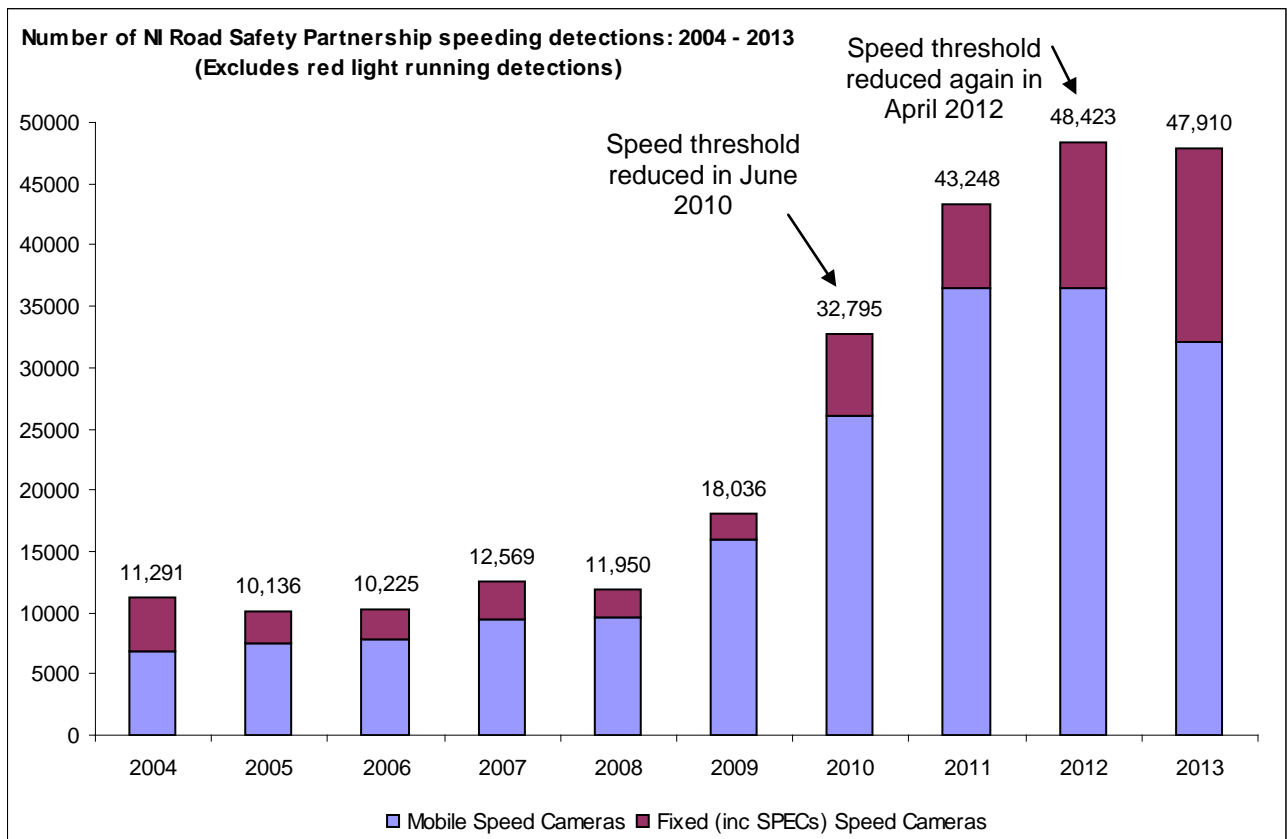
	Mobile Speed Cameras	Fixed Speed Cameras	SPECs <sup>1</sup>	RLR Camera <sup>2</sup>	Total
2004	6,915	4,376	-	-	11,291
2005	7,501	2,635	-	-	10,136
2006	7,781	2,440	4	-	10,225
2007	9,450	3,095	24	109	12,678
2008	9,642	2,300	8	519	12,469
2009	16,016	2,020	0	605	18,641
2010	26,006	6,709	80	736	33,531
2011	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

<sup>1</sup> SPECs first launched 7<sup>th</sup> August 2006

<sup>2</sup> RLR first launched 26<sup>th</sup> November 2007

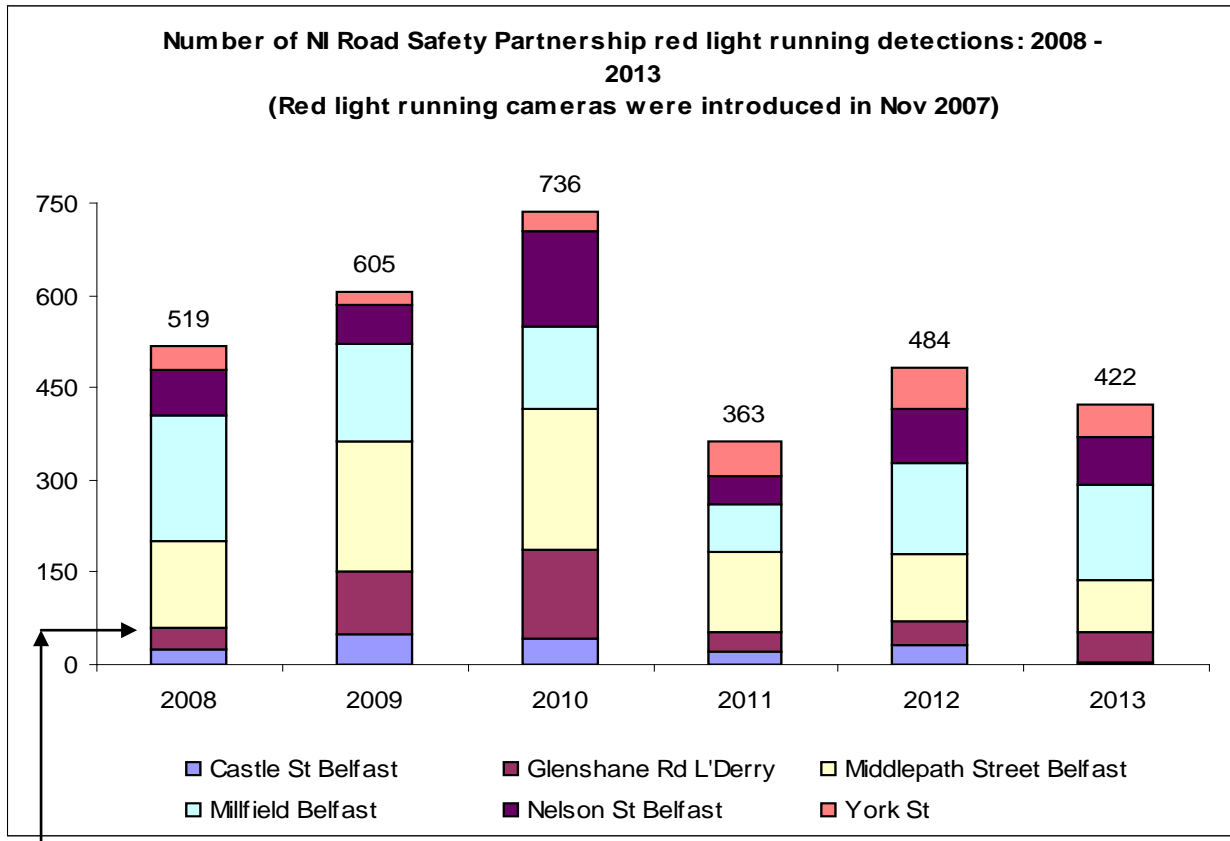
- There was more than 3 times the number of detections in 2013 than were made 10 years ago in 2004. The main reason for this increase is because the NIRSP reduced the speed threshold at which a driver can be detected speeding (see Figure 1 below).
- The first significant increase in the number of detections was in 2009 prior to any changes in the threshold. The main reason for this was that operators became civilianised in December 2008. Prior to this the vans were operated by PSNI officers.

**Figure 1**





**Figure 2**

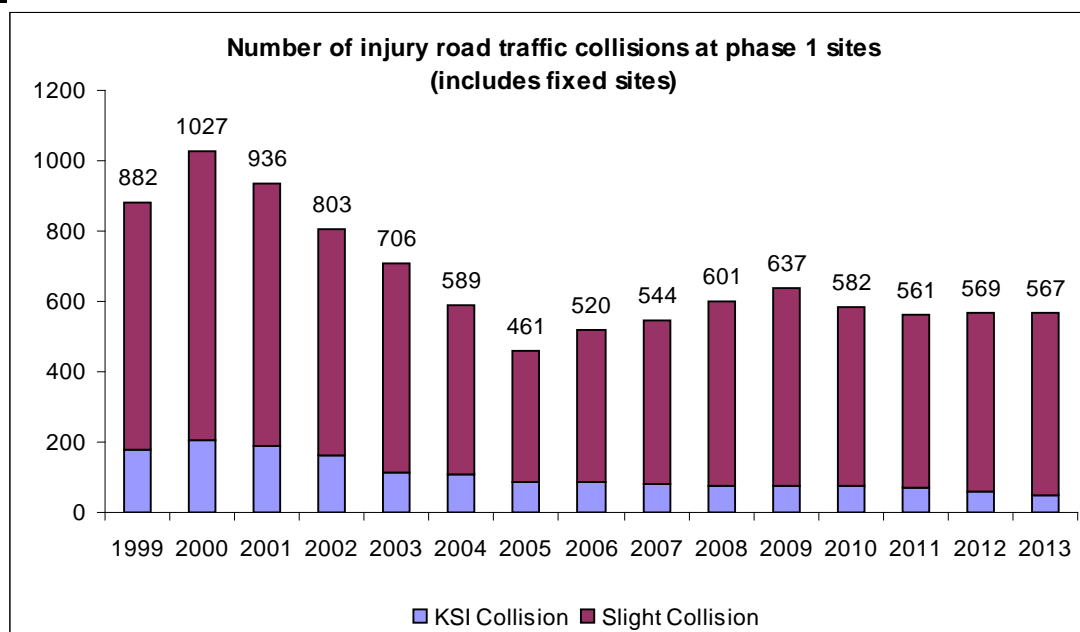


Glenshane Rd L'Derry  
launched Sep 2008

## Injury road traffic collisions at RSP sites

- There were 716 injury collisions recorded at safety camera sites in 2013, 6 more than in 2012. There were 689 at fixed and mobile camera sites and 27 at red light running sites in 2013 compared with 677 at fixed and mobile camera sites and 33 at red light running sites in 2012.
- There were 60 KSI injury collisions recorded at safety camera sites in 2013, 11 less than in 2012. There were 60 at fixed and mobile camera sites and 0 (zero) at red light running sites in 2013, compared with 68 at fixed and mobile camera sites and 3 at red light running sites in 2012.

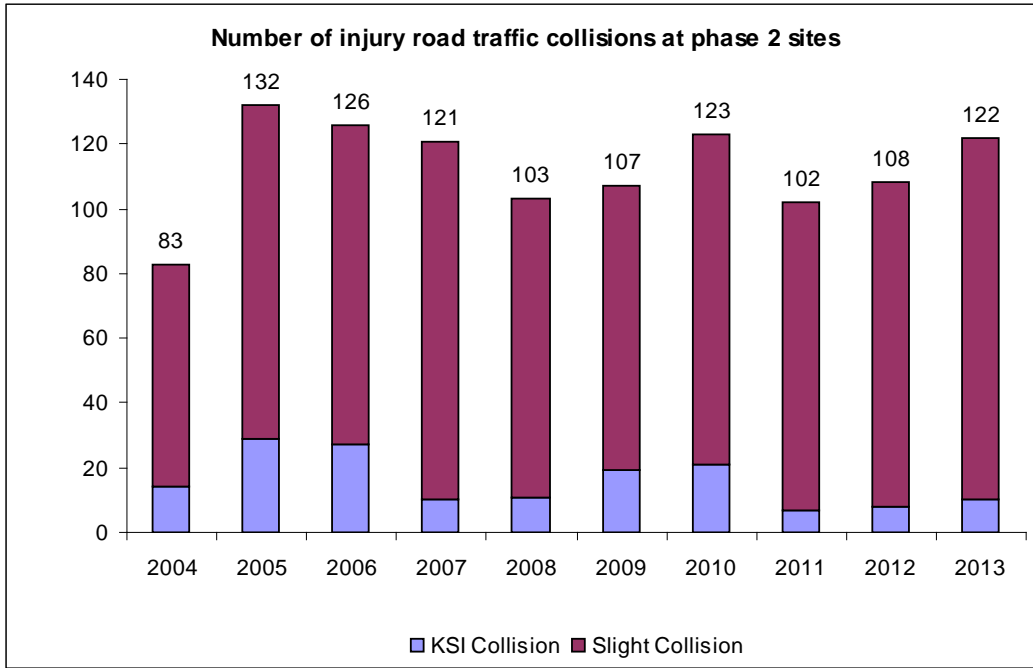
**Figure 3**



## Phase 1 sites

- There were 567 injury collisions recorded at phase 1 sites in 2013, 2 less than in 2012. There were 50 KSI collisions recorded at phase 1 sites in 2013, a reduction of 16.7% (10 KSI collisions) than in 2012.
- Looking at the collisions recorded at RSP sites over the period 2011 – 2013 there is a reduction in KSI collisions of 67.3% at phase 1 sites when compared with the three year period prior to the launch of the Partnership (2000 – 2002). However not all of this decrease can be directly attributable to the presence of safety cameras as there also has been a general decrease in KSI collisions in Northern Ireland in the three year period 2011 – 2013 compared with the three year period prior to the launch of Partnership (46.9%).

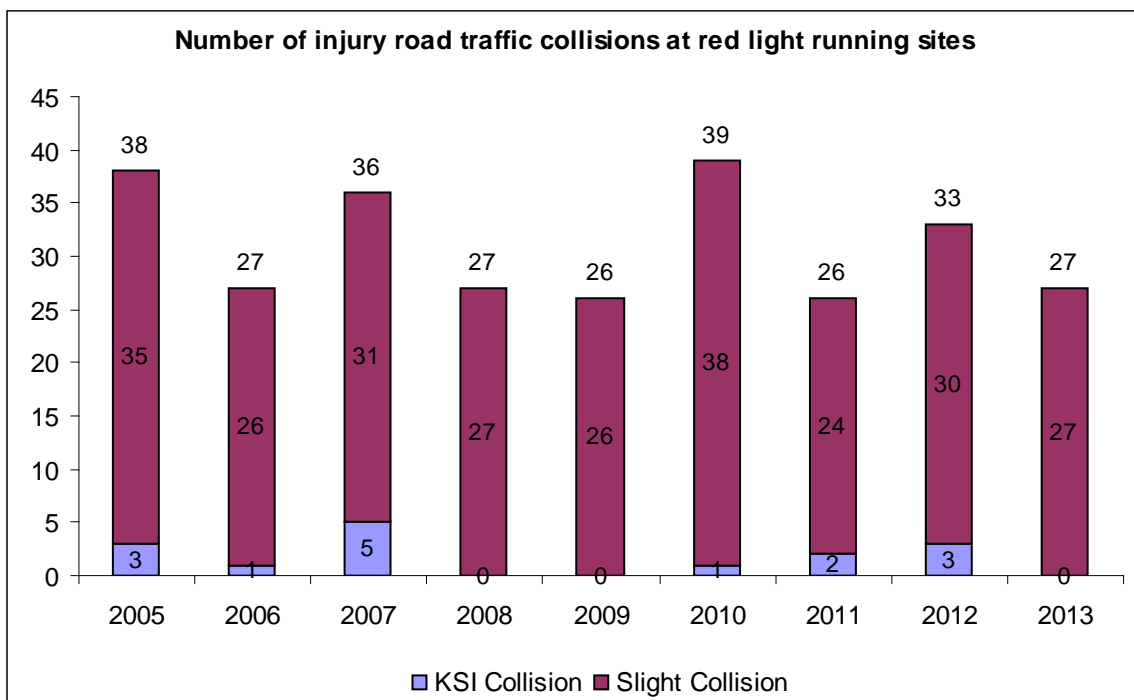
**Figure 4**



**Phase 2 sites**

- There were 122 injury collisions recorded at phase 2 sites in 2013, a 13.0% increase on the number recorded in 2012.
- When looking at phase 2 sites over the same time period of 2011 – 2013 it shows a reduction in KSI collisions of 37.5% when compared with the three year period prior to the launch of phase 2 (2007 – 2009). As with the phase 1 sites not all of this decrease can be directly attributable to the presence of safety cameras as there also has been a general decrease in KSI collisions in Northern Ireland in the three year period 2011 – 2013 compared with the three year period prior to the launch of phase 2 (22.9%).

**Figure 5**



### **Red light running sites**

- There were 27 injury collisions recorded at red light running sites in 2013, 6 less than in 2012 and the same number that occurred 5 years ago in 2008.

### **Regression to the Mean**

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

The Northern Ireland Road Safety Partnership is unable to quantify the contribution of the RTM effect as we don't have access to all the required data variables in order to replicate the complex statistical modelling approach adopted by the Department of Transport (DfT) in their examination of the RTM effect in 2005<sup>3</sup>. Whilst we can't calculate the effect of safety cameras in reducing collisions in Northern Ireland, we have attempted to minimise the RTM effect by increasing the time period used to identify RSP safety camera sites (we use 5 year collision histories instead of the 3 year period normally adopted across the rest of the UK).

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

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<sup>3</sup> The National Safety Camera Programme Four Year Evaluation Report December 2005  
[http://webarchive.nationalarchives.gov.uk/20090104005813/http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/nscp/nscp/coll\\_the\\_national\\_safety\\_camera\\_program/the\\_national\\_safety\\_camera\\_program\\_4598](http://webarchive.nationalarchives.gov.uk/20090104005813/http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/nscp/nscp/coll_the_national_safety_camera_program/the_national_safety_camera_program_4598)

## Deployment

There are currently 8 highly visible mobile speed camera vans that operate 7 days a week throughout Northern Ireland at over 70 permanently signed locations as well as community concern sites.

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

2013								
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
January	14	40	38	40	44	34	26	<b>236</b>
February	23	33	24	26	38	34	21	<b>199</b>
March	18	39	42	33	39	28	26	<b>225</b>
April	22	33	36	32	35	32	22	<b>212</b>
May	20	53	35	51	57	71	44	<b>331</b>
June	33	53	57	57	49	47	24	<b>320</b>
July	19	58	59	63	53	36	25	<b>313</b>
August	20	46	43	38	55	64	40	<b>306</b>
September	23	68	56	48	49	43	29	<b>316</b>
October	22	53	68	58	44	50	31	<b>326</b>
November	34	63	48	52	55	64	33	<b>349</b>
December	26	60	55	31	25	34	26	<b>257</b>
<b>Total</b>	<b>274</b>	<b>599</b>	<b>561</b>	<b>529</b>	<b>543</b>	<b>537</b>	<b>347</b>	<b>3,390</b>

- There were 3,390 deployments of the NIRSP van in 2013.
- November was the month with highest number of deployments (349, 10.3%), while February had the lowest number (199, 5.9%).

## Appendix 1: Detection breakdown by month

### Detections at Northern Ireland Road Safety Partnership Sites

	2013													2012
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Mobile Speed Cameras	2,679	2,317	2,467	2,384	3,106	2,712	2,983	2,811	3,100	2,825	2,816	1,954	<b>32,154</b>	<b>36,546</b>
Fixed Speed Cameras	1,006	574	504	903	1,510	1,799	2,255	1,705	1,194	1,290	1,393	1,024	<b>15,157</b>	<b>11,413</b>
SPECs	42	18	25	26	69	159	119	1	5	11	61	63	<b>599</b>	<b>464</b>
RLR Camera	33	45	56	40	30	18	17	16	21	37	57	52	<b>422</b>	<b>484</b>
<b>Total</b>	<b>3,760</b>	<b>2,954</b>	<b>3,052</b>	<b>3,353</b>	<b>4,715</b>	<b>4,688</b>	<b>5,374</b>	<b>4,533</b>	<b>4,320</b>	<b>4,163</b>	<b>4,327</b>	<b>3,093</b>	<b>48,332</b>	<b>48,907</b>

### Detections at Fixed Camera Sites<sup>4</sup>

	2013													2012
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Antrim Rd, Belfast	303	380	3	99	112	207	603	287	376	305	236	200	<b>3,111</b>	<b>4,220</b>
Saintfield Rd, Belfast	161	0	0	251	1,076	1,040	1,059	959	538	452	540	458	<b>6,534</b>	<b>4,247</b>
Springfield Rd, Belfast	0	0	0	0	0	156	238	89	0	294	292	122	<b>1,191</b>	<b>869</b>
Upper Newtownards Rd, Belfast	542	194	501	553	322	396	355	370	280	239	325	244	<b>4,321</b>	<b>2,077</b>
<b>Total</b>	<b>1,006</b>	<b>574</b>	<b>504</b>	<b>903</b>	<b>1,510</b>	<b>1,799</b>	<b>2,255</b>	<b>1,705</b>	<b>1,194</b>	<b>1,290</b>	<b>1,393</b>	<b>1,024</b>	<b>15,157</b>	<b>11,413</b>

### Detections at SPECs Site

	2013													2012
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
SPECs	42	18	25	26	69	159	119	1	5	11	61	63	<b>599</b>	<b>464</b>

<sup>4</sup> During 2013 the fixed camera sites occasionally become unserviceable and need to be repaired by specialist engineers which can affect the number of detections achieved.

## Detections at Mobile Camera Sites

	2013													2012
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
P1 A1 Sprucefield Rbt to Sheepbridge Rd	23	20	44	41	64	1	2	103	23	24	19	14	<b>378</b>	<b>1,118</b>
P1 A2 Ballyreagh Rd, Portrush	68	132	27	64	52	82	64	85	56	54	66	67	<b>817</b>	<b>1,518</b>
P1 A2 Belfast to Bangor Road	53	37	10	21	61	35	30	57	24	39	22	40	<b>429</b>	<b>718</b>
P1 A2 Newcastle Rd, Kilkeel	14	1	0	18	10	7	17	18	15	8	9	13	<b>130</b>	<b>65</b>
P1 A20 Portaferry Rd, Kircubbin	21	27	19	29	27	5	43	10	55	35	28	36	<b>335</b>	<b>254</b>
P1 A25 Newry to Beleek	0	18	0	0	4	0	0	0	3	0	0	0	<b>25</b>	<b>155</b>
P1 A29 Cookstown Rd	0	0	0	0	0	0	1	11	0	3	7	14	<b>36</b>	<b>8</b>
P1 A55 Outer Ring, Belfast	22	45	6	0	28	16	22	8	10	14	9	3	<b>183</b>	<b>250</b>
P1 A7 Saintfield Rd/Belfast Rd, Carryduff	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>	<b>8</b>
P1 A8, Larne	38	85	2	0	18	24	30	19	65	22	19	27	<b>349</b>	<b>1,073</b>
P1 Armagh - Monaghan Rd, Middletown	38	16	36	19	39	50	44	47	6	13	42	16	<b>366</b>	<b>347</b>
P1 Armagh Rd, Portadown	39	1	26	54	24	21	36	64	129	56	39	33	<b>522</b>	<b>550</b>
P1 Ballybogey Rd, Ballymoney	12	0	0	0	0	0	0	1	0	0	0	0	<b>13</b>	<b>74</b>
P1 Ballycastle Rd, Coleraine	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>	<b>0</b>
P1 Ballyclare Rd, Glengormley	3	0	4	5	2	0	1	1	3	10	4	5	<b>38</b>	<b>56</b>
P1 Ballyquin Rd, Limavady	62	12	44	33	8	30	15	8	16	19	25	14	<b>286</b>	<b>245</b>
P1 Ballysillan Rd, Belfast	26	35	23	25	72	77	36	21	81	68	42	56	<b>562</b>	<b>533</b>
P1 Bangor Rd, Nards	16	23	11	13	10	13	4	6	8	6	27	7	<b>144</b>	<b>199</b>
P1 Bangor Ring Rd	24	25	26	13	11	13	35	7	35	22	26	18	<b>255</b>	<b>337</b>
P1 Castlereagh Rd, Belfast	0	0	0	0	0	9	10	1	0	2	8	13	<b>43</b>	<b>2</b>
P1 Cliftonville Rd, Belfast	2	0	0	4	0	7	0	0	0	0	2	1	<b>16</b>	<b>5</b>
P1 Comber Rd, Dundonald	35	29	16	6	15	5	2	39	25	22	26	11	<b>231</b>	<b>473</b>
P1 Cornagrade Rd A32, Enniskillen	62	49	32	20	28	41	42	47	72	7	35	61	<b>496</b>	<b>497</b>
P1 Crumlin Rd, Belfast	6	4	0	13	3	19	3	7	8	18	45	0	<b>126</b>	<b>257</b>
P1 Culmore Rd, LDerry	97	7	180	115	150	58	174	128	246	244	65	110	<b>1,574</b>	<b>1,999</b>
P1 Donaghadee Rd, Bangor	11	16	1	10	2	6	30	9	0	12	9	13	<b>119</b>	<b>58</b>
P1 Doogary to Ballygawley Rbt A5	55	79	25	30	62	53	45	50	31	42	71	44	<b>587</b>	<b>448</b>
P1 Drum Rd A505, Cookstown	24	38	54	49	126	47	66	31	9	76	23	23	<b>566</b>	<b>273</b>
P1 Dublin Rd, Antrim	0	0	0	0	0	0	0	0	1	0	0	0	<b>1</b>	<b>0</b>
P1 Dublin Rd, Newry	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>	<b>191</b>
P1 Dundrum Rd, Newcastle	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>	<b>0</b>

	2013													2012
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
P1 Dungiven Rd, LDerry	227	169	192	234	253	152	131	278	183	221	141	162	<b>2,343</b>	<b>2,531</b>
P1 Dunhill Rd, Limavady	19	8	10	10	6	0	22	28	18	27	12	0	<b>160</b>	<b>247</b>
P1 Enniskillen - Derrylin Rd	11	5	28	11	21	14	14	6	3	2	6	0	<b>121</b>	<b>99</b>
P1 Enniskillen - Lisbellaw A4	11	19	3	8	6	12	2	36	18	19	31	7	<b>172</b>	<b>38</b>
P1 Falls/Andersonstown/Stewartstown Rd, Belfast	5	6	20	3	18	15	3	0	6	7	24	2	<b>109</b>	<b>18</b>
P1 Foreglen Rd A6 Dungiven	31	20	45	17	5	67	43	7	61	44	68	0	<b>408</b>	<b>766</b>
P1 Frosses/Crankhill Rd Ballymena/Ballymoney	209	189	185	99	237	181	183	213	272	196	176	143	<b>2,283</b>	<b>3,004</b>
P1 Galgorm Rd, Ballymena	0	0	0	0	4	0	0	0	0	0	0	0	<b>4</b>	<b>0</b>
P1 Glen Rd, Belfast	6	4	33	17	19	33	21	0	27	4	5	8	<b>177</b>	<b>99</b>
P1 Glenshane Rd A6 LDerry	23	19	6	24	6	18	4	13	15	0	2	4	<b>134</b>	<b>190</b>
P1 Glenshane Rd, Maghera	0	103	112	51	23	16	75	108	66	5	70	22	<b>651</b>	<b>865</b>
P1 Killyclougher Rd A505, Omagh	0	0	0	0	1	0	0	0	1	8	0	0	<b>10</b>	<b>5</b>
P1 Knockmore Rd, Lisburn	0	0	0	0	0	0	1	0	0	0	0	0	<b>1</b>	<b>0</b>
P1 Magherafelt Rd, Moneymore	1	19	0	24	5	0	5	26	0	1	12	6	<b>99</b>	<b>30</b>
P1 Malone/University/Milltown Rd, Belfast	23	37	41	33	101	80	81	41	73	62	49	54	<b>675</b>	<b>684</b>
P1 Mill Hill, Castlewellan	6	15	0	0	6	5	6	8	6	8	22	11	<b>93</b>	<b>143</b>
P1 Moyarget Rd, Ballycastle	41	10	0	0	0	0	0	0	27	16	0	33	<b>127</b>	<b>545</b>
P1 Moyarget Rd/Ballinlea Rd, Ballycastle	0	0	0	1	0	0	0	0	0	1	0	0	<b>2</b>	<b>0</b>
P1 Newry Rd, Warrenpoint	0	26	0	8	0	13	49	1	38	28	51	0	<b>214</b>	<b>479</b>
P1 Old Holywood Rd, Belfast	73	32	66	4	41	18	8	34	25	20	30	22	<b>373</b>	<b>301</b>
P1 Portaferry Rd, Nards	1	9	2	1	4	3	0	0	1	3	3	6	<b>33</b>	<b>10</b>
P1 Saintfield Rd, Carryduff	1	1	1	1	4	7	0	3	0	1	1	0	<b>20</b>	<b>16</b>
P1 Saintfield Rd, Upp Galwally, Belfast	37	0	32	36	77	59	37	29	66	88	57	11	<b>529</b>	<b>386</b>
P1 Scarva Rd, Banbridge	10	25	33	25	7	31	51	40	41	41	34	19	<b>357</b>	<b>63</b>
P1 Springfield Rd, Belfast	23	12	125	56	85	87	111	0	113	66	43	28	<b>749</b>	<b>460</b>
P1 Tandragee Rd, Bessbrook	3	6	9	26	46	8	60	6	23	14	16	21	<b>238</b>	<b>127</b>
P1 Tobermore Rd, Maghera	51	0	62	17	156	117	22	91	18	95	69	16	<b>714</b>	<b>588</b>
P1 Upper Lisburn Rd, Belfast	31	48	33	78	51	29	59	73	41	42	23	39	<b>547</b>	<b>608</b>
P1 Warrenpoint Rd, Newry	0	7	1	0	7	1	0	0	0	0	2	0	<b>18</b>	<b>4</b>
P1 Woodburn Rd, Carrickfergus	0	0	0	5	13	6	8	26	12	5	28	16	<b>119</b>	<b>177</b>
P2 Antrim Rd, Belfast	33	14	14	7	64	6	6	13	55	28	10	24	<b>274</b>	<b>218</b>
P2 Belfast Rd, Maguiresbridge	0	0	3	0	0	0	0	0	4	0	0	1	<b>8</b>	<b>21</b>
P2 Downpatrick Rd, Ardglass	11	0	6	7	9	2	5	7	9	12	10	14	<b>92</b>	<b>108</b>



	2013													2012
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
P2 Gosford Rd, Tandragee	6	0	5	16	7	9	2	7	10	3	4	0	<b>69</b>	<b>86</b>
P2 Moorlough Rd, Lisnaskea	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>	<b>0</b>
P2 North Rd, Carrickfergus	27	19	8	14	25	3	9	9	0	2	15	7	<b>138</b>	<b>149</b>
P2 Prince William Rd, Lisburn	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>	<b>0</b>
P2 Prospect Rd, Carrickfergus	16	9	19	10	14	9	7	6	12	15	4	7	<b>128</b>	<b>86</b>
P2 Saintfield Rd, Lisburn	0	1	0	1	0	0	0	0	1	0	2	0	<b>5</b>	<b>0</b>
P2 Shore Rd Eden to Belfast	97	104	83	107	76	178	166	103	45	134	222	99	<b>1,414</b>	<b>1,997</b>
Community Concern Site	895	682	704	851	893	914	1,040	821	889	791	906	533	<b>9,919</b>	<b>9,686</b>
<b>Total</b>	<b>2,679</b>	<b>2,317</b>	<b>2,467</b>	<b>2,384</b>	<b>3,106</b>	<b>2,712</b>	<b>2,983</b>	<b>2,811</b>	<b>3,100</b>	<b>2,825</b>	<b>2,816</b>	<b>1,954</b>	<b>32,154</b>	<b>36,546</b>

### Detections at Red Light Running Camera Sites

	2013													2012
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Castle St, Belfast	0	0	1	0	0	0	0	0	0	2	0	2	<b>5</b>	<b>31</b>
Glenshane Rd, L'Derry	11	11	11	11	3	2	0	0	0	0	0	0	<b>49</b>	<b>41</b>
Middlepath St, Belfast	14	18	8	10	0	0	0	0	0	13	15	7	<b>85</b>	<b>106</b>
Millfield at Peter's Hill, Belfast	5	9	16	11	20	16	15	13	7	6	20	17	<b>155</b>	<b>150</b>
Nelson St, Belfast	0	1	14	7	3	0	2	1	9	10	15	14	<b>76</b>	<b>88</b>
York St, Belfast	3	6	6	1	4	0	0	2	5	6	7	12	<b>52</b>	<b>68</b>
<b>Total</b>	<b>33</b>	<b>45</b>	<b>56</b>	<b>40</b>	<b>30</b>	<b>18</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>37</b>	<b>57</b>	<b>52</b>	<b>422</b>	<b>484</b>

### Number of persons who completed a speed awareness course following a detection for speeding by NIRSP in 2013

	2013													2012
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Speed Awareness Course Completed	2,273	1,741	1,816	1,986	2,841	2,751	3,118	2,681	2,570	2,473	2,442	1,811	<b>28,503</b>	<b>29,783</b>

## Notes

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

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

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

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

Currently, there are 71 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 of the Environment
- Department of Justice
- Department for Regional Development
- 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 of the Environment for Northern Ireland (DOE) 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 six 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.

### **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 -

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

You can contact the NI Road Safety Partnership by e mail:  
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