



2014 Statistical Report

Covering the reporting period
1st January 2014 – 31st December 2014

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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 2014. 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.

This report provides statistics from the NIRSP from 1st January 2014 up to and including 31st December 2014. These include –

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

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

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

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

Key Findings

- 42,429 people were detected by the Northern Ireland Road Safety Partnership in 2014 either speeding or running a red light. This is a 12.2% decrease on the number of detections in 2013 (48,332). This decrease is partly due to the fact that newly appointed camera operators were still undergoing training in deployment.
- Whilst the number of detections is down on the previous year it is more than 3.5 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 42,429 persons detected, 23,534 (55.5%) resulted in the driver attending a Speed Awareness Course, a further 16,832 (39.7%) were referred for a Fixed Penalty Notice (FPN) while the remaining 2,063 (4.9%) were referred to the Public Prosecution Service (PPS) for prosecution.
- More than two thirds (70.7%, 30,012) of the detections in 2014 were made by mobile speed cameras. This is up from 2013 when 66.5% of all detections were made by mobile cameras.
- Of the 11,484 drivers detected by fixed cameras, the fixed site on the Antrim Road, Belfast accounted for 36.8% of all detections, followed by Saintfield Road, Belfast (24.5%), Springfield Road, Belfast (20.9%) and Upper Newtownards Road, Belfast (17.8%).
- The highest speed recorded in 2014 was 110mph; this detection was made on the A29 Cookstown Road to Moneymore (a 70mph road).
- In 2014, 668 people were detected by one of the six red right running cameras across Northern Ireland, an increase of 58.3% compared with 2013. This increase is due to a number of the cameras being out of operation in the previous year.
- The site that recorded the most red light running detections in 2014 was at the junction of Nelson Street, Belfast where 230 drivers were detected for running the red light (34.4% of all red light running detections).
- There were 3,247 deployments of the Road Safety Partnership vans in 2014, a 4.2% decrease on the number of deployments in 2013.
- There were 752 injury collisions recorded at safety camera sites in 2014, an increase of 5% on the number recorded in 2013. There were 730 at fixed and mobile camera sites and 22 at red light running sites in 2014 compared with 689 at fixed and mobile camera sites and 27 at red light running sites in 2013 (please see pages 10 - 12 for further details).
- A further breakdown of safety camera scheme detections by location, camera type and date are provided in the annex to this report.

Table 1: Detections at Northern Ireland Road Safety Partnership Sites

	2014
Mobile Speed Cameras	30,012
Fixed Speed Cameras	11,484
SPECs (Average Speed)	265
Red Light Running Cameras	668
Total	42,429

- There were 42,429 detections by the Road Safety Partnership in 2014 (approximately 116 per day); this is a decrease of 12.2% on the 48,332 detections made in 2013 (approximately 132 per day).
- Fixed camera detections decreased by 24.2% when compared with 2013. One of the fixed cameras was out of operation for six of the twelve months but has since been repaired.
- SPECs (Average Speed) camera detections decreased by 55.8% in 2014 when compared with 2013. The SPECs (Average Speed) cameras were also out of operation for a number of months in 2014.
- There was a 6.7% decrease in the number of detections at mobile cameras sites; the appointment of new Safety Camera Operators, not yet fully trained in deployment, is most likely the main reason for this decrease.
- April was the month with highest number of detections (4,526), while December had the lowest number (2,705).
- Of the 41,761 speed related detections in 2014 over half of the drivers detected completed a speed awareness course (23,534, 56.4%). This is similar to previous years. The remaining 668 drivers were detected for breach of a traffic signal (i.e. running a red light).

Table 2: Detections at Fixed Camera Sites²

	2014
Antrim Rd, Belfast	4,229
Saintfield Rd, Belfast	2,818
Springfield Rd, Belfast	2,397
Upper Newtownards Rd, Belfast	2,040
Total	11,484

- The Antrim Road, Belfast was the fixed camera site with the most detections. It accounted for 36.8% of all detections at fixed camera sites.
- April was the month with highest number of detections at fixed camera sites (1,834, 16.0%).

² During 2014 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

	2014		
	Total		
Community Concern Sites**	8,978	P1 Glenshane Rd A6 L'Derry	5
P1 A1 Sprucefield Rbt to Border	604	P1 Glenshane Rd, Maghera	1,339
P1 A2 Ballyreagh Rd, Portrush	102	P1 Killyclougher Rd A505, Omagh	24
P1 A2 Belfast to Bangor Road	402	P1 Knockmore Rd, Lisburn	0
P1 A2 Newcastle Rd, Kilkeel	32	P1 Magherafelt Rd, Moneymore	116
P1 A20 Portaferry Rd, Kircubbin	338	P1 Malone/University/Milltown Rd, Belfast	458
P1 A25 Newry to Beleek	0	P1 Mill Hill, Castlewella	21
P1 A26 Frosses Rd (Ballylig - Smallquarter)	829	P1 Moyarget Rd, Ballycastle	709
P1 A26 Frosses Rd (Drumnaglea - Ballylig)	37	P1 Newry Rd, Warrenpoint	340
P1 A29 Cookstown Rd	32	P1 Old Hollywood Rd, Belfast	11
P1 A55 Hawthornden Way, Belfast	42	P1 Portaferry Rd, Nards	39
P1 A55 Parkway, Belfast	7	P1 Saintfield Rd, Carryduff	10
P1 A55 Upper Knockbreda Rd, Belfast	113	P1 Saintfield Rd, Upper Galwally, Belfast	26
P1 A8, Larne	527	P1 Scarva Rd, Banbridge	203
P1 Armagh - Monaghan Rd, Middletown	183	P1 Springfield Rd, Belfast	433
P1 Armagh Rd, Portadown	506	P1 Tandragee Rd, Bessbrook	15
P1 Ballybogey Rd, Ballymoney	0	P1 Tobermore Rd, Maghera	60
P1 Ballyclare Rd, Glengormley	48	P1 Upper Lisburn Rd, Belfast	0
P1 Ballyquin Rd, Limavady	244	P1 Warrenpoint Rd, Newry	6
P1 Ballysillan Rd, Belfast	618	P1 Woodburn Rd, Carrickfergus	97
P1 Bangor Rd, Newtownards	305	P2 Antrim Rd, Belfast	335
P1 Bangor Ring Rd	332	P2 Belfast Rd, Maguiresbridge	12
P1 Castlereagh Rd, Belfast	65	P2 Downpatrick Rd, Ardglass	4
P1 Cliftonville Rd, Belfast	15	P2 Gosford Rd, Tandragee	35
P1 Comber Rd, Dundonald	0	P2 North Rd, Carrickfergus	126
P1 Cornagrade Rd A32, Enniskillen	362	P2 Prospect Rd, Carrickfergus	156
P1 Crumlin Rd, Belfast	190	P2 Saintfield Rd, Lisburn	0
P1 Culmore Rd, L'Derry	1,396	P2 Shore Rd Eden to Belfast	2,236
P1 Donaghadee Rd, Bangor	227	PP3 Ballynahinch Rd, Carryduff (previous CC Site)	462
P1 Doogary to Ballygawley Rbt A5	510	PP3 Belmont Rd, Belfast (previous CC Site)	594
P1 Drum Rd A505, Cookstown	397	PP3 Castlehill Rd, Belfast (previous CC Site)	177
P1 Dublin Rd, Newry	121	PP3 Castlewella Rd, Hilltown (previous CC Site)	78
P1 Dublin Road, Antrim	7	PP3 Clooney Rd, L'Derry (previous CC Site)	242
P1 Dundrum Rd, Newcastle	9	PP3 Crawfordsburn Rd, Bangor (previous CC Site)	184
P1 Dungiven Rd, L'Derry	1,637	PP3 Cromore Rd, Coleraine	48
P1 Dunhill Rd, Limavady	20	PP3 Cushendall Rd, Ballymena	12
P1 Enniskillen - Derrylin Rd A509	6	PP3 Glenravel Rd, Cargan (previous CC Site)	207
P1 Enniskillen - Lisbellaw A4	75	PP3 Main St, Derrylin (previous CC Site)	115
P1 Falls/Andersonstown/Stewartstown Rd, Belfast	144	PP3 Old Glenarm Rd, Larne	37
P1 Foreglen Rd A6 Dungiven	346	PP3 Rathfriland Rd, Hilltown (previous CC Site)	43
P1 Frosses/Crankhill Rd Ballymena/Ballymoney	941	PP3 Victoria Rd, Magheramason (previous CC Site)	4
P1 Galgorm Rd, Ballymena	12	PP3 Westland Rd, Belfast (previous CC Site)	67
P1 Glen Rd, Belfast	85	PP3 Whitewell Rd, Belfast (previous CC Site)	82
		Total	30,012

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

- More than two thirds of all detections at mobile camera sites (21,034) in 2014 (70.1%) were at permanent sites and the remaining 29.9% were at community concern sites.
- The site on the Shore Road from Eden to Belfast, had the most detections with 2,236 in 2014 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	30,161	73
40	6,186	85
50	805	79
60	4,379	102
70	230	110
Total	41,761	

- More than two thirds of all speed related detections were on 30mph roads.
- The highest speed recorded in 2014 was 110mph; this detection was made on the A29 Cookstown Rd to Moneymore (a 70mph road).

Table 5: Detections at Red Light Running Camera Sites

	2014
Castle St, Belfast	22
Glenshane Rd, L'Derry	71
Middlepath St, Belfast	85
Millfield at Peter's Hill, Belfast	152
Nelson St, Belfast	230
York St, Belfast	108
Total	668

- There was an increase of 58.3% on the number of detections at red light running sites in 2014 when compared with 2013. This is mainly due to a number of the cameras being out of operation for a period of time in the previous year.
- The site that recorded the most red light running detections was at the junction of Nelson Street, Belfast where 230 drivers were detected for running the red light (34.4% of all red light running detections).

Table 6: Age of drivers detected by camera type 2014

Age of driver	Mobile Speed Cameras	Fixed Speed Cameras	SPECs (Average Speed)	Red Light Running Camera	Total
Under 17	8	8	1	0	17
17 - 24	2,063	1,222	46	98	3,429
25 - 39	8,139	3,437	116	182	11,874
40 - 54	9,851	4,000	67	181	14,099
55 - 69	5,761	1,884	16	89	7,750
70+	1,774	343	1	21	2,139
Unknown	2,416	590	18	97	3,121
Total	30,012	11,484	265	668	42,429

- One third of all persons detected by the RSP in 2014 were aged 40 – 54 (33.2%), a further 28.0% were aged 25 – 39, where the age is known.
- Persons aged under 25 accounted for 8.1% of all those detected, however they account for almost one in five (17.8%) of all those detected by the average speed camera (SPECs).

Table 7: Detections by time of day

Time of Day	2014
0000-0259	808
0300-0559	475
0600-0859	1,866
0900-1159	17,432
1200-1459	15,195
1500-1759	3,341
1800-2059	2,009
2100-2359	1,303
Total	42,429

- Four in ten detections in 2014 (41.1%) were between 9am and midday, followed by a further one third (35.8%) between midday and 3pm.

Table 8: Detections at Northern Ireland Road Safety Partnership Sites 2004 – 2014

	Mobile Speed Cameras	Fixed Speed Cameras	SPECs (Average Speed) ¹	Red Light Running Camera ²	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

¹ SPECs (Average Speed) first launched 7th August 2006

² Red Light Running cameras first launched 26th November 2007

- There was more than 3.5 times the number of detections in 2014 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 pointed increase in the number of detections was in 2009 prior to any changes in the threshold. The main reason for this was that operators became civilianised in December 2008. Prior to this the vans were operated by PSNI officers.

Figure 1

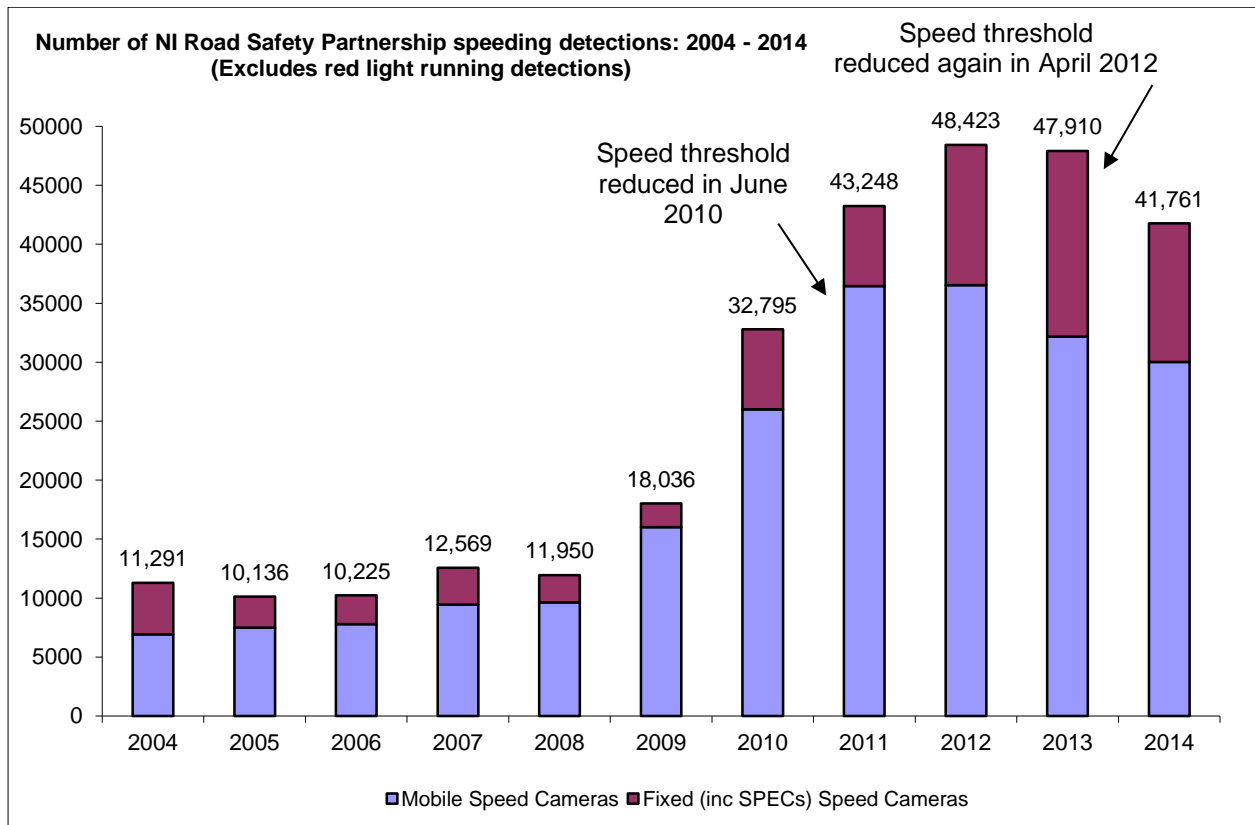
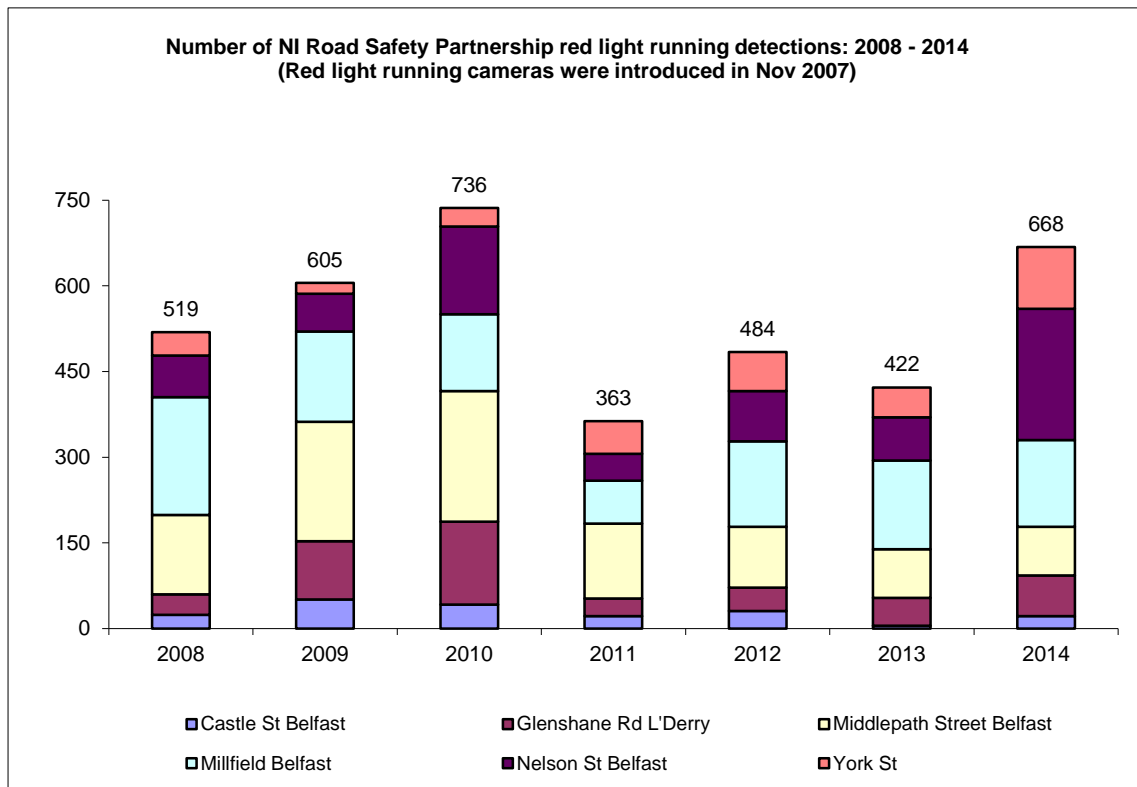


Figure 2

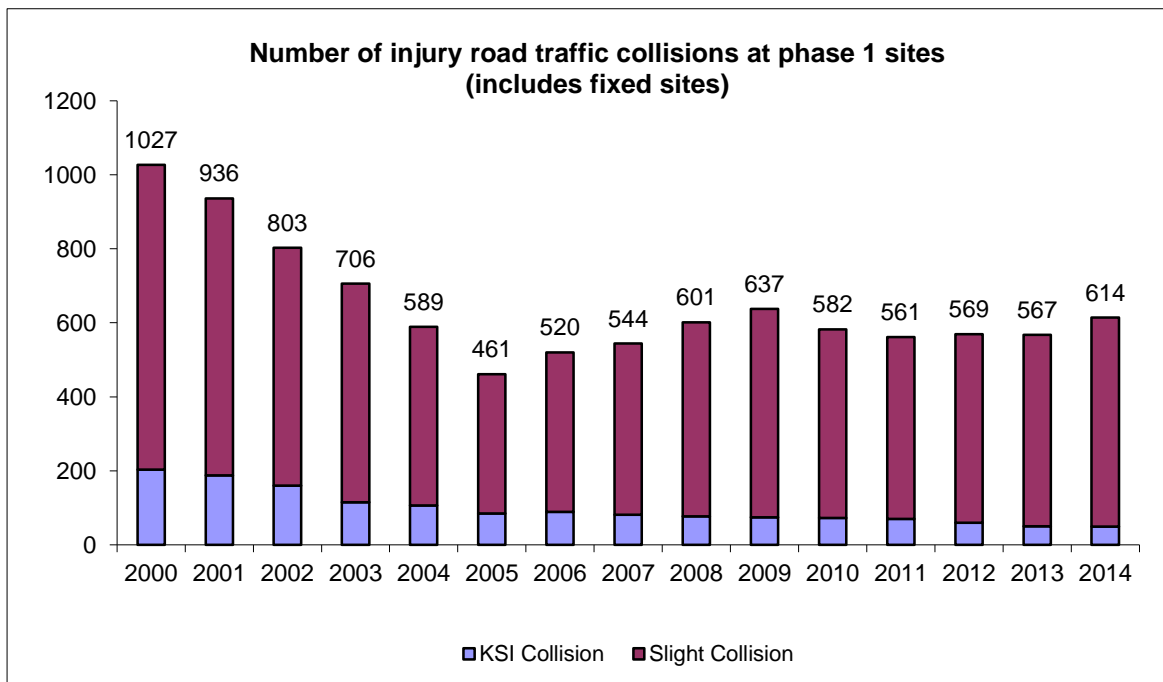


- The number of detections at red light running cameras has increased from 422 in 2013 to 668 in 2014, an increase of 58.3%.
- Of those 668 detections in 2014, 230 were by the red light running camera located at Nelson Street, Belfast, 152 detections by the camera at Millfield, Belfast and 108 on York Street, Belfast.

Injury road traffic collisions at RSP sites

- There were 752 injury collisions recorded at safety camera sites in 2014, an increase of 5% on the number recorded in 2013. There were 730 at fixed and mobile camera sites and 22 at red light running sites in 2014 compared with 689 at fixed and mobile camera sites and 27 at red light running sites in 2013.
- There were 58 KSI injury collisions recorded at safety camera sites in 2014, 2 less than in 2013. There were 58 at fixed and mobile camera sites and 0 (zero) at red light running sites in 2014, compared with 60 at fixed and mobile camera sites and 0 at red light running sites in 2013.

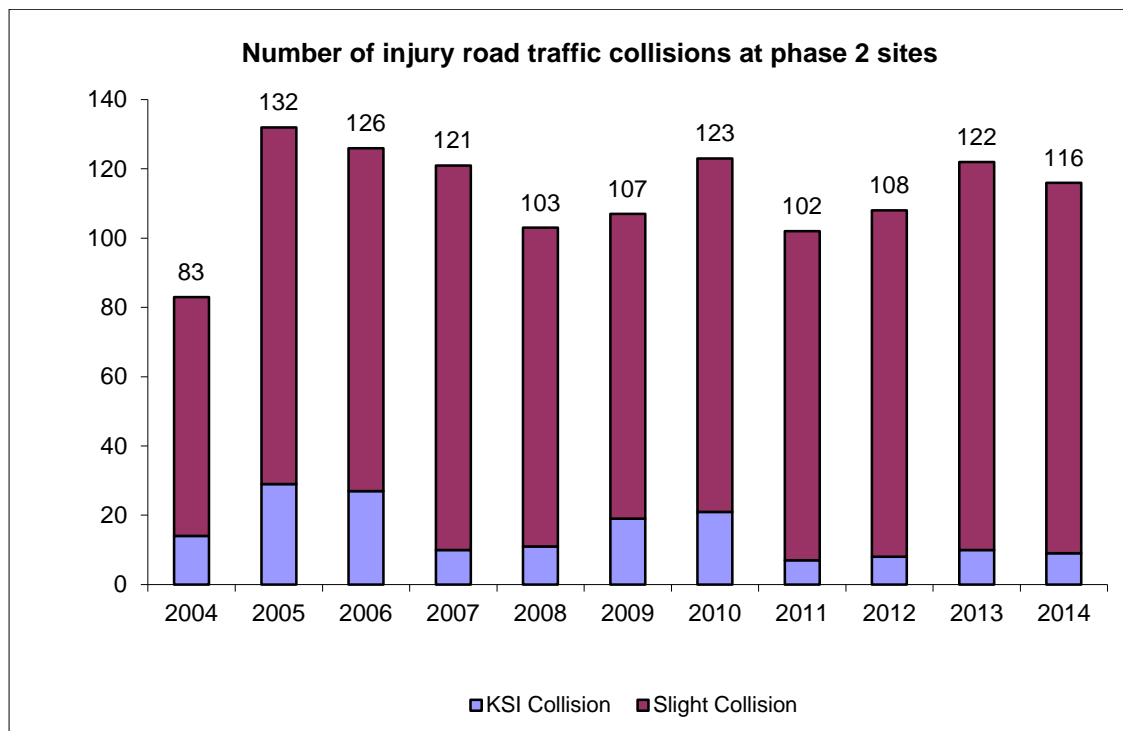
Figure 3



Phase 1 sites

- There were 614 injury collisions recorded at phase 1 sites in 2014, an increase of 8.3% on the number recorded in 2013. There were 49 KSI collisions recorded at phase 1 sites in 2014, one less than in 2013.
- Looking at the collisions recorded at RSP sites over the period 2012 – 2014 there is a reduction in KSI collisions of 71.1% 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 2012 – 2014 compared with the three year period prior to the launch of Partnership (49.7%).

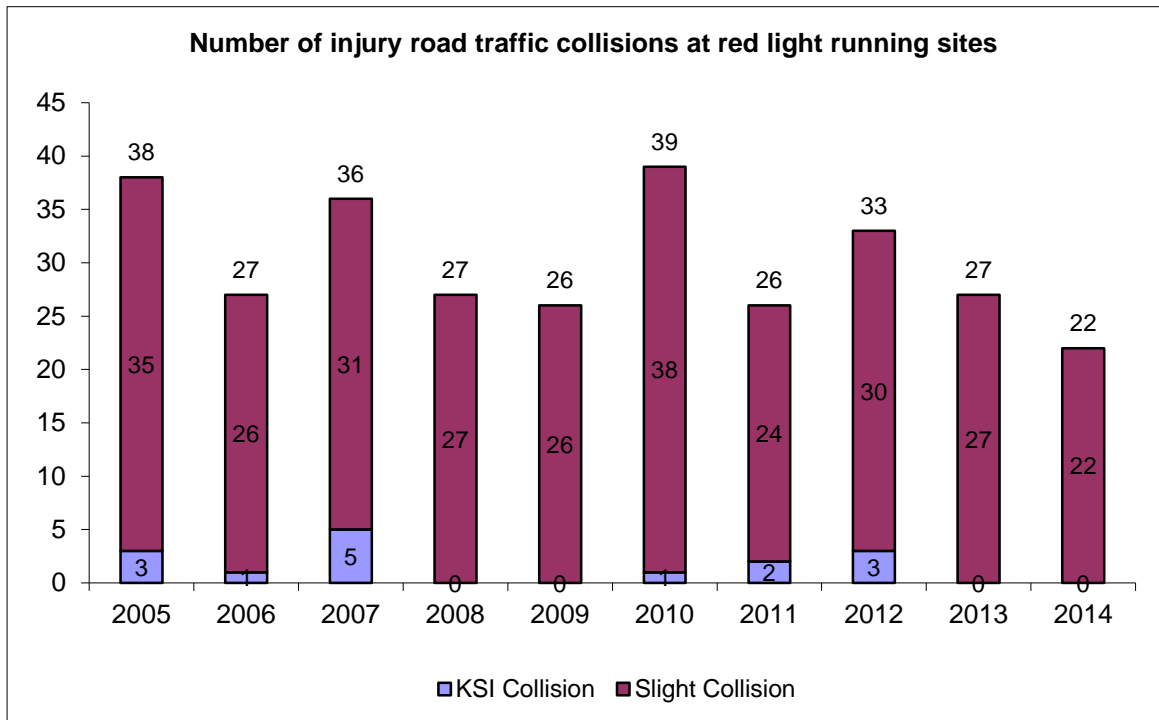
Figure 4



Phase 2 sites

- There were 116 injury collisions recorded at phase 2 sites in 2014, a 4.9% decrease on the number recorded in 2013.
- When looking at phase 2 sites over the same time period of 2012 – 2014 it shows 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 2012 – 2014 compared with the three year period prior to the launch of phase 2 (26.9%).

Figure 5



Red light running sites

- There were 22 injury collisions recorded at red light running sites in 2014, 5 less than in 2013. This is the lowest number recorded since the launch of the red light running cameras in 2007.

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 2005³. Whilst we can’t calculate the effect of safety cameras

³ The National Safety Camera Programme Four Year Evaluation Report December 2005
http://webarchive.nationalarchives.gov.uk/20090104005813/http://www.dft.gov.uk/pgr/roadsafety/speedmanagement/nscp/nscp/coll_the_national_safety_camera_program/the_national_safety_camera_program_4598

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

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

Deployment

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

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

2014								
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
January	23	43	51	45	54	55	29	300
February	18	54	47	48	45	50	29	291
March	25	43	46	35	40	37	31	257
April	15	40	51	51	32	41	22	252
May	26	38	49	49	60	42	36	300
June	28	50	37	45	34	32	18	244
July	17	38	50	38	45	33	13	234
August	14	30	30	28	35	29	25	191
September	11	39	37	27	44	31	30	219
October	25	50	47	61	57	60	31	331
November	32	61	58	53	61	54	29	348
December	22	60	59	40	42	40	17	280
Total	256	546	562	520	549	504	310	3,247

- There were 3,247 deployments of the NIRSP van in 2014.
- November was the month with highest number of deployments (348, 10.7%), while August had the lowest number (191, 5.9%).

Appendix 1: Detection breakdown by month

Detections at Northern Ireland Road Safety Partnership Sites

	2014													2013
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Mobile Speed Cameras	2,691	2,537	2,579	2,634	2,951	2,610	2,211	2,349	1,879	2,781	2,736	2,054	30,012	32,154
Fixed Speed Cameras	984	1,021	1,417	1,834	1,437	977	727	821	724	598	329	615	11,484	15,157
SPECs (Average Speed)	8	58	38	14	2	21	6	62	51	5	0	0	265	599
Red Light Running Camera	37	40	55	44	52	61	71	73	63	75	61	36	668	422
Total	3,720	3,656	4,089	4,526	4,442	3,669	3,015	3,305	2,717	3,459	3,126	2,705	42,429	48,332

Detections at Fixed Camera Sites⁴

	2014													2013
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Antrim Rd, Belfast	329	300	365	474	382	375	428	413	308	322	272	261	4,229	3,111
Saintfield Rd, Belfast	432	376	622	772	598	18	0	0	0	0	0	0	2,818	6,534
Springfield Rd, Belfast	53	238	351	335	313	305	62	135	223	146	57	179	2,397	1,191
Upper Newtownards Rd, Belfast	170	107	79	253	144	279	237	273	193	130	0	175	2,040	4,321
Total	984	1,021	1,417	1,834	1,437	977	727	821	724	598	329	615	11,484	15,157

Detections at SPECs (Average Speed Camera) Site⁴

	2014													2013
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
SPECs (Average Speed)	8	58	38	14	2	21	6	62	51	5	0	0	265	599

⁴ During 2014 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

* Some sites have been combined for reporting purposes in previous years but overall totals remain the same.

	2014													2013
	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec	Total	Total
Community Concern Site	795	774	596	684	923	802	703	538	635	1,062	900	566	8,978	9,919
P1 A1 Sprucefield Rbt to Border	58	45	68	101	46	43	1	0	35	38	88	81	604	378
P1 A2 Ballyreagh Rd, Portrush	102	0	0	0	0	0	0	0	0	0	0	0	102	817
P1 A2 Belfast to Bangor Road	25	2	60	54	17	60	7	48	31	49	19	30	402	429
P1 A2 Newcastle Rd, Kilkeel	6	9	9	0	8	0	0	0	0	0	0	0	32	130
P1 A20 Portaferry Rd, Kircubbin	1	36	59	52	34	11	0	27	40	40	22	16	338	335
P1 A25 Newry to Belleek	0	0	0	0	0	0	0	0	0	0	0	0	0	25
P1 A26 Frosses Rd (Ballylig - Smallquarter)	71	103	85	198	151	111	110	0	0	0	0	0	829	2,283
P1 A26 Frosses Rd (Drumnaglea - Ballylig)	0	0	0	0	0	0	8	8	3	4	9	5	37	*
P1 A29 Cookstown Rd	2	9	8	3	1	0	8	0	0	0	0	1	32	36
P1 A55 Hawthornden Way, Belfast	2	9	0	0	0	0	0	0	0	11	12	8	42	183
P1 A55 Parkway, Belfast	0	0	0	0	0	0	0	0	0	0	2	5	7	*
P1 A55 Upper Knockbreda Rd, Belfast	11	10	6	5	11	4	20	3	11	15	8	9	113	*
P1 A8, Larne	33	29	4	51	47	50	86	90	90	18	29	0	527	349
P1 Armagh - Monaghan Rd, Middletown	22	5	14	27	12	13	0	12	0	27	27	24	183	366
P1 Armagh Rd, Portadown	49	77	65	13	19	2	11	10	0	122	67	71	506	522
P1 Ballybogey Rd, Ballymoney	0	0	0	0	0	0	0	0	0	0	0	0	0	13
P1 Ballyclare Rd, Glengormley	1	5	2	0	13	3	4	7	5	3	2	3	48	38
P1 Ballyquin Rd, Limavady	7	7	40	14	37	37	16	45	0	13	23	5	244	286
P1 Ballysillan Rd, Belfast	82	48	63	56	76	25	40	45	86	66	23	8	618	562
P1 Bangor Rd, Newtownards	29	29	36	29	33	20	5	21	38	36	6	23	305	144
P1 Bangor Ring Rd	8	49	32	11	38	50	17	0	20	36	42	29	332	255
P1 Castlereagh Rd, Belfast	0	7	8	18	6	3	0	13	3	2	5	0	65	43
P1 Cliftonville Rd, Belfast	5	0	4	1	2	0	0	0	0	2	0	1	15	16
P1 Comber Rd, Dundonald	0	0	0	0	0	0	0	0	0	0	0	0	0	231
P1 Cornagrade Rd A32, Enniskillen	49	28	25	48	42	31	28	13	32	33	22	11	362	496
P1 Crumlin Rd, Belfast	42	15	24	32	4	9	13	18	0	18	11	4	190	126
P1 Culmore Rd, L'Derry	110	63	87	114	160	216	125	181	15	73	111	141	1,396	1,574
P1 Donaghadee Rd, Bangor	18	44	8	18	25	8	12	10	24	0	33	27	227	119

P1 Warrenpoint Rd, Newry	0	3	0	0	0	0	0	0	0	3	0	0	6	18
P1 Woodburn Rd, Carrickfergus	0	0	0	0	20	39	11	0	0	8	7	12	97	119
P2 Antrim Rd, Belfast	35	32	31	15	45	28	38	40	25	24	19	3	335	274
P2 Belfast Rd, Maguiresbridge	3	0	1	0	4	0	0	4	0	0	0	0	12	8
P2 Downpatrick Rd, Ardglass	4	0	0	0	0	0	0	0	0	0	0	0	4	92
P2 Gosford Rd, Tandragee	4	8	10	9	0	0	0	0	0	3	0	1	35	69
P2 North Rd, Carrickfergus	10	0	0	17	20	20	0	12	7	21	12	7	126	138
P2 Prospect Rd, Carrickfergus	11	13	0	8	35	27	20	3	18	1	20	0	156	128
P2 Saintfield Rd, Lisburn	0	0	0	0	0	0	0	0	0	0	0	0	0	5
P2 Shore Rd Eden to Belfast	202	203	192	151	160	177	62	194	221	270	241	163	2,236	1,414
PP3 Ballynahinch Rd, Carryduff (previous CC Site)	9	14	48	52	44	47	53	46	32	41	42	34	462	0
PP3 Belmont Rd, Belfast (previous CC Site)	19	1	47	88	76	75	65	34	56	26	58	49	594	0
PP3 Castlehill Rd, Belfast (previous CC Site)	7	14	34	0	10	19	4	23	16	26	18	6	177	0
PP3 Castlewellan Rd, Hilltown (previous CC Site)	3	8	0	0	0	6	0	0	2	11	16	32	78	0
PP3 Clooney Rd, L'Derry (previous CC Site)	0	0	0	0	0	0	75	34	37	58	37	1	242	0
PP3 Crawfordsburn Rd, Bangor (previous CC Site)	7	32	41	8	21	8	7	4	16	11	14	15	184	0
PP3 Cromore Rd, Coleraine	0	0	0	0	0	0	0	0	0	0	0	48	48	0
PP3 Cushendall Rd, Ballymena	0	0	0	0	0	0	0	0	0	0	0	12	12	0
PP3 Glenravel Rd, Cargan (previous CC Site)	8	12	34	19	12	11	27	0	12	24	29	19	207	0
PP3 Main St, Derrylin (previous CC Site)	12	16	9	29	4	3	13	5	8	6	4	6	115	0
PP3 Old Glenarm Rd, Larne	0	0	0	0	0	0	0	0	0	0	0	37	37	0
PP3 Rathfriland Rd, Hilltown (previous CC Site)	6	0	14	0	0	0	0	0	0	9	0	14	43	0
PP3 Victoria Rd, Magheramason (previous CC Site)	0	0	0	0	0	0	0	0	0	3	0	1	4	0
PP3 Westland Rd, Belfast (previous CC Site)	5	0	4	12	5	7	4	3	7	2	18	0	67	0
PP3 Whitewell Rd, Belfast (previous CC Site)	0	11	9	14	9	10	0	0	10	14	5	0	82	0
Total	2,691	2,537	2,579	2,634	2,951	2,610	2,211	2,349	1,879	2,781	2,736	2,054	30,012	32,154

Detections at Red Light Running Camera Sites

	2014													2013
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Castle St, Belfast	0	1	2	2	2	1	2	1	3	6	2	0	22	5
Glenshane Rd, L'Derry	0	1	11	6	6	9	10	8	5	5	6	4	71	49
Middlepath St, Belfast	0	0	0	0	4	13	16	9	14	13	11	5	85	85
Millfield at Peter's Hill, Belfast	15	14	8	10	12	11	11	19	13	16	17	6	152	155
Nelson St, Belfast	17	14	25	15	17	18	22	23	21	25	20	13	230	76
York St, Belfast	5	10	9	11	11	9	10	13	7	10	5	8	108	52
Total	37	40	55	44	52	61	71	73	63	75	61	36	668	422

Number of persons who completed a speed awareness course following a detection for speeding by NIRSP in 2014

	2014													2013
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total
Speed Awareness Course Completed	2,205	2,183	2,441	2,656	2,540	2,060	1,633	1,769	1,365	1,713	1,584	1,385	23,534	28,503

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 nine 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 2010 – December 2012 compared with the 3 year period prior to the launch of the Partnership (42.5%). Another potential contributory factor is the regression to the mean (RTM) effect. This is a statistical term that refers to the fact that road traffic collisions are random events and their incidence at any location can vary over time. Due to the very nature of how safety camera sites are identified (i.e. based on their high KSI collision history over the previous 3 years) some of the sites selected could have an abnormally high level of KSI collisions by chance (randomly). Therefore when identified as a safety camera site and enforced, the same high level of KSI collisions is unlikely to be repeated in subsequent years and it is argued that KSI collisions would decrease at these sites as they 'regress to the mean' regardless of safety camera enforcement.

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

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

Further information

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

[Northern Ireland Road Safety Partnership website](#)

Contact

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