



Statistical Report 2012

Covering the reporting period
1st January 2012 – 31st December 2012

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The Northern Ireland Road Safety Partnership

42 Montgomery Road
Belfast
BT6 9LD

info@nisafetypartnership.org



Introduction

This report presents key statistics relating to the activity of the Northern Ireland Road Safety Partnership (NI RSP) for the calendar year 2012. 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 1st January 2012 up to and including 31st December 2012. The report includes –

- Detections by NI RSP for Speeding
- Detections by NI RSP for Red Light Running
- Numbers of people who have completed the Speed Awareness Course.

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

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

Key Findings

- 48,907 people were detected by the Northern Ireland Road Safety Partnership in 2012 either speeding or running a red light. This is a 12.1% increase on the number of detections in 2011 (43,611) which is most likely the result of a reduction in the speed threshold being introduced in April 2012. This means the speed at which action will be taken against a driver is reduced.
- Of these, 60.9% resulted in the driver attending a speed awareness course and a further 35.9% being referred for a fixed penalty notice while the remaining 3.2% are being referred to the PPS for prosecution.
- Three quarters (74.7%, 36,546) of the detections in 2012 were made by mobile speed cameras. Almost a quarter (23.3%, 11,413) were detected by fixed speed cameras while 484 (1.0%) were detected by red light running cameras and 464 (0.9%) were detected by the average speed detection cameras (SPECS).
- Of the 11,413 detected by fixed cameras, the fixed site on the Saintfield Road, Belfast accounted for 37.2% of all detections, followed by Antrim Road, Belfast (37.0%), Upper Newtownards Road, Belfast (18.2%) and Springfield Road, Belfast (7.6%).
- The highest speed recorded in 2012 was 113mph; this detection was made on the A8, Larne (a 60mph road).
- In 2012, 484 people were detected by one of the six red right running cameras across Northern Ireland. The site that recorded the most red light running detections was at the junction of Millfield at Peter's Hill, Belfast where 150 drivers were detected for running the red light (31.0% of all red light running detections).

Table 1: Detections at Northern Ireland Road Safety Partnership Sites

	2012												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Mobile Speed Cameras	2797	2748	2915	3847	3052	2741	3563	3168	3387	3954	3161	1213	36546
Fixed Speed Cameras	528	557	770	2092	1474	305	44	361	616	1425	1468	1773	11413
Average Speed Detection Cameras (SPECs)	14	21	31	80	81	90	40	28	23	18	20	18	464
Red Light Running Cameras (RLR)	59	47	39	30	39	38	34	41	26	20	58	53	484
Total	3398	3373	3755	6049	4646	3174	3681	3598	4052	5417	4707	3057	48907

Speed threshold reduced on 2nd April 2012

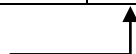
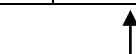


Table 2: Detections at Fixed Camera Sites¹

	2012												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Antrim Rd, Belfast	262	294	375	597	593	0	0	197	604	471	408	419	4220
Saintfield Rd, Belfast	220	213	245	684	584	145	0	136	0	778	560	682	4247
Springfield Rd, Belfast	46	50	70	262	183	160	44	28	12	14	0	0	869
Upper Newtownards Rd, Belfast	0	0	80	549	114	0	0	0	0	162	500	672	2077
Total	528	557	770	2092	1474	305	44	361	616	1425	1468	1773	11413

Speed threshold reduced on 2nd April 2012



¹ During 2012 the fixed camera sites were subject to a programme of upgrading and routine maintenance which will have contributed to lower levels of detections in some months. In addition, these cameras can occasionally become unserviceable and need to be repaired by specialist engineers which again can affect the number of detections achieved.

Table 3: Detections at Mobile Camera Sites / Routes

	2012												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
P1 A1 Sprucefield Rbt to Border	97	80	132	97	99	150	116	15	148	117	47	20	1118
P1 A2 Ballyreagh Rd, Portrush	75	119	104	187	59	109	207	188	136	166	136	32	1518
P1 A2 Belfast to Bangor Road	59	99	51	90	51	73	12	60	58	81	52	32	718
P1 A2 Newcastle Rd, Kilkeel	0	6	3	9	4	0	9	13	0	8	13	0	65
P1 A20 Portaferry Rd, Kircubbin	22	0	27	53	0	0	7	25	32	32	18	38	254
P1 A25 Newry to Beleek	55	27	29	0	36	0	0	0	8	0	0	0	155
P1 A55 Outer Ring, Belfast	26	23	13	15	2	38	14	19	19	44	18	19	250
P1 A7 Saintfield Rd/Belfast Rd, Carryduff	0	0	0	1	0	2	0	0	0	4	1	0	8
P1 A8, Larne	69	118	88	46	144	58	114	120	45	163	57	51	1073
P1 Armagh - Monaghan Rd, Middletown	8	15	11	63	67	34	48	38	46	17	0	0	347
P1 Armagh Rd, Portadown	138	62	48	22	38	66	73	47	14	33	9	0	550
P1 Ballybogey Rd, Ballymoney	0	11	2	13	16	0	5	7	12	0	0	8	74
P1 Ballycastle Rd, Coleraine	0	0	0	0	0	0	0	0	0	0	0	0	0
P1 Ballyclare Rd, Glengormley	1	1	2	3	10	0	5	5	24	0	3	2	56
P1 Ballygawley Rd A4, Dungannon	0	0	0	1	0	0	0	0	0	0	0	0	1
P1 Ballyquin Rd, Limavady	20	20	4	3	0	26	32	60	6	25	49	0	245
P1 Ballysillan Rd, Belfast	0	37	63	76	75	49	3	68	24	78	39	21	533
P1 Bangor Rd, Nards	0	19	5	0	9	19	25	4	10	42	57	9	199
P1 Bangor Ring Rd	49	62	45	27	0	13	0	13	43	41	35	9	337
P1 Castlereagh Rd, Belfast	0	0	2	0	0	0	0	0	0	0	0	0	2
P1 Cliftonville Rd, Belfast	0	0	0	0	0	1	0	0	1	3	0	0	5
P1 Comber Rd, Dundonald	23	74	28	46	38	43	69	22	42	54	18	16	473
P1 Cookstown Rd A29, Dungannon	6	0	0	0	0	2	0	0	0	0	0	0	8
P1 Cornagrade Rd A32, Enniskillen	51	55	13	27	31	44	59	33	45	58	37	44	497
P1 Crumlin Rd, Belfast	0	11	0	29	58	37	19	67	21	3	5	7	257
P1 Culmore Rd, LDerry	134	113	131	163	220	55	110	262	229	273	230	79	1999
P1 Donaghadee Rd, Bangor	0	1	0	12	0	14	0	5	0	0	15	11	58
P1 Doogary to Ballygawley Rbt A5	39	31	19	25	21	43	53	27	37	49	37	67	448
P1 Drum Rd A505, Cookstown	29	47	19	25	12	19	40	19	28	6	29	0	273
P1 Dublin Rd, Antrim	0	0	0	0	0	0	0	0	0	0	0	0	0
P1 Dublin Rd, Newry	25	3	0	28	28	34	55	0	18	0	0	0	191
P1 Dungiven Rd, LDerry	120	278	163	266	202	243	183	147	396	172	256	105	2531

	2012												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
P1 Dunhill Rd, Limavady	24	16	32	23	39	0	27	0	19	26	36	5	247
P1 Enniskillen - Derrylin Rd A4	11	0	0	0	0	20	14	0	2	21	23	8	99
P1 Enniskillen - Lisbellaw A4	2	0	0	3	0	7	8	0	0	18	0	0	38
P1 Falls/Andersonstown/Stewartstown Rd, Belfast	0	1	0	4	7	4	0	0	2	0	0	0	18
P1 Foreglen Rd A6 Dungiven	74	45	62	10	9	62	51	130	147	66	76	34	766
P1 Frosses/Crankhill Rd Ballymena/Ballymoney	297	257	221	101	308	214	395	247	313	236	315	100	3004
P1 Galgorm Rd, Ballymena	0	0	0	0	0	0	0	0	0	0	0	0	0
P1 Glen Rd, Belfast	0	0	0	15	5	39	0	18	17	0	0	5	99
P1 Glenshane Rd A6 LDerry	17	9	24	8	3	5	13	48	8	33	22	0	190
P1 Glenshane Rd, Maghera	92	49	3	77	60	26	150	83	77	170	64	14	865
P1 Killyclougher Rd A505, Omagh	0	0	0	0	1	0	0	0	4	0	0	0	5
P1 Knockmore Rd, Lisburn	0	0	0	0	0	0	0	0	0	0	0	0	0
P1 Magherafelt Rd, Moneymore	0	3	0	0	0	0	6	10	3	0	0	8	30
P1 Malone/University/Milltown Rd, Belfast	72	43	95	95	1	42	4	25	76	105	69	57	684
P1 Mill Hill, Castlewellan	5	0	6	0	25	33	0	12	12	30	14	6	143
P1 Moyarget Rd, Ballycastle	48	21	109	83	0	20	58	74	24	81	0	27	545
P1 Moyarget Rd/Ballinlea Rd, Ballycastle	0	0	0	0	0	0	0	0	0	0	0	0	0
P1 Newry Rd, Warrenpoint	58	105	103	0	52	61	39	0	61	0	0	0	479
P1 Old Hollywood Rd, Belfast	46	29	9	39	0	53	0	30	15	40	31	9	301
P1 Portaferry Rd, Nards	0	0	1	0	0	0	0	0	0	0	9	0	10
P1 Saintfield Rd, Carryduff	0	0	0	1	1	1	4	2	1	1	2	3	16
P1 Saintfield Rd, Upp Galwally, Belfast	34	60	56	26	9	25	23	46	26	40	20	21	386
P1 Scarva Rd, Banbridge	24	0	0	0	0	0	5	0	34	0	0	0	63
P1 Springfield Rd, Belfast	0	26	21	152	113	0	0	0	109	0	0	39	460
P1 Tandragee Rd, Bessbrook	7	0	12	15	41	0	21	3	0	23	0	5	127
P1 Tobermore Rd, Maghera	28	30	0	63	107	31	0	47	64	123	95	0	588
	2012												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
P1 Upper Lisburn Rd, Belfast	28	29	29	71	62	41	43	52	54	94	64	41	608
P1 Warrenpoint Rd, Newry	1	0	0	0	0	2	1	0	0	0	0	0	4
P1 Woodburn Rd, Carrickfergus	22	5	5	33	37	18	1	7	5	8	36	0	177
P2 Antrim Rd, Belfast	10	12	15	27	15	0	23	4	27	28	16	41	218

	2012												Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
P2 Belfast Rd, Maguiresbridge	4	6	0	0	3	0	3	0	0	5	0	0	21
P2 Downpatrick Rd, Ardglass	10	27	6	16	4	8	3	0	13	8	9	4	108
P2 Gosford Rd, Tandragee	8	7	6	0	13	28	5	4	5	6	2	2	86
P2 Moorlough Rd, Lisnaskea	0	0	0	0	0	0	0	0	0	0	0	0	0
P2 North Rd, Carrickfergus	8	13	13	23	22	12	11	22	3	10	12	0	149
P2 Prince William Rd, Lisburn	0	0	0	0	0	0	0	0	0	0	0	0	0
P2 Prospect Rd, Carrickfergus	14	17	0	0	3	0	0	14	0	25	13	0	86
P2 Saintfield Rd, Lisburn	0	0	0	0	0	0	0	0	0	0	0	0	0
P2 Shore Rd Eden to Belfast	75	69	130	548	133	122	212	140	114	275	166	13	1997
Community Concern Site	732	557	955	1087	759	695	1185	886	710	1013	906	201	9686
Total	2797	2748	2915	3847	3052	2741	3563	3168	3387	3954	3161	1213	36546

It can be noted from the statistics that there are a number of locations at which there are low numbers or indeed no detections. There are a variety of reasons why this is the case 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	Number of detections	Highest speed recorded
30	31144	79
40	9026	75
50	1053	86
60	6652	113
70	548	102
Total	48423	

Table 5: Detections at Red Light Running Sites

	2012												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Castle St, Belfast	2	0	1	1	2	2	2	0	10	4	4	3	31
Glenshane Rd, L'Derry	5	0	0	0	0	0	0	0	8	0	18	10	41
Middlepath St, Belfast	10	2	2	13	8	12	6	24	0	6	8	15	106
Millfield at Peter's Hill, Belfast	24	26	17	5	0	6	17	13	8	8	14	12	150
Nelson St, Belfast	9	19	14	9	18	5	0	0	0	2	8	4	88
York St, Belfast	9	0	5	2	11	13	9	4	0	0	6	9	68
Total	59	47	39	30	39	38	34	41	26	20	58	53	484

Table 6: Number of drivers who have completed a Speed Awareness Course (having been detected by NI Road Safety Partnership)

	2012												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Speed Awareness Course Completed	1976	2032	2173	3815	2926	1973	2204	2217	2447	3302	2845	1873	29783

Trends

Table 7: Detections at Northern Ireland Road Safety Partnership Sites 2004 - 2012

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Mobile Speed Cameras	6915	7501	7781	9450	9642	16016	26006	36467	36546
Fixed Speed Cameras	4376	2635	2440	3095	2300	2020	6709	6651	11413
SPECs ¹	-	-	4	24	8	0	80	130	464
RLR Camera ²	-	-	-	109	519	605	736	363	484
Total	11291	10136	10225	12678	12469	18641	33531	43611	48907

¹ SPECs first launched 7th August 2006

² RLR first launched 26th November 2007

In comparison to the previous year there has been an increase in the level of detections at fixed camera and SPEC's sites that was not reflected across the mobile sites. The appointment of new Safety Camera Operators and the purchase and phased introduction of the latest digital enforcement technology would have been contributory factors to this outcome.

Figure 1

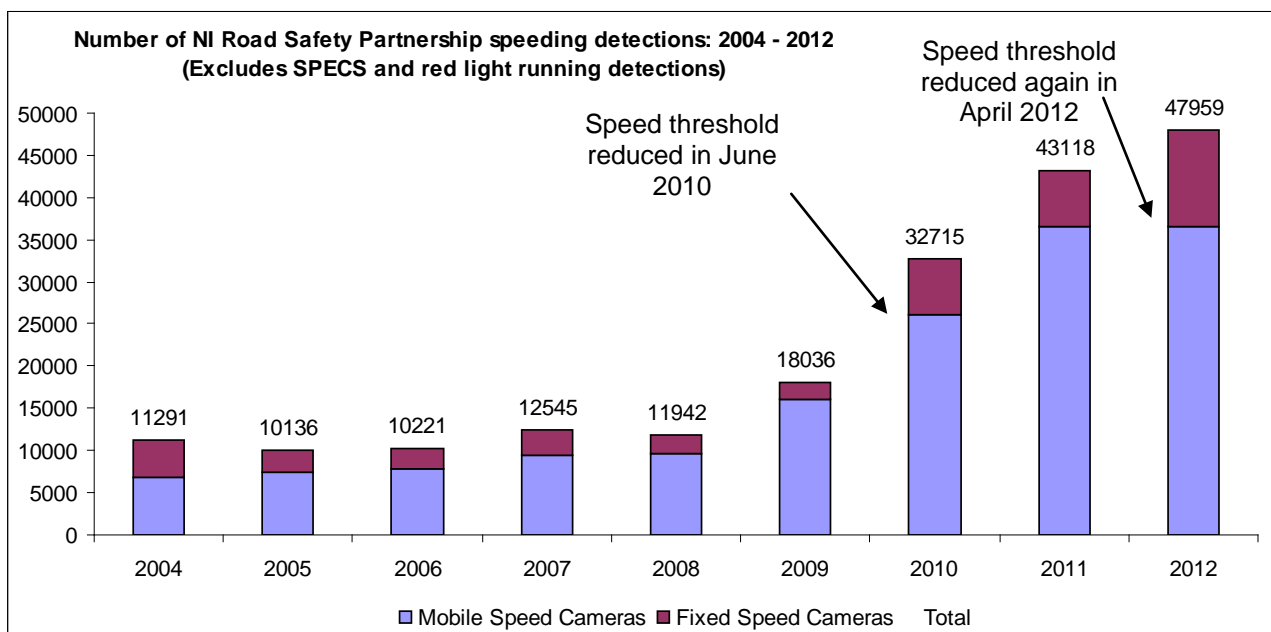
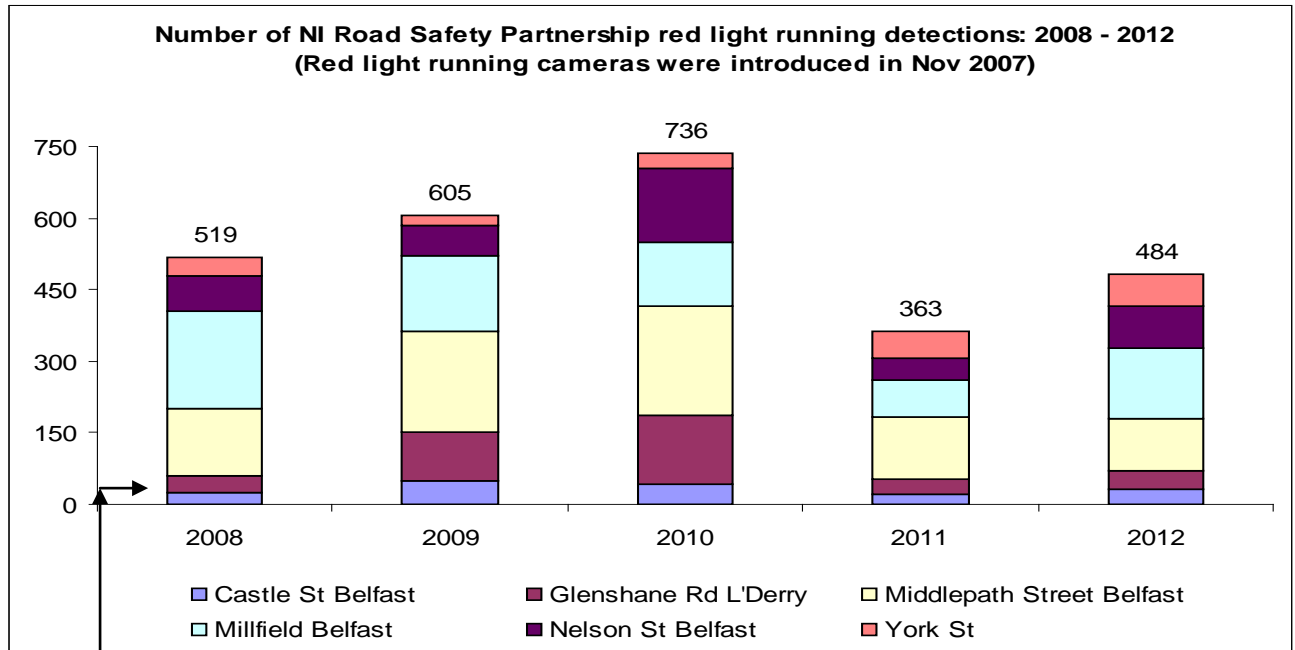


Figure 2



Glenshane Rd L'Derry
launched Sep 2008

Notes

The Northern Ireland Road Safety Partnership (NI RSP) 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 police 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 police). 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

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 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 five 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:
info@nisafetypartnership.org