



## 2024 Annual Report

**Date of Publication:**

18<sup>th</sup> June 2025

**Frequency:**

Annual

**Issued by:**

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- A total of 84,004 detections were made by the Northern Ireland Road Safety Partnership (NI RSP) in 2024, either for speeding or running a red light. This is the highest number of detections recorded in a calendar year since the scheme began.
- There was a 16% increase on the number of detections when compared with 2023 (72,354).
- The highest speed recorded by RSP in 2024 was 119mph.
- Between 2023 and 2024, mobile speed camera detections increased by 22% to 82,298.
- There were 8,017 deployments of the RSP vans in 2024, an increase of 12% on the 7,141 deployments in 2023.
- Average speed camera detections decreased by 41% in 2024 when compared with 2023.
- Over half (53%) of all drivers detected for speeding by the NI RSP in 2024 completed a speed awareness course.

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This bulletin is an Official Statistics publication meaning it complies with the [Code of Practice for Official Statistics](#) as follows:

- Trustworthiness: the statistics are impartial, independent and released in an open and transparent manner in accordance with a pre-announced publication schedule
- Quality: the statistics are produced using robust and relevant data sources which undergo continuous quality improvement and assurance checks
- Value: the statistics strive to meet user needs informed by ongoing feedback, providing sufficient detail which is widely accessible.

# 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 (NI RSP) for the calendar year 2024.

The aim of the Partnership, with the co-operation of a number of government departments and agencies with responsibility for road safety, is:

- To support Northern Ireland's Road Safety Strategy 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 by the delivery of educational campaigns and initiatives including education of offending drivers.

In Northern Ireland there are three fixed speed cameras, six fixed red light running cameras and three average speed enforcement camera systems. Fixed camera and red light running detections decreased markedly in 2024 compared to previous years due to an internal review of the infrastructure. The Partnership is also responsible for a number of speed camera vehicles which operate at various signed locations throughout Northern Ireland.

In addition to the permanently signed locations, the Partnership also 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.

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 NI RSP for speeding<sup>1</sup>
- Detections by NI RSP 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 NI RSP 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.

The information is also available in tabular format in the accompanying spreadsheet available on the NISRA website.

Section 7 provides further background information about the NI RSP.

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<sup>1</sup> 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

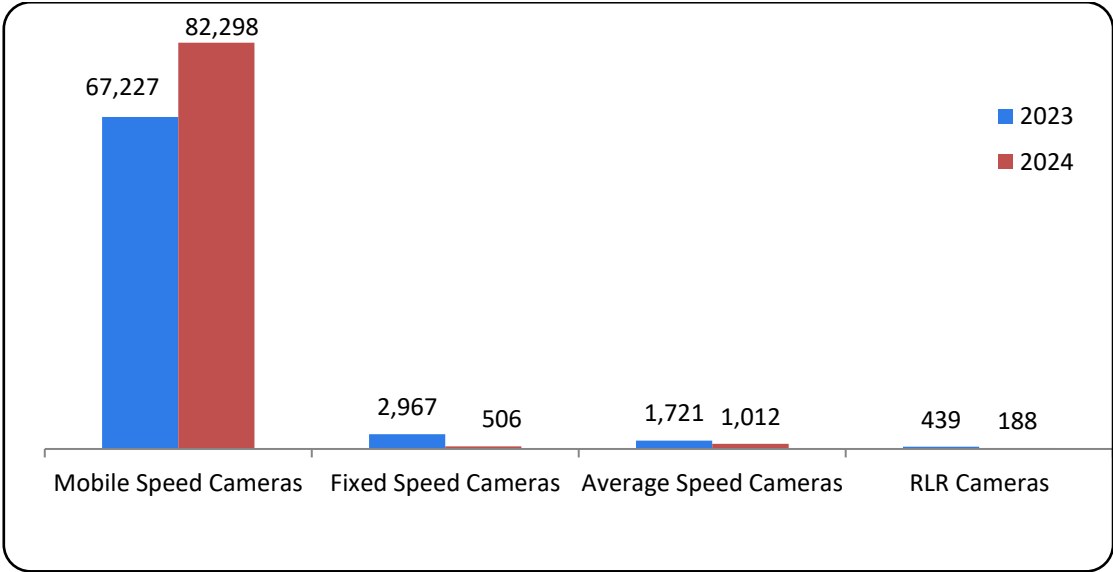
Between 1<sup>st</sup> January and 31<sup>st</sup> December 2024:

- The NI RSP made 84,004 detections, which was an increase of 16% (11,650) on the number detected in 2023.
- Mobile speed cameras accounted for 98% of all detections.
- Fixed speed cameras made 506 detections while the average speed cameras made 1,012.
- There were 188 detections at red light running sites.

**Table 1: Detections by NI Road Safety Partnership, 2023 and 2024**

| Camera Type               | 2023          | 2024          | Change over last 12 months - Number | Change over last 12 months - % |
|---------------------------|---------------|---------------|-------------------------------------|--------------------------------|
| Mobile speed cameras      | 67,227        | 82,298        | 15,071                              | 22.                            |
| Fixed speed cameras       | 2,967         | 506           | -2,461                              | -83                            |
| Average speed cameras     | 1,721         | 1,012         | -709                                | -41                            |
| Red light running cameras | 439           | 188           | -251                                | -57                            |
| <b>Total</b>              | <b>72,354</b> | <b>84,004</b> | <b>11,650</b>                       | <b>16</b>                      |

**Figure 1: Detections at Northern Ireland Road Safety Partnership sites, 2023 and 2024**



- There were approximately 230 detections per day in 2024, compared to approximately 198 per day in 2023.
- Fixed camera and red light running detections decreased markedly in 2024 compared to previous years due to an internal review of the infrastructure. Fixed camera detections decreased by 83% when compared with 2023, while red light running detections more than halved.
- Average speed camera detections decreased by 41% in 2024 when compared with 2023.
- The number of detections at mobile camera sites increased by 22% between 2023 and 2024.
- Of the 83,816 speed related detections in 2024, a total of 44,424 drivers completed a speed awareness course. This equated to half over (53%) of the drivers detected and was a similar proportion to previous years.

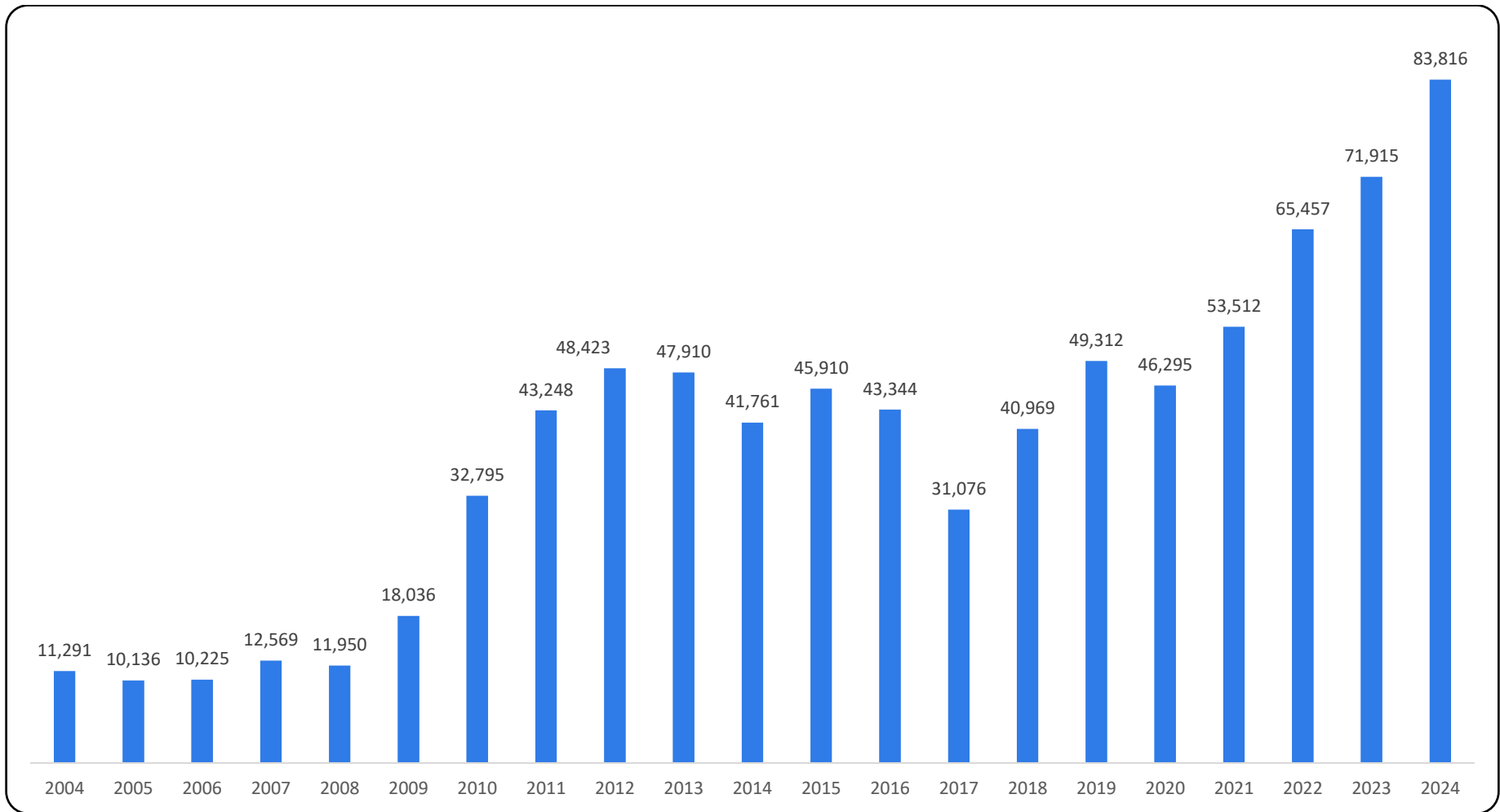
### 3. Trends

**Table 2: Detections at Northern Ireland Road Safety Partnership sites 2004 – 2024**

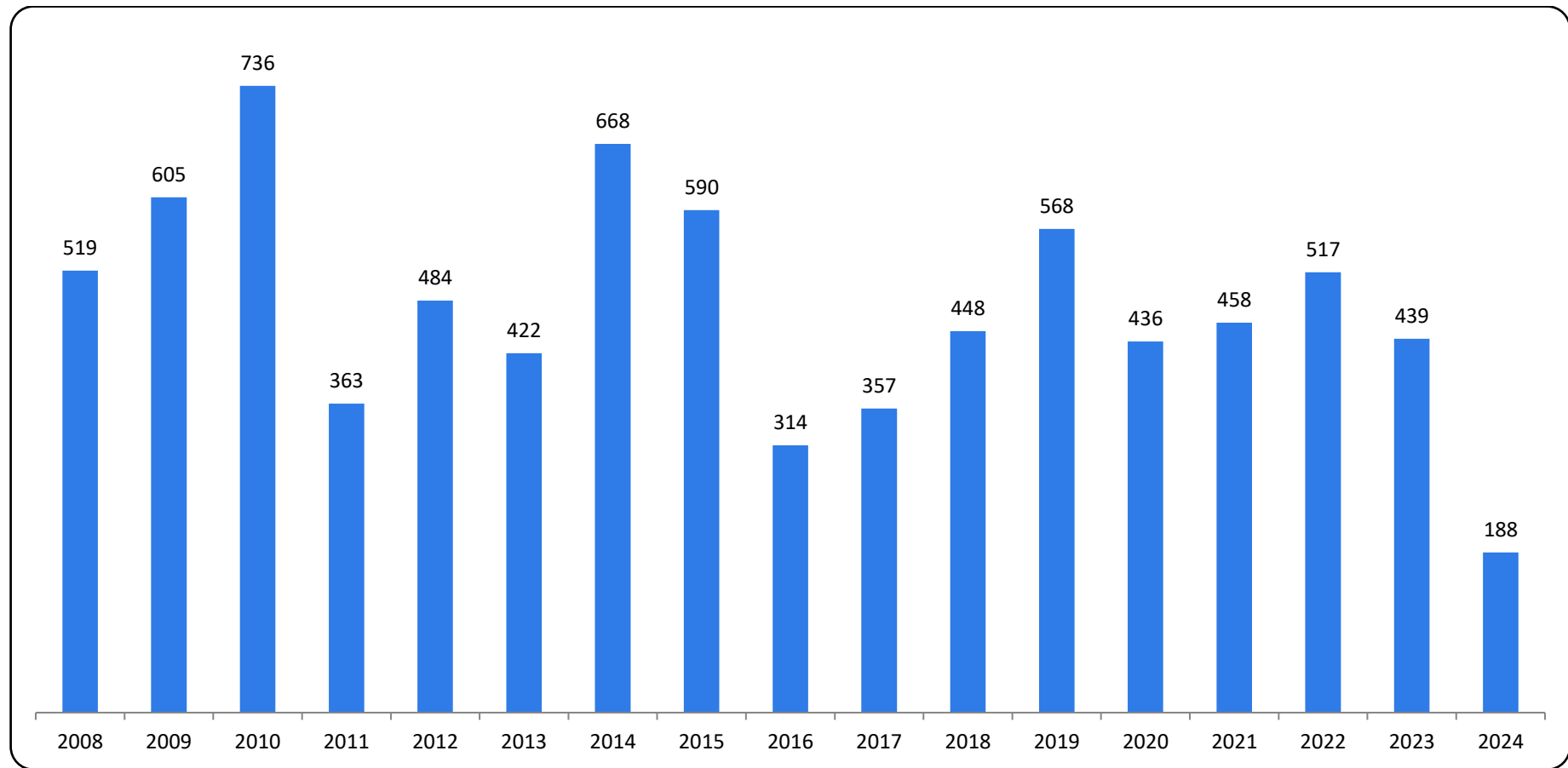
|      | Mobile Speed Cameras | Fixed Speed Cameras | Average Speed Cameras | RLR Cameras | Total  |
|------|----------------------|---------------------|-----------------------|-------------|--------|
| 2004 | 6,915                | 4,376               | -                     | -           | 11,291 |
| 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 |
| 2019 | 41,233               | 5,035               | 3,044                 | 568         | 49,880 |
| 2020 | 41,012               | 3,188               | 2,095                 | 436         | 46,731 |
| 2021 | 47,997               | 3,276               | 2,239                 | 458         | 53,970 |
| 2022 | 60,174               | 3,351               | 1,932                 | 517         | 65,974 |
| 2023 | 67,227               | 2,967               | 1,721                 | 439         | 72,354 |
| 2024 | 82,298               | 506                 | 1,012                 | 188         | 84,004 |

- There was more than 7 times the number of detections in 2024 when compared with 2004. There are a number of factors which are likely to have contributed to this increase over time, including the reduction in the speed threshold at which a driver can be detected speeding in 2010 and 2012, as well as additional sites for enforcement added in 2010 and 2014.
- 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. Up to this point the camera vans were operated by PSNI officers.
- There were fewer deployments of mobile vans in 2017 due to staffing resources, which had a significant impact on the number of detections.
- A camera upgrade was rolled out in 2018 and was the main reason for the increase in detections in 2018 and 2019.
- Detections in 2024 were at the highest ever with 84,004 recorded. This was a 16% increase on 2023.

**Figure 2: Number of NI Road Safety Partnership speeding detections 2004 – 2024**



**Figure 3<sup>2</sup>: Number of NI Road Safety Partnership red light running detections: 2008 – 2024**

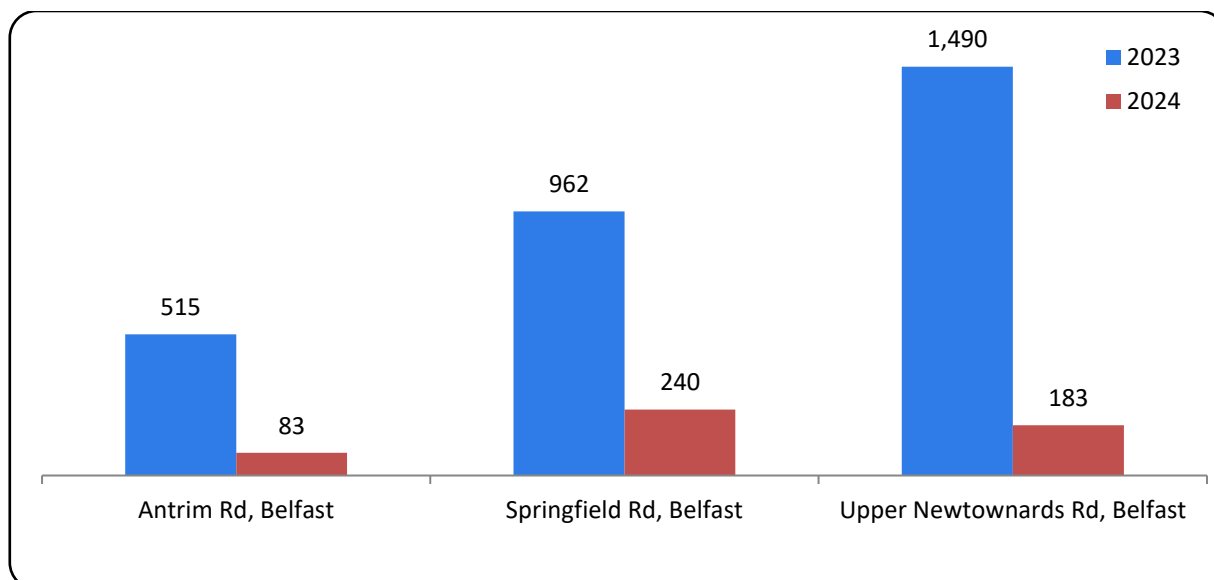


<sup>2</sup> Red light running cameras introduced in November 2007, the red light running site at Glenshane Road, Londonderry launched in September 2008.

## 4. Detections

### 4.1 Fixed camera sites

Figure 4: Detections at Fixed Camera Sites, 2023 and 2024



- Fixed camera and red light running detections decreased markedly in 2024 compared to previous years due to an internal review of the infrastructure.
- The fixed site on the Springfield Road, Belfast accounted for 47% of the 506 speeding detections by fixed cameras, followed by Upper Newtownards Road, Belfast (36%).

### 4.2 Mobile camera sites

Table 3: Detections at mobile camera locations by month, 2024

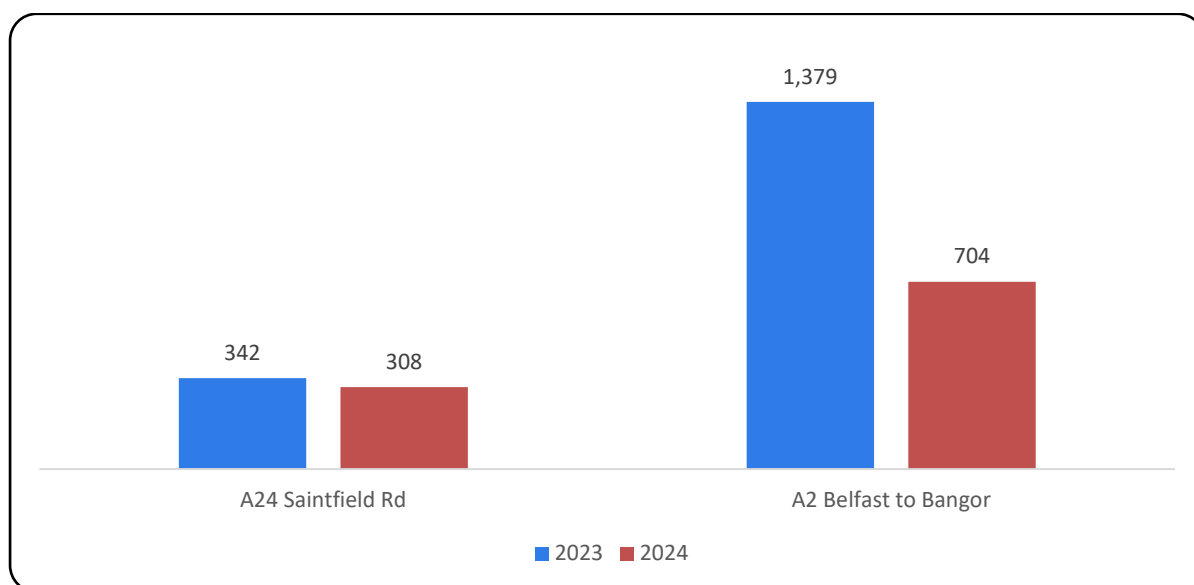
| Month     | Detections |
|-----------|------------|
| January   | 4,864      |
| February  | 5,148      |
| March     | 5,763      |
| April     | 6,666      |
| May       | 7,741      |
| June      | 7,183      |
| July      | 8,845      |
| August    | 7,632      |
| September | 7,289      |
| October   | 7,834      |
| November  | 7,000      |
| December  | 6,333      |
| Total     | 82,298     |

- Of the total detections at mobile camera sites in 2024, 28,090 were at permanently signed sites – accounting for just over one-third (34%) of these detections, while the remaining 66% were at community concern sites.
- The largest number of mobile camera detections occurred in July, with 8,845 detections.

- The Shore Road, Eden to Belfast route had the most detections in 2024 with 2,903, 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.
- The breakdown of detections by mobile camera sites is available in the accompanying spreadsheet.

### 4.3 Average speed camera sites

**Figure 5: Detections at average speed camera sites, 2023 and 2024**



- There were 1,012 detections along the A2 average speed sites in 2024, a decrease of 41% when compared with 2023 and the lowest total recorded since 2017.

### 4.4 Red light running camera sites

**Table 4: Detections at red light running camera sites, 2024**

| Red light running camera site      | 2024       |
|------------------------------------|------------|
| Castle St, Belfast                 | 5          |
| Glenshane Rd, L'Derry              | 0          |
| Middlepath St, Belfast             | 44         |
| Millfield at Peter's Hill, Belfast | 47         |
| Nelson St, Belfast                 | 72         |
| York St, Belfast                   | 20         |
| <b>Total</b>                       | <b>188</b> |

- Fixed camera and red light running detections decreased markedly in 2024 compared to previous years due to an internal review of the infrastructure.
- In 2024, 188 detections were made for red light running by the six such cameras across Northern Ireland, compared with 439 detections in 2023 – a decrease of 57%.

## 4.5 Speed limit

**Table 5: Speeding detections by speed limit, 2024**

| Speed Limit (mph) | Number of detections | Highest speed recorded (mph) |
|-------------------|----------------------|------------------------------|
| 30                | 55,208               | 86                           |
| 40                | 15,909               | 88                           |
| 45                | 258                  | 102                          |
| 50                | 3,508                | 93                           |
| 60                | 6,949                | 119                          |
| 70                | 1,984                | 113                          |
| <b>Total</b>      | <b>83,816</b>        |                              |

- Two-thirds (66%) of all speed related detections were on 30mph roads.
- The highest speed recorded in 2024 was 119mph, which was detected on the A26 Frosses Road, Ballymoney (a 60mph road).

## 4.6 Age of drivers

**Table 6: Age of drivers detected by camera type, 2024**

| Age of Driver | Mobile Speed Cameras | Fixed Speed Cameras | Average Speed Cameras | RLR Camera | Total         |
|---------------|----------------------|---------------------|-----------------------|------------|---------------|
| Under 25      | 6,044                | 88                  | 163                   | 24         | <b>6,319</b>  |
| 25 - 39       | 23,082               | 171                 | 400                   | 59         | <b>23,712</b> |
| 40 - 54       | 26,404               | 141                 | 293                   | 63         | <b>26,901</b> |
| 55 - 69       | 19,891               | 83                  | 120                   | 33         | <b>20,127</b> |
| 70+           | 6,529                | 10                  | 27                    | 6          | <b>6,572</b>  |
| Unknown       | 348                  | 13                  | 9                     | 3          | <b>373</b>    |
| <b>Total</b>  | <b>82,298</b>        | <b>506</b>          | <b>1,012</b>          | <b>188</b> | <b>84,004</b> |

- Where age was known, almost one third of all persons detected by the RSP in 2024 were aged 40-54 (32%), a further 28% were aged 25-39, which was similar to the age breakdown in 2023.
- Persons aged under 25 accounted for 8% of all those detected, where the age was known, however they accounted for 18% of all those detected by the fixed speed cameras.

## 4.7 Time of day

**Table 7: Detections by time of day, 2024**

| Time of Day  | Mobile Speed Cameras | Fixed Speed Cameras | Average Speed Cameras | RLR Camera | Total         |
|--------------|----------------------|---------------------|-----------------------|------------|---------------|
| 0000-0259    | 0                    | 89                  | 94                    | 19         | <b>202</b>    |
| 0300-0559    | 3                    | 44                  | 84                    | 15         | <b>146</b>    |
| 0600-0859    | 4,054                | 69                  | 169                   | 12         | <b>4,304</b>  |
| 0900-1159    | 29,186               | 60                  | 130                   | 28         | <b>29,404</b> |
| 1200-1459    | 33,160               | 56                  | 116                   | 34         | <b>33,366</b> |
| 1500-1759    | 12,608               | 40                  | 110                   | 33         | <b>12,791</b> |
| 1800-2059    | 3,287                | 55                  | 161                   | 19         | <b>3,522</b>  |
| 2100-2359    | 0                    | 93                  | 148                   | 28         | <b>269</b>    |
| <b>Total</b> | <b>82,298</b>        | <b>506</b>          | <b>1,012</b>          | <b>188</b> | <b>84,004</b> |

- Two-fifths of detections in 2024 were between 12pm and 3pm (40%), followed by a further 35% between 9am and 12pm.

## 5. Deployment

There are currently 12 highly visible mobile speed camera vans that operate 7 days a week throughout Northern Ireland at approximately 90 permanently signed locations as well as community concern sites.

**Table 8: Number of deployments by day of week and month of year, 2024**

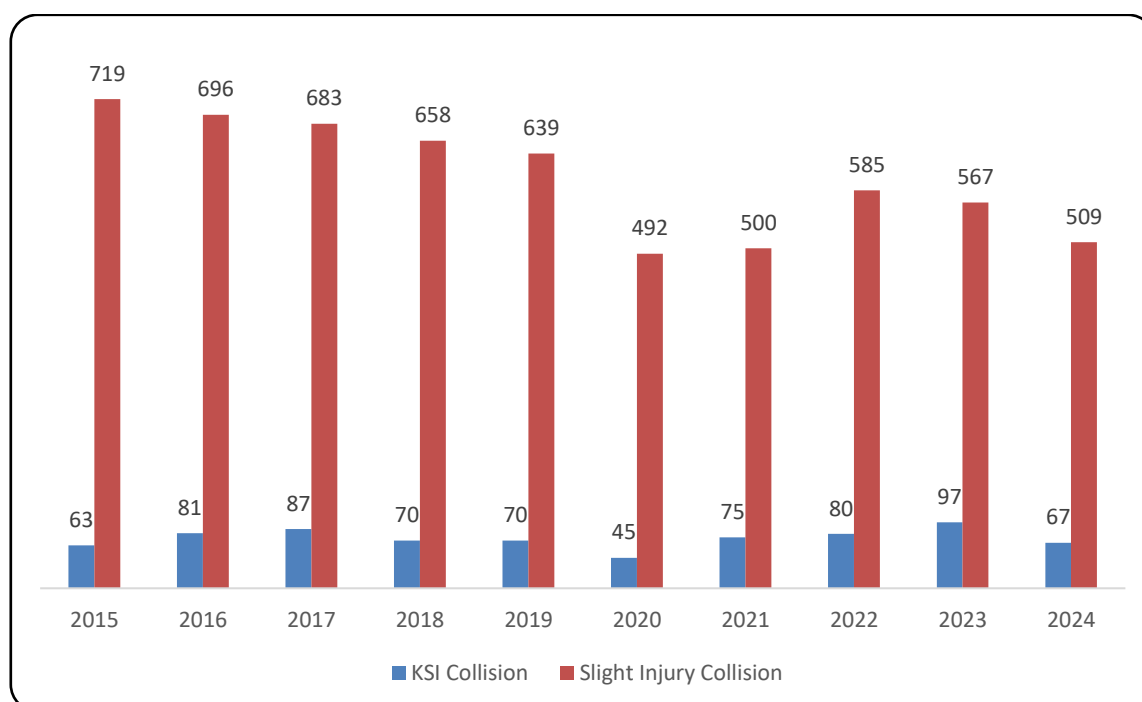
|              | Sunday     | Monday       | Tuesday      | Wednesday    | Thursday     | Friday     | Saturday   | Total        |
|--------------|------------|--------------|--------------|--------------|--------------|------------|------------|--------------|
| January      | 63         | 110          | 136          | 129          | 109          | 60         | 49         | <b>656</b>   |
| February     | 68         | 109          | 120          | 108          | 112          | 55         | 47         | <b>619</b>   |
| March        | 70         | 107          | 107          | 117          | 101          | 83         | 80         | <b>665</b>   |
| April        | 46         | 128          | 123          | 115          | 91           | 76         | 51         | <b>630</b>   |
| May          | 60         | 124          | 107          | 136          | 110          | 56         | 53         | <b>646</b>   |
| June         | 66         | 103          | 122          | 108          | 94           | 58         | 68         | <b>619</b>   |
| July         | 72         | 132          | 165          | 146          | 93           | 60         | 55         | <b>723</b>   |
| August       | 62         | 111          | 120          | 131          | 138          | 81         | 76         | <b>719</b>   |
| September    | 67         | 150          | 125          | 123          | 111          | 57         | 39         | <b>672</b>   |
| October      | 65         | 110          | 146          | 170          | 147          | 64         | 53         | <b>755</b>   |
| November     | 53         | 97           | 117          | 139          | 120          | 90         | 72         | <b>688</b>   |
| December     | 65         | 126          | 128          | 77           | 90           | 82         | 57         | <b>625</b>   |
| <b>Total</b> | <b>757</b> | <b>1,407</b> | <b>1,516</b> | <b>1,499</b> | <b>1,316</b> | <b>822</b> | <b>700</b> | <b>8,017</b> |

- There were 8,017 deployments of the NIRSP vans in 2024, an increase of 12% on the number of deployments in 2023.
- The highest number of deployments was on a Tuesday with 1,516, accounting for 19% of all deployments, while Saturday had the lowest number with 700 (9%).

## 6. Injury road traffic collisions

- The statistics in this section refer to permanent mobile speed camera locations only, which are subject to collision-based criteria.
- There were 576 injury collisions recorded at permanent mobile safety camera sites in 2024, a decrease of 88 collisions on the number recorded in 2023 (664). Injury collisions overall in Northern Ireland decreased by 6% in the same period<sup>3</sup>.
- There were 67 fatal or serious (KSI) injury collisions recorded at safety camera sites in 2024, a 31% decrease on the 97 recorded in 2023.
- The [Draft Road Safety Strategy for Northern Ireland to 2030](#) was published by the Department for Infrastructure in October 2022 and contains a series of road safety targets to be achieved by 2030. The work of the RSP is to support the NI Road Safety Strategy (RSS) by using targeted enforcement to reduce the casualties on the roads. The number of collisions recorded at RSP sites over the period 2020 – 2024 was very similar to the number recorded in 2014 – 2018, which is the baseline used in the NI RSS to 2030. In Northern Ireland as a whole, the total number of KSI collisions increased by 8% when the same five year periods are compared.
- The more recent trend data should be viewed in the context of reduced traffic volumes as a result of the Covid-19 pandemic, which were evidenced throughout 2020 in particular. 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, 2015 – 2024**



<sup>3</sup> [Injury road traffic collision statistics](#)

## 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 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 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.

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 twelve 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.

## **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, however due to the COVID-19 pandemic the courses moved to an online platform from June 2020. Courses 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 2005<sup>4</sup>.
- 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).

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<sup>4</sup> [The National Safety Camera Programme Four Year Evaluation Report December 2005](#)