



2025 Annual Report

Date of Publication:

12th June 2026

Frequency:

Annual

Issued by:

NI Road Safety Partnership
42 Montgomery Road
Belfast
BT6 9LD

[Road Safety Partnership webpage](#)

Email:

NIRSP@psni.police.uk

- A total of 87,443 detections were made by the Northern Ireland Road Safety Partnership (NIRSP) in 2025, for speeding. This is the highest number of detections recorded in a calendar year since the scheme began.
- There was a 4% increase on the number of detections when compared with 2024 (84,004).
- The highest speed recorded by NIRSP in 2025 was 123mph.
- There were 8,062 deployments of the NIRSP vans in 2025, a similar number to the previous year (8,017) deployments in 2024.
- Between 2024 and 2025, mobile speed camera detections increased by 5% to 86,628.
- Average speed camera detections decreased by 19% over the year to 815 in 2025.
- Of the 87,443 detections in 2025, a total of 45,332 (52%) drivers completed a speed awareness course. A further 36,464 (42%) were issued with a fixed penalty notice, while the remaining 5,647 (6%) were referred for prosecution.

Table of contents

1. Things you need to know about this release	3
2. Summary.....	4
3. Trends.....	5
4. Detections.....	7
5. Deployment.....	10
6. Injury road traffic collisions.....	11
7. Notes.....	12

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 (NIRSP) for the calendar year 2025.

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 currently three average speed enforcement camera systems. Fixed cameras and red light running cameras have not been in operation since 2024 and the future use of such is currently under review. 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 NIRSP for speeding¹
- Disposals for speeding detections by NIRSP
- The number of times NIRSP vans were deployed at safety camera sites.
- Injury collision statistics 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 NIRSP website.

Section 7 provides further background information about the NIRSP.

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

2. Summary

Between 1st January and 31st December 2025:

- The NIRSP made 87,443 detections, which was an increase of 4% (3,439) on the number detected in 2024.
- Mobile speed cameras accounted for 99% of all detections and increased by 4,330 detections to 86,628 (5% higher than the previous year).
- Average speed cameras made 815 detections, which was 19% lower than in 2024.
- There were approximately 240 detections per day in 2025, compared to approximately 230 per day in 2024.

Table 1: NIRSP detections by camera type, 2024 and 2025

Camera Type	2024	2025	Change over last 12 months - Number	Change over last 12 months - %
Mobile speed cameras	82,298	86,628	4,530	6
Fixed speed cameras	506	0	-506	-100
Average speed cameras	1,012	815	-197	-19
Red light running cameras	188	0	-188	-100
Total	84,004	87,443	3,639	4

- Fixed cameras and red light running cameras have not been in operation since 2024 and the future use of such is currently under review.

3. Trends

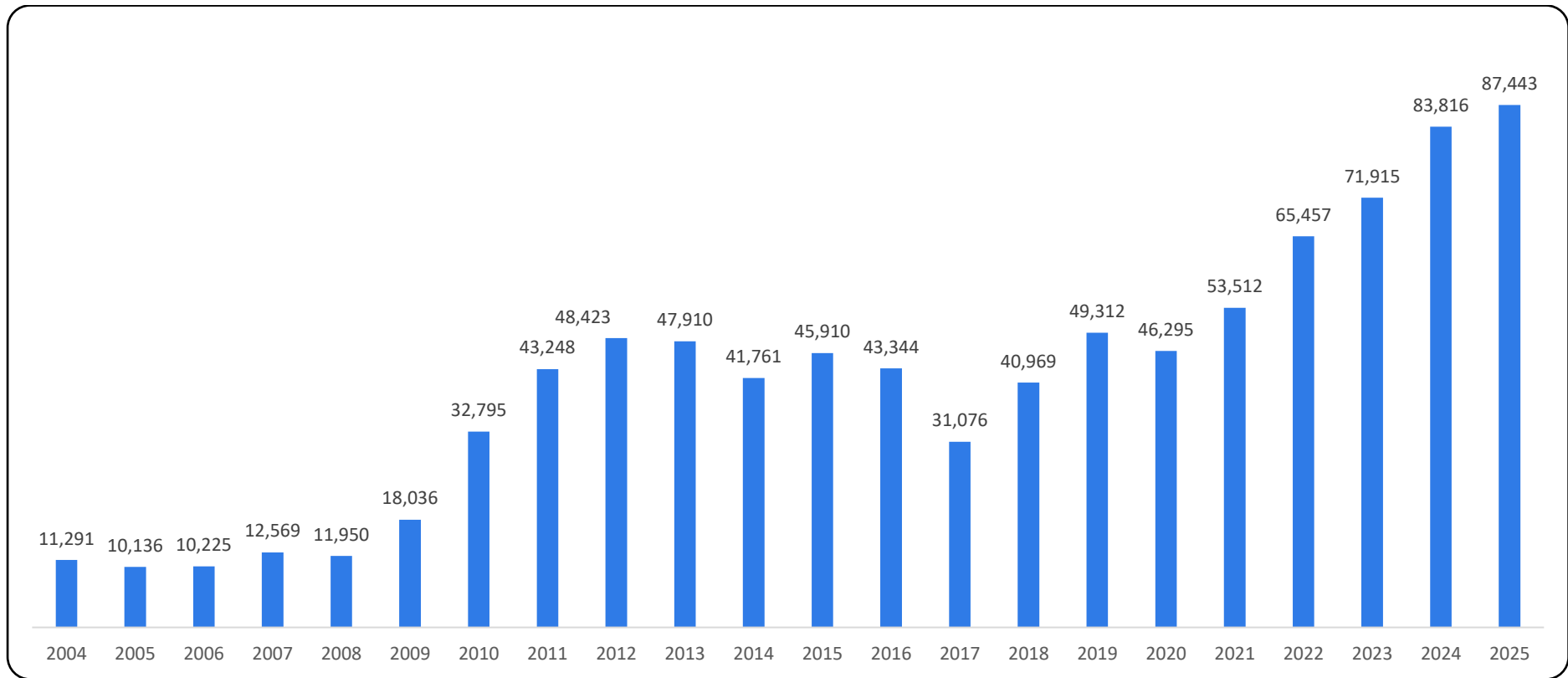
Table 2: NIRSP detections by camera type and year, 2004 - 2025

	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
2025	86,628	-	815	-	87,443

- Fixed cameras and red light running cameras have not been in operation since 2024 and the future use of such is currently under review.

- There was more than 7 times the number of detections in 2025 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 2025 were at the highest ever with 87,443 recorded. This was a 4% increase on 2024.

Figure 2: NIRSP speeding detections by year, 2004 – 2025



4. Detections

4.1 Mobile camera sites

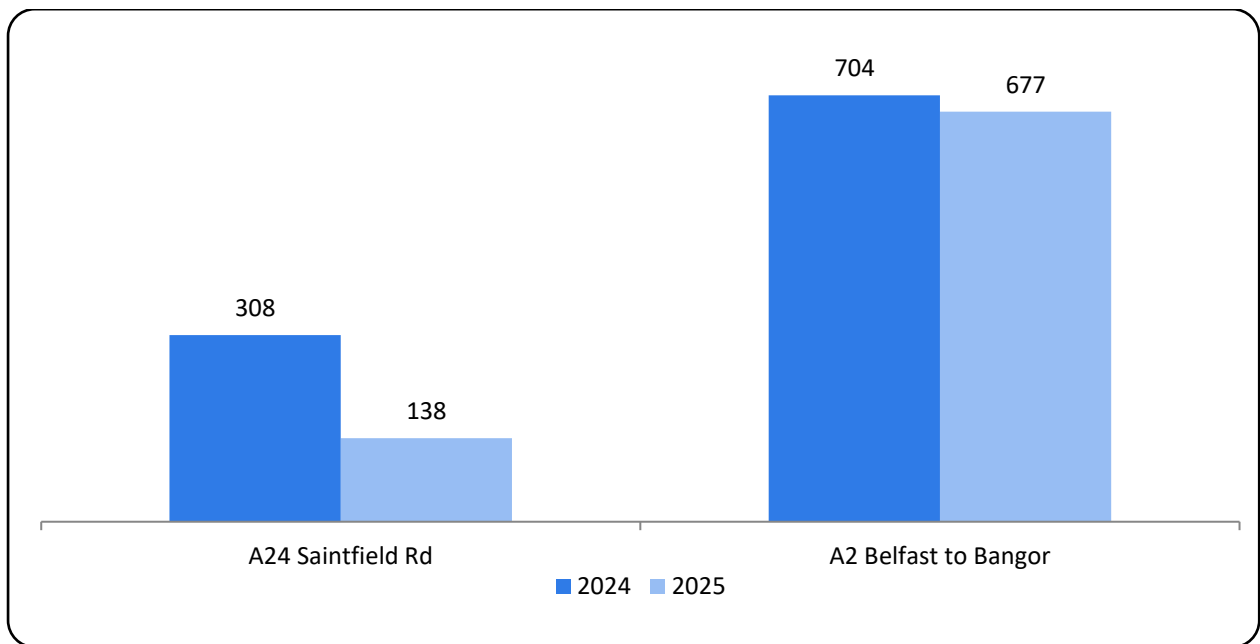
Table 3: NIRSP detections at mobile camera sites by month, 2025

Month	Detections
January	5,691
February	7,330
March	8,474
April	8,250
May	7,556
June	7,472
July	7,852
August	8,318
September	6,832
October	7,220
November	6,357
December	5,276
Total	86,628

- Of the total detections at mobile camera sites in 2025, 24,997 were at permanently signed sites – accounting for less than one-third (29%) of these detections, while the remaining 71% were at community concern sites.
- The largest number of mobile camera detections occurred in March, with 8,474 detections
- The Shore Road, Eden to Belfast route had the most detections in 2025 with 3,482 (up 20% on 2024), 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.

4.2 Average speed camera sites

Figure 3: NIRSP detections at average speed camera sites 2024 and 2025



- There were 815 detections along the A2 average speed sites in 2025, a decrease of 19% when compared with 2024 and the lowest total recorded since 2017.

4.3 Speed limit

Table 5: NIRSP detections by speed limit, 2025

Speed Limit (mph)	Number of detections	Highest speed recorded (mph)
30	52,139	76
40	17,095	81
45	441	123
50	4,710	105
60	8,255	104
70	4,803	113
Total	87,443	

- Six in ten of all speed related detections were on 30mph roads.
- The highest speed recorded in 2025 was 123mph, which was detected on the New Moneynick Road, Antrim.

4.4 Age of drivers

Table 6: NIRSP detections by age of driver and camera type, 2025

Age of Driver	Mobile Speed Cameras	Average Speed Cameras	Total
Under 25	6,817	177	6,994
25 - 39	24,683	315	24,998
40 - 54	27,784	222	28,006
55 - 69	20,651	89	20,740
70+	6,626	11	6,637
Unknown	67	1	68
Total	86,628	815	87,443

- Where age was known, almost one third of all persons detected by the NIRSP in 2025 were aged 40-54 (32%), a further 29% were aged 25-39, which was similar to the age breakdown in 2024.
- Persons aged under 25 accounted for 8% of all those detected, where the age was known.

4.5 Time of day

Table 7: NIRSP detections by time of day and camera type, 2025

Time of Day	Mobile Speed Cameras	Average Speed Cameras	Total
0000-0259	0	89	89
0300-0559	0	80	80
0600-0859	6,060	147	6,207
0900-1159	31,042	71	31,113
1200-1459	33,392	69	33,461
1500-1759	13,497	97	13,594
1800-2059	2,636	131	2,767
2100-2359	1	131	132
Total	86,628	815	87,443

- Almost two-fifths of detections in 2025 were between 12pm and 3pm (38%), followed by a further 36% between 9am and 12pm.

4.6 Disposals

Table 8: NIRSP detections by disposal and camera type, 2025

Year	Mobile Speed Cameras	Average Speed Cameras	Total
Speed awareness course	44,946	386	45,332
Fixed penalty notice	36,187	277	36,464
Referral for prosecution	5,495	152	5,647
Total	86,628	815	87,443

- Of the 87,443 detections in 2025, a total of 45,332 drivers completed a speed awareness course. This equated to over half (52%) of the drivers detected and was a similar proportion to previous years. A further 36,464 (42%) were issued with a fixed penalty notice, while the remaining 5,647(6%) were referred for prosecution.

5. Deployment

There are currently 13 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: NIRSP safety camera van deployments by month and day, 2025

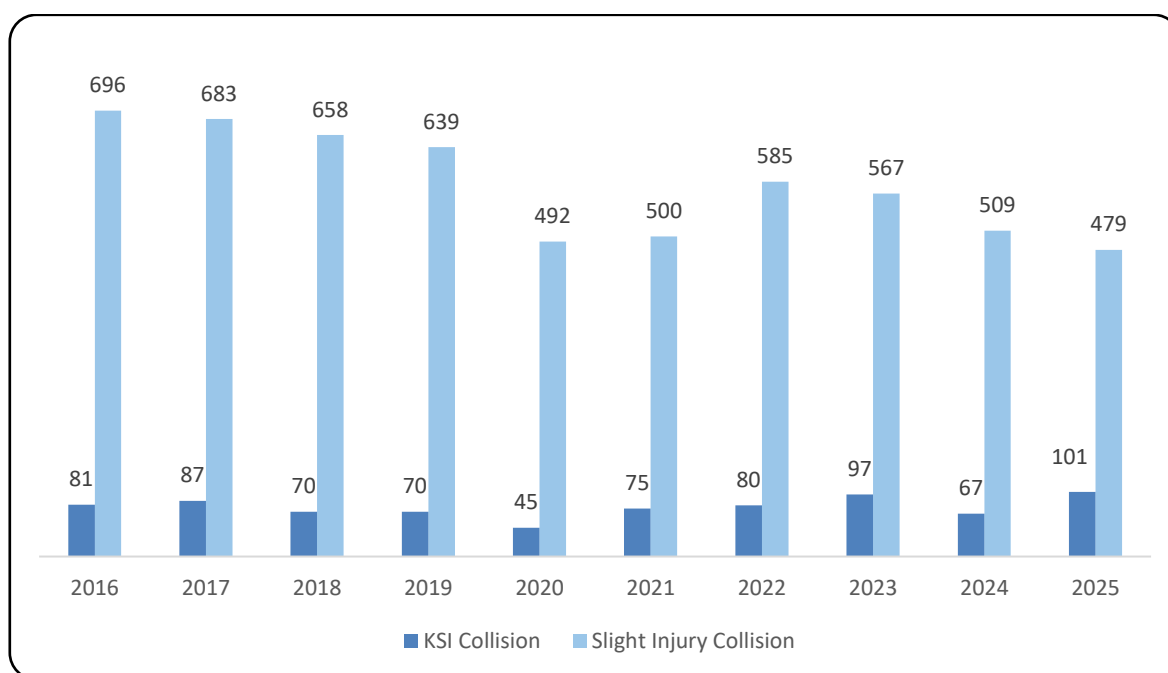
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
January	59	113	112	118	124	46	54	626
February	66	111	125	124	111	57	79	673
March	66	140	128	124	120	63	64	705
April	56	112	137	158	100	61	71	695
May	56	107	116	104	120	75	70	648
June	83	140	120	122	104	65	70	704
July	57	97	147	132	134	61	64	692
August	85	124	121	116	91	79	86	702
September	54	117	123	93	87	64	52	590
October	60	96	103	130	137	115	66	707
November	80	102	105	108	93	82	92	662
December	60	134	152	116	82	53	61	658
Total	782	1,393	1,489	1,445	1,303	821	829	8,062

- There were 8,062 deployments of the NIRSP vans in 2025, a similar number to the previous year (8,017).
- The highest number of deployments was on a Tuesday with 1,489, accounting for 18% of all deployments, while Sunday had the lowest number with 782 (10%).

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 580 injury collisions recorded at permanent mobile safety camera sites in 2025, a decrease of 4 collisions on the number recorded in 2024 (576). Injury collisions overall in Northern Ireland remained similar to 2024².
- There were 101 fatal or serious (KSI) injury collisions recorded at safety camera sites in 2025, a 50% decrease on the 67 recorded in 2023.
- The [Road Safety Strategy for Northern Ireland to 2030](#) was approved by the Executive and published on the 12th September 2024 and contains a series of road safety targets to be achieved by 2030. The work of the NIRSP 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 NIRSP sites over the period 2021 – 2025 was 21% lower than 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 collisions reduced by a similar proportion (19%) 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: Injury collisions at safety camera locations in Northern Ireland, 2016 – 2025



² [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 mobile speed cameras which record vehicles passing in excess of a pre-defined speed and camera systems which measure average speed travelled between two cameras. Fixed cameras and red light running cameras have not been in operation since 2024 and the future use of such is currently under review.

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 NIRSP 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. 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.

Mobile Safety Camera Vehicles

There are currently thirteen 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 2005³.
- 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 NIRSP safety camera sites (5 year collision histories are used instead of the 3 year period normally adopted across the rest of the UK).

³ [The National Safety Camera Programme Four Year Evaluation Report December 2005](#)