

Date: 05/09/2025
Our ref: 01/FOI/25/015269/T

FREEDOM OF INFORMATION REQUEST REFERENCE NO: 01/FOI/25/015269/T

I write in connection with your request for information dated 05/08/2025, received by Greater Manchester Police (GMP) for the following information:

***Please, would I be able to get the number of speeding offenders caught by the Smart Motorway speed cameras on the M60 and M62 motorways in Greater Manchester?
For the request please could I get it broken down by:***

The location of each camera and the number of speeding drivers it catches by month Please, can I get this data month by month, going back to the start of 2022 and up to the latest available data?

Result of Searches

Following receipt of your request searches were conducted within Greater Manchester Police (GMP) to locate the requested information and I can confirm the information requested is held by GMP.

However, I am not obliged to provide all of the information requested as exemptions apply.

Section 17 of the Freedom of Information Act 2000 requires GMP, when refusing to provide such information (because the information is exempt) to provide you, the applicant, with a notice which: (a) states that fact, (b) specifies the exemption in question and (c) states (if that would not otherwise be apparent) why the exemption applies. The information requested in relation to information about operational fixed/mobile safety cameras and their operational functions (other than measuring speed) have been exempt from disclosure by virtue of the following exemptions:

**Section 31(1)(a)(b) Law Enforcement
Section 38(1)b Health and Safety**

Sections 31(1)(a)(b) and Section 38 (1)b are prejudice based and qualified exemptions; there is a requirement to articulate the harm that would be caused in disclosing such information as well as carrying out a public interest test, which can be seen below.

Section 31– Harm

To disclose the number of operational safety cameras with the most detections will create misleading and potentially dangerous information into the public domain. This would create a perception that motorists may travel excess of the speed limit without fear of being caught. This may encourage individuals to travel above the speed limit in these and other areas. The faster the traffic travels, the higher the risk of accidents to motorists and pedestrians. This would impact on the law enforcement capabilities of GMP in the prevention and detection of crime and the apprehension or prosecution of offenders.

Disclosing this information will in effect be providing a league table for our road safety cameras and mobile detection locations which will identify those with the highest detection rates. This makes the cameras potential targets for criminal damage resulting in them being out of action thus negatively impacting on our road safety enforcement strategies and putting GM road users at risk.

It would also identify the locations where our staff undertake mobile enforcement, leaving them open to potential abuse, assault and criminal damage to the vehicles/cameras.

Factors Favouring Disclosure

The disclosure details of any operational safety cameras and their operational functions would assist the populous in taking steps to better protect themselves. It would also show GMP's accountability in the use of public funds when policing.

Factors Favouring Non-Disclosure

Conversely to the factors in favour of disclosure, to publicly release information about operational safety cameras with the most detections would impact on the law enforcement capabilities of GMP and would undermine the effectiveness of the cameras and our road safety enforcement. It would allow a perception and encouragement that motorists may travel in excess of the speed limit and/or without their seatbelt without generating a fine/endorsement, which would impact of GMP's ability to prevent and detect crime and apprehend or prosecute offenders. Requests of this nature is in effect asking us to provide a league table for our road safety cameras which will identify those with the highest detection rates. This makes the cameras potential targets for criminal damage resulting in them being out of action thus negatively impacting on our road safety enforcement strategies and putting GM road users at risk.

Additionally, this would undoubtedly increase the risk of the health and safety of pedestrians and other motorists, whilst the cameras are being repaired or replaced there is no safety camera enforcement taking place which will impact on road safety in those areas.

Section 38 –Harm

To disclose the number of operational speed cameras and their operational functions would encourage motorists to break the speed limit and drive dangerously. This would undoubtedly increase the risk of the health and safety of pedestrians and other motorists.

Factors Favouring Disclosure

The disclosure of operational speed cameras and their operational functions would encourage transparency between the Force and the public.

Factors Favouring Non-Disclosure

To divulge to the wider public the number of cameras with the highest detections and locations, may encourage individuals to travel at greater speeds. The faster the traffic travels, the higher the risk of accidents to motorists and pedestrians. In addition, knowing other operational functions of safety cameras could encourage the public to drive dangerously and pay less attention to the road.

Balancing Test

When balancing the public interest test GMP must consider whether the information should be released into the public domain, therefore arguments need to be weighed against each other.

The most persuasive reason for disclosing the information would be the fact that disclosure would encourage transparency, which needs to be weighed against the strongest reasons for non-disclosure, which in this case is the likelihood of individuals being put at risk. The safety of the communities GMP police is of paramount importance and the Force would not detrimentally impact on that safety by disclosing harmful information in response to a FOI request.

Therefore, having considered all the factors for and against disclosure it is the decision at this time to maintain the above exemptions and withhold the information requested.

Please the remaining information below.

Due to the exemptions outlined above, the data provided below is the number of “speeding drivers” detected along the M60 and M62 combined broken down per month and per year. This allows for the data to be reported without a full exemption being applied.

2022	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Total	1371	1839	1911	5775	4473	5693	2033	5991	3491	2336	2694	746

2023	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Total	3151	5157	5996	3847	3102	7934	3844	5678	4239	4921	5517	1402

2024	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Total	2856	3195	6446	6205	8326	9901	8895	9736	3639	5522	4916	4046

2025 to date	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Total	3626	3731	2902	4422	3187	5857	5525	4013	0	0	0	0