

Date: 12/01/2026
Our ref: 01/FOI/25/015990/L

FREEDOM OF INFORMATION REQUEST REFERENCE NO: 01/FOI/25/015990/L

I write in connection with your request for information dated 10/12/2025, received by Greater Manchester Police (GMP) for the following information:

- 1. Please provide any policies, operational guidance, enforcement criteria, or internal documents held by your force that relate to speed-enforcement thresholds for fixed, mobile, or average-speed cameras.***
- 2. Specifically, please state whether your force adheres to the National Police Chiefs' Council (NPCC) speed-tolerance guidance (often described as "10% + 2 mph") or any alternative thresholds used for the purpose of determining when enforcement action is initiated.***
- 3. If exact thresholds are not disclosed to the public for operational reasons, please confirm whether this information is held and, if so, whether the force follows NPCC guidance, uses a different internal tolerance, or enforces strictly at the posted speed limit***

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 of this request as exemption applies.

Section 17 of the Freedom of Information Act 2000 requires Greater Manchester Police, 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.

Please see exemptions below.
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 how this particular camera is configured, and its main purpose including thresholds would disclose the operational functions which 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 or run a red light without detection along with the other named offences you have mentioned.

This may encourage individuals to travel above the speed limit in this area. The faster the traffic travels, the higher the risk of accidents to motorists and pedestrians. This would impact on the law enforcement capabilities

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 and their operational functions 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 without generating a fine/endorsement, which would impact of GMP's ability to prevent and detect crime and apprehend or prosecute offenders. Additionally, this would undoubtedly increase the risk of the health and safety of pedestrians and other motorists.

Section 38 –Harm

To disclose the operational functions of a specific speed camera 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 operational functions of speed cameras, 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.

Balance Test

When balancing the public interest test, GMP has to 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.

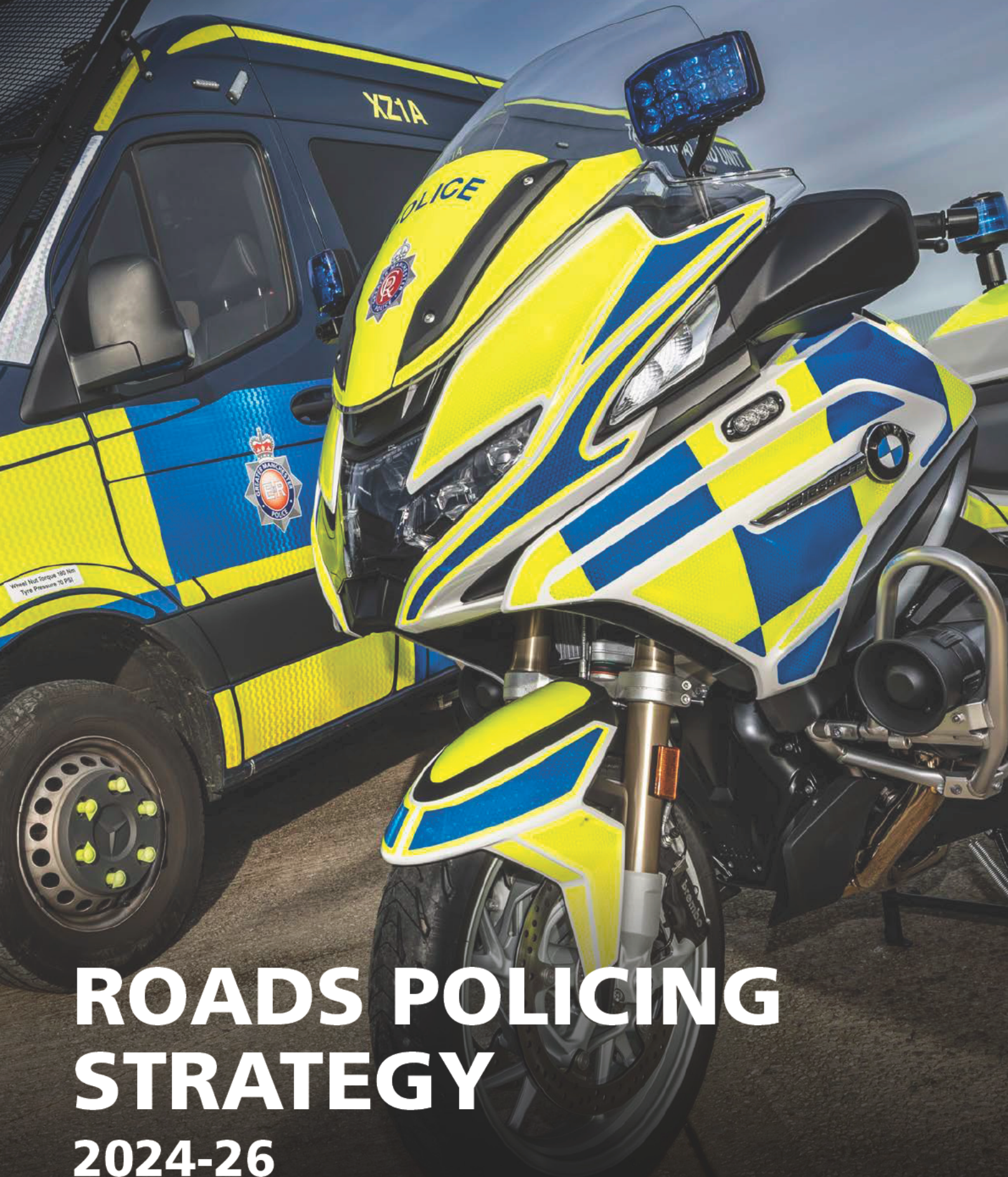
Therefore, having considered all the factors for and against disclosure it is the decision at this time to maintain the above exemptions and withhold the information requested for part 2 and 3 of this request.

Part 1 – Please see the attached disclosed document.

Information Access Unit, Information Management and Data Directorate, Greater Manchester Police, Openshaw Complex,
Lawton Street, Manchester, M11 2NS



GREATER MANCHESTER
POLICE



ROADS POLICING STRATEGY

2024-26

OUR APPROACH

GMP use a problem-solving approach to making our roads safer.

We engage, educate, enforce, engineer and evaluate, focusing on the five main causes of fatal collisions. We conduct targeted activity focussing on speeding, drink and drug driving, seatbelt offences, careless driving and mobile phone use, in addition to other strategic threats such as driving otherwise than in accordance with a licence, insurance offences and anti-social road use.

Our Roads Policing Unit (RPU) operates 24/7 across GMP and the motorway network to provide a specialist response to the strategic road network, minor roads and support to districts in disrupting criminality. The Serious Collision Investigation Unit (SCIU) including that of Forensic Collision Reconstruction Unit (FCRU) are key departments within roads policing. The SCIU and FCRU play a crucial role by providing valuable insights into the causes of serious collisions, identifying high risk areas, improving investigation techniques, increasing public awareness and supporting evidenced based decision making.

Partnership working and proactive policing are key to effectively reducing the numbers of people killed and seriously injured in road traffic collisions. There is work to be done in this area to ensure consistency and a need to fully utilise the proactive capability available to the force. We will collaborate with other road safety stakeholders and the public to continue to problem solve, share intelligence and develop existing practices to help us to make the transport networks in Greater Manchester even safer.

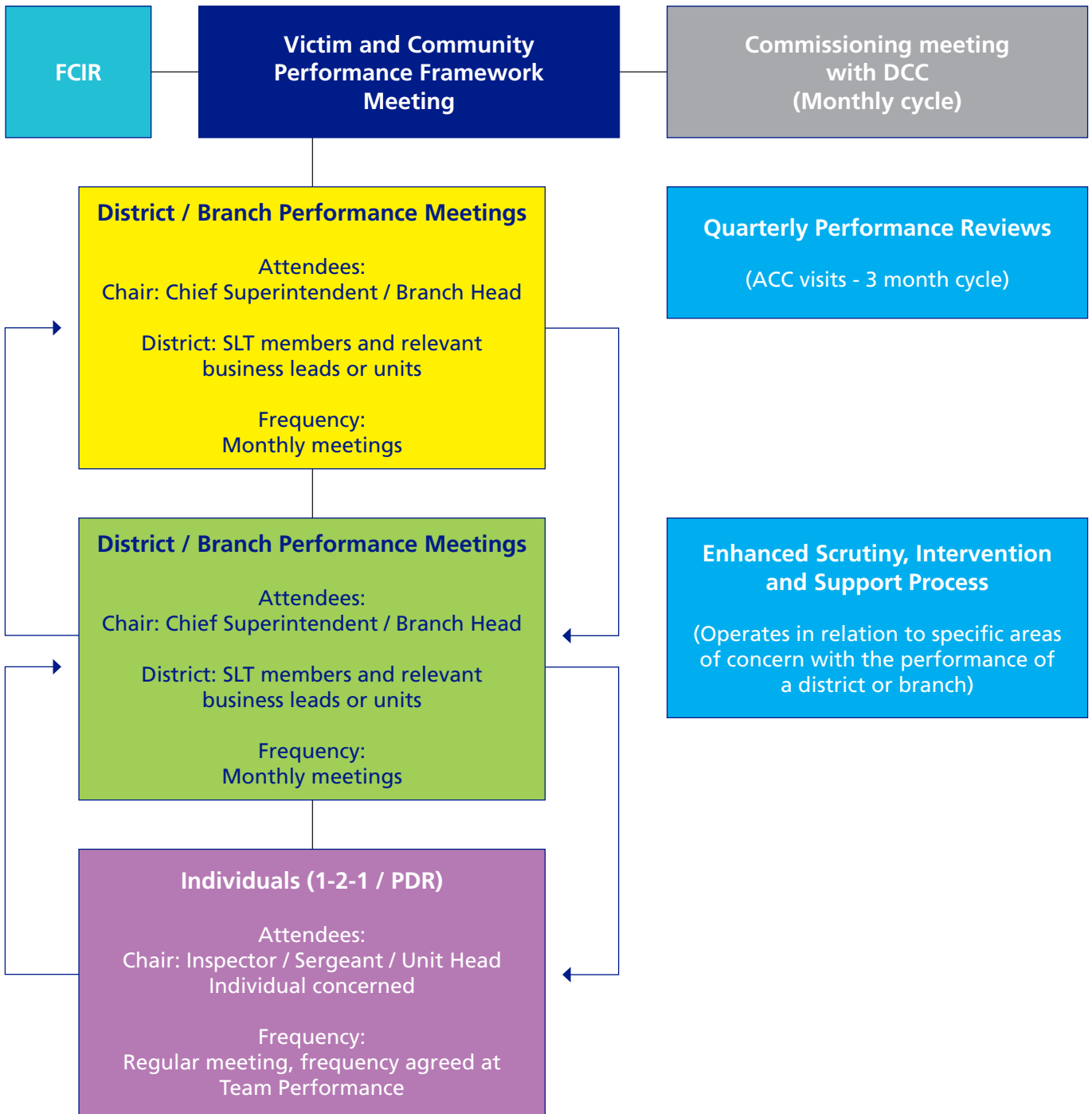
Preventing harm and saving lives is a core mission of policing, everyone should be able to use our roads safely. Policing the road network plays a significant part in disrupting those who use our road network for criminal gain. Roads policing not only tackles those who drive dangerously but often disrupts wider criminality.

New technology and the way in which we use our roads are changing presents additional policing challenges, for example, dealing with electric vehicles and alternative mobility. Anti-Social driving, such as car cruises, are on the increase across the country and there have been a number of fatalities linked to these. Events are attracting higher numbers of attendees with those in attendance committing a wider range of offences.

The development of a revised performance management framework has enabled management to ensure that the investment in staff and resources is having an impact on road safety.



PERFORMANCE STRUCTURE



ROADS POLICING STRATEGY (POAP)

The force's Plan on a Page provides the following deliverables which this Roads Policing strategy contributes to:

- Deliver outstanding neighbourhood policing and protect the vulnerable
- Proactively understand and prevent crime and harm
- Tackle crime and antisocial behaviour
- Collaborate in effective partnerships
- Deliver excellent victim focused service

Greater Manchester Police aims to work more effectively with our partners and the community to reduce harm throughout our road networks.

OUR CURRENT PARTNERS ARE:

- Transport for Greater Manchester
- Greater Manchester Fire and Rescue Service
- Greater Manchester Combined Authorities
- National Highways
- Metrolink

Together in partnership, we will achieve these outcomes in the Roads Policing strategy by aligning to the National Roads Policing Strategy and Safe System Pillars.

NATIONAL VISION ZERO

- Preventing Harm and Saving Lives
- Tackling Crime
- Driving Technology and Innovation
- Changing Minds

SAFE SYSTEM PILLARS

- Safe Speeds
- Safe Streets
- Safe Behaviours
- Safe Vehicles
- Post Collision

MAKING GREATER MANCHESTER ROADS EVEN SAFER

1. Preventing Harm and Saving Lives

We will work more effectively with partners and the community to reduce collisions and casualties on our roads. We will measure this through:

- Number of Collisions resulting in Fatality
- Number of Collisions resulting in serious injury
- Number of Problem Solving Profiles documented and being worked on/completed.
- Number of collisions on identified KSI routes
- Number of Deployments on KSI routes

We will deliver effective education programmes and provide public reassurance. We will measure this through:

- Number of Deployments on KSI routes
- Number of Operation Avro deployments
- Number of Operation Considerate deployments
- Number of Op Hurricane (Off Road Bike) deployments
- Number of Educational Interventions delivered



MAKING GREATER MANCHESTER ROADS EVEN SAFER

The below table demonstrates tools, initiatives, operations and roads policing functions which aim to prevent harm and save lives.

Safer Speeds	Safer Streets	Safe Behaviour	Safe Vehicles	Post Collision
Speed Toolkit	Investing in Active Travel	Operation Considerate	Bus franchising vehicle standards	Carrying out fatal and serious collision investigations
Community Speed Watch	Streets for All	Operation Close Pass	Roadside vehicle checks	Investigation of causes of collisions at hotspots and for fatal collision files
Neighbourhood Enforcement	Other improvement schemes	Bike Safe	Supporting Fleet Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety	Biker down
Mobile or handheld Enforcement	Implementation of speed management strategy	Drink and drug driver testing activities	CVU, dedicated team targeting unroadworthy and dangerous vehicles	Drive First Assist
Fixed Roadside Enforcement	Capital funding allocations	Op Marshall		Advanced trauma training
	Identifying and prioritising hotspot locations	Op Aztec		Dedicated major incident vehicles
	Undertaking Road Safety Audits for scheme proposals	Op Tramline		
	Working with partners to address causal factors to serious and fatal collisions	Intelligence led targeting of high risk drivers & riders		
	Major improvement schemes of motorways	Increase in enforcement of traffic offences to drive behavioural change through expansion of CTO		
	Op Revoke			

MAKING GREATER MANCHESTER ROADS EVEN SAFER

2. Tackling Crime

Our staff will proactively patrol and intervene, using their full range of powers, where they identify FATAL 4 offences or Anti-Social Driving and Riding. We will measure this through:

- Number of Drivers Reported for Speed
- Number of Drivers Reported for Drink/Drug Driving
- Number of Drivers Reported for Careless/Dangerous Driving
- Number of Drivers Reported for No Seatbelt
- Number of Drivers Reported for Mobile Device Offences
- Number of Drivers dealt with by Fixed Penalty Notice
- Number of Drivers attending Driver Education Programme
- Number of Drivers Charged/Summoned to Court
- Number of s.59 Notices Issued
- Number of vehicles seized (s.59)
- Number of operations related to off-road motorcycling
- Number of Prohibition Notices issued in respect of Commercial Vehicles

We will use intelligence and the full range of policing powers, tactics and initiatives to make Greater Manchester a Hostile Environment for Criminals. We will measure this through:

- Number and outcome of force larger scale coordinated operations (Op Avro)
- Number of Arrests by Safer Transport Team Officers (STT)
- Number of Stop Searches and outcomes (STT)
- Number of vehicle seizures through Operation Wolverine
- ANPR capability and outcomes
- Northwest Motorway Patrol Group Performance framework - including the outcomes of the Regional Commercial Vehicle Unit

MAKING GREATER MANCHESTER ROADS EVEN SAFER

We will disrupt the criminal use of the road network by organised crime groups and high-risk offenders. We will achieve this via the effective deployment of the Tactical Vehicle Intercept Unit who use high performance marked and unmarked police vehicles. We will measure this through:

- Number of Arrests by the Tactical Vehicle Intercept Unit (TVIU)
- Number of prolific offenders arrested by the TVIU
- Number of Stop Searches and outcomes (TVIU)
- Number of vehicle seizures by the TVIU
- The value of stolen vehicles recovered
- The value of drugs recovered
- The value of cash recovered
- ANPR capability and outcomes



MAKING GREATER MANCHESTER ROADS EVEN SAFER

Where incidents occur, we will respond as soon as possible with the correct resource, conduct a thorough investigation and minimise the impact on the strategic road network.

- We will do measure this through:
- Response Times to Fatal and Serious Road Traffic Collisions
- Length of Time, Strategic Road Networks Disrupted (Early consideration of Major incident/ Major Incident Standby to incidents on the Strategic Road Network)
- Number of Qualified Roads Policing SIOs / Number of Accredited Accident Investigators
- Number of Serious/Fatal Collisions resulting in Prosecution

The table below shows roads policing functions, operations and partner initiatives employed to tackle road crime within Greater Manchester.

Safer Speeds	Safer Streets	Safe Behaviour	Safe Vehicles	Post Collision
Secondary offences from speed detections	Travel Safe activities	Operation Marshall (Car Cruising)	Compliant car theory (e.g. tax, insurance, MOT, correctly registered)	Carrying out fatal and serious collision investigations
GMP dedicated team of Traffic PCSO's carrying out speed enforcement activity daily	Op Avro Op Wolverine Op Wolf	Op Tutelage Op Hurricane	Unlicensed drivers	
Op Manheim	Neighbourhood team footway parking enforcement		Op Manheim NIP farms. Op Tramline Op Pennine Op Dynamo Op Vortex Enforcement of unsafe loads	



MAKING GREATER MANCHESTER ROADS EVEN SAFER

3. Driving Technology and Innovation

We will continue to make effective use of ANPR, increasing where possible our static sites and mobile capability. We will measure this through:

- Number of ANPR Led Operations run (and outcomes)
- Number of Fixed Camera Sites
- Number of ANPR Interceptor Vehicles available for use
- Roll out of the handheld ANPR capability for all front line staff (phone enabled)
- Collate and retain evidence of ‘good news’ operational activity

Safer Speeds	Safer Streets	Safe Behaviour	Safe Vehicles	Post Collision
GM Safety Camera Project and Operations	GM Red-Light Safety Cameras and Operations	Exploring use cases of Artificial Intelligence	At a national level support, the position of mirroring EU vehicle safety standards	Use of laser scanners and drones in collision scene investigation
Upgrade of camera systems enhancing enforcement opportunities	Handheld or mobile speed measuring devices			



MAKING GREATER MANCHESTER ROADS EVEN SAFER

4. Changing Minds

We will work with partner agencies to educate and inform road users and implement engineering solutions to promote safer roads. We will measure this through:

- Partnership Road Safety Campaign Launched
- Number of Driver Engagement Days Run with GMFRS
- Number of Fixed Camera Sites / Number of Mobile Camera Sites
- Number of Active Community Speed Watch Schemes

Safer Speeds	Safer Streets	Safe Behaviour	Safe Vehicles	Post Collision
Speed campaigns	Streets Programme, to improve the safety of women and girls on the transport network Safer	Providing National Driver Improvement Programme	Winter ready vehicle campaigns and resources	Press releases to inform the public of collision circumstances / outcome of investigations or prosecution to dispel rumours and myths
		Annual Road Safety Publicity & Communications Program	Supporting tyre safety campaigns – National Highways	
		NPCC roads policing calendar		
		Operation Considerate (Safe Pass) – GMP		
		Bike Safe		
		Close pass		
		Stay Wise		
		Safe Drive		
		Stay Alive		
		Behavioural Changes - Training and Education Projects – LAs & TfGM		
		Road Safety Champions		

MAKING GREATER MANCHESTER ROADS EVEN SAFER

Safer Speeds	Safer Streets	Safe Behaviour	Safe Vehicles	Post Collision
		Engage learner drivers programme		
		Older Drivers Seminars/ Safer Driving for Longer (SDfL) Course		
		2 Wheels GM (2WGM)		
		Work Related Road Risk		
		Safe Urban Driver		
		Travel safe campaigns Motorway and trunk road campaigns e.g., overtaking, tailgating		



DELIVERABLES

In FY2023/24 we have been working with our partners to deliver a review of the Safer Roads Greater Manchester partnership (SRGM) to ensure that it has the direction, support and resource to lead an ambitious programme of road safety activity across the Greater Manchester.

From 2023 onwards we will deliver against the recommendations from that review.

In 2023/24 we have been working with our partners to support the implementation of a new fixed camera roll out across the whole of GMP. This will provide greater enforcement and intelligence capabilities as we continue to target criminal use of roads.

We have already begun investing in new online technology to enable smart processing of offences online. We will increase our staffing within the Central Ticket Office as we build our enforcement capability to drive behavioural change on the roads.

We will continue to target organised crime through our NIP farm operations and support partners as we strive towards Vision Zero.

Our investment in new back-office support and processing capacity will deliver tangible benefits helping to make the roads of Greater Manchester safer.

Through 2022-2025 we will expand our mobile ANPR capability to equip local response vehicles with this technology.



GLOSSARY

ANPR:	Automated Number Plate Recognition
DCC:	Deputy Chief Constable
Fatal Four:	Speed, Mobile Phone, Drink / Drugs, Seatbelt
FCIR:	Force Crime and Incident Registrar
FCRU:	Forensic Collision Reconstruction Unit
KSI:	Killed or Seriously Injured
NIP:	Notice of intended prosecution.
Farms:	Individuals or organisations attempt to exploit or manipulate the process of issuing an NIP to avoid prosecution
NPCC:	National Police Chiefs Council
Op Avro:	Force wide monthly blitz on local crime running in a different district each month, utilising a wide range of force assets
PDR:	Performance Development Review
RPU:	Roads Policing Unit
SCIU:	Serious Collision Investigation Unit
SLT:	Senior Leadership Team
SIO:	Senior Investigating Officer
SRGM:	Safer Roads Greater Manchester
STT:	Safer Transport Team
TVIU:	Tactical Vehicle Intercept Unit

Biker Down is the UK Fire and Rescue Services' response to a safety concern they identified amongst Bikers, namely that bikers often ride in company, meaning the first person 'on scene' at a Motorcycle accident is often another Biker. It is free to attend training which includes modules on Scene Management, Casualty Care along with tips for being safe whilst riding.

BikeSafe is a national police run motorcycle initiative, aimed at working with motorcycle riders in a relaxed environment to raise awareness of the importance and value of progressing on to accredited post-test training.

BikeSafe workshops involve an observed ride with a police graded motorcyclist or approved BikeSafe observer.

Operation Aztec is a generic operation name for taxi licensing operations conducted by the Roads Policing Unit. These can range from roadside vehicle check sites to ply-for-hire operations.

Operation Close Pass - This initiative clamps down on those motorists not giving enough space when overtaking cyclists. This operation is aimed at increasing awareness among road users.

Operation Considerate - Road safety education and enforcement operation conducted at roadside check sites where vehicles are identified by officers as having committed offences and are then stopped at the check site and spoken to by officers about the offence(s).

Operation Marshall aims to reduce the impact, risk and criminality associated with car cruise events. The aim is to work effectively with partners, event organisers, other stakeholders, and the public, to reduce, as far as possible, disruption to local communities.

Operation Revoke - An initiative to remove driving licences from those understood to use controlled drugs and those suffering from significant medical conditions, rendering them unsafe to drive.

Operation Snap - Formerly also named Operation Considerate - Reviews dash cam footage submitted by members of the public with a view to the education/prosecution of involved drivers.

Operation Tramline - Working in partnership with Highways England, Operation Tramline utilises an unmarked HGV Tractor Unit to give officers a vantage viewing point of motorists committing offences and allows an officer in the cab to obtain video evidence of offences before the vehicle can then be stopped by nearby officers.

Streets for All - The 'Streets for All' Strategy is part of the Greater Manchester Transport Strategy 2040 and is a progressive approach to making our streets easier for all to get around by putting people first as the transport network is shaped and managed.



You can access many of our services online at www.gmp.police.uk
For emergencies only call 999, or 101 if it's a less urgent matter.