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<thead>
<tr>
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</thead>
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</tbody>
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Speeding
Standard Operating Procedure

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</thead>
<tbody>
<tr>
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</tr>
</tbody>
</table>
Contents

1. Purpose

2. Procedure
   2.2 Calibrated Speedometer
   2.3 In-Car Distance / Time Devices
   2.4 Hand Held Radar
   2.5 Hand Held Laser
   2.6 Safety Cameras

3. Training

4. Operational Use of Equipment

5. Enforcement Criteria
   5.7 Enforcement Activity
   5.8 Hand Held Speed Enforcement on Motorways and Dual Carriageways

Appendices

<table>
<thead>
<tr>
<th>Appendix</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appendix ‘A’</td>
<td>List of Associated Legislation</td>
</tr>
<tr>
<td>Appendix ‘B’</td>
<td>List of Associated Reference Documents</td>
</tr>
<tr>
<td>Appendix ‘C’</td>
<td>Lord Advocate’s Guidelines - Enforcement Levels and Criteria in Respect of Speeding Offences</td>
</tr>
</tbody>
</table>
1. **Purpose**

1.1 This Standard Operating Procedure (SOP) supports the following Police Service of Scotland, hereafter referred to as Police Scotland, Policy for Road Policing.

1.2 The SOP aims to record the guidelines and operational procedures that require to be adhered to by officers who use speed detection equipment and to give police officers and staff guidance on the use of the various speed detection devices in operational use.

1.3 This SOP should be read in conjunction with the current version of the NPCC Guide for the Operational Use of Speed and Red-Light Offence Detection Technology. The content of this document, published by NPCC, has, in general terms, been endorsed by Police Scotland (See also sections 3 & 4 below.)

2. **Procedure**

2.1 A number of devices are employed for speed detection. The following guidelines are to allow Police Scotland to achieve a consistent standard wherever equipment is used to support prosecutions for excess and excessive speed.

2.2 **Calibrated Speedometer**

2.2.1 These are routinely fitted to Road Policing vehicles. This method is commonly known as a ‘follow check’. Before a driver is reported, by either a conditional offer of fixed penalty notice or standard prosecution report, it is vital that the speedometer is tested for accuracy. It must also be demonstrated that the subject vehicle was in full line of sight throughout and that the police vehicle maintained an even distance from the vehicle over no less than 2/10 of a mile.

2.2.2 The speedometer should be checked for accuracy at the end of a tour of duty after detecting an offending vehicle. This can be achieved using:

- A certified measured distance with a certified stopwatch or chronometer; or
- A rolling road type device; or
- Against another Type Approved device not fitted to the vehicle, e.g. laser or radar equipment.

2.2.3 The following guidelines will be adhered to:

- The accuracy check will be carried out using either:
  - a certified measured distance with a certified stopwatch; or
  - a laser speed detection device (driver and laser operator);
- The check will be carried out at 30mph and 60mph;
• Any statement submitted in respect of a ‘follow check’ speeding offence will include reference to the accuracy check carried out by the officers.

2.2.4 A ‘certified stop watch’ is required to check the accuracy of a vehicle speedometer against a certified measured distance.

2.2.5 A digital stopwatch with a certificate of accuracy which is provided by the manufacturer at the time of purchase is sufficient for this purpose.

2.2.6 The following guidelines will be adhered to:
• A digital ‘certified’ stopwatch will used to check the accuracy of vehicle speedometers;
• There is no requirement for subsequent calibration or accuracy checking against the speaking clock;
• There is no requirement for subsequent calibration or accuracy checking following replacement of batteries;
• Any reported defect in the stopwatch must result in its removal from use and replacement.

2.3 In-Car Distance / Time Devices

2.3.1 Speeding offences can also be detected by using the equation; speed = distance divided by time. The device operation involves operating a distance switch and a time switch, in the appropriate sequence. This requires a high level of accuracy on behalf of the operator and an appropriate level of training is required to be successfully completed before it can be used.

2.3.2 The full calibration of time/distance devices must be carried out:
• On initial installation,
• Following removal and reinstatement
• Following the fitment of new tyres, and
• At weekly intervals

2.3.3 The following guidelines will be adhered to:
• Calibration to be carried out at weekly intervals using the appropriate certified measured distance.
• Calibration to be recorded in the vehicle log book and the officers’ notebooks.
• Officers operating equipment will carry out an accuracy check at the start and conclusion of a tour of duty when offenders are detected. The accuracy check will be a simple comparison between the vehicle speedometer and the time/distance device.
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- If officers are specifically tasked with VASCAR speed detection for a tour of duty, good practice would be to calibrate the device at the start of the shift, thereby providing a recent calibration for evidential purposes and reducing the number of Police witnesses which require to be cited for subsequent court proceedings.
- Any statement submitted in respect of a time/distance speeding offence will include reference to the accuracy check carried out by the officers.
- The submission of statements will be accompanied by a form certifying the calibration checks prior to and after the date of the offence, signed by the relevant officers.

2.4 Hand Held Radar

2.4.1 These systems use a combined transmitter and receiver. The device transmits radio waves at a specific frequency. When the waves are reflected back off moving objects this causes a change in frequency which is detected by the receiver. The device then calculates the speed as a result of the amount of change in frequency.

2.5 Hand Held Laser

2.5.1 These devices emit infrared light pulses using a very narrow beam. The time taken for this beam to be reflected is used to determine the distance to the object and a number of timed readings are used to calculate the distance over time (i.e. speed).

2.6 Safety Cameras

2.6.1 These cover fixed and mobile safety camera sites, red traffic light activation systems and cameras which can detect average speed over set distances.

3. Training

3.1 Training will be in accordance with the equipment manufacturers’ guidelines and the NPCC Guide for the Operational Use of Speed and Red-Light Offence Detection Technology.

3.2 Officers are not permitted to operate speed detection equipment without completing the appropriate training for that device.

4. Operational Use of Equipment

4.1 When using any speed detection equipment, all Officers MUST rigidly adhere to the manufacturer’s guidelines and the NPCC Guide for the Operational Use of Speed and Red-Light Offence Detection Technology.
4.2 All equipment **must** be thoroughly checked prior to, and after, being used. Where any doubt exists as to the functionality of the device and / or the level of training of the officer, it **must not** be used. Details of the Officers carrying out these checks must be recorded.

4.3 By their very nature, speeding offences generate a significant number of offence reports and conditional offer of fixed penalty notices. **Any misuse of equipment, use of defective equipment or unauthorised operational use has the potential to cause significant harm to the reputation of the Police Service of Scotland.**

5. **Enforcement Criteria**

5.1 The Lord Advocates Guidelines to Police on the Operation of Police Conditional Offers of Fixed Penalty contain guidance within Annex 2 in relation to enforcement levels and criteria in respect of speeding offences (replicated in Appendix ‘C’).

5.2 So far as possible, action should be taken in line with this guidance in order to ensure that enforcement criteria are applied consistently across the country.

5.3 The thresholds contained in the table within Appendix ‘C’ may be reduced from time to time in pursuance of local arrangements between Police and Procurators Fiscal, so as to achieve increased and carefully targeted enforcement. Such agreements should specify the places, times and reasons for targeting. Information has been removed due to its content being exempt in terms of the Freedom of Information (Scotland) Act 2002, section 35(1) (a) & (b) – Law Enforcement

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5.7 **Enforcement Activity**

5.7.1 The increasing introduction of lowered speed limits, such as 20 mph, throughout the country has identified the need to develop a policy position in relation to the force’s approach to enforcement.

5.7.2 Existing guidance highlights that it is imperative that Local Authorities & Trunk Road Operating Companies give careful consideration to the selection of sites that require the introduction of a lowered speed limit.
5.7.3 The guidance also states that any lowered limit should be ‘self-enforcing’ and sustainable, either as a result of the current road layout, existing vehicle speed data, or through the addition of appropriate physical speed reduction.

5.7.4 Clear evidence should therefore be available to support any proposed speed limit change and this should include the analysis of any existing issues or risks.

5.7.5 The position of Police Scotland in relation to speed enforcement can be summarised as follows:

5.7.6 There is a need to prioritise the deployment of resources to those sites which represent the greatest risk. Routine enforcement of any site, irrespective of posted speed limit, should only be undertaken where considered necessary and in the interests of casualty reduction.

5.7.7 Where speed detection activity is considered appropriate, and in order to promote consistency, any formal enforcement should be carried out in line with the enforcement thresholds contained within the Lord Advocates Guidelines to Police on the Operation of Police Conditional Offers of Fixed Penalty.

5.7.8 Additional information and guidance in relation to enforcement activity undertaken by Police Scotland Safety Camera Units can be found within the Safety Camera Units SOP.

5.8 Hand Held Speed Enforcement on Motorways and Dual Carriageways

5.8.1 The use of hand held speed detection equipment for enforcement on motorways and dual carriageways carries significant risks given the nature of the traffic on these roads. These include personal proximity to live, fast-moving traffic lanes and the requirement to drive at high speed in order to stop offending vehicles.

5.8.2 Given the health & safety risks and the availability of other more suitable detection methods, speed detection on motorways (and similar dual carriageways) by means of hand held device should only be undertaken in exceptional circumstances, i.e. speed complaint or collision hotspot and other methods of detection are not suitable (e.g. follow-on or Vascar).

5.8.3 Use of a hand held speed detection device on a motorway will be authorised by the local Inspector (to satisfy requirement that it is proportionate and necessary) and the location must be subject to a Health and Safety Risk Assessment for Speed Site Checks. Details of any assessment should be recorded locally.

5.8.4 Hand held speed detection must not be undertaken on the hard shoulder adjacent to the main carriageway but may be undertaken in the following locations:
- At the top of a slip road with suitable hard shoulder provision;
• From police observation platforms
• From works areas/hard standings beyond the Armco barrier; and
• Overbridges (only from within the police vehicle)

5.8.5 When making a risk assessment in relation to a site then full cognisance must
also be taken of the method required to stop a vehicle, which would require a
standing start and driving at high speed (potentially in excess of the speed
detected) in order to stop the offending vehicle. The deployment of a second
stopper vehicle would negate this and should be considered where
appropriate.

5.8.6 Officers should make full use of the Risk Assessment for Speed Site Checks.

5.8.7 Although not strictly a requirement of speed enforcement, site selection
should also consider public perception and the desire for visibility of the
detecting officers and/or their vehicle.
Appendix ‘A’

List of Associated Legislation

- Road Traffic Act 1988;
- Road Traffic Regulation Act 1984;
- Road Traffic Offenders Act 1988;
- The 70 Miles per Hour, 60 Miles per Hour and 50 Miles per Hour (Temporary Speed Limit) (Continuation) Order 1978.
Appendix ‘B’

List of Associated Reference Documents

- NPCC Guide for the Operational Use of Speed and Red-Light Offence Detection Technology
- Lord Advocates Guidelines to Police on the Operation of Police Conditional Offers of Fixed Penalty;
- Scottish Safety Camera Programme Handbook;
- Scottish Safety Camera Partnerships SOP
- Health and Safety Risk Assessment for Speed Site Checks.
Appendix ‘C’

Lord Advocate’s Guidelines - Enforcement Levels and Criteria in Respect of Speeding Offences

Information has been removed due to its content being exempt in terms of the Freedom of Information (Scotland) Act 2002, section 35(1) (a) & (b) – Law Enforcement