



Devon & Cornwall
POLICE

Operational Procedure for Speed Enforcement Activity



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An aerial photograph of a two-lane road. A white car is driving on the road. To the left of the road, there is a grassy area with a large tree. A white sign with the word 'SLOW' in black letters is visible on the left side of the road. The road is flanked by grassy areas and trees.

1.0 Introduction

This Operational Procedure provides operational direction for the conduct of Speed Detection Officers (SDOs) and Police Officers (POs) in relation to speed enforcement activity. It is designed to sit beneath the overarching Speed Enforcement Strategy, setting out expectations for how enforcement activity is to be conducted professionally, consistently and in a way that upholds the principles of legality, legitimacy, accountability, and proportionality.

Speed enforcement must be intelligence-led, risk-based, and aligned with the layered approach defined in the Speed Enforcement Strategy. Activities must contribute to casualty reduction, support broader policing objectives and instil public confidence in the fairness and purpose of enforcement.

2.0 Data Driven Deployment Strategy

2.1 Uniform and Deployment Requirements

- All SDOs must be in full police-issued uniform while on duty.
- Roadside enforcement on foot must only be undertaken in high-visibility clothing compliant with EN471 standards.
- Only fully liveried police vehicles may be used for speed enforcement activity.

2.2 Hand-Held Speed Detection Equipment

- Only Home Office Type Approved (HOTA) speed detection devices may be used:
 - Lasertech LTI 20/20
 - Lasertech TruCam2
 - Truvelo Lasercam 4
- Devices must be within certified calibration periods and regularly maintained.
- Devices are capable and used to detect and store evidential data for multiple offences.

2.3 Site Risk Assessment and Authorisation

- Speed enforcement can only occur at sites with:
- A completed and approved risk assessment, authorised by a Geographic Supervisor.
- A unique site code assigned to enable automation in back-office processing.
- A documented rationale for selection, must be completed for both primary and secondary sites.

2.4 Enforcement Conduct

- Speed enforcement by police staff can only be conducted by postholders that have designated powers under S38 Police Reform Act 2002.
- SDOs do not have powers to stop vehicles and must not attempt to do so.
- Enforcement is purely evidential, with post-event processing through back-office systems.
- SDOs will contribute to general deterrence through visible, professional presence.



3.0 Operating Standards for Police Officers



3.1 Authority and Powers

- Police Officers in uniform have statutory authority under Section 163 of the Road Traffic Act 1988 to stop vehicles.
- Officers are empowered to assess broader criminal or driving offences at the roadside.

3.2 Covert Speed Enforcement

- Police Officers may conduct speed enforcement from unmarked police vehicles.
- Police Officers shall make themselves readily identifiable when stopping a vehicle.
- Officers must remain in uniform while doing so.
- Covert speed enforcement activity must never replicate the role of SDOs by capturing multiple unstopped offences.

3.3 Equipment and Purpose

- Police Officers will not use equipment designed to capture multiple offences unless they have been trained and are accredited to use hand-held speed detection equipment.
- Their primary function is to dynamically assess speed violations, stop drivers, and determine appropriate roadside action (in line with NPCC speed enforcement policy guidelines).

3.4 Dynamic Risk Assessment

- Prior to conducting enforcement or vehicle stops, officers must dynamically assess:
- Site suitability for safe observation and stopping.
- Safety of any potential stop location for both officers and road users.
- Officers retain discretion in relation to how to manage any identified offence(s).
- Officers must develop a contingency plan to cater for vehicles failing to stop when directed.



4.0 Tactical Deployment Principles

4.1 Behavioural Influence

- Speed enforcement activity should promote long-term compliance through visibility and unpredictability.
- Hotspot policing tactics may be used to maximise deterrent effects — short, intensive bursts across multiple approved sites.


4.2 Data-Led Deployment

- Deployment must be intelligence-led, prioritising high-harm routes and areas of repeat non-compliance.
- Enforcement should expand beyond collision hotspots to influence wider driver behaviour.

4.3 Community Integration

- Both SDO and PO deployments should support community-based initiatives (e.g., Community Speed Watch) where applicable.
- Officers and staff must remain approachable, professional, and courteous to maintain community trust.

5.0 Governance, Oversight, and Accountability

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1. All hand-held speed camera enforcement activity must be logged and monitored for compliance with policy and legal requirements.
 2. Supervisors must routinely review officer and staff deployment for risk, quality assurance, and alignment with strategic aims.
 3. Performance data will be provided to senior leaders detailing the hours enforced at the roadside.

6.0 Conclusion

This Operational Procedure underpins the Devon and Cornwall Speed Enforcement Strategy by providing clear operational standards for how speed enforcement is to be carried out by both Speed Detection Officers and Police Officers. Through structured, data-informed deployment and professional conduct, this approach aims to reduce casualties, promote compliance, and support public safety across the region's diverse road network.

