



SUFFOLK CONSTABULARY

ORIGINATOR: CHIEF CONSTABLE

PAPER NO: AP25/29

**SUBMITTED TO: ACCOUNTABILITY AND PERFORMANCE PANEL –
11 JULY 2025**

SUBJECT: KEEPING OUR ROADS SAFE - 2024/25

SUMMARY:

1. National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year. The provisional report for 2024 data was published in May 2025. In reported road collisions in Great Britain in 2024, there were an estimated 1,633 fatalities – an increase of 1% compared with 2023. There were 29,537 KSI casualties, little change compared with 2023.
2. The number of fatal collisions on the Suffolk Road network has reduced within the last 12 months. Between May 2024 and April 2025, there were 16 fatal collisions, compared with 20 fatal collisions the previous year. However, there were 324 Killed and Serious Injury (KSI) collisions recorded during the same period, representing an increase of 18.2% compared with the previous year period when 274 KSI collisions were recorded.
3. Based on Department of Transport estimates, the number of miles travelled on Suffolk roads have been on a broadly upward trajectory since 1993, before dropping off in 2020, most likely as a direct result of the various national lockdowns seen in response to the COVID pandemic.
4. There has been continued focus on Fatal 4 offence enforcement in the form of arrests for drink and drug driving, and Traffic Offence Reports (TORs) for mobile phone use, speeding, and not wearing a seatbelt. TORs for mobile phone use, speeding, and not wearing a seatbelt have all increased in the last 12 months compared with the previous 12 months.
5. Total safety camera generated traffic offence reports saw a 41% increase compared to the previous year. Fixed camera enforcement increased by 208%. This is mainly due to the additional cameras on the A12 Brightwell, Westleton and Theberton.

6. The Constabulary continues to support the National Police Chiefs Council (NPCC) and TISPOL enforcement campaigns throughout the year. In addition, a number of action days have been delivered to tackle criminal use of the road network, along with proactive Operation Tramline deployments.
7. Effective partnership working continued in 25/25; a good example being the Safe Rider Scheme delivered jointly by Suffolk Constabulary and County Council with 90 motorcyclists taking part.

RECOMMENDATION

1. The Police and Crime Commissioner (PCC) is asked to consider the results achieved by the Constabulary and raise issues with the Chief Constable as appropriate to the PCC's role in holding the Chief Constable to account.

1. KILLED AND SERIOUSLY INJURED (KSI) COLLISION DATA AND RECORDING

- 1.1 The number of fatal collisions on the Suffolk Road network has reduced in the last year. In the 12 months to April 2025, there were 16 fatal accidents compared with 20 in the previous 12 months.
- 1.2 There were 324 Killed and Serious Injury (KSI) collisions recorded between May 2024 and April 2025, representing an increase of 18.2% compared with the previous year when 274 KSI collisions were recorded.
- 1.3 National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year¹. The provisional report for 2024 data was published in May 2025. In reported road collisions in Great Britain in 2024, there were an estimated 1,633 fatalities, an increase of 1% compared with 2023. There were 29,537 KSI casualties, little change compared with 2023.
- 1.4 Based on Department of Transport estimates, Figure 1 illustrates that miles travelled on Suffolk roads. There has been an increasing trend from 2013 to 2019, before reducing during 2020 and 2021 due to covid travel restrictions. This figure has risen in 2022 and 2023 to now be in line with pre-covid levels.

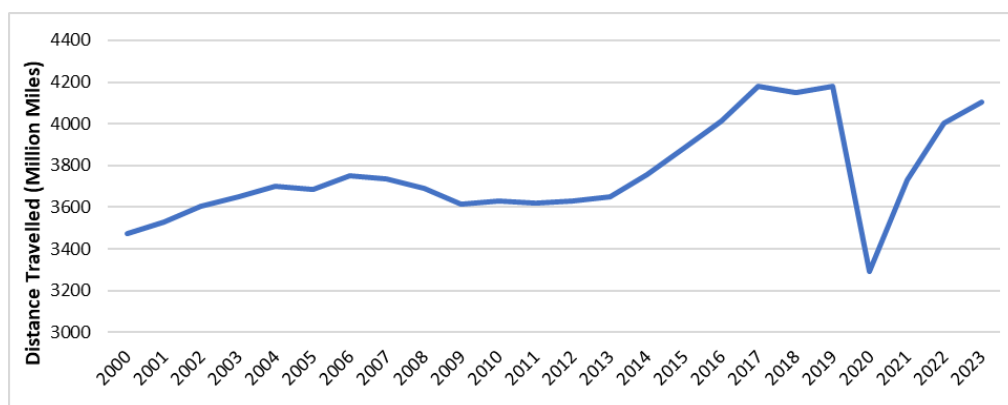


Figure 1: Distance travelled on Suffolk roads by year (2000 to 2023)

- 1.5 Figure 2 shows that the number of KSI collisions, and therefore casualties, fluctuate monthly. There is an evident decrease in the number of seriously injured persons during the beginning of the covid restriction period in April 2019. In the last 12 months, there has been an average of 1.3 fatalities per month and 25.7 casualties with serious injuries.

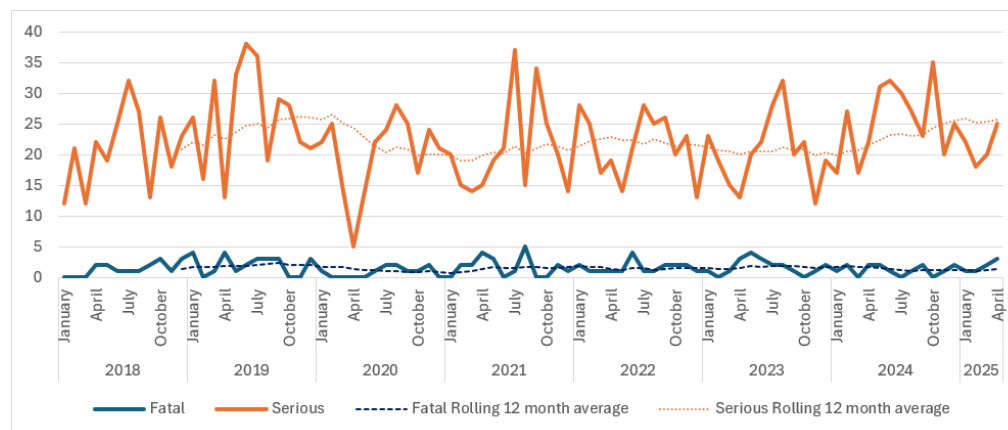


Figure 1: Monthly KSI Collisions, January 2018 to April 2025

¹ [Reported road casualties in Great Britain, provisional estimates: 2024 - GOV.UK](#)

- 1.6 Over the last year, the Serious category has been phased out and replaced with Very Serious, Moderately Serious, and Less Serious categories. Figure 3 shows volumes split by these categories.

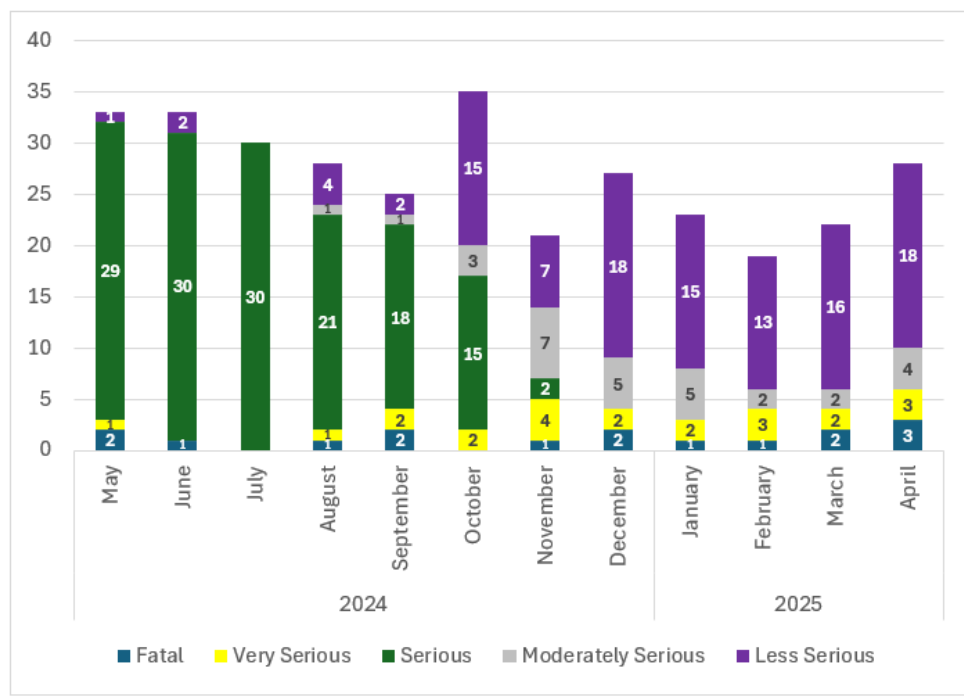


Figure 3: Last 12 months Accident volumes by severity

- 1.7 There has been an increase in the total number of KSI collisions in the last 12 months, as shown in Table 1 below. The number of fatal casualties has decreased while seriously injured casualties has risen in comparison to the previous year. The percentage of fatal casualties as a percentage of all KSI casualties has reduced by 2.3pp to 4.9%.

12 Month Period	Fatal	Serious	Total KSI	Fatal as % of Total
May 2018 - April 2019	23	271	294	7.8%
May 2019 - April 2020	16	292	308	5.2%
May 2020 - April 2021	17	239	256	6.6%
May 2021 - April 2022	17	274	291	5.8%
May 2022 - April 2023	19	239	258	7.4%
May 2023 - April 2024	20	258	278	7.2%
May 2024 - April 2025*	16	308	324	4.9%

Table 1: KSI Collision Severity by year. * For the latest year, Serious combines the new categories of Very Serious, Moderately Serious and Less Serious

2. KSI COLLISION HOTSPOTS

- 2.1 Collision hotspots are ranked based on severity of collision (1 = Slight, 2 = Serious, 3 = Fatal) and frequency at a location based on three or more collisions within a certain radius (30 metre in urban areas and 100 metre in rural areas). Therefore, the more serious and the greater number of collisions at a location, the higher the collision ranking will be. It is worthy of note that this current Suffolk Constabulary definition is focussed on where prevention and enforcement may likely make a difference and so differs to that referred to with the annual Roadsafe report.

2.2 Currently there are no clearly defined collision hotspots in Suffolk

3. FURTHER KSI COLLISION ANALYSIS

Rural v Urban

3.1 320 KSI collisions were recorded in 2024, of which 181 (56.6%) occurred on urban roads, and 139 (43.4%) on rural roads. The percentage of those on urban roads has decreased by 4.9% from 61.5% in 2023.

3.2 Road Types

Suffolk's roads fall within four categories²:

- A roads – major roads intended to provide large-scale transport links
- B roads – roads intended to connect different areas, and to feed traffic between A roads and smaller roads
- Classified unnumbered – smaller roads intended to connect unclassified roads with A and B roads
- Unclassified – local roads intended for local traffic

3.3 As demonstrated in Figure 4 the biggest sections of Suffolk's roads are Classified and Unclassified minor roads, accounting for 79%. 11% of Suffolk's road network consist of A roads, and 11% of B roads.

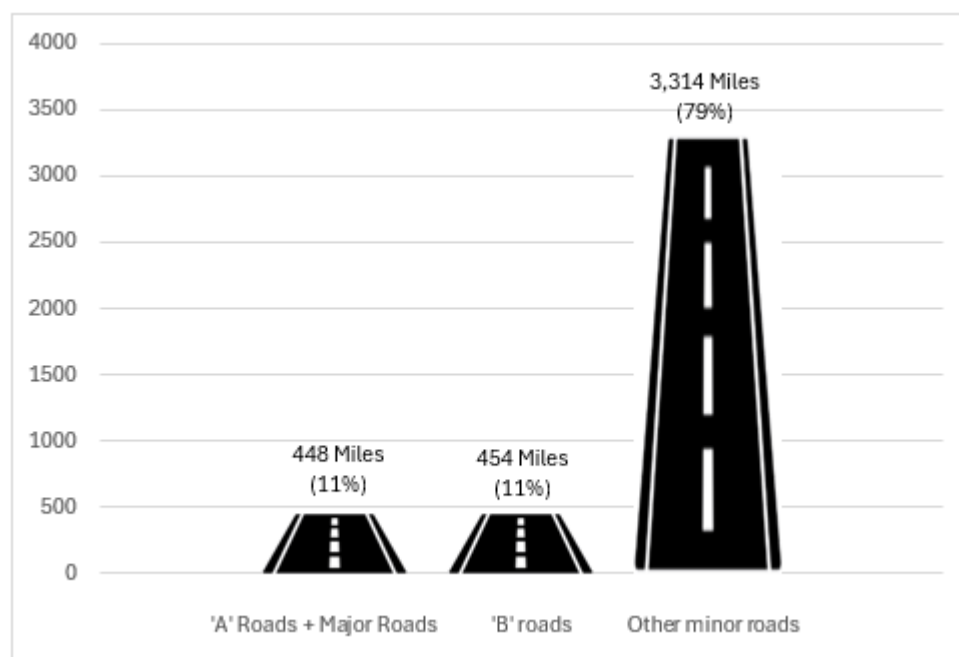


Figure 4: Total Road Length (miles) by Road Type³

3.4 Looking at percentage of KSIs by road type, Table 2 shows that in 2024 44.1% of KSIs occurred on A roads, an increase compared to 2023. There is disproportionality where A roads account for 11% of road distance, but 44% of KSI collisions.

² <https://www.gov.uk/government/publications/guidance-on-road-classification-and-the-primary-route-network/guidance-on-road-classification-and-the-primary-route-network>

³ [Road lengths in Great Britain: 2024 - GOV.UK](#)

Road Type	2022		2023		2024	
	KSI Collisions	%	KSI Collisions	%	KSI Collisions	%
A Roads	108	39.4%	95	36.1%	141	44.1%
B Roads	66	24.1%	66	25.1%	62	19.4%
Unclassified	100	36.5%	102	38.8%	117	36.5%
Total	274	100.0%	263	100.0%	320	100.0%

Table 2: KSIs by Road Type

Vehicles involved in KSI Road Traffic Collisions (RTCs)

- 3.5

Motor vehicles (other than 2-wheeled) accounted for the largest proportion of vehicles involved in KSI collisions in the 12 months from May 2024 to April 2025 (67.7%). However, this has decreased since the previous year. Motorcycles and pedal cycles have both recorded increases in KSIs over the latest 12 months.
- 3.6

In terms of vehicle miles travelled nationally in 2023⁴, motorcycles accounted for 0.3%, whilst cars and taxis accounted for 70.3%. This illustrates the disproportionately high numbers of motorcycles involved in KSI collisions compared to other vehicle types who travel further.






KSI Vehicle Types		May 23-April 24	May 24-April 25
<div>Motor Vehicles</div> <div>   </div>	Count	308	298
	% KSI Collisions	73.2%	67.7%
<div>2 Wheeled Motor Vehicles</div> <div>  </div>	Count	73	94
	% KSI Collisions	17.3%	21.4%
<div>Pedal Cycles</div> <div>  </div>	Count	31	44
	% KSI Collisions	7.4%	10.0%
<div>Other</div> <div>  </div>	Count	9	4
	% KSI Collisions	2.1%	0.9%

Figure 5: KSI Collisions by Vehicle Type

Casualties

- 3.7

Vehicle drivers / riders are the most common casualties of KSIs, and this has increased in the last year compared with the previous year. Vehicle passengers have reduced as casualties. However, there has been a small increase in pedestrian casualties.

⁴ <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra#traffic-by-local-authority-tra89>




	Driver / Rider 	Vehicle Passenger 	Pedestrian 
May 23-Apr 24	283 (67.2%)	95 (22.6%)	43 (10.2%)
May 24-Apr 25	319 (72.5%)	71 (16.1%)	50 (11.4%)

Figure 6: Casualties by type, last 12 months vs previous 12 months

- 3.8 Overall casualty numbers are up by 4.5% from 421 in the 12 months from May 2023 to April 2024 compared with 440 in May 2024 to April 2025. Table 3 below details the split of KSI casualties by severity.

Casualties	May 23 - Apr 24			May 24 - Apr 25			Year on year difference	% change
	Fatal	Serious	Total	Fatal	Serious	Total		
Driver / Rider	23	260	283	15	304	319	+36	+12.7%
Pedestrian	3	40	43	3	47	50	+7	+16.3%
Vehicle Passenger	6	89	95	4	67	71	-24	-25.3%
Total	32	389	421	22	418	440	+19	+4.5%

Table 3: KSI Casualties in 2023 and 2024

Young People

- 3.9 In the 12 months ending April 2025, 15.5% of casualties (68 of 440) were drivers / riders aged 17 to 24. This compares with 10.5% (44 of 421) from the previous 12 months. This age group is over-represented compared with the number of people in Great Britain who hold a full valid driving licence. As of May 2025, 6.2% of those with a licence are aged 17 to 24⁵.
- 3.10 Of the 16 fatal collisions in the year ending April 2025, 19% involved a young driver. It is worth noting that as these are low underlying numbers to begin with any slight change can significantly affect

	2023/2024	2024/2025
Number of Fatal Collisions	20	16
Fatal Collisions involving Young Drivers	3	3
Young drivers Fatalities as %	15%	19%

Table 4: Young Drivers involved in Fatal Collisions

Causation Factors

- 3.11 The CRASH system allows for causation factors to be attributed to collisions, however it is worth noting that these factors are based purely on officer judgement, and multiple factors can be applied to a single collision so percentages will not total 100%.
- 3.12 The most prevalent causation factors are highlighted in Table 5 below, with the most cited being 'Ineffective observation by either the driver, rider or pedestrian' accounting for 14.8%

⁵ [GB Driving Licence Data - data.gov.uk](https://data.gov.uk/dataset/gb-driving-licence-data)

of all KSI collisions. It should be noted however that nearly half of the records (48.2%) did not provide a causation factor.

Description	Count	% of KSIs
Ineffective observation by either the driver, rider or pedestrian	48	14.8%
Driver / rider overshoot junction or poor turn / manoeuvre	33	10.2%
Road surface was slippery due to weather	13	4.0%
Affected by alcohol	10	3.1%
Driver/rider travelling too fast for conditions (including loss of control or swerving)	9	2.8%

Table 5: Top 5 Causation Factors Attributed to KSI Collisions, May 2024 – April 2025

- 3.13 When comparing causation factors relating to the 'Fatal 4' year-on-year, Table 6 demonstrates that volumes of KSI collisions attributed to alcohol and excess speeding have increased in the last 12 months, whereas KSIs attributed to drug impairment and mobile phone use have decreased.

Causation Factor	Last 12 months		Previous 12 months	
	Count	%	Count	%
Affected / impaired by alcohol	10	3.1%	4	1.4%
Driver/rider exceeding speed limit	7	2.2%	3	1.1%
Affected / impaired by drugs	1	0.3%	2	0.7%
Driver using mobile phone	0	0.0%	2	0.7%

Table 6: 'Fatal 4' Causation Factors as % of KSI collisions, 12 months ending April 2025 vs 12 months ending April 2024

4. ENFORCEMENT ACTIVITY

Officer Generated Fatal 4 Offence Enforcement

- 4.1 Table 7 shows all officer generated fatal 4 offence enforcement in the form of arrests for drink and drug driving, and Traffic Offence Reports (TORs) for mobile phone use, speeding, and not wearing a seatbelt. Increases have been seen across all categories with the exception of speeding TORs. Since the summer of 2019 there had been a decrease in mobile phone TORs due to the increased evidential thresholds as a result of the R-V-Barretto case. This was addressed by government in 2022 and the number of TORs has increased as expected.

Fatal 4 Category	2023	2024	Year on year % change
Drink and Drug Drive Arrests	1366	1334	-2%
Speeding TORs	2165	3300	+52%
Mobile Phone TORs	1052	1369	+30%
Seatbelt TORs	1671	1943	+16%

Table 7: Fatal 4 Officer Enforcement

Safety Camera Generated Speed Enforcement

- 4.2 Table 8 shows that total safety camera generated traffic offence reports saw a 41% increase compared to the previous year. Fixed cameras have shown a 208% increase and average cameras a 14% increase as covered at paragraph 4.3 & 4.4 below

Camera Type	2023/24	2024/25	Year on year % change
Average Camera	5631	6439	+14%
Fixed Camera	575	1769	+208%
Mobile Van	18604	19289	+4%
Community Enforcement Officers	18427	33623	+82%
Total Camera Enforcement	43237	61120	+41%

Table 8: Safety Camera Enforcement by Camera Type

Average Speed Camera System (ASCS)

- 4.3 There are currently three ASCS in Suffolk the A12 East Bergholt – Stratford, A14 Orwell Bridge, and the A134 Ingham – Barnham which went live in Feb 2020. The average speed system on the A14 Orwell bridge remains to enforce the 60mph speed limit as well as the lower speed limit of 40mph during high wind events. To manage increased volumes of traffic following the commencement of works in relation to Sizewell 'C' power station, two temporary ASCS will begin operating in the summer of 2025 one between Yoxford and Theberton & the other in Westleton. Whilst the safety camera team will be enforcing these systems, installation and maintenance will all be completely financed by the Sizewell 'C' project

Fixed Cameras

- 4.4 Two fixed camera sites exist, on the A12 at Benhall and the A140 at Coddensham. In addition to these, in 2023, two further cameras are now operational on the traffic light-controlled junction/pedestrian crossing on the A12 at the new Brightwell Lakes Development.

Mobile Camera Vans

- 4.5 The Safety Camera Partnership continues to utilise three large mobile camera vans operating predominantly on the strategic road network within the county. As shown in 4.2 there has been a 4% increase in detected offences by these cameras.

Community Enforcement Officers

- 4.6 The Safety Camera Team currently operates with 6 Community Enforcement Officers. These officers enforce predominantly within the rural communities at sites of public concern where there have also been identified issues with injury collisions. Since the previous reporting period there has been an 82% increase in detected offences. This increase is mainly due to enforcement being carried out in urban areas with similar issues and injury collisions as that of rural areas where vans are not able to operate.

5. TRAFFIC OFFENCE REPORT (TOR) PERFORMANCE

- 5.1 Figure 7 shows that mobile phone and seatbelt TOR activity fluctuates from month to month, and any spikes in activity generally coincide with key fatal 4 enforcement campaigns supported by the constabulary. Since the summer of 2019 there has been a decrease in TORs issued for mobile phone use, which is largely due to the increased evidential thresholds as a result of the R-V-Barretto case. This has now been addressed by government and the number of TORs for this offence has increased as expected.

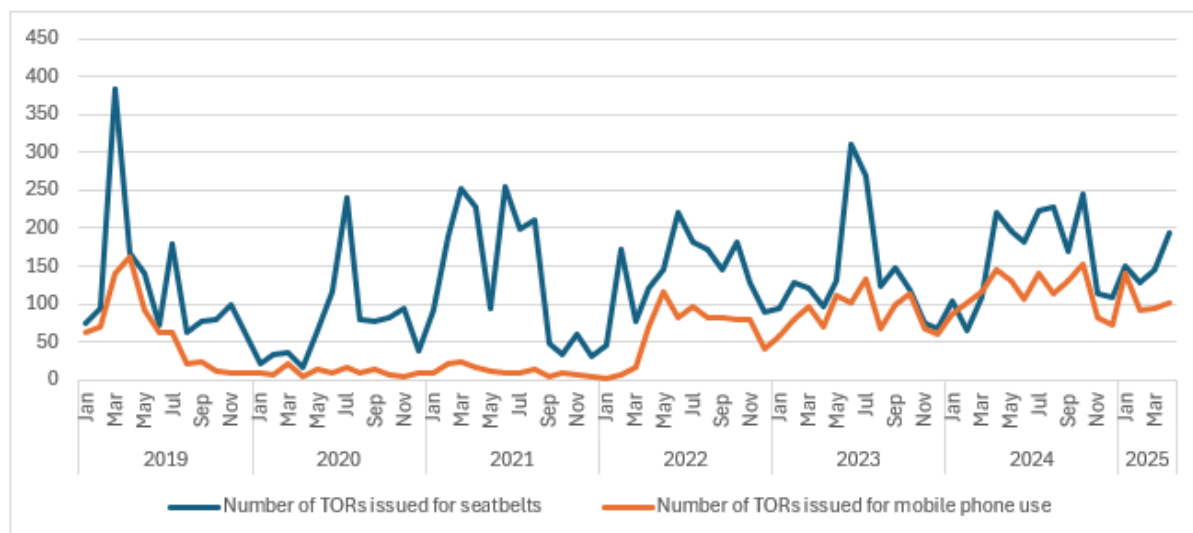


Figure 7: Monthly Mobile Phone and Seatbelt TORs, 2019 to April 2025

- 5.2 Table 9 compares volumes of TORs for the 12 months ending April 2025 with the previous 12 months.

	May 24 - Apr 25	May 23 - Apr 24	% diff
Number of TORs issued for seatbelts	2080	1735	19.9%
Number of TORs issued for mobile phone use	1356	1203	12.7%
Number of TORs issued for speeding	3647	2373	53.7%

Table 9 – 12 monthly comparisons of TORs issued

- 5.3 In a survey of 2,691 motorists conducted on behalf of the RAC for their 2024 report on motoring⁶, results found that 40% of under-25s say they have made or received a video call while driving, up from 30% in 2023 and 17% a year earlier. Younger people are much more likely to make and receive calls while driving. Over half of those under 25 (55%) say they do so at least occasionally, compared with 27% of the overall driving population and just 16% of those aged 65 or older. This further demonstrates that there is a demand to be met in addressing driver behaviour around mobile phone usage, particularly for younger drivers.

6. ENFORCEMENT CAMPAIGNS

- 6.1 Suffolk Constabulary remains committed to targeting 'Fatal 4' offences as a priority in line with the National Roads Policing Strategy. These offences are speeding, not wearing seat belts, mobile phone use and drink/drug driving.
- 6.2 Suffolk Constabulary conducts robust enforcement activity in support of the National Police Chiefs Council (NPCC) National Roads Partnership Calendar which is coordinated with the National Roads Policing Operations Intelligence & Investigation (NRPOII). This calendar

⁶ <https://www.rac.co.uk/report-on-motoring>

identifies key dates throughout the year where particular road safety campaigns are promoted nationally. These campaigns not only address the 'Fatal 4' but also wider road safety work and Commercial Vehicle Enforcement.

Campaigns participated in (24/25):

- April – Fatal 4 Operation
- May – Road Peace Challenge
- June – 2Wheeled Operation & Child Safety
- July – Operation Spotlight Fatal 4 National Alcohol and Drugs Operation
- August – National Roads Victim Month
- September – Fatal 4 Operation Young Drivers
- October – Op Dark Night, pedestrians & horse riders
- November – Operation Drive Uninsured
- December – Operation Spotlight Fatal 4 National Alcohol and Drugs Operation
- January – Commercial vehicle Operation
- February – Commercial vehicle Operation

- 6.3 Suffolk Constabulary provides for several enforcement campaigns over the year that are run in conjunction with RoadSafe Partners and stakeholders ensuring the public of Suffolk receive joined up road safety messages.

Operation Alliance

- 6.4 In December Suffolk participated and hosted Operation Alliance, which is the Eastern Region, Seven Force response to targeting road-based criminality, Fatal 4 enforcement and road safety. Resources from Norfolk and Suffolk Constabularies, Kent, Essex and BCH were shared across the region for 4 days targeting enforcement on the road network which resulted in 105 vehicles being stopped, 9 persons arrested, £45,000 of fines issues, 3 vehicles seized and 80 TORs issued. In addition to this partnership agencies such as the Driver and Vehicle Licensing Agency (DVLA), HM Revenue and Customs (HMRC) and the Driver and Vehicle Standards Agency (DVSA) attended contributing to the overall results.

Operation Foxtail

- 6.5 Operation Foxtail is an intelligence-led initiative focused on the identification, disruption, and investigation of fraudulent driving licences and associated counterfeit documentation. The operation was launched in Great Yarmouth following a surge in the detection of counterfeit driving licences. In response, a standard operating procedure was developed to manage and process these documents effectively. As awareness of the issue increased, similar fraudulent documents began to surface across wider areas of Norfolk and Suffolk. Investigations revealed a strong correlation between the use of fake documentation and organised criminal activity. Operation Foxtail quickly evolved into a strategic tool for disrupting such criminal networks. To date in 2025, Operation Foxtail has directly contributed to the arrest of 80 individuals for a range of offences, underscoring its effectiveness in tackling document-related crime and its broader implications.

Operation Tramline

- 6.6 Operation Tramline is a National Operation led by Highways England where Forces can bid to utilise a bespoke HGV Tractor unit that is derestricted and equipped with additional cameras to detect offences.

- 6.7 Suffolk ran the operation three times in 24/25 with a total of 449 vehicles being stopped and 500 offences being identified.

NPCC Christmas Drink and Drug Drive Campaign

- 6.8 In December 2024 Suffolk participated in the Christmas Drink and Drug Driving Campaign. 88 people were arrested for drug driving and 72 for driving while under the influence of alcohol, failing to provide a sample or driving whilst unfit. A total of 160 arrests over the month long campaign

Specialist Operations Days of Action

- 6.9 These pro-active enforcement days seek to disrupt criminal use of the road network utilising check site deployment and partners such as HMRC, DVSA, and Trading Standards working alongside joint Norfolk and Suffolk Roads and Armed policing resources such as the Road Casualty Reduction Team (RCRT) and the Commercial Vehicles Unit (CVU), as well as local policing teams .
- 6.10 Last year Suffolk Constabulary organised and ran 6 days of action. These resulted in a total of 265 vehicles being stopped and returned to one of the multi-agency check sites across the County. Of these vehicle stops 14 people were arrested and 244 TORs were issued and 10 vehicles were seized.

7. RESPONSE TO ROAD RELATED EVENTS

- 7.1 Table 10 provides attendance and targets from all units and may include Roads and Armed Policing Team (RAPT) attendance at scene. Volumes and attendances were fairly similar in 2024 to that recorded in 2023.

Road Related CADs		2023	2024	Year on Year % Change
RR01 – Personal Injury	Volume Received	1029	1029	0%
	Volume Arrived	988	997	0.9%
	Volume In target	854	845	-1.1%
	% In Target	86.4%	84.8%	-1.6pp
RR02 – Damage Only	Volume Received	2285	2244	-1.8%
	Volume Arrived	2149	2078	-3.3%
	Volume In target	1896	1796	-5.3%
	% In Target	88.2%	86.4%	-1.8pp
RR08 – Highway Disruption	Volume Received	6685	6817	2.0%
	Volume Arrived	6143	6088	-0.9%
	Volume In target	5409	5324	-1.6%
	% In Target	88.1%	87.5%	-0.6pp

Table 10: Road Related CADs in 2023 and 2024. Grade A (Urban and Rural) and Grade B (1 and 2) CADs only.

8. COMMUNITY SPEEDWATCH (CSW)

- 8.1 CSW in Suffolk is a scheme run by the income funded Safety Camera Team. Roadside training is delivered by Police Support Volunteers. The Safety Camera Team provides all equipment to the schemes. The Safety Camera Team employ a CSW coordinator whose role includes the

issue of warning letters identified by the CSW schemes as well as general administration of the wider scheme.

- 8.2 CSW in Suffolk is fully funded by the Safety Camera Partnership which makes the scheme sustainable, and the issue of an affordable device (Bushnell) that requires little or no maintenance. This helps to make the scheme financially sustainable and more appealing for the roadside volunteers. Each new team is provided with theory and practical roadside training session.
- 8.3 Appendix A provides a list of current CSW schemes. By the end of April 2025 there were 663 roadside volunteers and 74 active schemes which is a decrease from the previous year which detailed 747 volunteers and 85 schemes. In 2024 the work of these volunteers resulted in 2,049 hours worked, 19,123 warning letters sent out to motorists speeding within local communities.

9. PARTNERSHIP WORK WITH SUFFOLK ROADSAFE

- 9.1 Suffolk Constabulary is a key partner within Suffolk RoadSafe and works to support the Road Safety Strategy. The strategy outlines interventions undertaken by partners involving education, enforcement, engineering and monitoring.
- 9.2 Traditionally the Constabulary has led with enforcement activity but in recent years have worked with other key members of the RoadSafe board to deliver a number of road safety educational activities as listed below. The initiatives undertaken are evidence based and target key vulnerable road users such as young drivers, motorcycle riders, and cyclists.

Safe Rider Scheme

- 9.3 Suffolk Constabulary has continued with the Safe Rider initiative which aims to reduce motorcycle casualties. It consists of workshops provided by Suffolk Constabulary Motorcyclists to help improve riders' awareness and riding ability. The workshops are a one-day input and are aimed at all fully qualified riders who want to improve their skills to become more proficient and safer riders, with inputs from Suffolk Police and Suffolk Fire and Rescue Biker down. The underlying message is that education is the key, not enforcement. There were eight events for the year 24/25.
- 9.4 As well as the Safe Rider workshop, the team has links with the Suffolk Advanced Motorcyclists and the Royal Society for the Prevention of Accidents (ROSPA) who attend each Safe Rider workshop and promote their Advanced Courses to try and recruit riders to attain a higher level of training to help them be safer on the roads. During the year, the RCRT have also attended local dealers, the Suffolk Show, the Copdock Motorcycle Show, Universities, Colleges and schools to promote Safe Rider. Over 24/25 there has been 8 events with 56 participants.
- 9.5 Suffolk Safe Rider scheme reaches out to local armed forces providing Safe Rider workshops to members of the forces who fall within the high-risk bracket regarding serious and fatal road traffic collisions. Within this period Safe Rider have completed workshops with RAF Lakenheath, RAF Mildenhall, Rock Barracks, RAF Honnington and RAF Wattisham.

Close Pass

- 9.6 In response to pedal cycle fatalities, in 24/25, Suffolk RCRT ran 8 Close Pass events. This operation involves Police officers in plain clothes on pedal cycles with evidential video recording equipment. When a motorist fails to give sufficient room to the Police cyclist they are identified and stopped by a Police motorcyclist where the offence is pointed out to them.

As an alternative to a Careless Driving prosecution, they are given the opportunity to, there and then, participate in a virtual reality lesson to educate them around the dangers of passing too closely to cyclists. In 24/25 there were **53** offences detected during the 8 events. Suffolk held events in Bury St Edmunds, Lowestoft, and Ipswich.

10. ROAD CASUALTY REDUCTION TEAM (RCRT)

10.1 The RCRT consists of four Police motorcyclists based at PHQ with County wide responsibilities around 'Fatal 4' enforcement and engagement using both marked and un-marked BMW Motorcycles.

10.2 In 2024/25 the RCRT have produced the following results:

- 521 TORS issued
- Administered 98 Breath tests
- Administered 64 drug tests
- Seized 17 vehicles for no insurance/licence
- Made 32 arrests offenders

The following are highlights for RCRT engagement and education activity. Along with mutual aid deployments for National commitments.

- Op Liffey Ukraine Summit London
- Op Pledge European Political Summit Thames Valley/ London
- Funeral of Pc 1053 Andrew Masterson
- VIPEX Deployments within Norfolk and Suffolk
- Support of National Roads Partnership Operations calendar and Specialist, Regional enforcement activity (Op Alliance), Op Tramline
- Operation Snap cover
- County Lines Operation Ipswich with Immigration
- Men's Tour of Britain September 2024
- Women's Tour of Britain June 2024
- Delivery of Safe Rider workshops
- Motorcycle support Operation Latitude
- Close Pass Countywide delivery
- Completion of Abnormal Load Escorts County wide
- Public Engagement at Suffolk Show, Copdock & Stonham Motorcycle Events promoting Safe Rider
- Engagement and educational inputs at RAF and USAF bases
- Engagement and Educational inputs at Suffolk One, Suffolk New College and West Suffolk College
- Road Safety presentation for overseas student working at the Newmarket Equine Centre (Godolphin Flying start project)
- Delivery of Abnormal load escort other road users courses to RAPT Norfolk and Suffolk Officers
- Delivery Officers Safety on Our Roads Courses to RAPT and County Policing Command (CPC) officers (Formerly Fast Roads Course)
- Funeral Escorts for Police, Ambulance and Fire service
- Supporting Police Recruitment Events
- Suffolk Police Family Day RCRT Engagement
- Ipswich Town Football Club Community Day engagement
- East Coast truckers event Norfolk for disabled children
- ITFC Coach Escorts and Road closures

- Unity Tour Police Cycle event

11. COMMERCIAL VEHICLE UNIT (CVU)

- 11.1 The Suffolk CVU has continued to provide a specialist level of enforcement around Commercial Vehicles on the County's roads. They continue to lead on Op Tramline (HGV/Commercial vehicle enforcement/education), Op Bentham (Modern Slavery and Immigration), Op Chemical (carriage of dangerous goods), assisting colleagues with SOC investigations relating to tachograph analysis following recovery of drugs/people trafficking.
- 11.2 They have continued to work with Suffolk County Council (school bus checks) as well as all local authorities (taxi checks), Lorry watch (weight limit checks) and are working with Community Policing Teams in addressing E-Bike/Scooter use and compliance.
- 11.3 In 22/23, the CVU officers produced the following results:
- 1473 vehicles stopped
 - 1717 offences identified
 - 144 vehicles issued immediate prohibitions
 - 24 vehicles immobilised
 - £172,000.00 fines issued
- 11.4 Since launch the CVU has produced the following results:
- 6421 Vehicles stopped
 - £1,171,350.00 Fines issued
 - 10,143 Offences / Prohibitions
 - Immobilised 235 Vehicles
 - 1720 Warnings issued

12. SIZEWELL ROADS POLICING TEAM

- 12.1 The Sizewell Team's principal role is to safely escort Abnormal Indivisible Loads (AIL's) that are connected to the construction of Sizewell C Nuclear Power Station. In addition to the movement of AIL's, the team also ensure the safe use of the roads used by Sizewell C traffic (be this HGVs, LGVs or the Sizewell C workforce) by dealing with road related incidents, fatal 4 enforcement and investigation of RTCs
- 12.2 The Team work closely with the Halesworth and Sizewell local officers and action a significant amount of local intelligence reports as well as conducting high visibility patrols in an area of Suffolk that has not be subject to routine Roads Policing patrols for some time.
- 12.3 During the period April 2024 – April 2025, the AIL team produced the following results:
- 3415 Traffic Offence Reports
 - 137 arrests (13 drink drive and 111 drug drive)

13. AUTOMATED NUMBER PLATE RECOGNITION (ANPR)

- 13.1 Suffolk Constabulary remains committed to utilising static and mobile ANPR cameras to target and frustrate criminality moving into and around Suffolk.

- 13.2 Suffolk has several static camera sites along with mobile cameras fitted to a number of RAPT, Sentinel and County Policing Command (CPC) vehicles.
- 13.3 As a result of the ANPR coverage in Suffolk and proactive targeting of offenders from Specialist teams including RAPT and Sentinel the following results have been achieved:
- 824 vehicles stopped.
 - 422 persons arrested.
 - 196 vehicles seized and removed from the road.
 - 365 Intelligence reports generated.

14. OPERATION SNAP

- 14.1 Operation SNAP is name of the process whereby members of the public can submit footage of driving offences caught on their vehicle dashboard camera or body camera to the Constabulary. Officers from RAPT will then assess the footage and issue a (TOR) or send an educational letter. There are also occasions when the footage does not meet the criteria for prosecution, or the submitter does not complete the process.
- 14.2 This area of business continues to see an increase in demand. Since The Constabulary adopted the process submissions have increased by +126%. This has resulted in a significant workload increase for the team and discussions are ongoing as to how this will be managed moving forwards.

Op Snap	Initial Submission	TOR/NIP	Warning letter	NFA
2020	533	127	49	357
2021	744	148	115	481
2022	1035	240	131	664
2023	1005	412	107	486
2024	1208	453	181	553

Table 11: Op Snap journeycam submissions and disposal .

15. THE ROADS AND ARMED POLICING TEAM (RAPT)

- 14.1 RAPT are a team dedicated to roads and armed policing. The team have key priorities which include policing the strategic road network and reducing the number of casualties on our roads.
- 14.2 RAPT consists of 24 Road Policing officers whose sole function is to police the roads. They work alongside 40 Armed Response Vehicle Operators that are also dedicated to the road policing function, alongside their responsibilities to respond to spontaneous and planned firearms deployments across the county.
- 14.3 RAPT are supported by the RCRT (as at point 10) to educate and enforce road safety and lead campaign activity and action days (as at point 6).

16. OPERATION SENTINEL

- 16.1 Suffolk Constabulary has three Operation Sentinel teams based across the county. They provide an enhanced coverage of Suffolk's Road network to proactively disrupt serious and organised criminal activity as well as increasing police visibility across the county.

- 15.3 The officers use a variety of specialist techniques to exploit the technology available to them to make Suffolk a hostile environment for criminals to operate. The teams use Automatic Number Plate Recognition (ANPR) to identify and intercept criminals using Suffolk's Road network to commit crime.
- 15.4 Sentinel work closely with the joint Norfolk and Suffolk Roads and Armed Policing Team (RAPT) to assist in keeping the roads safe.
- 15.5 Operation Sentinel consists of 21 police officers with each of the three Sentinel teams made up of a Sergeant and six police constables.
- 15.7 Between April 2024 and March 2025, the Operation Sentinel officers have produced the following results:
- 379 arrests
 - 5921 weeks of custodial imprisonment sentenced. (average sentence is over 2 years)
 - 190 arrests relating to drug supply offences involving various Serious Organised Crime threats.
 - 47 arrests for simple possession of drugs.
 - 16 for possession of offensive weapons.
 - £447,126 proceeds of crime seizures
 - £1,946,090 worth of drugs seized

17. FINANCIAL IMPLICATIONS

- 17.1 There are no financial implications associated with this report.

18. OTHER IMPLICATIONS AND RISKS

- 18.1 There are no other implications associated with this report.

19. CHIEF OFFICER CONCLUSION

- 19.1 This paper provides a detailed overview of the work being done across the Constabulary to keep our roads and the users of our roads, safe in the county of Suffolk. Responsibility for this does not fall only to one team but as can be seen from the paper, responsibility sits across a number of departments and commands.
- 19.2 The results contained in this report highlight the extensive work undertaken across these teams and evidence the impact currently being achieved. Close liaison between all of those teams mentioned is imperative but equally, good working relationships with colleagues in County Policing is also vital to ensure local officers can actively support localised issues and secure support from specialists when required.
- 19.3 I would consider the information contained in this report to be a very thorough overview of the work being done to both educate and enforce in the area of road safety and am very proud of the results currently being achieved our teams.

Appendix A – List of Community Speedwatch Schemes

Current Teams	
Acton	Hunston
Alderton	Ilketshall St Andrew
Ashbocking	Lakenheath
Badwell Ash	Laxfield
Bardwell	Lidgate
Beccles	Martlesham
Bentley	Mellis
Beyton	Melton
Brettenham	Monks Eleigh
Brome & Oakley	Moulton
Bungay	Nayland
Bures St Mary	Nedging with Naughton
Buxhall	Needham Market
Capel St Mary	Norton
Charsfield	Otley
Copdock	Oulton
Creeping St Mary	Polstead
Crowfield	Rishangle
Debach	Rushmere St Andrew
Earl Stonham	Sizewell
Fakenham Magna	Snape
Flixton	Sproughton
Framsden	Stoke By Nayland
Friston	Stowlandtoft
Gislingham	Stratford St Mary
Great Barton	Stutton
Great Bricett	Sutton
Great Cornard	Thrandeston
Great Finborough	Tuddenham St Martin
Great Waldingfield	Tuddenham St Mary
Grundisburgh	Ufford
Hadleigh	Walberswick
Haughley Green	Westerfield
Hepworth	Westleton
Hintlesham	Whepstead
Hitcham	Wickhambrook
Holbrook	Wrentham
Hollesley	
New Teams	
Hawstead	Saxmundham
Peasenhall	Wangford
Redgrave	

