



SUFFOLK CONSTABULARY

ORIGINATOR: CHIEF CONSTABLE

PAPER NO: AP26/33

**SUBMITTED TO: ACCOUNTABILITY AND PERFORMANCE PANEL –
10 JULY 2026**

SUBJECT: KEEPING OUR ROADS SAFE – 2025/26

SUMMARY:

1. National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year. The provisional report for 2025 data was published in May 2026. In reported road collisions in Great Britain in 2025, there were an estimated 1,556 fatalities – a decline of 3% compared with 2024. There were 29,911 KSI casualties, an increase of 4% compared with 2024.
2. The number of fatal collisions on the Suffolk Road network has reduced within the last 12 months. Between May 2025 and April 2026, there were 14 fatal collisions, compared with 16 fatal collisions the previous year. However, there were 341 Killed and Serious Injury (KSI) collisions recorded during the same period, representing an increase of 3.9% compared with the previous year period when 328 KSI collisions were recorded.
3. Based on Department for Transport estimates, 4,182 million vehicle miles were travelled on roads in Suffolk in 2025. 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. However, TORs for mobile phone use, speeding, and not wearing a seatbelt have all reduced in the last 12 months compared with the previous 12 months.
5. Total speed camera generated traffic offences saw a 30% increase compared to the previous year. Average camera enforcement increased by 157%. 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 25/26; a good example being the Safe Rider Scheme delivered jointly by Suffolk Constabulary and County Council with 64 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 May 2025 to April 2026, there were 14 fatal accidents compared with 16 in the previous 12 months.
- 1.2 There were 341 Killed and Serious Injury (KSI) collisions recorded between May 2025 and April 2026, representing an increase of 3.7% compared with the previous year when 328 KSI collisions were recorded.
- 1.3 National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year. The provisional report for 2025 data was published in May 2026¹. In reported road collisions in Great Britain in 2025, there were an estimated 1,556 fatalities, – a decline of 3% compared with 2024. There were 29,911 KSI casualties, an increase of 4% compared with 2024.
- 1.4 Based on Department for Transport (DfT) estimates, 4,182 million vehicle miles were travelled on roads in Suffolk in 2024². **Error! Reference source not found.** below illustrates the miles travelled on Suffolk roads. There has been an increasing trend since the dip caused by the pandemic travel restrictions. 2024 mileage exceeds that of previous years.

Road traffic by vehicle class from 1993 to 2024

Million vehicle miles travelled each year in Suffolk, split by vehicle class

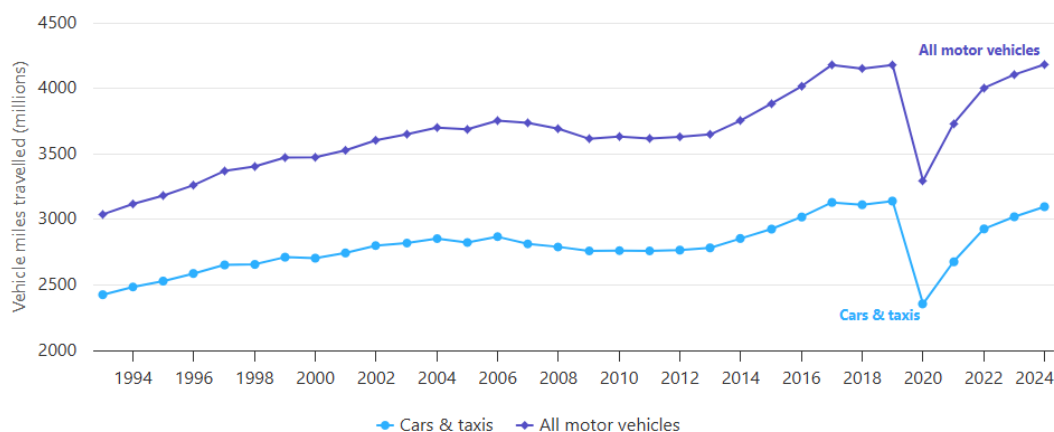


Figure 1: Distance travelled on Suffolk roads by year (1993-2024) - estimates from DfT

. In the last 12 months, there has been an average of 1.2 fatalities per month compared with 1.3 from the previous 12 months. The last 12 months saw an average of 27.3 incidents with serious injuries, compared with 26.0 in the previous 12 months.

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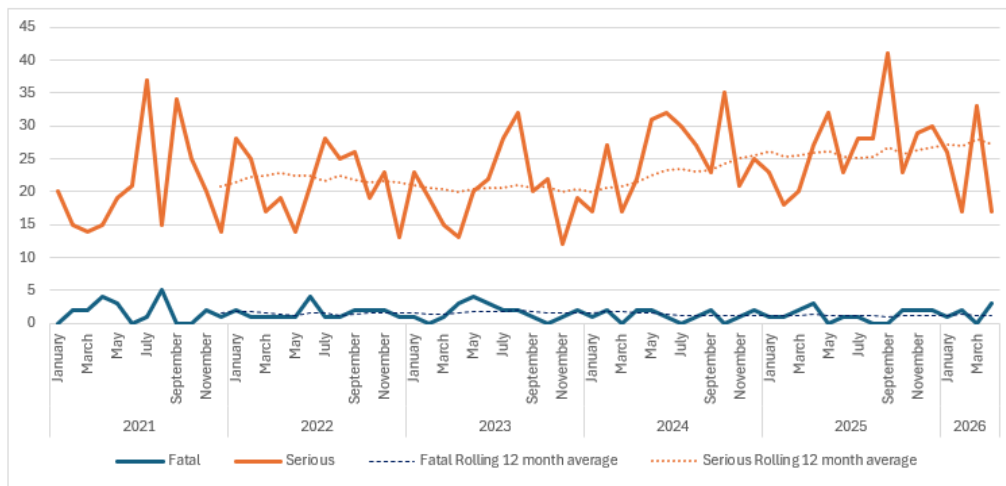


Figure 1 shows the monthly fluctuations for KSI collisions. In the last 12 months, there has been an average of 1.2 fatalities per month compared with 1.3 from the previous 12 months. The last 12 months saw an average of 27.3 incidents with serious injuries, compared with 26.0 in the previous 12 months.

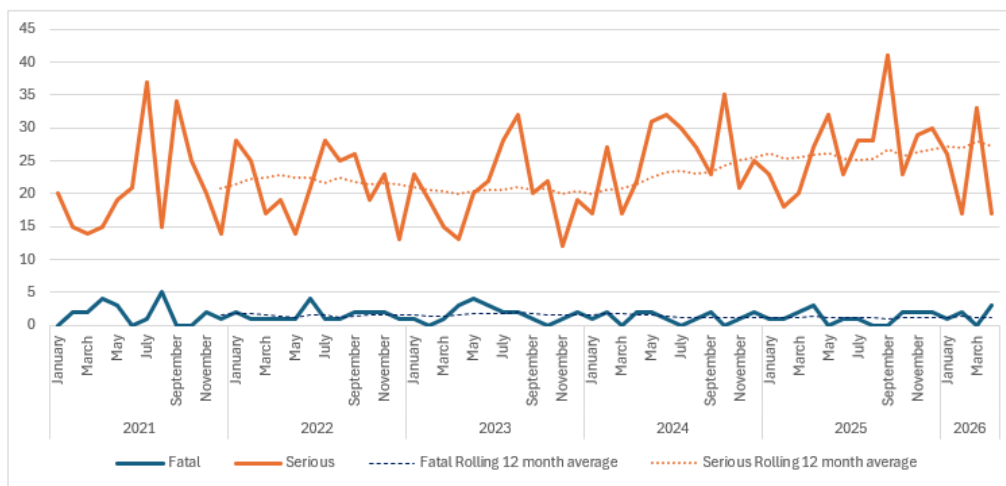


Figure 1: Monthly KSI Collisions, January 2021 to April 2026

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During 2024, the Serious category was phased out and replaced with Very Serious, Moderately Serious, and Less Serious categories. Figure 3 shows monthly volumes for the last 12 months, split by these categories.

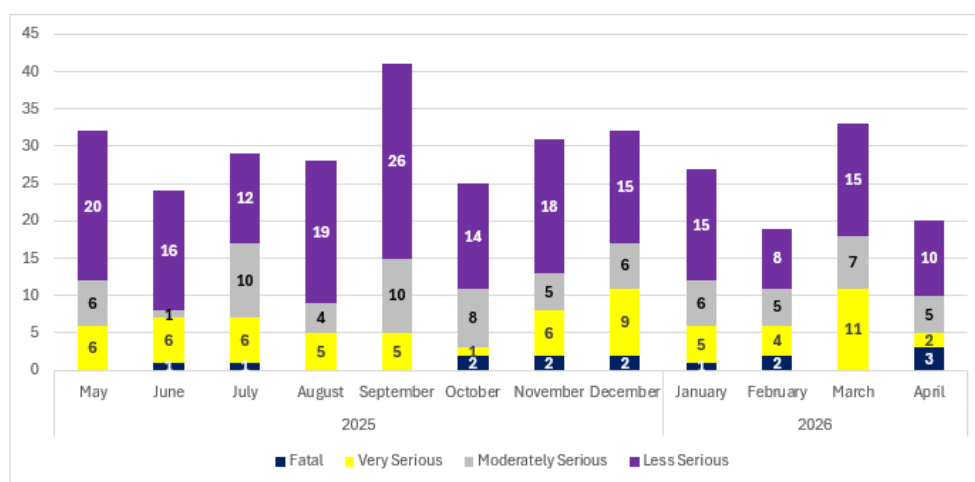


Figure 3: Last 12 months Accident volumes by severity

- 1.9 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 0.8pp to 4.1%.

12 Month Period	Fatal	Serious	Total KSI	Fatal as % of Total
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	312	328	4.9%
May 2025 – April 2026*	14	327	341	4.1%

Table 1: KSI Collision Severity by year. * For the latest years, 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 Road safe report.
- 2.2 Currently Suffolk has collision hotspots at the following locations:
- 2.3 A12, Pier Terrace Junction with Belvedere Road, Lowestoft.
- 2.4 A1022 Bridge Street, Junction with College Street, Ipswich
- 2.5 A1065 Brandon Road, Junction with B1112 The Street Eriswell.

3. FURTHER KSI COLLISION ANALYSIS

Rural v Urban

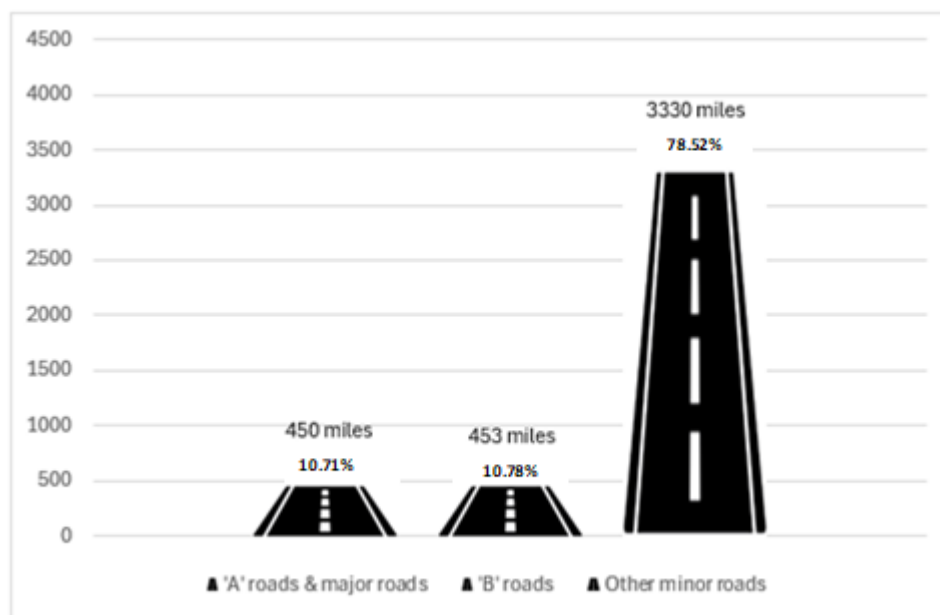
- 3.1 341 KSI collisions were recorded between May 2025 and April 2026, of which 211 (61.6%) occurred on urban roads, and 130 (38.4%) on rural roads. The percentage of those on urban roads has decreased by 1.7p.p from 39.9% in the previous 12 months. Urban roads are defined as those with speed limits of 40 mph or below, and rural roads as anything above 40 mph.

Road Types

Suffolk's roads fall within four categories³:

- 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



3.4

3.5 Figure the biggest sections of Suffolk's roads are Classified and Unclassified minor roads, accounting for 78.52%. 10.71% of Suffolk's road network consist of A roads, and 10.78% of B roads.

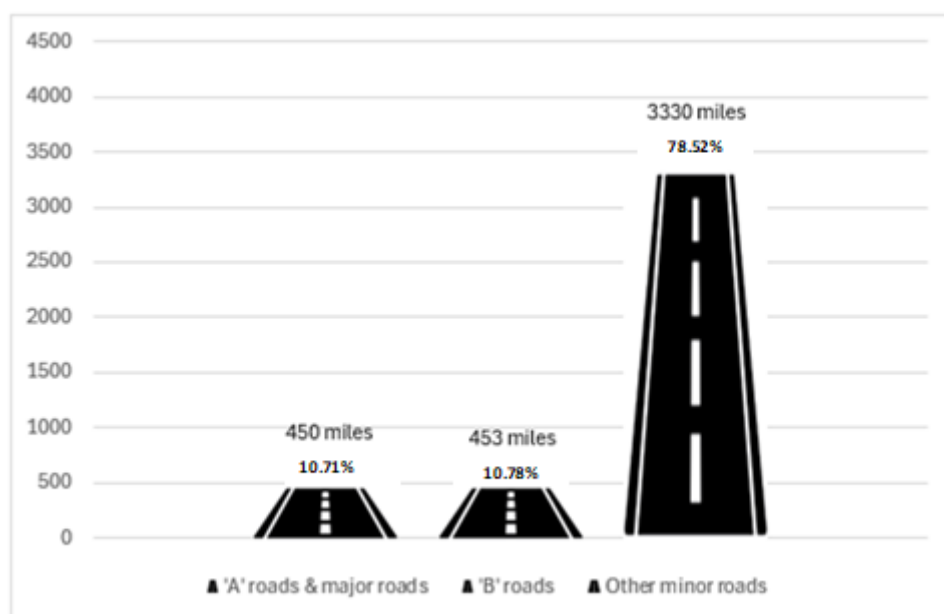


Figure 4: Total Road Length (miles) by Road Type⁴

3.6 Looking at percentage of KSIs by road type, **Error! Reference source not found.** shows that in the 12 months May 2025 to April 2026, 36.4% of KSIs occurred on A roads, reduction compared with the previous 12 months. There is disproportionality where A roads account for 10.71% of road distance, but 36.4% of KSI collisions.

Road Type	Last 12 months		Previous 12 months	
	KSI collisions	%	KSI collisions	%
A roads	124	36.4%	140	42.7%

B roads	62	18.2%	60	18.3%
Unclassified	155	45.4%	128	39.0%
Total	341	100%	328	100%

Table 2: KSIs by Road Type

Vehicles involved in KSI Road Traffic Collisions (RTCs)

- 3.7 Motor vehicles (other than 2-wheeled) accounted for the largest proportion of vehicles involved in KSI collisions in the 12 months from May 2025 to April 2026 (69.3%). This has increased since the previous year (66.7%). Motorcycles have recorded fewer KSIs over the last 12 months (81 compared with 96 from the previous year), while pedal cycles have recorded a small increase (46 compared with 44 previously).

KSI Vehicle Types		May 24-April 25	May 25-April 26
Motor Vehicles 	Count	297	319
	% KSI Collisions	66.7%	69.3%
2 Wheeled Motor Vehicles 	Count	96	81
	% KSI Collisions	21.6%	17.6%
Pedal Cycles 	Count	44	46
	% KSI Collisions	10.0%	9.9%
Other 	Count	8	14
	% KSI Collisions	1.8%	3.0%

Figure 5: KSI Collisions by Vehicle Type

Casualties

- 3.8 Vehicle drivers / riders are the most common casualties of KSIs, but this has reduced in the last year compared with the previous year. Vehicle passengers have increased as casualties, as have pedestrian casualties.

	Driver / Rider 	Vehicle Passenger 	Pedestrian 
May 24-Apr 25	322 (72.4%)	71 (16.0%)	52 (11.7%)
May 25-Apr 26	298 (64.8%)	91 (19.8%)	71 (15.4%)

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

- 3.9 Overall casualty numbers are up by 3.4% from 445 in the 12 months from May 2024 to April 2025 compared with 460 in May 2025 to April 2026. Table 3 below details the split of KSI casualties by severity.

Casualties	May 24 - Apr 25			May 25 - Apr 26			Year on year difference	% change
	Fatal	Serious	Total	Fatal	Serious	Total		
Driver / Rider	15	307	322	18	280	298	-24	-7.5%
Pedestrian	3	49	52	1	70	71	+19	+36.5%
Vehicle Passenger	4	67	71	6	85	91	+20	+28.2%
Total	22	423	445	25	435	460	+15	+3.4%

Table 3: KSI Casualties in Suffolk, last 12 months and previous 12 months

Young People

- 3.10 In the 12 months ending April 2026, 14.3% of casualties (66 of 460) were drivers / riders aged 17 to 24. This compares with 15.5% (69 of 445) 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 February 2026, 6.4% of those with a licence are aged 17 to 24⁵.
- 3.11 Of the 14 fatal collisions in the year ending April 2025, one (7.1%) involved a young driver (aged 17-24). It is worth noting that as these are low underlying numbers to begin with any slight change can significantly affect percentages.

	2024/2025	2025/2026
Number of Fatal Collisions	16	14
Fatal Collisions involving Young Drivers	1	1
Young drivers Fatalities as %	6.3%	7.1%

Table 4: Young Drivers involved in Fatal Collisions

Causation Factors

- 3.12 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%.

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

- 3.13 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 32.0% of all KSI collisions. It should be noted however that 35 records (10.3%) did not provide a causation factor. This has reduced from 47% of records in the previous 12 months not recording causation factors.

Description	Count	% of KSIs
Ineffective observation by either the driver, rider or pedestrian	109	32.0%
Driver / rider overshot junction or poor turn / manoeuvre	47	13.8%
Affected by alcohol	24	7.0%
Illness or disability	11	3.2%
Driver/rider exceeding speed limit	10	2.9%
Road surface was slippery due to weather	10	2.9%

Table 5: Top Causation Factors Attributed to KSI Collisions, May 2025 – April 2026

- 3.14 When comparing causation factors relating to the 'Fatal 4' year-on-year, Table 6 demonstrates that volumes of KSI collisions attributed to alcohol, excess speeding, and mobile phone use have all increased in the last 12 months, alcohol related KSIs have more than doubled. Some of these increases may be due to improved recording of causation factors.

Causation factor	Last 12 months		Previous 12 months	
	Count	%	Count	%
Affected by alcohol	24	7.0%	11	3.4%
Driver/rider exceeding speed limit	10	2.9%	7	2.1%
Affected by drugs	2	0.6%	1	0.3%
Using mobile device	1	0.3%	0	0

Table 6: 'Fatal 4' Causation Factors as % of KSI collisions, 12 months ending April 2026 vs 12 months ending April 2025

4. ENFORCEMENT ACTIVITY

Officer Generated Fatal 4 Offence Enforcement

4.1

- 4.2 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.

Fatal 4 Category	2024/25	2025/26	Year on year % change
Drink and Drug Drive Arrests	1334	1238	-7%
Speeding TORs	3300	3450	+4%
Mobile Phone TORs	1369	1130	-18%
Seatbelt TORs	1943	1932	-1%

Table 7: Fatal 4 Officer Enforcement

Safety Camera Generated Speed Enforcement

- 4.3 Table 8 shows that total safety camera-generated traffic offence reports increased by 30% compared to the previous year (2024/25 to 2025/26), following a significant 41% increase in the previous reporting period (2023/24 to 2024/25). This demonstrates a continued upward trend in enforcement activity and detection across all camera types.

Camera Type	2024/25	2025/26	Year on year % change
Average Camera	6439	16610	+157%
Fixed Camera	1769	2360	+33%
Mobile Van	19289	22834	+18%
Community Enforcement Officers	33623	37494	+12%
Total Camera Enforcement	61120	79298	+30%

Table 8: Safety Camera Enforcement by Camera Type

Average Speed Camera System (ASCS)

- 4.4 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 began operating in the summer of 2025. One between Yoxford and Theberton and 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

- 4.5 Two fixed camera sites exist, on the A12 at Benhall and the A140 at Coddendam. 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

- 4.6 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

- 4.7 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.

5. TRAFFIC OFFENCE REPORT (TOR) PERFORMANCE

- 5.1 Figure 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. TORs issued for mobile phone use were low in 2021, largely due to the increased evidential thresholds as a result of the R-V-Barretto case. Since this was addressed by government, the number of TORs for this offence increased as expected.

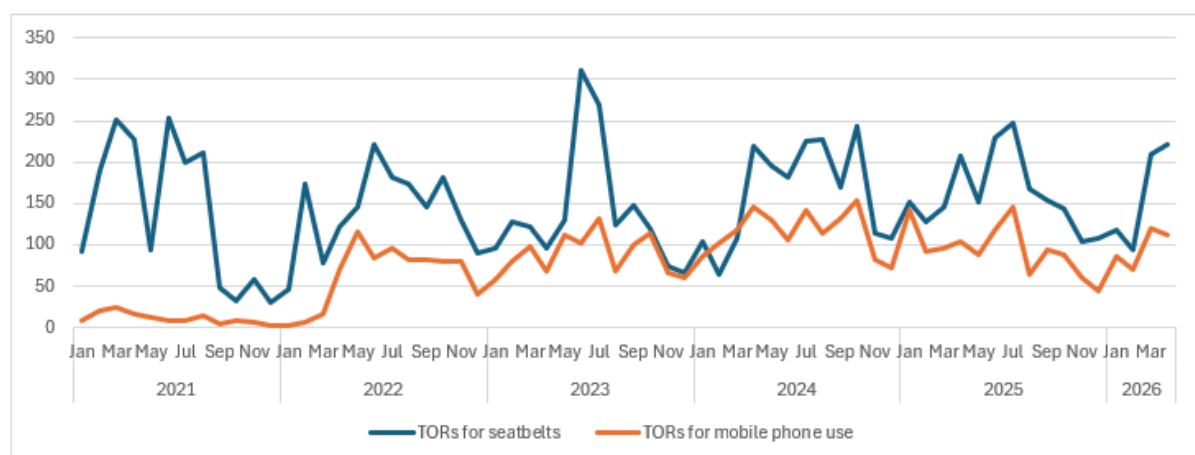


Figure 7: Monthly Mobile Phone and Seatbelt TORs, 2021 to April 2026

- 5.2 Table 9 compares volumes of TORs for the 12 months ending April 2026 with the previous 12 months.

	May 24 - Apr 25	May 25 - Apr 26	% diff
Number of TORs issued for seatbelts	2097	1941	-7.4%
Number of TORs issued for mobile phone use	1358	1089	-19.8%
Number of TORs issued for speeding	3667	3079	-16.0%

Table 9 – 12-monthly comparisons of TORs issued

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 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 (25/26):

- April – Fatal 4 Operation
- June – 2Wheeled Operation
- July – Operation Spotlight Fatal 4

- September – Young Drivers
- October – Op Dark Night, pedestrians & horse riders
- November – Operation Drive insured
- December – Operation Limit
- January – 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, Essex and BCH were shared across the region for 4 days targeting enforcement on the road network which resulted in 97 vehicles being stopped, 8 persons arrested, £9000 of fines issues, 5 vehicles seized and 182 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 2026, Operation Foxtail has directly contributed to the arrest of 292 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 25/26 with a total of 376 vehicles being stopped and 377 offences being identified.

NPCC Christmas Drink and Drug Drive Campaign

6.8 In December 2025 Suffolk participated in the Christmas Drink and Drug Driving Campaign. 37 people were arrested for drug driving and 57 for driving while under the influence of alcohol,

failing to provide a sample or driving whilst unfit. A total of 94 arrests, 1199 breath tests over the month-long campaign and 120 drug wipes were administered.

Uniformed 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 numerous days of action. These resulted in a total of 356 vehicles being stopped and returned to one of the multi-agency check sites across the County. Of these vehicle stops 75 people were arrested, 287 TORs were issued and 16 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 for all CAD types have increased.

Road Related CADs		2024	2025	Year on Year % Change
RR01E – Personal Injury	Volume Received	885	895	+1.1%
	Volume Arrived	878	888	+1.1%
	Volume In target	738	734	-0.5%
	% In Target	84.1%	82.7%	-1.4pp
RR02 – Damage Only	Volume Received	2272	2366	+4.1%
	Volume Arrived	2173	2276	+4.7%
	Volume In target	1872	1959	+4.6%
	% In Target	86.1%	86.1%	No change
RR08 – Highway Disruption	Volume Received	6700	6818	+1.8%
	Volume Arrived	6134	6264	+2.1%
	Volume In target	5350	5362	+0.2%
	% In Target	87.2%	85.6%	-1.6pp

Table 10: Road Related CADs in calendar years 2024 and 2025. 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 the CSW Manager PC Guy Ainsworth. 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 By the end of April 2026 there were 731 roadside volunteers and 82 active schemes which is an increase from the previous year which detailed 663 volunteers and 74 schemes. In 2025 the work of these volunteers resulted in 1819 hours worked, 10,542 warning letters sent out to motorists speeding within local communities. 97% of respondents who receive the letter for the first time do not reoffend.

9. PARTNERSHIP WORK WITH SUFFOLK ROADS SAFE

- 9.1 Suffolk Constabulary is a key partner within Suffolk Road Safe 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 Road Safe 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 25/26 with 64 riders bookings.
- 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.
- 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 has 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 25/26, 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 25/26 there were **56** offences detected during the 3 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 2025/26 the RCRT have produced the following results:
- 648 TORS issued
 - Administered 106 Breath tests
 - Administered 48 drug tests
 - Seized 12 vehicles for no insurance/licence
 - Made 23 arrests offenders
- 10.3 The following are highlights for RCRT engagement and education activity. Along with mutual aid deployments for National commitments.
- 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 2025
 - 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
 - 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
 - Covered Sizewell B outage January – April.

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 25/26, the CVU officers produced the following results:
- 991 vehicles stopped
 - 815 offences identified
 - 103 vehicles issued immediate prohibitions
 - 9 vehicles immobilised
 - £89,300 fines issued
- 11.4 Since launch the CVU has produced the following results:
- 7413 Vehicles stopped
 - £1,260,650.00 Fines issued
 - 11,061 Offences / Prohibitions
 - Immobilised 243 Vehicles

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 2025 – April 2026 the AIL team produced the following results:
- 3383 Traffic Offence Reports
 - 133 arrests (5 drink drive and 132 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:
- 571 vehicles stopped.
 - 389 persons arrested.
 - 197 vehicles seized and removed from the road.

14. OPERATION SNAP

- 14.1 Operation SNAP enables members of the public to submit footage of driving offences captured via dashcams or body-worn devices. Each submission is reviewed and assessed, with outcomes including a Traffic Offence Report (TOR), educational letter, or no further action (NFA). In some cases, submissions cannot progress due to insufficient evidence or because the reporting process has not been fully completed by the individual.
- 14.2 Responsibility for Operation SNAP sits with the Road Collisions Support Team (RCST), who oversee assessment and outcome decisions. The team continues to review correspondence templates and internal processes to identify opportunities for improvement and to enhance efficiency.
- 14.3 This area of business continues to show sustained demand. In the current reporting period a total of 1,281 submissions have been recorded, resulting in 668 TORs, 359 educational letters, and 552 NFAs. This ongoing volume of submissions represents a continued pressure on the team, and work remains ongoing to ensure the process is both efficient and sustainable.

Year	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
2025	1281	668	359	552

15. THE ROADS AND ARMED POLICING TEAM (RAPT)

- 15.1 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.
- 15.2 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.
- 15.3 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 two 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.
- 16.2 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.

- 16.3 Sentinel work closely with the joint Norfolk and Suffolk Roads and Armed Policing Team (RAPT) to assist in keeping the roads safe.
- 16.4 Operation Sentinel consists of 14 police officers with each of the two Sentinel teams made up of a Sergeant and six police constables.
- 16.5 Between April 2025 and March 2026, the Operation Sentinel officers have produced the following results:
- 367 arrests
 - 4935 weeks of custodial imprisonment sentenced. (average sentence is over 2 years)
 - 153 arrests relating to drug supply offences involving various Serious Organised Crime threats.
 - 44 arrests for simple possession of drugs.
 - 26 for possession of offensive weapons.
 - £187,000 proceeds of crime seizures
 - £2 million 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. Information contained within this paper has therefore been provided by a variety of sources.
- 19.2 Strong partnership working across the organisation has resulted in some excellent outcomes for this period. These close working relationships ensure that education, prevention and enforcement are used collectively to improve the safety of Suffolk's roads and therefore better respond to the needs of our communities. I would also note the ongoing and established relationships with colleagues in Suffolk County Council with whom we continue to target the risk relating to drivers and driver standards.
- 19.3 I would consider the information contained in this report to be a very thorough overview of the work being done around road safety and remain very proud of the results currently being achieved our teams.