

**ORIGINATOR: CHIEF CONSTABLE**

**PAPER NO: AP17/20**

**SUBMITTED TO: ACCOUNTABILITY AND PERFORMANCE PANEL –  
28 APRIL 2017**

**SUBJECT: ANNUAL ROAD SAFETY REPORT 2016/17**

**SUMMARY:**

1. This paper outlines an overview of interim collision data for 2016/17. The number of recorded KSI collisions had increased by 61% year on year in March 2017. The introduction of the new CRASH collision recording system in February 2016 is a significant reason for this increase. It is demonstrated that motorcyclists and young people continue to be overrepresented as casualties and as such are considered in road safety initiatives.
2. The paper describes how safety camera generated enforcement has increased by 32% year on year. Officer generated enforcement of speed has decreased (-18%) but increased in all other 'Fatal 4' offences – Drink / Drug (+185%), Mobile Phone (+21%) and Seat Belts (+12%).
3. The paper also outlines key activities undertaken by Suffolk Constabulary in support and in partnership working toward the Suffolk Roadsafe strategy.

**RECOMMENDATION**

1. The Accountability and Performance Panel is asked to note the Road Safety Annual Report, in relation to objective 3 (actions 21 and 22) of the Police and Crime Plan delivery plan.

## 1. EXECUTIVE SUMMARY

- 1.1 This paper provides for an overview of Suffolk Constabulary's Road Safety activities in 2016/17 and includes:
- Killed and Serious Injury (KSI) Collision Data and Recording
  - KSI Cluster Sites
  - Further KSI Analysis
  - Enforcement Activity
    - Officer Generated
    - Safety Camera Generated
  - Enforcement Campaigns
  - Notable Road Safety Prosecutions
  - Response to Road Related Events
  - Community Speedwatch (CSW)
  - Partnership Work with Suffolk Roadsafes
- 1.2 Suffolk Constabulary is a key member of the Roadsafes Partnership and works towards a joined up Road Safety Strategy that considers activities relating to education, enforcement, engineering and monitoring.
- 1.3 The number of recorded KSI collisions had increased by 61% year on year in March 2017. This paper outlines the introduction of the new CRASH collision recording system in February 2016 as a significant reason for this increase. The CRASH system will provide reliable KSI data. This is supported by the ratio of those killed to serious injury collisions being more comparable to neighbouring Forces (9% this year which is the same as that in Norfolk compared to 17% observed pre-CRASH in the previous year).
- 1.4 This paper outlines that both motorcyclists (31%) and young drivers (32%) continue to be over represented as casualties of KSI collisions. The Roadsafes Partnership continues to invest in initiatives aimed to positively affect the behaviour of such drivers and riders such as 'Safe Rider', 'Schools Pre-Driver Project' and 'Drive Wise'.
- 1.5 This paper describes how targeted safety camera enforcement has increased by 32% year on year. The introduction of the Orwell Bridge and A12 average systems has led to a significant rise (+314%) in enforcement with use of average speed camera systems. The introduction of two community enforcement officers in March 2016 has also contributed to this overall rise.
- 1.6 Officer generated enforcement of speed has decreased (-18%) but increased in all other 'Fatal 4' offences – Drink / Drug (+185%), Mobile Phone (+21%) and Seat Belts (+12%).
- 1.7 Use of roadside drug kits has led to a significant increase (+182%) in the number of drug drive arrests.

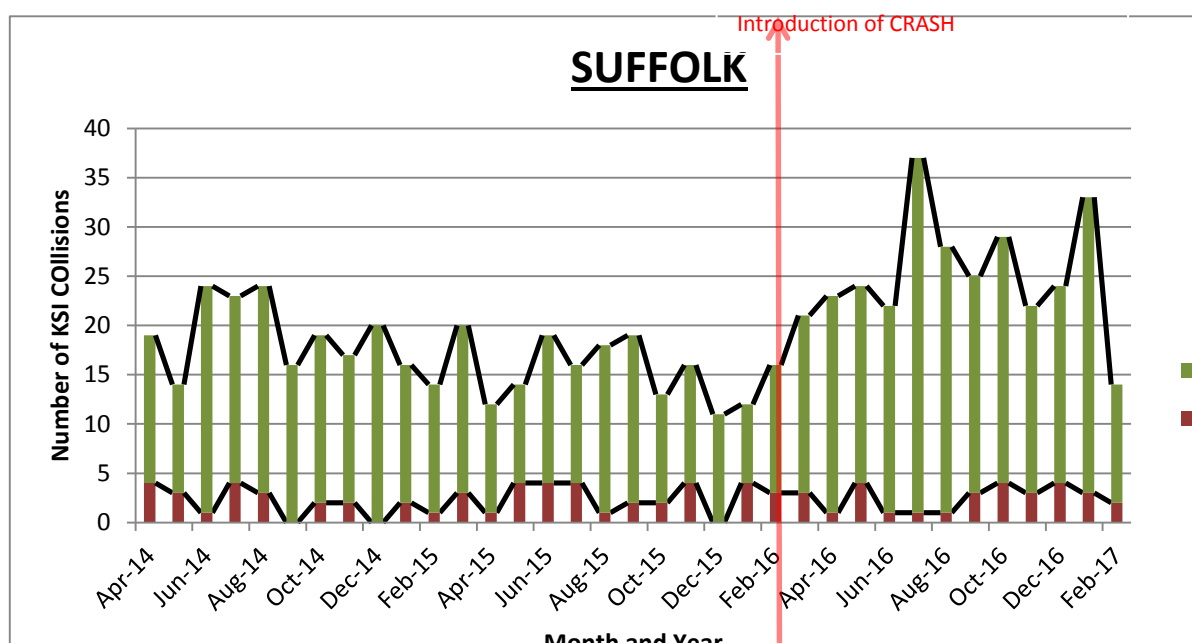
- 1.8 The Road Casualty Reduction Team (4 motorcyclists and 4 car drivers) made a significant contribution to the total officer generated 'Fatal 4' offences enforced – (41% of all speed, 46% of all mobile and 59% of all seatbelt).
- 1.9 The Community Speed Watch initiative continues to grow with an increase (+8%) in the total number of letters sent to speeding drivers in Suffolk communities.
- 1.10 The number of total road related events deployed to increased slightly (+2.7%) with Roads Policing units attending a greater ratio of these deployments (27.5% compared to 24% in previous year).

## **2. KILLED AND SERIOUSLY INJURED (KSI) COLLISION DATA AND RECORDING**

- 2.1 The following killed or seriously injured collision data for Suffolk relates to 2016/17. National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year with the latest found at:  
  
<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2015>
- 2.2 The data referred to within this document is from April 2016 to March 2017 and is yet to be validated by The Department for Transport (DfT).
- 2.3 The last validated data was published by the Suffolk Road Safe Partnership in September 2016 can be found at: <http://www.suffolkroadsafe.net/assets/Road-Safety-in-Suffolk/Collisions/Collision-Reports/Suffolk-AP-August-2016.pdf>
- 2.2 As at 19 March 2017 the number of recorded Killed and Serious Injury (KSI) collisions is recorded at 289, this is an increase of 61% on the same time last year.
- 2.4 The number killed on the Suffolk road network has decreased year on year. So far in 2016/17 28 fatalities have occurred in 28 collisions this is 20% less than the same period last year.
- 2.5 Suffolk County Council report that traffic flow rose by approximately 2% over the year but it is believed that the CRASH effect will account for a significant proportion of these increases.
- 2.6 The CRASH national collision data software system was implemented in Suffolk in February 2016.
- 2.6 The Department for Transport (DfT) is aware of an increase in the number of serious injuries observed in CRASH forces. DfT state that the increase is most likely a result of a methodological change, where casualty severity is now automatically categorised on the basis of recorded injuries rather than relying on the attending officers' judgement of severity. This change means the data now collected in CRASH forces is likely to be more accurate than that previously recorded.
- 2.7 At present it is not possible to quantify the CRASH effect due to incomplete data. However, the DfT are working with Highways England and Office of Rail and Road to produce appropriate adjustment factors. The Constabulary will provide more information about these factors and the methodology used in an annual publication due to be released in September 2017.
- 2.8 CRASH was adopted by almost half of the Forces in England and Wales last year. The system records injury suffered by the casualty and automatically converts them to a severity classification as opposed to relying on officer judgement. Officers are

more likely to underestimate severity of injury than overestimate and this is likely to be the reason for previous under reporting. CRASH provides very clear guidance regarding the definition of what a serious injury is and so offers greater accuracy and a truer reflection of the number of KSI.

Table 1: KSI and Fatal RTCs month by month 2016/17



2.9 It is worthy of note that the percentage of fatalities to KSI is the same in Norfolk and Suffolk for 16/17 to date (9%). Table 2 below shows that last year before the advent of CRASH Suffolk experienced far fewer KSI but the number of fatalities as a proportion of all KSI was significantly higher (17%). Fatal collisions are more closely scrutinised in terms of how they are recorded. This tends to indicate that the current KSI data is more likely to be accurate and reliable.

Table 2: Ratio of Fatal to total KSI RTCs

	KSI	Fatal	Serious	% Fatal to KSI
<b>16/17</b>	313	28	285	9%
<b>15/16</b>	219	37	182	17%
<b>14/15</b>	238	25	213	11%

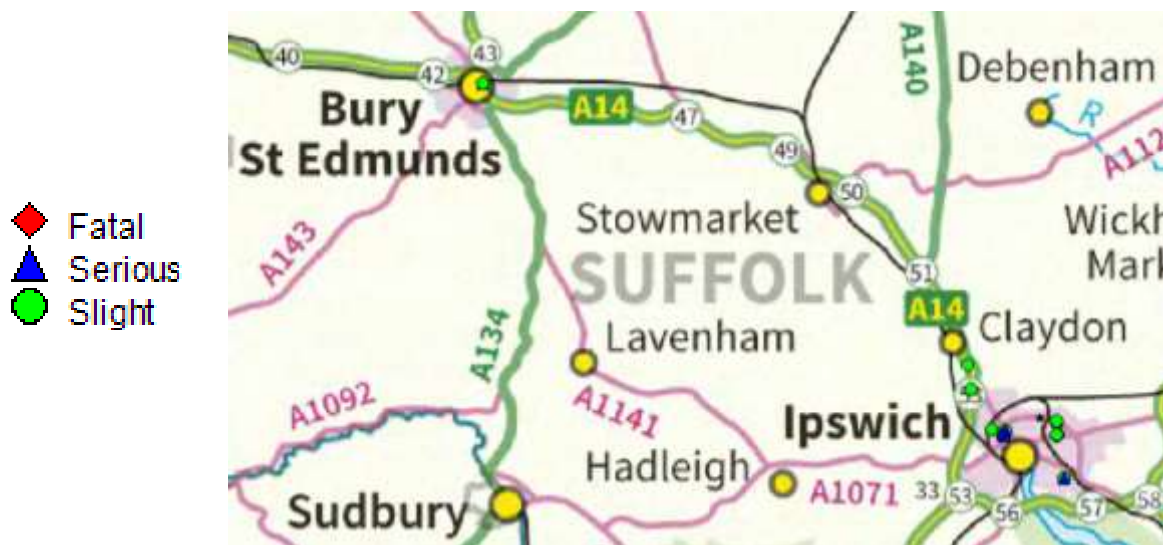
### 3. KSI COLLISION CLUSTER SITES

#### Urban

3.1 Urban Road Traffic Collisions (RTCs) are defined as RTCs occurring within the urban areas of Bury St. Edmunds, Ipswich, and Lowestoft. Details are provided at appendix A. Cluster sites are ranked on the collision level; 1 = Slight, 2 = Serious, 3 = Fatal. Therefore the more serious and the greater number of collisions at a location, the higher the collision level will be. It is worthy of note that this current Suffolk Constabulary definition differs to that referred to with the annual Roadsafe report.

There is one urban cluster site ranked 5 and one ranked 6 these are located at A14, Westbound Claydon/Creeting and A1156 Norwich Road junction with A1214 Valley road, Ipswich respectively.

Table 3: Urban KSI Collision Plots



Rural

3.2 Rural KSI are all roads outside of the urban areas of Bury St. Edmunds, Ipswich, and Lowestoft. There are two rural cluster sites ranked 6, one along the B1112 and the other at A140, Stoke Ash. A cluster site ranked 7 is located at A12, Wangford.

Table 4: Rural KSI Collision Plots



3.3 Suffolk County Council (SCC) generates a list of cluster sites. This ranking is based on the number of injuries occurring within a 5 year period within a 50m radius. One example is the C602 at Eriswell; a 40mph has just been put in to address the large number of what appears to be USAF drivers being involved in slight collisions. The SCC cluster sites can be found at appendix B.

#### 4. FURTHER KSI COLLISION ANALYSIS

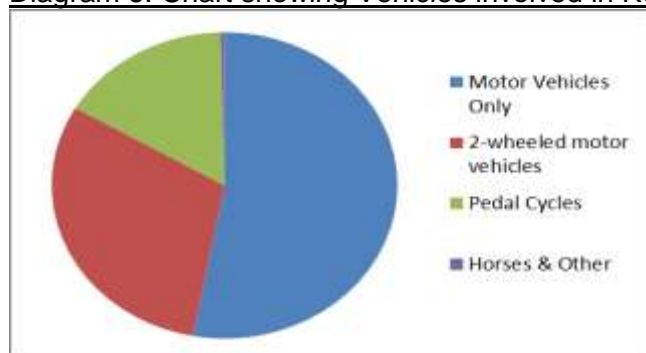
##### Rural v Urban

- 4.1 From the 272 KSI RTCs recorded in 2016/17 so far 147 (54%) occurred in urban areas and 125 (46%) on rural roads.

##### Vehicles involved in KSI RTCs

- 4.2 Motor vehicles (other than 2-wheeled) accounted for just over half (144 - 53%) of vehicles involved in RTCs. Motorcycles are over represented as they accounted for just under a third (83 – 31%) of vehicles involved in KSI RTCs <sup>1</sup>compared to 5709 (15%) nationally in 2015. Pedal cycles accounted for 44 (16%) of vehicles involved in KSI RTCs. This compares to 10% nationally in 2015.

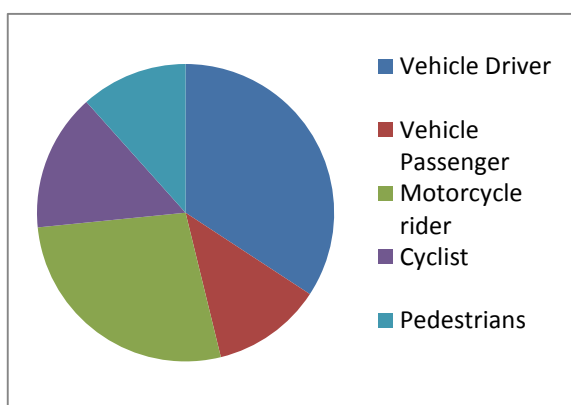
Diagram 5: Chart showing Vehicles involved in KSI RTCs



##### Casualties

- 4.3 The biggest group of casualties are vehicle drivers at 163 (40.5%) followed by motorcyclists at 85 (21%). The ratio of motorcycle casualties is comparable to that seen nationally in 2015 <sup>2</sup>5407 (23%).

Diagram 6: Chart showing KSI Casualties



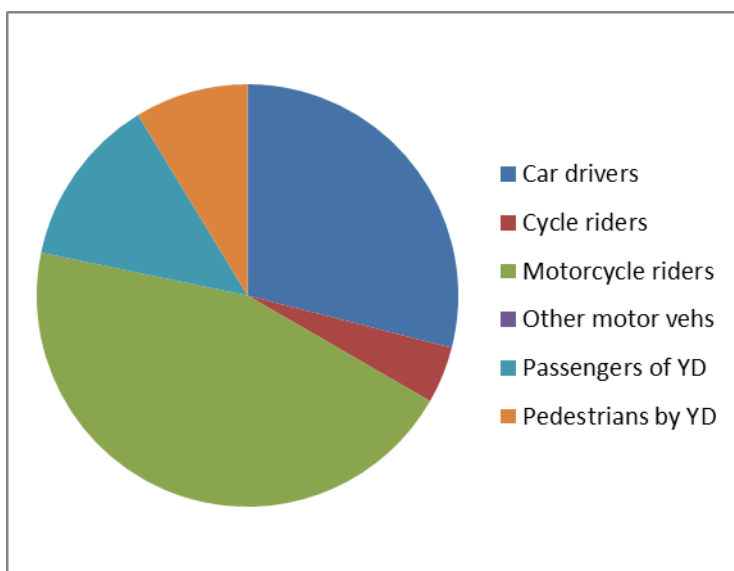
<sup>1</sup> <http://www.gov.uk/government/statistical-data-sets/ras20-drivers-riders-and-vehicles-in-reported-road-accidents>

<sup>2</sup> <http://www.gov.uk/government/statistical-data-sets/ras20-drivers-riders-and-vehicles-in-reported-road-accidents>

## Young People

- 4.4 Young people (17 -24 years old) accounted for just under a third (88 - 32%) of casualties of KSI RTC casualties in Suffolk. Nationally in 2015, young people are consistently over an overrepresented vulnerable group <sup>3</sup>**42091 (18%)**. Of the 88 young casualties over a third (30 - 34%) were drivers and significantly similar proportions were motorcycle riders (32 – 36%).

Diagram 7: Chart showing Young KSI Casualties



## 5. ENFORCEMENT ACTIVITY

### Officer Generated Fatal 4 Offence Enforcement

- 5.1 Table 8 below shows officer generated fatal 4 offence enforcement in the form of arrests for drink and drug drive and traffic offence reports for the other offences.
- 5.2 The number of arrests for drug drive has nearly doubled year on year (+182%) and this is due to increased availability of road side drug testing kits. Officer generated speeding enforcement is down (-18%) however, it must be noted that traffic offence reports are up and so therefore providing for a net gain.

Table 8: Shows Officer Generated Fatal Four Offence Enforcement (April – Dec)

Fatal 4 Officer Enforcement	2014	2015	2016	% Change Year on Year
Drink Drive		619	639	3.00%
Drug Drive		195	550	182%
Speed	2878	2653	2155	-18%
Mobile	1018	1237	1492	21%
Seatbelt	462	694	777	12%

<sup>3</sup> <http://www.gov.uk/government/statistical-data-sets/ras20-drivers-riders-and-vehicles-in-reported-road-accidents>

### Road Casualty Reduction Team (RCRT)

- 5.3 The Road Casualty Reduction Team (RCRT) consisted of 4 motorcyclists based at PHQ in October 2015. These officers were joined by a further 4 car driving officers based at BSE in April 2016.
- 5.4 Table 9 shows RCRT officer Fatal 4 offence enforcement. The table shows that the RCRT provide for a significant proportion of the Fatal 4 enforcement effort (41% - speed, 46% - mobile and 59% - seatbelt).

Table 9: Shows RCRT Officer Generated Fatal Four Offence Enforcement (April-Dec)

Fatal 4 Officer Enforcement by RCRT	2015 (Oct-Dec)	2016 (Apr-Dec)	% Change Year on Year	% of Total Officer Generated Enforcement
Drink Drive	35*	63*	80%	8%
Drug Drive				
Speed	178	882	395%	41%
Mobile	130	687	428%	46%
Seatbelt	96	457	376%	59%

\*Drug Driving was not recorded separately for the RCRT during 2015 so total is drink and drug drive combined.

### Safety Camera Generated Speed Enforcement

- 5.5 Table 10 shows that safety camera generated traffic offence reports increased by just under a third (32%) from April to December 2016 compared to the same period in 2015.

Table 10: Camera Generated Fatal Four Offence Enforcement (April – Dec)

Safety Camera Enforcement (Speed)	2014	2015	2016	% Change Year on Year
Average Speed Cameras	0	4646	14600	314.3%
Other Fixed Cameras	4832	3059	2201	32.6%
Mobile Cameras Van	21899	12147	7907	42.3%
Community Enforcement Officers *	0	0	2696	
<b>Total</b>	<b>26731</b>	<b>19852</b>	<b>27404</b>	<b>32%</b>

### Average Speed Camera System (ASCS)

- 5.6 The A12 East Bergholt – Stratford St Mary ASCS went live in 2015. The A14 Orwell Bridge ASCS came on line in the summer of 2016 which accounts for the significant rise year on year.

### Fixed Cameras

- 5.7 Two fixed camera sites exist at A12 Benhall and the A14 Coddendam.



### Mobile Camera Vans

- 5.8 Suffolk benefits from the regular deployment of three mobile safety camera vans.

### Community Enforcement Officers

- 5.9 There are 2 Community Enforcement Officers (who have been employed since March 2016). There is currently a business case that will be considered by the Suffolk Roadsafe board for an additional one CEO making three in total if approved.

## **6. ENFORCEMENT CAMPAIGNS**

- 6.1 Suffolk Constabulary remains committed to target 'Fatal 4' offences as a priority in line with the National Roads Policing Strategy. ([http://library.college.police.uk/docs/NPCC/Policing\\_the\\_Roads\\_in\\_Partnership\\_2015.pdf](http://library.college.police.uk/docs/NPCC/Policing_the_Roads_in_Partnership_2015.pdf))
- 6.2 These offences are speeding, seat belts, mobile phone use and drink/drug driving further information can be found at: <https://www.publications.parliament.uk/pa/cm201516/cmselect/cmtrans/518/51805.htm>
- 6.3 Suffolk Constabulary provides for a number of enforcement campaigns over the year that are run in conjunction with Road Safe Partners ensuring the public of Suffolk receive joined up road safety messages. The following are some examples of results gained relating to specific operations.

### Operation Alliance

- 6.4 A six counties regional day of action to tackle various offences involving vehicles/drivers held at Copdock, Ipswich took place on Tuesday 6<sup>th</sup> December 2016, involving Suffolk and Norfolk, Essex and Beds/Herts/Cambs Police. Partner agencies from the DVSA, Department of Working Pensions, Trading Standards and the Suffolk Waste Enforcement were also present.
- 6.5 103 vehicles were brought into the site which resulted in:
- Traffic Offence Reports issued for:
    - Mobile Phones x 25
    - Seatbelts x 10
    - Other Offences x 55
  - 15 vehicles seized for no appropriate insurance policy in place
  - 25 Prohibitions and 27 advisory notices for offence or defects
  - 9 Vehicle defect rectification system notices
  - 37 Other prosecutions / further lines of enquiries from agency partners non traffic offence related
  - 6 arrests covering Drug Driving, Taking a vehicle without consent, No Insurance, No Driving Licence, Possession of Cannabis, Disqualified Driving, Fail to Stop for an Officer and Fail to Appear Warrant.

### Drink Drive Campaign

- 6.6 The Christmas Drink Drive campaign took place between December 1st 2016 and January 1<sup>st</sup> 2017, to target drivers getting behind the wheel under the influence of alcohol and/or drugs.

- 6.7 1329 tests were carried out (450 following collisions) with 10.7% failing. 142 people failed for alcohol and 43 people failed for drugs.
- 6.8 The 2015 Campaign saw 1920 tests being carried out with 8.9% failing. 2016 saw an increase of 1.8% of people failing for drink or drugs.

#### Mobile Phones

- 6.9 Op Ringtone was a week long campaign, to target drivers using a mobile phone behind the wheel. There were two campaign weeks that took place, one being November 2016 and the other being January 2017.
- 132 Traffic Offence Reports were issued in the 2016 campaign.
  - 149 Traffic Offence Reports were issued in the 2017 campaign
- 6.10 Officers used unmarked police motorcycles in an effort to enforce against use of mobile phones when driving at speed.

#### Seat Belts

- 6.11 Operation Wyken took place over 3 days, between Monday 13 March 2017 and Friday 17 March 2017 to target drivers failing to wear their seatbelts. The RCRT policed this on the A12 and A14, utilising an unmarked HGV on 2 of the days to gain a view into the cabins of HGVs and other high vehicles.
- 6.12 Results for offences found were:
- 86 Seat Belt Traffic Offence Reports issued
  - 7 Mobile phone Traffic Offence Reports issued
  - 1 Vehicle seizure
  - 9 other Traffic Offence Reports issued

### **7. NOTABLE ROAD SAFETY RELATED PROSECUTIONS**

- 7.1 A man was found guilty of causing death by careless driving whilst under the influence of drink/drugs on Friday 11 November 2016 and sentenced to four years and eight months' imprisonment and disqualified from driving for three and a half years following a fatal head on collision in Brandon earlier in the year. The driver had been at least twice over the legal drink-drive limit, was on the wrong side of the road and believed to be using his mobile phone.
- 7.2 A man pleaded guilty to Dangerous Driving, Disqualified Driving, No Insurance and Obstruct Police on 14 September 2016. He was sentenced to 16 months imprisonment and disqualified to 5 years and 8 months after being stopped and giving false details, then driving off on a 25 mile police pursuit, off road and over 100mph.
- 7.3 After pleading guilty to speeding at 154mph on the A11 Icklingham during April 2016, a driver received a disqualification of 56 days and £365 fines.
- 7.4 A male driving along the A14 at Levington was given £100 and 3 points on his licence for being Not in Proper Control of a vehicle, after being seen swiping his tablet screen placed on his lap.
- 7.5 A teenager pleaded guilty to having a defective tyre and speeding in a 30mph limit of the A140 Stonham when he was caught doing 83mph on 20 May 2016. He was disqualified for 6 months, has to re-take his test and fined £520.

- 7.6 A driver pleaded guilty to Death by Careless Driving on 29 October 2016 and received 12 weeks imprisonment suspended for 12 months, disqualified for 12 months, 200 hours of unpaid work, and to sit an extended re-test and £180 fines.
- 7.7 After pleading guilty to hitting a pedestrian and failing to stop at the scene on 20<sup>th</sup> September 2016, a man was sentenced to 12 weeks imprisonment suspended by 12 months, attend a 19 days thinking skills course, disqualified for 6 months and fined £115.
- 7.8 Having never passed a driving test and was caught driving whilst disqualified, having no insurance and failing to stop for police. The driver pleaded guilty and was sentenced to 11 weeks imprisonment, disqualified for 2 years and received a £115 fine.
- 7.9 A driver pleaded guilty to driving without due care and attention in Newmarket, after overshooting a junction whilst travelling 50-60mph and hitting a passing car. He was disqualified for 4 months and fined £305.
- 7.10 A man was found guilty of dangerous driving and disqualified driving, after stealing a car in a burglary and filming himself driving in a dangerous manor. He was sentenced to 996 days imprisonment and disqualified for 3 years and 60 days.
- 7.11 On 29 April 2016, a woman pleaded guilty to dangerous driving after overtaking a car at red traffic lights and continuing through the crossing with children waiting to cross. She was sentenced to 12 months disqualification, to sit an extended driving test and fined £454.
- 7.12 A driver pleaded guilty to dangerous driving, aggravated Taking Without Owner's Consent (TWOC), no insurance and no driving licence after taking his father's car for a joyride. He was sentenced to 26 weeks imprisonment suspended for 12 months and 120 hours unpaid work to complete.

## **8. RESPONSE TO ROAD RELATED EVENTS**

- 8.1 Table 11 shows responses to road related events. In 2016/17 the number of events involving collisions and obstructions increased by 2.7% (15/16 - 14560 compared to 14952 in 16/17).
- 8.2 Calls to personal injury collisions have increased by 10% while damage only collisions and highway obstructions have reduced by 4% and 5% respectively.
- 8.3 The percentage of all road related events attended by Roads Policing units (RPFOU) have increased from 24% to 27.5% year on year with Road Policing units attending a third (32.7%) of all personal injury collision reports.
- 8.4 The response within target to all road related events has decreased from 89.5% in 2015/16 to 88% in 2016/17.

**Table 11: Table showing CAD attendance at Road Related Events**

	16/17	15/16	Change
RR01 - Personal Injury events	1,858	1,675	10%
RR01 - Personal Injury %age within target	88.70%	91.40%	-3%
RR01 - Personal Injury RPF0U deployed %age	32.72%	29.13%	11%
RR01 - Personal Injury RPF0U deployed No.	608	488	20%
RR01 - Personal Injury RPF0U deployed within target	539	446	17%
RR02 - Damage Only events	3,644	3,789	-4%
RR02 - Damage Only %age within target	86.00%	89.30%	-4%
RR02 - Personal Injury RPF0U deployed %age	20.86%	17.02%	18%
RR02 - Personal Injury RPF0U deployed No.	760	645	15%
RR02 - Personal Injury RPF0U deployed within target	654	576	12%
RR08 - Highway Obstruction events	9,058	9,488	-5%
RR08 - Highway Obstruction %age within target	89.30%	87.80%	2%
RR08 - Personal Injury RPF0U deployed %age	28.87%	26.21%	9%
RR08 - Personal Injury RPF0U deployed No.	2,615	2,487	5%
RR08 - Personal Injury RPF0U deployed within target	2,335	2,184	6%

## 9. **COMMUNITY SPEEDWATCH (CSW)**

- 9.1 CSW in Suffolk is a scheme run by volunteers. Suffolk Constabulary hosts three volunteers in Landmark House who administrate the scheme. All equipment used on the ground is paid for by local Parish Councils.
- 9.2 Appendix C provides for a list of Parishes with CSW. The Parishes of Cavendish, Eye, Frechenham and Witnesham are described as the most productive schemes.
- 9.3 The CSW initiative has grown in Suffolk when comparing 2016 to 2015. As table 12 displays the total number of vehicles recorded as speeding is up 8% to 11163 in the year and the number of total warning letters sent is up slightly at 6756. Police discretion was actioned on 3167 occasions (up 25%).

**Table 12 – Community Speed Watch Summary 2016 v 2015**

Year	Vehicles reported Speeding	Change	Warning Letters Sent	Change	2 <sup>nd</sup> Warning Letter Sent	Change	RO out of Force	Change
2015	10323	8%	6650	1%	302	4%	2539	25%
2016	11163		6756		290		3167	

The table at Appendix D provides a monthly break down of speeds recorded and actions per month.

## **10. PARTNERSHIP WORK WITH SUFFOLK ROADS SAFE**

10.1 Suffolk Constabulary is a key partner within Suffolk Roadsafe as such works to support the Road Safety Strategy that can be found at: <http://www.suffolkroadsafe.net/suffolk-info/strategy/>. The strategy outlines interventions undertaken by partners involving education, enforcement, engineering and monitoring.

10.2 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 and motorcycle riders.

### Suffolk Schools Pre-Driver Project

10.3 A joint Suffolk County Council, Fire Service and Police initiative commenced in September 2016 and aimed to deliver and subsequently evaluate a two strand road safety presentation to Year 11 and Year 12 students. The initiative was evidenced based with delivery focussed on areas with an elevated risk to young people (Suffolk coastal, Mid Suffolk, and West Suffolk). Strand 1 consisted of a theatre production delivered to whole year groups. Strand 2 was a classroom sessions as a follow up. Roads Policing Officers were been trained to deliver this session and attended at 18 nominated schools.

10.4 The initiative is in the evaluation stage, and feedback will be presented to the next Roadsafe Board in May.

### Safe Rider Scheme

10.5 This initiative aims to reduce motorcycle casualties and consists of workshops provided by Suffolk Constabulary to help improve riders' awareness and riding ability. Workshops are run over two days and are aimed at all fully qualified riders who want to improve their skills to become better and safer riders. The underlying message is that education is the key, not enforcement. Workshops are provided in partnership and with support of the Suffolk County Council Road Safety Team. Seven workshops of twelve riders occurred in 2016 and a further seven workshops are already planned to occur in 2017.

### DriveWise

10.6 The Road Safety Team, along with the Fire and Rescue Service and the Police, offer interactive sessions designed to develop students' awareness of road risk and the skills of risk management; skills that they will need to develop so that they can safely enjoy their increasing independence.

10.7 The presentation covers issues such as risk awareness and management as a pedestrian, a cyclist, a passenger, or a driver and rider of a motor vehicle.

10.8 DriveWise is likely to be subject of review in light of the development of the Pre-Driver project in due course.

## **11. FINANCIAL IMPLICATIONS**

11.1 There are no financial implications associated with this report.

## **12. OTHER IMPLICATIONS AND RISKS**

12.1 There are no other implications associated associated with this report.

<b>ORIGINATOR CHECKLIST (MUST BE COMPLETED)</b>	<b>PLEASE STATE 'YES' OR 'NO'</b>
Has legal advice been sought on this submission?	No
Has the PCC's Chief Finance Officer been consulted?	No
Have equality, diversity and human rights implications been considered including equality analysis, as appropriate?	N/A
Have human resource implications been considered?	N/A
Is the recommendation consistent with the objectives in the Police and Crime Plan?	Yes
Has consultation been undertaken with people or agencies likely to be affected by the recommendation?	Yes
Has communications advice been sought on areas of likely media interest and how they might be managed?	Yes
Have all relevant ethical factors been taken into consideration in developing this submission?	Yes

## **Appendix A – Urban Area Hot Spots**

1. A14 Westbound Claydon/Creting
2. A14 Marker Post 1814/Whitehouse J/W A1156
3. Bramford Road B1067 Kingston Road
4. Bramford Road B1067 Prospect Road
5. Colchester Road A1214 Sidegate Lane/Royal George PH
6. Nacton Road A1189 Ravenswood Avenue/Benacre Road/Texaco Garage
7. A14 E/B Marker Post 1242/1486
8. Chevalier Street A1214 Norwich Road A1156

## **Appendix B – Suffolk County Council Cluster Sites**

1. A12 junction with A1094
2. A1156 St. Matthews roundabout, Ipswich
3. A142 junction off-slip A14 Eastbound, Exning
4. A1214/Bramford Road signals
5. A1214/Norwich Road mini roundabouts
6. London Road/Yarmouth Road signals, Ipswich/A1214 London Road on bridge, Ipswich
7. B1113 West, entry to A14 roundabout, Claydon
8. Bridge Street junction with Burrell Road, Ipswich
9. Parkway junction Out Westgate, Bury
10. Toby's Walk A12/B138
11. A12, Wangford junction with B1128
12. A11 260m Southwest of junction with C624 Tuddenham Road
13. A140 approach to A14 Eastbound
14. A140/B1078 Coddenham junction
15. Stoke Bridge North roundabout, Ipswich
16. London Road/Hadleigh Road signals, Ipswich
17. Heath Road/Bixley Road roundabout, Ipswich
18. A1117/A1145 roundabout, Lowestoft
19. Nacton Road/Rands Way mini roundabout, Ipswich
20. Norwich Road junction with Anglesea Road, Ipswich



## Appendix C – List of Community Speedwatch Parishes

The following parishes are involved with Community Speedwatch in the new SNT Plan:

NEWMARKET - Newmarket,

MILDENHALL - Tuddenham, Worlington, Freckenham, Kentford, Moulton, Dalham.

HAVERHILL - Hawstead, Whepstead, Lidgate, Cowlinge, Gt Bradley, Lt Thurlow, Gt Thurlow, Withersfield, Hundon, Gt Wrating, Stoke by Clare, Cavendish.

BURY St EDMUNDS - Hopton, Barningham, Fakenham Magna, Barnham, Hepworth, Stanton, Risby, Fornham All Saints, Barrow, Horringer, Bardwell, Coney Weston, Honington, Sapiston, Culford, West Stow.

SUDBURY - Lavenham, Hitcham, Long Melford, Acton, Monks Eleigh, Lt Waldingfield, Gt Waldingfield, Chilton, Newton, Boxford, Bildeston, Chelsworth, Gt Finborough (joint CSW with Hitcham & Bildeston)

STOWMARKET - Redgrave, Gislingham, Walsham le Willows, Stowlangtoft, Wyverstone, Norton, Elmwell, Beyton, Haughley, Stowupland, Hessett, Drinkstone, Woolpit, Onehouse, Gedding, Coddendam, Barking, Gt Bricett, Ashbocking, Somersham, Felsham

HADLEIGH - Hadleigh, Hintlesham, Chattisham, Bentley, Woolverstone, Stutton, Capel St Mary, Stratford St Mary, Stoke by Nayland, Chelmondiston

FELIXSTOWE - Waldringfield, Newbourne, Kirton, Trimley St Martin, Bucklesham, Purdis Farm.

WOODBIDGE - Charsfield, Otley, Clopton, Debach, Swilland, Witnesham, Westerfield, Grundisburgh, Tuddenham, Gt Bealings, Lt Bealings, Tunstall, Sutton, Eyke, Rendlesham, Playford, Rushmere, Lt Hacheston.

LEISTON - Crettingham, Easton, Parham, Hacheston.

EYE - Eye, Mendham, Stradbroke, Laxfield.

HALESWORTH - Wrentham, Reydon, Blythburgh, Bramfield, Westleton, Yoxford.

LOWESTOFT - Somerleyton, Lound, Corton, Flixton, Kessingland.

**Appendix D – CSW Statistics**

2016	Number of Vehicles	Average Speed	Maximum Speed	Total Letters Sent	Total 2nd Letters Sent	Police Discretion	No Trace	Total 3 or more offences
January	531	38.55	57	292	2	163	73	1
February	633	38.41	54	368	14	194	71	1
March	855	38.86	54	533	22	220	79	1
April	691	38.9	61	312	4	306	67	2
May	1015	39.17	58	675	4	248	88	0
June	851	37.72	60	576	9	200	66	0
July	1317	39.14	63	806	32	374	103	2
August	1539	38.97	65	943	74	423	114	0
September	1402	39	59	846	56	386	113	10
October	1078	38.8	51	651	40	308	77	2
November	781	39.6	58	465	14	216	85	2
December	470	39.4	59	289	19	129	33	3
<b>Year to date</b>	11163	38.876667	65	6756	290	3167	969	24

