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SUBMITTED TO: ACCOUNTABILITY AND PERFORMANCE PANEL – 3 JULY 2020

SUBJECT: ROAD SAFETY 2019/20

SUMMARY:

1. The number killed on the Suffolk road network has decreased year on year. In 2019/20 there were 24 fatalities from 22 collisions, a decrease from the previous year (25 fatalities). There were 318 Killed and Serious Injury (KSI) collisions recorded during 2019/20, representing an increase of 6% compared with 2018/19 when 299 KSI collisions were recorded. National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year, the 2019 report is due for publication in September 2020.
2. The latest available DfT data shows that between 2016 and 2018 there was a rise of nearly 4% in traffic volumes on Suffolk roads. Despite a general increase in miles travelled, KSI's per million of miles travelled is showing a general downward trend over time. In Suffolk, KSIs per million of miles travelled equated to 0.06 in 2018, which is slightly lower than the 2018 national rate of 0.08
3. Enforcement activity continues to target the 'Fatal 4' offences. Drink drive arrests have increased from last year (up 12.3%) and seat belt offences are largely maintained (down 0.7%). Drug drive arrests have reduced (down 5.2%) mainly as a result of restrictions on Forensic submissions. Mobile phone offence reports are reduced (down 45.6%) with the DPP v Baretto case significantly altering the evidential requirement.
4. Total safety camera offences have increased by 3.2% compared to the previous year. There has been a shift from offences identified by average (down 16.7%) and fixed (down 13%) cameras to those identified by mobile vans (up 27.4%) and community enforcement officers (2.6%). The average speed system at A134 Ingham – Barnham went live in Feb 2020 and further fixed cameras are planned at the Brightwell Lakes Development.
5. The Constabulary continues to support the national NPCC and TISPOL enforcement campaigns throughout the year and in addition Op Showdown has provided for a series of action days to tackle criminal use of the road network.
6. Effective partnership working continues; a good example being the Safe Rider Scheme delivered jointly by Suffolk Constabulary and County Council.

RECOMMENDATION:

1. The Accountability and Performance Panel is asked to note the Road Safety Annual Report, in relation to objective 3 of the Police and Crime Plan.

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

- 1.1 The numbers killed on the Suffolk road network has decreased year on year. In 2019/20 there were 24 fatalities from 22 collisions, a decrease from the previous year (25 fatalities).
- 1.2 There were 318 Killed and Serious Injury (KSI) collisions recorded during 2019/20, representing an increase of 6% compared with 2018/19 when 299 KSI collisions were recorded.
- 1.3 National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year¹. The 2019 report is due for publication in September 2020.
- 1.4 The Department for Transport report that between 2016 and 2018 there was a rise of nearly 4% in traffic volumes on Suffolk roads ².
- 1.5 Based on Department of Transport estimates, Figure 1 illustrates that miles travelled on Suffolk roads have been on an upward trajectory since 1993. Following a period of continued year-on-year increases, 2018 saw a slight dip, the first for some years.

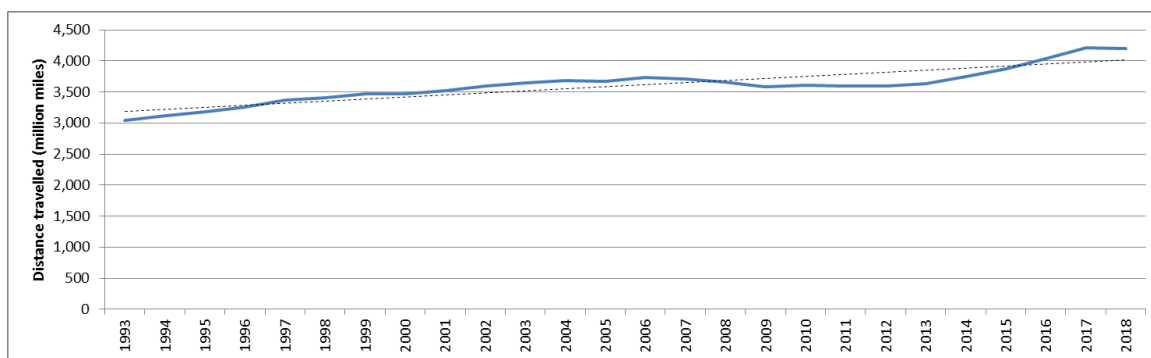


Figure 1: Million Miles Travelled on Suffolk Roads, 1993 to 2018

- 1.6 Despite a general increase in miles travelled, Figure 2 highlights that KSI's per million of miles travelled is showing a general downward trend over time. In Suffolk, KSIs per million of miles travelled equated to 0.06 in 2018, which is slightly lower than the 2018 national³ rate of 0.08.

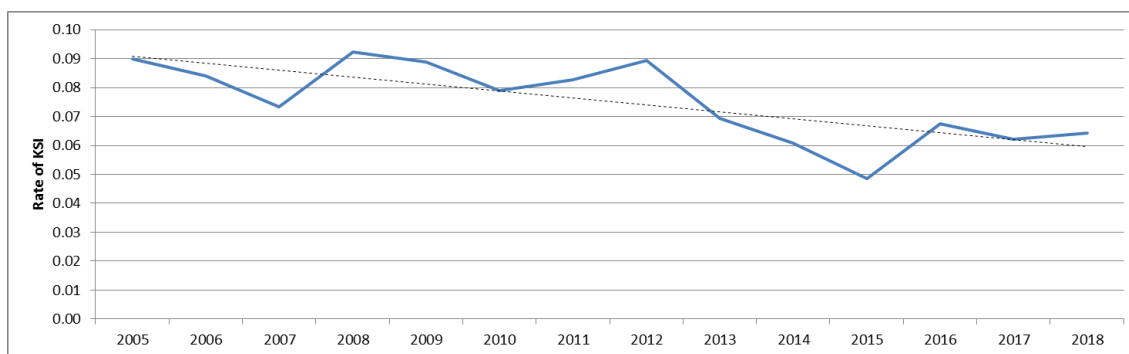


Figure 2: Number of KSIs by Million Miles Travelled on Suffolk Roads, 2005 to 2018

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/834585/reported-road-casualties-annual-report-2018.pdf

² <https://www.gov.uk/government/statistical-data-sets/tsgb07#road-traffic>

³ National rate based on National estimates of million miles travelled and recorded KSI collisions in 2018.

- 1.7
- 1.8
- 1.9

1.10 **Figure 3** shows that KSI collisions can be volatile from month to month, however an upward trend can be seen from February 2016, coinciding with the introduction of the CRASH system. The CRASH system is used to collate information on all collisions in Suffolk and Norfolk, and is a system used in a number of forces in the Eastern Region. June and July 2019 saw the highest monthly volumes of serious collisions in the five-year period (40 and 38 respectively), with the next highest having been recorded in July 2016 (35).

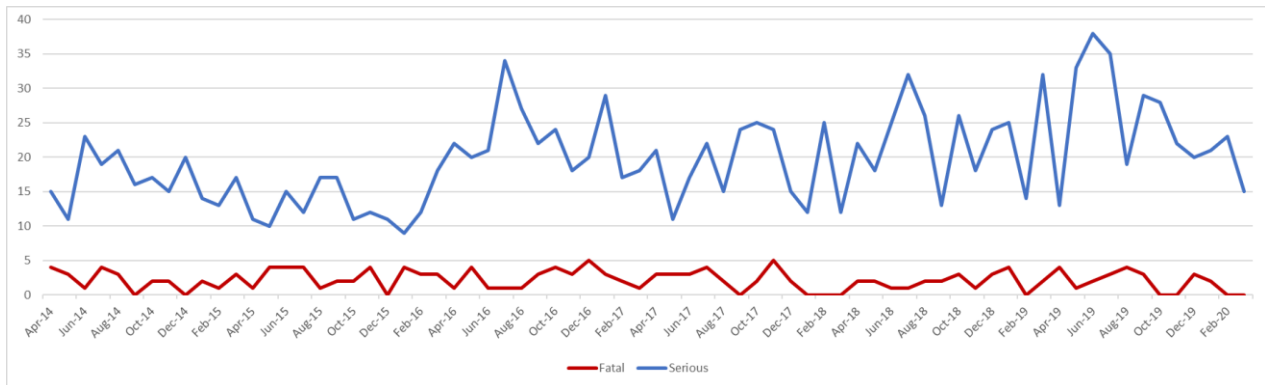


Figure 3: Monthly KSI Collisions, April 2015 to March 2020

1.11 Table 1 shows that in 2019/20 total KSI collisions have increased from the previous year. Fatal KSI’s have increased slightly, and as a percentage of all KSI collisions, those classified as fatal accounted for 6.9%, a small decrease from the previous year (-0.1%).

Table 1: KSI Collisions and Fatality % by Financial Year

Year	Serious	Fatal	Total KSI	Fatal as % of Total
2015-16	155	32	187	17.1%
2016-17	271	29	300	9.7%
2017-18	223	24	247	9.7%
2018-19	278	21	299	7.0%
2019-20	296	22	318	6.9%

2. KSI COLLISION CLUSTER SITES

2.1 Cluster sites 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 enforcement may likely make a difference and so differs to that referred to with the annual Roadsafe report.

- 2.2 Urban RTCs are defined as those occurring within the urban areas of Bury St. Edmunds, Ipswich, and Lowestoft. Details of these are provided within appendix A.
- 2.3 Rural KSI are all roads outside of the urban areas of Bury St. Edmunds, Ipswich, and Lowestoft. Details of these are provided within appendix B.

3. FURTHER KSI COLLISION ANALYSIS

Rural v Urban

3.1 318 KSI collisions were recorded in 2019/20, of which 185 (58%) occurred in urban areas and 133 (42%) on rural roads. The percentage split has changed from 2018/19 when urban KSIs accounted for 63% and rural KSIs accounted for 37%.

Road Types

- 3.2 Suffolk’s roads fall within four categories⁴:
- 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%. 10% of Suffolk’s road network consist of A roads, and 11% of B roads.

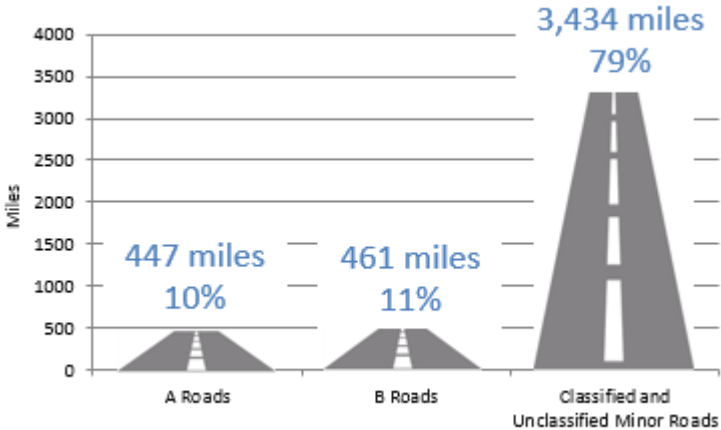


Figure 4: Suffolk Road Types by Total Distance, 2019

3.4 Looking at percentage of KSIs by road type, Table 2 shows that in 2019/20 45% of KSIs occurred on A roads, compared with 43% the previous year. Considering that only 10% of Suffolk’s road network consist of A roads this represents an area of disproportionality. In 2019/20 unclassified local roads accounted for 36% of KSIs, representing a slight increase from the previous year (35%). KSIs occurring on B roads increased from 16% in 2018/19 to 19% in 2019/20.

⁴ Road classification and definitions obtained from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/315783/road-classification-guidance.pdf

Table 2: KSIs by Road Type

Road Type	2018/19		2019/20	
	KSI	%	KSI	%
A Roads	129	43%	144	45%
B Roads	48	16%	59	19%
Unclassified	104	35%	115	36%
Classified Unnumbered	18	6%	0	0%
Total	299	100%	318	100%

Vehicles involved in KSI RTCs

3.5 As demonstrated in Figure 5, motor vehicles (other than 2-wheeled) accounted for the largest proportion of vehicles involved in RTCs (60%) in 2019/20, up from the 53% seen in 2018/19. Motorcycles accounted for 25% of KSIs in 2019/20, up from 19% in 2018/19. Collisions involving pedal cycles decreased slightly from 16% to 14%. In terms of vehicle miles travelled nationally⁵ in 2018, motorcycles accounted for 0.8%, whilst cars and taxis accounted for 78%. This further illustrates the disproportionately high numbers of motorcycles involved in KSI collisions.

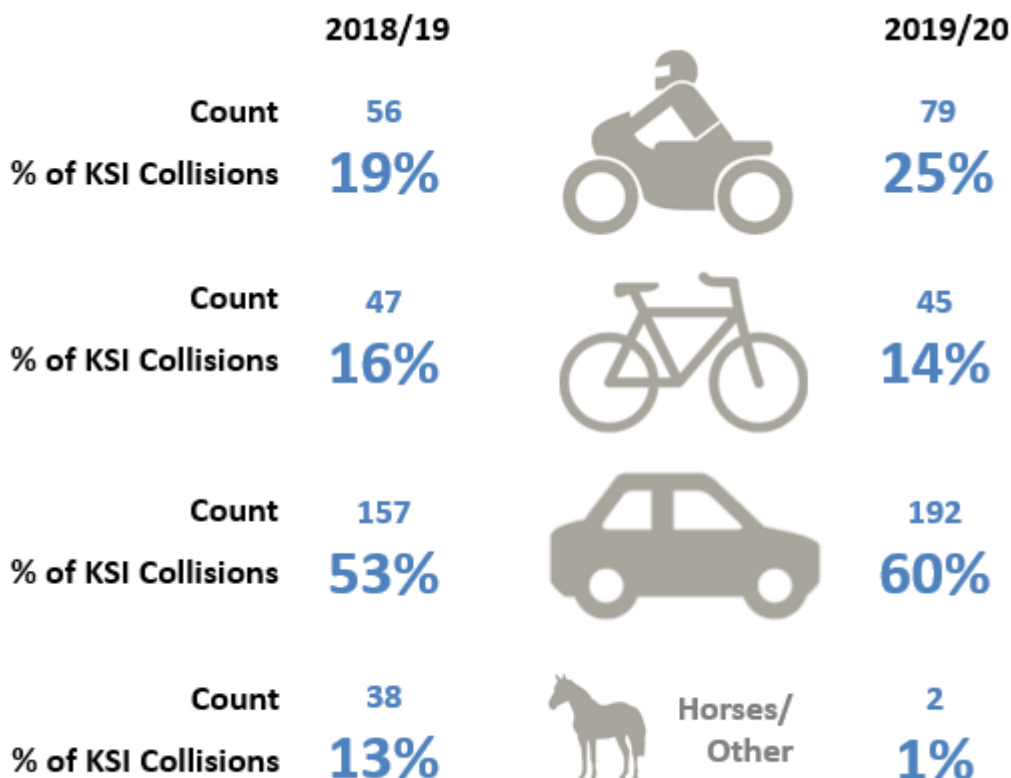


Figure 5: Vehicles involved in KSI Collisions 2018/19 and 2019/20

⁵ <https://www.gov.uk/government/statistical-data-sets/tra01-traffic-by-road-class-and-region-miles>

Casualties

3.6 As shown in Figure 6 the biggest group of casualties in 2019/20 were vehicle drivers at 36% followed by motorcyclists (22%) and vehicle passengers (17%). Cyclists accounted for 12%, and pedestrians accounted for 13%. Motorcycle rider casualties in Suffolk were slightly higher than the 20% seen nationally⁶ in 2018.

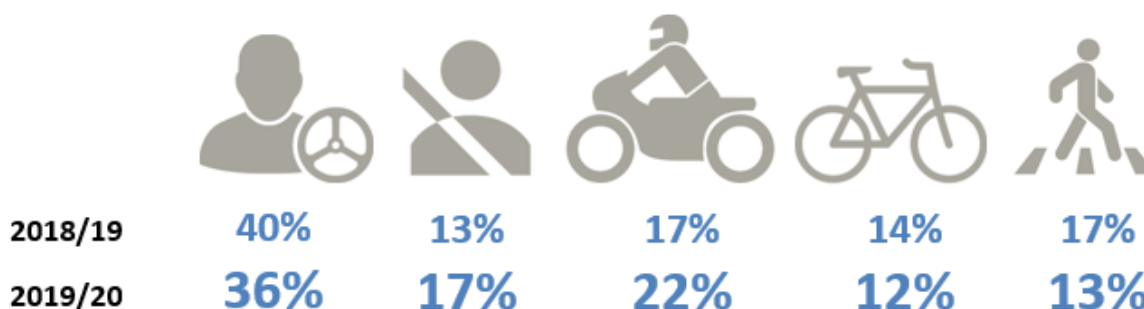


Figure 6: Casualties by Type 2018/19 and 2019/20

3.7 As demonstrated in Table 3, numbers of vehicle passenger casualties have increased by 48% (42 to 62) year on year, and motorcycle rider casualties are 44% higher (54 to 78). Vehicle driver casualties have increased by 2% (127 to 129). Reductions were seen in pedestrian casualties of -11% (53 to 47), and cyclist casualties of -2% (45 to 44). Overall, total casualties are 12% higher compared to the previous year.

Table 3: KSI Casualties 2018/19 and 2019/20

Casualty	2018/19			2019/20			Year on year Difference	% Change
	Fatal	Serious	Total	Fatal	Serious	Total		
Vehicle Driver	12	115	127	9	120	129	2	1.6%
Vehicle Passenger	3	39	42	2	60	62	20	47.6%
Motorcycle rider	3	51	54	5	73	78	24	44.4%
Cyclist	2	43	45	4	40	44	-1	-2.2%
Pedestrians	5	48	53	4	43	47	-6	-11.3%
Total	25	296	321	24	336	360	39	12.1%

Young People

3.8 KSI collisions involving young drivers (17-24 years old) accounted for a quarter (25%) of all KSI collisions in 2019/20, the same percentage as seen in the previous year. Nationally, young drivers account for just 6.9% of all full licence holders⁷, demonstrating that collisions involving this age group remain disproportionately high.

⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/834585/reported-road-casualties-annual-report-2018.pdf

⁷ <https://data.gov.uk/dataset/d0be1ed2-9907-4ec4-b552-c048f6aec16a/gb-driving-licence-data>

- 3.9 Collisions involving young drivers resulted in 63 casualties, of which 14 (22%) were passengers of the young driver. This has increased slightly from the previous year (12 casualties). There were 29 (46%) car driver casualties, an increase of 61% compared to the previous year (18 casualties). A year on year decrease of motorcycle rider casualties has been seen (-50%, from 24 to 12). An overall 2% increase in casualties has been seen in young driver KSI numbers.
- 3.10 As shown in Table 4, of the 22 fatal collisions in 2019-20, 18.2% involved young drivers, down from 26.1% in the previous financial year. It is worth noting that as these are low underlying numbers to begin with any slight change can significantly affect percentages.

Table 4: Fatal Collisions

	2018/19	2019/20
All fatal collisions	23	22
Fatal collisions involving young drivers	6	4
Young driver %	26.1%	18.2%

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 ‘Failed to look properly’ accounting for 39% of all KSI collisions.

Table 5: Top 5 Causation Factors Attributed to KSI Collisions, 2019/20

Description	Count	% of KSIs
Failed to look properly	124	39.0%
Failed to judge other persons path or speed	61	19.2%
Careless/Reckless/In a hurry	60	18.9%
Loss of control	47	14.8%
Poor turn or manoeuvre	46	14.5%

- 3.13 When looking at causation factors relating to the ‘Fatal 4’, Figure 7 demonstrates the percentage of KSI’s occurring in 2019/20 which were attributed to ‘Fatal 4’ causation factors. Please note that there were no collisions with a causation factor attributed to the non-wearing of a seatbelt.



Figure 7: Percentage of KSI Collisions Attributed to a 'Fatal 4' Causation Factor, 2019/20

- 3.14 When comparing causation factors relating to the 'Fatal 4' year-on-year, Table 6 demonstrates that volumes of KSI collisions attributed to excess speeding, alcohol impairment, and mobile phone use have all increased in the 12 month period, whilst a small decrease has been seen in those attributed to drug impairment.

Table 6: 'Fatal 4' Causation Factors as % of KSI collisions, 2018/19 vs 2019/20

Description	2018/19		2019/20	
	Count	% of KSIs	Count	% of KSIs
Exceeding Speed Limit	25	8.4%	38	11.9%
Impaired by Alcohol	18	6.0%	32	10.1%
Impaired by Drugs (illicit or medicinal)	13	4.3%	10	3.1%
Driver using Mobile Phone	0	0.0%	7	2.2%

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. The number of TORs issued by officers has increased year on year with regards to speeding (+8%), whilst TORs for seatbelt violations is largely unchanged. TORs issued for mobile phone use has dropped by 46% with a possible explanation outlined at section 5.

Table 7: Fatal 4 Officer Enforcement

Fatal 4 Category	2018/19	2019/20	Year on year % change
Drink Drive Arrests	652	732	12.3%
Drug Drive Arrests	672	637	-5.2%
Speeding TORs	3200	3455	8.0%
Mobile Phone TORs	896	487	-45.6%
Seatbelt TORs	1032	1025	-0.7%

Safety Camera Generated Speed Enforcement

4.2 Table 8 shows that total safety camera generated traffic offence reports saw a 3.2% increase compared to the previous year. Mobile van cameras saw a 27% increase, and Community Enforcement Officer cameras saw a 3% increase. Decreases were seen in Average camera and Fixed camera enforcement of -17% and -13% respectively.

Table 8: Safety Camera Enforcement by Camera Type

Camera Type	2018/19	2019/20	Year on year % change
Average Camera	12420	10344	-16.7%
Fixed Camera	2408	2095	-13.0%
Mobile Van	12040	15339	27.4%
Community Enforcement Officers	11183	11475	2.6%
Total Camera Enforcement	38051	39253	3.2%

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. There is also likely to be a further average speed system on the A14 Orwell bridge to enforce the lower speed limit of 40mph which will be in force during periods of high wind. It is anticipated that this scheme will be operational by the end of 2020.

Fixed Cameras

4.4 Two fixed camera sites exist on the A12 at Benhall and the A140 at Coddendam. Planning is in place to have an additional four spot speed cameras with the construction of the Brightwell Lakes Development which will comprise of two speed only cameras and two speed and red-light cameras at the traffic light-controlled junction / pedestrian crossing of the A12 at the access to the development.

Mobile Camera Vans

4.5 The Safety Camera Partnership continues to utilise three large mobile camera vans operating predominantly on the fast roads within the county.

Community Enforcement Officers

4.6 Currently the Safety Camera Partnership has 4 CEO’s operating within Suffolk, these officers operate predominantly within 30 and 40 mph speed limits responding to public concerns and collision issues within communities.

5. TOR PERFORMANCE

5.1 Figure 8 shows that mobile phone and seatbelt TOR activity fluctuates from month to month, but trend lines indicate a downward trend over a four-year period for mobile phone TORs, and a slight upward trend for seatbelt TORs. Spikes in activity generally coincide with key fatal 4 enforcement campaigns supported by the constabulary. It is worthy of note that there have been few spikes since summer 2019, and mobile phone TORs are at a low level compared to previous years.

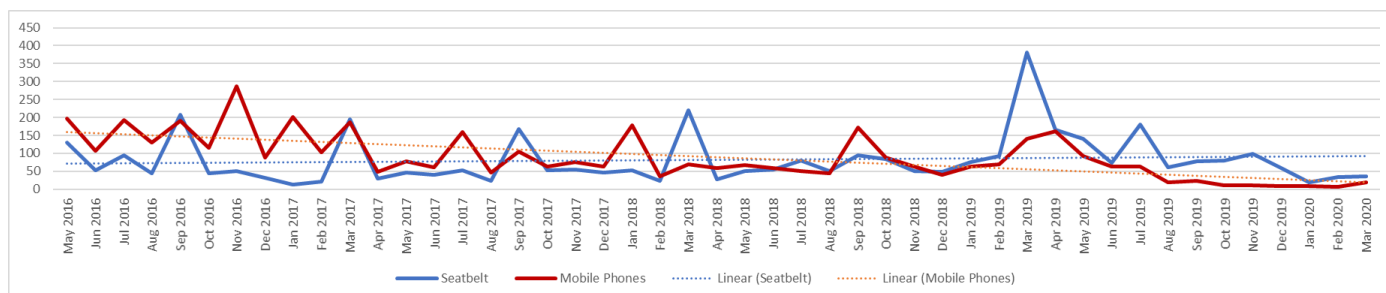


Figure 8: Monthly Mobile Phone and Seatbelt TORs, May 2016 to Mar 2020

5.2 In a survey of nearly 1,800 motorists conducted by the RAC for their 2019 report on motoring⁸, results found that nearly a quarter of drivers admitted to making or receiving calls whilst driving, rising to 51% amongst young drivers aged 17 to 24. This further demonstrates that there is a demand to be met in addressing driver behaviour around mobile phone usage, particularly for younger drivers.

5.3 We have experienced a steady decline in enforcement of mobile phone offences since March 2017 when legislation was amended to double both the minimum points and fines resulting from fixed penalty. It is hoped that this may have contributed to a reduction in the level of offending although this is not proven and the RAC report mentioned at 5.2 suggests not. The latest available data from the Home Office (October 2018) shows a steady decline across England and Wales in mobile phone offences resulting in fixed penalty notices from over 160,000 in 2011 to less than 60,000 in 2017.

5.4 At the start of the business year the High Court dismissed the DPP’s appeal regarding a mobile phone offence which had been heard in both Magistrates and Crown Courts (DPP v Baretto, 19/4/2010). The court ruled in favour of the defendant who had said he was using a phone as a camera. The court determined that the ‘use’ of the phone must be as a communication device to make calls, text etc. As a result, officers were instructed that they are required to be able to show what a phone is being used for. This presents significant challenges regarding offences whereby a driver has not been stopped by police.

5.5 Arrests relating to drink driving offences are up by 12.3%. Since August 2019 it has been necessary to restrict the number of submissions to Forensic Laboratories relating to drug drive. This has led to a small reduction (5.2%) in enforcement in 2019/20 where an increase would otherwise have been expected.

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. 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 NPCC National Roads Partnership Calendar which is coordinated with the National Roads Policing

⁸ <https://www.rac.co.uk/drive/features/the-menaces-on-our-roads-2019/>

Intelligence Forum (NRPIF). 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:

- TISPOL/NPCC Speed Enforcement campaigns
- TISPOL/NPCC Seatbelt campaigns
- TISPIL/NPCC Using Mobile Phone Whilst Driving campaign
- TISPOL/NPCC Drink and Drug driving campaign (Summer & Winter)
- TISPOL Operation Truck and Bus
- NPCC Carriage of Dangerous Goods (CDG) campaign
- NPCC National Motorcycle Week of Action
- NPCC Insurance Enforcement week of action
- TISPOL Project EDWARD (European Day Without A Road Death)

6.3 Suffolk Constabulary provides for a number of 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 Truck and Bus

6.4 Operation Truck and Bus is part of the National Tispol campaigns agreed by Forces and Partners. This was the fourth Pan European operation where both Operation Truck and Operation Bus run simultaneously.

6.5 Heavy commercial pressures are placed on drivers and Operators which increases during holiday periods and can have disastrous effects on the safety of passengers in vehicles and other road users.

6.6 Op Truck and Bus was run on the 23rd July and the 14th October 2019. The results of which were:

88 vehicles escorted to the multi-agency check site
22 left clear

Two arrests for drugs related offences
38 Traffic offence reports issued
10 CDG (Carriage of dangerous goods) advisory and prohibitions issued
21 intelligence reports

Partner agencies including HMRC, DVSA, Gang master licensing and DFBB also had 113 interactions with the motorists

6.7 Suffolk Constabulary took part in the NPCC Christmas drink and drug driving campaigns. During the Summer campaign the constabulary partnered with Ipswich Buses who were keen to support the message. They funded and promoted, through their vehicle displays, a number of key messages advising against drink or drug driving.

6.8 During the most recent Christmas campaign a total of 671 motorists were interacted with, 170 of those failing a road side test.

Commercial Vehicle Enforcement (CVE) & Carriage of Dangerous Goods (CDG)

6.9 Suffolk Constabulary continues to strengthen their enforcement of HGV's, acknowledging the number of vehicles of this class currently using the County's roads. Investment in the latest technical enforcement software and links into Highways grants will ensure work continues to support road safety engagement with Commercial vehicles and those carrying hazardous goods.

6.10 In 2019 RAPT secured funding from Highways England in the form of a £10K grant to purchase mobile vehicle weighing plates to enhance the flexibility of the department's enforcement capability.

6.11 In 2019/20 70 Carriage of dangerous goods (CDG) checks were carried out, of these 70 checks 29 were regulation compliant, 41 were non-compliant necessitating reporting and 15 prohibitions were issued.

Protective Services Command days of action:

6.12 These Pro-active enforcement days seek to disrupt criminal use of the road network addressing key road safety priorities, utilising check site deployment and partners such as HMRC, DVSA, and Trading Standards.

6.13 PSC action days replaces Operation Quartzite and Showdown and now include joint Norfolk and Suffolk Roads and Armed policing resources as well as local policing teams in targeting criminality on the roads through ANPR and proactive policing.

6.14 Last year Suffolk Constabulary organised and ran 10 Protective Services Command (PSC) days of action. These resulted in a total of 640 vehicles being stopped and returned to one of the multi-agency check sites across the County. Of these vehicle stops 36 people were arrested and 368 Traffic offence reports (TOR) were issued.

7. RESPONSE TO ROAD RELATED EVENTS

7.1 Table 9 shows responses to road related events (collisions and other obstructions). Year on year events relating to personal injury collisions have decreased by 9.9%, and calls to damage only events fell by 6.8%. Events relating to highway obstructions decreased by 2%.

Table 9: Response to Road Related Events

Road Related Events		2018/19	2019/20	Year on Year % Change
RR01 - Personal Injury Events	Total Events	1671	1505	-9.9%
	Attended	1323	1222	-7.6%
	Attended in Target	1263	1164	-7.8%
	% in Target	95.5%	95.3%	-0.2%
	RAPT deployed	400	346	-13.5%
	RAPT deployed %	30.2%	28.3%	-1.9%
	RAPT attended in	377	332	-11.9%

	Target			
	RAPT % in Target	94.3%	96.0%	1.7%
RR02 - Damage Only Events	Total Events	3416	3183	-6.8%
	Attended	2284	2154	-5.7%
	Attended in Target	2220	2067	-6.9%
	% in Target	97.2%	96.0%	-1.2%
	RAPT deployed	669	595	-11.1%
	RAPT deployed %	29.3%	27.6%	-1.7%
	RAPT attended in Target	650	564	-13.2%
	RAPT % in Target	97.2%	94.8%	-2.4%
RR08 - Highway Obstruction Events	Total Events	9495	9284	-2.2%
	Attended	5971	5969	0.0%
	Attended in Target	5792	5800	0.1%
	% in Target	97.0%	97.2%	0.2%
	RAPT deployed	3378	3331	-1.4%
	RAPT deployed %	56.6%	55.8%	-0.8%
	RAPT attended in Target	3266	3254	-0.4%
	RAPT % in Target	96.7%	97.7%	1.0%

7.2 The percentage of personal injury events attended by roads policing units (RAPT) have dropped from 30.2% to 28.3% year on year, and those attended within target have increased to 96% from 94.3% the previous year.

7.3 The percentage of damage only events attended by RAPT have dipped slightly from 29.3% to 27.6%, and those attended within target have decreased from 97.2% to 94.8%.

7.4 With regards to percentage of highway obstruction events attended by RAPT, these decreased slightly from 56.6% to 55.8%, and those attended within target remain increased to 97.7% from 96.7%.

7.5 Total RAPT deployments to road related events have seen a decrease from 4,447 to 4,272 (-3.9%).

8. COMMUNITY SPEEDWATCH (CSW)

8.1 CSW in Suffolk is a scheme run by volunteers. Suffolk Constabulary hosts four volunteers in Landmark House who help administer the scheme. Previously, equipment used on the ground has been paid for by local Parish councils but Norfolk Constabulary donated all of their old equipment and with a small budget, the Constabulary is now in a position to provide replacement equipment to schemes and to help set up new ones. It is hoped that the RoadSafe board will assist with funding when this equipment has run out to continue our ability to provide the equipment rather than Parish councils having that financial burden. Suffolk Constabulary have also decided to move over to new, much cheaper and affordable devices that require little or no maintenance, this will help to make the scheme financially sustainable.

8.2 Appendix C provides a list of current CSW schemes.

9. PARTNERSHIP WORK WITH SUFFOLK ROADS SAFE

9.1 Suffolk Constabulary is a key partner within Suffolk RoadSafe and works to support the Road Safety Strategy⁹. 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 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 more proficient 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. Workshops ran during the 2019/2020 financial year and are planned to continue through 2020/2021 once the COVID-19 restrictions are eased.

Close Pass

9.4 In response to pedal cycle fatalities, Suffolk Constabulary has run four Close Pass operations in the first part of 2020. 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.

9.5 In Suffolk in 19/20 four Close Pass operations were run with the following results:

- 44 Close pass incidents recorded
- 42 Educational inputs
- Two declined input and opted for prosecution (didn't have time/unwilling to attend educational site)
- Four additional offences identified and TORs issued

Due to the success of these operations in the first part of 2020, Suffolk Constabulary plans to increase the frequency of these events.

Road Casualty Reduction Team (RCRT)

9.6 In 2019 the partnership funding from DORG for the four RCRT posts was unsuccessful which meant the reduction of these Police officer posts. In order to maintain the operational flexibility of the team the four Police motorcyclists spent four months supporting the newly formed Op Sentinel teams in the summer of 2019 prior to returning to their primary causality reduction role.

9.7 In 2019/20 the RCRT have produced the following results:

⁹ The Strategy can be found at <https://www.suffolkroadsafe.com/about-suffolk-roadsafe/strategy>

Issued 723 TORS
Administered 183 Breath tests (8 Positive)
Administered 64 drug tests (26 positive)
Seized 31 vehicles for no insurance/licence
Arrested 31 offenders

9.8 The following are the key locations and highlights for RCRT engagement and education activity.

- Suffolk Show 2019
- Orwell Motorcycle and BMW Motorcycle events to promote Safe Rider
- Latitude festival (Sentinel last year)
- Copdock bike show
- Sizewell B Power Station Road Safety event
- Ed Sheeran concert
- Several DriveWise presentations to various colleges and young offenders institute
- Tailored Safe Rider at Wattisham Airbase
- Drink Drive Event with USAF personnel at RAF Mildenhall
- Stonham Bike Show
- Close Pass events

10. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

11. OTHER IMPLICATIONS AND RISKS

There are no other implications associated associated with this report.

Appendix A – Urban Cluster Sites

- A1156 Norwich Road J/W Valley Road J/W Chevalier Street, Ipswich
- A1214 Colchester Road J/W Rushmere Road, Ipswich
- A1156 Key Street J/W Slade Street, Ipswich
- A137 Bridge Street J/W Stoke Street, Ipswich

Appendix B – Rural Cluster Sites

- A11 J/W Newmarket Road, Barton Mills
- A154 Langer Road J/W Beach Station Road, Felixstowe

Appendix C – List of Community Speedwatch Schemes

ACTON	HORRINGER
BADWELL ASH	KESSINGLAND
BARDWELL	LAKENHEATH
BARNHAM	LIDGATE
BARROW	LITTLE CORNARD
BENTLEY	LT WALDRINGFIELD
BEYTON	LONG THURLOW
BLYTHBURGH	MONKS ELEIGH
BRAMFIELD	MOULTON
BRETENHAM	NEEDHAM MARKET
CAPEL ST MARY	NEDGING IN NORTON
CAVENDISH	OTLEY
CHARSFIELD	PEASENHALL & SIBTON
CHELMONDISTON	REDGRAVE
EAST BERGHOLT	REYDON
ELMSWELL	RINGSHALL
EYE	RISBY
FELIXSTOWE & DISTRICT	SNAPE
FRECKENHAM	STANTON
GISLINGHAM	STOKE BY NAYLAND
GREAT ASHFIELD	STOWUPLAND
GREAT BEALINGS	STRATFORD ST MARY
GREAT BRICETT	STUTTON
GREAT FINBOROUGH	SUTTON / SWILLAND
GREAT WALDINGFIELD	TATTINGSTONE
GRUNDISBURGH	TUDDENHAM
HACHESTON	TUNSTALL
HADLEIGH	WESTERFIELD
HAWSTEAD	WESTLETON
HEPWORTH	WHEPSTEAD
HINTLESHAM	WITHERSFIELD
HITCHAM	WOOLPIT
HOLLESLEY	WRENTHAM
HONINGTON (RAF)	WYVERSTONE