

**ORIGINATOR: CHIEF CONSTABLE**

**PAPER NO: AP21/37**

**SUBMITTED TO: ACCOUNTABILITY AND PERFORMANCE PANEL – 2 JULY 2021**

**SUBJECT: ROAD SAFETY 2020/21**

**SUMMARY:**

1. The numbers killed on the Suffolk road network has decreased year on year. In 2020/21 there were 13 fatalities from 13 collisions, a decrease from the previous year (24 fatalities). There were 237 Killed and Serious Injury (KSI) collisions recorded during 2020/21, representing a decrease of 25% compared with 2019/20 when 318 KSI collisions were recorded. National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year. The 2020 report is due for publication in September 2021.
2. Based on Department of Transport estimates, miles travelled on Suffolk roads have been on a broadly upward trajectory since 1993, before dropping off in 2020, most likely a direct result of the various national lockdowns seen in response to the COVID pandemic. A large drop was seen in April 2020, coinciding with the first national lockdown in response to the COVID pandemic, and volumes seen in early 2021 also fell. It is likely that as restrictions lift volumes of KSIs will increase as more people travel on the roads again.
3. Enforcement activity continues to target the 'Fatal 4' offences. 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. Reductions have been seen across most categories, noticeably mobile phone TORs with a 78% reduction with the DPP V Baretto case significantly impacting on evidential requirements and thresholds. Seatbelt TORs have increased by 11% year on year.
4. Total safety camera generated traffic offence reports saw an 8.7% decrease compared to the previous year. Average cameras saw a 32.3% increase in volumes compared with the previous year, however all other cameras saw a decrease, the largest of which related to fixed cameras, which saw a fall of 38%. The smallest decrease was seen for mobile van at 13.6%. A further average speed system on the A14 Orwell bridge has been introduced to enforce the lower speed limit of 40mph which will be in force during periods of high wind.

5. The Constabulary continues to support the national NPCC and TISPOL enforcement campaigns throughout the year. In addition, “Op Showdown” has provided for a number 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 2020/21 there were 13 fatalities from 13 collisions, a decrease from the previous year (24 fatalities).
- 1.2 There were 237 Killed and Serious Injury (KSI) collisions recorded during 2020/21, representing a decrease of 25% compared with 2019/20 when 318 KSI collisions were recorded.
- 1.3 National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year<sup>1</sup>. The 2020 report is due for publication in September 2021.
- 1.4 Based on Department of Transport estimates, Figure 1 illustrates that miles travelled on Suffolk roads have been on a broadly upward trajectory since 1993, before dropping off in 2020, most likely a direct result of the various national lockdowns seen in response to the COVID pandemic.

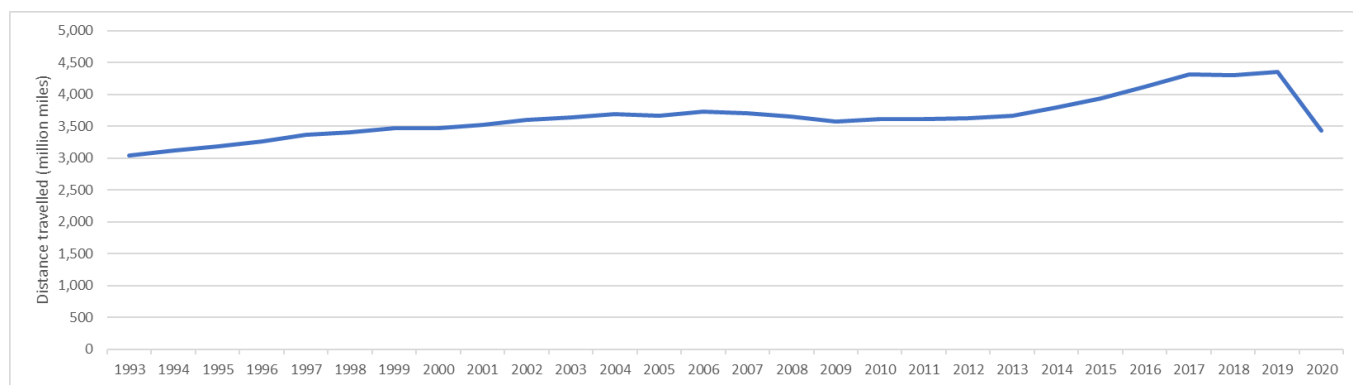


Figure 1: Million Miles Travelled on Suffolk Roads, 1993 to 2020

- 1.5 Figure 2 shows that KSI collisions can be volatile from month to month, more so over the last 12 months. A large drop was seen in April 2020, coinciding with the first national lockdown in response to the COVID pandemic, and volumes seen in early 2021 also fell. It is likely that as restrictions lift volumes of KSIs will increase as more people travel on the roads again.

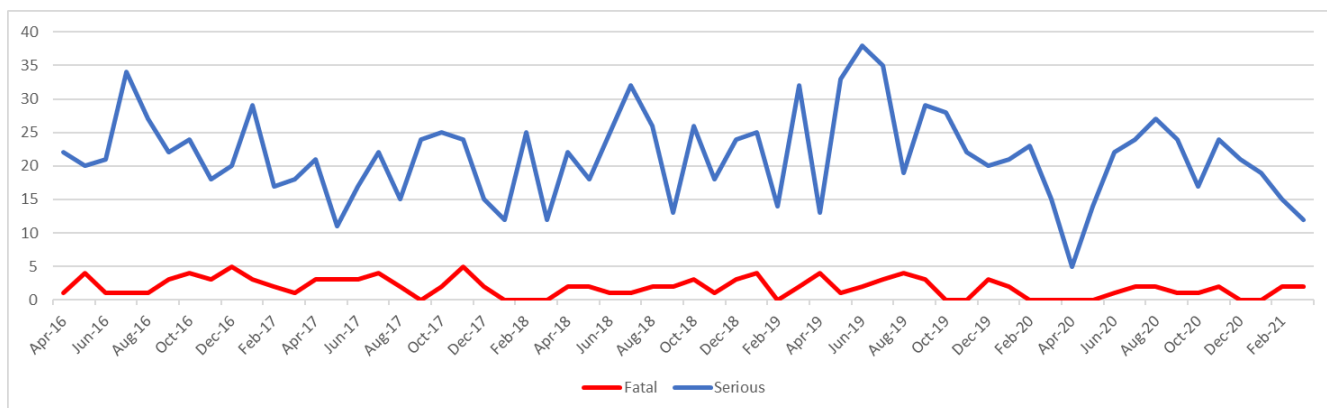


Figure 2: Monthly KSI Collisions, April 2016 to March 2021

<sup>1</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/922717/reported-road-casualties-annual-report-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/922717/reported-road-casualties-annual-report-2019.pdf)

- 1.6 Table 1 shows that in 2020/21 total KSI collisions have decreased from the previous year. Fatal KSI's have decreased, and as a percentage of all KSI collisions, those classified as fatal accounted for 5.5%, a decrease from the previous year (-1.4pp).

Table 1: KSI Collisions and Fatality % by Financial Year

Year	Serious	Fatal	Total KSI	Fatal as % of Total
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%
2020-21	224	13	237	5.5%

## 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 Roadsafte report.
- 2.2 Currently there are no cluster sites in Suffolk, likely due to reduced traffic volumes on the roads as a result of lockdown restrictions.

## 3. FURTHER KSI COLLISION ANALYSIS

### Rural v Urban

- 3.1 237 KSI collisions were recorded in 2020/21, of which 136 (57%) occurred in urban areas and 101 (43%) on rural roads. The percentage split has remained largely unchanged from the previous year.

### Road Types

- 3.2 Suffolk's roads fall within four categories<sup>2</sup>:
- 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 3 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.

<sup>2</sup> Road classification and definitions obtained from: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/315783/road-classification-guidance.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/315783/road-classification-guidance.pdf)

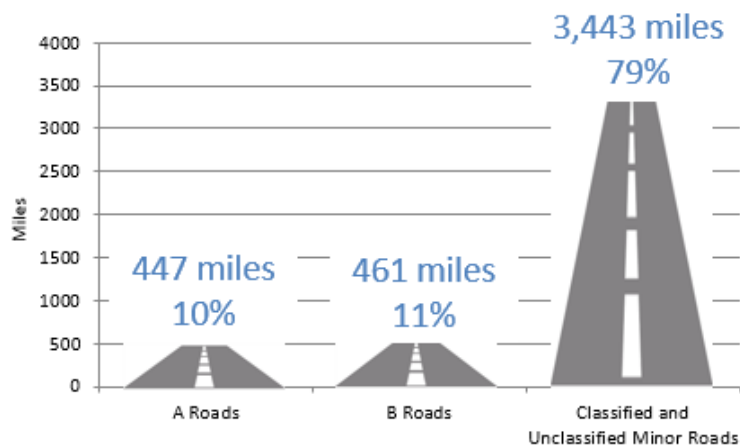


Figure 3: Suffolk Road Types by Total Distance, 2020

3.4 Looking at percentage of KSIs by road type, Table 2 shows that in 2020/21 38% of KSIs occurred on A roads, compared with 45% the previous year. Considering that only 10% of Suffolk’s road network consist of A roads this represents an area of disproportionality. In 2020/21 unclassified local roads accounted for 41% of KSIs, representing a slight increase from the previous year (36%). KSIs occurring on B roads increased from 19% in 2020/21 to 22% in 2020/21.

Table 2: KSIs by Road Type

Road Type	2019/20		2020/21	
	KSI	%	KSI	%
A Roads	144	45%	89	38%
B Roads	59	19%	51	22%
Unclassified	115	36%	97	41%
Total	318	100%	237	100%

#### Vehicles involved in KSI RTCs

3.5 As demonstrated in Figure 4, motor vehicles (other than 2-wheeled) accounted for the largest proportion of vehicles involved in RTCs (56%) in 2020/21, down from the 60% seen in the previous year. Motorcycles accounted for 23% of KSIs in 2020/21, down from the 25% in 2019/20. Collisions involving pedal cycles increased from 14% to 19%, perhaps as a result of more people taking to their bikes during the pandemic. In terms of vehicle miles travelled nationally<sup>3</sup> in 2020, motorcycles accounted for 0.9%, whilst cars and taxis accounted for 75%. This further illustrates the disproportionately high numbers of motorcycles involved in KSI collisions.

<sup>3</sup> <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra>

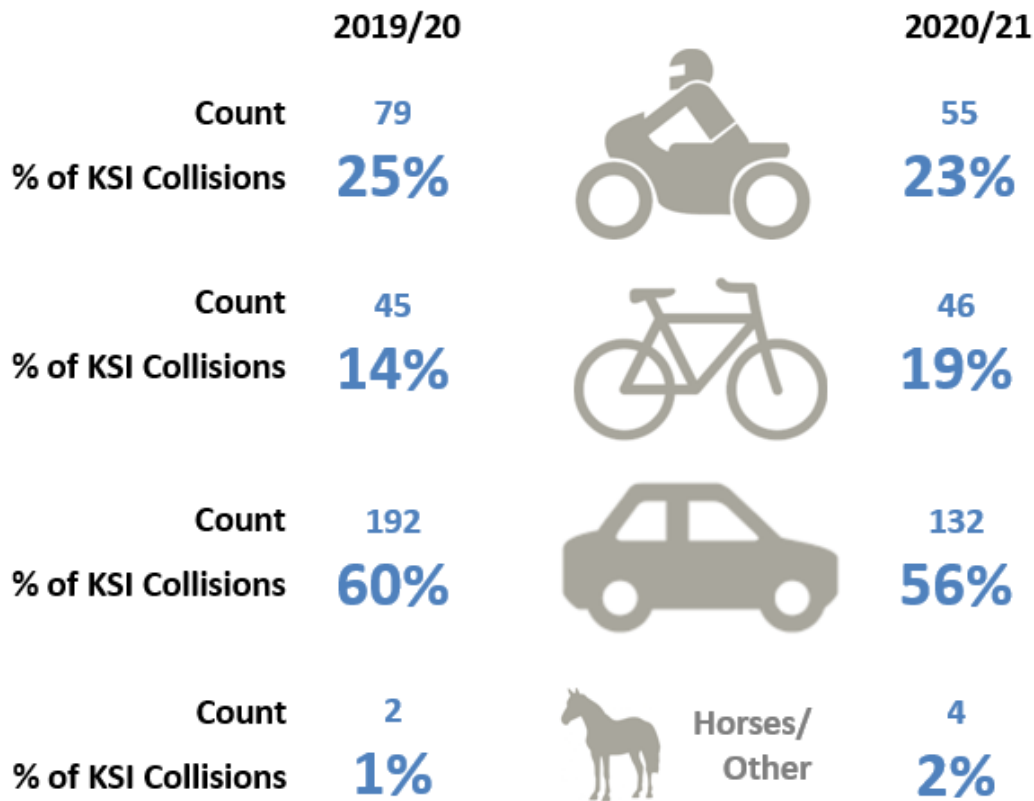


Figure 4: Vehicles involved in KSI Collisions 2019/20 and 2020/21

### Casualties

3.6 As shown in Figure 5 the biggest group of casualties in 2020/21 were vehicle drivers at 38% followed by motorcyclists at 21% and cyclists who accounted for 18%. Pedestrians accounted for 15%. Interestingly just 9% of casualties were vehicle passengers, down from 17% the previous year. As with the change in pedal cycle casualties, this is likely a result of the pandemic with far fewer people travelling in vehicles.

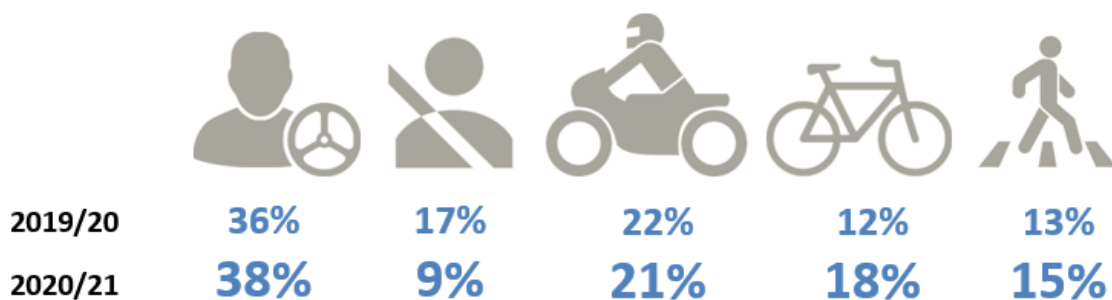


Figure 5: Casualties by Type 2019/20 and 2020/21

3.7 As demonstrated in Table 3, all casualty types have seen a decrease, with the exception of cyclists, which has seen a small increase of 4.5%. Overall casualty numbers are down by just under 28%, with the largest drop seen in vehicle passenger numbers which have fallen by 62.9%. Motorcycle rider casualties have dropped by 30.8%. Undoubtedly this drop in casualty numbers is a direct result of the COVID pandemic with less people taking to the road during this time period.

Table 3: KSI Casualties 2019/20 and 2020/21

Casualty	2019/20			2020/21			Year on year Difference	% Change
	Fatal	Serious	Total	Fatal	Serious	Total		
Vehicle Driver	9	120	129	6	93	99	-30	-23.3%
Vehicle Passenger	2	60	62	2	21	23	-39	-62.9%
Motorcycle rider	5	73	78	2	52	54	-24	-30.8%
Cyclist	4	40	44	1	45	46	2	4.5%
Pedestrians	4	43	47	2	36	38	-9	-19.1%
Total	24	336	360	13	247	260	-100	-27.8%

### Young People

- 3.8 KSI collisions involving young drivers (17-24 years old) accounted for just over a quarter (26%) of all KSI collisions in 2020/21, roughly the same percentage as seen in the previous year. Nationally, young drivers account for just 6.9% of all full licence holders<sup>4</sup>, demonstrating that collisions involving this age group remain disproportionately high.
- 3.9 Collisions involving young drivers resulted in 49 casualties, of which 7 (14%) were passengers of the young driver. There were 19 motorcycle rider casualties and 17 car driver casualties.
- 3.10 As shown in Table 4, of the 13 fatal collisions in 2020/21, 23.1% involved young drivers, an increase from the 18.2% seen 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

	2019/20	2020/21
All fatal collisions	22	13
Fatal collisions involving young drivers	4	3
Young driver %	18.2%	23.1%

### 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 38% of all KSI collisions.

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

Table 5: Top 5 Causation Factors Attributed to KSI Collisions, 2020/21

Description	Count	% of KSIs
Failed to look properly	89	37.6%
Failed to judge other persons path or speed	42	17.7%
Poor turn or manoeuvre	37	15.6%
Careless/Reckless/In a hurry	34	14.3%
Loss of control	28	11.8%

3.13 When looking at causation factors relating to the 'Fatal 4', Figure 6 demonstrates the percentage of KSI's occurring in 2020/21 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.

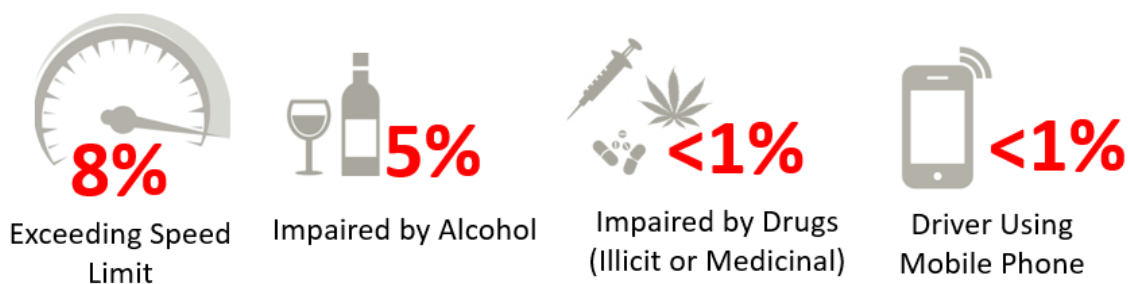


Figure 6: Percentage of KSI Collisions Attributed to a 'Fatal 4' Causation Factor, 2020/21

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 and drug impairment, and mobile phone use have all decreased in the 12-month period.

Table 6: 'Fatal 4' Causation Factors as % of KSI collisions, 2019/20 vs 2020/21

Description	2019/20		2020/21	
	Count	% of KSIs	Count	% of KSIs
Exceeding Speed Limit	38	11.90%	18	7.6%
Impaired by Alcohol	32	10.10%	11	4.6%
Impaired by Drugs (illicit or medicinal)	10	3.10%	1	0.4%
Driver using Mobile Phone	7	2.20%	1	0.4%

#### 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. Reductions have been seen across all categories with the exception of Seatbelt TORs which have increased by 11% year on year.



Table 7: Fatal 4 Officer Enforcement

Fatal 4 Category	2019/20	2020/21	Year on year % change
Drink Drive Arrests	732	539	-26.4%
Drug Drive Arrests	637	362	-43.2%
Speeding TORs	3455	3108	-10.0%
Mobile Phone TORs	487	107	-78.0%
Seatbelt TORs	1025	1137	10.9%

Safety Camera Generated Speed Enforcement

4.2 Table 8 shows that total safety camera generated traffic offence reports saw an 8.7% decrease compared to the previous year. Average cameras saw a 32.3% increase in volumes compared with the previous year, however all other cameras saw a decrease, the largest of which related to fixed cameras, which saw a fall of 38%. The smallest decrease was seen for mobile van at 13.6%.

Table 8: Safety Camera Enforcement by Camera Type

Camera Type	2019/20	2020/21	Year on year % change
Average Camera	10344	13689	32.3%
Fixed Camera	2095	1298	-38.0%
Mobile Van	15339	13248	-13.6%
Community Enforcement Officers	11475	7584	-33.9%
<b>Total Camera Enforcement</b>	<b>39253</b>	<b>35819</b>	<b>-8.7%</b>

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 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.

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 CEOs 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 7 shows that mobile phone and seatbelt TOR activity fluctuates from month to month, and any spikes in activity generally coincide with key fatal 4 enforcement campaigns supported by the constabulary. Since the summer of 2019 mobile phone TORs have been at a consistently low level compared to previous years.

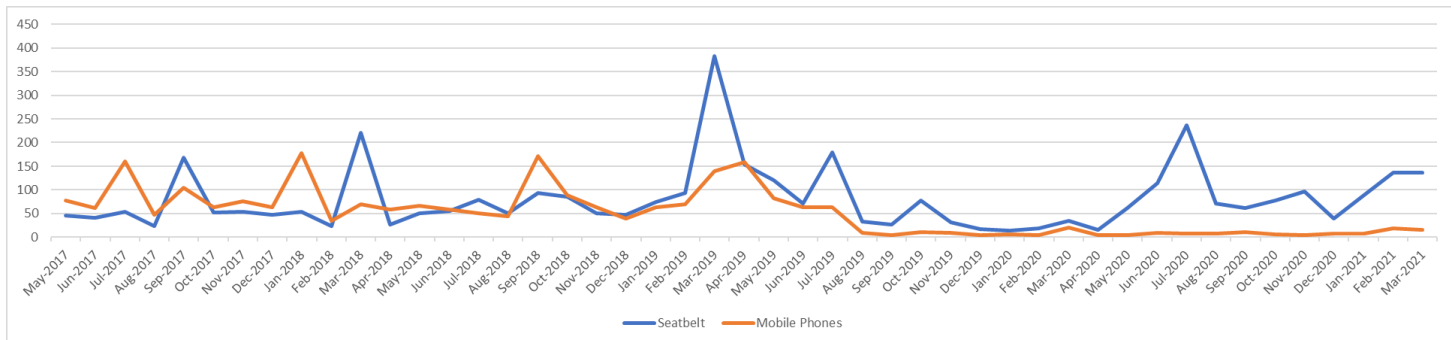


Figure 7: Monthly Mobile Phone and Seatbelt TORs, May 2017 to Mar 2021

5.2 In a survey of 3,068 motorists conducted by the RAC for their 2020 report on motoring<sup>5</sup>, results found that over a quarter (29%) of drivers admitted to making or receiving calls whilst driving, up from the 24% recorded in the 2019 survey. The problem of illegal phone use appears to be particularly prominent amongst younger drivers, with almost one-in-five admitting to taking part in video calls while behind the wheel. This further demonstrates that there is a demand to be met in addressing driver behaviour around mobile phone usage, particularly for younger drivers.

## 6. ENFORCEMENT CAMPAIGNS

6.1 Suffolk Constabulary remains committed to 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 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 (20/21):

- April – 2 Wheel Operation
- May – Fatal 4 National Speed Operation
- July – Fatal 4 National Seatbelt Operation
- September – One Road One Week/Project Edward

<sup>5</sup> <https://www.rac.co.uk/drive/features/report-on-motoring-2020/>

- October – Tyre Safety Week/No Insurance Week of Action
- November – Vulnerable Road Users/Brake Road Safety Week.
- December – Fatal 4 National Alcohol and Drugs Operation
- February – Fatal 4 Using a mobile phone whilst driving campaign
- March – Commercial Vehicle Week

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 Alliance

6.4 2020/21 saw the return of Operation Alliance which is the Eastern Region, Seven Force response to targeting road-based criminality, Fatal 4 enforcement and road safety. Resources from Norfolk and Suffolk Constabularies, Kent, Essex and BCH were shared across the region for 4 days targeted enforcement in December '20 which resulted in 211 vehicles being stopped, 7 persons arrested, 15 vehicles seized and 134 TORs issued. In addition, partnership agencies such as DVLA, HMRC and DVSA attended contributing to the overall results.

6.5 A calendar of joint regional enforcement operations is being agreed which will follow into 20/21 to maximise the availability of resources and mutually agreed targets.

6.6 March '21 saw Suffolk Constabulary targeting Commercial Vehicles as part of the NPCC National Commercial Vehicle Enforcement Campaign. During this week-long campaign mainly using resources from the newly formed CVU and RCRT 56 Commercial vehicles were stopped with 63 offences being identified.

#### Operation Tramline

6.7 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. The vehicle is driven by a Police qualified driver and observer where the elevated position affords the observer with the opportunity to detect offences in HGV's, Light commercial vehicles and cars.

6.8 Suffolk ran the operation twice in July 20 and March 21 with a total of 498 vehicles being stopped and 557 offences being identified and prosecuted.

#### NPCC Christmas Drink and Drug Drive Campaign

6.9 The NPCC Christmas Drink and Drug Drive campaign looked different in 2020 as a result of the COVID-19 restrictions. Whilst a reduction in vehicles on the road 239 roadside breath samples were administered with 43 positive results and 34 drug tests were completed with 30 positive results. There has been a decline in the Force's ability to administer roadside drug tests as a result of National restrictions in the Forensic Services market place which has placed a cap on the number of blood samples that can be sent for Forensic analysis.

#### Protective Services Command days of action

6.10 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.

- 6.11 PSC action days include joint Norfolk and Suffolk Roads and Armed policing resources such as the RCRT's and CVU as well as local policing teams including Sentinel and Scorpion in targeting criminality on the roads through ANPR and proactive policing.
- 6.12 Last year Suffolk Constabulary organised and ran 6 Protective Services Command (PSC) days of action, this was a slight reduction on the previous year as a result of the Pandemic Lockdowns. These resulted in a total of 401 vehicles being stopped and returned to one of the multi-agency check sites across the County. Of these vehicle stops 10 people were arrested and 292 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 32.5%, and calls to damage only events fell by 28.9%. Events relating to highway obstructions decreased by 22.3%.

Table 9: Response to Road Related Events

Road Related Events		2019/20	2020/21	Year on Year % Change
RR01 - Personal Injury Events	Total Events	1505	1016	-32.5%
	Attended	1222	825	-32.5%
	Attended in Target	1164	756	-35.1%
	% in Target	95.3%	91.6%	-3.7%
	RAPT deployed	346	210	-39.3%
	RAPT deployed %	28.3%	25.5%	-2.8%
	RAPT attended in Target	332	188	-43.4%
	RAPT % in Target	96.0%	89.5%	-6.5%
RR02 - Damage Only Events	Total Events	3183	2264	-28.9%
	Attended	2154	1609	-25.3%
	Attended in Target	2067	1464	-29.2%
	% in Target	96.0%	91.0%	-5.0%
	RAPT deployed	595	413	-30.6%
	RAPT deployed %	27.6%	25.7%	-1.9%
	RAPT attended in Target	564	367	-34.9%
	RAPT % in Target	94.8%	88.9%	-5.9%
RR08 - Highway Obstruction Events	Total Events	9284	7213	-22.3%
	Attended	5969	4967	-16.8%
	Attended in Target	5800	4611	-20.5%
	% in Target	97.2%	92.8%	-4.4%
	RAPT deployed	3331	2613	-21.6%
	RAPT deployed %	55.8%	52.6%	-3.2%
	RAPT attended in Target	3254	2464	-24.3%
	RAPT % in Target	97.7%	94.3%	-3.4%

- 7.2 The percentage of personal injury events attended by roads policing units (RAPT) have dropped from 28.3% to 25.5% year on year, and those attended within target have decreased from 96% to 89.5%.
- 7.3 The percentage of damage only events attended by RAPT have dipped slightly from 27.6% to 25.7% and those attended within target have decreased from 94.8% to 88.9%.
- 7.4 With regards to percentage of highway obstruction events attended by RAPT, these decreased slightly from 55.8% to 52.6%, and those attended within target dropped from 97.7% to 94.3%.
- 7.5 Total RAPT deployments to road related events have seen a big decrease from 4,272 to 3,236 (-24.2%).

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

- 8.1 CSW in Suffolk is a scheme run by an employee in the joint space for administration and two police support volunteers. Suffolk Constabulary hosts the two volunteers at Elmswell and PHQ who deliver roadside training and the distribution of equipment. The Constabulary is now in a position to provide some replacement equipment to schemes and to help set up new ones. Work is ongoing to ask the RoadSafe board to fully fund CSW moving forward and put the scheme on a more sustainable footing. Suffolk Constabulary have moved over to new, much cheaper and affordable devices that require little or no maintenance, this will help to make the scheme financially sustainable. Work throughout lockdown periods in 2020 and 2021 has allowed the administration team to standardise documentation between the two counties and develop online self-help packages for some training and also access to documentation via the website.
- 8.2 Volunteering throughout the global pandemic was restricted by Government regulations. This has meant large periods where the CSW teams were unable to conduct checks. The Police Community Engagement Officers were tasked with Speed Enforcement during these periods to maintain a visible presence. Teams have adapted well to working with the new social distancing and COVID regulations. A small handful of teams chose not to re-start until their volunteers had their two vaccinations, which having happened now has allowed them to return to their volunteering.
- 8.3 Appendix A provides a list of current CSW schemes. There are total of 500 roadside volunteers and 67 active schemes as of May 2021. A further 11 schemes are awaiting training and five other parishes have expressed an interest in starting a scheme.

## **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 Strategy<sup>6</sup>. 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.

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<sup>6</sup> The Strategy can be found at <https://www.suffolkroadsafe.com/about-suffolk-roadsafe/strategy>

### 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. As a result of the Government restrictions in 2020 almost all of the Safe Rider workshops were cancelled. The RCRT managed to host one Workshop in September but it looked very different to the previous sessions in that the first part of the session was held outside.
- 9.4 In order to capitalise on the backlog of motorcyclists wanting to take part in this workshop 10 weekend dates have been identified for 2021. The team are continuing to adapt the inputs to ensure a quality product that can be delivered within Government guidelines and safely. The team are planning on producing a video to promote the workshops to extend the appeal of the

### Close Pass

- 9.5 In response to pedal cycle fatalities, last calendar year we (jointly with Norfolk) ran 8 Close Pass events in Suffolk. 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. Normally each event attracts 15-25 stops.
- 9.6 Recently Suffolk Constabulary has been approached by the British Horse Society and we are currently working with them to trial a 'Horse Pass' event which will run along similar lines to the cycling initiative.

## **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. In 2020 the RCRT took delivery of an unmarked BMW motorcycle to further the enforcement opportunities of the team.
- 10.2 In 2020/21 the RCRT have produced the following results:
- Issued 1,380 TORS
  - Administered 97 Breath tests (1 Positive)
  - Administered 12 drug tests (5 positive)
  - Seized 25 vehicles for no insurance/licence
  - Arrested 10 offenders
- 10.3 The following are the key locations and highlights for RCRT engagement and education activity.
- Orwell Motorcycle and BMW Motorcycle events to promote Safe Rider
  - Copdock bike show
  - Sizewell B Power Station Road Safety event
  - 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
- CI Bike dealership's engagement
- Horse pass engaging with Newmarket riders
- Cycle tours
- Rock Barracks drink drive engagement
- Dashcam education

## **11. Commercial Vehicle Unit (CVU)**

- 11.1 The Suffolk CVU went live on the 23rd November 2020. Two officers were selected from the Suffolk Roads and Armed Policing Team to operate the unit with a clear objective to increase Suffolk Constabulary's enforcement activity around Commercial Vehicles.
- 11.2 The CVU has produced impressive returns since its inception in 2020 which supports the business case around the increase in funding to support the enforcement activity.
- 11.3 Between November 2020 and March 2021, the CVU officers produced the following results:
- 553 vehicles stopped
  - 824 TORS submitted
  - 6 arrests
  - £102,100.00 fines issued

## **12. Automated Number Plate Recognition (ANPR)**

- 12.1 Suffolk Constabulary remains committed to utilising static and mobile ANPR to target and frustrate criminality moving into and around Suffolk.
- 12.2 Suffolk has several static camera sites along with mobile cameras fitted to a number of RAPT, Sentinel and CPC vehicles.
- 12.3 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:
- 2725 vehicles stopped
  - 583 persons arrested
  - 364 vehicles seized and removed from the road
  - 1520 Intelligence reports generated
- 12.4 In 2020 Suffolk RAPT successfully bid for a share in £120K investment into mobile ANPR for Roads Policing and Armed Policing vehicles. This will result in an additional mobile ANPR capability in six RAPT vehicles which will be delivered in 2021.

## **13. FINANCIAL IMPLICATIONS**

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

## **14. OTHER IMPLICATIONS AND RISKS**

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

**Appendix A – List of Community Speedwatch Schemes**

ACTON	HITCHAM
BADWELL ASH, GREAT ASHFIELD & LONG THURLOW	HOLLESLEY
BARDWELL	LAKENHEATH
BARNHAM	LAXFIELD
BENTLEY	LIDGATE
BEYTON	LITTLE CORNARD
BILDESTON	LITTLE GLEMHAM
BLYTHBURGH	MONKS ELEIGH
BRAMFIELD	MOULTON
BRETENHAM	NEDGING IN NORTON
BURES ST MARY	NEEDHAM MARKET
BURY ST EDMUNDS RURAL NORTH	OTLEY
BUXHALL	REDGRAVE
CAPEL ST MARY	REYDON
CAVENDISH	RINGSHALL
CHARSFIELD	SNAPE
CHELMONDISTON	STOKE BY NAYLAND
CORTON	STOWUPLAND
EAST BERGHOLT	STRATFORD ST MARY
ELMSWELL	STUTTON
EYE	SUTTON / SWILLAND
FINNINGHAM	TATTINGSTONE
FRECKENHAM	TUDDENHAM
GISLINGHAM	TUNSTALL
GREAT BEALINGS	WALBERSWICK
GREAT BRICETT	WESTERFIELD
GREAT FINBOROUGH	WESTLETON
GREAT WALDINGFIELD	WHEPSTEAD
GRUNDISBURGH	WITHERSDALE STREET
HACHESTON & PARHAM	WITHERSFIELD
HADLEIGH	WOOLPIT
HAWSTEAD	WRENTHAM
HEPWORTH	WYVERSTONE
HINTLESHAM	