

**ORIGINATOR: CHIEF CONSTABLE**

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**SUBMITTED TO: ACCOUNTABILITY AND PERFORMANCE PANEL –  
8 JULY 2022**

**SUBJECT: KEEPING OUR ROADS SAFE - 2021/22**

**SUMMARY:**

1. The numbers killed on the Suffolk road network has increased year on year. In 2021/22 there were 20 fatalities from 20 collisions, an increase from the previous year (13 fatalities). There were 284 Killed and Serious Injury (KSI) collisions recorded during 2021/22, representing an increase of 20% compared with 2020/21 when 237 KSI collisions were recorded. National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year. The 2021 report is due for publication in September 2022.
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. Traffic volumes are now back to those witnessed prior to pandemic lockdowns and KSI's affected as a result.
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. Increases have been seen across all categories with the exception of drug drive arrests and speeding TORs. The largest increases were seen in drink driving arrests which were up 29.1%, and seatbelt TORs which were up by 27.5%.
4. Total safety camera generated traffic offence reports saw an 7.8% increase compared to the previous year. Fixed camera enforcement increased substantially by 784.2%. Average cameras saw a 40.7% decrease in volumes compared with the previous year. During the latter part of 2021 and early 2022 two additional fixed cameras were installed by Highways England on the A14 at Newmarket for extensive long-term roadworks, all offences for these roadworks were processed by the Constabulary CTO accounting for the significant increase in Fixed camera offences for 2021/22.

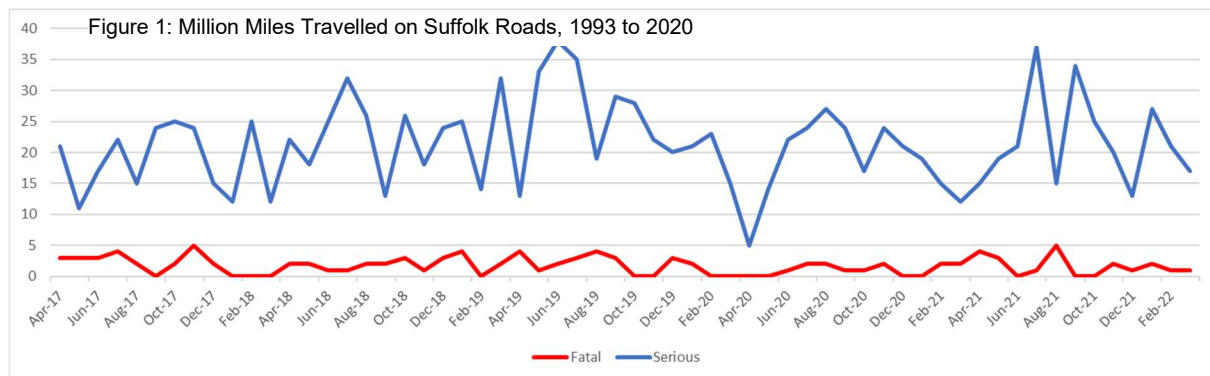
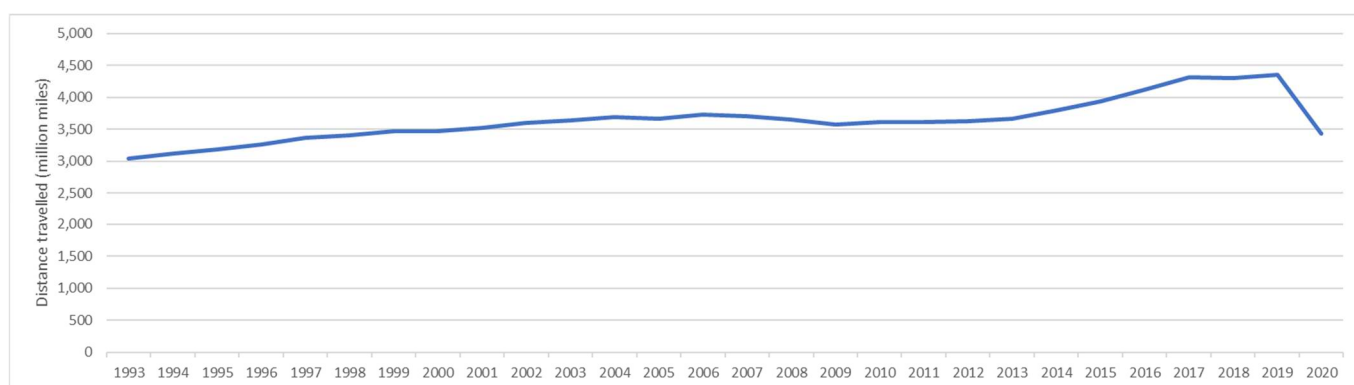
5. The Constabulary continues to support the national NPCC and TISPOL enforcement campaigns throughout the year. In addition, a number of action days have been delivered to tackle criminal use of the road network.
6. Effective partnership working continues; a good example being the Safe Rider Scheme delivered jointly by Suffolk Constabulary and County Council.

#### **RECOMMENDATION**

1. The Police and Crime Commissioner is asked to consider the Road Safety Annual Report.

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

- 1.1 The numbers killed on the Suffolk road network has increased year on year. In 2021/22 there were 20 fatalities from 20 collisions, compared with 13 fatalities from 13 collisions the previous year.
- 1.2 There were 284 Killed and Serious Injury (KSI) collisions recorded during 2021/22, representing an increase of 20% compared with 2020/21 when 237 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 2021 report is due for publication in September 2022.
- 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.



- 1.5 Figure 2 shows that KSI collisions can be volatile from month to month. 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. Since summer 2021 levels have largely returned to those seen pre-pandemic.

<sup>1</sup> <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2020/reported-road-casualties-great-britain-annual-report-2020>

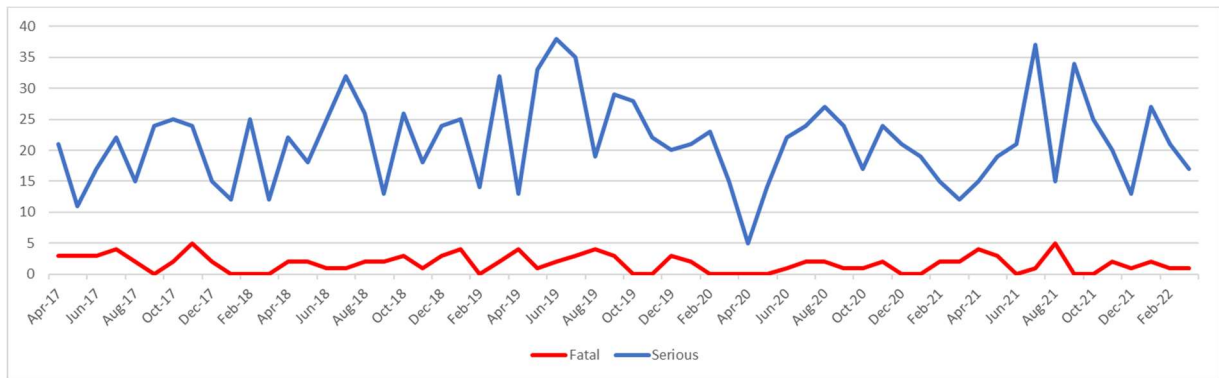


Figure 2: Monthly KSI Collisions, April 2017 to March 2022

1.6 Table 1 shows that in 2021/22 total KSI collisions have increased from the previous year. Fatal KSI's have also increased, and as a percentage of all KSI collisions, those classified as fatal accounted for 7%, a slight increase from the previous year (+1.5pp).

Table 1: KSI Collisions and Fatality % by Financial Year

Year	Serious	Fatal	Total KSI	Fatal as % of Total
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%
2021-22	264	20	284	7.0%

## 2. KSI COLLISION HOTSPOTS

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

2.2 Currently there is only one collision hotspot in Suffolk, located at the junction of A1022 Franciscan Way/ Civic Drive/ B1075 Princes Street, Ipswich.

## 3. FURTHER KSI COLLISION ANALYSIS

### Rural v Urban

3.1 284 KSI collisions were recorded in 2021/22, of which 159 (56%) occurred in urban areas and 125 (44%) 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.

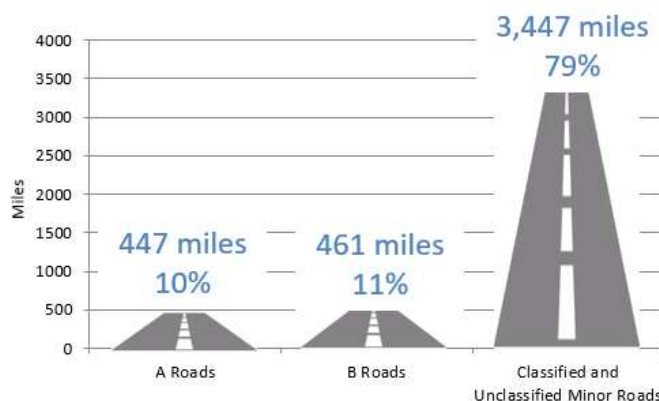


Figure 3: Suffolk Road Types by Total Distance, 2021

3.4 Looking at percentage of KSIs by road type, Table 2 shows that in 2021/22 48% of KSIs occurred on A roads, compared with 38% the previous year. Considering that only 10% of Suffolk’s road network consist of A roads this represents an area of disproportionality. In 2021/22 unclassified local roads accounted for 34% of KSIs, representing a decrease from the previous year (41%). KSIs occurring on B roads decreased from 22% in 2020/21 to 19% in 2021/22.

Table 2: KSIs by Road Type

Road Type	2020/21		2021/22	
	KSI	%	KSI	%
A Roads	89	38%	135	48%
B Roads	51	22%	53	19%
Unclassified	97	41%	96	34%
Total	237	100%	284	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 (64%) in 2021/22, up from the 56% seen in the previous year. Motorcycles accounted for 21% of KSIs in 2021/22, down from the 23% in 2020/21. Collisions involving pedal cycles decreased from 19% to 14%. In terms of vehicle miles travelled nationally<sup>3</sup> in 2020, motorcycles accounted for 0.9%, whilst cars and taxis accounted for 75%.

<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)

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

This further illustrates the disproportionately high numbers of motorcycles involved in KSI collisions. This is the most recent comparative data available at time of writing.

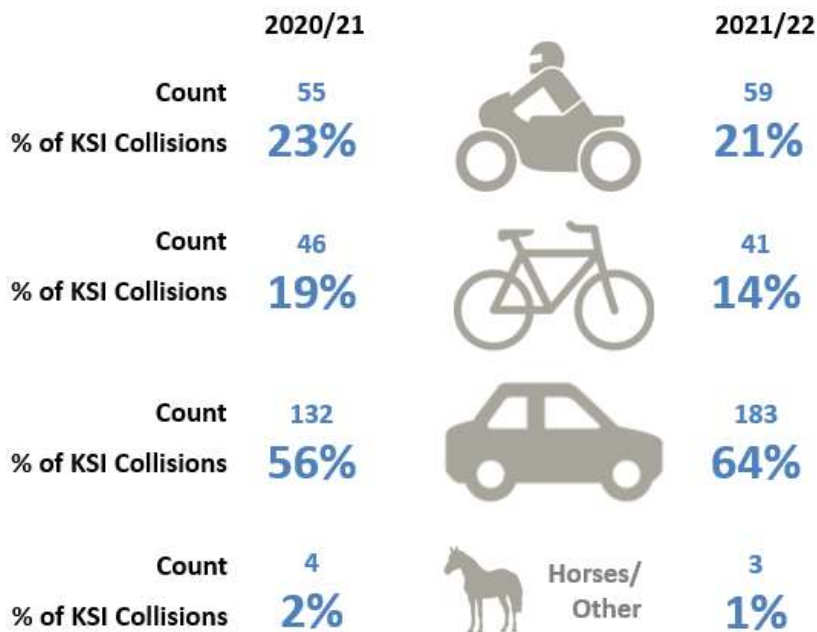


Figure 4: Vehicles involved in KSI Collisions 2020/21 and 2021/22

### Casualties

3.6 As shown in Figure 5 the biggest group of casualties in 2021/22 were vehicle drivers at 43% followed by motorcyclists at 18%. Pedestrians, cyclists and vehicle passengers each accounted for 13% of casualties.

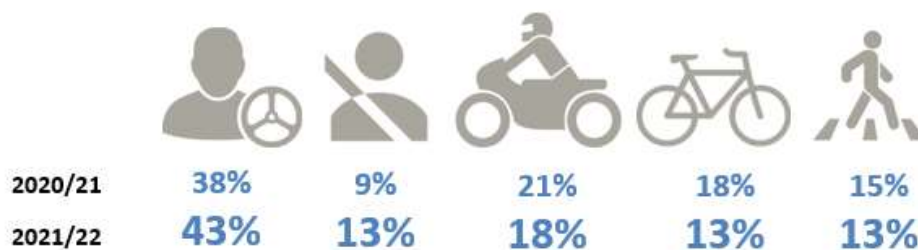


Figure 5: Casualties by Type 2019/20 and 2020/21

3.7 As demonstrated in Table 3, all casualty types have seen an increase, with the exception of cyclists, which has seen a decrease of 10.9%. Overall casualty numbers are up by 21.2%, with the largest increase seen in vehicle passenger numbers which have risen by 82.6%. It is likely that this increase in casualty numbers is a direct result of the relaxing of the COVID restrictions and more people travelling on the county's roads.

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

Casualty	2020/21			2021/22			Year on year Difference	% Change
	Fatal	Serious	Total	Fatal	Serious	Total		
Vehicle Driver	6	93	99	12	122	134	35	35.4%
Vehicle Passenger	2	21	23	2	40	42	19	82.6%
Motorcycle rider	2	52	54	1	57	58	4	7.4%
Cyclist	1	45	46	2	39	41	-5	-10.9%
Pedestrians	2	36	38	3	37	40	2	5.3%
<b>Total</b>	<b>13</b>	<b>247</b>	<b>260</b>	<b>20</b>	<b>295</b>	<b>315</b>	<b>55</b>	<b>21.2%</b>

### Young People

- 3.8 KSI collisions involving young drivers (17-24 years old) accounted for just over a quarter (27%) of all KSI collisions in 2021/22, roughly the same percentage as seen in the previous year (26%). 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 63 casualties, of which 14 (22%) were passengers of the young driver. There were 18 motorcycle rider casualties and 21 car driver casualties.
- 3.10 As shown in Table 4, of the 20 fatal collisions in 2021/22, a single one (5%) involved a young driver, a decrease from the 23.1% 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

	2020/21	2021/22
All fatal collisions	13	20
Fatal collisions involving young drivers	3	1
Young driver %	23.1%	5.0%

### 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 32% 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, 2021/22

Description	Count	% of KSIs
Failed to look properly	91	32.0%
Loss of control	55	19.4%
Failed to judge other persons path or speed	52	18.3%
Careless/Reckless/In a hurry	38	13.4%
Poor turn or manoeuvre	36	12.7%

3.13 When looking at causation factors relating to the 'Fatal 4', Figure 6 demonstrates the percentage of KSI's occurring in 2021/22 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, 2021/22

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 increased in the 12-month period.

Table 6: 'Fatal 4' Causation Factors as % of KSI collisions, 2020/21 vs 2021/22

Description	2020/21		2021/22	
	Count	% of KSIs	Count	% of KSIs
Exceeding Speed Limit	18	7.59%	31	10.9%
Impaired by Alcohol	11	4.64%	24	8.5%
Impaired by Drugs (illicit or medicinal)	1	0.42%	7	2.5%
Driver using Mobile Phone	1	0.42%	3	1.1%

#### 4. ENFORCEMENT ACTIVITY

##### Officer Generated Fatal 4 Offence Enforcement

4.1 Table 7 shows all officer generated fatal 4 offence enforcement in the form of arrests for drink and drug driving, and traffic offence reports (TORs) for mobile phone use, speeding, and not wearing a seatbelt. Increases have been seen across all categories with the exception of drug



drive arrests and speeding TORs. The largest increases were seen in drink driving arrests which were up 29.1%, and seatbelt TORs which were up by 27.5%.

Table 7: Fatal 4 Officer Enforcement

Fatal 4 Category	2020/21	2021/22	Year on year % change
Drink Drive Arrests	539	696	29.1%
Drug Drive Arrests	362	352	-2.8%
Speeding TORs	3108	2757	-11.3%
Mobile Phone TORs	107	108	0.9%
Seatbelt TORs	1137	1450	27.5%

#### Safety Camera Generated Speed Enforcement

- 4.2 Table 8 shows that total safety camera generated traffic offence reports saw an 7.8% increase compared to the previous year. Fixed camera enforcement increased substantially by 784.2%, see 4.4. Average cameras saw a 40.7% decrease in volumes compared with the previous year.

Table 8: Safety Camera Enforcement by Camera Type

Camera Type	2020/21	2021/22	Year on year % change
Average Camera	13689	8116	-40.7%
Fixed Camera	1298	11477	784.2%
Mobile Van	13248	11204	-15.4%
Community Enforcement Officers	7584	7799	2.8%
<b>Total Camera Enforcement</b>	<b>35819</b>	<b>38596</b>	<b>7.8%</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. The average speed system on the A14 Orwell bridge remains 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. During the latter part of 2021 and early 2022 there were two additional fixed cameras installed by Highways England on the A14 at Newmarket for extensive long term roadworks, all offences for these roadworks were processed by the Constabulary CTO accounting for the significant increase in Fixed camera offences for 2021/22.

### 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.

### 20 MPH Zones and Limits

- 4.7 It is important to note that there is a difference between a 20mph limit and a 20mph zone. A 20mph zone is an area that would normally have other speed reduction engineering such as speed humps or similar, in place to actively reduce the speed of vehicles. A zone can be introduced by a local authority without any permissions being sought. However, this can create a significant issue for enforcement. If a zone is introduced without a traffic order then the speed limit applicable will be 30mph as it will fall within the remit of a restricted road, despite the advisory 20mph signs. Obviously in this instance any enforcement work would be around the 30mph speed limit rather than 20mph. Local residents are able to check with their local highways team if they require more information around a scheme in their area and whether there are any traffic orders in place.

The Department for Transport Circular 01/13, 'Setting Local Speed Limits' states that "Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed." Then further adds "Where 20mph speed limits or zones are introduced, general compliance needs to be achievable without excessive reliance of enforcement".

The National Police Chiefs' Council (NPCC) speed enforcement guidelines include thresholds for enforcement across all speed limits and are intended to underpin a consistent policing approach. Within that framework Suffolk Constabulary will take a responsible and proportionate approach to enforcement of 20mph limits based on our assessment of risk to individuals, property and the seriousness of any breach. Police enforcement in 20mph limits and zones will not routinely take place but may be appropriate if:

- There is clear evidence of significant non-compliance, or
- Injury collision history supports such action

Where drivers are regularly and wilfully breaking the law officers will enforce the limit and seek to prosecute offenders. However, education also forms an important part in keeping our roads safe. Suffolk is fortunate to have volunteers across the county who are committed to making their roads safer through the Community Speed Watch (CSW) scheme. Where a CSW exists for an area the Safety Camera Team will now inform them if there are complaints or concerns expressed about a 20 mph limit. This allows the CSW to deploy, monitor and in some cases educate drivers and this is supported by enforcement options by the local neighbourhood team if required.

## 5. TRAFFIC OFFENCE REPORT (TOR) PERFORMANCE

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

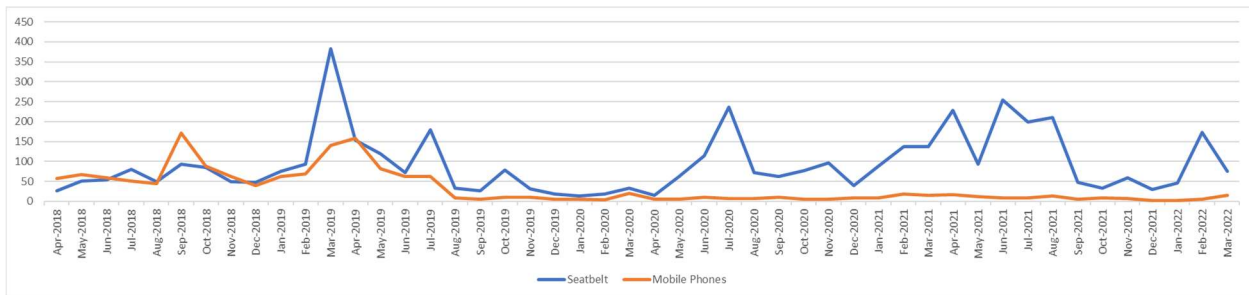


Figure 7: Monthly Mobile Phone and Seatbelt TORs, Apr 2018 to Mar 2022

5.2 In a survey of 2,652 motorists conducted by the RAC for their 2021 report on motoring<sup>5</sup>, results found that over a quarter (26%) of drivers admitted to making or receiving calls whilst driving, down from the 29% recorded in the 2020 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 targeting 'Fatal 4' offences as a priority in line with the National Roads Policing Strategy. These offences are speeding, not wearing seat belts, mobile phone use and drink/drug driving.

6.2 Suffolk Constabulary conducts robust enforcement activity in support of the NPCC National Roads Partnership Calendar which is coordinated with the National Roads Policing Operations Intelligence & Investigation (NRPOII). This calendar identifies key dates throughout the year where particular road safety campaigns are promoted nationally. These campaigns not only address the 'Fatal 4' but also wider road safety work and Commercial Vehicle Enforcement.

Campaigns participated in (21/22):

- April – 2 Wheel Operation
- May – Global Road Safety Week
- June – Fatal 4 National Seatbelt Operation
- July – Fatal 4 National Speed Operation
- August - Drug driving Week
- September – Vulnerable Roads Users
- November – Commercial vehicle week/BRAKE Road Safety Week

<sup>5</sup> <https://www.rac.co.uk/drive/features/rac-report-on-motoring-2021/>

- December – Fatal 4 National Alcohol and Drugs Operation
- February – Fatal 4 Using a mobile phone whilst driving campaign

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

#### Operation Alliance

6.4 In December Suffolk participated and hosted Operation Alliance, which is the Eastern Region, Seven Force response to targeting road-based criminality, Fatal 4 enforcement and road safety. Resources from Norfolk and Suffolk Constabularies, Kent, Essex and BCH were shared across the region for 4 days targeting enforcement on the road network which resulted in 107 vehicles being stopped, 7 persons arrested, 11 vehicles seized and 95 TORs issued. In addition to this partnership agencies such as DVLA, HMRC and DVSA attended contributing to the overall results.

#### Operation Tramline

6.5 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 the opportunity to detect offences in HGV's, Light commercial vehicles and cars.

6.6 Suffolk ran the operation three times in 21/22 with a total of 802 vehicles being stopped and 1000 offences being identified. This year, in collaboration with Norfolk, Suffolk and Norfolk Constabularies achieved the highest number of vehicles stopped and offences prosecuted in the Country. The organisers within RAPT received awards for their commitment to this operation from the National Highways Agency.

#### NPCC Christmas Drink and Drug Drive Campaign

6.7 In December Suffolk participated in the Christmas Drink and Drug Driving Campaign. A total of 107 roadside drug tests were administered with 67 (63%) returning a positive indication. A total of 542 roadside breath tests for alcohol were carried out with 74 (14%) returning a positive roadside sample. This year has seen the cap on road side drug tests being lifted as a result of the capacity within the Forensic Services market place being increased allowing for increased testing and prosecution in this area.

#### Protective Services Command days of action

6.8 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.

6.9 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.

6.10 Last year Suffolk Constabulary organised and ran 7 Protective Services Command (PSC) days of action. These resulted in a total of 518 vehicles being stopped and returned to one of the

multi-agency check sites across the County. Of these vehicle stops 12 people were arrested and 421 Traffic offence reports (TOR) were issued and 20 vehicles were seized.

## 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 increased by 36.2%, and calls to damage only events rose by 32.3%. Events relating to highway obstructions increased by 18.2%.

Table 9: Response to Road Related Events

Road Related Events		2020/21	2021/22	Year on Year % Change
RR01 - Personal Injury Events	Total Events	1016	1384	36.2%
	Attended	825	1138	37.9%
	Attended in Target	756	972	28.6%
	% in Target	91.6%	85.4%	-6.2%
	RAPT deployed	210	242	15.2%
	RAPT deployed %	25.5%	21.3%	-4.2%
	RAPT attended in Target	188	210	11.7%
	RAPT % in Target	89.5%	86.8%	-2.7%
RR02 - Damage Only Events	Total Events	2264	2996	32.3%
	Attended	1609	2161	34.3%
	Attended in Target	1464	1932	32.0%
	% in Target	91.0%	89.4%	-1.6%
	RAPT deployed	413	511	23.7%
	RAPT deployed %	25.7%	23.6%	-2.0%
	RAPT attended in Target	367	448	22.1%
	RAPT % in Target	88.9%	87.7%	-1.2%
RR08 - Highway Obstruction Events	Total Events	7213	8524	18.2%
	Attended	4967	6016	21.1%
	Attended in Target	4611	5230	13.4%
	% in Target	92.8%	86.9%	-5.9%
	RAPT deployed	2613	2755	5.4%
	RAPT deployed %	52.6%	45.8%	-6.8%
	RAPT attended in Target	2464	2439	-1.0%
	RAPT % in Target	94.3%	88.5%	-5.8%

7.2 The percentage of personal injury events attended by roads policing units (RAPT) have decreased from 25.5% to 21.3% year on year, and those attended within target have decreased from 89.5% to 86.8%.

7.3 The percentage of damage only events attended by RAPT have dipped slightly from 25.7% to 23.6% and those attended within target have decreased from 88.9% to 87.7%.

- 7.4 With regards to percentage of highway obstruction events attended by RAPT, these decreased from 52.6% to 45.8%, and those attended within target dropped from 94.3% to 88.5%.
- 7.5 Total RAPT deployments to road related events have seen a small increase from 3,236 to 3,508 (+8.4%).
- 7.6 It is important to note that the data does not include RAPT deployments outside of standard road related incidents.

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

- 8.1 CSW in Suffolk is a scheme run by an employee in the joint space for administration and one police support volunteer. Suffolk Constabulary hosts the volunteer at Landmark House. He delivers roadside training and the distribution of equipment. The Constabulary is now providing all equipment to schemes, both old and new and all current schemes have been offered the chance to have a replacement speed gun. The RoadSafe board is now fully funding CSW which has put the scheme on a more sustainable footing. Suffolk Constabulary have moved over to new, much cheaper and affordable devices (Bushnell) 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 670 roadside volunteers and 77 active schemes as of May 2022. A further 11 schemes are in the process of joining and are at various stages in the process.

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

### Safe Rider Scheme

- 9.3 Suffolk Constabulary has continued with the Safe Rider initiative which aims to reduce motorcycle casualties. It consists of workshops provided by Suffolk Constabulary to help improve riders' awareness and riding ability. The Workshops are a one day input and are aimed at all fully qualified riders who want to improve their skills to become more proficient and safer riders. The underlying message is that education is the key, not enforcement. There are 9 dates for the year 2022 and over both 2021 and this year there has been a very

good turnout of riders. Due to restrictions being lifted Suffolk will be looking to bring back the evening sessions prior to the ride out day making it back to a two day workshop. This will give the riders a more relaxed environment for learning and also some videos with group interaction. This will also give us the facility to bring back the Fire Service in the afternoon as they normally hold their 'BIKER DOWN' workshop which is aimed at initial first aid in the event of a collision.

#### Close Pass

- 9.4 In response to pedal cycle fatalities, in 21/22 Suffolk ran 5 Close Pass events. This operation involves Police officers in plain clothes on pedal cycles with evidential video recording equipment. When a motorist fails to give sufficient room to the Police cyclist they are identified and stopped by a Police motorcyclist where the offence is pointed out to them. As an alternative to a Careless Driving prosecution they are given the opportunity to, there and then, participate in a virtual reality lesson to educate them around the dangers of passing too closely to cyclists. Normally each event attracts 15-25 stops. Suffolk held events in Ipswich, Felixstowe and Bury St Edmunds.
- 9.5 Suffolk Constabulary were 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, this is still ongoing and will be held over the summer period.

#### **10. ROAD CASUALTY REDUCTION TEAM (RCRT)**

- 10.1 The RCRT consists of four Police motorcyclists based at PHQ with County wide responsibilities around 'Fatal 4' enforcement and engagement using both marked and un-marked BMW Motorcycles.
- 10.2 In 2021/22 the RCRT have produced the following results:
- Issued 1,791 TORS
  - Administered 273 Breath tests (2 Positive)
  - Administered 37 drug tests (13 positive)
  - Seized 23 vehicles for no insurance/licence
  - Arrested 19 offenders
- 10.3 The following are the key locations and highlights for RCRT engagement and education activity. Along with mutual aid deployments for National commitments.
- G7 Summit – Devon and Cornwall – Op Trelawney
  - COPS26 Summit – Scotland – Op Urran
  - Op Allianz – BCH, Essex and Suffolk
  - Op Tramline
  - Support of TISPOL Campaigns (Seatbelt, Speed, Mobile Phone, Drink and Drug Drive.)
  - Stonham Motorcycle Event to promote Safe Rider
  - Copdock Motorcycle Event to promote Safe Rider
  - Drink Driver Event with MOD personnel at Rock Barracks
  - Close Pass – County Wide throughout the year
  - Men's Cycle Tour
  - Women's Cycle Tour
  - Completion of Abnormal Load Escort County Wide
  - Op SNAP - Dashcam Education and Enforcement
  - Delivery of Ab-Normal Load Escort Courses to RAPT Officers

- Delivery of Fast Roads Coursers to RAPT and CPC Officers
- Delivery of VIPEX Courses
- Delivery of Advanced Motorcycle and Advanced Motorcycle Refresher Courses
- Delivery of Carriage of Dangerous Goods Courses to RAPT
- Delivery of Speed Enforcement Courses to RAPT
- Delivery of RAPT Opportunity Days (Inc planning and preparation for such events.)

## **11. COMMERCIAL VEHICLE UNIT (CVU)**

11.1 The Suffolk CVU has continued to provide a specialist level of enforcement around Commercial Vehicles on the County's roads. They have developed several new enforcement operations such as 'Operation Commercial' which was a joint operation at Felixstowe Port in partnership with the Port Police, National Vehicle Crime Intelligence Service (NAVVIS), Border Force and Essex CVU. Operation Chemical which was a regional Carriage of Dangerous Goods Operation (CDG) and they have played an integral part in the existing operations such as the PSC days of action and Operation Tramline.

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 In 21/22, the CVU officers produced the following results:

- 1280 vehicles stopped
- Identified 1929 offences
- 2 arrests
- £265,550.00 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:

- 1665 vehicles stopped
- 592 persons arrested
- 316 vehicles seized and removed from the road
- 1013 Intelligence reports generated

## **13. OPERATION SNAP**

13.1 Operation SNAP is name of the process whereby members of the public can submit footage of driving offences caught on their vehicle dashboard camera or body camera to the Constabulary. Officers from RAPT will then assess the footage and issue a (TOR) or send a warning letter. There are also occasions when the footage does not meet the criteria for prosecution or the submitter does not complete the process.

13.2 This area of business has seen a significant increase in demand in 21/22. The public are now more aware of the ability to do this and there are an increasing number of cameras in



circulation used by motorists, cyclists and horse riders. In 21/22 Suffolk changed the name of the operation to SNAP to come in line with the national branding.

### 13.3 Suffolk Op SNAP 20/21 & 21/22 comparison tables

Suffolk April 20 – March 21	Initial Submission	TOR/NIP	Warning Letter	NFA
<b>TOTAL</b>	<b>533</b>	<b>127</b>	<b>49</b>	<b>357</b>

Suffolk April 21 – March 22	Initial Submission	TOR/NIP	Warning Letter	NFA
<b>TOTAL</b>	<b>744</b>	<b>148</b>	<b>115</b>	<b>481</b>

## 14. THE ROADS AND ARMED POLICING TEAM (RAPT)

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

## 15. OPERATION SENTINEL

- 15.1 Suffolk Constabulary has three Operation Sentinel teams based across the county that are dedicated to cracking down on organised crime, protecting Suffolk's communities and tackling cross-border crime.
- 15.2 The Sentinel teams provide an enhanced coverage of Suffolk's Road network to proactively disrupt serious and organised criminal activity as well as increasing police visibility.
- 15.3 The Sentinel teams are dedicated to taking action in relation to intelligence gathered around crime and criminals. The officers use specialist techniques to exploit the technology available to them to make Suffolk a hostile environment for criminals to operate. The teams use Automatic Number Plate Recognition (ANPR) to identify and intercept criminals using Suffolk's Road network to commit crime.
- 15.4 Sentinel work closely with the joint Norfolk and Suffolk Roads and Armed Policing Team (RAPT) to assist in keeping the roads safe.

- 15.5 Operation Sentinel consists of 21 police officers with each of the three Sentinel teams made up of a Sergeant and six police constables.
- 15.6 The South Sentinel team are based at Capel St Mary, the East Sentinel team at Lowestoft and the West Sentinel team at Bury St Edmunds.
- 15.7 Between April 2021 and March 2022, the Operation Sentinel officers have produced the following results:
- 1214 vehicles stopped
  - 536 arrests
  - 232 vehicles seized and removed from the road
  - 207 suspects charged with criminal offences
  - 1923 intelligence reports generated
  - £418,000 worth of controlled drugs seized
  - £160,000 cash seized

**16. FINANCIAL IMPLICATIONS**

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

**17. OTHER IMPLICATIONS AND RISKS**

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

## Appendix A – List of Community Speedwatch Schemes

ACTON  
ASSINGTON  
BACTON  
BADWELL ASH, GREAT ASHFIELD & LONG THURLOW  
BARDWELL  
BARHAM  
BENTLEY  
BEYTON  
BILDESTON  
BLYTHBURGH  
BRAMFIELD  
BRETENHAM  
BURES ST MARY  
BURY ST EDMUNDS RURAL NORTH  
BUXHALL  
CAPEL ST MARY  
CAVENDISH  
CHARSFIELD  
CHEVINGTON  
CLARE  
CORTON  
CREETING ST MARY  
ELMSWELL  
EYE  
FINNINGHAM  
FRECKENHAM  
GAZELEY  
GISLINGHAM  
GREAT BEALINGS  
GREAT BRICETT  
GREAT FINBOROUGH  
GREAT WALDINGFIELD  
GRUNDISBURGH  
HACHESTON & PARHAM  
HADLEIGH  
HAUGHLEY NEW STREET  
HAWSTEAD  
HEPWORTH  
HINTLESHAM  
HITCHAM  
HOLBROOK

HOLLESLEY  
HONINGTON  
LAKENHEATH  
LEVENHEATH  
LIDGATE  
LITTLE CORNARD  
MONKS ELEIGH  
MOULTON  
NEDGING IN NORTON  
NEEDHAM MARKET  
NORTON (NEW TEAM)  
ORFORD  
OTLEY  
REDGRAVE  
REYDON  
RUSHMERE ST ANDREW  
SNAPE  
SPROUGHTON  
STOKE BY NAYLAND  
STOWUPLAND  
STRADBROKE  
STRATFORD ST MARY  
STUTTON  
SUTTON / SWILLAND  
TATTINGSTONE  
TUNSTALL  
TUDDENHAM (MILDENHALL)  
TUDDENHAM ST MARTIN  
WALBERSWICK  
WESTERFIELD  
WESTLETON  
WITHERSFIELD  
WOOLPIT  
WOOLVERSTONE & CHELMONDISTON  
WRENTHAM  
WYVERSTONE