



SUFFOLK CONSTABULARY

ORIGINATOR: CHIEF CONSTABLE

PAPER NO: AP24/34

**SUBMITTED TO: ACCOUNTABILITY AND PERFORMANCE PANEL –
19 JULY 2024**

SUBJECT: KEEPING OUR ROADS SAFE - 2023/24

SUMMARY:

1. The number of fatal collisions on the Suffolk Road network has increased within the last 12 months. Between May 2023 and April 2024, there were 21 fatal collisions, compared with 19 fatal collisions during the same period the previous year. There were 274 Killed and Serious Injury (KSI) collisions recorded during the same period, representing an increase of 6.2% compared with the previous year period when 258 KSI collisions were recorded.
2. National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year. The provisional report for data to June 2023 was published in November 2023. These continue to show a return to pre-pandemic trends. In reported road collisions in Great Britain in 2023, there were an estimated 1,633 fatalities and 29,429 serious injuries, a one percent decrease compared to the previous year.
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.
3. There has been continued focus on Fatal 4 offence enforcement in the form of arrests for drink and drug driving, and Traffic Offence Reports (TORs) for mobile phone use, speeding, and not wearing a seatbelt. All areas have seen small decreases, except for mobile phone TORs which continue to increase. Since the summer of 2019 there had been a decrease in mobile phone TORs due to the increased evidential thresholds as a result of the R-V-Barreto case. This was addressed by government in 2022 and the number of TORs has increased as a result as expected.
4. Total safety camera generated traffic offence reports saw an 10% increase compared to the previous year. Average speed camera enforcement increased by 72% which is partly due to

increased enforcement on the A14 for long term roadworks in the Haughley area (paragraph 4.4). Fixed cameras have shown a 63% decrease as covered at paragraph 4.3.

5. The Constabulary continues to support the National Police Chiefs Council (NPCC) and TISPOL enforcement campaigns throughout the year. In addition, a number of action days have been delivered to tackle criminal use of the road network, along with proactive Operation Tramline deployments.
6. The Commercial Vehicle Unit (CVU) has produced impressive returns since its inception in 2020 which evidences the justification for the funding provided to support the enforcement activity.
7. 23/24 has seen the commencement of the Sizewell Roads Policing Team. Whilst still in development, the team has contributed towards road safety in addition to their core role around the safe escorting of Abnormal and Indivisible Loads (AIL) for the Sizewell C build.
8. Effective partnership working continued in 23/24; a good example being the Safe Rider Scheme delivered jointly by Suffolk Constabulary and County Council with 56 motorcyclists taking part.

RECOMMENDATION

1. The Police and Crime Commissioner (PCC) is asked to consider the activity undertaken by the Constabulary and raise issues with the Chief Constable as appropriate to the PCC's role in holding the Chief Constable to account.

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

1.1 The number of fatal collisions on the Suffolk Road network has increased in the last year. In the 12 months to April 2024, there were 21 fatal accidents compared to 19 in the previous 12 months.

1.2 There were 274 Killed and Serious Injury (KSI) collisions recorded between May 2023 and April 2024, representing an increase of 6.2% compared with the previous year when 258 KSI collisions were recorded.

1.3 National Road Safety statistics are reported by the Department for Transport (DfT) each calendar year¹. The provisional report for the year ending June 2023 was published in November 2023. These estimated results continue to show a return towards pre-pandemic trends. In reported road collisions in Great Britain in the year ending June 2023, there were an estimated 1,633 fatalities, a decrease of 9% compared to the previous year. There were also 29,429 seriously injured casualties which equates to a 1% decrease on the previous year.

1.4 Based on Department of Transport estimates, Figure 1 illustrates that miles travelled on Suffolk roads. There has been an increasing trend from 2013 to 2019, before reducing during 2020 and 2021, likely due to covid travel restrictions. This figure has risen in 2022 and 2023 to now be in line with pre-covid levels.

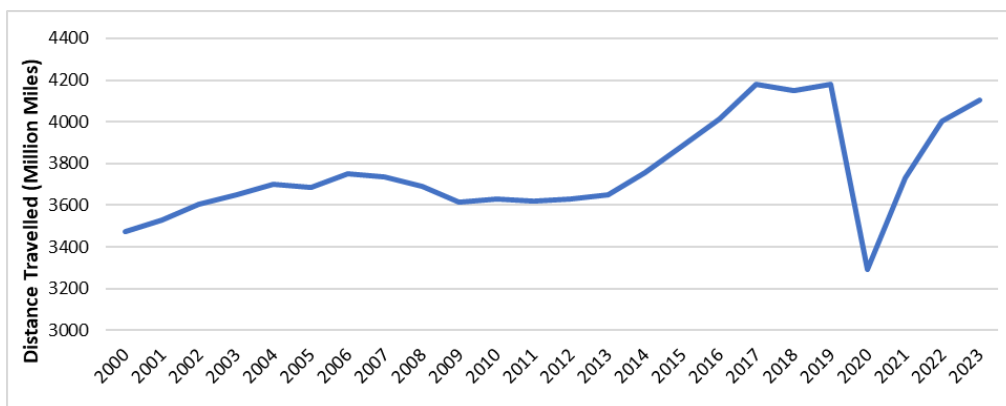


Figure 1: Distance travelled on Suffolk roads by year (2000 to 2023)

1.5 Figure 2 shows that the number of KSI collisions, and therefore casualties, fluctuate monthly. There is an evident decrease in the number of seriously injured persons during the beginning of the covid restriction period in April 2019. In the last 12 months, there has been an average of 1.8 fatalities per month and 21.1 casualties with serious injuries.

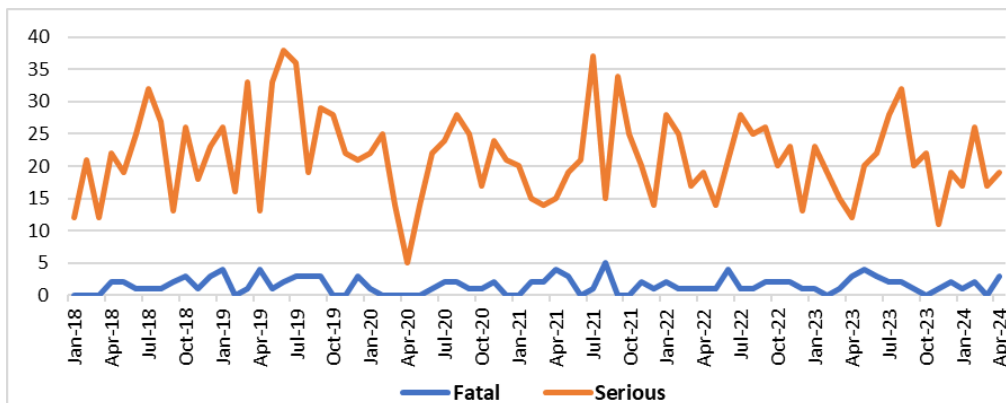


Figure 2: Monthly KSI Collisions, January 2018 to April 2024

¹ <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2023>

- 1.6 There has been an increase in the total number of KSI collisions in the last 12 months, as shown in Table 1 below. The number of both fatal and seriously injured casualties has risen in comparison to the previous year. The percentage of fatal casualties as a percentage of all KSI casualties has risen 0.3pp to 7.7%.

12 Month Period	Fatal	Serious	Total KSI	Fatal as % of Total
May 2018 - April 2019	23	271	294	7.8%
May 2019 - April 2020	16	292	308	5.2%
May 2020 - April 2021	17	239	256	6.6%
May 2021 - April 2022	17	274	291	5.8%
May 2022 - April 2023	19	239	258	7.4%
May 2023 - April 2024	21	253	274	7.7%

Table 1: KSI Collision Severity by year

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 for both urban and 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 within the annual Roadsafe report.
- 2.2 Currently there is only one collision hotspot in Suffolk, located at the junction of A1156 Norwich Road J/W Lower Dales View Road J/W Springfield Lane, Ipswich.

3. FURTHER KSI COLLISION ANALYSIS

Rural v Urban

- 3.1 263 KSI collisions were recorded in 2023, of which 162 (61.6%) occurred on urban roads, and 101 (38.4%) on rural roads. The percentage of those on urban roads has increased by 8.1pp from 53.5% in 2022.

Road Types

- 3.2 Suffolk's roads fall within four categories²:
- A road – 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%. 11% of Suffolk's Road network consist of A roads, and 11% of B roads.

² <https://www.gov.uk/government/publications/guidance-on-road-classification-and-the-primary-route-network/guidance-on-road-classification-and-the-primary-route-network>

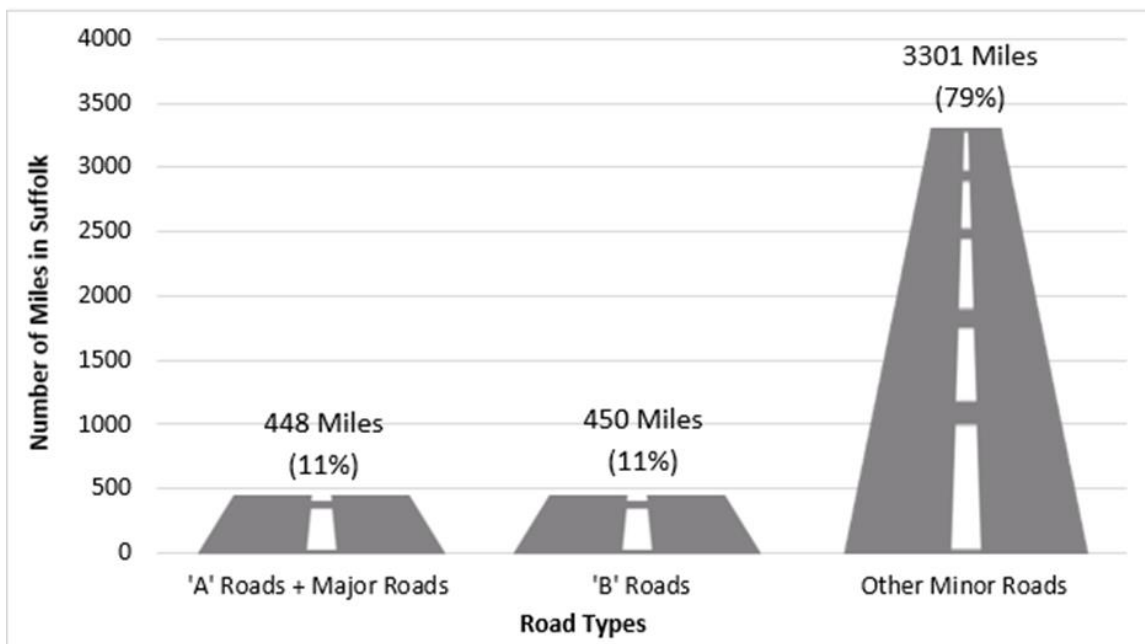


Figure 3: Total Mileage by Road Type³

3.4 Looking at the percentage of KSIs by road type, table 2 shows that in 2023 36.1% of KSIs occurred on A roads, a slight decrease compared to 2022. There is disproportionality where A roads account for 11% of road distance, but 36% of KSI collisions.



Road Type	2022		2023	
	KSI Collisions	%	KSI Collisions	%
A Roads	108	39.4%	95	36.1%
B Roads	66	24.1%	66	25.1%
Unclassified	100	36.5%	102	38.8%
Total	274	100.0%	263	100.0%

Table 2: KSIs by Road Type

Vehicles involved in KSI Road Traffic Collisions (RTCs)

3.5 Motor vehicles (other than 2-wheeled) accounted for the largest proportion of vehicles involved in KSI collisions in 2023 at 61.6%, an increase from 58.3% in 2022. Motorcycles accounted for 23.1% of KSIs in 2023, a decrease from 28.1% in 2022. Collisions involving pedal cycles increased from 12.4% to 13.7%.

3.6 In terms of vehicle miles travelled nationally in 2023⁴, motorcycles accounted for 0.3%, whilst cars and taxis accounted for 70.3%. This illustrates the disproportionately high numbers of motorcycles involved in KSI collisions compared to other vehicle types who travel further.

KSI Vehicle Types		2022	2023
 Motor Vehicles	Count	160	162
	% KSI Collisions	58.3%	61.6%
 2 Wheeled Motor Vehicles	Count	77	62

³ <https://www.gov.uk/government/statistical-data-sets/road-length-statistics-rdl#road-length-in-miles-rdl01>

⁴ <https://www.gov.uk/government/statistical-data-sets/road-traffic-statistics-tra#traffic-by-local-authority-tra89>



	% KSI Collisions	28.1%	23.6%
 Pedal Cycles	Count	34	36
	% KSI Collisions	12.4%	13.7%
 Horses & Other	Count	3	3
	% KSI Collisions	1.1%	1.1%

Figure 4: KSI Collisions by Vehicle Type

Casualties

3.7 In the last two years, the largest proportion of casualties were vehicle drivers at 37.7% in 2022, increasing to 39.5% in 2023. Motorcyclists accounted for a lower percentage of 18.6% in 2023, shortly followed by vehicle passengers which saw a 3.3pp increase from the previous year.






	Vehicle Driver 	Vehicle Passenger 	Motorcycle Rider 	Cyclist 	Pedestrian 
2022	37.7%	14.2%	24.5%	10.6%	12.9%
2023	39.5%	17.4%	18.6%	11.3%	13.2%

Figure 5: Casualties by type in 2022 and 2023

3.8 All casualty types have seen an increase, except for motorcyclists, which has seen a decrease of 23.7%. Overall casualty numbers are slightly up by 0.3% from 310 in 2022 to 311 in 2023. The largest increase is seen in vehicle passengers, which has risen by 22.7%. Table 3 below details the split of KSI casualties by severity.

Casualty	2022			2023			Year on year Difference	% Change
	Fatal	Serious	Total	Fatal	Serious	Total		
Vehicle Driver	9	108	117	11	112	123	+6	+5.1%
Vehicle Passenger	6	38	44	4	50	54	+10	+22.7%
Motorcycle rider	3	73	76	6	52	58	-18	-23.7%
Cyclist	2	31	33	1	34	35	+2	+6.1%
Pedestrians	3	37	40	2	39	41	+1	+2.5%
Total	23	287	310	24	287	311	+1	+0.3%

Table 3: KSI Casualties in 2022 and 2023

Young People

3.9 70 of the 263 KSI collisions in Suffolk during 2023 involved young drivers aged 17 to 24, representing 26.6% of collisions. Of these young drivers, 68.6% were driving a car, followed by 17.1% on a motorcycle. This age group is over-represented compared to the number of people

who hold a full valid driving licence. As of February 2024, 6.1% of those with a licence are aged 17 to 24⁵.

- 3.10 Of the 20 fatal collisions in 2023, three (15.0%) involved a young driver. It is worth noting that as these are low numbers to begin with, any slight change can significantly affect percentages.

	2023
Number of Fatal Collisions	20
Fatal Collisions involving Young Drivers	3
Young drivers Fatalities as %	15.0%

Table 4: Young Drivers involved in Fatal Collisions

Causation Factors

- 3.11 Causation factors data is unavailable this year following updates to the CRASH system. ICT are working to resolve the issue.

4. ENFORCEMENT ACTIVITY

Officer Generated Fatal 4 Offence Enforcement

- 4.1 Table 5 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. All areas have seen small decreases, except for mobile phone TORs which continue to increase. Since the summer of 2019 there had been a decrease in mobile phone TORs due to the increased evidential thresholds as a result of the R-V-Barretto case. This was addressed by government in 2022 and the number of TORs has consequently increased as expected.

Table 5: Fatal 4 Officer Enforcement

Fatal 4 Category	2022	2023	Year on year % change
Drink and Drug Drive Arrests	1494	1351	-9%
Speeding TORs	2559	2315	-10%
Mobile Phone TORs	954	1123	18%
Seatbelt TORs	1723	1602	-7%

Safety Camera Generated Speed Enforcement

- 4.2 Table 8 shows that total safety camera generated traffic offence reports saw a 10% increase compared to the previous year. Average speed camera enforcement increased by 72% which is partly due to increased enforcement on the A14 for long term roadworks in the Haughley area as at paragraph 4.4 below. Fixed cameras have shown a 63% decrease as covered at paragraph 4.3 below

Table 6: Safety Camera Enforcement by Camera Type

⁵ <https://www.data.gov.uk/dataset/d0be1ed2-9907-4ec4-b552-c048f6aec16a/gb-driving-licence-data>

Camera Type	2022/23	2023/24	Year on year % change
Average Camera	3281	5631	72%
Fixed Camera	1548	575	-63%
Mobile Van	17036	18604	9%
Community Enforcement Officers	10794	18427	71%
Total Camera Enforcement	32660	43237	10%

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 60mph speed limit as well as the lower speed limit of 40mph during high wind events. From May 2023 for a period of up to 64 weeks there has also in place an average speed system covering roadworks on the A14 between Bury st Edmunds and Haughley. This system has been enforced by the safety camera team for the period of the works. With the commencement of works in relation to Sizewell ‘C’ power station and the increased volume of traffic in the locality it is anticipated that further temporary roadwork average speed cameras along with longer term schemes may be introduced to enforce lowered speed limits. Whilst the safety camera team will be enforcing these systems they will all be completely financed by the Sizewell ‘C’ project

Fixed Cameras

- 4.4 Two fixed camera sites exist on the A12 at Benhall and the A140 at Coddendam. In addition to these, from August 2023 there have been two further cameras in place on the traffic light-controlled junction/pedestrian crossing on the A12 at the new Brightwell Lakes Development which is the access to this large development. Whilst these cameras are now installed, they are still not operational until the highways authority install the necessary warning signs on the carriageway. These works are anticipated to be completed during summer 2024.

Mobile Camera Vans

- 4.5 The Safety Camera Partnership continues to utilise three large mobile camera vans operating predominantly on the strategic road network within the county. As shown in 4.4 there has been a 9% increase in detected offences by these cameras.

Community Enforcement Officers

- 4.6 The Safety Camera Team currently operates 6 Community Enforcement Officers. These officers enforce predominantly within the rural communities at sites of public concern where there have also been identified issues with injury collisions. Since the previous reporting period there has been a 71% increase in detected offences.

5. ENFORCEMENT CAMPAIGNS

- 5.1 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.
- 5.2 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 (23/24):

- April – 2 Wheel Operation
- May – Global Road Safety Week
- June – Fatal 4 National Seatbelt Operation
- July – Commercial Vehicle Week
- August – Drink & Drug driving Week
- September – Vulnerable Roads Users
- October – Fatal 4 National Speed Operation
- November – Operation Drive Uninsured
- December – Fatal 4 National Alcohol and Drugs Operation
- February – Fatal 4 Using a mobile phone whilst driving campaign.

- 5.3 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

- 5.4 In May, 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 Bedfordshire, Cambridgeshire and Hertfordshire (BCH) were shared across the region for 4 days targeting enforcement on the road network which resulted in 100 vehicles being stopped, 4 persons arrested, 5 vehicles seized, and 92 TORs issued. In addition to this partnership agencies such as the Driver and Vehicle Licensing Agency (DVLA), HM Revenue and Customs (HMRC) and the Driver and Vehicle Standards Agency (DVSA) attended contributing to the overall results. One of the highlights was the attendance of CDER Civil Debt Recovery who issued 100 fines totalling £22,000.

Operation Tramline

- 5.5 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 Heavy Goods Vehicles (HGV's), Light commercial vehicles and cars.
- 5.6 Suffolk ran the operation twice in 23/24 with a total of 317 vehicles being stopped and 371 offences being identified.

NPCC Christmas Drink and Drug Drive Campaign

5.7 In December 2023, Suffolk participated in the NPCC Christmas Drink and Drug Driving Campaign. A total of 61 people were arrested for driving whilst under the influence of drugs, 45 for driving whilst under the influence of alcohol, 8 for being unfit to drive, 10 failing to provide and 3 for being unfit. Over the course of the month-long campaign 127 arrests were made.

Protective Services Command (PSC) Days of Action

5.8 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.

5.9 PSC action days include joint Norfolk and Suffolk Roads and Armed Policing resources such as the Road Casualty Reduction Team (RCRT) and the Commercial Vehicles Unit (CVU), as well as local policing teams including Sentinel and Scorpion in targeting criminality on the roads through Automatic Numberplate Recognition (ANPR) and proactive policing.

5.10 Last year Suffolk Constabulary organised and ran 8 PSC days of action. These resulted in a total of 468 vehicles being stopped and returned to one of the multi-agency check sites across the County. Of these vehicle stops 26 people were arrested, 420 TORs were issued, and 21 vehicles were seized.

6. RESPONSE TO ROAD RELATED EVENTS

6.1 Table 9 provides attendance and targets from all units and may include Roads and Armed Policing Team (RAPT) attendance at scene. There has been an increase of 1.6% RR01 personal injury Computer Aided Dispatch (CADs) in 2023 compared to the previous year, resulting in a slight increase in the number attended and within target, resulting in a 0.6pp increase of responses within target time.

6.2 RR02 damage only CADs have seen an increase of 21.9% from 1879 to 2290, resulting in a higher number of attendances and improving the percentage within target to 86.0%. Highway obstructions have again seen an increase of 17.2% in the total number of events. This reflects the increase in attendance, yet still provides an increased percentage of responses within target at 86.7%.

Road Related CADs		2022	2023	Year on Year % Change
RR01 – Personal Injury	Total Events	886	900	1.6%
	Attended	882	892	1.1%
	Attended in Target	753	767	1.9%
	% in Target	85.4%	86.0%	0.6pp
RR02 – Damage Only	Total Events	1879	2290	21.9%
	Attended	1822	2203	20.9%
	Attended in Target	1548	1895	22.4%
	% in Target	85.0%	86.0%	1.0pp

RR08 – Highway Obstruction	Total Events	5561	6515	17.2%
	Attended	5311	6174	16.2%
	Attended in Target	4568	5351	17.1%
	% in Target	86.0%	86.7%	0.7pp

Table 7: Road Related CADs by disposal type in 2022 and 2023

7. COMMUNITY SPEEDWATCH (CSW)

- 7.1 CSW in Suffolk is a scheme run by the income funded Safety Camera Team assisted by one of the Neighbourhood Partnership Team (NPT) Sergeants. Roadside training is delivered by the Community Engagement Officers. The Safety Camera Team provides all equipment to the schemes, and all current schemes have been offered the chance to have a replacement speed gun. The Safety Camera Team employ a CSW coordinator whose role includes the issue of warning letters identified by the CSW schemes as well as general administration of the wider scheme.
- 7.2 CSW in Suffolk is fully funded by the Safety Camera Partnership which makes the scheme sustainable, and now issue much cheaper and affordable devices (Bushnell) that require little or no maintenance. This helps to make the scheme financially sustainable and more appealing for the roadside volunteers. There is an online self-help package for some training and access to documentation via the website. Each new team is provided with a roadside training session.
- 7.3 Appendix A provides a list of current CSW schemes. There are total of 899 roadside volunteers and 13 active schemes which is an increase over the previous reporting period which detailed 782 volunteers and 89 schemes. Since May 2023, the work of these volunteers has resulted in 20,280 warning letters being sent out to motorists speeding within local communities.

8. PARTNERSHIP WORK WITH SUFFOLK ROADSAFE

- 8.1 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.
- 8.2 Traditionally the Constabulary has led with enforcement activity but in recent years have worked with other key members of the RoadSafe board to deliver several 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

- 8.3 Suffolk Constabulary has continued with the Safe Rider initiative which aims to reduce motorcycle casualties. It consists of workshops provided by Suffolk Constabulary Motorcyclists to help improve riders' awareness and riding ability. The workshops are a one-day input and are aimed at all fully qualified riders who want to improve their skills to become more proficient and safer riders. The underlying message is that education is the key, not enforcement. There were eight events for the year 23/24.
- 8.4 As well as the Safe Rider workshop the team have links with both Suffolk Advanced Motorcyclists and the Royal Society for the Prevention of Accidents (ROSPA) who attend each Safe Rider workshop and promote their Advanced Courses to try and recruit riders to attain a higher level of training to help them be safer on the roads. During the year, the RCRT have also attended local dealers, the Suffolk Show, and the Copdock Motorcycle Show again to promote Safe Rider. Over 23/24 there has been 8 events with 56 participants.

8.5 Close Pass

8.6 In response to pedal cycle fatalities, in 23/24 Suffolk ran 7 Close Pass events. This operation involves Police officers in plain clothes on pedal cycles with evidential video recording equipment. When a motorist fails to give sufficient room to the Police cyclist they are identified and stopped by a Police motorcyclist where the offence is pointed out to them. As an alternative to a Careless Driving prosecution, they are given the opportunity to, there and then, participate in a virtual reality lesson to educate them around the dangers of passing too closely to cyclists. In 23/24 there were 53 offences detected during the 7 events. Suffolk held events in Bury St Edmunds, Lowestoft, and Ipswich.

9. **ROAD CASUALTY REDUCTION TEAM (RCRT)**

9.1 The RCRT consists of four Police motorcyclists based at Police Headquarters with countywide responsibilities around 'Fatal 4' enforcement and engagement using both marked and unmarked BMW Motorcycles.

9.2 In 2023/24 the RCRT have produced the following results:

- Issued 980 TORS
- Administered 143 Breath tests.
- Administered 61 drug tests.
- Seized 19 vehicles for no insurance/licence.
- Arrested 32 offenders for drink and drug drive.

The following are the key locations and highlights for RCRT engagement and education activity along with mutual aid deployments for national commitments and events.

- Op Golden Orb (His Majesty the Kings Coronation)
- VIP deployment London AI conference
- Operation Alliance Suffolk, Bedfordshire, Cambridgeshire, and Hertfordshire (BCH), Essex, Kent and Norfolk
- Op Tramline x 2
- Operation Snap cover
- Commercial Vehicle Unit proactive days
- County Lines Operation Ipswich with Immigrations
- PSC days of action twelve in total six in each county
- Support of Tispol and NPCC Campaigns (Speed, Seatbelt, Mobile Phone, Drink/Drug driving, 2 Wheel campaign, Commercial vehicle, drive insured and Child safety week.
- Men's Tour of Britain September 2023
- Women's Tour of Britain June 2023
- Women's Tour Media Ride
- Ride London 2023
- Safe rider workshops x 12
- Motorcycle support Operation Latitude
- Operation Cadbury VIP Visit motorcycle escort
- Close Pass – County wide 10 throughout the year
- Completion of Abnormal Load Escorts County wide
- Copdock Motorcycle event to promote Safe Rider and public engagement.
- Stonham Motorcycle Event to promote Safe Rider and public engagement.
- Drink/Drug Driving and Fatal Four presentation at Rock Barrack Woodbridge
- Drink/Drug Driving and Fatal Four presentation at RAF Honnington
- Drink /Drug Driving and Fatal Four Presentations at RAF Wattisham

- Drink/Drug Driving and Fatal Four presentation at West Suffolk College for students x 2
- Drink/Drug Driving and Fatal Four presentation at Suffolk One Ipswich to students
- Road Safety presentation for overseas student working at the Newmarket Equine Centre (Godolphin Flying start project)
- Delivery of VIP Escort (VIPEX) Motorcycle Course
- Delivery of Abnormal load escort courses to RAPT Norfolk and Suffolk Officers
- Delivery Officers Safety on Our Roads Courses to RAPT and County Policing Command (CPC) officers (Formerly Fast Roads Course)
- Delivery of Advanced Motorcycle and Advanced Motorcycle Refresher Courses
- Delivery of RAPT Opportunity Days (Inc Planning preparation for such events)
- Funeral Escorts for Police, Ambulance and Fire service
- Ipswich Academy Police Recruitment Event
- Suffolk Show Motorcycle assistance for traffic management and within the ground promoting Safe rider and Public Engagement
- Suffolk Police Family Day RCRT Engagement
- Ipswich Town Football Club Community Day RCRT engagement
- East Coast truckers event Norfolk for disabled children
- ITFC Coach Escorts and Road closures
- Unity Tour Police Cycle event
- RP Cover for Initial Traffic Law Course

10. COMMERCIAL VEHICLE UNIT (CVU)

- 10.1 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 including 'Operation Chemical' a joint operation with the Eastern Region commercial vehicle units enforcing carriage of dangerous goods that has evolved into a national operation and 'Op Bentham', an immigration operation working alongside Immigration and Border Force with support from Suffolk Sentinel and Modern Slavery teams, funded by a Home Office grant.
- 10.2 The CVU has continued to run 'Operation Tramline' on three occasions targeting offences by drivers of commercial vehicles utilising the National Highways unmarked HGV. CVU worked on the initial deployment of Op Bordeaux where 13 Illegal immigrants were found in an HGV. This has become an international investigation on organised immigration crime where officers respond to all incidents where illegal immigrants are found in commercial vehicles to provide specialist knowledge and equipment. The CVU has also been involved with Op Brancaster/Milburn that targets county lines on fast food delivery vehicles and taxis.
- 10.3 The CVU continue to work with Suffolk County Council (school bus checks) as well as all local authorities (taxi checks), the Lorry watch scheme (weight limit checks on bridges and village locations) and have also begun partnership working with the Environment Agency carrying out regular waste carrier licence checks. They have also worked with the National Crime Agency (NCA) and British Transport Police (BTP) on investigations with HGVs within the Suffolk area. The CVU has been engaging with companies about load security and drivers' hours, the agricultural community such as British Sugar around road safety and the Tilly trailer scheme around safety of agricultural trailers/maintenance.
- 10.4 The CVU has produced impressive returns since its inception in 2020 which supports the continuance of funding to support enforcement activity.
- 10.5 In 23/24, the CVU officers produced the following results:
- 1639 vehicles stopped.

- Identified 1640 offences.
- Prohibited 182 vehicles.
- Immobilised 26 vehicles.
- £209,700.00 fines issued.

10.6 Since launch the CVU has produced the following results:

- 5056 Vehicles stopped.
- £854,800 Fines issued.
- Offences / Prohibitions 6659
- Immobilised 211 Vehicles
- Issued 1435 Warnings

11. SIZEWELL ROADS POLICING TEAM

11.1 The Sizewell Abnormal Indivisible Loads (AIL) Team’s principal role is to safely escort Abnormal Indivisible Loads (AIL’s) that are connected to the construction of the Sizewell C Nuclear Power Station. In addition to the movement of AIL’s, the Team also ensure the safe use of the roads used by Sizewell C traffic (HGVs, LGVs or the Sizewell C workforce) by dealing with road related incidents, fatal 4 enforcement and investigation of Road Traffic Collisions (RTC’s).

11.2 The Team operates from Police Headquarters in Martlesham and Lowestoft, and comprises fourteen Police Constables and two Sergeants (thirteen motorcyclists and three car drivers).

11.3 The Team started in September 2022 with one full time officer. Since then, it has steadily grown and is due to be fully resourced by February 2025.

11.4 During the period April 2023 – April 2024, the AIL team produced the following results:

- 897 Traffic Offence Reports
- 23 arrests (2 drink drive and 21 drug drive)

11.5 The AIL team also work closely with the Halesworth and Sizewell local officers and action a significant amount of local intelligence reports as well as undertaking high visibility patrols in an area of Suffolk that has not be subject to routine Roads Policing patrols for some time. With the growth of the AIL Team, these results are improving month on month.

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 County Policing Command (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:

- 1261 vehicles stopped.
- 557 persons arrested.
- 211 vehicles seized and removed from the road.
- 696 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 assess the footage and issue a Traffic Offence Report (TOR) or send an educational letter where appropriate.
- 13.2 This area of business continues to see an increase in demand. The public are now more aware of the opportunity to submit footage and there are an increasing number of cameras in circulation used by motorists, cyclists, and horse riders.
- 13.3 In 24/25, the command will be exploring moving this business to Joint Justice Services which will likely see an improvement in the back-office process surrounding the video reviews and TOR submissions. The process of submission has been reviewed with the introduction of Single Online Home (SOH), and in 24/25 the use of Digital Asset Management System (DAMS) as a vehicle for the submission of video footage from the public will be progressed.
- 13.4 Suffolk Op SNAP 20/21, 21/22, 22/23 &23/24 comparison tables.

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

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

Suffolk April 22 – March 23	Initial Submission	TOR/NIP	Warning Letter	NFA
TOTAL	1035	240	131	664

Suffolk April 23 – March 24	Initial Submission	TOR/NIP	Warning Letter	NFA
TOTAL	1005	412	107	486

14. THE ROADS AND ARMED POLICING TEAM (RAPT)

- 14.1 The Roads and Armed Policing Team (RAPT) is a collaborated team dedicated to both 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 whose sole function is to police the roads. They work alongside 40-Armed Response Vehicle Operators that are also dedicated to the road policing

function alongside their responsibilities to spontaneous and planned firearms deployments within the county.

- 14.3 RAPT are supported by the Road Casualty Reduction Team (RCRT) to educate and enforce road safety as stated above in section 10. The RAPT lead campaign activity and action days as at section 6 above.

15. OPERATION SENTINEL

- 15.1 Suffolk Constabulary has three Operation Sentinel Teams based across the county that are dedicated to reducing organised crime, protecting Suffolk's communities and tackling cross-border crime.

- 15.2 The Sentinel Teams provide enhanced coverage of Suffolk's Road network, proactively disrupting serious and organised criminal activity as well as increasing 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 and the technology available to them to make Suffolk a hostile environment for criminals. The teams use Automatic Number Plate Recognition (ANPR) to identify and intercept criminals using Suffolk's road network to commit crime.

- 15.4 The Sentinel Teams 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 18 police officers with each of the three Sentinel teams made up of a Sergeant and five 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 2023 and March 2024, the Operation Sentinel officers have produced the following results:

- 471 arrests
- 2551 weeks of custodial imprisonment sentenced.
- 225 arrests relating to drug supply offences involving various Serious Organised Crime (SOC) threats.
- 67 arrests for simple possession of drugs.
- 26 for possession of offensive weapons.
- £346,000 proceeds of crime seizures
- £2million pounds worth of drugs seized.
- 223 drug wipes administered, 101 returned positive.
- 39 driving disqualifications awarded (many more pending)
- 279 searches completed.
- 93 TORs administered.

16. FINANCIAL IMPLICATIONS

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

17. OTHER IMPLICATIONS AND RISKS

17.1 There are no other implications associated with this report.

18. CHIEF OFFICER CONCLUSION

18.1 The information provided in this report details the breadth and complexity of the activity taken in Suffolk by a variety of teams to tackle all criminality on the roads. The Constabulary can demonstrate clear governance and oversight of all activity relating to criminality on the roads, and can evidence cross departmental activity to enhance the service provided to the local communities in Suffolk.

18.2 Some significant results have been achieved by the determination and hard work of all members of these teams, and the PCC is asked to note the continued proactivity of the teams as well as their effective response to incidents across the county.

Appendix A – List of Community Speedwatch Schemes

<i>Current Teams</i>
Acton
Alderton
Ashbocking

Assington
Bacton
Badwell Ash, Great Ashfield & Long Thurlow
Bardwell
Barham
Beccles
Bentley
Beyton
Brettenham
Bungay
Bures St Mary
Buxhall
Capel St Mary
Cavendish
Charsfield
Chevington
Clare
Creting St Mary
Crowfield
Debach
Earl Stonham
Elmswell
Flixton
Gazeley
Gislingham
Great Barton
Great Bealings
Great Bricett
Great Cornard
Great Finborough
Great Waldingfield
Grundisburgh
Hepworth
Hintlesham
Hitcham
Holbrook
Hollesley
Honington
Hunston
Lakenheath
Laxfield
Levenheath
Lidgate
Little Cornard
Martlesham

Melton
Monks Eleigh
Moulton
Nayland
Nedging With Naughton
Needham Market
Norton
Orford
Otley
Oulton
Polstead
Rushmere St Andrew
Snape
Sproughton
Stoke By Nayland
Stowlangtoft
Stratford St Mary
Stutton
Sutton / Swilland
Tuddenham St Martin
Tuddenham St Mary
Ufford
Walberswick
Westerfield
Westleton
Whepstead
Withersfield
Woolpit
Wrentham
<i>New Teams</i>
Brome
Copdock
Fakenham Magna
Framsden
Hadleigh
Haughley Green
Rishangles
Saxmundham
Thorndon
Thrandeston
Wetheringsett
Wortwell

