



Making Roads Safer

Grants



Policy GT01

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Introduction

The purpose of the Road Safety Trust is to make UK roads safer, achieving impact through the funding of practical measures, research, dissemination and education initiatives. The Trust intends to uphold the highest of ethical and safety standards in both the conduct of initiatives and research it funds and prudence in the expenditure of the funds that it holds. Its **Values** of **Rigour**, **Partnership**, **Independence and Challenge**, and **Knowledge** are reflected in the approach it takes with each and every funded project.

The Road Safety Trust aims to make a tangible difference on the roads via its **Strategic Priorities**:

- **Research that informs**
- **Pilots that test**
- **Dissemination that reaches, and**
- **Advocacy that influences**

To support the achievement of these strategic priorities, *the objectives of Grant Programmes are to:*

- Generate new knowledge about what works
- Translate ideas into new measures
- Influence road safety policy and practice
- Support partnership working and collaboration

Eligibility

UK-based organisations (both public and professional associations), registered charities and university departments may apply for grants. Individuals are not eligible for Trust grants unless part of a wider research or project team. Private commercial enterprises, Community Interest Companies and not for profit businesses will be considered for funding provided that it can be demonstrated that the schemes or initiatives proposed are for charitable activity, are for public benefit and are consistent with the Trust's priorities. In exceptional cases the Trust may accept applications from overseas organisations, e.g. for world class research with potential for demonstrable benefits for UK road users. This should be discussed with us before applying.

Assessment Criteria

Projects will be expected to outline the outcomes and impact for road safety that may be expected from the research or practical intervention, how these outcomes have been calculated and how they will be achieved. In addition, a clear indication should be given of the project's outputs. The Road Safety Trust is keen to support projects through to practical implementation where possible. Some early stage research may be funded where this is judged to address a clear gap in knowledge and where an eventual practical application of that research has been positively outlined.

The Road Safety Trust may invite applications on a particular theme and will take into account responses to consultations when doing so. The Road Safety Trust may also occasionally invite proposals for research into specific topics that have been identified and regarded as key development areas. In addition, the Road Safety Trust reserves the right to award funding as it sees fit and at its own discretion in furtherance of its charitable objectives.

Amount of Award

Trustees will consider the total amount of money to be allocated for funding on an annual basis, based on an assessment of potential demand and income received by the Trust. Successful applications may not be funded in their entirety. This will depend on the size of the request made and funds available. Grants are available for up to two or three years depending on the programme – *refer to Appendix 1 for specific guidance on the current programme being promoted.*

Limitations

Applications will be deemed **ineligible** where the following apply:

- The application is assessed as having a private profit motive;
- The public benefit to UK road-users is not clear;
- The application is for funding towards services or activities previously funded in whole or in part by the applicant organisation(s) or a statutory body;
- The request is for core funding rather than project funding;
- 100% of the total project costs has been requested (cash or in-kind);
- Applications are of a party political nature or likely to be in breach of laws relating to equality and opportunity.
- The application is not considered to fall within the terms of the funding round applied to

Application Process

Further information on how to apply is contained in our '**Guidance for Grant Applicants**' (**Appendix 1 of this Policy**), and the two documents should be read together. Applications should use the headings as outlined in this guidance when addressing the criteria.

Acknowledgements and Progress Monitoring/Reports

Successful applicants will be expected to acknowledge any contribution from the Trust in the final outputs of the project and report on the success or otherwise of the project.

The Trust will expect to receive regular progress reports on any project in line with milestones in the project plan and a copy of the final publication or an evaluation of a practical intervention. The Trust will also expect to receive advance notice of the publication of any report or evaluation or other output.

Funding of Grants

Financial support for the Trust is provided in the first instance by funds covenanted from United Kingdom Road Offender Education Ltd (UKROEd), which is the charity's wholly owned trading subsidiary. However, the Trust also has the power to raise such other funds as it considers necessary for its operations.

Appendix 1 – 2022 Guidance for Applicants

Small Grants Programme - Supporting projects on their journey to making a tangible difference on the roads

We are launching the next round of our Small Grants programme in March 2022. Applicants will be able to apply for a minimum amount of £10K and a maximum amount of £30K.

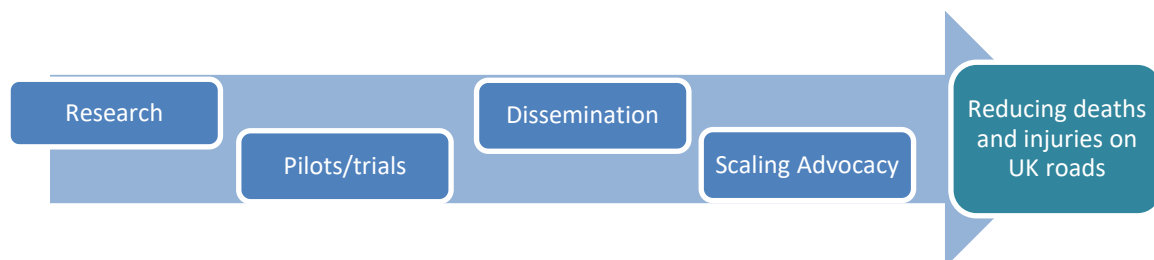
This round is focused on taking forward some of the exciting trials and initiatives which have taken place using our funding. Eligible projects under this round will need to build on one of the four following areas:

- Community Corners
- Mobile:Engaged
- Improving Driver Behaviour through Mindfulness
- Targeting Road Injury Prevention (TRIP)

Further information and contact points for these areas are set out in appendix 2 below.

Eligible projects will build on the learning and evidence generated on these four areas via pilots/trials of new innovations, an expansion of successful trials across a new area, and/or the evaluation of existing interventions.

All applications must include a focus on monitoring and evaluation of effectiveness.



We are looking for interventions in these four areas that link to local, regional or national priorities and show a proposed link to reducing casualties either directly or through clear interim measures. Projects should have the potential for being brought to scale - with the ultimate goal of reducing deaths and injuries both locally, and across the UK.

The maximum project length under this grant programme is 24 months. The minimum amount that can be applied for is £10K and the maximum is £30K over two years in total. Requests for 100% project costs are not eligible. All projects should have other sources of funding, either cash or in-kind.

The total amount currently available under this funding round is £180k and we expect requests for funding to exceed the amount available. In making decisions we will take a strategic approach to funding a range of different types of projects that have the potential to improve road safety outcomes. Applications must also describe how results will be shared and promoted.

All projects must produce a report that highlights the results and impact of the intervention on road safety. We are committed to funding projects that support the objectives of the grant programme, which are to:

- Generate new knowledge about what works
- Translate ideas into new measures
- Influence road safety policy and practice
- Support partnership working or collaboration

Eligibility – Who can apply?

Each application should have a lead organisation which must be a UK local public sector organisation (e.g., Local Authority, Police Force or Fire and Rescue Service, Road Safety Partnership) or a UK-based registered charity, not-for-profit social enterprise or community interest company¹. By agreement with us, UK universities can also apply as lead organisations, but they must have a partner from one of these organisations and the project must have a clear focus on practical outcomes. An element of partnership working is expected in all projects.

Objectives and Outcomes

It is important to the Trust that every project it funds clearly states its objectives and outlines the outcomes it expects to achieve at the outset.

Projects will be expected to outline the outcomes and impact for road safety that may be expected from the intervention. Applicants should explain how these outcomes have been calculated and how they will be achieved.

Your application must include:

Plans for *monitoring* road safety objectives - e.g., casualty data or interim indicators relating to infrastructure, enforcement or education or behaviour change (these are sometimes referred to as proxy indicators).

Plans for *engagement, knowledge exchange and dissemination* of the results and outputs for the Road Safety profession and sector or for road users.

Criteria

All applications are assessed against how well they meet the following criteria

The project...

- **is based on ‘Community Corners’, ‘Mobile Engaged’, ‘Improving Driving Behaviour through Mindfulness’ or ‘Targeting Road Injury Prevention (TRIP)’**
- **further develops, pilots, trials or evaluates initiatives or interventions in one of the above four areas**

¹ Social enterprise and community interest companies must have a governing document with a clause describing their purpose and a dissolution clause. This clause should show that you are a not-for-profit group by confirming that any assets remaining after all debts are paid will be given to another voluntary group with similar aims. This document should also include details of your Trustees or management committee.

- **has a clear objective/purpose and a clear expression of who it is aimed at and plans for *monitoring* road safety objectives - e.g., casualty data or interim indicators relating to infrastructure, enforcement, education or behaviour change**
- demonstrates resilience to and takes account of challenges relating to Covid-19²
- supports local, regional or national priorities for casualty reduction
- supports the objectives of our grant programme
- has a clear method, plan and timeline
- demonstrates knowledge of relevant practice (e.g., how the project was trialled elsewhere and what were the results?)
- demonstrates knowledge of relevant regulations and guidance as appropriate
- outlines sound management of the project and experience of the project team and partners
- evidences strong partnership working and collaboration
- includes plans for engagement, knowledge exchange and dissemination of the results and outputs/resources for the Road Safety profession and sector or for road users
- includes plans for how the project can be sustained, scaled up or rolled out
- details financial aspects and budget including additional sources of funding
- covers ethical and privacy issues.

What costs do we fund?

Requests for 100% project costs will not be eligible. All projects should have other sources of funding, either cash or in-kind. This contribution can come from the applicant or other partners. Costs should be clearly set out with overheads and indirect costs shown separately and not included elsewhere such as in salary costs or rates. Grants are for project costs rather than core funding. **We do not normally expect to pay overheads or indirect costs** but in some cases may pay a proportion of these, for example for registered charities. We ask applicants to break down and display these costs in the overall project costs to accurately state the full economic cost of the project.

To support our commitment to piloting, trialling and evaluating road safety interventions and building an evidence base for future interventions, we encourage applicants to fully develop the monitoring and evaluation components of the application and budget. **Eligible costs can include training in monitoring and evaluation or external support to strengthen this element of your project.**

² The applicant must demonstrate ongoing sustainability in the current uncertain climate created by Covid-19. For example, in relation to this project:

- any particular Covid-19 related risks to the project or intervention
- proposed mitigations.

How to apply

Applications should be made via the on-line portal on our website. <https://www.roadsafetytrust.org.uk/small-grants>. The opening date for this round is 22 March 2022 and the closing date is 26 April 2022. We plan to let applicants know if they have been successful in June 2022.

You will need to create an on-line account and will be asked to complete a short eligibility questionnaire. Once you have started an application you will be able to save it and return to it later. If you have previously applied to us for another grant, you will already have an account and should use these login details.

A sample application form will be made available before the grant round opens on our downloads page here: <https://www.roadsafetytrust.org.uk/small-grants>. Please note, this is just for additional guidance. **You must fill the application via the online portal.**

If you are offered a grant, there is some additional information that we will ask you for before your project can start. We will agree a payment and reporting schedule with you and ask you to complete an Identity & Documentation Form including financial and management information as part of the Terms & Conditions. Versions of this form and Terms & Conditions can be found here: <https://www.roadsafetytrust.org.uk/small-grants>.

Data Protection

In submitting your application for funding, you are confirming that you have the consent or the legitimate right to use the personal data of any individuals identified within it and for The Road Safety Trust to hold their personal data while the project is assessed for funding and following any agreement to fund. The Trust will use this information for the purposes of assessing your application and of managing or monitoring any grant awarded; and for carrying out related administration or research. We may also contact you about events, news or research relevant to your grant. We will also ask for your consent to be added to our database in order to email you our newsletters or invite you to participate in consultations. The Trust is a data controller and is registered with the Information Commissioner's Office as required under the UK GDPR. The Trust will only process any personal data in accordance with the Trust's registration and current data protection legislation.

The Trust will expect that you, as the applicant, are responsible for ensuring compliance with data protection legislation and registration as necessary. Our Grants Data Privacy Notice is available on our website here: <https://www.roadsafetytrust.org.uk/privacy>

Please note that as part of the application process and to ensure the best use of charitable funds, we may consult with other funders about your project.

Freedom of Information

The Road Safety Trust is a 'public authority' and is subject to the Freedom of Information Act 2000. This means that in certain circumstances information about (or contained within) your application may need to be published should we receive a request for information under FOIA, subject to certain exemptions. Please contact us should you have any questions or concerns about this and notify us in advance if any of the information contained within your application is particularly sensitive or confidential.

Where can I get support with monitoring & evaluation & what costs can I apply for?

You can apply for the cost of external support with monitoring and evaluation. You can also apply for funding to train staff in Road Safety Monitoring and Evaluation. **As an indication of what we might fund - you could include the costs of up to two days training.**

Organisations that provide resources and training include:

- **Roads Policing Academic Network (RPAN)** - brings academic work and frontline practice together by providing a network of academics that practitioners can reach out to for support. h.m.wells@keele.ac.uk
- **Road Safety GB** – includes practitioner training and links to reports and research through the Knowledge Centre. <https://roadsafetygb.org.uk/about-rsgb/knowledge-centre/>
- **Agilysis** – provides technology and data tools and solutions including webinars. <https://agilysis.co.uk/>
- **RoSPA** – produced a guide to evaluating road safety education, training and promotion activities including a useful toolkit. <https://www.rospa.com/safety-consultants/road>
- **National Council for Voluntary Organisations (NCVO) Charities Evaluation Services** - provides free tools and guidance on evaluation, learning and impact measurement. <https://www.ncvo.org.uk/practical-support/consultancy/ncvo-charities-evaluation-services>
- **Inspiring Impact** – provides a set of free tools and resources designed to help voluntary sector organisations with impact measurement. <https://www.inspiringimpact.org>

Appendix 2 – Eligible project areas

Contact points for each area can share their experience of the project and lessons learnt.

Community Corners – improving safety through neighbourhood schemes for traffic calming

‘Community Corners’ is a low cost, community-led, street design approach to traffic calming, trialled by Transport Research Laboratory in 2018. Trials have shown that Community Corners can help reduce speed and traffic volume while generating multiple perceived secondary benefits including street “liveability”, community cohesion, air quality improvement and traffic noise reduction.

The approach involves the use of street furniture such as street planters, picnic benches and painted patterns on residential streets to change the ‘feel’ of a street from one of a well-defined highway designed primarily for cars, to an environment shared by road users and the community and where families live, children play and people move around and socialise. The planters create barriers to the line of sight of drivers as well as physical obstructions which narrow the road, encouraging drivers to slow down.

This area of the 2022 Small Grants Programme seeks to build on the promising results of the trial carried out in 2018 by funding more trials and evaluations to gather supporting evidence of the link between road design and driver behaviour. The projects should tie in with local priorities and aim to improve road safety by reducing collisions and casualties resulting from speeding. Projects should also attempt to capture secondary impacts such as residents’ perceptions of their community, environment on the street and safety.

For further information on the Community Corners project, access to the detailed research report and Practitioner’s Note, please visit the project website:

<https://www.roadsafetytrust.org.uk/funded-projects/16/trl-community-led-intervention>

To discuss trialing the Community Corners approach in your local area under this funding round please contact: Marcus Jones - mjones@trl.co.uk

Mobile Engaged – Tackling mobile phone use by drivers

The Mobile:Engaged project was dedicated to the challenge posed to road safety by mobile phone use by drivers. Although the use of handheld devices has been illegal since 2003, widespread availability has not deterred some drivers from using them. This, coupled with the pace of technological development, is fast outstripping both the ability of the law to keep pace with the actual nature of the problem, and the ability of the road safety community to offer an effective response.

Researchers, Dr Helen Wells and Dr Leanne Savigar of Keele University, identified a range of innovations being implemented by police forces, local authorities, road safety partnerships, technology companies and individuals across the UK tackling the issue. In-depth consultations with 22 of these led to the production of the Mobile:Engaged Compendium. The compendium is intended as a resource for interested road safety and roads policing professionals, which can also act as basis for future research and evaluation activities. The compendium features case studies, profiles of academics in the field that can be contacted for advice, and added extras such as descriptions of schemes, resources and partners. Case studies span engineering, education, engagement and enforcement. Guidance is also provided on issues such as finding and interpreting data, designing projects, considering audiences, evaluation and public engagement. Importantly, and appropriately, the focus of the work included the challenges of *handsfree* mobile use, and not just *handheld*. Although not widely appreciated, or reflected in the law, many studies show that handsfree mobile use is as distracting as handheld and is therefore an important focus of work in this area.

This area of the Small Grants Programme 2022 invites applicants to use the Mobile:Engaged Compendium to trial one or more of the practical interventions featured in it, or conduct evaluations to tackle any kind of mobile phone use by drivers. Trials and/or evaluations could be at a local, regional or national level.

For more information on the project and to download the compendium:

<https://www.roadsafetytrust.org.uk/funded-projects/17/university-of-keele-mobile-phone-use>

To discuss using the Mobile:Engaged Compendium to further trial and evaluate an intervention under this funding round please contact: Dr Helen Wells - h.m.wells@keele.ac.uk

Dr Wells can also connect applicants to the Roads Policing Academic Network (RPAN), a network that organically grew out of this project to connect academics working in this area.

Improving Driving Behaviour through Mindfulness

Studies have found that drivers who are naturally more mindful³ tend to have lower engagement with distracting tasks while driving, reduced driving anger, lower risk, and increased safety behaviours. A 2019 study led by Professor David Crundall at Nottingham Trent University aimed to establish whether mindfulness training can have a positive effect on driving-related behaviours in the laboratory and the real-world across three randomised control studies. The first study assessed the impact of a 12-hour training course in a range of laboratory tests. The second study replicated this method, but the course was rewritten to focus specifically on driving and fit within a condensed 4-hour time window. The final study demonstrated that even this short course had a significant impact on driver behaviour in an on-road naturalistic study. While further research is recommended, the research indicates that mindfulness can have positive effects on a range of safety-related behaviours such as speed variance and driver focus.

This area of the Small Grants Programme 2022 invites applicants to trial this mindfulness research in a practical way to improve road safety at either a local, regional or national level.

For more information on the project and related research:

<https://www.roadsafetytrust.org.uk/funded-projects/19/nottingham-driver-awareness>

To discuss applying the research in a road safety intervention under this funding round please contact: Professor David Crundall - david.crundall@ntu.ac.uk

³ Mindfulness is a mental state, often associated with meditation, that is achieved through focusing attention on the current moment, coupled with a non-judgmental approach to current experiences.

Targeting Road Injury Prevention (TRIP) – using data and intelligence to understand who is causing serious collisions and to develop road safety campaigns

Road Safety interventions targeting driver behaviour are used throughout the road network, in particular the Fatal Four campaigns run by the National Roads Policing Operations Intelligence and Investigation. Speeding, drink/drug use, using a mobile and not wearing a seatbelt are seen frequently. These campaigns are aimed at all road users and not targeted regionally or to a specific driver demographic.

In 2016, Addenbrooke's Charitable Trust with Cambridgeshire and Peterborough Road Safety Partnership were awarded funding to help look in detail at crashes that cause severe injury and death and the types of drivers involved. A proof-of-concept research study was set up with research support from academic partners, Loughborough University, to develop a 'culpability tool'. The project investigated the characteristics of those drivers that cause serious injuries and how they could be targeted with road safety interventions which would seek to reduce serious and fatal injuries resulting from collisions.

Using Cambridgeshire Police collision data and linking it to hospital data from Cambridge University Hospital Trauma Audit Research Network over a five-year period, the project identified Cambridgeshire resident drivers who were involved in clinically defined serious injury collisions. Using insight from data and research in Canada, a culpability score was created for all drivers involved in road traffic collisions in Cambridgeshire and Peterborough. The culpable drivers involved in serious and fatal injury collisions were matched to their geodemographic ACORN segmentation profiles using postcodes.

Results indicate the potential for identifying riskier drivers more likely to cause collisions through the culpability scoring. This information could then be used to develop targeted road safety education, training and enforcement campaigns.

This area of the Small Grants Programme 2022 invites applicants to further trial the tool and analysis in another geographical area of the UK.

For further information about the TRIP project and to read the project report:

<https://www.roadsafetytrust.org.uk/funded-projects/16/addenbrookes-charitable-trust>.

To discuss trialling the tool in your area under this funding round please contact: Dr Jo Barnes at Loughborough University j.barnes@lboro.ac.uk

Appendix 3: Strategy Map

Strategy Map 2021-2024

