



Making Roads Safer

Projects funded by
The Road Safety Trust
working with road safety
partnerships and police forces



Projects funded by The Road Safety Trust working with road safety partnerships and police forces to improve road safety

Police forces around the UK have been working with The Road Safety Trust over the last few years to raise awareness about and trial new developments in road safety.

This is a collaboration which is valued by the Trust and which, by working together, can help keep road safety high on the national and local agenda and influence policy change. Evidence-based results and learning from the research and practical interventions funded by the Trust are shared across the road safety and wider community to raise awareness and encourage implementation.

Since The Road Safety Trust was established in 2014, it has funded a range of projects that have partnered with local police forces. The projects featured in this showcase highlight some of the ways that police forces and road safety partnerships can work with researchers to develop evidence-based insights, recommendations, and interventions to help save lives on the roads.

Some of the results from these funded projects include:

- A new version of the **Self-Administered Interview** specifically for witnesses to road traffic collisions
- A new approach to **targeting road safety interventions** based on data identifying the profile of drivers causing collisions
- A set of recommendations for improving road safety through **successful prosecution** of the following road traffic offences: careless driving, dangerous driving, and using a mobile phone whilst driving
- A set of key recommendations for improving the **effectiveness of pursuit management** and decision making for police officers and staff managing public safety and policing the roads
- A suite of resources to support the NPCC's 2020 **Mobile Enforcement Campaign**



Self-Administered Interview (SAI[®]) for Witnesses to Road Traffic Collisions

When road policing teams arrive at the scene of an RTC the priority is to ensure that any casualties are dealt with swiftly, the scene is secured and that traffic flows again. Road policing officers also need to take comprehensive accounts from witnesses at the scene alongside these competing pressures.

In 2018, a collaborative project was funded which aimed to capture better information from witnesses to serious road traffic collisions through the development of a bespoke version of the Self-Administered Interview (SAI[®]) specifically for use with witnesses to Road Traffic Collisions (RTCs). **Swansea University, Goldsmiths, University of London and University of Portsmouth** were awarded £77k to run this project.

The original SAI[®] was developed by psychologists at University of Portsmouth, Goldsmiths, University of London and Florida International University to help frontline officers capture detailed initial accounts from witnesses in circumstances where resource constraints limit their ability to take detailed verbal statements from each witness. Based on decades of memory research, the SAI[®] incorporates clear and comprehensive instructions to guide witnesses through their report; open-ended prompts are used to increase retrieval support, thereby helping witnesses to recall and report more information.

The SAI[®] was designed to be a general witness reporting tool, allowing its application in a wide range of contexts. To maximise its efficiency in collision investigations, the SAI-RTC[®] was co-created with officers from the Road Policing Unit (RPU) within South Wales Police. The SAI-RTC[®] includes additional prompts about vehicle descriptions, road and weather conditions.

The SAI-RTC[®] was trialled with the RPU in South Wales Police. Participating witnesses were adults who witnessed or were involved in an RTC that was attended by RPU officers within the trial period. In total, 276 statements were analysed of which 58 were SAI-RTC[®]s and 218 standard reporting forms.

Some key results from the trial showed:

- Witnesses who completed the SAI-RTC© reported, on average, 57% more information than witnesses who completed the standard reporting form
- Most witnesses reported that the SAI-RTC© was easy to use, and that it helped them to remember the incident in more detail
- Most officers reported that witness reports were as detailed, or more detailed, in the SAI-RTC© than in the standard reporting form
- Information was easier to find in the SAI-RTC© than in the standard reporting form

To address officer and witness feedback, the researchers are now streamlining the SAI-RTC© and are developing an online version that will integrate directly with police IT systems (NICHE), allowing for faster, cheaper, and more flexible administration.

Further information and a useful Practitioner Summary is available on the [project website](#), where there is also a dedicated [link to the SAI-RTC](#).



Targeting Road Injury Prevention

Since 2012, the average number of deaths from road collisions has remained around 1,800 per year. In 2018, fatalities comprised 6.5% of all national killed and seriously injured casualties but in Cambridgeshire fatalities comprised 7.6%.

Road safety interventions targeting driver behaviour are used throughout the road network, in particular the NPCC Fatal Four campaigns. Speeding, drink/drug use, using a mobile and not wearing a seatbelt are seen frequently. The TRIP project offers a new and innovative way to target campaigns on a regional basis to specific driver demographics identified as causing collisions.

In 2016, **Addenbrooke's Charitable Trust** with **Cambridgeshire and Peterborough Road Safety Partnership** were awarded £90k 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 by Addenbrooke's Charitable Trust and the Cambridgeshire and Peterborough Road Safety Partnership 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.

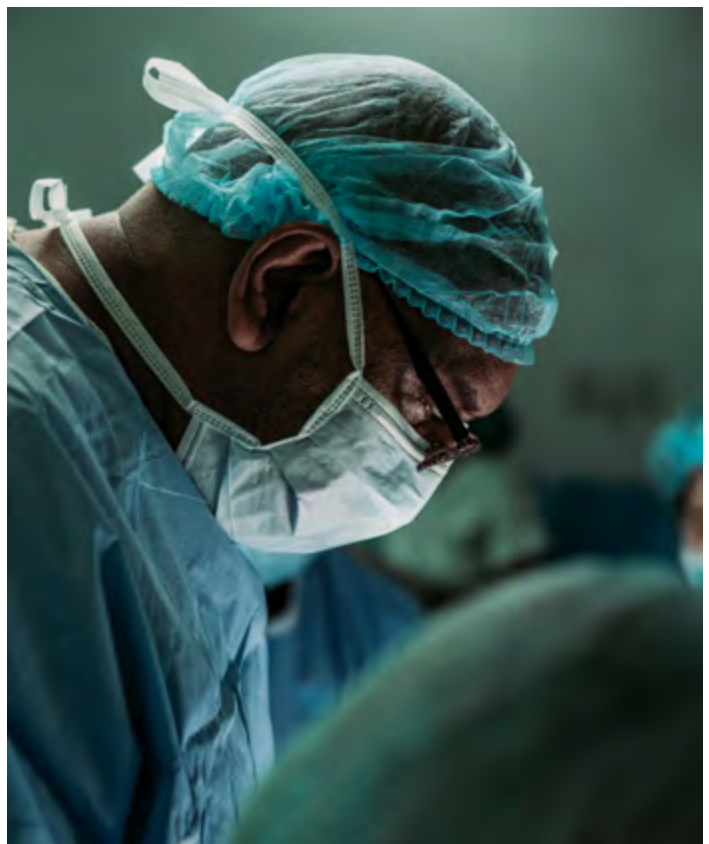
The study identified:

- 564 drivers that were involved in a serious injury or fatal collision on the Cambridgeshire and Peterborough road network and had a culpability score
- The average age of drivers was 43 years, and most were male
- In general, results indicated that drivers living in Cambridgeshire had fewer fatal collisions than non-resident drivers
- In comparison to non-resident drivers a larger proportion of resident drivers were motorcycle riders and a smaller proportion were goods vehicle drivers

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

Find further information about the TRIP project and read the [project report](#).

The TRIP project is one of the four areas of work open to applications under The Road Safety Trust's 2022 Small Grants Programme (open from 22/3/22-26/4/22 to applications). To find out about trialling the tool in your area under the 2022 Small Grants Programme, please visit [The Road Safety Trust website](#).



Enforcement and Prosecution of Road Traffic Offences

Leicester University was awarded £45k in 2017 to research driving offences using data and insight from police forces and the Crown Prosecution Service. Offending behaviour from the perspective of vulnerable road users was also explored.

The study investigated the enforcement and prosecution of the following road traffic offences:

- Careless driving
- Dangerous driving
- Using a mobile phone whilst driving

This sociolegal approach looked at how endangerment driving offences are enforced and prosecuted. In phase one, 301 cases involving offences from Surrey, West Mercia/Warwickshire and West Midlands Police were examined. Then in phase two, nine focus groups with 77 cycling participants (vulnerable road users) were conducted to gain their perspective of police enforcement activity and the measures they take to manage their own risk on the roads.

To support the project, additional data was collected through Freedom of Information requests on the use of digital footage from members of the public.



The research resulted in some important recommendations for improving road safety through successful prosecution of these offences:

- National guidelines to be produced outlining when it is reasonable for the police to issue a notice of intended prosecution outside the 14-day period and the submission and processing of third-party footage
- The Crown Prosecution Service should be more willing to consider prosecuting dangerous driving in the absence of a collision and be resourced sufficiently with specialist road traffic prosecutors working closely with police colleagues
- Police forces across England to review their approach to accepting and acting on third party footage, putting in place methods to ensure appropriate and consistent decision-making
- The work of tactical planning units to be kept under review to ensure effective and consistent decision making
- Innovative initiatives, such as Op Close Pass, Project Verrier, and Operation Tutelage, be adopted by other forces

Feedback from police forces has indicated that there has been adoption of good practice identified in this report since its publication.

The project completed in 2019. Recommendations were presented in a podcast video and were submitted as evidence to the House of Commons Transport Committee inquiry into road safety and active travel, the results of which contributed partly to the clarification of the law around driving and mobile phone use.

As a follow-on from the research and recommendations made by Leicester University, The Road Safety Trust is pleased to be able to fund a new project being managed by Lincolnshire Police with academic support from Keele University. This new national project will explore further how digital evidence submissions from the public (e.g. from 'dash cams') can be used more effectively to reduce road offending and improve road safety.

[Find further information](#) including a short video on the project and read the project report and summary.



Pursuit Management

Police pursuits are one of the most dangerous activities that police drivers undertake as part of their role. In recent years, statistics for England and Wales show that pursuits remain the highest cause of civilian fatalities following police-related road traffic collisions.

In England and Wales all police work, including pursuits, falls under the National Decision Model (NDM) which supports decision making by providing a framework in which 'decisions can be examined and challenged, both at the time and afterwards.'

In 2017, the **Mayor's Office for Policing and Crime** was awarded £27k to strengthen the evidence base for effective pursuit management and decision making for police officers and staff managing public safety and policing the roads. Working in collaboration with research partners University College London (UCL) the project was completed in 2019.

The project explored factors that generate pursuits and influence their safety. It involved using pursuit data (2016-2019) from the Metropolitan Police Service (MPS) and 30 in-depth qualitative interviews with drivers, control staff, tactical advisors, and strategic stakeholders.



Key recommendations from the project include:

- Pre-emptive strategies to reduce spontaneous pursuits
- Regular team training days to understand roles and responsibilities and to share insights
- Review of current training for operators to provide clear and accurate risk commentaries
- Refresher training for drivers
- Continual learning from other countries that have similar problems to understand how they have addressed them to improve police pursuit policy
- Improvement in quality of radio communications needs to allow accurate pursuit authorisation and termination
- Technologies that track or immobilise a vehicle and curtail a pursuit need to be more widely available
- A public awareness campaign could be run to improve understanding of the 'failure to stop' offence

The research has been used to support training of police drivers and control room managers to ensure that consistent risk-based decisions are made.

Feedback from the MPS is that **the project helped to improve the decision-making skills of control staff and drivers** involved in pursuits and **enhanced communications between control room staff and pursuit drivers.**

[Read the project report here.](#)



'Mobile:Engaged' – Tackling mobile phone use by drivers

In this project Keele University set out to:

- Gather, review and promote work on mobile phone use while driving
- Support NPCC's 'National Using a Mobile Phone Whilst Driving' campaign (2020-2022)

A 'Compendium' for the road safety profession on driving and mobile phone use was produced in 2019 as part of the project and then updated in 2020.

It is available for free download.

An additional outcome of the project was the **creation of the Roads Policing Academic Network (RPAN)** and a **suite of resources to support NPCC's 2020 Mobile Enforcement Campaign.**



The Mobile:Engaged project is one of the four areas of work open to applications under The Road Safety Trust's 2022 Small Grants Programme (open from 22/3/22-26/4/22 to applications). 'If you would like to find out more about the use of the Mobile:Engaged Compendium to trial one or more of the practical interventions featured in it, or conduct evaluations to tackle mobile phone use by drivers then please visit **The Road Safety Trust website.**

Trials and/or evaluations awarded under the 2022 Small Grants Programme could be at a local, regional or national level.

Some recently awarded projects include:

Automatic Number Plate Recognition (ANPR)

Gloucestershire Constabulary has just been awarded £171.8k by The Road Safety Trust to conduct research to **understand and overcome limitations** of current Automatic Number Plate Recognition (ANPR) technology.

Of potential relevance and value to all UK police forces, the Gloucestershire Constabulary Project aims to more effectively tackle criminal and anti-social behaviour linked to road use by improving ANPR capability and increasing the value that the technology delivers in terms of reducing road risk and harm. It is hoped that the project's outcomes will generate nationally and internationally scalable responses.

The project has clear pathways to securing benefit to road safety by delivering accountability for offending road use that would otherwise have evaded detection, and by providing opportunities to educate or prosecute those that pose a danger to other road users.

Digital Evidence

Lincolnshire Police has recently been awarded £140,868 to review current activities around third party digital evidence (dash cam and other), influence best practice, and encourage nationally consistent delivery which is:

- **Manageable for forces**
- **Fair and legitimate in the eyes of road users**
- **Secures the best possible road safety outcomes**

This review will engage police staff on the frontline of this approach, as well as policing leaders, to understand the opportunities and challenges. It will also obtain the views and expectations of road users involved in submitting footage and those whose behaviour is reported.

You'll be able to follow the progress of these two most recently funded projects on [The Road Safety Trust website](#)

The Road Safety Trust is dedicated to achieving zero deaths and serious injuries on UK roads. As an independent grant-giving charity, The Road Safety Trust funds vital research and practical interventions committed to reducing the number of people killed or injured on our roads. More information about the Trust, including its first Impact Report produced in 2021, can be found on

[The Road Safety Trust website](#)

You can also subscribe to its regular eBulletin **[here](#)** and/or follow the Trust on Twitter for news as it breaks

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Making Roads Safer

The Road Safety Trust

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Registered Office: Colwyn Chambers, York Street, Manchester, M2 3BA

www.roadsafetytrust.org.uk

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