

Guide notes

Eligibility criteria

Innovation and a strategic partnership approach are strongly encouraged; however, to be eligible for funding an activity/project must:

- Cover off new or additional work in any of the three Priority Focus Areas and seven overarching outcomes.
- Focus on those commitments ranked highest.
- Focus on areas where a gap in activity has been identified.
- Focus on areas where partners are not already funding the delivery of a commitment.

Funding parameters

Funding is subject to 2018/19 Road Safety Framework funding being available. All projects **MUST** be match funded, and priority will be given to proposals for larger-scale pieces of work or activity (**over £25,000**) which:

- Clearly show what activity is proposed over what time period.
- Have a sufficiently detailed budget to clearly show where expenditure will be incurred and who will perform the activity (including partner organisations or agencies).
- Demonstrate how the outputs will contribute to identified outcomes.
- Outline how the work will be evaluated to identify the activity's impact on those outcomes.
- Demonstrate how the work will continue to contribute to the identified outcomes once TS funding ceases – i.e. a demonstrable funding sustainability model should be presented.

Capital equipment, consultancy or routine activity which is otherwise covered by mainstream budgets or other TS funding will not be supported. Other **ineligible costs** include:

- Reclaimable Value Added Tax.
- Organisational, administrative and staff salary costs, unless part of the delivery costs.
- Travel and subsistence costs, unless part of the delivery costs.
- Capital equipment such as vehicles, computer and other IT equipment, including software or development costs, unless part of delivery costs and subject to the written agreement of the Scottish Ministers.
- Appearance fees.
- Consultancy fees (except in delivery of external evaluation).

Application Process

Completed forms or any questions should be forwarded to dario.dallacosta@transport.gov.scot for the attention of the Road Safety Operational Partnership Group. Final decisions for award will be made in conjunction with Transport Scotland's Road Safety Strategic Partnership Board.

Timing

Applications to the fund may be made at any point following the below launch date:

- Call launched on 3 November 2017
- Call will close on 15 December 2017

Priority Focus Area outcomes

A mid-term review of the Road Safety Framework was completed in 2016. The Strategic Partnership Board established that the Framework in its current structure remained appropriate up to 2020 and that on-going activity on existing themes and priorities, and the commitments supporting them, would continue. To support the delivery of this, three Priority Focus Areas were identified, together with their associated outcomes and indicators. **Emphasis should be on quality rather than quantity as covering too much ground might lessen the project's impact.** Use this Annex as a guide to determine on which outcome(s) your project will focus.

| Speed |
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| Speed |
| <p>Outcome</p> <ul style="list-style-type: none"> • Increase the proportion of vehicles travelling at appropriate speeds on Scotland's roads to support reducing road casualty numbers. <p>Indicators</p> <ul style="list-style-type: none"> • The number of injury accidents where at least one of the two "speed" contributory factors are recorded. • Positive behavioural or attitudinal trends in drivers including driving at appropriate speeds and awareness and understanding of speed limits and what they mean. |
| Motorcyclists |
| <p>Outcome</p> <ul style="list-style-type: none"> • Improve the safety of motorcycling by reducing levels of motor cycle injury accidents on the road network to support reducing road casualty numbers. <p>Indicator</p> <ul style="list-style-type: none"> • Number of motorcyclists involved in injury accidents, including those where vehicles hit objects off the carriageway. |
| Age |
| Pre-drivers |
| <p>Outcome</p> <ul style="list-style-type: none"> • Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving. <p>Indicators</p> <ul style="list-style-type: none"> • Number of secondary school or college pupils receiving interactive pre-driver educational intervention. • Number of people completing the Scottish Qualifications Authority safe road user award or other accredited assessment or training. |

Drivers aged 17 to 25

Outcome

- Increase safer driving behaviours by young drivers after they pass their test.

Indicators

The proportion of drivers aged 17-25 involved in injury accidents.

- Number of risk behaviours undertaken by drivers aged 17 to 25 whilst driving in the preceding 12 months.

Older drivers

Outcome

- Increase awareness and knowledge capability of older drivers and their families to make informed choices about safe driving.

Indicators

- The proportion and number of drivers aged 65 and older involved in injury accidents.
- Number of risk behaviours undertaken by drivers aged 65 and older whilst driving in the preceding 12 months.

Vulnerable road users

Cyclists

Outcome

- Reduce the number of cyclist casualties through good design, appropriate speed management, high awareness of and compliance with road traffic laws and safe practices by all road users.

Indicators

- Number of cyclists involved in injury accidents across both the built-up and non-built-up road network.
- Number of cyclists and all other road users displaying positive attitudes towards each other.
- Number of risk and distraction behaviours undertaken by drivers whilst driving in the preceding 12 months.

Pedestrians

Outcome

- Reduce the number of pedestrian casualties through good design, appropriate speed management, high awareness of and compliance with road traffic laws and safe practices by all road users.

Indicators

- Number of pedestrians involved in injury accidents across both the built-up and non-built-up road network.
- Number of risk and distraction behaviours undertaken by drivers whilst driving in the preceding 12 months.

Priority Commitments

To meet the targets, the Framework set out numerous priority areas, each with a set of commitments (96 in total) whose achievement would denote the extent of Framework delivery. Outlined below are the commitments for the Priority Focus Areas, ranked in terms of their likely impact on reducing casualty numbers to 2020. **Emphasis should be on quality rather than quantity as covering too much ground might lessen the project's impact.** Use this Annex as a guide to determine on which commitment(s) your project will focus.

| Speed |
|--|
| Speed |
| <p>Priority 1</p> <ul style="list-style-type: none"> • RSF 19: Continue to publicise and educate people about the risks associated with speeding. • RSF 20: Continue to raise awareness of speed limits and their purpose, including those that apply to different types of vehicle on the different categories of roads. • RSF 71: Encourage local authorities to implement any changes indicated by their review of speed limits and continue to monitor networks in order to identify changes where these may support casualty reduction. • RSF 74: Encourage local authorities to introduce 20mph zones or limits in residential areas and areas of towns or cities with a high volume of pedestrians and cyclists as set out in the 2015 Good Practice guide on 20mph Speed restrictions. <p>Priority 2</p> <ul style="list-style-type: none"> • RSF 21: Continue to support the Safety Camera Programme. • RSF 72: Consider if the introduction of a Speed Awareness Scheme focused on speeding would be an appropriate contribution to road safety in Scotland. <p>Priority 3</p> <ul style="list-style-type: none"> • RSF 69: Support the voluntary use of Intelligent Speed Adaptation (ISA) and other technologies designed to encourage compliance with speed limits, through engagement with employers and the commercial sector. • RSF 70: Further develop the evidence base to support consideration of a pilot in Scotland to test out the effectiveness of speed limiting technologies. • RSF 73: Provide information on the benefits of lower speed driving in relation to fuel efficiency, health impacts and road safety. |
| Motorcycles |
| <p>Priority 1</p> <ul style="list-style-type: none"> • RSF 76: Provide support for motorcyclists, e.g. through advanced rider training schemes and raise awareness of bad or dangerous riding behaviour, through safety awareness initiatives such as Operation Zenith. <p>Priority 2</p> <ul style="list-style-type: none"> • RSF 77: Through RSS, support targeted publicity campaigns aimed at motorcyclists • RSF 92: Consider the needs and vulnerabilities of motorcyclists in developing motorcycle-friendly roads and roadsides where this may support casualty reduction, while ensuring that motorcycle safety is fully considered when other traffic calming schemes are introduced. |

Age

Pre-drivers

Priority 1

- RSF 79: Seek to influence young people's attitudes to road safety and future driving behaviour before they get behind the wheel and investigate the usage and delivery by schools of pre-driver educational intervention and event training resources such as and including "Get into Gear" in supporting their effectiveness.

Priority 2

- RSF 80: Support outcomes-based evaluation of pre-driver interventions with a view to further developing a guide to organising pre-driver events for senior secondary school pupils.

Priority 3

- RSF 29: Support the promotion of and encourage take up of the safe road user award and evaluate the uptake and completion of the course.

17-25 year old drivers

Priority 1

- RSF 09: Continue to look for innovative ways to target younger drivers with appropriate messages, including effective social media platforms, about safe driving to increase their awareness and understanding of their vulnerability and the dangers they face due to age and inexperience.

Priority 2

- RSF 60: Encourage younger drivers to undergo post-test training, by engaging with the private sector including the insurance industry to explore incentivisation, and to support national coordination of the use of outcomes-based evaluation of post-test training.

Priority 3

- RSF 61: Encourage initiatives which lead to qualifications and safer driving attitudes and behaviours and explore flexible delivery and certification approaches to increase uptake.

Older drivers

Priority 1

- RSF 83: Support initiatives to raise awareness amongst older drivers and their families, of their vulnerability and ways in which they can address this in order to make informed choices about safe driving.

Priority 2

- RSF 95: Investigate and support ways to promote and facilitate initiatives relating to further accredited or certified training for older drivers including incentivisation to do this.

Vulnerable road users

Cyclists

Priority 1

- RSF 27: Ensure that all road users receive appropriate education and training to encourage safer cycling in the road environment, including journeys to and from school and in residential areas.

Priority 2

- RSF 28: Continue to monitor and develop Bikeability resources for dissemination to those responsible for co-ordinating the Bikeability programme.
- RSF 93: Ensure cyclists are considered in new road and maintenance schemes, through the implementation of the Trunk Road Cycling Initiative and the standards and advice contained in "Cycling by Design 2010", where the (re-) design of identified higher risk road locations such as junctions may contribute to the reduction of casualty numbers.

Priority 3

- RSF 78: Encourage the wearing of correctly fitted helmets.

Pedestrians

Priority 1

- RSF 74: Encourage local authorities to introduce 20 mph zones or limits in residential areas and areas of towns or cities with a high volume of pedestrians and cyclists as set out in the 2015 Good Practice Guide on 20 mph Speed Restrictions.

Priority 2

- RSF 75: Investigate whether alcohol is playing a greater part in pedestrian casualties and, if it is, consider what we can do to reverse the trend.
- NEW: Conduct further research to enhance the evidence base for elderly pedestrian casualties which may allow consideration of further measures that will help to reduce casualties, taking into account the impact of an ageing population.

Priority 3

- RSF 24: Encourage the implementation of the guidance for Scottish roads authorities on designing streets, focusing on the needs of pedestrians, and investigate the levels of its adoption and usage.