

Road Safety Framework Funding - Guide Notes

Please read the guide notes carefully to help complete your application. Applications will NOT be considered if any section is left incomplete.

(please note :all projects will be considered on a case by case basis to determine suitability)

Eligibility Criteria

All projects and activities will be considered on a case by case basis. It is recommended that a project or activity should be no less than six month and no more than one year in duration. Projects or activities are strongly encouraged to be Innovative and have a strategic partnership approach.

Your project must :

- Demonstrate how it contributes **directly** to the road safety outcomes and commitments in Annex A&B.
- All projects **must** remain fully sustainable once Transport Scotland funding has concluded unless short term in nature.
- All projects should be **match funded** to a minimum of 50% of the **total** cost of the project; however, there is room for negotiation if the proposed project is deemed of significant value to the Framework's initiatives.
- Your project must be **independently** evaluated to determine if the aims/objectives have been achieved.

Application Details

Project Title : Name of your project

Project Summary (max 100 words) : Provide a snapshot of what your project is.

Project Location : List all relevant sites

Estimated Start and End Dates : Projects are considered on a case by case basis, generally funded for no less than 6 months and no more than year.

Contact Details - Details of the main project co-ordinator, organisation, full address and contact details

Key delivery partners/stakeholders - Key organisations that will be involved with the project

Priority Focus Areas (PFA) - See Annex A. Select all PFA and overarching outcomes relevant to your project.

Road Safety Framework (RSF) Commitments - See Annex B. Select all RSF's commitments relevant to your project

Application Form

Main aims/objectives - Outline what your project is seeking to achieve in relation to improving road safety

Description and delivery - Provide a detailed description of how your project will meet the main aims/objectives.

- Outline targets and milestones, which will be used to monitor the progress of the aims and objectives.
- Demonstrate how the project contributes **DIRECTLY** to the outcomes and commitments you have selected from Annexes A & B.
- (Any project which **DOES NOT** connect directly to the outcomes and commitments will be rejected.)

Stakeholder and/or key delivery partner involvement - Illustrate how stakeholders / delivery partners will be involved in your project.

Innovation

It is recommended that projects demonstrate sufficient innovation, such as looking at fresh, new, modern and creative ways to tackle road safety.

Sustainability

All projects must remain fully sustainable once Transport Scotland funding has concluded. If an application **cannot** demonstrate sustainability the project will be rejected unless it is naturally short term in nature.

(please note :all projects will be considered on a case by case basis to determine suitability)

Funding and Resources

Funding is subject to 2019/20 road safety framework funding being available. All projects **must** be match funded.

Please provide the **Total Cost** of your project which includes Framework Funding and Match Funding e.g.

- Framework Funding Requested = £50,000
- Match Funding = £50,000
- Total Cost of entire project = £100,000

In the breakdown of expenditure, list both the Capital and Resource expenditure your project will incur. For the Resource expenditure incurred list who will perform each activity i.e. staff time

Please note the following regarding Match Funding:

- All projects should be match funded to a minimum of 50% of the **TOTAL** cost of the project; however, there is room for negotiation if the proposed project is deemed of significant value to the Framework's initiatives.
- In-kind match funding is permitted.
- Match funding with other Transport Scotland and/or Scottish Government funding streams is not permitted.

Your project will be **REJECTED** if not match funded.

Enough funds **MUST** be set aside for an in-depth evaluation. As a guide, we recommend the following spending breakdown:

- Delivery – 85%
- Overheads and indirect costs – 5%
- End Evaluation – 10%

All indirect costs must be proportionate and justified

Ineligible costs

All ineligible costs must be met by match funding. 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 approval of the Operational Partnership Group.
- Appearance fees.
- Consultancy fees (except in delivery of external evaluation).

Evaluation

Your project must be **INDEPENDENTLY** evaluated to determine if the aims/objectives have been achieved.

Closing statement

Outline why the project should be accepted, together with any further relevant information. Please do not repeat what has already been stated in the application.

Priority Focus Area (PFA) outcomes

A mid-term review of the Road Safety Framework, completed in 2016, established that the Framework in its current structure remained appropriate up to 2020; Three Priority Focus Areas were identified (speed, age and vulnerable road users), together with their associated outcomes and indicators.

Priority Focus Area - Speed	
Overarching Outcome - Speed	
Outcome	<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.
Indicators	<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.
Overarching Outcome - Motorcyclists	
Outcome	<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.
Indicator	<ul style="list-style-type: none"> • Number of motorcyclists involved in injury accidents, including those where vehicles hit objects off the carriageway.

Priority Focus Area - Age	
Overarching Outcome - Pre-drivers	
Outcome	<ul style="list-style-type: none"> • Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving.
Indicators	<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.
Overarching Outcome - Drivers aged 17 to 25	
Outcome	<ul style="list-style-type: none"> • Increase safer driving behaviours by young drivers after they pass their test.
Indicators	<ul style="list-style-type: none"> • 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.
Overarching Outcome - Older drivers	
Outcome	<ul style="list-style-type: none"> • Increase awareness and knowledge capability of older drivers and their families to make informed choices about safe driving.
Indicators	<ul style="list-style-type: none"> • 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.

Priority Focus Area - Vulnerable road users	
Overarching Outcome - Cyclists	
Outcome	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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.

Overarching Outcome - Pedestrians	
Outcome	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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.

Road Safety Framework (RSF) Commitments

To meet the targets, the Framework set out 96 commitments, whose achievement would denote the extent of Framework delivery. Outlined below are the commitments for the Priority Focus Areas.

Priority Focus Area - Speed	
Overarching Outcome - Speed	
Priority 1	<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.
Priority 2	<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.
Priority 3	<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
Overarching Outcome - Motorcycles	
Priority 1	<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
Priority 2	<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.

Priority Focus Area - Age	
Overarching Outcome - Pre-drivers	
Priority 1	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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.

Overarching Outcome - 17-25 year old drivers	
Priority 1	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> RSF 61: Encourage initiatives which lead to qualifications and safer driving attitudes and behaviours and explore flexible delivery and certification approaches to increase uptake.
Overarching Outcome - Older drivers	
Priority 1	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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.

Priority Focus Area - Vulnerable road users	
Overarching Outcome - Cyclists	
Priority 1	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> RSF 78: Encourage the wearing of correctly fitted helmets.
Overarching Outcome - Pedestrians	
Priority 1	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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.