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**Road Safety Framework Fund**

**Funding Application Form**

The purpose of the Road Safety Framework Fund is to support projects that aim to make Scotland’s roads safer. All projects and activities will be considered on a case by case basis, with those being deemed the most beneficial to the road safety framework ranked the highest.

Funding is subject to the road safety framework funds being made available each financial year.

**Funding Criteria**

The criteria for a successful application are as follows:

* Evidence how your project contributes **directly** to the road safety outcomes and commitments in Annex A&B.
* The project must have defined aims and objectives.
* Provide a **clear** description on how the project will deliver aims and objectives.
* Evidence partnership working.
* Demonstrate **innovation.**
* Demonstrate **Sustainability** post Transport Scotland funding
* **Match fund** to a minimum of 50% of the **total** cost of the project (there is room for negotiation if the proposed project is deemed of significant value to the Framework’s outcomes).
* Be **independently** evaluated to determine if the aims/objectives have been achieved.
* Be for a funding period of 12 months

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

**Limitations**

Funding will not be issued where:

* The application is deemed to advertise or promote a product for financial gain.
* The application is deemed to be focused on exploitable \*intellectual property (IP) and the public benefit is not clear
* Applications are of a party political nature or likely to be in breach of laws relating to equality and opportunity.
* The application is deemed to be part of everyday organisational duties.
* Match funding with other Transport Scotland and/or Scottish Government funding streams is not permitted.

**Assessment Criteria**

Funding will be awarded depending on which of the criteria are met, as well as the extent to which they are met. Funding awards will be made on the overall strength of the proposal in relation to these criteria. Applicants should, therefore, consider carefully and demonstrate clearly.

**For further information contact the Road Safety Policy Team on 0131 244 6345 or e-mail on** **roadsafety@transport.gov.scot**

**Fully completed application forms should be returned to** **roadsafety@transport.gov.scot**

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| Application Details |

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| Project title |  |

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| Provide a brief overview of the project - Max. 100 words |
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| Project location (key sites) |  |

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|  Estimated start and end date (All Projects should run for a duration of 12 months) |
| Start Date |  | End Date |  |

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| Project co-ordinator details |
| Name |  |
| Organisation |  |
| Address |  |
| Phone number |  |
| Email |  |

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| Priority Focus Areas – Please select relevant area(s) - See Annex A at end of document | Overarching outcomes – Please select relevant outcome(s) – See Annex A at end of document |
| Speed | Speed | [ ]  |
| Motorcycles | [ ]  |
| Age | Pre-drivers | [ ]  |
| Drivers ages 17-25 | [ ]  |
| Older drivers | [ ]  |
| Vulnerable road users | Pedestrians | [ ]  |
| Cyclists | [ ]  |

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| Provide details of the Road Safety Framework (RSF) commitment(s) for the priority focus areas which your project relates to - See Annex B at end of document |
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| Application Form |
| Full details of project -Max 1000 words in total |
| * **Main aims / objectives** - Provide details of the main aim(s) of the project and outline the objectives (steps) on how the aim(s) will be reached.
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| **Description of delivery** - Provide a clear description, methodology, of how you will deliver your project. Outlining targets and milestones, which are key points throughout your project and are used to monitor progress i.e. By end of August 6 courses will be delivered to 200 people. A training programme will be delivered by the end of the project to at least 400 people. Etc. |
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| **Key delivery partnership involvement** – Provide details of delivery partners/ organisations who will be involved in your project and how they will be involved (organisations must be aware of their involvement and agreed to take part) |
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| Innovation - Max 300 words |
| **Provide details on how the project is innovative** - i.e. new ideas, gaps in road safety knowledge, locations with no road safety initiatives, rolling out previously successful projects to wider area etc. |
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| Sustainability -Max 300 words |
| **Provide details of how the activity will continue post-Transport Scotland funding** - All projects must remain sustainable once Transport Scotland funding has concluded e.g. the project will continue, be rolled out further or expanded to include… etc. |
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| Framework Funding and Resources |
| Breakdown of Project Cost: |
| Framework Funding requested (from Transport Scotland) | £ |
| Match funding amount (your contributions, must be a minimum 50% of total project costs) | £ |
| Total cost of project (Funding requested + Match Funding) | £ |
| Note : The Total Cost of your project includes Framework Funding and Match Funding e.g.• Framework Funding Requested = £50,000• Match Funding = £50,000• Total Cost of entire project = £100,000 |
| **Breakdown of Project Expenditure** - list the eligible expenditure your project will incur |
| Eligible Expenditure Items: | Amount (£): |
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| TOTAL | £0.00 |
| **Ineligible costs** are as follows:* Routine activity
* 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).
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| **Note** : Sufficient 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 |

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| Evaluation -Max 300 words – (please note) Your project must be INDEPENDENTLY evaluated to determine if the aims/objectives have been achieved.  |
| Name of independent evaluator (If known)  |
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| Detail of what the project will evaluate, and how the evaluation will be carried out. |
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| Closing statement -Max. 100 words |
| 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.  |
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| **Check-list**Tick to note completion |
| Each section has been completed in detail | [ ]  |
| There is a clear contribution to the overarching outcomes | [ ]  |
| There is a clear contribution to the Road Safety Framework commitments | [ ]  |
| The project exhibits real innovation | [ ]  |
| The project demonstrates any future plans/sustainability | [ ]  |
| The project has a clear description of delivery | [ ]  |
| The project must be at least 50% match funding | [ ]  |
| Confirmation the project will be independently evaluated | [ ]  |

**Annex A - Priority Focus Area (PFA)**

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.

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| Priority Focus Area - Speed |
| **Overarching Outcome - Speed** |
| Outcome | * Increase the proportion of vehicles travelling at appropriate speeds on Scotland’s roads to support reducing road casualty numbers.
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| Indicators | * 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.
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| **Overarching Outcome - Motorcyclists** |
| Outcome | * Improve the safety of motorcycling by reducing levels of motor cycle injury accidents on the road network to support reducing road casualty numbers.
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| Indicator | * Number of motorcyclists involved in injury accidents, including those where vehicles hit objects off the carriageway.
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| Priority Focus Area - Age |
| **Overarching Outcome - Pre-drivers** |
| Outcome | * Improve knowledge, positive attitudes and safer behaviours of individuals in relation to road safety before they start driving.
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| Indicators | * 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 | * 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.
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| **Overarching Outcome - Older drivers** |
| Outcome | * Increase awareness and knowledge capability of older drivers and their families to make informed choices about safe driving.
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| 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.
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| Priority Focus Area - Vulnerable road users |
| **Overarching Outcome - 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.
 |
| **Overarching Outcome - 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.
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| 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.
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**Annex B - Road Safety Framework 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.

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| Priority Focus Area - Speed |
| **Overarching Outcome - Speed** |
| Priority 1 | * (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 | * 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.
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| Priority 3 | * 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 | * 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 | * 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.
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| Priority Focus Area - Age |
| **Overarching Outcome - 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.
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| **Overarching Outcome - 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.
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| 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.
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| 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.
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| **Overarching Outcome - 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.
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| 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.
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| Priority Focus Area - Vulnerable road users |
| **Overarching Outcome - 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.
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| 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.
 |
| **Overarching Outcome - 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.
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| 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.
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