**ROAD SAFETY GRANT FY2022-23**

**ROAD SAFETY CAPITAL SCHEME APPLICATION FORM FOR EXISTING MULTI YEAR SCHEMES ONLY**

Guidance Notes:

1. Applications will be accepted for site specific, area or whole route treatments. Please provide maps or plans as supporting documents.
2. High Risk and Vulnerable Groups are as defined in Chapter 2 of the Road Safety Framework for Wales.
3. Collision and casualty savings should be calculated for the lifetime of the scheme. You should use the methodology outlined in the RoSPA safety engineering manual to calculate the expected savings.
4. Partner endorsements will be subject to random testing
5. All schemes should be developed in line with the Safe Systems Approach where possible. (see link for more information [Safe System - PACTS](https://www.pacts.org.uk/safe-system/))

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| **Local Authority** |  |
| **Scheme Name** |  |
| **2022-23 Scheme Type** | Works  |
| **Funding required for 2022-23** | *£’000s* |
| **Funding required for lifetime of the scheme** | *£’000s* |
| **Project Manager Contact Name** |  |
| **Contact Telephone** |  |
| **Contact email** |  |
| **Bid authorised by (e.g. Head of Finance or Transport Services)****\**In authorising this application you are confirming that the information given is correct to the best of your knowledge. You are also confirming that any match funding identified is in place*** | Name: Job Title:Signature: |

1. **Scheme Description**

Provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, please provide a description of the whole scheme and of the specific outputs to be delivered in this financial year.

Schemes should be developed using the Welsh Transport Appraisal Guidance (WelTAG). <https://gov.wales/welsh-transport-appraisal-guidance-weltag>

Attach A4 location maps, project(s) drawing(s) separately. OS GB grid references must also be included. For routes, choose a central point.

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**2. Case for Change**

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| **Current and Future Barriers and Opportunities**What are the local and wider issues, both transport and non-transport that this scheme will address in the short and long term? Include baseline data where available. What will happen if no action is taken? |  |
| **Scheme objectives**What are the objectives of the scheme? (these should be Specific, Measureable, Achievable, Realistic and Time-limited) |  |
| **Scheme outputs**What are the specific outputs that the scheme will deliver?  |  |
| **Fit with Policies and Plans**Please indicate where this scheme fits with local policies and plans such as the Local Well-being Assessment, Local Transport Plan and any other related policies and plans. |  |
| **Community Engagement and Consultation**Please summarise how you have engaged local communities and consulted on your proposals. How have you involved those with protected characteristics? How has this process informed the scheme design?  |  |
| **Active Travel (Wales) Act 2013**If appropriate to the scheme, Please set out how you have had regard for walkers and cyclists and what steps you have taken to enhance the provision for walkers and cyclists |  |

**Fit with Grant Purpose/ Objectives**

Please outline below how your scheme contributes to the grant purpose/ objectives.

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| **Grant name** | **Grant purpose/ objectives** | **Scheme Contribution** |
| **Road Safety Capital** | * Strive to eliminate people killed and seriously injured in Wales
* Prioritising high risk and vulnerable groups
* Improve community safety
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**3. Transport Case**

**Impact Assessment**

Transport schemes must seek to maximise their contribution to the WTS ambitions, which are linked to the well-being goals. Please provide a summary of the expected impacts of the scheme. This should be informed by the statutory and non-statutory impact assessments including who is affected, how, and key qualitative/ quantitative supporting evidence. The impact shown below should always be considered, but the list is not exhaustive and other impacts may be relevant. Impacts may be positive, negative or neutral, and should consider all users including those with protected characteristics.

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| **WTS Ambition** | **Impacts** | **Negative** | **Positive** | **Neutral** | **How does the scheme reduce negative impacts and maximise positive impacts?** |
| **Good for People & Communities**Good for people and communitiesA transport system that contributes to a more equal Wales, a healthier Wales and that everyone has the confidence to use | **Equality*** Equality, diversity and human rights impact assessment
* Affordability: is there any change to the cost of travel paid by users

**Health*** Health impact assessment
* Physical activity: the amount of walking, cycling and other physical exercise undertaken by people

**Confidence and Safety*** Accidents: the number and severity of injuries
* Security: how safe do people feel?
* Journey quality: for example, the comfort of the vehicle and access to information
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| **Good for the Environment**Good for the environment: A transport system that delivers a significant reduction in Greenhouse gas emissions, maintains biodiversity and ecosystem resilience and reduces waste | **Greenhouse Gas*** Greenhouse gases: is there a change in the amount of greenhouse gases emitted

**Biodiversity and Ecosystem Resilience*** Biodiversity: is there an impact on wildlife and the number of species
* Water Environment: is there an impact on water courses

**Waste*** Waste: is there an impact on waste?
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| **Good for the Economy & Places**Good for the economy and places: a transport system that contributes to our wider economic ambitions, helps local communities, supports a more sustainable transport supply chain, uses the latest innovations and addresses transport affordability | **Cohesive Communities*** Access to services: impact on journeys to key services such as health facilities, schools
* Access to employment: how many jobs can people reach and what is the journey time
* Severance: do any groups of people become separated from others or facilities
* Rural impact assessment

**Innovation*** Use of and support for innovation

**Distribution of Goods*** Sustainable movement of goods

**Affordability*** Transport costs: monetary costs paid by those travelling e.g. vehicle operating costs, tolls, and public transport fares.
* Accidents: the cost of accidents.
* Capital costs: to the public sector, to the private sector from the scheme itself and from the impacts
* Revenue costs: to the public sector, to the private sector, and to end users from the scheme itself and from the impacts
* Local economy: how does the scheme affect the sectors in the local economy?
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| **Good for Culture & the Welsh Language**A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances our historic environment  | **Equality*** Equality, diversity and human rights impact assessment
* Affordability: is there any change to the cost of travel paid by users

**Health*** Health impact assessment
* Physical activity: the amount of walking, cycling and other physical exercise undertaken by people

**Confidence and Safety*** Accidents: the number and severity of injuries
* Security: how safe do people feel?
* Journey quality: for example, the comfort of the vehicle and access to information
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1. **Strategic Case**

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| **Road collision and casualty information**Please provide historic personal injury and damage only data for the 3 most recent years available. Local Authorities can supplement this data from local sources – please specify if this is the case. For damage only data, please specify source. Site, route, or area based - please specify:  |
| Personal Injury Collisions | Personal Injury Casualties | High Risk Casualties | Vulnerable Group Casualties | Damage only collisions |
| **Fatal:****Serious:****Slight:** | **Fatal:****Serious:****Slight:** | **Motorcyclists****Fatal:****Serious:****Slight:****Young people****Fatal:****Serious:****Slight:** | **Fatal:****Serious:****Slight:****Pedestrians****Fatal:****Serious:****Slight:****Cyclists****Fatal:****Serious:****Slight:** |  |

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| **Dominant trend in collisions:** | **How the scheme addresses this trend:** |
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| **Please quantify the estimated number of collisions and casualties this scheme or intervention will save** *(Dominant trend in collisions identifies x number of collisions in y years. z%age of these collisions will be addressed/ number of years = n number of collisions per annum will be saved. Note collision data for the 3 most recent years available shall be used. This information will be used along with Net total cost to inform contribution to casualty reduction in marking the Value for Money the scheme offers).* |
| **Estimated Collision Saving (number per annum)** | **Estimated Casualty Saving (number per annum)** |
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| **Description of how the scheme will** **improve community benefits particularly for those living in disadvantaged communities.**  |
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| **Please explain if this scheme or intervention links to any other WG imitative or grant funding?** |
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1. **Delivery Case**

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| **A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.****Information on risks to delivery and mitigation measures in place or proposed must be included.** |
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| **How will the scheme be procured? What are the key contractual arrangements, for example contract length, key milestones etc.?** |
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| **Value for money – Please explain what steps have been taken to ensure costs have been kept as low as possible and to quantify if the funding requested will represent value for money in terms of the contribution made to casualty reduction:** |
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1. **Financial Case**

£000s, Outturn prices (gross of grant / contributions shown separately below)

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|  | **2022-23** | **2023-24** | **2024-25** | **Total** |
| Surveys |  |  |  |  |
| Design  |  |  |  |  |
| Land Purchase |  |  |  |  |
| Accommodation Works |  |  |  |  |
| Construction |  |  |  |  |
| Project Management |  |  |  |  |
| Monitoring and Evaluation |  |  |  |  |
| **GROSS TOTAL**  |  |  |  |  |
| *Match funding amount, percentage contribution and sources (insert name of organisation*)  |  |  |  |  |
| **NET TOTAL** |  |  |  |  |

1. **Monitoring and Evaluation**

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| **How and when will you measure if the scheme has been successful? Please provide details of your post-delivery monitoring plan, data collection, and relevant outputs:** |
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| **Partner endorsement, where applicable** |
| **Police comments****\*You must contact the relevant officer for your locality as follows:**Chief Inspector Thomas Sharville DPP             Thomas.Sharville@Dyfed-Powys.pnn.police.uk and copied to: Storch Susan susan.storch@Dyfed-Powys.pnn.police.ukChief Inspector Helen Coulthard SWP           Helen.Coulthard@south-wales.pnn.police.ukSupt Simon Barrasford NWP                       Simon.Barrasford@northwales.police.ukand copied to: Chief Inspector Jon Aspinall jon.aspinall@northwales.police.uk & Sian Gilford sian.gilford@nthwales.pnn.police.ukChief Inspector Martyn Smith                       Martyn.Smith@Gwent.pnn.police.uk | **GoSafe comments (only required for schemes involving safety cameras)**teresa.ciano@dyfed-powys.pnn.police.uk |