

Guidelines for Road Safety Programs under Challenge Fund



Kerala Road Safety Authority

(Established by Govt. of Kerala under KRSA Act-2007)

4th Floor - Trans Tower - Thycaud (PO)

Thiruvananthapuram – Pin: 695 014

Kerala State Transport Project

T.C. 11/339 - Sree Bala Building - Keston Road

Kowdiar (PO)- Thiruvananthapuram - Pin:695003

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1. ROAD SAFETY PROGRAMS UNDER CHALLENGE FUND - AN OVERVIEW

The Kerala Road Safety Authority aims to assist the District Road Safety Councils (DRSC) in the state to reduce the risk of deaths and serious injuries from road crashes in their local communities through a multi-sectoral approach that specifically targets local people and high-risk locations.

The District Road Safety Council is well placed to plan, implement and deliver road safety projects relevant to their communities. The stakeholders have an adequate knowledge of the local road networks, the behaviour of key road user groups, local traffic conditions, traffic management issues and road accident situation.

Under the World Bank assisted Kerala State Transport Project (KSTP-Phase II), an amount of 4.0 Million US Dollars (approx. Rs.25.5 crore) is earmarked for the Challenge Fund. It is a dedicated fund allocated for DRSCs to replicate the lessons learnt from Safe Road Corridor Demonstration Program (SCDP). Since, SCDP takes time, it has been decided to invite proposals from DRSCs to pilot one or two multi-sectoral road safety programs in their district.

The Kerala Road Safety Authority (KRSA) will work in partnership with District level stakeholders to fund the Challenge Fund projects targeting road safety issues at local level.

2. OBJECTIVES OF THE CHALLENGE FUND

The purpose of the Challenge Fund is to fund evidence-based road safety interventions involving engineering treatment, enforcement, education, trauma-care and community participation on a high-risk road corridor.

The main objective of the Challenge Fund is to develop through local partnerships, **ten Safe Road Corridors and/or Safe Zones across the State.**

The specific objectives are to:

- Plan, develop and implement evidence-based projects aimed at improving road safety at local level.
- Facilitate the involvement of local communities, NGOs, government agencies and other local stakeholders in road safety projects.
- Improve institutional coordination between KRSA and District Level Road Safety Initiatives by the government agencies.
- Review and evaluate the effectiveness of District Level Road Safety Projects.
- Elicit innovative road safety proposals in a collaborative effort between local road user groups and KRSA, PWD and KSTP, NGOs and Community based Organisations.
- District Road Safety Councils will play an important role in coordinating District level stakeholders and relevant businesses and community groups to deliver effective Challenge Fund Road Safety initiatives.

The project will be evaluated and modified during the pilot period. Proven road safety interventions and good practices will be replicated in other parts of the district with KRSA Fund.

3. FEATURES OF THE CHALLENGE FUND

Funding is available for District level stakeholders / organisations who submit proposals to address the identified road safety issues in their community. The District Road Safety Council must endorse all such Challenge Fund Applications before the proposals are submitted to KRSA.

A Program Funding Agreement (PFA) will be executed between the KRSA and the District organizations setting out responsibilities of both parties under the Challenge Fund Program for delivery of the project. The implementation of activities under the Challenge Fund Program is subject to KRSA approval of Challenge Fund project application and release of funding.

4. WHO CAN APPLY FOR FUNDING?

Govt. Organisations who have been involved in road safety projects at District level can submit application and proposals for funding under the Challenge Fund program. These include the following:

- a) Stakeholder Departments at District level (PWD, MVD, Police, Health, Education Department etc)
- b) Members represented on the KRSA Board / Members of the concerned District Road Safety Council.
- c) NGOs with demonstrated expertise and previous involvement in delivering effective road safety programs
- d) R&D institutions who have expertise in road safety matters
- e) Road User Groups or ITS firms who have developed innovative road safety solutions.

The proposal should be submitted to Road Safety Commissioner, KRSA duly endorsed by the concerned DRSCs. **Proposals submitted in the prescribed Format of Challenge Fund and endorsed by DRSC will only be accepted.**

5. TYPE OF PROPOSALS

Multi-sectoral Road Safety programs on identified road corridor(s), targeting one or more of the following components can be submitted:

- Improvement of accident black-stretches and accident-prone/ hazardous locations
- Introducing Traffic calming measures
- Safe walkway facilities, safety of vulnerable road users (pedestrians, cyclists, 2-wheelers)
- Improvement of intersections, unsafe road crossings, piloting limited access control
- School-Zone Treatment
- Purchase of Road safety devices and Enforcement equipment
- Community Participation in Road Safety Programs
- Post-Crash Emergency Management Programs
- Other proven interventions targeting innovative road safety solutions
- Training, awareness program, targeted campaign on alcohol & driving, helmet, seatbelt use etc.

6. IDENTIFICATION OF PROJECTS

- Stake-holder departments /or Members of District Road Safety Council may identify need-based road safety projects under related field and place it before the DRSC.
- DRSC will sort out the proposals, prioritize and approve the proposals involving multi-sectoral road safety interventions.
- DRSC will endorse the proposal and send to Road Safety Commissioner, KRSA for consideration under the Challenge Fund
- Technical Support Group (TSG) of KRSA & KSTP-Road Safety Cell will review these proposals and if necessary, visit the locations for further evaluation.
- After evaluation, KRSA will forward the qualified proposals to KSTP for implementation/procurement.

7. PROCUREMENT AND PAYMENTS

All procurements will be strictly governed by the World Bank's procurement guidelines. The procurement team of KSTP-II in association with designated representative of concerned stakeholder department/DRSC will evaluate the proposals and prepare the tender documents. The specification and supplier's details for purchase of equipment, Road Safety devices or particular type of materials will be furnished by the concerned stake holder department.

The review, monitoring and execution of works will be supervised by a team of officers appointed by DRSC. The sustainability plan of the project need to be clearly indicated in the proposal.

All invoices for payments by consultants/ vendors/ contractors should be submitted by the Supervising Team after checking the measurements through DRSC to KRSA, who will forward the same to KSTP for payment.

8. THE CHALLENGE FUND – WHOM TO CONTACT

All District Road Safety Councils in the State of Kerala or Stake-holder Departments or Community based Organisations / NGOs who have demonstrated their expertise in delivering effective road safety programs, may apply for road safety project funding of up to 100 per cent of the cost of the project. This could include a component for the cost of personnel to plan and deliver the project/s.

For clarifications on Challenge Fund, please contact **Kerala Road Safety Authority** e-mail: krsaoffice@gmail.com; Phone: 0471-233 6369 (during working hours) or Executive Director (Road Safety) Mobile: +91 94471 12510 or through email: krsa.exedir@gmail.com.

Communication Address:

The Road Safety Commissioner
Kerala Road Safety Authority
4th Floor, Trans Tower
Vazhuthacaud, Thycaud (Post)
Thiruvananthapuram - Pin: 695 014

Phone/Fax: **0471-233 6369**
E-mail: **krsaoffice@gmail.com**



KERALA ROAD SAFETY AUTHORITY

APPLICATION FOR ROAD SAFETY PROGRAMS UNDER CHALLENGE FUND

Name of the Project :

Location of the project :

Project Cost (in words) :

(in writing) :

Brief Description of the Project (not exceeding one page):

Specific Road Safety issues to be addressed through this proposal (Describe the current scenario with supporting data):

Need for the Project (a brief statement indicating why the project is needed):

Objectives: (things that you want to achieve to meet the goal):

- a)
- b)
- c)

Activities planned (Sequence of activities planned to achieve the goal):

Justification of the project:

Evaluating the success of the project (using quantifiable or verifiable indicators):

Project Planning and duration:

| Activity | Tasks to be performed | Duration |
|----------|-----------------------|----------|
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Risks potential or Limitations (actual risk which may affect the project)

Sustainability Plan (how the project will sustain after the funding is over - operation and maintenance, AMC etc.)

Budget (detailed estimate -Item wise break up with GST)

| Sl. No | Particulars | Unit cost | Quantity | Sub total | GST | Total |
|--------|-------------|-----------|----------|-----------|-----|-------|
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Name and designation of the Officer who will monitor and supervise the implementation (Executive Engineer-PWD or RTO, Police Chief etc)

Endorsement by DRSC

On the basis of decision taken at the District Road Safety Council meeting held on (date of the meeting) the above Road Safety Improvement Proposal is recommended for implementation under the Challenge Fund Scheme.

Date:
Place:

Authorised signatory
with designation and
Office seal