



Staffordshire
County Council

Community Impact Assessment – Checklist and Executive Summary

Name of Proposal: Future delivery of the National Driver Offending Scheme (NDORS) in Staffordshire

Project Sponsor: Richard Rea

Project Manager: N/A

Date: **07/01/20**

Final Checklist

Prior to submitting your Community Impact Assessment (CIA), please ensure that the actions on the checklist below have been completed, to reassure yourself/ SLT/ Cabinet that the CIA process has been undertaken appropriately.

Checklist	Action Completed (tick)	Comments/Actions
The project supports the Council's Business Plan, priorities and MTFS.	✓	
It is clear what the decision is or what decision is being requested.	✓	As part of a commissioned service by the Staffordshire Safer Roads Partnership, approval is sought for the County Council to enter into a framework agreement with fifteen NDORS licenced driver trainers for the period of 1st April 2020 to 31st March 2023, with the option to extend until the 31st March 2024, to guarantee the delivery of NDORS courses in Staffordshire.
For decisions going to Cabinet, the CIA findings are reflected in the Cabinet Report and potential impacts are clearly identified and mitigated for (where possible).	✓	
The aims, objectives and outcomes of the policy, service or project have been clearly identified.	✓	The principal objectives of the Framework is to ensure business continuity for the County Council on behalf of the Staffordshire Safer Roads Partnership (SSRP) to deliver the NDORS in Staffordshire. In addition, undertaking this activity contributes to the County Council's statutory duty to promote road safety (s.39 Road Traffic Act 1988).
The groups who will be affected by the policy, service or project have been clearly identified.	✓	
The communities that are likely to be more adversely impacted than others have been clearly identified.	✓	
Engagement / consultation has been undertaken and is representative of the residents most likely to be affected.	✓	
A range of people with the appropriate knowledge and expertise have contributed to the CIA.	✓	

Appropriate evidence has been provided and used to inform the development and design of the policy, service or project. This includes data, research, engagement/consultation, case studies and local knowledge.	✓	A recent evaluation by the Department for Transport confirmed the Speed Awareness Course to be more effective at preventing reoffending than the fixed penalty alternative. The suite of NDORS courses delivered focus on changing driving behaviour, attitude and prevent motorists re-offending again.
The CIA <u>evidences</u> how the Council has considered its statutory duties under the Equality Act 2010 and how it has considered the impacts of any change on people with protected characteristics.	✓	The Equality Act 2010 is fully considered and as part of the licence that the County Council has been granted by the NDORS operating company UKROEd Ltd, the County Council is regularly monitored and audited by UKROEd Ltd to ensure compliance.
The next steps to deliver the project have been identified.	✓	An Open competitive Procedure tender process was completed with 17 supplier applications. Following evaluation, it is the recommendation of the Commercial Unit and the Road Safety team, that fifteen NDORS licenced driver trainers are appointed to the Framework. The Framework will run from the 1st April 2020 to 31st March 2023, with the option extend until the 31st March 2024.

Executive Summary – The Executive Summary is intended to be a collation of the **key issues and findings** from the CIA and other research undertaken. This should be completed **after** the CIA and research has been completed. Please structure the summary using the headings on the left that relate to the sections in the **CIA template**. Where no major impacts have been identified, please state N/A.

	Which groups will be affected?	Benefits	Risks	Mitigations / Recommendations
PSED – What are the impacts on residents with a protected characteristic under the Equality Act 2010 ? <i>Highlight any concerns that have emerged as a result of the equality analysis on any of the protected groups and how these will be mitigated. It is important that Elected Members are fully aware of the equality duties so</i>	N/A			

<p><i>that they can make an informed decision and this can be supported with robust evidence.</i></p>				
<p>Health and Care – How will the proposal impact on residents’ health? How will the proposal impact on demand for or access to social care or health services?</p>	<p>Positive impact on reducing road traffic collisions.</p>	<p>With the aim of improving the driver or rider’s knowledge and behaviour whilst on the road, this will have a positive effect in reducing collisions on Staffordshire’s roads. This will reduce the demand on health services.</p>		
<p>Economy – How will the proposal impact on the economy of Staffordshire or impact on the income of Staffordshire’s residents?</p>	<p>Positive impact on economic growth.</p>	<p>With the aim of improving the driver or rider’s knowledge and behaviour whilst on the road, this will have a positive effect in reducing collisions on Staffordshire’s roads. A road traffic collision has a significant economic value on society including loss of output and the medical costs associated with the injuries. In addition, road traffic collisions create congestion that negatively impacts on the economy.</p>		
<p>Environment – How will the proposal impact on the physical environment of Staffordshire?</p>	<p>Positive impact on transport, the built and rural county and air quality.</p>	<p>The courses focus on changing driving behaviour, attitude and to prevent re-offending leading to positive impacts on road safety, reduced congestion and improved air quality.</p>		

Localities / Communities – How will the proposal impact on Staffordshire's communities?	Positive impact on strengthening communities and improving community safety.	The provision of such training is to reduce prosecutions and improve road safety. By reducing reoffending, positive implications for the communities of Staffordshire can be identified where the anti-social practices of speeding, reckless driving, use of mobile phones and drink driving are challenged by the delivery of the NDORS.		
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