

**Northern Ireland's Road Safety Strategy to 2020**  
**Impact Assessment Screen**

Document Control Sheet

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<b>Document Title</b>	Northern Ireland's Road Safety Strategy to 2020 - Impact Assessment Screen
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## **1. INTRODUCTION**

This Impact Assessment Screening document considers the Department of the Environment's (DOE) new Road Safety Strategy for Northern Ireland, to be published in 2011.

## **2. BACKGROUND**

### **Aim of the policy**

1. The new Road Safety Strategy identifies strategic objectives for road safety in NI and action measures to support the achievement of these. The Strategy will ultimately reduce the level of deaths and serious injuries on NI's roads.

### **Strategic Context**

2. Road Safety Division (RSD) within the DOE is responsible for the creation of the new Road Safety Strategy. The current Road Safety Strategy 2002-12 was published in November 2002 and established road safety objectives over a ten year period and set the following casualty reduction targets for 2012:
  - A one third reduction (from the average for the period 1996-2000) in the number of people killed or seriously injured on NI's roads each year; from the 1996-2000 average of 1750 to fewer than 1200 by 2012.
  - A 50% reduction (from the average for the period 1996/2000) in the number of children killed or seriously injured on NI's roads each year from the 1996-200 average of 250 to fewer than 125 by 2012.
3. Analysis of the overall 2008 casualty figures showed that:
  - The number of people killed or seriously injured was 1097, a reduction of 37% on the 1996-2000 average; and
  - The total number of children killed or seriously injured was 101, a reduction of 59% on the 1996-2000 average.
4. By 2007, although significant progress had been made towards achieving the targets set out in the Road Safety Strategy, Northern Ireland still had a higher proportion of its population killed or seriously injured through road traffic collisions than Great Britain. The then Minister for the Environment Arlene Foster made a commitment to make road safety a top priority for the DOE and to create a new Strategy to be published in 2010.
5. The Public Accounts Committee (PAC) of the NI Assembly discussed the NI Audit Office's review of road safety in Northern Ireland on Thursday

<sup>1</sup> and the PAC review<sup>2</sup> of this report were published in December 2007 and contained recommendations for improving road safety in NI.

6. The Minister subsequently announced in a meeting with the Environment Committee in January 2008 that the Strategy would be brought forward for launch in 2010, two years ahead of the original timescale.

### **Policy Development**

7. The Road Safety Strategy 2010 Project was set up in 2008. The Project's objectives were
  - To produce a review of the Road Safety Strategy 2002-12.
  - To initiate and conduct research and statistical investigations to inform the development of the Strategy and to assist road safety planning in future years.
  - To carry out consultation:
    - detailing the road safety problem and key issues and seeking views on the way forward; and
    - on a draft strategy.
  - To engage direct with stakeholders (e.g. in workshops / a conference) to inform the new strategy.
  - To address the issue of road safety bench marking.
  - To produce agreed implementation, monitoring and evaluation schemes for the project.
  - To create and keep updated a web page for the project.
  - To identify any additional statistical requirements for road safety.
  - To produce a Road Safety Strategy.
8. As part of the review and development of the Strategy a number of key documents were produced.

**Review of the Road Safety Strategy (2003-2006)<sup>3</sup>.** This focused on achievement against the targets, objectives and action measures in the

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<sup>1</sup> The Northern Ireland Audit Office report can be accessed at <http://www.niauditoffice.gov.uk/pubs/onereport.asp?arc=True&id=202&dm=0&dy=0>

<sup>2</sup> The Public Accounts Committee report can be accessed at [http://www.niassembly.gov.uk/public/2007mandate/reports/report5\\_07\\_08r.htm](http://www.niassembly.gov.uk/public/2007mandate/reports/report5_07_08r.htm)

Strategy over the first four years. The overall conclusion is that while good progress was being made in achieving the casualty reduction targets some road user groups remained more at risk, especially young drivers and motorcyclists.

In those four years, the average number of people killed or seriously injured was 24% below the 1996-2000 baseline and the average number of children killed or seriously injured was 39% below the baseline. While the Strategy did not include a target for 17-24 year olds, the average number of people killed or seriously injured in this age group fell to a level 22% below the 1996-2000 baseline.

**Road Safety Strategy Annual Report 2007<sup>4</sup>.** The 2007 Annual Report brought together the most recent information on progress against the targets, objectives and action measures in the Strategy and demonstrated that the existing Strategy continued to produce results. Significant progress towards achieving the overall target had been made and the child target had been met. In 2007 the number of people killed or seriously injured was 1,210, a reduction of 31% on the 1996-2000 average and the number of children killed or seriously injured was 106 a reduction of 57%.

**Problem Profile of Road Safety in Northern Ireland<sup>5</sup>.** This report looks in detail at road users who are most at risk, high risk behaviours and where collisions occur on our road network. It is a key document in preparing a new road safety strategy.

The report highlights that, while drink driving and excessive or inappropriate speed remain the principal single causation factors in many collisions, careless behaviour by drivers and pedestrians must be tackled if we are to see further significant reductions in the number of people killed or seriously injured on our roads. Between 2003 and 2007, 3,140 people were killed or seriously injured due to driver carelessness, accounting for 48% of all road traffic deaths and serious injuries over that period.

Those factors that might be associated with pedestrian carelessness account for a further 426 deaths and serious injuries, 7% of the total over the period. This compares with nearly 20% of deaths or serious injuries due to excessive speed and 11% for drink/drug driving either by drivers or riders. Amongst other matters covered are whether further casualty savings through roads infrastructure improvements are possible and improving post crash survival.

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<sup>3</sup>The Review of the Road Safety Strategy 2003-06 can be accessed at [www.roadsafetyni.gov.uk/rss\\_review\\_2003-2006\\_final\\_for\\_publication\\_july\\_2009.pdf](http://www.roadsafetyni.gov.uk/rss_review_2003-2006_final_for_publication_july_2009.pdf)

<sup>4</sup> The Road Safety Strategy Annual Report 2007 can be accessed at [www.roadsafetyni.gov.uk/rss\\_2002-2012\\_annual\\_report\\_2007\\_for\\_publication\\_july\\_2009.pdf](http://www.roadsafetyni.gov.uk/rss_2002-2012_annual_report_2007_for_publication_july_2009.pdf)

<sup>5</sup> The Problem Profile of Road Safety in NI can be accessed at [www.doeni.gov.uk/index/information/foi/recent-releases/publications-details.htm?docid=6682](http://www.doeni.gov.uk/index/information/foi/recent-releases/publications-details.htm?docid=6682)

The contents of the review and annual reports have been agreed with our road safety partners in DRD and the PSNI and with representatives from the Fire and Rescue Service and the Department of Education.

## **Engagement with Stakeholders**

9. Whilst the DOE has lead responsibility for road safety, a number of other bodies have major responsibilities, including the Department for Regional Development (DRD), the Police Service of Northern Ireland (PSNI), the Department of Education (DE), the Department for Employment and Learning (DEL) and the Department of Health, Social Services and Public Safety (DHSSPS) including the NI NHS, the NI Fire and Rescue Service and the NI Ambulance Service. A Project Board made up of representatives from these key stakeholders was constituted.
10. In May and June 2009 a series of one day workshops was held with key internal stakeholders. These workshops were on the themes of Safer Roads, Safer Vehicles, Safer Road User Groups and Safer Road User Behaviours. The purpose of each workshop was to bring key internal stakeholders together, to brief them on the findings of the Project Team and to encourage them to provide possible action measures for inclusion in the new Road Safety Strategy.
11. The outputs of the workshops were discussed and refined by key stakeholders over a number of months and clear action measures developed. These action measures form the basis of the main consultation document.
12. In July 2009 an informal consultation exercise began with approximately five hundred external stakeholders contacted. A list of the stakeholders is provided at Annex D. The purpose of the informal consultation was to provide stakeholders with information on the issues and to ask them to provide input and ideas at this stage. Some 30 written responses were received and a number of meetings were held. The resulting suggestions were passed to key internal stakeholders for further consideration and where appropriate helped inform the creation of this document.
13. An important part of the informal consultation process was to engage with children and young people (age range 0 to 25). A number of workshops were held across Northern Ireland with members of youth organisations and interest groups and participants encouraged to identify road safety issues, problems and potential solutions. Outputs from these workshops again informed the creation of this document.
14. The formal consultation issued on 16 March 2010 and closed 9 June 2010. Consultation responses received, processed and responded to during the consultation period totalled 2022 responses to the

## Research

15. Research was carried out in the following areas;

- Deprivation and child pedestrian casualties.
- Motorcycle casualties in NI statistical analysis, causes and influencing factors.
- Road Safety benchmarking exercise with Great Britain.
- Forecasting and targets for the new Road Safety Strategy

The outputs of this research helped inform the creation of this document.

### **3. FOCUS OF THE IMPACT ASSESSMENT SCREEN AND APPROACH**

16. This screening exercise will help to identify potential positive or negative impacts at this stage but it will be for the responsible body to carry out a further impact assessments on each individual action measure as appropriate as they prepare for development and implementation.
17. Each proposed action measure has been assessed separately in the following areas and the results brought together in this document. The assessments draw on OFMDFM guidance on impact assessment<sup>6</sup> and the Department for Transport's Transport Analysis Guidance.<sup>7</sup>
18. This impact assessment screen was taken forward by the Project Team within the existing project structure.

### **4. CONSIDERATION OF AVAILABLE EVIDENCE**

19. The following documents provided evidence on road safety in Northern Ireland.

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<sup>6</sup> <http://www.ofmdfmi.gov.uk/workbook-four-changes-involving-sustainable-development-2.pdf>

<sup>7</sup> <http://www.dft.gov.uk/webtag/>

## **Problem Profile of Road Safety in NI<sup>8</sup>**

This document reports on road safety issues in Northern Ireland, six years after the launch of the Road Safety Strategy. The report details progress made to date against the targets set in 2002 and considers:

- who causes road traffic collisions;
- who is most at risk;
- behaviours that contribute to the numbers killed and seriously injured; and
- attitudes that need to be addressed.

The report was compiled using data collected by police officers attending road traffic collisions and is intended to present evidence that will generate discussion amongst interested parties on measures needed to address these issues.

## **Road Safety Strategy Annual Report 2007<sup>9</sup>**

The report describes progress towards casualty reduction targets for Northern Ireland for the year 2012; compares road collision casualty trends with those for the 1996-2000 baseline average, shows the main causation factors in road traffic collisions for 2007 and details casualties by road user type between 1999 and 2007.

## **Review of the Road Safety Strategy (2003-2006)<sup>10</sup>**

This document represents a four-year review of the Northern Ireland Road Safety Strategy between 2003 and 2006.

It is difficult to assess precisely the contribution of individual road safety measures to casualty reduction and this report does not seek to evaluate the relative or absolute impact of one measure over another. Rather it is accepted that the number of people killed and seriously injured is being tackled through a coordinated effort of education, engineering and enforcement. It is this integrated approach that has led to the positive returns realised to date.

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<sup>8</sup> The problem profile of road safety in NI can be accessed at <http://www.doeni.gov.uk/index/information/foi/recent-releases/publications-details.htm?docid=6682>

<sup>9</sup> The road safety strategy annual report 2007 can be accessed at [http://www.roadsafetyni.gov.uk/rss\\_2002-2012\\_annual\\_report\\_2007\\_for\\_publication\\_july\\_2009.pdf](http://www.roadsafetyni.gov.uk/rss_2002-2012_annual_report_2007_for_publication_july_2009.pdf)

<sup>10</sup> The review of the road safety strategy 2003-06 can be accessed at [http://www.roadsafetyni.gov.uk/rss\\_review\\_2003-2006\\_final\\_for\\_publication\\_july\\_2009.pdf](http://www.roadsafetyni.gov.uk/rss_review_2003-2006_final_for_publication_july_2009.pdf)

Also included are comments and explanations on policy issues and clarifications about the nature and relevance of ongoing activities and how they evolved over the period up to 2006.

In addition four research assignments also provided evidence on road safety in NI.

### **Deprivation and child pedestrian casualties**

This research involved:

- Carrying out a systematic literature review of recent (last 10 years) published and unpublished key research relevant to the project (UK or Irish only).
- Carrying out a 10 year analysis of available Police Service of Northern Ireland (PSNI) casualty data for child pedestrian casualties aged 0-15 years.
- Determining whether or not there was evidence suggesting a link between child pedestrian casualties in Northern Ireland and the deprivation of the area (as measured by the Northern Ireland Multiple Deprivation Measure (NIMDM)) in which the collisions occurred.
- The development of a statistical model to measure the effect of deprivation, taking account of environmental factors.

### **Motorcycle casualties in NI statistical analysis, causes and influencing factors**

This research involved:

- Carrying out a literature review of recent key research relevant to the project (UK, Irish or international).
- Carrying out an analysis of available statistics relating to motorcycling in Northern Ireland and investigate rider and other drivers' behaviour and attitudes.
- Identifying the likely causes, influencing factors and any common trends, patterns and characteristics of motorcycle casualties; and
- Recommended measures to reduce motorcycle casualties.

### **Road Safety benchmarking exercise with Great Britain**

This research involved:

- Carrying out a literature review of key research relevant to the benchmarking process (UK, Irish or international).
- Designing an appropriate benchmarking approach for Northern Ireland.
- Carrying out a benchmarking exercise for Northern Ireland and identifying a suitable partner or series of partners within GB.
- Critically assess the effectiveness and outcome of this benchmarking exercise and identify the extent and likely causes of Northern Ireland's road safety deficit over GB.

### **Forecasting and targets for the new Road Safety Strategy**

This research involved:

- Forecasting the number of casualties in 2020.
- Contributing to the consideration and development of appropriate casualty reduction targets for the new Strategy.
- Contributing to the consideration and development of a set of performance indicators to monitor progress during the implementation of the Strategy.

The key findings of the research can be found in the main consultation report.

DRD Central Statistics and Research Branch also provided more detailed casualty analysis on specific issues to inform the development process of individual interventions e.g. drink/drug driving, children and young people in rural areas.

## **5. ASSESSMENT OF IMPACTS**

This screening exercise will help to identify potential positive or negative impacts at this stage but it will be for the responsible body to carry out a further impact assessments on each individual action measure as appropriate as they prepare for development and implementation.

Each proposed action measure has been assessed separately in the following areas and the results brought together in this document. The

assessments draw on OFMDFM guidance on impact assessment<sup>11</sup> and the Department for Transport's Transport Analysis Guidance.<sup>12</sup>

- (1) Regulatory Impacts
- (2) Economic Impacts
- (3) Economic Appraisal
- (4) Equality Impacts
- (5) Rural Impacts
- (6) Health Impacts
- (7) Human Rights
- (8) Social Inclusion
- (9) Environmental Impacts
- (10) Transport Accessibility
- (11) Integration (with other strategies/policies)
- (12) Other Impacts

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<sup>11</sup> <http://www.ofmdfmi.gov.uk/workbook-four-changes-involving-sustainable-development-2.pdf>

<sup>12</sup> <http://www.dft.gov.uk/webtag/>

## (1) Regulatory Impacts

A Regulatory Impact Assessment considers if the proposed measures will have a positive or negative impact on businesses, charities or the voluntary sector.

It is assumed that all action measures assessed will make a positive contribution to road safety particularly given the consideration involved in their development. There are some measures which have been identified as having either a positive or negative impact on those areas listed above and these are set out below.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER ROADS</b>			
9	If the Review of Speed Limits results in the majority of upper tier rural roads requiring a 50mph speed limit, then consider lowering the national speed limit on rural single carriageway roads to 50mph. Higher class roads, which would allow for safe driving at higher speeds, might in those circumstances be signed up to 60mph.	DRD	<p>Negative Impact: increased journey times between population centres; increased times for rural population to access services.</p> <p>Positive Impact: improved journey-time reliability due to reduced collisions and congestion.</p>
<b>SAFER VEHICLES</b>			
57	We will introduce a statutory requirement for vehicles over testable age to hold a valid test certificate at all times, unless excused under limited exemptions.	DOE	Negative Impact: slight additional administrative burden.
58	We will introduce Individual Vehicle Approval (IVA) as an alternative to European Whole	DOE	Positive Impact: a UK wide Regulatory Impact Assessment for ECWVTA (inclusive of IVA) was carried out by the Department for Transport. The positive effect has been presented in

No.	Action Measure	Lead Dept or Agency	Comments
	<p>Vehicle Type Approval (ECWVTA) as provided for in the Motor Vehicle Type Approval Framework Directive 2007/46/EC; for cars, buses, goods vehicles and trailers. Mandatory implementation will be on a phased basis dependant on vehicle category from 2010-2015. A heavy trailer logging scheme will also be introduced to ensure relevant trailers comply with ECWVTA or IVA requirements before entering into service.</p>		<p>terms of providing consistency of environmental and safety standards for vehicles manufactured and used throughout the UK and potentially the EC; creating a level playing field for vehicles manufacturers, whilst enhancing the safety of the travelling public.</p>
62	<p>We will continue to support DfT on the delivery of safer vehicles through a combination of consumer information, raising awareness and regulation.</p>	DOE	<p>Negative Impact: some systems have the potential to raise the cost of vehicles which may be passed on to the customer</p>
69	<p>We will consider a requirement for vehicles to carry a first aid kit and safety equipment such as hazard triangles and fire extinguishers.</p>	DOE	<p>Negative Impact: Apart from possible safety benefits requiring all vehicles to carry hazard triangles, fire extinguishers and first aid kits would have a negative financial impact on all businesses, charities and voluntary sector organisations that use vehicles. Initial estimates would be that requiring fitment of all three items would cost around £35 per vehicle.</p>
71	<p>We will extend freight operator licensing to include all vehicles greater than 3.5 tonnes which carry</p>	DOE	<p>Positive Impact</p>

No.	Action Measure	Lead Dept or Agency	Comments
	goods as part of their business.		
72	Extend the 'O' Licensing system to include all freight operators.	DOE	Positive Impact
<b>SAFER ROAD USERS</b>			
75	We will extend the current penalty points scheme to incorporate a greater range of safety critical offences. We will introduce penalty points for offences including Drivers Hours/rest periods, vehicle overweight and additional Construction & Use offences.	DOE	Positive Impact: it is anticipated that the introduction of these measures will have a positive impact due to the potential benefits associated with improving road safety.
76	We will consider conducting a review of all current penalties, including penalty points, for road traffic offences. We will also assess the scope for conditions and circumstances around the commission of an offence to be reflected in the applicable penalties.	DOE	Positive Impact: Overall having a more consistent body of road traffic offences should have a positive impact on road transport operators and to any other businesses and voluntary organisations that rely significantly on transport services to carry out their functions.
78	We will keep under review the possibility of introducing continuous insurance enforcement in NI.	DOE	Negative Impact: minor additional administrative burden.

No.	Action Measure	Lead Dept or Agency	Comments
80	We will work with DoJ to enable the powers taken in their Criminal Justice (NI) Order 2008 (to make it an offence to use safety camera "jamming" devices) to be commenced.	DOE	Negative Impact: production and supply of safety camera jamming devices is widespread and making their use an offence will have a negative impact on the businesses concerned. However this is a business practice that is not to be encouraged.
82	We will consider a pilot of the national driver alertness scheme.	DOE	Positive Impact: Unlikely to have any real impact, except on businesses providing training courses.
83	We will continue to actively pursue unregistered driving instructors.	DOE	Positive Impact: This action measure is expected to reduce the extent of illegal instruction which will have a positive effect on the ADI industry.
97	We will reduce the drink drive limit, introduce random breath testing and consider introducing a system of graduated penalties for relevant offences including greater use of educational courses.	DOE	Negative Impact: it has been argued that tougher drink driving laws rigorously enforced would have a detrimental effect on licensed premises, particularly in rural areas. However, there is no compelling evidence that this would be the case.
100	We will seek to secure the maximum road safety benefits from implementation of the requirements of the 3rd EC Driving Licence Directive.	DOE	Negative Impact: some of the proposed measures may impact upon the economics of the instruction and training industry although additional business opportunities may be created.
107	We will research the impact of non-NI resident lorry operators on road safety in NI.	DOE	Positive Impact

No.	Action Measure	Lead Dept or Agency	Comments
111	<p>We will highlight the risks of driving for work and promote with employers the importance of managing occupational road risk and their legal responsibilities in this area. We will encourage all employers to adopt management of road risk policies and provide information and advice on how this might be approached for both professional drivers and people who drive occasionally for work. and advice on how this might be approached for both professional drivers and people who drive occasionally for work</p>	DOE	Positive Impact: will assist employers, employees and self-employed to better manage the heightened risks known to be associated with driving for work.
112	<p>We will consult in 2010 on proposals to amend the existing 45mph speed restriction on learner and restricted drivers and introduce a new system of Graduated Driver Licensing (GDL) to replace the current "R" driver scheme. This may include measures such as:</p> <ul style="list-style-type: none"> <li>• raising or lowering the age for a provisional or full licence;</li> <li>• setting minimum learning periods;</li> <li>• allowing learner drivers to drive on motorways and/or</li> </ul>	DOE	Negative Impact: if social restrictions (i.e. re. driving at night and/or with peer passengers) are adopted these will impact on the businesses, charities and voluntary group who currently employ/use young drivers.

No.	Action Measure	Lead Dept or Agency	Comments
	dual carriageways; <ul style="list-style-type: none"> <li>• post-test restrictions on passengers;</li> <li>• night-time curfews; and</li> <li>• increasing the duration of the current 12 month restricted period; and</li> <li>• introducing an offence free period.</li> </ul>		
113	We will revamp the way that people learn to drive and implement the "Learning to Drive" (L2D) Programme. Planned improvements include: <ul style="list-style-type: none"> <li>• the rollout of a new foundation certificate in safe road use;</li> <li>• the use of case studies in the theory test to assess whether learners have understood the theory;</li> <li>• a partial credit towards the theory test for students awarded the certificate in safe road use;</li> <li>• learning from GB trials to assess the effectiveness of the new L2D syllabus;</li> <li>• facilitating the development of a voluntary learning</li> </ul>	DOE	Positive Impact: improved driver training and testing should reduce need for additional training and assessment by employers.  Negative Impact: revised instructional assessment process, new testable items and additional qualification/training requirements will impact on driver instruction and training industry.

No.	Action Measure	Lead Dept or Agency	Comments
	<p>initiative for light van drivers;</p> <ul style="list-style-type: none"> <li>• encouraging candidates to be observed on the practical test;</li> <li>• introducing into the practical test an element of independent driving; and</li> <li>• introducing a new voluntary programme of further learning for new drivers.</li> </ul>		
114	We will carry out a fundamental review of the Approved Driving Instructor scheme and issue a consultation paper on Modernising Driver Training.	DOE	Positive Impact: The action measure should have a positive impact upon the industry by equipping driving instructors with the full range of competences that will enable them to help candidates to become and remain safe and responsible, life-long drivers through higher standards of tuition, enhanced customer VFM and choice, and better regulation.
115	We will consider introducing independent driving as an integral part of the overall driving test.	DOE	Positive Impact: It will have an impact on driving schools which will be required to change what they teach their pupils but driving schools may benefit from change as it may encourage more pupils to take formal lessons rather than rely on family members who will not be aware of the changes and how to teach them.
124	We will give consideration to measures that improve the safety of cyclists; including what cyclists can do to keep themselves safe and what other road users can do.	DOE	<p>Positive Impact: If measures considered led to the mandatory wearing of cycle helmets or high visibility clothing, then sales of helmets and clothing would have a positive impact on business.</p> <p>Other potential measures such as provision of further cycle lanes should not affect businesses, charities or the</p>

No.	Action Measure	Lead Dept or Agency	Comments
			voluntary sector.
130	We will encourage cycle training for adults	DRD	Positive impact: This action measure could potentially provide impetus for the business/charity/voluntary sector to provide training courses to cyclists.
133	We will work with other areas of government, both in Northern Ireland and beyond, and with the private, voluntary and community sectors to explore opportunities for the provision of support and alternative approaches to delivering and enhancing improvements in road safety, including seeking opportunities whereby such improvements might be encouraged and/or incentivised.	DOE	Positive Impact - The measure could have a positive impact as it could provide the private and voluntary sector with a way to work with government and provide alternative approaches to delivering and enhancing improvements in road safety.
157	We will explore the feasibility and potential impact of emerging technologies over the life of the Strategy such as "Green Box" technology that monitors driving behaviour and provides feedback, pedestrian protection systems, alcolock and intelligent speed adaptation systems.	NIFRS	Negative Impact: availability of new technologies, and the associated costs with implementation, may have an impact upon businesses and in some cases the charity/voluntary sector.
161	We will assess the value of continuing to disseminate	DOE	Negative Impact: This action measure may potentially have a negative impact on some parts of the business,

No.	Action Measure	Lead Dept or Agency	Comments
	information on freight and van best practice in NI. This relates particularly to safety, environmental friendliness and economical driving.		charity and voluntary sector if dissemination of information on best practice is discontinued. However it should be noted that the action measure is to consider the value of continuing disseminating guidance and so any decision made would take these potentially negative impacts into account.
162	We will produce comprehensive information guides for the road transport sector concerning drivers' hours and other legislation.	DOE	Positive Impact
167	We will review how bus operators are regulated in Northern Ireland.	DOE	Positive Impact
168	We will introduce enhanced regulation of the taxi industry through the implementation of the Taxis (NI) Act 2008.		Positive Impact
169	We will introduce enhanced regulation of the freight industry through the implementation of the Goods Vehicle (Licensing of Operators) Act 2010 and introduction of a regulator.		Positive Impact
193	We will introduce an Approved Motorcycle Instructor Register (AMI) and Compulsory Basic Training (CBT) for	DOE	The action measure should ultimately have a positive impact upon the training industry by requiring learner riders to undertake the services of a qualified instructor in order to complete CBT and possibly

No.	Action Measure	Lead Dept or Agency	Comments
	motorcyclists and will ensure that all new motorcycle provisional licence holders undertake basic training.		subsequent on-road tuition. This will be dependent upon uptake of CBT by learner riders.
194	We will seek to improve training and awareness techniques for motorcycle riders.	DOE	The action measure should ultimately have a positive impact upon the training industry by requiring learner riders to undertake the services of a qualified instructor in order to complete CBT and possibly subsequent on-road tuition. This will be dependent upon uptake of CBT by learner riders.

## (2) Economic Impacts

An Economic Impact Assessment considers if the proposed measures will have a positive or negative impact on the provision or uptake of goods and services, infrastructure, research and development, enterprise, skills or perceptions of Northern Ireland. Those measures which have been identified as having an impact, either positive or negative, are listed in the table below.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER ROADS</b>			
9	If the review of speed limits indicates that, due to the nature of individual roads, a majority require lower limits, then we would consider whether the best way to progress would be to lower the national speed limit on rural single carriageway roads. Higher class roads, which would allow for safe driving at higher speeds might then, in those circumstances, be signed to 60mph.	DRD	<p><b>Positive Impact:</b> improved journey-time reliability due to reduced collisions and congestion might make goods and services more attractive.</p> <p><b>Negative Impact:</b> this measure may have a negative impact on the provision of goods and services and infrastructure.</p>
48	We will champion the EU Road Safety Charter in NI and encourage appropriate partner organisations to sign. We will continue to contribute to and learn from global best practice.	NIFRS	<p><b>Positive Impact:</b> encouraging a variety of organisations and agencies to pledge their commitment to road safety and set specific target actions will enhance the potential for better health and public safety outcomes in the future.</p>
<b>SAFER VEHICLES</b>			

No.	Action Measure	Lead Dept or Agency	Comments
58	<p>We will introduce Individual Vehicle Approval (IVA) as an alternative to European Whole Vehicle Type Approval (ECWVTA) as provided for in the Motor Vehicle Type Approval Framework Directive 2007/46/EC; for cars, buses, goods vehicles and trailers. Mandatory implementation will be on a phased basis dependant on vehicle category from 2010-2015. A heavy trailer logging scheme will also be introduced to ensure relevant trailers comply with ECWVTA or IVA requirements before entering into service.</p>	DOE	<p><b>Positive Impact:</b> the primary objective of the Directive is to eliminate technical trade barriers across Europe, whilst ensuring high standards of safety and environmental protection. The objective of UK implementation is to do this whilst maintaining the diverse range of vehicles offered to the market by low volume manufacturers and ensuring those manufacturers are not forced out of business due to the high cost of building to EC type approval standards.</p>
60	<p>We will seek to improve compliance rates in commercial vehicle operations. We will develop a strategy to educate and assist transport operators of commercial vehicles to improve the maintenance of their vehicle fleet and achieve higher levels of first time pass rates at annual test.</p>	DOE	<p><b>Positive Impact:</b> educating the transport industry in NI will increase the skill levels of road hauliers and vehicle technicians who prepare commercial vehicles for annual roadworthiness tests. This may also have a positive impact on the perception of the NI transport industry throughout the UK should the roadworthiness of NI vehicles improve.</p>

No.	Action Measure	Lead Dept or Agency	Comments
62	We will continue to support DfT on the delivery of safer vehicles through a combination of consumer information, raising awareness and regulation.	DOE	<b>Negative Impact:</b> potential for negative impact on uptake of goods and services regarding the higher costs of vehicles.
69	We will consider a requirement for vehicles to carry a first aid kit and safety equipment such as hazard triangles and fire extinguishers.	DOE	<b>Positive Impact:</b> The action measure, if carried through, will create immediately effect a huge increase in sales of first aid kits, fire extinguishers and warning triangles. An initial boom in such sales will eventually settle down into a steady but increased retail volume.
<b>SAFER ROAD USERS</b>			
73	Continue to enhance the effectiveness of PSNI enforcement through the use of intelligence led policing strategies and technologies in line with the National Intelligence Model. This will lead to more targeted resources and enforcement aimed at reducing the numbers of people killed or seriously injured with particular reference to:  • high risk locations, particularly in	PSNI	<b>Positive Impact:</b> good enforcement of road safety has a positive impact on the image of NI. It permits commerce to use the roads in a safe manner and unimpeded. Contributes to enhanced road safety in the all-Ireland scenario.

No.	Action Measure	Lead Dept or Agency	Comments
	<p>rural areas;</p> <ul style="list-style-type: none"> <li>• high risk behaviours such as speeding, drink/drug driving, non-seat belt wearing;</li> <li>• high risk groups such as young and inexperienced drivers and motorcyclists; and</li> <li>• continue cross border enforcement operations on high risk behaviours including speeding and drink driving.</li> </ul>		
80	We will work with NIO to enable the powers taken in their Criminal Justice (NI) Order 2008 (to make it an offence to use safety camera “jamming” devices) to be commenced.	DOE	<p><b>Negative Impact:</b> proscribing the use of safety camera jamming devices will have a negative impact on the provision and take-up of goods.</p> <p><b>Positive Impact:</b> strengthening enforcement relating to speeding offences would improve image of NI.</p>
81	We propose to introduce a requirement for any person disqualified from driving for two or more years to have to sit a retest.	DOE	<b>Positive Impact:</b> the proposed measures may impact upon the economics of the instruction and training industry and additional business opportunities may be created.
82	We will consider a pilot of the national	DOE	<b>Positive Impact:</b> unlikely to have any real impact, except on businesses

No.	Action Measure	Lead Dept or Agency	Comments
	driver alertness scheme.		providing training courses.
84	Continue to carry out campaigns and enforcement and consider introducing retraining courses on seat belt use to further improve compliance rates.	PSNI	<b>Positive Impact:</b> good enforcement has a positive impact on the image of NI. It permits commerce to use the roads in a safe manner and unimpeded.
85	We will scope the development of a network of SPECS average speed cameras to complement current police patrolling strategies.	PSNI	<b>Positive Impact:</b> installation of a SPECS system on the motorway network would bring positive benefits to the infrastructure, enhancing safety and moderating traffic flow.
87	We will continue to target the safety camera scheme at sites which have high numbers of people killed or seriously injured and redeploy resources, as appropriate, to emerging high risk locations. We will continue to enforce speed limits in villages or towns through the community concern aspect of the scheme.	PSNI	<b>Positive Impact</b>
89	We will continue to encourage the public to report areas where speeding regularly	PSNI	<b>Positive Impact</b>

No.	Action Measure	Lead Dept or Agency	Comments
	occurs.		
90	We will monitor the development of new portable average speed enforcement cameras and assess their effectiveness for future use at major roadworks or other routes where excess speed has been identified as a road safety problem.	PSNI	<b>Positive Impact</b>
98	As part of any reduction in the limit, we will encourage incentive schemes run by licensed premises and others in rural areas to ensure customers travel home safely.	DOE	<b>Positive Impact:</b> Alternative transport arrangements may help to safeguard or increase trade in rural areas.
100	We will seek to secure the maximum road safety benefits from implementation of the requirements of the 3rd EC Driving Licence Directive.	DOE	<b>Negative Impact:</b> some of the proposed measures may impact upon the economics of the instruction and training industry although additional business opportunities may be created.
102	We will work with DSA to develop and introduce a course for drivers who incur penalties while subject to the New Driver's	DOE	<b>Positive Impact:</b> the proposed measures may impact upon the economics of the instruction and training industry and additional business opportunities may be created.

No.	Action Measure	Lead Dept or Agency	Comments
	Order.		
105	We will consider further measures to reduce mobile phone usage, including texting while driving.	DOE	<b>Negative Impact:</b> May have a negative impact on business manufacturing and selling hands free kits if the measure results in their prohibition
111	We will highlight the risks of driving for work and promote with employers the importance of managing occupational road risk and their legal responsibilities in this area. We will encourage all employers to adopt management of road risk policies and provide information and advice on how this might be approached for both professional drivers and people who drive occasionally for work.	DOE	<b>Positive Impact:</b> will assist employers, employees and self-employed to better manage the heightened risks known to be associated with driving for work.
112	We will consult in 2010 on proposals to amend the existing 45mph speed restriction on learner and restricted drivers and introduce a new system of Graduated Driver Licensing (GDL) to replace the current "R" driver scheme. This may include	DOE	<b>Negative Impact:</b> if social restrictions (i.e. re. driving at night and/or with peer passengers) are adopted these will impact on the businesses, charities and voluntary groups who currently employ/use young drivers.

No.	Action Measure	Lead Dept or Agency	Comments
	measures such as: <ul style="list-style-type: none"> <li>• raising or lowering the age for a provisional or full licence;</li> <li>• setting minimum learning periods;</li> <li>• allowing learner drivers to drive on motorways and/or dual carriageways;</li> <li>• post-test restrictions on passengers;</li> <li>• night-time curfews; and</li> <li>• increasing the duration of the current 12 month restricted period; and</li> <li>• introducing an offence free period.</li> </ul>		
113	We will revamp the way that people learn to drive and implement the "Learning to Drive" (L2D) Programme. Planned improvements include: <ul style="list-style-type: none"> <li>• the rollout of a new foundation certificate in safe road use;</li> <li>• the use of case studies in the theory test to assess whether learners have understood the theory;</li> <li>• a partial credit towards the theory test for</li> </ul>	DOE	<b>Negative Impact:</b> some of the proposed measures may impact upon the economics of the instruction and training industry although additional business opportunities may be created. Also, better, more appropriately, skilled drivers should be more attractive to employers who may have to invest less in their own training.

No.	Action Measure	Lead Dept or Agency	Comments
	<p>students awarded the certificate in safe road use;</p> <ul style="list-style-type: none"> <li>• learning from GB trials to assess the effectiveness of the new L2D syllabus;</li> <li>• facilitating the development of a voluntary learning initiative for light van drivers;</li> <li>• encouraging candidates to be observed on the practical test;</li> <li>• introducing into the practical test an element of independent driving; and</li> <li>• introducing a new voluntary programme of further learning for new drivers.</li> </ul>		
114	We will carry out a fundamental review of the Approved Driving Instructor scheme and issue a consultation paper on Modernising Driver Training.	DOE	<b>Positive Impact:</b> The action measure should have a positive impact upon the industry by helping instructors to better prepare for the examination process through the development of a competency framework and syllabus and so provide a better service.
115	We will consider introducing independent driving as an integral part of the overall driving test.	DOE	<b>Positive Impact:</b> It will have an impact on driving schools which will be required to change what they teach their pupils but driving schools may benefit from change as it may encourage more pupils to take formal lessons rather than rely on family members who will not be aware of

No.	Action Measure	Lead Dept or Agency	Comments
			the changes and how to teach them.
118	We will collaborate with the private and voluntary sector to identify, accredit and promote effective training initiatives aimed at learner and novice drivers.	DOE	<b>Positive Impact:</b> some of the proposed measures may impact upon the economics of the instruction and training industry although additional business opportunities may be created. Also, better, more appropriately, skilled drivers should be more attractive to employers who may have to invest less in their own training.
123	We will set up an Active Travel Forum, including a range of stakeholders, which will consider a broad strategic approach to, and the promotion of, active travel.	DRD	<b>Positive Impact:</b> Delivering a more sustainable Northern Ireland will maximise the investment in roads and other infrastructure and enhance NI as an attractive location for inward investment.
124	We will give consideration to measures that improve the safety of cyclists; including what cyclists can do to keep themselves safe and what other road users can do.	DOE	<b>Positive Impact:</b> A lot of research has already been done on safety of cyclists although little of a local NI nature. One possible argument against further regulation of cyclists is that regulation, particularly compulsory wearing of cycle helmets, could deter people from cycling. Therefore, the conflicting positive/negative economic impacts must be considered in detail as part of this Action Measure.
130	We will encourage cycle training for adults	DRD	<b>Positive impact:</b> The action measure could create/increase the take up of cycle training courses. It could increase the level of cycling skills in NI and change how NI is perceived.  In 2008/09 2% of all road users were cyclists. There is potential for this action measure to reduce deaths and serious injuries on our roads with the associated savings in costs associated with those casualties.

No.	Action Measure	Lead Dept or Agency	Comments
133	We will work with other areas of government, both in Northern Ireland and beyond, and with the private, voluntary and community sectors to explore opportunities for the provision of support and alternative approaches to delivering and enhancing improvements in road safety, including seeking opportunities whereby such improvements might be encouraged and/or incentivised.	DOE	<b>Positive Impact:</b> The action measure may have a positive impact on the provision of services, enterprise and skills and may result in changing the perception of NI.
137	Develop a memorandum of understanding between all those attending a collision which will set out responsibilities and procedures. This memorandum will be included in all future training programmes within NIFRS, PSNI and NIAS.	NIFRS	<b>Positive Impact:</b> this measure will improve emergency service provision at the scene of a collision through the pooling of expertise, multi-agency working and co-ordinated activity, adopting evidence based practice and promoting a culture change which will facilitate seamless co-operation on road safety.
141	We will inform government agencies and private companies with appropriately	DOE	<b>Positive Impact:</b> the implementation of this action measure would portray the NI Government and private companies in a proactive and progressive light.

No.	Action Measure	Lead Dept or Agency	Comments
	sized fleets of any benefits of fitting in-vehicle data recorders as part of a driving for work programme.		
142	Improve road safety for the population living and travelling in border areas. This will include a 3 year pilot based on cross border collaboration for fire and rescue services on both sides of the border and the community and voluntary sector.	DHSSPS	<b>Positive Impact:</b> developing a consistent and standardised approach to service delivery by Fire and Rescue Service personnel north and south of the border. Better access to services and development of services in disadvantaged areas.
144	We will undertake a review of Road Safety Education services and resources to ensure that they appropriately address today's road safety issues.	DOE	<b>Positive Impact:</b> a review of the Road Safety Education Service will better inform the Department as to the most effective method of delivery of its targets and objectives – which will be aligned to the new road safety strategy.
145	We will investigate the recruitment of young people from high risk communities across NI to be trained in first aid and to deliver road safety messages to other young people.	NIAS	<b>Positive Impact:</b> The measure would equip young people from high risk communities with first aid skills and train them to deliver road safety messages in their communities. This would have a positive impact on first aid skills and would also improve the perception of Northern Ireland.
157	Explore the feasibility and potential impact of emerging	NIFRS	<b>Negative Impact:</b> certain technologies will require infrastructural investment and support to make them viable e.g.

No.	Action Measure	Lead Dept or Agency	Comments
	technologies over the life of the Strategy such as “Green Box” technology that monitors driving behaviour and provides feedback, pedestrian protection systems, alcolock and intelligent speed adaptation systems.		intelligent speed adaptation system
160	We will investigate compliance issues amongst road user groups other than car drivers and develop strategies to address risks identified.	PSNI	<b>Positive Impact:</b> good enforcement has a positive impact on the image of NI. It permits commerce to use the roads in a safe manner and unimpeded.
175	Review response times to collisions and benchmark nationally with other Fire and Rescue Service organisations. Commence implementation of proven methods to improve the survival and extrication of those involved in road collisions.	NIFRS	<b>Positive Impact:</b> quicker response times means intervention and the potential for better health and public safety outcomes in the future.
<b>SAFER ROAD USER GROUPS</b>			
178	We will consider how best to address research findings suggesting child pedestrian casualties (urban and rural) are linked to	DOE	<b>Positive Impact:</b> There is potential for this action measure to reduce child road casualties in deprived areas this would improve the perception of NI.

No.	Action Measure	Lead Dept or Agency	Comments
	deprivation and any correlation with presence of schools and traffic activity.		
186	We will engage with DOE, ELBs and CCEA and the Education and Skills Authority (ESA) once it is established, to explore how resources for schools on road safety can better empower children to make informed safe choices and decisions.	DE	<b>Positive Impact:</b> empowering children will improve pupils' decision making skills in terms of their own safety. Such skills are transferable to later life and the workplace.
187	We will, through CCEA and ESA once it is established, inform schools clearly about existing opportunities within the curriculum to highlight road safety.	DE	<b>Positive Impact:</b> this action measure will involve identification of appropriate lessons/resources, which can be used by schools to reach children about road safety. Through relevant teaching, schools will be empowering children, specifically helping them to their decision making skills in terms of their own safety. Such skills are transferable to later life and the workplace.
193	We will introduce an Approved Motorcycle Instructor Register (AMI) and Compulsory Basic Training (CBT) for motorcyclists and will ensure that all new motorcycle provisional licence holders undertake basic training.	DOE	The introduction of CBT has potential to have a positive impact upon the training instruction industry. However, this is dependent upon the level of uptake of the course amongst learner riders. There may be a negative impact on retailers in the unlikely event that individuals decide to refrain from purchasing mopeds / motorcycle as a result of mandatory training prior to testing.
194	We will seek to improve training and awareness	DOE	The introduction of CBT has potential to have a positive impact upon the training instruction industry. However, this is

No.	Action Measure	Lead Dept or Agency	Comments
	techniques for motorcycle riders.		dependent upon the level of uptake of the course amongst learner riders. There may be a negative impact on retailers in the unlikely event that individuals decide to refrain from purchasing mopeds / motorcycle as a result of mandatory training prior to testing.
195	We will consider measures to improve the visibility and conspicuity of motorcyclists.	DOE	<b>Negative Impact:</b> on clothing manufacturers and retailers although additional business opportunities may be created.
196	We will support the use of high standard motorcycle protective wear and promote SHARP, the safety helmet assessment and rating programme.	DOE	<b>Negative Impact:</b> on clothing manufacturers and retailers although additional business opportunities may be created.
197	We will seek to work with partners in promoting work on technologies to improve motorcyclists' safety.	DOE	<b>Positive Impact:</b> There is potential for this action measure to encourage research and development, enterprise and skills in NI.

### (3) Economic Appraisal

An Economic Appraisal examines if the proposed measures provide value for money in terms of costs, benefits and risks. It will also consider if the action measures are affordable, practicable, publicly acceptable and financially sustainable.

The majority of the action measures in this Strategy were considered to provide value for money in terms of the costs, benefits and risks. The primary benefit identified was casualty savings which, in each case, outweighed the costs.

Similarly the majority considered to be affordable, practicable, publicly acceptable and financially sustainable.

Issues were highlighted on a small number of action measures and these are listed in the table below.

No.	Action Measure	Lead Depart or Agency	Comments
<b>SAFER ROADS</b>			
4	Following the successful installation of pilot schemes at two primary schools and, subject to available funding, we will develop a programme of part time 20mph speed limits at rural schools on roads where the national speed limit applies. We will investigate options for more cost effective signing systems as an alternative to those used in the pilots.	DRD	The Economic Assessment of such measures might not be positive (as relevant casualty numbers are low) unless alternative signing systems are used.
14	We will consider a pilot scheme to test a system, currently used in parts of Europe, which links pedestrian crossing	DRD	In certain circumstances this measure might have the potential to increase risk to pedestrians who choose to use the crossing when it has been automatically activated, although such risks may be mitigated by appropriate systems and

No.	Action Measure	Lead Depart or Agency	Comments
	signals with detectors which change the lights to red if an approaching vehicle is exceeding the speed limit. Enforcement of such a scheme would be backed with 'red-light' safety cameras.		timing settings.
<b>SAFER VEHICLES</b>			
69	We will consider a requirement for vehicles to carry a first aid kit and safety equipment such as hazard triangles and fire extinguishers.	DOE	<p>There is no available evidence that the fitment of a manual fire extinguisher in a vehicle leads to any reduction in casualties.</p> <p>There is no available evidence that carriage of a first aid kit in a vehicle leads to any reduction of casualties.</p>
<b>SAFER ROAD USERS</b>			
102	We will work with DSA to develop and introduce a course for drivers who incur penalties while subject to the New Driver's Order.	DOE	The cost of attending existing similar courses is deemed affordable but concessionary fees could be considered. Only those licence holders who have incurred penalties will be subject to the measure.
124	We will give consideration to measures that improve the safety of cyclists; including what cyclists can do to keep themselves safe and what other road users can do.	DOE	<p>Any safety requirement emanating from this Action Measure will be relatively inexpensive to individual cyclists as compared to the cost of purchasing a bicycle. It will provide value for money when compared to the cost of any injury or fatality.</p> <p>It is unlikely that any safety measure involving cycle helmets will be universally publicly acceptable.</p>

#### (4) Equality Impacts

An Equality Impact Assessment considers if the action measures have differential impacts (either positive or negative) on any Section 75 category. These categories include religious belief, political opinion, racial group, gender, marital status, age, persons with a disability, persons with dependants and sexual orientation.

Those action measures which have been identified as having an impact on these groups are listed in the table below.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER ROADS</b>			
4	Following the successful installation of pilot schemes at two primary schools and subject to available funding, we will develop a programme of part time 20mph speed limits at rural schools on roads where the national speed limit applies. We will investigate options for more cost effective signing systems as an alternative to those used in the pilots.	DRD	<b>Positive Impact:</b> positively impacts on children and their parents travelling to school.
42	We will consider the introduction of countdown timer signals at pelican or toucan crossings at sites where there is high pedestrian flow and where many crossing movements frequently occur outside the safe operational	DRD	<b>Positive Impact:</b> positively impacts on wheelchair users and visually impaired.

No.	Action Measure	Lead Dept or Agency	Comments
	crossing time.		
<b>SAFER VEHICLES</b>			
66	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	Any road safety measure, particularly those targeting errant behaviours, could be expected to disproportionately impact on young men aged between 17 and 24 both in terms of those apprehended offending and in casualty reduction.
<b>SAFER ROAD USERS</b>			
86	Through a managed, graduated process we will adopt the Association of Chief Police Officers (ACPO) speed limit enforcement guidelines.	PSNI	<b>Positive Impact:</b> 16-24 age group over-represented in terms of casualties and responsibility in terms of speed related casualties/collisions.
88	Make greater use of educational interventions for errant road users beginning with the introduction of speed awareness courses as an alternative for drivers facing a Fixed Penalty Notice. This would only be used in cases where they are marginally above the threshold and it is their first offence.	PSNI	<b>Positive Impact:</b> the proposed Youth Diversion Scheme is designed only for offenders falling within the 16-24 age range. This is justified due to their over-representation both in terms of casualties and responsibility.
92	We will consider an updated version of the	PSNI	<b>Positive Impact:</b> action measure is targeted at the 16-19 age group - those just starting out on a driving career. This

No.	Action Measure	Lead Dept or Agency	Comments
	RoadSafe Road show to deal with drug driving.		is deemed to be necessary to counter the problem that young drivers are over-represented both in terms of casualties and responsibility.
95	We will work in conjunction with Department for Transport to consider the creation of an offence of driving with a named substance (drug) in the body.	DOE	<b>Positive Impact:</b> an offence, if one is created, is likely to have a differential impact on the age groups most likely to take and be impaired by these substances e.g. young people who are known to be over-represented both in terms of casualties and responsibility in relation to driver/rider alcohol and drugs.
97	We will reduce the drink drive limit, introduce random breath testing and consider introducing a system of graduated penalties for relevant offences including greater use of educational courses.	DOE	<b>Positive Impact:</b> on age and gender. There is clear evidence that doses of alcohol well below the current limit have a far more devastating effect on younger drivers (24 years of age and younger) than on older drivers. In Northern Ireland, 17-24 year olds account for 75% of novice drivers (those with two years experience) and both drink driving and responsibility for road deaths due to drink driving are much more prevalent among male drivers.
112	We will consult in 2010 on proposals to amend the existing 45mph speed restriction on learner and restricted drivers and introduce a new system of Graduated Driver Licensing (GDL) to replace the current "R" driver scheme. This may include measures such as:	DOE	<b>Negative Impact:</b> if adopted, social restrictions (i.e. re. driving at night and/or with peer passengers) will have economic and welfare impacts.

No.	Action Measure	Lead Dept or Agency	Comments
	<ul style="list-style-type: none"> <li>• raising or lowering the age for a provisional or full licence;</li> <li>• setting minimum learning periods;</li> <li>• allowing learner drivers to drive on motorways and/or dual carriageways;</li> <li>• post-test restrictions on passengers;</li> <li>• night-time curfews; and</li> <li>• increasing the duration of the current 12 month restricted period; and</li> <li>• introducing an offence free period.</li> </ul>		
113	<p>We will revamp the way that people learn to drive and implement the "Learning to Drive" (L2D) Programme. Planned improvements include:</p> <ul style="list-style-type: none"> <li>• the rollout of a new foundation certificate in safe road use;</li> <li>• the use of case studies in the theory test to assess whether learners have</li> </ul>	DOE	<p><b>Positive Impact:</b> the employability of young people may be enhanced where improved driver training and testing reduces the need for additional training and assessment by employers.</p> <p><b>Negative Impact:</b> if it becomes more expensive /difficult to acquire a licence this will impact differentially on young people.</p>

No.	Action Measure	Lead Dept or Agency	Comments
	<p>understood the theory;</p> <ul style="list-style-type: none"> <li>• a partial credit towards the theory test for students awarded the certificate in safe road use;</li> <li>• learning from GB trials to assess the effectiveness of the new L2D syllabus;</li> <li>• facilitating the development of a voluntary learning initiative for light van drivers;</li> <li>• encouraging candidates to be observed on the practical test;</li> <li>• introducing into the practical test an element of independent driving; and</li> <li>• introducing a new voluntary programme of further learning for new drivers.</li> </ul>		
124	<p>We will give consideration to measures that improve the safety of cyclists; including what cyclists can do to keep themselves safe and what other road users can do.</p>	DOE	<p><b>Possible, positive impact:</b> on children/young people if measure (e.g. compulsory cycle helmets) were applied only to that age group.</p>

No.	Action Measure	Lead Dept or Agency	Comments
125	We will consider producing new public information campaigns addressing pedestrian safety taking into account the needs of people with disabilities.	DOE	<b>Positive Impact:</b> assists the Department in meeting its responsibility under Section 75, by addressing the needs of those who are disabled.
148	We will consider, learn from and, where appropriate, implement any relevant recommendations from ongoing road safety research projects including: <ul style="list-style-type: none"> <li>• Deprivation and Child Pedestrian Casualties</li> <li>• Motorcycle Casualties in NI</li> <li>• Benchmarking</li> </ul>	DOE	<b>Positive Impact:</b> Any relevant recommendations implemented as a result of the research into deprivation and child pedestrian casualties should have a positive impact on road safety for young people.
155	We will consider how best to provide accessible road safety advice and information for people with disabilities.	DOE	<b>Positive Impact:</b> assists the Department in meeting its responsibility under Section 75, by addressing the needs of those who are disabled.
158	We will consider exploring other means of delivering the RoadSafe Road show, for	PSNI	<b>Positive Impact:</b> action measure is targeted at the 16-19 age group - those just starting out on a driving career. This is deemed to be necessary to counter the problem that young drivers are over-represented both in terms of casualties

No.	Action Measure	Lead Dept or Agency	Comments
	example through cruising clubs, youth organisations and sporting events.		and responsibility.
159	We will consider the development of a strategy for police engagement with young drivers who are motor vehicle enthusiasts.	PSNI	<b>Positive Impact:</b> action measure is targeted at the 16-19 age group - those just starting out on a driving career. This is deemed to be necessary to counter the problem that young drivers are over-represented both in terms of casualties and responsibility.
<b>SAFER ROAD USER GROUPS</b>			
176	We will review the findings of the DEL scoping study into issues relating to young people aged 16-24 who are not in employment, education or training. We will consider any lessons learnt which may help improve road safety for this group and inform appropriate educational opportunities, with particular focus on areas of deprivation.	DOE	This action measure focuses on the 16-24 age range. This is justified due to their over-representation both in terms of casualties and responsibility.
177	We will explore opportunities to provide enhanced road safety education for young people aged 16-24 through further education	DOE	This action measure focuses on the 16-24 age range. This is justified due to their over-representation both in terms of casualties and responsibility.

No.	Action Measure	Lead Dept or Agency	Comments
	colleges, universities or apprenticeship programmes.		
181	We will continue to develop alternative communication approaches to reach young people with road safety messages and improve the road safety presence on other media channels, including better use of social networking sites and other technology such as Bluetooth messaging.	DOE	<b>Positive Impact:</b> on age and gender but supported by evidence.
183	Target the minority of young and inexperienced mostly male drivers exhibiting dangerous driving behaviour through education, training and enforcement.	DOE	<b>Positive Impact:</b> on age and gender but supported by evidence.
184	Continue to look for innovative ways to target younger drivers with appropriate messages about safe driving, to increase their awareness and understanding of	DOE	<b>Positive Impact:</b> on age and gender but supported by evidence.

No.	Action Measure	Lead Dept or Agency	Comments
	their vulnerability and the dangers they face due to inexperience.		
189	The safety of older people will have a likely increasing importance to the delivery of the objectives of this strategy. There are currently particular safety issues with older pedestrians. We will give further consideration to how we can work with partners, including the wider voluntary and community sector, to better understand the causes of collisions involving older people and develop strategies to tackle these.	DOE	<b>Positive Impact:</b> on age and gender but supported by evidence.
198	We will consider amending the licensing system to prohibit provisional driving licence holders from riding motorcycles unaccompanied.	DOE	The action measure would be expected to impact disproportionately on young men aged 17 to 24 as this group would make up a large proportion of those who ride a motorcycle unaccompanied whilst on a provisional licence.

## (5) Rural Impacts

A Rural Impact Assessment examines if the proposed measures have a negative or positive impact in rural areas and communities.

As more collisions occur on rural roads in Northern Ireland many of the action measures will indirectly impact on rural communities as a consequence. Only those action measures which have a direct impact on rural areas in particular have been included in the table below.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER ROADS</b>			
4	Following the successful installation of pilot schemes at two primary schools and, subject to available funding, we will develop a programme of part time 20mph speed limits at rural schools on roads where the national speed limit applies. We will investigate options for more cost effective signing systems as an alternative to those used in the pilots.	DRD	<b>Positive Impact:</b> on the safety of children and their parents travelling to rural schools where the national speed limit applies. This measure might also improve journey time reliability where a school is on the route.
9	If the review of speed limits indicates that, due to the nature of individual roads, a majority require lower limits, then we would consider whether the best way to progress would be to lower the national speed limit on rural single	DRD	<b>Positive Impact:</b> on reducing speed in rural communities, improving journey time reliability and addressing disproportionate numbers of people killed or seriously injured on rural roads.  <b>Negative Impact:</b> outcome may result in possible increased journey times between population centres and may lead to slower access to services, ports and airports.

No.	Action Measure	Lead Dept or Agency	Comments
	carriageway roads. Higher class roads, which would allow for safe driving at higher speeds might then, in those circumstances, be signed to 60mph.		
56	We will undertake an investigation into the nature of collisions on rural roads and engineering based solutions to mitigate the risks.	DRD	<b>Positive Impact:</b> targeted at better understanding problems and ultimately casualty reduction on rural roads.
<b>SAFER VEHICLES</b>			
64	We will improve our training of police officers on tachographs to improve enforcement activity.	PSNI	<b>Positive Impact:</b> increased safety of LGVs who frequently travel on the trunk road network is likely to deliver particular benefits to rural communities
66	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	While the measure is not be targeted specifically towards rural areas the disproportionately high percentage of deaths and serious injuries on rural roads would mean it is likely to have a greater impact in such areas. It must also be acknowledged, however, that a rural dweller whose vehicle is confiscated is likely to be more adversely impacted as transport alternatives are not as readily available.
69	We will consider a requirement for vehicles to carry a first aid kit and safety equipment such as hazard	DOE	<b>Negative Impact:</b> Rural communities are more dependent on cars and less dependant on public transport than urban communities. The cost of fitment of fire extinguisher etc will from a financial perspective

No.	Action Measure	Lead Dept or Agency	Comments
	triangles and fire extinguishers.		disproportionately affect rural drivers.
<b>SAFER ROAD USERS</b>			
73	<p>Continue to enhance the effectiveness of PSNI enforcement through the use of intelligence led policing strategies and technologies in line with the National Intelligence Model. This will lead to more targeted resources and enforcement aimed at reducing the numbers of people killed or seriously injured with particular reference to:</p> <ul style="list-style-type: none"> <li>• high risk locations, particularly in rural areas;</li> <li>• high risk behaviours such as speeding, drink/drug driving, non-seat belt wearing;</li> <li>• high risk groups such as young and inexperienced drivers and motorcyclists; and</li> </ul>	PSNI	<p><b>Positive Impact:</b> the greater road safety problem is in rural areas therefore it is reasonable to expect that that is where the greater enforcement effort should occur. For some this could be perceived as a negative impact but for the majority, i.e. the typical road users, it should be a positive measure.</p>

No.	Action Measure	Lead Dept or Agency	Comments
	<ul style="list-style-type: none"> <li>continue cross border enforcement operations on high risk behaviours including speeding and drink driving.</li> </ul>		
87	<p>We will continue to target the safety camera scheme at sites which have high numbers of people killed or seriously injured and redeploy resources, as appropriate, to emerging high risk locations. We will continue to enforce speed limits in villages and towns through the community concern aspect of the scheme.</p>	PSNI	<p><b>Positive Impact:</b> this action measure has the potential to deliver positive benefits to rural communities, bringing safer roads and greater compliance with speed limits.</p>
95	<p>We will work in conjunction with Department for Transport to consider the creation of an offence of driving with a named substance (drug) in the body.</p>	DOE	<p><b>Positive Impact:</b> data demonstrate that there are more deaths and serious injuries due to road traffic collisions in rural areas and that most deaths and serious injuries due to driver/rider alcohol or drugs happen on rural roads. It is therefore likely that any reductions in the numbers killed or seriously injured due to driver/rider drugs would be proportionally greater in rural areas.</p>
97	<p>We will reduce the drink drive limit, introduce random breath testing and consider introducing a</p>	DOE	<p><b>Negative Impact:</b> it has been argued that tougher drink driving laws rigorously enforced would have a detrimental effect on licensed premises, particularly in rural areas. However, there is no compelling evidence that</p>

No.	Action Measure	Lead Dept or Agency	Comments
	system of graduated penalties for relevant offences including greater use of educational courses.		<p>this would be the case.</p> <p><b>Positive Impact:</b> Data demonstrate that there are more deaths and serious injuries due to road traffic collisions in rural areas and that most deaths and serious injuries due to driver/rider alcohol or drugs happen on rural roads. It is therefore likely that any reductions in the numbers killed or seriously injured due to driver/rider alcohol would be proportionally greater in rural areas.</p>
98	As part of any reduction in the limit, we will encourage incentive schemes run by licensed premises and others in rural areas to ensure customers travel home safely.	DOE	<b>Positive Impact:</b> Potential to reduce the level of KSIs in rural areas while sustaining local rural services and businesses.
112	<p>We will consult in 2010 on proposals to amend the existing 45mph speed restriction on learner and restricted drivers and introduce a new system of Graduated Driver Licensing (GDL) to replace the current "R" driver scheme. This may include measures such as:</p> <ul style="list-style-type: none"> <li>• raising or lowering the age for a provisional or full licence;</li> <li>• setting minimum</li> </ul>	DOE	<b>Negative Impact:</b> if adopted, social restrictions (i.e. re. driving at night and/or with peer passengers) will have differential impact on those people living and working in rural areas who are more likely to have limited access to public transport.

No.	Action Measure	Lead Dept or Agency	Comments
	<p>learning periods;</p> <ul style="list-style-type: none"> <li>• allowing learner drivers to drive on motorways and/or dual carriageways;</li> <li>• post-test restrictions on passengers;</li> <li>• night-time curfews; and</li> <li>• increasing the duration of the current 12 month restricted period; and</li> <li>• introducing an offence free period.</li> </ul>		
129	<p>We will consider producing a new public information campaign highlighting the dangers with being a pedestrian on rural roads.</p>	DOE	<p><b>Positive Impact:</b> measure targeted at improving safety for rural communities.</p>
142	<p>Improve road safety for the population living and travelling in border areas. This will include a 3 year pilot project based on cross border collaboration for fire and rescue services on both sides of the border and the community and voluntary sector.</p>	DHSSPS	<p><b>Positive Impact:</b> the border has led to severance of some border communities from economic and cultural centres. Their greater distance from economic centres doubly disadvantages such, already remote, districts. Social and economic development in these primarily rural areas has consequently been inhibited. Specifically, access to specialist road safety services may not be as readily available to these communities. This measure will address this disadvantage.</p>

No.	Action Measure	Lead Dept or Agency	Comments
145	We will investigate the recruitment of young people from high risk communities across NI to be trained in first aid and to deliver road safety messages to other young people.	NIAS	<b>Positive Impact:</b> This measure would impact on high risk communities which would include rural communities.
175	Review response times to collisions and benchmark nationally with other Fire and Rescue Service organisations. Commence implementation of proven methods to improve the survival and extrication of those involved in road collisions.	NIFRS	<b>Positive Impact:</b> improved response times will ultimately lead to a better provision of service to rural communities.
<b>SAFER ROAD USER GROUPS</b>			
178	We will consider how best to address research findings suggesting child pedestrian casualties (urban and rural) are linked to deprivation and any correlation with presence of schools and traffic activity.	DOE	<b>Positive Impact:</b> There is potential for this action measure to reduce child road casualties in deprived areas both rural and urban.
188	We will issue guidance on school uniforms to highlight issues	DE	The guidance consideration of the use of high visibility materials on school uniforms and should impact positively on children and young people travelling

No.	Action Measure	Lead Dept or Agency	Comments
	of visibility related to road safety.		to and from school in rural areas where street lighting may be more limited than in urban areas and public transport is less frequent.

## (6) Health Impacts

A Health Impact Assessment considers if the proposed action measures have a positive or negative impact on any of the following – lifestyle, physical environment, socio-economic environment, access to healthcare and population groups.

It is assumed that all action measures will have an impact on health in terms of reducing the total number of people killed or injured on our roads and may target particular user groups e.g. pedestrians, 16-24 year olds, the elderly etc. The table below will, therefore, only include measures which have impact on any other aspect of health as listed above.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER ROADS</b>			
7	We will continue to target traffic calming measures in those areas where vulnerable road users, such as children are frequently crossing the road.	DRD	<b>Positive impact:</b> This action measure will encourage walking and cycling activities and will improve social interaction.
25	We will consider a programme to remove, where appropriate, pedestrian guard railings at sites in urban areas where they significantly interrupt preferred pedestrian crossing points. Also remove railings originally erected to prevent parking activities.	DRD	<b>Positive Impact:</b> removal of pedestrian guard railings makes a positive contribution to the physical environment.
45	We will continue to improve the cycling and walking	DRD	<b>Positive Impact:</b> This action measure will enhance the lifestyle and physical environment through health and travel

No.	Action Measure	Lead Dept or Agency	Comments
	infrastructure, subject to the availability of resources.		options.
48	We will champion the EU road safety charter in NI and encourage appropriate partner organisations to sign. We will continue to contribute to and learn from global best practice.	NIFRS	<b>Positive Impact:</b> with increased road safety activities taking place Europe wide and more organisations promoting a culture of road safety and awareness this measure has the potential to contribute to a reduction in deaths and serious injuries, improving quality of life for those living and travelling in the region and ultimately driving down the financial costs of deaths and serious injuries to society.
<b>SAFER VEHICLES</b>			
58	We will introduce Individual Vehicle Approval (IVA) as an alternative to European Whole Vehicle Type Approval (ECWVTA) as provided for in the Motor Vehicle Type Approval Framework Directive 2007/46/EC; for cars, buses, goods vehicles and trailers. Mandatory implementation will be on a phased basis dependant on vehicle category from 2010-2015. A heavy trailer logging scheme will also be introduced to ensure relevant trailers comply with ECWVTA or	DOE	<b>Positive Impact:</b> there will be some safety and environmental benefits as a consequence of improving air quality and vehicle standards, however these are indeterminate.

No.	Action Measure	Lead Dept or Agency	Comments
	IVA requirements before entering into service.		
<b>SAFER ROAD USERS</b>			
94	Investigate new technologies and legislative powers to better detect and collect evidence from drivers suspected of being impaired through drugs; including both illicit and prescription drugs.	PSNI	<b>Positive Impact:</b> may have an impact on general awareness and use of drugs and overall health and wellbeing.
95	We will work in conjunction with Department for Transport to consider the creation of an offence of driving with a named substance (drug) in the body.	DOE	<b>Positive Impact:</b> may have an impact on general awareness and use of drugs and overall health and wellbeing.
97	We will reduce the drink drive limit, introduce random breath testing and consider introducing a system of graduated penalties for relevant offences including greater use of educational courses.	DOE	<b>Positive Impact:</b> may have an impact on general awareness and use of alcohol and overall health and wellbeing.
123	We will set up an Active Travel	DRD	<b>Positive Impact:</b> a key driver in setting up ATF is aim of improving

No.	Action Measure	Lead Dept or Agency	Comments
	Forum, including a range of stakeholders, which will consider a broad strategic approach to, and the promotion of, active travel.		physical fitness, health and well-being of those who move to active and sustainable travel options.
124	We will give consideration to measures that improve the safety of cyclists; including what cyclists can do to keep themselves safe and what other road users can do.	DOE	Previous research has been used to support two distinct opinions on the health benefits and dis-benefits of cycling. One opinion is that further safety precautions should be introduced to reduce the incidence of fatalities and serious injuries. The alternative opinion is that further safety precautions will serve to discourage people from cycling (cycling is viewed as part of a healthy lifestyle) which will in turn add to the growing national obesity problem.
130	We will encourage cycle training for adults	DRD	<b>Positive impact:</b> The action measure may increase cycle rates which would impact in a positive way on health and lifestyle.
137	Develop a memorandum of understanding between all those attending a collision which will set out responsibilities and procedures. This memorandum will be included in all future training programmes within NIFRS, PSNI and NIAS.	NIFRS	<b>Positive Impact:</b> the co-ordination of the organisations involved at the scene of a road traffic collision will ultimately lead to improved services for those people living within the eligible area and thus impacting positively on people's quality of life.
142	Improve road safety for the population living and travelling in border areas.	NIFRS	<b>Positive Impact:</b> the project will result in improved services for those people living within the area and thus impact positively on people's quality of life and

No.	Action Measure	Lead Dept or Agency	Comments
	This will include a 3 year pilot project based on cross border collaboration for fire and rescue services on both sides of the border and the community and voluntary sector.		access to services.
145	We will investigate the recruitment of young people from high risk communities across NI to be trained in first aid and to deliver road safety messages to other young people.	NIAS	<b>Positive Impact:</b> This action has the potential to better equip young people in dealing with emergency situations and by improving their knowledge of factors which contribute to road deaths and serious injury could also help them consider current lifestyle choices which may put them at risk.
148	Explore the potential for a public awareness campaign to educate people on what to do if they are involved in, or come across, a road traffic collision.	PSNI	<b>Positive Impact:</b> there may be spin-off benefits from the sharing of collision data/intelligence which will impact on healthcare and certain population groups.
163	Set up a PSNI Collision Investigation Unit to investigate all fatal road traffic collisions.	PSNI	<b>Positive Impact:</b> there may be spin-off benefits from the sharing of collision data/intelligence which will impact on healthcare and certain population groups.
164	Following the introduction of the PSNI Collision Investigation Unit, all road safety partners will meet regularly to consider the	PSNI	<b>Positive Impact:</b> there may be spin-off benefits from the sharing of collision data/intelligence which will impact on healthcare and certain population groups.

No.	Action Measure	Lead Dept or Agency	Comments
	nature and causes of fatal collisions and explore ways to mitigate any risks identified.		
170	We will explore the feasibility of developing a road traffic collision databank for use by all statutory road safety partners.	PSNI	<b>Positive Impact:</b> there may be spin-off benefits from the sharing of collision data/intelligence which will impact on healthcare and certain population groups.
174	We will consider the creation of a comprehensive Road Safety research programme.	DOE	The action measure includes considering and implementing recommendations arising from research into deprivation and child pedestrian casualties' research. This could have a positive impact on the physical environment, social environment and lifestyle in deprived areas.
175	Review response times to collisions and benchmark nationally with other Fire and Rescue Service organisations. Commence implementation of proven methods to improve the survival and extrication of those involved in road collisions.	NIFRS	<b>Positive Impact:</b> by improving our response times and extrication techniques we can have a positive impact on casualty survival rates.
<b>SAFER ROAD USER GROUPS</b>			
188	We will issue guidance on school uniforms to highlight issues of visibility related	DE	The guidance encourages the use of high visibility materials on school uniforms and should help reduce the number of deaths and serious injuries caused to children and young people

<b>No.</b>	<b>Action Measure</b>	<b>Lead Dept or Agency</b>	<b>Comments</b>
	to road safety.		travelling to and from school, particularly in winter months.

## (7) Human Rights

A Human Rights Impact Assessment considers if the proposed action measures could involve any human right set out in the Human Rights Act 1998.

In general all action measures will positively contribute to a reduction in the number of people killed or injured in road traffic collisions and hence will involve Article 2 - The right to life. The table below will, therefore, include measures which may involve any of the other rights.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER VEHICLES</b>			
63	We will increase enforcement of roadworthiness standards.	PSNI	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
64	We will improve our training of police officers on tachographs to improve enforcement activity.	PSNI	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
66	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	Some schemes allow for confiscation of a vehicle in advance of a conviction in court, for example, in the case of a drink driver. If such a power were to be included under any future NI scheme, it would have to be assessed as to whether this would impinge on the presumption of innocence provided under Article 6 (2) of the European Convention on Human Rights. It should be noted, however, that such a power already exists in relation to the offence of driving without insurance.
<b>SAFER ROAD USERS</b>			
73	Continue to enhance the effectiveness of PSNI enforcement through the use of intelligence led policing strategies	PSNI	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).

No.	Action Measure	Lead Dept or Agency	Comments
	<p>and technologies in line with the National Intelligence Model. This will lead to more targeted resources and enforcement aimed at reducing the numbers of people killed or seriously injured with particular reference to:</p> <ul style="list-style-type: none"> <li>• high risk locations, particularly in rural areas;</li> <li>• high risk behaviours such as speeding, drink/drug driving, non-seat belt wearing;</li> <li>• high risk groups such as young and inexperienced drivers and motorcyclists; and</li> <li>• continue cross border enforcement operations on high risk behaviours including speeding and drink driving.</li> </ul>		
80	We will work with NIO to enable the powers taken in their Criminal Justice (NI) Order	DOE	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and

No.	Action Measure	Lead Dept or Agency	Comments
	2008 (to make it an offence to use safety camera "jamming" devices) to be commenced.		public hearing).
84	Continue to carry out campaigns and enforcement and consider introducing retraining courses on seat belt use to further improve compliance rates.	PSNI	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
94	Investigate new technologies and legislative powers to better detect and collect evidence from drivers suspected of being impaired through drugs; including both illicit and prescription drugs.	PSNI	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
95	We will work in conjunction with Department for Transport to consider the creation of an offence of driving with a named substance (drug) in the body.	DOE	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
97	We will reduce the drink drive limit, introduce random breath testing and consider introducing a system of	DOE	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).

No.	Action Measure	Lead Dept or Agency	Comments
	graduated penalties for relevant offences including greater use of educational courses.		
160	Investigate compliance issues amongst road user groups other than car drivers and develop strategies to address risks identified.	PSNI	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).

## (8) Social Inclusion

A Social Inclusion Impact Assessment considers if the proposed action measures have a positive or negative impact on socially excluded or vulnerable groups and/or socially excluded areas in terms of employment, health, education and housing.

There is evidence that those from socially disadvantaged areas are over-represented in the casualty statistics and therefore, in a general sense, all the action measures in the strategy are indirectly contributing to reduction in casualties within these areas and groups. The table below will, therefore, only include those action measures which have direct impact.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER ROADS</b>			
7	We will continue to target traffic calming measures in those areas where vulnerable road users are frequently crossing the road.	DRD	<b>Positive impact:</b> this action measure is expected to reduce road traffic casualties involving vulnerable road users including those in deprived areas.
25	We will consider a programme to remove, where appropriate, pedestrian guard railings at sites in urban areas where they significantly interrupt preferred pedestrian crossing points. Also remove railings originally erected to prevent parking activities.	DRD	<b>Positive Impact:</b> improves visibility for and people who use wheelchairs but may have a negative impact on visually impaired people.
41	Investigate technical innovations for increasing driver awareness of pedestrians at zebra crossings.	DRD	<b>Positive Impact:</b> on children and people who use wheelchairs.

No.	Action Measure	Lead Dept or Agency	Comments
42	We will consider the introduction of countdown timer signals at pelican or toucan crossings at sites where there is high pedestrian flow and where many crossing movements frequently occur outside the safe operational crossing time.	DRD	<b>Positive Impact:</b> on visually impaired people and people who use wheelchairs.
<b>SAFER ROAD USERS</b>			
98	As part of any reduction in the limit we will encourage incentive schemes run by licensed premises and others in rural areas to ensure customers travel home safely.	DOE	<b>Positive Impact:</b> potential to reduce levels of rural isolation by incentivising the provision of transport services to social amenities.
124	We will consider producing a new public information campaign about the responsibilities of and risks associated with being a pedestrian and what they and other road users can do to improve pedestrian safety.	DOE	<b>Positive Impact:</b> there is evidence that those in areas of greater social need are over represented in collision statistics.
125	We will consider producing new public information campaigns addressing pedestrian safety taking into account the needs of people with disabilities.	DOE	<b>Positive Impact:</b> addresses the needs of people who are disabled.

No.	Action Measure	Lead Dept or Agency	Comments
135	We will continue to seek opportunities to forge new partnerships with sporting associations in order to promote/assure road safety.	DOE	<b>Positive Impact:</b> links with sporting organisations in areas of social deprivation may assist in promotion of road safety
142	Improve road safety for the population living and travelling in border areas. This will include a 3 year pilot project based on cross border collaboration for fire and rescue services on both sides of the border and the community and voluntary sector.	DHSSPS	<b>Positive Impact:</b> this project aims to target a range of vulnerable groups in the border area. Communities in border areas often feel socially excluded due to their distance from large towns and this measure will address the access to road safety services and education in the area.
145	We will investigate the recruitment of young people from high risk communities across NI to be trained in first aid and to deliver road safety messages to other young people.	NIAS	<b>Positive Impact:</b> the measure would equip young people from high risk communities with first aid skills and train them to deliver road safety messages in their communities. This would not only have a positive impact on first aid skills but would empower communities particularly young men from more deprived areas.
155	We will consider how best to provide accessible road safety advice and information for people with disabilities.	DOE	<b>Positive Impact:</b> addresses the needs of people who are disabled.
173	We will consider, learn from and, where appropriate, implement any relevant recommendations from ongoing road safety research	DOE	<b>Positive Impact:</b> Children in socially disadvantaged areas are over-represented in road traffic casualty statistics  Any relevant recommendations arising as a result of the research into deprivation and child pedestrian

No.	Action Measure	Lead Dept or Agency	Comments
	projects including: <ul style="list-style-type: none"> <li>• Deprivation and Child Pedestrian Casualties</li> <li>• Motorcycle Casualties in NI</li> <li>• Benchmarking</li> </ul>		casualties would have the potential to impact positively on children in deprived areas.
<b>SAFER ROAD USER GROUPS</b>			
176	We will review the findings of the DEL scoping study into issues relating to young people aged 16-24 who are not in employment, education or training and consider any lessons learnt which may help improve road safety for this group. DEL will inform road safety colleagues of the outcome.	DOE	<b>Positive Impact:</b> on young people aged 16-24 who are not in employment, education or training
178	We will consider how best to address research findings suggesting child pedestrian casualties (urban and rural) are linked to deprivation and any correlation with presence of schools and traffic activity.	DOE	<b>Positive Impact:</b> there is potential for this action measure to reduce child road casualties in deprived areas this would improve social inclusion.
188	We will issue guidance on school uniforms to highlight issues of visibility related to road safety.	DE	<b>Positive Impact:</b> the guidance encourages schools to take into account concerns of any groups and whether they amount to interference with the right to manifest a religion or belief or whether they are discriminatory. Therefore this action measure should have a positive impact.
189	The safety of older people will have a	DOE	<b>Positive Impact:</b> this action measure should make using the

No.	Action Measure	Lead Dept or Agency	Comments
	<p>likely increasing importance to the delivery of the objectives of this Strategy. There are currently particular safety issues with older pedestrians. We will give further consideration to how we can work with partners, including the wider voluntary and community sector, to better understand the causes of collisions involving older people and develop strategies to tackle these.</p>		<p>road safer for older people and therefore increase their ability to more safely access services in their communities and beyond.</p>

## (9) Environmental Impact

An Environmental Impact Assessment considers if the proposed action measures have a positive or negative impact on air or water quality, climate change, landscape/townscape/use of land, natural resources, built/natural heritage, bio-diversity or noise.

The table below lists those action measures which have an impact, either positive or negative, on the above.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER ROADS</b>			
7	We will continue to target traffic calming measures in those areas where vulnerable road users are frequently crossing the road.	DRD	<b>Positive impact:</b> this action measure will improve the amenity of a road or street and will encourage more sustainable forms of transport.
9	If the Review of Speed Limits results in the majority of upper tier rural roads requiring a 50mph speed limit, then consider lowering the national speed limit on rural single carriageway roads to 50mph. Higher class roads, which would allow for safe driving at higher speeds, might in those circumstances be signed up to 60mph.	DRD	<b>Positive Impact:</b> decrease in greenhouse gas emissions and fuel consumption.  This measure might make road users feel safer and encourage walking and cycling and, if so, would positively impact on air quality, climate change and noise.
23	Where possible, we will extend verges at sides of roads and at junctions in rural	DRD	<b>Negative Impact:</b> land used for farming or wildlife habitat is included in the road network and maintained as road verge.

No.	Action Measure	Lead Dept or Agency	Comments
	areas to reduce the severity of run-off collisions and improve the likelihood of avoiding a potential collision.		
24	We will, where feasible, instigate a programme of installing safety barriers, close crossover points and reduced access points to upgrade lower standard parts of the dual carriageway network.	DRD	<b>Negative Impact:</b> grade separation often results in elevated carriageways and extensive land use.
25	We will consider a programme to remove, where appropriate, pedestrian guard railings at sites in urban areas where they significantly interrupt preferred pedestrian crossing points. Also remove railings originally erected to prevent parking activities.	DRD	<b>Positive Impact:</b> on townscape and built heritage.
31	We will consider the provision of additional rest areas on the motorway and trunk road network to address possible driver fatigue. These areas would also be	DRD	<b>Negative Impact:</b> rest areas would normally be constructed remote from centres of population and can therefore intrude on the countryside. This can be mitigated, to some extent, through sensitive design.

No.	Action Measure	Lead Dept or Agency	Comments
	useful for PSNI and DVA enforcement activities.		
43	Where there is provision for cyclists, we will, wherever practical, seek to ensure they are physically separated from vehicular traffic; in urban areas where this is not possible we will consider making the speed limit 20mph.	DRD	<p><b>Positive Impact:</b> by encouraging cycling this action measure positively impacts on air quality, climate change, personal health and noise.</p> <p><b>Negative Impact:</b> increase in greenhouse gas emissions and fuel consumption.</p>
44	We will continue to develop and maintain cycling infrastructure on appropriate routes to increase cycle usage and safety.	DRD	<p><b>Positive Impact:</b> by encouraging cycling this action measure positively impacts on air quality, climate change and noise.</p>
45	We will continue to improve the cycling and walking infrastructure, subject to the availability of resources.	DRD	<p><b>Positive Impact:</b> This action measure will enhance the viability of walking and cycling as modes of travel.</p>
85	We will scope the development of a network of SPECS average speed cameras to complement current police patrolling strategies.	PSNI	<p><b>Positive Impact:</b> installation of a SPECS system on the motorway network could reduce average speed leading to a decrease in greenhouse gas emissions and fuel consumption.</p>

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER VEHICLES</b>			
58	<p>We will introduce Individual Vehicle Approval (IVA) as an alternative to European Whole Vehicle Type Approval (ECWVTA) as provided for in the Motor Vehicle Type Approval Framework Directive 2007/46/EC; for cars, buses, goods vehicles and trailers. Mandatory implementation will be on a phased basis dependant on vehicle category from 2010-2015. A heavy trailer logging scheme will also be introduced to ensure relevant trailers comply with ECWVTA or IVA requirements before entering into service.</p>	DOE	<p><b>Positive Impact:</b> there will be some positive environmental benefits in terms of reducing current exhaust emissions and road noise; however these are indeterminate.</p>
60	<p>We will seek to improve compliance rates in commercial vehicle operations. We will develop a strategy to educate and assist transport operators of</p>	DOE	<p><b>Positive Impact:</b> there will be some positive environmental benefits in that better maintained commercial vehicles could have lower exhaust emissions and road noise; however these are indeterminate.</p>

No.	Action Measure	Lead Dept or Agency	Comments
	commercial vehicles to improve the maintenance of their vehicle fleet and achieve higher levels of first time pass rates at annual test		
63	We will increase enforcement of road worthiness standards.	PSNI	<b>Positive Impact:</b> may positively impact on vehicle emissions.
64	We will improve our training of police officers on tachographs to improve enforcement activity.	PSNI	<b>Positive Impact:</b> may positively impact on vehicle emissions.
<b>SAFER ROAD USERS</b>			
123	We will set up an Active Travel Forum, including a range of stakeholders, which will consider a broad strategic approach to, and the promotion of, active travel.	DRD	<b>Positive Impact:</b> positive environmental impact through reductions in car-based journeys and, therefore, reductions in CO <sub>2</sub> emissions and pollution.
130	We will encourage cycle training for adults	DOE	<b>Positive Impact:</b> this action measure might lead to increased numbers of cyclists and potential reductions in vehicle emissions.
142	Improve road safety for the population living and travelling in border areas. This will include a	DHSSPS	<b>Positive Impact:</b> the project will work with a range of stakeholders to improve roads infrastructure, reduce spillages and improve signage and lighting.

No.	Action Measure	Lead Dept or Agency	Comments
	3 year pilot project based on cross border collaboration for fire and rescue services on both sides of the border and the community and voluntary sector.		<p>The project will also engage with relevant organisations to support 'greener' vehicles on our roads, supporting reduced CO<sub>2</sub> emissions.</p> <p>F&amp;R personnel will ensure minimal impact on the environment when attending collisions.</p> <p>The project will promote positive environmental initiatives such as recycling.</p>
161	We will assess the value of continuing to disseminate information on freight and van best practice in NI. This relates particularly to safety, environmental friendliness and economical driving.	DOE	<b>Positive Impact</b>
167	We will review how bus operators are regulated in Northern Ireland.	DOE	<b>Positive Impact</b>
168	We will introduce enhanced regulation of the taxi industry through the implementation of the Taxis (NI) Act 2008.	DOE	<b>Positive Impact</b>
169	We will introduce enhanced regulation of the freight industry	DOE	<b>Positive Impact</b>

No.	Action Measure	Lead Dept or Agency	Comments
	through the implementation of the Goods Vehicle (Licensing of Operators) Act 2010 and introduction of a regulator.		

## (10) Transport Accessibility

This section considers if the proposed action measures have a positive or negative impact on access to the transport system or increase transport options. Those which have an impact are listed in the table below.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER ROAD USERS</b>			
7	We will continue to target traffic calming measures in those areas where vulnerable road users, such as children are frequently crossing the road.	DRD	Positive impact: this action measure is expected to increase opportunities for cycling and walking.
45	We will continue to improve the cycling and walking infrastructure, subject to the availability of resources.	DRD	Positive Impact: this action measure will increase travel options.
<b>SAFER ROAD USERS</b>			
85	We will scope the development of a network of SPECS average speed cameras to complement current police patrolling strategies.	PSNI	<b>Positive Impact:</b> moderation of traffic flow brings positive benefits to public transport, particularly buses and makes them a more attractive travel option.
87	We will continue to target the safety camera scheme at sites which have high numbers of people killed or seriously injured and redeploy resources, as	PSNI	<b>Positive Impact:</b> moderation of traffic flow brings positive benefits to public transport, particularly buses and makes them a more attractive travel option.

No.	Action Measure	Lead Dept or Agency	Comments
	appropriate, to emerging high risk locations. We will continue to enforce speed limits in villages and towns through the community concern aspect of the scheme.		
89	We will continue to encourage the public to report areas where speeding regularly occurs.	PSNI	<b>Positive Impact:</b> moderation of traffic flow brings positive benefits to public transport, particularly buses and makes them a more attractive travel option.
90	We will monitor the development of new portable average speed enforcement cameras and assess their effectiveness for future use at major roadworks or other routes where excess speed has been identified as a road safety problem.	PSNI	<b>Positive Impact:</b> moderation of traffic flow brings positive benefits to public transport, particularly buses and makes them a more attractive travel option.
98	As part of any reduction in the limit, we will consider schemes run by licensed premises and others in rural areas to ensure customers travel home safely.	DOE	<b>Positive Impact:</b> Such transport will increase accessibility and availability in rural areas.
123	We will set up an Active Travel	DRD	<b>Positive Impact:</b> a key driver in setting up ATF is improving physical

No.	Action Measure	Lead Dept or Agency	Comments
	Forum, including a range of stakeholders, which will consider a broad strategic approach to, and the promotion of, active travel.		fitness, health and well-being of those who move to active and sustainable travel options.
130	We will encourage cycle training for adults	DOE	<b>Positive Impact:</b> This action measure might increase people's confidence and skill level and therefore make cycling a more feasible / popular transport option.
167	We will review how bus operators are regulated in Northern Ireland.	DOE	<b>Positive Impact:</b> on those who wish to use buses.
168	We will introduce enhanced regulation of the taxi industry through the implementation of the Taxis (NI) Act 2008.		<b>Positive Impact:</b> on those who wish to use taxis.
<b>SAFER ROAD USER GROUPS</b>			
198	We will consider amending the licensing system to prohibit or significantly reduce the opportunity for learner motorcyclists from riding motorcycles unaccompanied.	DOE	At present the law permits people to ride motorcycles as learners on a provisional licence and whilst unaccompanied. The prohibition of this practise would lead to a degree of modal shift from motorcycle to other forms of transport until such times as those affected were to obtain a full motorcycle driving licence.

## (11) Integration

This section considers if the proposed action measures integrate with or impact on other government initiatives, policies or strategies, aside from the Road Safety Strategy. Those which have an impact are included in the table below.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER ROADS</b>			
4	Following the successful installation of pilot schemes at two primary schools and, subject to available funding, develop a programme of part time 20mph speed limits at rural schools on roads where the national speed limit applies. Investigate options for more cost effective signing systems as an alternative to those used in the pilots.	DRD	Integrates with policies on Sustainable Transport and Safer Routes to Schools.
5	We will consider the wider introduction of enforceable and advisory 20mph speed limits in residential areas and other urban areas where there is a significant presence of vulnerable road users.	DRD	Integrates with policies/strategies encouraging walking and cycling.
7	We will continue to target traffic calming measures in those areas	DRD	This action measure integrates with Safer Routes to Schools initiative and the Fit Futures initiative.

No.	Action Measure	Lead Dept or Agency	Comments
	where vulnerable road users are frequently crossing the road.		
8	We will undertake and implement the review of speed limits on upper tier rural roads following the publication of the outcome of the speed management review. Priority will be given to those roads with the highest incidence of deaths and serious injuries.	DRD	Integrates with policies/strategies encouraging walking and cycling in rural areas.
23	Where possible we will extend verges at sides of roads and at junctions in rural areas to reduce severity of run-off collisions and improve the likelihood of avoiding a potential collision.	DRD	May impact on countryside protection policies/strategies.
25	We will consider a programme to remove, where appropriate, pedestrian guard railings at sites in urban areas where they significantly interrupt preferred pedestrian crossing points. Also remove railings originally erected to prevent	DRD	Integrates with policies/strategies on walking.

No.	Action Measure	Lead Dept or Agency	Comments
	parking activities.		
43	Where there is provision for cyclists, we will, wherever practical, seek to ensure they are physically separated from vehicular traffic; in urban areas where this is not possible we will consider making the speed limit 20mph.	DRD	Integrates with policies/strategies on health and fitness, climate change and sustainable transport.
44	We will continue to develop and maintain cycling infrastructure on appropriate routes to increase cycle usage and safety.	DRD	Integrates with policies/strategies on health and fitness, climate change and sustainable transport.
45	We will continue to improve the cycling and walking infrastructure, subject to the availability of resources.	DRD	Safer Routes to Schools, Fit Futures, and Sustainable Transport.
<b>SAFER VEHICLES</b>			
57	We will introduce a statutory requirement for vehicles over testable age to hold a valid test certificate at all times unless excused under limited exemptions.	DOE	Integrates with Department for Transport's policy on continuous enforcement of vehicle excise duty.

No.	Action Measure	Lead Dept or Agency	Comments
58	<p>We will introduce Individual Vehicle Approval (IVA) as an alternative to European Whole Vehicle Type Approval (ECWVTA) as provided for in the Motor Vehicle Type Approval Framework Directive 2007/46/EC; for cars, buses, goods vehicles and trailers. Mandatory implementation will be on a phased basis dependant on vehicle category from 2010-2015. A heavy trailer logging scheme will also be introduced to ensure relevant trailers comply with ECWVTA or IVA requirements before entering into service.</p>	DOE	<p>Implementation of the IVA project is an integral part of the UK ECWVTA project; the primary objectives are to remove trade barriers whilst improving vehicle safety and environmental standards.</p>
59	<p>We will create a dedicated team of Vehicle Examiners to inspect vehicles involved in serious collisions supported by improved legislative provision and an appropriate Service Level Agreement with</p>	DOE	<p>This action measure integrates with other DVA, DOE and PSNI strategies and policies. The way forward has been agreed by all parties.</p>

No.	Action Measure	Lead Dept or Agency	Comments
	PSNI.		
60	We will seek to improve compliance rates in commercial vehicle operations. We will develop a strategy to educate and assist transport operators of commercial vehicles to improve the maintenance of their vehicle fleet and achieve higher levels of first time pass rates at annual test.	DOE	It is intended to take account of other relevant strategies within DVA and DOE.
63	We will increase enforcement of roadworthiness standards.	PSNI	Integrates with policies/strategies on air pollution.
64	We will improve our training of police officers on tachographs to improve enforcement activity.	PSNI	Integrates with policies/strategies on air pollution.
65	We will integrate our approach to the detection and enforcement of vehicle testing, insurance and licensing requirements with conjoined prosecution procedures.	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
66	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	Integrates with other related strategies/policies.
67	We will support EU Proposals to introduce, by 2014, type approval for all new vehicles to have Electronic Stability Control (ESC).	DOE	Integrates with other related strategies/policies.
68	We will support and work with GB as they raise a proposal in the technical forum through the UN-ECE in Geneva to amend the mirror standards extending the required field of view for HGVs.	DOE	Integrates with other related strategies/policies.
71	We will extend freight operators' licensing to include all vehicles greater than 3.5 tonnes, which carry goods as part of their business.	DOE	Integrates with other related strategies/policies.
72	Extend the 'O' licensing system to include all freight operators.	DOE	Integrates with other related strategies/policies.
69	We will consider a requirement for vehicles to carry a first aid kit and safety equipment such as hazard triangles and fire extinguishers.	DOE	<b>Negative Impact:</b> The strategy will not be in line with current policy in Great Britain where there are no plans to require fitment of fire extinguishers, first aid kits and/or warning triangles.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER ROAD USERS</b>			
73	<p>Continue to enhance the effectiveness of PSNI enforcement through the use of intelligence led policing strategies and technologies in line with the National Intelligence Model. This will lead to more targeted resources and enforcement aimed at reducing the numbers of people killed or seriously injured with particular reference to:</p> <ul style="list-style-type: none"> <li>• high risk locations, particularly in rural areas;</li> <li>• high risk behaviours such as speeding, drink/drug driving, non-seat belt wearing;</li> <li>• high risk groups such as young and inexperienced drivers and motorcyclists; and</li> <li>• continue cross border enforcement operations on high risk behaviours including speeding and</li> </ul>	PSNI	Integrates with the NI Policing Plan.

No.	Action Measure	Lead Dept or Agency	Comments
	drink driving.		
77	We will introduce graduated fixed penalties, financial penalty deposit and immobilisation scheme. Although graduation will initially only be principally applied to drivers' hours and overloading offences, we will consider widening the system to include other offences.	DOE	Integrates with other related strategies/policies.
79	We will progress the mutual recognition of penalty points between NI and GB, and between UK and Ireland. We will introduce the mutual recognition of disqualification between NI and Ireland.	DOE	Integrates with other related strategies/policies.
81	We will consider introducing a requirement for any person disqualified from driving for two or more years to sit a retest.	DOE	Integrates with other related strategies.
84	Continue to carry out campaigns and enforcement and consider introducing retraining courses on seat belt use to	PSNI	Integrates with the NI Policing Plan.

No.	Action Measure	Lead Dept or Agency	Comments
	further improve compliance rates.		
94	Investigate new technologies and legislative powers to better detect and collect evidence from drivers suspected of being impaired through drugs; including both illicit and prescription drugs.	PSNI	Integrates with Drugs Strategy and NI Policing Plan.
95	We will work in conjunction with Department for Transport to consider the creation of an offence of driving with a named substance (drug) in the body.	DOE	Contributes to: <ul style="list-style-type: none"> <li>• Investing for Health 2002</li> <li>• A Healthier Future 2005</li> <li>• New Strategic Direction for Alcohol and Drugs 2006–2011</li> </ul>
97	We will reduce the drink drive limit, introduce random breath testing and consider introducing a system of graduated penalties for relevant offences including greater use of educational courses.	DOE	Contributes to: <ul style="list-style-type: none"> <li>• Investing for Health 2002</li> <li>• A Healthier Future 2005</li> <li>• New Strategic Direction for Alcohol and Drugs 2006–2011</li> </ul>
98	As part of any reduction in the limit we will encourage incentive schemes run by licensed premises and others in rural areas to ensure customers travel	DOE	Potential to integrate with DARD and DRD policies on rural areas – in particular those aimed at improving the quality of life, to reduce social exclusion and improve services in rural areas which are likely to feature in the proposed Rural White Paper.

No.	Action Measure	Lead Dept or Agency	Comments
	home safely.		
101	We will improve awareness among young drivers of the implications of the New Drivers Order.	DOE	Integrates with other related strategies/policies.
102	We will work with DSA to develop and introduce a course for drivers who incur penalties while subject to the New Drivers Order.	DOE	Integrates with other related strategies/policies.
104	We will educate and inform people about the dangers of using any mobile phone while driving, including hands free kits;	DOE	Integrates with other related strategies/policies.
105	We will consider further measures to reduce mobile phone usage, including texting, while driving.	DOE	Integrates with other related strategies/policies.
106	We will seek to increase awareness of the benefits if lower speed driving in relation to fuel efficiency, health impacts and road safety.	DOE	Integrates with other road safety partners' related strategies/policies.
108	We will consider producing a new public information campaign on awareness of blind	DOE	Integrates with other road safety partners' related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
	spots on HGVs.		
115	We will consider introducing independent driving as an integral part of the overall driving test.	DOE	Will integrate with revision of the L and R driver schemes and graduated driving licence in the sense that it should also help to make novice drivers safer drivers.
116	We will consider withdrawing the publication of driving test routes to ensure that learner drivers are exposed to a wider driving experience.	DOE	Will integrate and support other measures introduced as part of the Learning to Drive programme.
119	We will support and participate with GB in the review of medical standards.	DOE	Integrates with other related strategies/policies.
120	We will seek ways to ensure that pharmacists and doctors advise patients when not to drive because of medical conditions and / or medication.	DOE	Integrates with other related strategies/policies.
121	We will consider whether Bus, LGV and HGV driver training should have a greater emphasis on vulnerable road users in their training.	DOE	Integrates with other related strategies/policies.
123	We will set up an Active Travel Forum, including a range of stakeholders,	DRD	The Active Travel Forum is directly linked to the Regional Development Strategy and the Regional Transportation Strategy. It is also supportive of the Sustainable

No.	Action Measure	Lead Dept or Agency	Comments
	which will consider a broad strategic approach to, and the promotion of, active travel.		Development Strategy and DHSSPS led initiatives to help prevent obesity.
124	We will give consideration to measures that improve the safety of cyclists; including what cyclists can do to keep themselves safe and what other road users can do.	DOE	Any measures to improve the safety of cyclists should integrate with the emerging DRD-led NI Active Travel Strategy.
125	We will consider producing new public information campaigns addressing pedestrian safety taking into account the needs of people with disabilities	DOE	Integrates with policies/strategies concerned with providing accessible information.
127	We will consider producing a new public information campaign to educate pedestrians on the dangers of walking whilst impaired through alcohol or drugs.	DOE	Integrates with other road safety partners' related strategies/policies.
129	We will consider producing a new public information campaign highlighting the dangers associated with being a pedestrian	DOE	Integrates with other road safety partners' related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
	on rural roads.		
130	We will encourage cycle training for adults	DOE	Any measures to improve the safety of cyclists should integrate with the emerging DRD led NI Active Travel Strategy.
132	We will continue to work with GB in considering relevant road safety proposals and, in particular, measures arising from the EU road safety programme, when finalised.	DOE	Integrates with other related strategies and policies.
133	We will work with other areas of government, both in Northern Ireland and beyond, and with the private, voluntary and community sectors to explore opportunities for the provision of support and alternative approaches to delivering and enhancing improvements in road safety, including seeking opportunities whereby such improvements might be encouraged and/or incentivised.	DOE	Integrates with other related strategies and policies.

No.	Action Measure	Lead Dept or Agency	Comments
137	Develop a memorandum of understanding between all those attending a collision which will set out responsibilities and procedures. This memorandum will be included in all future training programmes within NIFRS, PSNI and NIAS.	NIFRS	Integrates with other policy frameworks for health, public safety and road safety. Contributes to: <ul style="list-style-type: none"> <li>• Investing for Health 2002</li> <li>• A Healthier Future 2005</li> <li>• Lifetimes Opportunity Anti-Poverty and Social Inclusion</li> <li>• NI Programme for Government</li> <li>• Road Safety Strategy 2002-2012</li> <li>• Review of Public Administration</li> </ul>
141	We will inform government agencies and private companies with appropriately sized fleets of any benefits of fitting in-vehicle data recorders as part of a driving for work programme.	DOE	Integrates with other related strategies/policies.
140	We will seek better understanding and co-operation of road safety roles and initiatives amongst those agencies involved in this area to minimise duplication or overlap.	DOE	Integrates with road safety partners' policies/strategies.
142	Improve road safety for the population living and travelling in border areas. This will include a 3 year pilot project	DHSSPS	Integrates with other policy frameworks for health, public safety and road safety. Contributes to: <p><b>Northern Ireland</b></p>

No.	Action Measure	Lead Dept or Agency	Comments
	based on cross border collaboration for fire and rescue services on both sides of the border and the community and voluntary sector.		<ul style="list-style-type: none"> <li>• Investing for Health 2002</li> <li>• A Healthier Future 2005</li> <li>• Lifetimes Opportunity Anti-Poverty and Social Inclusion</li> <li>• NI Programme for Government</li> <li>• Road Safety Strategy 2002-2012</li> <li>• Review of Public Administration</li> </ul> <p><b>Republic of Ireland</b></p> <ul style="list-style-type: none"> <li>• National Development Plan 2007-2013</li> <li>• DoHC Statement of Strategy 2005-2007</li> <li>• Quality and Fairness – A Health System for You 2001</li> <li>• National Action Plan Against Poverty and Social Exclusion 2006-2008</li> <li>• Road Safety Strategy 2008-2011</li> </ul> <p><b>Europe</b></p> <ul style="list-style-type: none"> <li>• EU Health Strategy 2007-2013</li> <li>• EU Road Safety Charter</li> <li>• Global collaboration on Road Safety</li> </ul>
144	We will undertake a review of Road Safety Education services and resources to ensure that they appropriately	DOE	Integrates with road safety partners' policies/strategies.

No.	Action Measure	Lead Dept or Agency	Comments
	address today's road safety issues.		
147	Increase promotion of Road Safety week in NI.	DOE	Integrates with other road safety partners' related strategies/policies.
151	We will continue to improve road user behaviour through our road safety campaigns. We will focus on behaviours that have a clear link to the most serious casualties.	DOE	Integrates with other road safety partners' related strategies/policies.
154	We will consider producing a new public information campaign focussing on wider user responsibility.	DOE	Integrates with other road safety partners' related strategies/policies.
155	We will consider how best to provide accessible road safety advice and information for people with disabilities.	DOE	Integrates with policies/strategies concerned with providing accessible information.
160	We will investigate compliance issues amongst road user groups other than car drivers and develop strategies to address risks identified.	PSNI	Integrates with the NI Policing Plan.
161	We will assess the value of continuing to disseminate	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
	information on freight and van best practice in NI. This relates particularly to safety, environmental friendliness and economical driving.		
162	We will introduce enhanced regulation of the taxi industry through the implementation of the Taxis (NI) Act 2008.	DOE	Integrates with other related strategies/policies.
165	We will improve our understanding of vehicle defects as either secondary or contributory factors in collisions.	DOE	Integrates with other related strategies/policies.
166	We will conduct a review of legislation around agricultural vehicles and other vehicles not usually used on the public road, including quads. We will develop measures to educate retailers, owners, users, parents and guardians on the legal and safety requirements of using such vehicles.	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
167	We will review how bus operators are regulated in Northern Ireland.	DOE	Integrates with other related strategies/policies.
169	We will introduce enhanced regulation of the freight industry through the implementation of the Goods Vehicle (Licensing of Operators) Act 2010 and introduction of a regulator.	DOE	Integrates with other related strategies/policies.
174	We will consider the creation of a comprehensive Road Safety research programme.	DOE	Integrates with other related research programmes and policy areas.
175	Review response times to collisions and benchmark nationally with other Fire and Rescue Service organisations. Commence implementation of proven methods to improve the survival and extrication of those involved in road collisions.	NIFRS	Integrates with NIFRS Road Safety Strategy 2008-13 and other policy frameworks for health, public safety and road safety. Contributes to: <ul style="list-style-type: none"> <li>• Investing for Health 2002</li> <li>• A Healthier Future 2005</li> <li>• Lifetimes Opportunity Anti-Poverty and Social Inclusion</li> <li>• NI Programme for Government</li> <li>• Road Safety Strategy 2002-2012</li> <li>• Review of Public Administration</li> </ul>
<b>SAFER ROAD USER GROUPS</b>			
176	We will review the findings of the	DOE	Integrates with other related research

No.	Action Measure	Lead Dept or Agency	Comments
	DEL scoping study into issues relating to young people aged 16-24 who are not in employment, education or training and consider any lessons learnt which may help improve road safety for this group. DEL will inform road safety colleagues of the outcome.		programmes and policy areas.
177	We will explore opportunities to provide enhanced road safety education for young people aged 16-24 through further education colleges, universities or apprenticeship programmes.	DOE	Integrates with other related research programmes and policy areas.
178	We will consider how best to address research findings suggesting child pedestrian casualties (urban and rural) are linked to deprivation and any correlation with presence of schools and traffic activity.	DOE	Integrates with other related strategies/policies.
179	We will work with partners to assess the value of introducing an	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
	additional cycle training element to Northern Ireland.		
183	We will continue to target the minority of young and inexperienced mostly male drivers exhibiting more dangerous driving behaviour through education, training and enforcement.	DOE	Integrates with other road safety partners' related strategies/policies.
184	We will continue to look for innovative ways to target younger drivers with appropriate messages about safe driving, to increase their awareness and understanding of the vulnerability, and the dangers they face due to inexperience.	DOE	Integrates with other road safety partners' related strategies/policies.
185	We will conduct a baseline survey, via questionnaire, of the issues facing schools in relation to road safety education. DE to give due consideration to the findings and consider whether to commission additional work from the Education and Training Inspectorate (ETI).	DE	The outcomes of this action measure could potentially impact on the national school curriculum. The outcomes will also potentially impact on the current DOE Road Safety Education Programme and the DRD Safer Routes to Schools Scheme. There may also be some interaction with the Western Education and Library Board Pupil / Road Safety initiative.

No.	Action Measure	Lead Dept or Agency	Comments
186	We will engage with DOE, ELBs and CCEA and the Education and Skills Authority (ESA) once it is established, to explore how resources for schools on road safety can better empower children to make informed safe choices and decisions.	DE	The outcomes of this action measure could potentially impact on the national school curriculum. The outcomes will also potentially impact on the current DOE Road Safety Education Programme and the DRD Safer Routes to Schools Scheme. There may also be some interaction with the Western Education and Library Board Pupil / Road Safety initiative.
187	We will, through CCEA and ESA once it is established, inform schools clearly about existing opportunities within the curriculum to highlight road safety.	DE	The outcomes of this action measure could potentially impact on the national school curriculum. The outcomes will also potentially impact on the current DOE Road Safety Education Programme and the DRD Safer Routes to Schools Scheme. There may also be some interaction with the Western Education and Library Board Pupil / Road Safety initiative.
188	We will issue guidance on school uniforms to highlight issues of visibility related to road safety.	DE	The outcomes of this action measure could potentially impact on the national school curriculum. The outcomes will also potentially impact on the current DOE Road Safety Education Programme and the DRD Safer Routes to Schools Scheme. There may also be some interaction with the Western Education and Library Board Pupil / Road Safety initiative.
189	The safety of older people will have a likely increasing importance to the delivery of the objectives of this Strategy. There are currently	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
	particular safety issues with older pedestrians. We will give further consideration to how we can work with partners, including the wider voluntary and community sector, to better understand the causes of collisions involving older people and develop strategies to tackle these.		
191	We will work with and support GB to take forward research to improve motorcycle safety, including conspicuity, and support the European powered two wheeler integrated safety programme. We will take forward appropriate action measures arising from this work.	DOE	Integrates with other related strategies/policies.
193	We will introduce an Approved Motorcycle Instructor Register (AMI) and Compulsory Basic Training (CBT) for motorcyclists and will ensure that all new motorcycle provisional licence holders undertake basic training.	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
198	We will consider amending the licensing system to prohibit provisional driving licence holders from riding motorcycles unaccompanied.	DOE	Integrates with other Government Strategies and policies.
199	We will consider ways to improve the visibility of pedestrians particularly children travelling to and from school.	DOE	Integrates with other related strategies/policies.

## (12) Other Impacts

This section considers if the proposed action measures have any other impacts not already detailed above e.g. personal security, physical fitness, journey comfort etc.

No.	Action Measure	Lead Dept or Agency	Comments
<b>SAFER VEHICLES</b>			
66	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	<p>The measure might lead to improvements in the personal physical fitness, reduce the likelihood of travel and reduce the journey comfort of a person whose vehicle has been seized and who has to use public transport or active travel options. Such effects, however, are likely to be marginal and individual rather than significant and broad.</p> <p>The possibility for the measure to impact on those other than the driver would have to be considered. This might include those within a family where a seized vehicle is a shared resource which others use, as drivers or as passengers, particularly in cases of dependents and/or where an alternative vehicle or transport option is not available.</p> <p>Considerations would be given to cases where a vehicle might not belong to the driver but to a business, employer or another person, should it be a family member, friend or associate.</p>
69	We will consider a requirement for vehicles to carry a first aid kit and safety equipment such as hazard triangles and fire extinguishers.	DOE	<p><b>Negative Impact:</b> The action measure would impact more heavily on motorists at the lower end of the income scale, for whom the cost of installing the new equipment would be a major burden. The measure may on the other hand have the potential to safeguard personal safety.</p>
<b>SAFER ROAD USERS</b>			
84	Continue to carry out campaigns and enforcement	PSNI	Could positively impact on journey comfort by improving driving standards

No.	Action Measure	Lead Dept or Agency	Comments
	and consider introducing retraining courses on seat belt use to further improve compliance rates.		and compliance with the law.
85	We will scope the development of a network of SPECS average speed cameras to complement current police patrolling strategies.	PSNI	Improved journey times.
87	We will continue to target the safety camera scheme at sites which have high numbers of people killed or seriously injured and redeploy resources, as appropriate, to emerging high risk locations. We will continue to enforce speed limits in villages and towns through the community concern aspect of the scheme.	PSNI	Improved journey times.
89	We will continue to encourage the public to report areas where speeding regularly occurs.	PSNI	Improved journey times.
90	We will monitor the development of new portable average speed enforcement cameras and	PSNI	Improved journey times.

No.	Action Measure	Lead Dept or Agency	Comments
	<p>assess their effectiveness for future use at major roadworks or other routes where excess speed has been identified as a road safety problem.</p>		
123	<p>We will set up an Active Travel Forum, including a range of stakeholders, which will consider a broad strategic approach to, and the promotion of, active travel.</p>	DRD	<p>The Active Travel Forum is expected to impact positively across all sectors with physical fitness and journey improvements clearly identified.</p>
142	<p>Improve road safety for the population living and travelling in border areas. This will include a 3 year pilot project based on cross border collaboration for fire and rescue services on both sides of the border and the community and voluntary sector.</p>	DHSSPS	<p>In addition to enhanced multi-agency working and co-ordinated activity in the border region this measure will help develop a new accredited approach to working with young people and result in an accredited youth engagement qualification for staff involved.</p>
160	<p>We will investigate compliance issues amongst road user groups other than car drivers and develop strategies to address risks</p>	PSNI	<p>Could positively impact on journey comfort by improving driving standards and compliance with the law.</p>

No.	Action Measure	Lead Dept or Agency	Comments
	identified.		

## 6. RECOMMENDATION

While this exercise has highlighted a number of potential impacts and is useful as an overall assessment of the action measures contained in the strategy it is recommended that each responsible body should carry out a further, more detailed, impact assessment on each individual action measure as appropriate as they prepare for development and implementation.

## 7. MONITORING AND EVALUATION

The impacts of the action measures will continue to be monitored by the road safety partners as the Strategy is implemented.