

Regulatory Impact Assessment Screening
A consultation to consider making careless driving a fixed penalty notice offence

Regulatory Impact Assessment Screening Questions	Response to Screening Questions		Full Impact Assessment Required		Justification / Key issues and groups to focus on		
	Yes	No	Yes	No	Yes	No	
Regulatory Impact Assessment Screening Questions							

Is the policy or amendment to the policy likely to have a direct or indirect impact on businesses?	X	X	X	<p>Legislation already exists to enforce careless driving in Northern Ireland. But the current process – where all cases are prosecuted through the courts system – is overly bureaucratic and resource intensive for police, the courts and prosecution services.</p> <p>The policy objectives are to improve the efficiency of the enforcement regime and allow remedial training to be provided for low level offenders.</p> <p>Fixed penalties are a recognised way of delivering proportionate justice for low level offending as they offer a quick and effective disposal option. They also provide a swift and simple method of deterrence and reduce the amount of time that police officers spend completing paperwork and attending court while simultaneously reducing the burden on prosecution services.</p> <p>A further objective is to consider how any move to make careless driving a fixed penalty offence may enable police to use dash-cam footage, submitted from private motorists and riders, to investigate and enforce poor driving behaviour through an offer of remedial training or a fixed penalty notice.</p> <p>The intended effects of this policy are that the police will be able to improve the level of enforcement without substantial extra costs and in combination</p>

			with remedial training reduce the prevalence of careless driving.
			The main groups affected by this policy would be drivers and riders and the main criminal justice agencies currently involved in prosecuting careless driving offences.
	X	X	As above.
Is the policy or amendment to the policy likely to have a direct or indirect impact on the voluntary / community sector? ¹			The main groups affected by this policy would be drivers/riders and the main criminal justice agencies currently involved in prosecuting careless driving offences.
CONCLUSION		X	The policy proposal will not impose any costs or any savings on business, charities, the social economy enterprises or the voluntary sector.

¹ NOTES:

This includes charities and the social economy sector.

Endorsement

I can confirm that the proposed policy has been screened for regulatory impact and has been screened out for a full regulatory impact assessment.

Signed: Donald Starritt

Agency/Division: Safe & Accessible Travel Division

Date: 29 October 2021