



People for Proper Policing in North Wales

ACPO Motorcycle Enforcement Strategy

For England, Wales & Northern Ireland

Implementation Date: 22 June 2006 Review Date: January 2008

Extract for PPP member's information ... go to ACPO website link for full version.

In February 2005 the Department for Transport published The Government's Motorcycling Strategy, **demonstrating its commitment to supporting motorcycling as an important part of the transport mix**, working together with the motorcycling community to address the needs of motorcyclists. **This document also recognised that the mainstreaming of motorcycling brings with it rights and responsibilities.** It *states*:

“Motorcyclists have the right to expect central Government to take account of motorcycling in the planning process, when designing and maintaining the road network, when managing traffic and when considering safety. In return motorcyclists must recognise their responsibilities – to ride sensibly and safely within the law, be considerate to other road users, and to others more generally – for example those who wish to enjoy the peace and tranquillity of our rural areas”

It is acknowledged that the vast majority of motorcyclists are law abiding, responsible people. There is a need to protect their interests as well as the wider public and affected communities, from the minority who choose to abuse road traffic law and endanger their lives and others. There is a need to reduce the unacceptable number of people killed and seriously injured as a result of motorcycle collisions.

The enforcement of traffic legislation by the police should be guided by the principles of proportionality in applying the law and securing compliance.

Enforcement should be intelligence led and targeted. It needs to be consistent and transparent about what enforcement action is undertaken and why, it should recognise that effective partnership working in its broadest sense is essential. Neighbouring forces should work together to share intelligence and adopt a consistent approach to enforcement recognising that motorcyclists will frequently cross force boundaries.

There should be an emphasis on securing compliance through education, encouragement and advice, with a clear statement of intent to deal appropriately with serious and/or persistent offenders.

Pre-court interventions such as 'Rider Improvement Schemes' (where available) provide an opportunity to direct offenders towards formal training.

Registration plates, the test to be applied, if not easily legible from 20.5 metres, prosecution and inform DVLA.

Whilst accepting that this is a technical offence, there are concerns regarding the misuse of registration plates on motorcycles. It is well recognised that there are many technological advances in automated detection and enforcement equipment, most of which rely upon remote reading of registration plates.

Tinted visors, if used during daylight hours, **advice only**, if used during the hours of darkness or conditions of reduced visibility consider prosecution using 'Tintman' equipment where available. It is acknowledged that there is much debate about this issue and many variables and anomalies can be applied. Therefore **a pragmatic approach** is necessary and **only in cases where there is an obvious danger should prosecution be considered.**

It is recommended that where road checks are utilised **care must be taken not to unnecessarily delay motorcyclists.** The checks should be well resourced and focussed on specific issues. Motorcyclists should be told why they are being stopped and **generalised trawling for offences is not recommended.** A **high visible presence and instant intervention is more effective than covert monitoring or remote camera detection** and justice by post.

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The PPP comments We strongly support the philosophy in the core statement we have emphasised above.

BUT A similar document on the use of Speed cameras and the associated road safety strategy was written by Brunstrom and contained **very similar statements about proportionality etc. These have generally been ignored by North Wales Police and the abusive partnerships nationwide. We will need to be vigilant! And report any deviations from these principles and guidelines to **DCC Griffin.....**North Wales Police is still controlled by those who hate motorcyclists for whatever reason!**