




BP3: Targeted Enforcement

Reference: BP3 004	Title of Project:	ACPO UK Motorcycle Enforcement Strategy
Version: 1	Website:	ACPO Strategy pdf document: http://www.acpo.police.uk/asp/policies/Data/motorcycle_enforcement_strategy_website.doc
Brief Description of Project:	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>It is recognised that within the UK, Police Forces have adopted many differing strategies when dealing with motorcyclists. This can result in a lack of focus on key safety issues and can lead to distrust and animosity amongst motorcyclists. In response to this, the Association of Chief Police Officers introduced a national Motorcycle Enforcement Strategy for England, Wales and Northern Ireland.</p> <p>The intention of the strategy is to focus enforcement activities on key motorcycle collision causation factors and introduce a nationally agreed approach to enforcement, with the aim of reducing killed and serious injured casualties in this most vulnerable road user group. It is recognised that some communities suffer noise intrusion and quality of life issues which need to be acknowledged and which are addressed as part of this strategy.</p> <p>The strategy has two main objectives:</p> <ul style="list-style-type: none"> To reduce the number of people killed and seriously injured as a result of motorcycle collisions. To reduce the level of anti-social behaviour associated with a small irresponsible minority of motorcyclists that disproportionately effect the quality of life for some communities. <p>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.</p> <p>The strategy sets out core themes and provides guidance on how UK Police Forces should deal with a range of violations.</p> </div> </div>	

Monitoring Data:	The UK casualty rate for PTW riders has fallen during the last 3 years. Whilst this strategy has not been specifically monitored, there is circumstantial evidence that the increasingly consistent approach has contributed to reduction.
Results:	<p>There is an understanding from some motorcycling organisations that a consistent approach is necessary and that serious offenders should be prosecuted. Generally there remains resistance in the motorcycling press to targeted enforcement.</p> <p>The strategy has led directly to the development of diversionary courses (RIDE, Rider Risk Reduction) as an alternative to prosecution.</p>
Key Effective Conclusions:	The UK Police recognise the need for consistency and the emphasis on a 'persuade not punish' approach. The value of education and training as an alternative to prosecution is recognised within the strategy and has been shown to reduce the rate of re-offending.
Projects for Comparison:	None found.
Justification:	<p>Although there is no specific monitoring data based on casualty reduction, the case for a consistent approach is well made and justified in terms of effectiveness, equality, inclusion and transparency.</p> <p>The details of the strategy are based on UK legislation and would be difficult to transfer to partner nations in their entirety but the principles (effectiveness, equality, inclusion and transparency) are universal.</p> <p>This initiative appears to meet the eSUM objective for WP3, BP3 in offering a contribution to reduction in risk of collision through enhanced and targeted enforcement action by providing a structured approach for targeted action.</p>