



RESEARCH PAPER 07/21
28 FEBRUARY 2007

Off-Road Vehicles (Registration) Bill

Bill 21 of 2006-07

This Bill would require all motorcycles used off road to be registered with the Driver and Vehicle Licensing Agency (DVLA). It would be an offence for a vehicle keeper not to register any motorcycle which is used off-road. The police would have the power to seize any unregistered motorcycle. The Bill is presented by Graham Stringer MP, who came fifth in the ballot of Private Members' Bills. The Second Reading debate is due to be held on 2 March 2007.

The Bill applies to Great Britain and extends to Northern Ireland.

Louise Butcher

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Summary of main points

At present, registration requirements are only attached to motorcycles driven on the road. Off road motorcycles – including quad bikes, three wheeled bikes, scramblers and so-called ‘mini motos’ – cannot be driven on the roads and are exempt from vehicle registration requirements.

This Bill would require all motorcycles to be registered with the Driver and Vehicle Licensing Agency (DVLA). This would be identical to the scheme that currently exists for on-road motorcycles. The Bill would enable the police to seize any unregistered motorcycle.

The impetus for the Bill is the increased amount of imports of off-road motorcycles from the Far East, particularly ‘mini motos’ which are often sold as toys for use by minors. Over recent years there has been a rise in the use of both of these and other motorcycles off-road in an anti-social manner that causes distress and annoyance. It is hoped that compulsory registration will tackle this problem. Registration at the point of sale will make it clear particularly to parents, that such vehicles are not toys; it will enable the DVLA to monitor the number of vehicles in circulation and easily identify owners; and it would enable the police to identify illegal behaviour quickly and seize illegal vehicles.

The Bill is available to view at:

<http://www.publications.parliament.uk/pa/cm200607/cmbills/021/2007021.pdf>

CONTENTS

I	The Problem	7
II	Law applying to off-road vehicles	9
	A. Use on a public road	9
	B. Use off-road	9
III	Offences and enforcement	10
IV	The Bill	11
V	Comment	12
VI	Previous attempts to legislate	16

I The Problem

There is a growing problem of vehicles being used off-road and in an anti-social manner, causing alarm and distress to local residents. This is not an issue about road-legal vehicles being ridden by responsible, trained individuals, or about legal mini motos and scrambler bikes being used in officially designated areas for sports purposes. The British Motorcyclists' Federation (BMF) gives the distinction:

...it should first be made clear that there are legitimate mini-motos, in effect mini race bikes made for race use and mini-motorcycles made for leisure use. (The current Moto GP World Champion Valentino Rossi learnt his craft on mini-motos, but that was on purpose-designed racetracks, not public roads and pavements).

Neither of these types of machine is however road-legal because they are not designed for road use. They are meant for use on private land or circuits, it is the owners who have abused their use. Further, many of these machines, especially the mini-motorcycles are cheap and poorly constructed and the BMF have consistently suggested that the importation of this category of non-type approved machine should be banned.

"The motorcycle community is now suffering the consequences of the 'tarred with the same brush effect' because many members of the public associate a mini-motorcycle with motorcyclists and motorcycling" said BMF spokesman, Jeff Stone.¹

The Motorcycle Action Group has stated that in some police basic command units there have been in excess of 4,000 complaints in the last 12 months about motorcycle nuisance, and in certain areas more than 40 per cent of calls to police basic command units have been about mini-motos.²

These vehicles are mostly motorcycles, often 'mini motos', which are being imported into the UK from the Far East in increasingly large numbers. These vehicles can be bought cheaply and are easily stolen; this makes it harder for the police to link vehicles to one 'owner'. The Motor Cycle Industry Association estimates that sales of mini-moto-type vehicles have increased from 10,000 in 2002 to an estimated 100,000 in 2005.³ HM Revenue & Customs puts the figure even higher, it estimates a 20-fold increase in the number of Chinese imports coming into the UK, from 7,000 in 2001 to 144,000 in 2005.⁴ Richard Olliffe, BMF Government Relations Executive, has stated that a ban on imports might be the only way to curb the growing problem:

¹ BMF press notice, "Mini motos – major nuisance, say BMF", 6 August 2006

² David Short, Campaigns Manager, Motorcycle Action Group in evidence to the Transport Select Committee, 24 January 2007, Q25: <http://www.publications.parliament.uk/pa/cm200607/cmselect/cmtran/uc264-i/uc26402.htm>; the Home Office includes driving illegally off-road in its figures for 'driving on a prohibited road', in the last year for which figures are available (2004) the number of offences in this category was 5,162 (*Offences relating to motor vehicles 2004, supplementary tables, table 2*)

³ Home Office press notice, "Mini-Motos Face the Crush", 1 August 2006

⁴ BBC News Online, "The mini-motorbike menace", 2 August 2006

The Minister is living in cloud cuckoo land if he actually believes the average purchasers have access to a suitable operating site. With an estimated 400,000 mini-motorcycles sold in the past six years, the situation is out of control. A ban on import and sales now would indeed be shutting the stable door after the mini-moto had left, but it may be the only way forward in controlling an escalating situation.⁵

The Department for Transport's view is set out in a January 2006 article:

This article provides the view of Department for Transport on the current situation but should not be taken as definitive legal advice as this is a matter for the courts.

Miniature motorcycles, miniature quad bikes and scooters sometimes known as "mini-motos" or "go peds", which are powered by an electric motor or an engine are, in law, light-weight, powered motor vehicles. They are mostly illegal for road use and can be extremely powerful for their size and capable of travelling at speeds in excess of 40mph.

These types of go peds and powered scooters are generally NOT intended for "highway" use ("highway" includes the pavement as well as the roads). They are NOT suitable - and NOT legal - for road or pavement use, although many users have taken to riding them on the roads and pavements. These vehicles may be used legally on private land, including parks and forests, only with the direct permission of the landowner, which in many cases will be the local authority.

Safety concerns over these small vehicles have increased in recent months culminating with the tragic death of a four year old boy in Belfast. Under age riders/drivers have also been issued with fines as well as motoring penalty points years before they can apply for a driving licence. The machines can be a fun and exhilarating hobby but like ordinary road-going motorcycles, and as powerful machines - potentially dangerous if misused - they must be ridden with caution (...)

Children using miniature motorcycles, powered scooters and quadricycles

Any child using a miniature motorised vehicle should be closely supervised by adults as the machines can be very fast and there is significant risk of fatal or serious injury. It is highly recommended that children wear full protective clothing at all times, preferably made of thick padded material, similar to specialist clothing worn by adult motorcyclists, as well as an approved crash helmet. In particular the helmet must fit correctly and be securely fastened. Wearing strong shoes and gloves is also advisable.

If using the vehicle in a place which has public access, children should be trained to respect the rights of pedestrians, cyclists and the users of other vehicles. Above all, children should be taught about the dangers of excessive speed and should always be encouraged by parents to use the vehicles responsibly and within the law.

⁵ op cit., "Mini motos – major nuisance, say BMF"

If you notice anybody using a miniature motorised vehicle inappropriately or without proper regard for safety, you should report the matter to your local police.⁶

II Law applying to off-road vehicles

Under section 185 of the *Road Traffic Act 1988* (RTA) a “motor vehicle” is defined as a mechanically propelled vehicle intended or adapted for use on roads. This definition covers both motorcycles (two and three wheeled vehicles) and motorcars (four wheeled vehicles including, perhaps unusually, even skateboards).

A. Use on a public road

Drivers are only permitted to ride on the public road if they have an appropriate licence, insurance and, where appropriate, a helmet. A motorcycle used on the highway is considered to be a mechanically propelled vehicle and as such, it is subject to the *Vehicle Excise and Registration Act 1994*, which requires them to have vehicle excise duty paid in respect of their use. Motorcycles should also comply with the *Road Vehicles (Construction and Use) Regulations 1986* and the *Road Vehicle Lighting Regulations 1989*. These require that vehicles must be safely constructed in terms of lighting, braking, tyres, etc. Any person riding an off-road machine on a road could be prosecuted for failing to comply with these regulations.

Drivers may not ride a motor vehicle (this includes a motorcycle) on the pavement or footpath. This is an offence under section 72 of the *Highways Act 1835* as amended and became a fixed penalty offence on 1 August 1999.

B. Use off-road

Drivers can ride on private land without these requirements as long as they have permission to be there. Various statutory requirements relating to on-road motorcycles do not apply to off-road vehicles. That means that there is no minimum age restriction, nor is there any requirement to have a driving licence, hold insurance or wear a safety helmet.

Drivers may not drive on restricted byways, which only allow right of way by foot, horse and cycle, although you may drive on a Byway Open to All Traffic (BOAT), if it has been shown that vehicular rights exist.

In 2006 the Department for Transport (DfT) reached clarification with the Association of Chief Police Officers (ACPO) that mini-motos should be treated as motor vehicles when on public roads and as such be subject to the legal requirements to be insured and licensed.⁷

⁶ <http://www.dft.gov.uk/transportforyou/roads/miniaturemotorbikesminiature6076?version=1> (accessed on 23 February 2007)

⁷ op cit., “Mini-motos face the crush”

III Offences and enforcement

Sections 59 and 60 of the *Police Reform Act 2002* gave police officers new powers to deal with the anti-social use of vehicles on public roads or off-road. Particularly on private land where there the owner is absent, police officers were not able to stop the anti-social use these vehicles on such land.

Under Section 59 police officers are empowered to seize and remove vehicles where they are being driven off-road contrary to section 34 of the *Road Traffic Act 1988* (RTA 1988); or on the public road or other public place where they are driven without due care and attention or reasonable consideration for other road users, contrary to section 3 of the RTA 1988. On 1 November 2005 additional guidance was issued to the police on the use of the seizure powers under section 59. The additional guidance explains the rationale behind its various aspects, clarifies the terms and the circumstances in which it might be used and offers examples of effective operations.

Section 60 allows the Secretary of State to make regulations relating to the removal, retention, release and disposal of vehicles seized under section 59. The *Police (Retention and Disposal of Motor Vehicles) Regulations 2002* came into force on 1 January 2003.⁸ These regulations provide for the retention, safe-keeping and disposal by the police or persons authorised by them, of vehicles seized under those powers. Under regulation 4 the authority having custody of the vehicle is obliged to take steps to give a notice to the owner of the vehicle requiring him to claim the vehicle within a specified time. The notice must indicate that charges may be payable by that person and that the vehicle may be retained until these charges are paid. The level of the charges is prescribed in regulation 6.

Regulations governing the use of this power were simplified by the *Police (Retention and Disposal of Motor Vehicles) Amendment Regulations 2005*. The main changes were:

- The steps which an authority must take to serve a seizure notice on the person appearing to be the owner of the vehicle must be “reasonably practicable”;
- The date provided in the seizure notice, on or before which the person to whom the notice is directed is required to claim the vehicle, must be a date not less than seven working days from the day on which the notice was given to that person; and
- An authority can, subject to the time limits specified, dispose of the vehicle where the person appearing to be the owner of the vehicle fails to comply with a seizure notice given to him under the regulation 4(1) of the 2002 Regulations or where the authority has not been able, having taken such steps as are reasonably practicable, to give a seizure notice to that person.

On 1 August 2006 the Home Office announced that, under new guidance published by the Respect Task Force, reckless drivers of mini-motos could receive points on their driving licence (even if they have not yet got one), face a driving ban, or have their

⁸ SI 2003/3049

vehicles crushed.⁹ In order to help police officers carry out enforcement, the Respect Task Force pledged £200,000 to 28 areas to step-up enforcement activity during summer 2006.¹⁰ The results of the ‘summer blitz’ were published in December 2006. A Home Office press notice states:

The six week campaign launched by the Home Secretary at the beginning of August saw tough enforcement action by police that resulted in over 600 mini-motos being seized or crushed. This was combined with awareness-raising of the anti-social problems caused by the illegal use of these vehicles and guidance published by the Respect Task Force.

The summer blitz on illegal mini moto use took place in 28 areas who recorded the following successes after nearly 4,000 complaints directly relating to mini-motos:

- over 600 vehicles seized or crushed;
- warnings issued to 742 people, with a further 240 parents spoken to by police;
- more than 90 arrests; and
- fixed penalty notices issued in over 70 instances and 17 noise abatement orders.¹¹

IV The Bill

The Bill has five clauses. Its substantive provisions are contained in clauses 1 and 2.

Clause 1 amends the *Vehicle and Excise Registration Act 1994* to require all “motorcycles and motorquadbikes” used off-road and the respective vehicle keepers to register with the DVLA. The scheme would be set up by the Secretary of State within twelve months of the Act being passed; and he would be required to make regulations as to the commencement date of the scheme. New vehicles would be registered at point of sale; existing vehicles would be required to be registered by the existing keeper. The intent is to mirror the system which already exists for on-road motorcycles and other motor vehicles. Any tampering with the vehicle identification mark would invalidate the registration. Failure to comply with these requirements would result in a fine not exceeding level 2 on the standard scale (£500).

Clause 2 amends the *Police Reform Act 2002* to include any breach of those provisions set out in clause 1 as an offence for which the powers set out in section 59(3) of the 2002 Act may be exercised. These are:

- (a) power, if the motor vehicle is moving, to order the person driving it to stop the vehicle;
- (b) power to seize and remove the motor vehicle;

⁹ op cit., “Mini-Motos Face the Crush”

¹⁰ These areas were: Manchester, Mansfield, Liverpool, Sunderland, Birmingham, Harlow, Southend on Sea, Tendering, Reading, Gloucester, Derby, Coventry, Hodge Hill, Blackburn, Chester, Oldham, Salford, Gateshead, Newcastle upon Tyne, South Tyneside, Hull, Wakefield, York, Camden, Kent, Cheshire (Halton), West Cumbria, Newport.

¹¹ Home Office press notice, “Less mini-motos, more silent nights this Christmas”, 19 December 2006

- (c) power, for the purposes of exercising a power falling within paragraph (a) or (b), to enter any premises on which he has reasonable grounds for believing the motor vehicle to be;
- (d) power to use reasonable force, if necessary, in the exercise of any power conferred by any of paragraphs (a) to (c).

Police officers would not, however, be required to issue a warning before seizing a vehicle.

Clause 3 is a minor provision related to expenses and **clause 4** extends the Bill to include Northern Ireland; **clause 5** gives the short title.

V Comment

In January and February 2007 the Transport Select Committee took evidence for its inquiry into the *Government's Motorcycling Strategy*. As part of this inquiry, the Committee looked at the rules for mini motos and off-road motorcycles. Several witnesses gave their views as to the merits or otherwise of a registration scheme.

The Minister for Transport, Dr Stephen Ladyman MP, was not convinced of the merits of such a scheme:

...my thinking is that the registration system, particularly for things like mini motos, would be very difficult to enforce, probably quite expensive to set up and, actually, most of the bikes that cause a nuisance or are involved in antisocial behaviour are already covered by existing legislation and the police have all the powers they need to deal with them when they are used on the road (...)

What would make the body of people who have got mini motos out there at the moment register their mini motos? Are you talking about a retrospective registration system or just a registration system on new bikes? The reason that registration works on official vehicles, cars and motorbikes, is largely because they are sold through a proper dealer network that engages in the registration process and tells us when they are selling them. Mini motos by and large are not sold through the reputable dealership networks; in my constituency up until fairly recently they were sold by a couple of shops that usually sell second-hand washing machines and sell them as a sideline. I do not believe those would be registered at first sale even if we had a registration system in place. More importantly, the police are telling me they do not need and do not want a registration system and, whilst they are telling me that, why would I disagree with them.¹²

Appearing on behalf of the Association of Chief Police Officers, Deputy Chief Constable of Humberside Police, David Griffin, identified positive benefits providing that the police have enough resources to enforce the law. He had a substantive exchange with Mr Stringer, reproduced below:

¹² Transport Select Committee, *Uncorrected Evidence to be published as HC 264-ii*, 7 February 2007, Qq245-246: <http://www.publications.parliament.uk/pa/cm200607/cmselect/cmtran/uc264-ii/uc26402.htm>

Q131 Graham Stringer: I was very interested, in reading your written evidence, not only to understand what the definition of "more unlawful" was but the conclusion you come to about many bikes that there may be benefit in a registration system over the medium term. Would you care to expand on that?

Mr Griffin: It is a difficult one. There may be benefit. The benefit alluded to there is actually controlling the supply, but at its heart our overall opinion as ACPO is that we do not believe an off-road registration scheme will be viable in tackling this problem. I have been in the police service 20 years and I could take you to police stations in and around Hull, for example, with back-yards full of stripped down motorcycles that are not mini motos, they have had the registration plate removed, they have the engine number scraped off, the chassis number removed, and that has been a problem for many years. That is the reason, in essence, why we do not believe it will actually solve the problem, because the sorts of individuals who are going to ride them illegally, even with a registration scheme, would simply remove the identifying markings.

Q132 Graham Stringer: If you make it unlawful, or even more unlawful than it is at the present time, to drive a motorbike, any motorbike, without a registration number and if the consequence of that is that the bike gets crunched when the police find it without a number, would that not be helpful?

Mr Griffin: Intrinsically, yes, you could say that, but normally the circumstances in which the mini moto is being used would constitute something anti-social. We can use the provisions that are already in place in relation to that. The machine does need insurance; if it is outside of somebody's cartilage it might need an MOT; so all those provision are there. We are in a position to be able to enforce already, and so additional legislation, I do not think, will help the problem.

Q133 Graham Stringer: Is not one of the problems you suffer generally throughout the country when you find somebody riding one of these small machines without the permission of the private land owner that you have to give them a warning and take the bike off them, or the police officer involved takes the bike off them, and their mate comes along and says, "You cannot touch that bike because it is mine, not my mate's", whereas a registration scheme for the vehicle and keeper would stop that as well, would it not?

Mr Griffin: I accept that, and that is right. I go back to the point that the vast majority of the unlawful riding in those cases, people strip down things that are not mini motos and just remove the identifying markings, so we would have the same problem.

Q134 Graham Stringer: Again, if you happened to be the registered owner and keeper, it would enable you to deal with that. You are making concessions on each one of these, I think. Thirdly, if you had to have a registration plate on all motorised two-wheelers, three-wheelers, four-wheelers ---- One of your problems is that, for health and safety reasons, a lot of police forces will not chase kids who are driving these bikes: it is dangerous to the youths, it is dangerous to the police officer, but if you could identify it and if other people could identify that bike which was being driven unlawfully or as a nuisance, again, you could deal with it, could you not?

Mr Griffin: *Per se* that is true, but I would argue again that, in the circumstances in which that machine is being ridden, almost invariably the person would remove the registration plate, so you would not have the ability to do that.

Q135 Graham Stringer: Then you can use the legislation, can you not?

Mr Griffin: Yes, you would, but actually those powers exist already.

Q136 Graham Stringer: What I am trying to get at is that the ACPO line is the powers exist - in 2002 the Police Reform Act and the 1988 Road Traffic Act - and yet 40 per cent of complaints about anti-social behaviour are related to mini motos. So, if the law is adequate, why are there so many complaints?

Mr Griffin: It is hard. Again, I said in my submission, we have to spread our police resources where we can, and I do not think it can purely be regarded as a policing problem; it has to be dealt with in partnership. We do have targeted enforcement campaigns, and where we have them they have success at that particular location for a period of time. What I cannot do, and what I would say my chief officer colleagues cannot do, is have significant police resources dedicated to this problem 24 hours a day. What we have to do is establish where it is a particular issue, we will do some targeted enforcement and then move on, and that would continue to be the case even if a registration scheme were in place.

Q137 Graham Stringer: You are being fair in saying that when you target an area the problem goes away for a short period and then it reappears. Do you not think a registration scheme would explain to parents and potential riders that they cannot do this; it would have a self-enforcing role on some of the nuisance?

Mr Griffin: It would, but, equally, I think one of the things that is an issue is that some parents still believe these things are toys and I think, quite innocently, in some senses think they are buying their child a toy. There are other ways in which they can be educated in that respect.

Q138 Graham Stringer: But if they had to register it, it would show that it was not a toy, would it not?

Mr Griffin: Yes, it would. My candid view is that, as with the phenomena of skate boarding, in terms of the problem that arises, I sense it is on the ebb now, it is starting to decline, and it is a phase that will pass to an extent. In my own force area in Humberside we have had quite a positive scheme in Hull of using diversionary tactics in association with the local authority, a provided facility, and the incidents of nuisance that you have referred to have fallen significantly by allowing people to lawfully ride the machines, bring them along, have the basic safety checks done, and that is now extending through the East Riding. I would suggest, in the sense of a long-term solution to this problem, much as was the case with skate board parks and BMX parks, that is probably the more appropriate approach to solve the problem once and for all.

Q139 Graham Stringer: A final question, I do not want to pursue it too much. I find it a very difficult argument to accept that there is a similarity between the skate board, which is really a big roller skate, is it not, and a small motorbike, which is a motorbike. The fundamental question is: if you have got a motorbike, why should you not have to register it? To put the question the other way round: why should we be permissive and allow these bikes to be used without both registering the bike and the keeper?

Mr Griffin: I accept that, but I suppose my response would be: what is intrinsically the problem we are trying to solve? I suspect from your post bags it is around the notion of anti-social behaviour, these machines being used irresponsibly in some places, and I honestly believe the most profitable way of actually stopping that being the case is a combination of responsible importing, working with the industry - and it does tend to be on the margins of the mainstream motorcycle industry - making parents aware of their responsibilities and some form of diversionary activities: because actually it can be turned into something positive. The experience in Hull, a very difficult area in some respects, is that the scheme has reduced the anti-social behaviour in some of the most deprived parts of the city significantly and local people look forward their children being able to participate in the scheme. You have to remember also, from the industry's perspective we would like to promote motorcycling positively, and this could be a promising start to potentially starting motorcycling.¹³

The motorcycle industry, as represented by the Motorcycle Action Group and the Motorcycle Industry Authority, both felt that the real problem was a lack of enforcement of the current law:

Q26 Graham Stringer: Do you think it would be helpful and make policing more effective if, like other motor vehicles, both the vehicle and the owner and driver were licensed?

Mr Short: The problem there is that just as we have at present with motor vehicles which should be licensed, there are still those people who will not license them and will not have a driving licence. They are the same people who would actually tend to criminally use these types of machines. I am not sure, therefore, that by making it a blanket requisite for some sort of registration scheme it would actually catch those people who are causing problems.

Mr Carey-Clinch: It is also important to look at the context and where the problem came from. Before the rise of the £50 mini-moto we still had complaints about young people using worn out or stolen machines which the number plates and identification were erased from, causing whatever local mayhem they did. Our concern about a registration scheme, although it is an idea that would be well-motivated, is that I do believe that number plates and suchlike would simply be removed. There are problems of identification that come from that or numbers are erased or changed, and the knock-on effects, the unintended effects for instance on legitimate off-road motor sport are another factor, and also to include in the scheme the hundreds of thousands of machines that are already out there, it would be a bureaucratic nightmare.

Mr Brown: If I may add something, it is self-evident that the people who are riding these bikes are breaking a number of established regulations in what they are doing. They are mostly under-aged, unlicensed, ridden without insurance, riding in areas where they do not have permission to ride, using these bikes on footpaths and public paths and the highway without lighting. I agree with my colleagues that if those people were asked to display a number plate - whether or not the bike was registered - the number plate would not last very long. My

¹³ *ibid.*, Qq131-139

concern at this, speaking as an angry resident who has had to put up with this in my local area, when I have spoken to my local police to find out what sort of intelligence base they are using, they are not able to tell me how many of these bikes are owned by the people they are talking to and how many have been stolen; how many are mini-bikes and how many are stolen road bikes, whether the people who are causing the problem are already known to them for other reasons or whether they are people who simply do not understand the law. My fear as a resident is that although there was a very, very effective crackdown in my local area which got rid of the problem for a year, they would have to repeat that resource-intensive thing time and time again until they understand the nature of the problem.

Graham Stringer: Is that not really making the argument for a licensing scheme, because at the moment these vehicles do not have to have a registration number, a lot of the chassis have the numbers filed off them, but would it not make it a good deal easier for the police if they could just say "you have not got a number plate on there, you have got no number on the chassis or wherever, we are going to crunch the bike." If people knew that, that would stop well-meaning parents, who do not understand the rules, buying these machines for their children, would it?

Q27 Chairman: Mr Short, do you want to comment on that?

Mr Short: If I may, Madam Chairman, the existing powers are there already. If antisocial behaviour is borne out by these motorcycles, mini-motos, then providing warning is given they can be seized and, if they have not got insurance - and these things will never have insurance because they will never meet all the other stringent standards - they can be crushed.¹⁴

VI Previous attempts to legislate

Members of Parliament have received numerous complaints from constituents about the anti-social use of mini-motorbikes. On 18 October 2006 Ian Stewart MP presented a petition signed by 300 constituents asking for the police to take firm action on the illegal riding of off-road bikes.¹⁵

In 2006 three Members introduced Ten Minute Rule Bills with the aim of regulating off-road motorcycles:

- Chris Bryant MP introduced a Bill on 11 October 2006 to require mini-motorbikes to be licensed, *Scrambler Bikes (Licensing)*, Bill 223 2005-06.¹⁶
- Anne Snelgrove MP introduced a Bill on 25 October 2006 with the aim of clarifying the law on mini-motos, *Mini Motos (Regulation)*, Bill 233 2005-06.¹⁷
- Barbara Keeley MP introduced a Bill on 1 November 2006 to require the registration of off-road bikes, *Registration of Off-road Bikes*, Bill 239 2005-06.¹⁸

¹⁴ Transport Select Committee, *Uncorrected Evidence to be published as HC 264-i*, 24 January 2007, Qq26-27: <http://www.publications.parliament.uk/pa/cm200607/cmselect/cmtran/uc264-i/uc26402.htm>

¹⁵ HC Deb 18 October 2006, c985

¹⁶ HC Deb 11 October 2006, cc301-303

¹⁷ HC Deb 25 October 2006, cc1535-1537

¹⁸ HC Deb 1 November 2006, cc301-303

Earlier in the year Helen Jones MP tabled Early Day Motion 2040, signed by 79 Members, calling on the Government to ensure that mini-motos are clearly defined as motor vehicles.¹⁹

¹⁹ <http://edmi.parliament.uk/EDMi/EDMDetails.aspx?EDMID=30538&SESSION=875>