



West Midlands Police Risk Assessment Form



Assessment Subject / Area and brief description	Operations Traffic – General Duties of a Uniformed Motorcyclist			URN (NPU/001):	OPS – PE/PSH
Assessed By:	Paul Hall, Force H&S advisor in consultation with PC Paul Ennis	Assessment Date:	16/01/2023	Review Date:	January 2024 <i>or with any significant change.</i>

Risk Assessor Responsibility							Management Responsibility
Significant Hazards	Who may be harmed?	Foreseeable Outcome	Existing Controls	Risk Rating L/M/H	Additional Controls	Risk Rating L/M/H	Action by Who/When
<p><u>Assault.</u></p> <p>Historically there is very little data to suggest motorcyclists have been subject of a physical assault.</p> <p>However where assault occurs, it is usually a vehicle being used as a weapon against the motorcyclist, resulting in them becoming dismounted from the motorcycle, e.g. reversing at the motorcycle to evade capture.</p> <p>Officers are unlikely to be deployed to incidents where assault is likely e.g. domestic incidents.</p> <p>Weapons they could come across would normally be as a result of a stop / pursuit.</p>	Police Officer	Minor to Major injury Likely	<ul style="list-style-type: none"> • All officers are trained in PST • Officers in possession of their appointments i.e. Baton, incapacitant spray, and Handcuffs. [REDACTED] • Some officers are Taser trained • All officers carry a personal radio and are trained in the use of the emergency functions. • Officers are provided with the following protective equipment: <ul style="list-style-type: none"> ✓ Crash Helmet ✓ Jacket EN13595 (Level 2) ✓ Gloves ✓ Appropriate protective trousers ✓ Boots • Officers ensure continuous Dynamic assessment via the NDM model 	M/L	<ul style="list-style-type: none"> • Force level Uniform and Equipment board to ensure all motorcycle PPE meets EN13595 (Level 2) as a minimum • All Officers to ensure compliance with the SOP where firearms may be involved and call for ARV support • Constantly monitor developments in motorcycle equipment and protective vests to ensure that when the technology is available we provide it to officers. 	L	<p>Force Uniform and Equipment Board</p> <p>Ongoing Action as and when legislation or safety standards change.</p>

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<u>RTC</u> Police vehicle -v- vehicle or pedestrian.	Police Officers General Public	Minor to Serious injury	<ul style="list-style-type: none"> Officers are trained to an appropriate grade for the role. Force operate a vehicle user consultation board meeting on a regular basis where vehicles are discussed. Motorcycles are selected by the Fleet Services as being suitable for the task. Vehicles regularly maintained and serviced by Fleet services Officers are seasoned experienced motorcycle riders Officers generally use the same motorcycle so become familiar with the controls, and motorcycles are usually set up in the same way, dependent upon manufacturer. Motorcycles are liveried with high glow markings and have both visual and audible warning devices. The motorcycle is checked by rider at the beginning of the tour of duty for defects Defect reporting system in place. 	M/L	<ul style="list-style-type: none"> Motorcycle officers to ensure when a new / unfamiliar motorcycle is to be used, the officer should ensure sufficient time to familiarise themselves any differences to the controls. Force level Uniform and Equipment board to ensure all motorcycle PPE meets EN13595 (Level 2) as a minimum 	L	Local Supervision and all Officers Force Uniform and Equipment Board Ongoing

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			<ul style="list-style-type: none"> Officers are provided with the following protective equipment: <ul style="list-style-type: none"> ✓ Crash Helmet ✓ Jacket EN13595 (Level 2) ✓ Gloves ✓ Appropriate protective trousers ✓ Boots Officers ensure continuous Dynamic assessment via the NDM model 					
Pursuits	<p>Police Officers</p> <p>General Public</p>	Minor to serious injury	<ul style="list-style-type: none"> Officers are trained to an appropriate grade for the role. APP and Tactics Directory in place which dictates the way in which the bikes should be deployed. Force operate a vehicle user consultation board meeting on a regular basis where vehicles are discussed. Motorcycles are selected by the Fleet Services as being suitable for the task. Motorcycles are liveried with high glow markings and have both visual and audible warning devices. Vehicles regularly maintained and serviced by Fleet services 	M/L	<p>All officers to ensure they are fully aware of the motorcycle's capabilities prior to use</p> <p>All Officers to ensure they work within the paramotors of the APP and Tactics Directory on bike deployment</p>	L	<p>All motorcycle users</p> <p>Ongoing</p>	

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			<ul style="list-style-type: none"> Officers are seasoned experienced motorcycle riders Officers generally use the same motorcycle so become familiar with the controls, and motorcycles are usually set up in the same way, dependent upon manufacturer. The motorcycle is checked by rider at the beginning of the shift for defects. Defect reporting system in place. Pursuit policy in place and officers aware of requirements. Officers ensure continuous Dynamic assessment via the NDM model 					
<u>Noise levels</u> Both wind noise and the radio traffic produce noise levels for officers.	Police Officers	Noise induced Hearing Loss Unlikely	<ul style="list-style-type: none"> Noise survey has been conducted to identify the levels experienced by a police motorcyclist. Officers undergo annual audiometric testing. Officers are provided with personal hearing protection (Guymark Ear Plugs) Officers are able to control the volume of their radio. 	Low	<ul style="list-style-type: none"> Radio Communications to ensure regular review in radios and ear set/helmet communications technology to ensure officers are afforded the most appropriate equipment The communication 	Low	Radio communications Ongoing action	

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			<ul style="list-style-type: none"> Uniform and Equipment board in place. Vehicle user group in place where noise can be considered should concerns be realised. 		<ul style="list-style-type: none"> equipment market should be monitored for improvements in helmet communications 			
<p><u>Dehydration</u></p> <p>Officers can become dehydrated through excessive sweating, particularly in hot weather, as a result of the equipment they have to wear.</p>	Police Officers	Dehydration Likely during summer	<ul style="list-style-type: none"> Officers are allowed comfort breaks which are built into the operation and allocated by supervision. Officers are able to take refreshment if required outside of the scheduled break. Urine charts are available from OH to make officers aware of their hydration state. Officers ensure continuous Dynamic assessment via the NDM model Monitoring completed by the Force Doctor as to what temperatures were experienced by officers. Officers afforded drinking water when required Personal responsibility for own welfare during tour of duty 	M/L	<ul style="list-style-type: none"> Supervision to ensure refs breaks are built into officer's tour of duty. All officers to ensure good levels of hydration at all times Uniform and Equipment to ensure where available the provision of PPE clothing that reduces the impact of excessive perspiration 	L	<ul style="list-style-type: none"> Uniform and Equipment Board. Supervision All officers Immediately and then ongoing review 	

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Inclement / Adverse Weather	Police Officers	Reduce attention/ concentration caused by Exposure to extremes of heat and cold including wet weather	<ul style="list-style-type: none"> Officers are provided with appropriate clothing to protect them from cold / wet weather. Supervisors ensure that in hot weather riders are given the opportunity to take drinks regularly In severe weather, supervisors have the option to utilise/deploy cars instead of motorcycles. 	L	<ul style="list-style-type: none"> None identified at the time of assessment 	L	N/A	
[REDACTED]	[REDACTED]	[REDACTED]	<ul style="list-style-type: none"> [REDACTED] [REDACTED] [REDACTED] 	[REDACTED]	<ul style="list-style-type: none"> [REDACTED] [REDACTED] 	[REDACTED]	[REDACTED]	

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Comments:	<div style="background-color: black; height: 15px; width: 100%;"></div> <div style="background-color: black; height: 15px; width: 100%;"></div> <div style="background-color: black; height: 15px; width: 100%;"></div> <div style="background-color: black; height: 15px; width: 100%;"></div>						
Assessment Accepted By:				Date:			
Identify how you intend to communicate the contents of this assessment to all who may be affected?	<p>This assessment will be presented to the Force Uniform and Equipment Board and Vehicle User Group for information and consideration. On acceptance the assessment will be furnished to all Motorcycle users. And Force health and safety for retention.</p>						

RISK RATING CRITERIA

	Certain <i>More than 1 per month</i>	Very Likely <i>1-6 months</i>	Likely <i>6-12 months</i>	Unlikely <i>1 – 5 years</i>	Very Unlikely <i>5 years or more</i>
Fatality	High	High	High	Medium	Low
Major Injury/Disability	High	High	Medium	Medium	Low
Lost Time Injury (Over 3 Days Absence)	High	Medium	Medium	Low	Low
Minor Injury Requiring First Aid	Medium	Medium	Low	Low	Low
No Injury/Very Minor Injury	Low	Low	Low	Low	Low

Rating Action Bands	
Low Risk	Manage for continuous improvement.
Medium Risk	Implement control measures to reduce risk rating to as low as is reasonably practicable.
High Risk	Consider alternative options. Implement control measures to reduce risk rating to as low as is reasonably practicable immediately.

Risk assessors should consider “**significant hazards**”, “**who may be harmed**”, “**foreseeable outcomes**”, “**existing controls**” and any “**additional controls**” that may be needed to reduce risk to the lowest level so far as is reasonably practicable.

Calculate an overall risk rating for **existing** controls and where any **additional** controls have been identified, input a final risk rating taking into account **All** controls considered for the hazard in question.

Risk Assessment to be agreed and signed off by the local management representative prior to it being communicated to all key stakeholders.

Once signed off a copy of the assessment MUST be sent electronically to the Health and Safety Helpdesk.