

### Generic Risk Assessment – R-008 Road Policing Officers on Mobile Patrol (Motorcycle Riders) V3

<b>Risk Assessment Duty/Activity</b>	Road Policing Officers on Mobile Patrol (Motorcycle Riders) (R-008)	<b>Division/Department</b>	Road Policing
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No.	Description of activity:	No.	Description of activity:
1	Selection and commissioning of motorcycles	11	Dealing with Road Traffic Accident
2	Selection and training of officers	12	Dealing with vehicle fires
3	Preparation for patrol and maintenance of machines	13	Arrest and transfer of detainees / suspects
4	Radio communications	14	Directing traffic
5	Loading/unloading/moving of machines - manual handling tasks	15	Vehicle recovery using recovery agents
6	General Motorcycle Patrol – Riding	16	General patrol duties - Health & Welfare
7	Driving at Speed		
8	Security Escort Duties		
9	Stopping vehicle(s)		
10	Arrival at accident scene (immediate safety considerations).		

NOTE: This is a generic risk assessment, the contents of which can be used to create a specific risk assessment. This should be done by inserting any additional known risk(s) and their control measures into the blank spaces provided. For further guidance on Risk Assessment and a copy of the Risk Matrix you should refer to Appendix one and/or the [Risk Assessment Guidance](#) which is published on the intranet. Departments should use this Generic Template to inform and structure a Specific Risk assessment for their areas/task and **MUST** insert the appropriate Risk Rating using *Appendix 1* for each hazard.

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Ref	Description of Activity	Hazard Details	Persons at Risk	Risk (Severity x Likelihood) (Force risk matrix refers)	Control Measures (Control measures required to reduce the risk to acceptable levels)	Residual Risk (Force risk matrix refers)	All Control Measures in Place? (If NO – Create action plan)
1	<b>Selection and commissioning of motorcycles</b>	Unsuitability of machine for allocated tasks, poor internal design of customised fittings and equipment, lack of conspicuous ness	Police Motorcycle Riders		<ul style="list-style-type: none"> <li>Patrol Motorcycles to be selected from vehicle Framework Agreement in consultation with Transport Department. Specialist motorcycles (unmarked, training) to be fit for purpose and procured by Transport Department in accordance with appropriate use guidelines.</li> </ul>		
2	<b>Selection and training of officers</b>	Unsuitability of officers for riding duties; lack of training	Police Officers, members of the public & other road users		<ul style="list-style-type: none"> <li>Suitable selection procedures and on-going monitoring of performance</li> <li>Comprehensive rider training provided to all police motorcycle riders at either standard and advanced levels</li> </ul>		
3	<b>Preparation for patrol and maintenance of machines</b>	Defects in machines or whilst conducting checks	Police Officers / other road users		<ul style="list-style-type: none"> <li>All machines to be inspected daily at the commencement of each tour of duty in accordance with Force SOPs</li> <li>All checks carried out with engine switched off</li> <li>Awareness of potentially hot components</li> <li>Any defects to be reported in accordance with force procedures</li> </ul>		

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					<ul style="list-style-type: none"> <li>All machines subject to a regular programme of inspections and maintenance</li> </ul>		
		Insecure loads	Police Officers / other road users		<ul style="list-style-type: none"> <li>All machines loads to be adequately secured and preferably secured within the motorcycle panniers</li> </ul>		
4	<b>Radio communications</b>	Inability to obtain assistance due to poor or lack of effective radio communications	Police Officers & members of the public		<ul style="list-style-type: none"> <li>Ensure personal issue ear pieces/speakers and microphone are positioned appropriately and are in working order</li> <li>Check radio transmission at start of each shift</li> <li>Any issues with radio communications should be reported to the line manager</li> <li>Where appropriate, machines to have common talk through capability, with hands free facility</li> <li>Provision of appropriate Helmet/Airwave cable to facilitate communications if no motorcycle terminal is fitted</li> </ul>		
		Inappropriate use of radio	Police Riders/ Officers & members of		<ul style="list-style-type: none"> <li>Radio only to be used in appropriate circumstances where no danger would be caused</li> </ul>		

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			the public				
5	<b>Loading / unloading / moving of machines - manual handling tasks</b>	Manual handling injuries	Police Riders		<ul style="list-style-type: none"> <li>• Training and guidance provided in safe methods of manual handling of equipment and vehicles via training</li> <li>• Manual handling avoided wherever possible</li> <li>• Manual handling assessments carried out on significant tasks</li> </ul>		
6	<b>General Motorcycle Patrol – Riding</b>	Falling from the machine	Police Riders		<ul style="list-style-type: none"> <li>• Speed limits should be adhered to at all times when riding</li> <li>• Riders should ride appropriate to the conditions i.e. weather and road surface S35(1)(a)&amp;(b), S39(1)</li> <li>• [REDACTED] to minimise injury to upper body in the vent of falling from the machine and to allow maximum range of movement for the rider</li> <li>• Motorcycle suit of the approved pattern to be worn by all police riders.</li> <li>• Motorcycle suit will provide impact and abrasion protection in the event of the rider colliding with the road surface or an object.</li> <li>• Boots and gloves to be worn to minimise injury to hands and feet.</li> <li>• Helmet to be worn at all times when riding to provide protection to the</li> </ul>		

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					head		
		Collision with another vehicle	Police Riders & members of the public		<ul style="list-style-type: none"> <li>All Riders are given appropriate motorcycle training</li> <li>All PPE (as above) must be worn at all times when riding.</li> </ul>		
7	<b>Riding at speed</b>	Emergency response – Driving at Speed	Police Officers and members of the public		<ul style="list-style-type: none"> <li>Documented procedures specifying levels of rider / vehicle response and authorisation/control</li> <li>Response policing vehicles to adhere to local traffic management arrangements</li> <li>Officers to adhere to emergency response / pursuit protocol</li> <li>Staff to conduct an on going dynamic risk assessment</li> <li>When driving under emergency response conditions, officers must ensure adherence to their level of training and not drive in a manner beyond their level of training or capability, or exceed the capability of the vehicle.</li> <li>Rider training provided to all Roads Policing Motorcycle Officers</li> </ul>		
		Pursuit of vehicles			<ul style="list-style-type: none"> <li>(Refer also to dedicated RPU Pursuit risk assessment) Refer to R-004 RPU</li> </ul>		

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					Pursuits and Stopping Suspect Vehicles		
		Escort duties (e.g. Partner agency, abnormal loads etc.			<ul style="list-style-type: none"> <li>All police riders must have completed the appropriate training to enable them to conduct escort duties</li> </ul>		
8	<b>Security Escort Duties</b>	Risk of attack			<ul style="list-style-type: none"> <li>All police riders must have completed the appropriate training to enable them to conduct security escort duties</li> <li>All riders must be aware of their role in the event of an incident occurring</li> </ul>		
9	<b>Stopping of vehicle(s)</b>	Collision with resultant injuries	Police Officers and members of the public		<ul style="list-style-type: none"> <li>Refer to Vehicle Standards and Safety SOP.</li> <li>Observance of safe systems of work</li> </ul>		
10	<b>Arrival at Road Traffic Collision scene (immediate safety considerations)</b>	Collisions - RTC's involving other vehicles due to lack of conspicuous ness	Police Officers and other road users		<ul style="list-style-type: none"> <li>Documented safe system of work</li> <li>Riders must to adhere to local traffic arrangements</li> <li>High visibility displays on machines including reflective livery and hazard warning lighting</li> <li>High visibility jackets to be worn by all involved officers</li> <li>The required high visibility protection for working on or near a fast road is</li> </ul>		

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					<p>BS EN 471 class 3. A fast road is any road with a speed limit of 50 mph or more. It is considered best practice to wear class 3 high visibility protection when working on or near any road.</p> <ul style="list-style-type: none"> <li>• If required, lookout stationed with hand held warning signal</li> </ul>		
		Intrusion of other vehicles into accident work area	Police Officers and other road users		<p>Consider the need to:</p> <ul style="list-style-type: none"> <li>• Request assistance from a suitable vehicle</li> <li>• Close all or part of road</li> <li>• Erect cones and signs</li> <li>• For protracted incidents consider use of Roads Authority or other partner agencies for road closure / diversion of traffic / formalisation of traffic management</li> </ul>		
11	<b>Dealing with road traffic Collison's</b>	Slips, trips and falls from debris / spillages on road	Police Officers and members of the public		<ul style="list-style-type: none"> <li>• Consider requesting assistance from a suitable vehicle</li> <li>• Consider the need to use additional lighting at the scene</li> <li>• Awareness training of hazards at accident scene for all officers. This is done and forms part of the Road Policing Induction course.</li> <li>• High Visibility Clothing to be worn by all Officers.</li> </ul>		

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					<ul style="list-style-type: none"><li>• The required high visibility protection for working on or near a fast road is BS EN 471 class 3. A fast road is any road with a speed limit of 50 mph or more. It is considered best practice to wear class 3 high visibility protection when working on or near any road.</li></ul>		
		Injury from vehicle(s) and/or related materials such as street furniture	Police Officers and members of the public		<ul style="list-style-type: none"><li>• Individual assessment of stability and safety of vehicle and load before taking action</li><li>• All machines to adhere to local traffic arrangements</li><li>• Consider need to involve Scottish Fire and Rescue</li><li>• All emergency or third party agencies should be briefed when they attend the scene</li><li>• High Visibility Clothing to be worn by all Officers.</li><li>• The required high visibility protection for working on or near a fast road is BS EN 471 class 3. A fast road is any road with a speed limit of 50 mph or more. It is considered best practice to wear class 3 high visibility protection when working on or near any road</li></ul>		



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		Contact with potential pathogens in blood and body fluids - RTC's – BBV's	Police Officers / Emergency Service personnel		<ul style="list-style-type: none"> <li>Awareness training within Officer Safety Training for all officers in bio-hazards and sharps</li> <li>All staff to be vaccinated in accordance with force protocol</li> <li>Officer to be advised to be responsible for Tetanus vaccinations to be kept up to date</li> </ul>		
12	<b>Dealing with vehicle fires</b>	Burns from fire or explosion	Police rider, members of the public and other Emergency Service personnel		<ul style="list-style-type: none"> <li>Consider requesting assistance from a suitable vehicle</li> <li>Dynamic assessment should be undertaken by officers on site</li> <li>Fires are to be extinguished by Scottish Fire and Rescue Service in the first instance</li> <li>Every Police vehicle (except motorcycles) to be fitted with portable fire extinguisher however these extinguishers are only to be used by officers only in an absolute emergency (i.e. where life is at risk and where fire can be safely tackled without significant risk to officers)</li> <li>Fire safety awareness training provided to all officers</li> <li>Cordons to be established around vehicle fire</li> <li>Road closure considered as appropriate to risk</li> </ul>		

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					<ul style="list-style-type: none"> <li>Documented procedures / safe system of work</li> </ul>		
13	<b>Arrest and transfer of detainees/ suspects</b>	Violent attack (with or without weapons)	Police Officers		<ul style="list-style-type: none"> <li>Consider requesting assistance from a suitable vehicle</li> <li>Control and restraint and manual handling training</li> <li>Detained persons are to be transported in a suitable police vehicle i.e. use of a cell van, where appropriate</li> </ul>		
		Exposure to Blood Borne Viruses (BBVs)	Police Officers		<ul style="list-style-type: none"> <li>Awareness of blood borne viruses (BBVs)</li> <li>Where practicable, search detained person before placing in vehicle</li> <li>After transportation, carefully search vehicle in particular rear seat area</li> <li>Affected vehicles to be isolated and spillage removed by specialist cleaner</li> <li>All exposures to BBVs must be reported via SCOPE</li> </ul>		
14	<b>Directing traffic</b>	Being struck by moving vehicles	Police Officers		<ul style="list-style-type: none"> <li>Training in and observance of safe system of work</li> <li>Documented safe system of work</li> <li>Response vehicles to adhere to local arrangements</li> <li>Provision of and wearing of high visibility clothing</li> </ul>		
15	<b>Vehicle recovery</b>	Crush injury	Police		<ul style="list-style-type: none"> <li>Awareness provided to police</li> </ul>		

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	<b>using recovery agents</b>	from disabled vehicle; whiplash caused by failure of cables	Officers and recovery personnel		<p>personnel</p> <ul style="list-style-type: none"> <li>An exclusion zone should be set up and officer should place themselves and others such as member of the public out-with this exclusion zone.</li> <li>Protective clothing and footwear to be worn where appropriate</li> </ul> <p>Refer also to RPU Emergency Police Towing Vehicles risk assessment covering emergency towing of vehicles by Police Officers</p>		
16	<b>Road side speed detection including utilisation of SCU motorcycle/ equipment</b>	Injury from passing vehicles or debris generated by same	Police Riders		<ul style="list-style-type: none"> <li>All police riders must have completed the appropriate training to enable them to conduct roadside speed detection</li> <li>High visibility clothing to be worn by all personnel undertaking this task</li> <li>Vehicle positioned in safe location to provide additional visibility to staff involved in this task</li> <li>Adherence to the relevant operating manuals relative to the equipment in use</li> </ul>		
17	<b>General motorcycle patrol duties – health and welfare</b>	Exposure to inclement weather conditions for long periods	Police Riders		<ul style="list-style-type: none"> <li>Provide good standard of weather protective garments</li> <li>At protracted incidents welfare issues to be highlighted to line manager</li> </ul>		
		Fatigue and	Police Riders		<ul style="list-style-type: none"> <li>Control / Supervisors to monitor</li> </ul>		

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		lack of / impaired rider concentration from long hours on duty and/or working at night			rider's times <ul style="list-style-type: none"> <li>• Time limited for driving duties</li> <li>• Regular breaks should be taken</li> <li>• Awareness for all personnel on recognising fatigue symptoms</li> <li>• If an officer does not feel fit to drive they should make their line manager aware</li> <li>• If the officer is taking medication which may affect the officer's ability to drive this must be brought to a supervisor attention.</li> </ul>		
		High stress levels from attendance at traumatic RTC's - post traumatic stress	Police Riders		<ul style="list-style-type: none"> <li>• Routine debriefing and availability of counselling after traumatic incidents i.e. TRiM referral</li> <li>• Ongoing monitoring of sickness records by supervisors</li> <li>• Removal of non-emergency personnel (e.g. public) from traumatic RTC's</li> </ul>		
		Postural problems (e.g. back injuries, discomfort) from protracted periods in police	Police Riders		<ul style="list-style-type: none"> <li>• Fleet and Procurement to ensure vehicle seating is ergonomically suited to task</li> <li>• Officer should adjust the riding position to ensure they are comfortable</li> <li>• Regular Breaks should be taken when riding</li> <li>• Any incidents or ill health should be</li> </ul>		

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		vehicles			reported via SCOPE		
		Noise	Police Riders		<ul style="list-style-type: none"><li>• Police riders should ensure they are wearing their police issue moulded ear protection and helmet when riding</li><li>• Regular breaks should be taken when riding</li><li>• Any incidents or ill health should be reported via SCOPE</li></ul>		
		Vibration	Police Riders		<ul style="list-style-type: none"><li>• Regular breaks should be taken when riding</li><li>• Any incidents or ill health should be reported via SCOPE</li></ul>		
<b>Additional Risk(s)</b>							
Please uses the following space to consider any additional task/site specific hazards where applicable.							

**This Risk Assessment MUST be reviewed at least every years or if the activity changes significantly.**

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**Action Plan/Further Control Measures Required**

Where applicable, use this table to describe further control measures required and target dates for completion. Plan should be signed off when actions complete

No.	Control measures required	Person responsible	Target date	Completion date	Signature confirming completion

**ASSESSMENT CONFIRMATION**

<b>Author (Generic) :</b>	S38(1)(b) (Health and Safety Advisor) & PS S38(1)(b) RPU	<b>Date Written:</b>	17/9/21	<b>Date of next review:</b>	September 22
<b>Signed (Specific Assessor):</b>		<b>Print Name:</b>		<b>Date:</b>	
<b>Signed (Specific Department Managers):</b>		<b>Print Name:</b>		<b>Date:</b>	

**Appendix 1: Risk Matrix**

Risk rating = Severity x Likelihood

Severity of Harm	Rating	Likelihood of Occurrence
Death, major permanent incapacity or multiple casualties	5 - Very High	Certain, near certain or imminent
Major injuries (RIDDOR) or long-term incapacity	4 - High	Likely, probable
Injury/ill health requiring medical treatment or counselling	3 - Medium	Possible
Minor injury/ill health requiring first aid	2 - Low	Unlikely
Minor injury/ill health	1 - Very Low	Remote or very unlikely

**Risk rating = Severity x Likelihood**

<b>Severity</b> ↑	Very High (5)	Medium 5	High 10	High 15	Very High 20	Very high 25
	(4)	Medium 4	Medium 8	High 12	High 16	Very high 20
	Medium (3)	Low 3	Medium 6	Medium 9	High 12	High 15
	Low (2)	Low 2	Medium 4	Medium 6	Medium 8	High 10
	Very Low (1)	Low 1	Low 2	Low 3	Medium 4	Medium 5
		Very Low (1)	Low (2)	Medium (3)	High (4)	Very High (5)
		<b>Likelihood</b> →				

Risk Rating	Risk Outcomes
<b>Very High (20-25)</b>	Unacceptable, consider stopping activity or task. Action must be taken immediately to reduce the risk. Will require considerable resources involving specialist equipment, training, high levels of supervision.
<b>High (10-16)</b>	Will require considerable resources involving specialist equipment, training, high levels of supervision.
<b>Medium (4-9)</b>	Will require an appropriate level of resources to reduce or control risk within a specified timescale.
<b>Low (1-3)</b>	Broadly acceptable – No action required. However, monitor control measures to ensure implementation, as risk rating could increase if risk not adequately managed.