

 Warwickshire POLICE		POLICY
Security Classification	OFFICIAL	
Disclosable under the Freedom of Information Act	YES	

POLICY TITLE	Dual Purpose Police Motorcycles
REFERENCE NUMBER	WP018
VERSION	1.2

POLICY OWNERSHIP	
DIRECTORATE	LOCAL POLICING
BUSINESS AREA	RURAL CRIME

INITIAL IMPLEMENTATION DATE	March 2024
NEXT REVIEW DATE	March 2027
RISK RATING	LOW
EQUALITY ANALYSIS	LOW

Warwickshire Police welcome comments and suggestions from the public and staff about the contents and implementation of this policy.
Please e-mail policiesandprocedures@warwickshire.police.uk

1.0 POLICY OUTLINE

Warwickshire Police utilises the College of Policing's Modernising Neighbourhood Policing Guidelines to underpin its approach towards the provision of localised community-based policing services.

This policy explains the overarching principles governing the deployment of force trained dual purpose motorcyclists. (The appendices must be read with this document)

Tackling anti-social behaviour (ASB) is a key priority for Warwickshire Police in protecting communities from harm. We understand the serious impact ASB has on individuals and communities and the need to deal with incidents effectively.

2.0 PURPOSE OF POLICY

The purpose of this policy is to enable force trained dual purpose motorcyclists to contribute to the Force vision of Protecting People from Harm.

This policy outlines the force requirements and procedures for the training and deployment of dual purpose police motorcyclists. To date this has primarily been to enable officers to disrupt illegal motorcycle use and reports of anti-social behaviour on land other than roads. This policy now looks to extend the use of the dual purpose motorcycle team to engage with and educate motorcycle riders who are identified as riding illegally on land other than roads.

It is recommended that Warwickshire Police look to forge positive working relationships with groups such as **The Trail Riders Fellowship (TRF)** www.trf.org.uk . The TRF have established links with UK forces and support an **Education, Engineering, Enforcement** approach.

3.0 IMPLICATIONS OF POLICY

Upon ratifying this policy, the policy owners will be satisfied that this document complies with;

- Code of Ethics
- Code of Practice on the Management of Police Information
- Risks / Health and Safety considerations
- Human Rights / Equality / Data Protection / Freedom of Information
- Legal considerations
- Staffing / Training
- Human Rights, Article 2 Right To Life applies

4.0 PROCEDURE

The main objectives of the trained dual purpose motorcyclists when tasked via the monthly localised Partnership Problem Solving Review and Force TTCG meetings are:

1. To provide public reassurance, reduce harm and restore quality of life to local residents across the county.
2. To deter and disrupt anti-social use of motorcycles.
3. To identify and apprehend offenders.
4. To assist in the search for vulnerable missing persons and property.
5. To provide a high visibility presence to deter criminal and anti-social activity

4.1 See Appendices:

- [APPENDIX A - Training & CPD](#)
- [APPENDIX B - Clothing & Equipment](#)
- [APPENDIX C - Patrol Strategy](#)
- [APPENDIX D - Risk Assessment Dual Purpose Motorcyclists](#)

5.0 DOCUMENT HISTORY

Date	Author / Reviewer	Amendment(s) & Rationale	Date of Approval / Adoption
26/05/2020	Safer Neighbourhoods Insp. 0546	New Policy	01/07/2020
15/09/2021	Policy Officer 6802	Removal of corrections & comments with signoff from Safer Neighbourhoods Insp. 0546	15/09/2021
01/11/2023	SNT Insp. 1392	Policy amendments and updated references.	10/11/2023

6.0 CONSULTATION

Development of this policy has been undertaken by the respective leads/stakeholders from Learning and Development, Health and Safety, Strategic Roads Policing, Safer Neighbourhoods, OPCC, Fleet Management, the College of Policing and South Yorkshire Police.

This policy has been endorsed by the Warwickshire Police Joint Negotiating and Consultative Committee following consultation with representatives from

- UNISON
- Police Federation
- Superintendents Association
- Health and Safety
- Internal Staff Support Networks

7.0 ASSESSMENT AND ANALYSIS

The Equality Assessment (EA), Health & Safety Assessment (HAS) and Risk Assessment (RA) associated with this document are available on request.

Appendix A

TRAINING & CPD – DUAL PURPOSE MOTORCYCLISTS

Officers currently apply through an expression of interest process and the selection process is managed by the Rural Crime Team. Applicants **MUST** hold a **FULL** motorcycle licence

A 'On-Tarmac' assessment then takes place of the applicant's ability to ride a 250 cc Force supplied dual purpose motorcycle on the road. The assessment is made by a nominated member of the Force Traffic Operational Support business area. This individual will be an advanced police motorcyclist with current assessment experience and competence gained through a recognised body or organisation (IAM, Bike safe, The College of Policing).

The applicant will then proceed to receive force approved CE protective clothing and commence the Force initial basic dual purpose motorcyclist learning programme.

At the conclusion of this programme, a decision will be made as to the candidate's suitability to be authorised as a basic dual purpose motorcyclist.

The above process is in line with current College of Policing APP and the Roads Policing and Police Driving Learning Programmes for basic dual purpose motorcyclists.

- Riders **must** complete the in-force initial dual motorcycle training programme
- Riders **must** refresh every 12 months (CPD course with the Trail Riders Fellowship)
- Riders **must** record each period they deploy on dual purpose motorcycles and this will be done by accurate completion of vehicle logbooks
- Riders are responsible for maintaining their own CPD. There is an expectation that riders should record at least 8 hours riding per month to demonstrate continuous riding practice
- In the event of riders failing to record deployment, then their authorisation **will be removed**
- A record of authorised riders will be maintained on Force systems (currently Origin)

APPENDIX B

CLOTHING AND EQUIPMENT

The following items of clothing and equipment **must** be available to all trained and approved dual purpose motorcyclists:

All motorcycle clothing is classed in EU law as Protective Personal Equipment and has to comply with the relevant safety standard. Clothing will have a CE label with the level of protection displayed on it.

All orders and supplies of dual purpose motorcycle equipment must be submitted through Business Operations Services with the endorsement of the Rural Crime Team Inspector.

The current approved supplier of Off Road bike equipment is Moto Central Ltd in Hinckley.

<https://www.motocentral.co.uk>

This supplier offers police discounts on end of line motorcycle PPE clothing from all major manufacturers. The equipment is available at a substantial saving when compared to sourcing from other suppliers.

The following list of equipment outlines the relevant CE or EN standards that it must conform to. Upon the demand for a new piece of equipment,

1. White Adventure style Helmet with peak, pinlock visor – ECE E2205
2. Jacket – Gortex full jacket (EN13595)
3. Trousers – (EN13595)
4. Back plate – (level 2) for the jacket
5. Boots (EN 13634)
6. Base layer – top and bottom (Not protective equipment)
7. Force field upper body armour (CE2 armour on back, chest, shoulders and elbows)
8. Force Field lower limb armour (CE2 protection to hips/pelvis and knees)
9. Gloves – for summer and winter (EN 13594).
10. Waterproof socks – ‘Sealskinz’ knee length
11. High visibility police tactical vest (to go over jacket)
12. Police issue mobile phone and weatherproof handlebar mounted holder
13. First aid kit
14. Force issue PPE

APPENDIX C

PATROL STRATEGY

The Warwickshire Dual Purpose Police Motorcycle support has been set up with the aim to meet increasing demand for this service Force wide. The patrol strategy will deal with the deployment protocols and services offered by a pool of trained officers, whose aim is to support District & Borough demand, to assist in combating anti-social use of motorcycles and to provide a response and resource to support Districts & Boroughs with intelligence led tasking.

The use of dual purpose motorcycles is an effective tactical option to assist in the searching of missing persons, emergency civil contingencies and the disruption of organised crime is also being utilised by a number of other police forces. Although not widely considered by Warwickshire Police at this time, this policy is intended to cover any future use of dual purpose motorcycles and equip their riders with the knowledge and skills to provide these levels of deployment and service.

We know that the anti-social and criminal use of motorbikes is a concern for residents in certain areas across Warwickshire. Every year when the weather improves, there is an increase in the illegal and antisocial use of these vehicles. Not only are those involved in this behaviour causing a nuisance, but they are also causing damage to the local environment and putting themselves and others in danger.

Communities regularly identify poor and aggressive motorcycling as a problem and the police service has numerous tools to combat this type of behaviour. Our trained officers will patrol identified areas utilising dual purpose motorcycles in high visibility police clothing to show a police presence and deal with offenders appropriately.

Our SNT officers will listen to the concerns of the public, through incident reports, community/neighbourhood meetings and where suitable, our dual purpose police motorcycle trained officers will take action on these complaints to combat ASB on the road network.

Our trained officers will also comply with force procedures in relation to Health and Safety at Work.

DEPLOYMENT

Trained officers will be deployed:

1. Through monthly Partnership Problem Solving and Force TTCCG meetings
2. As part of a pre-planned operation.
3. If available, as directed by the OCC in relation to searching for high risk missing people.

LEGALITY

The legal basis for this policy arises from:

1. Common Law
2. Sec 3 Criminal Law Act 1967
3. Sec 3 Road Traffic Act 1988
4. Sec 34 Road Traffic Act 1988
5. Sec 117 Police and Criminal Evidence Act 1984
6. Sec 165 Road Traffic Act 1988
7. Sec 59 Police Reform Act 2002

RECOVERY OF SEIZED MOTORCYCLES

Motorcycles may require recovery in the following circumstances:

1. Found to be stolen or identity unknown.
2. Seized under Sec 59 of the Police Reform Act 2002.
3. Seized under Sec 165 of the Road Traffic Act 1988.
4. Vehicle used in crime.
5. Abandoned machine.

Vehicles will be recovered in accordance with the Force vehicle recovery policy and vehicles recorded on “Elvis” which will regulate their disposal.

Individual arraignments may be made for pre-planned operations and will be built into the specific operational order.

RISK ASSESSMENTS / HEALTH & SAFETY CONSIDERATIONS

The public rightly expect a high standard of driving competence from Police Officers and Staff, safety must always take primacy in any circumstance.

There is a ‘**no pursuit**’ policy in respect of our dual purpose motorcyclists.

To ensure that such activities are carried out as safely as possible, the level and type of driving activity that an officer can undertake will be determined by the successful completion of appropriate training and on-going supervision and re-assessment


WARWICKSHIRE POLICE Risk Assessment Dual Purpose Motorcycles:

RISK ASSESSMENT / ACTIVITY: Force Dual Purpose Motorcyclists	REFERENCE/ NAME: 	STANDARD USED FOR RISK ASSESSMENT Any hazards identified for normal driving on roads other than off road.
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COMPLETED BY: Inspector 1392 Jack Pritchard		OTHER RISK ASSESSMENTS TO BE REFERRED TO: Also read in conjunction with other relevant risk assessments, as appropriate.
DATE COMPLETED: 02/05/2020	NEXT REVIEW DATE: 01/11/2026	

This risk assessment covers all foreseeable hazards occurring during the identified tasks \ activities, but should not be considered definitive. A supplementary dynamic risk assessment may be required where a variation in the task \ activity or environmental conditions occurs.

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Hazard Inventory Ref No	TASK	HAZARD and PEOPLE AT RISK	RISK VALUE BEFORE			EXISTING CONTROL MEASURES	RESIDUAL RISK VALUE			ADDITIONAL CONTROL MEASURES	PERSON RESPONSIBLE
	Description		L	S	R V		L	S	R V		
01	Storage of machines.	People at Risk – Operational officers/staff Hazards – Trip hazard/ soiled clothing.	2	1	2	The machines will be stored in a suitable dry and secure area. A suitable clear area should be made available for riders to check and maintain the machines. This area will have adequate lighting and a firm flat surface to stand machines on. Excess amounts of mud washed off machines to be collected and removed from the area and correctly disposed of once cleaning is complete.	1	1	1	Area for storage of motorcycles to be kept cleaned and maintained by PPL management	A designated officer will have overall responsibility for storage of machines, Riders will ensure machines are stored as directed.

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	Description		L	S	R V		L	S	R V		
02	Maintenance of machines.	People at Risk – Operational officers/staff/mechanics Hazards – Oil contaminates, knocked knuckles, risk of dropping machine whilst carrying out tasks. Cleaning of motorcycle after use on muddy terrain	2	2	2	Officers will conduct a dynamic risk assessment. A visual and physical check of the machine will be conducted prior to and after riding. Chain lubrication will be carried out using a proper lift stand on level ground. Major servicing will be carried out by approved workshop. All officers will attend a half day input on basic motorcycle maintenance and pre ride safety checks, including how to check and adjust the drive chain. This input will be delivered by a local Yamaha franchised motorcycle dealer. Riders will be certified by the dealer following the course.	1	1	1	Chains will not be lubricated while the engine is running. Officers to be made aware/familiarise themselves with reporting of defective machines and maintenance program. Cleaning of machines will be done on a regular basis. Hot machines will not be cleaned. Routinely officers will clean machine prior to riding. Suitable tools to be made available for pre ride safety checks such as chain adjustment in line with the certified training each rider will have received from franchised dealer training programme.	Fleet manager Riders supervised by line manager/officer in charge.

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	Description		L	S	R V		L	S	R V		
03	Weather conditions	People at Risk – Operational officers/staff Hazards – Physical risks to health of being, too cold or too hot. Dehydration in warmer weather	2	4	8	Officers to wear appropriate clothing for the weather. Operational staff need to constantly liaise with each other in extremes of temperature. If officers get too hot or too cold, then operations must cease. Training programme contains specific learning on identifying the signs and symptoms of dehydration and fatigue. Breathable base layers supplied to riders (thermal ones required for winter weather). Rear rack carriers fitted to all machines suitable to contain 500ml water bottle to be carried by officer sat the commencement of their duty.	1	4	4	Appropriate clothing will be provided for riding off road machines which will incorporate PPE i.e. Helmet, Goggles, waterproof off road clothing compliant with CE ratings, body and leg armour which is CE approved, Off Road Boots. High Vis Jacket. Rider to be made aware of the effects of de-hydration and the importance of keeping suitably hydrated.	All operational staff / officer in charge

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04	Entry / egress points to fields, footpaths, common land Environmental Impact	People at Risk – (Dual Purpose Motorcycle) trained officers, members of the public using public rights of way, common land and other land not forming part of a road including open spaces entry/egress points. Hazard- Sudden stopping of vehicle, vehicle or rider become snagged on wire or other obstruction, causing fall and injury. Use of motorcycles with full Enduro tyres and impact on soft surfaces, public parks, SSSI sites.	3	2	6	All riders will receive an input on public rights of way and public access as part of their initial and yearly CPD dual purpose motorcycle learning programme. Riders will receive an input on social and environmental awareness as part of initial and yearly CPD dual purpose motorcycle training Entry and egress points used by riders to access public rights of way or other land not forming part of a road to be dynamically risk assessed. Hazards such as broken down wire fences, ditches, walkways or bridges to be taken into consideration when entering upon land. Priority and respect to be given to members of the public also using those points. Tyre types and tread patterns should be considered as part of the on-going tasking and use of the motorcycle fleet. Consideration of the use of hybrid tyres to reduce the impact on softer surfaces.	2	2	4	Appropriate training to be delivered, all access/egress points to be negotiated at low speed. Riders will receive specific input on the impact of tyre on softer ground, areas of public access. Riders will receive specific input on learning programme of use and application of throttle to ensure traction whilst minimising impact on the ground	All operational off road trained officers
05	Patrol off road injury.	People at Risk – Operational officers/staff Hazards – Loss of control, resulting in fall and injury.	2	5	10	<i>Prior to deployment all off road officers will be first aid trained. All officers have completed OST.</i> During training all rider to experience as far as possible,	2	3	6	First aid kit to be carried. Officers having open wound received while riding off road, will seek medical advice to minimise risk of infection.	Riders Supervisor

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	Description		L	S	R V		L	S	R V		
		Collision with obstructions, trees etc. and pedestrians or animals				various surface types and conditions, likely to be encountered in the workplace All motorcycles to be fitted with weatherproof mobile phone (suitable for work issued phones) holders attached to handlebars. Work mobiles to have View Ranger app loaded – this is FREE OS mapping supplied by OS to all emergency services and available through View Ranger). This allows a precise location to be given by the rider using OS 1:50k mapping on the phone screen at any time.				Rider training to be carried out in the workplace, so as to address any specific issues. PPE – Baton, PAVA and handcuffs	

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	Description		L	S	R V		L	S	R V		
06	Patrol off road water hazards.	People at Risk – Operational officers Hazards – Water, Water Pollution - Risk to health from biological and chemical agents. Drowning Hitting Unseen Objects in water or on bed of ford, stream or river crossings.	2	5	10	For planned operations Liaison with the appropriate local water agency prior to deployment to assess any potential local risks. I.e. British waterways, national rivers authority, park rangers etc. For planned operations force SME should be consulted (unless there are exceptional circumstances for immediate deployment to protect life) in all operational planning. Dynamic RA and decision making by riders using NDM. All riders will have received specific input and practise on negotiating water hazards such as ford crossings	1	5	5	Officers Must ride in pairs.	Riders Supervisor

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	Description		L	S	R V		L	S	R V		
07	Patrol off road slippery grounds and obstacles.	People at Risk – Operational officers/ Hazards – Wet grass, mud, wet roads, lose ground, kerbs, logs, low branches, tree roots etc.	3	3	9	All dual purpose motorcycle officers will have received training as part of the initial learning programme and subsequent CPD events of the risks of these hazards and how to RA and if necessary negotiate them. Terrain will be dynamically risk assessed by officers conducting patrols.	2	3	6	Riders to ensure tyres are in suitable condition to accommodate slippery surface, in particular mud. Riders will have received specific learning during initial learning programme on the effect of tyre pressures and grip when riding on land other than roads. Tyre pressures will be reduced from those recommended by manufacturers to ensure that rider safety, machine control and tyre grip is enhanced when riding on soft, mud based surfaces.	Riders

OFFICIAL

Hazard Inventory Ref No	TASK	HAZARD and PEOPLE AT RISK	RISK VALUE BEFORE			EXISTING CONTROL MEASURES	RESIDUAL RISK VALUE			ADDITIONAL CONTROL MEASURES	PERSON RESPONSIBLE
	Description		L	S	R V		L	S	R V		
08	Patrol off road	People at Risk – Operational officers, members of the public and animals. Hazards – Members of the public and animals coming into conflict with machines and riders.	2	5	10	Officers will ride machines with the utmost consideration for pedestrians and animals. Precedence will be given to members of the public at all times. Machines will be ridden at slow speeds in the vicinity of the above. Riders will receive specific learning on slow speed riding techniques, balance and control of the motorcycle in areas where public are anticipated such as public parks or events. Riders will receive specific learning on social and environmental impact of the riding of dual purpose motorcycles on land other than roads.	1	5	5	Training will take place in the workplace, to develop appreciation of hazards and allow for accurate assessment for dynamic risk assessment. Manner of riding to be monitored where possible by supervisor. Supervisor to make themselves/riders aware of additional or potential pedestrian or equestrian movement, and inform riders.	Riders Supervisors.
10	Machine malfunction.	People at Risk – Operational officers Hazards – Brake, clutch engine failure.	3	4	12	Machines are maintained at regular service intervals as per fleet maintenance program All riders are to receive half day input from local Yamaha franchised dealer.	3	2	6	Brakes, to include pad and disc wear, cables, tyres, fluid levels are checked before machine is used, to ensure roadworthiness.	Riders Supervisors Fleet manager

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Signature of Assessor Name and rank: Date:	Accepted by Team Leader for implementation:..... Name and rank: Date:.....
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All risk assessments should be briefed in to all relevant staff

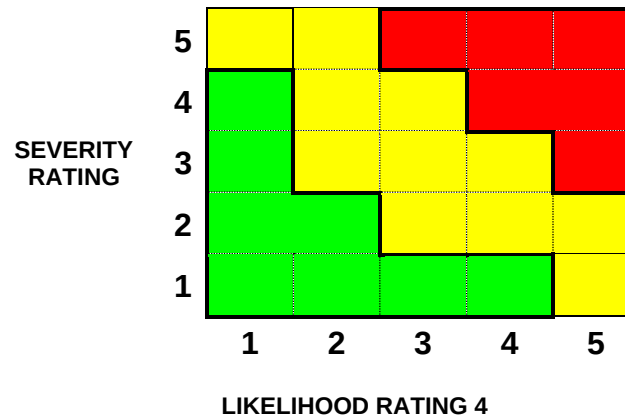
LIKELIHOOD X SEVERITY = RISK FACTOR

LIKELIHOOD

1. - VERY UNLIKELY
2. - UNLIKELY
3. - LIKELY
4. - VERY LIKELY
5. - CERTAIN

SEVERITY

1. - NO LOST TIME INJURY \ MINOR DAMAGE
2. - MINOR INJURY (3 or less days off)
3. - REPORTABLE INJURY \ INDUSTRIAL DISEASE
 Reportable injury = more than 3 days
 Refer to RIDDOR Regs for diseases
4. - MAJOR INJURY \ MAJOR DAMAGE
5. - FATALITY \ CATASTROPHIC LOSS



A R.F. of 15+ = High Rating -
Urgent Action

A R.F. of 5 – 14 = Medium Rating