



Date: 09/01/2026
Our ref: 01/FOI/25/015806/W

FREEDOM OF INFORMATION REQUEST REFERENCE NO: 01/FOI/25/015806/W

I write in connection with your request for information dated 07/11/2025, received by Greater Manchester Police (GMP) for the following information:

To assist your reassessment, please note that Question 4 is withdrawn in full. The request therefore now concerns Questions 1, 2, 3 and 5 only.

Under Section 12 of the Freedom of Information Act, a public authority may not rely on the cost limit to refuse a request where partial information can reasonably be extracted within that limit. ICO guidance further confirms that authorities should provide what can be disclosed rather than issuing a blanket refusal, and should demonstrate that any cost estimate is reasonable, evidenced, and specific (for example, showing which systems were searched, record volumes reviewed and how sampling informed the time estimate).

Given that your response indicated information is held but was not extracted once Question 4 exceeded the limit, I ask that you now conduct a partial retrieval limited to Questions 1, 2, 3 and 5 only and provide the available data accordingly.

ORIGINAL REQUEST

This request follows the national FOI programme I conducted in 2023, to which 39 of 47 UK police forces (~83%) responded in full and within time. I am resubmitting in order to complete and update the national dataset on police-motorcyclist safety, PPE usage, and associated costs.

Please provide the following information for the period 1 January 2020 to the date of your search, unless otherwise stated, relating to your force's use of motorcycles for operational duties:

- 1) *PPE Risk Assessments and Specifications (2023–Present)*

- a. Copies (or latest versions) of any risk assessments or PPE procurement specifications governing motorcycle rider PPE, dated from 1 January 2023 onward.
 - b. Please indicate any references to EN 17092, EN 13595, or other standards.
 - c. Date of last review/revision for each document.
- 2) *Collision and Injury Data (2020–Present)*
 - a. Total number of recorded collisions involving on-duty police motorcyclists.
 - b. Of these, how many resulted in rider injury (minor / serious / fatal, if available).
- 3) *PPE Damage / Replacement Records (2020–Present)*
 - a. Number of incidents where issued PPE (jacket, trousers, gloves, boots, helmet) was damaged/destroyed/replaced following a collision or operational incident.
 - b. Where held, a short categorisation of damage (e.g., abrasion, tearing, impact).
- 4) *Policy/Standard Changes Since 2023*
 - a. Details of any changes or reviews to motorcycle PPE specification, procurement, or risk assessment since your 2023 FOI response (if applicable).
 - b. Any participation in national projects/consultations/BSI committees (e.g., PH/3/9 or CEN/TC 162/WG 9) concerning motorcycle PPE.

For clarity, I am not requesting personal data, medical details, or narrative accident reports—only anonymised, aggregate, or summary information.

Format & access: Electronic copies are preferred (PDF for policies/RAs; CSV/Excel for tabular data). If any material is already publicly available, a URL suffices (s.21).

Online-form caveat: If you require submission via an online FOI portal, please reply with the correct link and any reference you wish me to quote, and I will resubmit accordingly; otherwise, please treat this email as a valid request under FOIA 2000.

As over 80% of forces provided comparable data in 2023 without difficulty, I am confident this request falls within reasonable cost and effort limits. Given this concerns occupational safety, public expenditure, and officer welfare, disclosure is clearly in the public interest.

If any element is unclear or likely to exceed cost thresholds, please let me know so I can refine the scope. I look forward to your response within 20 working days.

Please find below a Freedom of Information request submitted under the Freedom of Information Act 2000.

This request concerns occupational safety governance and the specification of motorcycle PPE garments used by police motorcyclists and forms part of an ongoing review of emergency-service motorcycle PPE governance following prior FOI responses from several UK forces.

The purpose of this request is to understand whether police forces have:

- 1. *Identified or recorded any operational issues relating to issued motorcycle PPE garments (jackets, trousers, or one-piece suits), and*

2. *Engaged with the National Police Chiefs' Council (NPCC), BSI, or any external PPE experts or agencies in relation to such matters.*

The request is confined strictly to high-level documentation and correspondence, not individual case files, or operational details.

It is anticipated that the information, where held, will already exist within force-level health and safety, fleet, or uniform management records. No new analysis or data collation is required — only disclosure of records already held.

Please find the specific questions set out below:

Under the Freedom of Information Act 2000, please provide the following information for the period 1 January 2023 to the date of your search, limited strictly to material already held by your force.

5. *Motorcycle PPE Garment Standards and Specification Guidance*
 - a) *Copies of any internal communications, policy documents, or briefings relating to the specification, review, or selection of protective jackets, trousers, or one-piece suits used by police motorcyclists.*
 - b) *Please indicate whether any such materials reference EN 17092 or EN 13595 standards.*
6. *NPCC or National Engagement*
 - a. *Any correspondence, meeting minutes, or briefings received from the National Police Chiefs' Council (NPCC) relating to motorcycle PPE garments, protective-clothing standards, or participation in any BSI, CEN, or ISO committee activity on this subject.*
 - b. *Any records showing your force's own engagement with NPCC, BSI, or other national bodies concerning PPE garment standards for operational motorcyclists.*
7. *Operational Feedback*
 - a. *Any recorded issues, feedback, or internal reports since 1 January 2023 highlighting deficiencies, failures, or safety concerns with issued motorcycle jackets, trousers, or suits.*
 - b. *Please confirm whether the force has raised, reported, or discussed any such concerns with/to NPCC, BSI, or other external bodies, such as external PPE experts or agencies.*

Scope Clarification

This request is confined to high-level policy, correspondence, and summary information only.

I am not seeking personal data, individual accident reports, or operationally sensitive material.

The subject matter concerns occupational safety governance, not policing tactics or investigations.

Accordingly, Section 31 (Law Enforcement) should not reasonably apply, as the request does not relate to operational methods, deployments, or criminal-justice functions.

Given the subject matter, it is anticipated that this request may require consultation with the force's Health & Safety, Procurement, and NPCC Liaison Officers to ensure an informed and complete response.

The purpose is solely to establish whether police forces have (a) identified any operational deficiencies with issued motorcycle PPE garments, and (b) been engaged by NPCC, BSI, or related experts/agencies regarding the relevant standards.

If no relevant material is held, please confirm explicitly that no such engagement or issue reporting has occurred.

This request is submitted in a spirit of transparency and continuous improvement.

The information sought will assist in developing a national evidence base on police motorcyclist PPE use, standards engagement, and occupational safety oversight.

Result of Searches

Following receipt of your request searches were conducted within Greater Manchester Police (GMP) to locate information relevant to your request. I can confirm that the information you have requested is held by GMP. However, I am not obliged to supply you with the information as an exemption applies.

Section 17 of the Freedom of Information Act 2000 requires Greater Manchester Police, when refusing to provide such information (because this information is exempt) to provide you, the applicant, with a notice which: (a) states that fact, (b) specifies the exemption in question and (c) states (if that would not otherwise be apparent) why the exemption applies. Where redactions occur in the attached document, this is because the information you have requested is exempt from disclosure by virtue of the following exemptions: **Section 38(1) – Health and Safety** and **Section 40(2) – Personal Information**.

Section 38 is a qualified and prejudice-based exemption. There is a requirement to articulate the harm that would be caused by disclosure and to conduct a public interest test.

Harm – S38

To disclose the non-motorcycle specific PPE that GMP's motorcycle officers use would release into the public domain the level of protection to from violence that these officers have. This would leave GMP's motorcycle officers vulnerable to potential attacks. Criminals would be able to identify specific officers and use this knowledge to their own advantage by targeting GMP employees. This would result in harm and disruption to members of staff as well as members of the public. The disclosure of information is likely to undermine GMP's ability to protect members of staff and members of the public, as it would be likely that the information would allow criminals to try and exploit any perceived weaknesses.

Factors favouring disclosure under S38

Where public funds are being spent, there is a public interest in ensuring that money is being appropriately spent. Disclosure would inform the public of the level of protection from violence that GMP's motorcycle officers have.

Factors favouring non-disclosure under S38

The disclosure of information that reveals the levels of protection, and consequently the limitations of that protection, would compromise the safety of GMP's motorcycle officers. Information released under the Freedom of Information Act is considered a release into the public domain, thus this disclosure may lead to criminals being able to target those officers, leaving GMP employees vulnerable to attack. This would lead to members of GMP staff being vulnerable to harm from potential violence.

Balance Test

Disclosure of information that would have a serious negative impact on the health and safety of GMP's would not be beneficial. Non-motorcycle specific PPE is used to protect GMP personnel from death and serious injury as a result of violence. It is not outweighed by the fact that disclosing the type and level of non-motorcycle PPE would make the public better informed about how GMP protect the health and safety of their officers.

Having considered all the points above, it is my conclusion that the balancing test for disclosure is not made out.

Section 40(2) represents information that identifies a living individual, to disclose this information would breach the principles of the Data Protection Act 2018. Personal data is defined by Section 1 of the Data Protection Act 1998 and means data that relates to an individual who can be identified directly or indirectly from that data.

Section 40 is an absolute exemption and there is no requirement to conduct a public interest test for such data.

The remainder of your request is not exempt and can be answered as follows.

1. Please see the attached document entitled "01FOI25015806W Motorcycle Duties GR41.V2.doc (002)_Redacted". Details relating to general police officer PPE not related specifically to motorcycle riding has been redacted as this is exempt under S38. Additionally, the name of the officer who conducted the risk assessment is also redacted as this is exempt under S40. Please see the explanation above. The risk assessment was last reviewed on 21/03/2023 and is due to be reviewed again on 21/03/2026. There is no reference made to the standards you have mentioned.
2.
 - a. There have been 12 recorded collisions for on-duty police motorcyclists since 2020.
 - b. 3 of these collisions resulted in serious injuries, 9 resulted in minor injuries.
3. This information is not held by GMP. The Roads Policing Unit do not keep a record of damaged PPE returned to the Uniform Store and the Uniform Store does not keep a record of replacement PPE issued.
4.
 - a. Introduction of air vests.
 - b. None.

5.
 - a. Included in the attached document "01FOI25015806W Motorcycle Duties GR41.V2.doc (002)_Redacted".
 - b. It says EN 17092 on the Jackets and Trousers.
6. No information held by GMP.
7.
 - a. No issues recorded.
 - b. No such reports made.

GREATER MANCHESTER POLICE

Risk assessment

BRANCH / DIVISION:
SPEC OPS / RPU

REF. No.: GR42.V2

DATE OF ASSESSMENT:

21/3/23

ACTIVITY BEING ASSESSED: Motorcycle Duties

REVIEW DATE:*

21/3/26

OTHER RELEVANT ASSESSMENTS / POLICIES:

** Risk assessments should be reviewed in the event of an accident/incident or near miss (as part of the accident investigation process) or if there is a reason to suspect the risk assessment is no longer valid, for example the introduction of new equipment or people, change in work process or procedures.*

Risk assessments should be reviewed on a regular basis, for example annually or more frequently, as determined by the work activity and nature and degree of risk

		Severity of Hazard		
Likelihood of hazard occurring	RISK ESTIMATOR Assesses the likelihood of the hazard and risk coming together	LOW HAZARD slightly harmful	MEDIUM HAZARD moderately harmful	HIGH HAZARD extremely harmful
	LOW RISK POTENTIAL Unlikely	LOW RISK trivial	LOW RISK acceptable	MEDIUM RISK moderate
	MEDIUM RISK POTENTIAL Likely/possible	LOW RISK acceptable	MEDIUM RISK moderate	HIGH RISK substantial
	HIGH RISK POTENTIAL More likely/near certain	MEDIUM RISK moderate	HIGH RISK substantial	HIGH RISK intolerable

NOT PROTECTIVELY MARKED

Work activity	Hazard	Who can be harmed?	Risk	Existing control measures and additional control measures required	In place?	Residual risk	Further action required
Description			H/M/L		Y/N	H/M/L	By when / Responsible person
Routine patrol Sporting / Special Events.	Risk of accidents due to: • Unsuitability of motorcycles for tasks • Poor distribution of customised fittings • Carriage of officer's personal equipment • Lack of uniformity in controls • Lack of conspicuity	Officer / Public	M	• Motorcycles to be selected according to the tasks they are to perform	Y	L	
		Officer	M	• Customized items to be fitted securely and with regard to trim of cycle	Y	L	
		Officer	H	• Utility harness in use, carrying equipment on leg making them accessible to officer and moving away from the more vulnerable areas if involved in RTC, ie Chest / Pelvis.	N	H	
		Officer	L	• Where motorcycles are shared by officers seek as far as practical to standardize controls	Y	L	
		Officer / Public	M/H	• Motorcycles to be clearly visible/identifiable with reflective livery and illuminated signs and blue lights	Y	L	

NOT PROTECTIVELY MARKED

Work activity	Hazard	Who can be harmed?	Risk	Existing control measures and additional control measures required	In place?	Residual risk	Further action required
Description			H/M/L		Y/N	H/M/L	By when / Responsible person
Routine patrol Sporting / Special Events.	Injuries and accidents due to: - Unsuitability of officers for motorcycle duties - Lack of training - Accidents during training	Officers / Public	M/H	Suitable selection procedures and on-going monitoring of performance	Y	L	
		Officers / Public	M/H	Comprehensive driver training	Y	L	
		Officers	M/H	Ensure that trainees are provided with adequate protective clothing	Y	M/H	
	Injuries due to Defects in Vehicle / battery Charging (Surron)	Officers / Public	M	Before each shift check for tyre wear or damage; check lighting, and illuminated equipment and brakes	Y	L/M	
		Officers / Public	M	At end of shift submit report on any defects to supervisor for appropriate action	Y	L/M	
		Officers / Public	M	All motorcycles to be inspected weekly	Y	L/M	
		Officers / Public	M	Maintain programme of inspections and maintenance, according to manufacturer's specifications	Y	L/M	
		Officers	M	Ensure battery for Surroun is charged in an office that is not left unattended and once complete return battery to the bike			

NOT PROTECTIVELY MARKED

Work activity	Hazard	Who can be harmed?	Risk	Existing control measures and additional control measures required	In place?	Residual risk	Further action required
Description			H/M/L		Y/N	H/M/L	By when / Responsible person
	Inability to obtain assistance due to poor or lack of effective radio communications	Officers	H	Check radio transmission at start of each shift	Y	M	
		Officers	H	Where appropriate, all vehicles to have common talk through capability, with hands free microphone	Y	M	
		Officers	H	Where reasonable practicable transmission capability to avoid/minimize blind spots	Y	M	
		Officers	H	Unable to hear communications via Helmet speakers when emergency equipment activated, therefore Sonic Comms Ear Protection / Comms issued to all riders.	Y	H	
	Instability due to overloading and poor distribution of equipment	Officers / Public	M/H	- Loading to conform with safe load of motorcycle - Equipment to be distributed evenly	Y Y	M M	

NOT PROTECTIVELY MARKED

Work activity	Hazard	Who can be harmed?	Risk	Existing control measures and additional control measures required	In place?	Residual risk	Further action required
Description			H/M/L		Y/N	H/M/L	By when / Responsible person
	Danger of accident	Officers / Public	M/H	Force guidance to specify clearly levels of rider/motorcycle response/authorization	Y	M/H	
	Injuries to head and body	Officers	L/M	High standard of protective equipment to be worn: • Helmet and visor • Reflective coat • Protective leathers • Boots and gauntlets • Air Vests issued.	Y	M/H	
	Risk of noise induced hearing loss from noise of wind and radio	Officer	H	• Hearing of all officers to be measured on appointment and tested at regular intervals to monitor any hearing loss • Provide appropriate ear defenders	N	H	
					Y	M	Hearing tests have started again and officers will be tested every two years. Managed by Occupational Health
	Road accidents due to: • Speed and manoeuvres required • Proximity to other road users	Officers / Public	M/H	Procedural and awareness training	Y	M/H	

NAME OF ASSESSOR:

S40

SIGNATURE OF DIVISION / BRANCH COMMANDER / DIRECTOR:

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LOCAL HEALTH AND SAFETY REPRESENTATIVE CONSULTATION: