



Northumbria Blood Bikes

Risk Assessment Proforma

NBB Doc No.	RA01	Revision No.	1.2
Date	07/01/2020	Review Date	30/04/2028
Developed By	D Burns/G Annan	Approved By	Committee Meeting

Activity/Title	Assessment / Demonstration Ride
Group at Risk	Northumbria Blood Bikes Motorcyclists
Original Assessor	G Spencer

	Category	Tick if at Risk
People at Risk	General Public	✓
	NBB Members	✓
	Others (Specify) - Observers	✓

Refer to risk table at end of document for guidance

Number	Hazard	People at risk	Severity	Likelihood	Overall risk	Control measures (and comments)	controls Adequate (Yes/No)	If not, anticipated date
1.	Collision with another vehicle/road user/roadside property etc	All	5	1	5	<p><u>Associates (Members)</u></p> <ul style="list-style-type: none"> • All have DSA driving test pass qualification as a minimum of prior training (or EU equivalent) providing evidence of some prior competence. • Declaration by Associate confirming driving licence status. • Declaration by Associate confirming valid insurance/tax/MOT of their motorcycle. • Declaration by Associate confirming eyesight meets legal requirements. • Briefing at start of session includes safety issues and reminds associate he/she has sole responsibility for personal safety. • Briefed in relation to safe clothing and required. <p><u>Observers</u></p> <ul style="list-style-type: none"> • All have DSA driving test pass qualification as a minimum of prior training (or EU equivalent) providing evidence of prior competence. • All observers qualified as advanced riders and periodically checked by senior observers for competence. • Objective of exercise is to demonstrate safety. • All observers qualified in observing technique (Senior Observers in turn periodically re-qualified by Staff examiners) • Minimum activity level criteria maintained to ensure competence retained. • Appropriate motorcycle clothing worn at all times during session. <p><u>Vehicles</u></p> <ul style="list-style-type: none"> • Observers given authority not to accept an unsafe machine being used by associate. • Observers use own machine, so familiar with handling and other characteristics. 	Yes	

						<p>Miscellaneous</p> <ul style="list-style-type: none"> • Observer has authority to terminate activity with an associate if he/she considers the associates' riding too dangerous or conditions inappropriate. • Observer able to adjust pace etc of ride to match capability of associate. • Length of individual ride at discretion of observer to maintain concentration etc. • Route choice at discretion of observer to match road and weather etc conditions. • Speed limits and other traffic law adhered to as part of demonstration. • Mobile phone carried by observer in case of emergency. • Demonstration on roads already known to observers. • Observers demonstrate riding at every session to set standards of performance – including safety – expected. • Pace of sessions at discretion of instructor to match associate's capability. • Bike to bike radios to be used for giving directions only, not for instructing associates 		
2.	Collision with each other due to riding together	Member/ Observer	5	1	5	<ul style="list-style-type: none"> • Associate briefed about following position prior to run. • Observer able to stop and advise if associates following position a problem. • Observer able to adjust pace of ride if associates following position becomes a problem. • Where available, radio can be used to advise associate re following position 	Yes	
3.	Collision of pedestrian participant with another vehicle at start/finish venue	Member/ Observer	5	1	5	<ul style="list-style-type: none"> • Location chosen to be away from fast-flowing traffic as far as possible, or at discretion of observer who has authority to decline a location. • Associates and observers, all licensed drivers, therefore have background awareness of road dangers • Traffic awareness an integral part of the activity and therefore given attention 	Yes	

4.	Effects of weather	Member/ Observer	5	1	5	<ul style="list-style-type: none"> • Activity cancelled/curtailed in extreme cold conditions, controlling risk of hypothermia, and increased risk of collision due to road surface conditions. • Route/length of sessions at discretion of observer to ensure extreme heat conditions catered for • Observer has total authority to cancel/curtail activity if conditions unsuitable (e.g. Fog) • Wet conditions covered as part of the training process – observer trained to deal with these. • Session limited to short length. • Observer has authority to terminate session if weather conditions of any kind (e.g. Fog) render it appropriate 	Yes	
5.	Rider fatigue	Member/ Observer	5	1	5	<ul style="list-style-type: none"> • Observer has authority to terminate. • activity with an associate if he/she considers the riding becoming affected. • Route choice at discretion of observer to match associate need. • Length of individual rides at discretion of observer to maintain concentration etc. Associate able to leave ride should fatigue become an issue. • Routes designed so that associate not left a long way from start/finish if too fatigued 	Yes	
6.	Slip/Trip at starting/finishing venue or during en route stops	Member/ Observer	3	1	3	<ul style="list-style-type: none"> • Start location chosen to be away from fast-flowing traffic as far as possible, or at discretion of observer who has authority to decline a location. • Participants all wearing motorcycle clothing, affording some impact/graze protection. • Location chosen to avoid uneven surfaces where possible (motorcycle parking practicalities also encourage this) 	Yes	
7.	Hearing impairment due to wind/radio noise	Member/ Observer	3	1	3	<ul style="list-style-type: none"> • Radio used for restricted purposes and limited amount. • Ear plug use suggested to reduce “wind noise” effect in helmet. 	Yes	
8.	Cramp etc from prolonged riding	Member/ Observer	1	1	1	<ul style="list-style-type: none"> • Timing of session at observers’ discretion if break/end of session required. 	Yes	
9.	Physical injury from manual handling of machine	Member/ Observer	3	1	1	<ul style="list-style-type: none"> • All have DSA driving test pass qualification as a minimum of prior training (or EU equivalent) providing evidence of some prior competence. • Training given on appropriate handling of machine if necessary 	Yes	

The Risk Assessment process

A risk assessment is carried out to evaluate the likelihood of harm occurring as a result of a hazard and how severe that harm could be. The process should identify the hazards involved, and then assess them. The next step is to consider how to control the risks – what can be done to keep them as low as possible.

There will be times when the risk is so high that it would be considered dangerous to carry on with the activity – e.g. operating a motorcycle on sheet ice. There are also activities where there is a real risk of injury, but which have a very low injury level – e.g. handling sheets of paper runs the risk of “paper cuts” to the fingers.

The end result is that the risks are managed downwards by the control measures considered for that purpose. The control measures then have to be implementedTo calculate the risk the system below is intended to be fairly simple to use.

Likelihood (Probability)	Severity (Impact)
5. Most Likely	5. Fatality
4. Probable	4. Major Injury, resulting in disability
3. Possible	3. Injury Requires, Doctor’s or Hospital attendance
2. Unlikely	2. Minor Injury, 1st Aid required
1. Not Heard of	1. Minor Injury, 1st Aid not required

		Likelihood (Probability)				
		1 Very Unlikely to occur	2 Unlikely	3 Possible	4 Likely	5 Very Likely
Severity (Impact)	1 Minor injury (No first aid required)	1	2	3	4	5
	2 Moderate (First Aid likely required)	2	4	6	8	10
	3 Serious (Hospital or GP Treatment)	3	5	9	12	15
	4 Major (Significant Injury/Disability)	4	8	12	16	20
	5 Fatality	5	10	15	20	25

Overall Risk Rating = Severity x Likelihood		
Evaluated Risk Level	Guidance	Matrix Score
Intolerable	Work should not be started or continued until the risk has been reduced. If it is not possible to reduce risk even with unlimited resources, work has to remain prohibited e.g. Operating bikes on icy road conditions	15-25
Substantial	Work should not be started until the risk has been reduced. Considerable resources may have to be allocated to reduce the risk. For NBB purposes, Substantial & Intolerable risk are much the same and action must be taken immediately to reduce the risk.	9-12
Moderate	Efforts should be made to reduce the risk but the costs of prevention should be carefully measured and evaluated. Risk reduction measures should be implemented within a defined time period. Where the moderate risk is associated with extremely harmful consequences, further assessment may be necessary to establish more precisely the likelihood or harm and determining the need for improved control measures.	4-8
Tolerable	No additional controls are required. Consideration may be given to a more cost-effective solution or improvements that impose no additional cost burden. Monitoring is required to ensure that the controls are maintained.	2-3
Trivial	No action is required, however documentary records need to be kept.	1

**Northumbria Blood Bikes Definition:
Assessment/Demonstration Ride**

Version Control and History

Date	Version	Author:	Reason For Change
Jan 2020	1.0	D Burns/G Annan	First Version
April 2024	1.1	Jason Cooper	Full Revision
April 2026	1.2	Paul Curran	Periodic Review – no changes required