

Safer for **Motorcyclists**

For information on motorcycling
and road safety please visit:
www.SussexSaferRoads.gov.uk



Sussex Safer Roads
P A R T N E R S H I P

Road **safety is everyone's responsibility** whichever way you choose to get around.

Introduction

We want motorcyclists to be safe. However, with riders making up 1% of the road population, but being involved in 20% of collisions, we must consider protective apparel and rider training.

This booklet focuses on that, and more: from biking gear and types of vehicle to further training, Sussex Safer Roads Partnership want to equip bikers with the knowledge they need to ride responsibly in the county, and get home in one piece.

Remember:

you are never too good to be a better rider.

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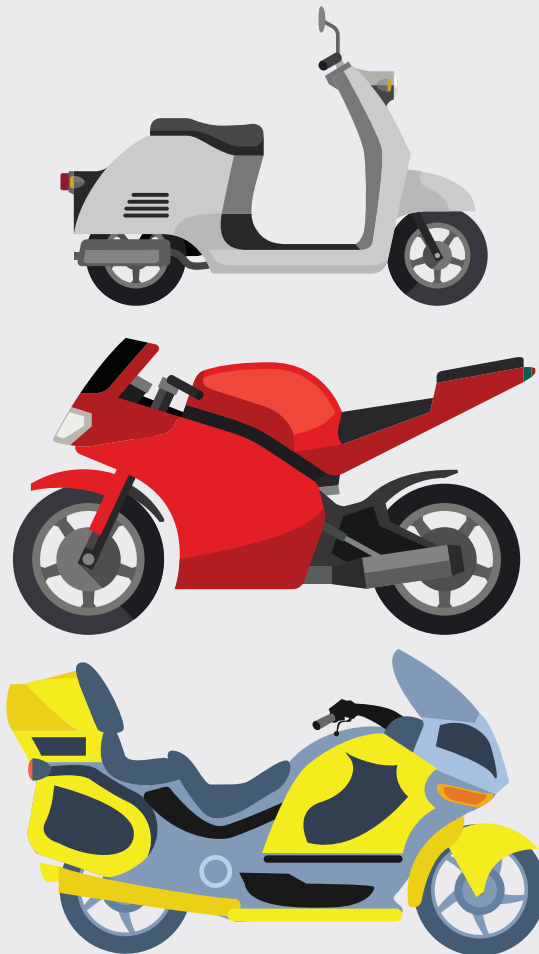
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Getting Started

1. To begin with, you need a provisional driving licence.
2. In order to ride a bike that is up to 125cc or 11kW, you also need to complete a Certificate in Basic Training (CBT), which is usually a one-day course consisting of a classroom element, practical learning, and a road ride. Once completed, you must wear L-plates on your bike.
3. To be able to ride a motorcycle bigger than 125cc, you need to pass your full bike test. You first need to pass the theory exam, and then you can take the practical element. This consists of off- and on-road riding.

If you do not take your full bike test within two years of passing your CBT, you have to start the process again.



Types and Classes of Bike

If you are 16, you cannot ride anything more than 50cc/4 kW/45kph.

Mopeds and scooters:

These are generally automatic, step-through, and fall into two categories:

- Up to 125cc
- 125cc and above

Motorbikes:

These can be automatic, but are more likely to be manual:

- Adventure Touring
- Cruiser
- Dual Sport
- Sport touring
- Tourer
- Standard

You can be 16 to complete your CBT but have to be 17 to progress further.

Licence Categories



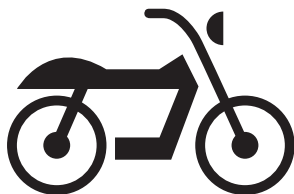
AM – from aged 16

You will need to complete the CBT for this, and can ride:

Mopeds with speed range of 25km/h to 45km/h. Small 3-wheelers (up to 50 cc and below 4kW).

Light quadricycles

(weighing under 350kg, top speed 45km/h).

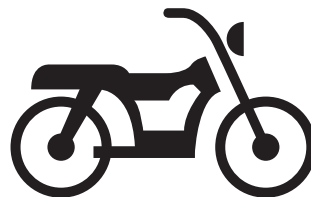


A1 – from aged 17.

You will need to complete the CBT for this, and can ride:

Light motorcycle up to 11 kW (and a power-to-weight ratio not more than 0.1kW per kg) and 125cc.

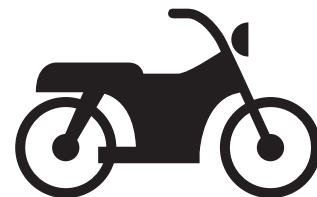
Motor tricycles with a power output not more than 15kW.



A2 – from aged 19

You can get this through two routes:

Direct Access - full bike test. **Progressive Access** - 2 years' experience on an A1 motorbike and a further practical test. Once completed, you can ride a standard motorcycle up to 35 kW (and a power-to-weight ratio not more than 0.2kW per kg). The bike must not be derived from vehicle more than twice its power.



A – from aged 24 (direct) or 21 (progressive)

You can get this through two routes:

Direct Access - CBT theory and practical (you must be at least 24). **Progressive Access** - held an A2 licence for a minimum of 2 years - practical test (21 or over). Once completed, you can ride unrestricted motorcycles in size/power, with or without a sidecar, and motor tricycles with power output over 15kW.



Helmets and the Law

Rule 83 of the Highway Code:

On all journeys, the rider and pillion passenger on a motorcycle, scooter or moped **MUST** wear a protective helmet. This does not apply to a follower of the Sikh religion while wearing a turban. Helmets **MUST** comply with the Regulations and they **MUST** be fastened securely. Riders and passengers of motor tricycles and quadricycles, also called quadbikes, should also wear a protective helmet. Before each journey check that your helmet visor is clean and in good condition.

Laws RTA 1988 sects 16 & 17, & MC(PH)R as amended reg 4

We always advise to purchase a new helmet, as you can never be sure of the history of a second hand one, including any crashes it may have been in.

It is entirely up to you whatever helmet you choose to wear, as long as it complies with the regulations. Please bear in mind that the more of you it covers, the more protection you will get.



Your helmet must carry the BSI Kitemark or equivalent.

Replace your helmet after five years due to materials deteriorating that keep you safe.

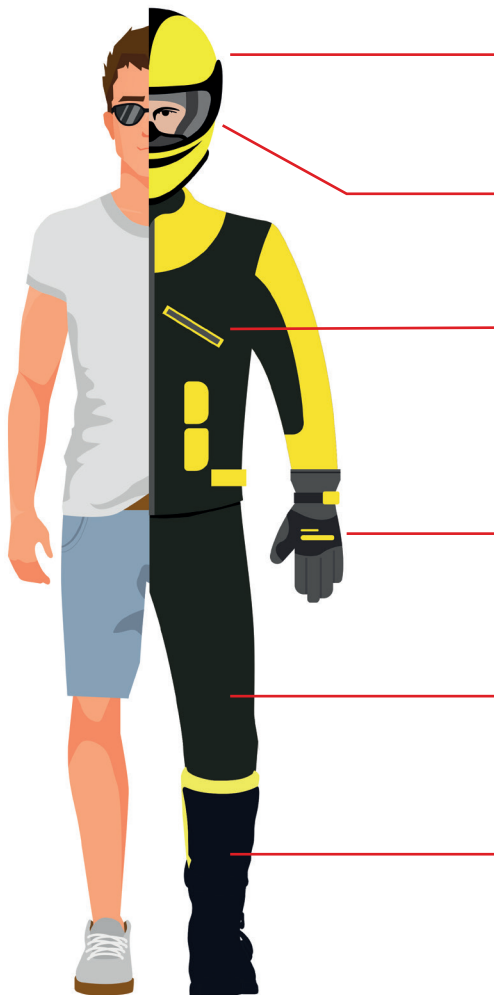
Find out what your helmet scores on the Sharp safety scoring here: www.sharp.dft.gov.uk

Gear

Although there is no law surrounding clothing, we recommend specialised, protective motorcycle gear - it could save your life.

There is a lot on offer, so explore shops and websites to choose what is right for you that gives enough protection. Bear in mind that you will probably get too hot and too cold in the same trip, and may be riding in all types of weather.

In addition, it is also advisable to consider wearing gear that will contrast with your environment, including reflective, fluorescent or dark block colours.



Helmet

This is the most important piece of protective gear a rider can use. It protects against head injury, windblast, cold, and flying objects. Full-face helmet recommended.

Faceshield

A visor on your helmet protects against flying objects. Make sure your visor is clean and scratch-free before each journey.

Jacket

An abrasion-resistant jacket will protect against sunburn, windburn, dehydration and hypothermia. Built-in elbow, back and shoulder armour recommended.

Gloves

These should be reinforced and padded to keep hands comfortable, functional and protected.

Trousers

Abrasion-resistant trousers protect against sunburn, windburn, dehydration and hypothermia. Built-in knee armour recommended.

Motorcycle Boots

These should be light, secure and reinforced. These provide essential protection against foot and ankle injuries as well as grip on footpegs and road surfaces.



Bike Maintenance

Get to know your bike, and what is normal for it.

Before each ride, it is a good idea to check the following:

Petrol - Do you have enough for your journey?

Oil - Is the oil level correct?

Water - If you have a water-cooled engine, check the coolant to make sure you have enough.

Damage - Check your bike all over for damage, including light fittings, fairings and frame.

Electrics - Give your bike a full lights check.

Rubber - Give your tyres a full check, including tread depth (1.0mm is the minimum depth required for bikes by UK law). Clear out any stones and check the walls for splits, cuts and cracking.

With all liquids, remember to centre the bike before checking levels.

For a more in-depth weekly bike check, use the following guide:

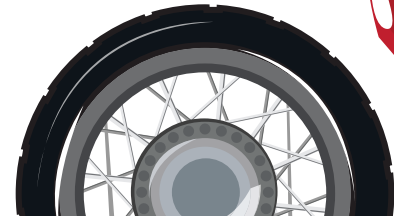
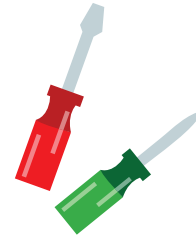
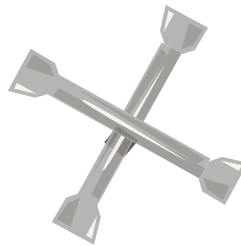
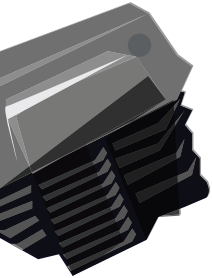
Tyre Pressure – Ensure they are inflated to the correct size using a quality gauge.

Brakes – Brake pads should be changed with approximately 3mm wear left, but check the groove indicator too.

Chain – Check your workshop manual for the correct chain tension: incorrect tension can cause unnecessary wear. Spraying with chain lube is also essential.

Spark Plugs – Check your mileage and owner's manual to see when the spark plugs need changing.

Cleaning – An excellent way to give your bike and overall check, keep it looking shiny, and to prevent seizure.





Fit to Ride

Rule 92 of the Highway Code:

Vision. You **MUST** be able to read a vehicle number plate, in good daylight, from a distance of 20 metres (or 20.5 metres where the old style number plate is used). If you need to wear glasses (or contact lenses) to do this, you **MUST** wear them at all times while driving. The police have the power to require a driver to undertake an eyesight test.
Laws RTA 1988 sect 96, & MV(DL)R reg 40 & sched 8

Rule 95 of the Highway Code:

Do not drink and drive as it will seriously affect your judgement and abilities. In England and Wales you **MUST NOT** drive with a breath alcohol level higher than 35 microgrammes/100 millilitres of breath or a blood alcohol level of more than 80 milligrammes/100 millilitres of blood.
Laws RTA 1988 sects 4, 5 & 11(2), & PLSR

Further Laws

Rule 88 of the Highway Code:

Manoeuvring - You should be aware of what is behind and to the sides before manoeuvring. Look behind you; use mirrors if they are fitted. When in traffic queues look out for pedestrians crossing between vehicles and vehicles emerging from junctions or changing lanes.

Position yourself so that drivers in front can see you in their mirrors. Additionally, when filtering in slow-moving traffic, take care and keep your speed low. Remember:

Observation - Signal - Manoeuvre

Annex 3 of the Highway Code:

Vehicles. Any vehicle driven by a learner **MUST** display red L plates. In Wales, either red D plates, red L plates, or both, can be used. Plates **MUST** conform to legal specifications and **MUST** be clearly visible to others from in front of the vehicle and from behind. Plates should be removed or covered when not being driven by a learner (except on driving school vehicles).

Law MV(DL)R reg 16 & sched 4

Further Training

SSRP Promotes:

Bike Safe / Biker Down / New Rider Awareness

Please visit our website for details:

www.SussexSaferRoads.gov.uk

IAM Roadsmart -

www.iamroadsmart.com/courses/advanced-rider-course

RoSPA - www.roadar.org.uk/riders/index

Enhanced Rider Scheme

(DVSA Certificate of Competence) -

www.gov.uk/enhanced-rider-scheme



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