

Here's Looking At You..... Right To Ride Hi-Viz Survey

Ever since somebody took a 19th century "Sam Browne Belt" and adapted the concept by covering it with high-visibility cloth, then adding reflective material and wore it while riding a motorcycle, there has been a debate whether high-visibility (aka Day Glo or Hi Viz) actually helps riders' visibility.

While the high visibility Sam Browne Belt (covered under European Standard EN13356), appears to have waned from popularity by today's riders, there is no shortage of Hi Viz/reflective material for them to wear.

These range from vests, tabards, full jackets to material as an integral part of jackets and trousers and there are even hi-viz helmets on the market.

In 2011 to 2013, rumours were rife within the motorcycling community that EU legislators were on the verge of making the wearing of Hi Viz clothing mandatory for motorcyclists across Europe.

This was compounded by the French Government's proposal for riders in France to wear "full" Hi Viz when riding their motorcycles. This rhetoric of mandatory Hi Viz, was accepted as fact by a large majority of the riding population, mainly in the UK.

Fomented and spurred on by some publications of the UK monthly and weekly monthly press, the concerns of many riders became the basis of an anti EU agenda.

France

Facing a real threat of government plans to introduce the mandatory wearing of hi-viz and the introduction of fines for non-compliance (fixed fine of €68 which automatically leads to the reduction of two points from their driver's licence), riders in France protested with demonstrations and the burning of piles of hi-viz vests in the shadow of the Eiffel Tower. This was co-ordinated by the French riders group FFMC - Fédération Française des Motards en Colère (FFMC - French Federation of Angry Bikers).

FFMC commented then that, *"bikers already have four retro-reflective stickers on the*

helmet and they ride with the headlights on. In addition, a retro-reflecting device is useless in daylight ... We also know that the issue of visibility is not a problem of lighting or colours of clothing, but a problem of inattention of drivers inadequately trained to coexist with PTWs which is more and more prevalent."

In France the original proposal for a vest was watered down to the wearing of small reflective devices or patches on a jacket, then finally to only a similar obligation that is in place for motorists, which would be to carry a high visibility vest under the motorcycle seat, in a bag, in the box top etc and for that vest to be worn in case of an emergency stop.

Ireland

In Ireland the RSA (Road Safety Authority) was proposing to make high visibility upper body clothing with full sleeves for riders and pillion passengers, mandatory. At that time the RSA intended to mandate the wearing of hi-vis material by all motorcyclists by the end of 2014.

With the caveat that this would be subject to consultation amongst motorcyclists and industry regarding the most appropriate type of hi-vis material and possible solutions and would require the RSA to carry out a comprehensive research project on the matter.

In Ireland there is a current requirement for an "L" fluorescent tabard while riding on a learner permit. In the Irish Government's draft road traffic bill 2013, there was a proposal for novice motorcyclists, to wear a fluorescent "N" tabard for two years after passing their test.

MAG Ireland - the riders group in Ireland response to the hi-viz issue was, *"Now let's make something else absolutely clear. MAG Ireland is NOT opposed to high visibility clothing per-se, but IS opposed to compulsion. We simply want to retain the choice whether to wear high-viz or not as appropriate to our needs and circumstances. We all accept that there are situations where high visibility clothing may help. This is why voluntary wearing rates are as high as 50%."* adding, *"Just because mandatory high viz may appear*

to be the obvious solution doesn't mean that it is."

MAG Ireland conducted its own hi-viz survey – which suggested that voluntary high viz usage was between 50% and 80% depending on the circumstances.

Half of riders did not believe that high visibility clothing made any difference to their safety, and the other half either believed it did or remain unconvinced either way.

United Kingdom

At the time (2011), we contacted our own authorities here in Northern Ireland and in the rest of the UK. Our own Department of the Environment (DOE), Road Safety Branch stated that, *"There are no plans (or inklings of plans) to introduce a mandatory hi-viz requirement for motorcyclists in Northern Ireland"*.

The DfT (Department for Transport in GB stated that and could not have been any clearer: *"The Government has no plans to make Hi Viz/Day Glo jackets/vests and protective clothing for motorcyclists compulsory."* With regards to the EU and what other member states are proposing the DfT stated that, *"there are no plans to change our laws simply because another member state chooses to do so."*

Highway Code in the UK¹

From a legal perspective, there is already information in place in the UK within the Highway Code with regards visibility. The Highway Code provides both rules and guidelines for road users. It sets out the guidelines for Hi Viz for motorcyclists. In other words the wearing of high visibility clothing is NOT mandatory. The following codes cover these issues.

Daylight riding No. 86

Make yourself as visible as possible from the side as well as the front and the rear. You could wear a light or brightly coloured helmet and fluorescent clothing or strips. Dipped headlights, even in good daylight, may also

¹ <http://www.nidirect.gov.uk/the-highway-code>

make you more conspicuous. However, be aware that other vehicle drivers may still not have seen you, or judged your distance or speed correctly, especially at junctions.

Riding in the dark n. 87

Wear reflective clothing or strips to improve your visibility in the dark. These reflect the light from the headlamps of other vehicles, making you visible from a long distance. See Rules 113–116 for lighting requirements.

Lighting requirements n.114

You MUST NOT: use any lights in a way that would dazzle or cause discomfort to other road users, including pedestrians, cyclists and horse riders.

On the issue of compulsory Hi Vis jackets, Road Safety GB previously stated, that, *"Hi-vis clothing is unlikely to improve conspicuity on bright sunny days when visibility is good and it may even lull people into a false sense of security. However, we would always advise people to wear it in poor weather or low light conditions, when some drivers may struggle to see and identify a motorcycle and rider or indeed a cyclist or pedestrian."*

Europe

In 2011 in their Public Policy Newsletter the FIM (Fédération Internationale de Motocyclisme)/UEM (Continental Union for Europe) pointed out the absurdity of these proposals and specifically regarding riders across borders and asked, *"in the European Union how will these new laws affect riders from other countries as they pass through? As with other national laws it seems likely they would have to be applied to visitors. Where is a German or British rider visiting France supposed to obtain the new government specification yellow jacket? Another different design will be needed when riding across into Belgium as the Minister there says they are considering similar proposals!"*

With a European stance, FEMA - the Federation of European Motorcyclists' Associations, representing European rider national organisations stated that it recommended that, *"the compulsory use by motorcyclists of conspicuous clothing, daytime running lights or headlamps in daytime should*

be subject to the discretion of national governments.”

FEMA set out its position in 2009 in the EAMS (European Agenda for Motorcycle Safety) that, *“too much focus on DRL (Day Time Running Lights) and brightly coloured clothing may take attention away from far more important factors preventing collisions between cars and motorcycles, namely increased driver awareness and conscious rider traffic strategies, through dedicated awareness campaigns for drivers and motorcyclists.”*

Research Review and Conspicuity

The whole thrust of the debate regarding Hi Viz is whether wearing this garment would make the rider more conspicuous to other vehicle drivers. However, little is really understood about the meaning of conspicuity or even how it may let other road users typically car drivers “see” motorcyclists or not.

In their review of vision research literature, Langham M.P and Moberly N.J (2003)² refer to Engel (1971 cit.op) who defined conspicuity in terms of the size of a background area within which a target can be detected during a single, brief presentation. Conspicuous objects therefore do not require extensive visual search to be successfully detected, instead, they ‘grab’ the attention of the observer in a proscribed, limited time period.

This is in contrast to Engel's definition of visibility, which relates to the ease of detection when the observer is aware of the target's location.

Subsequent laboratory experiments have demonstrated that target conspicuity is sensitive to a number of variables, such as the characteristics of the target's background (Bloomfield 1973 cit.op), the density of background elements (Jenkins and Cole 1982 cit op.) and the luminance of the background (Cole and Jenkins 1984 cit.op).

Conspicuity in these terms therefore would not only depend on high visibility clothing but allegedly also on lighting and in fact since 2002, the motorcycle industry in Europe made

² Langham M.P, Moberly N.J (2003): Ergonomics Vol. 46, No 4, pages 345 – 363. ISSN 0014-0139 print/ISSN 1366-5847 online # 2003 Taylor & Francis Ltd

a commitment to start to use AHO (Automatic Headlights On) in order to make motorcyclists more “conspicuous”.

In countries already having introduced mandatory daytime running lights for all vehicles, studies of placing fluorescent tape on specific locations on the bike and using additional motorcycle light arrangements, such as triangular lights, to maintain conspicuity, show little or no effect.

Indeed in a study carried out by DD Clarke, P Ward, W Truman and C Bartle³. the most significant finding of this study with regards to right of way violation (ROWV) accidents, suggests that in particular, *“there is a marked problem with other road users observing motorcyclists. This is the phenomenon whereby drivers overlook a motorcyclist in the immediate foreground seems to be in agreement with the work of Mack and Rock (op. cit.), whose theory of ‘inattentional blindness’ showed that subjects may be less likely to perceive an object if they are looking at it directly than if it falls outside the centre of the visual field. ‘Inattentional blindness’ is suggested by research to be affected by four main factors: conspicuity, expectation, mental workload, and capacity’* (page 8).

The report finds that *‘Some results would seem to permit the discussion of conspicuity and expectation. The fact that many motorcyclists in our sample appear to be trying to make themselves more conspicuous but are not seen (however the report does not indicate what methods were used – i.e. whether this conspicuity included bright clothing, headlights on etc), nevertheless lends credence to the idea that there is something amiss in the cognitive processes of the other involved driver.*

The ‘expectation’ factor, in particular, raises the possibility that some road users have a poor perceptual ‘schema’⁴ for motorcycles in the traffic scene, and therefore do not process

³ Brown, ID. (2002): A review of the ‘look but failed to see’ accident causation factor. In Behavioural Research in Road Safety XI. Department of Transport, Local Government and the Regions, London. Clarke DD. et al (2004): An in-depth case study of motorcycle accidents using police road accident files in Behavioural Research in Road Safety 2004: Fourteenth Seminar.

⁴ A mental representation that consists of general knowledge about events, objects or actions

the information fast enough when motorcyclists are observed' (page 14).

Although referring to pedestrians, the principle of reflective material for motorcyclists remains the same, which is – to be seen and in that respect, Green M et al (2008)⁵ also argue that in darkness: *“There are some drawbacks to reflective material. One is that reflective material sends light primarily in one direction. If the headlamps hit the material at the wrong angle, the reflected light goes in the wrong direction and does not hit the driver’s eye, and the reflector will appear dark. Further, if the reflective material covers a small part of the body, then the driver may detect its light but not recognize it as being a person (...).*

Motorcyclists (and indeed cyclists) are constantly encouraged to enhance their conspicuity by use of daytime running lights and brightly coloured clothing. However, there are contradictory opinions about the effectiveness of DRL and conspicuous clothing: Under some circumstances, e.g. when riding on motorways in heavy rain, the positive effects of fluorescent rain suits and daytime running lights are well known and accepted.

However, under other circumstances, e.g. when riding in cities in bright sunshine, brightly coloured clothing and daytime running lights may have a "camouflaging" effect, in that they make the motorcycle and rider "blend" with colourful, bright objects in the traffic environment.

Motorcycle Fatalities in Northern Ireland 2012⁶

In the study carried out in Northern Ireland, 39 motorcyclist fatalities were examined. For the purpose of conspicuity, 79.5% (n.31) of all the motorcycle collisions in this study occurred during daylight hours.

In one of these cases where the collision involved another vehicle, there was a problem with the visibility of the driver from the cab of the truck to see the light of the motorcycle which may have had an effect on his perception of the distance of the oncoming motorcycle.

Lights

Of the 39 cases reported seventeen (43.6%) were collisions between a motorcycle and another vehicle that had either pulled out from a private entrance, another road (typically at a junction) or performed a U turn in front of the motorcycle. In these cases, the other vehicle was considered the primary cause of the collision.

The investigators were unable to determine whether the motorcycle had its dipped beam or headlights on in three cases, while in a fourth case the dipped beam lights were not switched on, however in that specific collision, the car driver performed a U turn in front of the motorcycle which was coloured bright yellow and was being followed by a white car, which the car driver also failed to see.

In the remaining thirteen cases, the motorcycles had their lights switched on and in one case the motorcyclist was wearing a high visibility jacket.

As highlighted in the table on page 5, in the thirteen cases (76.5%) where the evidence highlighted that the motorcycle’s lights were switched on, the other vehicle driver was in a position to see the motorcycles.

However, as previously noted there appears to be a problem of looking but not seeing which may be due to the size of the motorcycle or simply because the car/van driver is expecting to see another car or van and has difficulty coping with the unexpected.

⁵ <http://www.visualexpert.com/resources/pedestrians.html>

⁶ <http://www.righttoride.org.uk/ni-motorcycle-fatality-report-2012/>

Lighting (Other Vehicle involvement)

Style of MC	Type of Collision	Lights on	Brake light used
Sports 400cc	Van pulls out in front of MC	Yes	Yes
Super sports 1000cc	Car performs U turn in front of MC	Yes	Yes
Cruiser 650cc	Car driver pulls out in front of the MC	Yes	Yes
Super sport 1100cc	Van performs U turn in front of MC	n/a	Yes
Sports Tourer 800cc	Car pulls out in front of the MC	Yes	Yes (CBS)
Super sport 600cc	Car performs U turn in front of MC	No	Yes
Super sport 600cc	Car pulls out in front of the MC	Yes	Yes
Super sport 900cc	Car pulls out in front of the MC	n/a	Yes
Super sport 1200cc	Tipper truck pulls out from entrance to quarry	Yes	Yes
Naked 600cc	Car pulls out in front of the MC	Yes	Yes
Super Sports tourer 1100cc	Car pulls out in front of the MC	n/a	n/a
Sports 1000cc	Car turns right in front of MC	Yes	n/a
Tourer 1300cc	Van performs U turn in front of MC	Yes	n/a (ABS)
Super sport 1000cc	Truck pulls out in front of MC	Yes	Yes
Super sport 1000cc	Tractor pulls out in front of MC	Yes	Yes
Super sport 1000cc	Van driver cuts the corner in front of the MC's path	Yes	Yes
Super sport 600cc	Van driver pulls out in front of MC	Yes	n/a (LED)

N/a – information not available

Right to Ride Hi-Viz Survey

The Hi Viz debate still smoulders on and seems to re-ignite now and again, so we published a questionnaire in 2013 to gauge riders' opinions about high visibility clothing.

The actual survey remained on the Right To Ride websites for c.15 months – between June 2013 and September 2014.

Over the 15 month period, 235 riders replied and of these, 57.4% responded that they did not wear a Hi Viz jacket or vest.

1) Do you wear a Hi Viz Jacket or Vest

	Frequency	Percent
No	135	57.4
Yes	100	42.6
Total	235	100.0

However when we broke down the sex of riders, proportionately more female riders replied that they did not wear Hi Viz compared to the male riders. In fact 76.5% of female riders replied that they did not, compared to 56% of male riders (although the sample size of female riders was considerably smaller).

2) Do you wear a Hi Viz Jacket or Vest

	No	Yes	Total
Female	13	4	17
	76.5%	23.5%	100.0%
Male	122	96	218
	56.0%	44.0%	100.0%
Total	135	100	235
	57.4%	42.6%	100.0%

The age of the riders surveyed highlighted that 69% were aged from 45 years upwards, while 30.6% were aged under 45 years.

3) Age of rider

Age	Frequency	Percent
n/a	1	.4
Under 18	4	1.7
18-24	8	3.4
25-34	19	8.1
35-44	41	17.4
45-54	108	46.0
55-64	47	20.0
65 or Above	7	3.0
Total	235	100.0

In table four, the age groups that are more likely to wear Hi Viz are up to age 34 and from 65 years onwards, while the groups between 35 and 64 are less likely to wear Hi Viz.

4) Age of rider wearing Hi Viz

Age	No	Yes	Total
n/a	1	0	1
	100.0%	.0%	100.0%
Under 18	1	3	4
	25.0%	75.0%	100.0%
18-24	2	6	8
	25.0%	75.0%	100.0%
25-34	9	10	19
	47.4%	52.6%	100.0%
35-44	27	14	41
	65.9%	34.1%	100.0%
45-54	65	43	108
	60.2%	39.8%	100.0%
55-64	27	20	47
	57.4%	42.6%	100.0%
65 or Above	3	4	7
	42.9%	57.1%	100.0%
Total	135	100	235
	57.4%	42.6%	100.0%

Table five identifies where the rider resides and 37% resided in England, while 34.9% resided in Northern Ireland, with 6.4% in Scotland and Wales and 7.2% in the Republic of Ireland.

5) In which country do you live

Country	Frequency	Percent
England	87	37.0
Northern Ireland	82	34.9
Ireland	17	7.2
Scotland	7	3.0
Wales	8	3.4
Other	34	14.5
Total	235	100.0

When asked when they wore Hi Viz while riding, only 101 responded to the question, of these, 48.5% replied that they wear Hi Viz all the time, while 40.6% replied “now and then” and 10.9% replied that they only wore Hi Viz while commuting.

6) When do you wear Hi Viz while riding

	Frequency	Percent
All the time	49	48.5
Now and again	41	40.6
When commuting	11	10.9
Total	101	100

Conclusion

The survey was designed to be a simple questionnaire that did not need or require a large amount time to respond.

Therefore questions were asked to find out basic information about the rider as we were more interested to gauge the rider’s opinions about Hi Viz jackets or vests.

Although these opinions which are reproduced below ranged from the sensible to the insane to the obtuse, it gave us the opportunity to understand riders’ opinions.

We did not ask what they thought if Hi Viz might be proposed to become compulsory, however the reaction by riders and their representative organisations of the rumour of EU compulsion demonstrates the strong feeling that there is on compulsion and not necessarily just about hi-viz.

The majority of riders (57.4%) stated that they did not wear Hi Viz, while 42.6% stated that they did.

Riders most likely to wear Hi Viz are mainly those up to the age of 34 and from 65 years onwards while those less likely to wear Hi Viz are in the age groups between 35 and 64, which were also the largest groups of riders.

Riders were asked to give their opinions as to why they used Hi Viz or conversely why they did not use Hi Viz jackets or vests.

95 riders explained why they preferred to wear Hi Viz of which 60 responded that they wore Hi Viz to be seen, the remainder explained that they wore Hi Viz depending on the weather or situation – e.g. marshalling, work, commuting etc.

136 riders explained why they did not wear Hi Viz and the overwhelming majority were of the opinion that Hi Viz jackets or vests did not make any difference to their safety on the roads.

See Annex One - pages 8 to 20 - for details of opinions.

Right To Ride

As riders involved in road safety, the message to us is clear, which is that legislators, road safety policy makers or road safety organisations with influence who have a safety agenda affecting riders, not only need to take note of the “group” that they are trying to affect but they need to present facts and structured persuasion to influence riders’, attitudes or behaviours.

However in circumstances when riders have faith in their own destiny, then no matter how or why legislators and safety organisations present any proposed changes, this will lead to a clash between that “safety” group and

riders mainly because of a lack of dialogue and respect of opinion, but as we have witnessed over the years, because of ignorance about what actually works and what does not.

Thus with the example of France and the French riders which could be said is “normal” protesting in France, you will get the idea that riders will make themselves heard.

We can conclude that riders are quite capable of making their own decisions on what they consider to be “safe” to wear whilst on the road.

Trevor Baird
Right To Ride

Phone: +44(0)7747604119

Email: trevor.baird@righttoride.co.uk

Website: www.righttoride.eu – www.righttoride.co.uk

Annex One

If they answered YES to wearing Hi-Viz - Riders were asked “why do you wear one”?

1	The more visible I am to other road users then the safer I am
2	Increased chance of being seen
3	I wear it for the retro reflective aspect while commuting in darkness.
4	As an added safety measure, along with my bikes headlights on and awareness of what's going on around me.
5	Started wearing it when marshalling on a Mizen to Malin sponsored cycle run
6	To make me more visible to other motorists.
7	Keeps my motorcycle jacket clean of flies and road fuel spray from exhausts. Just stick the high viz in the washing machine and looks like new, whereas the motorcycle jacket would need professional cleaning every six months.
8	Statically and hopefully will stop me from being damaged while riding as again hopefully a motorist will have more chance to see me and avoid me!
9	Self preservation. As a former police officer and a Motorcyclist of some 58 years I know by experience how little other road users are aware of what is going on around them
10	Because the group I occasionally ride with expect it.
11	So other road users have a better chance of seeing me
12	To make me more visible to other road users and should I be involved in an accident i.e. being knocked of by a SMIDSY driver then there would surely be a question mark over their fitness to be driving. I don't think they should be mandatory as it could snowball to other items that a sensible person would wear and increase the cost of getting started which might deter some from starting riding motorcycles.
13	As I wear mainly dark riding gear, I wear a vest to be more visible
14	To stand a better chance of being seen.
15	For visibility and a white helmet, other than a hi vis helmet this would be the best way of being seen.
16	I have worn a hi-viz Sam brown belt or vest since I started riding over 20 years ago. I wear them because I believe it makes me more visible to other road users, particularly in poor conditions.
17	Increased visibility to other motorists. Experienced a notable difference to motorist's reactions to my presence as a result.
18	Because even if I've made no mistakes and a drivers hit me, their insurers will attempt to use the lack of hi-viz to reduce/avoid paying out.
19	Have only worn one at night
20	Anything that enhances my visibility might allow other road users to see me earlier.
21	To be visible
22	In the hope I will be seen more easily
23	To be seen
24	I have a 30km commute on a motorway to work every day. I wear my hi vis on winter, foggy or rainy mornings when it is also dark. It's the reflective stripes that make the difference not the colour. People still don't see me when I wear hi vis.
25	Days of poor viz...or if I am going into town...I live in a remote area and never wear one if I am out of busy car traffic.

26	I have to wear them riding a motorbike for work and have carried that on to my personal riding for safety
27	I work night shifts so I find myself traveling country roads at 4 am. The reflective banding makes me feel a little safer and thus happier.
28	Increased visibility
29	Near 2 accident because car driver did not see me on bike in crossing
30	As someone who works on motorway maintenance crews, I need to wear one to be seen more easily by drivers. For my safety. So why shouldn't I wear one on my motorcycle?
31	Feel safer
32	My normal daily jacket has reflective panels to increase my visibility if I'm off the bike. If I wear my other jacket then I have a hi-viz vest with reflective strips to help me be seen off the bike. I don't think the reflective helps your visibility unless you are off the bike and I would hate to be in the middle of the road and be hit by a car. I just hope the hi-viz will help prevent that!
33	I wear Hi Viz in poor conditions. I believe in good conditions Hi Viz makes little difference.
34	To maximise my visibility and thus to be sure I've done everything reasonably possible not to go unseen
35	It helps sometimes in the morning but people still try to run you over as car drivers are blind. It's more a confidence thing for yourself. If I'm wearing one you think people will see you better it's not true.
36	I really don't believe it makes much of a difference at all, Add I do think that the jury is still out on this issue. I Just hedge my bets.
37	On dark or dull commutes it may help others to see me but I don't rely on it
38	Wear it to increase visibility when slow or stationary.
39	Years ago a car driver nearly ripped my leg off , he said he had not seen me , on a motorway in extreme weather conditions when you have to drop down to 30 MPH in monsoon rain conditions bikes don't have hazard warning lights, it gives me hope drivers can see me , defensive riding , being seen hopefully will extend my life on a motorcycle ! It's too late if you hit bad conditions and a high viz vest is in your top box , regards Tim.
40	To be seen
41	To be seen better why not don't cost a lot
42	In inclement weather or in bad visibility
43	Even with extra lights on my bike, sometimes there have been some unnerving close calls, I hope the hi vis makes me have less of them, especially as the days get shorter
44	I want to be seen!!!!
45	People today have a conditioned reaction to hi viz that makes them sub consciously take more care. As well as motor bikes I also ride horses on the road. Go out without a high viz and the traffic flies past but wear a high viz and the traffic usually slows down and gives you more room. There are so many high viz people on the roads that if you are not in high viz you merge into the background relatively speaking.
46	To help the blind drivers see me
47	To be seen
48	To ensure that car drivers can see me!
49	Only wear it in low light conditions

50	To be seen if me and the bike part company on a dark night or in bad weather.
51	Improved visibility to other drivers
52	Marshalling ride outs, riding in poor visibility (fog),
53	Because in some situations I think it gives drivers greater opportunity to see you, given the poor standard of many drivers this can be beneficial. Though I think that the over use of hivy is detrimental to the safety factor as if it becomes standard, school children, workers, cyclist, bikers etc all the time, it becomes the norm and the mind will no longer be stimulated when its seen. I think a greater benefit to road safety would be if you no longer got your licence till 70 but were retested every 5-10 years, this would be all motor users, with maybe 6 month leeway to retake your test if you failed before your licence was withdrawn. Not a vote winner though. New car drivers should also be restricted in the same way as new motorcyclist. Been riding and driving 28 years with no requirement for training and in that time the vehicles and roads have changed enormously.
54	In the vain hope that it might help SOME other road users to see me - IF THEY ARE LOOKING FOR ME - but I know that hi viz has limitations. Because it reassures my non-biking wife that I am trying to be as safe as possible
55	I wear mine when the weather is bad or there is bad visibility i.e., at night or in the winter .
56	I wear one when travelling at night or poor light i.e. twilight, Foggy etc. to help be seen from Behind, so that a Cage driver who may be travelling too fast does not drive over me, when I am slowing down.
57	I wear hi viz in winter, this is mainly for the reflective part of the hi viz waistcoat.
58	To increase my visibility. NB: I have a Macna jacket with the optional "night eye" vision vest.
59	Only in the mornings at times of poor visibility, tend to use a Black Hi Viz as it has a large % of reflective material, it is the visibility in headlights I need. There is way too much Yellow & Orange Hi Viz product out there worn by lots of folks it has become commonplace and attracts little attention now, it used to, but now the market & roads are saturated. Lost its impact, in my opinion.
60	To get seen at night
61	Personal Choice. Also to give the bloody Tin Box Drivers no excuse for not seeing me. But under no circumstances should it be made compulsory
62	Anything that helps the partially sighted that drive see you must be good!
62	To improve my chances of being seen by other road users
64	In the winter months
65	I ride every day, so a good chunk of my motorcycling is made up of my commute to work. Whilst it is a short commute it is all in heavy congestion and I was getting fed up with being cut up, undertaken or having people pulling out in front of me. On and off I had used a hi viz vest over the years, in bad weather, night riding and any condition that reduces visibility, but wouldn't wear it in daylight hours, but since wearing it on my daily journeys (along with a fluo helmet and off course with the headlight on), I have noticed a significant drop in "near - miss" and "SMIDSY" incidences. Whilst I hate going out dressed like a clown, I've got used to it and you don't notice it when it's on (I take it off when I'm off the bike), I'd much rather arrive at my intended destination with myself and my beloved bike in one piece
66	Less excuse for the myopic cagers.
67	When I am Marshalling events.
68	Having been a rider for many years and having done the hooligan thing - we realised that a bike

	<p>is in fact a tool - it's a lump of metal and potentially as dangerous if not more than a gun. People treat bikes as toys - and therein lies the problem..... the minute you "think" you have it under control - it will bite you back.</p> <p>Visibility is what it's all about and even with a Hi-Viz vest and white helmet you still find that drivers don't see you.</p> <p>I'd rather be noticed and have a safe ride that "look cool" and increase the risk of failing to arrive at my destination!</p> <p>ONLY when riding off road in mountains do I remove the vest - but it's kept in my pocket in case of emergency, when it can be used to attract attention in case of emergency!</p>
69	Only at night or when the weathers bad, more for the reflective strips than the colour
70	I wear a high biz textile jacket, But it should not be made compulsory, it should not be made compulsory by any means.
71	Mostly during adverse weather or if I'm travelling during the hours of darkness. If something happens to me hopefully other road users will see me more easily than if I only had my black jacket/trousers.
72	Car drivers don't look around them very well. If this gets me seen 1 time in 1000, it could be the time that saves my life. So why would you not wear something that improves you visibility.
73	To ensure that I am seem when commuting as I feel most drivers aren't exactly switched on when they get behind the wheel
74	<p>Use a flexothane jacket primarily as it is highly waterproof - the hi-vis aspect just helps car drivers see me in poor visibility conditions.</p> <p>Wear it mainly when commuting if the weather is wet and/or dark. Did wear a yellow one, but riding a Pan European cars kept slowing down too much in front of me and lads on R plates nearly crashed in panic when they saw me on the motorway, so now wear an orange rail workers one as it doesn't shout police so much.</p>
75	Increase my visibility to other road users.
76	As a learner I need other road users to see me. A hi viz helps with that
77	Just to be seen during my evening commute home. I got mine after seeing the Polite campaign in MCN and it has worked a treat.
78	I all ways wear a high viz when commuting, I even have a white helmet for the commute, for pleasure riding, I Wear one in poor conditions. Rain, dawn, dusk ect.
79	<p>I wear a hi-vis vest at night when commuting and particularly in poor weather conditions. At night the vest is more likely to draw the attention of other road users when illuminated by vehicle head lights.</p> <p>I no longer wear a hi-vis vest while riding in daylight/bright conditions as I do not feel that the vest makes me anymore visible as drivers simply do not pay enough attention to motorcyclists (I have been hit by cars while wearing hi-vis in daylight). Vehicle headlights do not reflect off a hi-vis vest in daylight as much as they do at night and wearing a hi-vis vest can give a false sense of security.</p>
80	<p>I hope to be a bit more visible to the 'smidsy' crowd.</p> <p>Got t-boned over 3 years ago, despite wearing hi-viz, by a driver who was looking but obviously didn't see. Still think it's sensible to wear. After all it's my life.</p>
81	I only wear it if I'm riding in the dark as I'm normally on country roads. I wear it to help other road users see me.
82	I wear one to be seen more when the nights draw in and darker mornings or when it is a dark overcast day which is quite often in Northern Ireland.
83	Really wet and rainy days, or if riding late at night. However I feel that too many people bikers and non bikers wear them so they become just an everyday sight, rather than eye catching.
84	In adverse weather conditions where side window/junction visibility in cars may be reduced.
85	When I'm training students. It's more of a uniform than anything else.
86	It is a tool to increase my visibility and augments my riding style used to show more of me to other road users.

87	Poor light conditions
88	Because car drivers are stupid and blind
89	When acting as an observer for IAM as to make it more visible to other road users that someone is receiving training.
90	Textile jacket with small hi viz panels or flashes - RTS Paragon II. Not too much. Have seen new jacket which is mostly hi viz or jackets with a lot more panels. While I think hi viz is a bit over the top, a small bit might help. If in an accident in black gear, I can just imagine first thing opposing insurance or solicitors are going to say. Reckon it would be much better for car drivers to be given some kind of awareness training. When I am in my car, I am, I think, more aware of a bike approaching. If in slow moving traffic, I can move over a bit to let bike by - no matter what the rider is wearing. Was very surprised at two recent runs in Northern Ireland how many people wore hi viz vests or jackets that were mostly a hi viz colour.
91	To help to be seen
92	More chance being seen, only if it is a tiny amount, it's better than nothing!
93	To make every effort open to me to help other motorists see me. Also have found from a number of occasions that whilst off the bike for any reason other motorists become very aware of my presence. If the wearing of a reflective vest makes other motorists think even for a fraction of a second, then that has to be a good thing.
94	Makes me feel more conspicuous
95	I like to make myself as visible as possible.. I wear a pink one, and it keeps my jacket clean.. I feel naked without one on. I also would like to think that if I came off my bike, lying injured, on a quiet road, that my hi-viz would pick up in a vehicles head lights, easier than if I just had my dark gear on

Riders were asked if they answered NO to wearing Hi-Viz - why do you not wear one?

1	Don't like the look of them
2	End the Nanny State
3	My bike has got lights! If car drivers & other drivers cannot see a motorcycle should they be on the road?
4	Because I don't believe they contribute to safety - and I don't want to wear one anyway. Focus has got to be on improving driving standards assisted by far greater penalties on drivers to do not pay enough attention to other road users resulting in injury and death to bikers, cyclists and pedestrians. A new requirement should be for drivers to stop at junctions for a predetermined length of time in order for them to carry out a full assessment of the road he/she intends to join. Even 10 seconds would be significant.
5	It's a bit Girlie!!!!
6	Because I'm not convinced it does any good at all
7	Not something that's ever appealed to me while riding.
8	Drivers should be looking for a motorcycle not a yellow target,& it's my choice .
9	It does only give you a false feeling of safety. Cagers that do not look, or are occupied with their I-things do not see your colourful vest. They just shift lanes.
10	I do not think it makes any difference in the slightest. I ride a CB1300 and an R1200gs both have the lights on all the time and both like myself are quite large. Cars still pull out in front of you I have even had a POLICE CAR pull-out on me. Only solution is take all the cars off the toad and that will never happen.
11	I do not believe hi vis offers any more protection in riding a bike, I have been riding for 26 years, have never worn any sort of hi vis, yet never had an incident of smidsy. I believe that good riding, defensive riding, appropriate speed, and observation skills are more paramount to being a good rider. I believe that people put too much trust into so called protective clothing, and move the responsibility for their safety from themselves to the clothes they are wearing.
12	Not particularly visible viewed from the front where most danger to a motorcyclist is located. Viewing from the back would have little if any safety implications. Headlight is the best method of being seen. Hi viz helmets actually would make more sense in my opinion.
13	I don't believe it will save me from inattentive drivers
14	I choose not to.
15	Ride a WHITE sidecar outfit
16	I am obscured by the bike so it would be ineffective even if I felt it would help.
17	I have to wear one at work every day it is a waste of time because everyone is wearing one they get ignored OK at night reflective material makes sense!
18	If a driver is not going to see you with one he is not going to see you with one. Drivers are half asleep all the time as they do not need to pay attention like a bike rider does. They can't fall over, they don't worry about pot holes as there car just bumps over them, They don't care about bumping into a gutter (oops another scratch on the rim o well). They press buttons on radio, play with their phone, heater nobs aircon etc. If you are going to be an unlucky rider who is hit by a car then no matter if you are wearing the vest or not you will be hit, plain and simple. I've been riding bikes for over 20 years on the road and the only way to stay safe on the

	<p>road is to ride aggressively and not passively. If you sit in traffic or plus or minus 5km/h you are more likely to be put in a bad situation as you give drivers the chance to react and get in your way or vice versa. If you do 20km/h faster than the traffic then by the time the driver has seen you, you are long gone thereby not giving them the chance to Brake, Swerve, Accelerate into a gap or place where you are aiming for.</p> <p>The less they see you the better as they will then not have the chance to react and cause the problem. The thing that saves bikers is that the longer you are a biker the better you become at anticipating what drivers are doing and what their next move will be before they know they are going to make it. i.e. The slight head tilt toward the centre mirror (going to lane change), Car swerve slightly toward centre line. Wants to change lane or is looking for a gap or not sure where they are going and need to get off the road or look for sign to say where they are etc. It's just the longer you ride a bike on the road the safer you are.</p> <p>That is the truth. And no matter if you are in a car or a bike there are just people out there are should not be driving or riding as they just don't pay attention to what they are doing. This is the problem.</p> <p>No safety vest in the world will fix that problem.</p>
19	<p>Drivers should be able to see me without dressing up like a clown.</p> <p>For night time, a lot of my bike clothing has subtle reflective strips/ flashes in it which will help me be seen as it gets dark without wearing hi-viz vests.</p>
20	<p>Lots of reasons - from I ride a bike because I want to project a certain level of "cool" - which I know is shallow - through to it gives other road users yet another excuse for not looking where they are going - in non-motorcyclists minds wearing of dayglo, daytime lights etc. just make it our responsibility to be seen and decreases their responsibility to look.</p>
21	<p>If I can't be seen with a headlight on I don't see what difference a hi viz will make</p>
22	<p>I commute to work and in the winter I find Hi viz does not show up, however I do wear reflective material which is very effective in the dark. And in the summer months every man and his dog appear to wear hi viz yellow with this I feel it no longer stands out in a crowd, on the other hand I feel orange hi viz does stand out. At the end of the day one in three car drivers still don't see us what ever we wear and tats fact.Educating / training car drivers to look for and see motorcyclists must be priority</p>
23	<p>Hi vis gear cost more , it's hard to keep clean and if a car can't see two head lights and a big yellow bike then they should not be driving</p>
24	<p>Only in really bad weather</p>
25	<p>I'm not convinced they work well during day light hours.</p>
26	<p>I work in an industry that everyone has to wear hi-viz. People have become hi-viz blind. However ,I do have light reflective patches on my suit..</p>
27	<p>I really don't believe it makes much of a difference at all</p>
28	<p>There is no compelling evidence that wearing hi viz whilst riding a motorbike actually improves the chances of seeing the rider. The studies I have read indicate that while hi viz is effective for slow moving and stationary objects, it's ineffective for fast moving things.</p>
29	<p>Do not own one and never thought about buying one.</p>
30	<p>It doesn't help you be seen.</p>
31	<p>They are unattractive.</p>
32	<p>It's my choice, I wear one daily as a roadworker and cars still get rather close, it's no different now as 25yrs ago when we as workers never had to wear one, people will always drive there car's like there never going to give way to anyone, no matter how bright and glowing a person can dress</p>
33	<p>I find it totally unneeded except in a breakdown situation.</p>

34	Don't like the look of them
35	It's never occurred to me that I needed one. I ride with lights on and my bike's bright orange so I hope that has some effect!
36	I don't wear one because I don't see how it's really going to make a huge difference. My motorcycle is white in colour and I have reflective wheel rim tape around the wheels. My motorcycle also is a newer model therefore I cannot turn my front or rear lights off, anyone who cannot see head lights coming or a bright red tail light when riding behind a motorcyclist needs their eyes checked because you will see headlights especially during the day way before you'll ever see someone approaching you in a high vis vest. There are also reflective arm strips available in bright florescent yellow which reflect oncoming light during the dark just as well as a hi vis vest. Not saying that a Hi Vis vest is a bad thing to have but I just don't see how it would make a significant difference. Plus anyone who is in a motorcycle club wearing a hi vis vest won't be able to display their motorcycle club patch whereas reflective arm strips you can have best of both worlds!
37	My bike's lights are on constantly and feel that this is effective without having another safety item to wear on top of leathers etc.
38	It is not about visibility, I have been knocked off by cars whilst wearing hi vis. Our driving laws are rather lax when it comes to making sure car drivers brains are plumbed in. I ride with lights on, no hi vis, it irks me that instead of refining the driving laws for cars they will just blame bikers even though it is usually quite clear that it is the car drivers fault. Are they making all cars have hi vis panels, no, do cars pull out on cars yes, are cars invisible . . .no.
39	If a driver can't see my silver bike with lights on I don't think a hi viz will make much diff
40	I already ride a bright yellow motorcycle on dipped beam and have no desire to look like a motor bike cop or a learner. What is the point on spending money on quality motor cycle gear only to cover it in a glorified bin liner !
41	Don't like the thought of wearing a HiViz, Plus like the choice of what I like to wear.
42	There is high viz bits on my jacket and I wear a luminous helmet.
43	I have reflective patches and bright colours on my jacket already
44	There is plenty of visibility strips on my leathers, boots and gloves
45	Why? Lights on all the time. I spent a lot on a good leather jacket, I do not want to look like Bob the builder!
46	I don't feel the need to as car drivers of which I am one also don't have to wear them
47	Just.
48	No real excuse, just holding out till i buy a new jacket, this will have ih vis panels.
49	Why would I? We all know that other vehicle drivers fail to see bikes, it has nothing to do with our visibility and everything to do with them not looking / not being engaged with the actual driving task / looking straight through us, misjudging our speed etc. Dressing up like some kind of imbecile isn't going to help the situation. Ride accordingly and the blind smidsy's will find someone else to drive into to. If I want to be noticed, I'll put a pot plant on my head and wear a banana skin jacket.
50	Hi viz makes no difference. If car drivers can't see a big bike with headlights on then they aren't going to see hi viz.
51	There has been evidence what so ever that the wearing of these ridiculous vests achieves anything at all. Whilst wearing them on a building site at close quarters to others may

	increase your visibility and even that is questionable it does NOT improve the distance at which you can see a motorcycle. Recently I noticed a bike coming up behind me from about 700metres, when he got to about 150-200 metres I could see he was wearing a high vis vest. These do nothing but make the rider look like a fool
52	You ride with lights on and some drivers still don't see you they won't see you with hi vis clothing
53	Can't find one in leather or one that fits without flapping.
54	Don't wear one normally as there is so much hi vis stuff out on the roads that car drivers have become as oblivious to them as everything else.
55	Because I'm a biker and I wear black leather
56	I will not wear one during the day.. Pointless, Riders attitude is the only thing that will save him ie LOOK THINK and ACT
57	My normal protective clothing has enough reflective on it for night time riding. Hi viz vests are useless in daylight.
58	I feel as though a brightly coloured motorcycle along with a jacket with high visibility strips should be sufficient for other road users to acknowledge my existence on the road. I am strongly against the idea of using a biker not wearing high visibility as justification for an accident (insurance companies)
59	My bike has the compulsory headlights on feature, if other road users cannot see headlights, how are they going to see hi-viz?The fact that the EU is thinking of making bikers wear hi-viz is enough of a reason to protest about it, & not wear one! Thanks for asking Dedicated Motorcycle Action Group Member, UK.
60	Drivers should be educated to look and see other road users. I do not believe hi viz makes you any more visible to someone who is not looking for you, or drives inappropriately if they do see you. Also I do not wish to ride around looking like Dayglo Derek.
61	I ride with lights on day and night.
62	Does not make any difference to other drivers noticing you. If they don't look they don't see you anyway. Wearing Hi-Vis actually puts you more at risk since you'd believe that other drivers will see you. They won't!
63	I would not wear a hi viz jacket or vest , these are for emergency staff and road workers . If we wear them and every other worker, pedestrian and child walking for school etc we will all blend in and not be seen anyway.
64	Cover up my badges
65	I prefer to know that other vehicles have not seen me, so that makes me more aware of them. Also motorist don't see hi viz anyway, if they do they seem to think you are going slower then you are. The only time I may ware one is in foggy conditions
66	Not convinced of the safety claims. I already ride with headlamp on, and that doesn't seem to stop people pulling out on me.
67	Don't see the need I ride to be seen use the road
68	Why should I??
69	Back here bicycle and scooter rider wore them and it doesn't seem to work in their favour.
70	Another lemming like step on the road to health and safety hell
71	Only wear if weather poor

72	Don't ride at night mainly in the summer.
73	Want to show off my leathers and not cover them up.
74	Don't believe they work was wearing hi viz - still got T Boned on a roundabout by a blind 72 year old man driving a large estate car, he thought it was a T Junction not a roundabout ! "Sorry didn't see you" he said - Result Broken leg & Ankle. Police prosecuted him - then let him off then after he agreed to go on Driver improvement course (at 72 if he hasn't got the hang of it yet god help us!). Hi viz only really works when it reflects a stronger light source, I ride dipped main beam headlight on at all times this actually makes the bike more visible in all conditions, poor observation by Drivers is the issue the root cause is not Riders not wearing hi viz its drivers not looking. Also the ridiculous euro noise restrictions, like electric vehicles too little noise stops people using there hearing senses as back up to their Sight. Early trials with electric vehicles recorder a higher instance of pedestrians walking out in from of these electric cars because they did no here them.
75	It makes me look like a Pratt!
76	A separate high visibility bib tends to flap around in the wind too much and is an annoying distraction. However in certain circumstances, such as marshalling on organised rides it is useful. For every day riding it's a pain. My standard riding kit has some reflective areas and that is enough to enhance my visibility.
77	Really wouldn't make a difference in my opinion
78	Never thought it necessary. I use my headlight in dull conditions or deep shade.
79	I can see a black car in the dark due to its lights. The same is said for bikes.
80	I ride a bike-based trike which is equipped with twin headlights, low level driving lights and white LED position marker lights facing forward and three pairs of multi function rear LED lights... I do not see the further benefit of HI-VIZ. I also believe that motorists, not bikers need to be educated and re-tested in their observation skills as they would appear to regard us as disposable inconveniences in the road. As a biker, I believe that I should be allowed to choose whatever safety gear I feel comfortable with and not be forced to wear layers and layers of gear that may be uncomfortable or induce a false sense of invincibility!
81	Even though we realise the use of a hi viz vest has its uses (if we were to part company with the bike we would be visible to other road users/ emergency services) we do not consider it a necessity. Our jackets, trousers & boots all have reflective strips.
82	I spend money on leathers and patches so wearing a hi vis would take away the look I like! But I hasten to add that hi vis is a personal choice and agree that some people like to wear them. I don't agree that it makes you more visible! if a cage driver isn't looking no matter what you wear the phrase SMIDSY will apply. Even Police with their hi visual gear and bikes get hit!!!!
83	They are of no use.
84	Prohibitively expensive in the UK for a proper motor cycle over hi viz (£30) for a decent one , i already ride with headlights lit , if a car can't see that , they won't see a hi vis jacket
85	Because the reason people don't see a biker is because they don't look at all carefully.... a brief glance at best for an awful lot of people.If it becomes common to wear these things.... or always have a headlight on, then they will look even more carelessly just looking for something bright and nothing more. As an illustration of my point..... If the punishment for not seeing a biker was ten years in prison, I GUARANTEE that the "sorry, didn't see you mate" accidents would become very rare. If you want to see careful motorists..... visit the Isle of Man during TT race week in June, and boy..... their heads are swivelling like puppets on speed at junctions..... pull out there in front of a bike, and it is very likely to go straight through your door, and take your corpse out of the other door.All someone has to say is that they didn't see you, and immediately some blame is on the biker..... I bet not many bikers

	pull out in front of bikes. I wonder why?
86	Do car drivers wear Hi Vis jacket or vest ? the answer is no, so why should I wear one if the car drivers are not
87	None of your bees wax
88	As a logistics team leader I wore one everyday around the factory, it made no difference to the trucks and forklift drivers, people become used to seeing hiviz every were, you start to blend in and become hiviz blind. H&S as usual dictating what people do. It's about educating people in awareness. Why not paint cars and vans a hi visibility colour instead of making us suffer the consequences of a driver that has the inability to be aware of their surroundings
89	Because there is no evidence to show that they are of any benefit whatsoever. Show me some and I would be interested in reading it, until then 'hi-viz' is as beneficial for me as praying. That is to say - not at all.
90	If other road users cannot see me without a hi/vis and I am doing the speed limit or less. Then they need to be paying more attention to the road or get there eyesight checked. But if I am going that bit faster, then I need to watch out for any danger that may occur.
91	I feel I don't need it. I always ride with dipped headlight on.
92	car drivers tend to aim at you while wearing the vest -like a beacon they have to drive onto ,not safe!
93	It serves no purpose. It has no effect on whether you are seen or not.
94	I don't believe it helps at all. If a car can't see your headlight, reflectors etc.. hiviz isnt going to make them more aware of your presence
95	Hi conspicuity leathers already purchased, plus riding with lights on. Hi viz worn in poor weather or darkness. Reflective strips on leathers as well.
96	I have a white helmet and never thought of wearing a high viz
97	I will choose what I wear.
98	I dress in short sleeve black leathers (to show off my tats), chains and black helmet, hi-vis would ruin my edgy look and chances with the ladies.
99	I currently wear a bright coloured jacket. I have seen no statistical evidence that wearing high Vis makes any difference to a Motorcyclists safety on the road.
100	It serves no useful purpose. There is so much hi-vis out on and around the streets that it doesn't make a rider more visible. I have anecdotal evidence the attaching a small camera to you helmet or bike gives a far better result. Bikes are not a hazard to cars, but being caught by a camera doing something wrong or stupid is much more of a risk to drivers!
101	I used to wear one whilst working as a dispatch rider and it made virtually no difference. Ended up getting smeared up the side of a car. Woman changed lanes whilst I was level with her front passenger window and she claimed she did not see me. Aside from that if you wear a hi-viz vest you just blend into the side of the road and people register you as a cyclist or road worker not as a motorcycle rider.
102	The problem with car drivers not seeing motorcyclists is not visibility it is threat assessment. It is done at a sub-conscious level. CARRS in Brisbane has done studies on this. A truck at 100 Metres is potential death to car driver so he stops. A car at 100 Metres is potential injury so he hesitates and then stops. A Motorcycle is no threat of injury, so he continues on his merry way. A Motorcycle cop at 100 Metres is a possible fine or loss of licence, so he stops. (The last one is based on anecdotal evidence of Motorcyclists that have brought bikes that resemble Police bikes)
103	Target fixation - I don't want to be a target

104	Governments are far too interfering in what and how we should be protecting our selves, especially if it comes to motor bike riding. If we wanted 'SAFE' we would probably not even be riding. It's our choice what we should wear. The fact that we may need to wear one by law or even the possibility that we have to have one in the bike somewhere I object to. Yet another way to due some revenue raising!
105	Ineffective during the day. Can only be seen at night when light is directed at it. I prefer to make myself audibly noticeable at all times and use active additional lighting at night to draw attention to my vehicle.
106	Believe it makes absolutely no difference.
107	I don't see the need for it. Car drivers just need to learn to look for other road users especially motorcyclists
108	They have been proven NOT to work. A headlight is more visible than a Hi Viz vest
109	Because my bikes are bright colours have headlights on and at the end of the day it's my decision
110	It will not make any difference to safety. Every one whom now work on construction police ambos etc. wears a hi glow vest. So in the end the public is blinded to any real sense of safety.
111	I would not wear one because I have a headlight on my motorcycle that by law is always on. The motorcycle was imported into the country and sold through the dealer that way as a safety point.... "compulsory headlights on". Driver training for motor car drivers to actually be taught to look for motorcyclists wold be far more beneficial.
112	I have ridden for over 30years and i see the wearing of hi vis as a false sense of security There are many tests that show that the brain blanks out such things as unimportant, this is seen with wearing of hi vis in the work place. Driver and rider education and the attitude of road users need to be improved to save lives not these band-ad type of regulations
113	Don't like it, don't need it.
114	Because I think you should have the freedom to wear what you want.
115	They don't work - black is best
116	Because, apart from looking ridiculous, they have nothing to do with safety. If made mandatory, they would represent a cop-out by the government in dealing with genuine safety issues such as: <ol style="list-style-type: none"> 1. Bad driving by motorists 2. Re testing of elderly drivers. 3. Inappropriate speed by motorcyclists. 4. Potholes and general road conditions.
117	I do not wear one as I have my lights on permanently and am in the belief that if other road users can't see the headlights or indicators, how can the same road users see a hi-viz jacket. Sorry if this seems naive but it's what I believe.
118	I would feel like a dick! I'm not convinced that they do any good.
119	Why would one be necessary on a motorcycle with good lights, or is it just an excuse for blind car drivers to get off with running into motorcyclists who are not wearing them. Regular eyesight tests for car drivers would make more sense.
120	I have a nice leather jacket to wear, why would I wear a piece of yellow crap over it? If motorists can't see your headlights they will hardly notice a yellow bib behind it? Put a top box on, can't see it from behind either, these jackets are for car drivers who ride a bike on a Sunday.
121	My choice
122	Just don't like the look of them and if a car can't see your headlights a vest won't make you magically appear.

123	Because I do not think in real terms hi viz makes much difference and there has been no real research into its effectiveness. I have met a few traffic police riders who wear hi viz at work but not when out on their own bike.
124	I don't believe Hi Viz makes me any more visible. I prefer to assume a driver hasn't seen me rather than trust that he has seen what I am wearing.
125	Don't believe they make any difference and I prefer to ride defensively
126	It is my choice and I do not see the benefit. I have ridden with one previously and it makes no difference, I still get pulled out on... and no, I don't speed excessively. I ride with my light always on, with reflective piping on my protective gear and am happy with that. I am not a policeman or a roadside worker and do not agree with the bubble wrap brigade that one should be worn.
127	I believe it will make little or no difference to being seen. My lights are already on at all times.
128	I see no need, I have managed not to crash for the last 30 years on the road and I do not wear hi-viz and I refuse to ride with my headlights on in daylight as well. The onus is on the rider to be aware for themselves and not to expect others to look out for them (other road users should, of course, be aware of each other, but the victim mentality of the current crop of pathetic part-time 'bikers' really annoys me. They need to learn to look after themselves and not blame all their ills on others.
129	Don't want to
130	It does not make any sense. Nobody can see it while riding because in front is the windscreen and at the back the topcase Hi Viz Jacktes should make working on the street safer for street-worker, police, rescue teams, if everybody's wears such a jacket safety for our professionals gets down ...
131	I wear a solid colour set of leathers. They contrast well against the colour of my bike. I have upgraded my headlights and installed additional LED spots. Car drivers pull out on me when they DO NOT LOOK. Not when they didn't see me when looking.
132	Hi Viz is a proposed solution to an ill-defined and poorly understood problem. There are a host of reasons why drivers do not see bikes and hi viz barely addresses any of them in any way. Also, Hi Viz is a single tactic in an objective of being seen - it's not a panacea, it's not a guarantee, it's not a fail safe, yet those who think it intuitively addresses the objective of being seen, may drop their guard and not cover all their bases. The other thing is that even if a driver does see you, there's no guarantee they will correctly factor you into their decisions - "time of arrival" illusion needs a higher awareness.
133	They serve no useful purpose in normal visibility & neither do they indicate speed of an approaching motorcycle. The proliferation of high vis means they're also less likely to be picked out.
134	Tend to fit badly, catch the wind, thinking about getting a hi viz back pack.
135	I wear one when I expect to be riding in the dark or other poor lighting conditions. I find them flappy and annoying as they never close properly (wind blows into the vest and then the Velcro closure gets blown open and the vest flaps.
136	Never got round to it and don't think it would make a difference, if they don't see you hi viz won't make a difference. Know police bikers who have been knocked off or had near misses dressed head to toe in hi viz!!!