



# UKMA news

The newsletter of the UK Metric Association  
Campaigning for a **single rational** system of measurement  
Patrons: Lord Kinnoek, Lord Taverne, Prof Jim Al-Khalili, Gavin Esler

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### Editorial, by John Austin

This quarter something of a transport theme has emerged, and stimulated by the recent move by the Welsh assembly to reduce default speed limits in built up areas from 30 mph to 20 mph, our members have pointed out the lost monetary

savings opportunities. In any case the cost of putting up new signs has always been strongly exaggerated by the DfT, probably to discourage metrication of the roads. These articles, originally published on Metric Views on the internet are reproduced here, starting on page 2. Also included is a short correspondence between the secretary of UKMA, Ronnie Cohen, and Robin Paice, a former chair of UKMA.

Some months ago a reader commented on the disparate units in wholesale energy pricing. This difference --- pence per therm for gas and pounds per megawatt hour for electricity (dirty and renewable) --- makes comparisons difficult. A multitude of units, with some metric and some in imperial or US standard, is also commonplace in other areas of the financial markets as I show with a few examples starting on page 6.

Under "small items" we have more examples of a seemingly inexhaustible source of the misuse of metric measurements and symbols. Perhaps our schools are to blame for wasting time on conversions instead of teaching the basics of the metric system. But there are examples of good use as well as poor.

There is still no word from the government about the result of the use of measurement survey from over a year ago, but perhaps this is just as well. Looking further ahead under Association news there is a plan ahead to celebrate the 150th anniversary of the Treaty of the Metre which will be in May 2025. Readers are invited to suggest ways that they think that the UKMA should respond. Some early thoughts by Martin Vlietstra are included here. Incidentally, the more observant of you will have noticed that the front page livery for the Newsletter now lists our patrons for the first time.

### Opportunity missed to save £ millions on new speed limit signs in Wales, *by Isaac, first published in Metric Views*

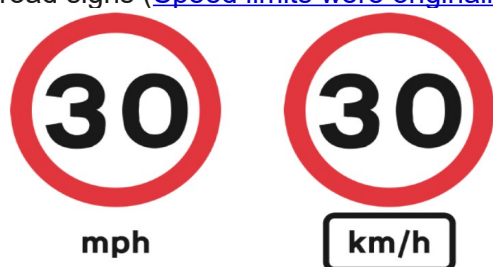
An opportunity to save millions of pounds on new speed limit signs in Wales has been missed by the failure to synchronise the lowering of the default speed limit on roads in built-up areas in Wales with a switch to metric speed limits.

From 17 September 2023, the default speed limit on restricted roads across Wales will switch from 30 mph to 20 mph (approx 30 km/h). The move entails the removal of existing “20 mph zone” signs and the replacement of thousands of 30 mph signs with 20 mph signs on all roads in built-up areas that have not been specifically exempted from the change.

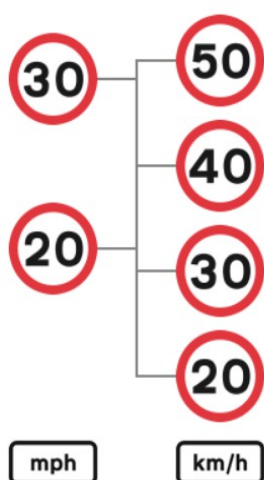
<https://www.gov.wales/introducing-default-20mph-speed-limits>

The Welsh Government website says that, “Wales will be one of the first countries in the world ... to have a default 20mph speed limit on roads where cars mix with pedestrians and cyclists.”. Although, considering that only a handful of countries still set speed limits in mph, it is not clear which countries are being referred to.

The cost of replacing existing speed limit signs and road markings, plus the cost of installing other traffic-calming measures to accompany the change, has been reported to be £27 million. Much of this cost could have been avoided if the change had been arranged to happen at the same time as a switch to metric road signs. Unfortunately, all of the newly installed signs will now need to be changed again when Wales (and the rest of the UK) eventually makes the long-overdue switch to metric road signs ([Speed limits were originally planned to go metric in 1973](#)).



If the speed limit reduction had taken place at the same time as a switch to metric speed limits, further costs could also have been saved in this instance due to the fact that the metric equivalent of the new 20 mph speed limit would be 30 km/h. Existing “30” signs could have been retained, but perhaps with the addition of a temporary “km/h” plate, see image, left.



This lack of joined-up thinking by government is in contrast with the situation in Ireland, where a major review of all road speed limits was organised to coincide with

[Ireland's switch to metric speed limits](#) in 2005.

The greater flexibility provided by metric speed limits would also be particularly advantageous when it comes to the fine-tuning of speed limits in built-up areas.

If the convention of using values of multiples of 10 is maintained, when selecting a speed limit lower than 30 mph, the only practical available imperial option is 20 mph. Whereas there are two or three available metric options : 40 km/h, 30 km/h and 20 km/h, see image left.

The lowering of the default speed limit to 20 mph on roads in built-up areas represents a drastic reduction of 33%, and has not been without some opposition. A switch to a default speed limit of

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40 km/h, representing a much smaller reduction of 17%, could have been considered if speed limits had been switched to metric units at this time.

### References

<https://www.southwalesguardian.co.uk/news/23661719.welsh-government-spend-27m-changing-20mph-speed-limit-signs/>

<https://www.walesonline.co.uk/news/wales-news/20mph-roads-newport-welsh-government-27540340>

<https://www.dailypost.co.uk/news/north-wales-news/every-north-wales-council-now-27539332>

<https://www.carwow.co.uk/news/7139/new-20-mph-speed-limit-wales#gref>

*[Ed.: The article stimulated a wide debate on Metricviews.uk most of which were generally supportive. The problem overall is that the government don't see metrication of the roads as an issue and the DfT seem to prefer the current unit muddle in this country, even if it costs more money. Regarding the costs, in the following article, abridged from Metricviews.uk Ronnie Cohen points out the large discrepancy between the Welsh costs per sign and those indicated by the DfT when metrication of the roads was proposed.]*

### **Welsh road signs in 2022 cost a small fraction of DfT estimate since 2006 metric conversion report, abridged from a Metricviews article by Ronnie Cohen.**

In February 2006, the DfT produced a report to estimate the cost of conversion of road traffic signs to metric units (see reference 1). They estimated that it would cost £680 – 760 million to convert half a million signs, which works out at approximately £1400 per sign.

On 21 June 2022, the Welsh Government published the “Explanatory Memorandum to the Restricted Roads (20 mph Speed Limit) (Wales) Order 2022” report about the expected impact of the legislation (see reference 2). Unlike the DfT metric conversion report, the Welsh Government report examined the benefits of the policy. Section 6.2 of the report covers the direct costs of the policy. Values are discounted present values over a 30-year appraisal period from 2022 presented at 2022 prices. No other direct costs are expected by the Welsh Government or other parties beyond the fiscal year 2027. While there have been arguments for and against the policy, the validity of the cost figures provided by the Welsh Government has not been challenged by the DfT.

As the DfT report included the costs of overheads and an optimism bias adjustment, the figures quoted here include the same to enable direct comparisons between the DfT and Welsh Government figures. These figures are quoted in cash terms with no adjustments for inflation. The Transport for Wales (TfW) provides a breakdown of the £32.5 million of direct costs of the 20 mph policy (see Metricviews article, reference 2, for more details).

The Welsh Government cost estimates at 2022 prices for signs are £46, £113 and £205 per sign (including overheads and optimism bias) depending on the type of sign. If we take the lower end of the DfT cost estimate per sign of £1360 and adjust it for inflation, the cost would be over £2000 per sign at 2022 prices according to the Bank of England Inflation Calculator. The Welsh cost estimates at 2022 prices are approximately one tenth of the DfT cost estimates for signs (and for some signs, a lot less) and one fifth for posts when the DfT figures are adjusted for inflation. At August 2023 prices, the DfT cost estimates for converting half a million signs would be between £2200 to £2500 per sign. These are grossly inflated estimates, which bear no relation to actual

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costs incurred in the real world. The work undertaken by the Welsh Government casts more doubt on the credibility of the DfT cost estimates for the metrication of road signs.

### References

1. “Estimating the cost of conversion of road traffic signs to metric units”  
<http://tinyurl.com/7bqczxa>.
2. “Explanatory Memorandum to the Restricted Roads (20 mph Speed Limit) (Wales) Order 2022” <https://senedd.wales/media/fo3ibze5/sub-ld15187-em-e.pdf>

### **Cost is no barrier to roll-out of 20 mph speed limit, by Ronnie Cohen, first published in Metricviews**

For years, the DfT has given cost and diversion of funds from other parts of the transport budget as arguments against the metrication of UK road signs. While all kinds of arguments have been made for and against the reduction of the speed limit on local roads to 20 mph in London and Wales, I have not heard any opponents of the roll-out of 20 mph speed limits say that it costs too much or that it diverts funds from other parts of the transport budget. This shows that the DfT arguments against changing road signs to metric units are bogus.

On Thursday 14 September 2023, the front page of the Evening Standard showed that over half of London's roads now have a 20 mph speed limit (below, left). This edition of the Evening Standard reports that this includes 16% of TfL roads and 52% of borough roads.



TfL says that it is lowering the speed limit by 10 mph on another 140 km of the roads they manage and expects this to be completed by May 2024 (see ref. 1) Work is in progress to implement 20 mph speed limits on 28 km of roads in Camden, Islington, Hackney, Haringey and Tower Hamlets. (*ibid.*) The work to introduce 20 mph speed limits in more areas involves the work on signs,



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road markings, pedestrian crossings, foot ways, cycling lanes, traffic lanes, traffic islands and more. (*ibid.*) TfL has been advertising its plans for the roll-out of the 20 mph speed limit. Here is an example of the one full-page TfL advertisement that has appeared in the Evening Standard recently (see image, previous page, right).

There has been a lot of recent coverage of the rollout of the 20 mph speed limit in Wales and London. The BBC reports that:

*“The UK’s first 20mph zone was introduced in Tinsley, Sheffield in 1991. Now many UK counties, towns and cities have 20mph limits on some of their residential roads.”* (see reference 2).

In Wales, approximately 30,000 signs are going to be replaced. The BBC says that Scotland is thinking about implementing the 20 mph speed limit and that the Welsh Government has spent about £32.5m on getting roads ready for the default 20mph speed limit. (*ibid.*)

For many years, the DfT has justified its refusal to metricate UK road signs by arguing that it would cost too much and would divert funding from other parts of the transport budget, saying:

*“The significant costs involved for the UK in changing the measurements used on signs, replacing signs, providing safety and publicity material and the consequential costs for businesses and other organisations would far exceed any benefits in terms of meeting the EU’s objectives.”*

*“We do not consider that diverting funding from high priority areas for the metrication of traffic signs is justified.”*

The DfT could make the same arguments against the rollout of the 20 mph speed limit. It doesn't nor do opponents of these plans. Why is cost seen as a problem for changing speed limits to km/h but not for reducing speed limits? If they were implemented at the same time, it would not have cost a penny more. As a recent MV article [See above article by Isaac] on the reduction of speed limits in Wales pointed out, it could save millions of pounds (reference 3) This is a missed opportunity to start to metricate UK road signs. Apparently, cost and diverted funds are not a problem when reducing speed limits but are a problem when converting speed limits to km/h. This is illogical and makes no sense. It exposes DfT arguments against the metrication of UK road signs as bogus.

### References

1. <https://tfl.gov.uk/corporate/safety-and-security/road-safety/safe-speeds?cid=lowering-speeds>
2. <https://www.bbc.co.uk/news/uk-wales-66774379> (“20mph: Wales first UK nation to drop speed limit from 30mph”, BBC News, 18 September 2023)
3. <https://metricviews.uk/2023/09/01/opportunity-missed-to-save-millions-on-new-speed-limit-signs-in-wales/>

### Correspondence between Ronnie Cohen and Robin Paice on the DfT sign costings

Following on from the Metricviews articles, Ronnie contacted our former chair Robin Paice to see whether a more positive reaction might be obtained from the DfT. The correspondence is given here, with permission from the participants. Note that Ronnie's letter has been shortened as much of the material appears in the description above.

#### From Ronnie Cohen to Robin Paice, 26 September

I know that you frequently dealt with the DfT when you were Chair of UKMA. I would like to know the best way to challenge the DfT. As you wrote in your "Metric Signs Ahead" UKMA report, the inflated figures in the DfT report are based on dubious assumptions. Metric Views articles say that actual costs for road signs are much less than the DfT figures but the DfT refuses to accept evidence that real-world costs are far less than their estimates.

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### From Robin Paice to Ronnie Cohen, 26 September

As you say, cost is not the reason why the DfT refuses to metricate road signs. So no amount of overwhelming evidence about costs will make any difference.

The real reason for the refusal is cultural. Miles, yards, feet and inches are BRITISH whereas the hated metres and kilometres are foreign - or, worse, European. As long as a substantial proportion of the British people have this insular, post-imperial mindset, I think it is useless to employ rational argument.

I think we need to wait for a change in public attitudes to Britishness and foreign culture before relaunching a campaign about costs. Unfortunately, one of the effects of Brexit has been to insulate the UK still further from European influence - e.g the failure to sign up to the Erasmus (student exchange) programme, or the ending of mutual recognition of European professional qualifications.

It goes without saying that there will be no change in Government attitudes (and hence of the DfT) while it is in the grip of the current right wing Conservative Party. That might change after the election next year, but I wouldn't invest too much hope in the current Labour leadership either as they seem scared of proposing anything radical in case somebody disagrees with it. Nevertheless, as I have said before, UKMA should be trying to establish contacts with sympathetic Labour MPs (if any can be identified) in the hope that they can influence future Government policy.

With regard to any review of the TSRGD (Traffic Signs Regulations and General Directions), the DfT will probably try to exclude measurement units from the terms of reference (this is what happened with the review of consumer protection in 2014/5). It is important to try to ensure that measurement units are included.

Sorry I can't be more helpful.

### Measurement units in the financial markets, *by John Austin*

The financial markets where commodities are traded and prices determined are international. You would be forgiven, then, for thinking that the pricing is entirely metric. Indeed, I have been informed by Martin Vlietstra that most of the UK markets are metric, such as LIFFE for cocoa, coffee, sugar, and wheat; LME for copper, lead, zinc, aluminium, nickel and tin amongst others. Nonetheless, there are some units that are decidedly ancient. The table shows some that I found in perusing the commodities markets alongside their metric equivalent.

Commodity	Unit	Other measures	Reference
Crude Oil	Barrel	42 US Gallons, 158.987 L	<a href="#">Barrel (unit) - Wikipedia</a>
Precious metals	Troy ounce	1 Troy ounce = 31.105 g	<a href="#">Silver Price per Ounce UK   BullionByPost</a>
Precious stones	Carat	1 carat = 0.2 g	<a href="#">Carat: On The Size &amp; Weight Of Gemstones   The Natural Gem</a>
Wholesale Energy gas	therm	1 therm = 105.5 MJ	<a href="#">Wholesale market indicators   Ofgem</a>
Wholesale Energy electricity	MWh	1 hour = 3600 s	<a href="#">Wholesale market indicators   Ofgem</a>

It has to be said that the mix of units is actually quite confusing with multiple conversion factors here and there, especially for energy-based units such as oil and gas. One might argue that those

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who need to know are already adept at climbing over the obstacles. For the rest of us, we can still dabble in the commodities markets. You simply open an account with a spread betting organisation and make a trade. With this approach you don't own the commodity but you can profit from price movements. For example if you think oil will increase in price you can buy oil at one price, hold the position and sell later. The amount of oil you buy is limited only by your appetite for risk and the deposit that you need to put on the spread betting company. There are differences in pricing according to whether you are dealing in the spot markets, the futures markets or just trade options, but I am diverging from the main topic of this article. The main issue is that the units of the commodities are irrelevant to your trade. For example, at the moment (1 October), US crude is quoted at 9006 to buy and 9002 to sell. So essentially, the quotes are the crude price expressed in US cents per barrel.

The commodities are typically expressed in the units for the dominant market, so that for example, oil is sold in US barrels. The notation can be quite confusing as it follows the idiosyncrasies of the industry concerned whereas metric and its symbolism would be preferable for all concerned. For example oil is sold in millions of barrels the symbol of which is *MMbbl*. The symbol for barrel is *bbl* and *M* is the Roman symbol for "thousand", so *MM* is thousand thousand. This has some logic to it but the Romans weren't great at mathematics because of their cumbersome arithmetical methods and *MM* is actually the Roman symbol for 2000 of course. In fact the largest Roman numeral you can write converts to 3999: not very large at all. So the oil industry changes tack for large numbers and uses the symbol *Bbbl* for billions of barrels. Other symbols such as *kbbl* and *Mbbl* for thousands of barrels and *Gbbl* for billions of barrels. One would have hoped that more consistency would have been reached by now.

Precious metals (gold, silver, platinum) are sold in Troy ounces [The historic roots of the troy ounce standard of measure | Provident \(providentmetals.com\)](#). It dates to medieval times when traders flocked to Troye in France to sell their precious metals. One Troy ounce is 31.105 g compared with 28.3495 g for the modern (avoirdupois) ounce. Presumably non-precious metals were too heavy to carry as these are now sold in \$/kg or \$/t. At what point does a metal become precious? You might well ask. It's a bit like the British switching from Celsius at low temperatures to Fahrenheit at high temperatures, *if* some people still do. Is 10 °C too warm to express in Celsius?

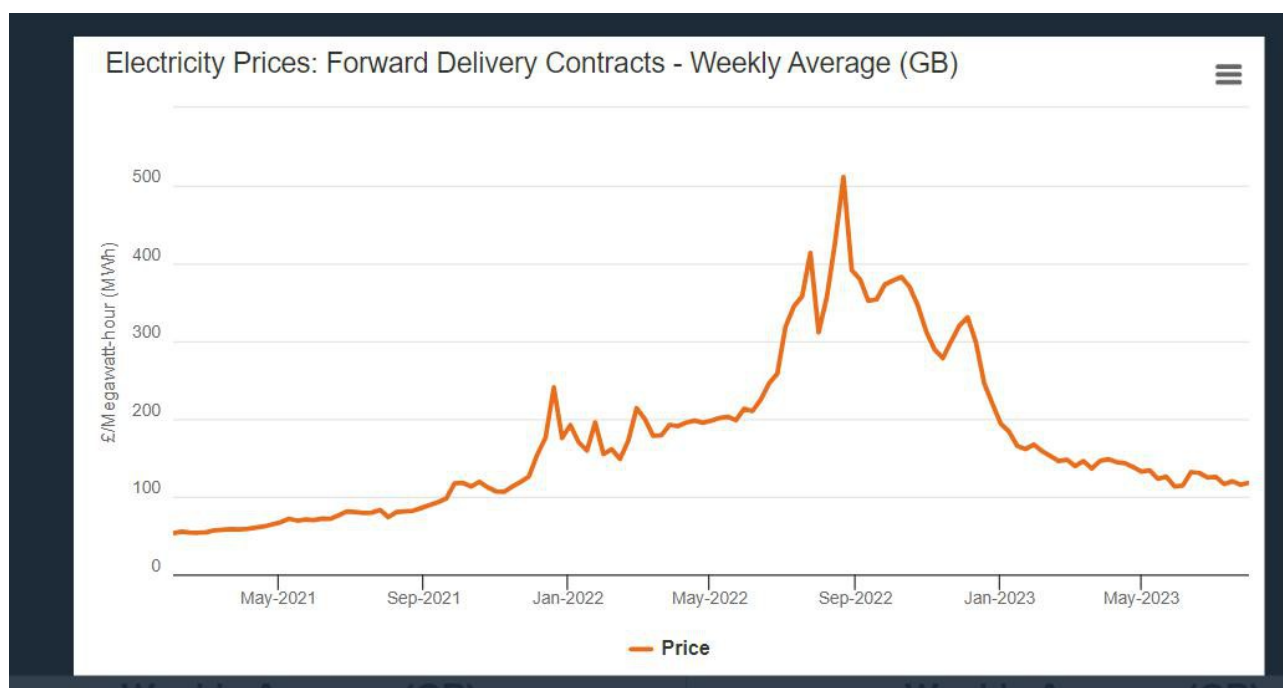
Precious stones such as diamonds are priced in \$/carat. The carat is now defined as 0.2 g. Since the carat is easily converted to grams, why not use the latter? IG markets does not quote for precious stones, so to invest in those requires purchase of the actual stone. Prices depend on the cut of the stone, its clarity and colour ([77 Diamonds - Beautiful Diamond Rings & Jewellery](#)). The price works out at about £1300 per carat which is quite accessible for many people even with a modest investment fund, although storage and realising the value of the asset I suppose brings its own problems. Not for me, beautiful though they are!

Perhaps one of the areas where the mixing of units is completely unnecessary and unhelpful is in the wholesale energy market. Ordinarily one should be able to compare the cost of energy from gas with that from electricity, but there are some mental gymnastics required with the former priced by ye olde unit of the therm. On the following page are two images from the Ofgem wholesale energy indicator article cited in the table above.

First, gas is priced in pence per therm, as shown in the top image. The weekly contract price peaked late last year at about £6/therm and has since dropped off to just over £1/therm. The electricity price (lower image) shows almost exactly the same shape and peaks at about £500/MWh. In many ways it would be better if this were priced in MJ or GJ, but it is understandable given that a "unit of electricity" is taken to be 1 kWh. It makes the comparison between the two more difficult but gas works out at 5.7 p/MJ and electricity costs 13.9 p/MJ, taking 1 therm as

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100,000 BTU and 1 BTU = 1055 J. The prices have now come down substantially since the peak. Personally, I would have liked to have seen the numbers in the Ofgem report, and indeed on the financial markets, quoted in a common unit. It does show in particular that gas is cheaper by a large margin, although electricity doesn't pollute at the point of use. At least the retail market (as seen on your household energy bill) uses common units, although many years ago it did not.



Faced with these numbers, you can see why there were no takers for the recent government Offshore Wind renewable energy contracts. Support prices (a guaranteed price paid by the government in poor market conditions) were just £44 per MWh, half the current energy price



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([UK interest rates now expected to peak at 5.5%; offshore wind power auction flops – as it happened | Business | The Guardian](#)). By contrast, the much favoured nuclear industry was offered a contract a few years ago at £92.50/MWh, when the wholesale price was only £47.50/MWh ([The United Kingdom is to Subsidize Nuclear Power—But at what cost? \(iisd.org\)](#), report by the International Institute for Sustainable development 7 March 2016). As a scientist, I am baffled as to why the government is supporting the nuclear industry with its unsolved nuclear waste problems while it leaves the renewable energy sector to its own devices.

This article has been a quick review of unit usage in the financial markets. It is as much of a mess as the muddle of units in UK society, that the UKMA is trying to counter. There are some common themes, the principal one of which is the connectedness of markets. In other words it doesn't matter much if gold is priced per Troy ounce while copper is priced per kilogram since it is not usual for people to want to compare the two. If, however, you do want to compare different prices you can quickly become bogged down in the details, such as the comparison between gas and electricity. We were reminded by our patron Jim al-Khalili at the annual conference that even those of us who think metric buy our clothes in familiar sizes and in the UK these sizes are almost invariably in imperial. So although it is regrettable, the mixing of units can work providing there is no connection between different items such as clothing and the financial markets. I can't speak for others, but scientists know the power of the metric system because everything can connect with everything else with the minimum of mental gymnastics.

### Small items

#### Measurement muddle in the media and on signs



Following on from last quarter's commentary about the misuse of metric symbols, here we have a clear example from the Metro Newspaper of 26 July. Of course the headline is in capitals but that doesn't mean that the metric symbols have to be. Other errors are the absence of a space between number and unit, and the absence of the degree sign in describing the temperature (not heat, which is something different, but perhaps we should let that slip). *[Image from Ronnie Cohen.]*



This is perhaps an unwelcome sign (sic) of things to come.

I am reminded that when I was in the USA, and asked for example “what is the distance between Boston and New York?” I usually got the answer 4 hours, which is wrong (it's a distance), and the answer may or may not be correct for a different question. In similar vein, this map, produced by Transport for London shows the approximate walking time perhaps to avoid the complication of showing dual units. Given a time rather than distance you are then faced with the problem of calibrating it. Do you walk faster or slower than par, and is every TfL map based on the same walking speed? *[Image: Ronnie Cohen.]*

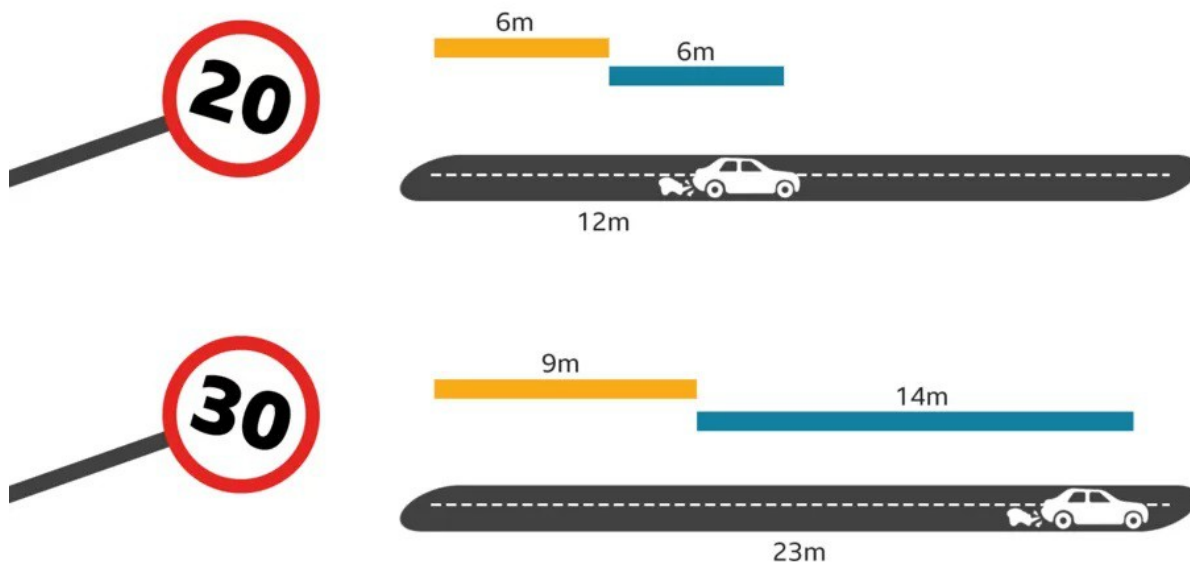


Also from Ronnie Cohen: This philately advertisement appeared in the Metro newspaper of 26 July and reminds readers what the old cumbersome pre-decimal currency was like. To some extent, it reminds me (RC) of imperial measurement units. The image of stamps shows fractions, 1'9, 5d, etc. It is rare to see old pre-decimal prices or any non-decimal prices.

The BBC is often open to criticism due to its inconsistent editorial oversight. They do sometimes get it right. In describing future office space, we learn that "Our proposals include over 100,000 square metres of best-in-class office floor space for the City, which will support approximately 7,500 City-based new jobs". <https://www.bbc.co.uk/news/uk-england-london-66294535.amp> Perhaps tellingly they avoid using metric symbols, but at least using metric measurements without conversions is a start. Here's another one which appeared in describing the Welsh speed limit changes.

### Stopping distances

■ Thinking distance ■ Braking distance



Source: RAC

BBC

This image appeared at [20mph: Wales first UK nation to drop speed limit from 30mph - BBC News](#) and shows the more accurate "square law" for stopping distances that were discussed for example at the 2023 Annual Conference.

### Struggling with US-published cooking recipes?

Here's an internet page from the Guardian (found by Ronnie Cohen) explaining US cup sizes, "medium" eggs and "medium" onions. Units really need to be expressed in a common standard, namely metric, to be meaningful. My (Ed.) advice, as the chef (sic!) in my household, is to read the gist of a recipe and then to "wing it"!

[How many grams in a cup? How to convert US recipes to metric | Chefs | The Guardian](#)

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### Association News

#### Obituary

The association is saddened to hear of the passing of one of our members, **Antony Howard**, in the spring of 2023. In his professional life Antony established a successful signing and wayfinding consultancy. He was something of a perfectionist and a stickler for typographic details, as well as an avid supporter of the aims of the UK Metric Association. Whenever I (RU) now hear radio news stories that use yards, feet and inches I am reminded of his extreme exasperation that the news media seemed incapable of recognising that the UK have (unlike, as he would remind me, Liberia and Myanmar) officially adopted metrication. *[The UKMA would like to offer our condolences to Antony's partner Rona Udall who kindly supplied this short contribution.]*

#### UKMA Committee

There is a further vacancy under “other members” and anyone interested in applying should contact the Secretary. Contact details of the Secretary may be found here:

<https://ukma.org.uk/about/contact/>

#### UKMA Officers

Chairman  
Secretary

Peter Burke  
Ronnie Cohen

#### Press Secretary

Alex McDowell

#### UKMA Patrons

Lord Traverne, Prof. Jim Al-Khalili, Gavin Esler, Lord Kinnock

### Video of the UKMA 2023 Conference

A brief report of the 2023 Conference appeared in the July Newsletter. The video presentations are now available here: <https://youtu.be/J-1bX88mE0Y>

### Treaty of the Metre anniversary, *thoughts by Martin Vlietstra*

The Treaty of the Metre was signed on 20 May 1875. This treaty set up the International Bureau of Weights and Measures (BIPM from its French name *Bureau international des poids et mesures*) which would hold the international prototype metre and kilogram and which would calibrate national copies of these artefacts on behalf of national laboratories such as Britain's National Physical Laboratory. The United Kingdom signed the treaty on 17 September 1884.

The 150<sup>th</sup> anniversary of the signing of the treaty falls on 20 May 2025 which is a little under two years away. Now is the time for us to start thinking about what can be done as part of this commemoration, either as a group or as individuals within our own communities.

For a start, may I commend the following illustrations in Wikimedia Commons to members:

1. [https://commons.wikimedia.org/wiki/File:Kilometre\\_definition.svg](https://commons.wikimedia.org/wiki/File:Kilometre_definition.svg). This shows the definition of the kilometre.
2. <https://commons.wikimedia.org/wiki/File:CubeLitre.svg> Shows the definition of the litre.

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3. <https://commons.wikimedia.org/wiki/File:FourMetricInstruments.JPG>. This image is widely used to illustrate metric units beyond the metre, litre and kilogram.

Other interesting images include:

<https://www.unjourdeplusaparis.com/paris-insolite/derniers-metres-etavons-paris/attachment/usage-nouvelles-mesures-systeme-metrique> - A woodcutting dated 1800 showing the “new units of measure” to be found in France.

I suggest that the UKMA builds up a library of suitable images that can be used for educational purposes.

*Ed: If anyone has further thoughts on this topic and would like to contribute, please contact the secretary: [secretary@metric.org.uk](mailto:secretary@metric.org.uk).*

### Recent articles posted on Metric Views

You may have missed the following articles posted on Metric Views, <http://metricviews.uk>, since the last newsletter. The number of comments are indicated, as of 8 October.

“Government misses project to benefit all from money saved by scrapping HS2 West Midlands – Manchester line”. Posted on 6 October. 2 comments.

“Proposal for a British technical keyboard”. Posted on 28 September.

“Welsh road signs in 2022 cost small fraction of DfT estimates in cash terms despite 50% inflation since 2006 DfT metric conversion report”. Posted on 24 September. 2 comments.

“Cost is no barrier to roll-out of 20 mph speed limit”. Posted on 22 September.

“Gibraltar is far ahead of UK on metric road signs”. Posted on 15 September. 8 comments.

“UK measurement muddle affects Gibraltar Highway Code”. Posted on 7 September. 5 comments.

“Opportunity missed to save £ millions on new speed limit signs in Wales”. Posted on 1 September. 19 comments.

“ULEZ becomes London-wide from today”. Posted on 29 August. 1 comment.

“No government response one year after imperial units consultation closed”. Posted 26 August. 18 comments.

“NASA Voyager 2 reports make poor use of the metric system”. Posted on 17 August. 5 comments.

“Government accepts CE mark indefinitely in nod to common standards”. Posted on 11 August. 2 comments.

“The other victory UKMA won in the end”. Posted on 1 August. 25 comments.

“Victory for UKMA as W&M legislation is saved from bonfire of EU laws”. Posted on 27 July. 9 comments.



## **UKMA news – the newsletter of the UK Metric Association**

“CMA investigates unit pricing practices in the groceries sector”. Posted on 20 July. 6 comments.

“Kitchen utensil names in recipes”. Posted on 14 July. 9 comments.

“Space dilemmas for writing metric symbols and thousands separators”. Posted on 7 July. 3 comments.

Draft articles for Metric Views are welcome and should be e-mailed to: [secretary@metric.org.uk](mailto:secretary@metric.org.uk)

### **UKMA websites**

UKMA began as an internet forum, and the internet is our principal vehicle for carrying our message to the public.

We now have:

The main UKMA web site, <https://ukma.org.uk>.

A factual web site, <https://thinkmetric.uk>.

A blog, <https://metricviews.uk>.

A Twitter page, <https://twitter.com/UKMetric>.

A YouTube channel, <https://www.youtube.com/user/UKMetric>.

and a Facebook page, <https://www.Facebook.com/UKMetric>.

These are available to all, not just members.

### **Can you help?**

The Committee is looking for volunteers who may be able to help in the following areas:

- Responding to technical consultations by ISO and BSI.
- Reviewing printed media for stories to link to our Twitter and Facebook pages.
- Assisting with the production of material for uploading to YouTube.

If you think you may be able to help, please contact [secretary@metric.org.uk](mailto:secretary@metric.org.uk)

### **About this newsletter**

UKMA News is published by the UK Metric Association, the object of which is to promote the full adoption of the International System of Units (SI), commonly known as ‘the metric system’, as the legal and default system of weights and measures throughout society in the United Kingdom.

Your feedback and comments on UKMA News or on the UK’s stalled metric upgrade are welcome.

To submit, or if you no longer wish to receive UKMA News, please email [secretary@metric.org.uk](mailto:secretary@metric.org.uk)