



Department for
Transport

Transport Statistics Bulletin

Compendium of Motorcycling Statistics

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Symbols and conventions: (i) Unless otherwise stated, all tables refer to Great Britain.
(ii) Metric units are generally used.

Units: Figures are shown in italics when they represent percentages, indices or ratios.

Rounding of figures: In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

Conversion factors:

1 kilometre = 0.6214 mile	1 tonne = 0.9842 ton
1 tonne-km = 0.6116 ton-mile	1 gallon = 4.546 litres
1 billion = 1,000 million	1 litre = 0.220 gallons

Symbols: The following symbols have been used throughout.

..	= not available	.	= not applicable
-	= Negligible (less than half the final digit shown)	0	= Nil
*	= Sample size too small for reliable estimates.	ow	= of which
{	= subsequent data is disaggregated	}	= subsequent data is aggregated
	= break in the series	P	= provisional data
F	= forecast expenditure	e	= estimated outturn
n.e.s	= not elsewhere specified	TSO	= The Stationery Office

Introduction

This Compendium is designed to be a comprehensive source of statistics on motorcycles and motorcycling in Great Britain, and updates the last edition published in 2007. Similar data were previously available, but not brought together in one publication.

By drawing together different sources of information, we hope to provide a reference work for those with an interest in motorcycling. The Compendium comprises four parts. First we consider motorcyclists; second we look at the machines that they own; third, we consider the journeys that are made and finally, the safety of riders. For convenience, the term 'motorcycle' is used throughout as a general term to refer to any two-wheeled motor vehicle, except where the context distinguishes between motorcycles, scooters etc.

A variety of data sources have been used for this compendium. Not all data sources have been updated since the 2007 publication of the motorcycling compendium, and so some tables will remain unchanged from that publication. Many of the sources are within the Department and its agencies. Statistics in the Compendium are National Statistics unless indicated otherwise on individual tables or charts.

This publication appears on the Department for Transport's web site.

Sources of further information

Further information on the statistics included in this report can be found at:

Department for Transport:

Departmental site is www.dft.gov.uk

Transport statistics are available by following the links from there.

Motor Cycle Industry Association:

www.mcia.co.uk

Comments, suggestions and enquiries regarding this publication are welcome and can be made by e-mail to Paul.syron@dft.gsi.gov.uk or by telephone to 020 7944 3077.

Key Findings

Motorcyclists

- Fewer than 3% of households in Great Britain owned a motorcycle in 2006/07, with ownership being more common among households that also owned one or more cars.
- The number of people taking the motorcycling test increased to 88,000 in 2007/08, the highest number since 2000/01.
- The motorcycling test pass rate for men and women decreases with age.

Motorcycles

- There are approximately 1.26 million licensed motorcycles in Great Britain, including those which are exempt from vehicle excise duty.
- The motorcycle ownership rate in 2007 was highest in the South West and lowest in Scotland. The ownership rate in Great Britain in 2007 was lower than in any main European Union country at that time, except Ireland.
- In 2007 it is estimated that 9.8% of motorcycles in active stock were unlicensed.
- In 2007, about 45% of new registrations were for machines up to 150cc and 46% were for machines over 500cc.
- 146 thousand motorcycles were registered for the first time in 2007, higher than in the previous three years. Scooters and sports motorcycles are the most popular types of new motorcycles.
- 957 thousand motorcycles went through the MOT test in 2007/08. This represents a large increase on earlier years, as more mopeds and small motorcycles are being tested.
- The MOT pass rate for motorcycles has increased over the last ten years, and now stands at 82 per cent. Faulty lights remain the most common cause of MOT failure.

Journeys made by motorcycle

- Motorcycles travelled around 5.6 billion vehicle kilometres in 2006.
- Motorcycle traffic is generally highest in the summer months and lowest in winter, peaking in July in 2003-2007.
- Motorcyclists made fewer trips a week on average in 2006 than they did in 1985-1986. However, the distance travelled and the time spent travelling on those trips has increased over the same period.
- The average speed of motorcycles is similar to that of cars on most types of road, but is 5mph faster on single carriageway roads. However, motorcycle speeding is most common on motorways and dual carriageways.

Motorcycling safety

- Motorcyclists are at a much greater risk of death or serious injury than other road users. The relative risk of a motorcycle rider being killed or seriously injured per kilometre travelled was 54 times higher in 2006 than for car drivers.
- The overall casualty rate for motorcycles has improved; the rate for those killed or seriously injured (KSI) was 28% lower in 2007 than it was in 1994-1998.
- The number of motorcyclist riders killed or seriously injured in 2007 was 6.5% higher than the average for the baseline figure for 1994-98. The biggest increases were amongst those aged 16 or between 40 and 69.
- Just over half of motorcyclist casualties occurred on A-roads. Most casualties occurred at weekends and between the hours of midday and 6pm.
- In 2007, 1.4% of motorcyclists involved in accidents failed a breathalyser test, compared to 2.0% of road users as a whole.

Compendium of Motorcycling Statistics: 2008

Chapter 1: Motorcyclists

Chart 1.1: Motorcycle ownership: households with at least one motorcycle, Great Britain, 1985/86-2006/07

Chart 1.2: Motorcycle ownership: Average weekly spending on motorcycling, United Kingdom, 1995/96-2004/05

Table 1.3: Motorcyclists: age profile, Great Britain, 2004-2006 combined data

Chart 1.4: Motorcycle training: Number of motorcycling tests and pass rate, 1997/98-2007/08

Table 1.5: Motorcycle training: practical test pass rates, 2007/08

Chapter 2: Motorcycles

Chart 2.1: Motorcycle stock: Great Britain, quarterly 1994-2007

Table 2.2: Motorcycle stock: licensed stock by engine size, Great Britain, 1996-2007 (year end)

Table 2.3: Motorcycle stock: licensed by Government Office region: 1997-2007

Table 2.4: Rate of unlicensed vehicles in active Great Britain stock, by tax class, 2007

Table 2.5: Motorcycle stock in different countries, 1996 and 2006

Chart 2.6: New motorcycle registrations: by style, United Kingdom, 2007

Table 2.7: New motorcycle registrations: by engine size, Great Britain, 1997-2007

Table 2.8: New motorcycle registrations: Top 10 models, United Kingdom, 2007

Table 2.9: Number of motorcycle previous keepers by year of registration, Great Britain, 2007

Chart 2.10: Motorcycle MOT tests: number and pass rate, Great Britain, 1996/97-2007/08

Table 2.11: Motorcycle MOT tests: common causes of failure, 1997/98-2007/08

Chapter 3: Journeys Made

Chart 3.1: Motorcycle traffic, Great Britain, 1997-2007

Chart 3.2: Motorcycle traffic: by month, Great Britain, 2003-2007 combined data

Chart 3.3 Motorcycle travel: trips by day of the week, Great Britain, 2004-2006 combined data

Table 3.4a: Motorcycle travel: number and length of trips by purpose, Great Britain, 2004-2006 combined data

Table 3.4b: Car Travel: number and length of trips by purpose, Great Britain, 2004-2006 combined data

Table 3.5: Motorcycle travel: trends, Great Britain: 1985/1986-2006

Chart 3.6: Motorcycle travel: average annual distance travelled per motorcycle by engine size, Great Britain, 2004-2006 combined data

Table 3.7: Motorcycle travel: Speed distributions by type of road, Great Britain, 2007

Chapter 4: Motorcycle Safety

Chart 4.1: Road casualties: relative risk of different forms of transport, Great Britain, 2007

Chart 4.2: Road casualties: KSI rates by type of rider/driver, Great Britain, 1994-2007

Table 4.3: Motorcyclist casualties: injuries by type of vehicle and age of casualty, Great Britain, 2007

Table 4.4: Motorcyclist casualties: KSI by age and totals by sex, Great Britain, 1996-2007

Table 4.5: Motorcyclist casualties: KSI by road class, Great Britain, 1996-2007

Chart 4.6: Motorcycle casualties: KSI by day of week (indexed), Great Britain, 2007

Chart 4.7: Motorcycle casualties: KSI by time of day (indexed), Great Britain, 2007

Chart 4.8: Motorcyclist casualties: KSI number and rate by month of year (indexed), Great Britain, 2007

Table 4.9: Motorcyclist casualties: by severity, type of accident and other party involved in accident with the motorcycle, Great Britain, 2007

Table 4.10: Motorcyclist breath tests and failure rates, England and Wales, 2007

Table 4.11: Contributory factors: vehicles by vehicle type, Great Britain, 2007

**Chart 1.1: Motor cycle ownership: households with at least one motorcycle,
Great Britain, 1985/86 - 2006/07**

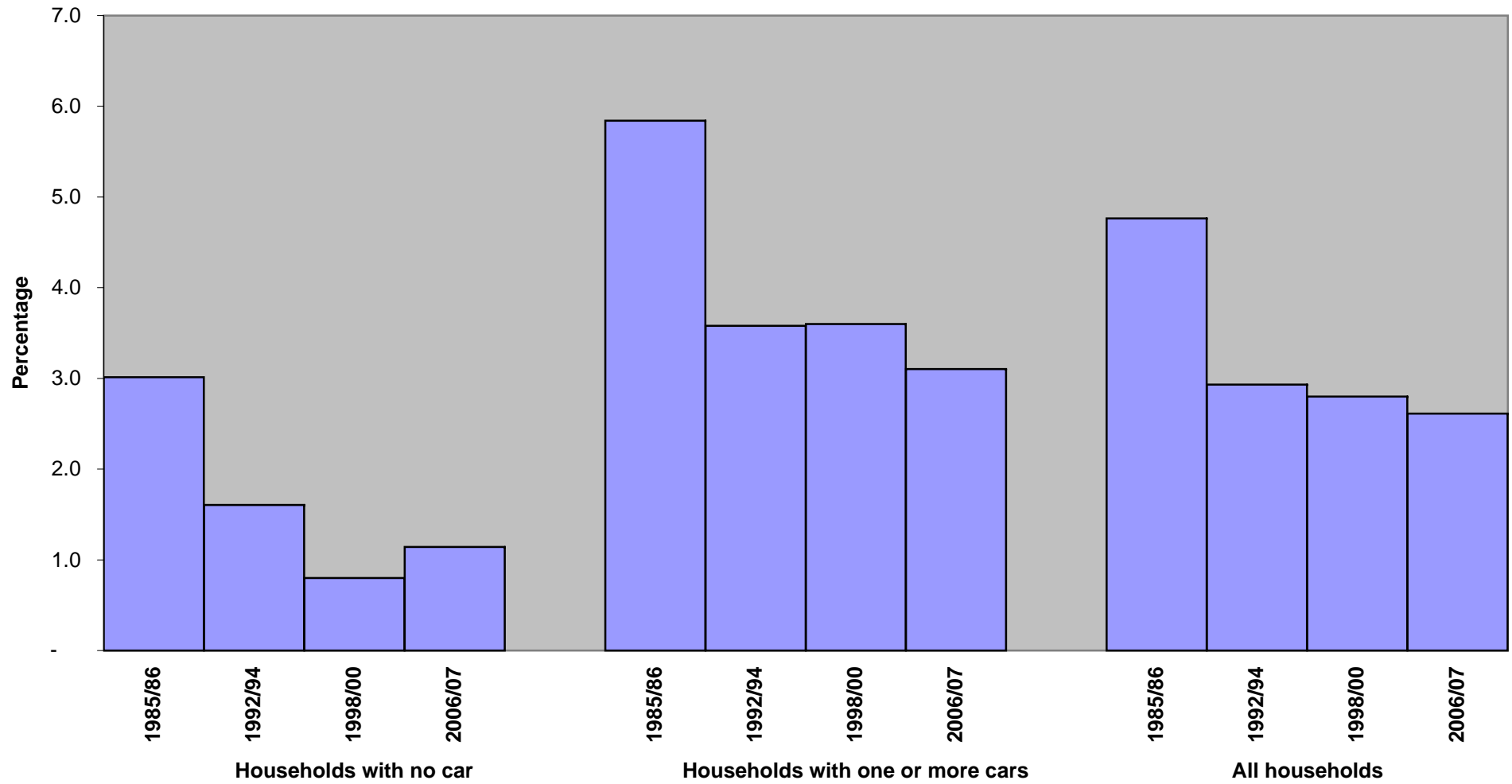
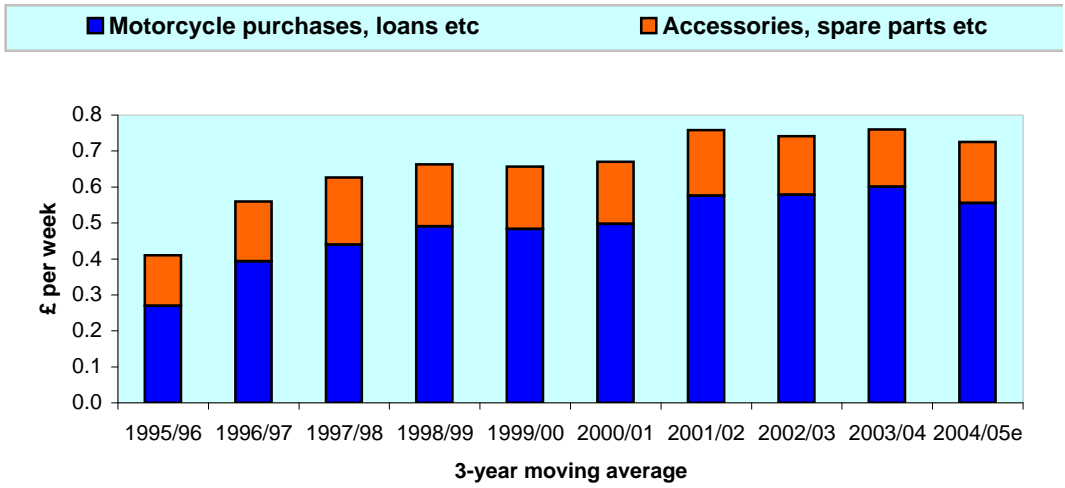


Chart 1.1: Motorcycle ownership: households with at least one motorcycle, Great Britain, 1985/86-2006/07

	Percentage	
Households with no car	1985/86	3.0
	1992/94	1.6
	1998/00	0.8
	2006/07	1.1
Households with one or more cars	1985/86	5.8
	1992/94	3.6
	1998/00	3.6
	2006/07	3.1
All households	1985/86	4.8
	1992/94	2.9
	1998/00	2.8
	2006/07	2.6

Source: National Travel Survey, DfT

Chart 1.2 - Motorcycle ownership: Average weekly spend on motorcycling, 1995/96 - 2004/05



Source: The Expenditure and Food Survey, Office for National Statistics

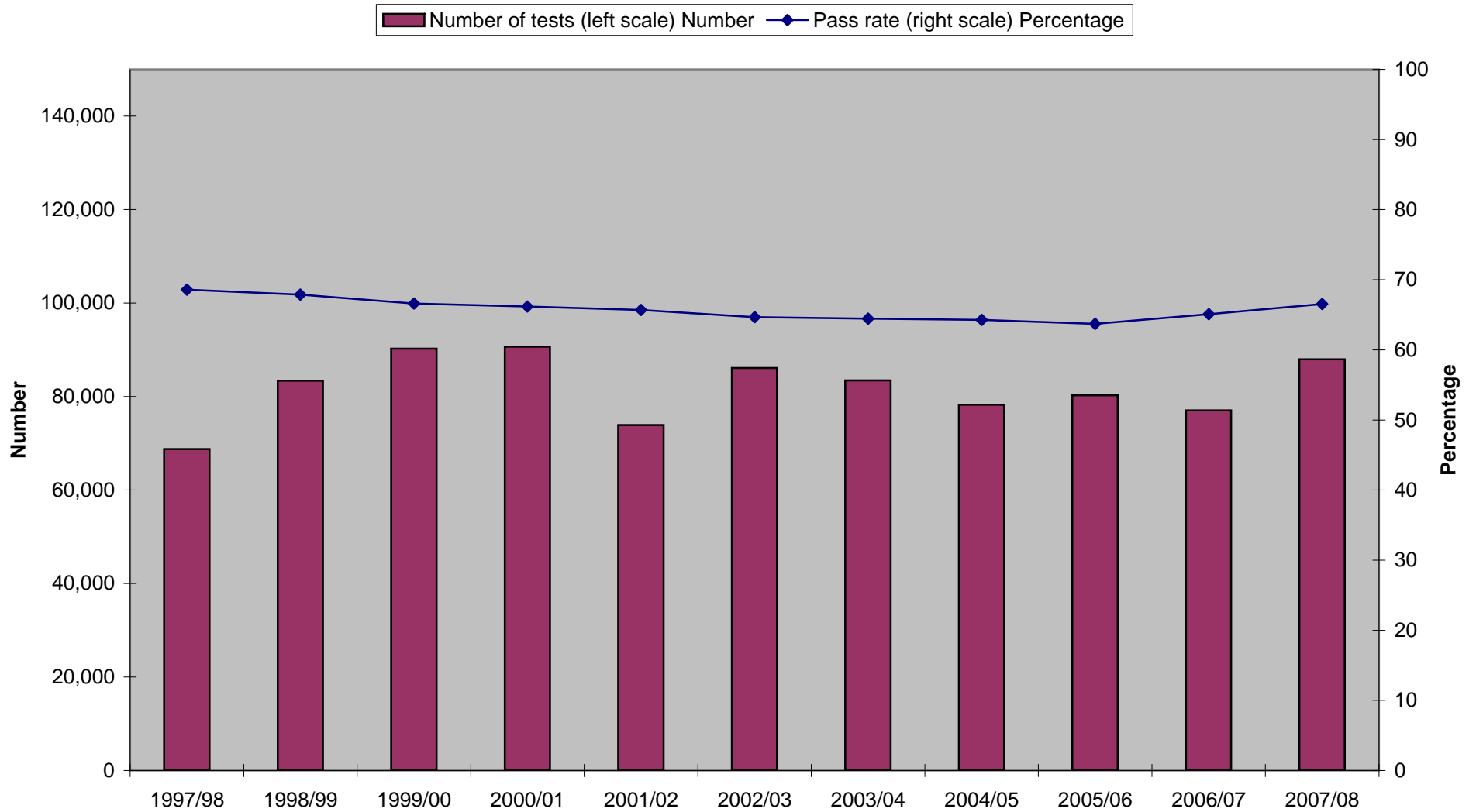
Table 1.3: Motorcyclists: age profile, Great Britain, 2004-2006 combined data

	Percentage
Age group	
16-19	9
20-24	5
25-29	5
30-34	12
35-39	19
40-44	13
45-49	15
50-54	7
55-59	6
60+	8
All aged 16+	100

Source: National Travel Survey, DfT

[Return to Contents sheet](#)

Chart 1.4: Motorcycle training: Number of tests and pass rate; 1997/98 - 2007/08



The data used to create this chart are outside the scope of National Statistics.
Source: Driving Standards Agency

Chart 1.4: Motorcycle training: Number of motorcycling tests and pass rate, 1997/98-2007/08

		1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Number of tests (left scale)	Number	68,792	83,408	90,248	90,656	73,922	86,103	83,451	78,241	80,271	77,019	87,962
Pass rate (right scale)	Percentage	68.6	67.9	66.6	66.2	65.7	64.7	64.5	64.3	63.7	65.1	66.5

*The figures used to create this chart are outside the scope of National Statistics
Source: Driving Standards Agency*

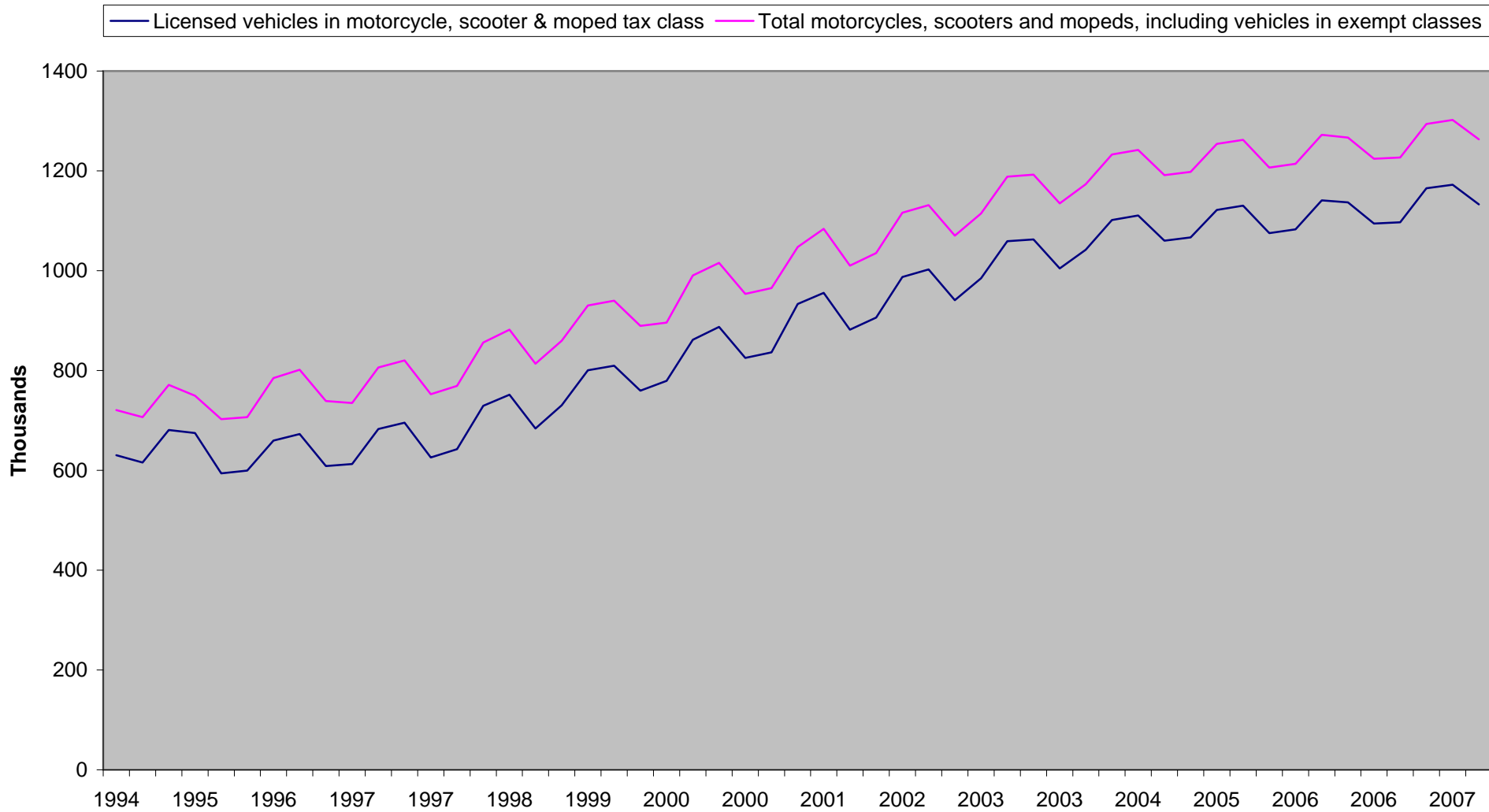
Table 1.5: Motorcycle training: practical test pass rates, 2007/08

Age	Female		Male		Percentage
	Number of tests conducted	Proportion passed	Number of tests conducted	Proportion passed	All
<21	695	58	8,304	66	65
21-25	1,623	61	15,222	71	70
26-30	1,967	59	13,109	70	69
31-35	1,981	58	10,499	71	69
36-40	2,202	56	10,347	70	67
41-45	1,940	50	8,183	68	65
46-50	1,065	48	5,248	63	61
51-55	393	44	2,856	58	56
56-60	166	45	1,455	52	51
60+	29	28	661	45	44
All	12,061	56	75,884	68	67

The figures in this table are outside the scope of National Statistics

Source: Driving Standards Agency

Chart 2.1: Motorcycle Stock: Great Britain, quarterly 1994 - 2007



Source: DVLA/DfT

Chart 2.1: Motorcycle stock: Great Britain, quarterly 1994-2007

	Thousands	
	Licensed vehicles in motorcycle, scooter & moped tax class	Total motorcycles, scooters and mopeds, including vehicles in exempt classes
1994 Q4	630	721
1995 Q1	616	706
1995 Q2	681	771
1995 Q3	675	750
1995 Q4	594	702
1996 Q1	599	707
1996 Q2	660	785
1996 Q3	673	801
1996 Q4	609	739
1997 Q1	613	735
1997 Q2	683	806
1997 Q3	695	820
1997 Q4	626	752
1998 Q1	642	769
1998 Q2	730	856
1998 Q3	751	882
1998 Q4	684	814
1999 Q1	730	859
1999 Q2	801	930
1999 Q3	810	940
1999 Q4	760	889
2000 Q1	779	896
2000 Q2	862	991
2000 Q3	887	1016
2000 Q4	825	954
2001 Q1	837	965
2001 Q2	933	1048
2001 Q3	956	1084
2001 Q4	882	1010
2002 Q1	906	1036
2002 Q2	987	1116
2002 Q3	1002	1131
2002 Q4	941	1070
2003 Q1	985	1115
2003 Q2	1059	1189
2003 Q3	1062	1192
2003 Q4	1005	1135

2004 Q1	1042	1173
2004 Q2	1102	1233
2004 Q3	1111	1242
2004 Q4	1060	1191
2005 Q1	1067	1198
2005 Q2	1122	1254
2005 Q3	1130	1262
2005 Q4	1075	1206
2006 Q1	1083	1214
2006 Q2	1141	1272
2006 Q3	1137	1267
2006 Q4	1094	1224
2007 Q1	1097	1227
2007 Q2	1165	1294
2007 Q3	1172	1302
2007 Q4	1133	1263

Source: DVLA/DfT

Table 2.2: Motorcycle stock: licensed stock by engine size, Great Britain, 1996-2007 (year end)

	Thousands / years											
Engine size, cc	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Less than 50	116	107	113	128	151	165	166	170	172	163	154	150
51 - 150	179	160	160	165	177	190	195	201	209	213	220	234
151 - 500	192	192	195	196	193	189	198	203	205	201	198	197
501 - 700	98	114	134	158	174	187	210	232	245	250	256	264
701 - 1,000	111	127	149	167	176	186	197	212	231	236	244	253
Over 1,000	42	53	63	75	82	92	104	116	130	142	152	166
Total	739	752	814	889	954	1,010	1,070	1,135	1,191	1,206	1,224	1,263
Average fleet age (years)	9.7	9.3	8.8	8.2	7.8	7.6	7.6	7.7	7.9	8.2	8.5	8.7

Note - total includes those vehicles with unknown engine size.

source: DVLA/DfT

Table 2.3: Motorcycle stock: licensed by Government Office region: 1997-2007

Thousands

	1997	1999	2000	2001	2002	2003	2004	2005	2006	2007	Rate per 1,000 population (2007) ¹
North East	19	25	29	31	33	36	39	40	41	42	16.5
North West	68	83	91	95	100	107	112	114	114	118	17.3
Yorks & Humb	60	71	78	83	90	96	100	101	102	105	20.4
East Midlands	62	74	81	86	93	99	104	105	106	109	25.0
West Midlands	64	73	79	85	92	98	101	104	104	107	19.9
East of England	92	106	113	118	124	130	136	136	137	141	25.1
London	80	98	106	110	110	114	115	118	120	123	16.4
South West	96	110	117	124	129	137	145	146	148	154	30.0
South East	130	153	163	173	182	192	200	202	204	209	25.4
All England	671	793	856	905	955	1,008	1,052	1,066	1,077	1,109	21.8
Scotland	33	41	45	47	52	56	60	62	66	70	13.7
Wales	28	33	35	38	41	45	49	51	53	55	18.7
Region Unknown	21	22	17	20	22	25	31	28	29	29	
Great Britain	752	889	954	1010	1070	1135	1,191	1,206	1,224	1,263	21.5

Source: DVLA/DfT

1. Rate per 1,000 population is calculated using mid 2006 population estimates

Table 2.4: Rate of unlicensed vehicles in active Great Britain stock, by tax class, 2007

Tax Class	Percent 2007 Estimate
Private and Light Goods	1.4
Goods	1.0
Motorcycles	9.8
Bus	0.8
Exempt	0.9
Other	5.2
All tax classes	1.7

1. Data for previous years are not comparable with 2007. For more information please see www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/excisedutyevasion/ved2007

Source : Evasion Survey, DfT

Table 2.5: Motorcycle^{1,2} stock in different countries, 1996 and 2006

	Thousands/rate		
	1996	2006	Stock per 1,000 people (2006)
Great Britain	769	1,240	21.1
Northern Ireland	13	30	17.3
United Kingdom	782	1,270	21.0
Austria	560	645	77.9
Belgium	212	360	34.2
Denmark	74	184	33.9
Finland	163	338	64.2
France	2,278	2,500 ³	40.7
Germany	4,184	5,781	70.2
Greece	..	1,206	108.1
Irish Republic	24	35	8.3
Italy	6,391	10,239	173.9
Luxembourg	29	39	82.1
Netherlands	335	568	34.8
Portugal	241	559	52.8
Spain	1,308	4,385	99.4
Sweden	273	498	54.8
Cyprus	50 ⁴	40	52.7
Czech Republic	915 ⁴	823	80.0
Estonia	5	13	9.4
Hungary	..	130	12.9
Latvia	18	37	16.1
Lithuania	19	26	7.5
Malta	12	12	30.0
Poland	929 ⁴	784	20.6
Slovak Republic	80	58	10.8
Slovenia	..	53	26.5
Norway	165	269	57.9
Switzerland	382	609	81.1
Japan	15,262
USA	3,871	6,679	22.3

1 There are differences in definitions between countries which limit comparisons.

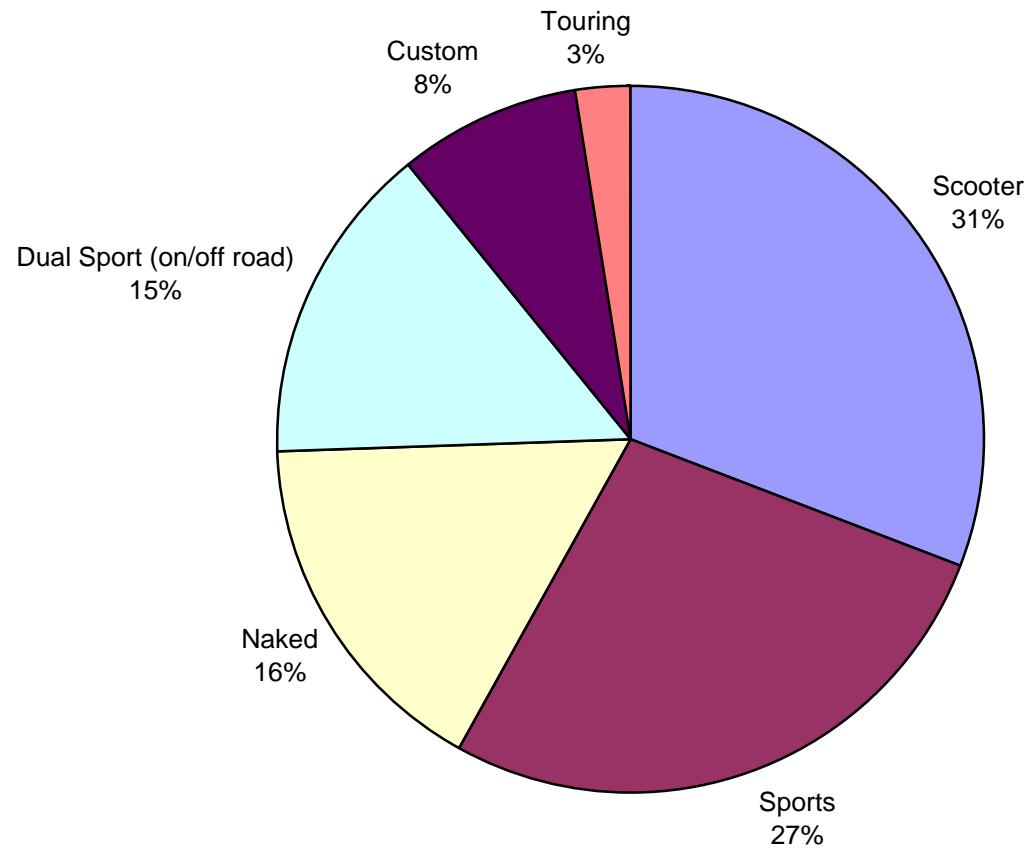
2 Includes mopeds and three-wheeled vehicles but excludes pedal cycles.

3 Estimated by Eurostat.

4 1995 data.

Source: EU Energy and Transport in Figures (EUROSTAT)
Ministry of Land, Infrastructure and Transport, Japan
Highway Statistics, USA

Chart 2.6: New motorcycle registrations: by style, United Kingdom, 2007



The data used to create this chart are outside the scope of National Statistics.
Source: Motor Cycle Industry Association.

Chart 2.6: New motorcycle registrations: by style, United Kingdom, 2007

	<u>Percentage</u>
Scooter	30.9
Sports	27.1
Naked	16.4
Dual Sport (on/off road)	14.7
Custom	8.3
Touring	2.6

*The data used to create this chart are outside the scope of National Statistics
Source: Motorcycle Industry Association*

Table 2.7: New motorcycle registrations: by engine size, Great Britain, 1997-2007

Engine size, cc	Thousands										
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
less than 50	13	23	36	50	46	36	35	27	24	23	24
51 - 150	13	19	29	40	44	39	39	33	35	38	42
151 - 500	23	22	19	18	16	17	17	13	13	12	12
501 - 700	30	34	37	33	31	28	28	21	21	22	23
701 - 1,000	30	36	33	30	27	27	26	26	23	23	23
over 1,000	16	16	17	16	17	19	17	16	19	18	22
Total	126	149	172	187	180	168	161	137	136	135	146

Note - total includes those vehicles with unknown engine size.

Source: DVLA/DfT

Table 2.8: New motorcycle registrations: Top 10 models, United Kingdom, 2007

	Manufacturer	Description	Type	Engine size (cc)
1	Yamaha	YBR 125	Naked	124
2	Honda	SCV 100 Lead	Scooter	102
3	Suzuki	GSXR 1000	Sports	998
4	Yamaha	YZF R1	Sports	998
5	BMW	R 1200 GS / Adventure	Dual Sport	1170
6	Yamaha	YZF R6	Sports	599
7	Suzuki	GSXR 750	Sports	749
8	Baotian	QT-50 (all variants)	Scooter	49
9	Honda	CBR 1000 RR	Sports	998
10	Honda	CBR 125 R	Sports	124

The data used to create this chart are outside the scope of National Statistics

Source: Motorcycle Industry Association

Table 2.9: Number of motorcycle previous keepers by year of registration, Great Britain, 2007

Year of first registration	Percentages / thousands							Total
	Number of previous keepers							
	0	1	2	3	4 - 5	6 - 10	More than 10	
pre 1979	43	17	10	7	9	9	2	98
1979 - 1984	9	5	4	4	7	11	4	42
1985 - 1990	5	5	5	5	10	15	4	49
1991 - 1996	9	13	16	17	29	27	2	113
1997 - 1999	21	31	35	32	41	19	0	179
2000	12	16	17	13	14	5	0	78
2001	15	20	19	14	12	3	0	83
2002	19	24	20	13	10	2	0	88
2003	22	28	21	12	7	1	0	92
2004	29	30	18	8	3	0	0	89
2005	42	36	15	5	2	0	0	99
2006	65	34	9	2	1	0	0	109
2007	110	30	3	0	0	0	0	143
Percentage	32	23	15	10	11	7	1	1263

Source: DVLA/DfT

Chart 2.10: Motorcycle MOT tests: number and pass rate, Great Britain, 1996/97-2007/08

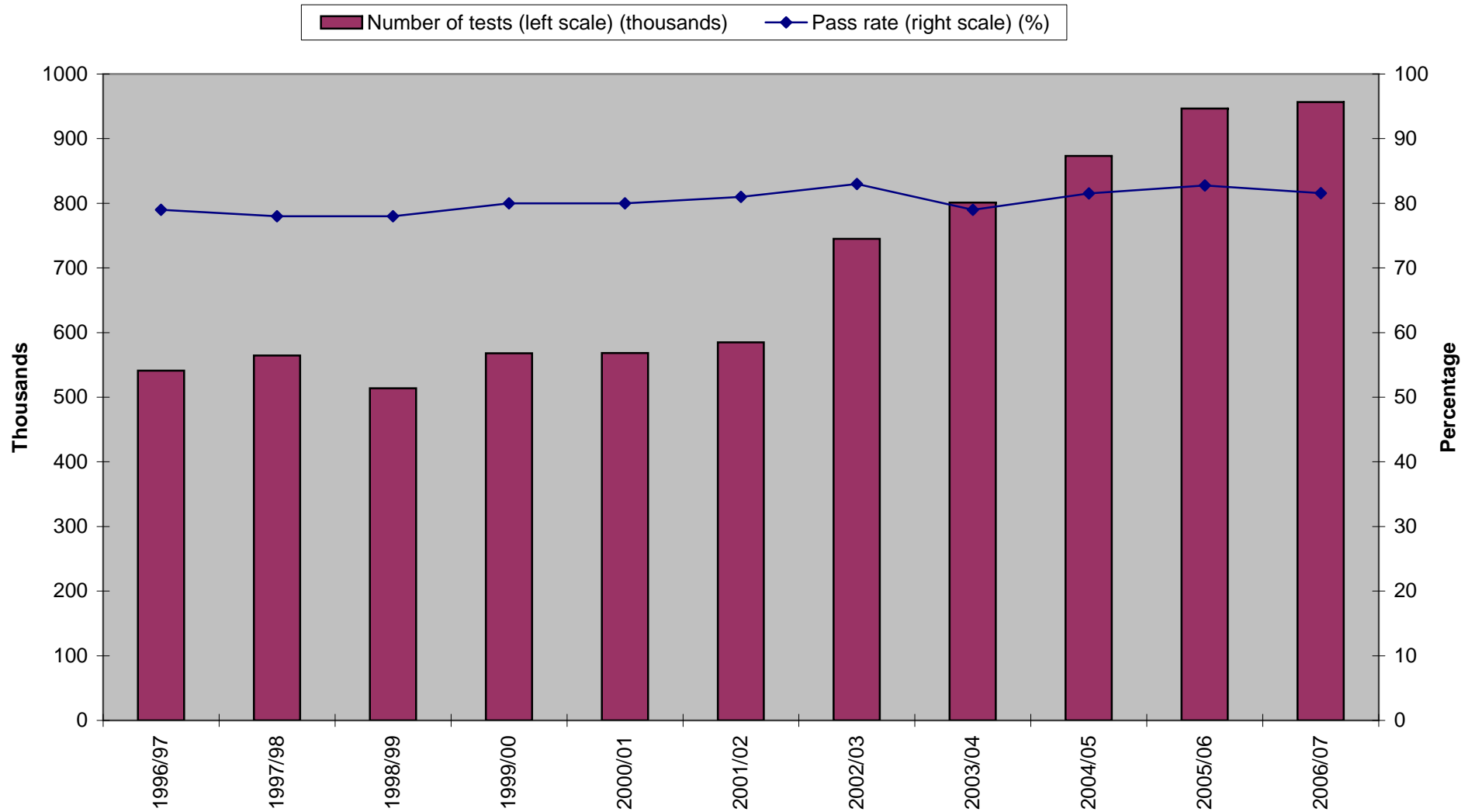
	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Number of tests (left scale) (thousands)	580.4	582.1	541.1	564.4	513.8	567.8	568.4	584.9	745.0	801.0	873.2	946.4	956.8
Pass rate (right scale) (%)	76	74	79	78	78	80	80	81	83	79	82	83	82

Note: The increase from 2003/04 reflects an increase in small cc scooters, bikes and mopeds being tested.

The data used to create this chart are outside the scope of National Statistics

Source: VOSA

Chart 2.10: Motorcycle MOT tests: number and pass rate, Great Britain, 1997/98 - 2007/08



The data used to create this chart are outside the scope of National Statistics.
Source: VOSA

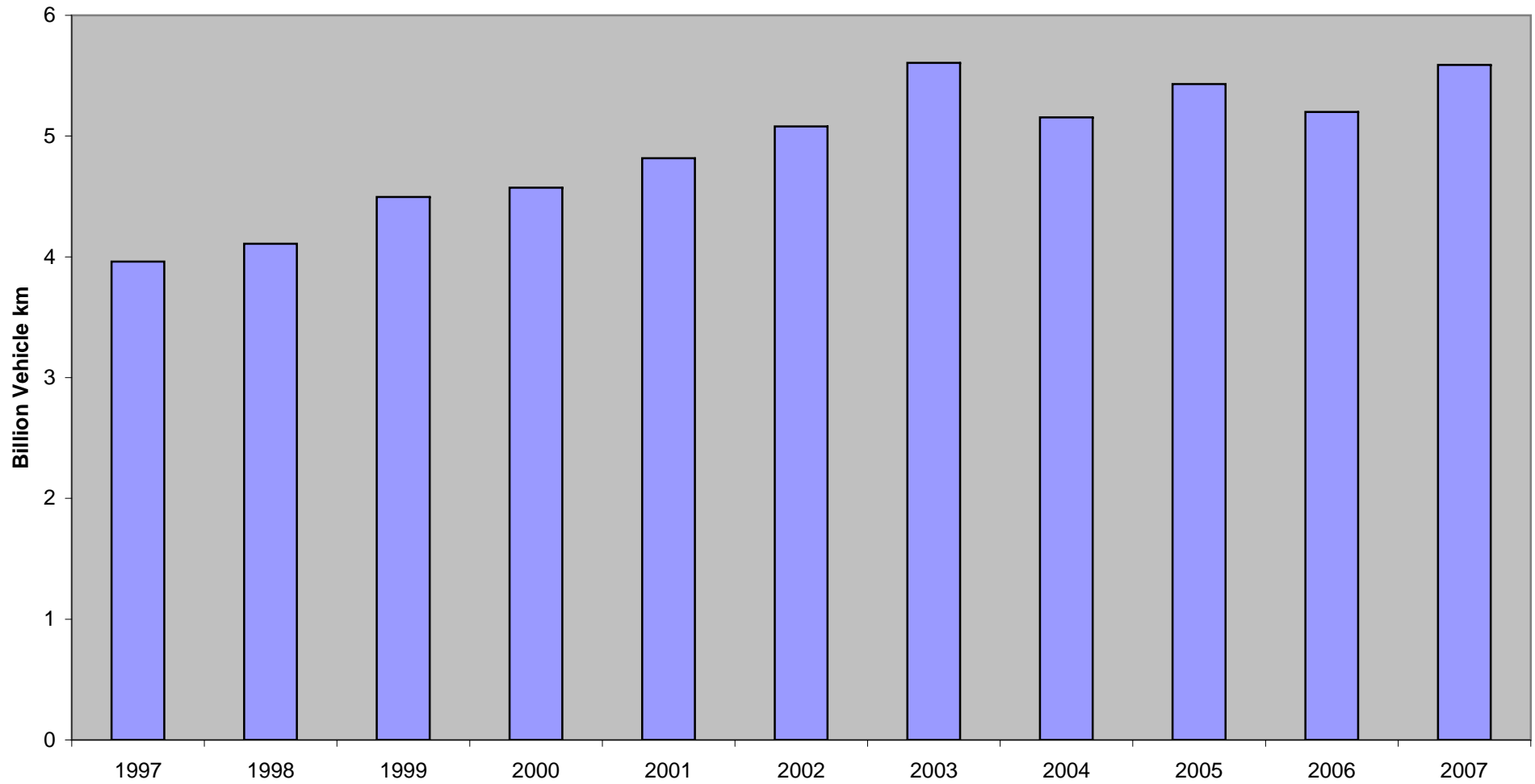
Table 2.11: Motorcycle MOT tests: common causes of failure, 1997/98-2007/08

	Percentage										
	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Brakes	7.9	7.4	8.6	6.5	6.1	5.7	5.7	7.1	5.9	5.2	7.7
Steering	8.3	8.9	9.2	7.9	6.6	6.7	6.7	7.4	2.7	2.4	3.0
Lights	10.7	11.4	11.6	10.1	9.8	9.5	9.1	9.5	10.0	9.7	10.4
Tyres	5.2	5.5	6.2	4.9	4.4	4.4	4.0	4.3	3.3	3	4.8
Other	7.5	7.2	5.9	6.4	6.2	5.8	5.4	6.2	n/a	n/a	n/a

The figures in this table are outside the scope of National Statistics

Source: VOSA

Chart 3.1: Motorcycle traffic, Great Britain, 1997-2007



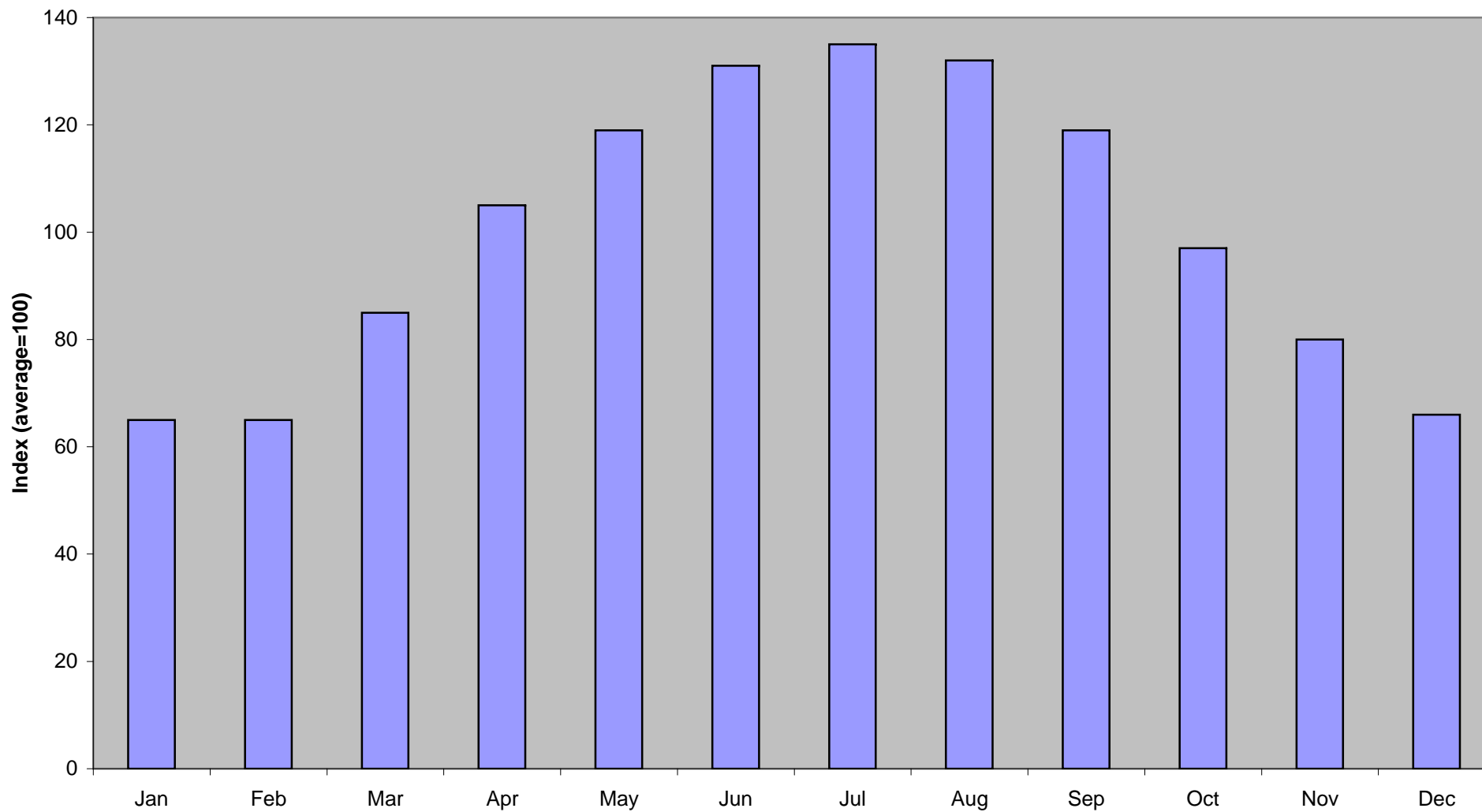
Source: Traffic Surveys, DfT

Chart 3.1: Motorcycle traffic, Great Britain, 1997-2007

Billion vehicle km										
1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
3.96	4.11	4.50	4.57	4.82	5.08	5.61	5.16	5.43	5.20	5.59

Source: *Traffic Surveys, DfT*

Chart 3.2: Motorcycle traffic: by month, Great Britain, 2003-2007



Source: Traffic Surveys, DfT

Chart 3.2: Motorcycle traffic: by month, Great Britain, 2003-2007 combined data

Index: Average month=100

2003 - 2007	
Jan	65
Feb	65
Mar	85
Apr	105
May	119
Jun	131
Jul	135
Aug	132
Sep	119
Oct	97
Nov	80
Dec	66

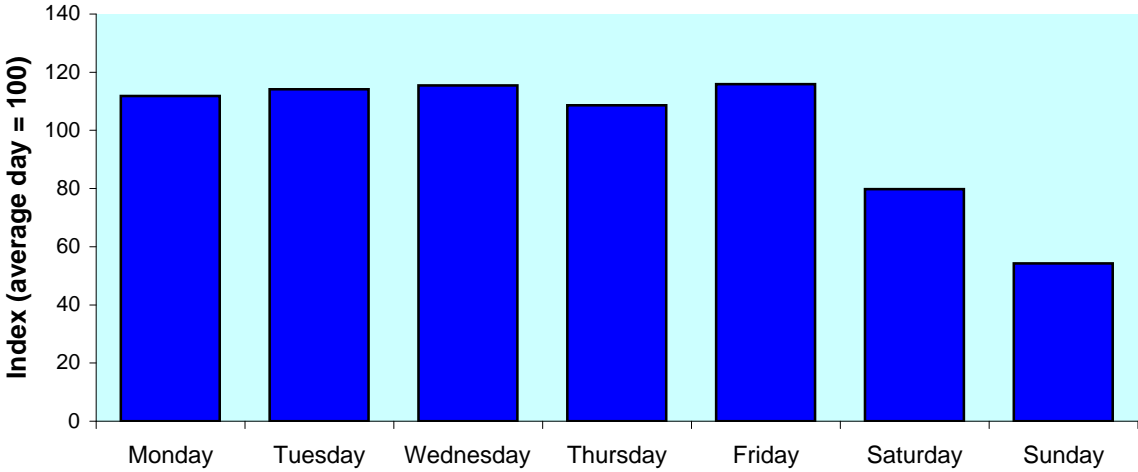
Source: Traffic Surveys, DfT

Chart 3.3: Motorcycle travel: trips by day of the week, Great Britain, 2004-2006 combined data

Index (average day=100)	
2004 - 2006	
Monday	112
Tuesday	114
Wednesday	116
Thursday	109
Friday	116
Saturday	80
Sunday	54

Source: National Travel Survey, DfT

Chart 3.3 Motorcycle travel: trips by day of the week, Great Britain, 2004-2006 combined data



Source: National Travel Survey, DfT

Table 3.4a: Motorcycle travel: number and length of trips by purpose, Great Britain, 2004-2006 combined data

Trips per rider per week/miles						
	Work, business and education	Shopping	Other personal and escort	Visit friends	Other leisure	All trips
Trips per rider per week	4.8	0.7	0.4	0.9	0.9	7.8
Percentage of trips	62	9	6	12	12	100
Average trip length	9.7	5.5	7.5	11.2	21.0	10.7
Miles per rider per week	46.4	3.9	3.3	10.2	19.2	83.1
Sample sizes: trips	2,200	327	206	415	420	3,568

Source: National Travel Survey, DfT

Table 3.4b: Car travel: number and length of trips by purpose, Great Britain, 2004-2006 combined data

Trips per driver per week/miles/number						
	Work, business and education	Shopping	Other personal and escort	Visit friends	Other leisure	All trips
Trips per driver per week	4.9	3.5	4.5	2.3	1.6	16.8
Percentage of trips	29	21	27	13	10	100
Average trip length	11.5	5.2	5.1	10.5	12.2	8.4
Miles per driver per week	56.1	18.0	23.1	23.8	19.8	140.8
Sample sizes: trips	137,024	98,350	126,297	63,472	45,692	470,835

Source: National Travel Survey, DfT

Table 3.5: Motorcycle travel: trends, Great Britain: 1985/1986-2006

	Trips / miles / hours							
	1985/86	1992/94	1998/00	2002	2003	2004	2005	2006
Trips per rider per week	11.2	9.7	8.7	7.8	9.0	8.3	8.0	7.1
As a percentage of all trips	45	39	36	36	40	37	34	32
Distance travelled per rider per week	62.9	66.6	76.3	70.6	87.1	76.3	70.1	74.8
As a percentage of total distance travelled	44	37	39	34	42	33	31	35
Time spent travelling per week	3.1	3.0	3.3	2.8	3.7	3.7	3.1	3.3
As a percentage of total travelling time	43	37	38	34	42	39	32	36
Sample size: riders	372	210	166	143	157	139	165	154

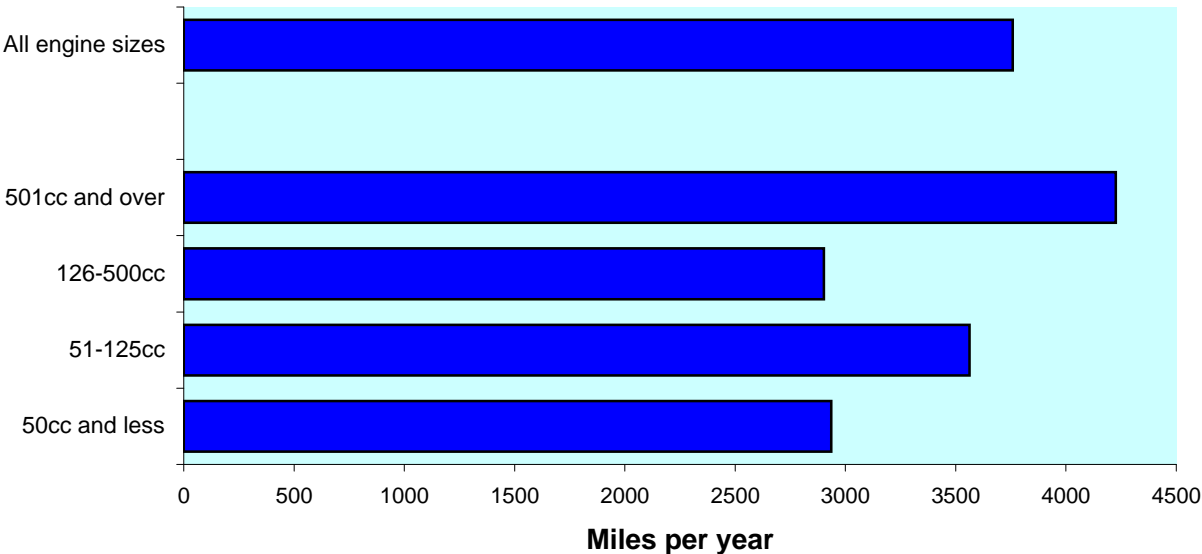
Source: National Travel Survey, DfT

Chart 3.6: Motorcycle travel: average annual distance travelled per motorcycle by engine size, Great Britain, 2004-2006 combined data

	Miles
	2002-2004
501cc and over	4,226
126-500cc	2,902
51-125cc	3,563
50cc and less	2,936
All engine sizes	3,759

Source: National Travel Survey, DfT

Chart 3.6: Motorcycle travel: annual distance travelled by engine size, Great Britain, 2004-2006 combined data



Source: National Travel Survey, DfT

Table 3.7: Motorcycle travel: Speed distributions by type of road, Great Britain, 2007

	Percentage				
	70 mph		Speed limit 60 mph		30 mph
	Motorways	Dual carriageway	Single carriageway	Urban roads	Urban roads
Percentage exceeding speed limit by up to 10mph	28	29	15	28	40
Percentage exceeding speed limit by more than 10mph	25	23	12	8	11
Average motorcycle speed (mph)	70	69	53	38	31
Average car speed (mph)	70	69	48	36	30

Source: Traffic Surveys, DfT

Note - speeds are measured at free-flowing locations - away from junctions, bends, hills etc.

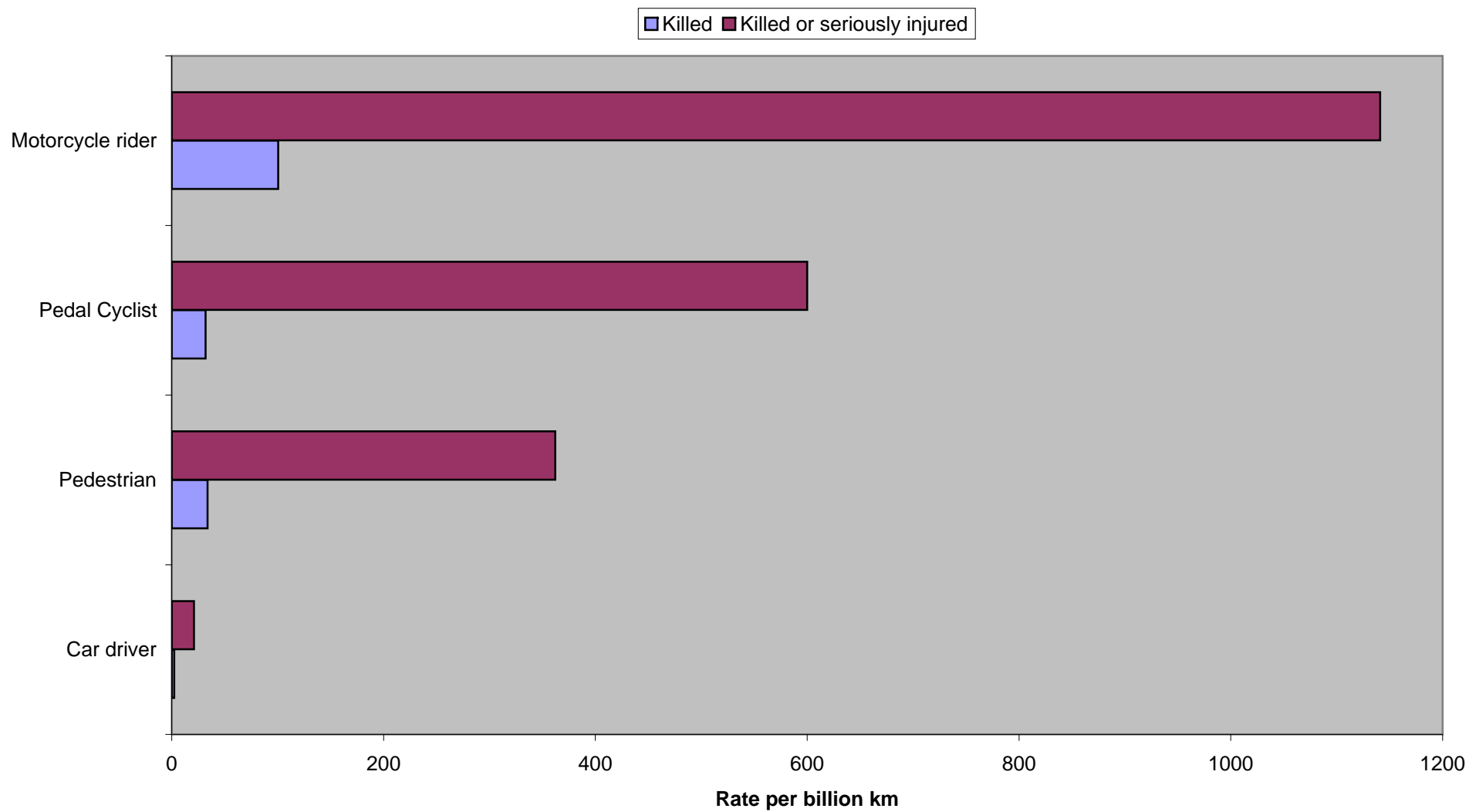
Chart 4.1: Road casualties: relative risk of different forms of transport, Great Britain, 2007

	Rate per billion km	
	Killed	Killed or seriously injured
Car driver	2	21
Pedestrian	34	362
Pedal Cyclist	32	600
Motorcycle rider	100	1,141

1 Calculated using 2006 National Travel Survey data and mid-year 2007 population.

Source: Road Accident Statistics, DfT

Chart 4.1: Road casualties: relative risk of different forms of transport, Great Britain, 2007



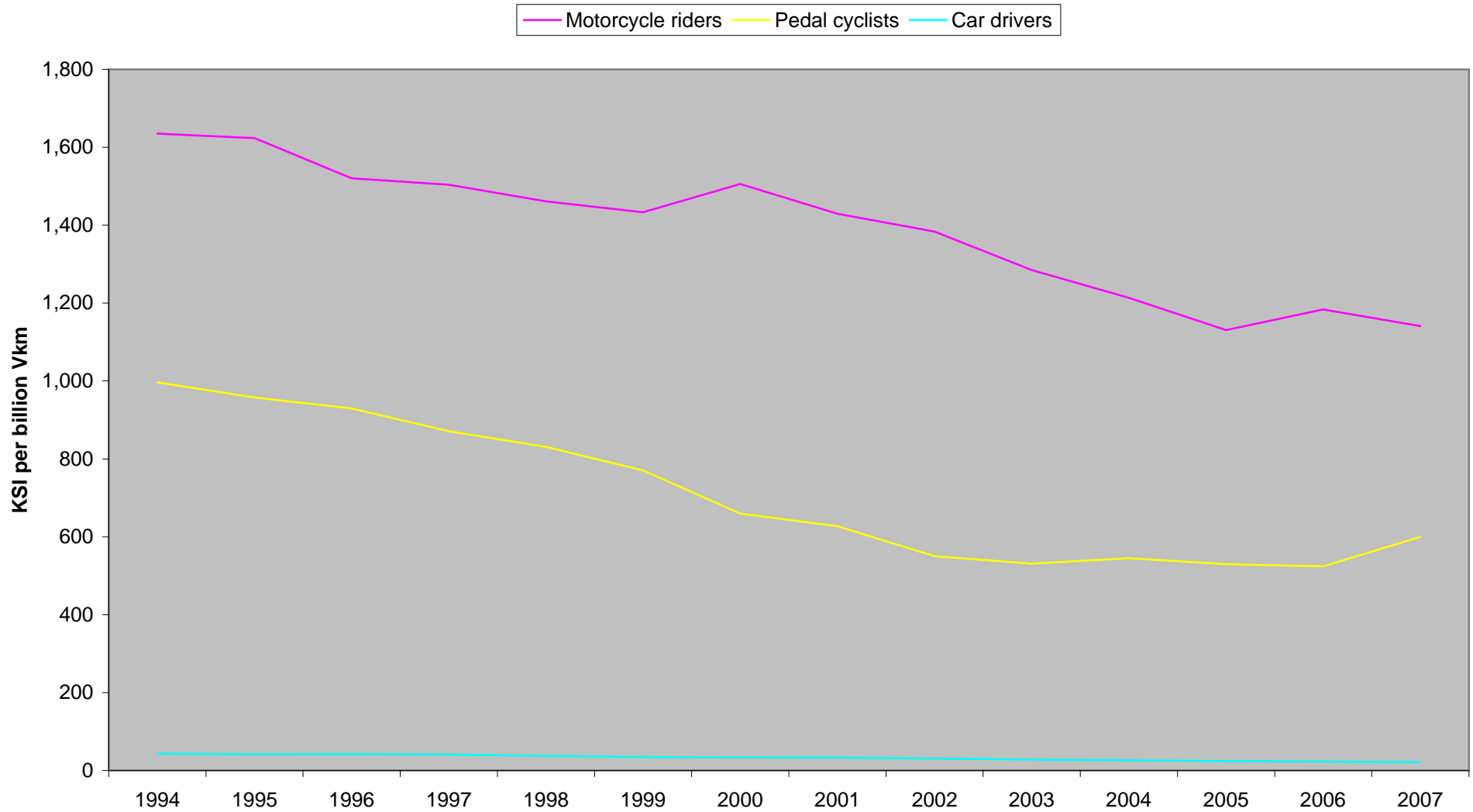
Source: Road Accident Statistics, DfT

Chart 4.2: Road casualties: KSI rates by type of rider/driver, Great Britain, 1994-2007

	KSI per billion Vkm													
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Motorcycle riders	1,635	1,624	1,521	1,504	1,461	1,433	1,506	1,429	1,384	1,285	1,213	1,131	1,183	1,141
Pedal cyclists	996	958	929	871	831	770	660	627	550	531	545	530	524	600
Car drivers	43	41	42	41	37	34	34	33	31	28	26	24	23	21

Source: Road Accident Statistics, DfT

Chart 4.2: Road casualties: KSI rates by type of rider/driver, Great Britain, 1994- 2007



Source: Road Accident Statistics, DfT

Table 4.3: Motorcyclist casualties: injuries by type of vehicle and age of casualty, Great Britain, 2007

	Number					
	Killed or seriously injured			Slight injury		
	Motorcycle 50cc and under	Motorcycle 51-125cc	Motorcycle over 125cc	Motorcycle 50cc and under	Motorcycle 51-125cc	Motorcycle over 125cc
Under 16	25	33	28	63	44	60
16-19	513	465	245	2,433	1,494	533
20-29	117	431	1,060	439	1,443	2,001
30-39	61	221	1,146	259	785	2,214
40-49	41	143	1,211	182	465	2,218
50-59	24	67	535	83	222	981
60-69	13	34	156	38	55	303
70 and over	6	17	38	20	28	38
Total (inc. age unknown)	814	1,441	4,482	3,568	4,649	8,505

Source: Road Accident Statistics, DfT

Table 4.4: Motorcyclist rider casualties: KSI by age and totals by sex, Great Britain, 1996-2007

	Number												
	1994-98 average	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Under 16	55	64	50	39	54	69	69	76	79	72	84	62	45
16	190	195	187	178	204	257	298	333	343	397	396	337	339
17	270	270	253	268	256	304	331	341	394	361	378	355	374
18	200	179	192	180	214	250	272	251	265	242	220	232	221
19	170	152	144	133	164	216	190	205	213	200	203	208	216
20 to 24	964	911	825	756	759	773	760	875	814	750	754	731	816
25 to 29	1,180	1,139	1,163	1,111	1,090	1,094	969	864	818	672	610	667	724
30 to 34	995	956	1,086	1,047	1,162	1,177	1,157	1,092	1,027	832	683	644	632
35 to 39	651	635	703	851	924	1,024	1,001	1,059	1,024	868	849	802	731
40 to 49	709	679	750	815	949	987	1,053	1,206	1,327	1,116	1,202	1,282	1,329
50 to 59	336	291	345	389	412	450	505	467	576	480	522	531	592
60 to 69	128	124	129	109	113	128	115	122	167	148	135	164	197
70 and over	56	58	56	42	50	44	31	36	47	37	25	47	59
Male riders	5,590	5,348	5,597	5,657	6,074	6,496	6,474	6,618	6,775	5,889	5,822	5,804	5,998
Female riders	398	369	361	348	368	388	405	403	430	365	320	347	377
All age groups (inc. age & gender unknown)	5,988	5,717	5,959	6,005	6,443	6,885	6,883	7,030	7,205	6,255	6,142	6,151	6,376

Source: Road Accident Statistics, DfT

Table 4.5: Motorcyclist casualties: KSI by road class, Great Britain, 1996-2007

	Number												
	1994-98 average	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Urban roads¹:													
A roads	1,609	1,554	1,623	1,579	1,694	1,844	1,860	1,894	1,833	1,635	1,472	1,525	1,558
B roads	389	349	369	365	375	418	440	434	435	386	368	394	397
Other roads	1,238	1,234	1,134	1,147	1,225	1,363	1,420	1,457	1,496	1,396	1,418	1,384	1,434
All urban roads	3,236	3,137	3,126	3,091	3,294	3,625	3,720	3,785	3,764	3,417	3,258	3,303	3,389
Rural roads¹:													
A roads	1,752	1,669	1,822	1,880	1,999	2,027	1,995	2,006	2,161	1,725	1,757	1,757	1,846
B roads	585	529	605	598	615	685	666	652	719	635	579	574	599
Other roads	782	786	772	743	800	836	753	890	837	753	754	700	747
All rural roads	3,119	2,984	3,199	3,221	3,414	3,548	3,414	3,548	3,717	3,113	3,090	3,031	3,192
Total²													
Motorways	106	77	112	110	148	149	139	160	164	116	156	150	155
A roads	3,369	3,229	3,450	3,469	3,715	3,903	3,868	3,904	3,998	3,360	3,230	3,282	3,405
B roads	976	880	976	966	1,000	1,112	1,112	1,087	1,154	1,023	948	968	996
Other roads	2,024	2,022	1,908	1,897	2,045	2,210	2,186	2,349	2,336	2,149	2,174	2,084	2,181

1 Excluding motorways

2 Includes cases where area type was not reported

Source: Road Accident Statistics, DfT

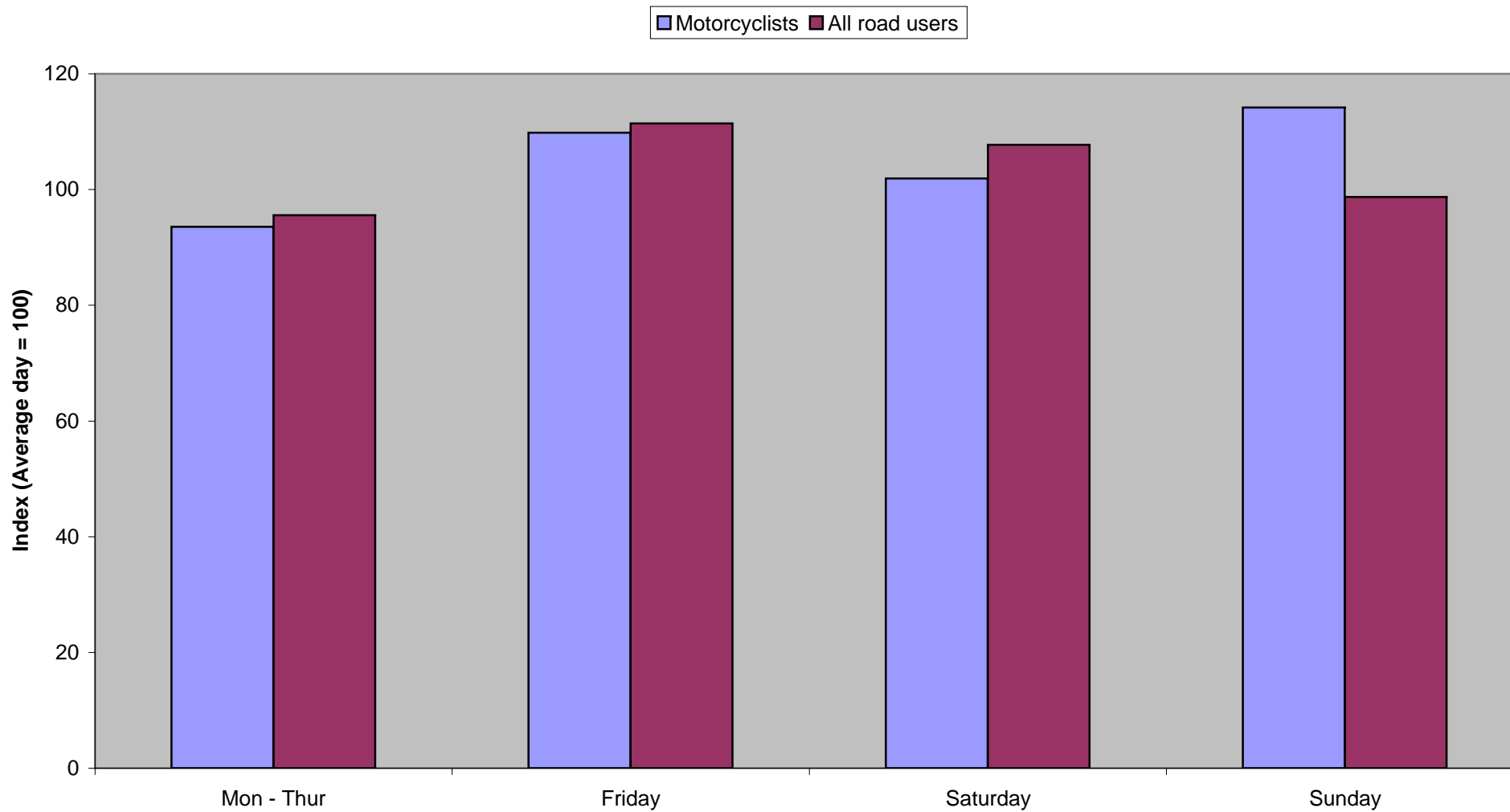
Chart 4.6: Motorcycle casualties: KSI by day of week (indexed), Great Britain, 2007

Index: average day=100

	Motorcyclists	All road users
Mon - Thur	93.6	95.5
Friday	109.8	111.4
Saturday	101.9	107.7
Sunday	114.2	98.7

Source: Road Accident Statistics, DfT

Chart 4.6 Motorcycle Casualties: KSI by day of week (indexed), Great Britain, 2007



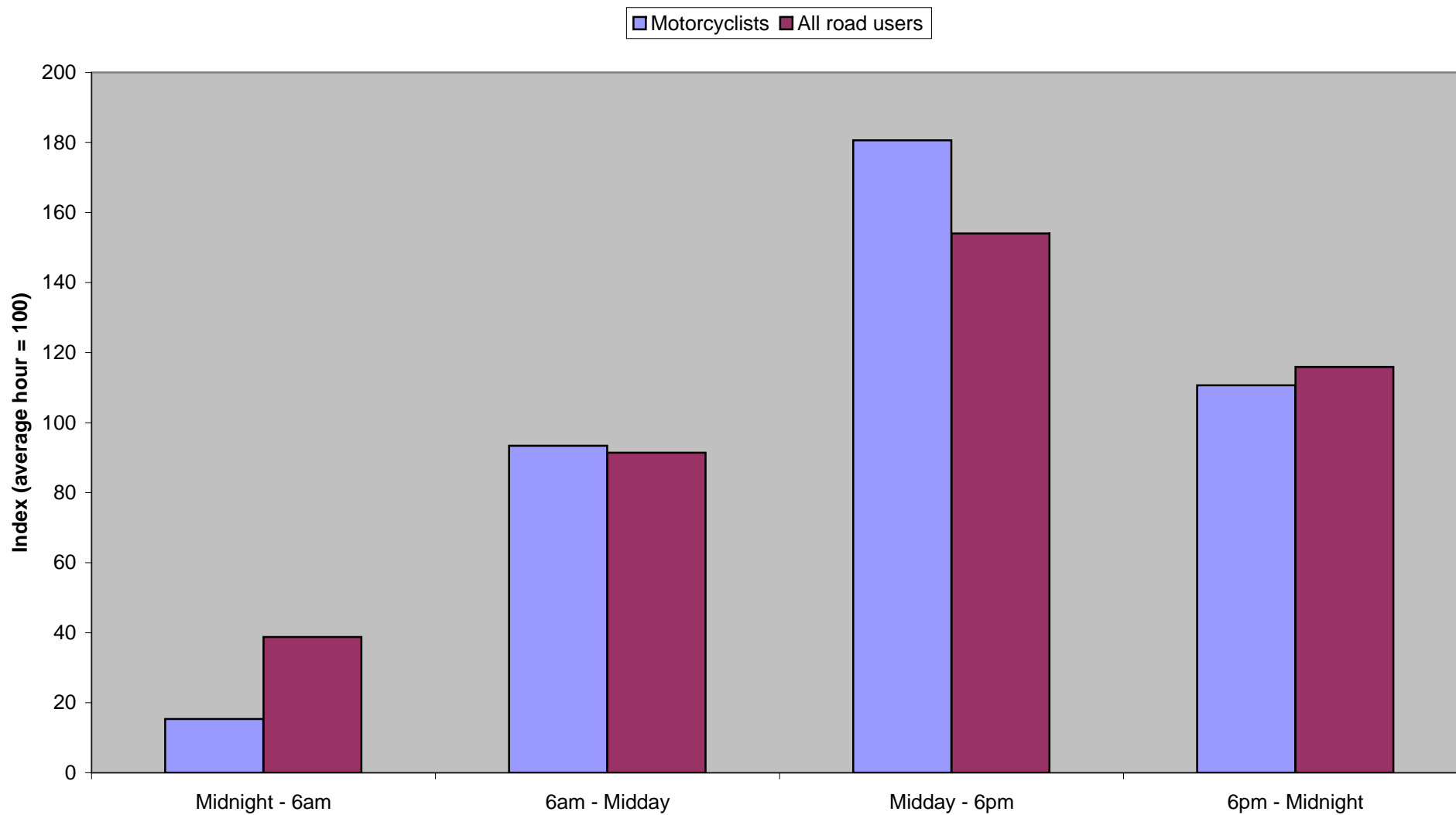
Source : Road Accident Statistics, DfT

Chart 4.7: Motorcycle casualties: KSI by time of day (indexed), Great Britain, 2007

	Index: Average hour=100	
	Motorcyclists	All road users
Midnight - 6am	15.3	38.8
6am - Midday	93.4	91.4
Midday - 6pm	180.6	154.0
6pm - Midnight	110.6	115.9

Source: Road Accident Statistics, DfT

Chart 4.7: Motorcycle casualties: KSI by time of day (indexed), Great Britain, 2007



Source: Road Accident Statistics, DfT

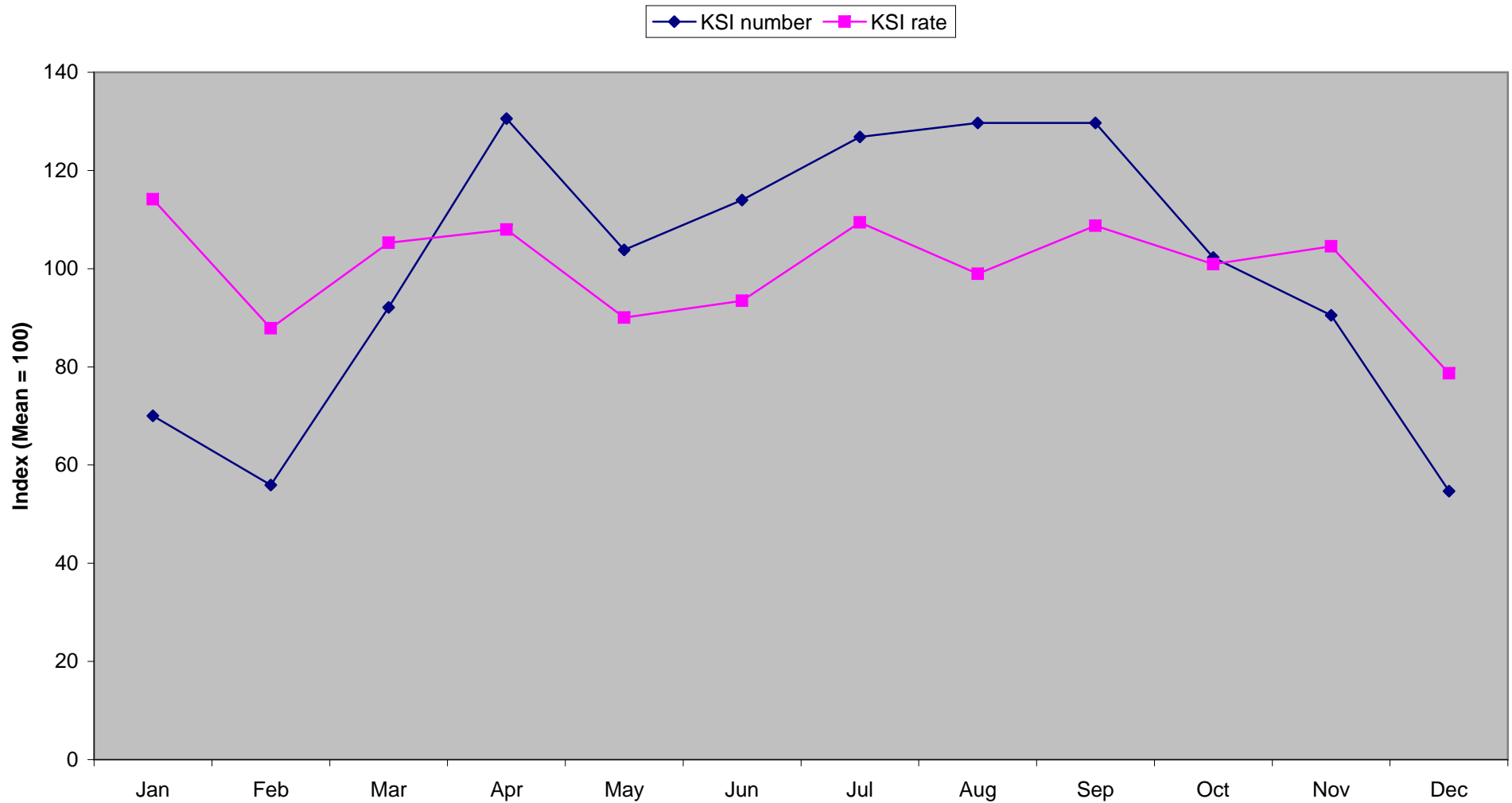
Chart 4.8: Motorcyclist casualties: KSI number and rate by month of year (indexed), Great Britain, 2007

Index: Mean=100

	KSI number	KSI rate
Jan	70	114
Feb	56	88
Mar	92	105
Apr	131	108
May	104	90
Jun	114	93
Jul	127	109
Aug	130	99
Sep	130	109
Oct	102	101
Nov	90	105
Dec	55	79

Source: Road Accident Statistics, DfT

Chart 4.8: Motorcyclist casualties: KSI number and rate by month of year (indexed), Great Britain, 2007



Source: Road Accident Statistics, DfT

Table 4.9: Motorcyclist casualties: by severity, type of accident and other party involved in accident with the motorcycle, Great Britain, 2007

	Number			
	Motorcyclist casualties		Motorcyclist KSIs	
	Motorcycle over 51cc	Motorcycle under 50cc	Motorcycle over 51cc	Motorcycle under 50cc
Two vehicle accidents				
Pedal Cycle	104	26	21	1
Motorcycle under 50cc	27	102	6	22
Motorcycle over 51cc	307	32	90	8
Car	11,857	3,057	3,180	517
Bus or Coach	145	25	50	4
LGV	867	172	240	39
HGV	328	52	131	14
Other vehicle	253	43	102	4
Single vehicle accidents				
Pedestrians	267	44	48	5
No other involvement	3,305	590	1,349	150
All accidents	19,077	4,382	5,923	814

Source: Road Accident Statistics, DfT

Table 4.10: Motorcyclist breath tests and failure rates, England and Wales, 2007

	Number/percentage				
	All motorcyclists			Percentage failure	
	Number involved in accidents	Number tested	Number of failures	<i>Motorcyclists</i>	<i>All road users (inc. motor- cyclists)</i>
Under 17	2,266	1,176	36	1.6	2.4
17-19	3,655	2,117	62	1.7	3.1
20-24	2,948	1,622	54	1.8	3.8
25-29	2,624	1,322	43	1.6	3.0
30-34	2,309	1,165	41	1.8	2.2
35-39	2,523	1,317	36	1.4	2.0
40-49	4,368	2,327	45	1.0	1.6
50-59	1,969	1,087	14	0.7	1.3
60-69	612	327	4	0.7	0.9
70 and over	151	84	0	0.0	0.5
Age not reported	956	104	2	0.2	0.3
All ages	24,381	12,648	337	1.4	2.0

Source: Road Accident Statistics, DfT

Table 4.11: Contributory factors: vehicles by vehicle type, Great Britain, 2007

Contributory factor attributed to motorcycle	50cc and under		51 -125 cc		126-500cc		Over 500cc		All motorcycles	
	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent	Number	Per cent
Failed to look properly	682	18	888	17	365	14	1,127	13	3,062	15
Loss of control	440	12	656	12	370	15	1,542	17	3,008	15
Failed to judge other person's path or speed	442	12	602	11	290	11	1,073	12	2,407	12
Careless, reckless or in a hurry	415	11	613	12	248	10	846	10	2,122	10
Poor turn or manoeuvre	325	9	451	9	244	10	973	11	1,993	10
Learner or inexperienced driver/rider	862	23	689	13	136	5	232	3	1,919	9
Travelling too fast for conditions	225	6	366	7	164	6	754	9	1,509	7
Slippery road (due to weather)	344	9	436	8	135	5	402	5	1,317	6
Sudden braking	209	6	258	5	150	6	589	7	1,206	6
Exceeding speed limit	73	2	202	4	137	5	684	8	1,096	5
Following too close	165	4	186	4	78	3	322	4	751	4
Aggressive driving	79	2	136	3	83	3	323	4	621	3
Total	3,690	100	5,284	100	2,549	100	8,819	100	20,342	100

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