



Transport Statistics Bulletin

Compendium of Motorcycling Statistics 2009

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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 2008.

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 2008 publication of the motorcycling compendium, and so some tables remain unchanged from that publication. Many of the sources are within the Department and its agencies, though some come from other bodies (source acknowledged). Statistics in the compendium are designated National Statistics unless indicated otherwise on individual tables or charts.

This publication appears on the Department for Transport's website.

Sources of further information

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

Department for Transport:

The Departmental website is www.dft.gov.uk

Transport statistics are available at
<http://www.dft.gov.uk/pgr/statistics/datatablespublications/>

Motorcycle Industry Association:
www.mcia.co.uk

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Key findings

Motorcyclists

- The proportion of households with at least one motorcycle has remained relatively steady since the 1990s at just under 3 per cent. This is lower than the almost 5 per cent of households that had at least one motorcycle in 1985/86.
- Forty six per cent of motorcycles were owned by people aged between 35 and 49.
- The number of motorcycling tests carried out in 2008/09 was 105 thousand. This has risen by more than a quarter since 1998/09. Eight five per cent of the tests were taken by men.

Motorcycles

- There were about 1.3 million licensed motorcycles in Great Britain in 2008 including those that are exempt from vehicle excise duty. This is the highest it has been since the 1980s.
- Of the licensed motorcycles in 2008 the most common engine size was between 501 and 700 cc. Roughly one in ten motorcycles have an engine size of 50 cc or smaller.
- The highest rate of motorcycle ownership in 2008 was in the South East of England. With 30 motorcycles per 1,000 people this was about twice the rate in the lowest region, Scotland.
- Great Britain has one of the lowest motorcycle ownership rates in Europe. In 2007, of the pre-2004 EU member states, only the Republic of Ireland had a lower ownership rate.
- In 2008 it is estimated that 3.6 per cent of the active motorcycle stock were unlicensed. This fell from 9.8 per cent in 2007.
- 142 thousand motorcycles were registered for the first time in 2008. This is 3 per cent fall from 2007 and a 4.7 per cent fall from 1998. Almost a third of the new motorcycle registrations were of scooters, and one-quarter were of Sports-style motorcycles.
- Of all the motorcycles licensed in 2008, 31 per cent were still owned by their first keeper and 22 per cent by their second. Only 9 per cent have had six or more previous keepers.
- Over 1 million motorcycles underwent an MOT test in 2008/09. Of these, 81 per cent passed – a figure that has remained relatively stable for the past decade.
- The most common components that caused a motorcycle to fail its MOT in 2008/09 were lights and brakes.

Journeys made by motorcycle

- The distance driven by motorcycles in 2008 was 5.1 billion vehicle kilometres. This was a drop of 8 per cent from 2007. Over the same period there was a 0.8 per cent fall in overall traffic. This was the first time all motor vehicle traffic has fallen since 1979.
- The distance driven by motorcycles is highly seasonal. Distance driven for the months of April through to September was considerably above the year average while the winter months, especially January, February and March, were significantly lower.
- In comparison to car trips in 2006-2008, more motorcycle trips were for commuting purposes, though the average distance travelled per commuting trip was 2.3 miles lower.
- The number of trips per week made by a motorcycle driver has decreased from 11 in 1985/86 to 8 in 2008. This figure has remained at a similar level since 1995/97. However, since 1985/86 the average distance driven per week and the average amount of time spent driving per week has increased.

Motorcycling safety

- The risk of death or serious injury for a motorcyclist is considerably greater than for other road users. In 2008, a motorcycle rider had a relative risk of being killed or seriously injured per kilometre driven that was 57 times higher than for car drivers.
- The overall casualty rate for motorcycles has improved since 1998. In 2008 the number of deaths or serious injuries was 1,131 per billion kilometres driven. A decade earlier it was 23 per cent higher.
- Over 60 per cent of all deaths or serious injuries to drivers of motorcycles with an engine size of 50cc or smaller are drivers under the age of 20 in 2008. The total number of drivers killed or seriously injured in 2008 was 10 per cent lower than in 2007 with the greatest decrease taking place for the 16 year old drivers.
- Almost half of all casualties that were killed or seriously injured on a motorcycle in 2008 occurred on A roads; one-third occurred on C roads or unclassified roads.
- The highest rate of motorcycle casualties occurred during February and the summer months of June and July.
- In 2008, of the motorcycle drivers tested following an accident, 1.4 per cent failed a breathalyser test. This was unchanged from 2007 and was lower than the 2.7 per cent of all road users as a whole.
- The two most common factors contributing to motorcycle accidents in 2008 were *failure to look properly* and *loss of control*. Each contributed to 15 per cent of accidents.

Compendium of Motorcycling Statistics: 2009

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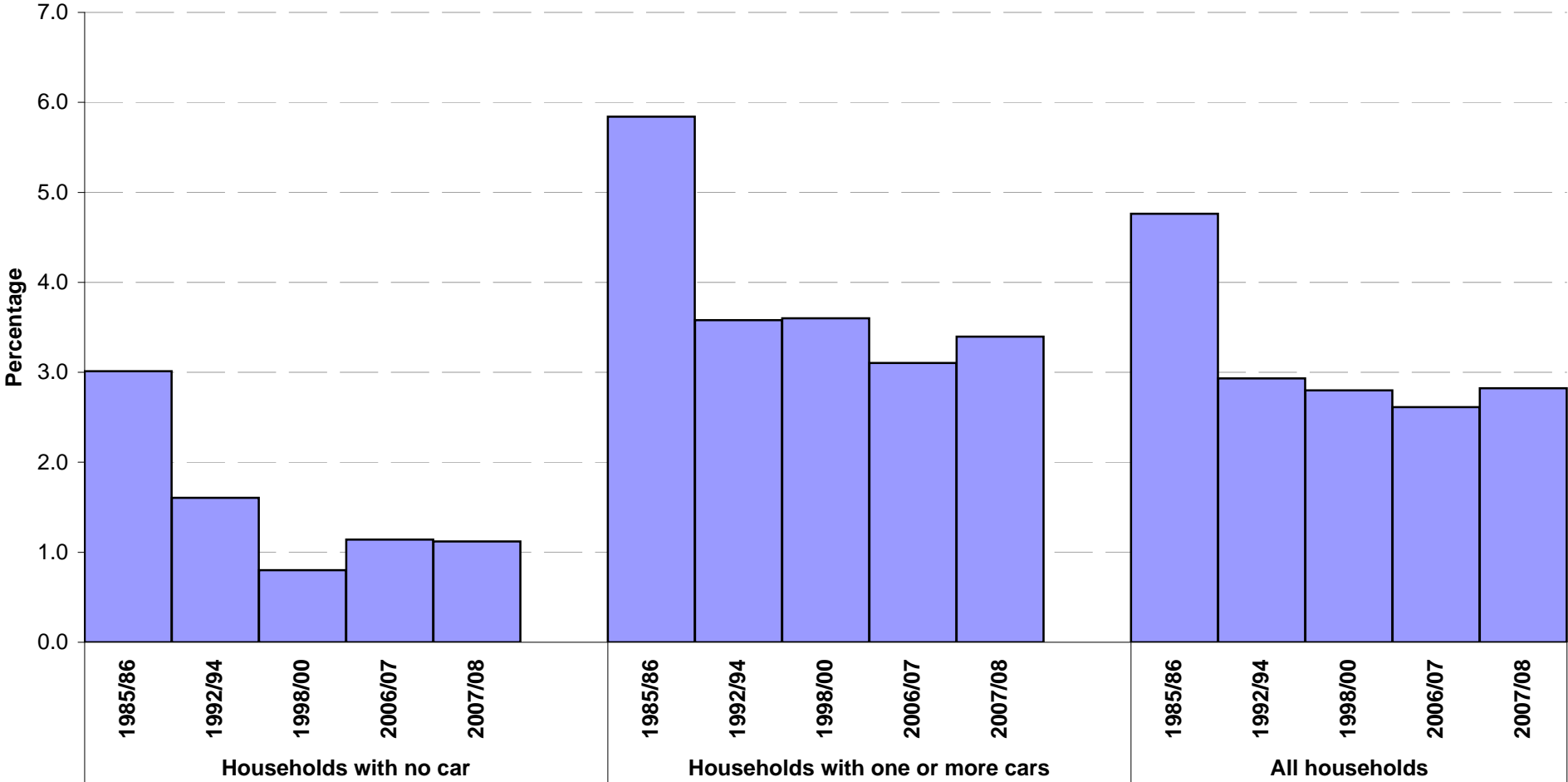
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Table 4.11: Contributory factors: vehicles by vehicle type, Great Britain, 2008

Chart 1.1: Motorcycle ownership: households with at least one motorcycle, Great Britain, 1985/86 - 2007/08



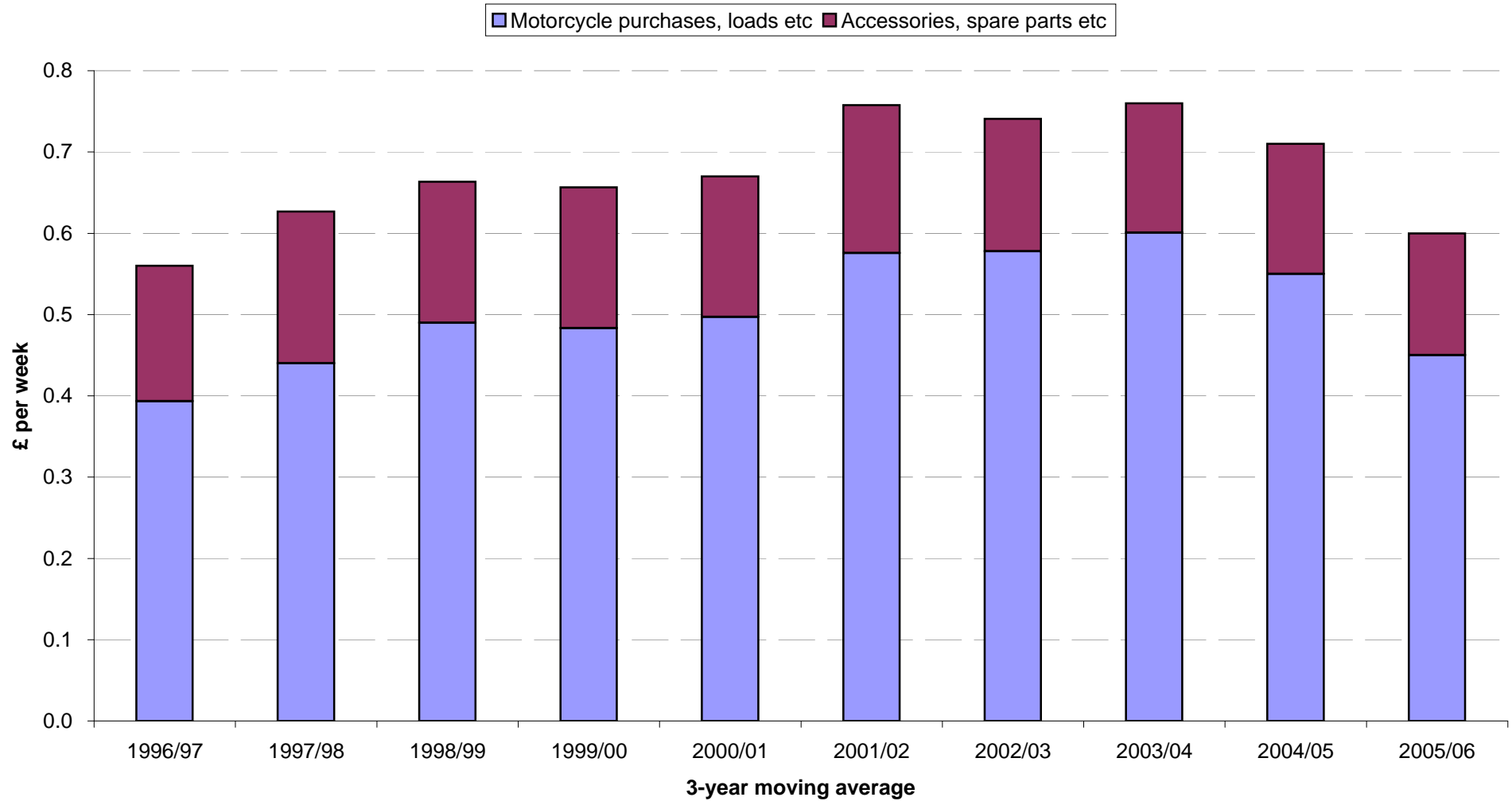
Source: National Travel Survey, DfT

Table 1.1: Motorcycle ownership: households with at least one motorcycle, Great Britain, 1985/86-2007/08

		<i>Percentage</i>
Households with no car	1985/86	3.0
	1992/94	1.6
	1998/00	0.8
	2006/07	1.1
	2007/08	1.1
Households with one or more cars	1985/86	5.8
	1992/94	3.6
	1998/00	3.6
	2006/07	3.1
	2007/08	3.4
All households	1985/86	4.8
	1992/94	2.9
	1998/00	2.8
	2006/07	2.6
	2007/08	2.8

Source: National Travel Survey, DfT

Chart 1.2: Motorcycle ownership: Average weekly household spending on motorcycling, United Kingdom, 1996/97-2005/06



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

Table 1.2: Motorcycle ownership: Average weekly spending on motorcycling, United Kingdom, 1996/97-2005/2006

	Pounds									
	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06
Motorcycle purchases, loads etc	0.39	0.44	0.49	0.48	0.50	0.58	0.58	0.60	0.55	0.45
Accessories, spare parts etc	0.17	0.19	0.17	0.17	0.17	0.18	0.16	0.16	0.16	0.15

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

Table 1.3: Motorcyclists: age profile, Great Britain, average 2006-2008

	<i>Percentage</i>
Age group	
16-19	11
20-24	7
25-29	6
30-34	7
35-39	14
40-44	14
45-49	18
50-54	9
55-59	8
60+	7
All aged 16+	100

Source: National Travel Survey, DfT

Chart 1.4: Motorcycle training: Number of tests and pass rate; 1998/99 - 2008/09



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

Table 1.4: Motorcycle training: Number of motorcycling tests and pass rate, 1998/99-2008/09

	Number / percentage										
	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09
Number of tests	83,408	90,248	90,656	73,922	86,103	83,451	78,241	80,271	77,019	87,962	105,362
Pass rate	67.9	66.6	66.2	65.7	64.7	64.5	64.3	63.7	65.1	66.5	66.4

The figures used to create this table are outside the scope of National Statistics

Source: Driving Standards Agency

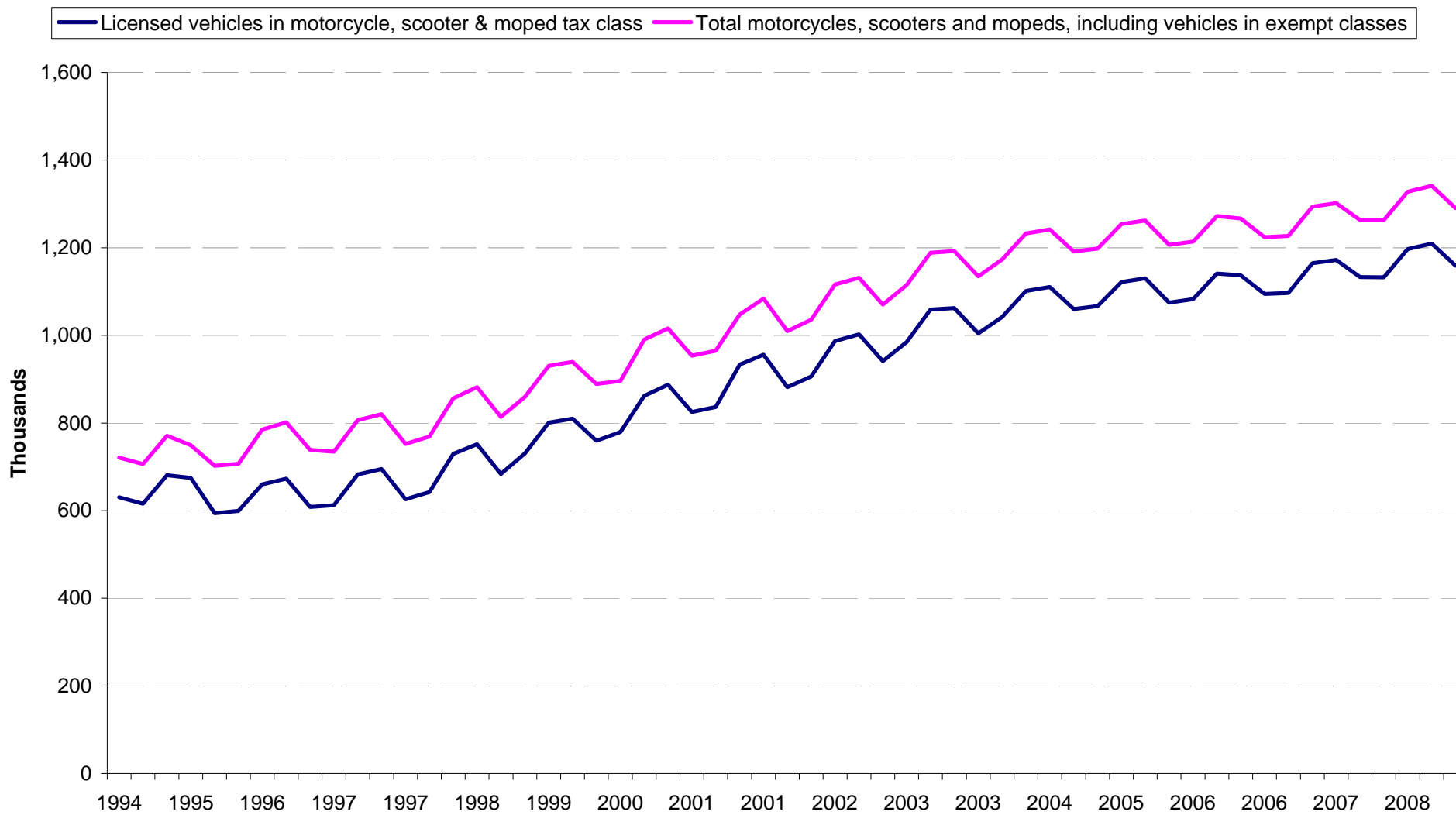
Table 1.5: Motorcycle training: practical test pass rates, 2008/09

Age	Number / percentage				
	Female		Male		All
	Number of tests conducted	Proportion passed	Number of tests conducted	Proportion passed	
<21	961	59	10,490	66	66
21-25	2,187	60	17,976	73	71
26-30	2,527	59	15,681	71	69
31-35	2,114	59	11,730	70	68
36-40	2,649	56	11,634	70	67
41-45	2,487	51	9,658	68	64
46-50	1,450	48	6,442	63	60
51-55	660	43	3,513	58	55
56-60	197	43	1,913	52	51
60+	56	16	1,037	43	42
All	15,288	55	90,074	68	66

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 - 2008



Source: DVLA/DfT

Table 2.1: Motorcycle stock: Great Britain, quarterly 1994-2008

	Thousands	
	Licensed vehicles in motorcycle, scooter & moped tax class	Total motorcycles, scooters and mopeds, including vehicles in exempt classes
1994 Q4	630.4	720.9
1995 Q1	615.8	706.5
1995 Q2	680.7	771.0
1995 Q3	674.8	749.6
1995 Q4	594.0	702.5
1996 Q1	599.3	706.8
1996 Q2	659.7	784.9
1996 Q3	672.7	801.4
1996 Q4	608.5	738.8
1997 Q1	612.7	734.8
1997 Q2	682.7	806.3
1997 Q3	695.2	820.3
1997 Q4	626.0	752.4
1998 Q1	642.4	769.2
1998 Q2	729.5	856.2
1998 Q3	751.5	881.6
1998 Q4	683.9	813.8
1999 Q1	730.4	859.4
1999 Q2	800.7	930.5
1999 Q3	809.8	939.7
1999 Q4	759.6	889.4
2000 Q1	779.3	896.0
2000 Q2	861.9	990.6
2000 Q3	887.2	1,015.8
2001 Q4	825.2	953.7
2001 Q1	836.5	965.2
2001 Q2	933.3	1,047.7
2001 Q3	955.7	1,083.9
2002 Q4	881.7	1,010.0
2002 Q1	906.2	1,035.5
2002 Q2	987.2	1,116.1
2002 Q3	1,002.4	1,131.4
2003 Q4	941.0	1,070.0
2003 Q1	984.6	1,114.7
2003 Q2	1,058.9	1,188.6
2003 Q3	1,062.4	1,192.5

2003 Q4	1,004.7	1,134.7
2004 Q1	1,042.1	1,173.2
2004 Q2	1,101.6	1,232.9
2004 Q3	1,110.6	1,242.0
2004 Q4	1,059.9	1,191.2
2005 Q1	1,066.7	1,198.0
2005 Q2	1,122.0	1,254.2
2005 Q3	1,130.3	1,262.0
2005 Q4	1,075.0	1,206.4
2006 Q1	1,082.8	1,214.2
2006 Q2	1,140.9	1,272.2
2006 Q3	1,136.9	1,266.8
2006 Q4	1,094.5	1,224.3
2007 Q1	1,097.0	1,227.0
2007 Q2	1,165.0	1,294.0
2007 Q3	1,172.0	1,302.0
2007 Q4	1,133.0	1,263.0
2008 Q1	1,132.7	1,263.1
2008 Q2	1,196.8	1,327.7
2008 Q3	1,209.6	1,341.2
2008 Q4	1,159.1	1,290.7

Source: DVLA/DfT

Table 2.2: Motorcycle stock: licensed stock by engine size, Great Britain, 1998-2008

	Thousands / years										
Engine size, cc	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Less than 51	113	128	151	165	166	170	172	163	154	150	148
51 - 150	160	165	177	190	195	201	209	213	220	234	247
151 - 500	195	196	193	189	198	203	205	201	198	197	198
501 - 700	134	158	174	187	210	232	245	250	256	264	267
701 - 1,000	149	167	176	186	197	212	231	236	244	253	256
Over 1,000	63	75	82	92	104	116	130	142	152	166	175
Total	814	889	954	1,010	1,070	1,135	1,191	1,206	1,224	1,263	1,291
Average fleet age (years)	8.8	10.4	9.8	9.5	9.4	9.4	9.6	9.8	10.0	10.2	10.4

Note - total includes those vehicles with unknown engine size.

source: DVLA/DfT

Table 2.3: Motorcycle stock: licensed by Government Office region: 1998-2008

	Thousands											
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	Rate per 1,000 population (2008) ¹
North East	22	25	29	31	33	36	39	40	41	42	43	16.7
North West	75	83	91	95	100	107	112	114	114	118	121	17.7
Yorks & Humb	64	71	78	83	90	96	100	101	102	105	107	20.5
East Midlands	67	74	81	86	93	99	104	105	106	109	110	24.9
West Midlands	69	73	79	85	92	98	101	104	104	107	109	20.1
East of England	99	106	113	118	124	130	136	136	137	141	145	25.3
London	89	98	106	110	110	114	115	118	120	123	126	16.6
South West	141	153	163	173	182	192	200	202	204	209	215	25.7
South East	103	110	117	124	129	137	145	146	148	154	157	30.1
All England	728	793	856	905	955	1,008	1,052	1,066	1,077	1,109	1,133	22.0
Scotland	36	41	45	47	52	56	60	62	66	70	73	14.0
Wales	30	33	35	38	41	45	49	51	53	55	57	19.1
Region Unknown	19	22	17	20	22	25	31	28	29	29	28	
Great Britain	814	889	954	1010	1070	1135	1,191	1,206	1,224	1,263	1,291	21.7

Source: DVLA/DfT

1. Rate per 1,000 population is calculated using mid 2008 population estimates

Table 2.4: Rate of unlicensed vehicles in active Great Britain stock, by tax class, 2007-2008

	<i>Percentage</i>	
	2007	2008
Private and Light Goods	1.4	0.9
Goods	1	0.7
Motorcycles	9.8	3.6
Bus	0.8	0.6
Exempt	0.9	0.7
Other	5.2	1.8
All tax classes	1.7	1.0

1. Data for years before 2007 are not comparable with subsequent years and therefore not presented here. For more information please see www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/excisedutyevansion/ved2007

Table 2.5: Motorcycle^{1,2} stock in different countries, 1997 and 2007

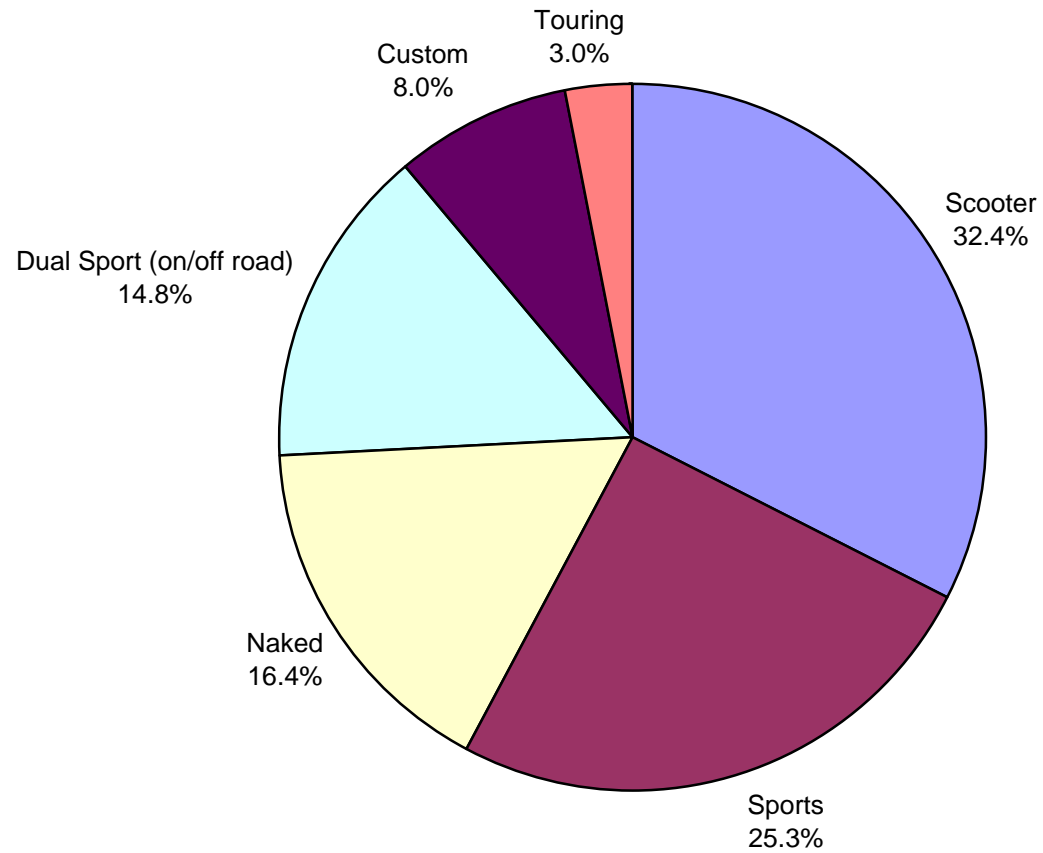
	Thousands/rate		
	1997	2007	Stock per 1,000 people (2007)
United Kingdom	794	1,323	21.8
Great Britain	780	1,291	21.8
Northern Ireland	14	32	20.5
Austria	576	668	80.4
Belgium	225	375	35.4
Denmark	94	197	36.2
Finland	167	377	71.3
France	2,298	2,535	40.0
Germany	4,547	5,550	67.4
Greece	..	1,299	116.3
Irish Republic	24	37	8.6
Italy	6,430	9,280	156.9
Luxembourg	30	40	83.0
Netherlands	373	585	35.8
Portugal	272	537	50.6
Spain	1,326	4,742	106.6
Sweden	279	528	58.0
Bulgaria	525	90	11.7
Cyprus	..	41	52.9
Czech Republic	..	860	83.6
Estonia	5	15	11.0
Hungary	..	136	13.5
Latvia	19	44	19.5
Lithuania	19	29	8.5
Malta	14	13	31.4
Poland	..	825	21.6
Romania	251	57	2.6
Slovak Republic	81	64	11.8
Slovenia	..	72	35.6
Norway	175	283	60.4
Switzerland	411	619	82.5
Japan
USA	3,826	7,138	23.7

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

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

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, 2008



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

Table 2.6: New motorcycle registrations: by style, United Kingdom, 2008

	<i>Percentage</i>
Scooter	32.4
Sports	25.3
Naked	16.4
Dual Sport (on/off road)	14.8
Custom	8.0
Touring	3.0

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, 1998-2008

Engine size, cc	Thousands										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
less than 50	22.9	36.3	49.6	46.1	36.0	35.0	27.3	24.1	22.8	23.9	24.9
51 - 150	19.3	29.2	40.1	44.3	39.0	39.0	33.2	35.2	38.3	42.4	41.2
151 - 500	21.8	19.2	17.7	16.3	17.0	17.0	12.7	12.7	11.6	12.2	12.0
501 - 700	33.5	37.3	33.3	30.9	28.0	28.0	21.3	21.2	21.7	22.9	20.6
701 - 1,000	35.9	33.0	29.7	27.0	27.0	26.0	26.1	23.3	22.9	22.7	22.6
over 1,000	15.5	17.3	16.2	17.1	19.0	17.0	16.4	19.2	17.9	22.0	20.7
Total	149.0	172.4	186.7	180.0	168.0	161.0	137.1	135.6	135.2	146.4	142.0

Note - total includes those vehicles with unknown engine size.

Source: DVLA/DfT

Table 2.8: New motorcycle registrations: Top 10 models, United Kingdom, 2008

Rank	Manufacturer	Description	Type	Engine size (cc)
1	BMW	R 1200 GS / Adventure	Dual Sport	1170
2	Honda	CBR 1000 RR	Sports	998
3	Yamaha	YBR 125	Naked	124
4	Yamaha	YZF R125	Sports	124
5	Suzuki	GSXR 1000	Sports	998
6	Baotian	QT-50 (all variants)	Scooter	49
7	Yamaha	YZF R6	Sports	599
8	Yamaha	YZF R1	Sports	998
9	Honda	PES 125	Scooter	125
10	Piaggio	Zip 50 4T	Scooter	49

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

Source: Motorcycle Industry Association

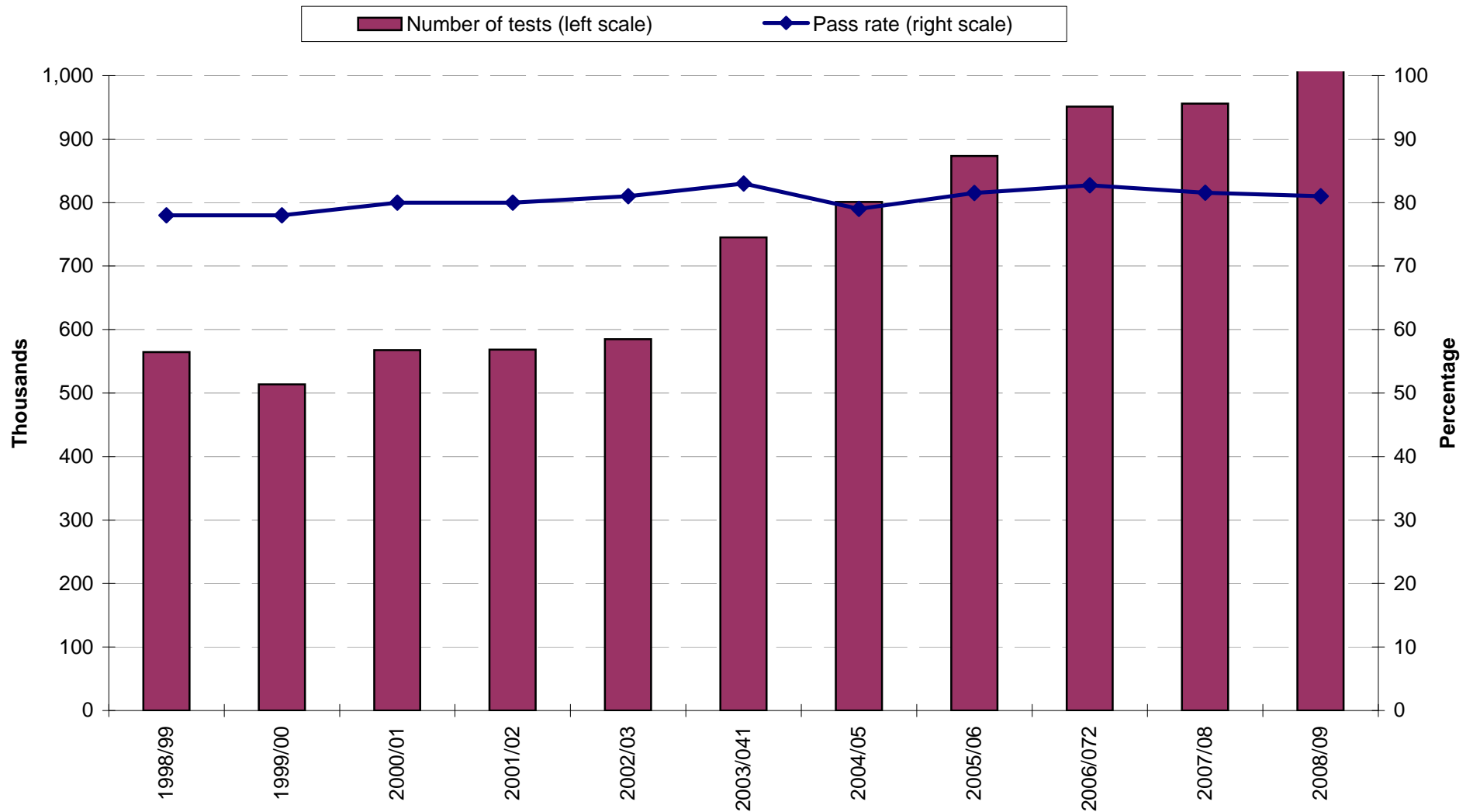
Table 2.9: Number of motorcycle previous keepers by year of registration, Great Britain, 2008

Percentages / thousands

Year of first registration	Number of previous keepers							Total
	0	1	2	3	4 - 5	6 - 10	More than 10	
pre 1979	43	17	10	7	9	10	2	98
1979 - 1984	9	5	4	3	6	10	4	41
1985 - 1990	5	4	5	5	9	14	4	46
1991 - 1996	8	12	14	15	26	27	3	105
1997 - 1999	18	26	30	28	40	23	1	165
2000	10	13	15	12	15	6	0	71
2001	12	17	17	13	13	5	0	77
2002	15	20	18	13	12	3	0	81
2003	17	23	20	13	10	2	0	84
2004	21	25	18	10	6	1	0	81
2005	29	30	18	7	3	0	0	88
2006	44	34	14	4	2	0	0	98
2007	68	38	9	2	1	0	0	119
2008	109	27	3	0	0	0	0	139
Total	406	290	194	135	152	101	13	1,291
Percentage	31	22	15	10	12	8	1	100

Source: DVLA/DfT

Chart 2.10: Motorcycle MOT tests: number and pass rate, Great Britain, 1998/99 - 2008/09



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

Table 2.10: Motorcycle MOT tests: number and pass rate, Great Britain, 1998/99-2008/09

	Thousands / percentage										
	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04 ¹	2004/05	2005/06	2006/07 ²	2007/08	2008/09
Number of tests	564.4	513.8	567.8	568.4	584.9	745.0	801.0	873.2	951.0	955.7	1,012.9
Pass rate	78	78	80	80	81	83	79	82	83	82	81

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

2. Computerised MOT figures are available from 2006/07. Prior to this a 2% sample survey was used.

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, 1998/99-2008/09

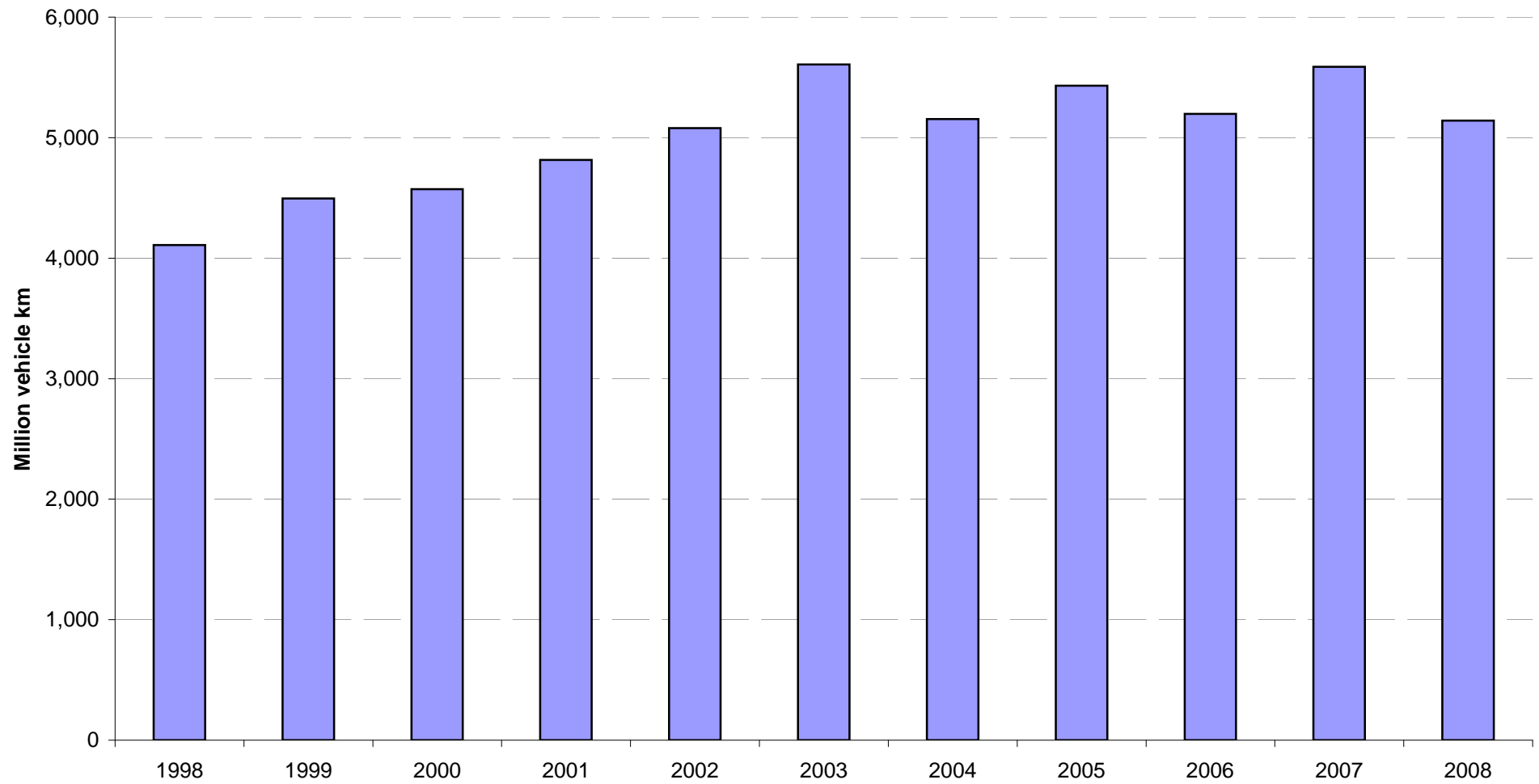
	<i>Percentage</i>										
	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07 ¹	2007/08	2008/09
Brakes	7.4	8.6	6.5	6.1	5.7	5.7	7.1	5.9	5.8	5.9	5.8
Steering	8.9	9.2	7.9	6.6	6.7	6.7	7.4	2.7	2.3	2.2	2
Lights	11.4	11.6	10.1	9.8	9.5	9.1	9.5	10.0	8.7	8.9	8.9
Tyres	5.5	6.2	4.9	4.4	4.4	4.0	4.3	3.3	2.5	2.6	2.6
Other	7.2	5.9	6.4	6.2	5.8	5.4	6.2	..	8.6	8.7	8.7

1. Computerised MOT figures are available from 2006/07. Prior to this a 2% sample survey was used.

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

Source: VOSA

Chart 3.1: Motorcycle traffic, Great Britain, 1998-2008



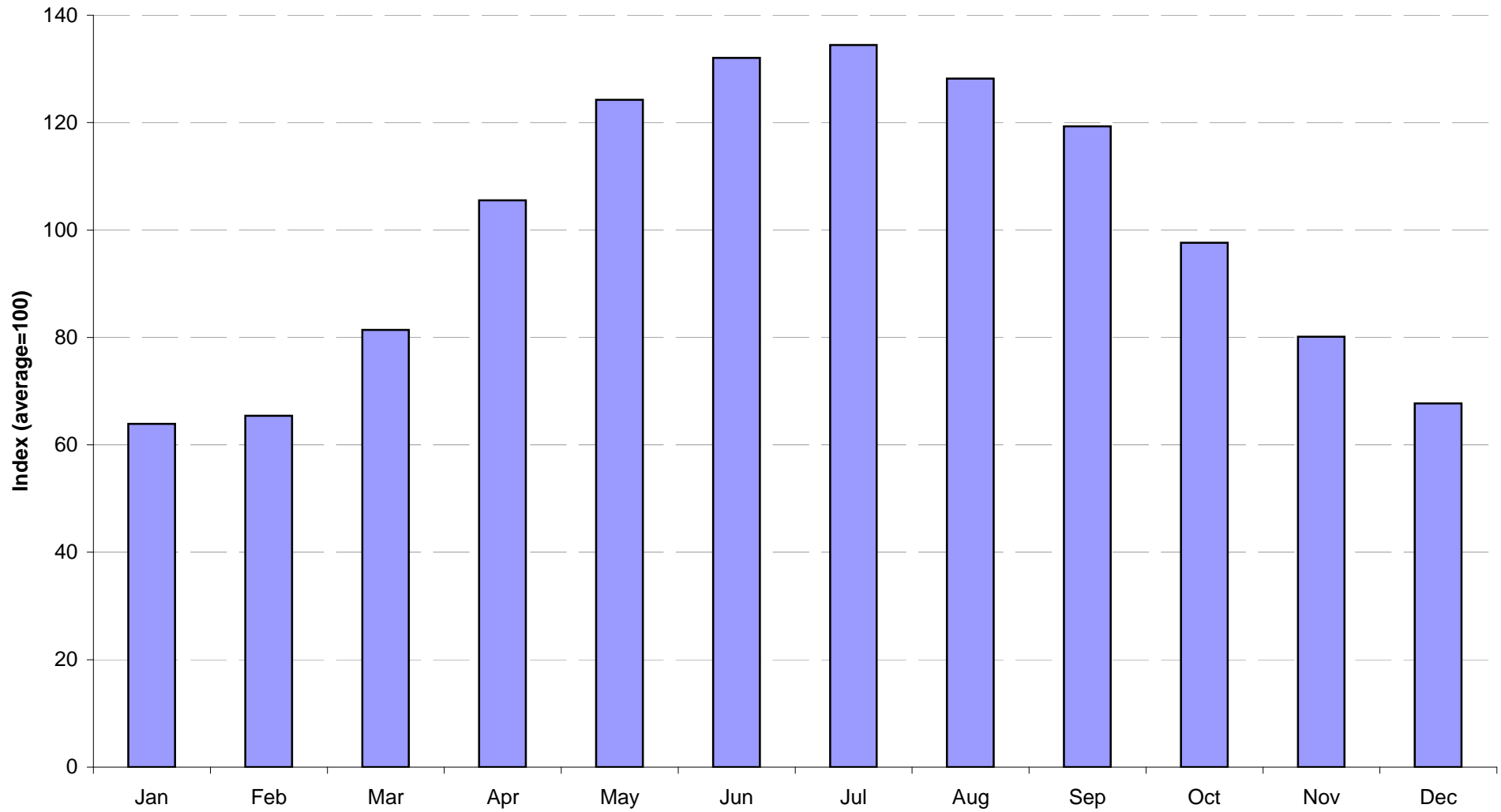
Source: Traffic Surveys, DfT

Table 3.1: Motorcycle traffic, Great Britain, 1998-2008

	million vehicle km										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Motorcycle traffic	4,109.0	4,495.3	4,572.9	4,815.8	5,080.1	5,607.3	5,155.1	5,431.7	5,197.3	5,587.8	5,141.5

Source: Statistics Roads, DfT

Chart 3.2: Motorcycle traffic: by month, Great Britain, average 2004-2008



Source: Traffic Surveys, DfT

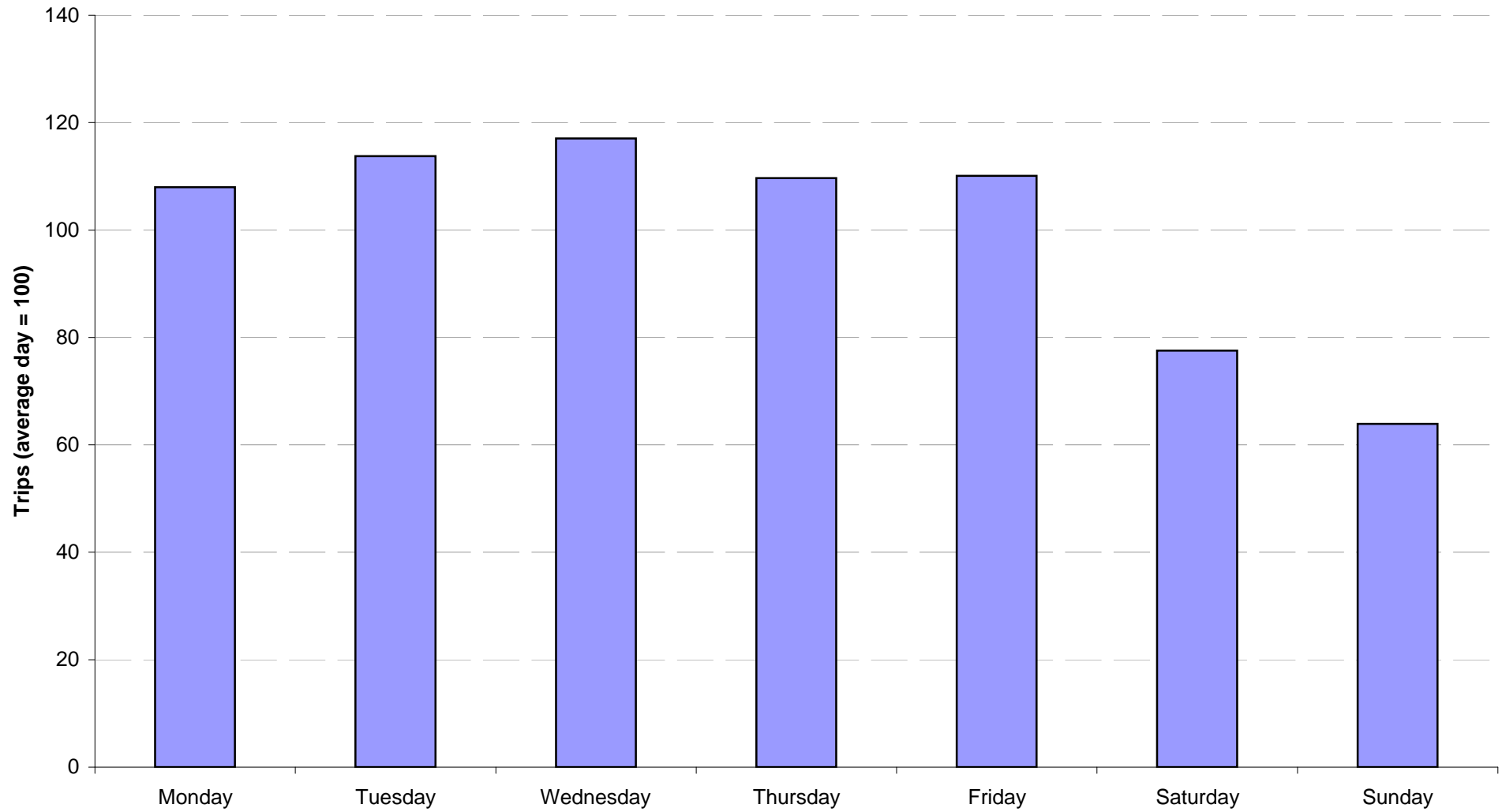
Table 3.2: Motorcycle traffic: by month, Great Britain, average 2004-2008

Index: Average month=100

	<u>2004 - 2008</u>
Jan	64
Feb	65
Mar	81
Apr	106
May	124
Jun	132
Jul	134
Aug	128
Sep	119
Oct	98
Nov	80
Dec	68

Source: Statistics Roads, DfT

Chart 3.3: Motorcycle travel: trips by day of the week, Great Britain, average 2006-2008



Source: National Travel Survey, DfT

Table 3.3: Motorcycle travel: trips by day of the week, Great Britain, 2006-2008

Index (average day=100)	
	<u>2006-2008</u>
Monday	108
Tuesday	114
Wednesday	117
Thursday	110
Friday	110
Saturday	78
Sunday	64

Source: National Travel Survey, DfT

Table 3.4a: Motorcycle travel: number and length of trips by purpose, Great Britain, average 2006-2008

	<i>Number / percentage</i>					
	Work, business and education	Shopping	Other personal and escort	Visit friends	Other leisure	All trips
Trips per rider per week	4.6	0.6	0.5	1.0	1.0	7.6
Percentage of trips	60	8	6	13	13	100
Average trip length	9.6	6.3	6.9	9.7	21.5	10.7
Miles per rider per week	43.6	3.7	3.4	9.6	21.5	81.8
Sample sizes: trips	1,854	231	190	393	442	3,110

Source: National Travel Survey, DfT

Table 3.4b: Car travel: number and length of trips by purpose, Great Britain, average 2006-2008

	<i>Number / percentage</i>					
	Work, business and education	Shopping	Other personal and escort	Visit friends	Other leisure	All trips
Trips per driver per week	4.5	3.4	4.6	2.2	1.6	16.4
Percentage of trips	27	21	28	13	10	100
Average trip length	11.8	5.2	5.4	10.8	12.1	8.5
Miles per driver per week	53.2	17.9	24.9	23.8	20.0	139.8
Sample sizes: trips	119,592	85,547	120,297	59,315	45,724	430,475

Source: National Travel Survey, DfT

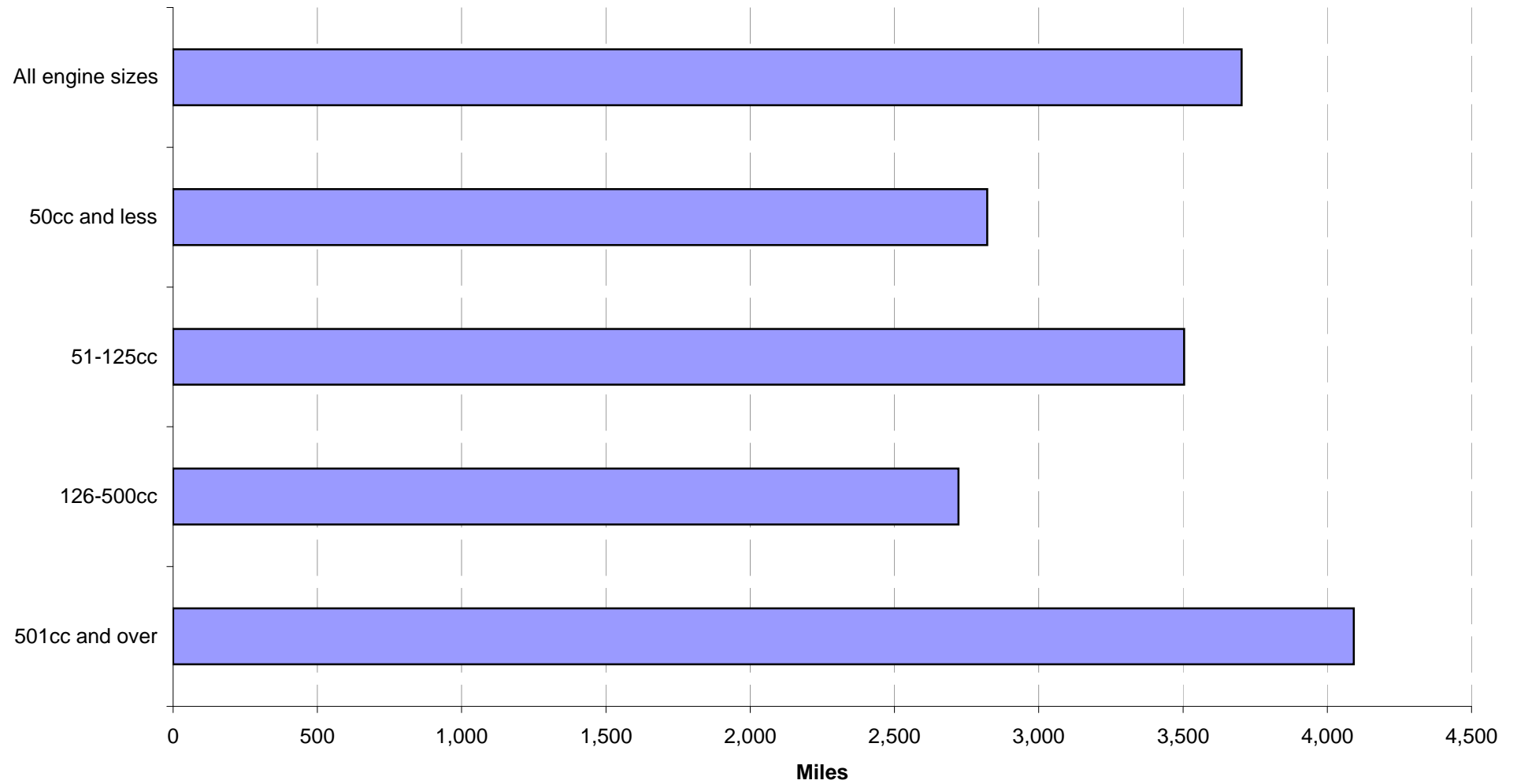
Table 3.5: Motorcycle travel: trends¹, Great Britain: 1985/1986-2008

	Number / percentage									
	1985/86	1995/97	1998/00	2002	2003	2004	2005	2006	2007	2008
Trips per rider per week	11	9	9	8	9	8	8	7	8	8
Percentage of all trips made by rider in week	45	35	36	36	40	37	34	32	39	35
Distance per rider per week (miles)	63	79	78	73	94	93	76	82	86	78
Time per rider per week (minutes)	188	192	191	166	216	218	180	192	201	191
Unweighted sample size	372	178	166	131	143	129	149	142	134	155

1. Those recording trips as motorcycle 'drivers' only

Source: National Travel Survey, DfT

Chart 3.6: Motorcycle travel: average annual distance travelled per motorcycle by engine size, GB average 2006-2008



Source: National Travel Survey, DfT

Table 3.6: Motorcycle travel: average annual distance travelled per motorcycle by engine size, Great Britain, average 2006-2008

Miles per year	
	2006-2008
501cc and over	4,092
126-500cc	2,722
51-125cc	3,504
50cc and less	2,821
All engine sizes	3,703

Source: National Travel Survey, DfT

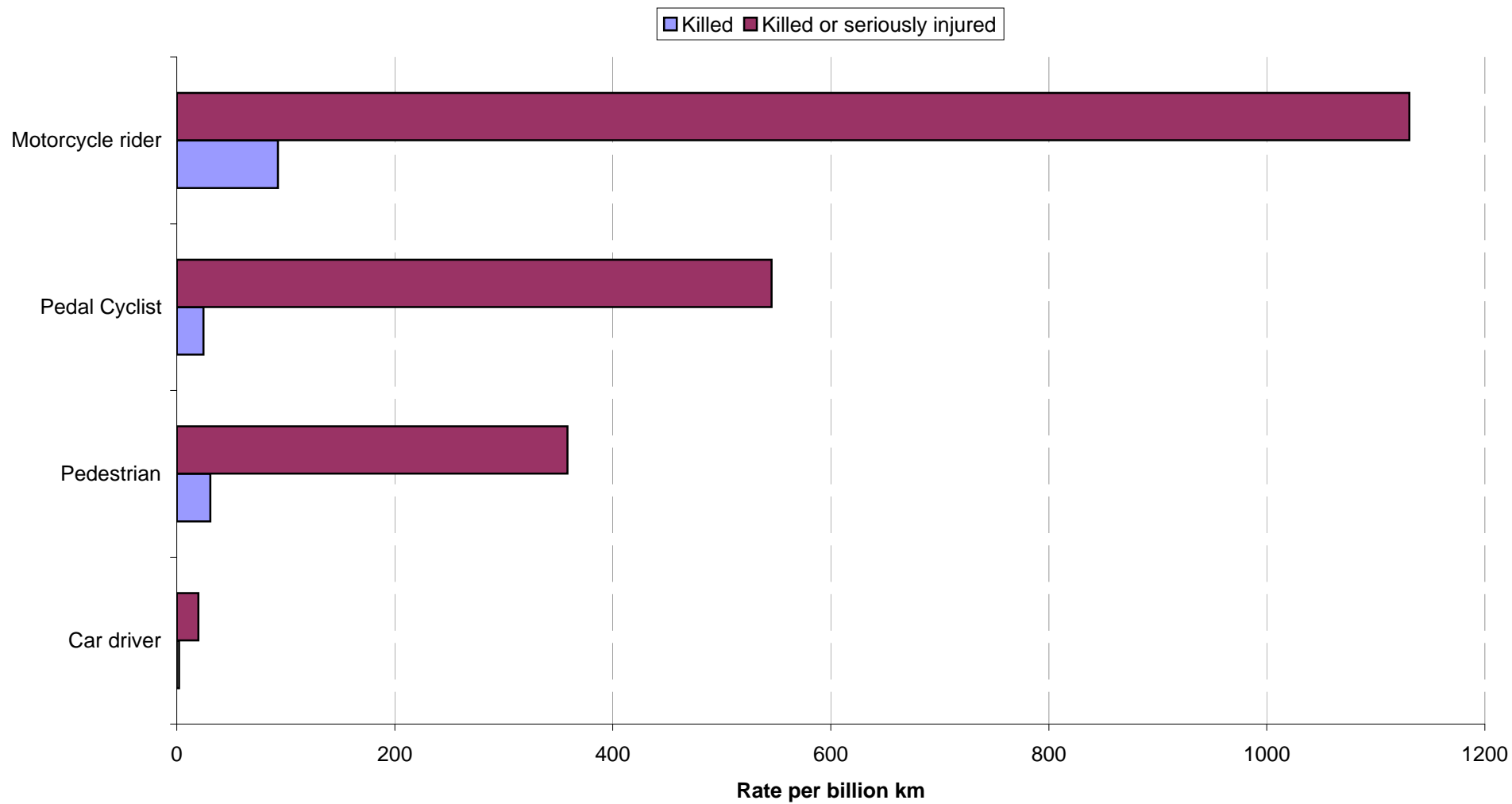
Table 3.7: Motorcycle travel: Speed distributions by type of road, Great Britain, 2008

	<i>Percentage</i>				
	Speed limit				
	70 mph		60 mph	40 mph	30 mph
	Motorways	Dual carriageway	Single carriageway	Urban roads	Urban roads
Percentage exceeding speed limit by up to 10mph	28	30	15	29	41
Percentage exceeding speed limit by more than 10mph	20	22	11	8	11
Average motorcycle speed (mph)	69	70	53	38	31
Average car speed (mph)	69	67	48	36	30

Source: Traffic Surveys, DfT

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

Chart 4.1: Reported road casualties: relative risk of different forms of transport, Great Britain, 2008



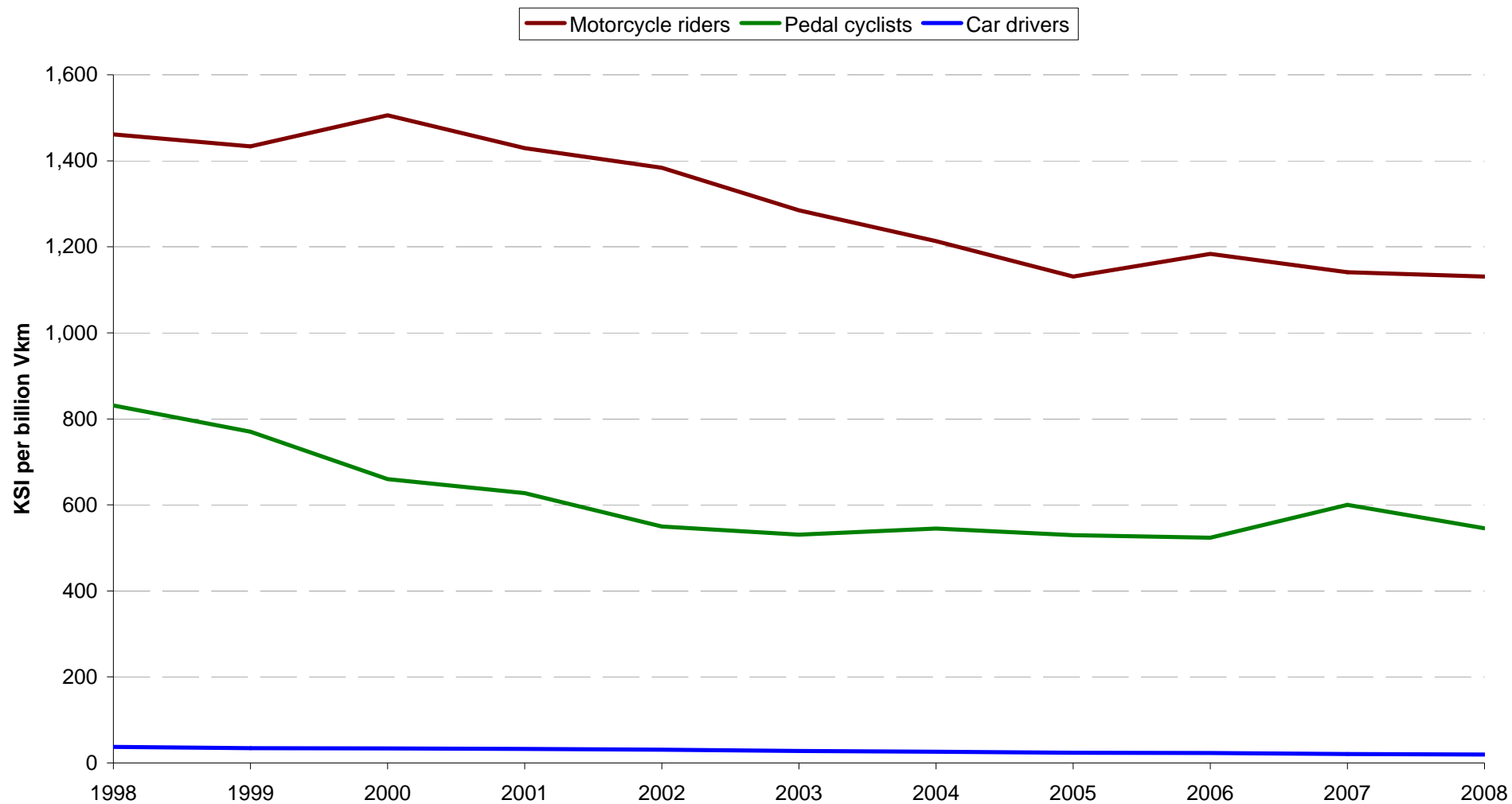
Source: Road Accident Statistics, DfT

Table 4.1: Reported road casualties: relative risk of different forms of transport, Great Britain, 2008

	Rate per billion km	
	Killed	Killed or seriously injured
Car driver	2	20
Pedestrian	31	358
Pedal Cyclist	24	546
Motorcycle rider	93	1,131

Source: Road Safety Statistics, DfT

Chart 4.2: Reported road casualties: KSI rates by type of rider/driver, Great Britain, 1998- 2008



Source: Road Accident Statistics, DfT

Table 4.2: Reported road casualties: KSI rates by type of rider/driver, Great Britain, 1998-2008

	KSI per billion vehicle km										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Motorcycle riders	1,461	1,433	1,506	1,429	1,384	1,285	1,213	1,131	1,183	1,141	1,131
Pedal cyclists	831	770	660	627	550	531	545	530	524	600	546
Car drivers	37	34	34	33	31	28	26	24	23	21	20

Source: Road Accident Statistics, DfT

Table 4.3: Reported motorcyclist casualties: injuries by type of vehicle and age of casualty, Great Britain, 2008

	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	14	28	19	43	42	50
16-19	399	473	200	2,183	1,412	458
20-29	91	433	846	470	1,482	1,868
30-39	50	196	989	252	808	1,929
40-49	38	158	1,161	168	479	2,023
50-59	18	59	544	71	185	841
60-69	14	19	146	40	56	268
70 and over	7	9	49	17	20	53
Total (inc. age unknown)	640	1,403	4,006	3,284	4,616	7,601

Source: Road Accident Statistics, DfT

Table 4.4: Reported motorcyclist rider casualties: KSI by age and totals by sex, Great Britain, 1994-2008

	Number											
	1994-98 average	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Under 16	55	39	54	69	69	76	79	72	84	62	45	37
16	190	178	204	257	298	333	343	397	396	337	339	264
17	270	268	256	304	331	341	394	361	378	355	374	330
18	200	180	214	250	272	251	265	242	220	232	221	239
19	170	133	164	216	190	205	213	200	203	208	216	185
20 to 24	964	756	759	773	760	875	814	750	754	731	816	711
25 to 29	1,180	1,111	1,090	1,094	969	864	818	672	610	667	724	594
30 to 34	995	1,047	1,162	1,177	1,157	1,092	1,027	832	683	644	632	545
35 to 39	651	851	924	1,024	1,001	1,059	1,024	868	849	802	731	649
40 to 49	709	815	949	987	1,053	1,206	1,327	1,116	1,202	1,282	1,329	1,305
50 to 59	336	389	412	450	505	467	576	480	522	531	592	589
60 to 69	128	109	113	128	115	122	167	148	135	164	197	171
70 and over	56	42	50	44	31	36	47	37	25	47	59	64
Male riders	5,590	5,657	6,074	6,496	6,474	6,618	6,775	5,889	5,822	5,804	5,998	5,399
Female riders	398	348	368	388	405	403	430	365	320	347	377	365
All age groups (inc. age & gender unknown)	5,988	6,005	6,443	6,885	6,883	7,030	7,205	6,255	6,142	6,151	6,376	5,767

Source: Road Accident Statistics, DfT

Table 4.5: Reported motorcyclist casualties: KSI by road class, Great Britain, 1994-2008

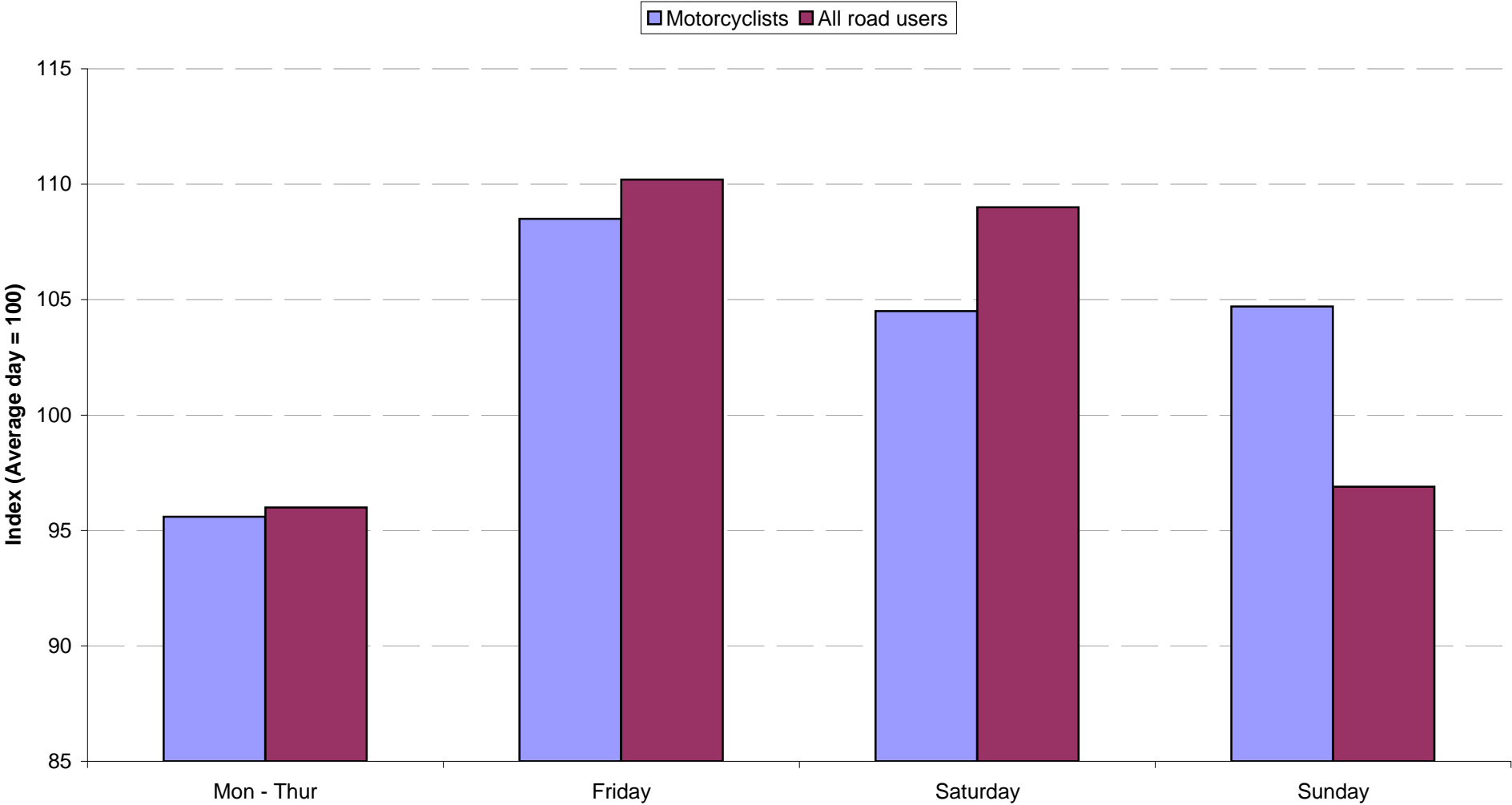
	Number											
	1994-98 average	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Urban roads¹:												
A roads	1,609	1,579	1,694	1,844	1,860	1,894	1,833	1,635	1,472	1,525	1,558	1,415
B roads	389	365	375	418	440	434	435	386	368	394	397	375
Other roads	1,238	1,147	1,225	1,363	1,420	1,457	1,496	1,396	1,418	1,384	1,434	1,296
All urban roads	3,236	3,091	3,294	3,625	3,720	3,785	3,764	3,417	3,258	3,303	3,389	3,086
Rural roads¹:												
A roads	1,752	1,880	1,999	2,027	1,995	2,006	2,161	1,725	1,757	1,757	1,846	1,556
B roads	585	598	615	685	666	652	719	635	579	574	599	548
Other roads	782	743	800	836	753	890	837	753	754	700	747	722
All rural roads	3,119	3,221	3,414	3,548	3,414	3,548	3,717	3,113	3,090	3,031	3,192	2,826
Total²												
Motorways	106	110	148	149	139	160	164	116	156	150	155	136
A roads	3,369	3,469	3,715	3,903	3,868	3,904	3,998	3,360	3,230	3,282	3,405	2,972
B roads	976	966	1,000	1,112	1,112	1,087	1,154	1,023	948	968	996	923
Other roads	2,024	1,897	2,045	2,210	2,186	2,349	2,336	2,149	2,174	2,084	2,181	2,018

1 Excluding motorways

2 Includes cases where area type was not reported

Source: Road Accident Statistics, DfT

Chart 4.6 Reported motorcycle Casualties: KSI by day of week (indexed), Great Britain, 2008



Source : Road Accident Statistics, DfT

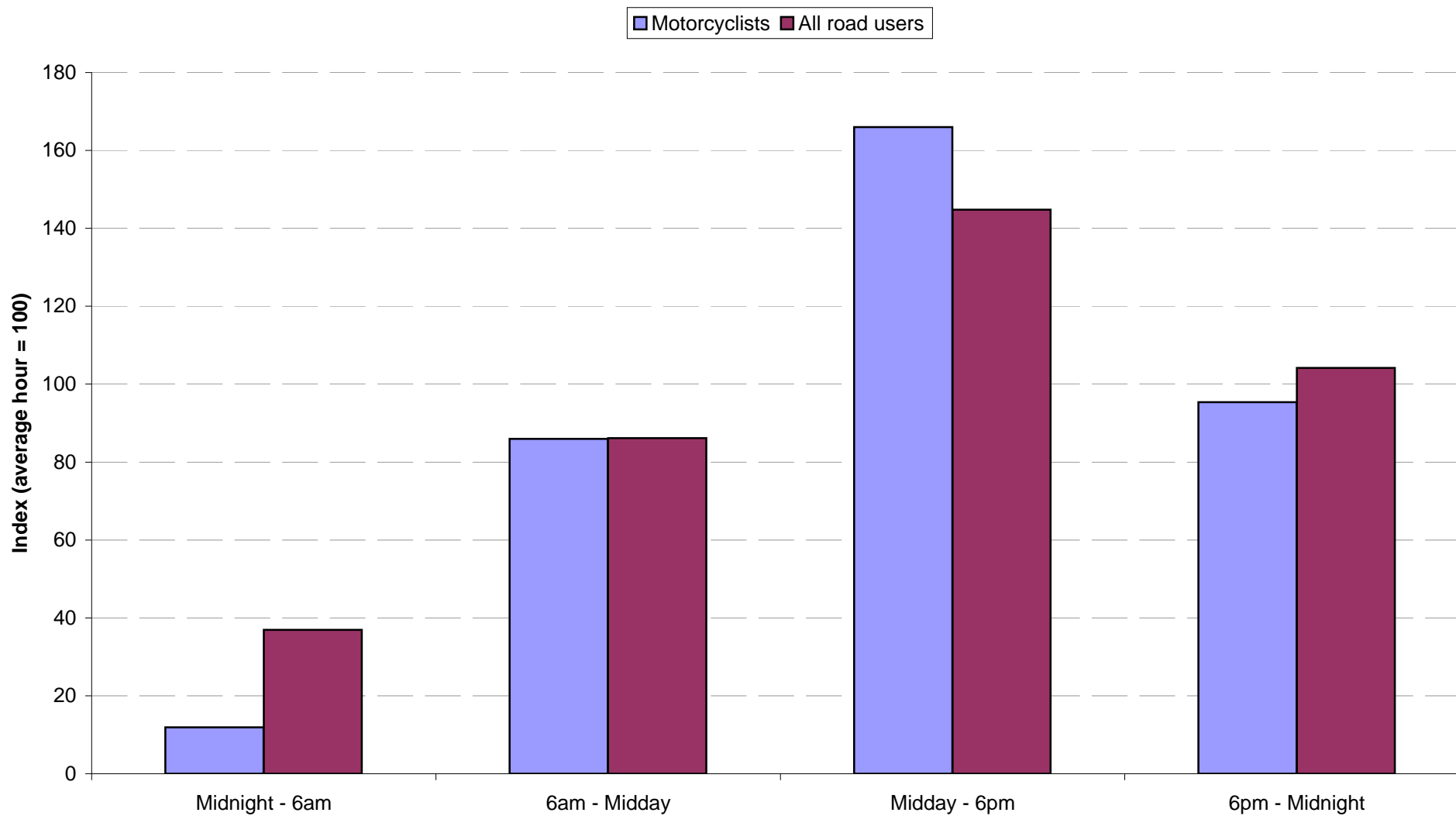
Table 4.6: Reported motorcycle casualties: KSI by day of week (indexed), Great Britain, 2008

Index: average day=100

	Motorcyclists	All road users
Mon - Thur	95.6	96.0
Friday	108.5	110.2
Saturday	104.5	109.0
Sunday	104.7	96.9

Source: Road Accident Statistics, DfT

Chart 4.7: Reported motorcycle casualties: KSI by time of day (indexed), Great Britain, 2008



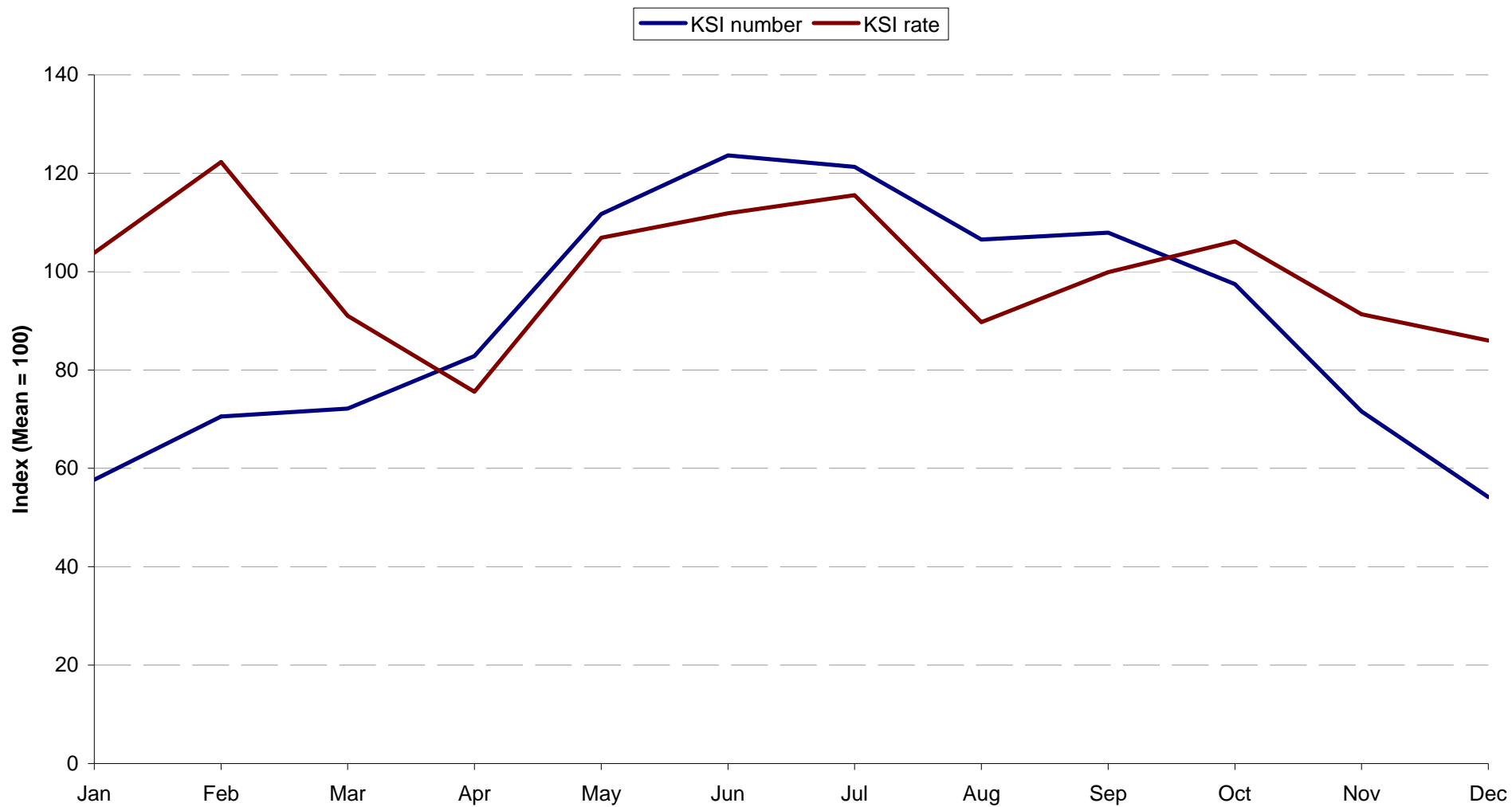
Source: Road Accident Statistics, DfT

Table 4.7: Reported motorcycle casualties: KSI by time of day (indexed), Great Britain, 2008

	Index: Average hour=100	
	Motorcyclists	All road users
Midnight - 6am	11.9	36.9
6am - Midday	86.0	86.1
Midday - 6pm	166.0	144.8
6pm - Midnight	95.4	104.1

Source: Road Accident Statistics, DfT

Chart 4.8: Reported motorcyclist casualties: KSI number and rate by month of year (indexed), Great Britain, 2008



Source: Road Accident Statistics, DfT

Table 4.8: Reported motorcyclist casualties: KSI number and rate by month of year (indexed), Great Britain, 2008

Index: Mean=100

	KSI number	KSI rate
Jan	58	104
Feb	71	122
Mar	72	91
Apr	83	76
May	112	107
Jun	124	112
Jul	121	116
Aug	107	90
Sep	108	100
Oct	97	106
Nov	72	91
Dec	54	86

Source: Road Accident Statistics, DfT

Table 4.9: Reported motorcyclist casualties: by severity, type of accident and other party involved in accident with the motorcycle, Great Britain, 2008

	Number			
	Motorcyclist casualties		Motorcyclist KSIs	
	Motorcycle over 51cc	Motorcycle under 50cc	Motorcycle over 51cc	Motorcycle under 50cc
Two vehicle accidents				
Pedal Cycle	101	25	18	2
Motorcycle under 50cc	36	84	10	8
Motorcycle over 51cc	256	31	90	5
Car	10,907	2,616	2,865	418
Bus or Coach	116	42	29	11
LGV	806	178	234	29
HGV	297	51	117	14
Other vehicle	216	53	88	9
Single vehicle accidents				
Pedestrians	247	41	38	3
No other involvement	3,275	582	1,347	104
All accidents	17,626	3,924	5,409	640

Source: Road Accident Statistics, DfT

Table 4.10: Reported motorcyclist breath tests and failure rates, England and Wales, 2008

				Number/percentage	
	Number involved in accidents All motorcyclists	Number tested	Number of failures	Motorcyclists	All road users (inc. motorcyclists)
Under 17	1,925	1,058	23	1.2	11.8
17-19	3,403	1,887	59	1.7	3.7
20-24	2,782	1,540	67	2.4	5.0
25-29	2,458	1,266	48	2.0	4.4
30-34	2,104	1,032	32	1.5	3.1
35-39	2,282	1,200	26	1.1	3.0
40-49	4,135	2,144	43	1.0	2.2
50-59	1,749	942	8	0.5	1.7
60-69	564	330	2	0.4	1.2
70 and over	161	83	0	0.0	0.6
All ages ¹	22,427	11,569	314	1.4	2.7

1 Includes age not known

Source: Road Accident Statistics, DfT

Table 4.11: Contributory factors: vehicles by vehicle type, Great Britain, 2008

Contributory factor attributed to motorcycle	Number / percentage									
	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	407	12	714	14	365	15	1,402	18	2,888	15
Loss of control	605	18	892	17	329	13	1,005	13	2,831	15
Failed to judge other person's path or speed	380	11	566	11	259	10	905	12	2,110	11
Careless, reckless or in a hurry	789	24	667	13	127	5	182	2	1,765	9
Poor turn or manoeuvre	316	9	520	10	206	8	636	8	1,678	9
Learner or inexperienced driver/rider	272	8	415	8	185	7	805	10	1,677	9
Travelling too fast for conditions	369	11	513	10	183	7	462	6	1,527	8
Slippery road (due to weather)	183	5	318	6	153	6	587	7	1,241	7
Sudden braking	187	6	288	6	136	5	534	7	1,145	6
Exceeding speed limit	69	2	188	4	121	5	561	7	939	5
Following too close	140	4	208	4	87	4	290	4	725	4
Aggressive driving	71	2	117	2	77	3	323	4	588	3
Total motorcycles involved in accidents	3,336	100	5,224	100	2,476	100	7,845	100	18,881	100

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