

Transport Statistics Bulletin

Compendium of Motorcycling Statistics
2007 Edition

Compendium of Motorcycling Statistics 2007

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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 May 2006. Similar data were previously available, but not brought together in one publication.

By drawing together different sources of information, we hope to provide a standard 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. Many of the sources are within Department and its agencies. Statistics in the Compendium are National Statistics unless indicated otherwise on individual tables or charts. The 'Notes' section at the back provides important additional information about some of the data sources in order to avoid having to include numerous footnotes to every table.

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

Comments, suggestions and enquiries regarding this publication are welcome and can be made by e-mail to national.travelsurvey@dft.gov.uk or by telephone to 020 7944 3097.

Department for Transport Statistics divisions (DfT)
Motor Cycle Industry Association (MCIA)

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

Key Findings

Motorcyclists

- Fewer than 3% of households in Great Britain owned a motorcycle in 2005/06, with ownership being more common among households that also owned one or more cars.
- The number of people taking the motorcycling test fell to 77,000 in 2006/07, the lowest number since 2001/02.
- The motorcycling test pass rate has been gradually falling since the mid-1990s and now stands at 65%. The pass rate for men is higher than for women. The pass rate for the motorcycle test is higher than for car driving tests.

Motorcycles

- There are approximately 1.22 million licensed motorcycles in Great Britain, including those which are exempt from vehicle excise duty.
- The motorcycle ownership rate in 2006 was highest in the South West and lowest in Scotland. The ownership rate in Great Britain in 2006 was lower than in any main European Union country at that time, except Ireland.
- In 2006, about 45% of new registrations were for machines up to 150cc and 46% were for machines over 500cc.
- 135 thousand motorcycles were registered for the first time in 2006, fewer than in the eight previous years. Scooters and sports motorcycles are the most popular types of new motorcycles.
- 946 thousand motorcycles went through the MOT test in 2006/07. 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 83 per cent. Faulty lights remain the most common cause of MOT failure.

Journeys made by motorcycle

- Motorcycle traffic has increased by an estimated 37% between 1996 and 2006. Motorcycles travelled around 5.2 billion vehicle kilometres in 2006.
- Motorcycle traffic is generally highest in the summer months and lowest in winter, peaking in July in 2002-2006. Motorcyclists make most journeys during the week. Large motorcycles travel further on average than smaller vehicles.
- 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 51 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 27% lower in 2006 than it was in 1994.
- The number of motorcycle riders killed or seriously injured in 2006 was 3% higher than the average for the baseline figure for 1994-98. The biggest increases took place amongst those aged 16 or between 40 and 69.
- Just over half of motorcyclist casualties occurred on A-roads. Most casualties occurred at weekends, between the hours of midday and 6pm, and mainly in the summer months of May to September.
- In 2006, 1.5% of motorcyclists involved in accidents failed a breathalyser test, compared to 1.9% of road users as a whole.

Chapter 1: Motorcyclists

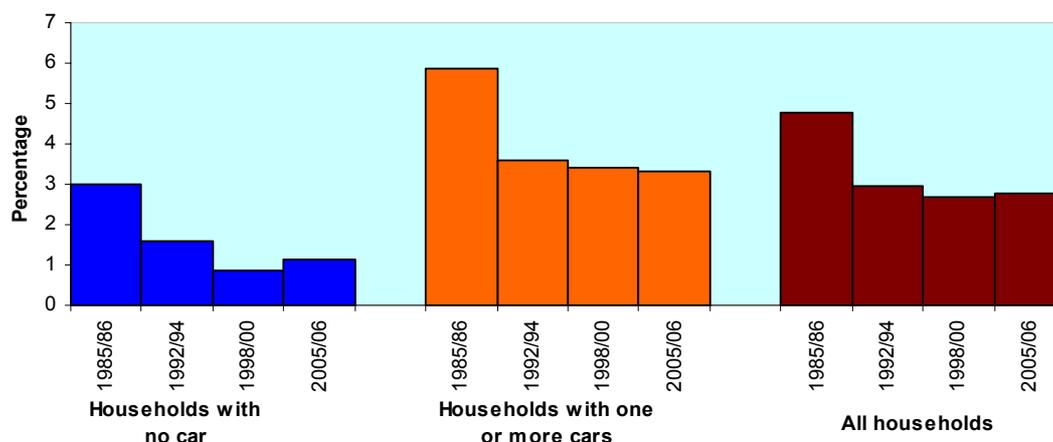
Motorcycle ownership

This section looks at the people who own or use motorcycles. It looks at the number of people taking and completing motorcycle training and how much people spend on their vehicles.

Chart 1.1 shows the percentage of households in Britain with at least one motorcycle, based on data from the National Travel Survey. This fell sharply between 1985/86 and 1992/94, and has continued to fall in 1998/00, although there was a slight increase in motorcycle ownership in households without a car in 2005/06, which is also reflected in all households.

Motorcycles are more common in households that also own at least one car. In 2005/06 car owning households were almost three times likely to own a motorcycle as non-car households. In the mid-1980s, a household with one or more cars were twice as likely to own a motorcycle as a household with no car

Chart 1.1: Motorcycle ownership: households with at least one motorcycle, Great Britain, 1985/86 – 2005/06



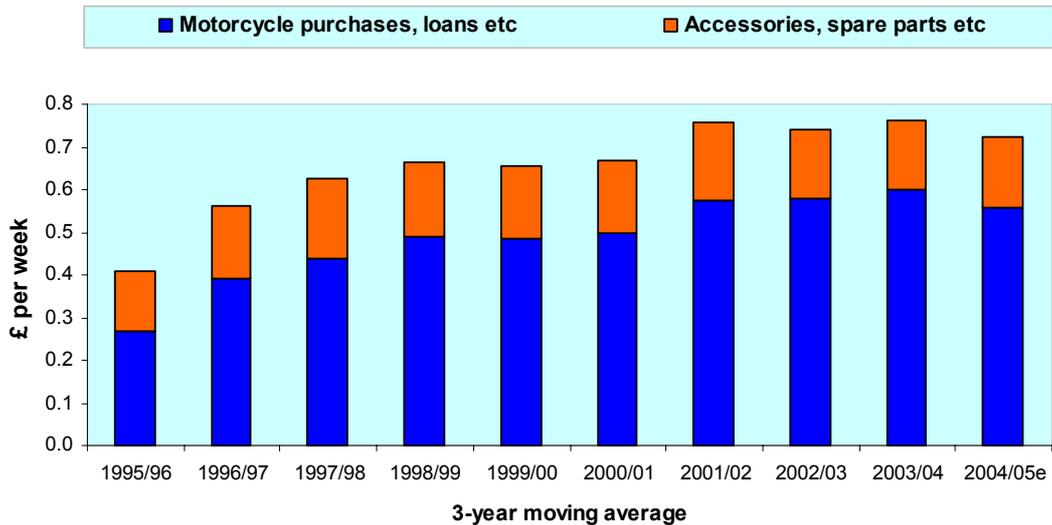
Source: National Travel Survey, DfT

Average expenditure (in current prices) per household on motorcycling has risen since 1995/96, but has levelled off in recent years. In **Chart 1.2** the series has been shown as a 3-year moving average to eliminate erratic movements which are created annually due to the source of the data - a household survey which will pick up relatively few households with motorcycles, meaning that some of the figures used are subject to large levels of error. Average spending figures are based on the whole population - they include households that spend nothing on motorcycling.

The spending can be split into average expenditure on purchase of motorcycles and expenditure on maintenance, spare parts and accessories. Over recent years this has been split about 3:1, although, of course, spending

on purchase covers occasional large expense as opposed to more regular ongoing expenditure in the case of maintenance. Owners of motorcycles will also spend money on Vehicle Excise Duty, insurance and so on, but this cannot be distinguished as being spent on motorcycles, as opposed to other motor vehicles.

Chart 1.2: Motorcycle ownership: Average weekly spending on motorcycling, United Kingdom, 1995/96 - 2003/04



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

Motorcyclists

Table 1.3 looks at the age profile of those sampled in the NTS who made at least one trip as a motorcycle rider in the survey week. Almost 60% of motorcyclists are aged between 30 and 49. Those aged 16-19 make up 9% of all motorcyclists, despite representing an age group that spans only four single years of age. Perhaps surprising is the dip in motorcyclists aged between 20-24 and 24-29 which each represent only 5% of the motorcycling population.

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

Age group	Percentage
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

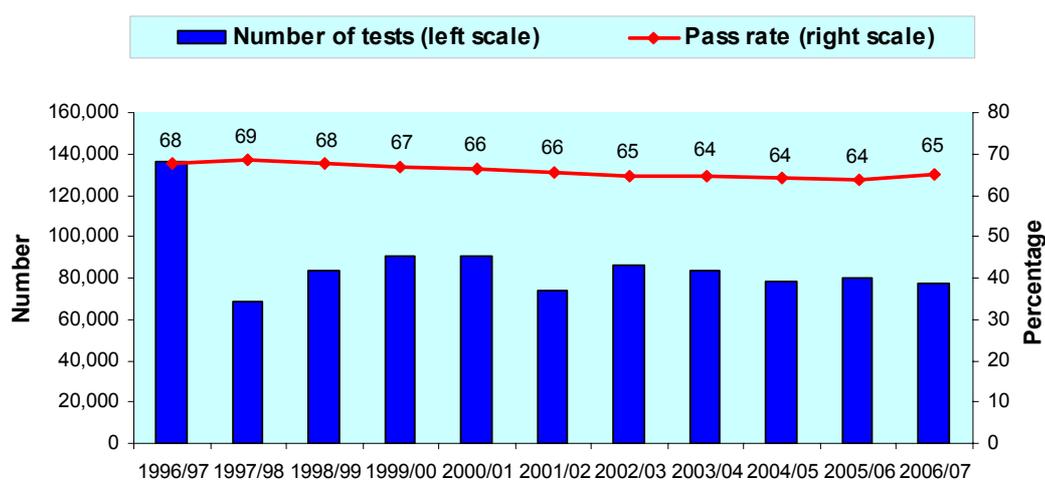
Motorcycle training

The trend in people undergoing training is reflected in the numbers taking motorcycling tests.

Around 77,000 people took a motorcycle test in 2006/07, the lowest number since 2001/02. The number of tests was high in 1996/97 as many riders took their test earlier than they may otherwise have done as a result of the change in legislation in 1997. This may also have affected the pass rate in 1996/97.

Chart 1.4 shows that pass rates for the practical test have been falling slightly year-on-year since 1997/98 from 69% to 64% in 2004/05, but increased slightly in 2006/07 to 65%.

Chart 1.4: Motorcycle training: Number of tests and pass rate, 1995/96 - 2005/06



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

Table 1.5 shows that the pass rate in 2006/07 was highest for motorcycle riders below the age of 35. The overall pass rate declines from the age of 21-25 for both males and females. The motorcycling pass rate is higher for males than females. The pass rate for motorcycle tests is higher than for car driving tests.

Table 1.5: Motorcycle training: practical test pass rates by age, 2006/07

Age	Female		Male		Percentage
	Number of tests conducted	Proportion passed	Number of tests conducted	Proportion passed	All
<21	599	60	7,451	64	64
21-25	1,490	60	13,141	70	69
26-30	1,878	57	11,030	69	68
31-35	1,874	56	9,897	70	67
36-40	1,975	53	9,294	68	66
41-45	1,447	52	7,089	65	63
46-50	875	45	4,361	61	59
51-55	334	40	2,364	55	53
56-60	138	33	1,240	51	50
60+	20	20	496	45	44
All	10,630	54	66,363	67	65

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

Source: Driving Standards Agency

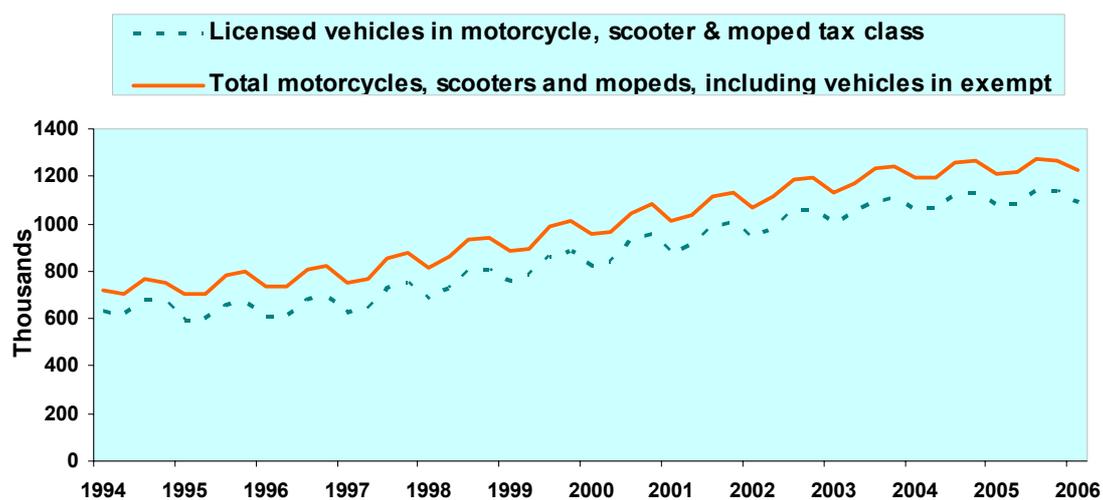
Chapter 2: Motorcycles

Motorcycle stock

This section looks at the machines themselves, the breakdown of licensed stock, and how this has changed over time. It also presents information on MOT tests and, the most common causes of failure on these tests.

Information about the number of motorcycles in use are available from the DVLA database of licensed vehicles. Most two wheeled motor vehicles fall into the "Motorcycles, scooters and mopeds" tax class. Some, however, fall into other exempt classes, either because they do not need a licence, or because a licence is needed but there is no charge for it. Exempt classes include Classic motorcycles (those first registered before 1973), and emergency or crown vehicles. Therefore, the total number of vehicles with the 'body type' motorcycle, scooter or moped is greater than the licensed stock in that tax class.

Chart 2.1: Motorcycle stock: Great Britain, quarterly 1994 - 2006



Source: DVLA / DfT

Chart 2.1 shows the difference between the two definitions. The dotted line represents the licensed stock in the motorcycle, scooter & moped tax class, while the solid line additionally includes similar vehicles in the exempt tax classes. The chart shows a seasonal pattern in motorcycle stock, with lower stock levels observed during the winter months. On average there are around 11 per cent more licensed vehicles during summer than in the winter. This is due to the flexibility in obtaining 6 month licences, and receiving partial refunds on 12 month licences, for those wishing not to venture out during the winter. Also immediately clear is the increase in licensed motorcycles, with numbers rising by about a third since 2000.

For the rest of this chapter, stock figures presented are for the licensed stock of motorcycles, scooters & mopeds for the end of each year.

Table 2.2: Motorcycle stock: licensed stock by engine size, Great Britain, 1996-2006 (end year)

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

Note - total includes a small number of vehicles with unknown engine size

Source: DVLA / DfT

Table 2.2 shows how the composition of licensed stock has changed since 1996. Note that this is based on end-year licensed stock and therefore excludes those motorcycles being used unlicensed (see Chart 2.4) and those vehicles being used only in the summer months. Over the last decade total motorcycle stock has been steadily increasing, and has now reached levels last seen in the mid-1980s. The most noticeable change over time is the large increase in numbers of motorcycles with engine sizes above 500cc. This increase is particularly pronounced for vehicles with engine sizes greater than 1000cc, which show an increase of over 250 per cent since 1996.

The average age of licensed stock decreased steadily between 1996 and 2001, but has risen again over the past four years.

Table 2.3: Motorcycle stock: licensed by Government Office region, 1996 – 2006

	Thousands										Rate per 1,000 population (2005)
	1996	1997	1999	2000	2001	2002	2003	2004	2005	2006	
North East	18	19	25	29	31	33	36	39	40	41	15.9
North West	66	68	83	91	95	100	107	112	114	114	16.7
Yorks & Humb	59	60	71	78	83	90	96	100	101	102	20.1
East Midlands	61	62	74	81	86	93	99	104	105	106	24.6
West Midlands	63	64	73	79	85	92	98	101	104	104	19.3
East of England	90	92	106	113	118	124	130	136	136	137	24.8
London	74	80	98	106	110	110	114	115	118	120	16.0
South West	95	96	110	117	124	129	137	145	146	148	29.3
South East	127	130	153	163	173	182	192	200	202	204	25.0
All England	652	671	793	856	905	955	1,008	1,052	1,066	1,077	21.4
Scotland	31	33	41	45	47	52	56	60	62	66	12.9
Wales	27	28	33	35	38	41	45	49	51	53	17.8
Region Unknown	29	21	22	17	20	22	25	31	28	29	
Great Britain	739	752	889	954	1010	1070	1135	1,191	1,206	1,224	20.9

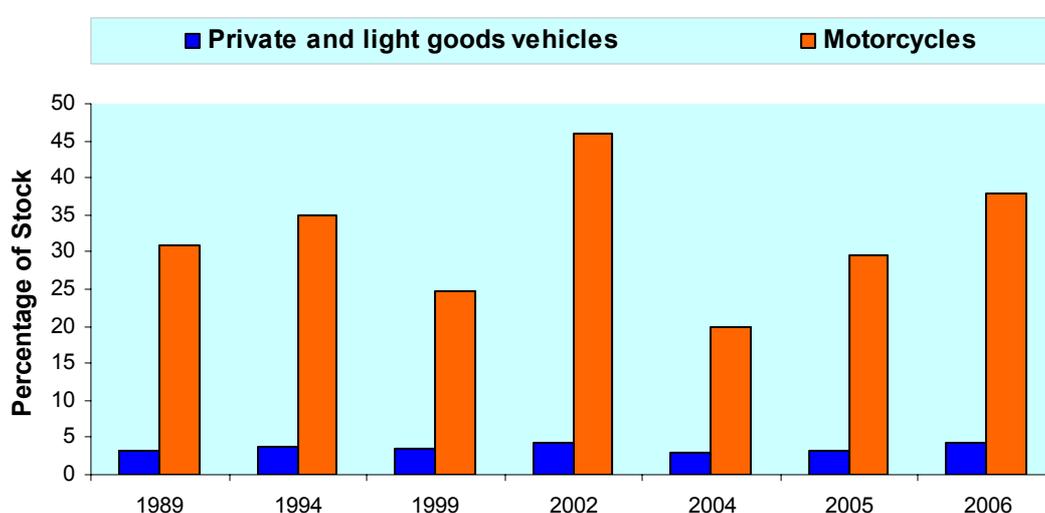
Source: DVLA / DfT

There are more motorcycles in the South East than in any other region, as shown in **Table 2.3**. However, since 1996 numbers have increased in all English regions as well as in Scotland and Wales. Proportionally, the largest increase has been in the North East, with numbers more than doubling over this period.

Relative to the size of population, more motorcycles are registered to keepers in the South West than in any other region. Scotland has the lowest rate, and rates are also low in Wales, the North East and North West, possibly reflecting less suitable environments for motorcycling. Rates are also low in London, which may reflect the high availability of public transport.

There is an additional consideration in estimating the total numbers of vehicles on the road, which is especially relevant in the case of motorcycles. **Chart 2.4** shows levels of Vehicle Excise Duty evasion - the proportion of vehicles in use without tax. Evasion levels are much higher for motorcycles than for the standard Private and Light Goods (PLG) category. For an explanation of the Surveys and methodology please see the link in the Notes section.

Chart 2.4: Estimated Vehicle Excise Duty evasion, Great Britain, 1989 - 2006



Source: *Evasion Surveys, DfT*

Table 2.5 shows how the numbers of motorcycles vary across different countries. In 2005, there were more motorcycles (including mopeds, scooters etc) in Italy than in any other European Union country, followed by Germany, France and Spain. Italy also had more motorcycles than the USA. Between 1995 and 2005, Denmark, Portugal and the United Kingdom showed the highest percentage increases in the total number of motorcycles owned, but had relatively small numbers compared to the countries mentioned above. The United Kingdom and Irish Republic, had lower rates of motorcycle ownership than any of the main EEC countries, whilst Italy, followed by Japan and Greece had the highest.

Table 2.5: Motorcycle stock in different countries, 1995 and 2005

	1995	2005	Thousands/rate Stock per 1,000 people (2005)
Great Britain	702	1,206	20.6
Northern Ireland	13 ¹	26	15.1
United Kingdom	715	1,232	20.5
Austria	546	628	76.5
Belgium	212 ¹	346	33.2
Denmark	58	172	31.8
Finland	160	272 ²	51.9
France	2,289	2,480	40.9
Germany	3,920	5,530	67.0
Greece	..	1,133	102.2
Irish Republic	24	34	8.3
Italy	6,228	9,207 ²	159.1
Luxembourg	28 ³	38	82.9
Netherlands	308	553	33.9
Portugal	216	419 ²	39.8
Spain	1,301	1,806	42.0
Sweden	264	453	50.3
Cyprus	50	40	53.9
Czech Republic	915	794	77.7
Estonia	3	10	7.6
Hungary	157	123	12.2
Latvia	16	25	10.9
Lithuania	20	24	7.0
Malta	17	12	29.8
Poland	929	754	19.7
Slovak Republic	82	56	10.5
Slovenia	..	49 ⁴	24.7
Norway	159 ³	258	55.9
Switzerland	371	592	79.9
Japan	15,909 ⁵	13,369 ²	104.6
USA	3,897	5,781 ²	19.7

1. 1996 data

2. 2004 data

3. Estimated

4. Mopeds only

5. 1995 data

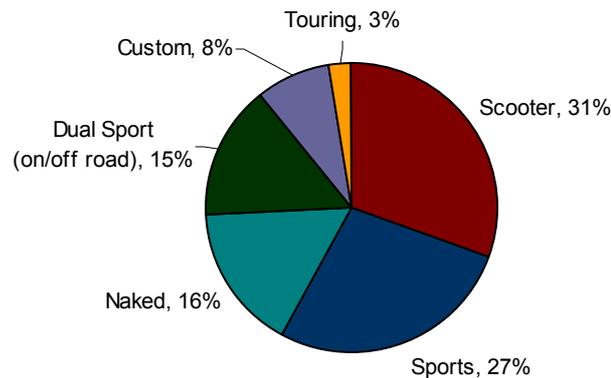
The figures in this table are outside the scope of National Statistics

Source: Eurostat

New motorcycle registrations

New registrations are also of interest when building a picture of motorcycle stocks. **Chart 2.6** shows the distribution of different 'styles' of motorcycle among new registrations in 2006. Scooter style mopeds and motorcycles accounted for over 30 per cent of registrations. Style is based on visual appearance and does not necessarily indicate the performance capabilities of a motorcycle, for example, several popular small-engined Learner-specification models are styled as Sports bikes.

Chart 2.6: New motorcycle registrations: by style, United Kingdom, 2006



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

Table 2.7 shows the numbers of new registrations by engine size, since 1996. About 45 per cent of new registrations are for machines up to 150cc and another 46 per cent for machines over 500cc.

Table 2.7: New motorcycle registrations: by engine size, Great Britain, 1996 - 2006

Engine size, cc	Thousands										
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
less than 50	9	13	23	36	50	46	36	35	27	24	23
51 - 150	14	13	19	29	40	44	39	39	33	35	38
151 - 500	19	23	22	19	18	16	17	17	13	13	12
501 - 700	19	30	34	37	33	31	28	28	21	21	22
701 - 1,000	21	30	36	33	30	27	27	26	26	23	23
over 1,000	11	16	16	17	16	17	19	17	16	19	18
Total	93	126	149	172	187	180	168	161	137	136	135

Note - total includes those vehicles whose engine size is unknown

Source: DVLA / DfT

Of new vehicles, the most popular makes are shown in **Table 2.8**. Eight of the most popular ten models are either scooters or supersports, reflecting the pattern seen in Chart 2.6.

Table 2.8: New motorcycle registrations: Top 10 models, United Kingdom, 2006

	Manufacturer	Description	Type	Engine size (cc)
1	BMW	R 1200 GS / Adventure	Dual Sport	1170
2	Baotian	QT-50 (all variants)	Scooter	49
3	Honda	CBR 1000 RR	Supersport	998
4	Suzuki	GSXR 600	Supersport	599
5	Suzuki	GSXR 750	Supersport	749
6	Suzuki	GSXR 1000	Supersport	990
7	Yamaha	YZF R6	Supersport	599
8	Honda	CBR 125 R	Supersport	124
9	Yamaha	YBR 125	Naked	124
10	Honda	SCV 100 Lead	Scooter	102

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

Source: Motor Cycle Industry Association

By analysing the DVLA database, it is possible to look at the licensing histories of keepers and the number of keepers that a motorcycle has had. **Table 2.9** shows that, in general, older vehicles not surprisingly tend to have had more previous keepers. However, this is not true for motorcycles first registered before 1979 (which include 'classic' motorcycles), which tend to have had fewer previous keepers than those registered in the 1980s.

Table 2.9: Number of motorcycle previous keepers by year of registration, Great Britain, 2006

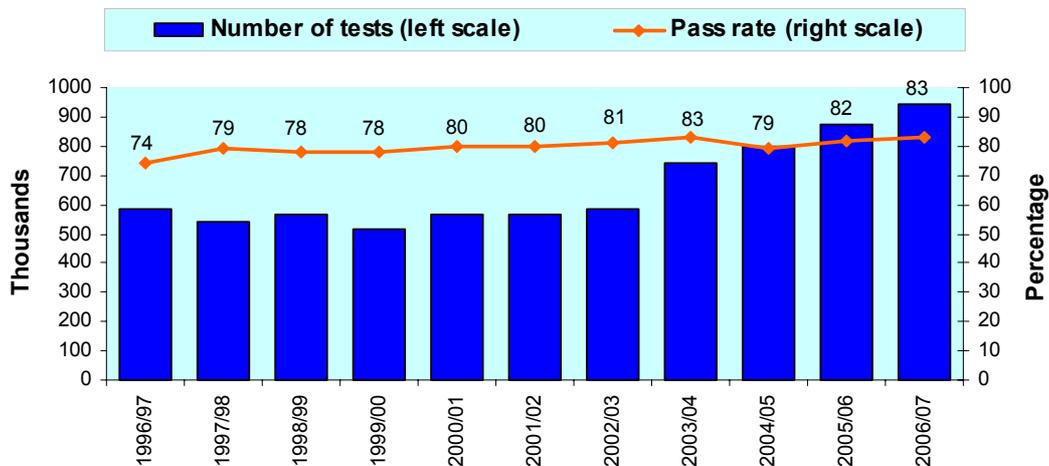
Year of first registration	Number of previous keepers							Total
	Percentages / thousands							
	0	1	2	3	4 - 5	6 - 10	More than 10	
pre 1979	44	18	10	7	10	9	2	99
1979 - 1984	20	12	10	9	16	25	8	45
1985 - 1990	10	10	11	11	21	31	7	55
1991 - 1996	8	13	15	16	26	21	1	122
1997 - 1999	13	19	21	18	21	8	0	192
2000	18	24	23	17	15	4	0	84
2001	21	27	23	15	11	2	0	91
2002	26	31	23	12	7	1	0	95
2003	31	34	21	9	4	0	0	100
2004	43	35	15	5	1	0	0	99
2005	59	32	8	2	0	0	0	109
2006	79	19	2	0	0	0	0	132
Total	32	23	15	10	11	7	1	1224

Source: DVLA / DfT

Motorcycle MOT tests

All motorcycles that are more than three years old require an annual MOT test. **Chart 2.10** shows the number of tests and the pass rate over the last ten years. The number of annual tests has fluctuated from year to year between 500 and 600 thousand tests up to 2002/03. The large increase since 2003/04 reflects an increase in the number of vehicles with small engine capacities being tested. Since 1996/97, the pass rate has steadily increased from 74 per cent to 83 per cent for the latest year 2006/07, though there was a slight dip in 2004/05.

Chart 2.10: Motorcycle MOT tests: number and pass rate, Great Britain, 1996/97 - 2006/07



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

There are various reasons why a motorcycle might fail an MOT test, and the most common reasons for failure are given in **Table 2.11**. Faults with the lights have consistently been the most common reason for failure, although it is possible for vehicles to have more than one problem if they fail. All individual types of faults are less common than they were in 1995/96, which means that, since pass rates have been broadly stable, fewer motorcycles are failing with more than one fault.

Table 2.11: Motorcycle MOT tests: common causes of failure, 1996/97 - 2006/07

	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Brakes	9.3	7.9	7.4	8.6	6.5	6.1	5.7	5.7	7.1	5.9	5.2
Steering	10.1	8.3	8.9	9.2	7.9	6.6	6.7	6.7	7.4	2.7	2.4
Lights	12.6	10.7	11.4	11.6	10.1	9.8	9.5	9.1	9.5	10.0	9.7
Tyres	6.7	5.2	5.5	6.2	4.9	4.4	4.4	4.0	4.3	3.3	3
Other	10.3	7.5	7.2	5.9	6.4	6.2	5.8	5.4	6.2	n/a ¹	n/a ¹

1. Since the introduction of MOT Computerisation in 2005/06, the failure category of Other is no longer comparable with previous years.

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

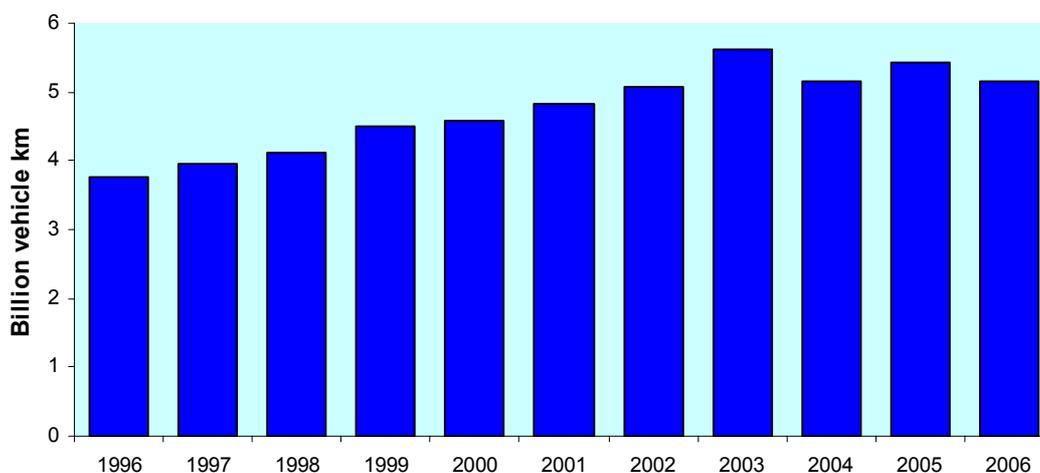
Chapter 3: Journeys made

This chapter looks at the number, purpose and characteristics of motorcycle journeys made.

Motorcycle traffic

Chart 3.1 shows the estimated volume of motorcycle traffic between 1996 and 2006. From 1996 to 2006, motorcycle traffic increased by 37 per cent, but has levelled off from the peak of 5.6 billion kilometres in 2003. Motorcycle traffic is currently at a level of 5.2 billion vehicle kilometres in 2006.

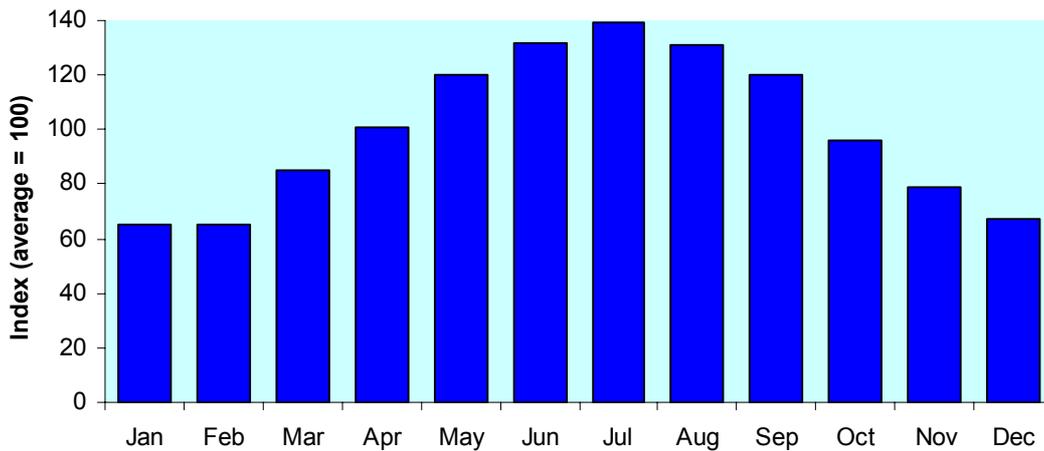
Chart 3.1: Motorcycle traffic, Great Britain, 1996-2006



Source: Traffic Surveys, DfT

Motorcycle traffic varies throughout the year. **Chart 3.2** shows how motorcycle travel is concentrated in the summer months. In the peak months of June, July and August, there is around twice as much motorcycle travel as there is in December, January and February.

Chart 3.2: Motorcycle traffic: by month, Great Britain, 2002-2006 combined data

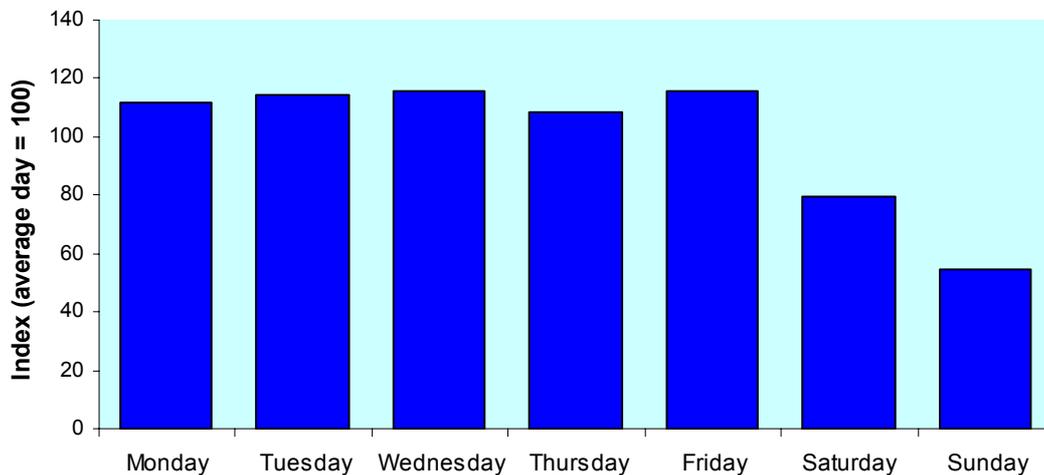


Source: Traffic Surveys, DfT

Motorcycle travel

The number of trips made varies from day to day. **Chart 3.3** shows that on weekdays more trips are made than on weekends, indicating that many people use motorcycles regularly to get to and from work. Trips are relatively evenly spread across Monday to Friday.

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



Source: National Travel Survey, DfT

The total traffic generated comes from the accumulation of individual trips and it is possible to look at the characteristics of these trips. The majority of trips are for work, business or education purposes and these trips account for over half of motorcycling mileage, as shown in **Table 3.4a**. The equivalent information for car drivers is shown for comparison in **Table 3.4b**.

Nearly two thirds of motorcycle trips are for work, business and education purposes, compared with less than a third of car trips. Motorcycle trips for these purposes also tend to be shorter than car trips. Shopping and other personal (including escort) trips make up a small amount (15%) of motorcycling trips compared to car travel where these activities account for almost half of all trips.

Average motorcycle trip lengths are similar to car drivers for visiting friends and shopping; but almost twice as long for other leisure purposes. More trips per week are made by car drivers than by motorcycle riders for most purposes except work, business and education, where the number of trips made in similar between the two modes.

Table 3.4a: Motorcycle travel: number and length of trips by purpose, Great Britain, 2004-2006 combined data¹

	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 size: trips	2,200	327	206	415	420	3,568

Source: National Travel Survey, DfT

¹ A rider is defined as someone who makes at least one motorcycle trip during their NTS travel week.

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

	Trips per driver per week / miles					
	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 size: trips	137,024	98,350	126,297	63,472	45,692	470,835

Source: National Travel Survey, DfT

¹ A driver is defined as someone who makes at least one car driver trip during their NTS travel week.

Table 3.5 shows that, generally, the distance travelled by motorcycle riders has increased over time, but fewer trips are made, both in total and as a percentage of all trips. The amount of time people spend travelling by motorcycle has increased since 1985/86, but makes up a smaller proportion of time spent travelling overall.

Table 3.5: Motorcycle travel: trends, Great Britain, 1985/86 – 2006^{1, 2}

	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

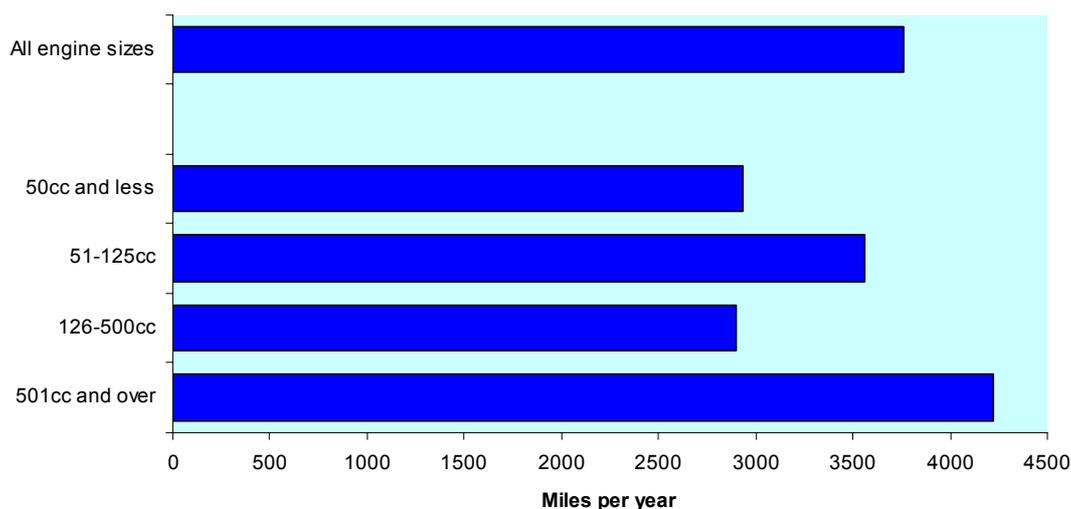
Source: National Travel Survey, DfT

¹ A rider is defined as someone who makes at least one motorcycle trip during their NTS travel week.

² Figures for 1998/00 onwards are based on weighted data (See Notes)

Average motorcycle mileage will vary according to the type of trips that are made. This is also reflected in the size of the engine. Larger motorcycles will generally have higher average mileages than smaller bikes, as shown in **Chart 3.6**.

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



Source: National Travel Survey, DfT

Table 3.7 shows the extent to which motorcyclists travel faster than the speed limit at free-flowing locations during their journeys. A quarter of motorcyclists exceed the speed limit by more than 10mph on motorways and a fifth on dual carriageways, while around one in ten exceed the limit by more than 10mph on other roads. Average motorcycle speeds are similar to average car speeds on most types of road, but are 5mph higher on single carriageways.

Table 3.7: Motorcycle travel: Speed distributions by type of road, Great Britain, 2006

	Percentage				
	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	29	28	15	30	40
Percentage exceeding speed limit by more than 10mph	25	20	12	9	11
Average motorcycle speed (mph)	70	68	53	38	30
Average car speed (mph)	70	68	48	36	30

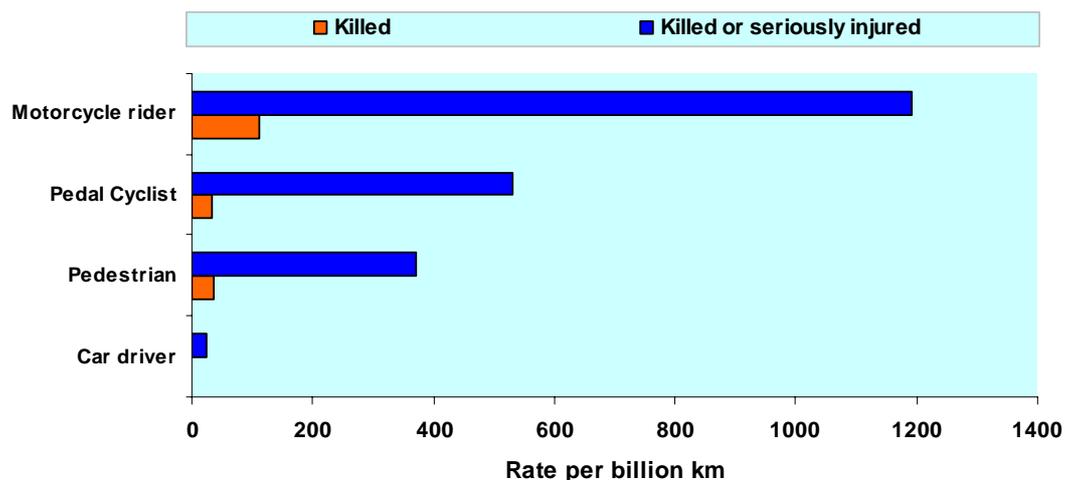
Source: Traffic Surveys, DfT

Chapter 4: Motorcycling Safety

Road casualties

Motorcyclists are at a much greater risk of serious injury than other road users. **Chart 4.1** shows how the relative risk of being killed or seriously injured (KSI) per kilometre travelled is more than twice that for pedal cyclists - the next highest risk group - and 51 times that for car drivers.

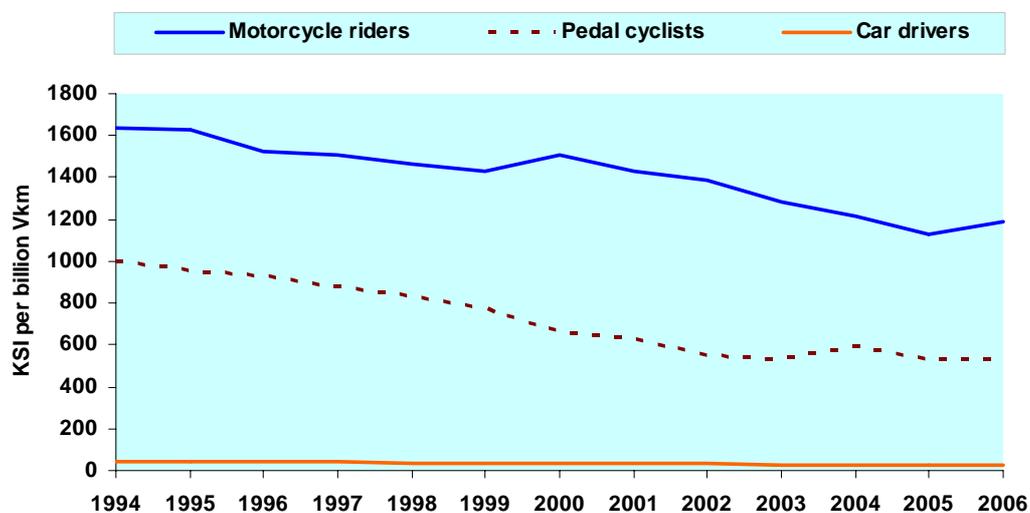
Chart 4.1: Road casualties: relative risk of different forms of transport, Great Britain, 2006



Source: Road Accident Statistics, DfT

Chart 4.2 shows how KSI casualty rates have changed between 1994 and 2006. There has been a general improvement in the KSI casualty rate for all road-user types. The rate for motorcycle riders is now 27 per cent lower than in 1994, although this represents less of a fall than for car drivers or pedal cyclists.

Chart 4.2: Road casualties: KSI rates by type of rider/driver, Great Britain, 1994-2006



Source: Road Accident Statistics, DfT

Motorcyclist casualties

Almost six and a half thousand motorcycle riders and passengers were killed or seriously injured in 2006. **Table 4.3** shows how these are distributed by broad class of vehicle and the age of the casualty. The majority of KSIs involve larger motorcycles, although accidents involving younger riders aged 16-19 tend to be on motorcycles with smaller engines. This pattern is repeated for slight injuries, of which there were almost 17 thousand recorded in 2006.

Table 4.3: Motorcyclist casualties: injuries by type of vehicle and age of casualty, Great Britain, 2006

Age	Number					
	Killed or seriously injured			Slight injury		
	Mopeds	Motorcycle < 125cc	Motorcycle 125cc+	Mopeds	Motorcycle < 125cc	Motorcycle 125cc+
Under 16	39	36	19	103	66	72
16-19	502	491	220	2,575	1,507	389
20-29	84	455	930	430	1,559	1,979
30-39	58	240	1,199	249	852	2,354
40-49	44	113	1,171	148	443	2,161
50-59	27	52	485	73	205	863
60-69	5	28	140	46	79	226
70 and over	6	12	30	18	27	34
Total (inc. age unknown)	775	1,451	4,259	3,697	4,877	8,268

Source: Road Accident Statistics, DfT

Although casualty rates have been falling, as shown in Chart 4.2, the actual numbers of motorcyclist casualties have in fact risen over the last 10 years. The trend observed broadly reflects that seen in motorcycle traffic (Chart 3.1), which shows some stability over the last three years.

This is shown in **Table 4.4**, which also shows how casualty numbers of riders are distributed by age. Also shown is the 1994-1998 average, which is the baseline for the Government's casualty reduction target. Compared to the 1994 -1998 average, the overall number of riders killed or seriously injured was 3 per cent higher in 2006. Over this period, the number of KSI increased by 77 per cent among riders aged 16 and by 81 per cent among those aged 40 to 49 but there was a fall of 35 percent among 20 – 34 year olds.

Table 4.4: Motorcyclist casualties: KSI by age and totals by sex, Great Britain, 1996-2006

Age	Number											
	1994-98 average	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Under 16	55	64	50	39	54	69	69	76	79	72	84	62
16	190	195	187	178	204	257	298	333	343	397	396	337
17	270	270	253	268	256	304	331	341	394	361	378	355
18	200	179	192	180	214	250	272	251	265	242	220	232
19	170	152	144	133	164	216	190	205	213	200	203	208
20 to 24	964	911	825	756	759	773	760	875	814	750	754	731
25 to 29	1,180	1,139	1,163	1,111	1,090	1,094	969	864	818	672	610	667
30 to 34	995	956	1,086	1,047	1,162	1,177	1,157	1,092	1,027	832	683	644
35 to 39	651	635	703	851	924	1,024	1,001	1,059	1,024	868	849	802
40 to 49	709	679	750	815	949	987	1,053	1,206	1,327	1,116	1,202	1,282
50 to 59	336	291	345	389	412	450	505	467	576	480	522	531
60 to 69	128	124	129	109	113	128	115	122	167	148	135	164
70 and over	56	58	56	42	50	44	31	36	47	37	25	47
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
Female riders	398	369	361	348	368	388	405	403	430	365	320	347
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

Source: Road Accident Statistics, DfT

Table 4.5 shows the number of motorcyclists (riders and passengers) killed or seriously injured on different road classes. Just over half of the motorcycle KSI casualties in 2006 were on A-roads, a total of 3,282, which is slightly less than the 1994-1998 average. On motorways the numbers of motorcyclists killed or seriously injured in 2006 was 150 which is 42 per cent above the 1994-1998 baseline average.

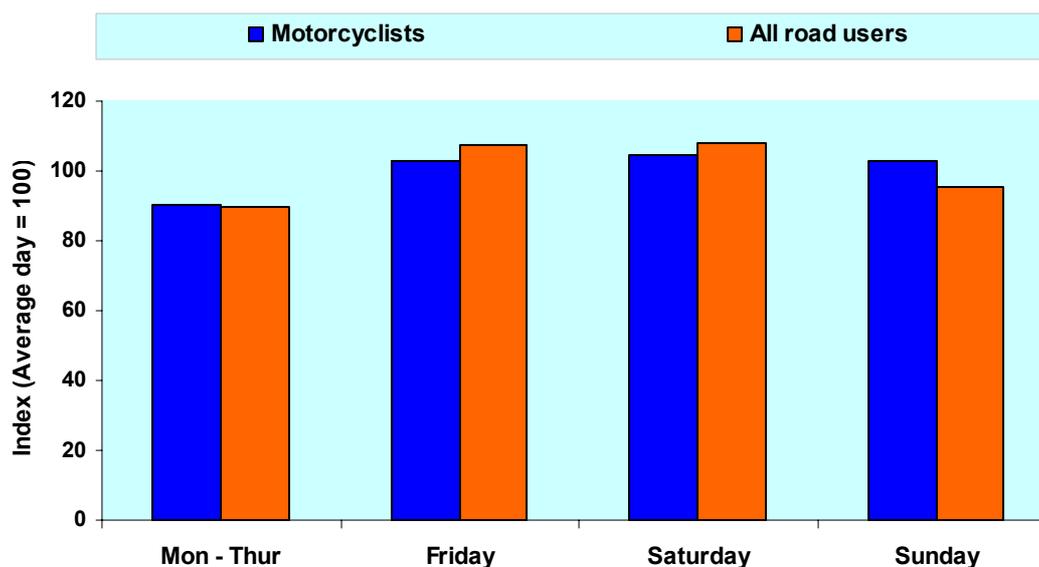
Table 4.5: Motorcyclist casualties: KSI by road class, Great Britain, 1996-2006

	Number											
	1994-98 average	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Urban roads:												
A roads	1,676	1,623	1,681	1,657	1,759	1,911	1,920	1,948	1,886	1,688	1,545	1,569
B roads	410	363	397	386	397	435	461	455	453	396	387	418
Other roads	1,275	1,270	1,166	1,175	1,272	1,408	1,467	1,541	1,542	1,440	1,455	1,435
All urban roads	3,362	3,256	3,244	3,218	3,428	3,754	3,848	3,944	3,881	3,524	3,387	3,422
Rural roads:												
A roads	1,684	1,600	1,764	1,802	1,934	1,960	1,935	1,952	2,108	1,672	1,684	1,713
B roads	563	515	577	577	593	668	645	631	701	625	560	550
Other roads	746	750	740	715	753	791	706	806	791	709	717	649
All rural roads	2,993	2,865	3,081	3,094	3,280	3,419	3,286	3,389	3,600	3,006	2,961	2,912
Total												
Motorways	106	77	112	110	148	149	139	160	164	116	156	150
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
B roads	976	880	976	966	1,000	1,112	1,112	1,087	1,154	1,023	948	968
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

Source: Road Accident Statistics, DfT

The profile of injury accidents by day of the week for motorcyclists is broadly similar to the pattern for all road users. **Chart 4.6** shows that the KSI injuries for all road users are relatively higher during Fridays and Saturdays than for other days of the week. Motorcyclists KSI injuries are also relatively higher for Fridays, Saturdays and Sundays, despite having lower traffic volumes in the weekend (Chart 3.3).

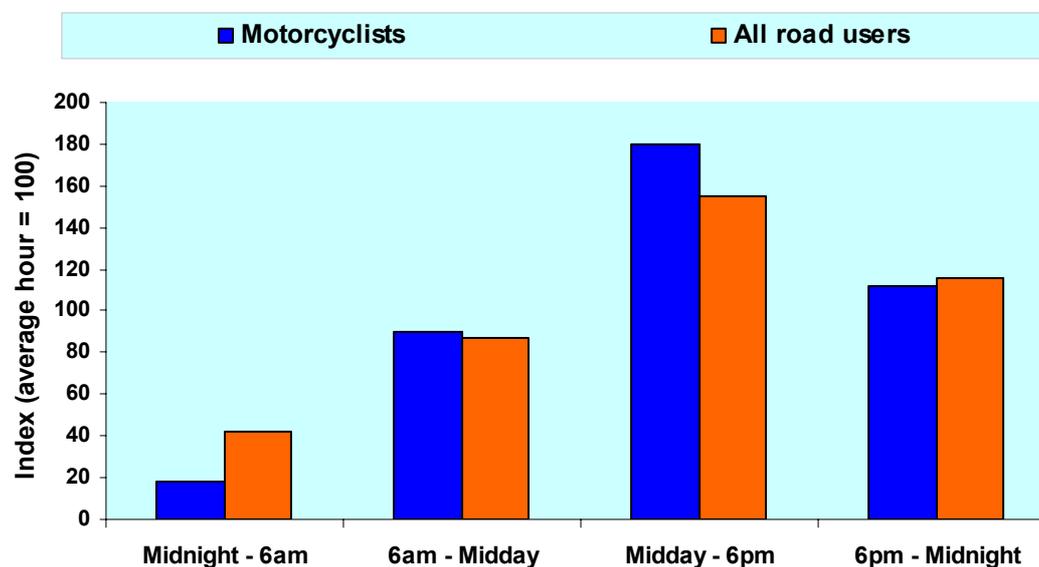
Chart 4.6: Motorcycle casualties: KSI by day of week (indexed), Great Britain, 2006



Source: Road Accidents Statistics, DfT

However, we can see from **Chart 4.7** that there are differences between motorcyclists and all road users in their KSI profile split by the time of day. There are relatively fewer KSIs involving motorcyclists during the night (between 6pm and 6am), than for all road users. However during the day, and particularly between noon and 6pm, the rate of deaths or serious injuries is higher for motorcyclists than for all road users.

Chart 4.7: Motorcycle casualties: KSI by time of day (indexed), Great Britain, 2006

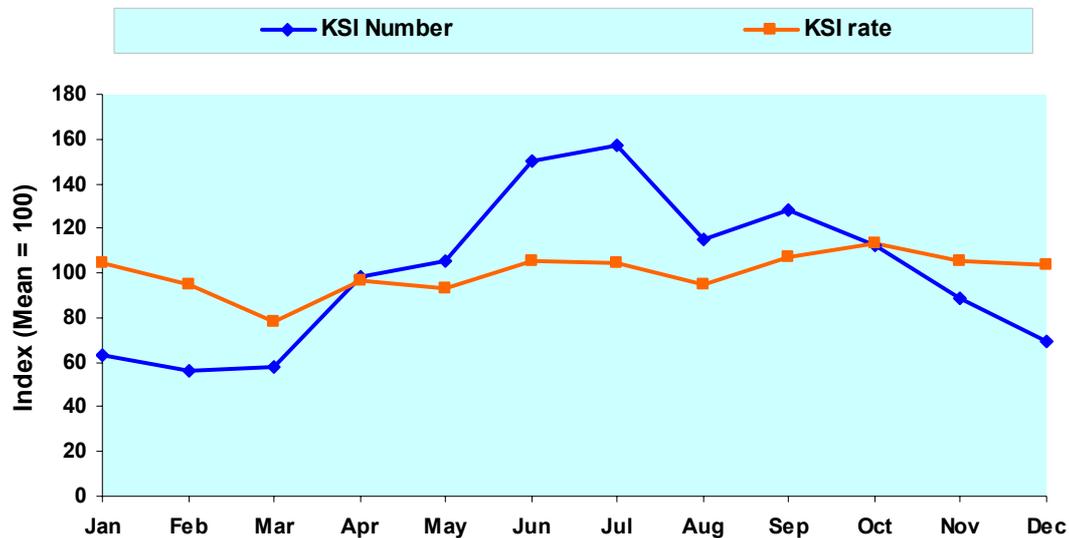


Source: Road Accident Statistics, DfT

Casualty numbers also vary by time of year. The number of KSI casualties amongst motorcyclists is generally at its highest during the summer months.

However since motorcyclist traffic volume is also highest during these months, the rate of casualties can be lower than it is at other times of the year. This is shown in **Chart 4.8**.

Chart 4.8: Motorcyclist casualties: KSI number and rate by month of year (indexed), Great Britain, 2006



Source: Road Accident Statistics, DfT

The most common type of accident resulting in motorcycle user casualties is one that also involves a car, followed by accidents involving no other vehicles or pedestrians, as shown in **Table 4.9**. These are also the types of accidents most likely to result in motorcycle users being killed or seriously injured.

Table 4.9: Motorcyclist casualties: by severity, type of accident and other party involved in accident with the motorcycle, Great Britain, 2006

	Number			
	Motorcyclist casualties		Motorcyclist KSIs	
	Motorcycles	Mopeds	Motorcycles	Mopeds
Two vehicle accidents				
Pedal Cycle	99	24	14	2
Moped	46	64	8	12
Motorcycle	288	35	79	3
Car	11,295	3,028	2,962	483
Bus or Coach	143	35	43	7
Lgv	786	193	232	32
Hgv	318	53	121	18
Other vehicle	153	28	67	4
Single vehicle accidents				
Pedestrians	274	48	55	5
No other involvement	2,958	569	1,241	136
All accidents	16,360	4,077	4,822	702

Source: Road Accidents Statistics, DfT

Breath tests

Table 4.10 shows that the percentage of motorcyclists who failed breathalyser tests in 2006 was lower than for all road users. Of the 24,323 motorcyclists involved in injury accidents, about 49 per cent were tested and there were 374 failures. Failure rates were highest among 20 to 24 year-olds mirroring the situation for all road users.

Table 4.10: Motorcyclist breath tests and failure rates, England and Wales, 2006

Age	All motorcyclists			Percentage failure	
	Number involved in accidents	Number tested	Number of failures	Motorcyclists	All road users (inc. motor-cyclists)
					Number/percentage
Under 17	2,447	1,244	29	1.2	1.0
17-19	3,542	1,861	80	2.3	3.1
20-24	2,897	1,507	86	3.0	3.7
25-29	2,629	1,252	47	1.8	2.9
30-34	2,426	1,189	35	1.4	2.2
35-39	2,687	1,343	38	1.4	2.0
40-49	4,205	2,126	42	1.0	1.6
50-59	1,762	896	9	0.5	1.2
60-69	528	281	5	0.9	0.8
70 and over	133	71	0	0.0	0.4
Age not reported	1,067	114	3	0.3	0.3
All ages	24,323	11,884	374	1.5	1.9

Source: Road Accident Statistics, DfT

Contributory Factors

Table 4.11 shows the most common contributory factors by motorcycle engine size. The contributory factors associated with motorbikes with smaller engines tend to be of those relating to rider error, behaviour or inexperience. The factors associated with motorcycles with bigger engine sizes tend to be related to the speed of vehicle - loss of control, travelling too fast for conditions and exceeding the speed limit. Motorcycles with an engine size 500cc or more account for 43 per cent of all motorcycles in accidents.

Table 4.11: Contributory factors: vehicles by vehicle type, Great Britain, 2006

Contributory factor attributed to motorcycle ¹	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	667	18	919	17	288	14	1,087	12	2,961	15
Loss of control	449	12	680	12	305	15	1,496	17	2,930	14
Failed to judge other person's path or speed	439	12	564	10	215	11	1,003	11	2,221	11
Careless, reckless or in a hurry	433	12	670	12	225	11	857	9	2,185	11
Poor turn or manoeuvre	341	9	512	9	200	10	919	10	1,972	10
Learner or inexperienced driver/rider	846	23	673	12	86	4	182	2	1,787	9
Travelling too fast for conditions	237	6	440	8	141	7	855	9	1,673	8
Slippery road (due to weather)	275	7	384	7	106	5	423	5	1,188	6
Sudden braking	174	5	266	5	97	5	559	6	1,096	5
Exceeding speed limit	71	2	160	3	100	5	576	6	907	4
Following too close	156	4	213	4	66	3	344	4	779	4
Total	3,728	100	5,446	100	2,027	100	9,048	100	20,249	100

Source: Road Accidents Statistics, DfT

National Travel Survey - weighting methodology

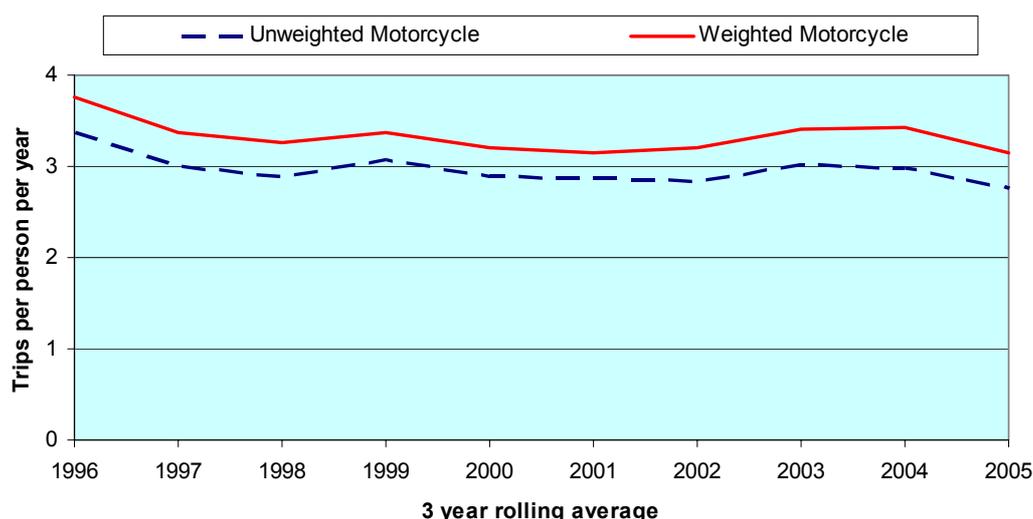
Since the last version of this compendium was published, the National Travel Survey (NTS) has introduced a weighting strategy in order to improve the quality and representativeness of the results from the survey. The weighting methodology has been applied to data back to 1995 and all NTS figures for 1995 onwards included in this publication are based on weighted data.

The weighting strategy is partly designed to adjust for differential response rates among different sections of the population. Greater weight is given to sub-groups who are less likely to participate in surveys. This includes groups such as men in their 20s and 30s, who are also more likely to ride motorcycles. The weighting methodology therefore has a greater impact on motorcycling than on some other modes.

In addition to adjusting for non-response bias, the weighting methodology also adjusts for the drop-off in recording known to occur during the course of the travel week. This causes an uplift in the average number of trips, as well as the associated distance travelled and time spent travelling.

Chart A1 compares motorcycle trip rates based on weighted and unweighted data. On average, motorcycle trip rates based on weighted data are approximately 12 per cent higher than the unweighted figures. For trips by all modes, weighting causes an increase in the trip rate of about 4 per cent.

Chart A1 – Trend in motorcycle trips per person per year, weighted and unweighted data 1996-2005



Although the weighting methodology causes a greater increase in trips by motorcycle than in the overall trip rates for all modes, motorcycling still accounts for a small proportion of trips. In 2004-2006, motorcycling accounted for 3 per cent of all trips and less than one per cent of all distance travelled.

Details on the weighting methodology and a report comparing weighted and unweighted data for 1995 to 2004 are available in the NTS methodology section on the Department's website (www.dft.gov.uk/pgr/statistics/datatablespublications/personal).

Notes on tables and charts

In order to avoid numerous footnotes to the tables in this publication, the following describes background information and, where necessary, definitions that are important to the interpretation of the tables and charts. Where possible, this includes guidance on where further information is available.

Chapter 1 - Motorcyclists

Chart 1.1

Information on motorcycle ownership comes from the National Travel Survey (NTS). This is a survey of households that collects information on personal travel. Although the survey runs every year, because the number of motorcyclists is limited, it is necessary to combine data from more than one year in order to get enough reliable information. In the terminology used, 2005/06, for example, is the average of data for 2005 and 2006. More information on the NTS can be found at:

www.dft.gov.uk/pgr/statistics/datatablespublications/personal

Chart 1.2

Information on household expenditure is collected in the Expenditure and Food Survey, run by the Office for National Statistics. Households complete a diary of their expenditure and this is then split into various classifications. Because of the nature of the survey, the majority of households will have no expenditure on motorcycling and those that do have motorcycling expenditure represent only a small sample size. Results shown here are therefore only broadly indicative and annual changes cannot be thought of as significant. More information on the EFS can be found at

<http://www.statistics.gov.uk/StatBase/Product.asp?vlnk=361&More=Y>

Data for 2004/05 has been marked as estimated. The original figure for motorcycle purchases for 2005/06 was removed from the ONS data due to a data quality issue, therefore this figure has been estimated based on previous years data.

Table 1.3

This table is also based on data from the NTS - see Chart 1.1 for more details. In this table, a motorcyclist is defined as anyone who made one or more trips as a motorcycle rider during the week they kept a travel diary.

Chart 1.4 and Table 1.5

The Driving Standards Agency (DSA) collect data on numbers of people taking different types of driving test. Numbers peaked for the number of tests in 1996 since many learners were trying to pass tests before additional requirements were introduced in 1997.

Chapter 2 - Motorcycles

Chart 2.1 and Tables 2.2 & 2.3

Information for the chart and tables come from the Driver and Vehicle Licensing Agency (DVLA) database of registered vehicles. Many different vehicle details are held in the DVLA database, including engine size and postcode of the vehicle keeper and these variables are used in tables 2.2 and 2.3 respectively (postcodes are mapped onto Government Office Regions to enable the latter breakdown).

Chart 2.4

DfT periodically carries out surveys of Vehicle Excise Duty evasion. These are carried out by collecting registration marks of vehicles in traffic and comparing these against the data held at DVLA to determine whether or not the vehicle is licensed at the time at which it is seen. Further details of this survey are at:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/exciseduty/evasion>

Table 2.5

The definition covers the tax class of motorcycles, scooters and mopeds and includes any two-wheeled road motor vehicle with or without side-car, including motor scooter, or three-wheeled road motor vehicle not exceeding 400kg unladen weight. All such vehicles with a cylinder capacity of 50cc or over are included, as are those under 50cc which do not meet the definition of moped. It also includes those vehicles defined as being mopeds - two- or three-wheeled road vehicles fitted with an engine having a cylinder capacity of less than 50cc and a maximum authorised design speed in accordance with national regulations. The population figures used to derive rates come from the Organisation for Economic Co-operation and Development (OECD).

Chart 2.6

The DVLA database contains information on the make, model and engine size of a newly registered vehicle, but does not include a classification that says what broad type of motorcycle it is. Alternative sources of data maintained by industry associations do not use quite the same definitions as the DVLA database, but they can at times be more flexible. Chart 2.6 comes from the Motorcycle Industry Association (MCIA) classification of new motorcycle registrations, which indicates the type of bike. A final distinction is that the MCIA figures should include only new motorcycles being registered in the UK for the first time, while DVLA figures in other tables will include all motorcycles being registered for the first time in GB, even if the vehicle is not new. The categories are formed as follows:

- **Scooter** includes Motorcycle Scooters and Moped Scooters
- **Sports** includes Sports, Supersports and Sport Mopeds
- **Naked** includes Naked and Naked Mopeds
- **Dual sport (on/off road)** includes Adventure Sport and Trail / Enduro
- The **Custom** and **Touring** categories include just these types of motorcycle.

Further details are available at:

<http://www.mcia.co.uk/S%5FPublic/scontent.asp?sc=X7>

Table 2.7

Within the DVLA database described above is the date of first registration. From this it is possible to extract all vehicles registered for the first time in a particular year and each vehicle will come with the associated variables such as engine size, postcode and so on as described above

Table 2.8

The MCIA collects details of new registrations and compiles listings of the most popular models in different categories of motorcycle. More detail is available from MCIA.

Table 2.9

The DVLA data includes many different variables. Some of these are recorded when the vehicle is first registered, while others are updated when new licensing transactions occur during the course of the vehicle's life. One variable that is updated is the number of keepers that a vehicle has previously had and this is used for this analysis.

Chart 2.10, Table 2.11

The Vehicle and Operator Services Agency (VOSA) administers the MOT vehicle testing scheme and collects data on the results of tests. A 2 per cent sample of all tests has been the basis on which vehicle testing statistics have been compiled. Computerisation of the MOT system was carried out in 2005, and ensures a greater level of detail and accuracy. This gives a 95% confidence interval of +/- 0.8%.

Chapter 3 - Journeys made

Chart 3.1

The total volume of traffic on the road network in Great Britain is measured in vehicle kilometres. The traffic for each year relates to the public road network in place in that year. Thus growth over time is the product of any change in the network (kilometres) and the change in traffic flow (vehicles). For each link of the major road network, the Department produces estimates of annual average daily flow (AADF) and annual average weekday flow (AAWF). They are produced using 12-hour manual data counts from a large number of sites and traffic profiles derived from automatic counters at about 190 sites. Further details on this and other aspects of traffic data are at:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffict/traffic>

Chart 3.2

Because of the small number of motorcycles counted during DfT's traffic surveys, the data in chart 3.2 had to be aggregated to get a reliable breakdown by month. The data are aggregated over the years 2002 to 2006.

Chart 3.3 – 3.7

These charts and tables are all based on the NTS – see text for Chart 1.1 above. Due to the relatively small number of households with motorcycles in the sample, some of the results have been aggregated over a number of years. Chart 3.3, Table 3.4 and Charts 3.6 and 3.7 are based on results averaged over the years 2004 to 2006, but this still gives a relatively small sample size, and results should therefore be regarded as indicative of travel habits and interpreted with caution.

Chapter 4 - Motorcycle safety

For the purpose of these statistics, an accident is counted where there is an injury, (whether to the motorcycle rider, passenger or other party), and where the accident is reported to and recorded by the police. The abbreviation "KSI" refers to casualties who are killed or seriously injured, and therefore excludes slight injuries. Throughout the chapter, any reference to "motorcycles" includes motorcycle combinations, mopeds and scooters unless otherwise specified.

For further information on road accident statistics, including the annual publication *Road Casualties Great Britain* (which includes the data Chapter 4 is based on), see:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents>

Tables 4.3, 4.5 and Charts 4.6, 4.7 and 4.8

Casualty figures are for riders **and** passengers of motorcycles.

Table 4.4

Casualty figures are for motorcycle riders only.

Table 4.9

Casualty figures are for motorcycle riders only. Mopeds are defined as two-wheeled motor vehicles with an engine capacity of not over 50 cc and either

- (a) having a new registration prefix or a registration suffix that is S or later, a maximum design speed of 30 mph, a kerbside weight not exceeding 250 kg and an index plate identifying them as mopeds; or
- (b) with an earlier suffix and equipped with pedals.

Motorcycles are two-wheeled motor vehicles that are *not* mopeds.

Table 4.10

Breath test failures include those who refuse to provide a breath sample.

Table 4.11

The contributory factors system has been developed to provide some insight into the 'why' and 'how' an accident occurs. It is designed to give information on the key actions and failures that directly led to the actual impact; this aids investigation of how accidents might be prevented. The contributory factors are largely subjective reflecting the opinion of the reporting police officer and are not necessarily the result of extensive investigation. Some factors are less likely to be recorded since evidence may not be available after the event. While this information will be valuable in helping to identify ways of improving safety, care should be taken in its interpretation.

The table shows the ten most frequently reported contributory factors for each motorcycle engine size for accidents where a police officer attended the scene and in which at least one contributory factor was reported. Columns may not add up 100 per cent as accidents can have more than one contributory factor.

Calendar of events

The following section outlines some of the events and legislation that have affected motorcycling in the UK. In some cases, these can be important in interpreting data presented in this publication.

1880s Motorcycles invented

1902 First Triumph Produced.

1905 21,521 machines registered in Britain.

1916 150,000 motorcycles registered in Britain.

1920 More than 200 marques available.

1924 Over 500,000 machines registered for use.

1930 Highest ever total number of motorcyclist fatalities, with 1,832 killed.

1934 Speed limits introduced.

1935 Cats eyes introduced.

1938 New registrations slump to 30,093

1960 Learner riders restricted to motorcycles under 250cc.

1961 MOT Test for motorcycles older than 10 years introduced.

1967 MOT Test threshold reduced to 3 years.

1973 Safety-helmets made compulsory for powered two wheeled vehicles.

1987 Motorcycles first used after 1/4/87 to have brake system approved by UN/ECE regulation 13.05.

1987 BSI stamped aftermarket exhausts made compulsory.

1987 Crash helmet visors required to comply with BSI standards.

1988 EC makes draft proposal for separate licence for motorcycles over 400cc.

- 1990 Compulsory Basic Training (CBT) is introduced, part one test abolished.
- 1990 EC Type Approval directive proposed.
- 1991 EC licence directive becomes EC law without 400cc limit.
- 1991 EC proposes 100 bhp maximum power output from motorcycles.
- 1992 EC Type Approval directive becomes EU law.
- 1993 EU proposes so-called 'Multi Directive'. Contains a large number of proposals including an 80-decibel upper PTW noise limit, PTW modification limits and emission limits (Full details available from MCI).
- 1995 UK implements stage one of EU directive 87/56 and reduces maximum noise limit to 82 decibels.
- 1996 UK implements EU licence directive. 2 year 33 bhp restriction for newly qualified riders. Direct access test introduced (January).
- 1997 EU Multi Directive becomes European law. New emission limits introduced and maximum noise limit set at 80 decibels due for Europe-wide implementation in July 1999 (January).
- 1997 Labour win the General Election. The DoT becomes the DETR and consults on an integrated transport policy (May-July).
- 1997 First fully inclusive Meeting between Government, industry and motorcycle groups to discuss transport policy (November).
- 1998 Statutory Off-Road Notification introduced to combat VED evasion and improved quality of DVLA data (January).
- 1998 Publication of the integrated transport White Paper. Motorcycles recognised as alternative mode for the first time. Advisory Group for Motorcycles announced (July).
- 1998 Meeting between MCI, motorcycling interests and Government held at invitation of the DETR to discuss road safety strategies. DETR acknowledges that rider-led initiatives are more likely to be successful than blanket safety legislation. Bikesafe 2000 acknowledged as example of best practice (August).
- 1998 Motorcycle licence consultation published. Government agrees to review legislation that bans learner riders from motorcycling for a year if they fail to pass their test within two years of receiving their provisional licence (September).

- 1998 First 'contact' meeting of the Advisory Group at DETR (December).
- 1999 Governmental Advisory Group on Motorcycling is established. Created by the DETR and chaired by Ministers, this group draws together Government and representatives from the motorcycle community to consider policy developments and options for future action.
- 1999 Ad-hoc motorcycling forum established by the Scottish Office. Scottish guidance recognises the motorcycling option.
- 1999 Draft Local Transport Plans (LTPs) show that over 100 local authorities are considering options for positive motorcycling policies.
- 2000 Full DETR guidance on Local Transport Plans considers a positive approach to motorcycles in local transport planning.
- 2000 The Government's road safety review proposes an action plan, which receives cross-motorcycle community support. Car drivers to continue to have the right to ride a moped with a full car licence once 'familiarisation' training has been taken.
- 2000 Leaded petrol is withdrawn.
- 2000 Touch Screen Theory Test is introduced in January.
- 2000 Sandwell Motorcycle Strategy Published in March.
- 2001 National Motorcycle Strategy Promised is for 2003.
- 2001 London congestion charging introduced (motorcycles exempted).
- 2002 Motorcycle Vehicle Excise Duty categories are expanded.
- 2002 DTLR publishes its motorcycle parking advisory leaflet.
- 2002 Home Office publishes its first motorcycle theft index.
- 2004 Introduction of Continuous Licensing and Harmonised Registration Certificates to combat VED evasion, vehicle fraud and improve quality of DVLA data.
- 2004 First Compendium of Motorcycling statistics published
- 2004 European Road Assessment Programme analysis of the contribution to motorcycle risk posed by highway infrastructure
- 2005 Publication of the Government's Motorcycle Strategy

- 2005 Publication of IHIE Guidelines for Motorcycling
- 2005 Home Office discontinues the publication of the motorcycle bike theft index.
- 2006 Publication of the EU-funded Guidelines for PTE-safer road design in Europe following IHIE guidelines
- 2006 Following the publication of the Government Motorcycling Strategy in 2005, the DfT agreed with the main organizations in the motorcycle community that an implementation body would be needed, this was achieved by revising the composition and purpose of the National Motorcycle Council
- 2007 The Driving Standards Agency launched a voluntary Register of Post-test Trainers.
- 2007 The Department published Traffic Advisory Leaflet 2/07 *The Use of Bus Lanes by Motorcycles* in February 2007. The leaflet provides advice to authorities considering allowing motorcycles to use their bus lanes.
- 2007 EU introduced tighter emissions regulation on new motorcycles (Euro3).