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Thinking Differently about Safety and Mobility



NATIONAL MOTORCYCLISTS COUNCIL

Compendium of Motorcycling Statistics

Motorcycling Facts in Focus

2027 Edition (November 2026)

About the Compendium Project Partners

The NMC

The National Motorcyclists Council (NMC) is a coalition of motorcycling representative organisations, which works together on commonly held positions about issues where motorcyclists seek to change or influence government policy. It also researches issues to both inform campaigning and support the individual work of its members. The NMC brings together a broad spectrum of representative national motorcyclists organisations. These range from riders campaign groups, to motorcycle sport representatives, off road and green roads interests and road safety experts.

The NMC's current members are the Auto Cycle Union, British Motorcyclists Federation, IAM RoadSmart, the National Motorcycle Dealers Association, the Trail Riders Fellowship, the Vintage Motor Cycle Club, Bike Social, Moto Freight, TyreSafe and SorryMate. These groups between them, including their affiliates, represent approaching 200,000 individual motorcyclists and motorcyclist-facing trade businesses.

In addition to being a partner of the UK motorcycle industry, the NMC is a partner of two leading international organisations: the Federation of European Motorcycling Associations (FEMA) and the Fédération Internationale de Motocyclisme Europe (FIM Europe). These partnerships reflect our shared commitment to excellence and safety in motorcycling.

Agilysis

Transforming lives through safer & healthier communities. Agilysis is a mission-oriented business set up by an experienced team, all of whom have decades invested in transport, safety and research. Boasting a wealth of experience in areas of applied research, analytics, networks, data visualisation, evaluation, intervention design, and behaviour change, we are contributing to pioneering international research as well as providing consultancy and intervention design, based on evidence from a range of disciplines in transport and health domains. Agilysis has established itself as a leading provider of road safety services in the UK, with a growing portfolio of work overseas.

Our ambition is to transform road safety management by building capacity in countries which currently lack good quality infrastructure. To improve health outcomes by creating data driven insight that will underpin better policy, practice and investment decisions, and to lead high performing countries into continued improvement through innovation in practice, research and evaluation.

This 2027 edition was made possible through the direct support of NMC members The ACU, the BMF, IAM RoadSmart, the TRF and the VMCC.

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A report submitted by Agilysis Ltd

5th November 2026

Louis Woolsey

Executive Summary

Great Britain's motorcycle sector is a substantial, significant part of the transport sector. With approximately 1.36 million licensed motorcycles on the road and a further 1.53 million registered as Statutory Off Road Notifications, the total registered fleet stands at around 2.88 million vehicles. [1] The sector spans a wide range of uses, including commuting, educational and other utility journeys, as well as leisure, tourism, competitive sport, heritage conservation and recreation on unsealed highways.

More than a quarter of licensed motorcycles are over twenty years old, with Japanese manufacturers accounting for around half of the licensed fleet, and domestic brands such as Triumph remaining a significant presence. Electric motorcycles are beginning to emerge in new registrations, accounting for approximately 3.5% of new powered two-wheeler registrations in 2025, though these figures are variable and lower than the 2022 peak of 5%.

Riders make an average of around 343 motorcycle trips per year, covering approximately 4,290 miles annually, equivalent to roughly three hours per week on the road. [2] Motorcycle commuting has continued to grow over the past two decades, with motorcycles offering particular advantages in journey time, parking, and running costs in congested urban environments. Rural and leisure riding also remain substantial, with trail and adventure riding one of the most visible growth areas in recent years.

Road safety remains a significant challenge to the sector. Motorcyclists are disproportionately represented in road casualty statistics relative to their share of traffic. In 2025, 386 motorcyclists were killed on Great Britain's roads, representing 25% of all road fatalities. [3] Rural environments are particularly hazardous, accounting for approximately 69% of motorcycle fatalities despite representing only 29% of all motorcycle casualties. [4] Whilst the long-term trend in casualty rates per billion vehicle miles has fallen substantially since 2004 across all severity categories, progress in fatality reduction has stalled since 2013.

The economic contribution of the sector is substantial. The most comprehensive assessment, conducted by ICF Consulting for the Motorcycle Industry Association (MCIA) in 2014/15, estimated £2.9 billion of total Gross Value Added (GVA) and 75,000 direct and indirect jobs, a £1 billion annual tax contribution, and £562 million in motorcycle tourism spending. [5] The legacy and heritage segment alone, encompassing an estimated 624,000 vintage and classic motorcycles with a fleet value of around £1.2 billion, is estimated to contribute up to £1.63 billion per annum to the UK economy. [6] Motorcycle sport contributes a further £862.5 million of economic value, [7] anchored by internationally attended events such as the Isle of Man TT, which attracted 51,600 visitors spending around £50 million in 2025 alone. [8] In 2015, the estimated overall contribution of motorcycling in all its forms to the UK economy was as high as £7.2 billion per annum, according to a 2014/15 ICF/MCIA report. [5] Uprated for inflation, this could

represent around £10billion in 2026, though this should be treated as indicative given wider economic and market changes since 2014/15.

Taken together, the statistics presented in this compendium illustrate a sector that is both varied in its composition and significant in its economic, social, and cultural reach. Motorcycling encompasses daily utility transport, professional sport, historic preservation, rural tourism, and community events at every scale, from local charity bike meets to world championship rounds. It is a sector that deserves significant attention in transport, planning, economic, environmental, and road safety policy.

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Introduction

This compendium brings together statistics on motorcycles and motorcycling in Great Britain. The compendium covers the composition and size of the licensed fleet; rider behaviour and travel patterns; road safety; environmental impacts; economic contribution; specialist activity sectors; and international comparisons.

The compendium relies primarily on datasets produced and maintained by government departments and their agencies, including the Department for Transport, the Driver and Vehicle Licensing Agency, the Driver and Vehicle Standards Agency, and the Office for National Statistics. Supplementary material from industry, sector, and research bodies is included where it provides additional context not available from official sources.

For the purposes of this publication, the term ‘motorcycle’ is used as a general term to refer to any two-wheeled motor vehicle, except where the context distinguishes between motorcycles, scooters and other sub-categories.

The Compendium of Motorcycling Statistics was first produced by the Department for Transport in the 2000s, with editions confirmed from 2004 through to 2010. This new edition has been commissioned by the National Motorcyclists Council (www.uknmc.org) with a brief to update statistics presented in the original compendium and to expand coverage to include additional topics of interest to researchers, policy makers, transport planners and practitioners, and the motorcycle sector.

1. The Motorcycle Sector

Licensed Fleet

Great Britain's motorcycle fleet has continued to grow over the past three decades, reflecting sustained demand for two-wheeled transport across a range of uses. [1] The fleet includes all powered two-wheelers registered with the Driver and Vehicle Licensing Agency (DVLA), including motorcycles of all engine sizes, mopeds, and scooters. For the purposes of this section, figures relate to vehicles with a current vehicle excise duty licence; vehicles declared off the road under a Statutory Off Road Notification (SORN) are counted separately and discussed below.

2,880,000
motorcycles registered with the DVLA in Great Britain in 2025

1,360,000
licensed motorcycles were recorded in Great Britain in 2025

9.4%
increase in the number of licensed motorcycles since 2015

Statutory Off Road Notification (SORN) is a formal declaration made to the Driver and Vehicle Licensing Agency that a vehicle is not being used or kept on public roads. When a vehicle is registered as SORN, it does not need to be taxed or insured, but it must not be parked or driven on public roads.

The fleet is split between vehicles that are licensed for road use and those registered as off the road (SORN). The balance between these two categories shifts slowly over time, reflecting changes in how owners choose to keep their bikes registered during periods of non-use. These figures should be taken as estimates of the total fleet, as some vehicles may be unlicensed and not declared SORN, and therefore not captured in either category. [1]

47.2%
of registered motorcycles in Great Britain were licensed in 2025
down from 59.8% in 2015

> **52.8%**
> of the fleet was registered as off the road (SORN) in 2025
> *up from 40.2% in 2015*

This suggests a total motorcycle fleet of 2,880,000 motorcycles registered with the DVLA in 2025.

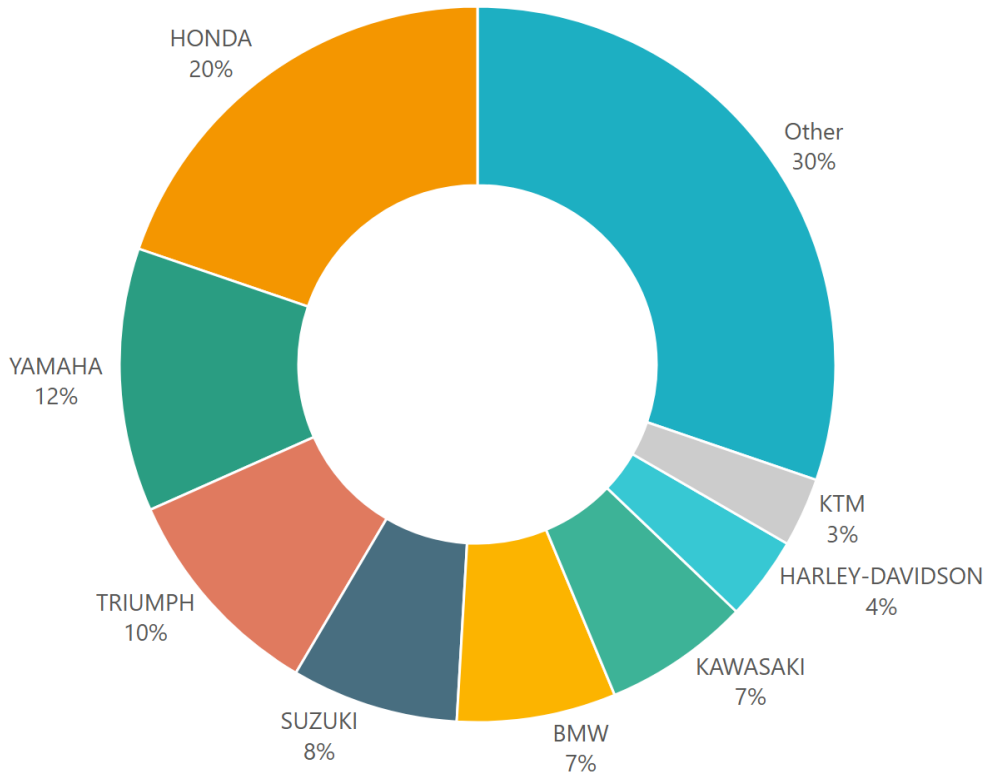
It should be noted that a percentage of motorcycles will only be used for a part of the year when conditions are favourable. Therefore, the balance between licensed and SORN vehicles is expected to shift within years, and may be higher or lower than an end-of-year estimate. [1]

Market Composition by Manufacturer

Three-quarters of the licensed fleet consists of motorcycles manufactured by the six largest manufacturers. Japanese brands Honda, Yamaha, Kawasaki, and Suzuki account for around half of licensed stock. Triumph and BMW are the leading European brands, with a strong presence in the premium and adventure segments. The “Other” category captures the long tail of smaller and specialist manufacturers. Data from the European industry body ACEM reveals that the UK is the fifth largest European area market for motorcycle registrations. [9]

The distribution by manufacturer reflects accumulated stock over many years of registration. Manufacturers that have been producing motorcycles for decades are more prominently represented in the fleet; newer and electric-native brands account for a disproportionately small share of the total licensed fleet.

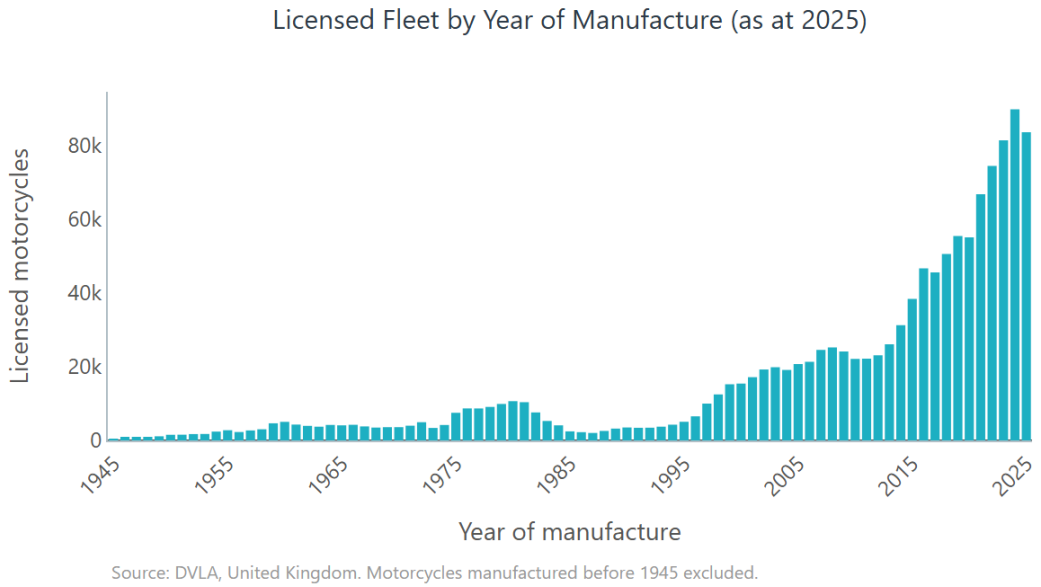
Licensed Fleet Share by Manufacturer (2025)



Source: DVLA, United Kingdom. Top 8 manufacturers shown; remainder grouped as Other.

Fleet Age Profile

The age distribution of the licensed fleet reveals the long service life typical of motorcycles. 26% of licensed vehicles are more than twenty years old. Motorcycles manufactured before 1945 are excluded from the figure below but analysed later as part of the heritage motorcycles section.



Source: DVLA, United Kingdom. Motorcycles manufactured before 1945 excluded.

Rider Licensing Changes

The distribution above in part reflects the influence of significant regulatory changes to motorcycle licensing introduced from the early 1980s, though economic factors would have also had a notable effect. Prior to 1983, learner riders in Great Britain were permitted to ride motorcycles of an engine capacity up to 250cc whilst displaying L-plates. Regulations introduced in 1983 restricted learner riders to machines of up to 125cc, removing the direct route to larger-capacity motorcycles for new riders. [10] A restriction was also introduced in 1982 preventing learners from being granted a further provisional motorcycle licence for one year if they had not passed their full test within two years of first gaining one, though this restriction (often referred to as the 'one-year ban') was repealed in 2001. Combined with the economic conditions of the early 1980s, this contributed to a substantial contraction in new motorcycle registrations, which fell from approximately 300,000 per year in the late 1970s to fewer than 100,000 per year through much of the following decade, reaching a low of 46,700 in 1993. [1] [5] As a result, relatively few motorcycles from the period remain in the current licensed fleet.

Motorcycles registered in the years immediately before the 1983 regulatory change are disproportionately represented in today's fleet. Vehicles aged 40 years or more are

exempt from MOT and zero cost rated for vehicle excise duty, which provides an incentive for owners to retain these machines in taxed, on-road condition. [1]

Compulsory Basic Training (CBT)

Compulsory Basic Training (CBT) was introduced as a mandatory requirement for all new motorcycle riders in 1990, adding a further step to the process of obtaining riding entitlement. [10] New registrations began to recover from the mid-1990s, in part following the introduction of the Direct Access Scheme in 1996, which permitted riders aged 21 and over to qualify directly for a full unrestricted licence without first serving a period on a restricted, medium-powered machine. [10] Further changes to create a two-part test and further embed the principle of motorcycle graduated licensing were introduced between 2009 and 2013.

Fleet by Fuel Type

The overwhelming majority of licensed motorcycles run on petrol. Electric motorcycles represent a very small share of the licensed fleet.

> **99%**
> of the licensed motorcycle fleet was petrol-powered in 2025

> **1%**
> of the licensed fleet was electric in 2025 — roughly 1 in 100 motorcycles

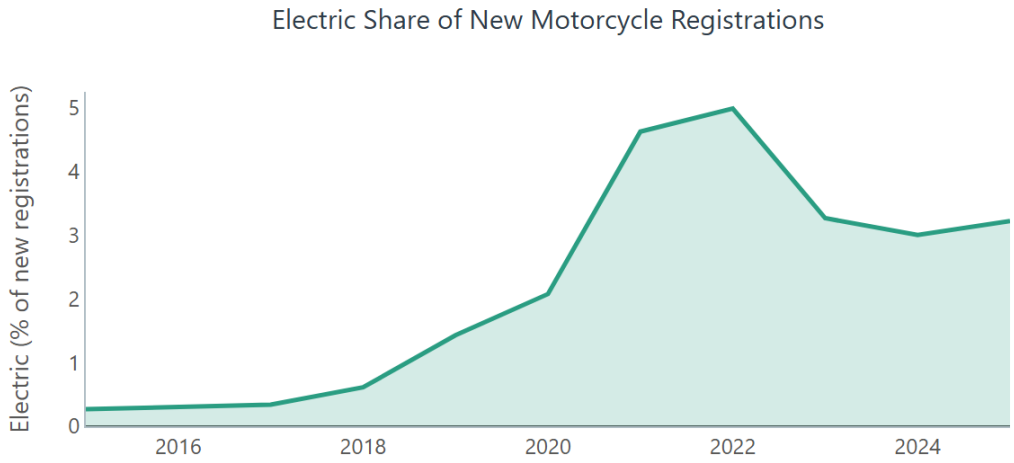
Fuel type	Count (2025)	Share (%)
Petrol	1,346,082	99%
Battery Electric	13,539	<1%
Diesel	584	<1%
Other	65	<1%

The licensed fleet as a whole changes slowly as vehicles are added and removed over many years. Over 99% of motorcycles are petrol-powered, with other fuel types representing less than 1% of the fleet.

Electric Motorcycles

3.2%
of new motorcycle registrations in 2025 were electric
up from 0.3% in 2015

3,233
electric motorcycles were newly registered in 2025



Source: DVLA, United Kingdom. Percentage of first registrations that are electric.

Electric motorcycles are a recent entrant to the market and, while new electric registrations grew considerably in percentage terms from 2016 to 2022, their share of the total licensed fleet remains low, and has dropped from the 2022 peak of 5% (DVLA vehicle registration data). [1] MCIA press statistics record a slightly higher peak share of around 5.6% in 2022, reflecting minor differences in reporting methodology and vehicle coverage between the two sources. In 2023, a reduction was made to the Motorcycle Plug-in Grant. The grant has since been fully removed in April 2026.

New Motorcycle Registrations

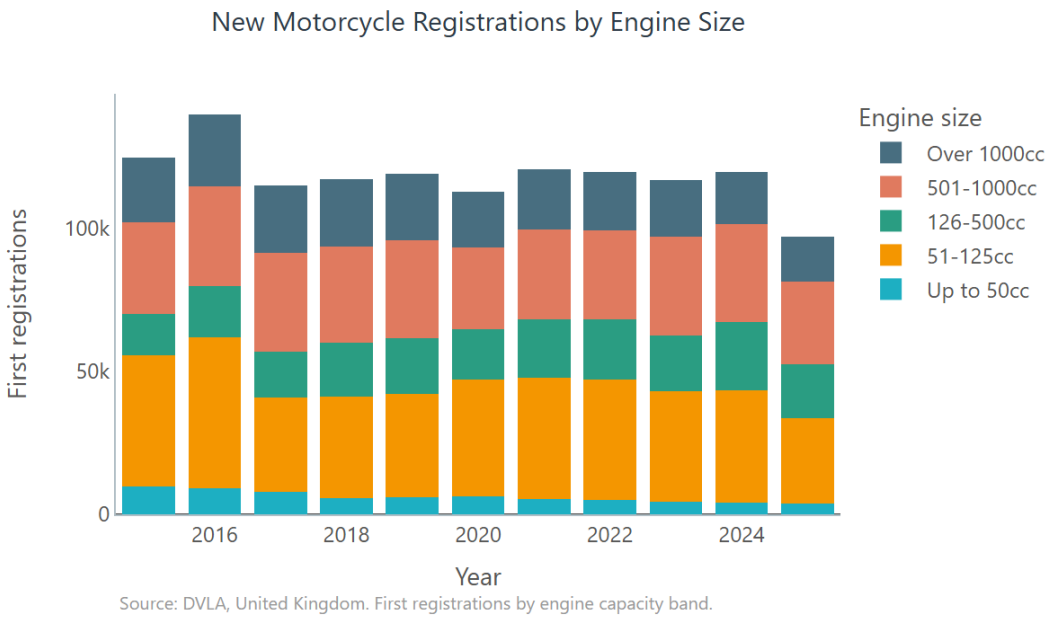
The Motorcycle Industry Association (MCIA) is the trade body representing the powered two-wheel industry in Great Britain. The MCIA publishes monthly press statistics tracking new motorcycle and moped registrations by segment, engine capacity, and powertrain type. Several of the tables below are derived from these monthly releases. Others are taken directly from Department for Transport (DfT) vehicle registration statistics. [11] [1]

New Registrations by Engine Size

New motorcycle registrations by engine size category, showing both the count and share of total registrations in 2025.

Engine size	Registrations (2025)	Share (%)
Up to 50cc	3,868	4%
51-125cc	29,668	30.5%
126-500cc	19,060	19.6%
501-1000cc	28,841	29.7%
Over 1000cc	15,710	16.2%
Total	**97,147**	**100%**

The chart below shows how the engine size distribution of new registrations has shifted over time.



Source: DVLA, United Kingdom. First registrations by engine capacity band.

The most notable trend over the period 2015 to 2024 is the substantial growth of the 126–500cc category. Registrations in this band increased by 61%, rising from around 14,700 to 23,600 per year, and its share of total registrations grew from 11.7% to 19.7%. This growth is consistent with increased demand for mid-range machines suited to the A2

licence category, introduced in January 2013 under the Third European Driving Licence Directive, which permits riders to progress to motorcycles producing up to 35kW without serving the full progressive access period. Many 400cc and 500cc machines fall within this power threshold. [10]

By contrast, moped registrations (up to 50cc) have been in sustained decline, falling by around 57% between 2015 and 2024. New registrations of this category fell from approximately 9,800 to 4,200 per year, and their share of total registrations dropped from 7.8% to 3.5%. It is possible that the decrease in this category is linked to a rise in electric bikes and scooters that do not require licensing and registration. The 51–125cc category remains the largest single band, reflecting the continued importance of the learner and commuter/utility market, though its share has declined slightly from its 2016 peak of 37.9% to around 32.8% in 2024. Registrations of machines over 1,000cc have also declined, falling by around 20% over the decade. [1] This decrease may partially be explained by higher insurance costs and a rise in popularity of smaller motorcycles producing more power than they had previously.

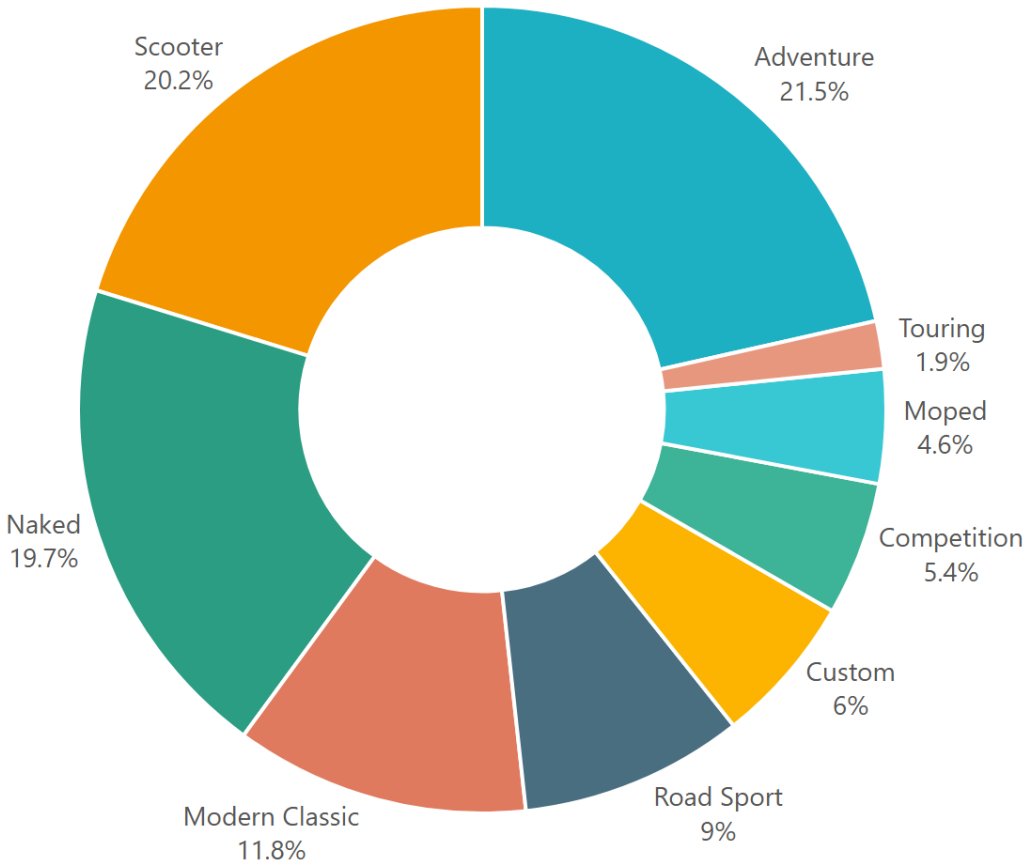
Motorcycle Industry Association (MCIA) data suggests that total new registrations have fluctuated since 2016, with the market closing at around 94,000 units in 2025. [11]

Market Segments

New motorcycle registrations are classified by style segment. The trail and adventure segment has grown substantially over the past decade, reflecting a shift toward multi-purpose machines capable of both road and light off-road use. The naked and modern classic segments have also gained share, while sports style motorcycle registrations have declined.

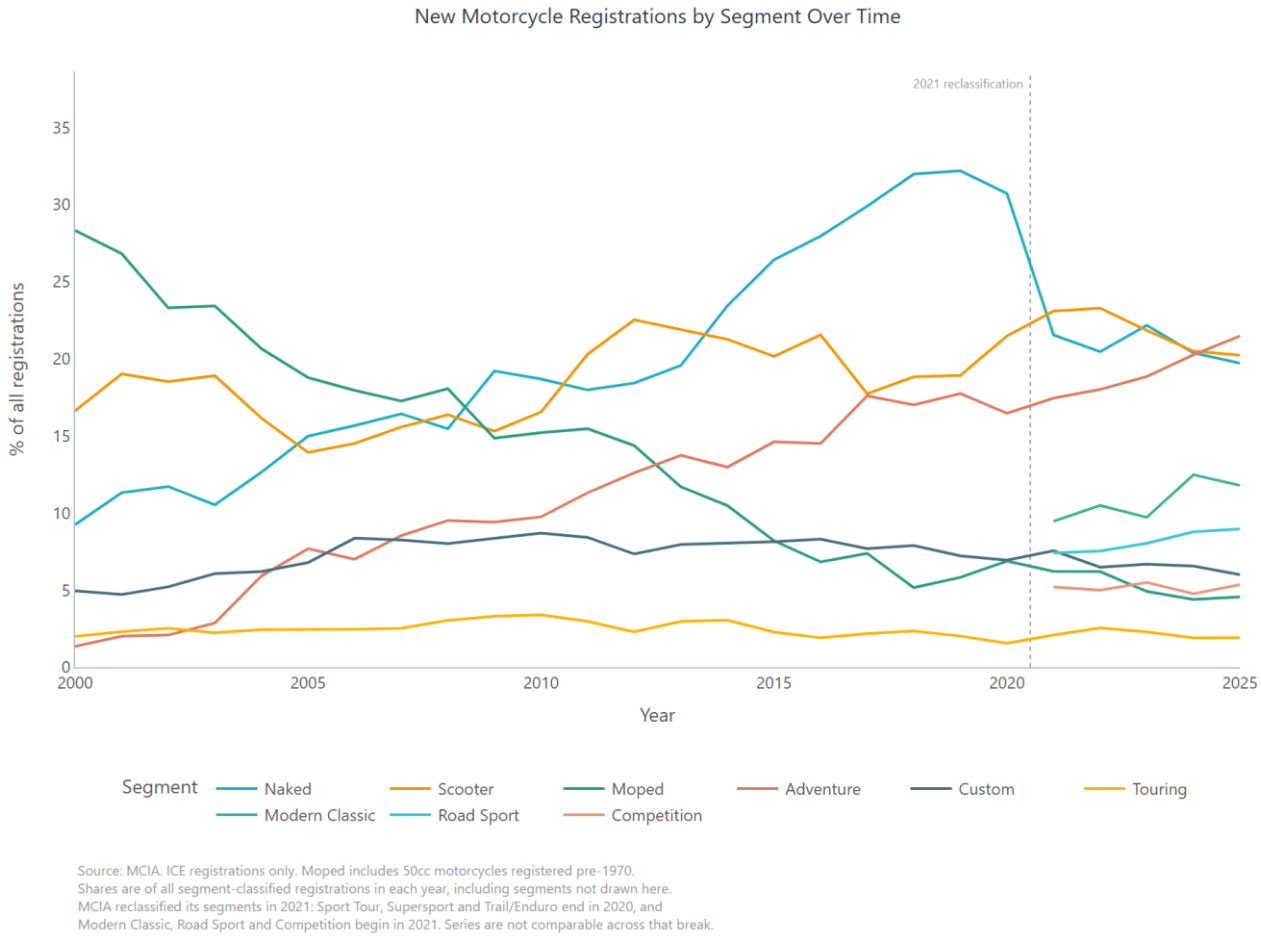
The chart shows internal combustion engine (ICE) registrations in 2025. Electric motorcycle registrations are tracked separately in the section above.

New Motorcycle Registrations by Segment, 2025



Source: MCIA. ICE registrations only. Tricycles and unspecified models are excluded.

The following chart shows each segment's share of new registrations across all available years, revealing how market preferences have shifted over time. The Adventure segment has grown from around 1% of new registrations in 2000 to around 22% in 2025. Naked machines also grew strongly over the period, from around 9% to a peak of 32% in 2019, although part of that total was separated into the new Modern Classic category in 2021



The chart above shows the six segments reported throughout the 2000–2025 series (Naked, Scooter, Adventure, Moped, Custom, Touring), together with Modern Classic, Road Sport and Competition, which begin at the 2021 reclassification marked on the chart. Shares are of all segment-classified registrations in each year, including Sport Tour, Supersport and Trail/Enduro, whose series end in 2020 and which are therefore not plotted. Tricycles and unspecified models are excluded. Figures either side of the 2021 break are not directly comparable.

Across the series, Moped registrations fall from the largest share in 2000, at 28%, to under 5% in 2025. Adventure moves in the opposite direction, from 1% to 22%, and is the largest segment in the final year. Naked rises from 9% in 2000 to a peak of 32% in 2019, before the 2021 split into Naked and Modern Classic; taken together the two account for 32% in 2025. Scooter is broadly stable throughout, between 14% and 23%, while Custom and Touring remain small, at under 9% and under 4% respectively. Supersport and Sport Tour decline steadily from 22% and 11% in 2000 to 8% and 2% by 2020, after which both series end. Of the categories introduced in 2021, Modern Classic rises from 10% to 12%, Road Sport from 7% to 9%, and Competition holds at around 5%.

The table below shows annual motorcycle registrations by segment under the current classification, covering 2021 to 2025.

Segment	2021	2022	2023	2024	2025
Adventure	19,761	20,812	21,216	23,294	20,032
Scooter	26,154	26,895	24,577	23,674	18,867
Naked	24,398	23,645	24,951	23,536	18,392
Modern Classic	10,717	12,115	10,938	14,409	10,993
Road Sport	8,399	8,704	9,042	10,140	8,360
Custom	8,551	7,491	7,518	7,572	5,595
Competition	5,888	5,779	6,189	5,599	4,995
Touring	2,363	2,942	2,580	2,196	1,784
Unspecified	124	127	204	224	142
Total	106,355	108,510	107,215	110,644	89,160

The following table shows registrations under the pre-2021 classification for reference. These categories differ from those above and figures should not be directly compared across the two periods.

Segment	2020
Naked	31,794
Scooter	22,232
Adventure Sport	17,047
Supersport	7,746
Custom	7,187
Trail/Enduro	6,443

Segment	2020
Sport/Tour	2,320
Touring	1,614
Unspecified	156
Total	96,539

Moped registrations are tracked separately from motorcycles. The Naked moped sub-category was added by the MCIA from 2021 onwards, so no figure is available for 2020.

Style	2020	2021	2022	2023	2024	2025
Scooter	5,331	5,457	5,366	3,902	3,688	3,138
Naked	—	728	647	536	533	381
Other	1,795	857	1,110	1,095	849	739
Total	7,126	7,042	7,123	5,533	5,070	4,258

The MCIA has tracked the ICE and electric split of new registrations separately since January 2023. The table below shows total new powered two-wheeler registrations (motorcycles, mopeds, and tricycles combined) split by powertrain for 2023 to 2025.

Powertrain	2023	2024	2025
ICE (internal combustion)	109,527	112,649	90,640
Electric	4,062	3,750	3,282
Total	113,589	116,399	93,922

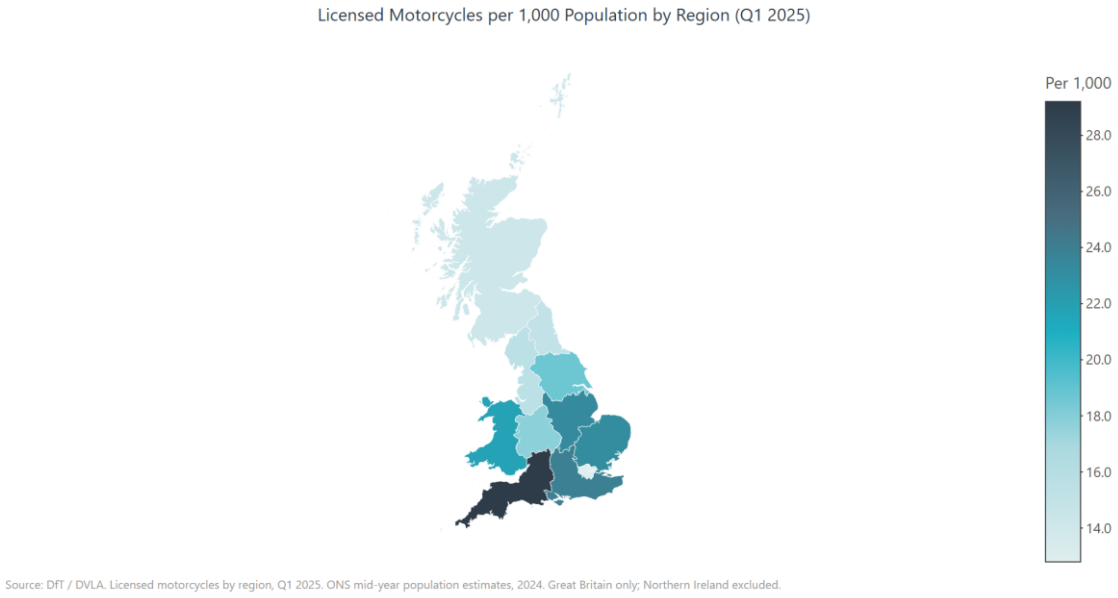
Engine capacity band tables, covering both the pre-2023 and post-2023 classification schemes, are available in the Additional Data Tables section.

Tricycles are classified separately by the MCIA and are not broken out in the segment or moped style tables above. They are, however, included in the powertrain totals, as those figures represent the MCIA's overall market count across all L-Category vehicle types. Tricycle volumes are small, at under 1,000 units per year; a full breakdown by style is available in the Additional Data Tables section.

MCIA press statistics may differ from vehicle registration figures published by DVLA or the Department for Transport. Differences can arise from variations in reporting methodology, coverage, and the timing of registration submissions. DVLA figures are used for fleet and licensing statistics elsewhere in this report; minor discrepancies between the two sources should be expected.

Licensed Motorcycles by Region

The regional distribution of the licensed motorcycle fleet varies considerably across Great Britain. To account for differences in regional population size, figures are expressed as licensed motorcycles per 1,000 residents, using ONS mid-year population estimates for 2024. [1]



The South West has the highest rate of licensed motorcycles in Great Britain at 29.2 per 1,000 residents, followed by the South East (23.9), East Midlands (23.3), and East of England (23.2). Wales, despite its smaller population, also sits above the national average at 21.8 per 1,000. These areas share broadly rural or semi-rural character, where motorcycles are more commonly used as a practical mode of transport. By contrast, London has the lowest rate of any region at 12.8 per 1,000. This is less than half that of the South West. Scotland (14.3) and the North East (15.1) also fall below the national average. [1]

In absolute terms, the South East holds the largest number of licensed motorcycles of any region at approximately 233,000, followed by the South West (173,000) and East of England (154,000). The North West (120,000), East Midlands (118,000), West Midlands (110,000), and Yorkshire and the Humber (105,000) form the mid-tier of regions by volume. London, despite its low per-capita rate, accounts for around 115,000 licensed motorcycles, which is more than either Scotland (80,000) or Wales (69,000). The North East is the smallest region by both absolute count and rate, with approximately 41,000

licensed motorcycles in 2025. Collectively, the eleven GB regions account for around 1.32 million licensed motorcycles. These figures are drawn from DfT vehicle licensing statistics by region (VEH0105), a different source table to the national fleet totals presented earlier in this section, and minor discrepancies between the two are expected. [1]

Motorcycle Theft

The table below shows the number of police recorded motorcycle and scooter thefts in the United Kingdom from 2022 to 2025. These figures have been provided by Datatag (datatag.co.uk) covering the months January to November in 2022, 2023, and 2024. Figures cover January to September in 2025. These should be considered as rough estimates of motorcycle theft as under-reporting is likely. [12]

Year	Total	Motorcycles	Scooters	Met Police	West Midlands	Period
2022	25,381	14,601	10,780	6,953	1,277	January to November
2023	24,900	14,617	10,283	6,297	2,271	January to November
2024	19,878	11,472	8,406	5,594	1,672	January to November
2025	18,469	10,773	7,696	5,384	1,820	January to September

Combined motorcycle and scooter thefts fluctuate in a range of approximately 20,000–25,000 per year. [12] There are consistently more motorcycle thefts than scooter thefts each year. The Metropolitan Police area and West Midlands together account for a substantial share of all recorded thefts, reflecting the concentration of theft risk in major urban centres.

The table below shows the ten police force areas with the highest recorded number of reported motorcycle and scooter thefts in 2025 (January to September).

Rank	Police Force Area	Thefts (2025, Jan–Sep)
1	Metropolitan Police	5,581
2	West Midlands	977
3	Avon and Somerset	825

Rank	Police Force Area	Thefts (2025, Jan–Sep)
4	West Yorkshire	753
5	Kent	724
6	Greater Manchester	662
7	Sussex	644
8	Hampshire	571
9	Essex	564
10	Thames Valley	516

The Metropolitan Police area recorded by far the highest number of thefts at 5,581, accounting for around 30% of all recorded thefts in the January to September 2025 period. West Midlands (977) and Avon and Somerset (825) ranked second and third respectively. The top ten police force areas, which include the forces covering London, the West Midlands, Yorkshire, Kent, the South East, and Greater Manchester, collectively account for the majority of all thefts recorded nationally. The concentration of thefts in these areas reflects population density, the volume of motorcycles in use, and the presence of organised theft networks that disproportionately target urban areas. [12]

A full table of all police force areas is available in the additional data tables section.

Pandemic and Pre-Pandemic years

The 2020 and 2021 figures may be affected by pandemic restriction measures which produced aberrant data. For context, the following estimates of combined motorcycle and moped thefts covering the years 2013-2021 are set out below. [12]

Year	Combined motorcycle and moped thefts
2013	20,057
2014	21,864
2015	23,336
2016	28,803
2017	25,931
2018	27,326
2019	23,641
2020	17,346

Source: Datatag. [12]

2. Motorcycle Riders

Much of the data in this section is drawn from the National Travel Survey (NTS), a continuous household survey conducted by the Department for Transport that collects information on personal travel patterns in England. [2] The NTS provides the principal source of data on motorcycle trip rates, distances travelled, and the demographic profile of riders. As with all survey-based estimates, the figures should be interpreted with some caution: motorcyclists represent a small share of the travelling population and sample sizes for this mode are relatively small, meaning that estimates are subject to greater uncertainty than those for more common modes such as car travel.

Demographics and Ownership

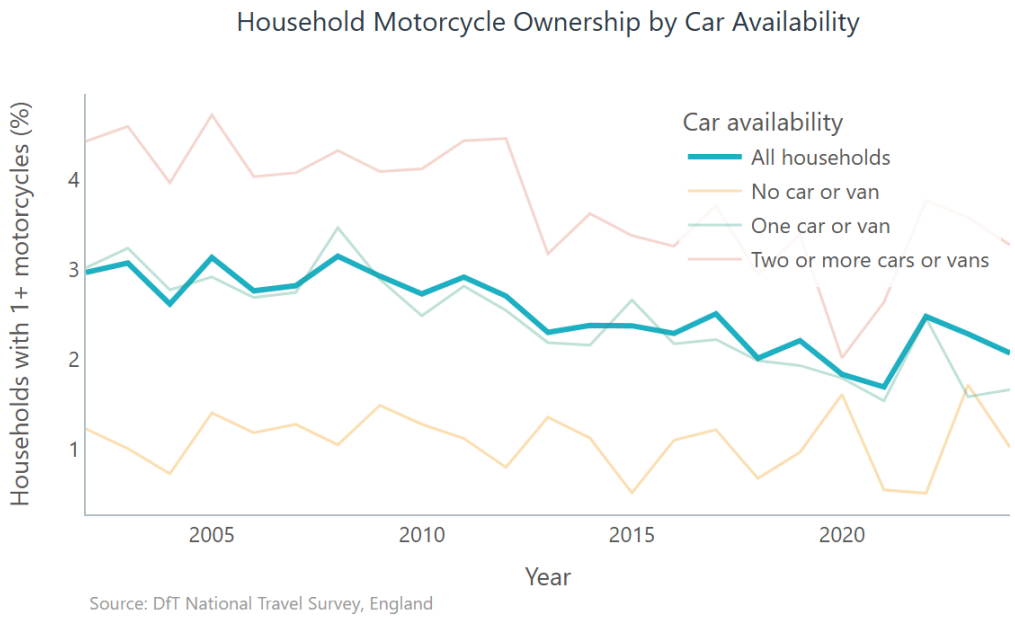
The motorcycle rider population in Great Britain is predominantly male, though the proportion of female licence holders has grown steadily over the past two decades. The figures below reflect the current position.

87%
of motorcycle licence holders were male in 2023

1 in 8
motorcycle licence holders was female in 2023

2.1%
of all households had at least one motorcycle in 2024 — roughly 1 in 48 households

The chart below shows the percentage of households with one or more motorcycles by car availability. Motorcycle ownership is closely correlated with car availability. Households with access to one or more cars are significantly more likely to also own a motorcycle.



Source: DfT National Travel Survey, England

The overall proportion of households owning at least one motorcycle has fallen gradually since the early 2000s, from 3.0% in 2002 to 2.1% in 2024. This is a decline of around 0.9 percentage points over the survey period. The greatest falls occurred between 2017 and 2021, when the all-households figure dropped from 2.5% to 1.7%, before a partial recovery to 2.5% in 2022 and a subsequent retraction to 2.1% by 2024. [2] However, it should be noted that National Travel Survey sample sizes can be relatively small when considering motorcycle owners. These figures should therefore be treated with caution.

The relationship between car availability and motorcycle ownership is consistent across all years. In 2024, households with two or more cars or vans had the highest motorcycle ownership rate at 3.3%, compared with 1.7% for one-car households and 1.0% for households with no car or van. Multi-car households were more than three times as likely to own a motorcycle as car-free households. This gap has remained broadly stable throughout the series. [2]

Travel Patterns

The National Travel Survey provides annual estimates of the average trips, distance, and time spent travelling by motorcycle riders. The tables below show the most recent five years of data for each measure. [2]

343
motorcycle trips were made per rider per year in 2024

31.3%
of motorcyclists' personal trips in 2024 were made by motorcycle

Year	Trips per rider per year	% of all trips
2020	375	46.4
2021	371	29.5
2022	320	31.9
2023	418	36.3
2024	343	31.3

In 2024, motorcycle riders made an average of 343 motorcycle trips per year. The five-year table above shows that this figure has varied considerably from year to year, however, it is uncertain whether this is due to genuine changes in riding behaviour or the relatively small sample of motorcycle riders captured in the NTS each year. Across the full survey period (2002–2024), annual trip rates have ranged from around 320 to 438, with no consistent upward or downward trend. Motorcycles consistently account for around a third of all personal trips made by motorcycle riders. [2]

4,290
miles were ridden per motorcycle rider per year in 2024

168 hrs
were spent riding a motorcycle per rider per year in 2024

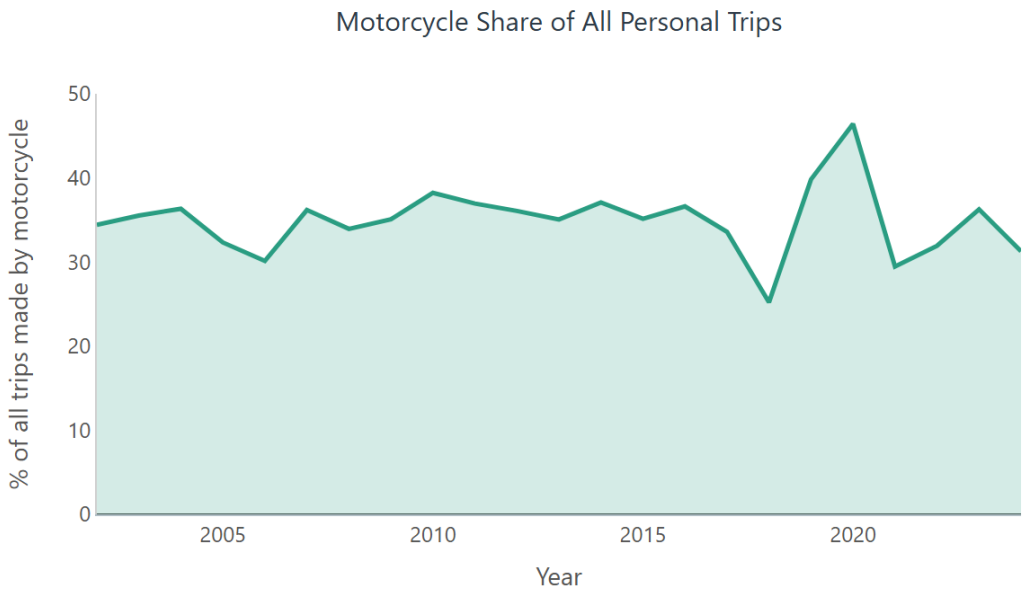
Year	Miles per rider	Hours per rider
2020	3,004	131
2021	5,033	204
2022	3,080	124
2023	4,284	179
2024	4,290	168

The 4,290 miles ridden per rider in 2024 is equivalent to approximately five full Land's End to John O'Groats journeys, or around ten return trips between London and Edinburgh. Spread across the year, this amounts to roughly 3 hours per week on the road, or around four and a half working weeks of riding in total.

Despite fewer trips being made in 2024 than in 2002 (343 versus 389), the distance ridden per rider has increased over the same period, from 3,600 miles to 4,290 miles, a rise of around 18%. This suggests that individual trips are, on average, longer than they were two decades ago, and that the typical profile of motorcycle use may have shifted somewhat towards less frequent but longer journeys. [2] Note that the number of trips and miles travelled per individual rider will vary considerably depending on how each uses their motorcycle. These figures represent the average across all riders.

Motorcycles' Share of Personal Travel

Among motorcycle riders, motorcycles account for a substantial and consistent share of their personal travel. The chart below shows how this share has changed over time.



Source: DfT National Travel Survey, England. Percentage of all trips made by motorcycle.

For most of the survey period, motorcycles have accounted for between 30% and 38% of all personal trips made by motorcycle riders. This share has remained broadly stable since 2002. The most visible departure from this range is 2020, when the motorcycle trip share jumped to 46.4%. However, NTS data collected during 2020 and 2021 should be treated with caution, as the pandemic reduced survey response rates and altered travel patterns in ways that are not representative of typical years. It is also possible to speculate that the 2020 peak reflects, in part, that COVID restrictions gave many people additional leisure time, and that summer 2020 saw unusually good weather. In summary a range of factors may have encouraged discretionary motorcycle use. By 2023 the series had returned to 36.3%, in line with the long-run average. [2]

Travel by Age and Sex

The following charts show trip rates and distance travelled broken down by age band and sex. Data are aggregated across 2002–2024. Due to sample size constraints, female respondents are only available at the all-ages level.

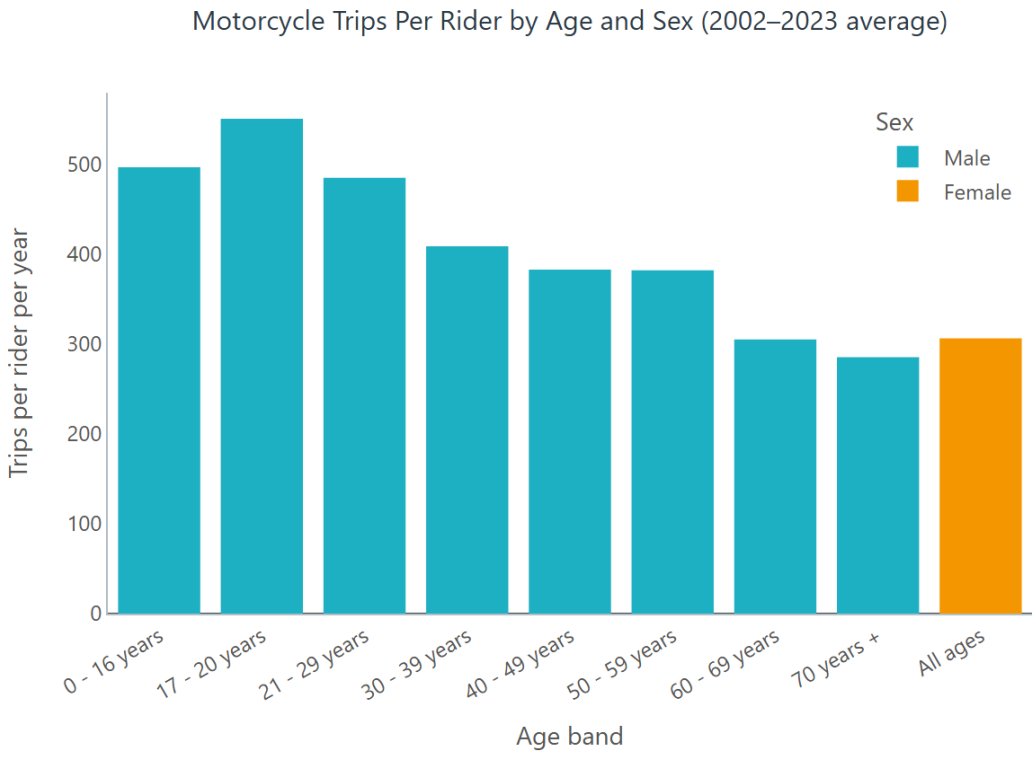
National Travel Survey (NTS0610) outlines the average age of riders over time. Between 2002 and 2024, the largest concentration of riders is in the 30 to 59 year old age group (62%), with the 40 to 49 year old age group comprising 24% of riders. Although there are small variances over time, the 30 to 59 age group has dominated the riding population

since at least 2011. There are signs that the riding population is ageing, with the share of riders in older age groups slowly increasing over time. The full series is set out in Appendix A11. [2]

The National Travel Survey reports consistently more male than female riders. Across the 2002–2024 period, 87% of riders were male and 13% female.

551
trips per year for male riders aged 17 - 20 years, the highest of any age group, averaged over 2002–2023

306
trips per year for female motorcycle riders across all ages, averaged over 2002–2023

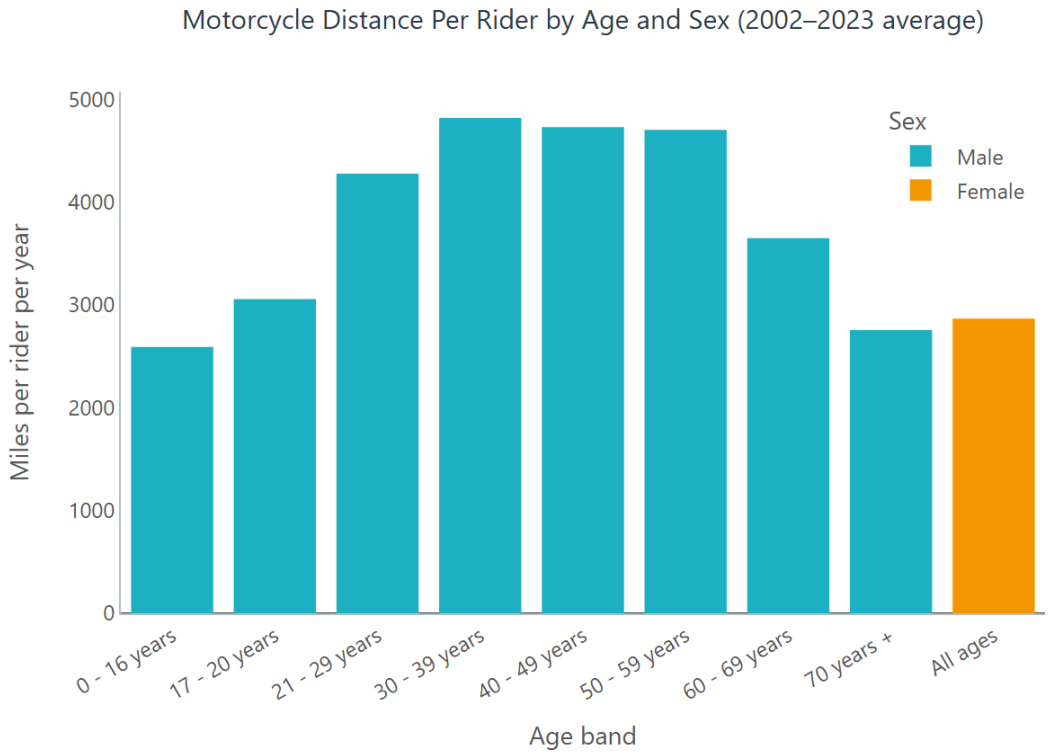


Source: DfT National Travel Survey, England. Aggregate 2002–2023. Female data available at all-ages band only.

Among male riders, trip frequency is highest in the youngest age groups, peaking at 551 trips per year for those aged 17 to 20 and 497 trips for those aged 0 to 16. Trip rates then decline progressively with age, falling to 383 trips per year for the 40 to 49 group and 285 for riders aged 70 and over. Female riders average 306 trips per year across all ages, a figure that sits broadly in line with male riders in the older age bands. [2]

4,819
miles per year for male riders aged 30 - 39 years, the highest of any age group, averaged over 2002–2023

2,867
miles per year for female motorcycle riders across all ages, averaged over 2002–2023



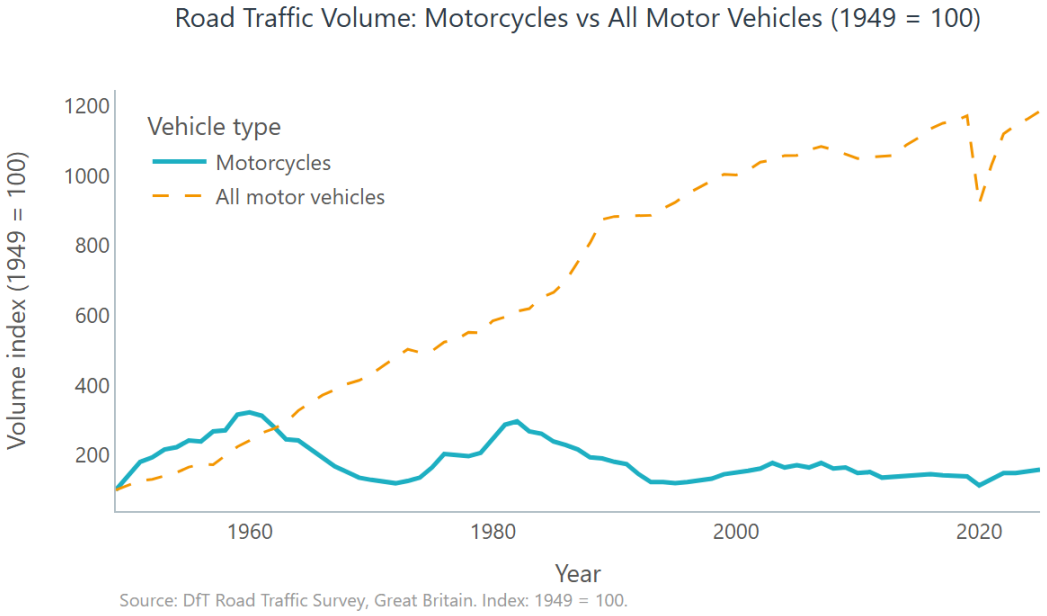
Source: DfT National Travel Survey, England. Aggregate 2002–2023. Female data available at all-ages band only.

The average distance pattern differs markedly from the trip frequency pattern. While younger riders make the most trips, it is riders aged 30 to 39 who cover the greatest annual distance at 4,819 miles, closely followed by those aged 40 to 49 (4,730 miles) and 50 to 59 (4,703 miles). Riders aged 17 to 20 travel only 3,056 miles per year despite making the most trips, which implies an average journey of around 5 to 6 miles per trip for this group. By contrast, riders in the 30 to 59 age range average around 12 miles per

trip. This pattern suggests that younger riders use their motorcycles predominantly for short, frequent local journeys, while middle-aged riders tend to make fewer but considerably longer trips, consistent with a mix of longer commuting and recreational use. Female riders average 2,867 miles per year across all ages. [2]

Long-Term Traffic Volume

Traffic volume is measured in billion vehicle miles and is estimated by the Department for Transport from a network of automatic traffic counters installed on roads across Great Britain, supplemented by manual counts. Estimates are published annually as part of the Road Traffic Statistics series (TRA0201) and cover all road types. [13] Traffic volumes are indexed to 1949 = 100 to allow comparison across the dramatically different absolute scales of motorcycles and all motor vehicles. The motorcycle series shows a pattern of growth, sharp decline, partial recovery, and long-term stabilisation that is distinct from the steady rise in car and overall motor vehicle traffic over the same period.



Two peaks are clearly visible in the motorcycle series, each reflecting distinct conditions in the market at the time.

The first peak occurs around 1960, when the motorcycle index reached approximately 323: more than three times its 1949 level. Motorcycle traffic had grown steadily through the 1950s, when two-wheelers served as the primary affordable transport for many households. From around 1961, however, the index fell sharply as rising incomes and the arrival of affordable small cars drew riders towards four wheels. [13] [14]

The second peak, in 1982 at an index of approximately 297, reflects a different set of conditions. The oil crisis of 1973 to 1974 revived interest in fuel-efficient transport, and

the rapid expansion of the Japanese motorcycle industry through the 1970s brought a new generation of reliable, affordable machines to market, growing the fleet considerably. [14] The 1982 figure may also represent a high-point before the effect of the 1981 learner licensing restriction limited new riders to motorcycles of 125cc. After 1982 the index fell gradually, reaching a low of around 119 by 1995, a decline of approximately 60% from the 1982 peak. The introduction of the Direct Access Scheme in 1996 allowed experienced riders to obtain full licences more readily and broadly corresponds with the beginning of a gradual recovery in traffic volumes, which rose through the early 2000s before stabilising in the 140 to 160 range. [13]

3. Motorcycle Safety

Motorcyclists are disproportionately represented in road casualty statistics relative to their share of total road traffic. The analysis below draws on DfT Stats19 reported personal injury collision data for Great Britain. [4] Severity figures use the DfT adjusted severity methodology, in which each casualty is assigned a probability of being seriously or slightly injured.

Motorcycle Safety in 2025

The Department for Transport published road casualty figures for the calendar year 2025. [3]

In 2025, 386 motorcyclists were killed on Great Britain's roads, a 13% increase compared to 2024. This was the second consecutive annual rise in motorcycle fatalities, which is notable given that between 2021 and 2024, the trend was broadly flat (2021: 310; 2022: 350; 2023: 315; 2024: 340). As a percentage of all road users killed, motorcycle users remained stable at around 19% between 2017 and 2023, but have increased to 21% in 2024 and nearly 25% in 2025. Total motorcycle casualties in 2025 numbered 15,442, a 3% decline compared to 2024 and 23% below the 2015 figure. Motorcyclists accounted for 12% of all road casualties.

Across all road users in 2025, 1,556 people were killed (a 3% decline from 2024), 29,911 were killed or seriously injured (a 4% increase), and 127,870 sustained any injury (minimal change from 2024). Motorcyclists recorded the largest percentage increase in fatalities of any road user group. [3]

Casualty Rates

386
motorcycle fatalities in 2025
down 34% (585 to 386)

5,710
serious injuries (adjusted) in 2025
down 33% (8,538 to 5,710)

-4%
change in motorcycle traffic, 2004 to 2025

6
motorcyclists died per week on average, 2020 to 2025

102
motorcyclists seriously injured (adjusted) per week on average, 2020 to 2025

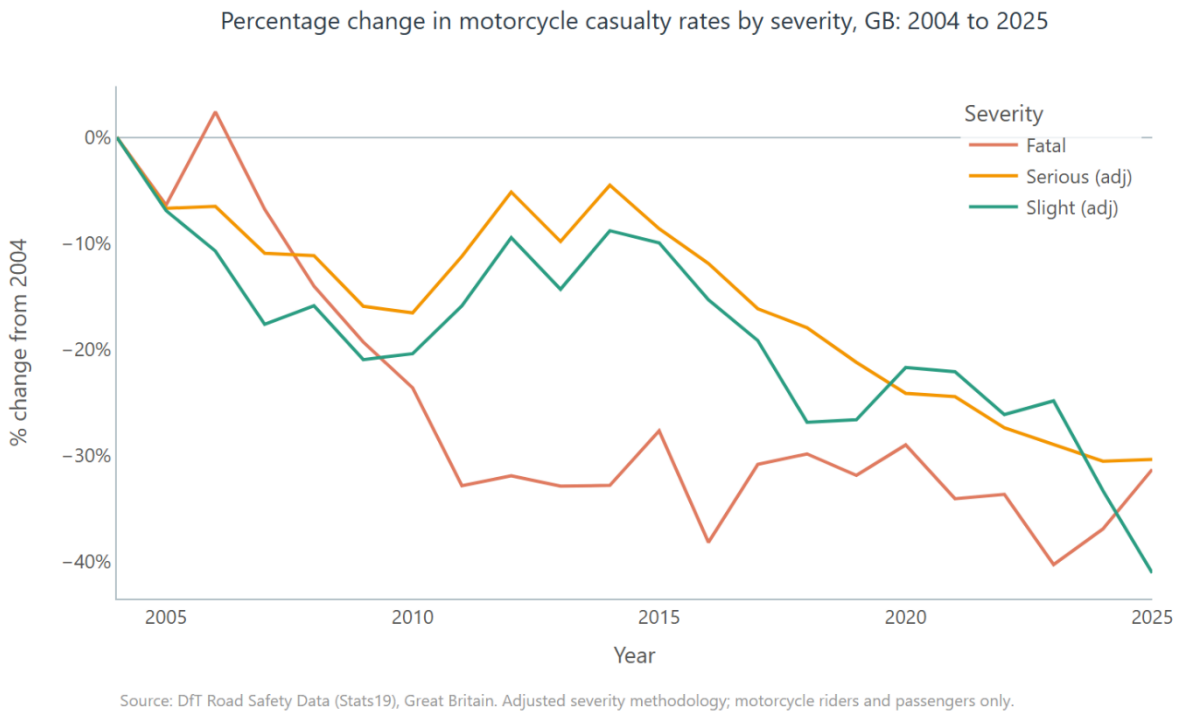
The long-term picture for motorcycle safety in Great Britain shows substantial improvement since 2004. Fatalities fell from 585 to 386 between 2004 and 2025, a reduction of 34%, while serious injuries (adjusted) fell from approximately 8,500 to 5,700, a reduction of 33%. Taken together, killed and seriously injured (KSI) casualties fell by around 33%, from approximately 9,100 to 6,100. Notably, these reductions exceed the fall in motorcycle traffic over the same period, which declined by around 8%, indicating an improvement in safety outcomes rather than simply fewer motorcycles on the road. However, since 2013, the rate of decline in fatalities has slowed dramatically. Serious injuries followed a similar pattern: in the ten years following 2013 they decreased by roughly 1,000, approximately half the decline observed in the previous decade. In recent years (2020 to 2025), an average of 6 motorcyclists were killed and around 100 seriously injured every week. [4]

The table below shows motorcycle casualty figures for each severity category over the period from 2004 to 2025.

Year	Killed	Seriously injured (adj)	Slightly injured (adj)	KSI (adj)
2004	585	8,538	16,518	9,123
2005	569	8,277	15,978	8,846
2006	599	7,982	14,745	8,581
2007	588	8,201	14,670	8,789
2008	493	7,436	13,621	7,929
2009	472	7,177	13,054	7,649
2010	403	6,426	11,857	6,829
2011	362	6,984	12,804	7,346
2012	328	6,668	12,314	6,996
2013	331	6,491	11,930	6,822
2014	339	7,033	12,994	7,372
2015	365	6,730	12,832	7,095
2016	319	6,637	12,341	6,956
2017	349	6,174	11,519	6,523
2018	354	6,043	10,421	6,397
2019	336	5,671	10,217	6,007
2020	285	4,444	8,875	4,729
2021	310	5,185	10,343	5,495
2022	350	5,591	11,002	5,941

Year	Killed	Seriously injured (adj)	Slightly injured (adj)	KSI (adj)
2023	315	5,468	11,195	5,783
2024	340	5,465	10,150	5,805
2025	386	5,710	9,351	6,096

The chart below shows how the casualty rate per billion vehicle miles has changed for each severity category relative to 2004.



Source: DfT Road Safety Data (Stats19), Great Britain. Adjusted severity methodology; motorcycle riders and passengers only.

Each series shows the percentage change in casualties per billion vehicle miles travelled (BVMT) relative to 2004, so that all lines start at 0% in 2004. Values below zero indicate a reduction in the casualty rate relative to that baseline. All three severity categories have fallen substantially over the period. Though it is notable that progress in fatality rate reduction significantly slowed after 2013 and has since partially reversed, with fatality rates rising in 2024 and 2025.

Profile of Motorcycle Casualties

36%
of motorcycle fatalities occurred at or within 20 metres of a junction, 2020 to 2025

50%
of seriously injured (adjusted) motorcycle casualties occurred at or within 20 metres of a junction, 2020 to 2025

71%
of motorcycle fatalities occurred on rural roads, compared to around 39% of motorcycle traffic, 2020 to 2025

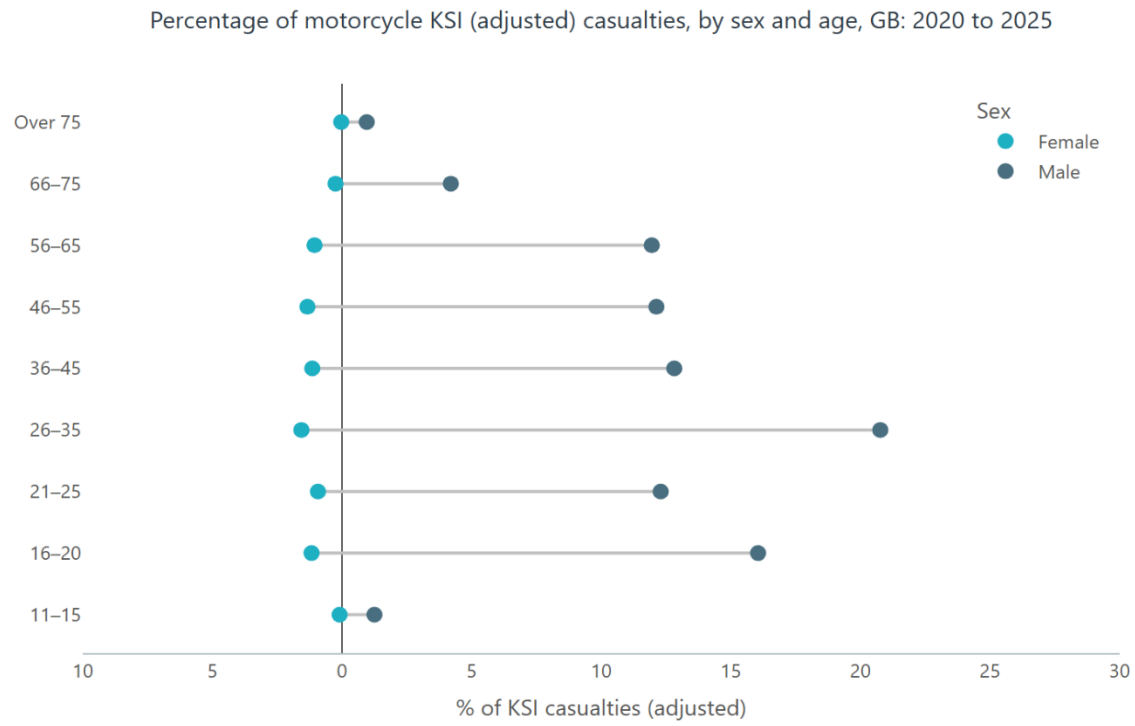
92%
of motorcycle killed or seriously injured (KSI, adjusted) casualties were male, 2020 to 2025

37%
of motorcycle fatalities were in 2-vehicle collisions between a motorcycle and a car, 2020 to 2025

26%
of motorcycle fatalities were in collisions where no other vehicle was involved, 2020 to 2025

Male riders account for the large majority of motorcycle KSI casualties across all age groups, consistent with the male-dominated composition of the licensed motorcycling population. The age distribution peaks in the 26–55 range, reflecting both the age profile of active riders and the accumulated exposure of experienced riders in those cohorts.

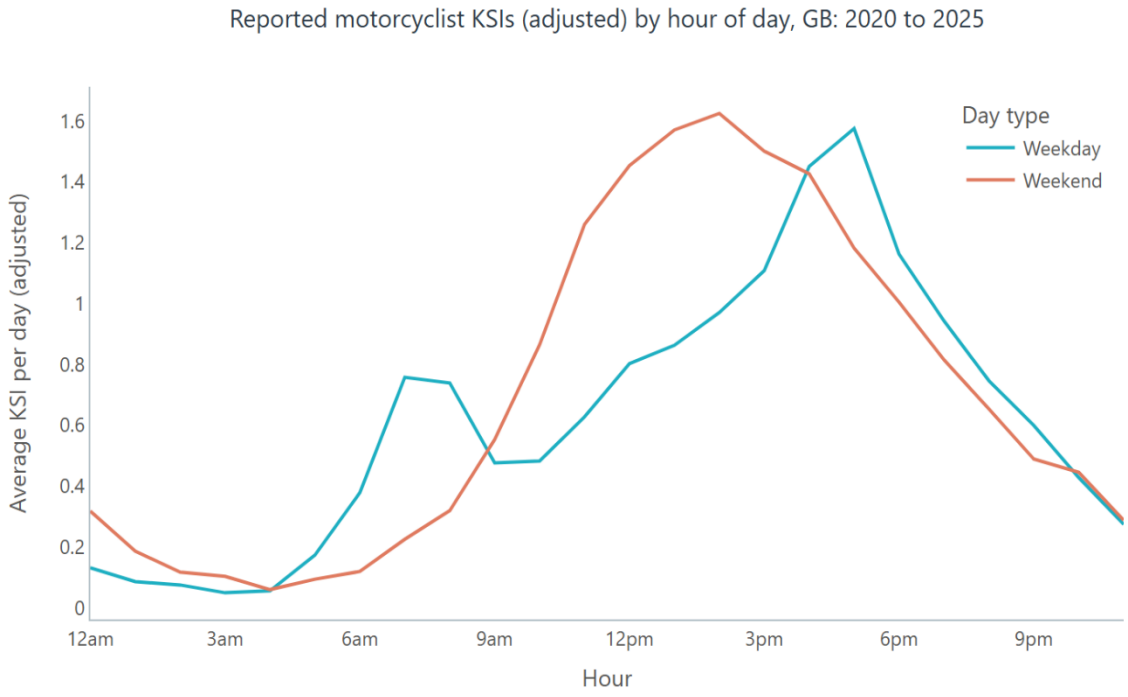
The chart below shows the proportion of all motorcycle KSI casualties (2020 to 2025) accounted for by each age band, split by sex, with male casualties shown to the right and female to the left.



Source: DfT Road Safety Data (Stats19), Great Britain. Adjusted severity methodology; motorcycle riders and passengers only.

Male riders account for approximately 92% of all motorcycle KSI casualties in the 2020 to 2025 period, reflecting the male-dominated composition of the riding population. The 26 to 35 age band represents the single largest group for both sexes, accounting for around 21% of all KSI casualties among males and 1.6% among females. Young riders aged 16 to 25 collectively account for around 31% of male KSI casualties, a notably high share relative to their share of the licensed fleet, and likely reflects a combination of lower experience and higher exposure among new riders. Riders aged 26 to 55 together account for around 50% of all KSI casualties, consistent with the concentration of active riding in these age groups. [4]

KSI risk varies by time of day and day of week. The chart below shows the distribution of motorcycle KSI casualties (adjusted) by hour of day for weekday and weekend days, averaged across the 2020 to 2025 period.

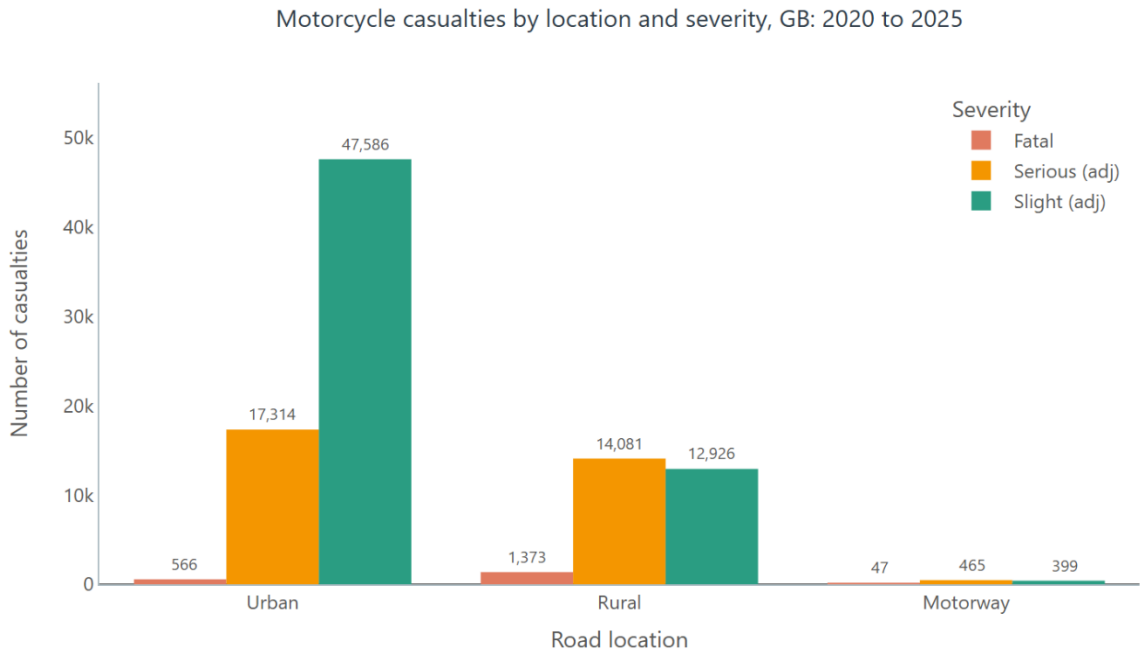


Source: DfT Road Safety Data (Stats19), Great Britain. Adjusted severity methodology; motorcycle riders and passengers only.

On average, approximately 1.6 motorcyclists were killed or seriously injured between 5pm and 6pm on every weekday over the 2020 to 2025 period, making this the highest risk hour on weekdays. A smaller secondary peak occurs in the morning, with around 0.8 killed or seriously injured between 7am and 8am, reflecting the morning commute. On weekends, the highest risk hour is 2pm, with approximately 1.6 motorcyclists killed or seriously injured during that hour on an average weekend day, consistent with leisure riding concentrated in the middle of the day. Overnight hours record very few casualties on both day types, reflecting the much lower volume of traffic on the road. [4]

Location and Road Environment

Roads in non-built-up areas (rural roads) account for a disproportionate share of motorcycle fatalities relative to their share of motorcycle traffic. The chart below shows the number of casualties within each road location category by severity.



Source: DfT Road Safety Data (Stats19), Great Britain. Adjusted severity methodology; motorcycle riders and passengers only.

Urban roads account for the largest number of motorcycle casualties by a considerable margin, with approximately 65,500 casualties recorded between 2020 and 2025 compared to around 28,400 on rural roads and fewer than 1,000 on motorways. However, the severity profile differs markedly by location. On urban roads, 73% of casualties were slight and fewer than 1% were fatal, consistent with lower speed limits and more congested conditions that tend to limit collision severity. On rural roads, the fatal share rises to 4.8% and serious casualties account for around half the total, reflecting higher speeds and greater distance from emergency services. Rural roads accounted for around 69% of all motorcycle fatalities over this period, despite representing only 30% of all motorcycle casualties. Motorway casualties are rare for motorcyclists but show a similarly high serious injury rate to rural roads, with just over half of motorway casualties recorded as serious and 5.2% fatal. [4]

Motorcycle Casualties by Road Class

The tables below consider motorcycle casualties by road class, by the speed limit in force, and by distance ridden, which helps to distinguish between different types of road and between urban and rural settings. Road lengths for each class in Great Britain are given in the appendix for context, together with the traffic estimates used to calculate rates.

Motorcycle casualties on rural roads by road class. Motorways are excluded and shown separately in the chart above. Great Britain, 2020 to 2025 combined.

Road class	Fatal	Serious (adjusted)	Slight (adjusted)	All casualties	Fatal as % of all
A roads (incl. A(M))	831	7,806	7,070	15,707	5.3%
B roads	290	2,598	2,101	4,989	5.8%
C and unclassified roads	252	3,677	3,755	7,684	3.3%
All rural roads	**1,373**	**14,081**	**12,926**	**28,380**	**4.8%**

Motorcycle casualties on urban roads by road class. Motorways excluded. Great Britain, 2020 to 2025 combined.

Road class	Fatal	Serious (adjusted)	Slight (adjusted)	All casualties	Fatal as % of all
A roads (incl. A(M))	270	8,002	24,224	32,496	0.8%
B roads	74	2,083	5,109	7,266	1.0%
C and unclassified roads	222	7,229	18,253	25,704	0.9%
All urban roads	**566**	**17,314**	**47,586**	**65,466**	**0.9%**

Motorcycle casualties per 1,000 miles of road per year, by road class. This measure reflects how casualties are spread across the physical network and does not account for how much each road class is used.

Road class	Road length (miles)	Fatal per year	KSI per year	Fatal per 1,000 road miles	KSI per 1,000 road miles
Motorways (incl. A(M))	2,327	8.8	91.3	3.80	39.2
A roads	29,587	182.5	2,812.4	6.17	95.1
B roads	18,864	60.7	841.1	3.22	44.6
C and unclassified roads	195,877	79.0	1,896.8	0.40	9.7
All roads	**246,655**	**331.0**	**5,641.6**	**1.34**	**22.9**

Motorcycle casualties per billion miles ridden, by road type.

Road type	Motorcycle traffic (bn vehicle miles)	Fatal	KSI (adjusted)	Fatal per bn vehicle miles	KSI per bn vehicle miles
Motorways (incl. A(M))	1.0	53	548	53.0	548
A roads, rural	3.7	826	8,609	223.2	2,327
A roads, urban	2.9	269	8,264	92.8	2,850
Minor roads, rural	2.5	542	6,817	216.8	2,727
Minor roads, urban	6.0	296	9,608	49.3	1,601
All roads	**16.4**	**1,986**	**33,850**	**121.1**	**2,064**

A roads account for the largest share of casualties in both settings, at 15,707 of 28,380 rural casualties (55%) and 32,496 of 65,466 urban casualties (50%). A roads record roughly 6 fatalities per 1,000 miles of road per year, against 3 on B roads and 0.4 on C and unclassified roads.

In the rural context, B, C and unclassified roads together account for fewer casualties than A roads alone, at 12,673 against 15,707. C and unclassified roads make up around 196,000 of the 247,000 miles of road in Great Britain. This contributes to their low casualty rate per mile of road.

In the urban context, A roads and C and unclassified roads together account for the large majority of casualties, at 50% and 39% respectively, with B roads accounting for 11%. Urban casualties are heavily concentrated on lower-speed roads: 30 mph roads account for 39,921 of 65,466 urban casualties (61%). Roads with a 60 mph limit account for 807 of 1,373 rural motorcycle fatalities (59%) and 12,230 of 28,380 rural casualties (43%).

Considering motorcycle casualties per mile ridden shows a difference between rural and urban roads. Rural A roads and rural minor roads carry almost identical fatality rates, at 223 and 217 fatalities per billion motorcycle miles respectively, while the equivalent urban rates are substantially lower, at 93 on A roads and 49 on minor roads. On killed and seriously injured casualties, however, the rates on rural A roads, urban A roads and rural minor roads are much closer to one another, at roughly 2,330, 2,850 and 2,730 per billion miles, with urban minor roads lower at about 1,600. This suggests that the elevated risk on rural roads is principally observed in fatal collisions.

Motorcycle Casualties near Junctions

The table below shows the proportion of motorcycle casualties of each severity occurring at each junction detail category between the period 2020 to 2025. Each column sums to 100%. Comparing the Fatal and Serious columns across rows shows where different junction types are associated with more or less severe outcomes.

Junction detail	Fatal (%)	Serious adj (%)	Slight adj (%)	All casualties (%)
Not at or within 20 metres of junction	62.4	48.3	37.3	41.5
T or staggered junction	21.7	30.8	33.3	32.2
Crossroads	6.0	8.1	8.9	8.6
Other junction	4.5	5.8	6.6	6.3
Unknown	1.3	2.1	9.3	6.7
Private drive or entrance	3.7	3.4	2.8	3.0
Junction with more than four arms	0.5	1.4	1.8	1.7

Roughly half of all motorcycle casualties occur at or near a junction of some type. Between 2020 and 2025, 51.8% of motorcycle casualties occurred at or within 20 metres of a junction, compared to 41.7% of car occupant casualties over the same period. Among junction casualties, T or staggered junctions account for the largest share for both motorcyclists (62.3%) and car occupants (56.1%). T-junctions are a particular

concern for motorcyclists as they are a common location for collisions where a vehicle emerging from a side road fails to see an oncoming motorcycle. Crossroads account for 16.6% of motorcycle junction casualties compared to 24.3% for car occupants. [4]

Other Road Users involved in Motorcycle Collisions

Between 2021 and 2025, most motorcycle fatalities occurred in 2-vehicle collisions involving a car (637). However, the highest proportion of casualties that are fatal occur in 2-vehicle collisions involving an HGV (9.8%). The second highest proportion (6.6%) occurred in collisions when two or more other vehicles were involved.

Other vehicles involved	Fatalities	Serious injuries	Slight injuries	All casualties	% Fatal
No other vehicles involved	438	6,115	6,055	12,608	3.5%
1 pedal cycle	4	124	367	495	0.8%
1 motorcycle	34	554	1,173	1,761	1.9%
1 car	637	15,458	37,366	53,461	1.2%
1 bus or coach	9	125	317	451	2.0%
1 light goods vehicle	118	1,772	3,646	5,536	2.1%
1 heavy goods vehicle	78	331	387	796	9.8%
1 other vehicle	37	324	487	848	4.4%
2 or more other vehicles involved	346	2,191	2,673	5,210	6.6%
Total	**1,701**	**26,994**	**52,471**	**81,166**	**2.1%**

Motorcycle casualties in reported road collisions by severity and other vehicles involved, Great Britain, 2021 to 2025. [3]

Road Safety Factors

The table below shows the proportion of vehicles involved in fatal or serious collisions with a motorcycle assigned each road safety factor, by vehicle type, Great Britain, 2020 to 2024.

Road Safety Factor	Motorcyclists	Non-motorcyclists	Any vehicle
Ineffective observation by driver, rider, or pedestrian	42%	68%	54%
Driver or rider aggressive, dangerous, or reckless	33%	19%	26%
Driver or rider travelling too fast for conditions	19%	3%	12%
Driver or rider exceeding speed limit	16%	2%	9%
Driver or rider overshot junction or made poor turn or manoeuvre	14%	19%	16%
Driver or rider inexperienced or learner	10%	3%	7%
Road surface slippery due to weather	4%	1%	3%
Driver or rider made illegal turn, wrong direction, or failed to comply with sign or signal	4%	6%	5%
Sudden or unsuitable braking	4%	2%	3%
Affected by drugs	3%	2%	3%

Ineffective observation was the most commonly assigned road safety factor overall, recorded for 42% of motorcyclists and 68% of non-motorcyclists. Aggressive, dangerous, or reckless driving was assigned to 33% of motorcyclists compared with 19% of non-motorcyclists. Travelling too fast for conditions was recorded for 19% of motorcyclists and 3% of non-motorcyclists; exceeding the speed limit for 16% of motorcyclists and 2% of non-motorcyclists. Overshot junction or poor manoeuvre was recorded for 14% of motorcyclists and 19% of non-motorcyclists. Inexperience or learner status was assigned to 10% of motorcyclists and 3% of non-motorcyclists. Road surface slippery due to weather, illegal manoeuvre, sudden braking, and drug influence were each recorded for 4% or fewer of motorcyclists. [4]

Comparing Road Safety Factors for All Modes

The DfT reports the top ten Road Safety Factors (RSFs) assigned to Fatal and Serious Collisions (FSCs) across all modes. [3] Ineffective observation was the most commonly assigned factor in 2025, recorded for 50% of FSCs, more than twice the proportion of the second most common factor. Nearly all of the top ten RSFs belong to the three largest RSF categories: behaviour or inexperience, speed, or distraction or impairment. Most of the top ten RSFs in 2025 also appeared in the top ten in 2024, though not all in the same order; the only new entry in 2025 was "Driver or rider passing too close to another road user or pedestrian", which was not in the top ten in 2024.

When considering only fatal collisions, ineffective observation remained the most commonly assigned RSF. Speed-related RSFs became more prominent, with between 23% and 29% of fatal collisions assigned one of the three most common speed RSFs. Affected by drugs and illness or disability appeared in the top ten RSFs for fatal collisions, but not in the top ten for all FSCs combined.

RSF category	Road safety factor	% of FSCs
Behaviour or inexperience	Ineffective observation by driver, rider or pedestrian	50%
Behaviour or inexperience	Driver or rider overshot junction or poor turn or manoeuvre	22%
Speed	Driver or rider travelling too fast for conditions	16%
Speed	Driver or rider exceeding speed limit	16%
Speed	Driver or rider being aggressive, dangerous or reckless	15%
Distraction or impairment	Distraction to driver or rider from inside or outside vehicle	12%
Distraction or impairment	Affected by alcohol	9%

RSF category	Road safety factor	% of FSCs
Behaviour or inexperience	Driver or rider inexperienced or learner	9%
Behaviour or inexperience	Driver or rider passing too close to another road user or pedestrian	9%
Non-motorised road users	Pedestrian careless or in a hurry	8%

3

Speed Limit Compliance

The DfT has postponed the release of the official 2025 Vehicle Speed Compliance Statistics dataset until Summer 2027 due to an ongoing review of data sources. Consequently, the DfT directs users to the latest available 2024 benchmarks to evaluate current speed compliance on British roads. [15]

Comparing compliance rates between 2018 and 2024 shows an improving situation across all modes. Speed limit compliance has improved for all vehicle classes since 2018. For motorcycles specifically, speed-limit exceedance fell on all four road types between 2018 and 2024: motorcycles recorded the largest reduction of any mode measured on motorways (−6.4 percentage points) and on National Speed Limit single carriageways (−5.6 percentage points). On 30 mph and 20 mph roads, reductions were −5.1 and −9.0 percentage points respectively.

However, speed limit exceedance remains high for all vehicle classes, notably for motorcycles and vans on 30 mph roads and for motorcycles and cars on 20 mph roads.

Road type	Vehicle type	2018	2024	Change
Motorways	Cars	49.7%	44.1%	−5.6 pp
	Vans (LCVs)	51.1%	47.0%	−4.1 pp
	Articulated HGVs	1.0%	1.4%	+0.4 pp
	Motorcycles	59.9%	53.5%	−6.4 pp
NSL single carriageways	Cars	11.0%	9.0%	−2.0 pp
	Rigid HGVs	45.2%	41.4%	−3.8 pp

Road type	Vehicle type	2018	2024	Change
	Articulated HGVs	35.1%	35.6%	+0.5 pp
	Motorcycles	29.8%	24.2%	−5.6 pp
30 mph roads	Cars	50.7%	42.8%	−7.9 pp
	Vans (LCVs)	52.1%	44.6%	−7.5 pp
	Rigid HGVs	44.0%	36.0%	−8.0 pp
	Articulated HGVs	44.4%	33.9%	−10.5 pp
	Motorcycles	52.9%	47.8%	−5.1 pp
20 mph roads	Cars	81.4%	76.0%	−5.4 pp
	Vans (LCVs)	78.1%	73.2%	−4.9 pp
	Rigid HGVs	61.6%	57.9%	−3.7 pp
	Articulated HGVs	50.4%	41.4%	−9.0 pp
	Motorcycles	90.6%	81.6%	−9.0 pp

Percentage of vehicles observed exceeding their applicable speed limit under free-flow conditions, 2018 and 2024. [15] *Note: DfT cannot calculate van speed-limit compliance on National Speed Limit single carriageways because different types of light commercial vehicle are subject to different speed limits and the traffic-counter data cannot distinguish the relevant vehicle characteristics. The SPE0101 time series uses a consistent sample of 78 automatic traffic-counter sites across 2018–2024 to allow meaningful comparisons over time.*

Motorcycle Rider Licence Testing

The table below shows how motorcycle rider licence testing numbers, pass rates, and gender split for Modules One and Two have evolved over time. [16]

Financial year	Test category	Conducted	Pass rate	Female	Male
2010 to 2011	Motorcycle Module 1 Off Road	57,711	64.5%	13.3%	86.7%
2010 to 2011	Motorcycle Module 2 On Road	49,644	69.5%	9.4%	90.6%

Financial year	Test category	Conducted	Pass rate	Female	Male
2011 to 2012	Motorcycle Module 1 Off Road	59,594	70.5%	11.5%	88.5%
2011 to 2012	Motorcycle Module 2 On Road	57,911	68.9%	9.1%	90.9%
2012 to 2013	Motorcycle Module 1 Off Road	66,050	70.5%	11.8%	88.2%
2012 to 2013	Motorcycle Module 2 On Road	65,128	68.9%	9.0%	91.0%
2013 to 2014	Motorcycle Module 1 Off Road	46,263	68.8%	10.7%	89.3%
2013 to 2014	Motorcycle Module 2 On Road	43,475	70.0%	7.9%	92.1%
2014 to 2015	Motorcycle Module 1 Off Road	52,005	69.7%	10.9%	89.1%
2014 to 2015	Motorcycle Module 2 On Road	49,194	70.2%	8.1%	91.9%
2015 to 2016	Motorcycle Module 1 Off Road	55,770	71.3%	10.7%	89.3%
2015 to 2016	Motorcycle Module 2 On Road	53,184	71.3%	7.9%	92.1%
2016 to 2017	Motorcycle Module 1 Off Road	58,773	72.1%	10.5%	89.5%
2016 to 2017	Motorcycle Module 2 On Road	57,416	70.7%	7.8%	92.2%
2017 to 2018	Motorcycle Module 1 Off Road	57,239	71.9%	11.1%	88.9%
2017 to 2018	Motorcycle Module 2 On Road	56,110	71.3%	8.1%	91.9%
2018 to 2019	Motorcycle Module 1 Off Road	55,263	72.2%	10.9%	89.1%
2018 to 2019	Motorcycle Module 2 On Road	54,264	70.8%	8.3%	91.7%
2019 to 2020	Motorcycle Module 1 Off Road	51,921	72.1%	10.9%	89.1%
2019 to 2020	Motorcycle Module 2 On Road	50,993	71.0%	8.5%	91.5%
2020 to 2021	Motorcycle Module 1 Off Road	24,670	75.3%	9.0%	91.0%
2020 to 2021	Motorcycle Module 2 On Road	22,012	73.0%	7.1%	92.9%

Financial year	Test category	Conducted	Pass rate	Female	Male
2021 to 2022	Motorcycle Module 1 Off Road	67,355	74.5%	9.8%	90.2%
2021 to 2022	Motorcycle Module 2 On Road	67,511	72.0%	7.6%	92.4%
2022 to 2023	Motorcycle Module 1 Off Road	58,862	73.1%	10.9%	89.1%
2022 to 2023	Motorcycle Module 2 On Road	59,069	70.7%	8.3%	91.7%
2023 to 2024	Motorcycle Module 1 Off Road	56,934	73.2%	11.7%	88.3%
2023 to 2024	Motorcycle Module 2 On Road	56,581	71.2%	8.8%	91.2%
2024 to 2025	Motorcycle Module 1 Off Road	56,412	73.4%	12.4%	87.6%
2024 to 2025	Motorcycle Module 2 On Road	55,485	72.0%	9.6%	90.4%
2025 to 2026	Motorcycle Module 1 Off Road	58,924	73.3%	12.3%	87.7%
2025 to 2026	Motorcycle Module 2 On Road	57,526	72.4%	9.6%	90.4%

[16] *Conducted and pass rate figures are taken from the DRT221C Gender = Total / Age = Total rows. Female and Male percentages are calculated from the source Female/Male Age = Total conducted-test rows; unknown/other gender records are excluded from the gender split so female and male percentages sum to 100%.*

The figures suggest a fairly stable long-term pattern in motorcycle testing, interrupted dramatically by Covid. Module 1 and Module 2 volumes generally track one another closely, as would be expected from the two-stage test system. Volumes peaked at around 65,000–66,000 per module in 2012/13, fell sharply after the 2013 licensing changes, recovered gradually, then collapsed in 2020/21 before rebounding exceptionally strongly in 2021/22. Since then they have settled at roughly 55,000–59,000 tests per module annually. Pass rates have improved over the period: Module 1 rose from 64.5% in 2010/11 to 73.3% in 2025/26, while Module 2 increased more modestly from 69.5% to 72.4%. Module 1, initially the harder hurdle, has therefore become the slightly higher-pass-rate stage.

The gender split remains overwhelmingly male, but there are signs of recent change. Female candidates accounted for 13.3% of Module 1 tests in 2010/11, declining to just 9.0% in 2020/21, before recovering steadily to 12.4% in 2024/25 and 12.3% in 2025/26. Module 2 shows the same pattern, rising from a low of 7.1% female in 2020/21 to 9.6% in 2025/26. The female share has substantially recovered from its Covid-era low, although it has not yet exceeded the early-period Module 1 share.

Compulsory Basic Training

The DVSA records the number of DL196 Certificates (Compulsory Basic Training completions) issued to Approved Training Bodies per annum, reported via INS0203. [17] The table below shows the numbers of DL196s issued over time.

Financial year	DL196 certificates issued
2011/12	196,450
2012/13	193,925
2013/14	186,425
2014/15	187,775
2015/16	190,800
2016/17	191,150
2017/18	176,700
2018/19	178,075
2019/20	172,975
2020/21	152,675
2021/22	218,400
2022/23	179,900
2023/24	188,125
2024/25	180,425

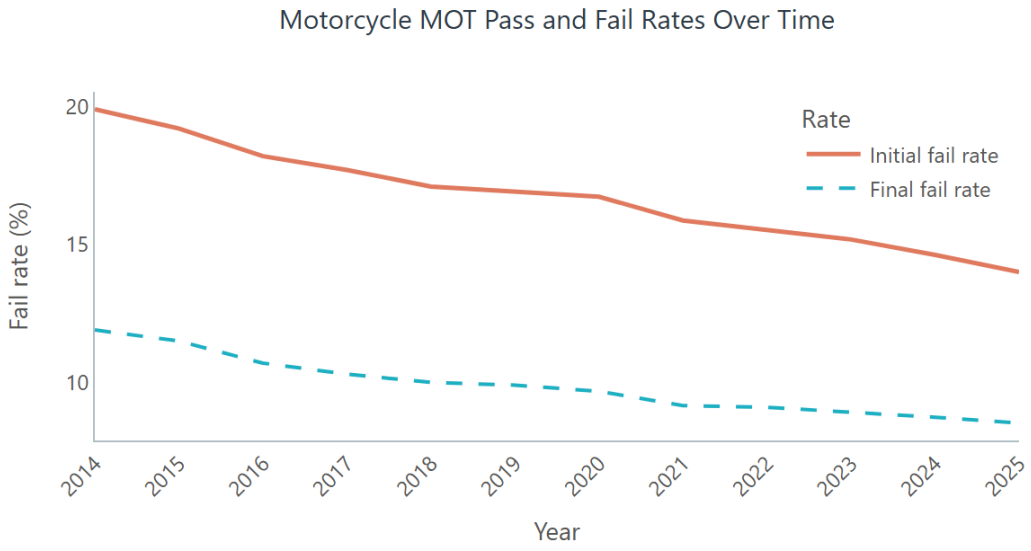
[17]

Post-Licence Test Training

A network of advanced motorcycle training providers exists across the UK. While figures for post-licence test training are not gathered centrally, IAM RoadSmart have indicated to the NMC that almost 10,000 riders have undertaken an IAM RoadSmart Advanced Rider Course in the last six years. [18]

MOT Roadworthiness Testing

The DVSA MOT scheme provides a national dataset on the mechanical condition of motorcycles. Results are reported for each financial year; “year” labels below show the end year of each period. Initial fail rate reflects the outcome at first presentation; final fail rate reflects the outcome after any immediate rectifications made on the day.

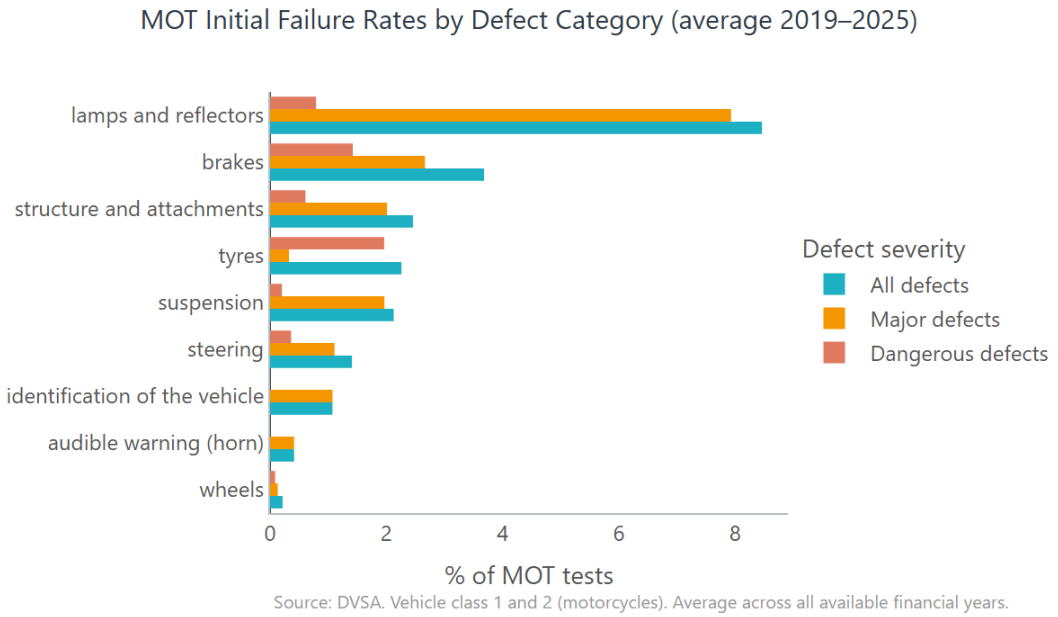


Source: DVSA. Vehicle class 1 and 2 (motorcycles). Financial year.

From 1 October 2019, the DVSA required new MOT test stations and replacement testers to use connected testing equipment, which automatically transmitted brake test results and other measurements directly to the MOT system rather than relying on manual data entry by the tester. This removed a significant area of tester discretion and reduced the scope for recording errors and, in some cases, fraud. The change may therefore have had some effect on recorded fail rates around this point in the series. [19]

Both fail rates have declined steadily over the period. The initial fail rate (the proportion of motorcycles failing at first presentation) fell from 19.9% in 2014 to 14% in 2025, a drop of 5.9 percentage points. The final fail rate, which accounts for defects corrected on the day of the test, fell from 11.9% to 8.5% over the same period. The gap between the two lines represents the proportion of motorcycles that fail initially but pass after on-the-spot rectification, which has remained broadly consistent throughout. The overall trend suggests the condition and roadworthiness of the motorcycle fleet has improved over time.

The chart below shows the average percentage of all MOT tests in which each defect category was cited at initial test, broken down by defect severity, averaged across the 2019–2025 period.



Source: DVSA. Vehicle class 1 and 2 (motorcycles). Average across all available financial years.

The most commonly cited defect category is lamps and reflectors, recorded in 8.5% of initial tests on average across the period. This was followed by brakes and structure and attachments, appearing in 3.7% and 2.5% of tests respectively. For each category, the major and dangerous bars represent the subset of those defects judged to carry a higher or immediate risk. Categories where the dangerous bar is proportionally large relative to the overall bar indicate a higher likelihood of serious mechanical failure. In terms of dangerous defects specifically, tyres record the highest proportion at 1.96% of tests.

4. Motorcycling and The Environment

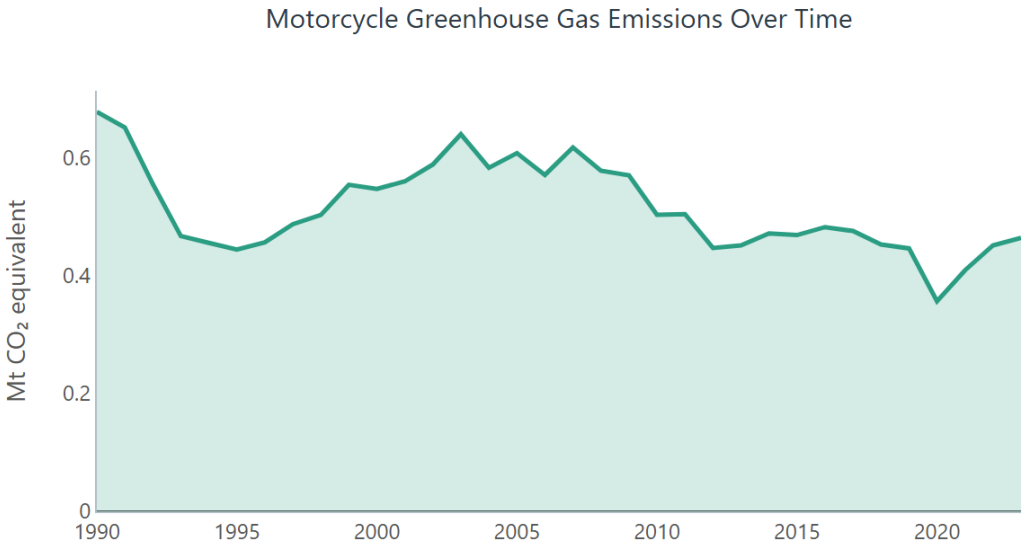
Motorcycles generally produce fewer greenhouse gas emissions than cars due to their smaller size and higher fuel efficiency. This section presents the key environmental metrics.

Greenhouse Gas Emissions

0.464 Mt
of CO_2 equivalent was emitted by motorcycles in 2023

31.5%
reduction in motorcycle greenhouse gas emissions since 1990
down from 0.678 Mt in 1990

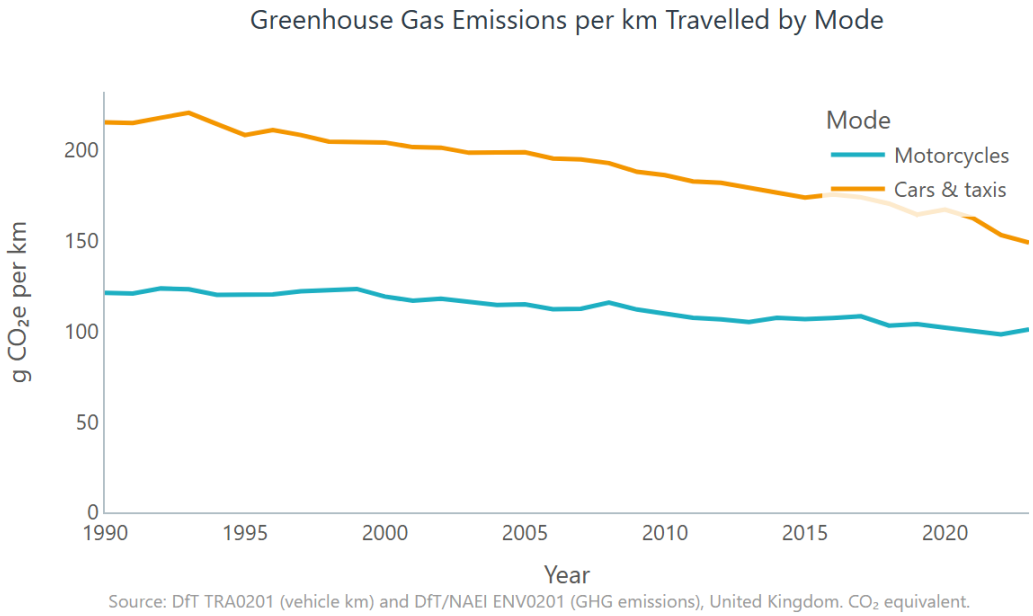
Greenhouse gas emissions figures are drawn from DfT table ENV0201, compiled by the National Atmospheric Emissions Inventory (NAEI). They represent direct tailpipe emissions estimated from fuel consumption and vehicle activity data, expressed in CO_2 equivalent. A full methodology note is provided in Appendix A6. Total motorcycle greenhouse gas emissions have fallen substantially since the 1990s peak, driven by fleet renewal, improved engine technology, and, in the most recent years, the beginning of electrification. The decline broadly tracks that of cars in percentage terms, though the absolute volumes are far smaller.



Source: DfT / Ricardo-AEA / NAEI, United Kingdom. Units: million tonnes CO_2 equivalent.

Emissions per Kilometre by Mode

The chart below compares greenhouse gas emissions per vehicle kilometre for motorcycles and cars & taxis over time. Values reflect vehicle-level emissions, not per-passenger. The per-kilometre figures are derived by dividing ENV0201 emissions by TRA0201 traffic volumes and represent fleet averages across all ages and engine sizes; see Appendix A6 for the full derivation.



Both modes show a long-run decline in emissions per kilometre, reflecting improvements in engine technology, fuel efficiency, and the gradual retirement of older, less efficient vehicles from the fleet. Motorcycles consistently emit fewer grams of CO_2 equivalent per kilometre than cars and taxis across the full period, though the gap has narrowed as car efficiency has improved more rapidly. [20]

CO_2 and other emissions factors are influenced by the evolution of Euro standards for motorcycles, which cover the whole European area. Motorcycles are currently subject to the Euro 5b phase. The evolution of CO_2 reduction reported under the European Emission Standard Class (COPERT) is set out in a position paper by the Association des Constructeurs Européens de Motocycles (ACEM). [21]

The average CO_2 emission factor for motorcycles, petrol cars, and diesel cars in each European Emission Standard class, based on COPERT modelling, is shown in the table below. [21]

CO_2 (g/km)	Euro 0	Euro 1	Euro 2	Euro 3	Euro 4	Euro 5	Euro 6c	Euro 6d
Motorcycle/moped (125cc)	91	73	66	53	53	53		
Motorcycle (250cc–750cc)	134	118	109	187	144	144		
Motorcycle (750cc+)	152	148	146	186	144	144		
Petrol car	228	224	220	219	224	216	210	213
Diesel car	234	209	214	204	201	196	193	193

[21]

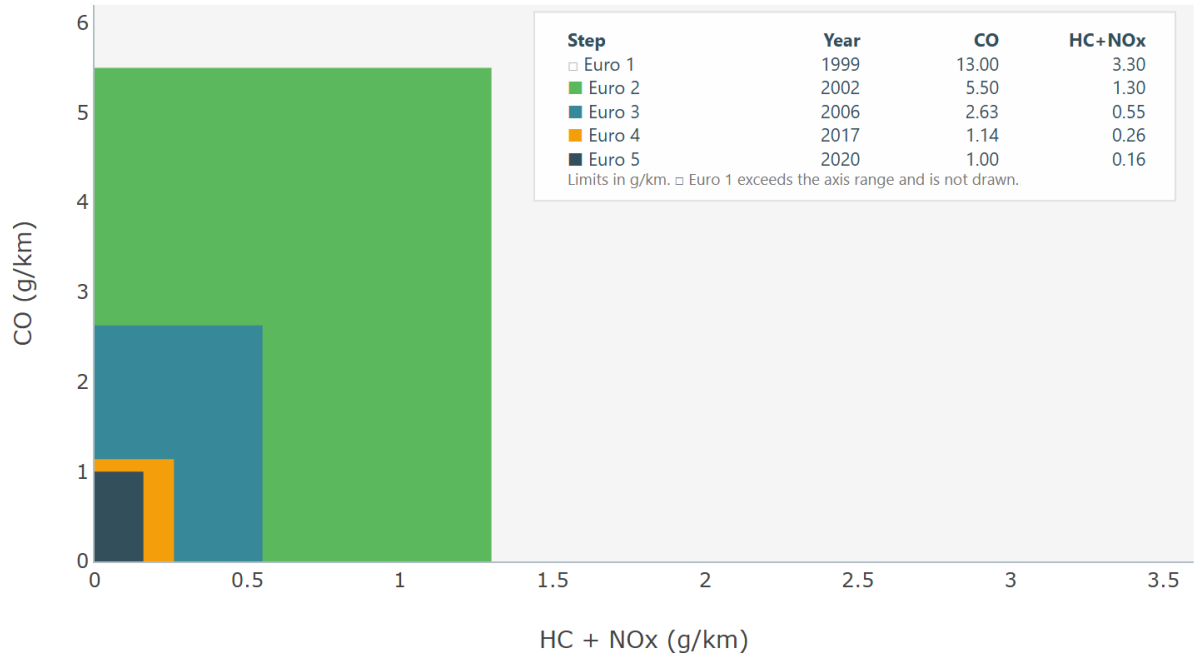
Considerable research and development in the area of fossil-free fuels is being undertaken in motorcycle sport, with the Fédération Internationale de Motocyclisme (FIM) working with major manufacturers and fuel suppliers in this area. This is leading a transition away from fossil fuels in sport regulation. However, the scope for e-fuel transition from sport to public fuel availability has not yet been fully defined. [22]

Other Pollutants

Euro 5 emissions standards for motorcycles came into force in January 2020 for new type approvals and in January 2021 for all new vehicles sold. The updated Euro 5+ standard, also referred to as Euro 5b, applied to all new motorcycles sold from January 2025. The principal changes introduced by Euro 5+ include extended real-world durability testing, requiring emissions systems to remain effective across 35,000 km of on-road use, and enhanced on-board diagnostics that enable in-service monitoring of emissions performance. Euro 5+ does not lower the limits on regulated pollutants but tightens the conditions under which compliance must be demonstrated. [23] [24]

The relative differences between Euro 1 and Euro 5 limits are illustrated in the chart below, which shows each standard as a nested rectangle anchored at the origin, with width equal to the HC+NOx limit and height equal to the CO limit.

Development of European Motorcycle Legislated Emissions Limits



Step	Year	CO	HC+NOx
Euro 1	1999	13.00	3.30
Euro 2	2002	5.50	1.30
Euro 3	2006	2.63	0.55
Euro 4	2017	1.14	0.26
Euro 5	2020	1.00	0.16

Limits in g/km. □ Euro 1 exceeds the axis range and is not drawn.

Source: AECC (Association for Emissions Control by Catalysts), aecc.eu/legislation/motorcycles-and-mopeds/

Following the UK's departure from the European Union, Great Britain maintains its own vehicle type-approval framework. Motorcycle emissions standards equivalent to Euro 5 and Euro 5+ have been incorporated into UK law, and the practical certification requirements for manufacturers selling in Great Britain remain aligned with those in the EU. [24]

5. Motorcycling and The Economy

The motorcycle sector makes a meaningful contribution to the UK economy through manufacturing, retail, service, repair and tourism activity. This section presents the key economic indicators for the sector.

Industry Structure

Key economic indicators for the two motorcycle-specific SIC codes in the UK. Financial values are estimates derived from ONS UK Business Counts turnover size bands and ONS ASHE earnings data, 2025.

Metric	Manufacture of Motorcycles (SIC 30.91)	Wholesale, Retail & Repair (SIC 45.40)
Turnover £ Million	40	2,900
Purchases £ Million	31	2,300
GVA £ Million	9.2	680
Wages £ Million	24	260
Profits £ Million	4	290
Employment Number	460	8,000
Businesses Number	105	2,115

Two standard industrial classification (SIC) codes cover the core of the UK motorcycle economy. SIC 30.91 (Manufacture of Motorcycles) covers the production of motorcycles, mopeds, and motorised cycles. In the UK, this activity is concentrated at a small number of enterprises. The most significant domestic manufacturer is Triumph Motorcycles, which has its headquarters and primary manufacturing site in Hinckley, Leicestershire. The number of VAT and PAYE registered businesses in this SIC code is accordingly low, and employment is considerably smaller in absolute terms than the retail and repair sector.

SIC 45.40 (Sale, Maintenance and Repair of Motorcycles and Related Parts and Accessories) covers the full range of retail, servicing, and repair activity, including franchised dealerships, independent retailers, and repair workshops. This is a

substantially larger sector in terms of both employment and number of businesses. The majority of enterprises fall within the smaller turnover size bands, consistent with a sector made up predominantly of small and medium-sized businesses. [25]

As shown in the table above, SIC 45.40 accounts for the larger share of total employment and business count in the identifiable motorcycle sector. The manufacturing sector (SIC 30.91) generates a different economic profile, with a higher estimated turnover concentrated across fewer enterprises. Gross value added (GVA), which represents the contribution to GDP after deducting purchases from turnover, is estimated at 23% of turnover for both sectors, consistent with the assumptions set out in the methodology note below.

It must be noted that the SIC codes used to define the motorcycle sector do not capture the full range of economic activity associated with motorcycles. Other SIC codes cover related activity such as parts manufacture, accessories, and clothing.

ICF Report

The Motorcycle Industry Association commissioned study of the UK motorcycle sector in 2014/15, conducted by ICF Consulting, remains the most comprehensive assessment of the sector's economic impact. The study assessed the economic contribution of the sector to the UK economy, including direct and indirect effects. Its estimate of over £2 billion direct GVA and 58,500 direct jobs places the sector alongside or above a range of prominently recognised industries including the performing arts, veterinary services, and the agriculture sector. [5] These figures predate the fleet recovery post-2014 and are likely to understate the current position.

The 2014/15 ICF/MCIA study also estimated a tax contribution of £1 billion per year from the motorcycle sector, including VAT, fuel duty, and vehicle excise duty. [5] The sector's contribution to the wider economy is likely to be significantly larger when indirect and induced effects are considered.

In total, the industry is estimated to support £2.9 billion of GVA and 75,000 jobs in the UK economy, directly within the industry and indirectly through purchases of goods and services from other UK industries. [5]

Beyond direct industry GVA, motorcyclists generate substantial tourism expenditure on accommodation, food, fuel and local services. This was estimated to be £562 million in 2014. This figure, which excludes spending at motorsport events, points to motorcycling as a meaningful contributor to rural and regional economies, particularly for destinations in Wales, the Lake District, and Scotland where scenic roads draw significant touring traffic. [5]

Tax

Tax contributions from the purchase of fuel for motorcycles in 2022 have been estimated below.

> **£108m**
> estimated fuel duty and VAT from motorcycle petrol in 2022 (using 2022 duty rate of 52.95p per litre)

Despite motorcycles accounting for a small share of total road fuel consumption, the fleet collectively generates a meaningful contribution to the public finances through fuel taxation. The estimated £108m total breaks down into three components: fuel duty of £72m [26]; VAT on the duty element of £14m; and VAT on the underlying ex-duty fuel cost of £22m. [27] The estimate uses 2022 motorcycle petroleum consumption data converted from million tonnes to litres at a density of 0.74 kg/litre, [28] with the duty rate of 52.95p per litre and the 2022 annual average ex-duty, ex-VAT petrol price of 83.10p per litre from weekly road fuel prices. The estimate does not include vehicle excise duty or insurance premium tax, and is a conservative lower bound as a significant proportion of motorcyclists use the more expensive E5 super-grade petrol, which carries a higher VAT contribution per litre.

Since September 2021, E10 petrol (blended with up to 10% ethanol) has been the standard unleaded grade in Great Britain. [29] E5 petrol, containing up to 5% ethanol, remains available as a super-grade at 97+ octane but is typically priced higher than standard E10. Many motorcycles, particularly those manufactured before 2002 and some later models, are not compatible with E10 due to potential degradation of rubber seals, gaskets, and fuel system components; their owners are advised to use E5. The Motorcycle Industry Association (MCIA) and Vintage Motor Cycle Club (VMCC) have raised concern about the long-term availability of E5 super-grade petrol at forecourts and the additional cost burden this places on owners of older and classic machines. [11] Should E5 availability reduce over time, owners of non-E10-compatible motorcycles would face a more restricted choice of fuelling options, with potential implications for the continued use of historic and classic vehicles.

Events

The Adventure Bike Rider (ABR) Festival is held annually in June. In 2026, the festival was held at Alcester's Ragley Hall, attracting a crowd of roughly 20,000 attendees. This was the eighth official iteration of a festival that started as a single field gathering of just 500 people in 2018. It has run every year since, excluding 2020, with more than 14,000 demo rides completed across the weekend. [30]

The Calne Bike Meet in Wiltshire celebrated its 25th anniversary in 2025. During peak years, the event sees upwards of 10,000 motorcyclists visiting the town, with an

estimated 5,000 to 7,000 motorbikes filling the closed streets. The event raises thousands of pounds for charity. In 2015, that reached £10,000, distributed between the Wiltshire Air Ambulance, Julia's House Children's Hospice, and the Calne Youth Trust. In 2025 the meet fundraised for the charities Bliss, DocBike, and the Calne Food Bank. [31]

The National Motorcycle Museum occupies an eight-acre site in Bickenhill, Solihull, and holds the world's largest collection of British motorcycles. It attracts over 250,000 visitors a year and houses a collection of over 1,000 motorcycles, covering a century of motorcycle manufacture. The museum developed award-winning conference facilities (The National Conference Centre) in 1985 and hosts a variety of events throughout the year. (www.nationalmotorcyclemuseum.co.uk)

6. Motorcycling and Technology

The motorcycle sector is undergoing a period of significant technological change, with electrification, safety systems, and emissions regulation all reshaping the market. This section sets out the key developments, drawing on industry data and regulatory sources.

Zero-Emission Motorcycles

Electric motorcycle and moped registrations in Great Britain have grown from a negligible base but remain a small share of the overall market. In 2025, 3,282 zero-emission powered two-wheelers were registered, accounting for around 3.5% of total new motorcycle and moped registrations. This represented a fall from 3,750 in 2024, a decline of approximately 12.5%. [11] Registration trends from 2020 onwards are set out in Section 1, alongside the wider registrations data.

The Plug-in Motorcycle Grant (PiMG) provided a subsidy toward the purchase of a new zero-emission motorcycle or moped, administered through approved dealers by the Office for Zero Emission Vehicles. The grant was available from 2011 and was reduced from £1,500 to £500 per vehicle in 2023, following which annual registrations fell by 38.6%. When support for electric mopeds was separately withdrawn in 2024, moped registrations fell by a further 39.2%. The grant for motorcycles was discontinued in April 2026. [32]

Economic analysis commissioned by the Motorcycle Industry Association and carried out by WPI Economics estimated that ending the grant could result in around 6,500 fewer zero-emission motorcycles being sold by 2030, representing a market impact of approximately £50 million. [32] The MCIA noted that following the grant's expiry, motorcycles and mopeds became the only personal-use transport mode in Great Britain without any form of government purchase support.

The UK's Zero Emission Vehicle (ZEV) mandate, which requires vehicle manufacturers to sell a rising proportion of zero-emission new vehicles each year, applies to cars and vans. Motorcycles and mopeds are not within its scope, meaning there is no equivalent manufacturer sales obligation for zero-emission powered two-wheelers. [33]

Advanced Rider Assistance Systems

Advanced Rider Assistance Systems (ARAS) are electronic systems that use sensors, cameras, and radar to monitor the riding environment and provide warnings or automated interventions. Common functions include adaptive cruise control, forward collision warning, emergency braking assistance, and blind-spot detection. These systems are broadly analogous to the Advanced Driver Assistance Systems (ADAS) that are now standard on most new cars.

ARAS is increasingly available on premium motorcycles. In November 2024, Bosch unveiled a suite of five rider assistance functions for production motorcycles, demonstrated on a KTM model, with production planned from 2025. The functions included intersection assistance, rear cross-traffic alert, and enhanced emergency braking. Honda, Ducati, and BMW have also introduced individual assistance functions on selected production models. As sensor and processing costs fall, ARAS is expected to become available across a wider range of price points. [11]

There is no current UK or EU requirement for ARAS to be fitted to new motorcycles as a mandatory safety standard. [24]

Connectivity and Telematics

Connectivity features on motorcycles cover a range of applications, from smartphone integration via platforms such as Apple CarPlay and Android Auto, to dedicated telematics devices that record riding behaviour, location, and crash events. Telematics-based insurance, where on-vehicle data informs premium pricing, is well-established in the UK car market but remains a niche offering for motorcyclists, in part due to the difficulty of fitting devices to the more varied form factors of motorcycles and the smaller pool of insured riders compared with car drivers. [11]

Interest in motorcycle telematics has centred on two main applications: anti-theft tracking, which allows owners to locate a stolen machine, and automatic crash notification, which can alert emergency services to a rider's location following a collision. Several manufacturers now offer connected services through factory-fitted hardware or companion apps, and a small number of specialist insurers offer telematics products aimed at motorcyclists.

7. Motorcycle Sector Reports

This section presents focused analyses of specific market segments and use cases within the broader motorcycle sector.

Commuting and Work Use

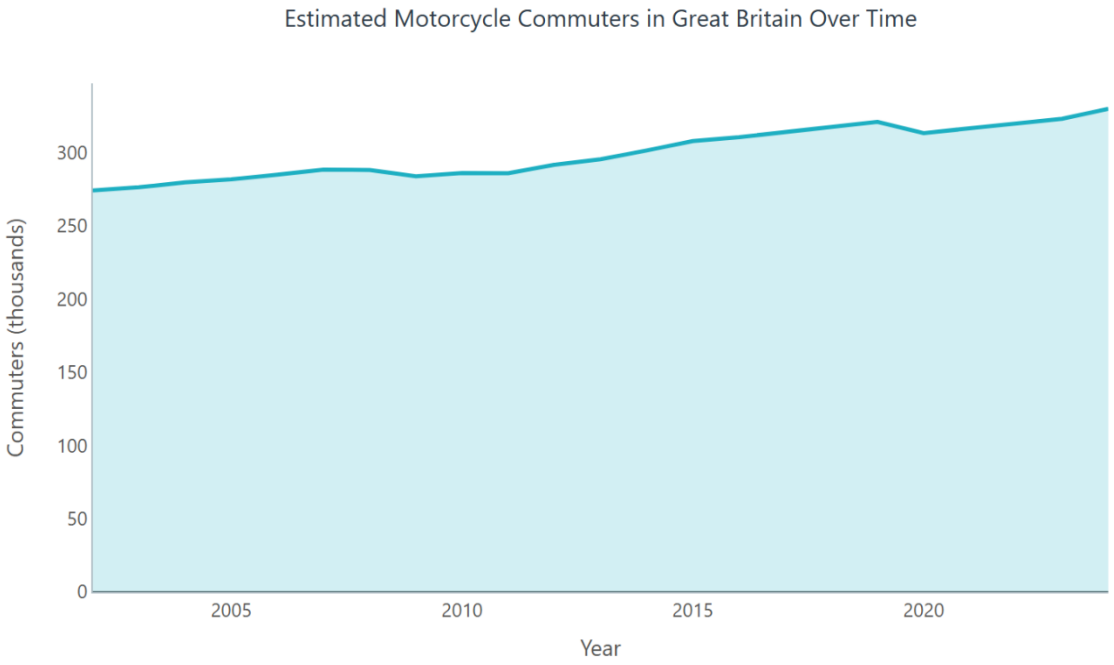
Motorcycles play a distinct role as a commuting and work-use vehicle. They offer advantages in journey time, parking, and running costs relative to cars in congested urban environments. This section examines the commuter population, trends over time, and the geography of motorcycle commuting in Great Britain.

330,000
people commuted to work by motorcycle in Great Britain in 2024

16.2%
increase in the number of motorcycle commuters since 2009

2.8%
increase in the number of motorcycle commuters since 2019

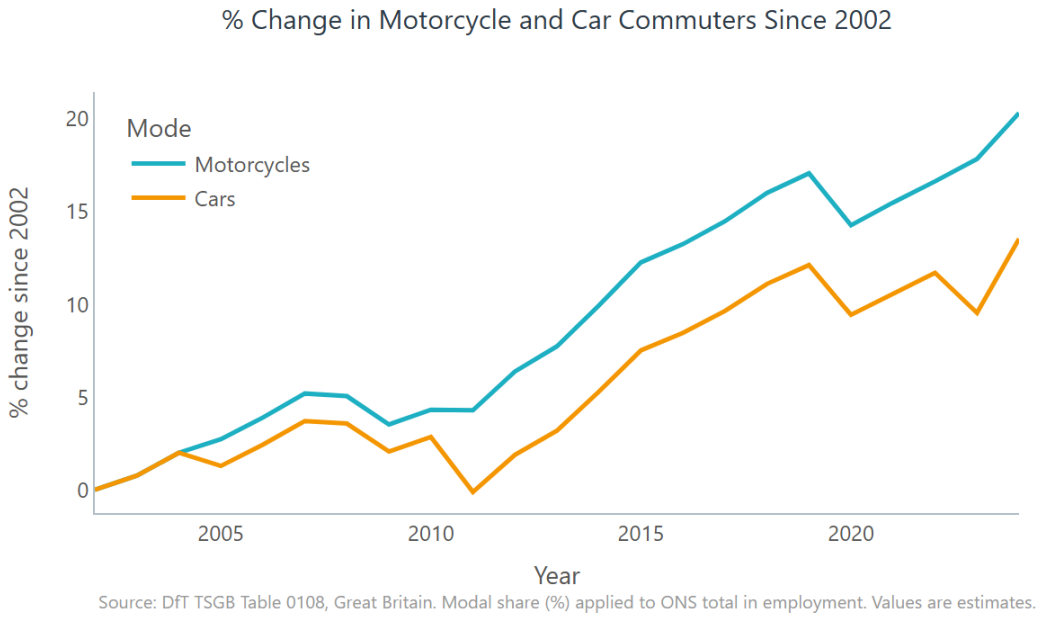
The chart below shows the estimated total number of motorcycle commuters in Great Britain over time, derived by applying the DfT motorcycle modal share percentage to ONS total employment figures.



Source: DfT TSGB Table 0108, Great Britain. Motorcycle modal share (%) applied to ONS total in employment. Values are estimates.

The estimated number of motorcycle commuters grew steadily from 274,000 in 2002 to 330,000 in 2024, an increase of 20.3% over the period. The COVID-19 pandemic caused a temporary decline: the estimated count fell from 321,000 in 2019 to 313,000 in 2020, before recovering in subsequent years. [34]

The indexed chart below compares the percentage change in estimated motorcycle and car commuter numbers since the earliest available year, allowing direct comparison of relative trends.



Source: DfT TSGB Table 0108, Great Britain. Modal share (%) applied to ONS total in employment. Values are estimates.

Since 2002, the estimated number of motorcycle commuters has grown by 20.3%, compared with 13.5% for car commuters over the same period, a difference of 6.8 percentage points. Motorcycle commuter numbers have grown more quickly than car commuter numbers throughout almost all of the series. Both series fell in 2020 as total employment contracted during the COVID-19 pandemic, with motorcycle commuter numbers recovering above their pre-pandemic level by 2023. [34]

Legacy and Heritage

A significant proportion of the UK motorcycle fleet consists of legacy and historic vehicles. These are motorcycles manufactured more than 30 years ago that are retained for preservation, restoration, shows, and occasional recreational riding, though it is known that a proportion of newer bikes in this sector remain in regular use. This sub-sector underpins a specialist parts, restoration, and events economy. The figures below quantify the scale of the historic fleet as recorded by DVLA.

The Fédération Internationale des Véhicules Anciens (FIVA) is a body representing the interests of historic vehicle owners in Europe. It defines a classic vehicle as ‘a mechanically propelled road vehicle which is at least 30 years old, preserved and maintained in a historically correct condition, not used as a means of daily transport, and which is therefore a part of our technical and cultural heritage.’ [6]

The DVLA defines historic vehicles as those built or first registered more than 40 years ago. It grants 'Historic' status provided that no substantial changes have been made to the vehicle within the last 30 years. The following figures are presented using FIVA's definition of a historic vehicle.

> **630,000**
> motorcycles manufactured over 30 years ago were recorded on DVLA records in 2025

> **34.1%**
> of these historic motorcycles on DVLA records are currently licensed
> *214,898 currently licensed*

> **21.9%**
> of all DVLA-registered motorcycles are more than 30 years old

The historic fleet is distributed across a wide range of manufacturers, with British makes such as BSA, Triumph, and Norton prominent alongside early Japanese imports. A full breakdown of the top 20 makes by DVLA record count is included in the appendix.

There is an extensive network of businesses that restore, service and manufacture parts for classic motorcycles, with an accompanying retail sector. This sits alongside engineering skills that specialise in mechanical knowledge rarely found in modern automotive sectors. The Federation of British Historic Vehicle Clubs (FBHVC) estimate that direct spending in this sector across the entire historic vehicle sector is as high as £3.1 billion per annum. [35]

The Vintage Motor Cycle Club (VMCC) was founded in 1946 and now has over 11,000 members. It is the largest club for historic motorcycles in the UK and organises a wide range of events, rallies, and shows. (vmcc.net) [6]

In 2023, it was estimated that, including licensed and unlicensed motorcycles, there were approximately 624,000 vintage and classic motorcycles in the UK, which in 2020 had an estimated fleet value of nearly £1.2 billion. This represents approximately 30% of the value of the combined classic car and motorcycle fleet at that time. [6]

The Federation of British Historic Vehicle Clubs (FBHVC) estimates that the classic sector as a whole, including all vehicle types, was worth £7.3 billion to the UK economy in 2025. [35] The legacy and heritage motorcycle sector specifically is estimated to be worth up to £1.63 billion per annum to the UK economy. [6]

Manufacturer	Value (£m)
Honda	167
Triumph	127
Yamaha	125
Kawasaki	99
Suzuki	99
Harley-Davidson	77
Lambretta	74
BSA	67
BMW	43
Norton	37
All others	284
Total	**1,199**

Ten most valuable classic motorcycle manufacturers by estimated fleet value, Great Britain, 2019 (£ million). Total fleet value approximately £1.2 billion. Source: CEBR Report for HERO-ERA (2020), The Economic and Environmental Impact of the Historic and Classic Motor Industry in the UK.

Structure of the Licensed Legacy and Historic Fleet

To illuminate the historic sector further, the VMCC has analysed the DfT and DVLA Licensed Vehicles in the UK report (VEH0124) to consider licenced motorcycles by year of manufacture, the VMCC classifications and annual current Vehicle Excise Duty (VED).

Manufacture dates	Status	VMCC class	2024	2023	2022	2021	2020
Pre-1908	SORN	Early Veteran	0	100	0	0	0
	Licensed		100	100	100	100	100
1908-1914	SORN	Late Veteran	200	200	200	200	100
	Licensed		300	300	300	300	300
1915-1924	SORN	Early Vintage	1,300	1,200	1,100	1,100	1,000
	Licensed		2,900	2,900	2,900	3,000	3,000
1925-1930	SORN	Late Vintage	2,100	2,000	1,900	1,800	1,700
	Licensed		5,100	5,200	5,300	5,300	5,300
1931-1945	SORN	Post-Vintage	4,800	4,600	4,300	4,200	3,900
	Licensed		11,100	11,100	11,300	11,300	11,300
1946-1960	SORN	Post War	38,200	36,400	34,500	32,600	30,800
	Licensed		65,400	65,800	66,900	67,400	67,000
1961-1980	SORN	Early Classic	129,500	125,600	122,300	118,600	117,900
	Licensed		148,400	145,800	144,900	140,300	128,500
1981-2001	SORN	Modern Classic	899,600	892,100	858,500	826,100	793,400
	Licensed		559,000	605,400	665,300	719,100	703,400
		Total	**1,867,900**	**1,898,800**	**1,919,900**	**1,931,300**	**1,868,000**

Source: VEH0124, DfT / VMCC Analysis. Figures rounded to nearest 100. [1]

An Historic Annual Event Example

The Banbury Run is the United Kingdom's premier riding event for Veteran and Vintage motorcycles, defined as those made before 1931. The first Banbury Run was in 1949. The Vintage Motor Cycle Club set out to create a tough competitive test which used some of the routes followed by factory test riders in the early days of the motor industry. Over 75 years later, The Banbury Run remains a notable sporting event for machines from the early years of motorcycling. It is overseen by the Auto Cycle Union (ACU), the governing body for motorcycle sport in the UK and run to their standards. As a result, Banbury is very different to almost all other VMCC events and is more than just a pleasant social run on old bikes through nice countryside. Riders can choose not to bother with riding to time, but in all other respects the rules of an ACU-authorised competitive event apply.

Trail Riding

Green roads, often referred to as Rights of Way, form part of England and Wales's wider 350,000-mile highway network, encompassing byways, unclassified county roads (UCRs), and other unsurfaced routes. These roads are legally part of the public highway and serve multiple users, including walkers, cyclists, equestrians and motorised vehicle users, which also includes land management vehicle users and farming/forestry workers. Legal requirements for riders, drivers and their vehicles are identical to those which apply on the sealed highway network.

Trail and adventure riding covers 'green-laning' and other unsealed highway recreational use of motorcycles. It is one of the more visible growth areas in the UK motorcycle market, driven in part by the popularity of large-capacity adventure bikes, which are also widely used for touring and recreation on the sealed highway network. No DfT, DVLA, or ONS dataset currently isolates green roads trail and adventure motorcycling as a separate category, so official statistics cannot quantify this segment on its own. The most detailed figures available come from a 2025 report published by the Trail Riders Fellowship (TRF), the representative body for trail and green-lane riding in England and Wales. [36]

The TRF consists of around 13,000 members actively riding and conserving the Green Roads Network, with volunteers undertaking projects that help support underfunded and under-resourced authorities with essential maintenance, without which the roads might be lost to the public to explore and enjoy. (www.trf.org.uk) In this section, the TRF describes its own figures as "informed estimates", and they are treated as such here.

A 2025 report by TRF found that trail and adventure motorcycling contributes £2.4 billion a year to the UK economy. [36] Around £1.5 billion of this total is the estimated insured value of the existing stock of trail and adventure motorcycles, which is a one-off asset value rather than a flow of annual spending. The remainder, around £900 million, is made up of annual flows including new bike sales, accessories, servicing, insurance, tourism spending, training, and events. [36]

The same TRF report found that trail and adventure bikes accounted for 25.6% of new UK motorcycle sales in 2023, worth £272 million. Riders were estimated to spend £145 million a year on accessories and £108 million on maintenance and servicing. Insurance premiums for trail and adventure bikes were estimated at £44 million, against a total UK motorcycle insurance premium market of £291 million reported by the Financial Conduct Authority. TRF also estimated that the segment contributes £218 million a year in tax revenue, through VAT, insurance premium tax, and vehicle and fuel duty. [36]

Measure	Economic value / impact
Overall annual economic contribution	£2.4 billion
New trail and adventure motorcycle sales	£272 million
Accessories and equipment	£145.1 million per year
Maintenance and servicing	£108.7 million per year
UK motorcycle tourism attributable to trail and adventure riding	£131.9 million per year
Tax contribution to UK Treasury	£218.3 million per year

TRF estimates of the economic value of trail and adventure motorcycling. [36]

On rural tourism, TRF's report found that 89% of rider spending occurs in rural areas, based on its own survey of riders. It put the segment's share of UK motorcycle tourism spending at £132 million. [36] It also estimated that a typical rider takes two day trips a month, together adding more than £100 million a year in spending on accommodation, food, and fuel. [36] TRF puts the Green Road network, the unsealed byways used for green-laning, at around 6,000 miles in distance. [36]

Health and Wellbeing

The TRF published a report in 2024 exploring the health and wellbeing benefits of trail riding. Based on a survey of riders, an internal health review, and a comparison of trail riding activity using a Metabolic Equivalents of Task (MET) formula, the report indicated that significant health benefits can be associated with participation in trail riding.

These indicative findings appear to be supported by other published, peer-reviewed research, including Vaughn et al., Burr et al., and Kawashima et al. It is, however, generally acknowledged that the research literature and the body of statistics in this area remain quite limited.

Other resources

While statistics for the trail riding sector specifically are still an area under development, the Motoring Organisations' Land Access and Recreation Association (LARA) has published several reports and studies from a variety of sources on areas relating to broader motorised countryside access, covering a range of topics including legislation, standards, and research. [37] (laragb.org/reference-documents)

Motorcycle Sport

Motorcycle sport in the United Kingdom spans a wide range of competitive activity, from grassroots club trials and scrambles through to internationally televised professional championships. The ICF 2014 industry study identified sport and leisure as one of the five core sectors of the UK motorcycle industry, comprising around 640 businesses across race circuits, clubs, event promoters, and regulatory bodies. [5] The sport generates direct economic activity through gate receipts, broadcasting rights, sponsorship, and associated spectator spending, as well as indirect benefits through motorcycle tourism and brand profile.

The most recent economic assessment of the sport was undertaken by the Auto Cycle Union in 2014 (www.acu.org.uk). The ACU is the UK national Governing Body for motorcycle sport and is the UK member of the Fédération Internationale de Motocyclisme, the world governing body. The ACU assessed that the value of UK motorcycle sport to the UK economy was £862.5 million. This report did not assess the wider economic impacts of the sport, in particular impacts on local economies, which are thought to be notable. [7]

Economic Value of UK Motorcycle Sport

The ACU study found that the total value had risen by 28% from £674.7 million in 2004 to £862.5 million in 2014, with economic value almost evenly divided between off-road sport (£428.2 million) and road racing (£434.3 million). [7] The off-road calculation includes £96.3 million associated with motorcycle sales, £149.4 million in components, spares, fuel, clothing and accessories, and £182.5 million of additional competition-related economic activity. For road racing, the study estimates £27.3 million in motorcycle value, £150.7 million in equipment and consumables, £6.85 million in research and development, and £246.6 million in other competition-related expenditure. The study does caution that the road-racing figures are "indicative only."

Measure	Economic value / impact
Overall economic value of motorcycle sport	£862.5 million
Off-road motorcycle sport	£428.2 million
Road racing	£434.3 million
Motorcycles sold annually for off-road sport (units)	24,440
Off-road motorcycle sales value	£96.3 million
Off-road equipment and consumables	£149.4 million
Off-road competition-related expenditure	£182.5 million
Economic value per off-road rider	£8,151 per year

7

The Shape of the Sport

Data supplied by the ACU reveals how the sport is distributed between disciplines, and how that distribution has shifted between 2021 and the year ending February 2025.

Discipline	2021	Feb 2025	Change (pp)
Trials	35.1%	39.9%	+4.8
Road race	24.2%	20.6%	−3.6
Motocross and Beachcross	20.8%	17.1%	−3.7
Enduro	13.7%	18.7%	+5.0
Grasstrack	2.6%	2.7%	+0.1
Speedway	3.6%	1.0%	−2.6
Gender	**2021**	**Feb 2025**	**Change (pp)**

Discipline	2021	Feb 2025	Change (pp)
Male	96.4%	96.4%	~0.0
Female	3.6%	3.6%	~0.0
Age group	**2021**	**Feb 2025**	**Change (pp)**
Under 16	11.7%	9.9%	−1.8
17-35	29.4%	27.0%	−2.4
36-55	35.0%	33.0%	−2.0
Over 55	23.9%	30.2%	+6.3

[7]

Trials remains the largest discipline and has increased its share from 35.1% to 39.9%, while Enduro has grown from 13.7% to 18.7%. Motocross and road racing have both reduced their relative shares, and Speedway represents a considerably smaller proportion of recorded licence activity than in 2021.

The gender profile has remained essentially static, with women comprising approximately 3.6% of annual licence holders across both periods.

The clearest structural change is in age. Riders aged over 55 have risen from 23.9% to 30.2% of annual licence holders, while the combined share aged 35 or under has fallen from 41.1% to 36.9%.

The data does not take account of activity among other organisations authorised under the Road Traffic Act to issue permits for off-road sport. However, the profile of the sport is believed to be broadly consistent across UK event organisers.

Sports Events of Notable Significance

Isle of Man TT

The Isle of Man TT races are among the longest-running and most widely attended motorcycle sporting events in the world. The TT has taken place on the Isle of Man since 1907, using public roads closed for the duration of the event. The 2025 TT attracted an estimated 51,600 visitors over the two-week race period, the highest recorded figure since 2010. Visitors spent an estimated £50 million on the island during the 2025 event, with an average length of stay of 6.54 nights. [8] The equivalent figure for 2024 was £46.7 million from approximately 47,000 visitors. Around 74% of visitors came from the British Isles and Ireland, with 14% travelling from outside Europe. Visitor satisfaction was high:

98% of those surveyed in 2025 reported that the event had met or exceeded their expectations. [8]

MotoGP British Grand Prix

The MotoGP World Championship visits Great Britain annually at Silverstone Circuit in Northamptonshire. Weekend attendance at the 2024 British Grand Prix was 118,000, falling to 99,000 in 2025, a decline of approximately 16%. Race day crowd figures at the event have declined considerably over the past decade. However, the MotoGP championship as a whole reported record global attendance in 2025. [38]

British Superbike Championship

The Bennetts British Superbike Championship (BSB) is widely described as the best-supported motorcycle racing series in the United Kingdom. The championship runs across multiple circuits over the course of a season, including Brands Hatch, Donington Park, Knockhill, Oulton Park, Thruxton, and Snetterton. Total seasonal circuit attendance across all rounds was recorded at 368,000 in 2009, with television audiences across ITV and Eurosport reaching eight million. [39]

Off Road Sport

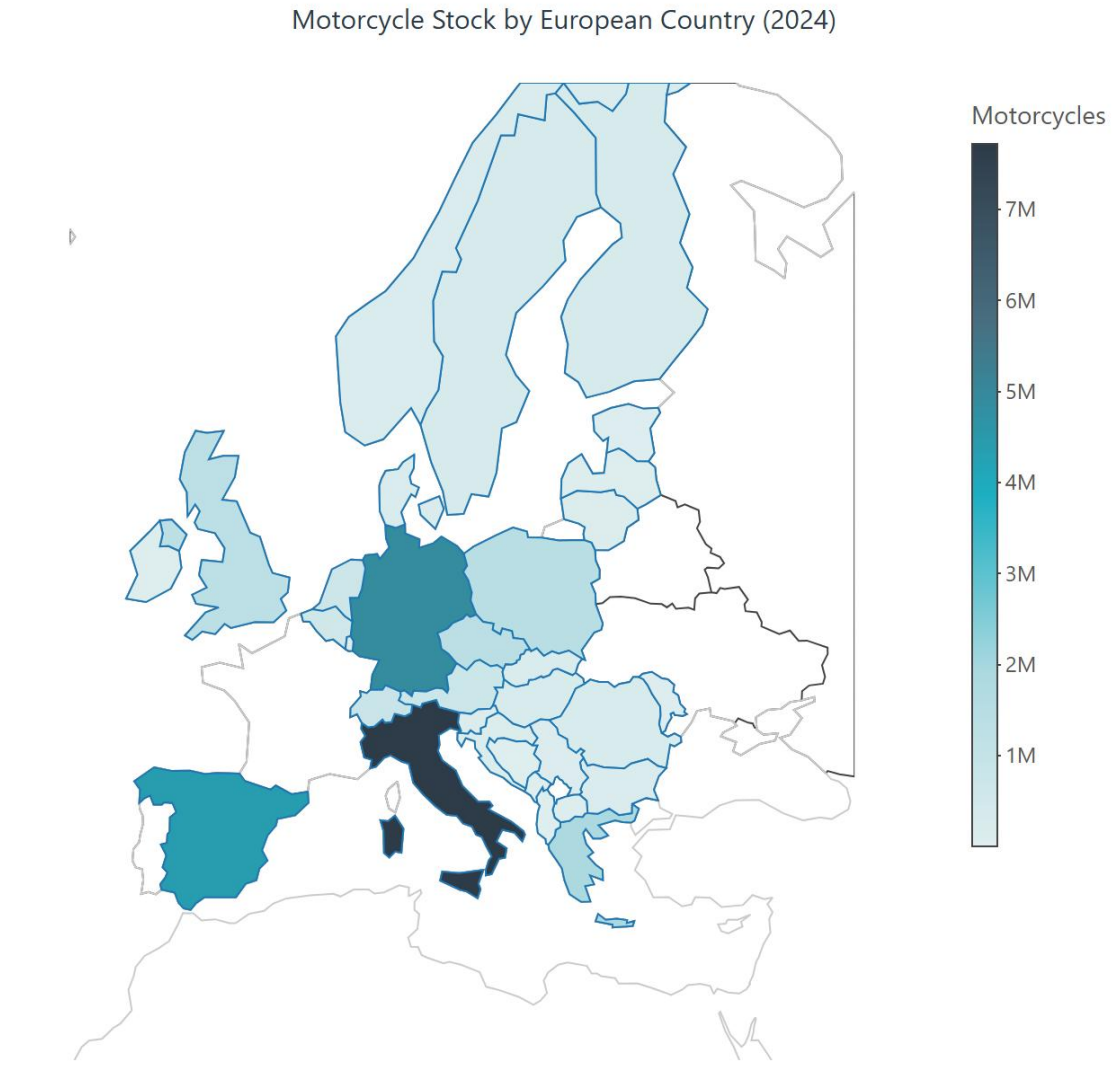
Thousands of authorised off-road motorcycle sport events take place in the UK each year. The most recent assessment, from 2014, recorded 4,189 events with 52,000 riders participating, generating an economic value of £428 million related to the events themselves. [7]

Other Events

Motorcycle sport features prominently at a number of broader motorsport gatherings. The Goodwood Festival of Speed, held annually in West Sussex, includes a substantial motorcycle programme on its hillclimb course and attracts up to 150,000 spectators per day across the four-day event. [40] Track days, club-level race meetings, trials, motocross, and enduro events take place at venues across the country throughout the year and represent the largest share of total motorcycle sport participation by number of participants, though no comprehensive national attendance data is compiled for these activities.

8. International Comparisons

This section compares registered motorcycle fleet size and engine class composition across European countries using Eurostat road vehicle registration data for 2024.

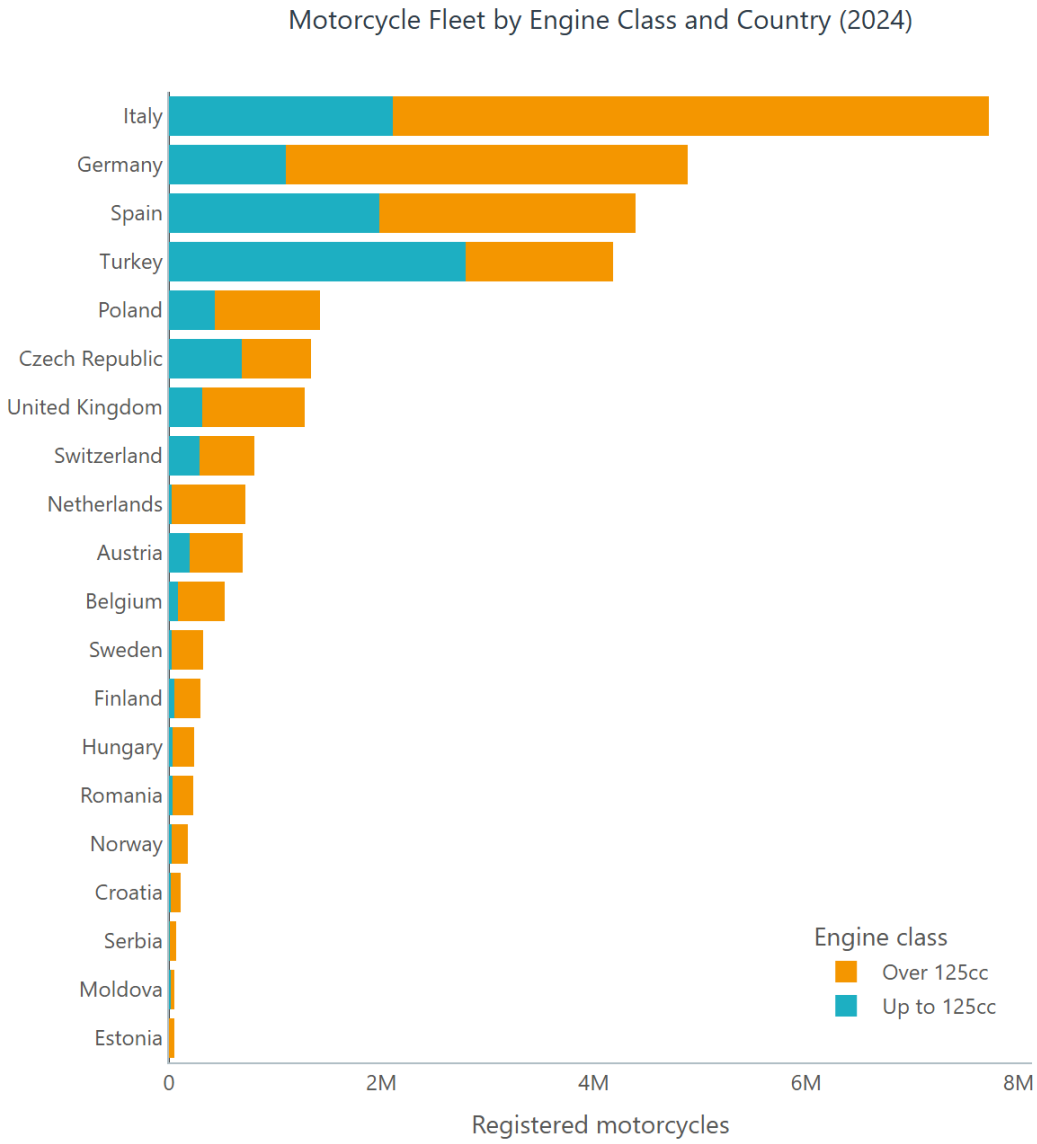


Source: Eurostat. All engine sizes. Total registered motorcycles, 2024. Countries shown in grey have no data available.

Italy had the largest registered motorcycle fleet of any country in the Eurostat dataset in 2024, with 7.7 million motorcycles. Germany and Spain ranked second and third, with 4.9 million and 4.4 million respectively. The United Kingdom had 1,291,000 registered motorcycles and ranked 8th out of 38 countries. [41]

Fleet Composition by Engine Class and Country

Registered motorcycles split between those up to 125cc (typically learner-legal and urban commuter) and those over 125cc, for the top 20 countries by total fleet size. The relative balance between these classes reflects differences in licensing, urban density, and rider culture across countries.



Source: Eurostat. Top 20 countries by total stock.

Across the top 20 countries, over 125cc motorcycles account for the majority of registered stock in most cases. The split varies considerably: Netherlands has the highest proportion of over 125cc motorcycles at 96.4%, while Turkey has the highest

share of up to 125cc machines at 66.7%. The United Kingdom's fleet is 75.3% over 125cc. [41]

Other European Market Data

The European motorcycle industry publishes market data quarterly. Figures for 2025 indicate that 1.14 million motorcycles of all types were newly registered across Europe, of which roughly 70,000 were electric models.

According to Oxford Economics, the motorcycle sector in Europe supports approximately 389,000 jobs through activities including the manufacture of vehicles, parts, and accessories, personal protective equipment, and motorcycle-related activities such as sport and tourism. [42]

Global Indicators

The global motorcycle market was estimated at $143 billion in 2025, with a projected compound annual growth rate of 3.12%. The largest and fastest growing market is Asia Pacific, where motorcycles and scooters remain a primary mode of transport. [43]

In the first quarter of 2026, 16.8 million new motorcycles were sold globally, a rise of 11% on the equivalent period in 2025. [44] Electric motorcycles occupy an increasing share of the market. In India, in the first six months of 2026, electric two-wheeler sales reached 784,000 units, representing a 29.6% year-on-year increase. India leads international revenue generation with an estimated market value of $35 billion in 2026. Globally, the largest segment is on-road motorcycles, which account for the majority of market volume. Honda Motorcycles is the leading brand by unit sales share at 16.5%, followed by other major manufacturers including Yamaha, TVS Motor Company, Harley-Davidson, BMW, Hero MotoCorp, and Suzuki. [44]

Connected motorcycles, also known as smart motorcycles, are powered two-wheelers equipped with integrated telematics and wireless connectivity, enabling real-time data exchange between the vehicle, the rider, and other parties. They typically feature smartphone integration via dedicated apps allowing riders to access navigation, vehicle diagnostics, and trip tracking through the instrument cluster, alongside active safety features. The connected motorcycle market stands at $570 million in 2026 and is projected to rise to $2.3 billion by 2031, driven in part by rider assistance services including collision-avoidance systems and motorcycle approach indicators.

Motorcycle Safety in Europe and Globally

Powered two-wheelers are significantly over-represented in road collision fatalities across Europe. In 2022, 3,361 motorcyclists were killed in the European Union, representing a 20.8% reduction since 2011. [45] Male riders account for 94% of fatalities, with no EU member state recording a figure below 86%. Three-quarters of fatalities occur among riders aged 25 to 64, with the peak concentrated in the twenties age band.

Collisions are heavily seasonal: fatalities between June and September run at approximately six times the rate recorded in January, reflecting the concentration of recreational riding in warmer months. Most collisions occur during daylight hours on dry roads, with bends and intersections identified as the most common locations. Excessive speed relative to rider skill and poor visibility are among the primary contributing factors. Over 90% of fatalities are the motorcyclists themselves rather than other road users. [45]

At a global level, the International Motorcyclists Meeting for Action (IMMA), representing the world motorcycle manufacturing industry, launched an updated framework on safer motorcycling at the Fourth Global Ministerial Conference on Road Safety in Marrakech in February 2025. The IMMA strategy calls for the integration of powered two-wheelers into transport policy at all levels of government, investment in rider-friendly infrastructure, promotion of lifelong training and education, and sustained development of vehicle safety technologies. The publication was timed to coincide with renewed international commitment to the UN Sustainable Development Goal target of halving global road deaths by 2030. [46]

The role of motorcycles in the Safe System is an area attracting increasing interest internationally. The publications below offer additional reading on this topic and on how policy interventions are applied in various locations to support powered two-wheeler safety.

Year	Publication
2026	Inter-American Development Bank — Motorcyclists in Latin America: Current Situation, Lessons Learned and Recommended Best Practices for the Protection of its Users, 2nd ed.
2025	World Resources Institute — Motorcycle Safety and Urban Road Infrastructure
2024	European Road Safety Observatory — Thematic Report: Powered Two-Wheelers
2022	World Health Organization — Powered Two- and Three-Wheeler Safety: A Road Safety Manual for Decision-Makers and Practitioners, 2nd ed.
2022	OECD/International Transport Forum — Improving Motorcyclist Safety: Priority Actions for Safe System Integration
2015	OECD/International Transport Forum — Improving Safety for Motorcycle, Scooter and Moped Riders

9. Timeline of Motorcycling Events

Year	Event
1960	MOT testing era begins
1961	Learner motorcycles limited to 250cc
1962	Repeated provisional licences restricted
1963	Motorcycle licensing groups reorganised
1965	Licensing centralised at Swansea
1967	Drink-drive limit introduced
1972	Minimum age for motorcycles over 50cc raised to 17
1973	Motorcycle helmets become compulsory
1974	Motorcycle helmets zero-rated for VAT
1976	Sikh helmet exemption
1977	Moped definition tightened around 30 mph
1980	First EEC Driving Licence Directive
1981	Transport Act 1981: major motorcycle access reform legislated
1982	Two-part motorcycle test and two-year provisional entitlement begins
1982	One-year ban for those failing to pass their test within two years of gaining a provisional licence begins
1983	250cc learner class replaced by 125cc limit
1986	Motorcycle licence category changed from D to A
1989	Accompanied/pursuit motorcycle test

Year	Event
1990	Compulsory Basic Training introduced; end of the two-part test
1990	Learners no longer able to carry a qualified passenger
1991	Second EU Driving Licence Directive (91/439/EEC)
1992	EU whole-vehicle type-approval framework begins for powered two-wheelers
1996	Separate motorcycle theory test introduced
1997	EU Second Directive introduces major UK licensing change: graduated licensing and Direct Access
1998	EU motorcycle technical rules consolidated — Directive 97/24/EC
1999	Euro 1 emissions standards introduced, replacing ECE40
1999	Government established Advisory Group for Motorcycles, briefed to develop a motorcycle strategy
1999	Photocard licence, Eye protector standards, and MOT brake testing standards
2000	Local Transport Plans introduced
2001	Compulsory Basic Training certificate period reduced to two years; moped/car entitlement changed with CBT added
2001	Theory testing introduced and (1982) one-year ban repealed
2002	Directive 2002/24/EC replaces 1992 type-approval framework
2002	Euro 2 emissions standards introduced
2003	London Congestion Charge begins; motorcycles exempt
2004	Advisory Group on Motorcycling reports
2005	The Government's Motorcycling Strategy announced
2006	Enhanced Rider Scheme launched

Year	Event
2006	Euro 3 emissions standards introduced
2006	Third EU Driving Licence Directive adopted (2006/126/EC)
2007	Post-test motorcycle trainer register / expanded theory test
2009	Two-part modular motorcycle test introduced
2009	Motorcycles admitted to selected Transport for London bus lanes on trial
2011	Strategic Framework for Road Safety
2012	Motorcycle access to all Transport for London bus lanes on the Transport for London Road Network made permanent
2012	Pre-1960 vehicles exempted from compulsory MOT
2013	Third Driving Licence Directive implemented
2013	Tricycles moved into motorcycle licensing structure
2013	EU Regulation 168/2013 adopted: safety, environmental, and technical rules for motorcycles
2017	Euro 4 emissions standards introduced
2018	Rolling 40-year historic-vehicle MOT exemption
2019	London Ultra Low Emission Zone begins; motorcycles included, but Euro 3 and newer exempted
2020	Euro 5a emissions standards introduced
2021	EU Exit changes motorcycle regulatory architecture. EU law transposed to ‘mirror’ UK regulations
2022	Highway Code road user hierarchy introduced
2025	Euro 5b emissions standards introduced

Year	Event
2026	New Government Road Safety Strategy announced
2026	Government Integrated National Transport Strategy announced
2026	Government consultation on motorcycle training, testing and licensing

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11. Additional Data Tables

This appendix contains supplementary data tables that support the analysis in the main report.

A1. Motorcycle Fleet by Licence Status, 2015–2025

Year	Licensed	SORN	Total	Licensed (%)	SORN (%)
2015	1,242,936	834,713	2,077,649	59.8%	40.2%
2016	1,270,216	915,205	2,185,421	58.1%	41.9%
2017	1,255,860	1,022,394	2,278,254	55.1%	44.9%
2018	1,265,142	1,092,729	2,357,871	53.7%	46.3%
2019	1,273,379	1,159,559	2,432,938	52.3%	47.7%
2020	1,297,802	1,214,241	2,512,043	51.7%	48.3%
2021	1,341,566	1,263,071	2,604,637	51.5%	48.5%
2022	1,363,661	1,322,859	2,686,520	50.8%	49.2%
2023	1,353,937	1,393,814	2,747,751	49.3%	50.7%
2024	1,355,104	1,442,780	2,797,884	48.4%	51.6%
2025	1,360,270	1,521,447	2,881,717	47.2%	52.8%

A2. Average Commute Time by Travel Mode and Region, 2024

Region	Car	Motorcycle	Bicycle	Bus / Coach	National Rail	Other Rail	Walk
Great Britain	26 min	23 min	23 min	40 min	64 min	49 min	15 min

Region	Car	Motorcycle	Bicycle	Bus / Coach	National Rail	Other Rail	Walk
East Midlands	24 min	22 min	21 min	44 min	86 min	27 min	14 min
East of England	26 min	22 min	20 min	46 min	64 min	—	13 min
England	26 min	23 min	23 min	41 min	65 min	48 min	15 min
London	39 min	23 min	29 min	40 min	69 min	49 min	16 min
North East	21 min	15 min	20 min	36 min	55 min	25 min	13 min
North West	26 min	13 min	22 min	42 min	58 min	39 min	15 min
Scotland	23 min	—	18 min	34 min	50 min	91 min	15 min
South East	26 min	36 min	19 min	36 min	62 min	66 min	16 min
South West	26 min	19 min	20 min	43 min	53 min	—	17 min

Region	Car	Motorcycle	Bicycle	Bus / Coach	National Rail	Other Rail	Walk
Wales	23 min	23 min	26 min	48 min	60 min	—	18 min
West Midlands	25 min	20 min	22 min	47 min	42 min	—	15 min
Yorkshire and The Humber	24 min	24 min	22 min	37 min	58 min	46 min	16 min

A3. Top 20 Makes: Motorcycles Over 30 Years Old on DVLA Records, 2025

Rank	Make	Motorcycles on DVLA Records
1	HONDA	145,421
2	YAMAHA	88,561
3	SUZUKI	63,415
4	KAWASAKI	63,043
5	TRIUMPH	36,168
6	OTHER BRITISH	35,919
7	LAMBRETTA	32,950
8	BSA	24,647
9	BMW	22,025
10	HARLEY-DAVIDSON	15,510
11	OTHER ITALIAN	14,396
12	VESPA (DOUGLAS)	13,740

Rank	Make	Motorcycles on DVLA Records
13	NORTON	9,563
14	MOTO GUZZI	7,164
15	DUCATI	5,840
16	PIAGGIO	4,903
17	MZ	4,413
18	VELOCETTE	3,431
19	MATCHLESS	3,428
20	AJS	3,090

A4. Adjusted Severity Methodology

Road casualty severity in Stats19 data was historically recorded by police officers using their professional judgement to classify injuries as serious or slight, based on an agreed definition of serious injury. From 2012 onwards, a number of police forces began adopting Injury-Based Reporting Systems (IBRS). Under these systems, officers record specific injuries from a defined list and severity is determined automatically from the most serious injury present.

The transition to injury-based recording revealed that a proportion of casualties previously classified as slight under the old approach were being recorded as serious under IBRS. To enable comparison across police forces using different systems, and to analyse trends over time periods spanning both approaches, the Office for National Statistics assigns each casualty a probability of being classified as serious under injury-based reporting.

Where a force has not yet adopted IBRS, or where data is awaiting validation, the model provides an estimated adjusted figure based on observable characteristics of the collision and casualties involved.

Adjusted figures should be used when comparing casualty severity across police force areas or when analysing trends that span both reporting systems. All severity figures in this report use the adjusted methodology. [47]

A5. Industry Economic Estimates: Methodology and Assumptions

The economic indicators in the Industry Structure table (Section 5) are estimates derived from ONS administrative data. The methodology is set out below.

Turnover is estimated by multiplying the number of VAT/PAYE enterprises in each ONS turnover size band by the band midpoint and summing across bands. The open-ended top band (£50m+) uses a midpoint of £75m. Purchases are assumed to be 77% of turnover, based on previous sector analysis. Gross Value Added (GVA) is the remainder of turnover after purchases (23%). Wages are calculated as mean hourly pay (ONS ASHE, 2025) multiplied by mean paid hours per week, multiplied by 52, multiplied by total employment. Profits are assumed to be 10% of turnover, based on sector consultation.

Employment for SIC 45.40 is taken from the ONS Business Register and Employment Survey (BRES), SIC 454, Great Britain, most recent year available. Employment for SIC 30.91 is estimated from ONS employment size-band midpoints (UK Business Counts, 2025); ONS ASHE does not report a jobs total for this SIC code. Number of businesses is the total count of VAT and/or PAYE registered enterprises across all turnover size bands (ONS UK Business Counts, 2025). All financial figures are in £ millions. Estimates are approximate due to the use of band midpoints and sector-wide assumptions. [25]

A6. Greenhouse Gas Emissions: Methodology Notes

The greenhouse gas emissions data shown in Section 4 are drawn from DfT table ENV0201, which is compiled by the National Atmospheric Emissions Inventory (NAEI) on behalf of the Department for Energy Security and Net Zero (DESNZ). [20]

For road transport, emissions are calculated from estimated fuel consumption rather than directly measured. Vehicle activity data (vehicle kilometres by vehicle type) are taken from DfT road traffic estimates (TRA series) and combined with emission factors expressing the estimated grams of fuel consumed per vehicle kilometre for different vehicle types, fuel types, and vehicle ages. Carbon dioxide emissions are then derived from fuel consumption using the carbon content of each fuel type. The figures represent direct tailpipe emissions only; upstream emissions from fuel production and distribution are not included. This is consistent with the approach used in the UK's national greenhouse gas inventory submitted under the UN Framework Convention on Climate Change.

The CO_2 equivalent total includes carbon dioxide, methane (CH_4), and nitrous oxide (N_2O), converted using internationally agreed global warming potentials. CO_2 makes up over 99% of greenhouse gas emissions from road transport, so the CO_2 equivalent total and the CO_2 total are very close in practice.

Motorcycles are treated as a distinct vehicle category within the NAEI road transport calculations, using fleet composition data (engine sizes, fuel types, vehicle ages) from

DVLA administrative records. Emission factors vary by Euro emissions standard class, engine size, and fuel type.

Emissions per Kilometre

The emissions per kilometre series shown in the "Greenhouse Gas Emissions per km Travelled by Mode" chart is not published directly by DfT. It is a figure derived for this compendium by dividing ENV0201 annual emissions (million tonnes CO_2 equivalent) by TRA0201 annual traffic volume (billion vehicle kilometres) for each mode, and converting to grams per kilometre.

The result represents an average across the entire fleet for each mode in each year, covering all ages, engine sizes, and fuel types. It is an inventory-based estimate and does not reflect the performance of any individual vehicle. Because it combines two independently modelled datasets (the NAEI emissions inventory and the DfT road traffic estimates), both of which carry their own uncertainties, the per-kilometre figure should be treated as indicative only.

A7. Motorcycle and Scooter Thefts by Police Force Area, 2025

The table below shows reported motorcycle and scooter thefts for all police force areas in Great Britain and Northern Ireland, covering January to September 2025. Source: Datatag. [12]

Rank	Police Force Area	Thefts (2025, Jan–Sep)
1	Metropolitan Police	5,581
2	West Midlands	977
3	Avon and Somerset	825
4	West Yorkshire	753
5	Kent	724
6	Greater Manchester	662
7	Sussex	644
8	Hampshire	571
9	Essex	564

Rank	Police Force Area	Thefts (2025, Jan–Sep)
10	Thames Valley	516
11	South Yorkshire	473
12	Scotland	462
13	Lancashire	454
14	Leicestershire	438
15	Surrey	412
16	Nottinghamshire	397
17	Hertfordshire	365
18	Staffordshire	358
19	Derbyshire	326
20	Humberside	309
21	Gwent	260
22	Bedfordshire	259
23	Cambridgeshire	251
24	Dorset	242
25	Devon & Cornwall	240
26	Merseyside	232
27	South Wales	227
28	Durham	225
29	North Yorkshire	213

Rank	Police Force Area	Thefts (2025, Jan–Sep)
30	West Mercia	205
31	Northamptonshire	183
32	Cleveland	163
33	Cheshire	145
34	Warwickshire	138
35	Norfolk	119
36	Wiltshire	100
37	Suffolk	94
38	Gloucestershire	87
39	Lincolnshire	86
40	North Wales	61
41	Northern Ireland	61

Rank	Police Force Area	Thefts (2025, Jan–Sep)
42	Cumbria	48
43	Dyfed-Powys	32
44	London, City of	13

A8. New Registrations by Engine Capacity, 2020–2022

Engine capacity bands shown here cover all powertrains combined (ICE and electric). From 2023, the MCIA revised both the capacity band definitions and began reporting ICE registrations separately; the 2020–2022 and 2023–2025 series are therefore not directly comparable. [11]

Engine band	2020	2021	2022
0–50cc	8,212	10,374	10,783
51–125cc	38,897	40,664	40,404
126–650cc	20,077	21,978	23,418
651–1,000cc	19,713	21,913	22,845
Over 1,000cc	17,713	19,442	19,084
Total	104,612	114,371	116,534

A9. New ICE Registrations by Engine Capacity, 2023–2025

Engine capacity bands from 2023 cover ICE vehicles only and use revised band definitions (the 126–650cc band was split into 126–500cc and 501–750cc; 651–1,000cc was replaced by 751–1,000cc). Figures are not directly comparable with the 2020–2022 series in A8. [11]

Engine band	2023	2024	2025
0–50cc	3,772	3,583	3,343
51–125cc	37,610	38,145	28,524
126–500cc	16,594	20,933	16,542
501–750cc	13,198	13,696	10,874
751–1,000cc	19,665	19,051	17,446
1,000cc+	18,688	17,241	13,911
Total ICE	109,527	112,649	90,640

A10. New Tricycle Registrations by Style, 2020–2025

Tricycles are classified separately from motorcycles and mopeds in MCIA press statistics. Registrations are small in volume, totalling under 1,000 units in each year of the series. [11]

Style	2020	2021	2022	2023	2024	2025
Scooter	530	544	494	475	343	243
Other	417	430	407	366	342	261
Total	947	974	901	841	685	504

A11. Motorcyclists by Age Group, Cumulative Averages from 2002

The table below shows the age profile of motorcyclists in England as a percentage of all motorcyclists. Each row is a cumulative average covering 2002 to the stated year rather than a single year, so successive rows overlap and should not be read as independent annual observations. The series shows a gradual shift towards older riders: the 30 to 39 band falls from 23% to 19% across the periods shown, while the 50 to 59 and 60 to 69 bands rise from 16% to 19% and from 6% to 9% respectively. [2]

Year	Up to 16	17–20	21–29	30–39	40–49	50–59	60–69	70+	All ages
2002 to 2011	6	9	11	23	27	16	6	2	100
2002 to 2012	6	9	11	22	27	16	6	2	100
2002 to 2013	6	8	12	22	27	16	7	2	100
2002 to 2014	6	8	12	22	27	16	7	2	100
2002 to 2015	6	8	12	21	27	16	7	2	100
2002 to 2016	6	8	12	21	27	17	7	2	100
2002 to 2017	6	8	13	20	26	18	7	3	100
2002 to 2018	5	8	13	20	26	18	7	3	100
2002 to 2019	5	8	13	20	26	19	8	3	100
2002 to 2020	5	8	13	20	26	18	8	3	100
2002 to 2021	5	8	13	20	25	19	8	3	100

Year	Up to 16	17–20	21–29	30–39	40–49	50–59	60–69	70+	All ages
2002 to 2022	5	7	13	20	25	19	8	3	100
2002 to 2023	5	7	13	19	25	19	9	3	100
2002 to 2024	5	7	13	19	24	19	9	3	100

Percentage of all motorcyclists by age group, England, NTS0610. Each period is a cumulative average from 2002 to the stated year. Figures are as published and individual bands do not always sum to exactly 100 because of rounding. [2]

A12. Motorcycle Casualties by Speed Limit, 2020 to 2025

Motorcycle casualties by the speed limit in force where the collision occurred, rural and urban roads. Great Britain, 2020 to 2025 combined.

Area	Speed limit	Fatal	Serious (adjusted)	All casualties	Fatal as % of all
Rural	20 mph	13	192	547	2.4%
Rural	30 mph	137	2,647	6,355	2.2%
Rural	40 mph	161	2,005	4,336	3.7%
Rural	50 mph	182	1,729	3,358	5.4%
Rural	60 mph	807	6,749	12,230	6.6%
Rural	70 mph	117	1,144	2,305	5.1%
	All rural roads	1,417	14,466	29,131	4.9%
Urban	20 mph	61	3,058	19,826	0.3%
Urban	30 mph	388	12,097	39,921	1.0%
Urban	40 mph	80	1,562	4,166	1.9%

Area	Speed limit	Fatal	Serious (adjusted)	All casualties	Fatal as % of all
Urban	50 mph	21	374	999	2.1%

Area	Speed limit	Fatal	Serious (adjusted)	All casualties	Fatal as % of all
Urban	60 mph	6	148	355	1.7%
Urban	70 mph	13	156	359	3.6%
	All urban roads	**569**	**17,394**	**65,626**	**0.9%**

A13. Road Length in Great Britain by Road Class, 2020 to 2025

Road length in miles, used as the denominator for the casualty rates per road mile. Motorways include locally managed motorways. C and unclassified roads are combined, as published by DfT. Figures cover urban and rural areas combined.

Road class	2020	2021	2022	2023	2024	2025	Average
Motorways (incl. A(M))	2,321	2,321	2,327	2,330	2,330	2,331	2,327
A roads	29,522	29,538	29,572	29,584	29,618	29,691	29,587
B roads	18,852	18,852	18,834	18,836	18,907	18,905	18,864
C and unclassified roads	196,834	197,116	194,391	194,974	195,663	196,281	195,877
All roads	**247,529**	**247,827**	**245,123**	**245,724**	**246,518**	**247,208**	**246,655**

A14. Motorcycle Traffic by Road Type, 2020 to 2025

Motorcycle traffic in billion vehicle miles, used as the denominator for the casualty rates per billion vehicle miles. DfT publishes these estimates rounded to 0.1 billion vehicle miles, so components may not sum exactly to the all-roads total.

Road type	2020	2021	2022	2023	2024	2025	Total
Motorways (incl. A(M))	0.1	0.1	0.2	0.2	0.2	0.2	1.0
A roads, rural	0.6	0.6	0.6	0.6	0.6	0.7	3.7
A roads, urban	0.4	0.4	0.5	0.5	0.5	0.6	2.9
Minor roads, rural	0.4	0.4	0.5	0.4	0.4	0.4	2.5
Minor roads, urban	0.7	1.0	1.0	1.1	1.1	1.1	6.0
All roads	2.2	2.5	2.8	2.9	3.0	3.0	16.4