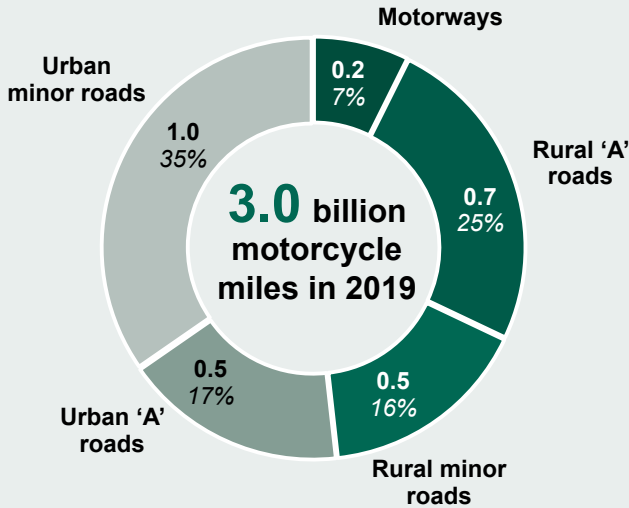




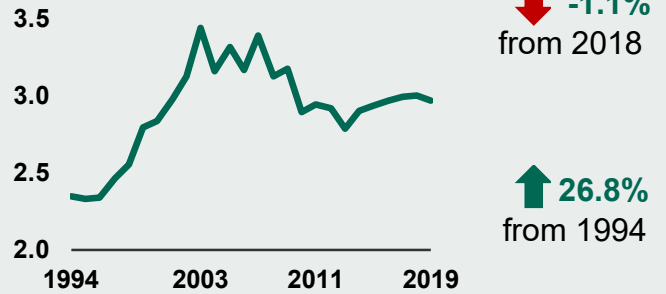
Motorcycles & scooters

Motorcycle and scooter (excluding e-scooter) traffic fell by 1.1% in 2019 compared to the previous year. Motorcycle traffic has declined over the last ten years, from a peak in the mid-2000s.

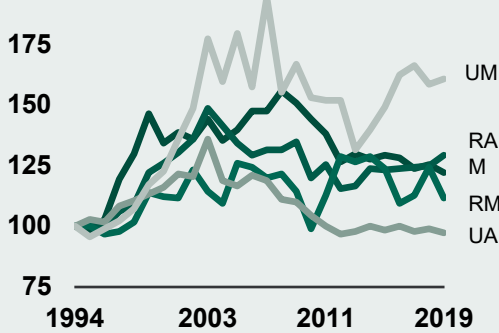


0.8% of motor vehicle traffic

4.0 Trend in motorcycle and scooter traffic, 1994 - 2019 (billion miles)



Index of motorcycle miles, by road type (1994 = 100)

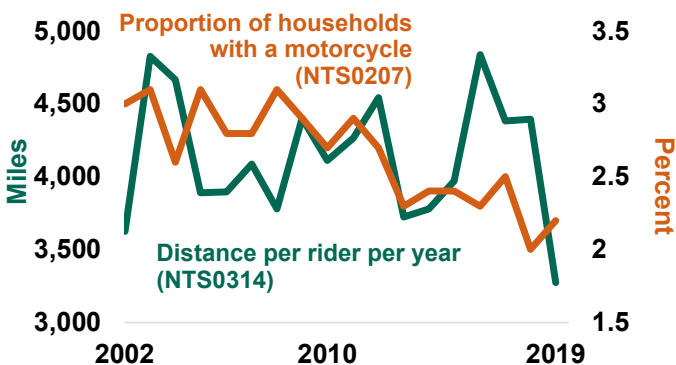


Change in motorcycle miles travelled on...

	Motorways (M)	Rural 'A' roads (RA)	Rural minor roads (RM)	Urban 'A' roads (UA)	Urban minor roads (UM)
From 5 years ago	↓ -4.5%	↑ 4.4%	↓ -13.3%	↓ -2.9%	↑ 15.2%
From 10 years ago	↓ -19.2%	↔ -4.3%	↔ -2.7%	↓ -11.7%	↔ -3.5%

Motorcycle and scooter traffic trends have fluctuated across the different road types in recent years. Urban minor roads have seen a 15% increase over the last five years, in contrast to a decrease on motorways and on rural minor roads.

Results from the National Travel Survey (NTS) indicate that the average distance ridden per motorcyclist in England has been fairly stable over the last decade, although it has had year-to-year variability.



However, there was a downward trend in the proportion of households having access to a motorbike over the period, dropping from 3% in 2002 to 2.2% in 2019.

In other words, the distance ridden by those who ride has changed little, but it appears that fewer people are riding motorbikes.