

Reported Road Casualties in Surrey 2014 Facts on Motorcycling Casualties



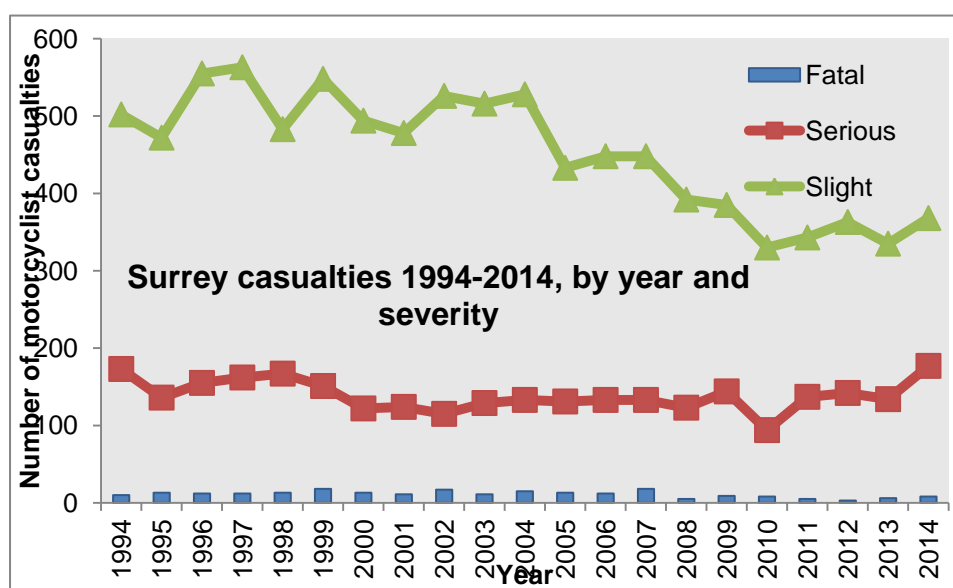
www.drivesmartsurrey.org.uk

Key findings

- In 2014 in Surrey 8 people were fatally injured while motorcycling, 177 were seriously injured and 368 were slightly injured, an overall total of 553 casualties.
- Since 2010 the total number of motorcycling casualties appears to have followed a slight upward trend. The number of motorcyclist casualties who were killed or seriously injured (KSI) was higher in 2014 (at 185) than any of the previous 20 years. It is not clear as to why this is but it could be due in part to an improvement in the economy and 2014 being one of the warmest years on record leading to an increase in the number of miles travelled by motorcyclists.
- The number of people killed while motorcycling has varied between 3 and 9 each year since 2008.
- Three quarters of motorcycling casualties took place on weekdays with one quarter taking place at weekends. There is a prominent morning and late afternoon peak during weekdays whereas at weekends the casualties are much more evenly spread during daylight hours, with a peak at midday.
- The month when most motorcycling casualties took place in 2014 was October. The winter months of December and January had the least motorcycling casualties, probably due to less motorcycling taking place on inclement winter days.
- Younger motorcycling casualties are more likely to be riding motorcycles with a smaller engine size and older motorcycling casualties are more likely to be riding higher powered motorcycles. More detailed analysis of the characteristics of these two groups and their collisions will be presented in a separate factsheet.

Trends

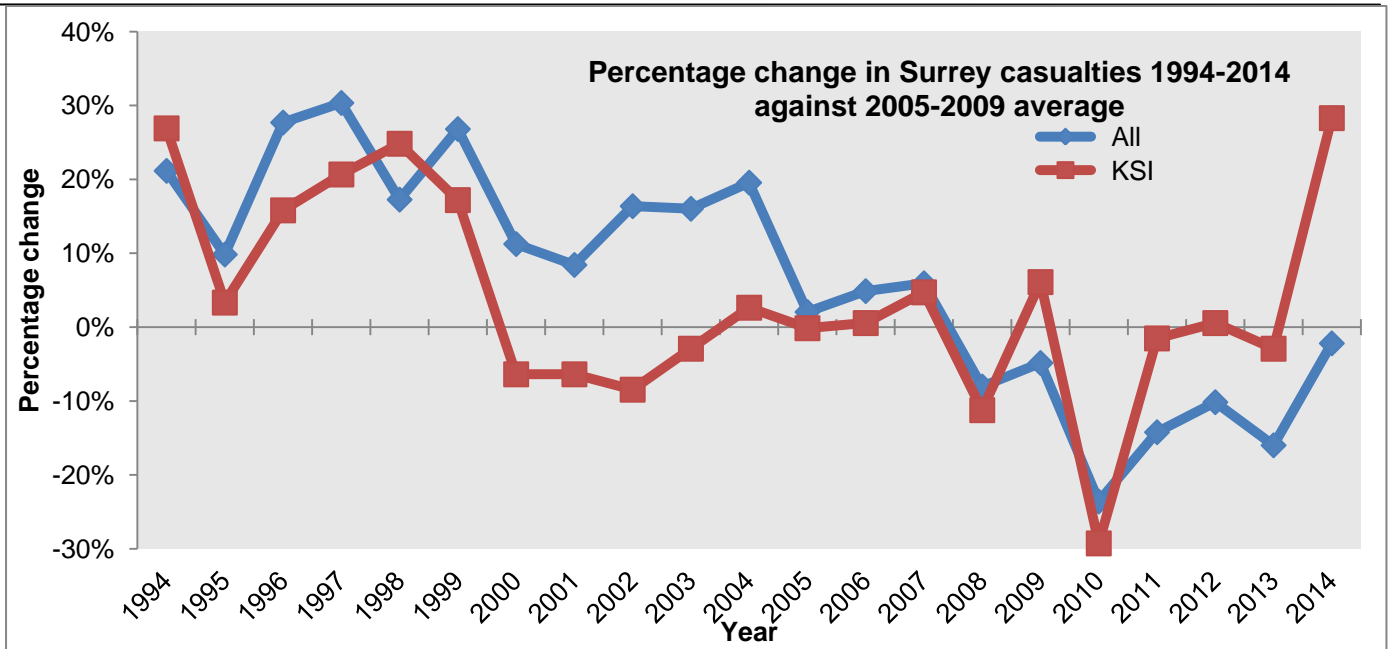
The total number of motorcycling casualties followed a downward trend between 2004 and 2010, largely due to a reduction in the number of slight injuries. The number of serious injuries remained similar apart from a dip in 2010. It is thought that this could be due to large snowfalls in January and December of that



year which reduced the number of motorcyclists and hence the number of motorcycling casualties during those months. Since 2010 the total number of motorcycling casualties appears to have followed a slight general upward trend. The number of motorcyclist KSIs in the most recent year 2014 was especially high (the highest of any year in the last 20 years). It is not clear as to why this is, but one possibility could be

that a combination of an improving economy, and the fact that 2014 was one of the warmest years on record may have led to an increase in the number of miles travelled by motorcyclists.

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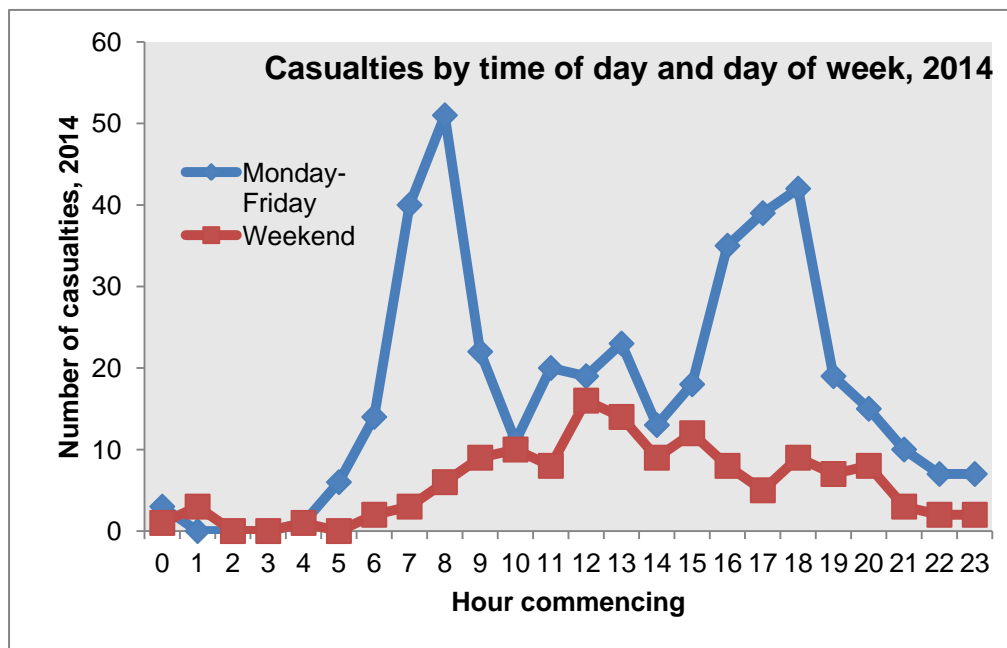


The Department for Transport use the average number of casualties in the 2005-2009 period as a baseline for national monitoring and comparison. In 2014 in Surrey the percentage change in motorcyclists killed or serious injured was +28% and for total casualties was -2% compared with the 2005 to 2009 baseline average. For Great Britain the figures were ?% and ?% respectively.

The Department for Transport publish “Annual Road Traffic Estimates” for Great Britain. The edition describing 2014 data states that motorcycle traffic increased by 3 percent from 2013 to 2014, to 2.8 billion vehicle miles. The 2014 figure is 18.4 percent lower than the highest motorcycle traffic ever, of 3.39 billion vehicle miles in 2007. Data is not available for individual local authorities like Surrey.

When?

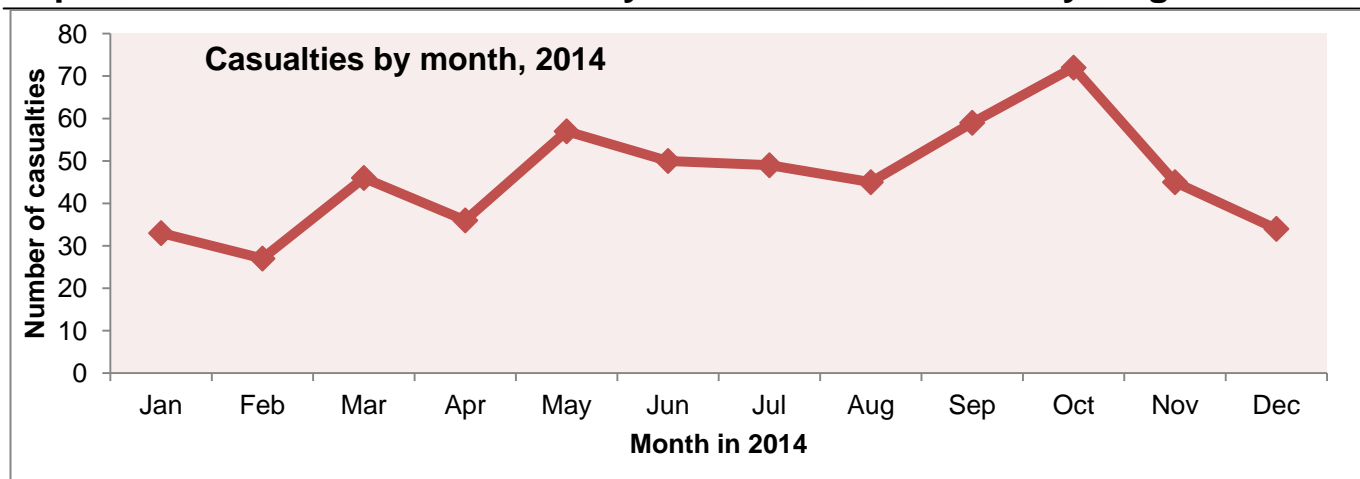
Three quarters of motorcycling casualties (415) took place on weekdays with one quarter taking place at weekends (138). There is a prominent morning and late afternoon peak during weekdays whereas at



weekends the casualties are much more evenly spread during daylight hours, with a peak at midday.

The month when most motorcycling casualties took place in 2014 was October. The winter months of December and January had the least motorcycling casualties, probably due to less motorcycling taking place on colder winter days.

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Where?

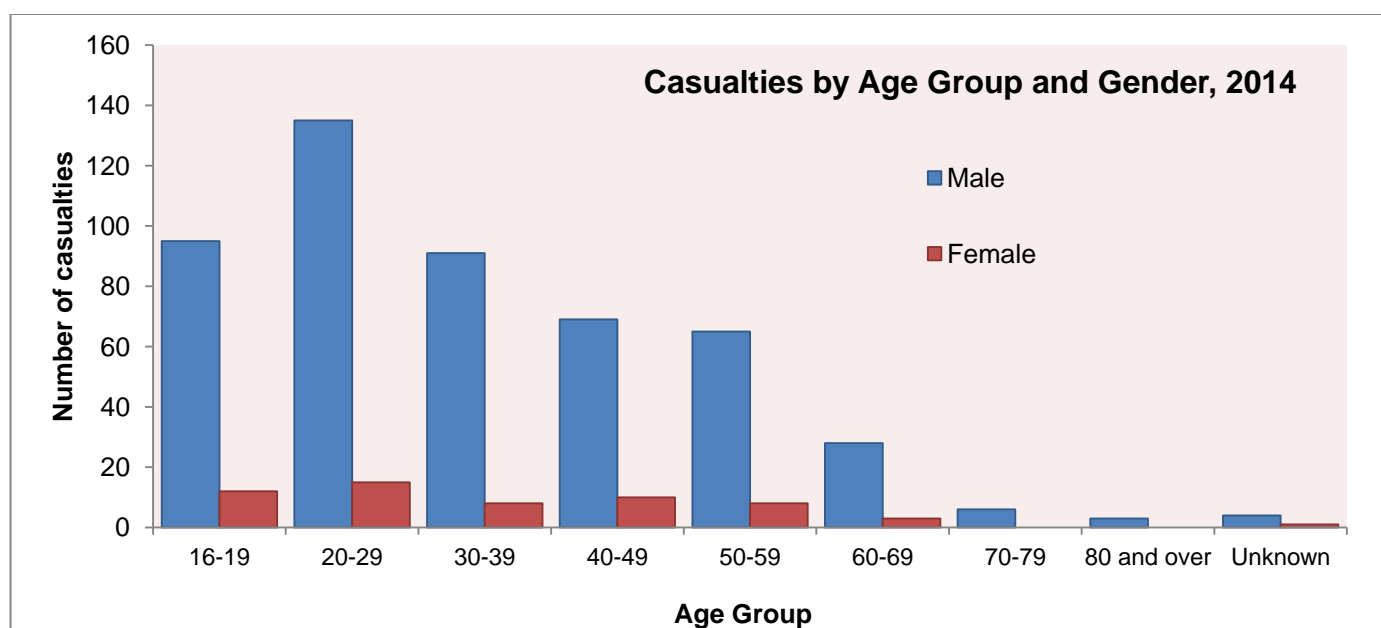
Most motorcycle casualties take place in urban areas 320 (58%), on 30 mph speed limit roads 297 (54%), and on A class roads 300 (54%).

2014 Motorcycle casualties by road class			
	Urban	Rural	Total
A	179	121	300
B	53	37	90
C	32	25	57
D	55	24	79
M	1	26	27
Total	320	233	553

2014 Motorcycle casualties by speed limit							
	20 mph	30 mph	40 mph	50 mph	60 mph	70 mph	Total
A	1	127	103	36	13	20	300
B	1	66	15	1	7	0	90
C	0	34	19	1	2	1	57
D	2	70	6	0	1	0	79
M	0	0	3	2	0	22	27
Total	4	297	146	40	23	43	553

Who?

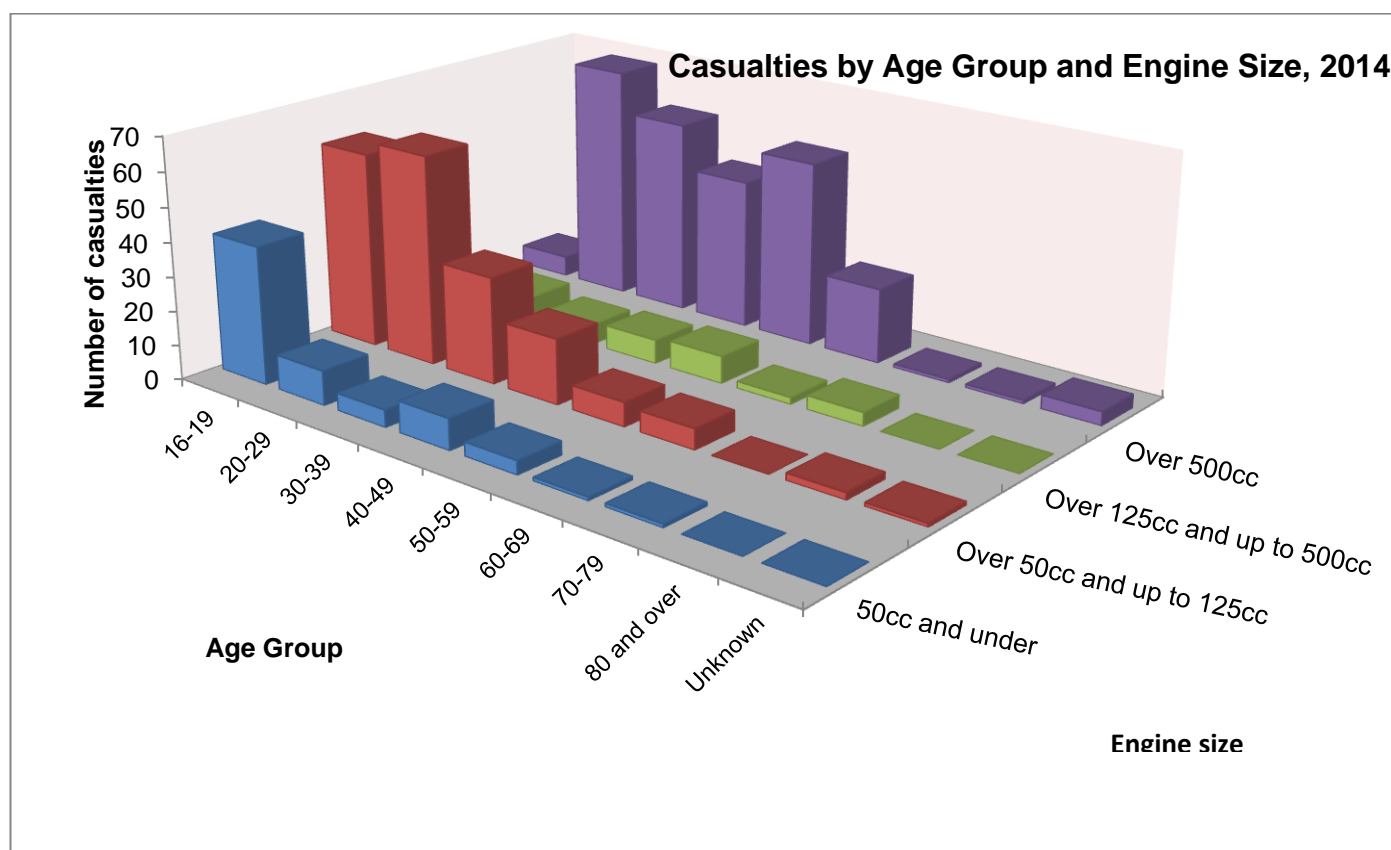
A large majority of motorcycling casualties in 2014 were male 496 (90%). The age group 20 to 29 was most frequently represented in the casualty data-150 (27%).



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Age Group and Engine Size

It can be seen from the following chart and table below that younger motorcycling casualties are more likely to be riding motorcycles with a smaller engine size. This is due to legal restrictions on the minimum age for larger engine sizes and also probably in part due to the increased cost of higher powered motorcycles. More detailed analysis and comparison of the characteristics of “young low power motorcycle” with “older high power motorcycle” casualties and their collisions will be presented in a separate factsheet.



Age Group and Engine Size					
	50cc and under	Over 50cc and up to 125cc	Over 125cc and up to 500cc	Over 500cc	Total
16-19	40	57	4	6	107
20-29	10	61	9	69	149
30-39	5	31	6	57	99
40-49	9	19	7	44	79
50-59	4	7	8	54	73
60-69	1	6	2	22	31
70-79	1	0	4	1	6
80 and over	0	2	0	1	3
Unknown	0	1	0	4	5
All Ages	70	184	40	258	552